



Village of Arlington Heights
Plan Commission
Virtual Hearing
June 10, 2020
7:30 PM

I. CALL TO ORDER

- A. Pursuant to orders issued in response to the COVID-19 pandemic, this hearing is closed to in-person, public attendance. The hearing is being held via virtual Webinar, which permits the public to fully participate in the virtual hearing via the Webinar or their phones.

To participate via the Webinar, this link will take you to instructions for joining the hearing: <https://bit.ly/2yZpaKE>

Individuals who wish to comment or ask a question on an item on the Agenda may either participate via the Webinar, their phone, or send an email to the Village at shubbard@vah.com no later than 3:00 p.m. on June 10, 2020, to be shared at the hearing. Please limit emails to 200 words or less.

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. DPS Automotive - 5/13/20
B. Paragon Mechanical - 5/13/20

IV. PUBLIC HEARINGS

- A. Vasa Fitness - 750 E. Rand Rd. - PC#20-002
PUD Amendment to Ord. 90-014, Variation

V. OTHER BUSINESS

VI. 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.



**Plan Commission
6/10/2020**

Item: DPS Automotive - 5/13/20

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
DPS Automotive - 5/13/20	Minutes

PLAN

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

COMMISSION

RE: DPS AUTOMOTIVE - 855 WEST UNIVERSITY DRIVE - PC# 20-007
LAND USE VARIATION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Virtual Plan Commission Meeting taken at the Arlington Heights
Village Hall, 33 South Arlington Heights Road, Arlington Heights, Illinois on the 13th
day of May, 2020 at the hour of 10:00 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Assistant Planner

CHAIRMAN ENNES: So, moving on to our second hearing, and thank you for being so patient, Mr. Waitzman. You're still here with us? Are you on mute? Okay.

MR. WAITZMAN: I'm still here, thank you.

CHAIRMAN ENNES: Okay, so Sam, are we going to do the same thing? Are you going to present the Staff report first?

MR. HUBBARD: Jake from the Village will, yes.

CHAIRMAN ENNES: Okay, Jake?

MR. SCHMIDT: Can everyone see the presentation?

CHAIRMAN ENNES: Thanks, Jake.

COMMISSIONER GREEN: Yes.

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: So, the address of the subject property is 855 West University Drive. The subject site is in the M-1 Research, Development and Light Manufacturing District, and the site is designated for research and development, manufacturing and warehouse uses in the Comprehensive Plan. The requested action tonight is for a land use variation to allow a motor vehicle repair-minor in the M-1 District which is not permitted by right within the M-1 District. It should also be noted that the proposed use is not compatible with the underlying Comprehensive Plan designation. The proposed site as a whole, which is a multi-tenant building with warehouse uses, is compatible with the underlying designation.

There are two variations required as part of this petition. The first being a variation from Chapter 28, Section 6.12-1 of the Municipal Code, to waive the requirement to provide a traffic and parking study from a certified traffic engineer. The second would be a variation from Chapter 28, Section 10.4, Schedule of Parking Requirements, to reduce the required off-street parking from 130 to 118 spaces.

The business, DPS Automotive, serves auto dealers within the Arlington Heights area. They operate business to business only. Sixty percent of the work is done at the auto dealers themselves, and 40 percent of the work is done at the proposed facility. The work that they do entails the installation of aftermarket accessories such as window tint, paint protection, truck bedliners, and mobile entertainment systems. The business employs 16 individuals currently at their Wheeling facility; 12 of those are involved in the installation. They will have five company vehicles at the subject site that will be used as transport to and from auto dealers. Customer vehicles that are coming from the auto dealers to receive modifications will be driven to the site under their own power. No delivery of vehicles will be done to the site via a tow truck or flatbed or semi auto trailer.

The business will operate between the hours of 8:00 o'clock a.m. and 6:00 o'clock p.m., Monday through Friday. It will be closed on weekends.

The subject site is located at the southeast corner of Kennicott Avenue and University Drive. To the south, the property borders single-family residential uses while on the north, east and west sides, the site borders manufacturing and warehouse uses also within the M-1 District. The proposed tenant space is currently accessible via two loading doors, one on the north side of the building and one on the south. The Petitioner is proposing the addition of a second loading door on the south side of the building.

During the review process, Staff had concerns regarding these two overhead doors at the south side, due to the close proximity of the residential uses. Specifically, concerns were that the impact of noise generated during installation operations could be

objectionable to the neighboring tenants, as well as single-family properties to the south. As part of this Plan Commission review process, Staff requested the Petitioner to provide details on the tools used in the installation of accessories for vehicles.

COMMISSIONER CHERWIN: Jake, I'm having a tough time hearing you. Can you speak up a little bit and make sure everyone else is on mute?

MR. SCHMIDT: Can everybody hear me? So, the primary tools used by the business are hand tools, cordless power tools, heat guns, and steam machines, which have a low potential of generating noise. However, the Petitioner also uses a vacuum and air compressor, which have a greater potential of generating objectionable loud noise. That being said, the Petitioner has stated that they are willing to use a sound-attenuating enclosure for the air compressor, which will help mitigate the noise from that device.

The Petitioner has indicated during the process that it's necessary to use the southern doors for loading and unloading operations of vehicles, and that during the summer and warmer months, these doors will likely be left open in order to allow for ventilation. This greatly increases the chance of noise generated from business operations will be audible from the adjacent single-family properties.

That being said, a neighborhood meeting was held via Zoom by the Petitioner on May 6th. Per a summary provided by the Petitioner, two residents were in attendance and were in support of the project, with the knowledge that the two southern overhead doors would remain open. Additionally, Staff did not receive any correspondence, written or verbal, from residents stating any concern or objection to the proposed use. As no concerns were raised and brought to the attention of Staff regarding noise levels or the operation of the business, Staff does not recommend any restriction for the use of the two southern loading doors.

With respect to parking, per the mix of uses at the site, which is a multi-tenant building, the building requires a total of 130 spaces. 118 parking spaces are provided at the site, including 16 internal service bays. As such, a variation is required which the Petitioner has requested.

To justify the requested parking variation, the Petitioner has provided a survey of parking lot utilization at the subject site as well as provided an anticipated employee and customer vehicle parking demand.

Peak observed parking occurred on January 27th at 8:00 o'clock a.m. when 54 vehicles were observed accessing the site. If DPS Automotive was in operation that day, with 15 employee vehicles, the five company vehicles, and 20 customer vehicles on the site, there would still be a functional surplus of 24 parking spaces. Bearing this in mind, Staff does support the requested parking variation.

With respect to bicycle parking, bicycle parking spaces are not required. The provision of spaces are only required when a change in use results in an increase in required vehicular parking. There's actually a reduction in the number of required vehicular spaces for this petition. Currently, the tenant space is vacant and is assessed at a ratio of one space for every 300 square feet, resulting in a 40-space requirement for the subject unit. The required parking for the proposed use is significantly lower, and as such, no additional bicycle parking spaces are required.

A traffic and parking study is also required per code. The Petitioner has requested relief from this requirement, and Staff supports the requested variation as the

Petitioner is not proposing any changes to the site itself that would impact traffic circulation. The Petitioner has provided information on delivery operations for customer vehicles, and the Petitioner has provided the aforementioned parking study.

There are some issues regarding code-required screening at the site that were identified during the review process, one of which is the required six-foot tall screen between the subject site and any single-family residences to the south. There currently is a dense vegetative screen to the south of the property, but it's deciduous. Code requires a screen that is constant in nature, so that would be along the lines of a six-foot tall solid fence, a wall, or six-foot tall evergreen shrubbery that would provide year-round screening.

Additionally, there are several trash areas that are not enclosed and screened from street view. As part of the petition, Staff gave notice of these issues to the property owner via a letter sent on May 8th. The property owner has said they'll be looking at the issue, and Staff will be working with the property owner to bring the site into compliance with the requirements.

Bearing all this information in mind, the Staff Development Committee recommends approval of the requested land use variation as well as the two zoning code variations with a three conditions. First being that operations shall take place without creating disturbing influences to the use and occupancy of adjoining properties. Disturbing influences can be considered, but are not limited to, objectionable odor, dust, smoke, noise, or vibrations. The second condition would be the proposed air compressors shall be located in a sound-attenuating enclosure. The third is that the Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

This concludes my presentation, and I'm happy to answer any questions.

COMMISSIONER CHERWIN: Terry, you're on mute. You're on mute.

CHAIRMAN ENNES: Sorry, I got it. Are there any -- Jake, thank you for your Staff report. Are there any questions from the Commissioners on the Staff report?

COMMISSIONER CHERWIN: I move to submit it in the record.

COMMISSIONER GREEN: I'll second. Bruce Green will second that.

CHAIRMAN ENNES: Okay, and a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed?

(No response.)

CHAIRMAN ENNES: Okay, so the motion passes. Thank you, Jake.

If our Petitioner, Mr. Waitzman, are you going to speak to the petition?

MR. WAITZMAN: I appreciate everyone voting in favor. So, I don't think there's anything that you guys need me to say. I appreciate it.

CHAIRMAN ENNES: That was to their report. You agree with the conditions that the Village has put on your petition?

MR. WAITZMAN: Yes, absolutely.

CHAIRMAN ENNES: The three conditions?

MR. WAITZMAN: Absolutely.

CHAIRMAN ENNES: Okay.

MR. WAITZMAN: The condition with the air compressor, I agree 100

percent. We're going to enclose it behind a room so you wouldn't hear it even barely inside the building, let alone outside of the building. Everything else I agree to.

CHAIRMAN ENNES: Okay, and the trash containers, will you move those somewhere?

MR. WAITZMAN: So, those trash containers are not mine. I don't have a trash container there. So, I talked to the building owner about it, and I think they're looking into what the options are, but my trash container would be a small one. It wouldn't be like that. So, I can't speak to those containers.

CHAIRMAN ENNES: Okay, so you agree with the conditions. Do you want to tell us about your project?

MR. WAITZMAN: Yes, absolutely. So, we've been in business since 2009. We actually started in Arlington Heights, so we started at College Drive and University and had outgrown that facility and moved to Wheeling. So, we've been at Wheeling now for six years, and now business has continued to expand. So, again we're needing space and found a perfect building that's very close to a lot of customers we already do business with. So, all the dealerships on Dundee Road are already customers of ours.

Like Jake said, we're in the business of selling directly to new car dealerships for pretty much everything you can do to accessorize your car. We're a very clean business. I take a lot of pride in our image and what our shop looks like, what our office looks like, what our vehicles look like. So, we're definitely, unfortunately we have to be classified as a mechanical repair-minor, but we're not a mechanic shop. There's not the stereotypical, you know, impact gun and wheels dropping off cars. It's just not what we do at all.

We're a really clean business. We do a lot of final wraps, window tint, clear bra, ceramic coatings, really clean precise work. It's almost all brand new cars that we work on and we almost never have used cars in our building. We're not storing the vehicles there. We're completing the work, bringing it back to the dealership immediately. We're not leaving anything around. We're not leaving cars outside. Everything comes in inside at night.

We're a very conscious neighbor, not only to the Village, but to the surrounding residents and surrounding businesses. So, you definitely would never hear any trouble from me or my company. We run a really good operation and we're proud of that.

MR. HUBBARD: Terry, you're on mute.

CHAIRMAN ENNES: I'll get used to this. So, is that the completion of your report?

MR. WAITZMAN: Yes, unless there's any questions from anyone.

CHAIRMAN ENNES: Okay, do we have any questions from the Commissioners?

COMMISSIONER CHERWIN: This is Jay. I would say that I was in the Conceptual Plan Review Committee. I had a lot of questions for the Petitioner; I think they answered them all well. I was impressed with I think the proactive approach they took to making sure the residents around them were okay with their operations. You know, that was my biggest concern, was that you said you're a little bit more intense use right next to the residences. So, I wanted to see, you know, if there were any members of the public. It sounds like, you know, we'll wait to see if there are anybody, but it sounds like nothing was submitted.

So, I'm going to have no further questions on this. I think it's a good project and it seems to be a good operation to have.

CHAIRMAN ENNES: Thank you, Jay. Anyone else?

COMMISSIONER GREEN: Yes, I'd like to, I'm supportive of the project, too, because it helps complement auto row, primarily. It also brings a new business to Arlington Heights and helps with employment. And apparently, at the community meeting, there were two attendees by Zoom who were supportive of the project. So, unless there's audience comment, I don't have any concerns with going ahead to approve the project.

CHAIRMAN ENNES: Thank you, George. Anyone else?

Okay, Sam, I trust all the notices were sent and made?

MR. SCHMIDT: They were.

CHAIRMAN ENNES: Okay, can we ask for a show, if there's no other questions from the Commissioners --

MR. HUBBARD: There is one question in the audience -- sorry to interrupt, Chairman. There is one person in the audience that wishes to make a comment.

QUESTIONS FROM AUDIENCE:

CHAIRMAN ENNES: Okay, would you please tell us your name and let us hear your question?

MR. DAULTON: I live right behind --

CHAIRMAN ENNES: What's your name?

MR. DAULTON: Terry Daulton.

CHAIRMAN ENNES: Okay, Mr. Daulton.

MR. DAULTON: I live right behind where you're going to be, sir, 810 Tanglewood. Are you going to do painting? Is that what you're doing?

MR. WAITZMAN: Good question. We do not do any painting. We do not do any body work. We're not a body shop. We do not do repairs.

MR. DAULTON: What about undercoating?

MR. WAITZMAN: We do undercoating, but we spray water-based undercoating, so it has virtually no odor.

MR. DAULTON: Well, I mean, how about, you're saying there's not going to be any noise, et cetera? I've lived here for 35 years. I mean, I think I have a say here.

CHAIRMAN ENNES: And we're asking for your questions, Mr. Daulton.

MR. DAULTON: Well, that's my question. I mean, it sounds like, you know, I worked in the automotive industry for 31 years. I know how noisy things can be. I worked for an auto parts company for over 30 years and it's going to be quite noisy. We have to live here on this block.

CHAIRMAN ENNES: Yes, I understand that. Mr. Waitzman will answer your question.

MR. WAITZMAN: So, to answer the question about noise, we're not like a mechanic shop where we're using loud tools. So, a lot of, most of the work that we do, like I said, is window tint, clear bra, vinyl wraps, which is really no noise at all. I mean, we're putting film on cars. We're using a heat gun, a razor blade, and possibly a steamer. So, any of the work that's really any noise, like you mentioned undercoating, gets done inside an enclosed area with the garage door closed and that won't make any noise anyways because we're literally just spraying, we're spraying a rubberized undercoating out of a gun, so it's not creating any noise.

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The only noise that we would create would be our air compressors, but our air compressors are not only going to be in a room, but they're going to be behind another room. So, you wouldn't even hear them barely inside, let alone outside the building or at your house.

I want to stress, sir, that we care about our neighbors and our relationships. So, if there was ever a point where you felt like we were making too much noise or we were doing anything, I can assure you that I would address it immediately and you would never have to say it again.

MR. DAULTON: When are you going to open? I'd like to come and visit.

MR. WAITZMAN: I'd like to open as soon as possible. So, we're ready and I'd love to give you a tour of the facility.

MR. DAULTON: Yes, I would like that. I live right behind here.

MR. WAITZMAN: Yes, you can come by anytime. I've spent an enormous amount of money making it beautiful inside there.

MR. DAULTON: It sounds like it.

MR. WAITZMAN: We just epoxied the floors. We've painted the floors and ceiling white. If you see how beautiful it is, you'll know that this is not going to be a dirty, loud, noisy mechanic shop.

MR. DAULTON: Okay, but the only thing, like I said, I'm worried about is the smell, you know, but you sound like it's not going to have that problem.

MR. WAITZMAN: No, the two things that we spray are undercoating and sprayed bed liner. The sprayed bed liner is a solid, it's not a solvent, so it has really no odor and it dries in about three seconds. Our undercoating is water-based, so it has zero VOCs, so it has virtually no odor.

MR. DAULTON: All right. How about next week I go over there and take a look? I'd love to see it.

MR. WAITZMAN: Whenever you want.

CHAIRMAN ENNES: He won't be there next week.

MR. WAITZMAN: But the building is there so you can come by whenever you want.

MR. DAULTON: Okay. Well, my name is Terry Daulton. Like I say, I live right behind you.

MR. WAITZMAN: Okay, thanks, Terry.

MR. DAULTON: Okay.

CHAIRMAN ENNES: Thank you, Mr. Daulton. Sam, is there anyone else?

MR. HUBBARD: I don't see any more hands raised.

CHAIRMAN ENNES: Okay.

COMMISSIONER CHERWIN: Terry, could I just ask one question if you don't mind? It's just to --

CHAIRMAN ENNES: Jay, yes, just hold up. We're going to close the community, the audience part of the hearing.

Jay, what question do you have?

COMMISSIONER CHERWIN: Yes, sorry not to belabor, but Mr. Daulton brought up, you know, a lot of Mr. Daulton's questions were the questions that I raised in the committee level and I thought Mr. Waitzman and his colleagues answered them well. I would

also say that the noise, odor and dust is a performance standard that they'll have to meet I think just as part of the district. As part of the approval or proposed approval, there are conditions about excessive noise or dust. Not to carry this out longer than it needs to, but Sam, if you want to just briefly speak to the fact that they will have to meet some performance standards on this with respect to them?

MR. HUBBARD: Do you want to tackle that one, Jake?

MR. SCHMIDT: So, they're certainly held to restricting noise, odor, emission of odor, things like that. As far as zoning code goes, there are the general performance standards outlined within the M-1 section, and we've added the condition that there shall be no objectionable noise, odor, vibrations, et cetera caused by operation of the business, which gives the Village ability to, in the instance where there is the emission of odor or noise, to come in and request the mitigation of those particular issues.

COMMISSIONER CHERWIN: Thanks, Jake. Sorry, I automatically went to Sam; I didn't mean to overlook you on that. I appreciate your explanation. That's all.

MR. WAITZMAN: And guys, I just want to share with everybody, you'll have zero trouble with me, zero. If there's a problem and you need something addressed, I will address it immediately, I can assure you of that.

COMMISSIONER CHERWIN: Terry, you're on mute.

CHAIRMAN ENNES: That's why I didn't get a motion. If there aren't any other questions, do we have a motion?

COMMISSIONER GREEN: I'd like to make that motion.

CHAIRMAN ENNES: Yes, Bruce.

A motion to recommend to the Village Board of Trustees approval of PC# 20-007, a Land Use Variation, to allow a motor vehicle repair, minor facility in the M-1 Zoning District; and the following variations:

- 1. A variation from Chapter 28, Section 6.12-1 of the Municipal Code, to waive the requirement to provide a traffic and parking study from a certified traffic engineer.**
- 2. A variation from Chapter 28, Section 10.4, *Schedule of Parking Requirements*, to reduce the required off-street parking from 130 spaces to 118 spaces.**

This recommendation shall be subject to the following conditions:

- 1. Operations shall take place without creating disturbing influences to the use and occupancy of adjoining properties. Disturbing influences can be, but are not limited to, objectionable odor, dust, smoke, noise, or vibrations.**
- 2. The proposed air compressors shall be located in a sound-attenuated enclosure.**
- 3. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

CHAIRMAN ENNES: Is there a second?

COMMISSIONER CHERWIN: Jay will second that.

CHAIRMAN ENNES: Okay, Jay is the second. We need to take a roll call vote.

MR. SCHMIDT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. SCHMIDT: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. SCHMIDT: Commissioner Drost.

CHAIRMAN ENNES: George, your mic.

COMMISSIONER GREEN: You're muted.

COMMISSIONER DROST: Aye. Aye.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

CHAIRMAN ENNES: So, we have a unanimous decision. Congratulations! Good luck with your venture. Sam, any idea, would it be June 2nd I think you mentioned before as a possible Board hearing?

MR. SCHMIDT: It depends on how quickly the minutes can get done. It would be either that meeting or the next available.

CHAIRMAN ENNES: Okay, well, good luck with that. I don't believe we have any other business.

COMMISSIONER DROST: Just one question for Sam. When are we going to re-open?

MR. HUBBARD: We'll have to ask our Governor. I'm anticipating, obviously there's going to be a meeting of the Redevelopment Commission I believe later on in May. That's going to be a Zoom hearing as well. I think Bill is running that one. Then we have projects on the agenda for the June 10th Plan Commission hearing, and those are going to be, we're planning for Zoom as well.

Beyond that, my hopes are just aligned with everyone else's, that we'll be open as soon as possible.

COMMISSIONER DROST: Good. Well, Hinsdale and Naperville have made some moves to help support some of their restaurant businesses. So, take that message to whomever you see, if you can Zoom them or touch them. Don't touch them though.

COMMISSIONER CHERWIN: Sam, are you saying our next meeting of the Plan Commission is not until June?

MR. HUBBARD: The Plan Commission, right. But there is going to be, I think it's the Redevelopment Commission later on in May if I'm not mistaken. I'd have to check the calendar, but I know there's some meeting in May later on.

COMMISSIONER JENSEN: Does that involve the Commissioners? The

Plan Commissioners?

MR. HUBBARD: I thought it did.

COMMISSIONER CHERWIN: Yes, we're all members of the Redevelopment Commission for the TIF.

COMMISSIONER JENSEN: It's been a while since we met as a Redevelopment Commission, I think.

CHAIRMAN ENNES: Okay, seeing no other business, thank you very much for your time. I think this went fairly well, and thank you for your very considered comments and input on both of these petitions. So, I don't have a gavel here, but --

COMMISSIONER JENSEN: Terry, I move we adjourn.

CHAIRMAN ENNES: Second?

COMMISSIONER DROST: I'll second that.

CHAIRMAN ENNES: Okay, all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed?

(No response.)

CHAIRMAN ENNES: Good night. Have a good evening. See you soon.
(Whereupon, the above-mentioned petition was adjourned at 10:24 p.m.)



**Plan Commission
6/10/2020**

Item: Paragon Mechanical - 5/13/20

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Paragon Mechanical - 5/13/20	Minutes

PLAN

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

COMMISSION

RE: PARAGON MECHANICAL - 2400 SOUTH ARLINGTON HEIGHTS ROAD - PC#
20-004
LAND USE VARIATION, REZONING

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Virtual Plan Commission Meeting taken at the Arlington Heights
Village Hall, 33 South Arlington Heights Road, Arlington Heights, Illinois on the
13th day of May, 2020 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Assistant Planner

CHAIRMAN ENNES: Hi, everybody. So, I'll call this meeting to order, our first virtual meeting of the Plan Commission. It's been a long time since we've met. I'm going to ask us to do the Pledge of Allegiance, but we can all stay seated.

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Okay, so Sam, would you please call the roll?

MR. HUBBARD: Yes. Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost. Commissioner Drost, I see you, but you're on mute. If you press and hold the spacebar, you'll get off mute temporarily. While you press it, there you go. You've got to hold the spacebar down while you're talking.

COMMISSIONER DROST: Okay, got it. Thank you.

MR. HUBBARD: All right, present and accounted for. Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Present.

So, good to see where everybody's sitting and working from, quite a wide variety of places.

This evening, we are going to hear two petitions. Before we get going on those, I would like a motion to approve the minutes from our last two meetings which were sometime ago, February 26th, the 710 North Dunton Avenue Lot Consolidation, and Shirley Ryan Ability Lab.

COMMISSIONER GREEN: I'll make a motion for approval.

COMMISSIONER JENSEN: I'll second.

CHAIRMAN ENNES: Who was the second?

COMMISSIONER JENSEN: Lynn Jensen.

CHAIRMAN ENNES: Okay, and all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Do we need to take a roll on these, Sam?

MR. HUBBARD: No, I think I mentioned --

CHAIRMAN ENNES: Just so you know it.

MR. HUBBARD: If we could just make it clear --

COMMISSIONER DROST: I wasn't there.

MR. HUBBARD: If anyone wasn't there, please let me know.

Then once we're through with this, I'd just like to go over a few best practices for the evening's meeting so that we're all on the same page.

CHAIRMAN ENNES: Okay.

MR. HUBBARD: So, did anyone not vote for approval of the minutes?

CHAIRMAN ENNES: I did not because I was not there, Chairman Ennes.

MR. HUBBARD: Okay, one non-vote for Ennes. Thank you.

COMMISSIONER DROST: And Drost.

MR. HUBBARD: And Drost, okay. All right, so that's seven in favor and two not voting.

All right, so I just want to welcome everyone to our meeting this evening on May 13th. It's going to work a little bit different this evening compared to our standard format since we're doing virtual hearing over Zoom.

So, the way this is going to work this evening is Staff will begin with an overview of the project and the Staff report and presentation. Then the Petitioner will be able to provide additional commentary and responses to Staff's questions. Then the Plan Commissioners can deliver their initial comments and questions. Then we'll open it up to the public.

If any public is in attendance and watching over a computer over Zoom, when we get to the public attendance comment section, if you have a comment, please raise your hand in Zoom. That way I'll see that you want to make a comment. Or if you dialed in over a phone, please dial *9, and then you'll be added to the queue to speak on this petition. Once all public commentary has been received, we'll close the public hearing and then we'll go into final deliberations on the project.

It's really important if you're not speaking, if you can always keep it muted on Zoom. Any type of movement of paper or shuffling of things in your office or typing on the keyboard will automatically have the camera go to you even if you're not the one speaking. So, I can strongly, strongly encourage people to keep themselves on mute unless they have something to say. If you're watching this and participating over a computer, if you press and hold the spacebar, it will automatically unmute you while you're holding the spacebar and you can make your comment. Then after you're done, you can let go of the spacebar and you'll automatically be put on mute again. Otherwise, you'll just have to click the mute and unmute function on Zoom.

If I lose my connection this evening, please just stay here. You can all stay in the meeting until I am able to reconnect. Or if you lose your connection, then you can just reconnect using the same login and password as you did the first time.

That being said, we're ready to start the new business, Terry.

CHAIRMAN ENNES: Okay, I have one comment to make before we start with the hearing on Paragon, and that is that Mr. Polka, I have known him for sometime. We have been a, he is a client of the firm that I owned until February. I'm no longer an owner of that firm. I'm kind of retiring. So, I have discussed this with a couple of people within the Village and they felt that there wasn't a conflict on this property. I am familiar with it. So, you know, in the spirit of being open, I just want to make you aware of that.

So, for this hearing, I would like to start. Sam, you said you're going to start with your report first?

MR. HUBBARD: Yes, absolutely. I would make a -- I would note that all public notices on this project have been given. Once I give my report, you can ask if the Staff, if the Petitioner has read the Staff report and you can swear them in. Then we can proceed in that regard. So, let me jump into the presentation here. Hold on.

CHAIRMAN ENNES: Okay.

MR. HUBBARD: All right, can everyone see the presentation?
(Chorus of yeses.)

MR. HUBBARD: All right, so the subject of the hearing this evening is 2400 South Arlington Heights Road. The property is currently zoned R-1. It's a One-Family Dwelling District with a portion on the northern side of the site zoned in the B-3 General Service, Wholesale and Motor Vehicle District. The Petitioner has requested a rezoning from the two districts into the B-2 General Business District, and Staff is supportive of this rezoning. The B-2 District allows for a wide range of commercial land uses, and given the surrounding land uses and the subject property's location along a major arterial thoroughfare, we believe that the B-2 District is appropriate for this location.

The variations that are also requested this evening, one of them relates to this rezoning, and that's because the minimum allowable size in the B-2 District is four acres. Upon examining the subject property, it would only be a portion of B-2 area that's 2.36 acres, and therefore, a variation is required. Staff is supportive of this requested variation. We believe that the B-2 District will allow a range of uses that's generally compatible with the existing uses within the area, and the B-2 Zoning will not alter the essential character of the locality. There is a large area of existing B-2 zoned land, approximately 200 feet to the north of the subject property.

The Petitioner is proposing to occupy the land with Paragon Mechanical which is a mechanical work contractor that services both residential and commercial clients. Per their website, they specialize in heating and cooling and domestic hot water, and they offer installation and replacement, repair and general maintenance of these types of systems. They did receive a land use variation in 2010 to allow their business at 11 North Arlington Heights Road which is zoned B-2 as well.

Paragon is a licensed and registered contractor with the Village of Arlington Heights Building Department, and the use is defined as a contractor shop per our zoning code which states that any establishment used for conducting administrative, clerical, and general business affairs, indoor maintenance, indoor storage of contractor vehicles, equipment and materials, and may include a contractor's business office and also a design showroom. That's what a contractor shop is per our code and the Petitioner's business fits that classification.

This type of use is not allowed in the B-2 District and, therefore, a land use variation is required, and I'll get into the details of that later on in the presentation. Additionally, a variation is required to waive the requirement for a traffic and parking study by a certified traffic engineer, and I'll get into that as well later.

So, here's an aerial of the subject property. It's two and a third acres in size and it's the former home of the Elk Grove Township facility. The Petitioner has purchased the entire site which is occupied by a single-story building

about 13,000 square feet, as well as two auxiliary storage garages, a salt dome, and a children bicycle safety area. The Petitioner has been occupying this building since as early as July 2019.

Primary access to the site comes from a full access signalized intersection with Arlington Heights Road, and the site has street frontage and visibility on all three sides; to the east along Arlington Heights Road, to the north and northwest on the on-ramp, and to the south and southwest on the I-90 tollway. This site has excellent vehicular access with the traffic signal and has great visibility from its frontage. There are approximately 57 exterior parking spaces on the site and 13 interior spaces for a total of 70 parking spaces on the site.

Here's the site plan. Paragon's business plan consists of two phases. The first phase involves the establishment of their business on the subject property where they'd like to occupy the site as is. This slide shows the existing conditions on the site. Hours of operation for Paragon would be 7:00 a.m. to 5:00 p.m., and there would be six office employees working out of the site as well as nine technicians and installers that work out of their vehicle and only come to the site as needed. So, that's a grand total of 15 employees. Again, there are 57 exterior spaces and 13 interior spaces, so 70 spaces for 15 employees.

Paragon currently owns one runner van and eight work trucks. The van and one of the trucks would be permanently stored on site at the rear of the property behind the building so it's not going to be visible from Arlington Heights Road. The remaining vehicles go home with the technicians at the end of the day and are not stored on the subject property overnight. Technician trucks would occasionally access and park at this site during the day for miscellaneous purposes such as material pickup or meetings, but day-to-day operations are designed where the products are delivered directly to a job site, the technicians drive from their home to each job site without being required to stop at the subject property.

The Petitioner has stated that the van may also be stored within one of the garages, and then if technicians need to access the site during the day, they will be required to park at the rear of the building so as not to be visible from Arlington Heights Road. Paragon does not own any heavy machinery or equipment.

This is the floor plan showing the site. During phase one, they would occupy approximately 2,800 square feet of office space where they would manage their day-to-day functions like accounting, scheduling and sales; and then about 2,000 square feet of training space used to train their installers and technicians on new equipment, installation or repair techniques; and then about 5,000 square feet of storage space for vehicles and miscellaneous materials like thermostats, smoke detectors, igniters, flame sensors, et cetera. The remaining portion of the building, about 25 percent, would be left vacant while the Petitioner finalizes details for phase two of their business plan.

Phase two entails a multi-use redevelopment of the site. This is a conceptual rendering showing the potential future redevelopment of the site. In this phase two redevelopment, approximately one-third of the site would be occupied by commercial uses like, you know, either an office or a small coffee shop or something along those lines. Then the remaining two-thirds of the site would be redeveloped as Paragon's in-home smart hub which would provide hands-on assistance to customers in choosing the right products for their home or business. The hub would have an array

of products and systems installed and fully operational for both residential and commercial customers to view and experience to help them make a well-informed decision before purchasing or scheduling an installation.

Ultimately, Paragon would like to expand to satellite locations throughout the Chicagoland suburbs, all of which would report back to the hub location on the subject property. The training center may expand in phase two to offer training for individuals outside of the Paragon organization. Build-out of this Arlington Heights hub and accompanying commercial uses would take place approximately two years after occupancy of the site. Final details on the future of phase two redevelopment have yet to be determined, although it would involve a substantial remodel or demolition of the existing building as well as significant exterior site alterations. This is just a concept at this point. If and when this moves forward, it would require special zoning consideration through the Plan Commission, you know, regardless of whether or not the land use variation is approved this evening.

Relative to parking, any land use variation or rezoning that's greater than 5,000 square feet and located on a major arterial which is Arlington Heights Road, is required to provide a traffic and parking study by a certified traffic engineer. The Petitioner has requested a variation to waive this requirement and provided written justification in support of that variation. Staff concurs that the necessary criteria for approval of this variation have been met. Given the characteristics of Paragon's business operations where technicians keep their contractor trucks at their personal residences and are dispatched directly from their home to a job site and only occasionally access the site, plus the low amount of office staff that would be working out of the facility in combination with the low expected volume of walk-in customers, Staff believes that the traffic impact from this use would be minimal. We would note that the site contains a surplus parking relative to requirements and expected parking demand. So, we're supportive of this variation.

In June of 2018, the Petitioner appeared before the Conceptual Plan Review Committee for review of this project. Overall, I would say that the Conceptual Plan Review Committee expressed some concerns with the use of the site as a contractor shop, but they were supportive of the future phase two development concept. At that time, the future phase two development concept did not contemplate any commercial uses; it would have just been for the Paragon smart hub. The Conceptual Plan Review Committee encouraged the Petitioner to work with Staff to address the impact of contractor vehicle storage, and there were some members that questioned whether this was an appropriate land use at this location.

So, Staff's first knowledge of Paragon on the subject property came in February of 2018 when we observed Paragon trucks being stored on their property and parked at the front of the site along Arlington Heights Road. Contractor vehicles were observed again in April and July of 2018. Then, around July of 2018, the Village made contact with Paragon to inform them that vehicle storage on the property was not allowed. Historical Google street view images showed the parking continuing to occur in September, October and November of 2018. In July of 2019, Village Staff observed Paragon trucks still being parked on the subject property, and it was discovered that Paragon had vacated their previously approved location on North Arlington Heights Road and their website now advertised that they were located at the subject property, 2400 South Arlington Heights Road.

Occupancy of the subject property without proper zoning approval is a violation of the zoning code. So, in August of 2019, the Village reached out to Paragon on two separate occasions to inform the Petitioner that occupancy onsite was not allowed. Through the remainder of 2019, Paragon continued to illegally occupy the site without pursuing the necessary zoning approvals until February of this year when they did submit a Plan Commission application. I would note that Staff has not observed contractor vehicle parking at the front of the site along Arlington Heights Road since this application has been received.

So, for any land use variation to be approved, it has to meet certain criteria as outlined in zoning code. On the screen, you can see that criteria. Based on an analysis of these standards, the Staff Development Committee does not believe that a contractor shop, which is a quasi-industrial/service-related use, is compatible with the existing land uses of nearby property. In reaching this finding, we considered the unique aspects of this use at this unique property.

The property has excellent visibility with roads on three sides. It also directly abuts a major interstate highway and is located along an entrance and exit to this highway. The property is also part of the South Arlington Heights Road Corridor, which is an overwhelmingly commercial corridor in nature. The site is a prominent gateway into the Village, and this property is specifically referenced within the South Arlington Heights Road Corridor Plan which outlines a vision for this site as being part of the commercial gateway into the Village.

Given the location and excellent site access, this property is ideal for commercial uses. I want to be clear; we don't take any issue with Paragon as a business. We've read some great online reviews about the work they do. We talked to people that can vouch for their knowledge and expertise in the mechanical contractor realm. We know they're also a philanthropic business. They give back to the community that they're part of. We think that Paragon is a great asset to Arlington Heights. We just don't believe that this is an appropriate site for their business.

So, relative to the first standard on this slide and the essential character of the area, Staff finds that a contractor shop does not fit with the pattern of development in the vicinity. It would alter the essential character of the locality.

Any exterior storage of contractor trucks would be unsightly and detrimental to the surrounding community, to the surrounding properties. Although trucks parked at the rear of the site would not be visible from Arlington Heights Road, they will be visible from both the tollway and on-ramp. Given the unique characteristics of the site, we found the proposed use to be incompatible with the existing land uses and zoning of nearby properties. Relative to the spirit and intent of the Zoning Code, Section 2.14 of the Zoning Code states that one of the intents of the code is to provide for the gradual elimination of non-conforming uses of land, buildings, and structures which are adversely affecting the character and value of desirable development in each district.

The South Arlington Heights Road Corridor Plan outlines a vision for the general uses that are desirable in this area. This plan was prepared with extensive community outreach and participation. It states that commercial uses on the site are appropriate. While it's true that this use would replace the Elk Grove Township maintenance and office facility, it's establishing a similar use that would have

comparable adverse effects on the character of the area. Service-related uses on the site with excellent access located along a major commercial corridor directly off of an expressway interchange will detract from the commercial character of the area.

This is not a gradual elimination of a non-conforming land use because a non-conforming land use will still occur on the subject property. Land use variations run in perpetuity. So, no elimination of a non-conforming land use is occurring here. To put it another way, one non-conforming use has terminated and another non-conforming would be established with rights to continue in perpetuity.

Finally, the Staff Development Committee does not believe that the variance requested is the minimum variance necessary to allow for reasonable use of the property. There are a wide range of uses allowed in the B-2 District that would allow reasonable use to the property, and the property has not been vacant for any significant period of time. The approval of a land use variation to allow a contractor shop on the subject property is a substantial departure from the permitted uses within the B-2 District beyond what is necessary to allow for reasonable use of the property.

For these reasons, the Staff Development Committee does not believe the necessary criteria for land use variation approval have been met. I mean, look, we understand that Paragon is not your typical contractor shop. We acknowledge that they don't have a large fleet of vehicles being stored overnight on the site. There isn't a fleet of contractor trucks that arrive and depart every morning and come back every night as part of their typical operations. They don't do repair or assembly of equipment on site. The mechanical systems that they install are typically shipped directly to the job site for any minor assembly and subsequent installation.

So, we agree that the use as is currently proposed doesn't represent a massive leap in the wrong direction like a typical contractor shop might entail. However, as this business grows, the intensity of the use will only increase, and business operations may change to more resemble a typical contractor shop. Even at the extent proposed, it is still a step in the wrong direction relative to the vision laid out for this corridor. This location is a prominent gateway to the community that is prime for commercial uses. The 2020 to 2021 strategic priorities of the Village Board call for improvements to the gateways into the Village, and establishing this use at this location is going in the wrong direction. As such, Staff is not supportive of the request to land use variation.

CHAIRMAN ENNES: Sam, is that the end of your report?

MR. HUBBARD: So, in conclusion, we do believe that the criteria for the rezoning and the variations have been met. However, we do not believe that the criteria for land use variation approval to allow a contractor shop has been met, and we would recommend denial of that portion of the application. That does conclude my presentation.

CHAIRMAN ENNES: Thank you, Sam. Is there a motion to approve the Staff report? Maybe it would help if, when you make a motion or second, if you state your name.

COMMISSIONER DROST: Commissioner Drost, I make a motion to accept the report.

COMMISSIONER WARSKOW: Mary Jo, I'll second it.

CHAIRMAN ENNES: All in favor? Anyone opposed?

(Chorus of ayes.)

CHAIRMAN ENNES: Was anyone opposed?

(No response.)

CHAIRMAN ENNES: Okay, so seeing approval of the Staff report, that would be entered into the record. We will go to the Petitioner's report.

Mr. Polka, I am going to swear you in at this time. If you could state your name and swear to tell the truth about the matters before you this evening?

(Witness sworn.)

CHAIRMAN ENNES: Okay, would you please provide us with your report? Let me also state, Mr. Polka, there are a number of conditions involved in your application or the petition. When you give us your report, would you discuss any with us what you disapprove of?

MR. POLKA: Absolutely. So, when you, and forgive me, even though I went through this in 2010, I'm a little rusty on the process. I was hoping that at some point I could talk to you just about the business and overall. I don't have a formal slide show. Sam did a great job, better than me. I have a report that I'm going to read off of a little bit. Is that okay? So, would that be the time now?

CHAIRMAN ENNES: That would be good. That's perfectly okay, and go ahead and tell us about your business if that's, you believe that's material.

MR. POLKA: So, I just wanted to say to Sam, I appreciate, he's put a lot of effort into this. Him and I have gone back and forth a lot. It's been a challenge for me to be doing this amongst many other things.

Before, I want to just explain to everybody here a little bit about me. I live in Arlington Heights. I have two great kids and a wife who also live in Arlington Heights. I came to Arlington Heights back in about 2009, or 2008. Then shortly after that, my business was in Mount Prospect; we brought it to Arlington Heights. As Sam mentioned, we had a very similar situation, but I like Arlington Heights. I like the community; I'm a part of it. I enjoy being here, and my kids like it, too.

But I want to, before getting into the business and the property, I really want to address something. I had the opportunity to talk with Mr. Perkins yesterday. I apologize, I didn't get a chance to inform Sam about that conversation. But though, Mr. Perkins, the Director, and I didn't get a lot of opportunities to talk about this project in detail. Sam and I did. We went through a lot of things. But just yesterday I had asked him what was, why was there so much resistance, and he made it clear that he was really concerned about the parking and the trucks, which I really didn't understand. Sam brought it up today and I really want to address that issue before I get into what I have already prepared.

What I think wasn't brought to light and never asked to me, and I'm going to present now and you can ask the Township of Elk Grove is that when we bought the building and the building was bought on an open bid process, anybody could have bought the building, but nobody was interested. It is a great site, but it's very, very unique. We were, it fits our needs well. Understand something, and Sam, I think you're not even privy to because it never came up except for with Mr. Perkins just yesterday, was that when I first acquired the property, the Township of Elk Grove requested that they lease it back from us. That was part of the purchase. They were expected to leave shortly, but unfortunately that process, their building that they moved

into took longer than expected.

So, as Sam brought up and Perkins brought up, too, about the trucks being onsite, when we wrote the lease with a prominent lawyer from Arlington Heights representing us, and the Township and their lawyers, we specifically wrote in the lease that we would park the trucks in the front to get marketing. I legitimately didn't know anything was wrong with that. I thought it was just a good business move that while they're there, we could put the trucks in the front to get marketing value out of the purchase and the liabilities that we just took on. You know, and I told Mr. Perkins, please, you have no worries about the trucks moving forward. But once it was already in motion, we had nowhere to put them. It wasn't so easy because the Township was here and they had no -- it was a complicated situation because they had buses here. In the lease, we said move your buses. We just took over the spots where the buses were, where the dental truck was, and we didn't think there was any harm in that.

So, I just wanted to make that point as Sam brought up something that was true. We did have them here, but it was under unique circumstances. I'm sure we can get Mike Sweeney to testify to all those unique circumstances who was part of the building when it was the Township. But I wanted to thank Sam for all of the work that he's done, and Mr. Perkins for taking the time to call me late yesterday. I know he was probably wanting to get home; I appreciate that.

But I also, I want to take the chance to talk to you a little bit about who Paragon Mechanical is as that's I think really important in the decision here. You know, we went in, we did buy 10 years ago in 2010 a building that was on the market for a while. At that time, the same as since the beginning and the same now, our whole model of business is doing things a little uniquely. We specialize in the products that are secondary to most people. We do product, we install and service products like solar panels, condensing boilers, geothermal.

One thing people have always said to us, our customers have always said to us, because we do a lot more service than we do on the, let's say install side, which is probably normal just given how quickly you can service something versus how long it takes to install. But people have always said, wow, I wish I would have known about you and your business before we had this installed, because a lot of the times we go, someone wants a new condensing boiler and then realize that it's a little bit more unique. It's a little bit more complicated. It requires more attention to detail. The newer products require a different level of expertise, and we offer that to our customers. That's who we are. That's who we'll always be.

You know, yes, I understand we're in this classification of a contractor shop. We went through that back in 2010 with Matt where it's almost an identical situation. You know, Matt had wrote in his letter, Matt had wrote and I just want to verbatim it. He had said that even though they are a contractor shop, so although a contractor shop is not listed as a permitted use within the underlying zoning district which is B-2, keep in mind at that time we were at 11 North Arlington Heights Road, right down the street. So, we're at 2400 South, we were at 11 North. We were right next to the Village Hall. I don't know if you all know where that is, but it's right across the railroad tracks is where we were. That was a B-2. When we presented to the Village that we wanted to move our business in there, we explained to them at that time our model, our business. It's very specialized, you know, and so they understood that. Matt, who was Sam at that time, had wrote in his own words in the Staff report

that I think Sam e-mailed to everybody, although a contractor shop is not listed as a permitted use within the underlying zoning, Paragon Mechanical represents a unique situation since they're a service oriented use that will have minimal impact to the adjacent residential neighborhood and is compatible with the surrounding land use pattern.

So, my point is that, and understand something, for the 10 years that we were there, we never got one complaint. Never got one complaint about our use, and we complied with all of the Village's requests. To that point, I wanted to take the opportunity to introduce to you a member of our team, a great member of our team at Paragon Mechanical. He's going to talk to you a little bit about our marketing philosophy and about a contractor shop. His name is Steve Pfaff.

If I could turn it over to him, and then I want to continue talking about Paragon Mechanical and then talk about the property. I don't know how to exactly do that, but if I could have Steve chime in and take over for a moment? I don't know, Sam, do you do that?

MR. HUBBARD: No, Steve has, the floor is his. He can go ahead and speak. I see he's on mute.

MR. PFAFF: Good evening.

CHAIRMAN ENNES: And I will need to swear him in also. I don't see Steve, I assume he's down below.

(Witness sworn.)

CHAIRMAN ENNES: Okay, please tell us about your marketing efforts.

MR. PFAFF: Thank you. Well, good evening, ladies and gentlemen. As Kevin stated, my name is Steve Pfaff. I manage the daily operations as well as the marketing for Paragon as Kevin had stated. I began working here at Paragon in 2014 which was six days after my first daughter was born, and it's funny because my wife and I just welcomed our third child last Thursday, exactly six days before today. So, hoping that that's a good omen here.

I mentioned family specifically because Paragon is also an enormous part of my life and I care a great deal about it. The growth that my family has experienced directly mirrors our growth as a company here. I'm actually just incredibly proud and grateful that we're even here before all of you this evening having this conversation because it truly represents a large accomplishment for our team here by its own right.

As Kevin was mentioning, one of the biggest contributors to our success as a team, as a company, is the large emphasis that we do place on differentiating ourselves from other contractors out there. In fact, you know, the main purpose of this property is not to function as a contractor shop, as we've attempted to stress over and over again. It's actually quite in line with the vision of the South Corridor Improvement Plan and that of the goals of Arlington Heights. This is as much of a marketing opportunity for us as it is the Township.

We do a lot of high-end, high quality installations. We do quite a few high profile customers in Chicago as well who look to our property to represent the work that they expect us to perform in their homes. So, we don't want a bunch of vehicles piling up in our backyard. We don't have a bunch of materials sitting on the site as previously mentioned. It's important for us that our property truly

represents the brand and the value that we'd want to convey to our customers.

I mean, we expect this from top to bottom within our organization, whether it be folks here in the office answering the phone, being kind and courteous to our customers, just getting back to customers after work has been performed. I'm sure as homeowners, everyone of us here in this meeting tonight has experienced that contractor who just didn't bother to follow-up or didn't bother to call them back, or didn't bother to take their shoes off at the front door and made their house a mess. All of those things, all of those minut details we really heavily considered here. That's not going to be any different with this property.

We're very excited to make this property the face of Paragon Mechanical, now more than ever in the current climate, with what we've got going on in the world. We've got people virtually visiting our premises more than ever. Google street view is going to become more useful a tool when vetting your contractors than ever before. The image that we portray via street, via our website, whatever comes down the line is going to be more useful than ever before when people aren't venturing out as much anymore to find folks to come and trust and to come in their home. The processes we've implemented in light of the current climate just to keep our customers and our employees safe go hand-in-hand with that.

So, all of this is to say the property is an image for us as much as it is an image for Arlington Heights, and we need that to come through. We need to kind of get through this first phase of occupancy as quickly as we can here, get to that second phase where we really work to beautify this property, really work to implement, as you saw it in Sam's presentation, our goal and our vision for this property. So, that's all I have to say about that and I'll pass it back over to Kevin.

MR. POLKA: Thank you. Thank you, Steve. You know, Steve does a great job of handling a lot of the day-to-day, and I wanted him to, you know, speak to you just to kind of give you an idea of that, you know, image as it's important to the Township. The community is extremely important to us. You know, when you're dealing in our business and in this particular business, you know, unfortunately, you know, we rely on new customers. New customers have never dealt with us. They don't know us any different from anybody else. So, it's important that we have done everything we possibly can up front to convey to them in an appearance and in everything that we can to show them that we're going to do a great job for them and stand behind everything that we're going to do.

The purpose of being here, and no matter how big we get, that image is going to have to remain the same. You know, we are not going to have an enormous amount of trucks that you're going to be seeing from the tollway or from any part of the accesses in and out. Ideally, you're going to see a beautiful, successful company that's at the gateway of Arlington Heights Road which I think will be better than seeing like another gas station or another carwash. You know, we as a, yes, a contracting company, our sole bread and butter is absolutely utilizing the strength of our team which I can't tell you how proud I am of some of the people like Steve that we have here and some of the awesome techs and just some of the greatness that we have.

I've learned that in business, I thought we just had to do a good job or work harder and work harder, and I realized it's about great people, and we have great people. Honestly, I can't tell you enough, in business, you know, you can

monetarily only give back so much to your employees. You know, this building, this property is about us going to another level to give back to them the way that I would want someone to give back to me. That's what this growth is about.

Steve started a program where he got us into smart in-home products, and it helped us to grow. You know, something that Sam brushed on which is a part of our plan is to have this location as a smart hub. But it's a smart hub because as in-home smart products become more and more prominent, I don't know how many here have Alexa in their home, but you know, we all probably know that our eight-year-old kids or nephews or relatives that are eight and 10 and 11 can probably do the Zoom thing better than all of us here, certainly better than me. You know, my eight-year-old daughter, she can't integrate logarithms or can't do multiplication, but she can probably navigate the Zoom meeting better than me.

In-home smart products are a thing, a way of the future, and I believe being here can help us to promote more of those products. Those products and those services can in turn help us promote more of our mechanical services as well. I think people want the things that we offer. They want the tankless water heaters, they want the solar, they're scared of it. When they can utilize our services for simple things like whether they're just buying a thermostat or having us install in a thermostat for them, it almost builds confidence in them. This location is going to help with that. That's part of our goal is to dive more into the in-home smart products.

I want to now talk to you a little bit about the property and our goals if that's okay. To do that, I want to, you know, we talk a lot about the south corridor. It's funny, I am still perplexed as they probably will be, I can't say enough, I think that all of our goals are in line. I think that, I know that Sam didn't say this and the Staff may feel differently, but the truth is that we have the same goal. I live in Arlington Heights. I live on the south side of Arlington Heights. I see the south corridor everyday. It's abandoned and it's been abandoned.

Yes, the whole town is upset. They're paying huge tax bills and they're not getting the revenue coming in, but especially in today's climate, I understand that if I'm sitting on the Staff's position and other people's position, I'm saying to myself, well, maybe there could be something better, right? Maybe that property that is a great property for us, it's a great property, no one else bought it but for us it's a great property, but I think that you're not, why gamble on something, some maybe, why gamble on us really, that maybe something will come in better, when we have a great plan, and a great plan that will work well within the south corridor.

One of the first goals of the South Corridor Plan that was written by Staff back in 2015 or '18 I think it was, Sam? But it said, developing a strong positive image and appearance which establishes a unified image and sense of place which reinforces and supports commercial economic activities along the corridor. Now, let me share with you this, and tell me if this doesn't convey strong economic growth. That's what I want to do here.

That would be -- I live here. I've lived four minutes from here for the last 10 years. I don't care what anybody says, that's beautiful. That would be awesome. I need your guys' help to be able to do that. I don't care if we're planting tomatoes in there, that's great for the community. That's great for Arlington Heights.

Now, unfortunately, I'm a heating guy and I don't have \$10

million in my pocket to say I'm doing this right now. But I do have investors and support that I know that I can get this done. I know that absolutely I can get this done, and this is the goal, to be the corporate hub of this business.

Now, in order to finance this, it is going to be two-thirds us, one-third rentals, and we're going to have a drive-through, some sort of anchor site like a Starbucks or something else. But the point, you know, I'm going to work with Staff to work up all these details. We have tons of renderings and you have pictures of this. This is the goal, guys. This is, ladies and gentlemen, this is the goal. We want and we'll do this, and this is your goal, too.

When you look at that South Corridor Plan, I've asked that plenty of times, well, what do you want there? I've heard other chatter, too. Well, what is good there? Let's face it, today's economic climate is very challenging. Do you think you're going to open up a restaurant there? Are you kidding? Like we don't know what restaurants or what's going to happen with restaurants, and that's the truth. Hotels? I do work for hotels. Hotels aren't doing anything right now, nothing. They have stopped all projects.

You know, so I get it that there's the possibility of maybe there's something better. But this is great! Look at it, please. I don't know if it's on your screen, I think it's supposed to be on your screen. I hope you're not just looking at my face, right?

CHAIRMAN ENNES: No, Kevin, it is.

MR. POLKA: Okay.

CHAIRMAN ENNES: You did say that you have a report that you were going to read?

MR. POLKA: Yes.

CHAIRMAN ENNES: Is that something you want to get into at this point?

MR. POLKA: Well, I have notes. I did not prepare as well, I did not -- hold on. What did I go to? What do you see?

CHAIRMAN ENNES: It will come back up.

MR. HUBBARD: I took the screen off. I thought you were done presenting your rendering.

CHAIRMAN ENNES: Oh, okay.

MR. POLKA: So, what is it on? Is it on me?

CHAIRMAN ENNES: It's there.

MR. POLKA: Okay, I just want to make sure I'm not picking my teeth or anything while I'm talking.

So, you know, I prepared Cliff notes and a general outline. I guess for the next meeting I'll prepare a PowerPoint. So, if you're wondering if I'm just rambling and to keep everybody until too late, I won't. I won't try to take up any more of everybody's time.

But I do want to get into the property. One, I explained to you that we have a two-phased approach. In order to finance this project, our goal, the Village's goal, everybody's goal should be on the same page. To get to that phase two, to build that building and make this a beautiful, beautiful entry to Arlington Heights. We can do that. I think it doesn't matter what you call it, contractor shop or not, it is going to be a corporate hub.

To find businesses that are willing to put offices in places, guys, we need to consider the current economic climate, let alone the fact that before all this no one bought the property, but we did. So, those are mainly the idea that something is better, we're here now, and we have a great, great plan. But I really need everybody to work together.

I also want to, you know, I had planned to show you guys something, and Steve worked really hard on a video. I want to -- we staged the office and Steve took a drone and videoed it. If I could put Steve back in as we talk about the building, because keep in mind before Steve goes, in this first phase, we would like to move in to the property, work out of property, operate the business off the property, put a sign up, generate revenue. The redevelopment is going to take revenue.

Though the site has great attributes to it, guys, the proof is, the reality is it is very, very unique. You're not going to get a hotel. You're not going to get a strip mall. The likelihood of a brand new restaurant going up here in the pocket of the tollway, it's not happening. You know, we have a great opportunity and, yes, we've got to build funds. Yes, it's two years away, maybe three.

But in the first phase, we want to move in. The Township did a great job of maintaining it. The Township of Elk Grove was here; they did a great job of keeping everything beautiful, having greenery. We'll work with the Staff to make some modifications, but we want to move in as it is. Then we want to work on the second phase, present to the Staff the plans and work with them on all the design criteria and everything to make sure that in that second phase it falls right in line with what the goal is for the south corridor. I can't tell you enough that this could be the catalyst of redeveloping this south corridor. It's not a hindrance, not a hindrance at all.

But if I could turn it over to Steve, he's got a video I'd like for everybody to see. He's going to show the building. Can I turn it over to Steve now?

CHAIRMAN ENNES: Go ahead. Do we have a copy of this? Sam, are you going to be able to display this?

MR. PFAFF: I can display it from my screen, no problem here. So, I'll just preface it briefly. We understand that the volume of vehicles entering and leaving the property is an issue. Also, the visibility of commercial trucks has been an issue, been a concern. So, that's kind of the thought process behind this video. We wanted to demonstrate to you what an average day would look like in terms of vehicular impact here on the property.

So, we had our employees stage our vehicles and I will share that video with you. Can you hear me or no?

MR. PFAFF: Yes.

MR. POLKA: I don't mean to interrupt, but what I forgot to mention was that in this first phase, we're taking it over from the Township. So, Steve has all the factual information, so you can, as you sit here and you're pondering this decision, you can understand what the impact might be in this first short phase, because I think Steve has all the facts about, I think the Township has been here for 60 years, right? I think it's 60 years.

MR. PFAFF: That's correct, Kevin. So, 1960 is when the Township of Elk Grove first occupied it. Since then, they've run several commercial operations out of the property, as you know, as Sam mentioned. At any given time, they would have as many as 10 commercial vehicles permanently stored on site and/or

visible from not only Arlington Heights Road but the on-ramp to the highway and then the highway itself. So, those include food trucks, snowplows, multiple buses, a large RV dental unit, the Meals on Wheels truck.

CHAIRMAN ENNES: Okay, well, let's see the video.

MR. PFAFF: But anyways, yes, so immediately upon taking occupancy, this is what you would expect to see on a daily basis from us.

(Whereupon, the video was shown.)

MR. PFAFF: So, as you see, personal vehicles parked in the front of the property. That is truly the maximum we would have at first. We hope to expand upon our office employee staff here, but as you see from this clip, you don't see any work vehicles whatsoever, although we did stage three vehicles inside of the garages to demonstrate they can easily be hidden. There is one vehicle parked in the rear of the property.

One thing Sam had mentioned in his presentation is that these vehicles will be visible from the tollway and the ramp. That's not the case as you can see from these vantage points. You cannot see that blue pickup truck from any road frontage unless you're in the rear of the property. So, we just wanted to show that to you, to show you that we can. We can comply with the standards that you have set for this property, we're happy to do so, and we can easily hide the vehicles out of sight from all three frontages whenever needed, as needed. So, for whatever that is worth, that's what we'll do.

MR. POLKA: Thank you, Steve. Thanks for that video.

CHAIRMAN ENNES: Okay.

MR. POLKA: I think, so just to get on to, Terry, what you said before about the comments for the Village, hopefully everybody has seen that plan that we have. We have two phases. First, move into the building. It will be an improvement to the community immediately. Then in the second phase, we want to work with Staff and zoning and build a beautiful iconic piece of property, redevelop it. That's what the whole South Corridor Redevelopment Plan has been written and approved for.

As you saw in the video, I talked to Sam, I understand that the trucks are an issue. I absolutely understand that. As you saw on the video, we staged that scenario today and videoed it for you today so that you would have the video and you could see the impact that we are going to have. So, one of the first conditions that, Sam, you had written, and I think, Terry, that's what you wanted me to get to I believe, and on the back of Sam's sheet that I have here, one of the first, any contractor vehicle shall be defined as any contractor truck owned; we had agreed to there being never any more than two vehicles stored on site. If they were on site, we would try to put them inside, or if they were outside, they would be in the back. It should be perfectly clear you cannot see it. You cannot see the vehicles. They are not an issue. So, the first condition that he says, fine, no problem. Please understand, the vehicles are a non-issue. They are not an issue now, and they will be a non-issue down the road as well.

However, there are some concerns that I do have. So, the first, I think they call them the recommendations?

CHAIRMAN ENNES: Right, they're the following conditions.

MR. POLKA: Thank you, the conditions. So, number one, no problem about the vehicles. You know, and number two, I submitted a plan. What the

Village wants us to do is a \$70,000 landscape improvement to the property which we intend to completely demolish. It is a huge endeavor financially, and we want to take it on. I want to take it on. My team wants to take it on. We want to be the team that redevelops this piece of property; we do. But to ask us to take 70-grand and throw it in the garbage, because that's literally what it would be, the whole property is going to be leveled, is going to only delay and prohibit the South Corridor Redevelopment, because if \$70,000 goes towards landscape, then that's less funds that go towards the redevelopment.

I ask that --

CHAIRMAN ENNES: But are you opposed to the landscaping, or at this time?

MR. POLKA: I'm not opposed to the landscaping; I'll do it. What I would suggest is that we push the landscape modifications off. Give me two years to present to Staff legitimate plans of moving forward with the redevelopment. If I can't produce them within two years, I'll do all of the landscape they want. You know --

CHAIRMAN ENNES: It sounds to me, Kevin, that what might help speed this along is tell us which of the conditions you're agreeable with and those that you have an alternative proposal with. Because what I would like to get into are the questions from the Commissioners which I think will add some insight as to what our concerns are.

MR. POLKA: Absolutely. So, if we're all looking at the sheet that Sam prepared, I'm perfectly fine with one, three, four and six. I mean, so one, three, four and six to me are perfectly reasonable, no problem. But two and five, so let me explain something. Five is completely unreasonable. I should not be held to any stricter restriction than Chapter 30. That's, I don't even know why that's even here.

CHAIRMAN ENNES: Okay, we'll address that and we can touch base with the signage requirements that you're referring to. As far as two, the landscaping, what's your alternative?

MR. POLKA: My alternative is that we hold off on the landscape expenses. If I can't provide drawings showing the redevelopment progress to the Village within two years, then I do the landscape that they want. But keep in mind, I don't know what unforeseen things might come up. A lot of the expense of the proposed landscape is doing things like four-inch shade trees and landscape islands in the back of the property. They're never even seen. I don't even think it will be an issue because, listen, I intend to give you the plans and say, hey, we're going to level everything and redevelop it. But I understand that Sam has conveyed he can't bank everything on a maybe or something that's not here now. So, all I ask is that we postpone those things.

CHAIRMAN ENNES: Okay, are you open to moving into questioning now?

MR. POLKA: Yes, sir.

CHAIRMAN ENNES: Okay, thank you for your report and insight into the project.

Let's just start. Any Commissioner that has questions, would you please raise your hand and let's proceed that way?

COMMISSIONER DROST: I'll start it off. George Drost.

CHAIRMAN ENNES: Okay, George.

COMMISSIONER DROST: The question is to Sam. On the

redevelopment or development, proposed development of this property, what effects if any would it have in the STAR proposal? I'm sure that that was reviewed.

MR. HUBBARD: I'm not sure how realistic the STAR proposal is at this time. If anything, it's years in the future. So, I don't know if that was a concern on the Village's side.

COMMISSIONER DROST: Yes, I was just checking to see. I realize that it may be some time off, but the question is would this be something that would have to be condemned in the future if the STAR proposal was actually implemented? That's a question, and I'm going to reserve the rest of any comments or questions after I hear whether the audience has any opinions.

CHAIRMAN ENNES: Okay, any other Commissioner? Thank you, George.

MR. POLKA: Can I ask a question?

CHAIRMAN ENNES: Well, let us go through questions and then --

MR. POLKA: Okay, okay.

CHAIRMAN ENNES: Any other Commissioners have questions?

COMMISSIONER GREEN: I have a question, Bruce Green.

CHAIRMAN ENNES: Yes, Bruce.

COMMISSIONER GREEN: I'm going to ask you, Mr. Polka. In the two years that you did not move your vehicles off the site when they were illegally parked there, the Village made contact with you, isn't that correct?

MR. POLKA: Yes.

COMMISSIONER GREEN: So, you just ignored the Village, is that correct?

MR. POLKA: No, I think you didn't --

COMMISSIONER GREEN: Yes or no? Mr. Polka, please, I just asked you about --

MR. POLKA: I did not ignore, no, I did not ignore the Village.

COMMISSIONER GREEN: Okay, because your statement here is that your image is very important to you, and here it is, the Village is trying to have you conform to our laws and regulations and you've ignored them. Nothing happened. So, that's just a comment I have, and I'll wait for more comments after audience participation.

MR. POLKA: So, to answer your question, Bruce --

COMMISSIONER GREEN: I'll wait until next -- the audience is done. Thank you.

MR. POLKA: But I just want to answer your question by reiterating the fact that, thank you for bringing that up, you know. But I just want to reiterate the fact that we had purchased the property from the Township of Elk Grove, and the Township of Elk Grove left us with no other choice. We would have known about this after the fact. The lawyers that wrote up the lease which spelled out the fact that the trucks that we parked where they're at had not been --

COMMISSIONER GREEN: Excuse me, excuse me, Kevin. That's a legal problem with you and whoever you bought the property from. So, we're dealing with Village issues here and not a legal mess that you got yourself into.

MR. POLKA: But you're bringing it up. I'm just saying I depended

on the Township of Elk Grove and the lawyers who wrote the lease to be able to check the law, you know. So, that's all. I can't do anything more than rely on the lawyers to know the law and the Township to be able to tell me what they were doing was illegal. If what they were doing prior to me was illegal, I am sorry that I followed suit.

COMMISSIONER GREEN: So, just to restate it, after the Village contacted you, you did not move the trucks, is that right?

MR. POLKA: I explained to you that we did not have a choice --

COMMISSIONER GREEN: That's not my question. I'm done for now. Thank you.

CHAIRMAN ENNES: Okay, are there any other questions from Commissioners?

COMMISSIONER SIGALOS: Yes, I have a question. John Sigalos.

CHAIRMAN ENNES: Yes, John.

COMMISSIONER SIGALOS: Mr. Polka, am I correct that you moved out of your previous location on North Arlington Heights Road and you've been occupying this building, the subject site, for the last how many years?

MR. POLKA: For the last -- we collect mail here. I don't know exactly. It hasn't been years. So, we've been --

CHAIRMAN ENNES: So, year, year-and-a-half?

MR. POLKA: Year, year-and-a-half.

COMMISSIONER SIGALOS: But my question is, and it's yes or no, you've been operating your business out of this current, this site that's under question right now, correct?

MR. POLKA: Correct.

COMMISSIONER SIGALOS: Again, as Commissioner Green brought up, you've been contacted by the Village a number of times from February 2018 through 2019 that you've illegally occupied the building and illegally parked vehicles there, and you've chosen to ignore that, is that correct?

MR. POLKA: No, we had asked the Township to make room. So, we did not ignore anything. Understand that --

COMMISSIONER SIGALOS: I'm not asking about the Township. I'm asking about Paragon Mechanical.

MR. POLKA: I understand. Let me answer, please.

COMMISSIONER SIGALOS: Who's occupying the building?

MR. POLKA: I understand the question, let me answer. The Township was not able to move out. Part of the lease agreement when we purchased it was that we are able to park trucks where the Township was parking their trucks. That's written in the lease. When it came to light that the Village didn't want our trucks there, we did not have an option because the Township was still here. We did not have an option of where to move the trucks. The minute that the Township moved out, all the trucks were cleared out. You saw the video from today, the trucks are gone.

When given the option, when the Township had finally moved out, we had moved all the vehicles. Had this been brought to light when we were writing the lease, it would have been a completely different story. But understand, we didn't choose to ignore the Village in any way, shape or form. We were given no choice because the Township couldn't move. We literally had asked the Township to

move their entire bus department to another location because the Village of Arlington Heights didn't want the trucks on the front. We were given little to no choice.

If you'd like, I can bring in the Township to explain that in greater detail, but we did not ever ignore or dismiss the Village.

COMMISSIONER SIGALOS: Again, I don't quite understand that, Mr. Polka, because again, I don't know what the Township of Elk Grove and your lease agreement, whatever, but the fact is that the Village has contacted you since February of 2018 and you ignored it. That's all I'm seeing in this report.

COMMISSIONER JENSEN: Lynn Jensen here with some questions.

CHAIRMAN ENNES: Okay.

COMMISSIONER JENSEN: I'll try to keep them brief. I want to understand. If the Village, first of all, I kind of appreciate the dilemma that Mr. Polka was in, in that he had struck a deal with a different entity and he got caught into a bad situation that was hard to resolve. He could have done better by negotiating with the Village of Arlington Heights better than he did rather than just being silent and not compliant. That's a different matter.

My questions go to this. Is the Village's problem only with phase one or do you have a problem with phase one and phase two? If they were able to go to phase two immediately, would the Village have a problem?

MR. HUBBARD: You know, all we've seen for phase two is a concept at this point, so it's hard to say. I think, you know, the concept of this development there with, you know, some sort of retail or office and Paragon is much more appealing than solely a contractor shop. But again, it's hard to provide much feedback on just a conceptual rendering and, you know, a concept.

COMMISSIONER JENSEN: Okay, so you definitely have problems with phase one which could be a transitional phase?

MR. HUBBARD: Staff takes issue with phase one, yes.

COMMISSIONER JENSEN: Though it's a question mark as to whether phase two once it's fleshed out a bit, whether that would be a problem or not from what I hear you say? Because we really don't know what phase two is going to look like in fact.

MR. HUBBARD: Right. Although we don't know, their concept has merit I would say. Ultimately whether we would, you know, approve something like that or get behind it, it depends a lot on the details.

COMMISSIONER JENSEN: My next question once again for you, Sam, is what is the Village's major problem? Is it merely the vehicles? Because I'm not too worried about the semantics of a contractor shop, not contractor shop, I think you've got a semantic issue there. I personally as a Commissioner am not too troubled by the fact that he's got something that you want to classify as a contractor shop although it doesn't neatly fit into what we would normally think of as a contractor shop. So, is our major physical problem the vehicles?

MR. HUBBARD: The major problems from the Village's standpoint is the storage of vehicles on site and the appearance, the potential to have negative impacts due to that appearance, as well as the overall use as a contractor shop. It's not a commercial use. This site is ideal for commercial uses, and the proposed use does nothing to further the Village's vision for uses in this area, both in terms of land use and

the storage of trucks.

COMMISSIONER JENSEN: Okay, thank you. I think my other question is, is there anything Mr. Polka can do with the land the way the Village wants to leave it without changing that land use? Does it mean his operation can't continue there at all? Is that where we're basically at if we do not approve the land use?

MR. HUBBARD: Right, if the land use variation approval is denied, then he would not be able to occupy the site with his business in its current format.

COMMISSIONER JENSEN: So, he would actually have only one option which is essentially to sell the property?

MR. HUBBARD: Well, he could alter his business format. I mean, if there's no material storage, if there's no contractor vehicle storage, then the use is essentially a contractor's office. A contractor's office would be an allowable use in the B-2 District. But when you have materials, when you have contractor vehicles stored in the site, that's what kicks you in to a contractor shop and that's not allowed.

COMMISSIONER JENSEN: Then I'd ask Mr. Polka, if this land use isn't approved, are you able to alter your operation in such a way that you can stay in the location you're in until you can flesh out the phase two and bring something forward that would be acceptable to the Village? Can you still do your operation without the land use variation being approved?

MR. POLKA: I guess I don't know. You know, I don't know how, you know, if they need me -- I guess the whole problem -- we can resolve the truck issue. I think the truck issue, as far as we've agreed having two trucks, I think that that is resolved. We showed that you can't see it from anywhere. I guess I haven't thought about that, but like would the meaning, you know, when Sam and I went over this and what our problem is and he's using the two things that the Village has used as defining us as a contractor shop, being that we have vehicles and seeing that we have materials, I guess I would want to better understand why having thermostats in this location would be a problem for the Village. Why would I --

COMMISSIONER JENSEN: Mr. Polka, before you get into that, let me just suggest this. Irrespective of what this Plan Commission recommends to the Board, I think there is a probability that you may not get the land use variation you want. So, by the time you get to the Board, you ought to be able to know whether you could continue operation in any form on this property and have that in mind when you talk to the Board. I'm not asking you for an answer at this point.

MR. POLKA: Then you know what, it's very likely that the property will go vacant and would be boarded up.

COMMISSIONER JENSEN: Okay, anyway at this point, that's all I have. I'll reserve some of the other either comments or questions until later. But I wanted to get a better understanding of exactly where we're going to lead Mr. Polka and his operation if we didn't approve a land use variation. That's all.

MR. POLKA: Thank you.

CHAIRMAN ENNES: Sam, a question I have for you. I was in the business at Northwest Highway and Arlington Heights Road and they have somewhat of a showroom where they have the different type of high energy, high efficiency equipment that they install in places. Does a showroom make any difference for a contractor shop? Do contractor shops sell thermostats, do they display their different

types of -- I'm not even sure what these are all called, Kevin. You have high energy efficiency furnaces, hot water tanks, your thermal equipment and stuff. That stuff is what you had on display in your other building?

MR. POLKA: Correct. We have working models of condensing boilers, zone systems, smart thermostats. We wanted to do the same here, but I guess I'll let Sam answer that question as he's better suited than me, but yes.

CHAIRMAN ENNES: Sam, does having a showroom like that or of sorts, how does that imply with the question about commercial business use as opposed to the unconventional type of contractor shop that they appear to be?

MR. HUBBARD: A showroom is an allowable portion of a contractor shop. A showroom is also a permitted use and part of a contractor office as well. So, you know, from a code standpoint, a showroom doesn't make any difference in defining it as a contractor office, a contractor showroom, or a contractor shop. It's the storage of materials and equipment and vehicles that is what's kicking this into a contractor shop definition.

CHAIRMAN ENNES: Okay, well, in 2000 when he had made this first application for his building on Arlington Heights Road, that that was a concern. I believe in the record, there's an indication that he wasn't going to be doing any of that.

Mr. Polka, does that change in this new location? Are you going to be doing work on equipment?

MR. POLKA: No.

CHAIRMAN ENNES: Sam, I believe you're saying like equipment that they would be installing somewhere else? Or inventory, you know, for things and stuff like that?

MR. POLKA: Our storage of materials is no different than Guitar Center stores, materials for selling guitars. It's no different, just like in 2010, just like now. We don't fabricate anything. We don't need any raw materials. You know, our storage of materials is no different than Guitar Center stores guitars.

That's where I'm really hung up on, you know, I guess I'm, you know, I understand the trucks; I totally do. And we can resolve the trucks. The trucks I think we can make a non-issue. But the materials issue, can we figure something else out? I mean, we can, but I would just like some clarity on that. Guitar Center has materials. They're across the street. They're a business that does retail sales. They have guitars and all kinds of things.

COMMISSIONER GREEN: If I could jump in here, Mr. Polka, please? You said that number five on the sheet of conditions, that outside storage of material shall be prohibited and you were against that. So, what outside storage of materials do you have? We're not referring to necessarily things stored in the building let's say, but what about the outside storage? What outside storage do you have?

MR. POLKA: No, I'm sorry, Bruce. There must have been some mis-communication again.

MR. HUBBARD: Hold on, Kevin. So, Bruce, yes, there is a mis-communication. The Village has added one condition to that motion sheet, and we can discuss that if you want. But that has put the numerical order of the conditions outside of what was in the Staff report. So, if you want, I can pull it up on the screen.

COMMISSIONER GREEN: Okay, what, is there any outside storage of material?

MR. HUBBARD: No.

COMMISSIONER GREEN: Thank you, Sam.

COMMISSIONER SIGALOS: This is John Sigalos. If I can just go back to what Commissioner Ennes was referring to as inside displays of any of your products, Mr. Polka? That to me was being more of a sales office, that that would be allowed here. But in the question of a contractor shop, I was a general contractor for 45 years and my understanding of a contractor shop would be one of a company that self performs work. You could be a contractor who don't do any work and you just market contracts and overall management; that's not a contractor shop. You self perform work, and to me in my definition, that makes you a contractor shop.

MR. POLKA: You know, we had went back and forth with Sam about contractor shop and its definition and materials. It's convoluted and I think we can all agree to that. The point is is that we want to operate and work out of this office as an office. I don't need, I need this property as an office, as a marketing tool to get us more customers, and as a place to grow the business from an office perspective, to grow the marketing force, to grow the sales force, the project management. I don't need trucks. I don't need materials. I don't need a contractor shop in any way, you know.

So, you know, if you guys want to come and watch us work for a week, maybe you would get that and maybe that point could be better conveyed. But that was an issue in 2010 at the previous building and that was never an issue after the zoning meeting. When Mayor Mulder said why are you even here, I said I don't know why, and it was approved and we moved forward. We never had any complaints.

We want this property to work out of the offices to build a team of people. You know, it is not to house any techs or installers to build anything. It is to house a better team of telemarketing, sales management, project management, accounting and scheduling, office people. That's why we want to be here. That's what we're going to build, you know, nothing else.

I don't think that having thermostats on site makes us a contractor's office. We don't fabricate anything. We didn't before, we don't now, and we have no intention of doing that. So, we do, I talked to Sam about a showroom. We have every intention; we want to build a training center which is the re-classification of our showroom. This training center will actually be used by our service techs and by our installers to learn about new products which should also be open to the public or customers that want to come in and see these products. They can go into the training center and they can actually see these products.

You know, last time when we built the showroom in 11 North Arlington Heights, we found that for the most part consumers didn't want to come in. Yes, consumers occasionally came in. But you know what, it would be better suited as a training/showroom, and that's what we want to build. We want a training center which is live products, able to work and train people as well as showing the public, hey, these are the products and systems. We did describe that in phase two, the smart hub that walks people through smart home technology.

COMMISSIONER GREEN: Okay, thank you, Mr. Polka. But you see, by definition, what you do and how you do it, you are a contractor shop. So, you're not going to be able to convince me, for one, that we're going to re-define how the Village interprets their Zoning Ordinance. So, let's please move on and get to some of

the audience questions.

CHAIRMAN ENNES: Sam, I have -- we raised the question in regard to the conditions. Mr. Green had a question about 5(b), and there's a 5(a) and a 5(b). I believe the Petitioner had a problem with the signage issue, but I don't know about this storage of equipment out there. But the other thing that we --

MR. POLKA: Wait a minute. There needs to be some clarification here. Please don't mute me. I said I am completely fine with number four. Mr. Green has communicated the fact that, I don't know what sheet you guys are looking at, but I printed this sheet and look at here, number four is okay. Mr. Green, number four is okay. No outside storage. I don't need any outside storage. So, let's make that clear, Mr. Green. So, why am I --

COMMISSIONER GREEN: I have that, thank you. Thank you, thank you.

MR. POLKA: Okay, you're welcome.

MR. HUBBARD: Can I provide some clarity here?

CHAIRMAN ENNES: Yes, please.

COMMISSIONER CHERWIN: Sam, you're muted.

MR. HUBBARD: Okay, can anyone hear me?

CHAIRMAN ENNES: Yes, now we can.

COMMISSIONER GREEN: Yes, now we can.

COMMISSIONER DROST: We can.

MR. HUBBARD: All right, thank you. So, conditions, and what we see here, conditions two through seven represent conditions one through six in the Staff report. Late in the day, we, the Village had asked that --

MR. POLKA: They added number one.

MR. HUBBARD: -- that condition number one be added. So, if I can paraphrase what Kevin is saying, based on what we're seeing here, Kevin does not agree to condition number three and does not agree to condition number six. This is the new condition, Kevin, that the Planning Department is recommending this evening. That the land use variation apply to Paragon Mechanical only. Is that a condition that you would have an issue with?

MR. POLKA: No, not at all.

MR. HUBBARD: Okay, so based on what we're seeing in front of us, condition three and condition six are the conditions that Kevin is objecting to. Those conditions are aligned with what you see on the motion sheet for the Plan Commissioners. I hope that's clear.

COMMISSIONER GREEN: Thank you, Sam.

CHAIRMAN ENNES: Sam, thanks for that clarification. If there aren't any other questions from the Commissioners --

COMMISSIONER LORENZINI: Terry, I have a question.

CHAIRMAN ENNES: Who is this?

COMMISSIONER LORENZINI: Joe Lorenzini.

CHAIRMAN ENNES: I'm sorry?

COMMISSIONER LORENZINI: Joe Lorenzini.

CHAIRMAN ENNES: Yes, hi, Joe.

COMMISSIONER LORENZINI: Hi. Mr. Polka, well, let me start with Sam. Sam, what are they going to do different at this location than they did at the

Downtown Arlington Heights location on Arlington Heights Road and Northwest Highway?

MR. HUBBARD: As far as use, I don't know that it's going to be much more different except the business has grown since 2010 and this is a different site and different location. So, we've analyzed the effects of the use differently because it's a different location.

COMMISSIONER LORENZINI: So, are we saying that it is not going to be considered a contractor shop if they're doing the same thing as they did before up at the north end of town?

MR. HUBBARD: They were approved for a land use variation in 2010 for a contractor shop and they're requesting a land use variation this evening for a contractor shop.

COMMISSIONER LORENZINI: Oh, the 2010 included the contractor shop variation?

MR. HUBBARD: Yes.

COMMISSIONER LORENZINI: Okay, thank you for clarifying that. Well, going back to George's question, the STAR Line hasn't been brought up for probably about 10 years now, but one of the options was to put it on the north side of the tollway if it ever did go in.

CHAIRMAN ENNES: In my recollection, that it would have been east of Arlington Heights Road, the station, but I'll defer to anybody else, any of the other Commissioners, from their recollection of that planning session.

COMMISSIONER GREEN: I think that it was going to be east. I think it was going to be a property to the east.

CHAIRMAN ENNES: Right, but who knows how that could change in the future.

COMMISSIONER LORENZINI: But you still need about 50 feet of right-away on the north side through the tracks.

COMMISSIONER DAWSON: Terry, I have a question.

CHAIRMAN ENNES: Who has a question?

COMMISSIONER DAWSON: Sue, Susan. I have a question.

CHAIRMAN ENNES: Oh, hi, Sue, okay.

COMMISSIONER DAWSON: Hi. Just I wanted, Sam, could you walk us through the signage, the reasons for the signage restriction?

CHAIRMAN ENNES: Sam, you're on mute.

MR. HUBBARD: So, can anyone hear me?

COMMISSIONER DAWSON: No.

COMMISSIONER LORENZINI: Yes.

COMMISSIONER GREEN: Yes.

COMMISSIONER DAWSON: I can see you but not hear.

MR. HUBBARD: Okay. All right, sorry about that, this is a more challenging than I was hoping it would be.

The conditions relative to signage relate to a restriction for the ground signage. We would, the Village would ask that the ground sign installed by the Petitioner, if this is approved, be installed only on the Arlington Heights Road frontage and not on the tollway frontage or the on-ramp frontage. We feel that a signage in those frontages would not be appropriate given the Village's desire to

improve this corridor. We would request that the style be a monument style ground sign which is limited to six feet in height rather than, you know, like a pole sign that could be up to 16.5 feet tall. We feel that the aesthetic of that sign fits with the vision that's laid out in the South Arlington Heights Road Corridor Plan and that's what we would request.

The property is only going to be allowed one ground sign based on the amount of lineal frontage that it has along all sides. So, the condition is meant to keep that ground sign on Arlington Heights Road frontage, again, not on the tollway or the on-ramp frontage, and that it be limited to a six-foot tall ground style sign, a monument style sign.

The other condition relates to prohibiting wall signage on the accessory structures located on the subject property. This is an area of the code that's not really addressed. I think we would argue as Staff that it's not even allowed by code as code is currently written, and this condition is meant to formalize that so that there could not be any wall signage on the accessory structures at the rear property, which we feel would be out of place and out of character for the surroundings. The signage restrictions have no restrictions on wall signage. The Petitioner would be allowed a wall sign on the north side of the building, the south side of the building, and the east side of the building because it has frontage on all three of those sides.

COMMISSIONER JENSEN: Sam, could you bring up the rendering, this is Lynn Jensen, bring up the rendering because there were some signs depicted on the rendering. Tell us what he couldn't do and what he could do from that rendering. No, there was a different rendering where you actually could see a sign.

MR. HUBBARD: Yes, I think the sign was right here.

COMMISSIONER JENSEN: Well, he had one on a wall or something, you know, not that high. There's a different rendering that was closer up.

MR. HUBBARD: Yes, he had a different rendering with like a billboard almost signage here. I can pull that up if you want to wait.

COMMISSIONER JENSEN: I think it would be helpful to see what he could and couldn't do so we understand what the issue is.

MR. POLKA: If I can maybe make my comment on five that restricts the sign. All I wanted was to not be any more restrictive than Chapter 30 of the code, just so we're all on the same page. I'm totally fine with 5(b) or what you're seeing as 6(b). I just was asking that we, when it comes to the signage, we go to the Village and we address the signage and with no more restrictions than the code already has as indicated in Chapter 30 of the code. That's all, to be clear. Keep me to Chapter 30, that's it, no more no less.

So, number (b), I get it, Sam, absolutely. I apologize. I probably should have specified that. I understand that. I can share that rendering if you'd like to go into that right now if that's easier. That is part of the second phase that I thought that we would address at the second phase. During this first phase, I just want to be able to put up signage according to the letter of the code of Chapter 30 and no more restrictive than that.

COMMISSIONER DAWSON: So, Sam, to me, you know, I'm not going to say that I have Chapter 30 memorized, but we have a very unique parcel here. To me, it seems as if signage is a safety concern because that's a busy area where people are trying to get on and off and they realize they missed the exit and they're

cutting over. It seems like there's visibility issues. There's distraction issues from a safety concern. Is that correct?

MR. HUBBARD: Are you talking about the sign in his rendering?

COMMISSIONER DAWSON: Yes, the reason for, or part of the reason for the restriction.

MR. HUBBARD: That is just the conceptual signage. The sign proposed in their rendering wouldn't be allowed by code anyway. I don't think the Petitioner is proposing that sign. I think --

COMMISSIONER DAWSON: Oh, no, no, I'm not talking about that sign, sorry, if that's what you thought. I meant the restriction that you've put in (a), the reason for the six-foot and the location.

MR. POLKA: We wanted to be able to do the same as Guitar Center across the street, so --

COMMISSIONER DAWSON: Okay, I'm not worried about Guitar Center right now because they're not in the same situation as having an on-ramp immediately after your property. So, I'm asking Sam, on the restrictions that you posed in 6(a), no ground signage shall be allowed along the on-ramp frontage or tollway frontage, that's a safety concern, right?

MR. PFAFF: If I may interject, Guitar Center has both an on and off-ramp and two signs on both. So, the reason --

COMMISSIONER DAWSON: Guitar Center does not have an on-ramp.

MR. PFAFF: They've got an on-ramp heading west or, northwest, yes, they have both; an on and off-ramp from the highway. They have a sign on the building they're facing and then they have a monument style or a pole style sign.

MR. POLKA: We attached a picture of it.

COMMISSIONER DAWSON: Guitar Center does not have -- you can't be going --

CHAIRMAN ENNES: Yes, you can.

COMMISSIONER DAWSON: You cannot be going south on Arlington Heights Road and get on at Guitar Center, get on Northwest Highway.

MR. PFAFF: You would have to pull a U-turn at the next light and they have a ramp, yes.

COMMISSIONER DAWSON: Right, yes. But that's not the safety. What I'm saying is this property --

MR. PFAFF: They've got ramps farther on the east side.

CHAIRMAN ENNES: One person at a time, please.

COMMISSIONER DAWSON: This is how I get on to 90 all the time. It's a dangerous situation and that people miss the on-ramp or they don't realize how the roads are and they're scooting over, you don't have that on Guitar Center. So, I'm asking Sam --

MR. POLKA: But you have an off-ramp, I guess --

COMMISSIONER DAWSON: Okay, I am asking Sam to clarify the reasoning for (a) because I'm trying to understand it as to whether or not I'm going to support it or not support it. So, if you can let me ask Sam so I can understand it, please.

MR. HUBBARD: All right, so based on code, you're allowed one

ground sign on your frontage of your property. This property has three frontages, right? It's got an on-ramp frontage, a tollway frontage, and an Arlington Heights Road frontage. The Village's restriction which, you know, by code he can have his ground sign on any of those frontages. The Village is saying we don't want you to have it on the on-ramp frontage; we don't want you to have it on the tollway. We want you to have it on Arlington Heights Road.

It's an aesthetic concern; it's not a safety concern. We don't feel like, aesthetically, a sign facing an on-ramp is appropriate and consistent with the signage for the Village that projects a good image. Same with the tollway. I don't even think you'd be able to erect a sign that's highly visible and code compliant that faces the tollway, but if that was what the Petitioner wanted to do, by code he could. We don't think it's appropriate to have a signage that faces the tollway. It's almost like a billboard. So, we think the sign, the ground sign that's going to be on the site needs to be on the Arlington Heights Road frontage and that was the purpose of the condition.

COMMISSIONER DAWSON: Okay, so could you put the frontage back up and explain to me the difference between the frontage side and the Arlington Heights Road side?

MR. HUBBARD: Sure. So, this would be the frontage on the on-ramp.

COMMISSIONER DAWSON: Oh, okay, got it.

MR. HUBBARD: This would be the frontage on the tollway, and this is the frontage on Arlington Heights Road. We think a sign here is appropriate, anywhere he wants to put that's code compliant. We just want it to be the monument style sign that's limited to six feet tall. We wouldn't have any restrictions on square footage for the message of the sign; that would be according to code. It's just the height that we want to limit, and we want the monument style because that's more consistent again with the aesthetic and the efforts to beautify the South Arlington Heights Road Corridor.

COMMISSIONER DAWSON: Okay, and did you say that typically, in the code, he would be allowed to put signage on more than one frontage? Or is that what you said?

MR. HUBBARD: If you have more than one frontage on more than one street, you're allowed two signs granted they are separated by 800 feet as measured along the property line. But his property line is going to make that 800-foot separation impossible, so there would be no way he could have two signs out in his frontage on two streets. It can't meet the 800-foot separation. So, he's only allowed one sign per code; we're just stating that that sign, or just recommending, that that sign be on Arlington Heights Road and be the ground style, the monument style.

COMMISSIONER DAWSON: Okay, and it's not a safety. Okay.

CHAIRMAN ENNES: So, and Sam, on that sign, it's really because of the size of the property and the tollway? Because I drive that stretch of the tollway to 53 quite frequently, and there are countless buildings that have signs up either on the building and facing the tollway or signs on their lots. Would there be a restriction then from the future Arlington Corridor to the east of Arlington Heights Road? We don't want them to have hotels that have signs out on the tollway or what?

MR. HUBBARD: So, there's, the Village is not requiring or placing any restriction on wall signage on the building. So, if the Petitioner wanted a wall sign

here that faced the tollway that's code compliant, and that's fine. We think he has that right. If he wanted a monument, a pole style sign facing the tollway around here, we don't think that that's appropriate. I don't think he'd be able to build a compliant one that would give him much visibility anyways, but again, that's our recommendation.

CHAIRMAN ENNES: Okay, thank you. Thank you. Are there any other Commissioner questions before we see if there's anybody in the audience?

(No response.)

CHAIRMAN ENNES: No? Okay, is there anyone in the audience that has questions for the Commissioners?

QUESTIONS FROM AUDIENCE

MR. TOMLIN: This is Eddie Tomlin. I work at Paragon Mechanicals. I'd like to say something.

CHAIRMAN ENNES: Okay.

MR. TOMLIN: I've been with Paragon Mechanical for about five years now. All the signage aside and everything aside, give us this opportunity. We have worked so hard to get to this point. Thank you for your time. That's all I have to say.

CHAIRMAN ENNES: Thank you, Eddie. Okay, is there anyone else in the audience, Sam?

MR. HUBBARD: Is there anyone in the attendee side of Zoom? If you have a question, please click the Raise Your Hand button in Zoom and we'll open the floor and allow you to speak; otherwise, you'll be on mute. If there's anyone that's dialed in by phone, dial *9 and you'll be added to the queue to speak.

(No response.)

MR. HUBBARD: All right, I'm not seeing anyone raising their hand in Zoom. So, I do have -- I was submitted one e-mail and asked to share it and I will read this e-mail now to get it into the record.

CHAIRMAN ENNES: Okay.

MR. HUBBARD: It reads to the Board of Trustees: Good afternoon. My name is Carina H. Santa Maria, and I'm a constituent of Arlington Heights. Thank you for all that you do for our community, especially during this time. I'm unable to virtually attend tonight's meeting due to childcare issues, but wanted to send a letter of support in for Paragon Mechanical as I know they're being reviewed for their new property in Arlington Heights.

As you already know, Paragon has been in business in our community for many years. In addition to them being a great business for our community, they are also a community partner. I am the executive director at Shelter Child Welfare Agency, a welfare agency in Arlington Heights. We serve over 1,000 youth and families within our area by providing emergency housing services, foster care, and child abuse protection program. Last winter, our boys emergency shelter had an issue with our heating system and our shelter was at capacity. As a non-profit, we often struggle for funding when looking at maintenance. Paragon sent an employee to the shelter to look at the system and assist us with fixing it. In addition, they have donated to another foundation that I run in honor of my father to provide soccer camps and scholarships for lower income families.

I'm thankful for a great community partner like Paragon Mechanical and hope that they are able to continue their business in Arlington Heights as they also support our community. Sincerely, Carina H. Santa Maria.

CHAIRMAN ENNES: Thank you, Sam. So, we have nobody else. Are there any other questions from the Commissioners?

COMMISSIONER CHERWIN: Terry, I would just like to ask a question here. I didn't speak earlier, but a couple of questions. I guess when we go back to the conditions and we talk about the signage and then the landscaping; I guess I'd echo probably more where Lynn is. You know, I'm not as, you know, I think there's a uniqueness to this site that justifies some, I guess you'd say a nuanced review of this compared to other sites. Whether it has to do with the signage, it kind of cuts both ways, right? It's kind of maybe to the Petitioner's advantage in the sense that we might be willing to do something here that we might not be willing to on other sites just because there's really not many sites like this where it's located inside of that ramp location and everything else.

I think on the other side of that, there's also, you know, given where it is, I think Mr. Polka was concerned about the requirement on the signage. I think where the Village is coming from there is also a part of the uniqueness to this site, you know, visibility, the prominence of it and kind of what's going on around it. I think with a site like this that is very unique. That is part of the South Corridor Plan to the extent that Plan Commission and then subsequently the Board is going to review this, I think they're going to, you know, if they do allow this to go forward, they're going to want some significant guard rails along it. So, I think that's really what, in my view, that's kind of what's driving me to Staff's somewhat modest limitation on the signage requirement.

I guess the other one that, maybe I just need a little more explanation on process-wise, Sam. If we're talking about the landscape kind of phase one, phase two, maybe even just going beyond the landscape; if the Village is concerned and as we present this to the Board, if the Village is concerned about the phase one and is more favorable on phase two, is there any, I guess trigger here? What if phase two never happens for various reasons that we can't contemplate now, you know, if it just doesn't get done for whatever reason? Is there any kind of time trigger on this from the Village's perspective? Or maybe just from a landscaping perspective, if they just put a hard and fast date in there that ties into, you know, the phase two date as Mr. Polka suggested. I think something that Staff is willing to do? Those I guess are my two questions. Sorry to put them together.

MR. HUBBARD: So, let me just seek some clarity. There's a phase one and phase two of Mr. Polka's business plan, and then there's a phase one and phase two of landscaping installation which is irrespective necessarily of his business plan. You know, the phased landscaping plan would have a phase one and phase two, and that would be implemented during his phase one business plan, so not the redevelopment of the site.

Your question is, does the Village have a drop-dead date for implementation of the phase two landscaping plan as part of his phase one business plan? Is that your question?

COMMISSIONER CHERWIN: I guess my question is kind of both. We have some of these dates in here under this limitation on the landscape. I guess at

what point does the, you know, if September 30th comes and goes, what happens? I guess how does it connect to the Village having a drop-dead date for the business plan? Or, you know, if they're really looking for phase two to happen and that's kind of what's allowing the interim use, the interim status of phase one, is there anything that the Village is requiring, you know, I guess to make sure they would get to phase two on the business operations side? I guess it's two questions.

MR. HUBBARD: Well, phase one landscape installation would be done, you know, right after the Petitioner moves into the building, no later than September 30th of this year. Phase two landscaping would be implemented by 2022, September 30th 2022, assuming that there has been no change to the site. This is, we've given you two years to implement your phase two business plan, you haven't implemented it, so we'd like the further landscaping that we feel like is necessary on your site to mitigate for your use and bring you up to code. Is that what you're --

COMMISSIONER CHERWIN: The details I guess of those approvals, I guess, and the landscaping is part of it, but I'm just thinking as far as what the overall plans are. I guess for me I don't really understand sort of the details. It's hard to kind of prove an advance to the phase two without I guess knowing exactly what it is. I guess, you know, there was some mention of a potential drive-through, that would require, you know, it would seemingly require a special use permit to go through that process again if that were to happen because that doesn't seem to be a part of this here, am I correct? So, we'd be seeing Paragon again in that approval process, is that right?

MR. HUBBARD: Absolutely. If phase two of the business plan and redevelopment of the site were ever proposed, then that would certainly require an appearance before the Plan Commission. If that phase two is proposed prior to September 30th, 2022, then the phase two landscaping is no longer relevant because the whole land use variation needs to be amended as part of the phase two business plan redevelopment. So, if he's redeveloping the site prior to September 30th, 2022, then there's no, you know, the condition is not going to kick in because he's going to redevelop the site and there would be no need to add those landscape islands and landscaping because the site is going to be redeveloped. But if it takes longer than two years or longer than three or four years, you know, then that's when we want the phase two of landscaping to be installed because then it would kick in on September 30th of 2022. If redevelopment hasn't occurred by then, who is to say it's going to occur two or three or four or five more years later? We'd like to get the landscaping in at that point, you know, that complies with code.

I mean, I think Staff's original perspective was bring the site up to full landscape standards as soon as you move in. Obviously, we understand that the Petitioner has this concept for redevelopment. So, the Village is agreeing and saying we'll scale that back, just as part of your occupancy and business phase one, occupancy of the site, just install the landscaping that's towards the front of the site that could have the most impact, and then you'll have two years to implement phase two development plan. If you can do that, then you don't have to spend the money to install the rest of the landscaping in the back that would have less of an impact.

COMMISSIONER CHERWIN: Okay, thank you.

COMMISSIONER JENSEN: Follow-up question to Jay's question of Sam. The Petitioner made reference to something costing around \$70,000 I think

with regard to the landscaping. I'm not sure if that's cost related to the phase one landscaping proposal or whether it was the latter, the phase two. I would be --

MR. HUBBARD: It's the totality of both.

COMMISSIONER JENSEN: Okay, so if he only does phase one, the expense to that would be nowhere near the \$70,000 is what it sounds like. Because what he was making the point is I don't want to put \$70,000 worth of landscaping in and then tear it up because I leveled the entire site to put in a new building.

MR. HUBBARD: Right. Phase one landscaping would not be close to \$70,000 in the opinion of the Village.

COMMISSIONER JENSEN: Okay, I just wanted clarification of what the extent of the landscaping is because he could only do phase one and not be able to do phase two, and we'd want him to be in compliance with what phase one requires.

COMMISSIONER SIGALOS: Can we clarify one thing? I keep hearing Sam saying and Mr. Polka saying that once he moves into the building. He has moved into the building, is that not correct? You are operating your business out of the building since you've moved out of 11 North Arlington Heights Road?

MR. POLKA: We are not fully operating out of here.

COMMISSIONER SIGALOS: But you are operating out of this building; you are in this building?

MR. POLKA: We are not fully operating out of here. I don't know how else to explain it to you. We do not have a full staff here. We are not fully operating out of 2400 South.

COMMISSIONER SIGALOS: Where are you operating out of then?

MR. POLKA: Our homes.

COMMISSIONER SIGALOS: From my understanding is that this, today, that we have to deal with is phase one, not what might happen in phase two, two or three years from now and the fact that this particular property, is a key property for the South Arlington Heights Corridor Plan and a business, as yours right now is, as a contractor shop, is not compatible with that. I would want that on the record, and I would not support this petition.

COMMISSIONER LORENZINI: Terry, I've got a question. This is Joe.

CHAIRMAN ENNES: Okay.

COMMISSIONER LORENZINI: Sam, my question relates to access. You know, looking at Arlington Heights Road and Central, or even Arlington Heights and Algonquin, getting to some of those businesses with the raised medians doesn't provide a lot of great access. So, what type of commercial building would you see potentially going in here?

MR. HUBBARD: Well, this site has great access. It's got a signalized intersection with its entrance drive that provides full access with a traffic signal to northbound and southbound Arlington Heights Road. So, I think it's suitable for a wide range of commercial or retail uses.

COMMISSIONER LORENZINI: Okay. All right, thank you.

MR. POLKA: Keep in mind, it was on public bid and no one else

bid on it. No one else bid --

CHAIRMAN ENNES: It was on the market for how long?

MR. POLKA: Sorry, I think it was like two years.

CHAIRMAN ENNES: Okay, yes.

MR. POLKA: I don't know the exact amount of time, I'd have to look at that. I wasn't prepared for that question, but it was on the market for a long time and we were the only ones that submitted a bid. It is a very challenging piece of property. Though, yes, it has a light, it has access on and off, it is very challenging.

MR. PFAFF: That's exacerbated more by what's going on in our world now I would think.

CHAIRMAN ENNES: Okay, any other comments or questions?

COMMISSIONER DROST: Yes, I've got a -- George Drost here.

CHAIRMAN ENNES: Yes, George.

COMMISSIONER DROST: Just following Jay's lead, there's a lot of nuances and guard rails and stuff. I could list at least 10 to 15 different issues. It seems like what we're doing is we're designing a plan to make Paragon fit the property, or we are trying to make it fit or we're just rejecting it because it won't fit.

I think if you look at what they did at 11 North Dunton, and I was on the Commission at that time as well, is they took an orphaned piece of property, and really put it to a very good use. The other aspect is that this is an orphan type of property at the south end of town, and if it's controlled in the way that it's developed, it can be, I think fit within the overall Village plan. The question is we're not here to design it, we're not here to figure those out, but I think it's got some possibility.

Plus, from my standpoint, it probably keeps the sales tax in the community as well and maybe expanding a base for the sales tax. So, those are my comments.

CHAIRMAN ENNES: Well, I'll add on to your sales tax and it will add on the property tax because it was exempt in the past. So, for 60 years, it hasn't been providing any property tax and I'm aware of the fact that under the new assessment procedure, this new assessor more than doubled what was paid for the property. So, he is part of that venue that thinks it's a really ideal property. Personally, I don't.

I have always had a problem with the access to that piece of property. It's small. I don't see a big development going in there. You need parking for that. You know, it's a two-acre piece of land. I have to agree really with the direction Jay was going and George. I don't think this is a prime piece of property.

We approve phase one, phase two, phase three developments a lot. You know never know if those developers are going to end up getting phase two, phase three. We don't know what's going on right now at Downtown Arlington Heights, you know, with all we went through to approve the development, that wonderful development next to the garage, but it doesn't sound good for that going forward. So, you never know what's going to happen.

But I think it's a tough property. I realize it's part of our long-term plan for the corridor. I think this development, high tech, energy efficiency, thermal, all of the stuff that's, again, it's what all the LEEDS people want in their buildings. We want it in the Village. I think it could be a good use for it if the Petitioner realizes his goals to step it up with the office and some of the other development in

there. I don't think you're going to get a whole lot more on that piece of property.

But anyways, do we have a motion? Do we have any other comments?

COMMISSIONER JENSEN: Lynn Jensen. I'd like to follow-up. I'm glad to see that George and you and Jay articulated the thing that I have been feeling, but I wasn't going to make too much of a point out of. I think we have a first class Petitioner here with a lot of passion and a good, clear sense of entrepreneurship. I think he would be a very good entity to have in Arlington Heights.

I, too, don't think this is a great piece of property. I think it has real limitations. Quite frankly, I think we should be happy that somebody wants to take it and develop it and has some sight of where they want to go that would look high tech and would fit into the appearance of what we want the south corridor to look like. So, I'm much more charitable towards this than perhaps some of the other Commissioners because I just don't see that this is going to be easily developed.

And quite frankly, we don't have any idea how we're going to emerge as a village or as a society out of this pandemic. If you study the history of the 1918 pandemic, you'll understand that there were a lot of fundamental societal changes. For example, one of the things that may happen is office space may not be a big issue in the future. Once companies understand that people can work from home, there may not be much demand for this office space that we have to this point.

So, I'm a little reluctant to basically just turn down a petitioner on points like the ones that have been made. If he addresses the issue around the parking and he does the landscaping he needs to do and he has an opportunity to grow the business and develop into phase two, I think we should be able to accommodate that.

COMMISSIONER WARSKOW: I would like to echo a number of these comments that, yes, I agree that, one, what Lynn said earlier, Mr. Polka, I don't think you put yourself in the best light leading into this meeting, having not worked more closely with the Village on your situation with the parking and the Township. But having said that, I'm in the energy efficiency field, I fully support and I see the strength in the future for your business. I do worry that I don't see that area being a prime spot for a restaurant or an office space or a tall building, any of that.

So, I am, he's already bought the building. He's got a thriving business that will grow in the future. He's very committed. He has very committed staff. So, I feel very similarly that I think this is worth the variations.

COMMISSIONER CHERWIN: Can I ask one more question, Sam? I'm sorry, late in the game here. IDOT, what are they going to, is there going to be like, are they going to require any approvals? I mean, we've got Arlington Heights Road, it's kind of abutting their property. Are they going to require cost sharing on the traffic maintenance, you know, traffic signal, anything like that?

MR. HUBBARD: I don't know if the Petitioner has reached out to IDOT to get their preliminary feedback. I don't know even when you get their preliminary feedback if it ends up being their final ruling, but I don't anticipate anything in phase one of this business plan.

The only thing that we would require in coordination with IDOT from my perspective is some of the code-required landscaping would need to encroach into IDOT right-of-way. So, he would have to coordinate with IDOT to get

their permission to install that landscaping within their right-of-way. Of course, if he cannot secure that permission, then I think the Village certainly can be flexible in working with them to, you know, find alternative locations to try and meet the intent of the landscape requirements.

COMMISSIONER DAWSON: Terry, I have a comment.

CHAIRMAN ENNES: Yes, please.

COMMISSIONER DAWSON: So, just we haven't gone back on the signage, and while the Petitioner wanted to argue with me because he thought I was working against him, if he would just let me ask my question, I was trying to get to the bottom of whether or not it was a safety issue, and it's not a safety issue. If it's not, then as far as I'm concerned, he should follow the code and be able to put the sign where he wants to put the sign. The fact that he might not be able to get a sign that is effective for his business in a different location is his problem, not ours. As long as it meets the code, then I think we should let him put the sign out where he wants to put the sign out.

So, I also am in favor of this petition. I think that I like phase one better than I like phase two. Just like other people have said. I don't see this as a location for a coffee shop. If he wants to have one later, we'll talk about it later, but I actually think this is a good use for this property.

I remember the petition back when they came to the Arlington Heights Road property. I made all these concerns. I live in the rec park neighborhood. I don't live right behind him, but I've never heard from anyone of any complaints about the facility. I will say that I have recently seen trucks parked out front before I even knew that it was an issue here driving by going, oh, look it's Paragon, they must be operating over there. I didn't even realize it was on the agenda.

I will also say that I wasn't troubled at all by seeing their truck parked out front. I didn't drive by and go, ugh, look at that truck. It was, oh, Paragon is there. They had one truck; it wasn't problematic for me. I don't think we should have a truck parking lot out front but, you know, they have nice-looking trucks and it was the van, you know, it wasn't anything really problematic for me.

So, the one thing that I'm very, very bothered by is the not willing to work with the Village. I always have a problem with that. Because now if we want, I mean, if we approve it and we have landscaping, but it's approved and he doesn't do the landscaping, we've got a Petitioner that has shown an unwillingness to cooperate and work with the Village unless put to a point that's forced to do so. So, that is problematic for me, but I don't know if there's anything we can do about that.

I do want to see the landscaping go in. We would have required that if he had come to us in the first place. The phasing I think is appropriate and I want to see the landscaping. But I'm okay with removing the signage condition, and that's where I'm at. So, I'm in favor of the property keeping three in place and taking six out. I don't know if anyone else agrees with me or not.

CHAIRMAN ENNES: So, do you want to make a motion?

COMMISSIONER GREEN: I'd like to make a comment if I could.

CHAIRMAN ENNES: Sure.

COMMISSIONER GREEN: We just had a, one of the last meetings we had with the Village was for the property, the Herald building property and that whole entire corner redevelopment there.

CHAIRMAN ENNES: Yes.

COMMISSIONER GREEN: There are going to be tall buildings there, that was the indication. I think that this property with a signal on it is a very unique, valuable piece of property. I don't look at it as if it's a hardship at all. I think it has a lot of potential for other uses.

I am against the contractor shop part of this ordinance. You should be careful what you wish for. A contractor shop is in certain areas because of how it looks. We approved a corridor plan here to improve the entire area from the tollway all the way to the downtown area eventually. So, I am not in favor of a contractor shop here.

CHAIRMAN ENNES: Bruce, I would agree with you if I thought this was your typical contractor shop. You know where my office is. We recently moved a business from Palatine and Arlington Heights Road that was quite unsightly with all its trucks. They're now one of my neighbors; that's a contractor shop that's loaded with trucks and parts.

We have an individual, a business that is not going to store materials outside. I think he's resolved the truck issue; he did in his other property. I still don't understand why we are concerned about people being able to see trucks in a parking lot from the toll road. I can understand it on Arlington Heights Road because we don't want that look. But I think it's a different type of property and I think its high energy efficiency nature is in line with the kind of development that we would want to see in that new corridor. But that's just my perspective.

Any other comments?

MR. POLKA: Can I just address that I want to work with the Village and I will. I'm sorry about the beginning in those circumstances. During the next meeting, I will be more prepared to explain that situation in its entirety. But I absolutely have worked with the Village in the past and I will continue to work with the Village moving forward.

I know a lot of the inspectors intimately as we do a lot of different projects here, both commercially and residentially. I'm sorry for the way that we, the light has been shed upon us because of a circumstance, but I will absolutely work with the Village in every way possible.

MR. HUBBARD: Can I just recommend we close the public hearing portion of this hearing? I don't think we officially did that.

CHAIRMAN ENNES: Yes, you're right. So, we close the public hearing portion.

COMMISSIONER LORENZINI: Can I jump in, Terry?

CHAIRMAN ENNES: Yes, please.

COMMISSIONER LORENZINI: Yes, this is Joe, Joe Lorenzini again. I've got to say I admire Mr. Polka and his ambition and his plans. He really is a great credit to the community and all he's done and plans to do. But I also agree with the Village's plans for the corridor improvement, the future vision and what it should look like. But as some of the Commissioners brought up the future, the economic future, we really don't know what it holds.

So, having said that, I would not approve the petition as it stands, but what I would recommend, to approve it for a certain amount of time, say maybe two years time limit, ease up on the landscaping requirements for that time, but

then after two years if he can't move to phase two and make it look a lot nicer so it fits in with the corridor and the vision, or if he can't do it at that time, maybe the Village can either cancel it and he has to move, or give an extension for another year or two. I can go for something like that, but I agree with the Village, I couldn't approve it the way that it stands right now.

CHAIRMAN ENNES: Okay, thanks, Joe. Does someone want to make a motion? Sue, I think you had one?

COMMISSIONER CHERWIN: I can make a motion.

COMMISSIONER DAWSON: Okay, go for it, Jay. Otherwise, I'll make it, but I'm all good with you.

COMMISSIONER CHERWIN: Okay, I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 20-004, a Rezoning from the R-1 One-Family Dwelling District and B-3 General Service, Wholesale, and Motor Vehicle District into the B-2 General Business District; a Land Use Variation to allow a contractor shop within the B-2 Zoning District; and the following Variations:

1. A variation from Chapter 28 of the Municipal Code, Section 5.1-11, to allow an area of B-2 Zoning that is approximately 2.36 acres where a minimum of four acres is required.
2. A variation from Chapter 28 of the Municipal Code, Section 6.12-1(2), to waive the requirement for a traffic and parking study by a certified traffic engineer.

This recommendation shall be subject to the following conditions:

1. The Land Use Variation shall apply to Paragon Mechanical only.
2. Any contractor vehicle, which shall be defined as any contractor truck owned by the Petitioner or employees of the Petitioner (regardless of the presence of signage) or any passenger vehicle with contractor signage, shall be prohibited from parking at the front of the site. Such vehicles, whether during the day or overnight, shall only park behind the building so as to not be visible from Arlington Heights Road or shall be parked within one of the interior parking spaces.
3. The Petitioner shall be required to implement the phased landscape plan prepared by the Village of Arlington Heights and dated 5-8-2020. Phase One landscape improvements shall be completed no later than September 30, 2020, and Phase Two landscape improvements shall be completed no later than September 30, 2022.
4. The Petitioner shall install a code compliant dumpster enclosure, or alternatively, the salt dome can be used as the dumpster enclosure, provided that the dumpster is not visible from Arlington Heights Road.
5. Outdoor storage of materials shall be prohibited.
6. The following signage restrictions shall apply:
 - a) No ground signage shall be allowed along the on-ramp frontage or tollway frontage. The ground sign along the Arlington Heights Road

frontage shall be a monument style ground sign, to be no taller than six feet in height.

b) No wall signage shall be allowed on the accessory structures located on the subject property.

7. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

COMMISSIONER DROST: I'll second that.

CHAIRMAN ENNES: Who seconded?

COMMISSIONER DROST: George Drost.

CHAIRMAN ENNES: Okay, and no exceptions on the items three and six?

COMMISSIONER CHERWIN: My motion is to pass it as it's written by the Staff, one through seven.

CHAIRMAN ENNES: Okay, and we have a second with George. From Roberts Rules, do we call the question here or --

MR. HUBBARD: So, we have a motion that's been seconded, so I think it would be appropriate to call the roll.

CHAIRMAN ENNES: Okay, would you please call the roll?

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes, with comment.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: No.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: No, with comment.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No, with comment.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes. And the comments? Oh, I'm sorry.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER DROST: Sam, I don't think you got my vote, Drost.

MR. HUBBARD: Yes. Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Yes, with comment.

CHAIRMAN ENNES: Okay, Sam, would you call each name for their comments?

MR. HUBBARD: I believe Commissioner Dawson had the first comment.

COMMISSIONER DAWSON: Yes. Well, I just want to reiterate that I would rather we take out number six, but feeling that this is going to be a close vote and also wanting to show that I am generally in support of the project, I went with

yes as opposed to voting no simply because six was included. So, again, I reiterate that I am supportive of striking six and am in support of the project.

MR. HUBBARD: I believe Commissioner Jensen had the next comment.

COMMISSIONER JENSEN: Yes. I was impressed with the passion, the entrepreneurship and the energy that Mr. Polka and his staff brought to this project. I think it is very unfortunate that he did not handle the situation around occupying the building and having vehicles out during a long period of time when he was getting communications from the Village. But I understand that he was in a very difficult position and he didn't know exactly how to handle it. I would hope in the future he would be more skillful in handling those things and work with the Village. I'm expecting that he will not replicate that behavior in the future whether it's over landscaping or anything else. So, I think perhaps we might give him a little leeway.

As a comment to Mr. Polka, I think brevity in your presentation would help your case a lot, you know. Mark Twain said, I wrote you a two-page letter because I didn't have time to write you a 10-page letter, and I think there's some wisdom there. So, I think you should sharpen up your presentation when you go to the Board, and keep it precise, to the point, and don't go on and on.

MR. POLKA: Okay, thank you.

MR. HUBBARD: Commissioner Lorenzini, did you have a comment?

COMMISSIONER LORENZINI: Yes. The reason I voted no is not because I don't like the project or don't like the company. I just would hate to see it look like it does today 20 years from now. That's why I recommended putting some type of time limit on phase one and then they have to go into phase two. Now, like I said, if two years from now the economy is still in the tank and nothing has been built, then give them another two-year extension. But I cannot, I voted no because it's pretty much an infinite approval to stay in phase one.

MR. HUBBARD: Chairman Ennes, you had a comment?

CHAIRMAN ENNES: I did not. I'm not going to make a comment just because of my prior relationship with the Petitioner. I totally understand what all of you were saying about the corridor plan and the issues with the contractor yard. If this was a typical contractor yard, I would have voted no.

I think George had a comment.

MR. HUBBARD: Yes, Commissioner Drost.

COMMISSIONER DROST: Yes, and I think it's an imperfect situation. Basically, what I think we need to do is the Petitioner and the Village has to really kind of resolve some of these issues, because conceptually it should work. I think there is quite a bit of support at least from the Plan Commissioners. But I would need a little bit more crispness in the presentation on the part of the Petitioner would probably help him rather than hinder him.

MR. HUBBARD: I feel like I might have missed someone. Did anyone else have comment?

COMMISSIONER SIGALOS: Yes, I did. This is John Sigalos. My comment is that, you know, we spent a lot on, we've heard a lot on how good Paragon Mechanical is. I don't deny that. They are a good company and they've done a lot for the Village, but again, the issue here was the use of this property. It's not compatible

with the South Arlington Heights Corridor, and again, the type of contractor shop that it is, whether he wants to believe it or not, he is. Again, it's not compatible with this zoning.

So, that was the reason that I voted against it, not the fact that I'm against Paragon. But again, the issue today is that this is phase one, but we don't know what's going to happen in phase two, two years, four years, 10 years, we don't know what will happen. But the issue today, I could not support it.

CHAIRMAN ENNES: So, we have, Sam, if I have this right, we have a vote of six to three?

MR. HUBBARD: That's correct. So, the motion passes, and this would tentatively go to the Village Board on June 1st for their consideration. I don't know if they're able to hold a quick turnaround on a Zoom meeting like this, but that would be their first potentially eligible appearance date. Mr. Polka, although we'll work with you with further communications leading up to that to make sure that we have room on the agenda for that meeting for you or if you have to get pushed back.

MR. POLKA: Okay.

CHAIRMAN ENNES: Thank you, Mr. Polka, and good luck.

MR. POLKA: Thank you. I appreciate everybody's time.

(Whereupon, the hearing on the above-mentioned petition was adjourned at 10:00 p.m.)



Plan Commission 6/10/2020

Item: Vasa Fitness - 750 E. Rand Rd. - PC#20-002

Department: Planning & Community Development

Requested Action

1. Amendment to PUD Ordinance #90-014 to allow for certain modifications to the approved development plan and to repeal condition #2.

Variation Required

1. Variation from Section 6.15-1.2b, to eliminate the requirement for a shade tree in certain landscape islands, and to reduce the required diameter of certain landscape island shade trees from 4 inches to 2.5 inches.

Recommendation

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance 90-014 and the following variation:

- Variation from Chapter 28 of the Municipal Code, Section 6.15-1.2b, to eliminate the requirement for shade trees in certain landscape islands, and to reduce the required diameter of certain landscape island shade trees from 4 inches to 2.5 inches.

The Staff Development Committee recommends approval of the application subject to the following conditions:

1. Prior to appearing before the Village Board, the petitioner shall provide a survey of the existing capacity within the regional detention pond (to the east of the development), as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations.
2. Employees shall be required to park within the northern parking area, and prior to building permit, the petitioner shall provide a copy of the lease agreement with Vasa which stipulates employees shall park in said parking area.
3. Prior to issuance of a building permit, the petitioner shall provide documentation from the neighboring property owners outlining their permission

for any proposed work on their properties, or alternatively, the petitioner shall provide sufficient evidence that they are allowed to make these changes per the Southpoint Shopping Center declarations.

4. Compliance with the January 14, 2020 Design Commission motion shall be required.

5. The petitioner shall work in good faith with the Village and neighboring property owner to the south to facilitate completion of the exterior of the newly exposed wall on the southern property. Said exterior wall must complement the existing building and shall be compatible with the Village's Commercial Design Guidelines.

6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Legal Notice	Correspondence
Aerial	Exhibits
Conceptual Plan Review Minutes	Minutes
Project Narrative	Correspondence
Justification for Variations	Correspondence
Plat of Survey	Exhibits
Preliminary Stormwater Analysis	Exhibits
Preliminary Stormwater Calculations - Revised	Exhibits
Architectural Plans	Exhibits
Building Canopy Detail	Exhibits
Engineering & Photometric Plans	Exhibits
Fire Truck Turn Exhibit	Exhibits
Landscape Plans	Exhibits
Traffic & Parking Study	Exhibits
Truck Turning Exhibit	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence
Department Comments - Round 3	Correspondence
Department Comments - Round 3 - Petitioner Response	Correspondence
Department Comments - Round 4	Correspondence



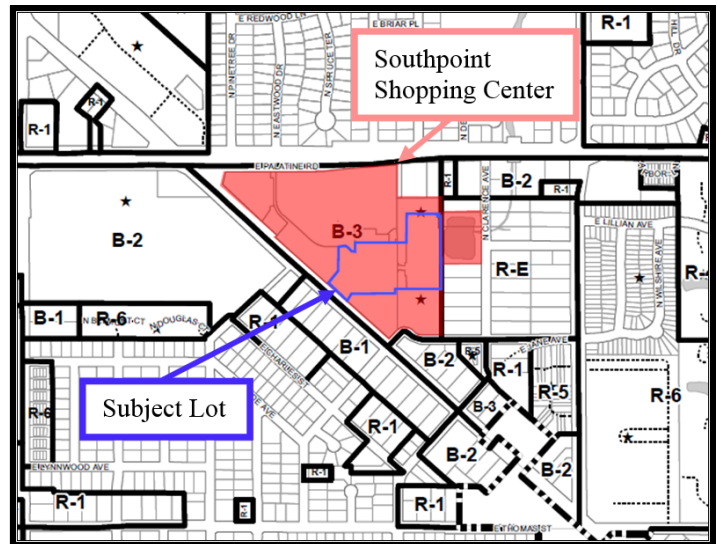
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC #20-002
Project Title: Vasa Fitness
Location: 750 E. Rand Rd.
PIN: 03-20-200-001, 03-20-203-013 thru -015

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: June 10, 2020
Date Prepared: June 5, 2020

Petitioner: Kevin Hawkins
 Galloway & Company, Inc
Address: 6162 S. Willow Drive – Suite 320
 Greenwood Village, CO 80111

Existing Zoning: B-3: General Service, Wholesale and Motor Vehicle District
Comprehensive Plan: Commercial, Mixed-Use



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
South	B-1: Limited Retail Business District, B-2: General Business District	Furniture Store, Multi-tenant commercial building, Dunkin Donuts, Liquor Store	Commercial, Mixed Use
East	R-E: One Family Dwelling District	Single-Family Homes	Single-Family Detached Estate
West	B-1: Limited Retail Business District, B-2: General Business District	Town and Country Shopping Center, Fast Food restaurant (Burger King), Auto Repair shop	Commercial

Requested Action:

1. Amendment to PUD Ordinance #90-014 to allow for certain modifications to the approved development plan and to repeal condition #2.

Variations Required:

- Variation from Section 6.15-1.2b, to eliminate the requirement for a shade tree in certain landscape islands, and to reduce the required diameter of certain landscape island shade trees from 4 inches to 2.5 inches.

Project Background:

The subject property is part of the Southpoint Shopping Center, which is located at the southeast corner of Rand Road and Palatine Road. The site is currently occupied by the approximately 100,000 square foot Bif Furniture building (750 E. Rand Road), the large parking area located directly west of and in front of the Bif Furniture building, and the parking area located to the north of the Bif building. Access to the shopping center comes from Palatine Road, Rand Road, and Jane Avenue. Each street provides the following ingress/egress points to and from the shopping center:

- Palatine Road: 1) Full access non-signalized intersection, 2) right in only access, and 3) right-in/right-out only access
- Rand Road: 1) Full access signalized intersection
- Jane Avenue: 1) Full access non-signalized intersection that leads to a full access signalized intersection with Rand Rd.

The petitioner has the site under contract and is proposing the demolition of the Bif Furniture building and its replacement with a new 58,886 square foot structure to accommodate a Vasa Fitness facility. The petitioner would lease the site to Vasa Fitness, which is a gym that is primarily located in the western United States but is expanding into the Midwest. The gym would offer traditional weight lifting and cardio equipment, as well as group fitness classes, yoga, childcare services, tanning, massage chairs, a swimming pool, and basketball courts. Standard business hours for Vasa are 5:00am to 12:00am, and the facility would have an average of 80 employees. In order to accommodate for the new facility, additional parking areas have been proposed at the south of the Vasa Fitness building and to the north of the building. The main parking area at the east of the building would be refurbished and would mostly remain in its current configuration.

The proposed redevelopment would not alter any of the existing access points to the site; however, internal circulation through the site would be modified as part of the proposal. With the demolition of the Bif Furniture building and the addition of the Vasa building, the shopping center would experience a net decrease of approximately 41,000 square feet of commercial floor area.

The Southpoint Shopping Center PUD was originally approved as a PUD in 1988. This PUD includes the Bif property as well as the multi-tenant retail spaces attached to the Bif furniture building, the Floor & Décor site, and three outlots along the Rand Road frontage (Chili's, Olive Garden, and a multi-tenant building). The entire Southpoint Shopping Center is subject to a lengthy Reciprocal Easement Agreement (REA) that provides for shared access and shared parking between all users within the PUD. There have been two recent subdivisions within the PUD; in 2016 the lot that contains the Chili's restaurant, Olive Garden restaurant, and multi-tenant commercial building along Rand Road was subdivided so that each building was on its own lot, and in 2019 the Floor & Décor property was subdivided to create a new outlot, which outlot has yet to be developed.

Zoning and Comprehensive Plan

The subject property is zoned B-3, General Service, Wholesale and Motor Vehicle District. The proposed Vasa Fitness facility is classified as a health club, which is a permitted use within the B-3 District. The Comprehensive Plan classifies this property as appropriate for "Commercial" and "Mixed Use" land uses. The proposed land use is compatible with the "Commercial" designation on the Comprehensive Plan and is compatible with the remaining uses within the PUD.

The Vasa building complies with all bulk, setback, and height restrictions within the B-3 District, and no variations to these elements have been requested. The only variation associated with this redevelopment relates to required shade trees within certain parking lot landscape islands at the north and west of the building. Analysis and details on this variation is included within the Landscape section of this report.

Conceptual Plan Review Committee

On October 23, 2019, the petitioner appeared in front of the Conceptual Plan Review Committee (CPRC) for a preliminary review of their development concept. When this project appeared before the Conceptual Plan Review Committee, it included a small outlot along Rand Road, however, as the plans evolved, this outlot was eliminated but may be considered at some point in the future.

During CPRC review, the Staff Development Committee asked the petitioner to explore the possibility of incorporating additional inline retail square footage to compensate for the reduction in retail floor area under the redevelopment plan. Overall, the CPRC did not feel the incorporation of additional retail square footage was necessary for the success of this redevelopment. The Conceptual Plan Review Committee was supportive of the Vasa use and enthusiastic to see improvements to the Southpoint Shopping Center.

Design Commission

The petitioner appeared before the Design Commission on January 14, 2020, and received a recommendation of approval subject to two requirements; 1) that they consider an alternate material where the EIFS meets the ground (for durability), and 2) that the building avoid the thin appearance of the raised parapet wall on the south elevation by returning it across the roof approximately half the depth of a bay (this applies to the front view only). Overall, the commissioners were supportive of the updated architectural appearance of the building and the introduction of a new palette of materials that would provide visual diversity within shopping center. Compliance with the Design Commission motion shall be required.

Building and Site:

The Vasa building complies with all setback and FAR restrictions within the B-3 district. The building is proposed at approximately 37 feet in height, which is slightly taller than the existing Bif furniture building at approximately 24 feet tall. However, the Vasa building will have a slightly reduced bulk/mass in comparison to the existing structure due to its 41% smaller footprint. Additionally, the proposed building will be setback 62 feet from the eastern property line abutting the single-family homes to the east; the Bif building is setback approximately 36 feet from the eastern property line. No variations to setback or FAR (bulk & mass) regulations are required.

The proposed building will be a stand-alone structure, whereas the existing Bif building is connected to the building at the south. Upon redevelopment, the Vasa building would maintain over 60 feet of separation from the southern building and would introduce a drive aisle and parking in this area, which will enhance vehicular circulation and allow for better emergency services/fire access around the building. Once demolition of the Bif building is complete, it will expose an interior wall on the building to the south. The petitioner shall work in good faith with the property owner to the south on an appropriate exterior finish for the exposed wall, which must match the architecture and materials of the existing building at the south.

The original PUD for Southpoint included a condition of approval that required all buildings and site improvements within the shopping center to conform to requirements as outlined in a Village Board meeting from 1988. Since the proposed buildings and redevelopment will be a departure from what was approved in 1988, this condition of approval must be repealed.

The primary change to the site circulation occurs at the northwest corner of the proposed building, where the petitioner has proposed a new drive aisle connection between the front parking area and the northern parking area. As previously mentioned, a new drive aisle connection will be added along the south side of the Vasa building to connect the front parking area to the rear service drive. Along this new connection will be 54 parking spaces. The petitioner had originally proposed new parking spaces at the rear of the building, but has worked with staff to eliminate these spaces as they would have brought additional customer traffic to the rear service drive and would have introduced parking adjacent to the single-family homes to the east.

The site plans show certain improvements occurring on property within the shopping center but not owned by the petitioner. These improvements occur near the northwest corner of the building and involve a relocated transformer, adjusted curb lines, a new parking lot landscape island, and modifications to certain underground utilities. Prior to issuance of a permit, the petitioner shall be required to provide permission from the neighboring property owners outlining their approval for this work, or alternatively, the petitioner shall provide sufficient evidence that they are allowed to make these changes per the Southpoint Shopping Center declarations/governing documents.

Engineering & Stormwater:

The Southpoint Shopping Center releases stormwater into the existing detention basin located at the east of the Bif Furniture building. As part of the proposed improvements, an MWRD permit shall be required and the site must conform to all Village and MWRD standards for stormwater management. The petitioner has acknowledged that they will conform to these regulations, however, that they have not shown on the preliminary engineering plans how MWRD volume control (and/or Village's detention requirements) will be met. It is possible that these requirements can be met via the existing detention basin, but the petitioner will need to survey the existing capacity within that basin to determine what, if any, improvements may be needed to accommodate for current stormwater requirements plus additional volume control. Should the existing basin not have sufficient capacity, the petitioner would need to make modifications to the basin or provide new capacity in underground storage vaults.

Staff believes that there are several viable options to accommodate for all MWRD and Village required stormwater capacity, and the required stormwater improvements would enhance overall conditions within the PUD relative to stormwater management. However, in order to understand what impact, if any, compliance with stormwater regulations could have on the site, staff recommends that prior to appearing before the Village Board for final approval, the petitioner provide a survey of the existing capacity within the regional detention pond (to the east of the development), as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations.

Landscaping:

The petitioner has provided a code compliant landscape and photometric plan, with exception to four required landscape island shade trees and six landscape island shade trees that have been provided but are only 2.5-inches in diameter where a minimum of 4-inches in diameter is required. Therefore, the following variation is required:

- **Variation from Chapter 28 of the Municipal Code, Section 6.15-1.2b, to eliminate the requirement for shade trees in certain landscape islands, and to reduce the required diameter of certain landscape island shade trees from 4 inches to 2.5 inches.**

The petitioners' justification for the above variation has been included within the packet provided to the Plan Commission. Staff concurs with the petitioner that the necessary criteria for approval have been met and supports the variation for the following reasons; 1) the four missing shade trees have utility conflicts with two being required over an existing box culvert, one required in a location where there is an existing fire hydrant, and one being required where there is a water line; 2) the reduced diameter shade trees are necessary given existing underground utilities and this reduction will allow the shade trees to be installed given their close proximity to these utilities, and 3) the petitioner has provided six shade trees in excess of code requirements at the rear of the building, which will help to buffer the building from the residential homes to the east.

Overall, the petitioner has worked with staff to provide an abundance of on-site landscaping that meets and exceeds code in many instances (with exception to the above variation). In sum, 65 trees and over 300 shrubs will be added to the site, and the site landscaping will be significantly enhanced beyond its current state.

Parking, Traffic, and Circulation:

Per Chapter 28, Section 6.12-1(2)a, the petitioner has provided a traffic and parking study by a certified traffic engineer (KLOA Inc.) that assesses access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and the impact of the northern parking area on loading operations behind Floor & Décor. Generally speaking, the study has found that the existing access points that serve Southpoint have adequate capacity to accommodate the expected traffic generation from Vasa.

The most notable traffic delay will occur at the non-signalized intersection of Palatine Road with the West Access Drive/Eastwood Drive, which is already operating at a poor level of service and will only experience a minor increase in delay time as a result of the development. While the peak morning and evening periods already have a significant delay for left turn movements onto Palatine Road from the West Access Drive and Eastwood Drive, this is not uncommon at unsignalized intersections where minor roads intersect major arterials. The traffic study concludes that given anticipated traffic volumes during peak times, this intersection would still have the ability to clear without the need for geometric or traffic control improvements.

As the proposed site plan includes a new connection from the front parking area to the northern parking field, which parking field includes the service and loading areas for Floor & Décor and other tenants within Southpoint, customer/staff parking would now be introduced adjacent to this loading area. Staff asked the petitioner to evaluate the impact of increased vehicular traffic in this northern parking field given the loading operations that occur there. The KLOA study stated that Floor & Décor receives between three and eight deliveries per day, most of which occur overnight. Field observations found only one delivery occurring during the three peak hours analyzed and therefore it is not expected that increased vehicular traffic in this area will have a detrimental impact on loading operations. However, in order to minimize conflicts, the study recommended that Vasa employees be directed to park in the northern parking field.

As mentioned above, the Southpoint PUD is governed by a REA that provides for shared access and shared parking between all users within the PUD. The Southpoint PUD currently has an excess of parking relative to code requirements and the additional parking areas included within this proposal will increase this surplus. Specifically, Vasa will include approximately 348 parking spaces in the parking lot in front (west) of their building, 54 parking spaces at the south of the building, and approximately 122 parking spaces on their property within the northern parking field. Per code, 236 parking spaces are required for this use, and per

peak demand based on ITE projections, 279 spaces would be required. A summary of this information is included in the table below:

	Front (west) Parking area	Southern Parking Area	Northern parking area	Total
Parking Provided	348	54	122	524
Parking Required (Per Code)	-			236
Parking Required (Per ITE)	-			279

As mentioned, the overall shopping center contains a surplus of parking relative to code requirements and will continue to provide a surplus upon completion of the proposed redevelopment. The Village has divided the center into seven parking zones based upon which business is served by each parking area. The detailed parking calculations can be found in **Appendix I** at the end of this report. A summary of the parking calculations is included below.

Development			Parking Required	Parking Provided
Southpoint Shopping Center			1,014	1,469
TOTAL SQUARE FOOTAGE	227,216	PARKING TOTALS	1,014	1,469
OVERALL SURPLUS / (DEFICIT)			455	

Per Code, 12 bicycle parking spaces will be required, and 12 bicycle parking spaces have been provided at the northwest corner of the building.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance 90-014 and the following variation:

- **Variation from Chapter 28 of the Municipal Code, Section 6.15-1.2b, to eliminate the requirement for shade trees in certain landscape islands, and to reduce the required diameter of certain landscape island shade trees from 4 inches to 2.5 inches.**

The Staff Development Committee recommends approval of the application subject to the following conditions:

1. Prior to appearing before the Village Board, the petitioner shall provide a survey of the existing capacity within the regional detention pond (to the east of the development), as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations.
2. Employees shall be required to park within the northern parking area, and prior to building permit, the petitioner shall provide a copy of the lease agreement with Vasa which stipulates employees shall park in said parking area.
3. Prior to issuance of a building permit, the petitioner shall provide documentation from the neighboring property owners outlining their permission for any proposed work on their properties, or alternatively, the petitioner shall provide sufficient evidence that they are allowed to make these changes per the Southpoint Shopping Center declarations
4. Compliance with the January 14, 2020 Design Commission motion shall be required.

5. The petitioner shall work in good faith with the Village and neighboring property owner to the south to facilitate completion of the exterior of the newly exposed wall on the southern property. Said exterior wall must complement the existing building and shall be compatible with the Village's Commercial Design Guidelines.
6. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

June 5, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix 1 – Detailed Parking Calculations

ZONE	SPACE	CODE USE	SQUARE FOOTAGE	SEATING AREA (SQ FT)	PARKING RATIO (1:X)	PARKING PROVIDED	PARKING REQUIRED
Zone 1	Olive Garden	Restaruant - Sit Down	9,010	5715	1 Space per 45 sq. ft. of seating area	145	127
	Chili's	Restaruant - Sit Down	5,995	3285	1 Space per 45 sq. ft. of seating area		73
Zone 2	Tenant Space 1	Restaruant - Sit Down	4,500	2250	1 Space per 45 sq. ft. of seating area	48	50
	Tenant Space 2	Retail	3,090	-	1 Space per 300 sq. ft.		10
	Tenant Space 3	Restaruant - Sit Down	2,500	1250	1 Space per 45 sq. ft. of seating area		28
Zone 3	Floor & Décor	Retail	73,375	-	1 Space per 300 sq. ft.	436	245
	Vacant	Retail	1,800	-	1 Space per 300 sq. ft.		6
	Kitchen & Bath Masters	Retail	1,133	-	1 Space per 300 sq. ft.		4
Zone 4	Pearle Vision	Medical Office	2,632		1 Space per 200 sq. ft.	48	13
	Dental One	Medical Office	2,985		1 Space per 200 sq. ft.		15
	Subway	Restaruant - Sit Down	1,190	600	1 Space per 45 sq. ft. of seating area		13
	American Mattress	Retail	3,028	-	1 Space per 300 sq. ft.		10
	Next Door & Window	Retail	4,003	-	1 Space per 300 sq. ft.		13
	Sprint	Retail	2,981	-	1 Space per 300 sq. ft.		10
Zone 5	Vacant	Retail	8,900	-	1 Space per 300 sq. ft.	539	30
	Dogtopia	Retail	5,600	-	1 Space per 300 sq. ft.		19
	Vasa Fitness	Health Club	58,886	-	1 Space per 250 sq. ft.		236
	Vacant	Retail	1,800	-	1 Space per 300 sq. ft.		6
	Vacant	Retail	1,133	-	1 Space per 300 sq. ft.		4
Zone 6	Vacant	Retail	3,800	-	1 Space per 300 sq. ft.	33	13
	Vacant	Retail	2,400	-	1 Space per 300 sq. ft.		8
	Vacant	Retail	3,400	-	1 Space per 300 sq. ft.		11
	Coldwell Banker	Office	11,479	-	1 Space per 300 sq. ft.		38
	Vacant	Retail	1,135	-	1 Space per 300 sq. ft.		4
	Vacant	Retail	2,270	-	1 Space per 300 sq. ft.		8
	Vacant	Retail	1,495	-	1 Space per 300 sq. ft.		5
	Vacant	Retail	2,265	-	1 Space per 300 sq. ft.		8
	Vacant	Retail	2,623	-	1 Space per 300 sq. ft.		9
Zone 7	Parking	-	-	-	-	220	0
						1469	
						PARKING REQUIRED	1,014
						PARKING PROVIDED	1,469
						SURPLUS / (DEFICIT)	455

PARKING TOTALS BELOW ARE NOT ACCURATE. MAP IS ONLY INTENDED TO SHOW LOCATION OF PARKING ZONES



[illegible]

Control # 4545411

NOTIFICATION AFFIDAVIT

I, Amber Ramos hereby certify as follows:

1. That on the 26th day of May, 2020, affiant caused to be mailed in the Post Office of Greenwood Village, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose property is within 250 feet of the subject site for which the hearing is being held..
2. That the parties to whom said notice was mailed are set forth on the attached list.
3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Amber Ramos
Signature

Subscribed and Sworn to before me

this 26 day of May, 2020.

Patricia L. Hadjinicolaou
Notary Public

PATRICIA L HADJINICOLAOU
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID 19984015021
MY COMMISSION EXPIRES OCTOBER 4, 2020

May 26, 2020

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for an amendment to PUD Ordinance #90-014 to allow certain modifications to the approved Development Plan at the Southpoint Shopping Center, to repeal condition #2 of said Ordinance, and for approval of the following Variations from Chapter 28 of the Municipal Code:

- Variation from Section 6.15-1.2b, to eliminate the requirement for a shade tree in certain landscape islands, and to reduce the required diameter of certain landscape island shade trees from 4 inches to 2.5 inches.
- Any additional variations as determined necessary by the Plan Commission to allow for said modifications to the Development Plan.

The location of the property is 750 E Rand Road, Arlington Heights, IL 60004.

TJ Chicago Properties is the beneficial owner of the property.

A Plan Commission public hearing on this petition will take place at 7:30pm on Wednesday, June 10, 2020. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is closed to in-person, public attendance. The hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual hearing via Zoom. Individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 3:00 p.m. on June 10th. Specific details on how to access and participate in this online hearing will be available at www.vah.com no later than June 5th, 2020.

A handwritten signature in blue ink, appearing to read "David M. Robb".

Any individual who would like to view or participate in this virtual meeting but because of disability needs some accommodation to participate should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, IL 60005 (847) 368-5793 or TDD # (847) 368-5794



**PINs that must
received a notification**

letter	Owner	Mailing Address
03173010220000	AMCAP NORTHPOINT II LLC	333 LUDLOW ST 8TH FLR STAMFORD, CT 06902
03173030140000	BK OF AMER NC10010381	101 N TYRON STREET CHARLOTTE, NC 28255
03174040090000	YUKI OSHIRO	9501 KILBOURN AVE SKOKIE, IL 60076
03174040100000	STEVEN J EWERT	1908 SPRUCE TERR ARLINGTON HTS, IL 60004
03174040130000	MARTIN A ZAHN	2103 N FERNANDEZ ARLINGTON HTS, IL 60004
03174040140000	THOMAS REID	1905 SPRUCE TERR ARLINGTON HTS, IL 60004
03174040150000	REMEGIO DULAY	1907 N SPRUCE TERR ARLINGTON HTS, IL 60004
03174040160000	WENDELL A STOIKE	1911 N SPRUCE TERR ARLINGTON HTS, IL 60004
03174040350000	MOLINARE	1914 BURKE DR ARLINGTON HTS, IL 60004
03174040360000	MARVIN L HANSON	1910 N BURKE DR ARLINGTON HTS, IL 60004
03174040380000	DONALD & KRYSTAL OHARS	1902 N BURKE DR ARLINGTON HTS, IL 60004
03174040390000	LOUIS FOUTRIS	1904 SPRUCE TERR ARLINGTON HTS, IL 60004
03174040400000	TIFFANY S KIM	1902 SPRUCE TERR ARLINGTON HTS, IL 60004
03174040410000	KRZYSTOF IWANICKI	1903 N EASTWOOD ARLINGTON HTS, IL 60004
03174040420000	RONALD & LIGIA POPA	1907 N EASTWOOD DR ARLINGTON HTS, IL 60004
03174040430000	GERARD J KEHOE	1911 N EASTWOOD DR ARLINGTON HTS, IL 60004
03174040440000	K MICHAEL & J AMLING	1915 N EASTWOOD ARLINGTON HTS, IL 60004
03174050010000	C&D POST	1903 N BURKE DR ARLINGTON HTS, IL 60004
03174050020000	EDMUND J CENTELLA	1907 N BURKE DR ARLINGTON HTS, IL 60004
03174050030000	RAMSEN YOUSIF	1911 N BURKE DR ARLINGTON HTS, IL 60004
03174050040000	HARDING & MOLONEY	1915 N BURKE DR ARLINGTON HTS, IL 60004
03174090210000	JOHN OYEN	1914 N PINETREE DR ARLINGTON HTS, IL 60004
03174090220000	RICHARD C BENBON	1910 N PINETREE DR ARLINGTON HTS, IL 60004
03174090230000	LAWRENCE T BURNETTE	1906 N PINETREE DR ARLINGTON HTS, IL 60004
03174090240000	GLEEN & RACHEL J ADUANA	1902 N PINETREE DR ARLINGTON HTS, IL 60004
03174110010000	LINDSEY & ROYCE FRANK	1903 N PINETREE DR ARLINGTON HTS, IL 60004
03174110020000	AVELINA D REITER	1907 PINETREE ARLINGTON HTS, IL 60004
03174110030000	BOEHM	1911 N PINETREE DR ARLINGTON HTS, IL 60004
03174110040000	SUSAN WERES	1915 N PINETREE DRIVE ARLINGTON HTS, IL 60004
03174110210000	KEN HEINRICH	1914 EASTWOOD DR ARLINGTON HTS, IL 60004
03174110220000	DANIEL K RATEIKE	1910 EASTWOOD DR ARLINGTON HTS, IL 60004

03174110230000	WENZHUO LIANG	1906 N EASTWOOD DR ARLINGTON HTS, IL 60004
03174110240000	DANNY JOHN	704 E PALATINE RD ARLINGTON HTS, IL 60004
03174180070000	C&D KLIMOWICZ	1902 DERBYSHIRE ARLINGTON HTS, IL 60004
03174180080000	A&C ALEXANDRA	1905 N BRIGHTON ARLINGTON HTS, IL 60004
03174180090000	ELIZABETH CHO	1909 BRIGHTON PL ARLINGTON HTS, IL 60004
03174180100000	DOUGLAS & JEAN GRUPE	1913 N BRIGHTON PL ARLINGTON HTS, IL 60004
03174190010000	ANN MAZURSKI	1904 N BRIGHTON PL ARLINGTON HTS, IL 60004
03174190020000	SHAIELENDRA K AGRAWALA	1908 N BRIGHTON PL ARLINGTON HTS, IL 60004
03174190030000	FAYE BREGIANOS	1912 N BRIGHTON PL ARLINGTON HTS, IL 60004
03174190040000	ANTHONY LOURAS	1916 N BRIGHTON PL ARLINGTON HTS, IL 60004
03201010020000	NEW CINGULAR WIRELESS	1 AT T WAY ROOM 1B201 BEDMINSTER, NJ 07921
03201010160000	TOWN & COUNTRY CHICAGO	30050 CHAGRIN BLVD 360 PEPPER PIKE, OH 44124
03202000050000	KONVIN ASSOCIATES LP	297 N DEERE PARK DR E HIGHLAND PK, IL 60035
03202000060000	ERJ DINING IV LLC	3309 COLLINS LANE LOUISVILLE, KY 40245
03202000070000	CENTRAL REALTY CORP	390 TOWNLINE ROAD MUNDELEIN, IL 60060
03202000080000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202000110000	TJ CHICAGO PROPERTIES	801 BROAD AVE RIDGEFIELD, NJ 07657
03202000120000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202000130000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202000160000	NARE SOUTHPOINT LLC	1901 N ROSELLE RD #650 SCHAUMBURG, IL 60195
03202010010000	MYUNG YOON JEE	1007 E PALATINE RD ARLINGTON HTS, IL 60004
03202010020000	ARLINGTON GARDE & LAN	2763 E COUNTRY LAKE RD ARLINGTON HTS, IL 60004
03202010030000	DAVID G AUL	835 N FORREST ARLINGTON HTS, IL 60004
03202010040000	NANCY D OLSON	1860 DURHAM DR INVERNESS, IL 60067
03202010080000	MARIA MAHERAS	1810 CLARENCE AVE ARLINGTON HTS, IL 60004
03202010090000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202010140000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202010150000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202020040000	DAVID G AUL	835 N FORREST AV ARLINGTON HTS, IL 60004
03202020050000	DAVID G AUL	835 N FORREST AV ARLINGTON HTS, IL 60004
03202020060000	BENEDETTO VITALE	533 COUNTY LINE ROAD HIGHLAND PK, IL 60035
03202020100000	DAVID G AUL	1201 E PALATINE RD ARLINGTON HTS, IL 60004
03202020110000	DAVID G AUL	1201 E PALATINE RD ARLINGTON HTS, IL 60004
03202020140000	<i>No Mailing address</i>	1307 E PALATINE RD ARLINGTON HTS, IL 60004

03202030080000	MARK BALEK	120 WEST UNIVERSITY DR ARLINGTON HTS, IL 60004
03202030090000	LINDA JEAN GRILLO	1708 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202030100000	MICHAEL P LASCO	1700 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202030110000	JAMES & PATRICIA KEHM	1626 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202030120000	WILLIAM C CHRISTOFFEL	1622 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202030130000	TJ CHICAGO PROPERTIES	801 BROAD AVE RIDGEFIELD, NJ 07657
03202030140000	TJ CHICAGO PROPERTIES	801 BROAD AVE RIDGEFIELD, NJ 07657
03202030150000	TJ CHICAGO PROPERTIES	801 BROAD AVE RIDGEFIELD, NJ 07657
03202030160000	INLAND SOUTHPOINT	PO BOX 3666 OAK BROOK, IL 60522
03202040010000	GARY ELLIS & O KOCHELYK	1721 N CLARENCE ARLINGTON HTS, IL 60004
03202040020000	JOYCE WOOD	1715 CLARENCE AVE ARLINGTON HTS, IL 60004
03202040030000	JOHN S MUSZYNSKI	1709 CLARENCE AVE ARLINGTON HTS, IL 60004
03202040040000	ROBERT J LINDGREN	1705 N CLARENCE ARLINGTON HTS, IL 60004
03202050010000	DUNKINS BRAND RE TAX	130 ROYALL ST 3WB CANTON, MA 02021
03202050020000	CHARLES KARAVIDAS	1215 W ALEC ST ARLINGTON HTS, IL 60004
03202050040000	CHARLES KARAVIDAS	1215 W ALEC ST ARLINGTON HTS, IL 60004
03202050050000	MARVIN F POER & CO	POB 52427 MIDAS REALTY ATLANTA, GA 30355
03202050070000	C KARAVIDAS	1215 W ALEC ST ARLINGTON HTS, IL 60004
03202050080000	CHARLES KARAVIDAS	1215 W ALEC ST ARLINGTON HTS, IL 60004
03202050090000	THOMAS KREMER	1360 N SANDBURG #2604 CHICAGO, IL 60610
03202050100000	LYNNE E HANSE	1612 CLARENCE AVE ARLINGTON HTS, IL 60004
03202050110000	JEREMY ARGEST	1608 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202050120000	VULLAKULA & SPIRAMOJU	1604 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202050130000	PARKSIDE TOWNHOME ASSOC	1612 N CLARENCE AVE ARLINGTON HTS, IL 60004
03202090010000	STEVE CASE	55 OTIS RD BARRNGTN HLS, IL 60010
03202090020000	ANGELO PAVLIS	725 E RAND RD ARLINGTON HTS, IL 60004
03202090050000	BRIAN PROPERTIES INC	2045 S ARLINGTON HTS RD ARLINGTON HTS, IL 60005
03202090060000	955 E RAND ROAD VENTUR	1S 450 SUMMIT AVE #150 OAKBROOK TER, IL 60181
03202090070000	955 E RAND ROAD VENTUR	1S 450 SUMMIT AVE #150 OAKBROOK TER, IL 60181
03202090080000	955 E RAND ROAD VENTUR	1S 450 SUMMIT AVE #150 OAKBROOK TER, IL 60181
03202090100000	VICTOR EVANS	610 E CHARLES ARLINGTON HTS, IL 60004
03202090110000	J & A VELLOOKUNNEL	616 E CHARLES ST ARLINGTON HTS, IL 60004
03202090120000	K KEMPSKI & C QUIROGA	624 E CHARLES ST ARLINGTON HTS, IL 60004
03202090130000	RUSSEL WAGNER	706 E CHARLES ST ARLINGTON HTS, IL 60004

03202090140000	THOMAS W MULLALLY JR	712 E CHARLES ST ARLINGTON HTS, IL 60004
03202090190000	BRIAN PROPERTIES INC	2045 S ARLINGTON HTS RD ARLINGTON HTS, IL 60005
03202090200000	BRIAN PROPERTIES INC	2045 S ARLINGTON HTS RD ARLINGTON HTS, IL 60005
03202090210000	GENE NICK	604 E CHARLES ARLINGTON HTS, IL 60004
03202090300000	ERICKA CEBALLOS	1742 N BEVERLY LN ARLINGTON HTS, IL 60004
03202090310000	CHARLES RUCKSTAETTER	1738 N BEVERLY LANE ARLINGTON HTS, IL 60004
03202100010000	REMY RLTY CORP	27 REDWOOD DR DENVER, NJ 07834
03202100020000	Tax Exempt. Mail to: Salvation Army, 5550 Prairie Stone Pkwy, Hoffman Estates, IL 60192	
03202100030000	Tax Exempt. Mail to: Salvation Army, 5550 Prairie Stone Pkwy, Hoffman Estates, IL 60192	
03202100160000	DONALD W DUFFEY	1737 N BEVERLY LN ARLINGTON HTS, IL 60004

NOTICE OF PUBLIC HEARING

HEARING FOR: An amendment to PUD Ordinance #90-014 to allow certain modifications to the approved development plan at the Southpoint Shopping Center, to repeal condition #2 of said Ordinance, to approve certain variations relative to parking lot landscaping, and to approve any additional variations as determined necessary by the Plan Commission to allow for said modifications to the development plan.

This will be a "virtual" hearing that can be accessed online only. Details on how to access and participate in this virtual hearing will be available at www.vah.com no later than June 5, 2020.

DATE: 6/10/2020

TIME: 7:30PM

PUBLIC PARTICIPATION & COMMENTS INVITED

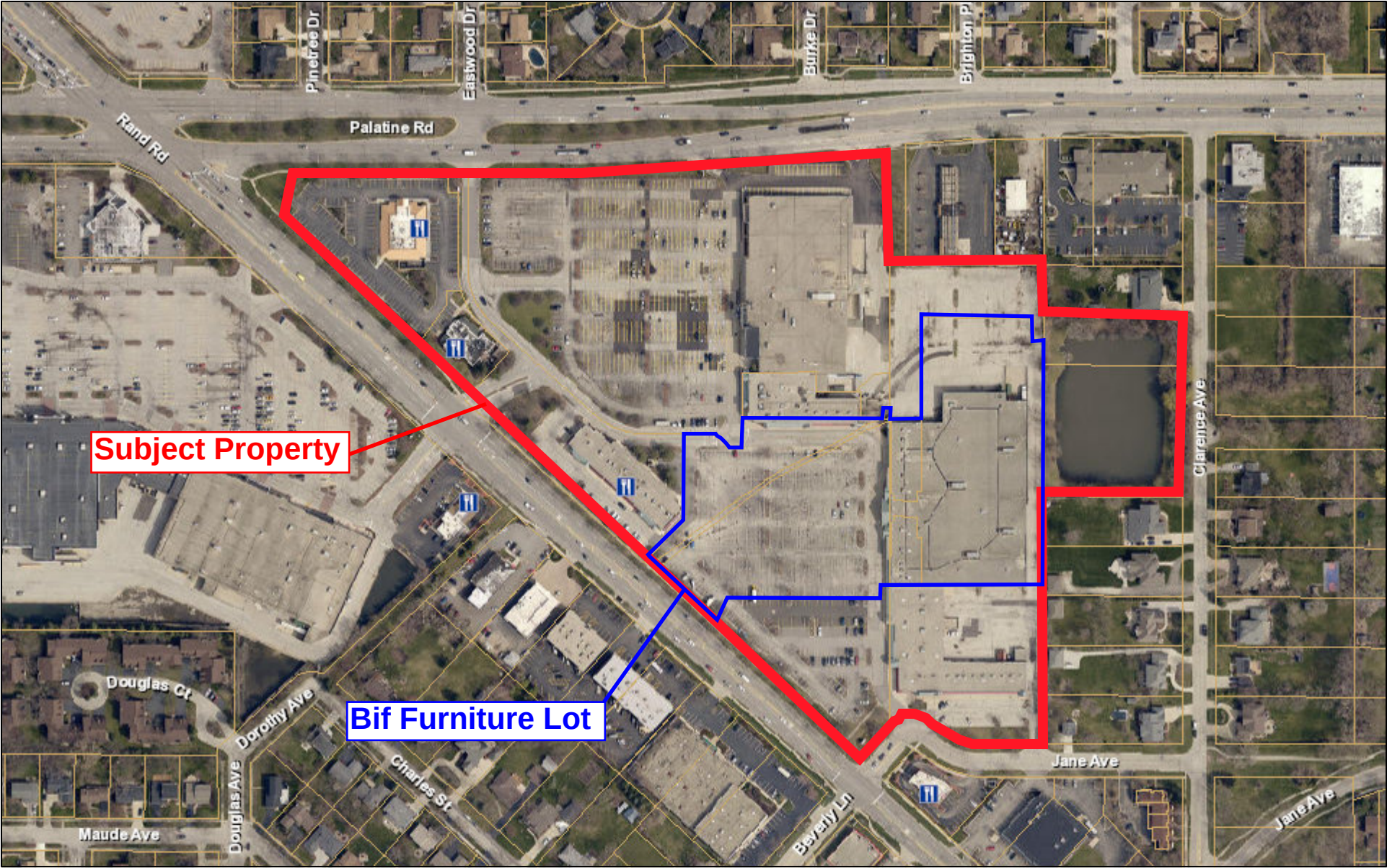
For details call:

Kevin Hawkins c/o Galloway & Company, Inc. 303-770-8884

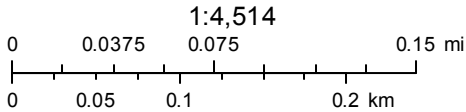
OR:

Village of Arlington Heights
Department of Planning and
Community Development
Phone: (847) 368-5200

Southpoint Shopping Center Aerial



September 19, 2016



REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

October 23, 2019

Project Title: Southpoint PUD Amendment – Vasa Fitness & Outlot

Project Address: Southeast corner of Palatine & Rand Rd.

Petitioner: Nate Abbott
Galloway & Company, LLC
Address: 6162 S. Willow Drive – Suite 320
Greenwood Village, CO 80111

Requested Action:

1. Amendment to PUD Ordinance #90-014 to allow for certain modifications to the approved development plan and to repeal condition #2.
2. Plat of Subdivision to subdivide the property into two lots.
3. Conceptual approval for a 3,500 square foot restaurant with a drive-through

Variations Required:

- None identified at this time.

Attendees: Kevin Hawkins, Hawkins Development
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
Bruce Green, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is part of the Southpoint Shopping Center, which is located at the southeast corner of Rand Road and Palatine Road. The site is currently occupied by the approximately 100,000 square foot Bif Furniture building (located at 730 E. Rand Road), the large parking area located directly west of and in front of Bif Furniture building, and the parking area located to the north of the Bif building. Access to the shopping center comes from Palatine Road, Rand Road, and Jane Avenue

The petitioner is proposing the demolition of the Bif Furniture building and its replacement with a new building of approximately 60,000 square feet to accommodate a Vasa Fitness facility. Vasa Fitness is a gym that is primarily located in the western United States but is expanding into the Midwest. The gym would offer traditional weight lifting and cardio equipment, as well as group fitness classes, yoga, childcare services, a swimming pool, and basketball courts. Standard business hours for Vasa are 5:00am to 12:00am, and the facility would have an average of 80 employees. In order to accommodate for the new facility, additional parking areas have been proposed at the east and south of the Vasa Fitness building.

The redevelopment proposal also includes a new outlot building (approximately 3,500 square feet in size) adjacent to Rand Road that would include a drive-through. The outlot building would be built to accommodate a restaurant tenant, however, no specific user has been identified for this building. The Bif property would be subdivided so that the outlot building and Vasa Fitness facility would each be located on a separate lot. The proposed redevelopment would not alter any of the existing access points to the site; however, internal circulation through the site would be modified as part of the proposal. With the demolition of the Bif Furniture building and the addition of the Vasa building and outlot building, the shopping

center would experience a net decrease of approximately 36,000 square feet of commercial floor area.

Meeting Discussion:

Mr. Hawkins provided background on his development history, explaining that he has been a retail developer for over forty years and the last twenty of which has included a close relationship with Vasa Fitness where he has developed many of their facilities across the county. He stated that he had the Bif Furniture building under contract to purchase. They typically purchase vacant grocery store buildings that are around 50,000-60,000 square feet in size, have good neighborhood locations, and include the high ceilings that Vasa desires. However, the Bif Furniture building is not adaptable to what Vasa needs, and so they are looking to demolish the building and reconstruct a new structure for Vasa. They will also create a 3,500 square foot outparcel on Rand Road.

He stated that he has already met with Charles Perkins, and that his planners have received a preliminary feedback letter from the Planning Department. The plan that was passed out at the Conceptual Plan Review Committee meeting this evening includes revisions to address some of the preliminary Planning Department comments. One modification they've made has been to remove parking proposed at the rear of the building, which is reflected on the plan this evening. The removal of parking was done in an effort to reduce impact on single-family homes to the rear. He stated that he drove back behind the building and believed that there was only one single-family neighbor to the rear that would be directly impacted by the development. The previous uses on the property had semi-tractor trucks driving down the rear drive aisle directly adjacent to the single-family homes to the east, and the Vasa use did not entail this type of trucking activity so the proposed use would be much less invasive to the neighbors than the previous uses on the property.

The Village has requested that the developer build more retail space since approximately 100,000 square feet of floor area would be torn down and only approximately 65,000 square feet would be built in its place. The shopping center has huge vacancies and he has already met with the owner of the buildings to the north and south of the Bif building, who is very interested in seeing Vasa move forward as it would help that owner lease some of the vacant spaces. One of the requests by the Village that they cannot comply with relates to the placement of the proposed building abutting the existing building to the south. The Vasa use is categorized as an assembly use by the building code, and part of Vasa's brand is that they like exposed steel beams. In order to avoid having to coat the interior steel with a flame retardant, they needed to keep 60 feet of separation from any abutting structure. For this reason, they cannot abut the building to the south and must keep 60 clearance around the building at all sides. The building would be brand new construction and would be an attractive building, but they cannot accommodate the Village request to abut the building to the south.

The original concept for the outparcel was to have the building perpendicular to Rand Road, however, staff commented that the circulation and drive-through stacking was not viable as proposed, and so the modified plan presented this evening shows the building parallel to Rand Road. Vasa doesn't like the parallel orientation because it blocks the view corridor to their building. The shopping center has very little signage and so their building will serve as their primary sign.

It is very important for Vasa to have access to the parking field to the north of the proposed building and the plan is to open up access to this area which is currently only accessible from the rear of the shopping center. The parking field in this area will need to be improved and they will be redoing the whole parking lot. The development team is excited to come to the community and Vasa has done all of their feasibility studies and believe this is an excellent fit for their facility.

He stated that he would like relief from the traffic study requirement and he believed that no matter what conclusion is reached in the study, the shopping center would not get any more curb cuts for additional access. The roads and access points are existing and the proposed development will reduce the overall floor area within the shopping center. As long as staff was comfortable with the interior circulation, he didn't see the relevance of a traffic study. If there was a good purpose for the traffic study, then he will have it done. They are in a hurry to get this project done as they already need an extension on their purchase contract and are having difficulty with the seller.

Mr. Hubbard explained that the Southpoint Shopping Center was approved in 1988 as a PUD, and the proposed demolition of the Bif building and the addition of the outlot building would require an amendment to the existing PUD. The property is zoned B-3, and fitness uses are a permitted use in the B-3 district. However, the outlot building would require a special use

permit due to the drive through. Since no tenant has been identified, a full traffic and parking analysis cannot be done, therefore, only conceptual approval of a drive through can be granted, meaning that the building can be constructed with a drive through, but prior to occupancy of that space with a tenant, the tenant must go through the special use approval process. The comprehensive plan designates Southpoint as mixed use and commercial and the proposed uses are compatible with this designation.

He confirmed that the Village had asked the developer to evaluate the possibility of incorporating additional commercial square footage into their proposal since the current plan would reduce the total leasable square footage in Southpoint by approximately 35,000 square feet. Once detailed plans are prepared and submitted, the Village will conduct a comprehensive zoning analysis to verify compliance with all bulk, height, and setback restrictions. The conceptual plans did not appear to show the need for any variations. He also confirmed that the Village had asked the developer to push the building to the south to abut the existing structure in that location, which would maintain a continuous building frontage along the drive aisle. There may be building code constraints that make this difficult, and the Village will need to evaluate this as the plans continue to develop.

The MWRD has new regulations that go into effect on January 1st, and so the proposed development will likely need to comply with those new regulations, which require additional capacity for stormwater management facilities. The petitioner was encouraged to reach out directly to the MWRD to verify the requirements. Since a subdivision would be proposed, preliminary and final plat of subdivision approval would be required.

Relative to parking, the shopping center has a significant surplus of parking relative to code requirements. As part of the traffic and parking study, the petitioner should evaluate the necessity of this surplus parking to demonstrate for its need. While some of the parking surplus is existing, the petitioner is also proposing to add parking spaces that are not currently present on the property. The traffic and parking study is required and it was unlikely that the Planning Department would support a variation to waive this requirement. It would be important to study the proposed onsite circulation, drive-through stacking, and effect that the development would have on the existing intersections that serve the development. While there would be no changes proposed to the existing access points, it is important to understand what the impact of the development will be during peak traffic times and whether these intersections have the capacity to accommodate traffic from the proposed modifications to the shopping center.

Mr. Hawkins stated that he was decreasing the overall square footage within the shopping center.

Mr. Hubbard responded that the existing 100,000 square foot furniture store had a very different traffic generation rate when compared to a 60,000 square foot fitness facility and 3,500 square foot outlot with a drive through. However, the petitioner is free to request a variation to waive the requirement and provide justification for said variation, and the Planning Department will evaluate if the request meets the criteria for approval.

Southpoint Shopping Center is governed by an existing Reciprocal Easement Agreement (REA) that provides for shared parking and access throughout the center, and the Village encouraged the petitioner to examine that document to verify that it gave them the rights to make the modifications to the shopping center that they were proposing. Additionally, the petitioner was encouraged to touch base with the other owners within the shopping center to make sure that they didn't have any concerns with the proposed modifications. Staff would like the petitioner to continue to evaluate onsite circulation and drive through stacking. The changes to the drive through that were presented this evening showed capacity for 10 cars to stack in the drive through lanes, and a recent project that appeared before the Plan Commission had peak stacking demand at their drive through of 13 cars, so any further alterations to increase stacking capacity should be explored. No parking variations were required for this project. Fire truck turning exhibits would be required as part of the Plan Commission application submittal, and the petitioner was encouraged to reach out to the Life Safety Division to make sure the site plan provided the access as required by code. Finally, the Planning Department was extremely supportive of redevelopment within Southpoint and believed that Vasa would be a great fit in the shopping center. Staff will work with the petitioner to help them move forward with the best possible site plan to accomplish this redevelopment.

Commissioner Cherwin stated that it did not seem practical to include additional commercial square footage within the

redevelopment proposal of a shopping center that already had large vacancies. There was currently a surplus of parking in the center, and if there was a future demand for additional commercial square footage, it could be incorporated within the surplus parking areas when market demand made it practical. He said he sympathized with the petitioner relative to the traffic study being that the outlot building would be located far away from the existing access points so stacking wouldn't be an issue and many of the access points had traffic lights. He encouraged the petitioner to work with staff on interior site circulation issues. The timing on traffic signals could be adjusted if traffic volumes warranted it. He asked about the height of the proposed Vasa building.

Mr. Hawkins replied that including the parapet walls, the building would be about 30 to 34 feet tall.

Commissioner Cherwin asked if there were zoning restrictions on the height.

Mr. Hubbard replied that he couldn't recall specifically, but he believed that there was no height restriction in the B-3 District.

Commissioner Cherwin encouraged the petitioner to comply with any applicable height restrictions if they existed. Given the single-family homes to the east, if a height variation was requested, there may be pushback from the neighbors.

Mr. Hawkins explained that they needed 20 feet of height from the finished floor to the top of the ceiling for racketball and basketball. The existing Bif building had only about 15' of clearance from floor to ceiling, which is one of the reasons they were proposing to tear it down and build new.

Commissioner Cherwin agreed that the proposed fitness facility would help some of the vacant retail spaces in the shopping center that were currently vacant. He thought the proposal would be an improvement over the existing Bif building. He commented on the requirement for bike racks.

Commissioner Jensen said that he did not take issue with the inclusion of bike racks at this facility since it was designated for fitness and he thought that members might actually use the bike racks.

Commissioner Cherwin said that he did not have a problem with the proposal and that the shopping center needed something to happen given the deteriorated state that it was currently in. He disclosed that his firm represented the ownership group that owned the portion of the shopping center to the north, but that he did not see a conflict of interest since this development was being proposed by a completely separate entity. He encouraged the petitioner to reach out to the residents to the east to make them aware of the project.

Commissioner Jensen asked about the outlot building and whether it would definitely be a restaurant or whether could it be a standard retail business instead.

Mr. Hawkins replied that it could be either, but that given the market, it would most likely be a restaurant.

Commissioner Jensen asked for clarification on the staff suggestion to include more retail space.

Mr. Hawkins responded that it wasn't specific to having more retail space only if the outlot building ended up being a restaurant, it was more in relation to the fact that they were proposing to tear down the Bif building, which was approximately 100,000 square feet, and replace it with an approximately 60,000 square foot building. The result would be a reduction in taxable floor area. He pointed out that Vasa sees 2,000 to 3,000 members using their gym per day. Most members used the gym three times a week, which would bring additional business to the rest of the shopping center, whereby having a positive effect on taxes.

Commissioner Jensen was concerned about the Village's push for more retail when online shopping has had a negative effect on brick and mortar retail establishments. He was curious to know the vacancy rates of retail spaces where the Village has specifically required those retail spaces; if those vacancy rates were 15% that might be OK, if they were 50% then that would be a problem. He thought it was a great project and encouraged the developer to work with the Village on circulation,

traffic, and parking.

Commissioner Green said that he thought it was a great use for the shopping center. He anticipated pushback from neighbors but encouraged the petitioner to reach out to them to make them aware of the project. Given the existing view they had of the rear access drive and that the proposed new building would bring the structure further away from the neighbors, he thought that this would be an improvement. He was in favor of the proposal. He thought the traffic study might be a little over the top given that the in's and out's of the shopping center would not change. He encouraged the petitioner to work with staff on this.

Commissioner Cherwin asked about the open space behind the shopping center that was adjacent to the single-family homes

Mr. Hubbard responded that the open space was the stormwater facility that served the shopping center.

RECOMMENDATION

The Conceptual Plan Review Committee advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder



6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

January 10, 2020

Sam Hubbard, Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

**RE: Southpoint Shopping Center – VASA Fitness Development Plan Commission
Submittal Narrative (Amendment to PUD Ordinance #90-014)**

Dear Mr. Hubbard:

Please accept this narrative as a supplement to our Plan Commission submittal package as prepared by Galloway & Company, Inc. ("Galloway"). Galloway, on behalf of Hawkins Development, Inc. ("Hawkins") and VASA Fitness ("VASA") is proposing an amendment to PUD Ordinance #90-014 to allow certain modifications to the approved development plan and to repeal condition #2. Specifically, Hawkins is proposing to demolish the existing Bif Furniture store and construct a new VASA building with associated site improvements, as shown on the attached Plan Commission plan set.

Project Background & Proposal:

The subject property consists of Parcels 1-9 (as further defined in the Preliminary ALTA Survey, dated June 19, 2019 as prepared by Bock & Clark Corporation) within the Southpoint Shopping Center located at 730 E Rand Road in Arlington Heights, IL. The site is currently improved with the Bif Furniture building and associated parking field and site improvements to the north and west of Bif Furniture.

Hawkins Development was founded by Kevin B. Hawkins. Mr. Hawkins graduated from Brigham Young University in December of 1976 with a degree in accounting. Upon graduation, Mr. Hawkins joined the international accounting firm of Arthur Anderson & Co, assigned to the Real Estate Team. Since leaving Arthur Anderson & Co in 1978, Mr. Hawkins has been actively involved in developing real estate. His experience includes the development of high-end specialty retail, neighborhood commercial shopping centers, Power Centers, and single family planned unit developments. Mr. Hawkins has been involved in every aspect of the development process including: site selection, acquisitions, planning, zoning and entitlements, finance, leasing, construction, property management and sales. Mr. Hawkins has been the director of development and partner in over 100 projects thus far in his career in Florida, California, Utah, Nevada, Arizona, Kansas, Oklahoma, Indiana, Wisconsin, Illinois and Colorado, with an aggregate retail value in excess of \$1 Billion.

Hawkins Development has been the preferred developer for VASA since its' inception in 2015. In the last four years Hawkins Development has developed over thirty different VASA locations nationally and is on target to open another twenty in the next eighteen months. In addition to site selection and acquisition, they assist with finance, construction, property management, and facilitate the permitting and approval process with each municipality.



Hawkins is proposing to demolish existing Bif Furniture building and replace it with a new +/- 60,000 square foot fitness center (VASA Fitness). Additional parking stalls will be added around the new structure, along with code compliant drive aisles and fire lanes. Standard business hours for VASA Fitness are 5:00 AM – 12:00 AM with an average number of 80 employees expected at this location.

Galloway is representing Hawkins and VASA to prepare the necessary planning and construction drawings for the redevelopment of the Bif Furniture store.

The proposed VASA building is a steel building with EIFS exterior wall finishes and pre-finished metal panel accents. The four-sided architectural elements provide for thoughtful, quality design. The building massing is broken up with variation with EIFs lines, material changes and varying parapet heights. The tallest portion of the building is an approximately 37-foot entrance tower that acts as a defining landmark feature on the building. Skylights are thoughtfully planned for, providing not only energy savings, but natural daylighting throughout the facility.

In order to highlight visual connectivity within the Southpoint Shopping Center, new pedestrian connections and landscape features have been planned for along the VASA building frontage. At grade planters with landscape features have been planned for along the pedestrian walkway along the front of the building, softening the façade and adding pedestrian-level interest.

A total of 526 parking stalls are planned for, between both the main parking field in front of the proposed VASA and additional parking along the north and south sides of the proposed building. The proposed internal connection between the northerly parking field behind the Floor & Décor store and the main parking field on the west side of the proposed VASA fitness center will improve the internal accessibility by eliminating the need for traffic that is destined to Palatine Road or the frontage road to travel in front of the Floor & Décor store and allowing vehicles in the northern parking field easier access to the traffic signals on Rand Road. Further analysis of parking demands and internal circulation is provided in the enclosed Traffic Impact Study dated December 19, 2019, prepared by KLOA, Inc.

Thank you for your consideration and we look forward to working with the Village of Arlington Heights on a successful project.

Sincerely,
GALLOWAY

Nate Abbott
Site Development Project Manager
NathanAbbott@GallowayUS.com

Attachments: VASA KidCare, Hydro Massage & Sales Area Narrative

cc: Kevin Hawkins, Jacob Hawkins, Morgan Palfreyman, Rick Sander, Jenny Romano

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VASA KidCare

VASA Fitness provides temporary, short-term KidCare Services for the children of our Fitness members while those members are present at VASA Fitness. KidCare visits are limited to a maximum of 90 minutes & available during posted hours.

- Parents and legal guardians are only able to sign up to use this service for their children between 6 weeks -12 years in age.
- The KidCare is only provided while the parents/legal guardians are on-site at VASA Fitness.
- VASA KidCare will not accept sick children and will retrieve parents to pick up sick children.
- Photo ID or verified photo of the parent/guardian within VASA KidCare check in software is required to check children in/out from KidCare.
- Children must be checked in and out by the same person.
- Parents will be contacted and asked to retrieve their child if their child cries consistently for 15 minutes or more.
- Parents/Legal guardians will be required to assist their children with use of the restroom or diaper changes.
- No food, gum or candy allowed. Bottles for infants must be prepared by the child's parents.
- Children must be clothed, no exposed diapers or underwear, wear socks and/or shoes while in KidCare.
- Emergency Services will be contacted in the event of a medical emergency.
- All KidCare Staff 18 years old or older, have gone through a background check, and are first aid and CPR trained.



We **UPLIFT** everyone through fun, happy fitness.

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VASA Hydro Massage beds

VASA Fitness provides fully automated Hydro-massage beds for the use of their members. Members are allowed a 10-minute session once per day. Hydro massage beds are available for use during club operating hours. VASA members must be clothed to use the Hydro Massage beds. Massage beds are wiped down by VASA staff between each use.



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VASA Sales Area

VASA Fitness provides a variety of prepackaged food and drink along with clothing for sale to the VASA members. There is no food or beverage being prepared on site.



We *UPLIFT* everyone through fun, happy fitness.

May 28, 2020

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

**RE: Parking Lot Landscaping Variation Request
 750 E Rand Rd – Southpoint PUD Amendment – VASA Fitness, PC # 20-002**

Please consider this request for a variation from Section 6.15-1.2b, to eliminate the requirement for four (4) shade trees in certain landscape islands, and to reduce the required diameter of six (6) landscape island shade trees from 4 inches to 2.5 inches.

Galloway has worked closely with the Village Planning Department in developing a landscape plan proposal for the Southpoint VASA Fitness redevelopment project that aligns closely with the requirements and intent of the Village site development requirements. Due to the fact that this is a redevelopment of a lot within an existing shopping center, there are some challenges with meeting all requirements of the code. Existing easements and utilities dictate how certain areas of the parking lot can be planted with trees. As such, we are requesting a variation to the aforementioned section of code in order to redevelop this site.

The following criteria were assessed in order to justify this variation request:

1. *The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.*

Galloway is proposing a number of improvements as part of this redevelopment project, to include landscaping the parking lot, that will improve the character of the Southpoint center, bringing it in close alignment with existing developments along the Rand Road corridor. The variation request is relatively minor, with respect to the overall site improvements being proposed.

2. *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.*

Redevelopment projects pose unique challenges due to existing conditions. This site, specifically, has a large underground box culvert that bisects the site from East Rand Road to the West and outfalls to an existing detention facility to the East. This feature, along with other existing utilities and appurtenances, preclude certain landscape islands from being planted with trees. Additionally, there are some narrow parking islands that do not have ample space to plant a large root ball for a 4-inch caliper tree.



3. *The proposed variation is in harmony with the spirit and intent of this Chapter.*

The intent of the parking lot landscape requirements found in Section 6.15-1 is to reduce air and noise pollution while enhancing the aesthetics of the Village. We feel that this variance request will not conflict with the intent of this Chapter, but rather allow for the rational redevelopment of an existing shopping center, that will ultimately enhance the character of and appearance of the Village in a positive way.

4. *The variance requested is the minimum variance necessary to allow reasonable use of the property.*

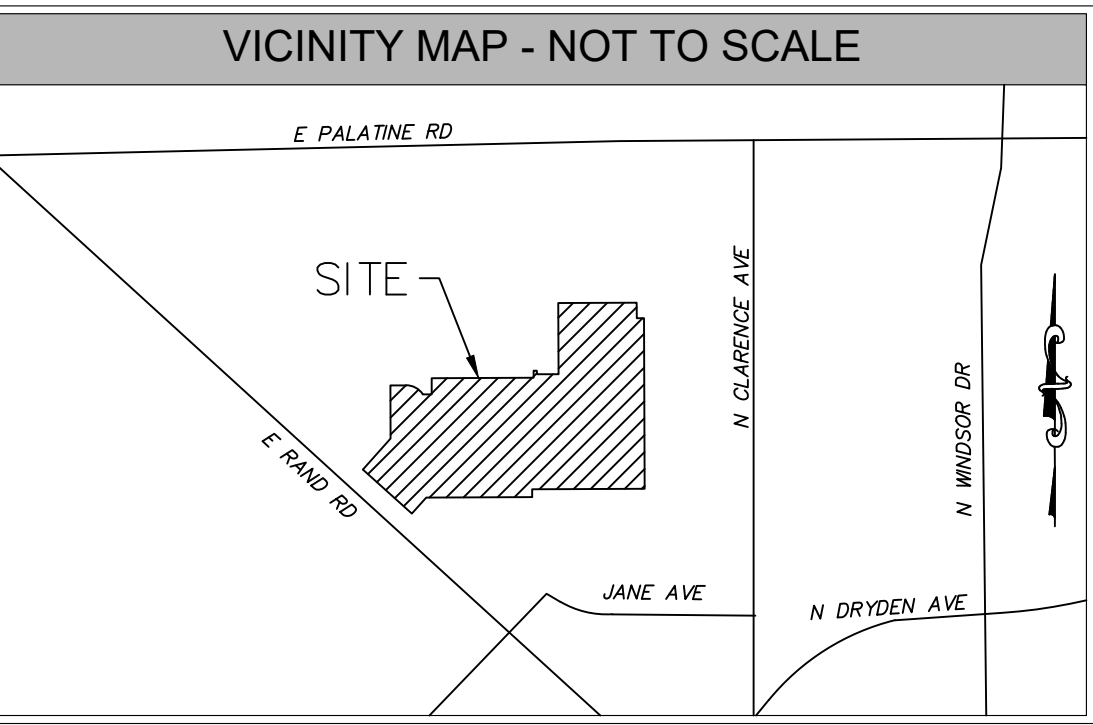
A total of 65 trees are being proposed throughout the site, to include certain enhancement of the pedestrian walkway in front of the proposed VASA building, a majority of which meet the minimum caliper requirements. We feel that the request for the elimination of four (4) shade trees and reduction of six (6) tree caliper size is minimal considering the overall enhancements and a reasonable request given the constraints as listed above.

Sincerely,
GALLOWAY

Nate Abbott,
Site Development Project Manager
Galloway & Company Inc.
303-770-8884
nathanabbott@gallowayus.com

ITEMS CORRESPONDING TO SCHEDULE B-II

- 17) BUILDING SET BACK LINES AS ESTABLISHED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. (AFFECTS PARCEL 1) SETBACK LIES ON SUBJECT PORPERTY – AS SHOWN
- 18) EASEMENT RESERVED FOR AND GRANTED TO THE OWNERS FROM TIME TO TIME OF LOT 1 IN THE CUB ADDITION AFORESAID OVER AND ACROSS LOT 3 IN THE CUB ADDITION AFORESAID WITHIN THE AREA SHOWN BY DASHED LINES ON THE PLAT AND DEFINED "SIGN EASEMENT" TO INSTALL AND MAINTAIN A SIGN; ALSO THE RIGHT TO ENTER UPON SAID LOT 3 AFORESAID TO CONSTRUCT, RENEW, OPERATE AND MAINTAIN SAID SIGN, AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. NOTE: A PLAT OF VACATION WAS RECORDED JULY 31, 1995 AS DOCUMENT 95498113 VACATING CERTAIN PORTIONS OF THE SIGN EASEMENT. REFERENCE IS MADE TO SAID PLATS FOR EXACT LOCATIONS. UNABLE TO LOCATE SIGN EASEMENT ON PLAT
- 19) EASEMENT RESERVED FOR AND GRANTED TO THE STATE OF ILLINOIS WITHIN THE AREA SHOWN BY DASHED LINES ON THE PLAT AND DEFINED "EASEMENT FOR CULVERT EXTENSION" TO CONSTRUCT AND MAINTAIN A STORM SEWER CULVERT EXTENSION AT THE SOUTHWESTERLY LINE OF LOTS 1, 2 AND 3 IN THE CUB ADDITION AFORESAID, ALSO THE RIGHT TO ENTER UPON SAID LOT TO CONSTRUCT AND MAINTAIN SAID CULVERT; ALSO THE RIGHT TO CUT DOWN AND REMOVE OR TRIM AND KEEP TRIMMED ANY TREES, SHRUBS OR SAPLINGS THAT INTERFERE OR THREATEN TO INTERFERE WITH THE CONSTRUCTION, OPERATION OR MAINTENANCE OF THE CULVERT EXTENSION, AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. NO PERMANENT BUILDINGS OR OTHER STRUCTURES ARE TO BE ERECTED OR MAINTAINED UPON SAID EASEMENT AREA NOR SHALL ANY OTHER USE BE MADE THEREOF WHICH WILL INTERFERE WITH THE EASEMENT. EASEMENT LIES ON SUBJECT PROPERTY – AS SHOWN
- 20) EASEMENT RESERVED FOR AND GRANTED TO THE VILLAGE OF ARLINGTON HEIGHTS WITHIN THE AREA SHOWN BY THE DASHED LINES ON THE PLAT AND DEFINED "EASEMENT FOR TRAFFIC SIGNAL" TO CONSTRUCT AND OPERATE A TRAFFIC SIGNAL UPON LOT 3 IN THE CUB ADDITION AFORESAID, WITH ALL NECESSARY UNDERGROUND CONDUITS, CABLES AND OTHER EQUIPMENT; ALSO THE RIGHT TO ENTER UPON THE EASEMENT AREA AT ALL TIMES TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN SAME, AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. SAID EASEMENT SHALL BE NON-EXCLUSIVE. EASEMENT LIES ON SUBJECT PROPERTY – AS SHOWN
- 21) EASEMENT RESERVED AND GRANTED UPON, OVER AND ACROSS LOT 3 IN THE CUB ADDITION AFORESAID FOR THE BENEFIT OF OWNERS FROM TIME TO TIME OF LOTS 1, 2 AND 3 IN THE CUB ADDITION AFORESAID FOR INGRESS TO AND EGRESS FROM SAID LOTS WITHIN THE AREA SHOWN BY DASHED LINES ON THE PLAT AND DEFINED "ACCESS EASEMENT", AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. NOTE: A PLAT OF VACATION WAS RECORDED JULY 31, 1995 AS DOCUMENT 95498113 VACATING CERTAIN PORTIONS OF THE INGRESS/EGRESS EASEMENT ON LOTS 2 AND 3. REFERENCE IS MADE TO SAID PLATS FOR EXACT LOCATIONS. EASEMENT LIES ON SUBJECT PROPERTY – AS SHOWN SAME AS PARCEL 3
- 22) EASEMENT RESERVED FOR AND GRANTED TO THE OWNERS FROM TIME TO TIME OF LOT 1 IN THE CUB ADDITION AFORESAID UPON, OVER AND ACROSS LOT 3 IN THE CUB ADDITION AFORESAID WITHIN THE AREAS SHOWN BY DASHED LINES ON THE PLAT AND DEFINED "PRIVATE WATER MAIN EASEMENT" TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN AN UNDERGROUND WATER MAIN WITH ALL NECESSARY MANHOLES, VALVES AND OTHER EQUIPMENT FOR THE PURPOSE OF SERVING LOT 1 AFORESAID, AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. EASEMENT LIES ON SUBJECT PROPERTY – AS SHOWN – SAME AS PARCEL 7
- 23) EASEMENT RESERVED FOR AND GRANTED TO CABLENET OF ILLINOIS, INC. AS SHOWN BY DASHED LINES ON THE PLAT AND MARKED "EASEMENT FOR PUBLIC UTILITIES" TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN UNDERGROUND CONDUITS AND CABLES, WITH ALL NECESSARY OTHER EQUIPMENT, FOR THE PURPOSE OF SERVING THE SUBDIVISION AND OTHER PROPERTY WITH CABLE TV; ALSO THE RIGHT TO ENTER UPON THE LOTS AT ALL TIMES TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN WITHIN SAID EASEMENT AREA SAID CONDUITS, CABLES AND OTHER EQUIPMENT; ALSO THE RIGHT TO CUT DOWN AND REMOVE OR TRIM AND KEEP TRIMMED ANY TREES, SHRUBS OR SAPLINGS THAT INTERFERE OR THREATEN TO INTERFERE WITH THE CONSTRUCTION, OPERATION AND MAINTENANCE OF SAID CONDUITS, CABLES, SEWERS, LIGHT STANDARDS AND OTHER EQUIPMENT; ALSO THE RIGHT TO CUT DOWN AND REMOVE OR TRIM AND KEEP TRIMMED ANY TREES, SHRUBS OR SAPLINGS THAT INTERFERE OR THREATEN TO INTERFERE WITH ANY OF THE SAID PRIVATE UTILITY EQUIPMENT, AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. NOTE: A PLAT OF VACATION WAS RECORDED JULY 31, 1995 AS DOCUMENT 95498113 VACATING CERTAIN PORTIONS OF THE INGRESS/EGRESS EASEMENT ON LOTS 2 AND 3 AND UTILITY EASEMENT ON LOT 3. REFERENCE IS MADE TO SAID PLATS FOR EXACT LOCATIONS. EASEMENT LIES ON SUBJECT PROPERTY – AS SHOWN – VACATING DOCUMENT NOT PROVIDED
- 24) EASEMENT RESERVED FOR AND GRANTED TO THE OWNERS FROM TIME TO TIME OF LOTS 1, 2 AND 3 IN THE CUB ADDITION AFORESAID, UPON, OVER AND ACROSS LOTS 2 AND 3 IN THE CUB ADDITION AFORESAID WITHIN THE AREA SHOWN BY DASHED LINES ON THE PLAT AND DEFINED "PRIVATE UTILITY EASEMENT" TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN UNDERGROUND CONDUITS AND CABLES, STORM SEWERS AND SANITARY SEWERS WITH ALL NECESSARY MANHOLES, LIGHT STANDARDS AND OTHER EQUIPMENT FOR THE PURPOSE OF SERVING THE SUBDIVISION WITH STREET LIGHTING, STORM SEWERS AND SANITARY SERVICE; ALSO THE RIGHT TO ENTER UPON SAID LOTS AT ALL TIMES TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN WITHIN SAID EASEMENT AREA SAID CONDUITS, CABLES, SEWERS, LIGHT STANDARDS AND OTHER EQUIPMENT; ALSO THE RIGHT TO CUT DOWN AND REMOVE OR TRIM AND KEEP TRIMMED ANY TREES, SHRUBS OR SAPLINGS THAT INTERFERE OR THREATEN TO INTERFERE WITH ANY OF THE SAID PRIVATE UTILITY EQUIPMENT, AS GRANTED BY PLAT OF THE CUB ADDITION AFORESAID, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. NOTE: A PLAT OF VACATION WAS RECORDED JULY 31, 1995 AS DOCUMENT 95498113 VACATING CERTAIN PORTIONS OF THE INGRESS/EGRESS EASEMENT ON LOTS 2 AND 3 AND UTILITY EASEMENT ON LOT 3. REFERENCE IS MADE TO SAID PLAT OF EXACT LOCATIONS. EASEMENT LIES ON SUBJECT PROPERTY – AS SHOWN – VACATING DOCUMENT NOT PROVIDED – SAME AS PARCEL 6
- 25) EASEMENT FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER PROPERTY WITH TELEPHONE AND ELECTRIC SERVICE, TOGETHER WITH THE RIGHT TO OVERHANG AERIAL SERVICE WIRES AND THE RIGHT OF ACCESS TO SUCH WIRES, AS CREATED BY GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY, THE COMMONWEALTH EDISON COMPANY, AND NORTHERN ILLINOIS GAS COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AND AS SHOWN ON THE PLAT OF THE CUB ADDITION, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 26) EASEMENT FOR PUBLIC UTILITIES AS DISCLOSED BY THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 27) ON-SITE UTILITY AND ROADWAY MAINTENANCE AGREEMENT MADE BY AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, (OWNER), RECORDED MAY 17, 1984 AS DOCUMENT 27089855 AND RELATING TO INTER ALIA, MAINTENANCE BY OWNER OF SANITARY SEWERS, STORM SEWERS, WATER MAINS, STORM WATER DETENTION BASIN, ROADWAYS AND TRAFFIC SIGNALS; AND PROVIDING FOR TERMINATION OF WATER AND SANITARY SEWER SERVICE BY THE VILLAGE OF ARLINGTON HEIGHTS, IF OWNER DOES NOT PROPERLY MAINTAIN SAME; AND PROVIDING THAT IF OWNERS DOES NOT PROPERLY MAINTAIN STORM WATER COLLECTION SYSTEM AND STORM WATER DETENTION BASIN, THE VILLAGE OF ARLINGTON HEIGHTS IS AUTHORIZED TO ENTER UPON THE LAND AND MAKE AND CORRECT DEFICIENCIES AND IMPOSE A LIEN FOR INCURRED EXPENSES; AND PROVIDING FOR INVOICING OF OWNER BY THE VILLAGE OF ARLINGTON HEIGHTS FOR MAINTENANCE OF TRAFFIC SIGNS AND IMPOSITION OF A LIEN IF INVOICE IS UNPAID BY OWNER. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 28) EASEMENT FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE SUBDIVISION AND OTHER PROPERTY WITH TELEPHONE AND ELECTRIC SERVICE, TOGETHER WITH THE RIGHT TO OVERHANG AERIAL SERVICE WIRES AND THE RIGHT OF ACCESS TO SUCH WIRES, AS CREATED BY GRANT TO THE ILLINOIS BELL TELEPHONE COMPANY, THE COMMONWEALTH EDISON COMPANY, AND NORTHERN ILLINOIS GAS COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AND AS SHOWN ON THE PLAT OF THE CUB ADDITION, RECORDED MAY 17, 1984 AS DOCUMENT 27090321. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 29) DECLARATION OF EASEMENT AND COVENANT FOR MAINTENANCE, OPERATION AND REPAIR OF PRIVATE ROADWAYS, UTILITIES, TRAFFIC SIGNALS AND WATER DETENTION BASIN MADE BY AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, (OWNER), RECORDED MAY 17, 1984 AS DOCUMENT 27089856, AND RELATING TO INTER ALIA, AN EASEMENT FOR THE PURPOSES OF INGRESS AND EGRESS, WATER, GAS, ELECTRICITY AND ALL UTILITY PURPOSES ALONG, UPON, OVER AND UNDER "THAT CERTAIN PRIVATE ROAD" DESCRIBED IN THE PLAT THEREOF, AND THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN. NOTE: "THAT CERTAIN PRIVATE ROAD" CITED IN THE DOCUMENT DOES NOT APPEAR ON THE FINAL PLAT OF THE CUB ADDITION, HOWEVER, AN "ACCESS EASEMENT" DOES. THESE ARE ONE AND THE SAME. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 30) TERMS, PROVISIONS, CONDITIONS AND REQUIREMENTS CONTAINED IN NOTICE OF REQUIREMENTS FOR STORM WATER DETENTION, RECORDED JULY 27, 1984 AS DOCUMENT 27189765. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 31) PROVISIONS CONTAINED IN ORDINANCE PRORATING THE COST OF THE CONSTRUCTION OF THE IVY HILL RELIEF SANITARY SEWER, PASSED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS ON NOVEMBER 5, 1979 AND RECORDED DECEMBER 13, 1979 AS DOCUMENT 25281453 AND RELATING TO THE COST OF CONNECTION. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 32) EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS, AS CREATED BY DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS AND EASEMENTS RECORDED FEBRUARY 1, 1988 AS DOCUMENT 88046282, BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, (OWNER), AND KNOWN AS TRUST NUMBER 111531, AND KNOWN AS TRUST NUMBER 111531, FIRST AMENDMENT RECORDED SEPTEMBER 9, 1988 AS DOCUMENT 88409221, TERMINATION OF USE RESTRICTIONS RECORDED AS DOCUMENT 1224910100, PURPORTING TO TERMINATE THE USE RESTRICTIONS SET FORTH IN CLAUSES (I) THROUGH (IX) OF SECTION 3.02(B) (4) OF THE DECLARATION APPLICATION TO TRUST B PROPERTY. SAID TERMINATION DOES NOT RECITE THE DOCUMENT NUMBER OF THE DECLARATION. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 33) TERMS, PROVISIONS AND LIMITATIONS CONTAINED IN ORDINANCES RECORDED AS DOCUMENTS 15678732, 15684283 AND 17539834 BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 34) DECLARATION OF RESTRICTIVE COVENANTS MADE BETWEEN COSMOPOLITAN NATIONAL BANK OF CHICAGO, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED FEBRUARY 7, 1983 AND KNOWN AS TRUST NUMBER 26409 AND LASALLE NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531 RELATING THAT NO ABOVE-GRADE STRUCTURES SHALL BE CONSTRUCTED ON THAT PORTION OF LOT 58 DESIGNATED AS "NO BUILDING STRUCTURES" ON THE SITE PLAN ATTACHED AS EXHIBIT 'C' AND NO PORTION OF THE REAL ESTATE OWNED BY LASALLE NATIONAL BANK, TRUST NUMBER 111531, DESCRIBED ON EXHIBIT 'D' ATTACHED, SHALL BE USED FOR THE RETAIL SALE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION OFF THE LAND. VIOLATION OF THE COVENANTS SHALL RESULT IN A DECLARATORY JUDGMENT OR AN INJUNCTION, DATED DECEMBER 7, 1988 AND RECORDED JANUARY 20, 1989 AS DOCUMENT 89033626 AND FILED AS DOCUMENT LR3768284. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 35) TERMS, AND PROVISIONS OF ON-SITE UTILITY MAINTENANCE AGREEMENT RECORDED DECEMBER 11, 1988 AS DOCUMENT 88552990. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 36) (A) RIGHT OF THE MUNICIPALITY, THE STATE OF ILLINOIS, THE PUBLIC AND OWNERS OF THE ADJOINING LAND IN AND TO VACATED PRAIRIE AVENUE AND LILLIAN AVENUE. (B) RIGHTS OF PUBLIC OR OF QUASI-PUBLIC UTILITIES, IF ANY, IN VACATED PRAIRIE AVENUE AND LILLIAN AVENUE. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 37) RESERVATION IN THE VILLAGE OF ARLINGTON HEIGHTS OR TO ANY PUBLIC UTILITY OWNING PUBLIC SERVICE FACILITIES OF ALL RIGHT OF WAY OR EASEMENTS AS ARE NECESSARY AND DESIRABLE FOR THE CONTINUATION OF PUBLIC SERVICE BY MEANS OF SUCH FACILITIES AND FOR THE MAINTENANCE, RENEWAL AND RECONSTRUCTIONS THEREOF, ALL AS CONTAINED IN THE ORDINANCE OF VACATION RECORDED DECEMBER 14, 1988 AS DOCUMENT 88576174 AND FILED JULY 14, 1989 AS DOCUMENT LR3809529. (AFFECTS VACATED PRAIRIE AVENUE AND LILLIAN AVENUE) DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 38) TERMS AND CONDITIONS CONTAINED IN THE DEED, ASSIGNMENT AND ASSUMPTION AGREEMENT BETWEEN THE MAY DEPARTMENT STORES COMPANY AND VENTURE STORES, INC., RECORDED MAY 4,1990 AS DOCUMENT 90206327 AND FILED MAY 8, 1990 AS DOCUMENT LR3879157. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 39) CONSTRUCTION, OPERATION, MAINTENANCE, AND RECIPROCAL AGREEMENT BY AND BETWEEN LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531, AND THE MAY DEPARTMENT STORES COMPANY, A NEW YORK CORPORATION, RECORDED MAY 4, 1990 AS DOCUMENT 90206325 AND FILED MAY 8, 1990 AS DOCUMENT LR3879155, RELATING TO COMMON AREAS, EASEMENTS, CONSTRUCTION REQUIREMENTS, MAINTENANCE, PARKING, APPEARANCE, CONVEYANCE, INSURANCE, TAXES AND OTHER MATTERS AS MORE FULLY DESCRIBED THEREIN. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 40) ASSIGNMENT OF CONSTRUCTION, OPERATION, MAINTENANCE AND RECIPROCAL AGREEMENT, DATED JANUARY 23, 1997 AND RECORDED JANUARY 30, 1997 AS DOCUMENT 97068821 IN FAVOR OF AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED JANUARY 15, 1997 AND KNOWN AS TRUST NUMBER 122534-07. ASSIGNMENT MADE BY METROPOLITAN LIFE INSURANCE COMPANY, ASSIGNOR AND KRC ARLINGTON HEIGHTS 896, INC RECORDED JULY 13, 1998 AS DOCUMENT 98602202. ASSIGNED TO INLAND SOUTHPPOINT VENTURE LLC, A DELAWARE LIMITED LIABILITY COMPANY BY INSTRUMENT RECORDED DECEMBER 4, 2001 AS DOCUMENT 001137549. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 41) EASEMENT IN FAVOR OF THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY OVER THE LAND AS SHOWN ON EXHIBIT A OF THE ELECTRIC AND TELEPHONE AGREEMENT RECORDED NOVEMBER 22, 1989 AS DOCUMENT 89558367, FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY TO SERVE THE LAND WITH TELEPHONE AND ELECTRICAL SERVICE, AND THE RIGHT OF ACCESS TO SUCH FACILITIES. EXHIBIT A OF REFERENCED DOCUMENT NOT PROVIDED
- 42) ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, DESIGNATING APPROXIMATELY 70 ACRES OF LAND AT THE NORTHEAST AND SOUTHEAST CORNERS OF ARLINGTON HEIGHTS AND PALATINE ROADS AND THE SOUTHEAST CORNER OF RAND AND PALATINE ROADS OF SAID VILLAGE, A REDEVELOPMENT PROJECT AREA PURSUANT TO THE REAL PROPERTY TAX INCREMENT ALLOCATION REDEVELOPMENT PROJECT ACT, A COPY OF WHICH WAS RECORDED MARCH 28, 2005 AS DOCUMENT NOS. 0508703007 AND 0508703008 AND 0508703009. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT
- 43) TERMS AND CONDITIONS CONTAINED IN THE USE RESTRICTION AGREEMENT DATED SEPTEMBER 11, 2007 AND RECORDED SEPTEMBER 11, 2007 AS DOCUMENT 0725434101. DOCUMENT REFERENCES SUBJECT PROPERTY – BLANKET IN NATURE – NOTHING TO PLOT



FLOOD NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE X (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 17031C00101 BEARS AN EFFECTIVE DATE OF AUGUST 19, 2008 AND IS NOT SHOWN IN SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD. AS SHOWN ON THE FEMA WEBSITE (HTTP://MSC.FEMA.GOV) WE HAVE LEARNED THIS COMMUNITY DOES CURRENTLY PARTICIPATE IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE, AND A FLOOD ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

SIGNIFICANT OBSERVATIONS

- A) CONCRETE AND FENCE EXTEND FROM 10.2' TO 11.8' NORTH OF THE NORTHERLY PROPERTY LINE FOR A DISTANCE OF 62.5'

ZONING INFORMATION

INFORMATION NOT YET PROVIDED TO SURVEYOR PER TABLE A ITEM 6(A)

RECORD DESCRIPTION

PARCEL 1:
PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321; ALSO PART OF LOTS 61 TO 63 INCLUSIVE, IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN REGISTERED MARCH 13, 1928 AS DOCUMENT NO. LR386997;
ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE) VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT NO. 88576174,
COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION; THENCE NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3, BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES 11 MINUTES 49 SECONDS EAST 120.00 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 153.58 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 45.07 FEET TO A POINT OF 1 CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE CONCAVE TO THE SOUTH WEST HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES 32 MINUTES 37 SECONDS EAST; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 25.91 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 294.22 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 9.65 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 1.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 152.00 FEET; THENCE SOUTH 45 DEGREES 01 MINUTES 48 SECONDS EAST 12.73 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 24.38 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 10.90 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 348.03 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 10.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 38.80 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 24.32 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 121.74 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 24.38 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 7.00 FEET; THENCE SOUTH 44 DEGREES 58 MINUTES 12 SECONDS WEST 12.73 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 121.74 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 13.03 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 22.80 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 305.66 FEET; THENCE SOUTH 42 DEGREES 11 MINUTES 49 SECONDS WEST 62.50 FEET TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 2:
PART OF LOTS 62 AND 63 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT NO. LR386997;
ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT NO. 88576174, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 63; THENCE SOUTH 89 DEGREES 42 MINUTES 11 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 63, A DISTANCE OF 32.74 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 90.01 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 10.90 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 121.74 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 38.80 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 3.08 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 20.18 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 12.73 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 13.03 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 22.80 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 305.66 FEET; THENCE SOUTH 42 DEGREES 11 MINUTES 49 SECONDS WEST 62.50 FEET TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

PARCEL 3:
PART OF LOTS 61 AND 62 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT NO. LR386997;
ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT NO. 88576174, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 61; THENCE SOUTH 89 DEGREES 41 MINUTES 51 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 61, A DISTANCE OF 32.71 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 80.29 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 64.46 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 121.74 FEET; THENCE NORTH 44 DEGREES 58 MINUTES 12 SECONDS EAST 12.73 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 20.18 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS 24.32 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 38.80 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 10.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 14.57 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4:
NON-EXCLUSIVE EASEMENTS FOR THE BENEFIT OF PARCELS 1, 2 AND 3, AS DESCRIBED AND CREATED BY DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS AND EASEMENTS RECORDED FEBRUARY 1, 1988 AS DOCUMENT 88046282, AND BY FIRST AMENDMENT RECORDED SEPTEMBER 9, 1988 AS DOCUMENT 88409221, BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531, IN COOK COUNTY, ILLINOIS.

PARCEL 5:
NON-EXCLUSIVE EASEMENT SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR INGRESS AND EGRESS, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED "ACCESS EASEMENT" ON SAID PLAT, IN COOK COUNTY, ILLINOIS.

PARCEL 6:
NON-EXCLUSIVE EASEMENT SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR UTILITIES, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED AS "PRIVATE UTILITY EASEMENT" ON SAID PLAT, IN COOK COUNTY, ILLINOIS.

PARCEL 7:
NON-EXCLUSIVE EASEMENT SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR PRIVATE WATER MAIN, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED AS "PRIVATE WATER MAIN EASEMENT" ON SAID PLAT IN COOK COUNTY, ILLINOIS.

PARCEL 8:
NON-EXCLUSIVE EASEMENT DATED MARCH 24, 1984 IN DECLARATION OF EASEMENT AND COVENANTS FOR MAINTENANCE, OPERATION AND REPAIR OF PRIVATE ROADWAY UTILITIES, TRAFFIC SIGNALS AND WATER DETENTION AREA AS DESCRIBED IN AND RECORDED WITH THE COOK COUNTY RECORDED OF DEED AS DOCUMENT NO. 27089856, IN COOK COUNTY, ILLINOIS.

PARCEL 9:
GRANTS OF EASEMENTS, AS CREATED IN THE CONSTRUCTION, OPERATION, MAINTENANCE AND RECIPROCAL EASEMENT AGREEMENT MADE MARCH 13, 1990, BY AND BETWEEN LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531 AND THE MAY DEPARTMENT STORES COMPANY, A NEW YORK CORPORATION, RECORDED MAY 4, 1990 AS DOCUMENT NO. 90206325, AND FILED ON MAY 8, 1990 AS 3879155, AS ASSIGNED AND ASSUMED BY METROPOLITAN LIFE INSURANCE COMPANY, A NEW YORK CORPORATION TO ARC ARLINGTON HEIGHTS 896 INC., AN ILLINOIS CORPORATION BY ASSIGNMENT AND ASSUMPTION OF RECIPROCAL EASEMENT AGREEMENT DATED JULY 1, 1988 AND RECORDED JULY 13, 1998 AS DOCUMENT 98602202 FOR THE USE OF THE COMMON AREA, AS COMMON AREA IS DEFINED THEREIN: FOR INGRESS AND EGRESS OF PEDESTRIAN AND VEHICULAR TRAFFIC, FOR PERPETUAL ACCESS ROADS; FOR THE PARKING OF VEHICLES; FOR UTILITY FACILITIES TO PUBLIC UTILITIES; FOR SIGN EASEMENTS AND FOR CONSTRUCTION AND MAINTENANCE EASEMENTS; AND FOR OTHER PURPOSES, SAID EASEMENTS ARE MORE PARTICULARLY DEFINED AS FOLLOWS: CONSTRUCTION, OPERATION, MAINTENANCE AND RECIPROCAL EASEMENT AGREEMENT, OVER, UPON AND ACROSS THE AREAS THEREIN DESIGNATED, IN COOK COUNTY, ILLINOIS.

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. 5252-1900207, DATED MAY 2, 2019.

LEGAL

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THIS SURVEY WAS PREPARED FOR THE PURPOSE OF THIS REAL ESTATE TRANSACTION ONLY AND NO FURTHER PARTIES OTHER THAN THOSE CERTIFIED ABOVE SHALL RELY ON IT FOR ANY OTHER PURPOSE OR TRANSACTION

MISCELLANEOUS NOTES

- MN1) SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY.
- MN2) DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF UNLESS OTHERWISE NOTED. BEARINGS ARE REFERRED TO ON ASSUMED MERIDIAN AND ARE USED TO DENOTE ANGLES ONLY. MONUMENTS WERE FOUND AT POINTS WHERE INDICATED.
- MN3) THIS PROPERTY HAS AN AREA OF 303,450 SQUARE FEET OR 6.97 ACRES OF LAND.
- MN4) THE BASIS OF BEARINGS FOR THIS SURVEY IS N47°48'11"W BEING THE NORTHEASTERLY RIGHT OF WAY LINE OF RAND ROAD.
- MN5) THERE ARE 354 REGULAR PARKING SPACES AND 6 HANDICAPPED PARKING SPACES 360 TOTAL SPACES ON THE SUBJECT PROPERTY.
- MN6) AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.
- MN7) AT THE TIME OF THE ALTA SURVEY THERE WERE NO CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED AND AVAILABLE FROM THE CONTROLLING JURISDICTION OR OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS.
- MN8) THERE IS NO VISIBLE EVIDENCE OF CEMETERIES, GRAVE SITES OR BURIAL GROUNDS ON THE SUBJECT PROPERTY AT THE TIME OF THE SURVEY.
- MN9) AT THE TIME OF THE ALTA SURVEY THERE WAS NO OBSERVABLE EVIDENCE OF SUBSTANTIAL AREAS OF REUSE.
- MN10) THE SUBJECT PROPERTY HAS INDIRECT ACCESS TO EAST PALATINE ROAD AND EAST RAND ROAD VIA ACCESS EASEMENT IN DOCUMENT 27090321.
- MN11) THE SURVEYOR WAS NOT PROVIDED ANY DOCUMENTATION, WAS NOT MADE AWARE AND DID NOT OBSERVE ANY GROUND MARKINGS ON THE SUBJECT PROPERTY WITH REGARDS TO WETLANDS ON THE SUBJECT PROPERTY.
- MN12) THE LOCATION OF THE UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. BEFORE DIGGING IN THIS AREA CALL LULULE AT 811.
- MN13) THE PHYSICAL SITE ADDRESS WAS OBSERVED ONSITE, COOK COUNTY GIS AND ASSESSOR RECORDS VERIFY THE ADDRESS AS 750 EAST RAND ROAD, ARLINGTON HEIGHTS, ILLINOIS.

ALTA/NSPS LAND TITLE SURVEY

for
ARLINGTON HEIGHTS 2019
NV5 PROJECT No. 201902646.001
750 East Rand Road, Arlington Heights, IL 60004

BASED UPON TITLE COMMITMENT NO. 5252-1900207
OF CHICAGO TITLE INSURANCE COMPANY
BEARING AN EFFECTIVE DATE OF MAY 2, 2019

Surveyor's Certification

To: Chicago Title Insurance Company; and Bock & Clark Corporation, an NV5 Company;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6A, 6B, 7A, 7B1, 7C, 8, 9, 13, 14, 16, 17, 18, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 13, 2019.



11-5-2019

JAMES A. FAETANINI

SURVEY PERFORMED BY:

REGISTRATION NO. 035-003494

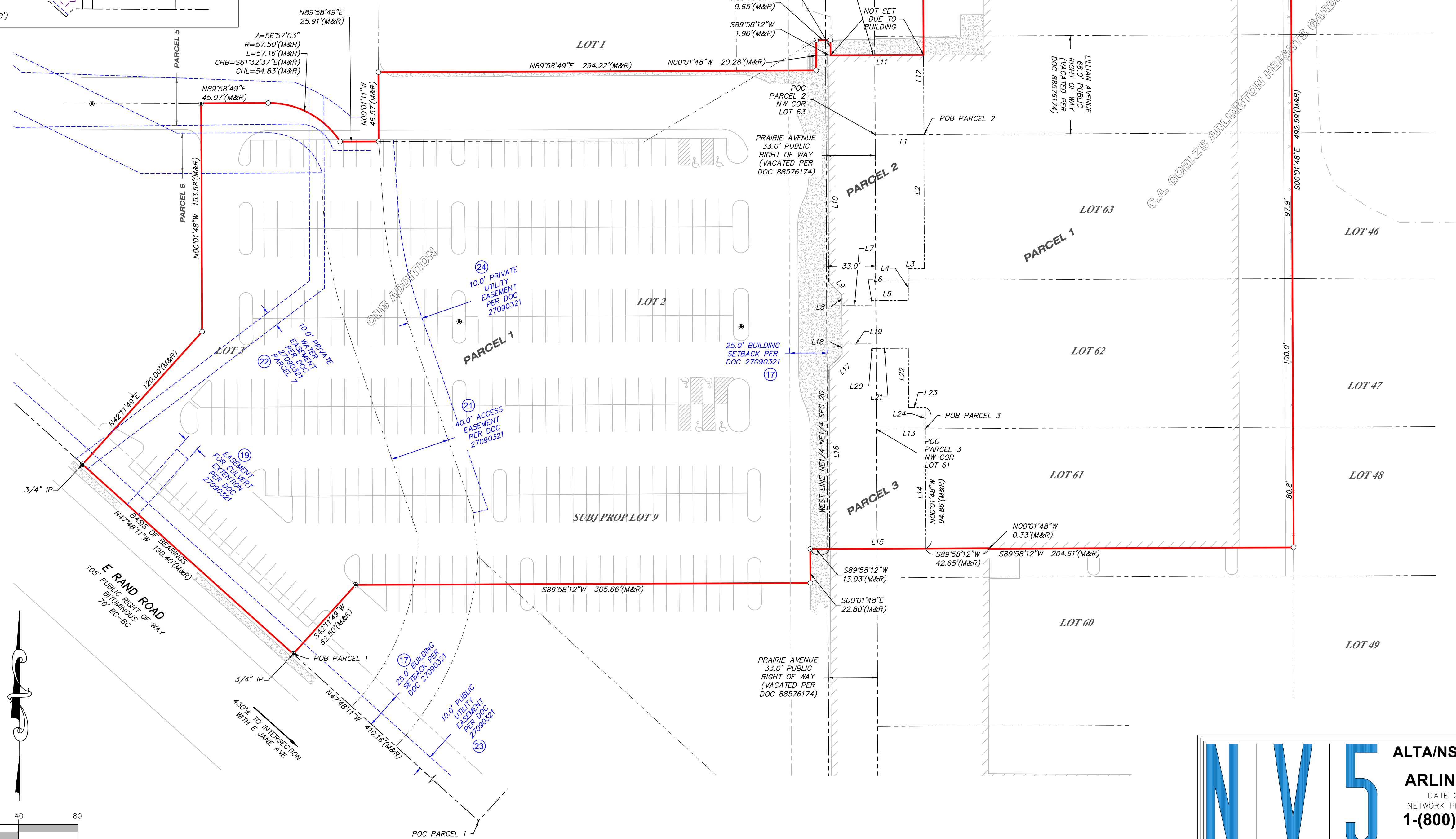
IN THE STATE OF ILLINOIS

EXPIRATION DATE: NOVEMBER 30, 2020

DATE OF FIELD SURVEY: JUNE 13, 2019

DATE OF LAST REVISION: JUNE 18, 2019

NETWORK PROJECT NO. 201902646-001 RLS



N

V

5

ALTA/NSPS LAND TITLE SURVEY

PREPARED FOR

ARLINGTON HEIGHTS 2019

DATE OF FIELD SURVEY: JUNE 13, 2019

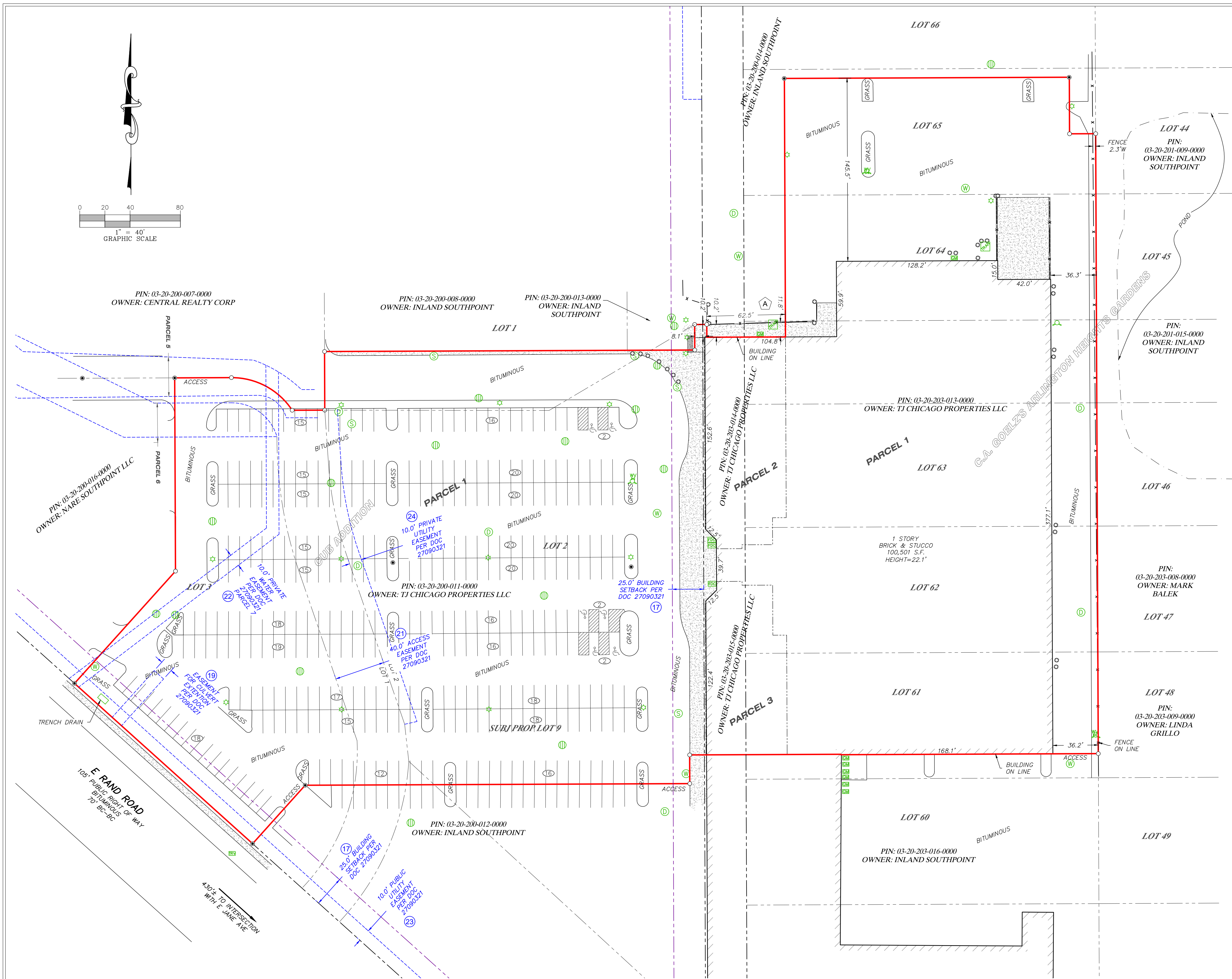
NETWORK PROJECT NUMBER: 201902646-001 RLS

1-(800)-SURVEYS (787-8397)

TRANSACTION SERVICES

www.bockandclark.com maybehelppu@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT



LEGEND OF SYMBOLS & ABBREVIATIONS

- PROPERTY LINE
- ADJACENT PROPERTY LINE
- INTERNAL PROPERTY LINE
- BUILDING SETBACK LINE
- EASEMENT LINE
- RIGHT OF WAY LINE
- SURVEY TIE LINE
- STREAM LINE
- BUILDING
- CHAINLINK FENCE
- WALL
- CURB LINE
- FOUND PK NAIL (UNLESS NOTED)
- SET 5/8" XCEL CAPPED IR
- TITLE EXCEPTION NUMBER
- ENCROACHMENT LETTER
- PARKING COUNT
- MANHOLE (SANITARY SEWER, STORM, MISC)
- FIRE HYDRANT
- WATER VALVE
- HANDICAP PARKING
- DRAINAGE INLET
- AREA LIGHT
- GAS METER
- TRAFFIC LIGHT VAULT
- CONCRETE BOLLARD
- TRANSFORMER
- FIRE DEPARTMENT CONNECTION
- IRON ROD
- IRON PIPE
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- BUILDING HEIGHT LOCATION
- RECORD & MEASURED
- S.F. SQUARE FEET
- BC BACK OF CURB
- CONCRETE SURFACE

SITE SURVEY

NV5

ALTA/NSPS LAND TITLE SURVEY
PREPARED FOR
ARLINGTON HEIGHTS 2019
DATE OF FIELD SURVEY: JUNE 13, 2019
NETWORK PROJECT NUMBER: 201902646-001 RLS
1-(800)-SURVEYS (787-8397)
TRANSACTION SERVICES
www.bockandclark.com maywehelpyou@bockandclark.com www.NV5.com

SURVEY • ZONING • ENVIRONMENTAL • ASSESSMENT

December 20, 2019

Ms. Nanci Julius, P.E.
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

RE: Drainage Compliance Letter for VASA Fitness – Parcels 1-9, C.A. Goelz's Arlington Heights Garden Subdivision, E. Palatine Rd. & E. Rand Rd.

Dear Ms. Julius,

This letter accompanies the planning commission submittal for the proposed VASA Fitness located near the corner of E. Palatine Rd. and E. Rand Rd. The intent is to demonstrate that the proposed use of the site is in general conformance with the *Southpoint Shopping Center Sewerage System Permit*, prepared by Haeger and Associates, Inc. in September 1988. The site is currently a developed shopping center that has vacated shops. The NRCS Web Soil Survey indicated the site is made of Swygart silty clay loam and Orthents, clayey, undulating, which are soil type C/D. Intended improvements will include a 59,857 SF VASA Fitness, parking spaces, walkways, and landscaping.

The site is situated in the Northwest 1/4 of the Northeast 1/4 of Section 20, Township 42 North, Range 11 East, of the 3rd Principal Meridian, Village of Arlington Heights, County of Cook, State of Illinois. The site is bordered on the north by an existing shopping center building and parking lot, detention pond and residential housing to the east, an existing shopping center building and parking lot to the south and on the west by additional retail buildings and E. Rand Rd.

The majority of the site, including all of the parking lot and walkways, will follow existing drainage patterns by sheet flowing to inlets where it is conveyed in the underground storm sewer system. This system enters the 12'x5' box culvert that bisects the site and outfalls east of the site into the detention pond that is intended to accept flows for the shopping center per the *Southpoint Shopping Center Sewerage System Permit*.

The intent is to demolish the existing building within the property and construct a smaller building with additional landscape and parking lot. Utilizing the same overall site area of 6.96 acres, the existing site calculations show an existing imperviousness value of 88.44%. Per the Technical Guidance Manual, the areas were broken out based on surface type; Impervious as buildings and pavement, Pervious as landscaping. It was determined that the imperviousness for the site under the proposed use of the VASA Fitness will be 86.82% for the same overall site area of 6.96 acres. The rational method was used to determine updated peak flows. This decrease in impervious area effectively reduces the flows to the detention facilities. Reference the below Sub-Basin Comparison Table for the comparison of the existing and proposed imperviousness.

Sub-Basin Comparison Table			
Existing Condition	Area (ac), Basin Imperviousness	Proposed Development	Area (ac), Basin Imperviousness
E1	6.96, (88.44%)	P-1	6.96, (86.82%)



The Existing Basin E1 contained approximately 4.41 acres of paved surface, 0.24 acres of landscaping, and 2.31 acres of roof. Using the rational method for the areas and maintaining similar times of concentration, the runoff was reduced from the existing condition to the proposed condition by an approximate 2 cfs in both minor and major storm event. Runoff continues in the original designed location of the detention basin to the east and would subsequently not negatively affect the downstream infrastructure. Flood protection areas are not present within the project area, property holdings, or 100 feet beyond the project area.

Sincerely,
GALLOWAY

Dave Guetig, PE
Civil Project Engineer
DaveGuetig@GallowayUS.com
(303) 770-8884

References

1. Watershed Management Ordinance, Metropolitan Water Reclamation District, May 2019.
2. Technical Guidance Manual for the Implementation of the Watershed Management Ordinance, Metropolitan Water Reclamation District, May 2019.
3. Southpoint Shopping Center Sewerage System Permit, Haeger and Associates, Inc., September 1988.

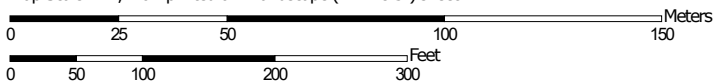
Attachments

- Soils Map
- Hydrologic Computations
- Grading Plan
- Existing Drainage Map Reference

Custom Soil Resource Report Soil Map



Map Scale: 1:1,740 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

COMPOSITE % IMPERVIOUS CALCULATIONS

Subdivision: VASA Fitness

Location:	User Defined
------------------	--------------

Project Name: VASA - Arlington Heights, IL

Project No.: VAS000040

Calculated By: STF

Checked By: JRR

Date: 12/20/19

[illegible]

STANDARD FORM SF-2

TIME OF CONCENTRATION

Subdivision: VASA Fitness
Location: User Defined

Project Name: VASA - Arlington Heights, IL
Project No.: VAS000040
Calculated By: STF
Checked By: JRR
Date: 12/20/19

SUB-BASIN						INITIAL/OVERLAND			TRAVEL TIME					Tc CHECK			FINAL
DATA						(Ti)			(Ti)					(URBANIZED BASINS)			
BASIN ID	D.A. (AC)	Hydrologic Soils Group	Impervious (%)	C100	C5	L (FT)	S (%)	Ti (MIN)	L (FT)	S (%)	Cv	VEL. (FPS)	Tt (MIN)	COMP. Tc (MIN)	TOTAL LENGTH(FT)	Urbanized Tc (MIN)	Tc (MIN)
E1	6.97	C	88.44	0.91	0.82	5	2.0	0.9	200	1.0	20.0	2.0	1.7	2.6	205.0	11.1	5.0
P1	6.97	C	86.82	0.90	0.81	5	2.0	0.9	200	1.0	20.0	2.0	1.7	2.6	205.0	11.1	5.0

NOTES:
 $T_i = (0.395 * (1.1 - C_5) * (L)^{0.5}) / ((S)^{0.33})$, S in ft/ft
 $T_t = L / 60V$ (Velocity From Fig. 501)
Velocity $V = C_v * S^{0.5}$, S in ft/ft
 $T_c \text{ Check} = 10 + L / 180$
For Urbanized basins a minimum T_c of 5.0 minutes is required.
For non-urbanized basins a minimum T_c of 10.0 minutes is required

STANDARD FORM SF-3
STORM DRAINAGE SYSTEM DESIGN
(RATIONAL METHOD PROCEDURE)

Subdivision: VASA Fitness
Location: User Defined
Design Storm: 100-Year

Project Name:	VASA - Arlington Heights, IL
Project No.:	VAS000040
Calculated By:	STF
Checked By:	JRR
Date:	12/20/19

[illegible]

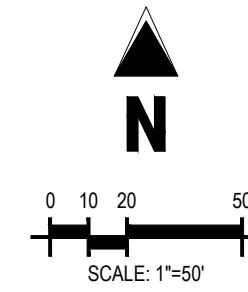
STANDARD FORM SF-3
STORM DRAINAGE SYSTEM DESIGN
(RATIONAL METHOD PROCEDURE)

Subdivision: VASA Fitness
Location: User Defined
Design Storm: 100-Year

Project Name: VASA - Arlington Heights, IL
Project No.: VAS000040
Calculated By: STF
Checked By: JRR
Date: 12/20/19

[illegible]

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS



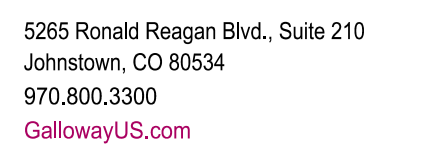
	PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY BOUNDARY LINE
	EASEMENT BOUNDARY LINE
	EXISTING CONTOUR
	EXISTING CONTOUR
	PROPOSED CONTOUR
	PROPOSED CONTOUR
	EXISTING SPOT ELEVATION
	PROPOSED SPOT ELEVATION
	PROPOSED TOP OF CURB ELEVATION
	PROPOSED FLOWLINE ELEVATION
	FINISHED FLOOR
	TOP OF GRATE
	TOP OF CURB
	TOP OF SIDEWALK
	FLOWLINE
	HIGH POINT
	LOW POINT
	MATCH EXISTING
	GRADE BREAK
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	EXISTING MANHOLE
	EXISTING INLET

- ① EXISTING STORM SEWER TO REMAIN
- ② EXISTING STORM SEWER MANHOLE TO REMAIN
- ③ EXISTING 12"x5" BOX CULVERT
- ④ PROPOSED ROOF DRAINS
- ⑤ EXISTING RETENTION BASIN
- ⑥ EXISTING INLET TO REMAIN

THE BASIS OF BEARING FOR THIS SURVEY IS N47°48'11"W BEING THE NORTHEASTERLY RIGHT OF WAY LINE OF RAND ROAD.

BM#1
ELEV=685.21' NAVD88
PK NAIL SET IN ASPHALT

BM#2
ELEV=686.59' NAVD88
PK NAIL SET IN ASPHALT



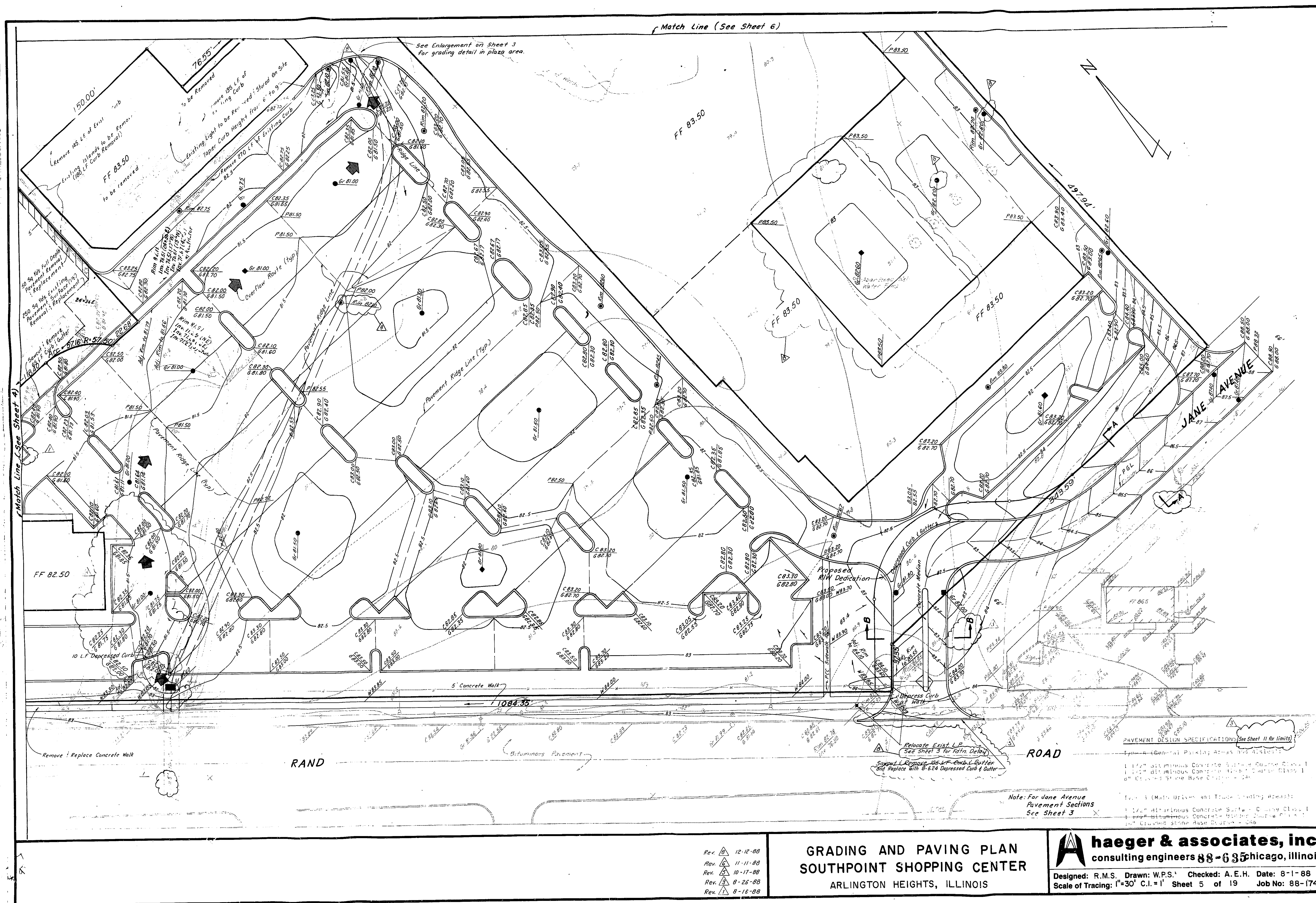
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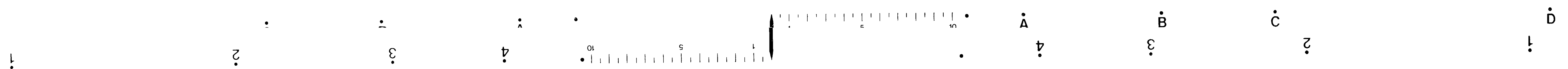


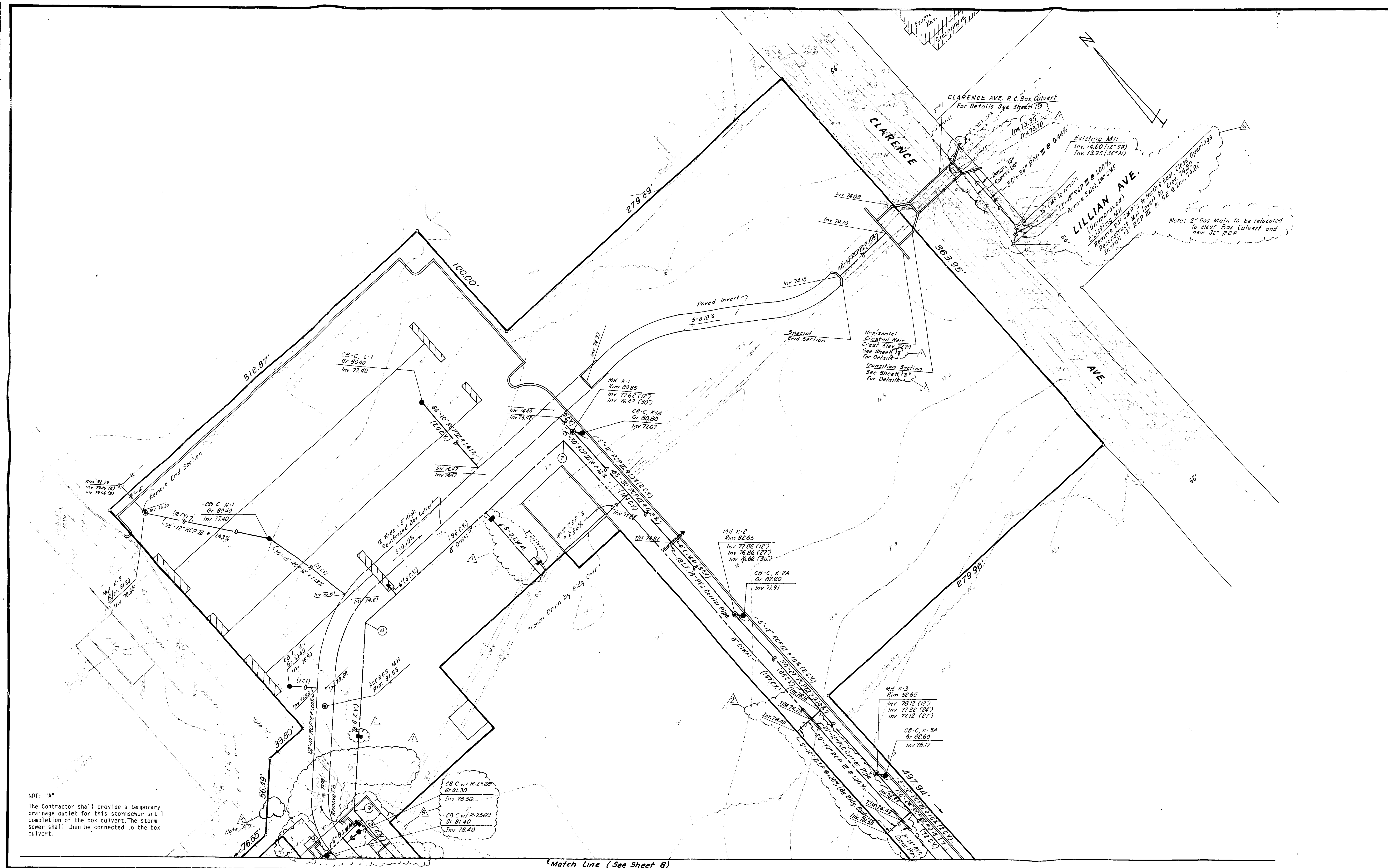
E. PALETNE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

Project No:	VAS000040
Drawn By:	NCH
Checked By:	STF
Date:	12/9/2019

6







ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: VASA - E Rand & E Palatine Rd

PERMIT NUMBER:

LOCATION: Arlington Heights, IL

DATE: 3/11/2020

DEVELOPMENT INFORMATION

1. Area Detained, A	1.350	acres
2. Total Impervious Area	1.350	acres
3. Composite CN	98.00	
4. Volume Control Storage Provided, VC_P	0.110	ac-ft
5. Depth of Rainfall, P	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6. Maximum Retention, S	$S = \frac{1000}{CN} - 10$	0.20	inches
7. Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	8.33	inches
8. Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12 \frac{in}{ft}} \right)$	0.94	ac-ft

VOLUME CONTROL STORAGE

9. Volume Control Storage Required, VC_R	0.113	ac-ft
10. Additional Volume Control Storage Provided	-0.003	ac-ft

ADJUSTED RUNOFF VOLUME

11. Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	0.827	ac-ft
12. Adjusted Runoff Depth, Q_{ADJ}		7.35	inches
13. Adjusted Maximum Retention, S_{ADJ}		1.13	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14. Adjusted Runoff Curve Number, CN_{ADJ}	89.87
--	-------

NOMOGRAPH: BULLETIN 70 RAINFALL DATA (2019)

PROJECT: VASA - E Rand & E Palatine Rd

PERMIT NUMBER: _____

LOCATION: ='ADJUSTED CN'!D5:P5

DATE: 3/11/2020

DEVELOPMENT INFORMATION

1. Detained Area

1.350

acres

2. Curve Number

89.87

3. Actual Release Rate

0.270

cfs

REQUIRED DETENTION VOLUME

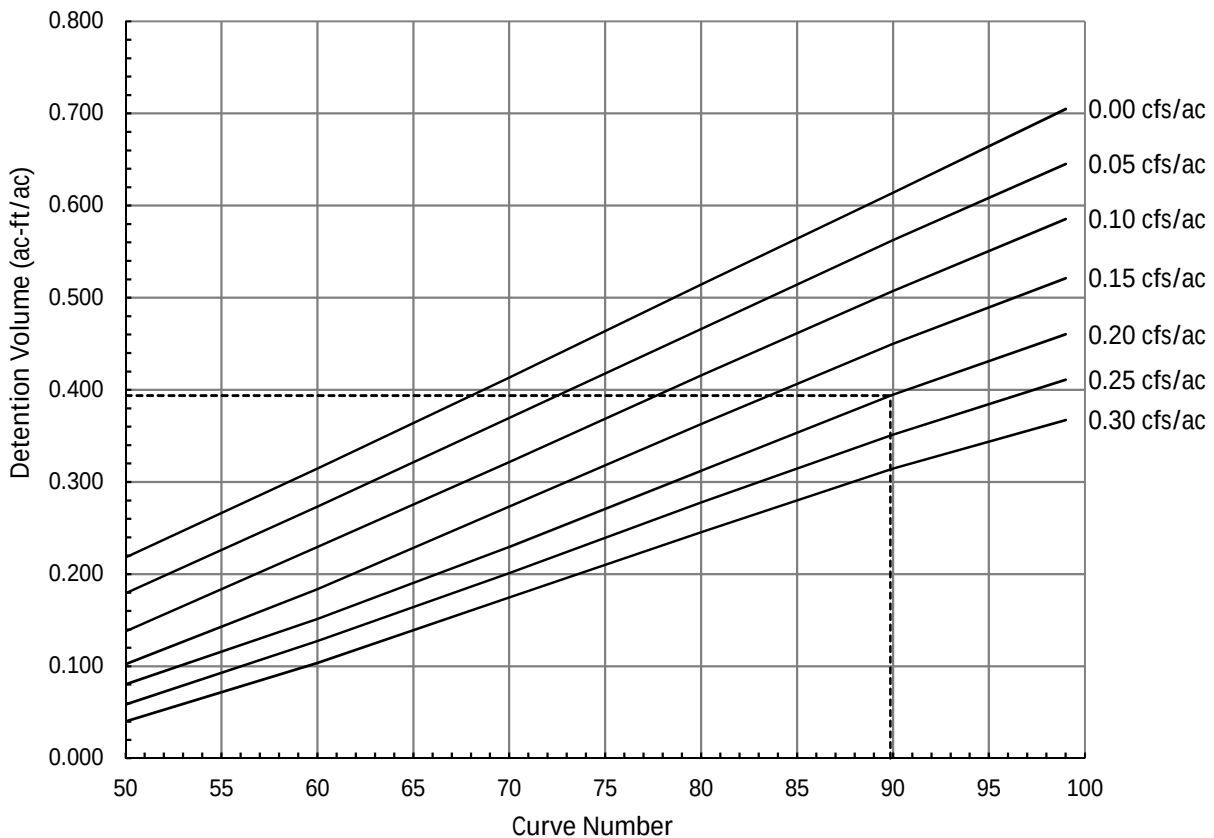
4. Required Detention Volume

0.532

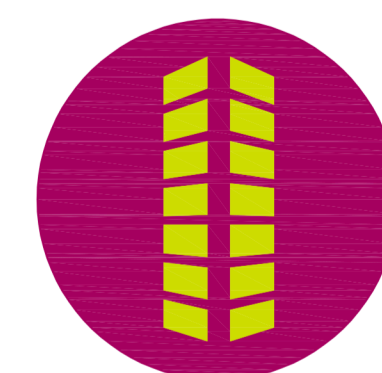
ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 70 (2019)



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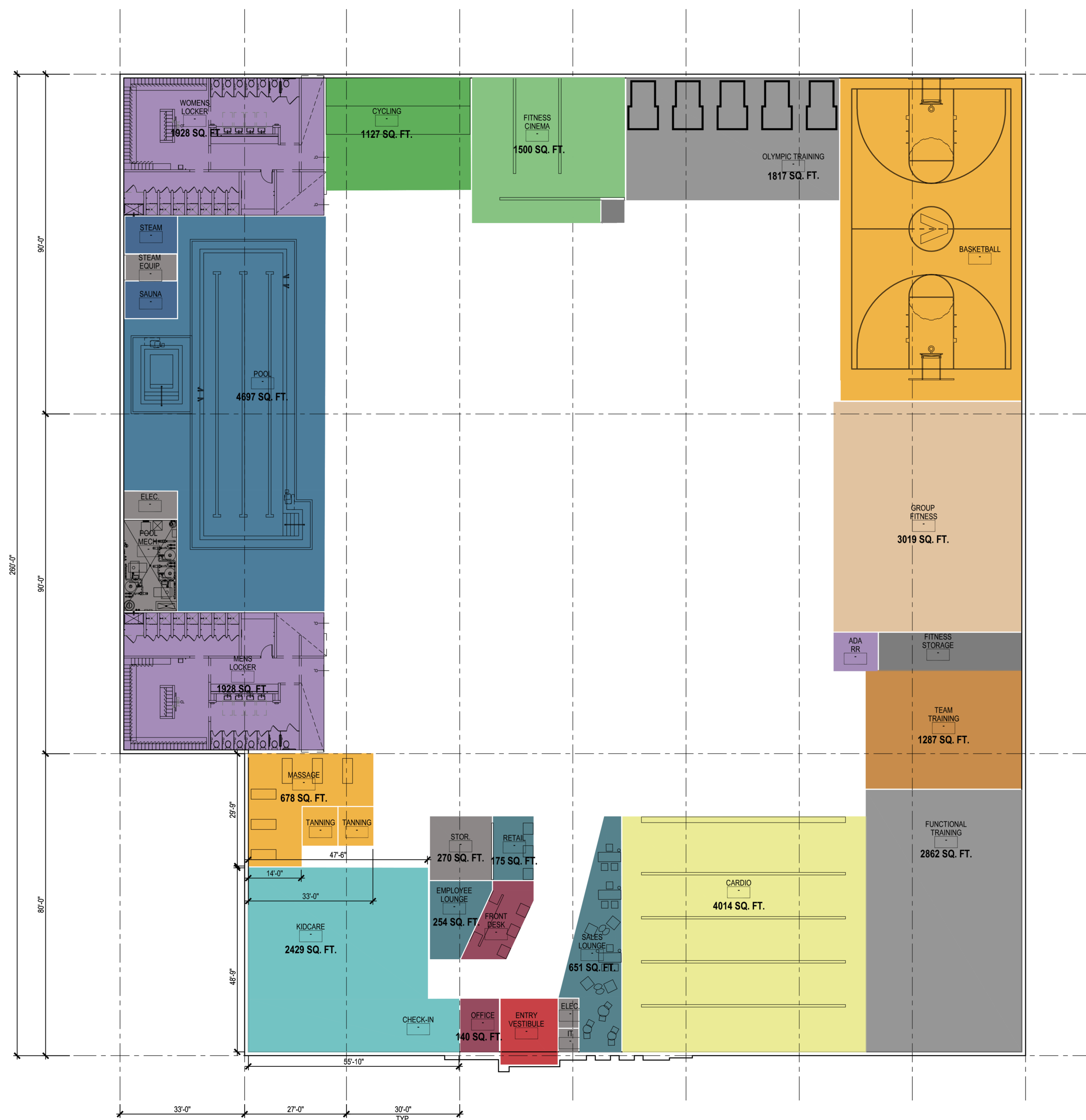
VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION

E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

[illegible]

Project No:	VAS000040
Drawn By:	TH
Checked By:	RS
Date:	01/08/19

CONCEPT CONTEXT RENDERING



FLOOR PLAN
SCALE: 1/16" = 1'-0" 

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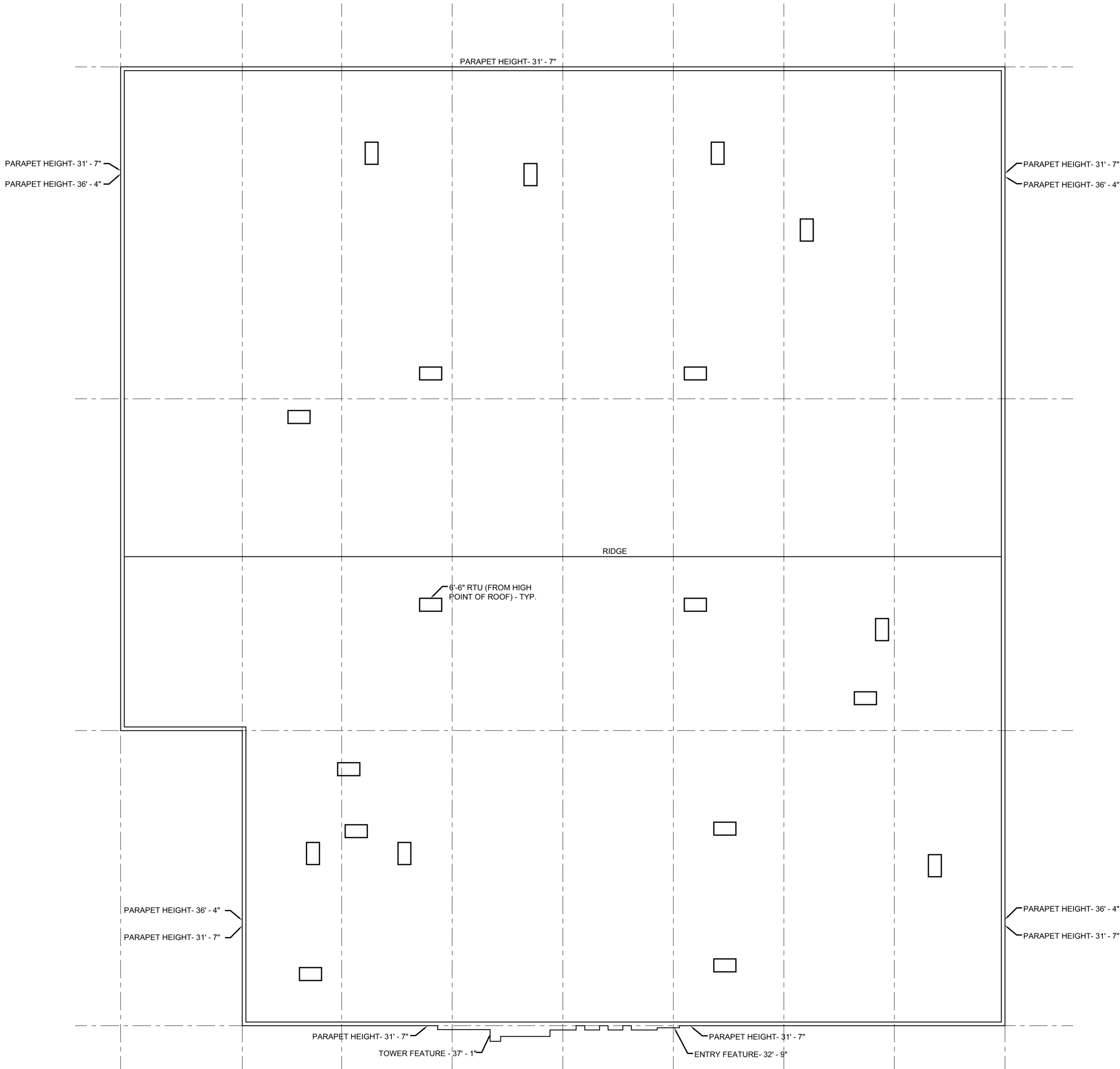


VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION
E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

#	Date	Issue / Description	Init.
1	12/20/19	1ST PLAN COMMISSION SUB.	STF
2	01/08/2020	2ND PLAN COMMISSION SUB.	STF
3	03/17/2020	3RD PLAN COMMISSION SUB.	STF
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project No:	VAS000040
Drawn By:	TH
Checked By:	RS
Date:	12/20/19

CONCEPT_ROOF_PLAN



ROOF PLAN
SCALE: 1/16" = 1'-0"



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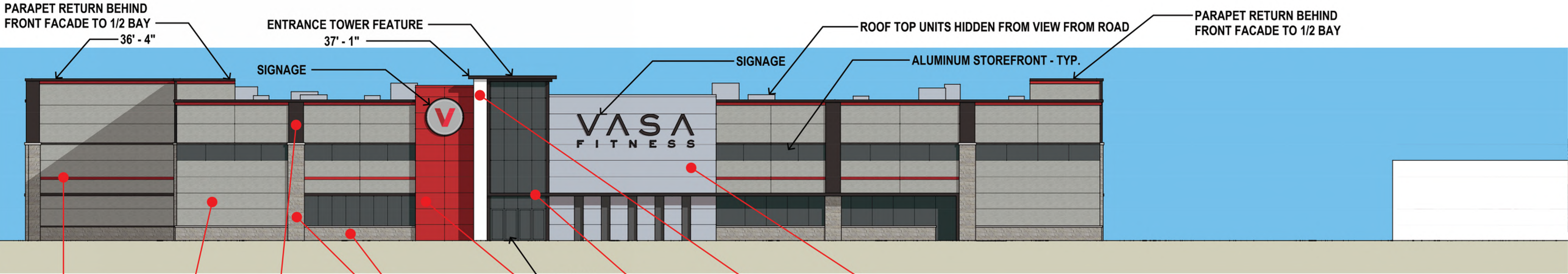


VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION
E. PALETTINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

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3	03/17/2020	3RD PLAN COMMISSION SUB.	STF

Project No: VAS000040
Drawn By: TH
Checked By: RS
Date: 02/28/20

CONCEPT_ELEVATIONS



FRONT ELEVATION

VASA RED
CUSTOM COLOR

"GRAY MATTERS"
SW 7066

"IRON ORE"
SW 7069

EIFS: MEDIUM TEXTURED SAND FINISH
SHERWIN WILLIAMS PAINT COLORS ON
EXISTING MATERIALS AND NEW EIFS

HEWN

CULTURED STONE
BORAL STONE: SPAN

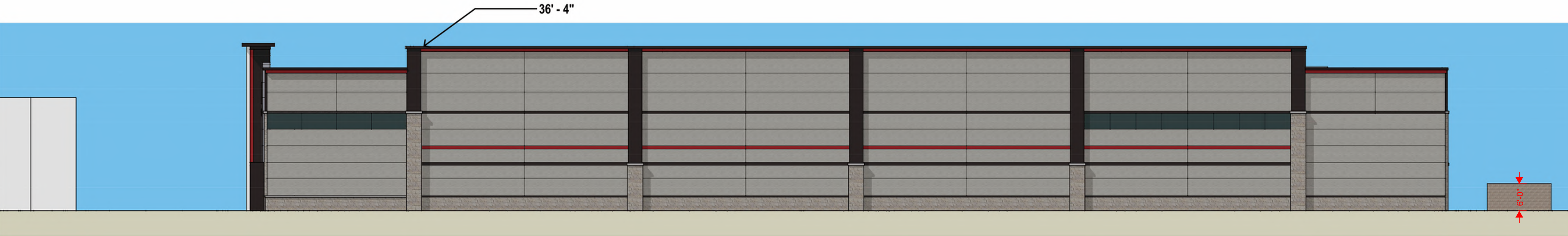
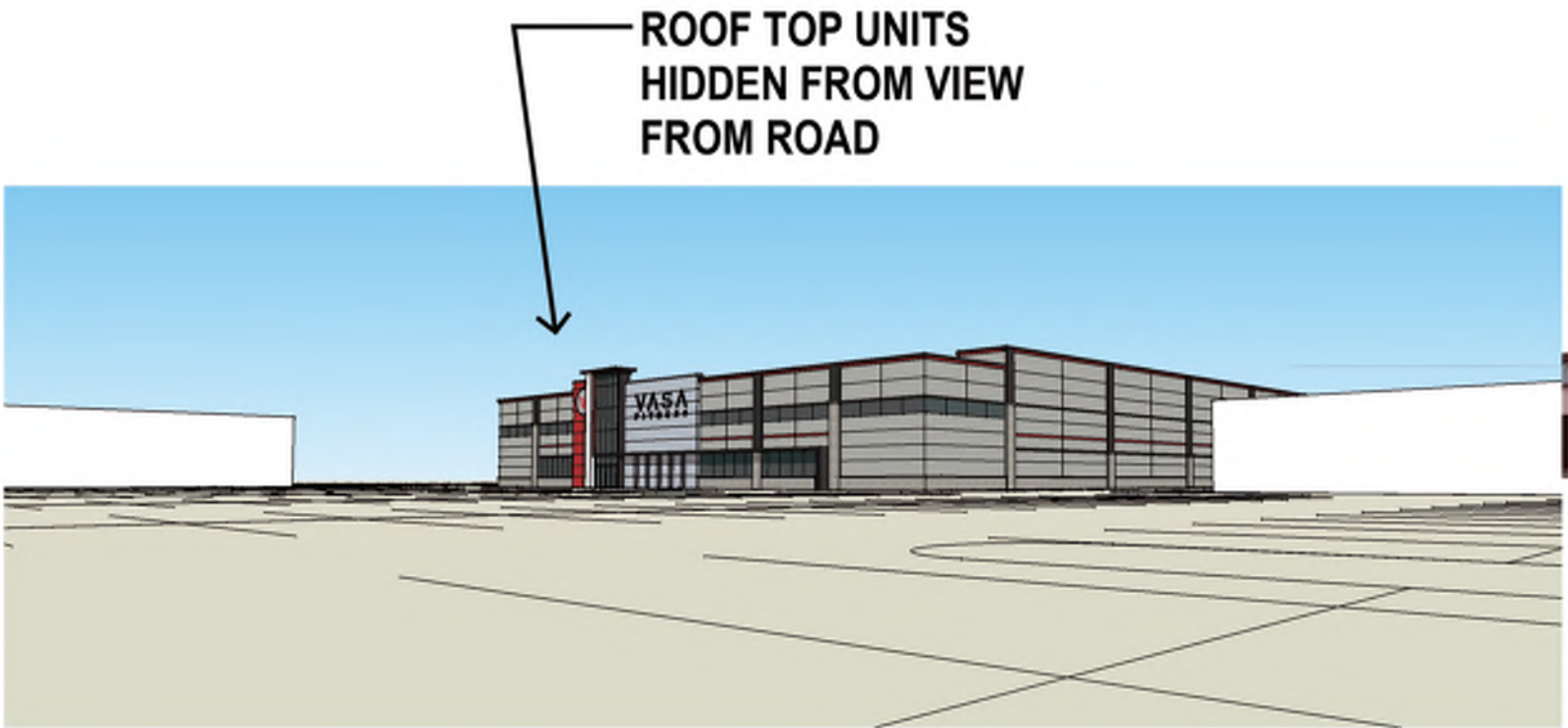
MIDNIGHT BRONZE
STANDARD TRIM COLOR
ACTUAL COLOR IS DARK CHARCOAL

BRITE RED

BONE WHITE

SILVER METALLIC

PREFINISHED METAL PANELS
MBCI FW120 - 12" WIDE, 20 GA. FLAT FACE



SOUTH ELEVATION



VASA FITNESS
 PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
 GARDEN SUBDIVISION

E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

[illegible]

Project No:	VAS000040
Drawn By:	TH
Checked By:	RS
Date:	02/28/20

CONCEPT_ELEVATIONS

A302



— TRASH ENCLOSURE WITH
CORRUGATED METAL B GATE -
PAINT GRAY MATTERS

REAR ELEVATION

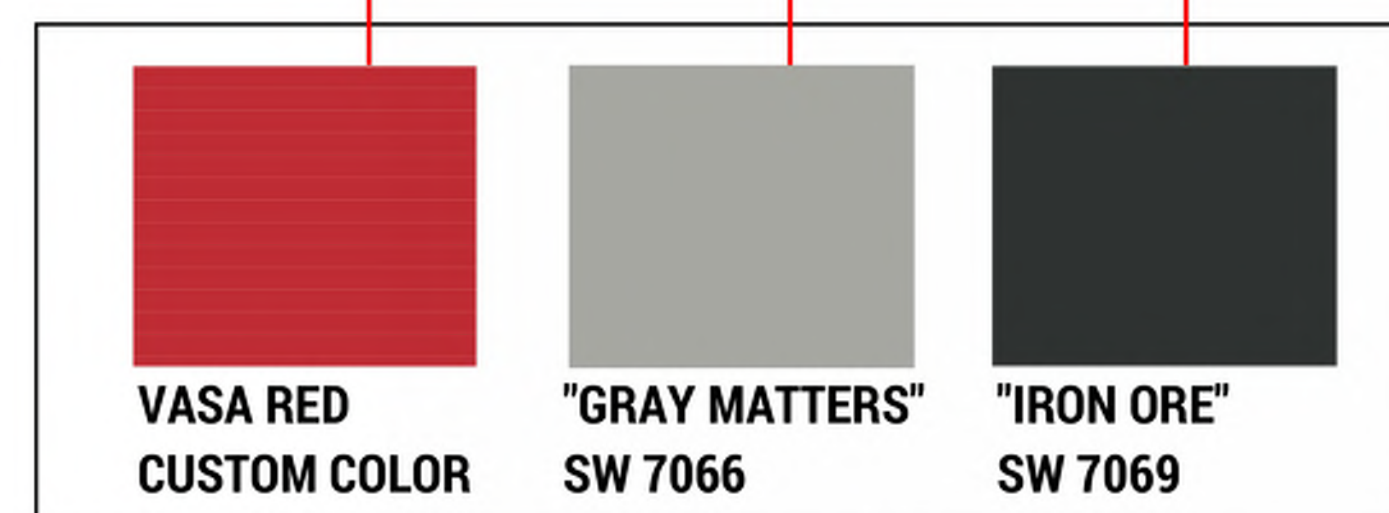
MAX HEIGHT: 37' - 1"

ENTRANCE TOWER FEATURE —

— SIGNAGE

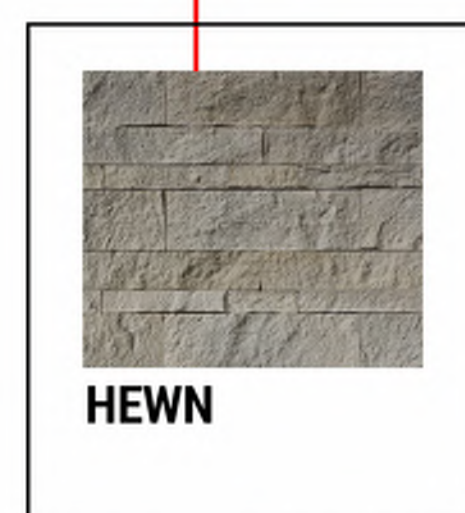


ENTRY



EIFS: MEDIUM TEXTURED SAND FINISH

SHERWIN WILLIAMS PAINT COLORS ON EXISTING MATERIALS AND NEW EIFS

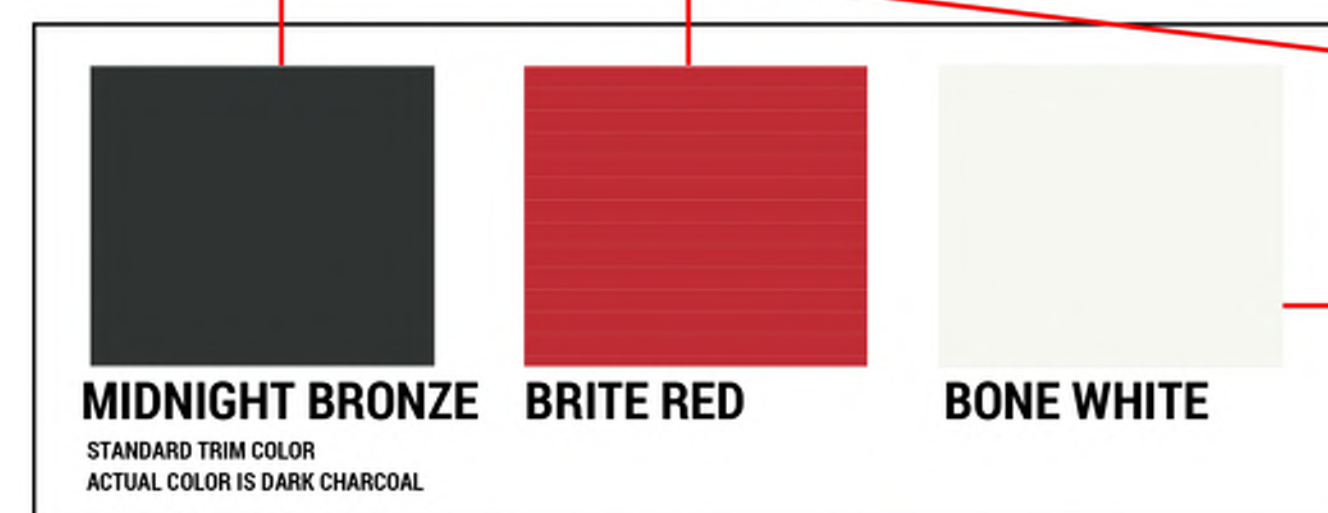


CULTURED STONE

BORAL STONE: SPAN

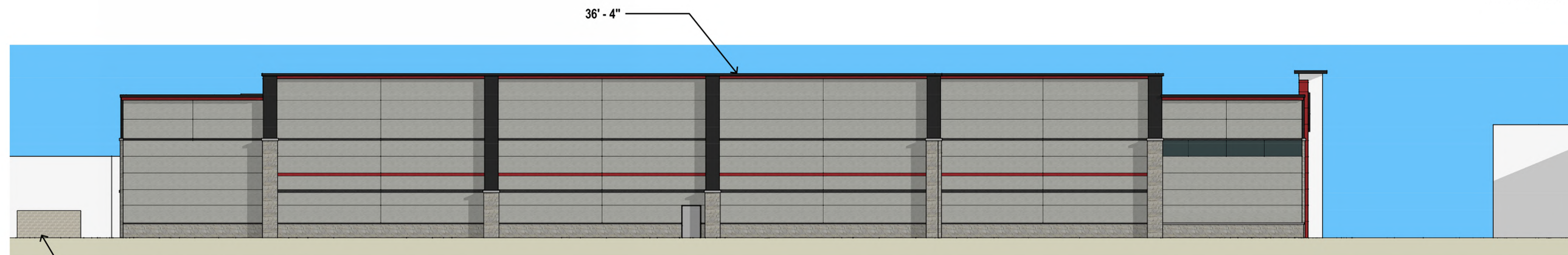


CMU BLOCK



PREFINISHED METAL PANELS

MBCI FW120 - 12" WIDE, 20 GA. FLAT FACE



— TRASH ENCLOSURE - GROUND FACE CMU

NORTH ELEVATION

C:\Users\jerry\OneDrive\Documents\A303\A303.dwg, 11/16/2020, 11:16:16 AM, 11/16/2020



CONTEXT RENDERING

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VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION

E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

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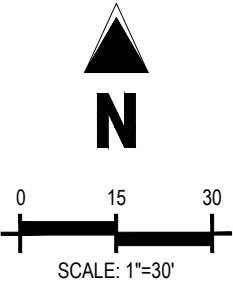
Project No: VAS000040
Drawn By: TH
Checked By: RS
Date: 02/28/20

CONCEPT_CONTEXT_RENDERING



LEGEND

- EXISTING BUILDING CANOPY
- EXISTING CURB
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED CURB



Project No:	VAS000040
Drawn By:	NCH
Checked By:	STF
Date:	12/20/19

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS

E. PALANTINE RD. & RAND
ARLINGTON HEIGHTS, IL 60004

HAWKINS DEVELOPMENT, LLC
7108 S. ALTON WAY, SUITE F-2
CENTENNIAL, CO 80112
TEL: (303) 694-1500
ATTN: KEVIN HAWKINS
EMAIL: KEVIN@HAWKINSDEVCO.COM

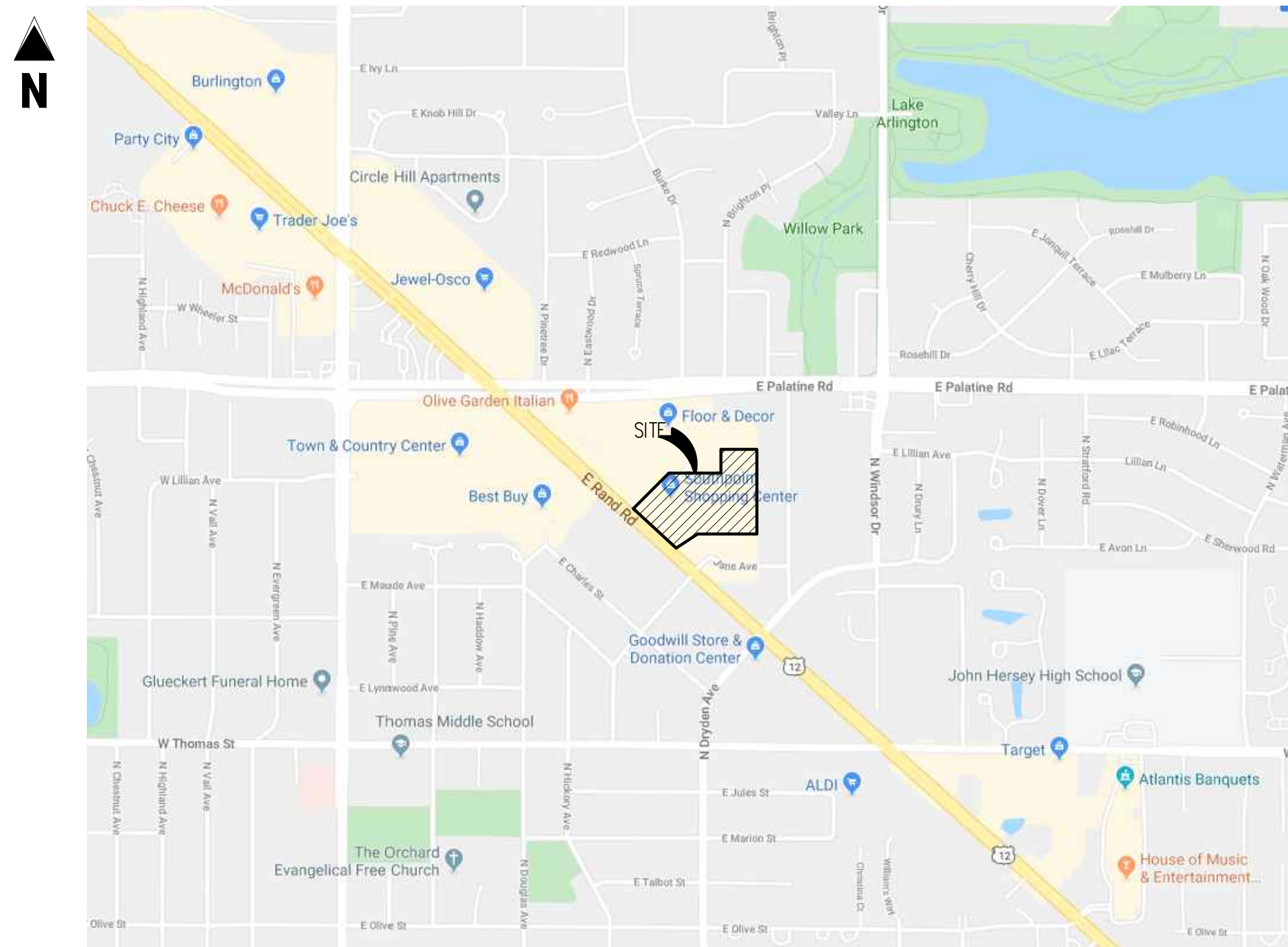
GALLOWAY & COMPANY, INC.
6162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
ATTN: DAVE GUETIG, PE
EMAIL: DAVEGUETIG@GALLOWAYUS.COM

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6162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, CO 80111
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ATTN: RICK SANDER
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6162 S. WILLOW DRIVE, SUITE 320
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TEL: (303) 770-8884
FAX: (303) 770-3636
ATTN: TIM NELSON
EMAIL: TIMNELSON@GALLOWAYUS.COM

BOCK & CLARK CORPORATION, AN NV5 COMPANY
3550 W. MARKET STREET, SUITE 200
AKRON, OH 44333
TEL: (1-800) 787-8397
ATTN: JAMES A. FAETANINI

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005
TEL: (847) 368-5223
ATTN: STEVE HAUZINGER, AIA


$$1'' = 500'$$

SHEET INDEX	
Sheet Number	Sheet Title
1	COVER SHEET
2	ALTA SURVEY
3	ALTA SURVEY
4	ALTA SURVEY
5	SITE PLAN
6	GRADING PLAN
7	UTILITY PLAN
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10	LANDSCAPE PLAN
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12	PHOTOMETRIC PLAN
13	PHOTOMETRIC DETAILS
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A301	CONCEPTUAL ELEVATIONS
A302	CONCEPTUAL ELEVATIONS
A303	CONCEPTUAL CONTEXT RENDERING

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VASA FITNESS
 PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
 GARDEN SUBDIVISION

E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

SITE DATA TABLE		
LOT SIZE	303,450 SF	6,966 AC
BUILDING FLOOR AREA	58,886 SF	
BUILDING CONSTRUCTION TYPE	IIB	
	EXISTING	PROVIDED
ZONING DISTRICT	B-3	B-3
LAND USE	GENERAL SERVICE	HEALTH CLUB
	ALLOWED	PROVIDED
BUILDING HEIGHT	-	37'-1"
FLOOR AREA RATIO	350%	19.70%
SETBACKS	REQUIRED	PROVIDED
NORTH	-	60'-0"
EAST	-	62'-0"
SOUTH	-	65'-0"
WEST	-	406'-0"
OFF-STREET PARKING	REQUIRED (1/250 SF)	PROVIDED (524)
REGULAR SPACES	236	512
LOADING SPACES	0	0
HANDICAP SPACES	11	12
BICYCLE SPACES	12 (1/5,000 SF)	12
	REQUIRED	PROVIDED
LANDSCAPE AREA	-	21,820 SF

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION,
COUNTY OF COOK, STATE OF ILLINOIS

BM#1

ELEV=685.21' NAVD88
PK NAIL SET IN ASPHALT

BM#2
ELEV=686.59' NAVD88
PK NAIL SET IN ASPHALT

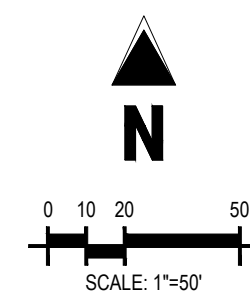
THE BASIS OF BEARING FOR THIS SURVEY IS N47°48'11"W BEING THE NORTHEASTERLY RIGHT OF WAY LINE OF RAND ROAD.

[illegible]

Project No:	VAS000040
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Checked By:	JRR
Date:	12/9/2019

COVER SHEET

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS



- 1 EXISTING BUILDING TO REMAIN
- 2 EXISTING CURB AND GUTTER TO REMAIN
- 3 EXISTING SIDEWALK TO REMAIN
- 4 EXISTING LANDSCAPING TO REMAIN
- 5 EXISTING PARKING STALL STRIPING TO REMAIN
- 6 EXISTING SIGN TO REMAIN
- 7 EXISTING SITE LIGHT TO REMAIN
- 8 EXISTING PAVEMENT TO REMAIN
- 9 EXISTING FIRE HYDRANT TO REMAIN
- 10 EXISTING SANITARY SEWER MANHOLE TO REMAIN
- 11 EXISTING STORM SEWER MANHOLE TO REMAIN
- 12 EXISTING STORM SEWER INLET TO REMAIN
- 13 EXISTING SITE LIGHT TO BE RELOCATED
- 14 PROPOSED SITE LIGHT
- 15 EXISTING WATER MANHOLE
- 16 PROPOSED WHEEL STOP
- 17 PROPOSED VASA FITNESS BUILDING
- 18 PROPOSED 9'X18' PARKING STALL
- 19 PROPOSED STOP BAR
- 20 PROPOSED STOP SIGN
- 21 PROPOSED FDC WITH APPROVED KNOX PLUS
- 22 EXISTING TRANSFORMER TO BE RELOCATED
- 23 PROPOSED HEAVY DUTY STAMPED CONCRETE
- 24 PROPOSED PAVEMENT SAWCUT LINE
- 25 PROPOSED CONCRETE 6" CURB AND 6" GUTTER (GUTTER NOT SHOWN ON PLAN)
- 26 PROPOSED MILL & OVERLAY OF EXISTING PAVEMENT
- 27 PROPOSED CONCRETE SIDEWALK
- 28 PROPOSED ACCESSIBLE RAMP
- 29 PROPOSED LANDSCAPING AREA (SEE LANDSCAPE PLANS)
- 30 PROPOSED ACCESSIBLE PARKING STALL WITH PAINTED ACCESS AISLE AND SIGNAGE
- 31 EXISTING PRIVATE UTILITY EASEMENT PER DOC 27090321
- 32 EXISTING ACCESS EASEMENT PER DOC 27090321
- 33 EXISTING PRIVATE WATER EASEMENT PER DOC 27090321
- 34 PROPOSED DOUBLE YELLOW STRIPING
- 35 EXISTING CULVERT EXTENSION EASEMENT PER DOC 27090321
- 36 EXISTING TRANSFORMER TO BE REMOVED
- 37 PROPOSED TRASH ENCLOSURE
- 38 PROPOSED ASPHALT PAVEMENT SECTION (MATCH EXISTING)
- 39 EXISTING SITE LIGHT TO BE REMOVED
- 40 PROPOSED INVERTED "U"-SHAPED BIKE RACKS
- 41 PROPOSED KNOX BOX LOCATION
- 42 PROPOSED "NO PARKING FIRE LANE" SIGN
- 43 PROPOSED 2' CONCRETE PAN

	PROPERTY LINE
	ADJACENT PROPERTY LINE
	INTERNAL PROPERTY LINE
	BUILDING SETBACK LINE
	EASEMENT LINE
	RIGHT OF WAY LINE
	SURVEY TIE LINE
	STREAM LINE
	BUILDING
	CHAINLINK FENCE
	WALL
	CURB LINE
	FOUND PK NAIL (UNLESS NOTED)
	SET 5/8" XCEL CAPPED IR
	PARKING COUNT
	EXISTING MANHOLE (SANITARY SEWER, STORM, MISC)
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	PROPOSED HANDICAP PARKING
	EXISTING DRAINAGE INLET
	AREA LIGHT
	EXISTING GAS METER
	EXISTING TRAFFIC LIGHT VAULT
	EXISTING CONCRETE BOLLARD
	EXISTING TRANSFORMER
	EXISTING FIRE DEPARTMENT CONNECTION
	PROPOSED TRANSFORMER
	PROPOSED FIRE DEPARTMENT CONNECTION
	ACCESSIBLE ROUTE
	SAWTOOTH LINE

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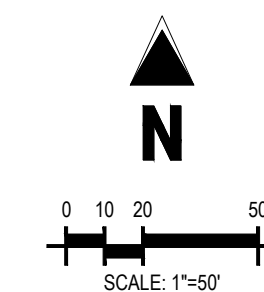
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BM#1
ELEV=685.21' NAVD88
PK NAIL SET IN ASPHALT

BM#2
ELEV=686.59' NAVD88
PK NAIL SET IN ASPHALT

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	PROPERTY BOUNDARY LINE
	ADJACENT PROPERTY BOUNDARY LINE
	EASEMENT BOUNDARY LINE
685	EXISTING CONTOUR
684	EXISTING CONTOUR
685	PROPOSED CONTOUR
684	PROPOSED CONTOUR
40.00	EXISTING SPOT ELEVATION
40.0	PROPOSED SPOT ELEVATION
40.5	PROPOSED TOP OF CURB ELEVATION
40.0	PROPOSED FLOOD FLOW ELEVATION
FF	FINISHED FLOOR
TG	TOP OF GRADE
TC	TOP OF CURB
TOS	TOP OF SIDEWALK
FL	FLOWLINE
HP	HIGH POINT
LP	LOW POINT
ME	MATCH EXISTING
GB	GRADE BREAK
	PROPOSED STORM SEWER
	EXISTING STORM SEWER
	EXISTING MANHOLE
	EXISTING INLET

SCHEDULE

- ① EXISTING STORM SEWER TO REMAIN
- ② EXISTING STORM SEWER MANHOLE TO REMAIN
- ③ EXISTING 12"x5" BOX CULVERT
- ④ ACCESSIBLE RAMP
- ⑤ EXISTING RETENTION BASIN
- ⑥ EXISTING INLET TO REMAIN

GRADING NOTES

1. ADD 600 TO ALL SPOT GRADE ELEVATIONS GREATER THAN 50.
2. REQUIREMENTS SHOWN ON SITE PLAN SHALL GOVERN. DRAWINGS AND SPECIFICATIONS SHOWING OTHERWISE NOTWITHSTANDING, CONTRACTOR TO POINT OUT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BID.
3. CONTRACTOR MUST OBTAIN ALL STATE AND CITY STORM WATER DISCHARGE AND EROSION CONTROL PERMITS PRIOR TO ANY DISTURBANCE AND/OR GRADING ACTIVITY.
4. ALL FILL IN OLD TANK AREAS, OLD BASEMENTS, CESSPOOLS, OTHER EXCAVATIONS AND INSIDE BUILDING TO BE APPROVED BY GEOTECHNICAL ENGINEER.
5. FINAL GRADES ARE SUBJECT TO MINOR CHANGE BY COMPANY REPRESENTATIVE. NO GRADE CHANGES IN EXCESS OF 0.05' WITHOUT COMPANY APPROVAL.
6. ANY FILL MATERIAL REQUIRED TO BRING THE SITE TO GRADE SHALL BE CLEAN FILL DIRT APPROVED BY GEOTECHNICAL ENGINEER AND SHALL BE PLACED AND COMPACTED PER GEOTECHNICAL REPORT RECOMMENDATIONS.
7. SET PROPERTY CORNER PINS IN CONCRETE. IF PROPERTY CORNERS ARE DESTROYED BY CONTRACTOR, THE CONTRACTOR SHALL BEAR THE EXPENSE OF RELOCATION CORNERS BY A REGISTERED SURVEYOR.
8. THIS DESIGN IS BASED ON A GEOTECHNICAL INVESTIGATION. A COPY OF THIS REPORT IS AVAILABLE FOR INSPECTION BY THE CONTRACTORS.
9. ALL SPOT GRADES ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
10. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR MINIMIZING DEPOSITION OF ONSITE SEDIMENTS OUT SURROUNDING PUBLIC STREETS DURING CONSTRUCTION.
11. ALL LANDSCAPING AREAS SHALL BE GRADED TO WITHIN 0.10' WITH COMPANY APPROVED TOP SOIL TO A MINIMUM 6" DEPTH.
12. GENERAL CONTRACTOR TO PROVIDE BARRICADE PROTECTION WITH FLASHING LIGHTS AROUND ALL FOOTINGS, EXCAVATIONS AND ALL OFFSITE WORK.
13. PROPOSED FLOWLINE ELEVATION DOES NOT TAKE INTO ACCOUNT GUTTER DEPRESSION AT INLET.

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GRADING PLAN

BASIS OF BEARINGS

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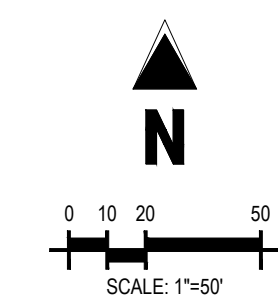
BENCHMARK

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PK NAIL SET IN ASPHALT

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WASAJE, Arlington Heights - VAS60.30 - E Rand Rd/CADDQ Plur/VAS40X-3 - GRAD.dwg - Jerry Barrans - 3/17/2020

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- | LEGEND | |
|--------|-------------------------------------|
| | PROPERTY BOUNDARY LINE |
| | ADJACENT PROPERTY BOUNDARY LINE |
| | EASEMENT BOUNDARY LINE |
| | EXISTING TO BE REMOVED |
| | EXISTING WATER LINE |
| | PROPOSED WATER LINE |
| | EXISTING SANITARY SEWER |
| | PROPOSED SANITARY SEWER |
| | EXISTING STORM SEWER |
| | PROPOSED STORM SEWER |
| | EXISTING GAS |
| | PROPOSED GAS |
| | EXISTING UNDERGROUND ELECTRICAL |
| | PROPOSED UNDERGROUND ELECTRICAL |
| | EXISTING LIGHT POLE |
| | EXISTING GAS METER |
| | EXISTING FIRE DEPARTMENT CONNECTION |
| | EXISTING ELECTRICAL TRANSFORMER |
| | EXISTING WATER MANHOLE |
| | EXISTING WATER VALVE |
| | EXISTING FIRE HYDRANT |
| | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING STORM SEWER MANHOLE |
| | EXISTING STORM SEWER INLET |
| | PROPOSED ELECTRICAL TRANSFORMER |
| | PROPOSED SITE LIGHT |

SCHEDULE

- ① EXISTING BUILDING TO REMAIN
- ② EXISTING FIRE HYDRANT TO REMAIN
- ③ EXISTING SANITARY SEWER MANHOLE TO REMAIN
- ④ EXISTING SANITARY SEWER MAIN TO REMAIN
- ⑤ EXISTING ELECTRIC TRANSFORMER TO BE REMOVED
- ⑥ EXISTING ELECTRIC TRANSFORMER TO BE RELOCATED
- ⑦ EXISTING STORM SEWER INLET TO REMAIN
- ⑧ EXISTING STORM SEWER LINE TO REMAIN
- ⑨ EXISTING STORM SEWER MANHOLE TO REMAIN
- ⑩ EXISTING SITE LIGHT TO REMAIN
- ⑪ EXISTING WATER MAIN TO REMAIN
- ⑫ EXISTING WATER METER TO REMAIN
- ⑬ EXISTING UNDERGROUND ELECTRIC LINE TO REMAIN
- ⑭ EXISTING UNDERGROUND GAS LINE TO REMAIN
- ⑮ EXISTING GAS METER TO BE REMOVED
- ⑯ EXISTING SITE LIGHT TO BE REMOVED
- ⑰ EXISTING TRAFFIC LIGHT VAULT TO REMAIN
- ⑱ EXISTING CULVERT EXTENSION EASEMENT PER DOC 27090321
- ⑲ NOT USED
- ⑳ EXISTING PRIVATE UTILITY EASEMENT PER DOC 27090321
- ㉑ EXISTING ACCESS EASEMENT PER DOC 27090321
- ㉒ EXISTING PRIVATE WATER EASEMENT PER DOC 27090321
- ㉓ EXISTING SITE LIGHT TO BE RELOCATED
- ㉔ EXISTING 12' X 5' BOX CULVERT TO REMAIN
- ㉕ PROPOSED VASA FITNESS
- ㉖ PROPOSED SANITARY SEWER SERVICE
- ㉗ PROPOSED FIRE LINE
- ㉘ PROPOSED FDC
- ㉙ PROPOSED RELOCATED TRANSFORMER
- ㉚ PROPOSED ELECTRIC CONNECTION
- ㉛ PROPOSED GAS CONNECTION
- ㉜ PROPOSED GAS SERVICE
- ㉝ PROPOSED WATER SERVICE, CONNECT TO EXISTING MAIN
- ㉞ PROPOSED SITE LIGHT, REFERENCE PHOTOMETRIC PLANS
- ㉟ EXISTING WATER SERVICE TO BE REMOVED
- ㊱ UTILITY CROSSING, MAINTAIN VERTICAL SEPARATION PER STANDARD SPECIFICATIONS FOR WATER AND SANITARY SEWER CONSTRUCTION IN ILLINOIS

BASIS OF BEARINGS

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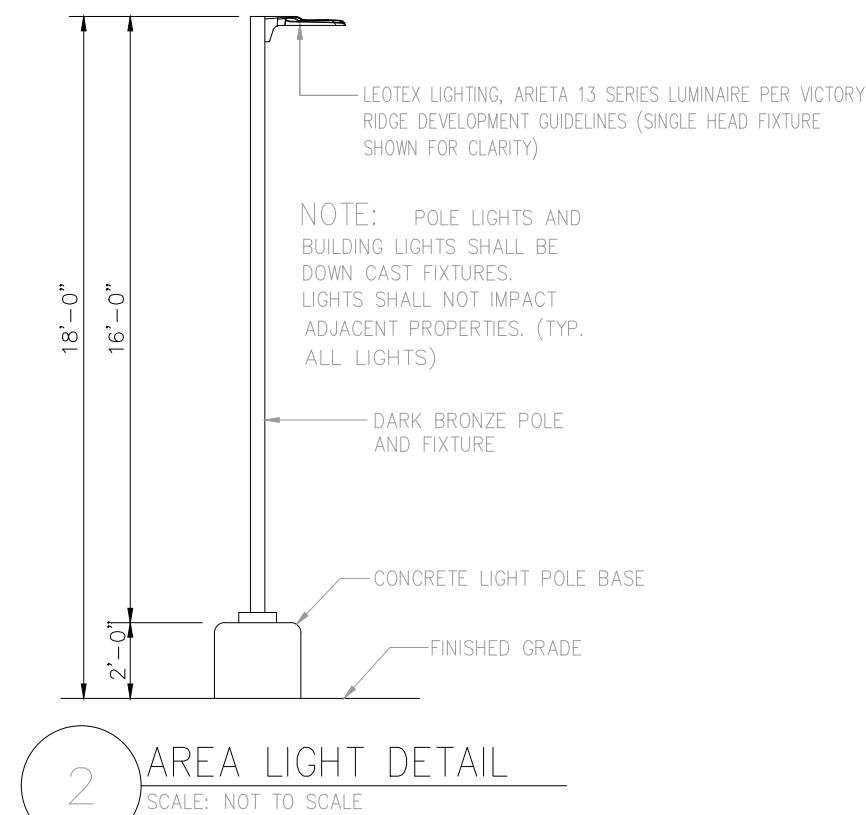
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NOTES:

PLAN WAS BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS, LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS.

THE STUDY IS BASED ON REQUESTED ILLUMINATION LEVELS, LUMINAIRE LOCATIONS, OR ADDITIONAL CRITERIA BY THE AUTHORITIES HAVING JURISDICTION.

THE CALCULATED PHOTOMETRIC LEVELS MAY OR MAY NOT MEET CERTAIN STANDARDS OR RECOMMENDED PRACTICES OF IESNA.

THE PHOTOMETRIC PLAN REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS UTILIZING CURRENT INDUSTRY STANDARD LAMP RATINGS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS. LABORATORY TESTS ARE MADE UNDER OPTIMUM CONDITION, WITH LAMP OUTPUT AT RATED VALUE, AND IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS.

ACTUAL LUMINANCE LEVELS MAY DIFFER DUE TO VARIABLE FIELD CONDITIONS SUCH AS (BUT NOT LIMITED TO): VARIANCE IN LAMP LUMEN OUTPUT, LAMP TILT FACTOR, BALLAST WATTAGE OUTPUT, LINE VOLTAGE AT BALLAST, REFLECTOR SPECULARITY, LAMP LUMEN DEGRADATION, AND LUMINAIRE DIRT DEPOSITION.

THE 25'-0" MOUNTING HEIGHT IS THE ACTUAL ASSEMBLY (POLE, BASE, AND FIXTURE) AND MAY DIFFER FROM THE FROM THE LUMINAIRE'S MOUNTING APERTURE.

THIS PLAN IS FOR RELATIVE LAYOUT AND SCOPE OF WORK PURPOSES ONLY. REFER TO SITE PLAN AND SPECIFICATIONS FOR LIGHTING SCHEDULES AND FOR RELATIONSHIP OF THESE LUMINAIRES AND THEIR LOCATIONS TO EXISTING STRUCTURES AND REFERENCE.

1 PHOTOMETRIC SITE PLAN
SCALE: 1"=50'-0"

LUMINAIRE SCHEDULE									
MARK	SYMBOL	QTY	LAMP TYPE	HEIGHT	LLF	LUMENS	MODEL #	DESCRIPTION	
S		4	LED	20'-0" POLE	1.0	9,937	AR13-10M2-MV-NW-5-DB-700	SINGLE HEAD LED LUMINAIRE, 4000K CCT, TYPE 4, DARK BRONZE COLOR, MOUNTED ON POLE #JSS330-400Q160-D1-FP-DB-FBC-AB	
D		4	LED	20'-0" POLE	1.0	9,773	AR13-10M2-MV-NW-5-DB-700	DOUBLE HEAD LED LUMINAIRE, 4000K CCT, TYPE 5, DARK BRONZE COLOR, MOUNTED ON POLE #JSS330-400Q160-D2-FP-DB-FBC-AB	
WL		26	LED	9'-0" WALL	1.0	3,647	QSP2-24L-30-4K7-4-UNV-DB	LED ARCHITECTURAL WALLPACK, 24 LED, 30 WATTS, 4000K, 70 CRI, QUARTER SPHERE, DARK BRONZE	
E		6	LED	10'-0" soffit	1.0	3,749	CYL6-3-40K-W-X-M-CLR-DB	6" LED OUTDOOR CYLINDER FIXTURE, 20 WATT, 2000 LUMEN, DOWNLIGHT ONLY, 4000K, MEDIUM BEAM, SATIN BRONZE	

CONTRACTOR TO VERIFY VOLTAGE BEFORE ORDERING ANY EQUIPMENT.

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WST LED Architectural Wall Sconce

FIXTURE WL

Catalog Number

Finish

Type

Click the 3D key or mouse over the page to see all interactive elements.

Specifications Luminaire

Height:	8-1/2" (21.59 cm)
Width:	17" (43.18 cm)
Depth:	10-3/16" (25.97 cm)
Weight:	20 lbs (9.1 kg)

Optional Back Box (PBBW)

Height:	8.49" (21.56 cm)
Width:	17.01" (43.21 cm)
Depth:	1.70" (4.32 cm)

Optional Back Box (BBW)

Height:	4" (10.2 cm)
Width:	5-1/2" (14.0 cm)
Depth:	1-1/2" (3.8 cm)

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL* controls marked by a **shaded background**. DTL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability
- This luminaire is part of an A+ Certified solution for ROAM® or XPress™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a **shaded background**

To learn more about A+, visit www.acuitybrands.com/aplus.

See ordering tree for details.

A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately. [Link to Roam](#). [Link to DTL](#). [Link to DTL](#).

COMMERCIAL OUTDOOR

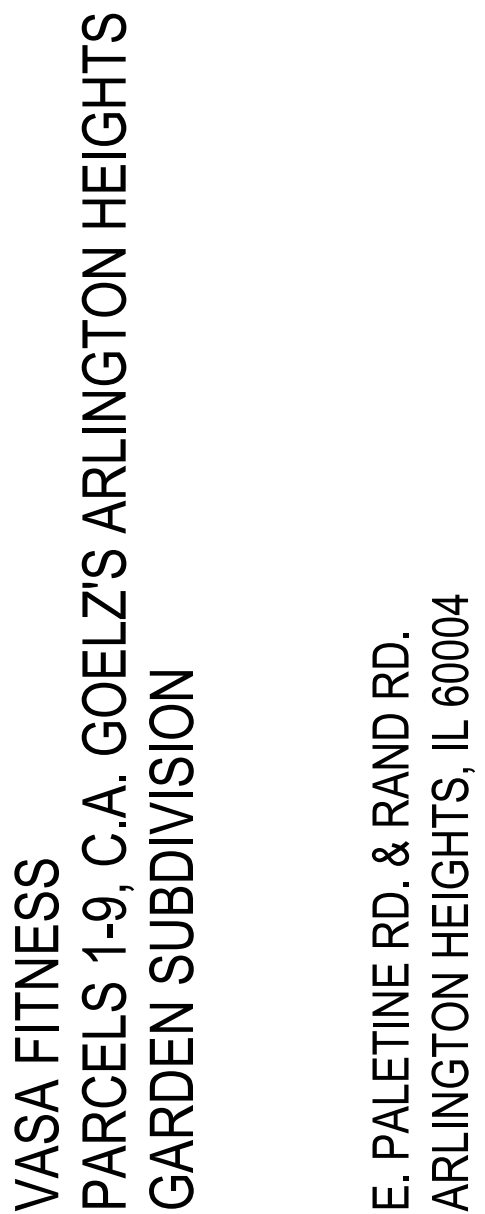
One Lithonia Way • Conyers, Georgia 30012 • Phone: 800-725-SEVER / 7378 • www.lithonia.com

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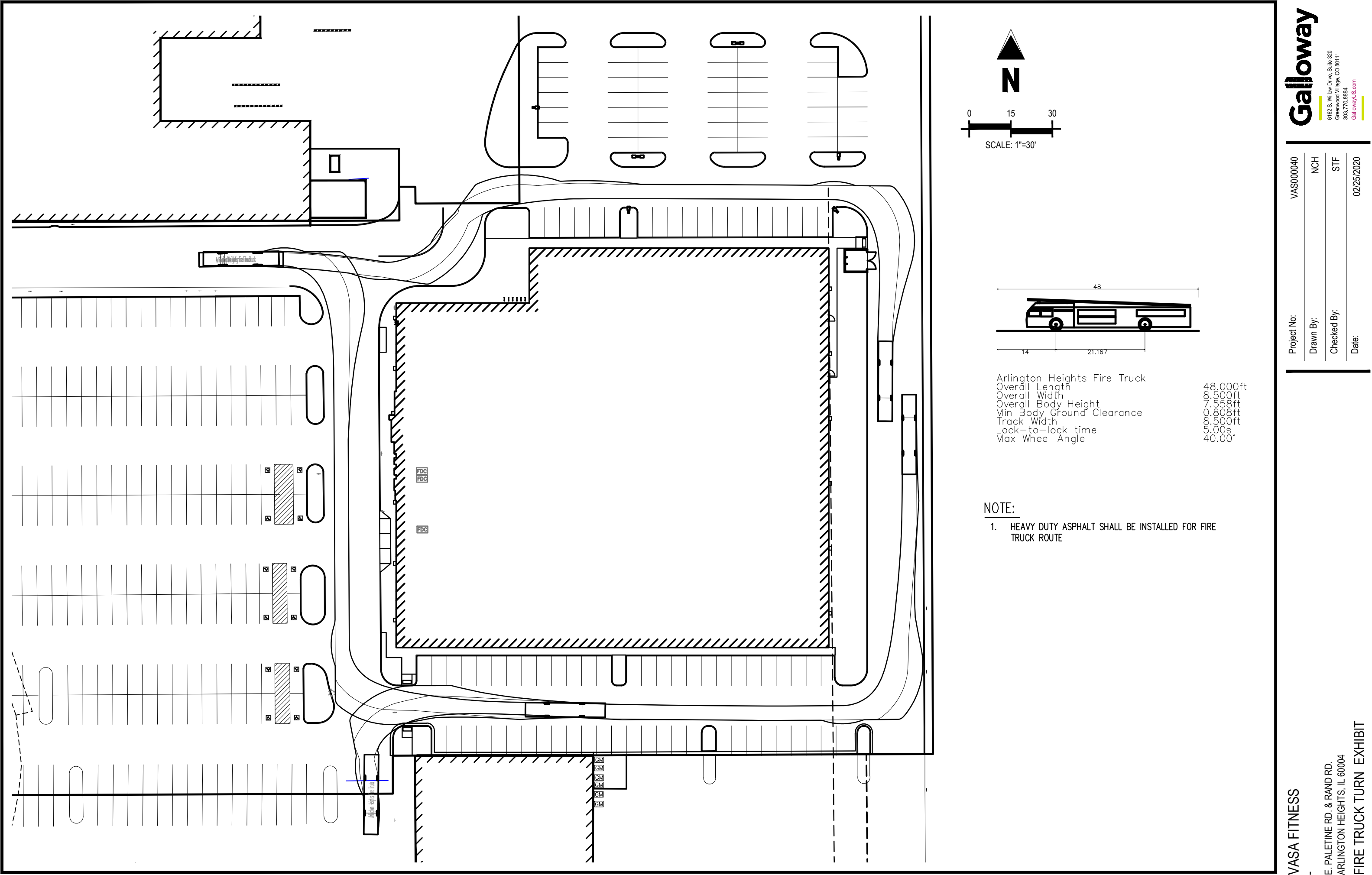
WST-LED
Rev. 09/09/17

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DOWNLIGHTING LDNG

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Project No:	VAS000040
Drawn By:	
Checked By:	
Date:	12/9/2019
PHOTOMETRIC DETAILS	



PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS

QTY	LEGEND		COMMON NAME	PLANTING SIZE	MATURE	WATER USE	SUN/SHADE
	ABBREV.	BOTANIC NAME		(MINIMUM)	SIZE	(VL,L,M,H)	

1	ACPV	ACER PLATANOIDES VARIEGATUM	VARIEGATED NORWAY MAPLE	2.5" CAL. B&B	50'X40'	M	SUN
12	ACPV	ACER PLATANOIDES VARIEGATUM	VARIEGATED NORWAY MAPLE	4" CAL. B&B	50'X40'	M	SUN
1	QURU	QUERCUS RUBRA	NORTHERN RED OAK	2.5" CAL. B&B	70'X35'	M	SUN
4	QURU	QUERCUS RUBRA	NORTHERN RED OAK	4" CAL. B&B	70'X35'	M	SUN
13	TICG	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN	4" CAL. B&B	40'X30'	M	SUN
4	ULAP	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM	4" CAL. B&B	70'X50'	M	SUN

6	PIED	PINUS EDULIS	PINYON PINE	8' HEIGHT B&B	25'X15'	L	SUN
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4	SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC	2.5" CAL. B&B	25'X20'	L/M	SUN
20	SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC	4" CAL. B&B	25'X20'	L/M	SUN

6	BUDA	BUDDLEIA DAVIDII	BUTTERFLY BUSH	#5 CONT. 18-24"	5'X5'	L/M	SUN
52	COSF	CORNUS SERICEA 'FARROW'	ARCTIC FIRE RED TWIG DOGWOOD	#5 CONT. 18-24"	4'X4'	M	SUN/PART SHADE
26	HYLL	HYDRANGEA PANICULATA 'LITTLE LIME'	LITTLE LIME HYDRANGEA	#5 CONT. 18-24"	4'X4'	M	SUN/SHADE
35	PHDM	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY'	LITTLE DEVIL NINEBARK	#5 CONT. 18-24"	4'X4'	L/M	SUN
85	POFF	POTENTILLA FRUTICOSA 'FARGO'	DAKOTA SUNSPOT POTENTILLA	#5 CONT. 18-24"	3'X3'	L/M	SUN
32	SPNF	SPIREA JAPONICA 'NEON FLASH'	NEON FLASH SPIREA	#5 CONT. 18-24"	3'X3'	L/M	SUN

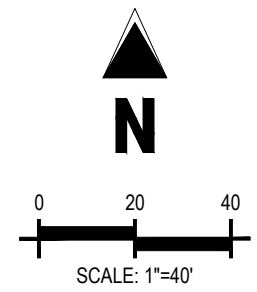
88	JUBC	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER	#5 CONT. 18-24"	10'X6'	VL	SUN/PART SHADE
16	JUBS	JUNIPERUS SQUAMATA 'BLUE STAR'	BLUE STAR JUNIPER	#5 CONT. 18-24"	3'X5'	VL	SHADE/PART SUN

137	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#3 CONT.	5'X2'	L	SUN
20	MISP	MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS	#3 CONT.	5'X4'	L	SUN
86	PAVS	PANICUM VIRGATUM 'SHENANDOAH'	RED SWITCH GRASS	#3 CONT.	4'X3'	L	SUN

MULCH						
4,901 SF		ROCK COBBLE	2"-4" ROCK COBBLE, MULTI-COLORED	ROCK		N/A
14,840 SF		WOOD MULCH	DARK BROWN SHREDDED HARDWOOD MULCH	MULCH		N/A

CAUTION
PER VILLAGE ORDINANCE, TREES
REQUIRED NEAR EXISTING UTILITIES.
CONTRACTOR IS RESPONSIBLE FOR
IDENTIFYING UTILITY LOCATIONS PRIOR
TO CONSTRUCTION.

CAUTION: EXISTING BOX CULVERT;
STORMWATER EASEMENT



EAST RAND ROAD

THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.

THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.

THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HERE IN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

GENERAL

GENERAL

4. ALL WORK SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES, STANDARDS, AND SPECIFICATIONS.
5. LANDSCAPE DESIGN IS DIAGNOSTIC IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITY CALCULATIONS. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE LANDSCAPE LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN SHALL TAKE PRECEDENCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THE DISCREPANCIES. MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR CITY CONSIDERATION AT THE CONSTRUCTION DOCUMENT STAGE TO RESPOND TO MARKET AND FIELD CONDITIONS. HOWEVER, THERE SHALL BE NO REDUCTION IN THE NUMBER AND SIZE OF MATERIALS.
6. CONTRACTOR SHALL MAKE HIMSELF AWARE OF THE LOCATIONS OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE UTILITIES AND/OR ANY INJURY TO ANY PERSON. THIS DRAWING IS PART OF A COMPLETE SET OF CONTRACT DOCUMENTS. UNDER NO CIRCUMSTANCES SHOULD THIS PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ADJACENT LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
7. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT.
8. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS "TO REMAIN". IF ANY SUCH PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES, SIZE, AND QUANTITY AT THE CONTRACTOR'S OWN EXPENSE, AND AS ACCEPTABLE TO THE OWNER. REFER TO THE TREE PROTECTION NOTES ON THE PLANS (AS APPLICABLE).
9. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL WILL BE OBTAINED FROM THE CITY. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
10. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES, SHRUBS, AND TURF.
11. FOR ALL INFORMATION ON SURFACE MATERIAL OF WALKS, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN. SEE PHOTOMETRIC PLAN FOR FREE STANDING LIGHTING INFORMATION.
12. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
13. WINTER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
14. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL, BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE ILLINOIS LANDSCAPE CONTRACTORS ASSOCIATION.
15. LANDSCAPE AND IRRIGATION WORK SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.

FINISH GRADING AND SOIL PREPARATION

13. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN FINISH GRADES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. SOIL AND/OR AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT, AND IN THE EVENT OF EXISTING PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
14. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, IT IS RECOMMENDED THAT THE CONTRACTOR SHALL HAVE SOIL SAMPLES TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY FOR THE FOLLOWING: GENERAL SOIL PHYSICAL, PH, ORGANIC MATTER CONTENT, SALT (CEC), LIMC, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT. EACH SAMPLE SHALL BE TESTED AND SHALL BE PROVIDED WITH A COPY OF THE TEST REPORT OR EXTRACT OF THE TEST SUBJECTS PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): GENERAL SOIL PREPARATION AND BACKFILL MIXES, PRE-PLANT FERTILIZER APPLICATIONS, AND ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
15. THE CONTRACTOR SHALL RECOMMEND INSTALLATION OF SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT FOR THE OWNER/OWNER'S REPRESENTATIVE CONSIDERATION.
16. AT A MINIMUM, ALL TOPSOIL SHALL BE AMENDED WITH NITROGEN STABILIZED ORGANIC AMENDMENT COMPOST AT A RATE OF 5.0 CUBIC YARDS AND AMMONIUM PHOSPHATE 16-20-0 AT A RATE OF 15 POUNDS PER THOUSAND SQUARE FEET OF LANDSCAPE AREA. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6" OF SOIL BY MEANS OF ROTILLATING AFTER CROSS-RIPPING. GROUND COVER & PERENNIAL BED AREAS SHALL BE AMENDED AT A RATE OF 8 POUNDS OF FERTILIZER PER THOUSAND SQUARE FEET OF LANDSCAPE AREA. TABLETS OF 10-10-10 FERTILIZER PER CU. YD. ROTILLATED TO A DEPTH OF 6". NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED FOR ORGANIC AMENDMENTS.

PLANTING

- ALL DECIDUOUS TREES SHALL HAVE FULL, WELL-SHAPED HEADS/ALL EVERGREENS SHALL BE UNSHARED AND FULL TO THE BRANCHES. UNLUSH, UNLUSHED, SPRAYED, A THIN RING OF DOUBLE SHREDED CEDAR BARK MULCH AROUND ALL PLANTS APPEARING TO BE UNHEALTHY. EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
 - ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT SHALL BE THE SOLE JUDGE AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
 - ALL TREES SHALL BE GUYED AND WOOD STAKES AS PER DETAILS. NO T-STAKES SHALL BE USED FOR TREES.
 - ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES, AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK". FOLLOWS GREENCO TREE PLANTING RECOMMENDATIONS FOR MINIMUM QUALITY REQUIREMENTS FOR TREES.
 - ALL TREE AND SHRUB BED LOCATIONS ARE TO BE STAKED OUT ON SITE FOR APPROVAL, BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
 - ALL TREES PLANTED ADJACENT TO PUBLIC AND/OR PEDESTRIAN WALKWAYS SHALL BE PRUNED CLEAR OF ALL BRANCHES BETWEEN GROUND AND A HEIGHT OF EIGHT (8) FEET FOR THAT PORTION OF THE PLAN LOCATED OVER THE SIDEWALK AND/OR ROAD.
 - ALL PLANT MATERIAL SHALL NOT BE PLANTED PRIOR TO INSTALLATION OF TOPSOIL.
 - ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 6-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: GREEN.
 - THE DEVELOPER, HIS SUCCESSOR, OR ASSIGNEE SHALL BE RESPONSIBLE FOR ESTABLISHING AND CONTINUING A REGULAR PROGRAM OF MAINTENANCE FOR ALL LANDSCAPED AREAS. SEE LANDSCAPE GUARANTEE AND MAINTENANCE NOTE.
 - A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF ALL FIRE HYDRANTS.
 - LANDSCAPE CONTRACTOR TO SUBMIT SAMPLES OF MISCELLANEOUS LANDSCAPING MATERIALS TO THE LANDSCAPE ARCHITECTS AND OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION, I.E.: MULCH, EDGER, LANDSCAPE FABRIC, ETC.
- MULCHING
- AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE PLANTING LEGEND. INSTALL A 1" THICK RING OF DOUBLE SHREDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLANS. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREX RING SIZE SHALL BE GREEN INDUSTRIES OF COLORADO INDUSTRY STANDARD WIDTH.
 - ALL MULCH SHALL BE HARVESTED IN A SUSTAINABLE MANNER FROM A LOCAL SOURCE.
 - INSTALL DEWITT PRO-WEED BARRIER FABRIC UNDER ALL ROCK MULCH SHRUB BEDS SPECIFIED ON THE PLANS ONLY. NO LANDSCAPE FABRIC SHALL BE USED IN WOOD MULCH AREAS. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
 - ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED.
 - ALL PLANTING AREAS WITH LESS THAN A 4:1 GRADIENT SHALL RECEIVE A LAYER OF MULCH, TYPE AND DEPTH PER PLANS. SUBMIT 1 CUBIC FOOT SAMPLE OF MULCH (ONE SAMPLE PER TYPE) TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE MULCH SHALL BE SPREAD EVENLY THROUGHOUT ALL PLANTING AREAS EXCEPT SLOPES 4:1 OR STEEPER, OR AS MAINTENANCE FOLLOWED ON THE PLAN. ABSOLUTELY NO EXPOSED GROUND SHALL REMAIN IN AREAS TO RECEIVE MULCH AFTER MULCH HAS BEEN INSTALLED.
 - ALL PLANTING AREAS ON SLOPES OVER 4:1 SHALL RECEIVE COCONUT FIBER EROSION CONTROL NETTING FROM ROLLS. NETTING SHALL BE #C7-125, AS MANUFACTURED BY NORTH AMERICAN GROSIN (OR EQUAL). INSTALL AND STAKE PER MANUFACTURER'S SPECIFICATIONS. SEE ALSO THE CIVIL ENGINEER'S EROSION CONTROL PLAN.



VASA FITNESS
 PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
 GARDEN SUBDIVISION

E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

[illegible]

Project No:	VAS000040
Drawn By:	DTT
Checked By:	TTN
Date:	12/9/2019

LANDSCAPE PLAN

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS

Galloway

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VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION

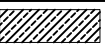
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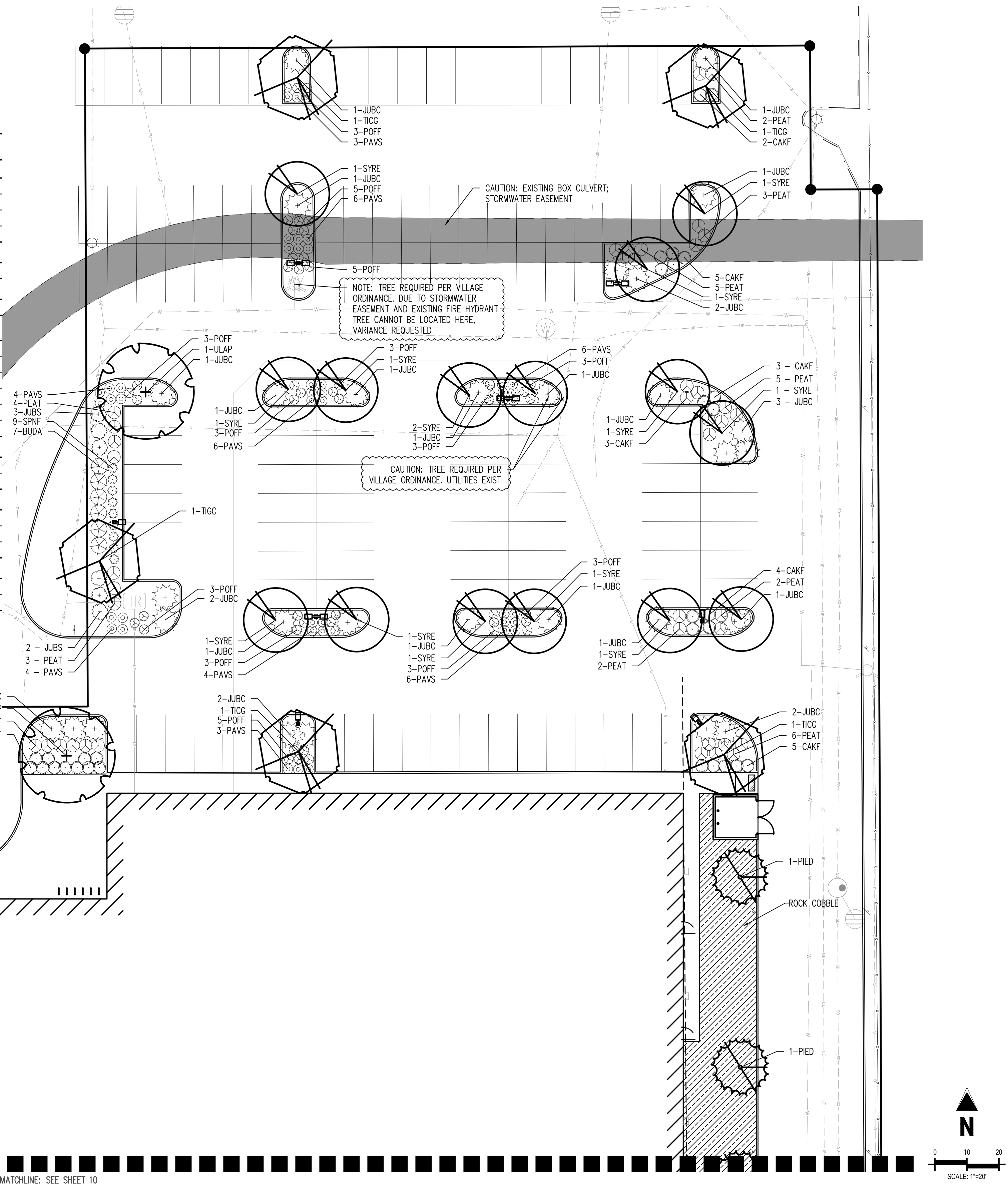
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LANDSCAPE PLAN

- ## FREE PROTECTION NOTES:
1. USE THE VILLAGE OF ARLINGTON HEIGHTS TREE PROTECTION NOTES (IF AVAILABLE). TREE PROTECTION NOTES BELOW SHALL BE USED FOR FURTHER INFORMATION.
 2. "PROTECTED ZONE" FOR EXISTING TREES: BEFORE BEGINNING ANY DEMOLITION OR CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL INSTALL TEMPORARY FENCING AROUND ALL EXISTING TREES WITHIN THE CONSTRUCTION ZONE THAT ARE TO BE SAVED. THE FENCE SHALL BE INSTALLED NO CLOSER TO THE TREE THAN THE EDGE OF THE TREE'S PROTECTED ZONE, GENERALLY DEFINED AS THE AREA BEGINNING FIVE FEET OUTSIDE OF THE TREE'S DRILLPILE AND EXTENDING TOWARDS THE TREE (OR AS FAR AWAY FROM THE TRUNK AS PRACTICABLE). THE FENCING SHALL BE OF A MATERIAL AND HEIGHT ACCEPTABLE TO THE LANDSCAPE ARCHITECT. ALL CONTRACTORS AND THEIR CREWS SHALL NOT BE ALLOWED INSIDE THIS "PROTECTED ZONE" NOR SHALL THEY BE ALLOWED TO STORE OR DUMP FOREIGN MATERIALS WITHIN THIS AREA. NO WORK OF ANY KIND, INCLUDING TRENCHING, SHALL BE ALLOWED WITHIN THE PROTECTED ZONE EXCEPT AS DESCRIBED BELOW. THE FENCING SHALL REMAIN AROUND EACH TREE TO BE SAVED UNTIL THE COMPLETION OF CONSTRUCTION OPERATIONS.
 3. TEMPORARY MULCH: TO ALLEVIATE SOIL COMPACTION IN ANTICIPATED AREAS OF HIGH CONSTRUCTION TRAFFIC, AND ONLY WHERE FENCING CANNOT BE SET FIVE FEET OUTSIDE OF THE DRILLPILE, THE CONTRACTOR SHALL INSTALL A LAYER OF MULCH, 9"-12" THICK, OVER ALL EXPOSED EARTH FROM THE TREE TRUNK TO 5' OUTSIDE OF THE DRILLPILE. THIS LAYER SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. WHEN PLANTING OPERATIONS ARE COMPLETED, THE MULCH SHALL BE REDISTRIBUTED THROUGHOUT ALL PLANTING AREAS IN A 3" THICK "PERMANENT" MULCH LAYER.
 4. NECESSARY WORK: WHEN IT BECOMES NECESSARY TO ENTER THE "PROTECTED ZONE," SUCH AS FOR FINE GRADING, IRRIGATION INSTALLATION, AND PLANTING OPERATIONS, THE CONTRACTOR SHALL STRICTLY ADHERE TO THE FOLLOWING RULES:
 - A. EVERY EFFORT SHALL BE MADE TO PRESERVE THE EXISTING GRADE AROUND PROTECTED TREES IN AS WIDE AN AREA AS POSSIBLE.
 - B. TRENCHING WITHIN THE PROTECTED ZONE OF EXISTING TREES SHALL BE PERFORMED BY HAND, AND WITH EXTREME CARE NOT TO SEVER ROOTS 1'-12" IN DIAMETER AND LARGER. WHERE ROOTS 1'-12" IN DIAMETER AND LARGER ARE ENCOUNTERED, THE CONTRACTOR SHALL TUNNEL UNDER SAID ROOTS. EXPOSED ROOTS THAT HAVE BEEN TUNNELED UNDER SHALL BE WRAPPED IN WET BURLAP AND KEPT MOIST WHILE THE TRENCH IS OPEN.
 - C. WHERE ROOTS 1'-12" IN DIAMETER OR LARGER MUST BE CUT DUE TO EXTENSIVE GRADE CHANGES, THOSE ROOTS MUST BE EXPOSED BY HAND DIGGING AND CUT CLEANLY. RAGGED CUTS GENERALLY DO NOT HEAL PROPERLY, AND MAY LEAVE THE TREE OPEN TO PESTS AND PATHOGENS.
 - D. WHERE TRENCHING NEAR TREES HAS ALREADY OCCURRED FROM PREVIOUS CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONFINE HIS TRENCHING OPERATIONS TO THE PREVIOUSLY-CREATED TRENCHES, WHILE ADHERING TO THE CONDITIONS SET FORTH IN 3B.
 5. POTENTIAL CONFLICTS: THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARBORIST ABOUT ANY POTENTIAL CONFLICTS ARISE BETWEEN THESE SPECIFICATIONS AND/OR LARGE ROOTS ENCOUNTERED IN THE FIELD, AND CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOT TAKE ANY ACTION IN SUCH CONFLICTS WITHOUT THE ARBORIST'S WRITTEN APPROVAL. THE ARBORIST SHALL HAVE FINAL AUTHORITY OVER ALL METHODS NECESSARY TO HELP ENSURE THE PROTECTION AND SURVIVAL OF EXISTING TREES.
 5. PRUNING: PRUNE ONLY THE TREES THAT ARE INDICATED ON THE PLANS AS REQUIRING PRUNING. PRUNE TREES ACCORDING TO INTERNATIONAL SOCIETY OF ARBORICULTURE/ANSI A300 STANDARDS.
 - A. REMOVE ALL DEAD WOOD.
 - B. PRUNE LIVE WOOD FOR HEALTH OR STRUCTURAL REASONS ONLY, INCLUDING THE NEED TO ELIMINATE DISEASED OR DAMAGED GROWTH, ELIMINATE STRUCTURALLY UNSOUND GROWTH, REDUCE THE POTENTIAL FOR WIND TOPPLING OR WIND DAMAGE, OR TO MAINTAIN GROWTH WITHIN LIMITED SPACE. DO NOT REMOVE MORE THAN 25% OF ANY TREE'S LIVE FOLIAGE IN ANY ONE GROWING SEASON. PRUNE ONLY TO INTERNATIONAL SOCIETY OF ARBORICULTURE/ANSI A300 STANDARDS, AND ONLY UNDER THE DIRECT SUPERVISION OF A CERTIFIED ARBORIST.
 - C. FINAL CUTS SHALL BE MADE JUST OUTSIDE THE SHOULDER RING AREA. EXTREMELY FLUSHED CUTS WHICH PRODUCE LARGE WOUNDS SHALL NOT BE MADE.
 - D. ALL TRIMMING CUTS SHALL BE PERFORMED IN SUCH A MANNER AS TO PROMOTE THE NATURAL GROWTH AND SHAPE OF EACH TREE SPECIES.
 6. IMPROPER PRUNING METHODS INCLUDING, BUT NOT LIMITED TO, "TOPPING," "TIPPING," "HEADING BACK," "DEHORNING," AND "LIONTAILING" WILL NOT BE ALLOWED. THE CONTRACTOR SHALL PAY FOR ALL WORK NECESSARY TO CORRECT SUCH PRUNING WHEN PERFORMED BY HIS CREWS OR SUBCONTRACTORS.
 7. F. SHOULD THE CONTRACTOR REQUIRE MORE INFORMATION, THE CONTRACTOR SHALL CONTACT THE ISA AT (217) 355-9411 FOR A COPY OF THE ANSI A300 PRUNING STANDARDS. CONTRACTOR SHALL ADHERE TO THE METHODS AND PRACTICES SET FORTH IN THIS DOCUMENT.
 6. LANDSCAPE AND IRRIGATION (NATIVE TREES ONLY): ANY FUTURE LANDSCAPE AND IRRIGATION SHOULD ADHERE TO THE FOLLOWING GUIDELINES:
 - A. NO IRRIGATION OR PLANTING SHOULD OCCUR CLOSER THAN 8'-10' FROM THE TRUNK.
 - B. WHERE IRRIGATION DOES OCCUR WITHIN THE PROTECTED ZONE, DRIP IRRIGATION SHOULD BE USED WHEREVER POSSIBLE. ADDITIONALLY, ONLY PLANTS WITH LOW WATER NEEDS SHOULD BE PLANTED WITHIN THE PROTECTED ZONE, SPACED FAR APART WHERE CLOSE TO THE TREE. PLANTS MAY BE SPACED CLOSER TOGETHER NEAR THE EDGE OF THE PROTECTED ZONE.

PLANTING LEGEND (WUCOLS ZONE 4 / SUNSET ZONE 18 / USDA HARDINESS ZONE 10a)			
SYMBOL	IRRIGATION (DRIP, SPRAY OR ROTOR)	BOTANIC NAME	COMMON NAME
DECIDUOUS TREES			
	ACPV	ÁCER PLATANÓIDES VARIETATUM	VARIEGATED NORWAY MAPLE
	QURU	QUERCUS RUBRA	NORTHERN RED OAK
	TICG	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN
	ULAP	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM
EVERGREEN TREE			
	PIED	PINUS EDULIS	PINYON PINE
ORNAMENTAL TREE			
	SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC
DECIDUOUS SHRUBS			
	BUDA	BUDDLEIA DAVIDII	BUTTERFLY BUSH
	COSF	CORNUS SERICEA 'FARROW'	ARCTIC FIRE RED TWIG DOGWOOD
	HYLL	HYDRANGEA PANCULATA 'LITTLE LIME'	LITTLE LIME HYDRANGEA
	PHDM	PHYSCOCARPUS OPULIFOLIUS 'DONNA MAY'	LITTLE DEVIL NINEBARK
	POFF	POTENTILLA FRUTICOSA 'FARGO'	DAKOTA SUNSPOT POTENTILLA
	SPNF	SPIREJA JAPONICA 'NEON FLASH'	NEON FLASH SPIREA
EVERGREEN SHRUBS			
	JUBC	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER
	JUBS	JUNIPERUS SQUAMATA 'BLUE STAR'	BLUE STAR JUNIPER
ORNAMENTAL GRASSES			
	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FÖRSTER'	FEATHER REED GRASS
	MISP	MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS
	PAVS	PANICUM VIRGATUM 'SHENANDOAH'	RED SWITCH GRASS
MULCH			
	---	ROCK COBBLE	2" - 4" ROCK COBBLE, MULTI-COLORED
	---	WOOD MULCH	DARK BROWN SHREDDED HARDWOOD MULCH



MATCHLINE: SEE SHEET 10

MATCHLINE: SEE SHEET 11

WV/SAS/LL, Arlington Heights - VAS040.30 - E Band Rd/CAD102 Pln/VA540XX-LLAND.dwg - Danielle Trostler - 5/15/2020

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS

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VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION

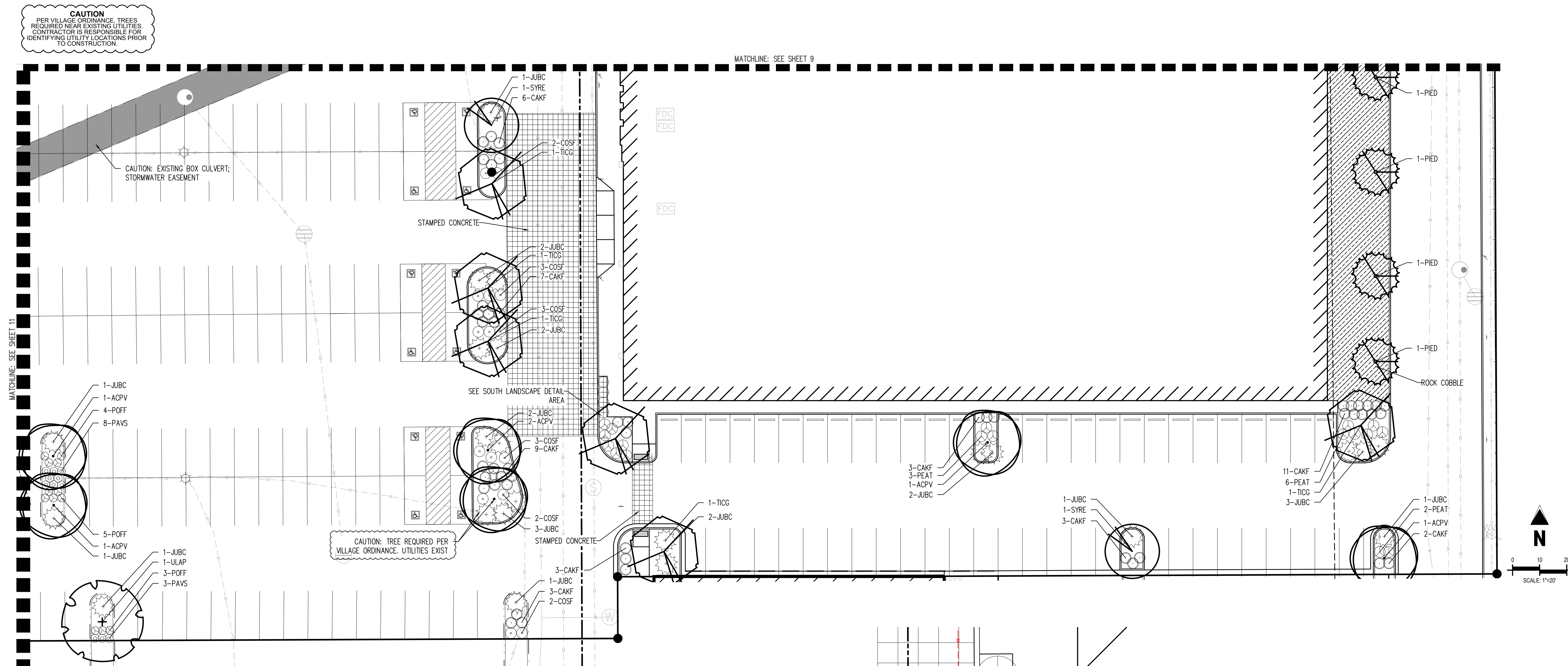
E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

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Project No:	VAS000040
Drawn By:	DTT
Checked By:	TTN
Date:	12/9/2019

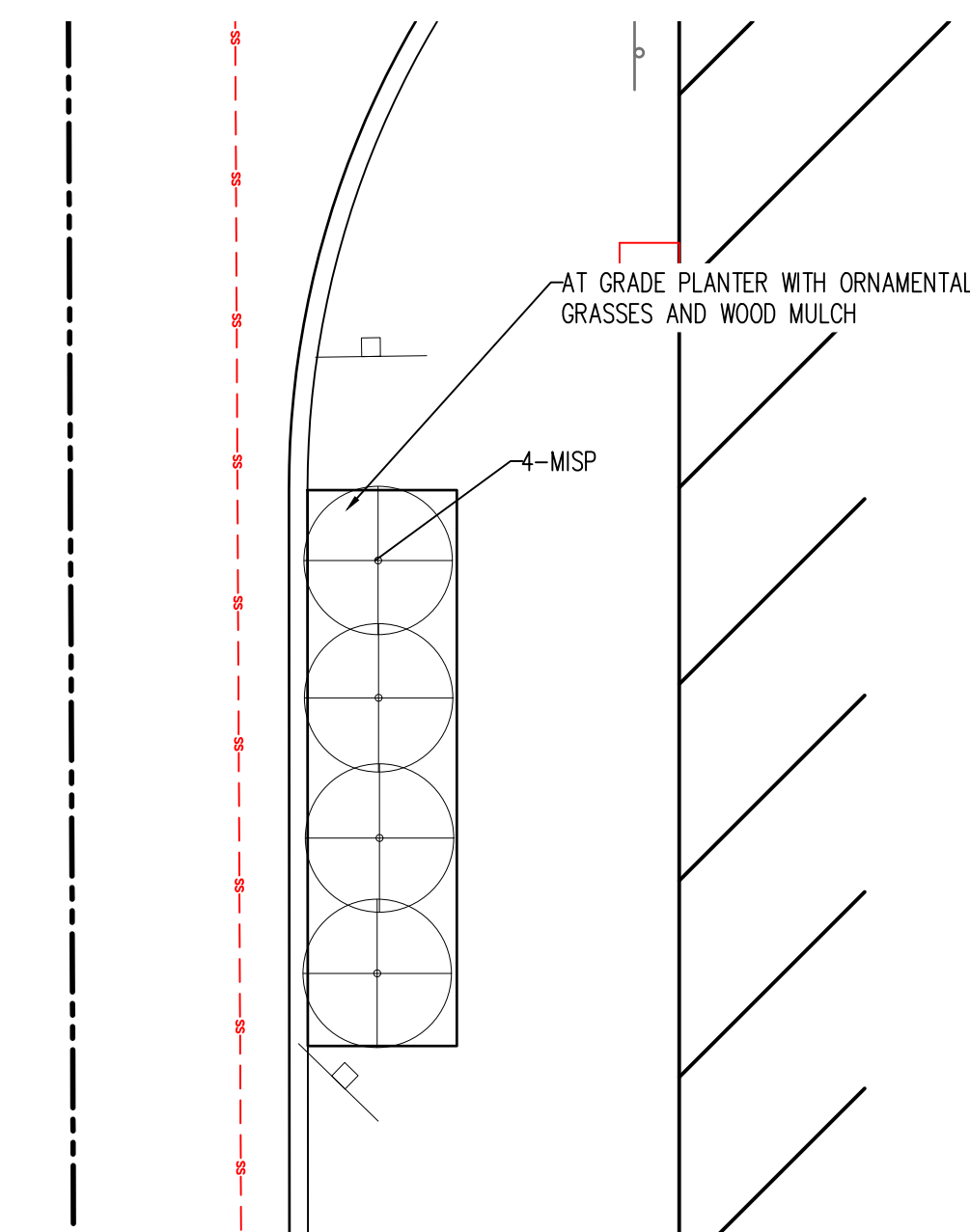
LANDSCAPE PLAN

10

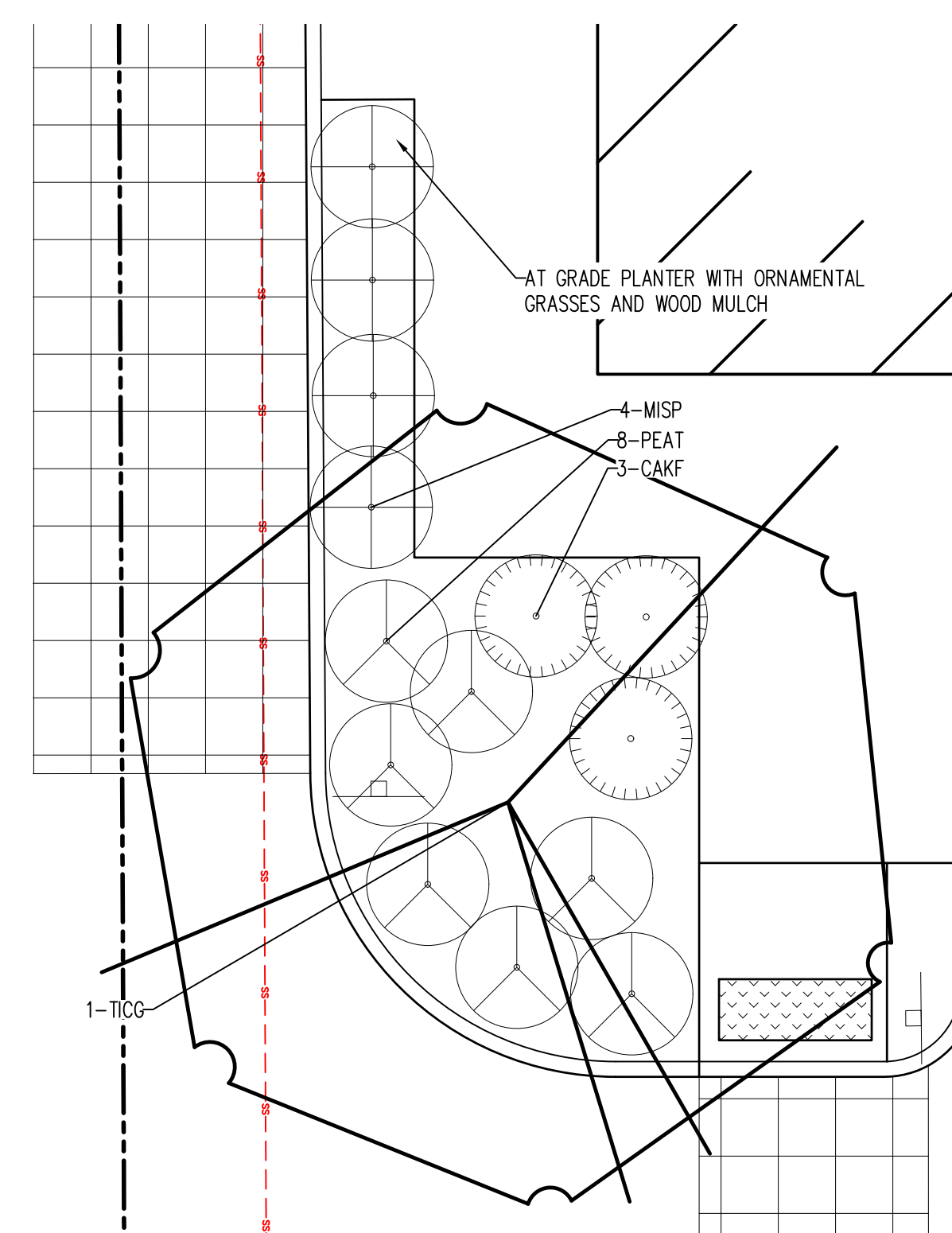


PLANTING LEGEND (WUCOLS ZONE 4 / SUNSET ZONE 18 / USDA HARDINESS ZONE 10a)

SYMBOL	IRRIGATION (Drip, Sprayer Or Rotary)	BOTANIC NAME	COMMON NAME
DECIDUOUS TREES			
	ACPV	ACER PLATANOIDES VARIETAGTUM	VARIEGATED NORWAY MAPLE
	QURU	QUERCUS RUBRA	NORTHERN RED OAK
	TICG	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN
	ULAP	ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM
EVERGREEN TREE			
	PIED	PINUS EDULIS	PINYON PINE
ORNAMENTAL TREE			
	SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC
DECIDUOUS SHRUBS			
	BUDA	BUDDLEIA DAVIDII	BUTTERFLY BUSH
	COSF	CORNUS SERICEA 'FARROW'	ARCTIC FIRE RED TWIG DOGWOOD
	HYLL	HYDRANGEA PANICULATA 'LITTLE LIME'	LITTLE LIME HYDRANGEA
	PHDM	PHYTOSCARPUS OPULIFOLIUS 'DONNA MAY'	LITTLE DEVIL NINEBARK
	POFF	POTENTILLA FRUTICOSA 'FARGO'	DAKOTA SUNSET POTENTILLA
	SPNF	SPIREA JAPONICA 'NEON FLASH'	NEON FLASH SPIREA
EVERGREEN SHRUBS			
	JUBC	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER
	JUBS	JUNIPERUS 'SQUAMATA 'BLUE STAR'	BLUE STAR JUNIPER
ORNAMENTAL GRASSES			
	CAKF	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS
	MISP	MISCANTHUS SINENSIS 'PURE PARADISE'	FLAME GRASS
	PAVS	PANICUM VIRGATUM 'SHENANDOAH'	RED SWITCH GRASS
MULCH			
	---	ROCK COBBLE	2"-4" ROCK COBBLE, MULTI-COLORED
	---	WOOD MULCH	DARK BROWN SHREDDED HARDWOOD MULCH



1 NORTH LANDSCAPE DETAIL AREA
SHT 10 1" = 5'-0"



2 SOUTH LANDSCAPE DETAIL AREA
SHT 10 1" = 5'-0"

PLAN COMMISSION VASA FITNESS

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS

PLANTING LEGEND (WUCOLS ZONE 4 / SUNSET ZONE 18 / USDA HARDINESS ZONE 10a)

SYMBOL	IRRIGATION (Drip, Spray OR ROTOR)	BOTANIC NAME	COMMON NAME
DECIDUOUS TREES			
ACP		ACER PLATANOIDES VARIETGATUM	VARIEGATED NORWAY MAPLE
QUR		QUERCUS RUBRA	NORTHERN RED OAK
TICG		TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN
ULAP		ULMUS AMERICANA 'PRINCETON'	PRINCETON ELM

EVERGREEN TREE			
PIED		PINUS EDULIS	PINYON PINE

ORNAMENTAL TREE			
SYRE		SYRINGA RETICULATA	JAPANESE TREE LILAC

DECIDUOUS SHRUBS			
BUDA		BUDDLEIA DAVIDII	BUTTERFLY BUSH
COSF		CORNUS SERICEA 'FARROW'	ARCTIC FIRE RED TWIG DOGWOOD
HYLL		HYDRANGEA PANICULATA 'LITTLE LIME'	LITTLE LIME HYDRANGEA
PHDM		PHYSCARPUS OPULIFOLIUS 'DONNA MAY'	LITTLE DEVIL NINEBARK
POFF		POTENTILLA FRUTICOSA 'FARGO'	DAKOTA SUNSPOT POTENTILLA
SPNF		SPIREA JAPONICA 'NEON FLASH'	NEON FLASH SPIREA

EVERGREEN SHRUBS			
JUBC		JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER
JUBS		JUNIPERUS SQUAMATA 'BLUE STAR'	BLUE STAR JUNIPER

ORNAMENTAL GRASSES			
CAKF		CALAMAGROSTIS ACUTIFLORA 'KARL FÖRSTER'	FEATHER REED GRASS
MISP		MISCANTHUS SINENSIS 'PURPURASCENS'	FLAME GRASS
PAVS		PANICUM VIRGATUM 'SHEMANTOH'	RED SWITCH GRASS

MULCH			
---		ROCK COBBLE	2"-4" ROCK COBBLE, MULTICOLORED
---		WOOD MULCH	DARK BROWN SHREDDED HARDWOOD MULCH

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE IF APPLICABLE.
3. ALL NON-TURF/SEED PLANTED AREAS WILL BE DRIP IRRIGATED. TURF/SEED/SEED SHALL RECEIVE POP-UP SPRAY IRRIGATION FOR HEAD TO HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND SMART MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

LANDSCAPE GUARANTEE AND MAINTENANCE

1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, SEEDS AREAS, AND IRRIGATION SYSTEMS FOR A PERIOD OF **ONE YEAR** FROM THE DATE OF THE OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A NEAT, CLEAN, AND HEALTHY CONDITION FOR A PERIOD OF **90 DAYS**. THIS SHALL INCLUDE PROPER PRUNING, MOWING AND AERATION OF LAWNS, WEEDING, REPLACEMENT OF MULCH, REMOVAL OF LITTER, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. IRRIGATION SHALL BE MAINTAINED IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON AND TO MAXIMIZE WATER CONSERVATION. IF SITE OPENS DURING WINTER, TO AVOID FREEZE DAMAGE ON PLANTINGS, THE **90 DAYS** SHOULD BEGIN AFTER ACCEPTANCE OF THE WORK.
3. DURING THE LANDSCAPE MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES IN ALL LANDSCAPE AREAS AT THE MINIMUM SLOPE SPECIFIED IN THE GEOTECHNICAL REPORT. LANDSCAPE AREAS WHICH SETTLE AND CREATE THE POTENTIAL FOR PONDING SHALL BE REPAIRED TO ELIMINATE PONDING POTENTIAL AND BLEND IN WITH THE SURROUNDING GRADES. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.

CAUTION
PER VILLAGE ORDINANCE, TREES REQUIRED NEAR EXISTING UTILITIES. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

CAUTION: PER VILLAGE ORDINANCE TREES REQUIRED. EXISTING UNDERGROUND ELECTRICAL WITHIN ISLAND. VARIANCE REQUESTED FOR (2) 2.5" CAL. TREES OFFSET IN ISLAND.

CAUTION: PER VILLAGE ORDINANCE TREES REQUIRED. EXISTING UNDERGROUND ELECTRICAL WITHIN ISLAND. VARIANCE REQUESTED FOR (2) 2.5" CAL. TREES OFFSET IN ISLAND.

NOTE: TREE REQUIRED PER VILLAGE ORDINANCE. DUE TO STORMWATER EASEMENT TREE CANNOT BE LOCATED HERE, VARIANCE REQUESTED.

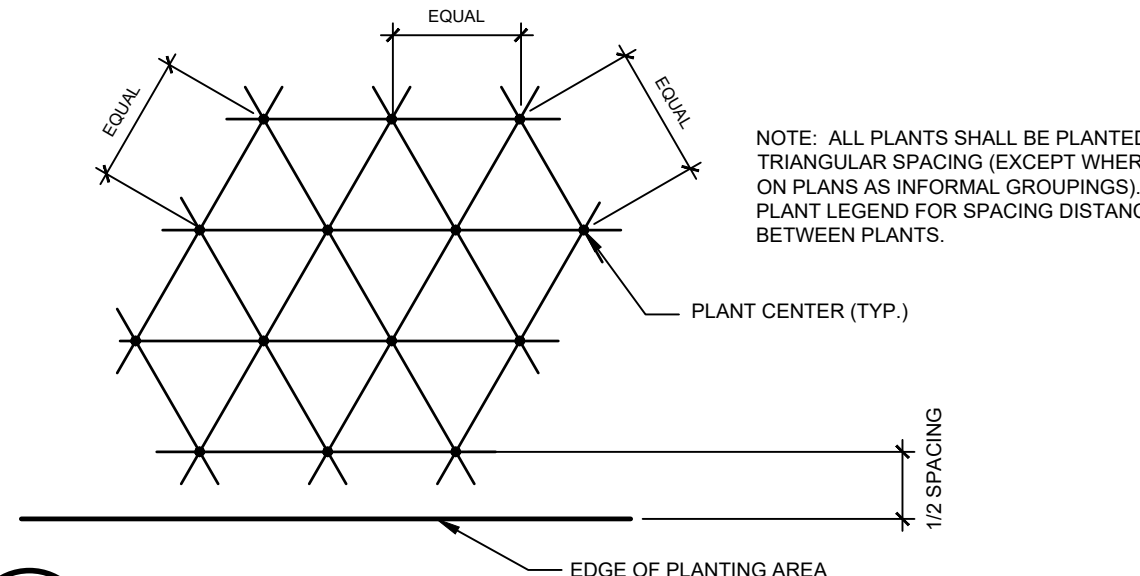
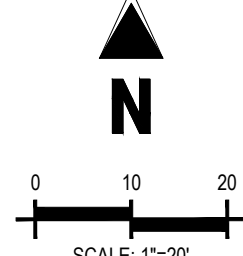
CAUTION: PER VILLAGE ORDINANCE TREES REQUIRED. EXISTING UNDERGROUND UTILITIES WITHIN ISLAND. VARIANCE REQUESTED FOR 2.5" CAL. TREES IN ISLAND.

CAUTION: PER VILLAGE ORDINANCE TREES REQUIRED. LIMITED AREA WITHIN ISLAND DUE TO SITE RESTRAINTS. VARIANCE REQUESTED FOR 2.5" CAL. TREES IN ISLAND.

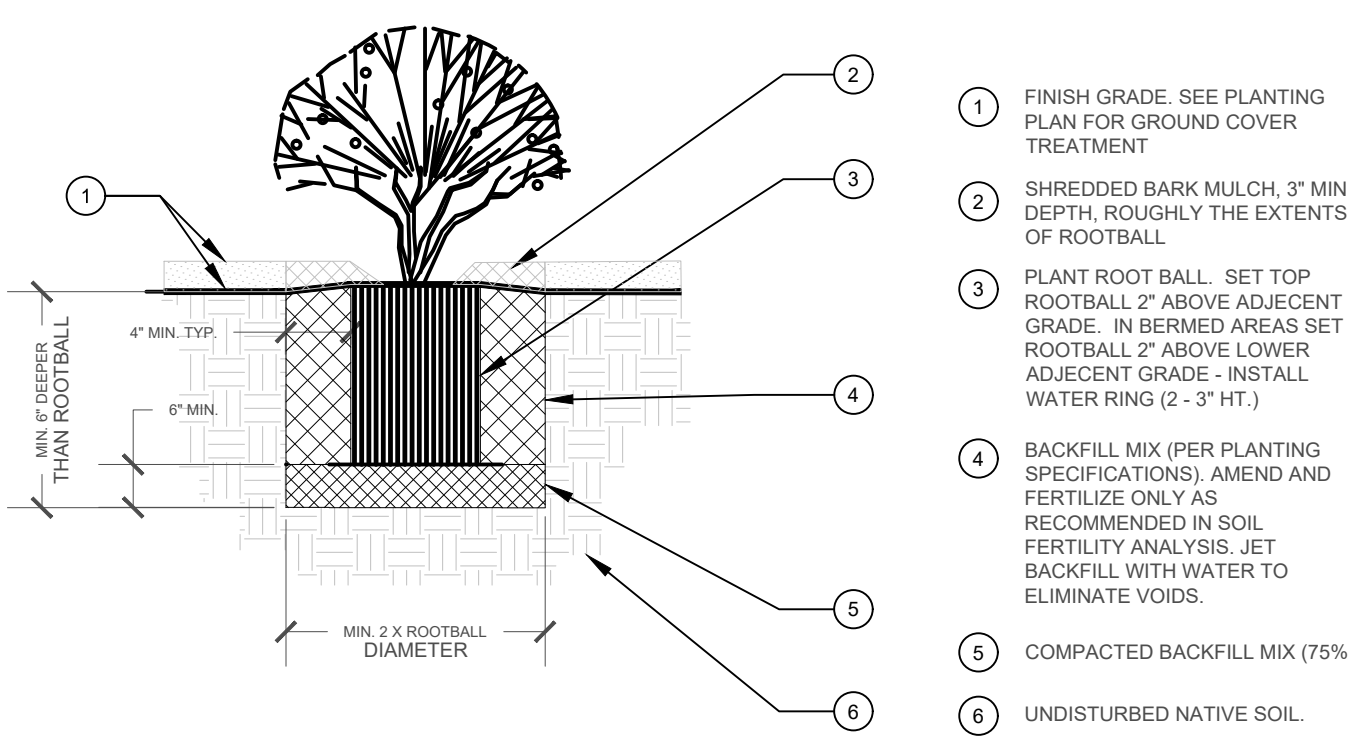
CAUTION: EXISTING BOX CULVERT; STORMWATER EASEMENT

CAUTION: EXISTING BOX CULVERT; STORMWATER EASEMENT

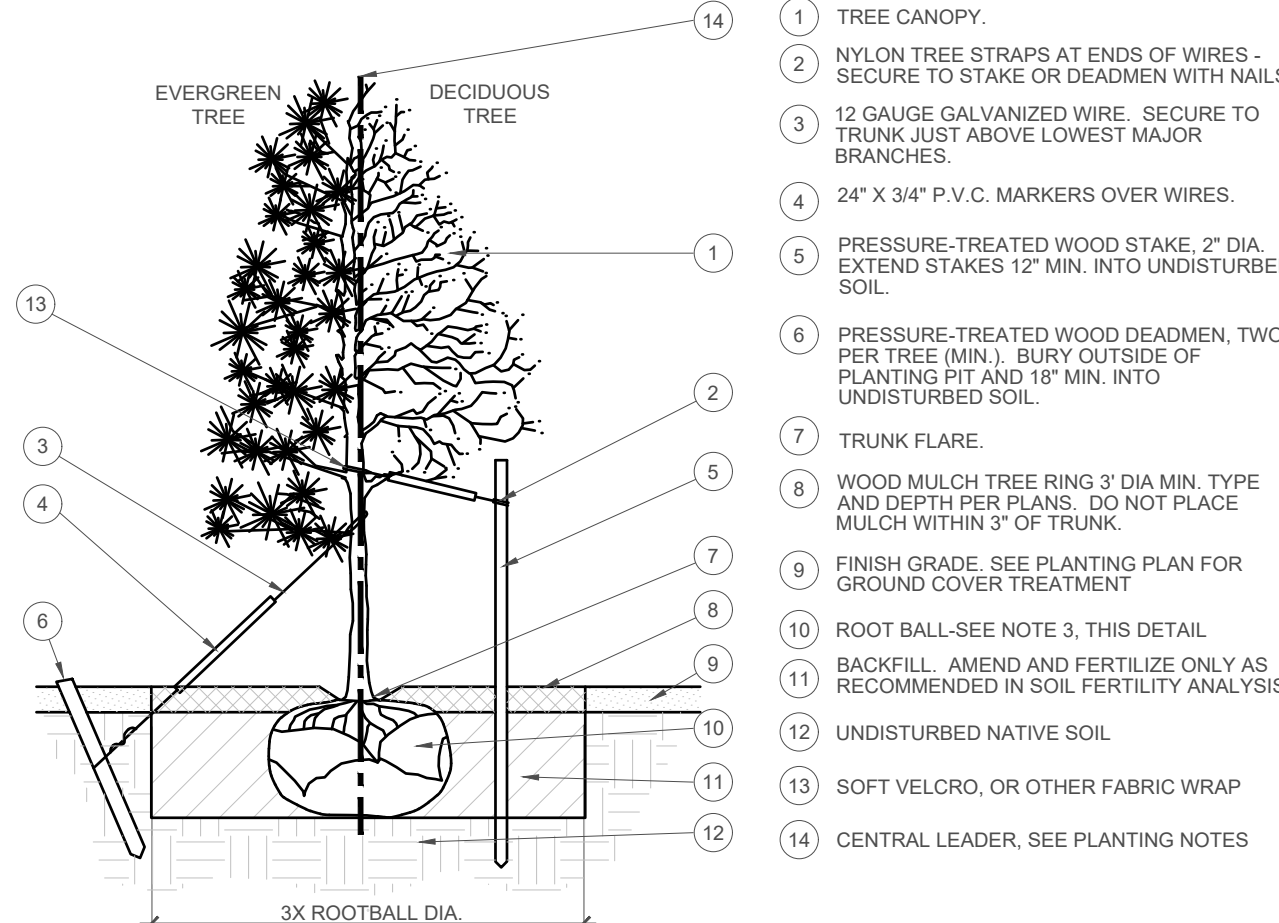
EAST RAND ROAD



1 PLANT SPACING
SCALE: NOT TO SCALE



1 SHRUB AND PERENNIAL DETAIL
SCALE: NOT TO SCALE



2 TREE PLANTING DETAIL
SCALE: NOT TO SCALE

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PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION

E. PALETTINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

#	Date	Issue / Description	Init.
1	12/20/19	1ST PLAN COMMISSION SUB.	STF
2	2/28/2020	2ND PLAN COMMISSION SUB.	STF
3	3/17/2020	3RD PLAN COMMISSION SUB.	JRR
4	5/15/2020	4TH PLAN COMMISSION SUB.	JRR

Project No: VAS000040
Drawn By: DTT
Checked By: TTN
Date: 12/9/2019

LANDSCAPE PLAN

Traffic Impact Study

VASA Fitness Development

Arlington Heights, Illinois



Prepared For:

Hawkins Development LLC



March 20, 2020

1. Introduction

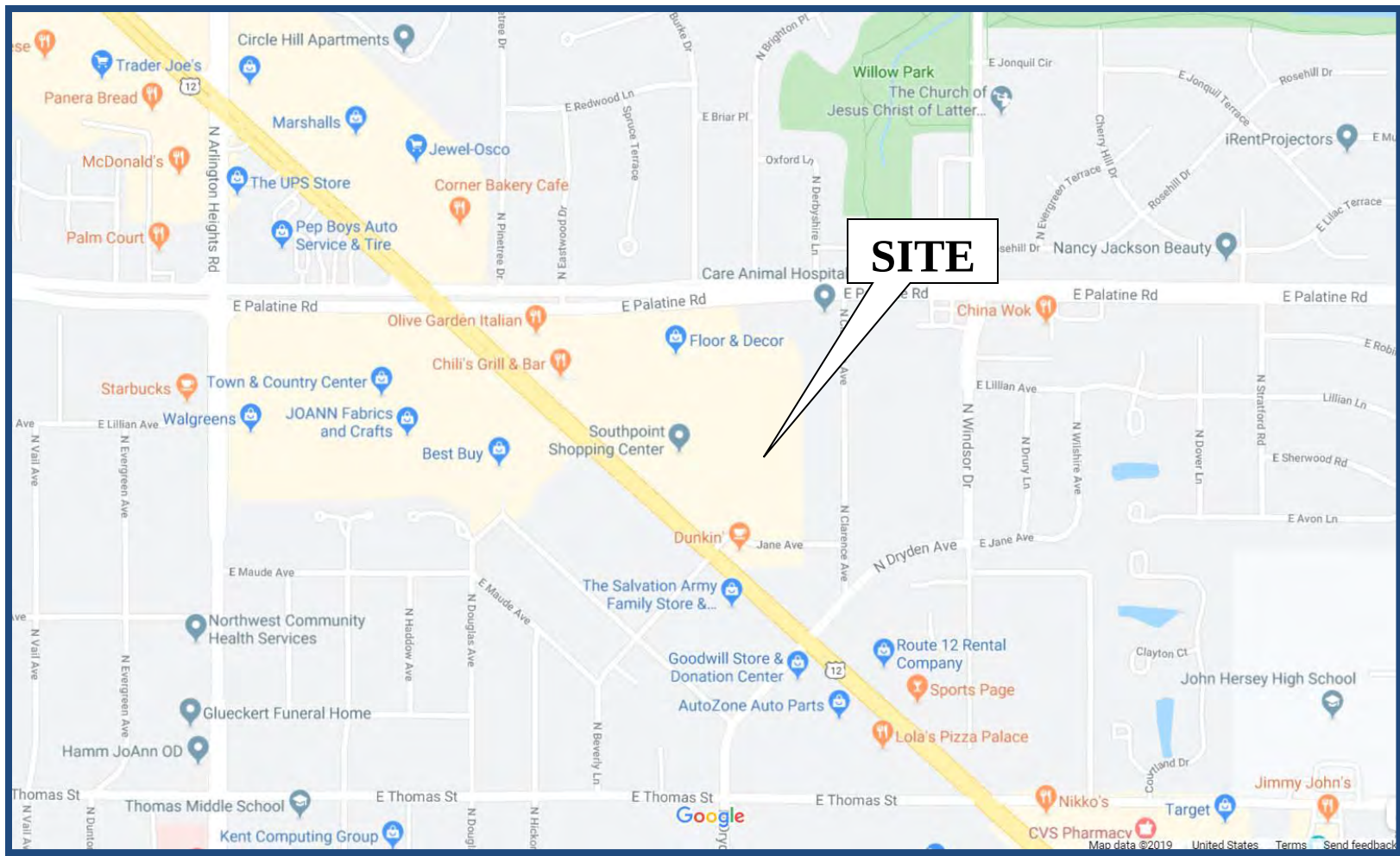
This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed VASA Fitness development to be located in Arlington Heights, Illinois. The site, which is located within the Southpoint retail center in the southeast quadrant of the intersection of Rand Road with Palatine Road is currently occupied by the vacant Bif furniture store. As proposed, the plans call for replacing the existing Bif furniture store building with a 58,886 square-foot fitness facility with 524 parking spaces. In addition, the plans call for providing an internal connection between the main parking field and the northern parking lot behind the Floor & Décor store. Access will continue to be provided via the existing access drives serving the Southpoint retail center.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the site
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access system and adjacent roadway system



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

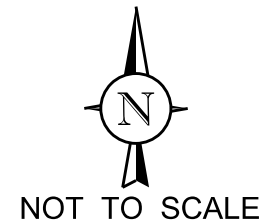
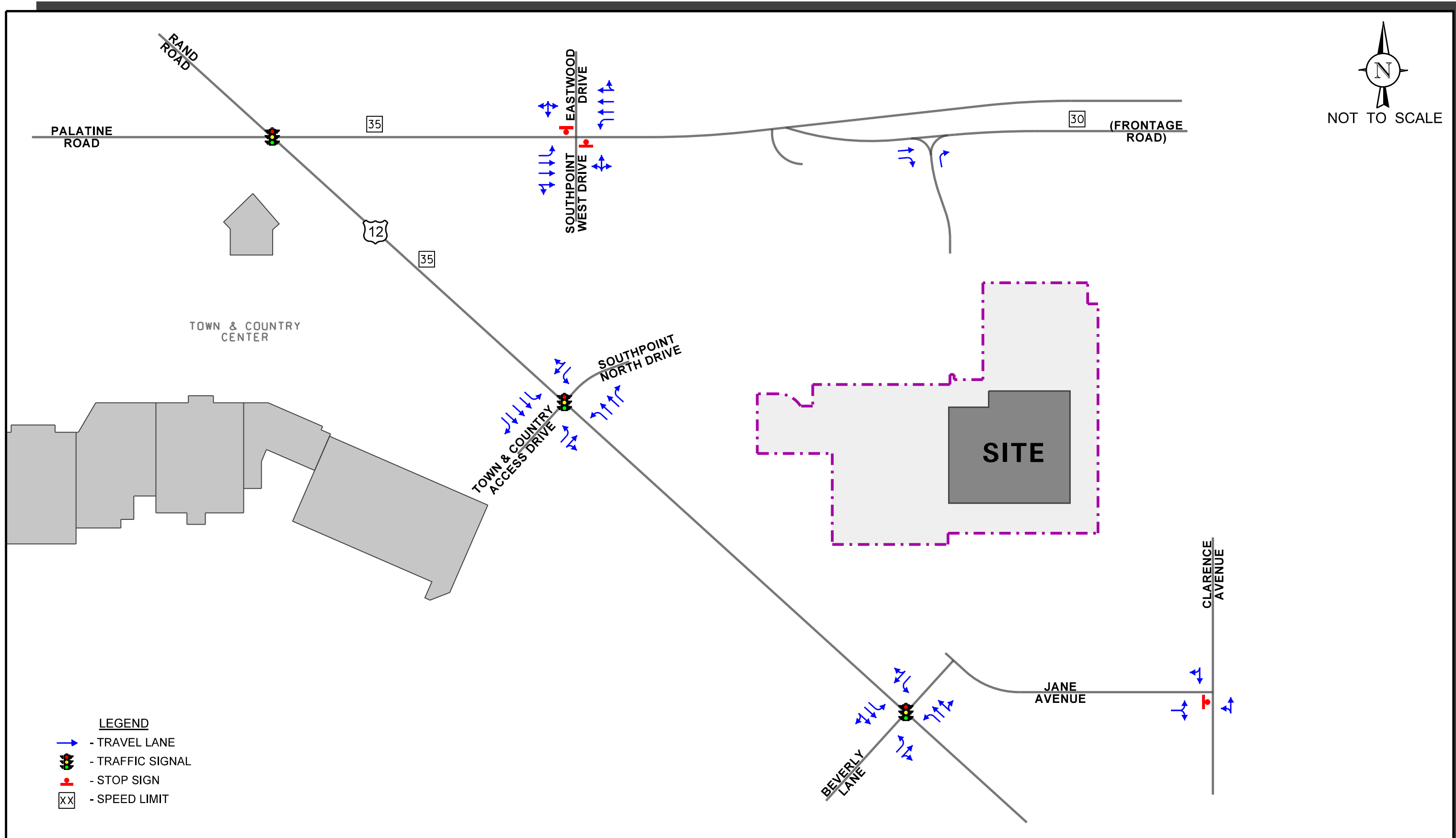
The site, which is located within the Southpoint retail center in the southeast quadrant of the intersection of Rand Road with Palatine Road is currently occupied by the vacant Bif furniture store. Land uses surrounding the site are mainly commercial in nature to the north, west, and south and single-family homes bordering the site to the east.

Existing Roadway System Characteristics

The following summarizes the existing roadway characteristics within the vicinity of the site which are illustrated in **Figure 3**.

Rand Road (U.S. Route 12) is a northwest-southeast arterial roadway that generally provides a five-lane cross-section in the vicinity of the site providing two lanes in each direction divided by a painted median. At its signalized intersection with Beverly Lane/Jane Avenue, Rand Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its signalized intersection with the Southpoint retail center access drive and the Town & Country shopping center access drive, Rand Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northwest-bound approach. The southeast-bound approach provides an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. Rand Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified by IDOT as a Strategic Regional Arterial (SRA), carries an Annual Average Daily Traffic (AADT) volume of 28,700 vehicles as reported by IDOT in 2017, and has a posted speed limit of 35 miles per hour (mph).

Palatine Road is an east-west two-lane divided arterial that in the vicinity of the site provides three through lanes in each direction. At its unsignalized intersection with Eastwood Drive and the Southpoint full access drive, Palatine Road provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane on both approaches. Approximately 1,070 feet east of Rand Road, Palatine Road provides a frontage road that serves the Southpoint retail center right-in/right-out access drive and the residential area to the east. Palatine Road is under IDOT's jurisdiction, is an SRA route, has a posted speed limit of 35 mph, and carries an AADT volume of 29,100 vehicles (IDOT 2018).



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EXISTING ROADWAY CHARACTERISTICS

Jane Avenue/Beverly Lane are northeast-southwest local roads. Jane Avenue extends from Rand Road east to its terminus at Clarence Avenue and serves the Southpoint retail center, other retail stores, and a multi-family building. At its signalized intersection with Rand Road, both roads provide an exclusive left-turn lane and a shared through/right-turn lane.

Clarence Avenue is a north-south residential road that extends from Dryden Avenue north to Palatine Road frontage road and provides one lane in each direction. No exclusive turn lanes are provided at its unsignalized intersection with Jane Avenue. Clarence Avenue has a posted speed limit of 25 mph and is under the jurisdiction of the Village of Arlington Heights.

Southpoint retail center north full access drive is located opposite the Town & Country shopping center access drive. At its signalized intersection with Rand Road, both approaches provide an exclusive left-turn lane and a shared through/right-turn lane.

Southpoint retail center west access drive is located opposite Eastwood Drive. At its unsignalized intersection with Palatine Road, the access drive provides a shared left/through/right-turn lane under stop sign control.

Eastwood Drive is a north-south local road that intersects Palatine Road opposite the Southpoint retail center west access drive. At its unsignalized intersection with Palatine Road, Eastwood Drive provides a shared left/through/right-turn lane under stop sign control.

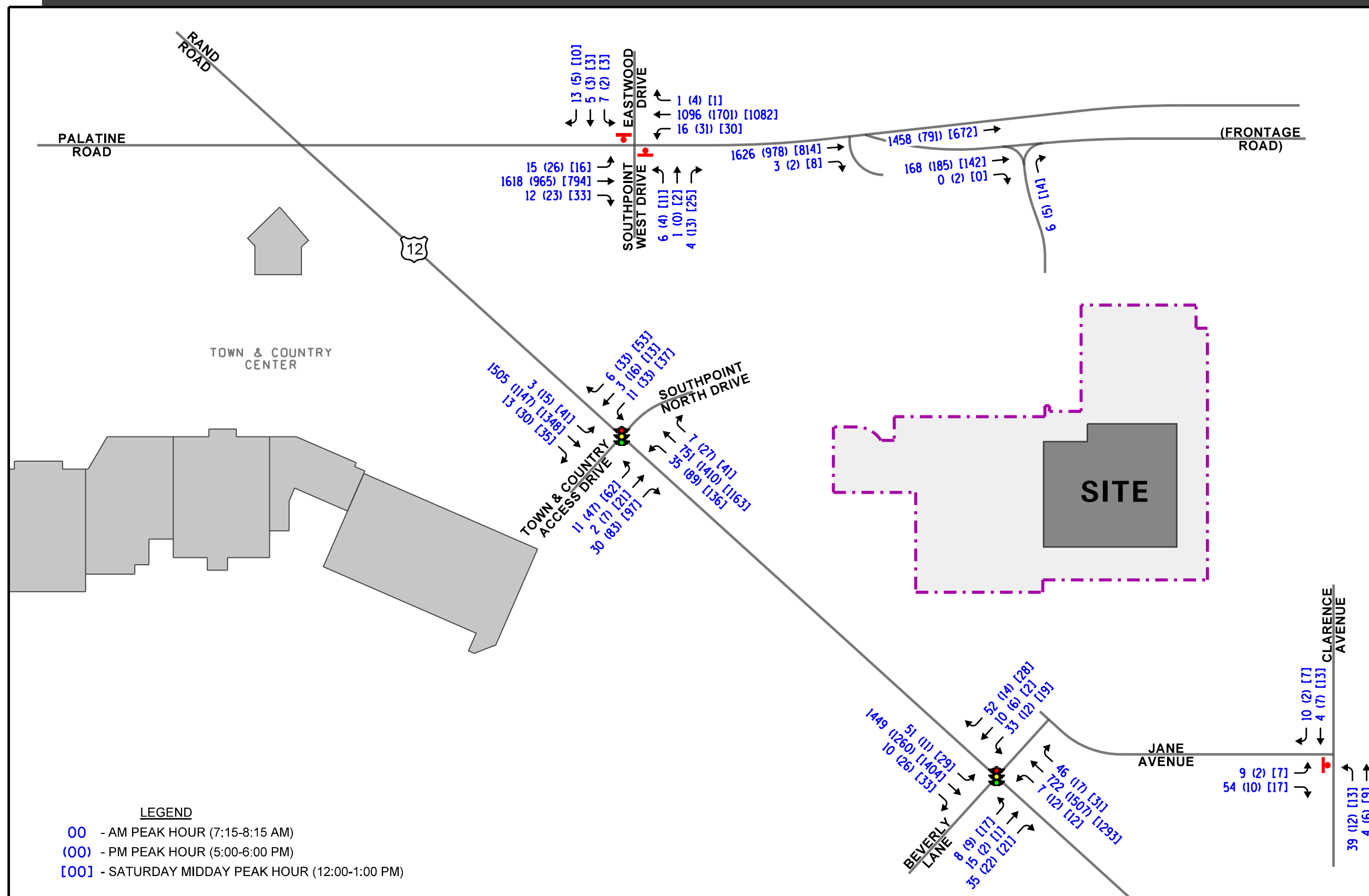
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle traffic counts on Tuesday, December 3, 2019 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, November 23, 2019 during the midday peak period (12:00 to 2:00 P.M.) at the intersections of Rand Road with the two signalized intersections, Palatine Road with the three unsignalized access drives, and Clarence Avenue with Jane Avenue.

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M., the evening peak hour of traffic from 5:00 P.M. to 6:00 P.M., and the Saturday midday peak hour of traffic from 12:00 P.M. to 1:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Further inspection of the of the traffic counts and observations of the loading area behind the Floor & Décor store indicated that during the morning peak hour, only one single-unit truck utilized the right-in/right-out access drive at its intersection with the Palatine Road frontage road. No deliveries by multi-unit trucks were observed behind the Floor & Décor store during any of the six hours counted.



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EXISTING TRAFFIC VOLUMES

3. Traffic Characteristics of the Proposed Development

Proposed Development Plan

As proposed, the plans call for razing the existing Bif furniture store building and redeveloping the site with a 58,886 square-foot building and approximately 524 parking spaces. In addition, the plans call for providing an internal connection between the main parking lot and the northern parking lot behind the Floor & Décor store. Access will continue to be provided via the existing access system serving the Southpoint retail center. A preliminary site plan dated February 20, 2020 is included in the Appendix.

Directional Distribution

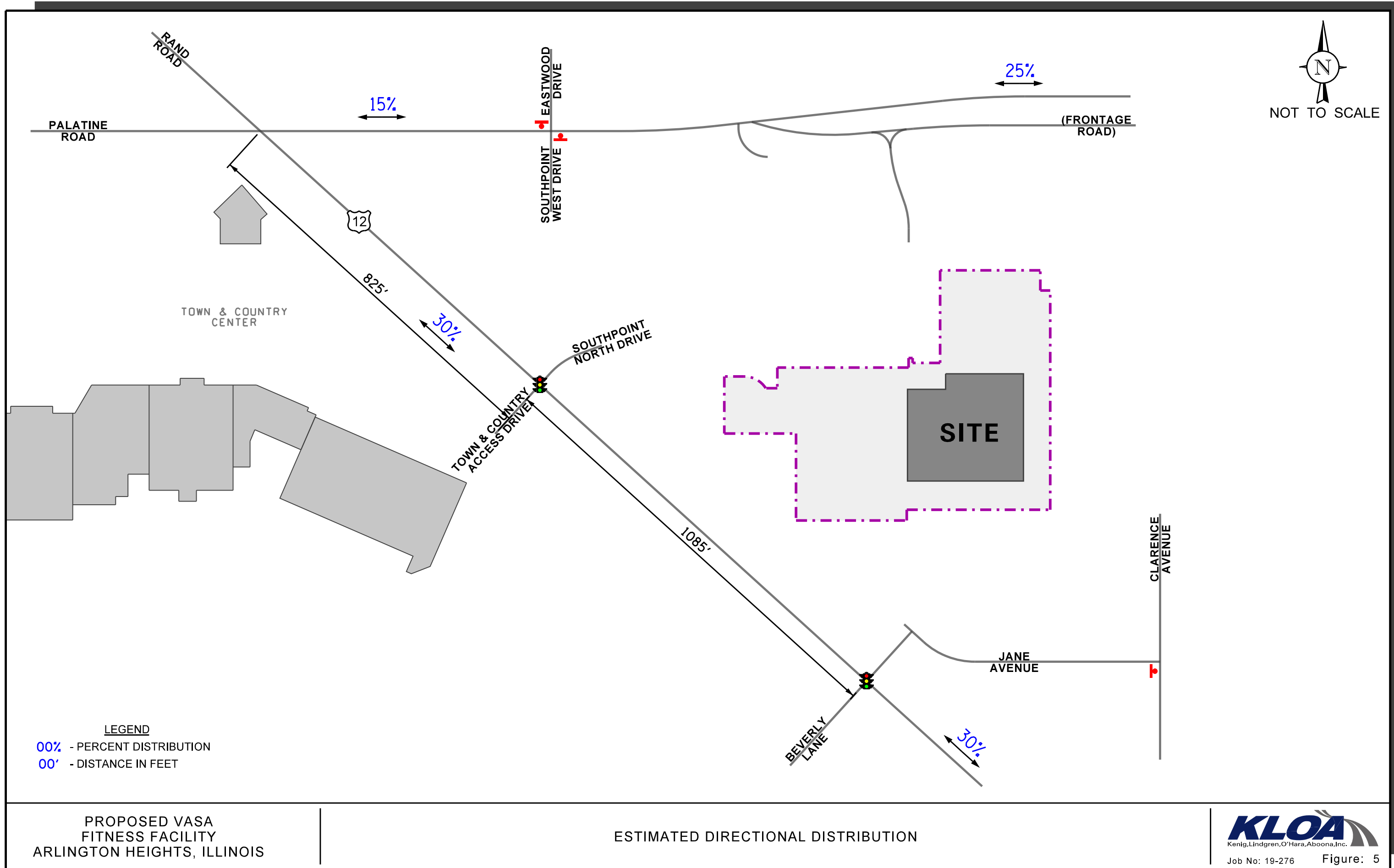
The directional distribution of future site-generated trips on the roadway system is a function of several variables, including the operational characteristics of the roadway system and the ease with which drivers can travel over various sections of the roadway system without encountering congestion. The directions from which development-generated traffic will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. The estimated directional distribution of development traffic is shown in **Figure 5**.

Estimated Site Traffic Generation

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed VASA Fitness development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). Land-Use Code 492 rates were used to estimate the trips to be generated by the fitness club. **Table 1** shows the site-generated traffic volumes for the proposed development.

Table 1
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
492	Fitness Club (58,886 s.f.)	39	38	77	116	87	203	92	95	187



4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5) and are illustrated in **Figure 6**.

Current Vacancies and Planned Developments

Based on information provided to KLOA, Inc., the Southpoint retail center has approximately 29,708 square feet of vacancies (not including the Bif furniture store). In addition, there are plans to develop two outlot parcels. One outlot parcel will be located north of the Olive Garden restaurant and will be developed with a 10,097 square-foot multi-tenant building that will include a 2,500 square-foot Chipotle restaurant. The other potential outlot is a 7,500 square-foot multi-tenant building to be located in the northwest quadrant of the intersection of Rand Road with Jane Avenue. The traffic to be generated by these vacancies and potential outlot developments was estimated using the *ITE Trip Generation Manual*. **Figure 7** shows the traffic assignment of these vacancies and potential developments.

Background Traffic Conditions

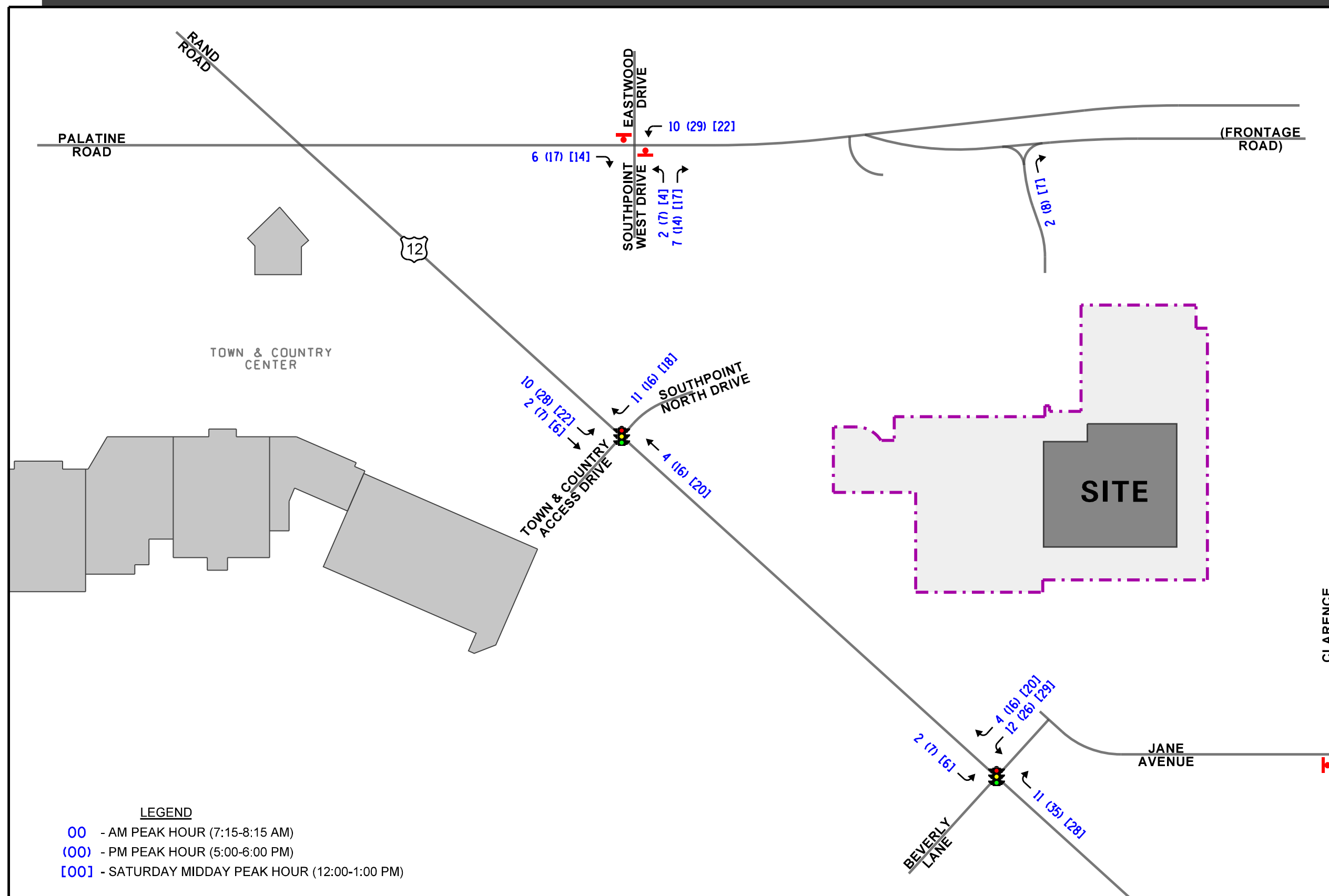
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Chicago Metropolitan Agency for Planning (CMAP) *2040 Forecast of Population, Households and Employment* an increase of one-half percent per year over six years for a total of three percent was applied to the existing traffic volumes to obtain projected Year 2025 traffic volumes. **Figure 8** shows the Year 2025 background traffic volumes.

Total Projected Traffic Volumes

The existing traffic volumes accounting for growth were combined with the peak hour traffic volumes generated by the existing vacancies, potential developments, and the proposed development traffic to determine the Year 2025 total projected traffic volumes that are shown in **Figure 9**.



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ESTIMATED SITE TRAFFIC ASSIGNMENT

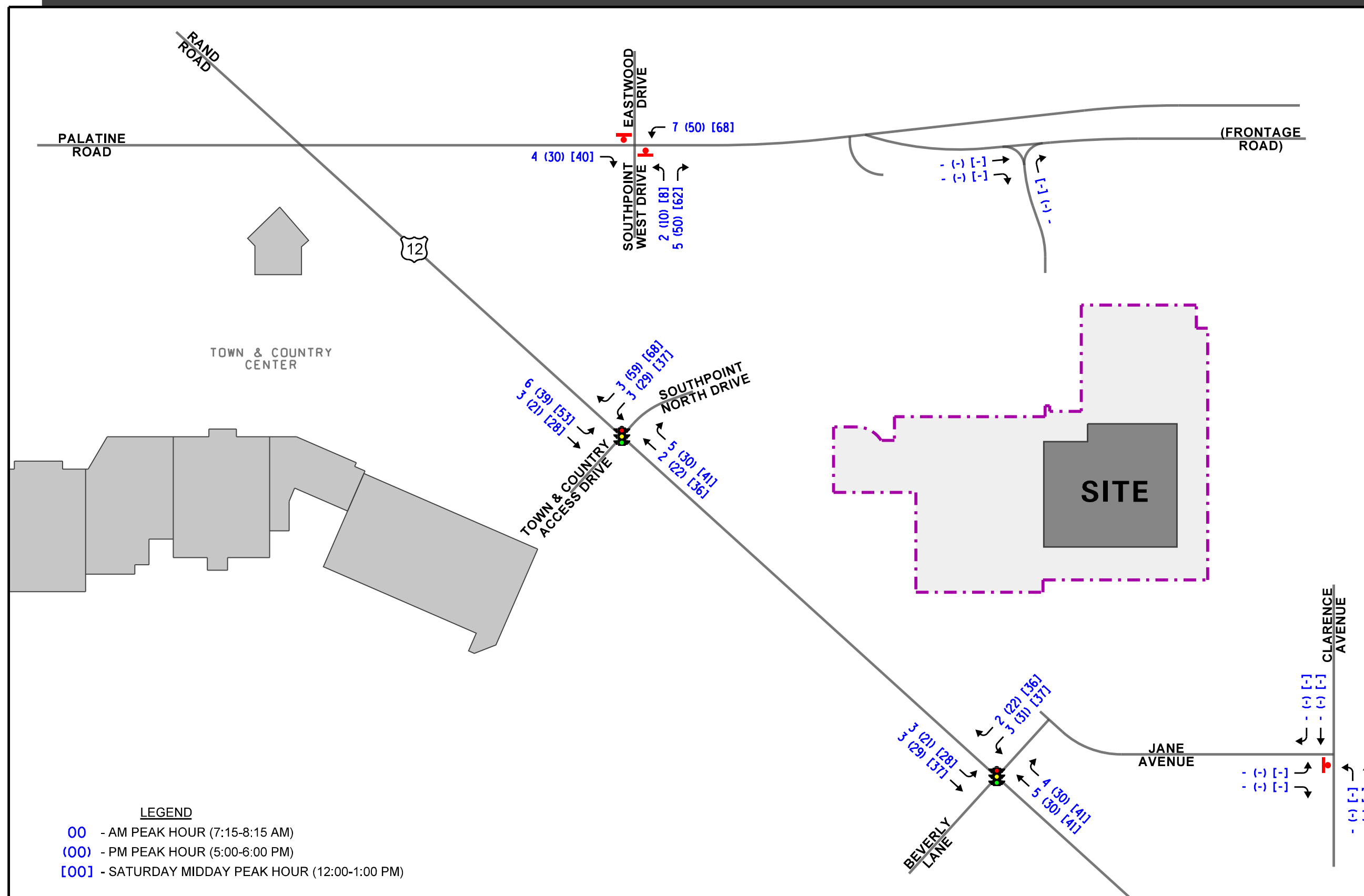


Job No: 19-276

Figure: 6



NOT TO SCALE



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ARLINGTON HEIGHTS, ILLINOIS

VACANCY AND NEW DEVELOPMENTS TRAFFIC VOLUMES

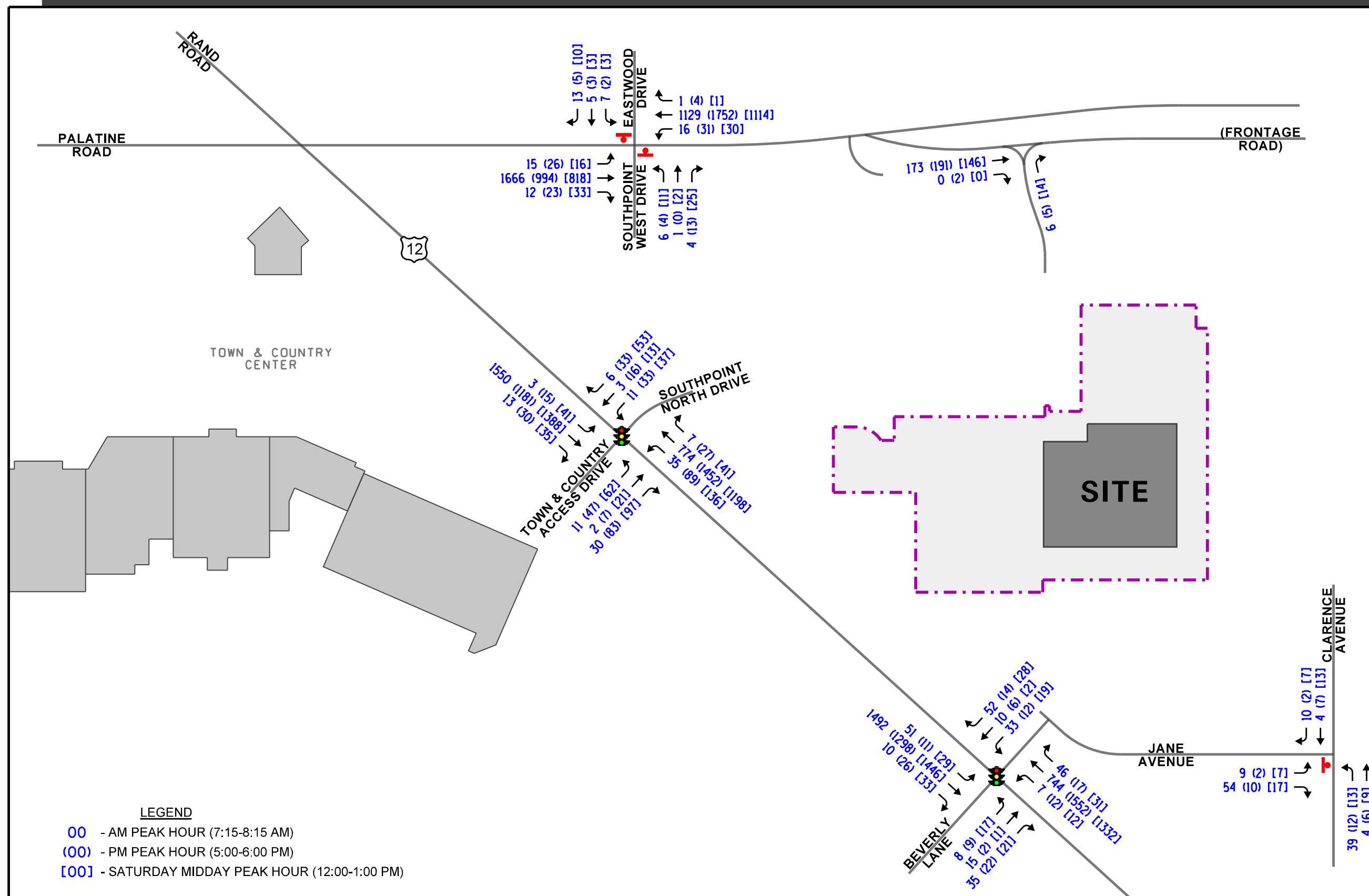


Job No: 19-276

Figure: 7



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PROPOSED VASA
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ARLINGTON HEIGHTS, ILLINOIS

YEAR 2025 BACKGROUND TRAFFIC VOLUMES

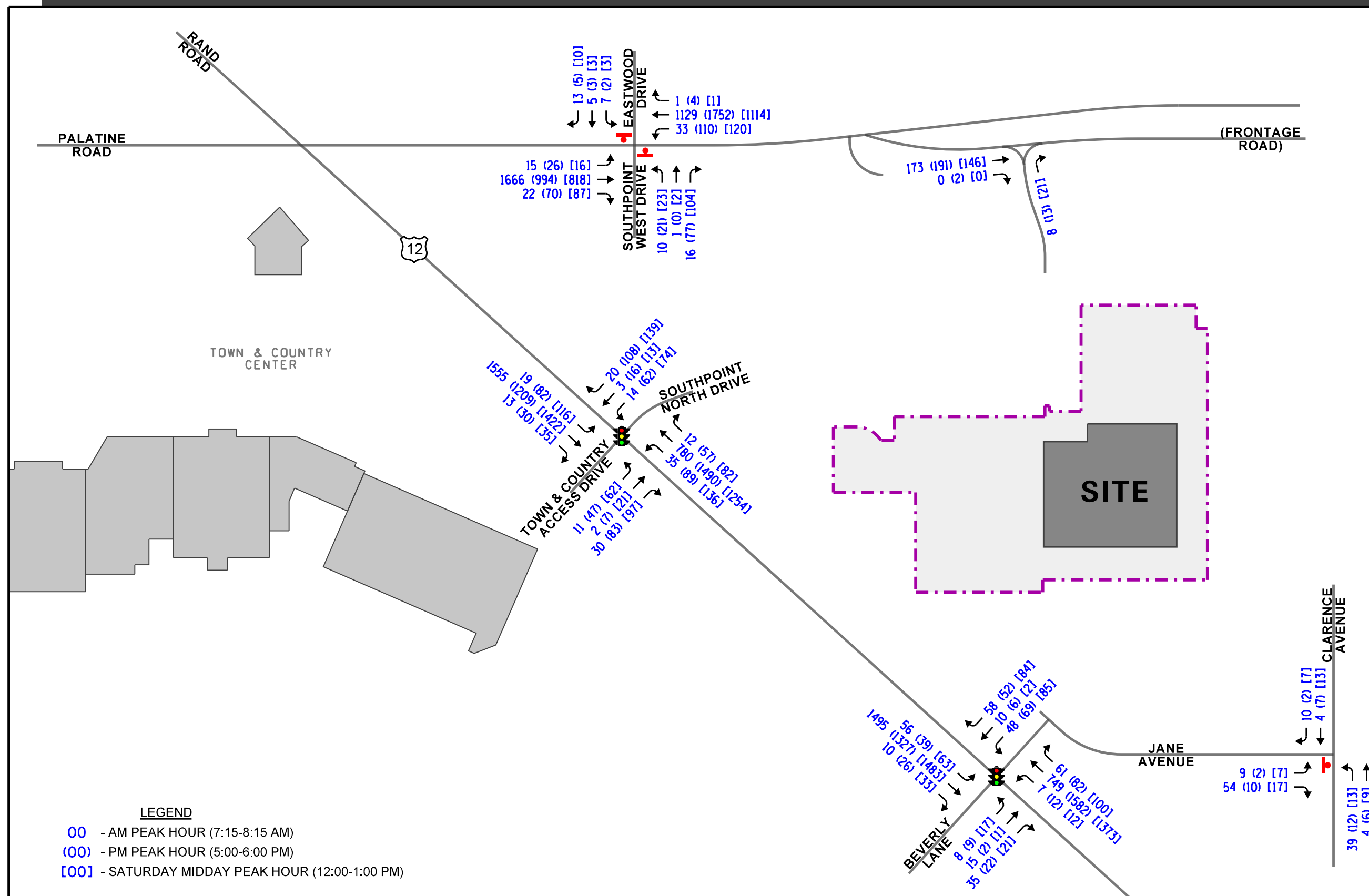


Job No: 19-276

Figure: 8



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PROPOSED VASA
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ARLINGTON HEIGHTS, ILLINOIS

YEAR 2025 TOTAL PROJECTED TRAFFIC VOLUMES



Job No: 19-276

Figure: 9

5. Traffic Analysis

Traffic analyses were performed for the intersections in the study area to determine the operation of the existing roadway system, evaluate the impact of the proposed development, and determine the ability of the roadway system to accommodate projected traffic demands. Analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for both 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)*, 6th Edition and analyzed using the Synchro/SimTraffic 10 software. The analyses 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 2** through **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 2

CAPACITY ANALYSIS RESULTS – RAND ROAD/JANE AVENUE/BEVERLY LANE

	Peak Hour	Operating Conditions by Approach												Overall
		Southeast-bound			Northwest-bound			Northeast-bound			Southwest-bound			
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	A 2.1	A 8.7		A 2.0	A 4.5		E 61.8	C 33.2		D 36.8	D 45.6		A 9.3
		A – 8.5			A – 4.5			D – 37.1			D – 44.0			
	Weekday Evening Peak Hour	A 1.3	A 3.6		A 1.2	A 3.6		E 71.2	C 32.0		E 73.2	D 40.9		A 4.6
		A – 3.6			A – 3.6			D – 42.4			D – 53.2			
	Saturday Midday Peak Hour	A 2.0	B 8.6		A 1.8	A 5.2		E 58.6	C 24.6		E 59.5	C 24.1		A 7.9
		A – 8.5			A – 5.2			D – 39.6			D – 38.0			
Year 2025 Conditions (Total Projected)	Weekday Morning Peak Hour	A 2.6	B 10.8		A 2.3	A 5.5		E 59.2	C 30.4		E 78.0	C 23.8		B 11.0
		B – 10.5			A – 5.4			C 34.4			D 46.3			
	Weekday Evening Peak Hour	A 4.2	A 7.0		A 2.6	A 9.0		E 61.6	C 24.8		F 84.4	C 21.7		B 10.2
		A – 7.0			A – 9.0			C – 34.5			E – 55.9			
	Saturday Midday Peak Hour	A 6.4	B 13.3		A 2.9	A 9.6		D 49.8	C 20.3		E 70.2	B 14.9		B 13.2
		B – 13.0			A – 9.6			C – 33.3			D – 42.4			
Delay is measured in seconds.														

Delay is measured in seconds.

Table 3

CAPACITY ANALYSIS RESULTS – RAND ROAD/SOUTHPOINT NORTH DRIVE/TOWN & COUNTRY DRIVE

	Peak Hour	Operating Conditions by Approach												
		Southeast-bound			Northwest-bound			Northeast-bound			Southwest-bound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning Peak Hour	A 1.3	A 4.1		A 2.7	A 3.3		E 69.5	C 29.1		E 68.7	D 41.9		A 4.9
		A – 4.1			A – 3.3			D – 39.4			E – 56.5			
	Weekday Evening Peak Hour	A 2.2	A 5.2		A 4.4	B 10.6		F 83.7	C 22.5		F 80.6	C 34.0		B 10.9
		A – 5.2			B – 10.2			D – 43.6			D – 52.6			
	Saturday Midday Peak Hour	A 3.1	A 7.5		A 5.7	A 8.6		E 66.4	C 21.		E 61.7	C 21.8		B 10.5
		A – 7.4			A – 8.3			D – 36.9			D – 36.2			
Year 2025 Conditions (Total Projected)	Weekday Morning Peak Hour	A 1.3	A 4.2		A 3.4	A 5.6		E 69.3	C 28.7		E 70.1	C 31.6		A 5.8
		A – 4.2			A – 5.5			D 39.0			D 46.0			
	Weekday Evening Peak Hour	A 5.6	A 6.1		A 5.0	B 19.1		F 112.4	B 19.8		F 92.7	C 22.3		B 16.3
		A – 6.1			B – 18.3			D – 51.8			D – 45.8			
	Saturday Midday Peak Hour	A 6.2	A 8.5		A 8.9	A 8.7		F 100.9	B 19.6		E 77.0	B 16.7		B 12.4
		A – 8.3			A – 8.7			D – 47.7			D – 36.4			
Delay is measured in seconds.														

Delay is measured in seconds.

Table 4

LEVEL OF SERVICE AND DELAY – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Jane Avenue with Clarence Avenue						
• Eastbound Approach	A	8.8	A	8.5	A	8.6
• Northbound Left/Through	A	6.7	A	7.2	A	7.3
Palatine Road with Southpoint West Drive/Eastwood Drive						
• Eastbound Left Turn	C	16.3	D	30.3	C	16.3
• Westbound Left Turn	D	27.3	C	15.1	B	13.5
• Northbound Approach	F	>50	C	18.3	C	17.6
• Southbound Approach	D	28.1	E	43.8	C	20.7
Rand Road Frontage Road with Right-In/Right-Out Drive						
• Northbound Right Turn	A	9.4	A	9.3	A	9.1

Table 5

LEVEL OF SERVICE AND DELAY – FUTURE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Jane Avenue with Clarence Avenue						
• Eastbound Approach	A	8.8	A	8.5	A	8.6
• Northbound Left/Through	A	6.7	A	7.2	A	7.3
Palatine Road with Southpoint West Drive/Eastwood Drive						
• Eastbound Left Turn	C	16.8	D	32.0	C	16.8
• Westbound Left Turn	D	32.3	C	19.7	C	17.5
• Northbound Approach	F	>50	D	29.5	C	24.1
• Southbound Approach	D	32.9	F	>50	D	26.9
Rand Road Frontage Road with Right-In/Right-Out Drive						
• Northbound Right Turn	A	9.5	A	9.4	A	9.2

Discussion and Recommendations

The following summarizes how the intersections within the study area currently operate and are projected to operate assuming the total projected traffic volumes. It will also identify any roadway and traffic control improvements and/or modifications necessary to accommodate the projected traffic volumes.

Rand Road with Jane Avenue/Beverly Lane and Southpoint North Drive/Town & Country Drive

The results of the capacity analyses indicate that these intersections are operating at an overall acceptable Level of Service (LOS) during all three peak hours. Further inspection of the capacity analyses indicates that the left-turn movements from the minor approaches operate at LOS E. This is due to the long time vehicles have to wait as a result of the long cycle length and not due to capacity constraints. Under future conditions, the intersections will continue operating at an overall acceptable LOS with minimal increases in delay. Furthermore, based on a review of the simulation runs, all of the outbound vehicles will clear the intersections within one cycle length. As such, no geometric or traffic control improvements will be necessary at these intersections in conjunction with the proposed development.

Palatine Road with Southpoint West Drive/Eastwood Drive

The results of the capacity analyses indicate that all of the critical turning movements from Palatine Road are operating at an overall acceptable Level of Service (LOS) during all three peak hours. Further inspection of the capacity analyses indicates that the left-turn movement from the Southpoint west drive operates at LOS F during the weekday morning peak hour and the Eastwood Drive left-turn movement operates at a LOS E during the weekday evening peak hour. This not uncommon and is expected when a minor road or access drive intersects a major arterial such as Palatine Road. Field observations indicate that the outbound left-turn movements from both approaches are able to exit more efficiently than what the analyses indicate given the numerous gaps created in the through traffic stream by the traffic signals on Palatine Road at Rand Road to the west and Windsor Drive to the east.

Under future conditions, the Southpoint west drive left-turn movement during the weekday morning peak hour and the Eastwood Drive left-turn movement during the weekday evening peak hour will experience slightly longer delays. However, based on a review of the simulation runs, will be able to clear the intersections as they currently do under existing conditions. As such, no geometric or traffic control improvements will be necessary at this intersection in conjunction with the proposed development.

Rand Road Frontage Road with Right-In/Right-Out Access Drive

The results of the capacity analyses indicate that the outbound movements from this intersection are and will continue operating at a LOS A. As such, no geometric or traffic control improvements will be necessary at this intersection in conjunction with the proposed development.

Jane Avenue with Clarence Avenue

The results of the capacity analyses indicate that all of the critical turning movements at this intersection are and will continue operating at a LOS A. As such, no geometric or traffic control improvements will be necessary at this intersection in conjunction with the proposed development.

Internal Circulation Evaluation

As previously indicated, vehicle accessibility will continue to be provided via the existing access drives serving the Southpoint retail center. Further, the plans call for providing an internal connection between the northerly parking field behind the Floor & Décor store and the main parking field on the west side of the proposed VASA fitness center. This will provide a much-needed connection between the two parking fields that will improve the internal accessibility by eliminating the need for traffic that is destined to Palatine Road or the frontage road to travel in front of the Floor & Décor store and allowing vehicles in the northern parking field easier access to the traffic signals on Rand Road. Based on a review of Auto Turn runs prepared by Galloway and dated 2/27/2020 (see Appendix), trucks will be able to maneuver within the northerly parking area without encroaching on any parked vehicles.

Based on information provided to KLOA, Inc., the Floor & Décor store receives three to eight deliveries a day with the great majority of them occurring overnight. This was validated by KLOA, Inc.'s field observations and the traffic counts which indicated that during the three peak hours analyzed, only one single-unit truck utilized the right-in/right-out access drive. Furthermore, it is important to note that although there are two loading docks facing north and two loading docks facing south, the only loading docks that are utilized are the loading docks facing north thus reducing the impact on the internal traffic circulation and the interaction between passenger vehicles and delivery vehicles will be very minimal. However, in order to further minimize this interaction, it is recommended that employees be directed to park on the northerly parking field. This will also ensure that the prime parking spaces in the main parking lot are available for customers.

Parking Evaluation

Based on a review of the site plan, the plan calls for reconfiguring the main parking field in front of the proposed VASA fitness center to provide 348 parking spaces, 54 parking spaces on the south side, and approximately 122 spaces on the north side for a total of 524 parking spaces.

Parking Required by Code

Parking required by Village Code is shown in **Table 6**. As shown in Table 6, the proposed parking supply of 524 parking spaces exceeds the requirements of the Village Code.

Table 6
PARKING REQUIRED BY CODE

Land Use	Spaces Required
Fitness Center	
1 space per 250 square feet (58,886 square feet):	236
Total Parking Spaces Provided:	<u>524</u>
Parking Surplus:	+ 288

Peak Parking Demand Based on ITE

The peak parking demand for the proposed land use was estimated using data published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. **Table 7** tabulates the projected peak parking demand anticipated from this proposed development on a weekday and on a Saturday.

Table 7
PROJECTED PARKING DEMAND

ITE Land-Use Code	Land Use	Peak Parking Demand Ratio	Peak Parking Demand Spaces
492	VASA Fitness – 58,886 s.f. (Weekday)	4.73 per 1,000 s.f.	279
492	VASA Fitness – 58,886 s.f. (Saturday)	3.26 per 1,000 s.f.	192
Total Parking Surplus (Weekday)			245
Total Parking Surplus (Saturday)			332

As shown in Table 7, the proposed 524 parking spaces will be adequate to accommodate the peak parking demand of the proposed VASA fitness center with as many as 332 surplus spaces available.

Based on the above and given that the front door to the Vasa fitness center is located on the west side of the building, all of the VASA fitness center parking demand can be accommodated by the parking field to the west with little utilization, if any, of the northern parking field. However, as previously recommended and in order to ensure the prime parking spaces are always readily available, the northerly parking field should be designated for employees only.

It is also important to note that shared parking will result between all of the land uses within the Southpoint retail center. The shared parking methodology is based on the following two main principles:

1. The variation in the peak accumulation of parked vehicles due to time differences in the activity patterns of land uses (by hour, by day, by season) within the development.
2. The relationships among land use activities in a given area or development that result in people being attracted to two or more land uses on a single auto trip.

The proposed VASA fitness center and the current land uses within the Southpoint retail center consist of several uses that can be served by shared parking as outlined below.

- The parking demand of the VASA fitness center during a weekday will be highest early in the morning and late in the evening when most other adjacent uses are generally closed or have a lower demand.
- Second, because of the types of uses within the Southpoint retail center, interaction between these uses will occur.

As such, the shared parking methodology will reduce the total number of parking spaces that will be required for the various land uses within the Southpoint retail center.

Therefore, based on the above, the number of parking spaces provided will be sufficient to accommodate the Vasa fitness center parking demand and that of the current vacancies.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed development will be located within the Southpoint retail center and will consist of an approximately 58,886 square-foot building and 524 parking spaces.
- The existing access system will be adequate and ensure that efficient and flexible access is provided, minimizing delays and reducing the traffic load at any specific access drives.
- The results of the capacity analysis show that the existing roadway system and the existing access drives will be able to sufficiently accommodate the estimated site-generated traffic as well as the vacancy and future development traffic.
- The proposed connection between the northerly parking field behind the Floor & Décor store and the main parking field on the west side of the proposed VASA fitness center will provide a much-needed connection between the two parking fields that will improve the internal accessibility by eliminating the need for traffic that is destined to Palatine Road or the frontage road to travel in front of the Floor & Décor store and allowing vehicles in the northern parking field easier access to the traffic signals on Rand Road..
- The majority of the deliveries made to Floor & Décor occur outside of the peak hours and mostly overnight and as such will not have a detrimental impact on the internal circulation and delivery operations.
- The proposed number of parking spaces will exceed the number of parking spaces required by Village Code and will be more than adequate in accommodating the projected peak parking demand.

Appendix

Traffic Count Summary Sheets

Preliminary Site Plan

ITE Trip Generation Sheets

Level of Service Criteria

Capacity Analysis Sheets

Auto Turn Runs

Traffic Count Summary Sheets

Clarence Avenue with Jane Avenue - Weekday - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731798, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Clarence Avenue Southbound					Clarence Avenue Northbound					Jane Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2019-12-03 7:00AM	2	0	0	2	0	0	6	0	6	0	15	1	0	16	0	24
7:15AM	2	1	0	3	0	0	6	0	6	0	8	2	0	10	0	19
7:30AM	6	0	0	6	0	1	11	1	13	0	12	2	0	14	0	33
7:45AM	1	1	0	2	0	3	13	0	16	0	21	3	0	24	0	42
Hourly Total	11	2	0	13	0	4	36	1	41	0	56	8	0	64	0	118
8:00AM	1	2	0	3	1	0	9	0	9	0	13	2	0	15	0	27
8:15AM	0	1	0	1	0	2	2	0	4	0	8	1	0	9	0	14
8:30AM	0	0	0	0	0	1	3	0	4	0	6	3	0	9	0	13
8:45AM	0	1	0	1	0	3	7	0	10	0	5	2	0	7	0	18
Hourly Total	1	4	0	5	1	6	21	0	27	0	32	8	0	40	0	72
4:00PM	3	2	0	5	0	2	4	1	7	0	4	3	0	7	0	19
4:15PM	3	3	0	6	0	3	1	0	4	0	1	4	0	5	0	15
4:30PM	0	4	0	4	0	2	4	0	6	0	3	2	0	5	0	15
4:45PM	4	1	0	5	0	1	1	0	2	0	3	1	0	4	0	11
Hourly Total	10	10	0	20	0	8	10	1	19	0	11	10	0	21	0	60
5:00PM	0	2	0	2	0	2	1	0	3	0	3	0	0	3	0	8
5:15PM	1	3	0	4	0	0	3	0	3	0	1	1	0	2	0	9
5:30PM	1	1	0	2	0	2	5	0	7	0	3	1	0	4	0	13
5:45PM	0	1	0	1	0	2	3	0	5	0	3	0	0	3	0	9
Hourly Total	2	7	0	9	0	6	12	0	18	0	10	2	0	12	0	39
Total	24	23	0	47	1	24	79	2	105	0	109	28	0	137	0	289
% Approach	51.1%	48.9%	0%	-	-	22.9%	75.2%	1.9%	-	-	79.6%	20.4%	0%	-	-	-
% Total	8.3%	8.0%	0%	16.3%	-	8.3%	27.3%	0.7%	36.3%	-	37.7%	9.7%	0%	47.4%	-	-
Lights	24	23	0	47	-	24	77	2	103	-	108	27	0	135	-	285
% Lights	100%	100%	0%	100%	-	100%	97.5%	100%	98.1%	-	99.1%	96.4%	0%	98.5%	-	98.6%
Single-Unit Trucks	0	0	0	0	-	0	2	0	2	-	0	0	0	0	-	2
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	2.5%	0%	1.9%	-	0%	0%	0%	0%	-	0.7%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.9%	0%	0%	0.7%	-	0.3%
Buses	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	3.6%	0%	0.7%	-	0.3%
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%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Clarence Avenue with Jane Avenue - Weekday - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

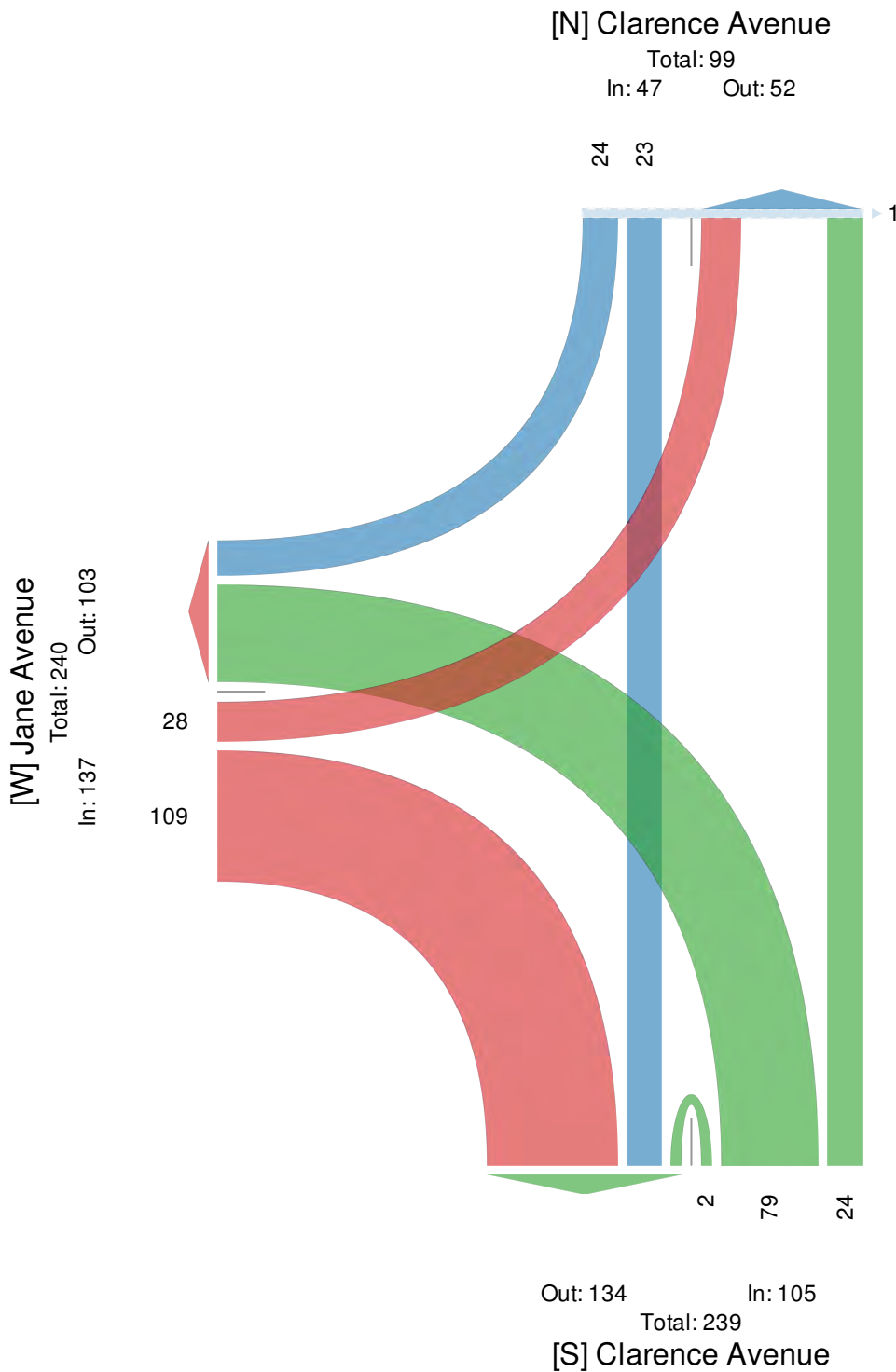
All Movements

ID: 731798, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Clarence Avenue with Jane Avenue - Weekday - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731798, Location: 42.106404, -87.968427



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9575 W. Higgins Rd., Suite 400,
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Leg Direction	Clarence Avenue Southbound					Clarence Avenue Northbound					Jane Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2019-12-03 7:15AM	2	1	0	3	0	0	6	0	6	0	8	2	0	10	0	19
7:30AM	6	0	0	6	0	1	11	1	13	0	12	2	0	14	0	33
7:45AM	1	1	0	2	0	3	13	0	16	0	21	3	0	24	0	42
8:00AM	1	2	0	3	1	0	9	0	9	0	13	2	0	15	0	27
Total	10	4	0	14	1	4	39	1	44	0	54	9	0	63	0	121
% Approach	71.4%	28.6%	0%	-	-	9.1%	88.6%	2.3%	-	-	85.7%	14.3%	0%	-	-	-
% Total	8.3%	3.3%	0%	11.6%	-	3.3%	32.2%	0.8%	36.4%	-	44.6%	7.4%	0%	52.1%	-	-
PHF	0.417	0.500	-	0.583	-	0.333	0.750	0.250	0.688	-	0.643	0.750	-	0.656	-	0.720
Lights	10	4	0	14	-	4	38	1	43	-	53	9	0	62	-	119
% Lights	100%	100%	0%	100%	-	100%	97.4%	100%	97.7%	-	98.1%	100%	0%	98.4%	-	98.3%
Single-Unit Trucks	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	1
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	2.6%	0%	2.3%	-	0%	0%	0%	0%	-	0.8%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.9%	0%	0%	1.6%	-	0.8%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Clarence Avenue with Jane Avenue - Weekday - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

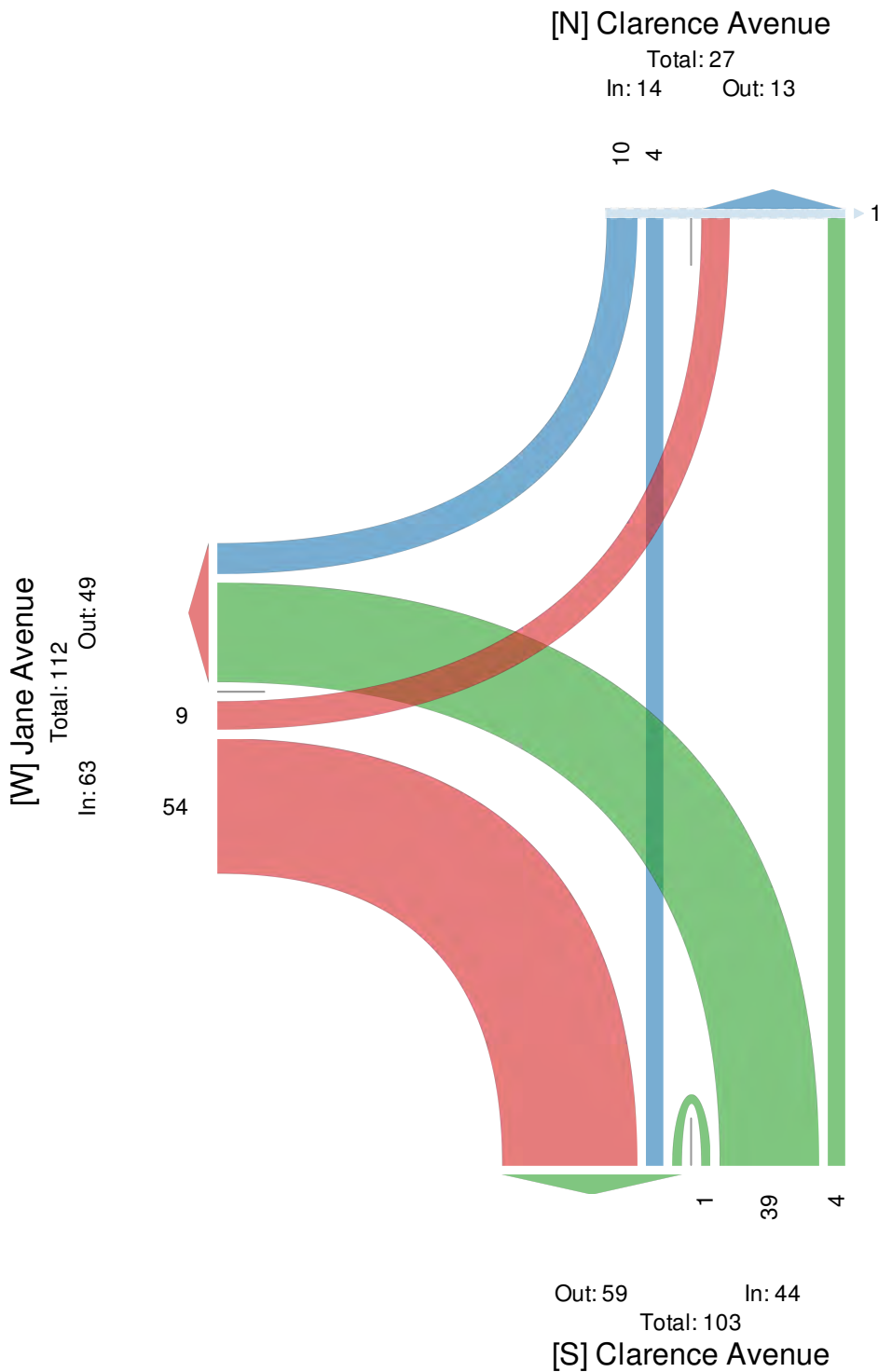
All Movements

ID: 731798, Location: 42.106404, -87.968427



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9575 W. Higgins Rd., Suite 400,
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Clarence Avenue with Jane Avenue - Weekday - TMC

Tue Dec 3, 2019

PM Peak (4 PM - 5 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731798, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Clarence Avenue Southbound					Clarence Avenue Northbound					Jane Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2019-12-03 4:00PM	3	2	0	5	0	2	4	1	7	0	4	3	0	7	0	19
4:15PM	3	3	0	6	0	3	1	0	4	0	1	4	0	5	0	15
4:30PM	0	4	0	4	0	2	4	0	6	0	3	2	0	5	0	15
4:45PM	4	1	0	5	0	1	1	0	2	0	3	1	0	4	0	11
Total	10	10	0	20	0	8	10	1	19	0	11	10	0	21	0	60
% Approach	50.0%	50.0%	0%	-	-	42.1%	52.6%	5.3%	-	-	52.4%	47.6%	0%	-	-	-
% Total	16.7%	16.7%	0%	33.3%	-	13.3%	16.7%	1.7%	31.7%	-	18.3%	16.7%	0%	35.0%	-	-
PHF	0.625	0.625	-	0.833	-	0.667	0.625	0.250	0.679	-	0.688	0.625	-	0.750	-	0.789
Lights	10	10	0	20	-	8	10	1	19	-	11	10	0	21	-	60
% Lights	100%	100%	0%	100%	-	100%	100%	100%	100%	-	100%	100%	0%	100%	-	100%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Clarence Avenue with Jane Avenue - Weekday - TMC

Tue Dec 3, 2019

PM Peak (4 PM - 5 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

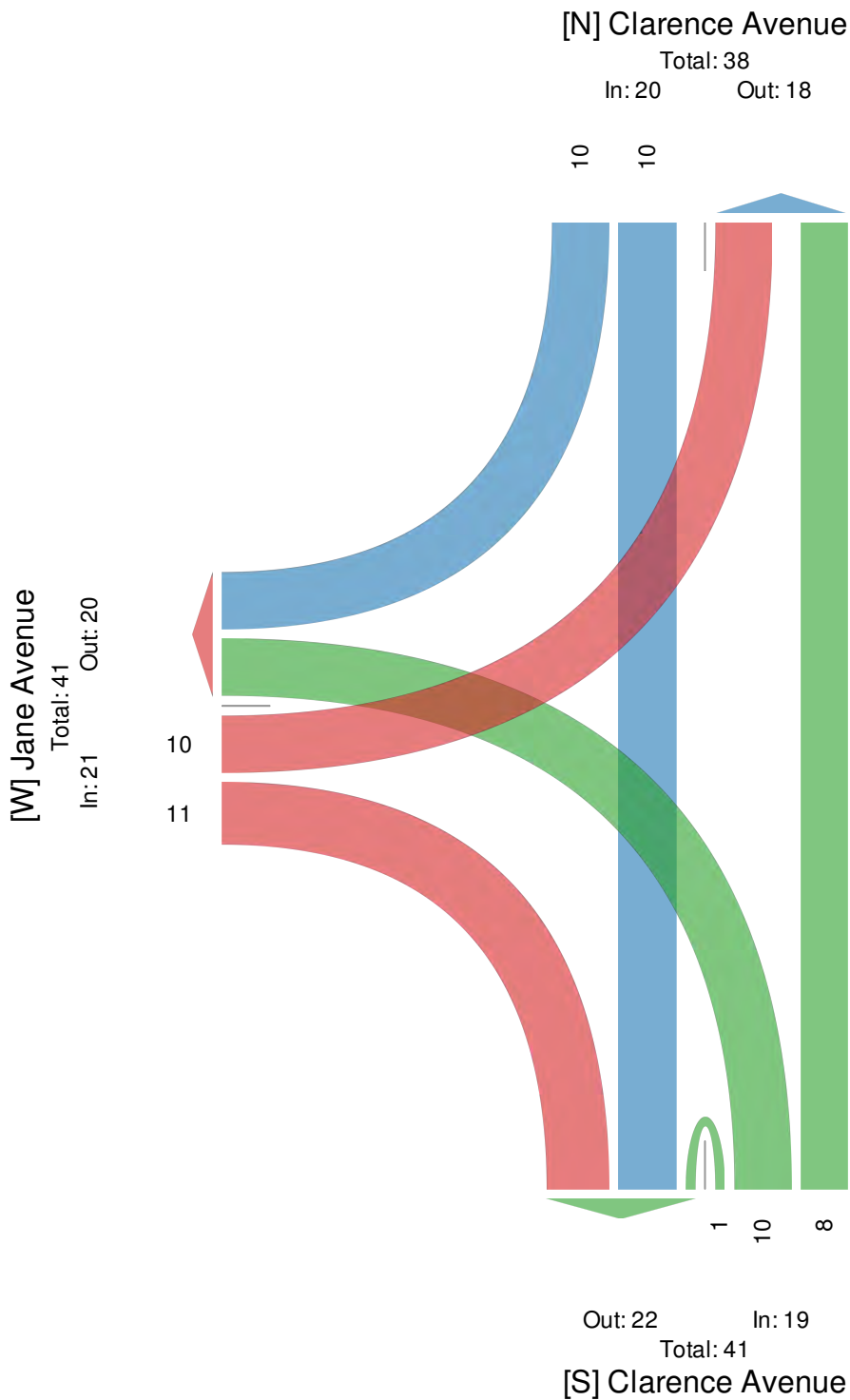
All Movements

ID: 731798, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Palatine Road with Eastwood Drive/Access Drive - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731778, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Access Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 7:00AM	4	0	2	0	6	0	0	208	2	1	211	0	0	0	1	0	1	0	4	364	3	1	372	0	590
7:15AM	0	1	4	0	5	1	1	266	3	0	270	0	0	1	2	0	3	0	4	451	4	0	459	0	737
7:30AM	1	0	1	0	2	0	0	266	3	4	273	0	3	0	1	0	4	0	3	384	4	1	392	0	671
7:45AM	5	2	1	0	8	0	0	285	6	0	291	0	0	0	3	0	3	0	2	388	2	0	392	0	694
Hourly Total	10	3	8	0	21	1	1	1025	14	5	1045	0	3	1	7	0	11	0	13	1587	13	2	1615	0	2692
8:00AM	7	2	1	0	10	0	0	279	4	2	285	0	1	0	0	0	1	0	3	395	5	0	403	0	699
8:15AM	3	0	2	0	5	0	6	272	5	2	285	0	3	0	1	0	4	0	5	358	1	2	366	0	660
8:30AM	3	0	2	0	5	0	1	266	7	0	274	0	1	0	2	0	3	0	0	345	3	1	349	0	631
8:45AM	3	0	0	0	3	0	0	272	8	0	280	0	2	0	1	0	3	0	2	259	1	1	263	0	549
Hourly Total	16	2	5	0	23	0	7	1089	24	4	1124	0	7	0	4	0	11	0	10	1357	10	4	1381	0	2539
4:00PM	3	0	1	0	4	0	0	372	6	2	380	0	7	1	4	0	12	0	4	229	5	2	240	0	636
4:15PM	2	0	1	0	3	0	0	383	5	1	389	0	2	0	0	1	3	0	16	240	10	4	270	0	665
4:30PM	2	0	0	0	2	0	0	388	7	2	397	0	4	0	1	0	5	0	10	240	2	0	252	0	656
4:45PM	2	0	1	0	3	0	0	387	10	0	397	0	3	1	2	0	6	0	7	263	6	3	279	0	685
Hourly Total	9	0	3	0	12	0	0	1530	28	5	1563	0	16	2	7	1	26	0	37	972	23	9	1041	0	2642
5:00PM	2	0	1	0	3	0	0	420	8	1	429	0	7	0	3	0	10	0	5	233	4	0	242	0	684
5:15PM	1	2	0	0	3	0	0	427	9	0	436	0	3	0	1	0	4	0	8	263	5	0	276	0	719
5:30PM	1	0	0	0	1	0	1	418	7	0	426	0	1	0	0	0	1	0	3	241	12	0	256	0	684
5:45PM	1	1	1	0	3	0	3	436	7	3	449	0	2	0	0	0	2	0	7	228	5	1	241	0	695
Hourly Total	5	3	2	0	10	0	4	1701	31	4	1740	0	13	0	4	0	17	0	23	965	26	1	1015	0	2782
Total	40	8	18	0	66	1	12	5345	97	18	5472	0	39	3	22	1	65	0	83	4881	72	16	5052	0	10655
% Approach	60.6%	12.1%	27.3%	0%	-	-	0.2%	97.7%	1.8%	0.3%	-	-	60.0%	4.6%	33.8%	1.5%	-	-	1.6%	96.6%	1.4%	0.3%	-	-	-
% Total	0.4%	0.1%	0.2%	0%	0.6%	-	0.1%	50.2%	0.9%	0.2%	51.4%	-	0.4%	0%	0.2%	0%	0.6%	-	0.8%	45.8%	0.7%	0.2%	47.4%	-	-
Lights	40	8	18	0	66	-	11	5206	95	17	5329	-	37	3	22	1	63	-	82	4746	72	16	4916	-	10374
% Lights	100%	100%	100%	0%	100%	-	91.7%	97.4%	97.9%	94.4%	97.4%	-	94.9%	100%	100%	100%	96.9%	-	98.8%	97.2%	100%	100%	97.3%	-	97.4%
Single-Unit Trucks	0	0	0	0	0	-	1	79	1	1	82	-	2	0	0	0	2	-	1	70	0	0	71	-	155
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	8.3%	1.5%	1.0%	5.6%	1.5%	-	5.1%	0%	0%	0%	3.1%	-	1.2%	1.4%	0%	0%	1.4%	-	1.5%
Articulated Trucks	0	0	0	0	0	-	0	49	0	0	49	-	0	0	0	0	0	-	0	56	0	0	56	-	105
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	1.1%	0%	0%	1.1%	-	1.0%
Buses	0	0	0	0	0	-	0	11	1	0	12	-	0	0	0	0	0	-	0	9	0	0	9	-	21
% Buses	0%	0%	0%	0%	0%	-	0%	0.2%	1.0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0.2%
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%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive/Access Drive - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731778, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Eastwood Drive

Total: 153

In: 66 Out: 87

40 8 18

1

[W] Palatine Road

Total: 10475

Out: 5423

In: 5052

16

72

4881

83

12

5345

97

18

In: 5472

Out: 4956

Total: 10428

[E] Palatine Road

Out: 189 In: 65

Total: 254

[S] Access Drive

Palatine Road with Eastwood Drive/Access Dri... - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731778, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Access Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 7:15AM	0	1	4	0	5	1	1	266	3	0	270	0	0	1	2	0	3	0	4	451	4	0	459	0	737
7:30AM	1	0	1	0	2	0	0	266	3	4	273	0	3	0	1	0	4	0	3	384	4	1	392	0	671
7:45AM	5	2	1	0	8	0	0	285	6	0	291	0	0	0	3	0	3	0	2	388	2	0	392	0	694
8:00AM	7	2	1	0	10	0	0	279	4	2	285	0	1	0	0	0	1	0	3	395	5	0	403	0	699
Total	13	5	7	0	25	1	1	1096	16	6	1119	0	4	1	6	0	11	0	12	1618	15	1	1646	0	2801
% Approach	52.0%	20.0%	28.0%	0%	-	-	0.1%	97.9%	1.4%	0.5%	-	-	36.4%	9.1%	54.5%	0%	-	-	0.7%	98.3%	0.9%	0.1%	-	-	-
% Total	0.5%	0.2%	0.2%	0%	0.9%	-	0%	39.1%	0.6%	0.2%	40.0%	-	0.1%	0%	0.2%	0%	0.4%	-	0.4%	57.8%	0.5%	0%	58.8%	-	-
PHF	0.464	0.625	0.438	-	0.625	-	0.250	0.961	0.667	0.375	0.961	-	0.333	0.250	0.500	-	0.688	-	0.750	0.897	0.750	0.250	0.897	-	0.950
Lights	13	5	7	0	25	-	1	1059	16	5	1081	-	3	1	6	0	10	-	11	1580	15	1	1607	-	2723
% Lights	100%	100%	100%	0%	100%	-	100%	96.6%	100%	83.3%	96.6%	-	75.0%	100%	100%	0%	90.9%	-	91.7%	97.7%	100%	100%	97.6%	-	97.2%
Single-Unit Trucks	0	0	0	0	0	-	0	14	0	1	15	-	1	0	0	0	1	-	1	23	0	0	24	-	40
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.3%	0%	16.7%	1.3%	-	25.0%	0%	0%	0%	9.1%	-	8.3%	1.4%	0%	0%	1.5%	-	1.4%
Articulated Trucks	0	0	0	0	0	-	0	18	0	0	18	-	0	0	0	0	0	-	0	15	0	0	15	-	33
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	1.6%	0%	0%	1.6%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.9%	-	1.2%
Buses	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Buses	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
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%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive/Access Drive - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731778, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Eastwood Drive

Total: 42
In: 25 Out: 17

1257

[W] Palatine Road

Total: 2762
In: 1646 Out: 1116

15
1618
12

1
1096
16
6

In: 1119
Total: 2754
Out: 1635

[E] Palatine Road

Out: 33 In: 11
Total: 44

[S] Access Drive

Palatine Road with Eastwood Drive/Access Dri... - TMC

Tue Dec 3, 2019

PM Peak (5 PM - 6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731778, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Access Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 5:00PM	2	0	1	0	3	0	0	420	8	1	429	0	7	0	3	0	10	0	5	233	4	0	242	0	684
5:15PM	1	2	0	0	3	0	0	427	9	0	436	0	3	0	1	0	4	0	8	263	5	0	276	0	719
5:30PM	1	0	0	0	1	0	1	418	7	0	426	0	1	0	0	0	1	0	3	241	12	0	256	0	684
5:45PM	1	1	1	0	3	0	3	436	7	3	449	0	2	0	0	0	2	0	7	228	5	1	241	0	695
Total	5	3	2	0	10	0	4	1701	31	4	1740	0	13	0	4	0	17	0	23	965	26	1	1015	0	2782
% Approach	50.0%	30.0%	20.0%	0%	-	-	0.2%	97.8%	1.8%	0.2%	-	-	76.5%	0%	23.5%	0%	-	-	2.3%	95.1%	2.6%	0.1%	-	-	-
% Total	0.2%	0.1%	0.1%	0%	0.4%	-	0.1%	61.1%	1.1%	0.1%	62.5%	-	0.5%	0%	0.1%	0%	0.6%	-	0.8%	34.7%	0.9%	0%	36.5%	-	-
PHF	0.625	0.375	0.500	-	0.833	-	0.333	0.975	0.861	0.333	0.969	-	0.464	-	0.333	-	0.425	-	0.719	0.917	0.542	0.250	0.919	-	0.967
Lights	5	3	2	0	10	-	4	1684	31	4	1723	-	13	0	4	0	17	-	23	940	26	1	990	-	2740
% Lights	100%	100%	100%	0%	100%	-	100%	99.0%	100%	100%	99.0%	-	100%	0%	100%	0%	100%	-	100%	97.4%	100%	100%	97.5%	-	98.5%
Single-Unit Trucks	0	0	0	0	0	-	0	8	0	0	8	-	0	0	0	0	0	-	0	12	0	0	12	-	20
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0%	1.2%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	9	0	0	9	-	0	0	0	0	0	-	0	10	0	0	10	-	19
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	1.0%	-	0.7%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	3
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.1%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive/Access Drive - TMC

Tue Dec 3, 2019

PM Peak (5 PM - 6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

All Movements

ID: 731778, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

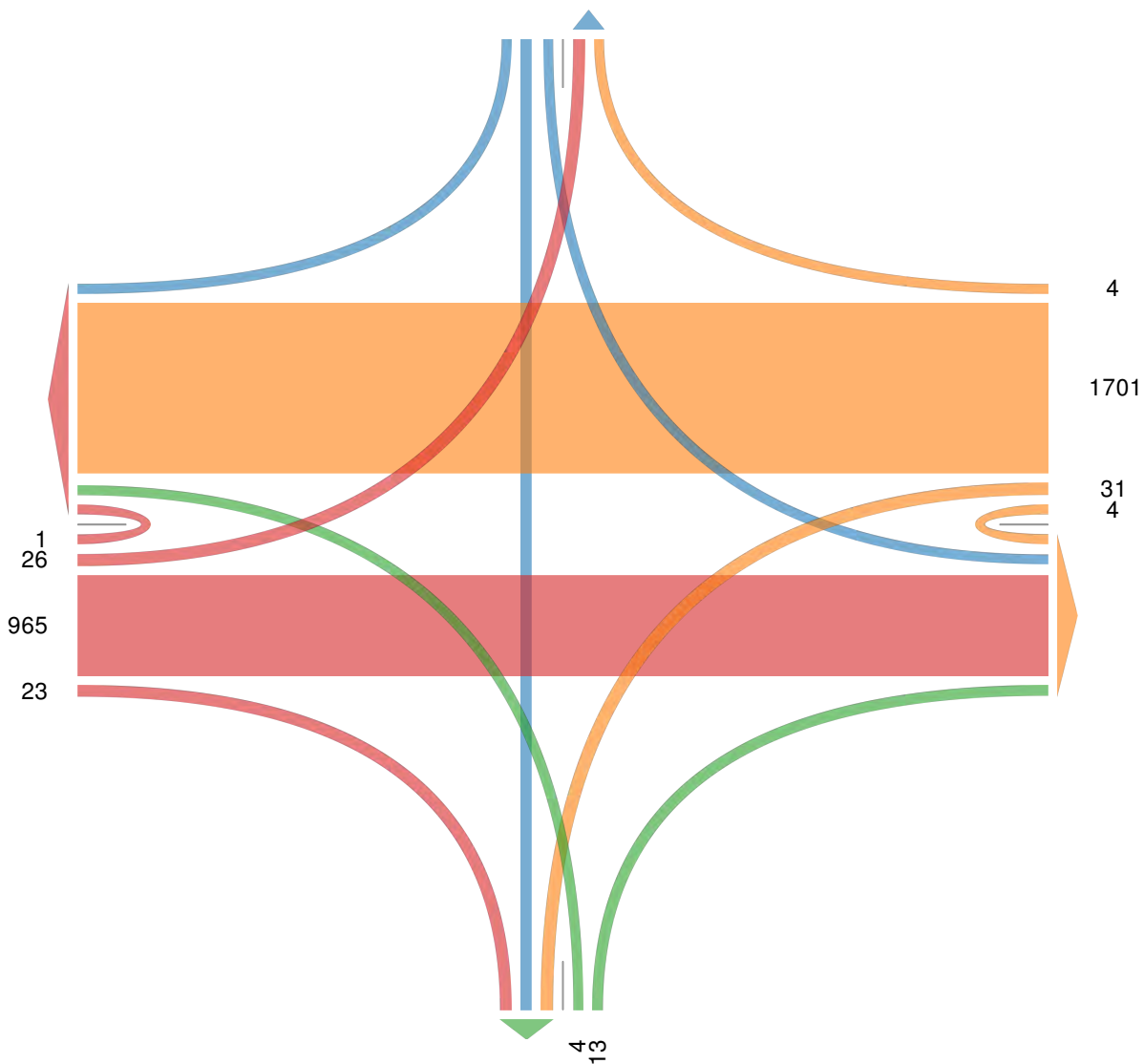
[N] Eastwood Drive

Total: 40
In: 10 Out: 30

2000

[W] Palatine Road

Total: 2726
In: 1015 Out: 1711



Palatine Road with Right-In/Right-Out Access... - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731792, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Palatine Road Westbound					Right-In/Right-Out Access Drive Northbound					Palatine Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2019-12-03 7:00AM	0	0	0	0	0	1	0	0	1	0	0	36	0	36	0	37
7:15AM	0	0	0	0	0	0	0	0	0	0	0	47	0	47	0	47
7:30AM	0	0	0	0	0	2	0	0	2	0	0	46	0	46	0	48
7:45AM	0	0	0	0	0	4	0	0	4	0	0	31	0	31	0	35
Hourly Total	0	0	0	0	0	7	0	0	7	0	0	160	0	160	0	167
8:00AM	0	0	0	0	0	0	0	0	0	0	0	44	0	44	0	44
8:15AM	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	20
8:30AM	0	0	0	0	0	1	0	0	1	0	0	35	0	35	0	36
8:45AM	0	0	0	0	0	2	0	0	2	0	0	36	0	36	0	38
Hourly Total	0	0	0	0	0	3	0	0	3	0	0	135	0	135	0	138
4:00PM	0	0	0	0	0	1	0	0	1	0	0	42	0	42	0	43
4:15PM	0	0	0	0	0	2	0	0	2	0	1	48	0	49	0	51
4:30PM	0	0	0	0	0	2	0	0	2	0	1	43	0	44	0	46
4:45PM	0	0	0	0	0	4	0	0	4	0	0	49	0	49	0	53
Hourly Total	0	0	0	0	0	9	0	0	9	0	2	182	0	184	0	193
5:00PM	0	0	0	0	0	3	0	0	3	0	0	53	0	53	0	56
5:15PM	0	0	0	0	0	1	0	0	1	1	1	46	0	47	0	48
5:30PM	0	0	0	0	0	1	0	0	1	0	0	36	0	36	0	37
5:45PM	0	0	0	0	0	0	0	0	0	0	1	50	0	51	0	51
Hourly Total	0	0	0	0	0	5	0	0	5	1	2	185	0	187	0	192
Total	0	0	0	0	0	24	0	0	24	1	4	662	0	666	0	690
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	0.6%	99.4%	0%	-	-	-
% Total	0%	0%	0%	0%	-	3.5%	0%	0%	3.5%	-	0.6%	95.9%	0%	96.5%	-	-
Lights	0	0	0	0	-	22	0	0	22	-	3	658	0	661	-	683
% Lights	0%	0%	0%	-	-	91.7%	0%	0%	91.7%	-	75.0%	99.4%	0%	99.2%	-	99.0%
Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	0	2	0	2	-	3
% Single-Unit Trucks	0%	0%	0%	-	-	4.2%	0%	0%	4.2%	-	0%	0.3%	0%	0.3%	-	0.4%
Articulated Trucks	0	0	0	0	-	1	0	0	1	-	1	1	0	2	-	3
% Articulated Trucks	0%	0%	0%	-	-	4.2%	0%	0%	4.2%	-	25.0%	0.2%	0%	0.3%	-	0.4%
Buses	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Buses	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%
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%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Right-In/Right-Out Access... - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

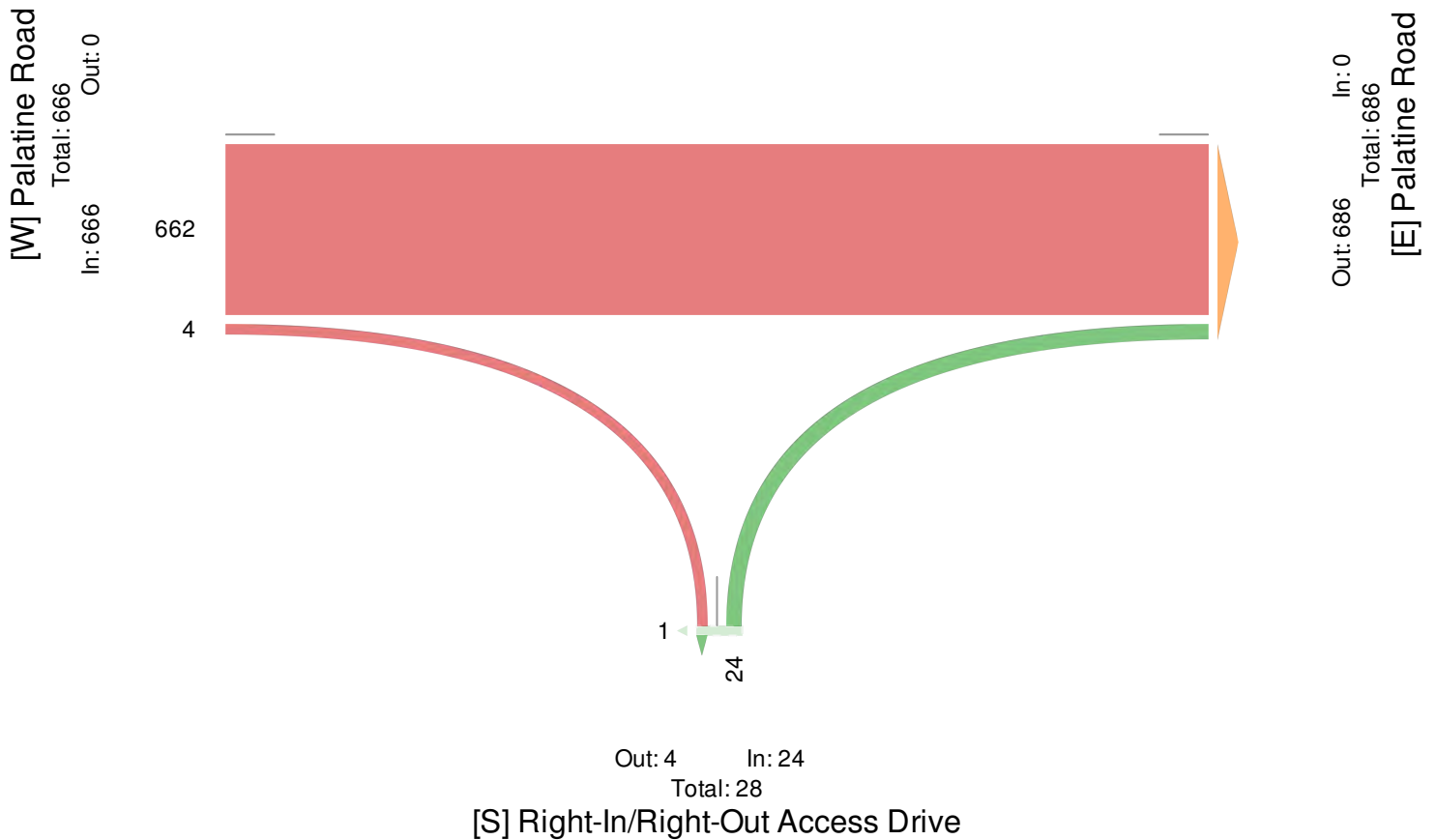
All Movements

ID: 731792, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Palatine Road with Right-In/Right-Out Access... - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731792, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Palatine Road Westbound					Right-In/Right-Out Access Drive Northbound					Palatine Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2019-12-03 7:15AM	0	0	0	0	0	0	0	0	0	0	0	47	0	47	0	47
7:30AM	0	0	0	0	0	2	0	0	2	0	0	46	0	46	0	48
7:45AM	0	0	0	0	0	4	0	0	4	0	0	31	0	31	0	35
8:00AM	0	0	0	0	0	0	0	0	0	0	0	44	0	44	0	44
Total	0	0	0	0	0	6	0	0	6	0	0	168	0	168	0	174
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	0%	100%	0%	-	-	-
% Total	0%	0%	0%	0%	-	3.4%	0%	0%	3.4%	-	0%	96.6%	0%	96.6%	-	-
PHF	-	-	-	-	-	0.375	-	-	0.375	-	-	0.894	-	0.894	-	0.906
Lights	0	0	0	0	-	5	0	0	5	-	0	167	0	167	-	172
% Lights	0%	0%	0%	-	-	83.3%	0%	0%	83.3%	-	0%	99.4%	0%	99.4%	-	98.9%
Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
% Single-Unit Trucks	0%	0%	0%	-	-	16.7%	0%	0%	16.7%	-	0%	0.6%	0%	0.6%	-	1.1%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Right-In/Right-Out Access... - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

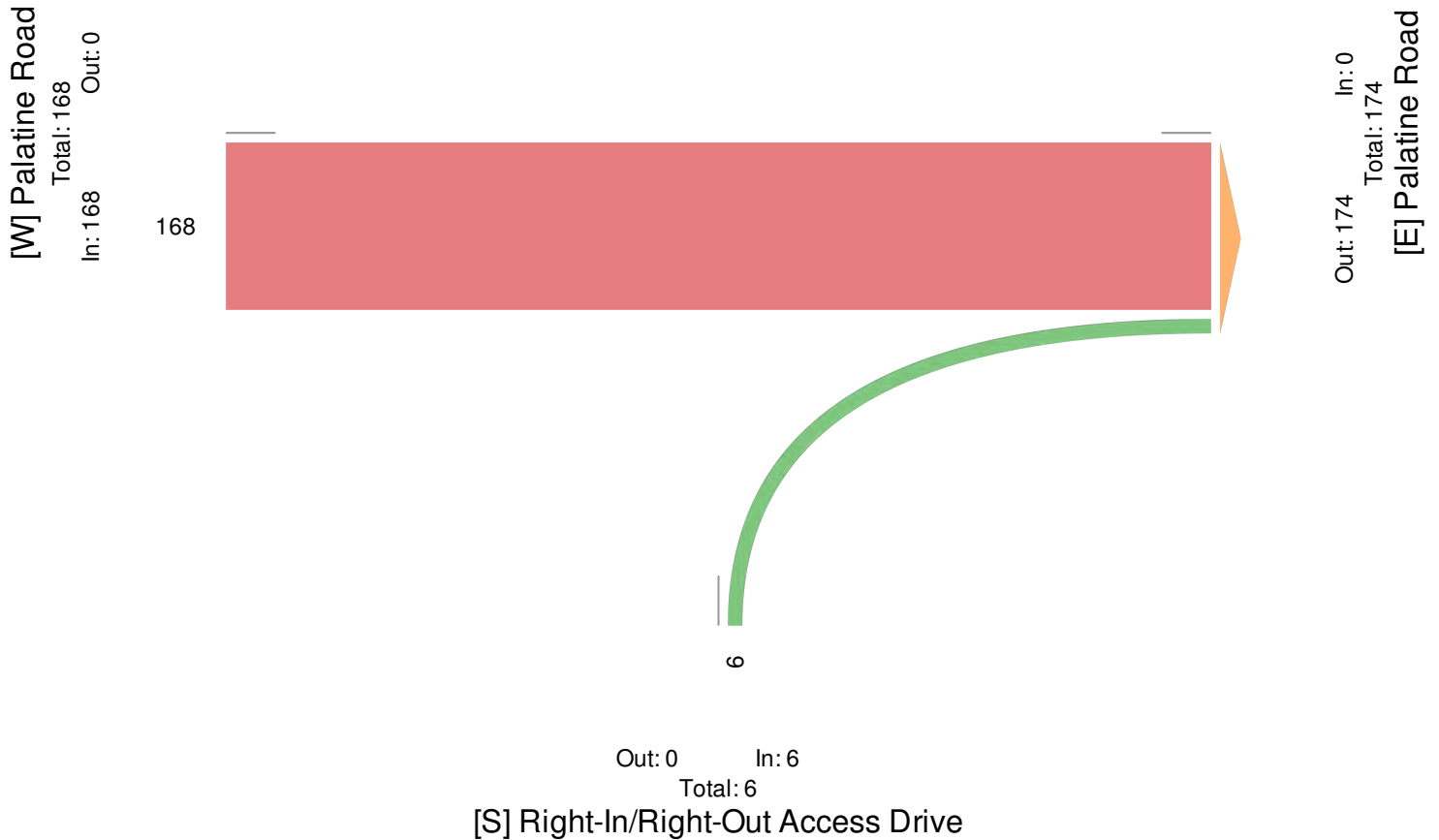
All Movements

ID: 731792, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Palatine Road with Right-In/Right-Out Access... - TMC

Tue Dec 3, 2019

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731792, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Palatine Road Westbound					Right-In/Right-Out Access Drive Northbound					Palatine Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2019-12-03 4:15PM	0	0	0	0	0	2	0	0	2	0	1	48	0	49	0	51
4:30PM	0	0	0	0	0	2	0	0	2	0	1	43	0	44	0	46
4:45PM	0	0	0	0	0	4	0	0	4	0	0	49	0	49	0	53
5:00PM	0	0	0	0	0	3	0	0	3	0	0	53	0	53	0	56
Total	0	0	0	0	0	11	0	0	11	0	2	193	0	195	0	206
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	1.0%	99.0%	0%	-	-	-
% Total	0%	0%	0%	0%	-	5.3%	0%	0%	5.3%	-	1.0%	93.7%	0%	94.7%	-	-
PHF	-	-	-	-	-	0.688	-	-	0.688	-	0.500	0.910	-	0.920	-	0.920
Lights	0	0	0	0	-	11	0	0	11	-	2	192	0	194	-	205
% Lights	0%	0%	0%	-	-	100%	0%	0%	100%	-	100%	99.5%	0%	99.5%	-	99.5%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Single-Unit Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.5%	0%	0.5%	-	0.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Right-In/Right-Out Access... - TMC

Tue Dec 3, 2019

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

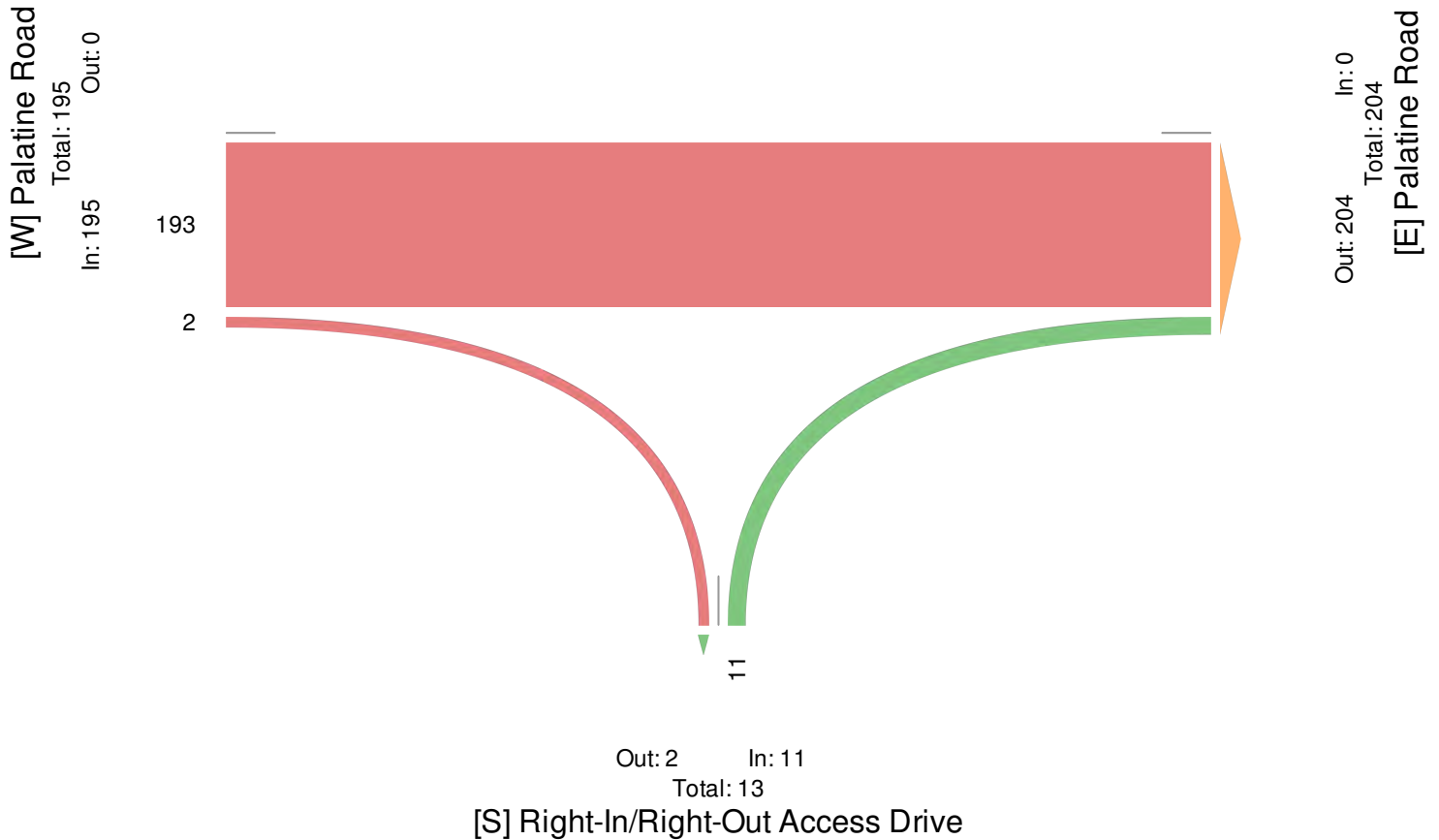
All Movements

ID: 731792, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Access Drives - Weekday - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731837, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Access Drive Westbound						Rand Road Northbound						Access Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 7:00AM	4	333	1	0	338	0	0	1	2	0	3	0	0	126	7	0	133	0	5	0	3	0	8	0	482
7:15AM	5	388	1	0	394	0	2	0	3	0	5	0	0	164	7	0	171	0	4	2	4	0	10	1	580
7:30AM	2	361	1	0	364	0	2	2	3	0	7	0	4	175	6	1	186	0	5	0	3	0	8	1	565
7:45AM	4	404	0	0	408	0	0	1	3	0	4	1	1	220	9	0	230	0	9	0	2	0	11	2	653
Hourly Total	15	1486	3	0	1504	0	4	4	11	0	19	1	5	685	29	1	720	0	23	2	12	0	37	4	2280
8:00AM	2	352	1	0	355	0	2	0	2	0	4	0	2	192	13	0	207	0	12	0	2	0	14	0	580
8:15AM	2	321	1	0	324	0	2	1	3	0	6	0	1	163	10	0	174	0	3	0	2	0	5	1	509
8:30AM	2	337	2	0	341	0	1	0	3	0	4	0	7	192	15	1	215	0	2	0	4	0	6	0	566
8:45AM	2	304	2	0	308	0	3	1	5	0	9	0	0	188	10	0	198	0	7	0	1	0	8	0	523
Hourly Total	8	1314	6	0	1328	0	8	2	13	0	23	0	10	735	48	1	794	0	24	0	9	0	33	1	2178
4:00PM	10	272	1	1	284	0	8	2	4	0	14	0	6	334	22	0	362	0	16	2	19	0	37	0	697
4:15PM	8	249	4	0	261	0	3	3	5	0	11	0	8	320	25	0	353	0	20	0	14	0	34	0	659
4:30PM	4	299	1	1	305	0	9	4	1	1	15	0	10	305	34	0	349	0	25	3	15	0	43	0	712
4:45PM	8	272	5	0	285	0	3	5	4	1	13	0	6	282	28	0	316	0	16	2	17	0	35	0	649
Hourly Total	30	1092	11	2	1135	0	23	14	14	2	53	0	30	1241	109	0	1380	0	77	7	65	0	149	0	2717
5:00PM	1	287	2	0	290	0	10	7	9	0	26	0	5	362	20	0	387	0	15	3	11	0	29	0	732
5:15PM	12	296	5	0	313	0	8	2	11	0	21	0	6	355	16	0	377	0	21	1	10	0	32	0	743
5:30PM	7	299	3	0	309	0	6	2	5	0	13	0	10	373	29	0	412	1	20	0	13	0	33	0	767
5:45PM	10	265	5	0	280	0	9	5	8	0	22	0	6	320	24	0	350	0	27	3	13	0	43	0	695
Hourly Total	30	1147	15	0	1192	0	33	16	33	0	82	0	27	1410	89	0	1526	1	83	7	47	0	137	0	2937
Total	83	5039	35	2	5159	0	68	36	71	2	177	1	72	4071	275	2	4420	1	207	16	133	0	356	5	10112
% Approach	1.6%	97.7%	0.7%	0%	-	-	38.4%	20.3%	40.1%	1.1%	-	-	1.6%	92.1%	6.2%	0%	-	-	58.1%	4.5%	37.4%	0%	-	-	-
% Total	0.8%	49.8%	0.3%	0%	51.0%	-	0.7%	0.4%	0.7%	0%	1.8%	-	0.7%	40.3%	2.7%	0%	43.7%	-	2.0%	0.2%	1.3%	0%	3.5%	-	-
Lights	81	4938	35	2	5056	-	68	34	69	2	173	-	72	4000	275	2	4349	-	204	16	130	0	350	-	9928
% Lights	97.6%	98.0%	100%	100%	98.0%	-	100%	94.4%	97.2%	100%	97.7%	-	100%	98.3%	100%	100%	98.4%	-	98.6%	100%	97.7%	0%	98.3%	-	98.2%
Single-Unit Trucks	2	55	0	0	57	-	0	1	0	0	1	-	0	38	0	0	38	-	2	0	3	0	5	-	101
% Single-Unit Trucks	2.4%	1.1%	0%	0%	1.1%	-	0%	2.8%	0%	0%	0.6%	-	0%	0.9%	0%	0%	0.9%	-	1.0%	0%	2.3%	0%	1.4%	-	1.0%
Articulate d Trucks	0	32	0	0	32	-	0	0	1	0	1	-	0	23	0	0	23	-	1	0	0	0	1	-	57
% Articulate d Trucks	0%	0.6%	0%	0%	0.6%	-	0%	0%	1.4%	0%	0.6%	-	0%	0.6%	0%	0%	0.5%	-	0.5%	0%	0%	0%	0.3%	-	0.6%
Buses	0	14	0	0	14	-	0	0	1	0	1	-	0	10	0	0	10	-	0	0	0	0	0	-	25
% Buses	0%	0.3%	0%	0%	0.3%	-	0%	0%	1.4%	0%	0.6%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
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%	2.8%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	5	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Access Drives - Weekday - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

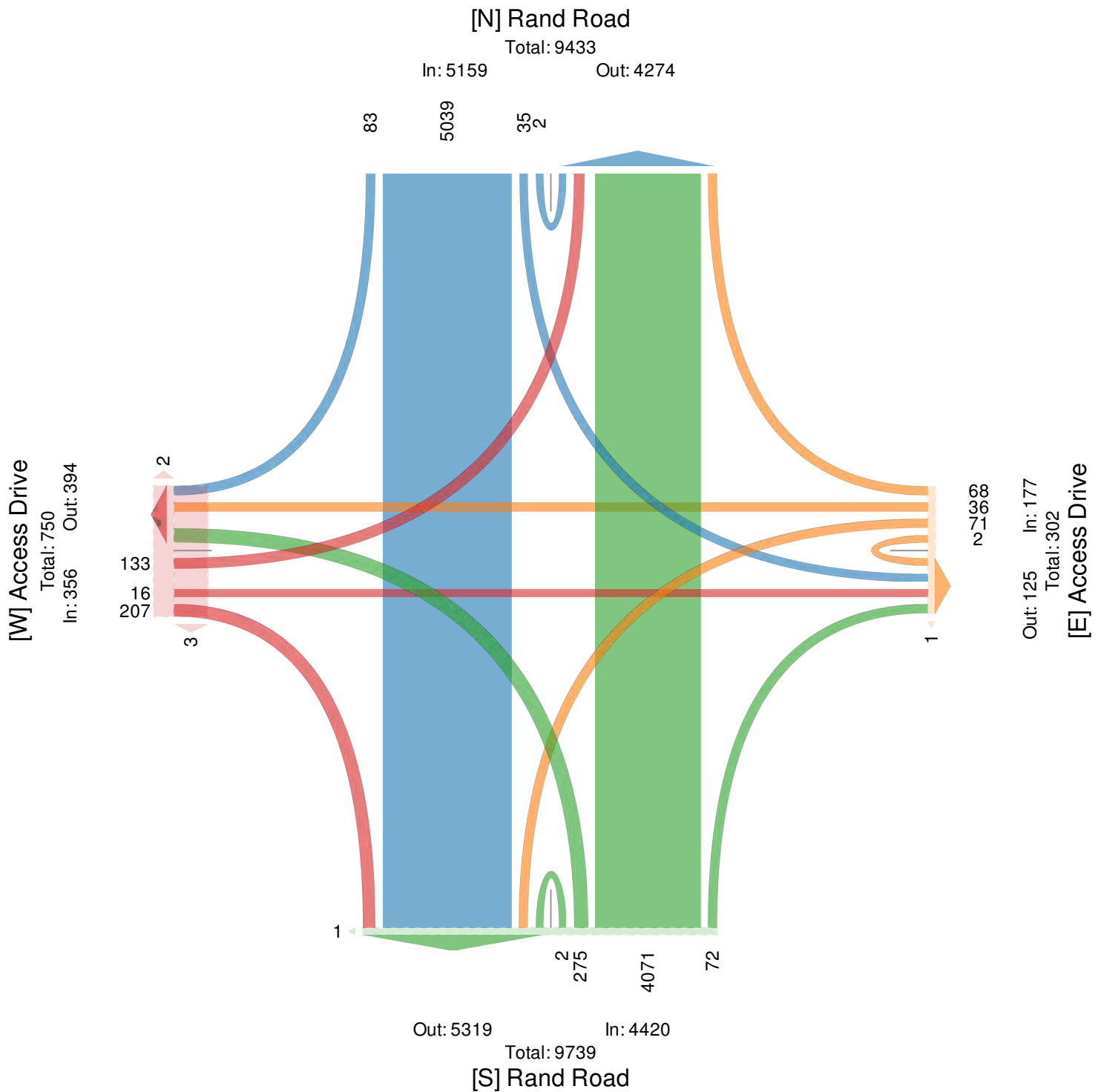
All Movements

ID: 731837, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Access Drives - Weekday - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731837, Location: 42.108233, -87.973935

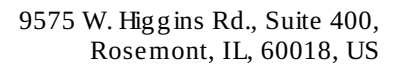


Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Access Drive Westbound						Rand Road Northbound						Access Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 7:15AM	5	388	1	0	394	0	2	0	3	0	5	0	0	164	7	0	171	0	4	2	4	0	10	1	580
7:30AM	2	361	1	0	364	0	2	2	3	0	7	0	4	175	6	1	186	0	5	0	3	0	8	1	565
7:45AM	4	404	0	0	408	0	0	1	3	0	4	1	1	220	9	0	230	0	9	0	2	0	11	2	653
8:00AM	2	352	1	0	355	0	2	0	2	0	4	0	2	192	13	0	207	0	12	0	2	0	14	0	580
Total	13	1505	3	0	1521	0	6	3	11	0	20	1	7	751	35	1	794	0	30	2	11	0	43	4	2378
% Approach	0.9%	98.9%	0.2%	0%	-	-	30.0%	15.0%	55.0%	0%	-	-	0.9%	94.6%	4.4%	0.1%	-	-	69.8%	4.7%	25.6%	0%	-	-	-
% Total	0.5%	63.3%	0.1%	0%	64.0%	-	0.3%	0.1%	0.5%	0%	0.8%	-	0.3%	31.6%	1.5%	0%	33.4%	-	1.3%	0.1%	0.5%	0%	1.8%	-	-
PHF	0.650	0.931	0.750	-	0.932	-	0.750	0.375	0.917	-	0.714	-	0.438	0.853	0.673	0.250	0.863	-	0.625	0.250	0.688	-	0.768	-	0.910
Lights	12	1466	3	0	1481	-	6	2	11	0	19	-	7	733	35	1	776	-	28	2	10	0	40	-	2316
% Lights	92.3%	97.4%	100%	0%	97.4%	-	100%	66.7%	100%	0%	95.0%	-	100%	97.6%	100%	100%	97.7%	-	93.3%	100%	90.9%	0%	93.0%	-	97.4%
Single-Unit Trucks	1	16	0	0	17	-	0	1	0	0	1	-	0	15	0	0	15	-	1	0	1	0	2	-	35
% Single-Unit Trucks	7.7%	1.1%	0%	0%	1.1%	-	0%	33.3%	0%	0%	5.0%	-	0%	2.0%	0%	0%	1.9%	-	3.3%	0%	9.1%	0%	4.7%	-	1.5%
Articulated Trucks	0	17	0	0	17	-	0	0	0	0	0	-	0	3	0	0	3	-	1	0	0	0	1	-	21
% Articulated Trucks	0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	3.3%	0%	0%	0%	2.3%	-	0.9%
Buses	0	6	0	0	6	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	6
% Buses	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-	-	-	-	-100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 731837, Location: 42.108233, -87.973935



Rand Road with Access Drives - Weekday - TMC

Tue Dec 3, 2019

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731837, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Access Drive Westbound						Rand Road Northbound						Access Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 5:00PM	1	287	2	0	290	0	10	7	9	0	26	0	5	362	20	0	387	0	15	3	11	0	29	0	732
5:15PM	12	296	5	0	313	0	8	2	11	0	21	0	6	355	16	0	377	0	21	1	10	0	32	0	743
5:30PM	7	299	3	0	309	0	6	2	5	0	13	0	10	373	29	0	412	1	20	0	13	0	33	0	767
5:45PM	10	265	5	0	280	0	9	5	8	0	22	0	6	320	24	0	350	0	27	3	13	0	43	0	695
Total	30	1147	15	0	1192	0	33	16	33	0	82	0	27	1410	89	0	1526	1	83	7	47	0	137	0	2937
% Approach	2.5%	96.2%	1.3%	0%	-	-	40.2%	19.5%	40.2%	0%	-	-	1.8%	92.4%	5.8%	0%	-	-	60.6%	5.1%	34.3%	0%	-	-	-
% Total	1.0%	39.1%	0.5%	0%	40.6%	-	1.1%	0.5%	1.1%	0%	2.8%	-	0.9%	48.0%	3.0%	0%	52.0%	-	2.8%	0.2%	1.6%	0%	4.7%	-	-
PHF	0.625	0.959	0.750	-	0.952	-	0.825	0.571	0.750	-	0.788	-	0.675	0.945	0.767	-	0.926	-	0.769	0.583	0.904	-	0.797	-	0.957
Lights	29	1134	15	0	1178	-	33	16	33	0	82	-	27	1397	89	0	1513	-	83	7	46	0	136	-	2909
% Lights	96.7%	98.9%	100%	0%	98.8%	-	100%	100%	100%	0%	100%	-	100%	99.1%	100%	0%	99.1%	-	100%	100%	97.9%	0%	99.3%	-	99.0%
Single-Unit Trucks	1	9	0	0	10	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	1	0	1	-	15
% Single-Unit Trucks	3.3%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	2.1%	0%	0.7%	-	0.5%
Articulated Trucks	0	4	0	0	4	-	0	0	0	0	0	-	0	6	0	0	6	-	0	0	0	0	0	-	10
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	3
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Access Drives - Weekday - TMC

Tue Dec 3, 2019

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

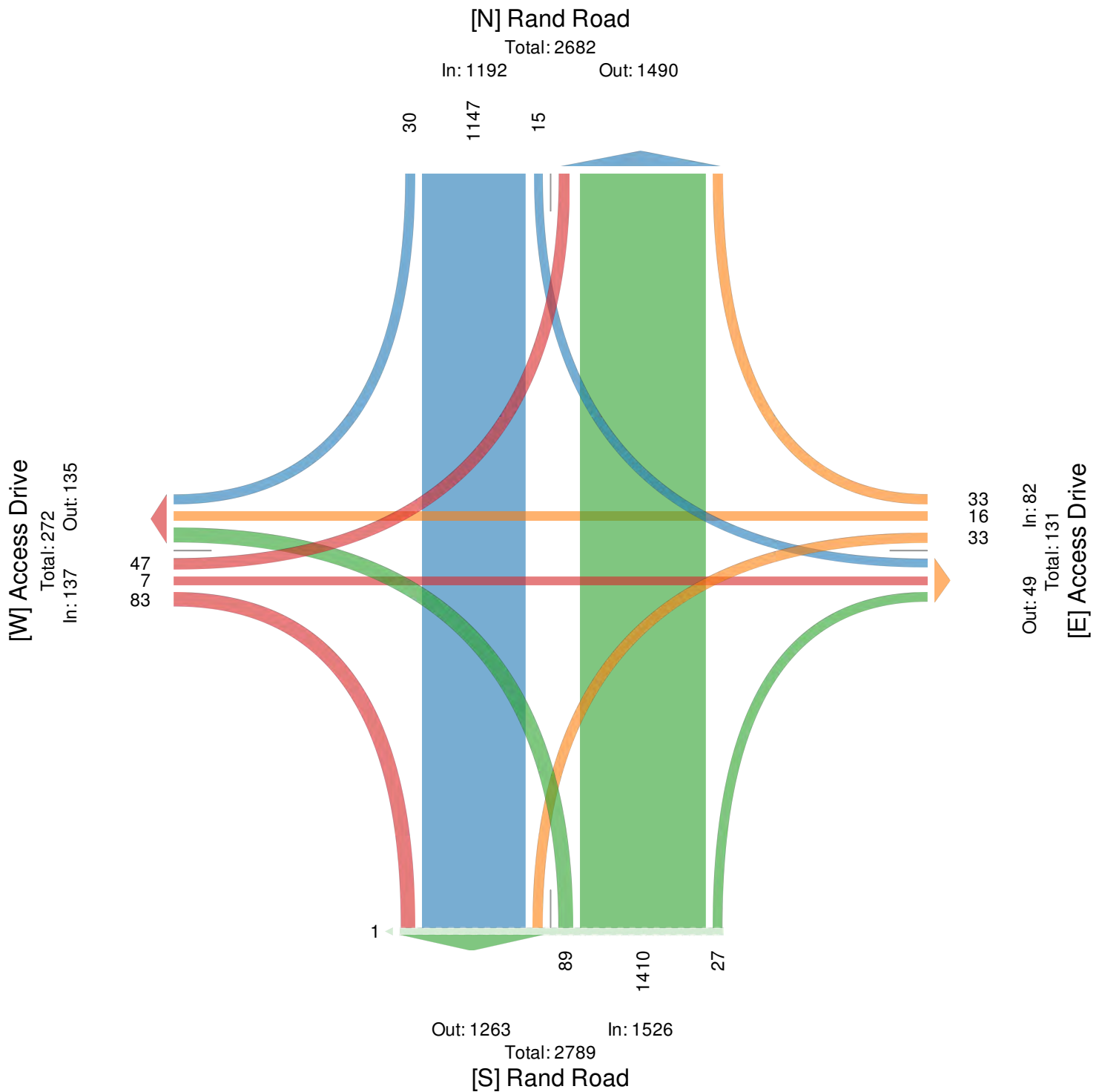
All Movements

ID: 731837, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue/Beverly Lane - We... - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731769, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound							Jane Avenue Westbound							Rand Road Northbound							Beverly Lane Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2019-12-03																													
7:00AM	1	313	9	0	323	0		11	1	4	0	16	0		16	144	0	0	160	0		4	3	2	0	9	0		508
7:15AM	2	365	12	0	379	0		18	1	3	0	22	0		13	136	2	0	151	0		5	2	2	0	9	0		561
7:30AM	3	346	23	0	372	0		15	2	11	0	28	0		9	183	3	0	195	0		7	4	2	0	13	0		608
7:45AM	2	383	7	0	392	0		11	5	13	0	29	0		13	219	2	0	234	0		14	7	1	0	22	1		677
Hourly Total	8	1407	51	0	1466	0		55	9	31	0	95	0		51	682	7	0	740	0		30	16	7	0	53	1		2354
8:00AM	3	355	9	0	367	0		8	2	6	0	16	0		11	184	0	0	195	0		9	2	3	0	14	0		592
8:15AM	5	326	9	0	340	0		8	1	3	0	12	0		9	181	3	0	193	1		1	1	1	0	3	1		548
8:30AM	0	314	11	0	325	0		9	3	7	0	19	0		10	189	2	0	201	0		8	4	1	0	13	0		558
8:45AM	6	303	5	0	314	0		14	1	7	0	22	0		10	198	2	0	210	0		4	1	3	0	8	0		554
Hourly Total	14	1298	34	0	1346	0		39	7	23	0	69	0		40	752	7	0	799	1		22	8	8	0	38	1		2252
4:00PM	5	284	6	0	295	0		8	4	4	0	16	0		4	330	3	0	337	1		3	1	4	0	8	0		656
4:15PM	5	271	4	0	280	0		7	2	3	0	12	0		4	361	1	0	366	0		1	2	1	0	4	0		662
4:30PM	5	319	9	0	333	0		8	0	4	0	12	0		5	334	2	0	341	0		2	2	4	0	8	0		694
4:45PM	4	298	4	0	306	0		6	1	5	0	12	0		4	325	2	0	331	0		2	2	4	0	8	0		657
Hourly Total	19	1172	23	0	1214	0		29	7	16	0	52	0		17	1350	8	0	1375	1		8	7	13	0	28	0		2669
5:00PM	4	313	1	0	318	0		2	2	2	0	6	0		3	372	4	0	379	0		4	1	1	0	6	0		709
5:15PM	6	328	3	1	338	0		5	3	3	0	11	0		4	388	3	0	395	0		5	0	1	0	6	0		750
5:30PM	6	327	4	0	337	0		5	1	4	0	10	0		7	389	2	0	398	0		9	0	3	0	12	0		757
5:45PM	10	292	3	0	305	0		2	0	3	0	5	0		3	358	3	1	365	0		4	1	4	0	9	1		684
Hourly Total	26	1260	11	1	1298	0		14	6	12	0	32	0		17	1507	12	1	1537	0		22	2	9	0	33	1		2900
Total	67	5137	119	1	5324	0		137	29	82	0	248	0		125	4291	34	1	4451	2		82	33	37	0	152	3		10175
% Approach	1.3%	96.5%	2.2%	0%	-	-		55.2%	11.7%	33.1%	0%	-	-		2.8%	96.4%	0.8%	0%	-	-		53.9%	21.7%	24.3%	0%	-	-		-
% Total	0.7%	50.5%	1.2%	0%	52.3%	-		1.3%	0.3%	0.8%	0%	2.4%	-		1.2%	42.2%	0.3%	0%	43.7%	-		0.8%	0.3%	0.4%	0%	1.5%	-		-
Lights	66	5031	117	1	5215	-		135	29	81	0	245	-		123	4217	34	1	4375	-		81	33	37	0	151	-		9986
% Lights	98.5%	97.9%	98.3%	100%	98.0%	-		98.5%	100%	98.8%	0%	98.8%	-		98.4%	98.3%	100%	100%	98.3%	-		98.8%	100%	100%	0%	99.3%	-		98.1%
Single-Unit Trucks	0	55	1	0	56	-		2	0	1	0	3	-		1	39	0	0	40	-		0	0	0	0	0	-		99
% Single-Unit Trucks	0%	1.1%	0.8%	0%	1.1%	-		1.5%	0%	1.2%	0%	1.2%	-		0.8%	0.9%	0%	0%	0.9%	-		0%	0%	0%	0%	0%	-		1.0%
Articulated Trucks	0	38	0	0	38	-		0	0	0	0	0	-		1	25	0	0	26	-		0	0	0	0	0	-		64
% Articulated Trucks	0%	0.7%	0%	0%	0.7%	-		0%	0%	0%	0%	0%	-		0.8%	0.6%	0%	0%	0.6%	-		0%	0%	0%	0%	0%	-		0.6%
Buses	1	13	1	0	15	-		0	0	0	0	0	-		0	10	0	0	10	-		1	0	0	0	1	-		26
% Buses	1.5%	0.3%	0.8%	0%	0.3%	-		0%	0%	0%	0%	0%	-		0%	0.2%	0%	0%	0.2%	-		1.2%	0%	0%	0%	0.7%	-		0.3%
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%
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	2		-	-	-	-	-	3		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	100%		-	-	-	-	-	100%		-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue/Beverly Lane - We... - TMC

Tue Dec 3, 2019

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

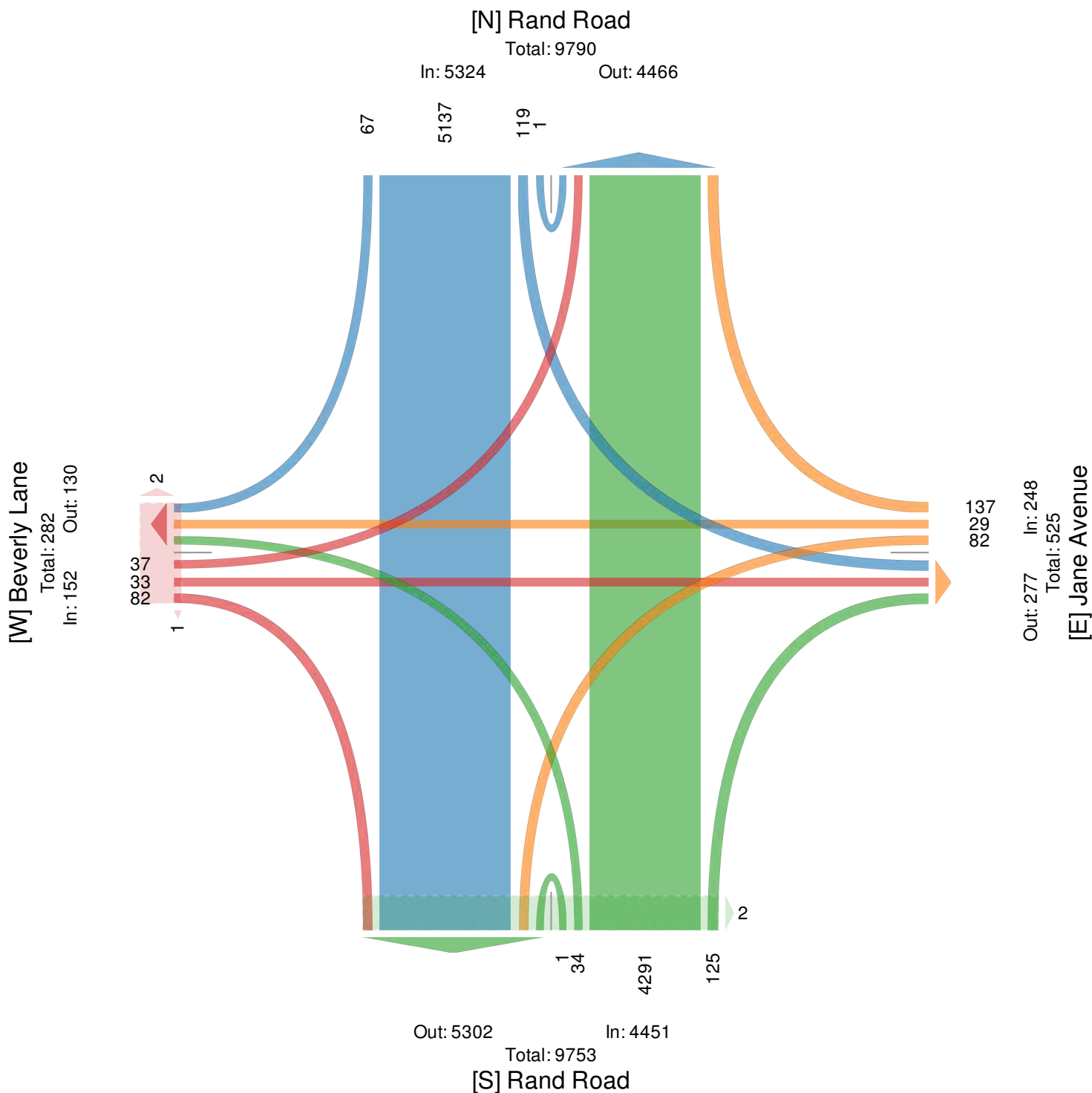
All Movements

ID: 731769, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue/Beverly Lane - We... - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731769, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Jane Avenue Westbound						Rand Road Northbound						Beverly Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 7:15AM	2	365	12	0	379	0	18	1	3	0	22	0	13	136	2	0	151	0	5	2	2	0	9	0	561
7:30AM	3	346	23	0	372	0	15	2	11	0	28	0	9	183	3	0	195	0	7	4	2	0	13	0	608
7:45AM	2	383	7	0	392	0	11	5	13	0	29	0	13	219	2	0	234	0	14	7	1	0	22	1	677
8:00AM	3	355	9	0	367	0	8	2	6	0	16	0	11	184	0	0	195	0	9	2	3	0	14	0	592
Total	10	1449	51	0	1510	0	52	10	33	0	95	0	46	722	7	0	775	0	35	15	8	0	58	1	2438
% Approach	0.7%	96.0%	3.4%	0%	-	-	54.7%	10.5%	34.7%	0%	-	-	5.9%	93.2%	0.9%	0%	-	-	60.3%	25.9%	13.8%	0%	-	-	-
% Total	0.4%	59.4%	2.1%	0%	61.9%	-	2.1%	0.4%	1.4%	0%	3.9%	-	1.9%	29.6%	0.3%	0%	31.8%	-	1.4%	0.6%	0.3%	0%	2.4%	-	-
PHF	0.833	0.946	0.554	-	0.963	-	0.722	0.500	0.635	-	0.819	-	0.885	0.824	0.583	-	0.828	-	0.625	0.536	0.667	-	0.659	-	0.900
Lights	10	1408	50	0	1468	-	51	10	32	0	93	-	44	707	7	0	758	-	34	15	8	0	57	-	2376
% Lights	100%	97.2%	98.0%	0%	97.2%	-	98.1%	100%	97.0%	0%	97.9%	-	95.7%	97.9%	100%	0%	97.8%	-	97.1%	100%	100%	0%	98.3%	-	97.5%
Single-Unit Trucks	0	14	1	0	15	-	1	0	1	0	2	-	1	12	0	0	13	-	0	0	0	0	0	-	30
% Single-Unit Trucks	0%	1.0%	2.0%	0%	1.0%	-	1.9%	0%	3.0%	0%	2.1%	-	2.2%	1.7%	0%	0%	1.7%	-	0%	0%	0%	0%	0%	-	1.2%
Articulated Trucks	0	21	0	0	21	-	0	0	0	0	0	-	1	3	0	0	4	-	0	0	0	0	0	-	25
% Articulated Trucks	0%	1.4%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	2.2%	0.4%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	1.0%
Buses	0	6	0	0	6	-	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	7
% Buses	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	2.9%	0%	0%	0%	1.7%	-	0.3%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue/Beverly Lane - We... - TMC

Tue Dec 3, 2019

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

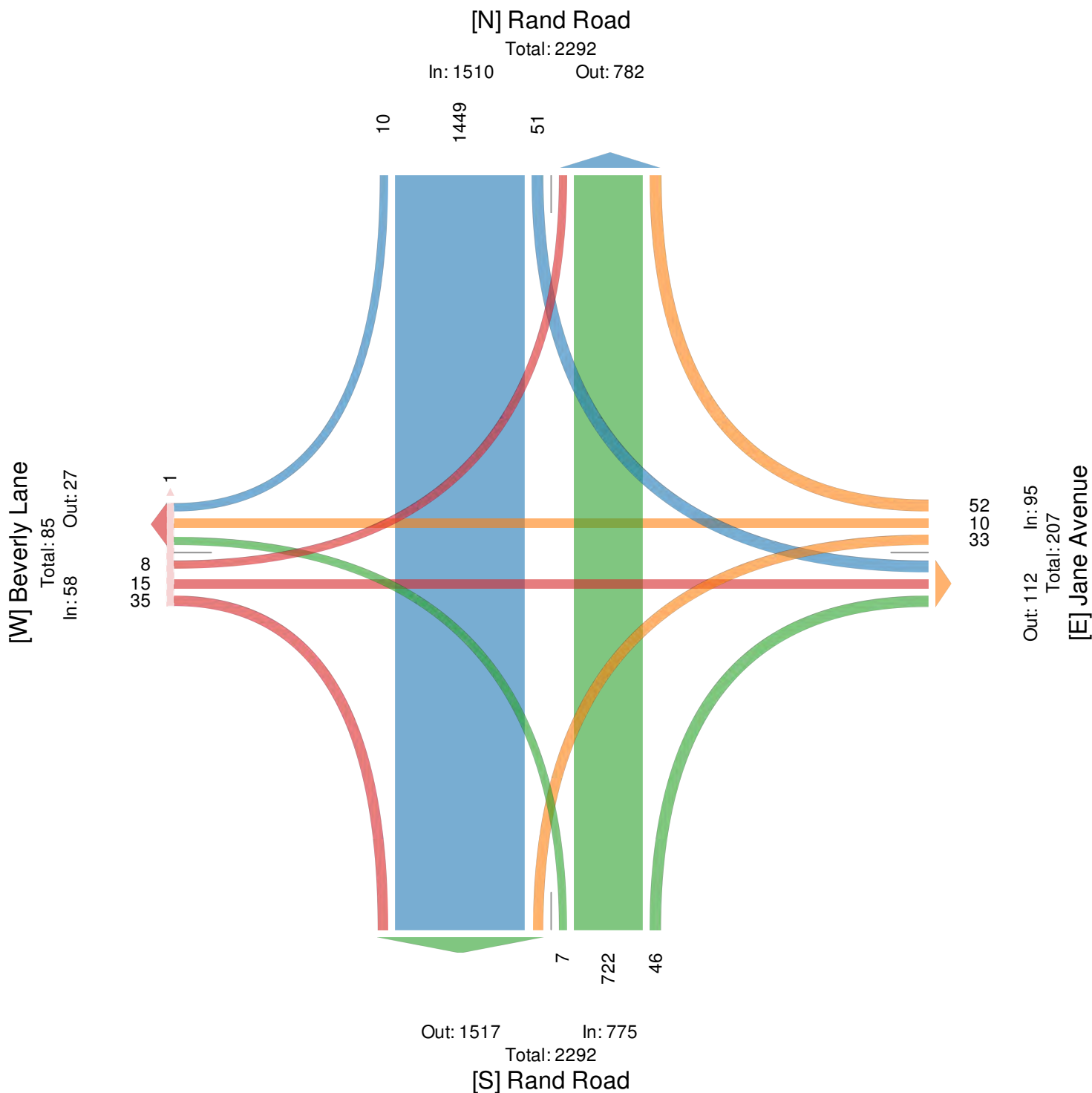
All Movements

ID: 731769, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue/Beverly Lane - We... - TMC

Tue Dec 3, 2019

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731769, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Jane Avenue Westbound						Rand Road Northbound						Beverly Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-12-03 5:00PM	4	313	1	0	318	0	2	2	2	0	6	0	3	372	4	0	379	0	4	1	1	0	6	0	709
5:15PM	6	328	3	1	338	0	5	3	3	0	11	0	4	388	3	0	395	0	5	0	1	0	6	0	750
5:30PM	6	327	4	0	337	0	5	1	4	0	10	0	7	389	2	0	398	0	9	0	3	0	12	0	757
5:45PM	10	292	3	0	305	0	2	0	3	0	5	0	3	358	3	1	365	0	4	1	4	0	9	1	684
Total	26	1260	11	1	1298	0	14	6	12	0	32	0	17	1507	12	1	1537	0	22	2	9	0	33	1	2900
% Approach	2.0%	97.1%	0.8%	0.1%	-	-	43.8%	18.8%	37.5%	0%	-	-	1.1%	98.0%	0.8%	0.1%	-	-	66.7%	6.1%	27.3%	0%	-	-	-
% Total	0.9%	43.4%	0.4%	0%	44.8%	-	0.5%	0.2%	0.4%	0%	1.1%	-	0.6%	52.0%	0.4%	0%	53.0%	-	0.8%	0.1%	0.3%	0%	1.1%	-	-
PHF	0.650	0.960	0.688	0.250	0.960	-	0.700	0.500	0.750	-0.727	-	-	0.607	0.969	0.750	0.250	0.965	-	0.611	0.500	0.563	-0.688	-	-	0.958
Lights	26	1248	11	1	1286	-	14	6	12	0	32	-	17	1493	12	1	1523	-	22	2	9	0	33	-	2874
% Lights	100%	99.0%	100%	100%	99.1%	-	100%	100%	100%	0%	100%	-	100%	99.1%	100%	100%	99.1%	-	100%	100%	100%	0%	100%	-	99.1%
Single-Unit Trucks	0	8	0	0	8	-	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	13
% Single-Unit Trucks	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.4%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	6	0	0	6	-	0	0	0	0	0	-	9
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
Buses	0	1	0	0	1	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	4
% Buses	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue/Beverly Lane - We... - TMC

Tue Dec 3, 2019

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

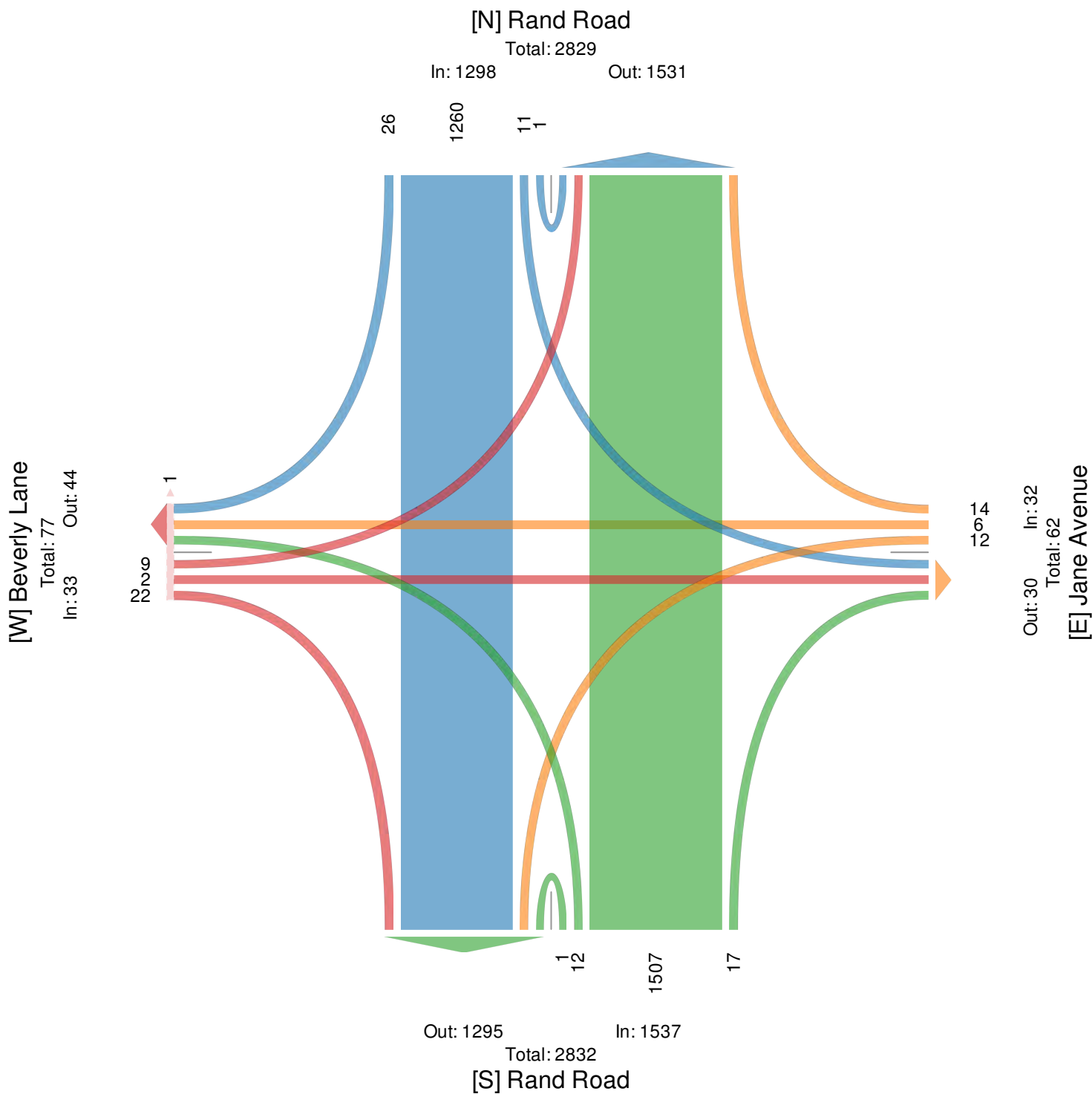
All Movements

ID: 731769, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Clarence Avenue with Jane Avenue - Saturday - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731773, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Clarence Avenue Southbound					Clarence Avenue Northbound					Jane Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2019-11-23 12:00PM	2	5	0	7	0	2	4	0	6	0	4	4	0	8	0	21
12:15PM	0	2	0	2	0	3	2	0	5	0	5	2	0	7	0	14
12:30PM	3	1	0	4	0	2	2	1	5	0	4	1	0	5	0	14
12:45PM	2	5	0	7	0	2	5	0	7	0	4	0	0	4	0	18
Hourly Total	7	13	0	20	0	9	13	1	23	0	17	7	0	24	0	67
1:00PM	1	1	0	2	0	2	1	0	3	0	3	2	0	5	0	10
1:15PM	1	2	0	3	0	3	2	0	5	0	8	1	0	9	0	17
1:30PM	0	0	0	0	0	2	2	0	4	0	3	1	0	4	0	8
1:45PM	0	3	0	3	0	3	4	0	7	0	3	1	0	4	0	14
Hourly Total	2	6	0	8	0	10	9	0	19	0	17	5	0	22	0	49
Total	9	19	0	28	0	19	22	1	42	0	34	12	0	46	0	116
% Approach	32.1%	67.9%	0%	-	-	45.2%	52.4%	2.4%	-	-	73.9%	26.1%	0%	-	-	-
% Total	7.8%	16.4%	0%	24.1%	-	16.4%	19.0%	0.9%	36.2%	-	29.3%	10.3%	0%	39.7%	-	-
Lights	9	19	0	28	-	19	22	1	42	-	34	10	0	44	-	114
% Lights	100%	100%	0%	100%	-	100%	100%	100%	100%	-	100%	83.3%	0%	95.7%	-	98.3%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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	2	0	2	-	2
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	16.7%	0%	4.3%	-	1.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Clarence Avenue with Jane Avenue - Saturday - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

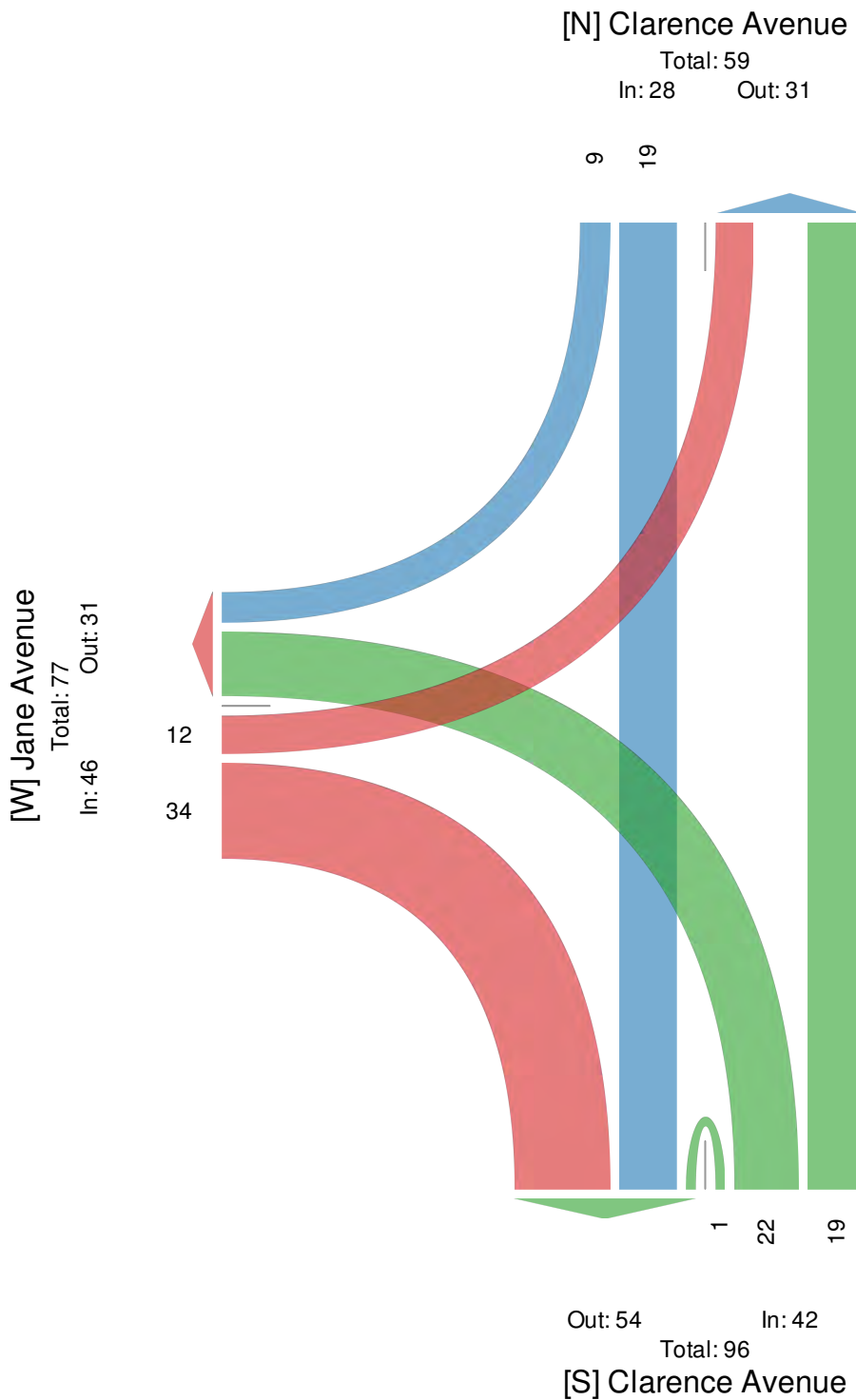
All Movements

ID: 731773, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Clarence Avenue with Jane Avenue - Saturday - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731773, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Clarence Avenue Southbound					Clarence Avenue Northbound					Jane Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2019-11-23 12:00PM	2	5	0	7	0	2	4	0	6	0	4	4	0	8	0	21
12:15PM	0	2	0	2	0	3	2	0	5	0	5	2	0	7	0	14
12:30PM	3	1	0	4	0	2	2	1	5	0	4	1	0	5	0	14
12:45PM	2	5	0	7	0	2	5	0	7	0	4	0	0	4	0	18
Total	7	13	0	20	0	9	13	1	23	0	17	7	0	24	0	67
% Approach	35.0%	65.0%	0%	-	-	39.1%	56.5%	4.3%	-	-	70.8%	29.2%	0%	-	-	-
% Total	10.4%	19.4%	0%	29.9%	-	13.4%	19.4%	1.5%	34.3%	-	25.4%	10.4%	0%	35.8%	-	-
PHF	0.583	0.650	-	0.714	-	0.750	0.650	0.250	0.821	-	0.850	0.438	-	0.750	-	0.798
Lights	7	13	0	20	-	9	13	1	23	-	17	7	0	24	-	67
% Lights	100%	100%	0%	100%	-	100%	100%	100%	100%	-	100%	100%	0%	100%	-	100%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Clarence Avenue with Jane Avenue - Saturday - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

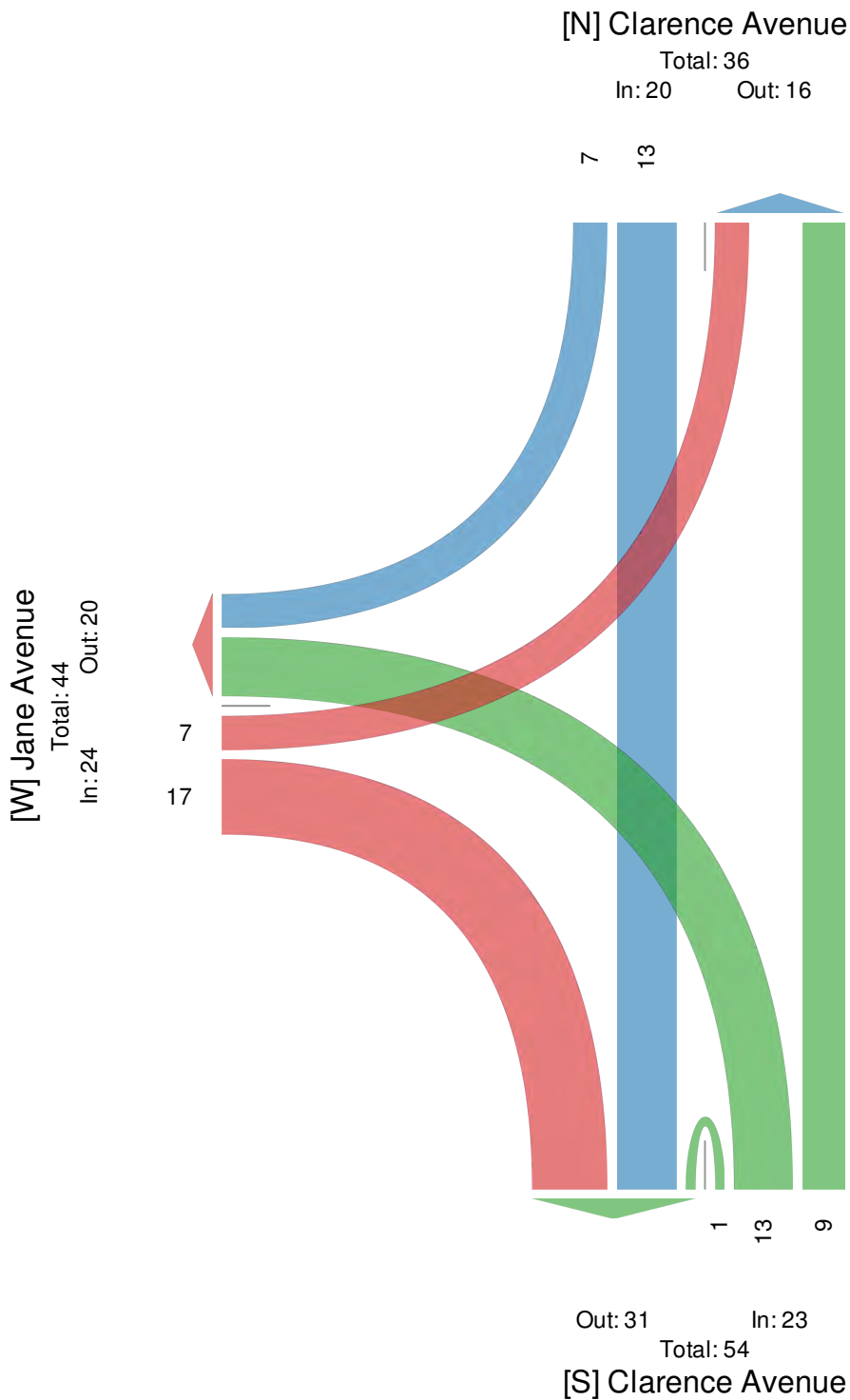
All Movements

ID: 731773, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Clarence Avenue with Jane Avenue - Saturday - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

All Movements

ID: 731773, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Clarence Avenue Southbound					Clarence Avenue Northbound					Jane Avenue Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2019-11-23 1:00PM	1	1	0	2	0	2	1	0	3	0	3	2	0	5	0	10
1:15PM	1	2	0	3	0	3	2	0	5	0	8	1	0	9	0	17
1:30PM	0	0	0	0	0	2	2	0	4	0	3	1	0	4	0	8
1:45PM	0	3	0	3	0	3	4	0	7	0	3	1	0	4	0	14
Total	2	6	0	8	0	10	9	0	19	0	17	5	0	22	0	49
% Approach	25.0%	75.0%	0%	-	-	52.6%	47.4%	0%	-	-	77.3%	22.7%	0%	-	-	-
% Total	4.1%	12.2%	0%	16.3%	-	20.4%	18.4%	0%	38.8%	-	34.7%	10.2%	0%	44.9%	-	-
PHF	0.500	0.500	-	0.667	-	0.833	0.563	-	0.679	-	0.531	0.750	-	0.556	-	0.691
Lights	2	6	0	8	-	10	9	0	19	-	17	3	0	20	-	47
% Lights	100%	100%	0%	100%	-	100%	100%	0%	100%	-	100%	60.0%	0%	90.9%	-	95.9%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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	2	0	2	-	2
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	40.0%	0%	9.1%	-	4.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Clarence Avenue with Jane Avenue - Saturday - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

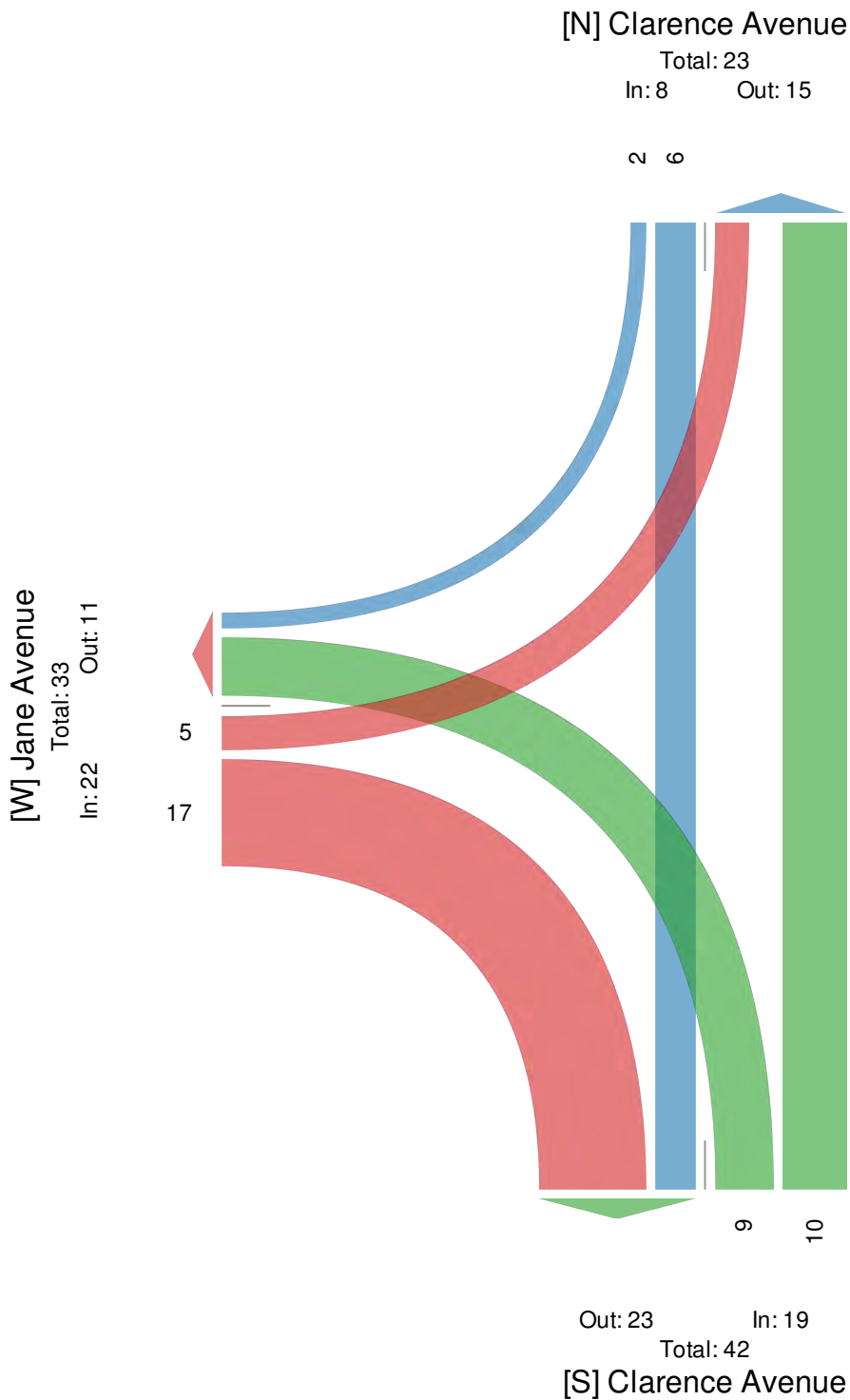
All Movements

ID: 731773, Location: 42.106404, -87.968427



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Palatine Road with Eastwood Drive - Saturday - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731820, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Access Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-11-23 12:00PM	0	2	1	0	3	1	0	262	6	1	269	0	11	0	2	0	13	0	10	192	3	3	208	0	493
12:15PM	4	0	1	0	5	1	0	276	8	1	285	0	5	0	2	0	7	0	6	230	2	2	240	0	537
12:30PM	5	1	1	0	7	0	0	275	8	1	284	0	2	1	5	0	8	0	6	177	3	4	190	0	489
12:45PM	1	0	0	0	1	0	1	269	8	1	279	0	7	1	2	0	10	0	11	195	8	2	216	0	506
Hourly Total	10	3	3	0	16	2	1	1082	30	4	1117	0	25	2	11	0	38	0	33	794	16	11	854	0	2025
1:00PM	2	0	0	0	2	0	0	252	6	4	262	0	2	0	5	0	7	0	14	178	6	2	200	0	471
1:15PM	0	2	0	0	2	0	0	261	11	3	275	0	6	1	2	0	9	0	11	216	3	6	236	0	522
1:30PM	2	2	1	0	5	0	0	259	5	1	265	0	7	1	3	0	11	0	10	233	7	4	254	0	535
1:45PM	0	1	1	0	2	0	0	243	6	2	251	0	10	0	6	0	16	0	9	234	5	5	253	0	522
Hourly Total	4	5	2	0	11	0	0	1015	28	10	1053	0	25	2	16	0	43	0	44	861	21	17	943	0	2050
Total	14	8	5	0	27	2	1	2097	58	14	2170	0	50	4	27	0	81	0	77	1655	37	28	1797	0	4075
% Approach	51.9%	29.6%	18.5%	0%	-	-	0%	96.6%	2.7%	0.6%	-	-	61.7%	4.9%	33.3%	0%	-	-	4.3%	92.1%	2.1%	1.6%	-	-	-
% Total	0.3%	0.2%	0.1%	0%	0.7%	-	0%	51.5%	1.4%	0.3%	53.3%	-	1.2%	0.1%	0.7%	0%	2.0%	-	1.9%	40.6%	0.9%	0.7%	44.1%	-	-
Lights	14	8	5	0	27	-	1	2066	58	14	2139	-	49	4	27	0	80	-	77	1611	37	28	1753	-	3999
% Lights	100%	100%	100%	0%	100%	-	100%	98.5%	100%	100%	98.6%	-	98.0%	100%	100%	0%	98.8%	-	100%	97.3%	100%	100%	97.6%	-	98.1%
Single-Unit Trucks	0	0	0	0	0	-	0	17	0	0	17	-	0	0	0	0	0	-	0	32	0	0	32	-	49
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	1.8%	-	1.2%
Articulated Trucks	0	0	0	0	0	-	0	13	0	0	13	-	1	0	0	0	1	-	0	12	0	0	12	-	26
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	2.0%	0%	0%	0%	1.2%	-	0%	0.7%	0%	0%	0.7%	-	0.6%
Buses	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive - Saturday - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

All Movements

ID: 731820, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

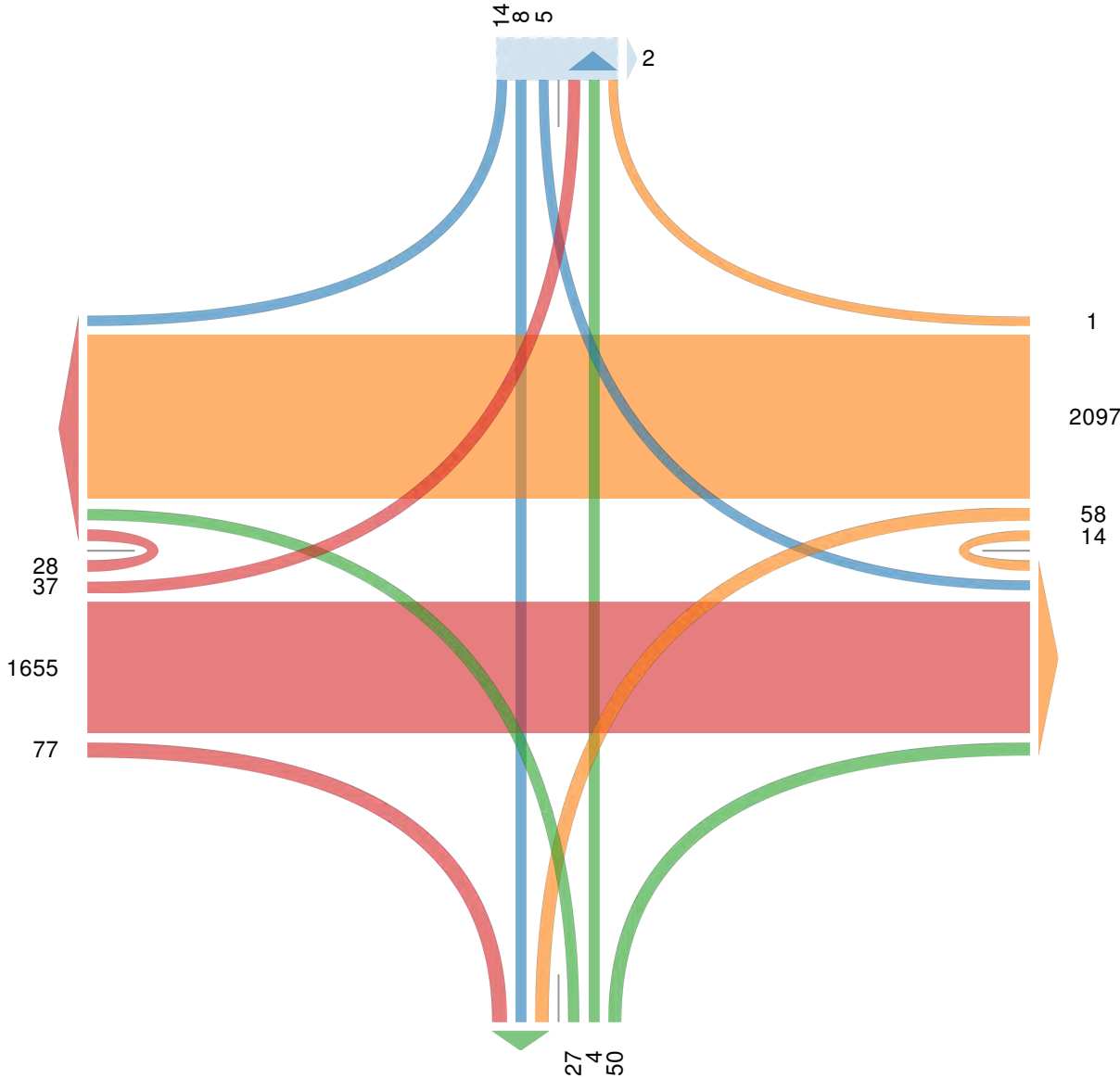
[N] Eastwood Drive

Total: 69
In: 27 Out: 42



[W] Palatine Road

Total: 3963
In: 1797 Out: 2166



Out: 143 In: 81
Total: 224
[S] Access Drive

Palatine Road with Eastwood Drive - Saturday - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731820, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Access Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-11-23 12:00PM	0	2	1	0	3	1	0	262	6	1	269	0	11	0	2	0	13	0	10	192	3	3	208	0	493
12:15PM	4	0	1	0	5	1	0	276	8	1	285	0	5	0	2	0	7	0	6	230	2	2	240	0	537
12:30PM	5	1	1	0	7	0	0	275	8	1	284	0	2	1	5	0	8	0	6	177	3	4	190	0	489
12:45PM	1	0	0	0	1	0	1	269	8	1	279	0	7	1	2	0	10	0	11	195	8	2	216	0	506
Total	10	3	3	0	16	2	1	1082	30	4	1117	0	25	2	11	0	38	0	33	794	16	11	854	0	2025
% Approach	62.5%	18.8%	18.8%	0%	-	-	0.1%	96.9%	2.7%	0.4%	-	-	65.8%	5.3%	28.9%	0%	-	-	3.9%	93.0%	1.9%	1.3%	-	-	-
% Total	0.5%	0.1%	0.1%	0%	0.8%	-	0%	53.4%	1.5%	0.2%	55.2%	-	1.2%	0.1%	0.5%	0%	1.9%	-	1.6%	39.2%	0.8%	0.5%	42.2%	-	-
PHF	0.500	0.375	0.750	-	0.571	-	0.250	0.980	0.938	1.000	0.980	-	0.568	0.500	0.550	-	0.731	-	0.750	0.863	0.500	0.688	0.890	-	0.943
Lights	10	3	3	0	16	-	1	1067	30	4	1102	-	24	2	11	0	37	-	33	772	16	11	832	-	1987
% Lights	100%	100%	100%	0%	100%	-	100%	98.6%	100%	100%	98.7%	-	96.0%	100%	100%	0%	97.4%	-	100%	97.2%	100%	100%	97.4%	-	98.1%
Single-Unit Trucks	0	0	0	0	0	-	0	7	0	0	7	-	0	0	0	0	0	-	0	13	0	0	13	-	20
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	1.6%	0%	0%	1.5%	-	1.0%
Articulated Trucks	0	0	0	0	0	-	0	8	0	0	8	-	1	0	0	0	1	-	0	9	0	0	9	-	18
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.7%	-	4.0%	0%	0%	0%	2.6%	-	0%	1.1%	0%	0%	1.1%	-	0.9%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive - Saturday - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731820, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

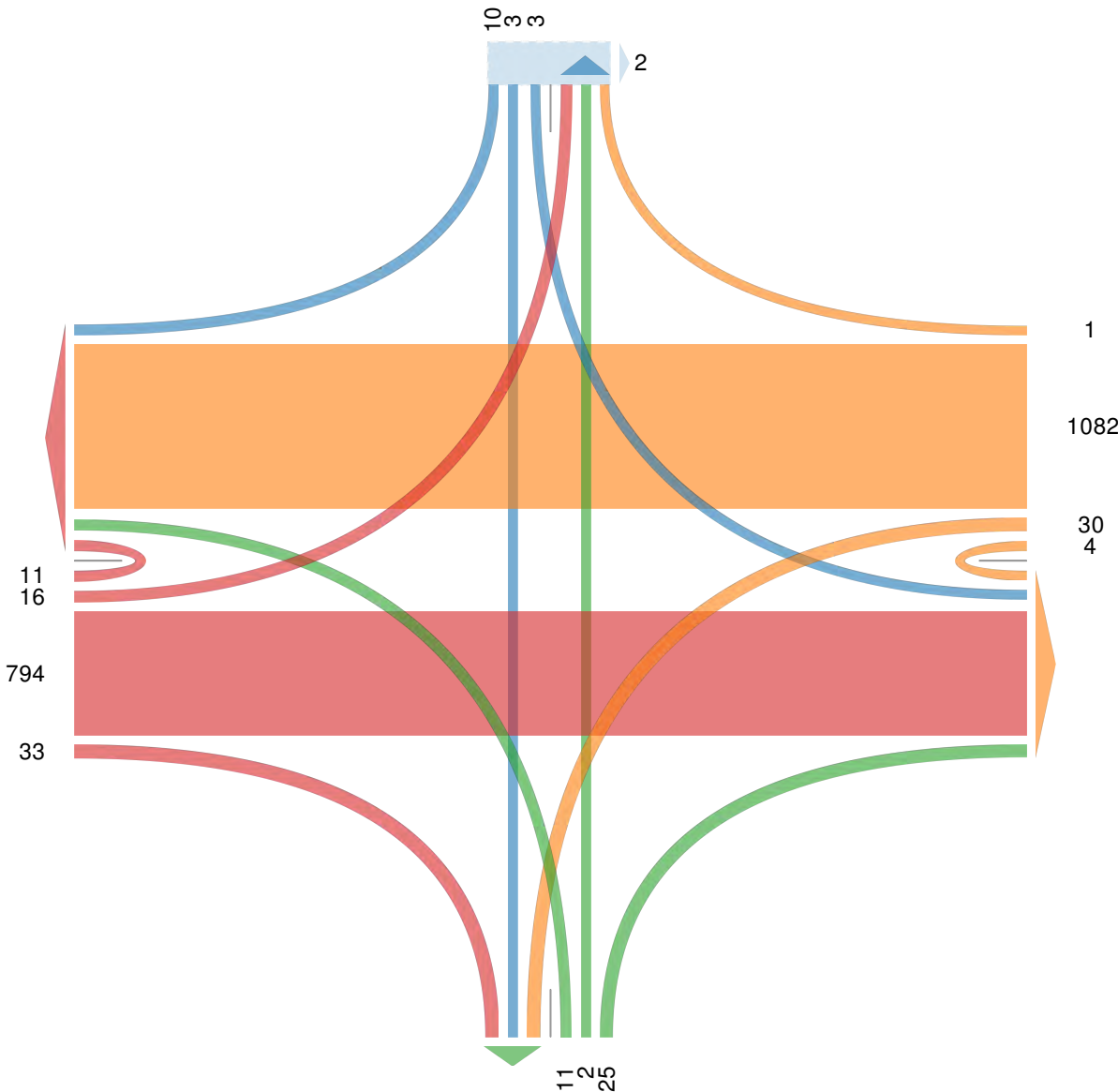
[N] Eastwood Drive

Total: 35
In: 16 Out: 19



[W] Palatine Road

Total: 1968
In: 854 Out: 1114



Total: 1943
In: 1117 Out: 826

[E] Palatine Road

Out: 66 In: 38
Total: 104
[S] Access Drive

Palatine Road with Eastwood Drive - Saturday - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731820, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Access Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-11-23 1:00PM	2	0	0	0	2	0	0	252	6	4	262	0	2	0	5	0	7	0	14	178	6	2	200	0	471
1:15PM	0	2	0	0	2	0	0	261	11	3	275	0	6	1	2	0	9	0	11	216	3	6	236	0	522
1:30PM	2	2	1	0	5	0	0	259	5	1	265	0	7	1	3	0	11	0	10	233	7	4	254	0	535
1:45PM	0	1	1	0	2	0	0	243	6	2	251	0	10	0	6	0	16	0	9	234	5	5	253	0	522
Total	4	5	2	0	11	0	0	1015	28	10	1053	0	25	2	16	0	43	0	44	861	21	17	943	0	2050
% Approach	36.4%	45.5%	18.2%	0%	-	-	0%	96.4%	2.7%	0.9%	-	-	58.1%	4.7%	37.2%	0%	-	-	4.7%	91.3%	2.2%	1.8%	-	-	-
% Total	0.2%	0.2%	0.1%	0%	0.5%	-	0%	49.5%	1.4%	0.5%	51.4%	-	1.2%	0.1%	0.8%	0%	2.1%	-	2.1%	42.0%	1.0%	0.8%	46.0%	-	-
PHF	0.500	0.625	0.500	-	0.550	-	-	0.972	0.636	0.625	0.957	-	0.625	0.500	0.667	-	0.672	-	0.786	0.920	0.750	0.708	0.928	-	0.958
Lights	4	5	2	0	11	-	0	999	28	10	1037	-	25	2	16	0	43	-	44	839	21	17	921	-	2012
% Lights	100%	100%	100%	0%	100%	-	0%	98.4%	100%	100%	98.5%	-	100%	100%	100%	0%	100%	-	100%	97.4%	100%	100%	97.7%	-	98.1%
Single-Unit Trucks	0	0	0	0	0	-	0	10	0	0	10	-	0	0	0	0	0	-	0	19	0	0	19	-	29
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	2.2%	0%	0%	2.0%	-	1.4%
Articulated Trucks	0	0	0	0	0	-	0	5	0	0	5	-	0	0	0	0	0	-	0	3	0	0	3	-	8
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.4%
Buses	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	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
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive - Saturday - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731820, Location: 42.10987, -87.97382



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Eastwood Drive

Total: 34
In: 11 Out: 23

452

[W] Palatine Road

Total: 1995
In: 943 Out: 1052

17
21

861

44

1015

28
10

Out: 898 In: 1053
Total: 1951

[E] Palatine Road

Out: 77 In: 43
Total: 120

[S] Access Drive

19
25

Palatine Road with Right-In/Right-Out Access... - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731829, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Palatine Road Westbound					Right-In/Right-Out Access Drive Northbound					Palatine Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2019-11-23 12:00PM	0	0	0	0	0	4	0	0	4	0	0	41	0	41	0	45
12:15PM	0	0	0	0	0	4	0	0	4	1	0	38	0	38	0	42
12:30PM	0	0	0	0	0	5	0	1	6	0	0	29	0	29	0	35
12:45PM	0	0	0	0	0	1	0	0	1	0	0	34	0	34	0	35
Hourly Total	0	0	0	0	0	14	0	1	15	1	0	142	0	142	0	157
1:00PM	0	0	0	0	0	3	0	0	3	0	0	39	0	39	0	42
1:15PM	0	0	0	0	0	0	0	0	0	0	0	43	0	43	0	43
1:30PM	0	0	0	0	0	0	0	0	0	0	0	34	0	34	0	34
1:45PM	0	0	0	0	0	3	0	0	3	0	0	43	0	43	0	46
Hourly Total	0	0	0	0	0	6	0	0	6	0	0	159	0	159	0	165
Total	0	0	0	0	0	20	0	1	21	1	0	301	0	301	0	322
% Approach	0%	0%	0%	-	-	95.2%	0%	4.8%	-	-	0%	100%	0%	-	-	-
% Total	0%	0%	0%	0%	-	6.2%	0%	0.3%	6.5%	-	0%	93.5%	0%	93.5%	-	-
Lights	0	0	0	0	-	20	0	1	21	-	0	299	0	299	-	320
% Lights	0%	0%	0%	-	-	100%	0%	100%	100%	-	0%	99.3%	0%	99.3%	-	99.4%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Single-Unit Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.3%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.3%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Right-In/Right-Out Access... - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

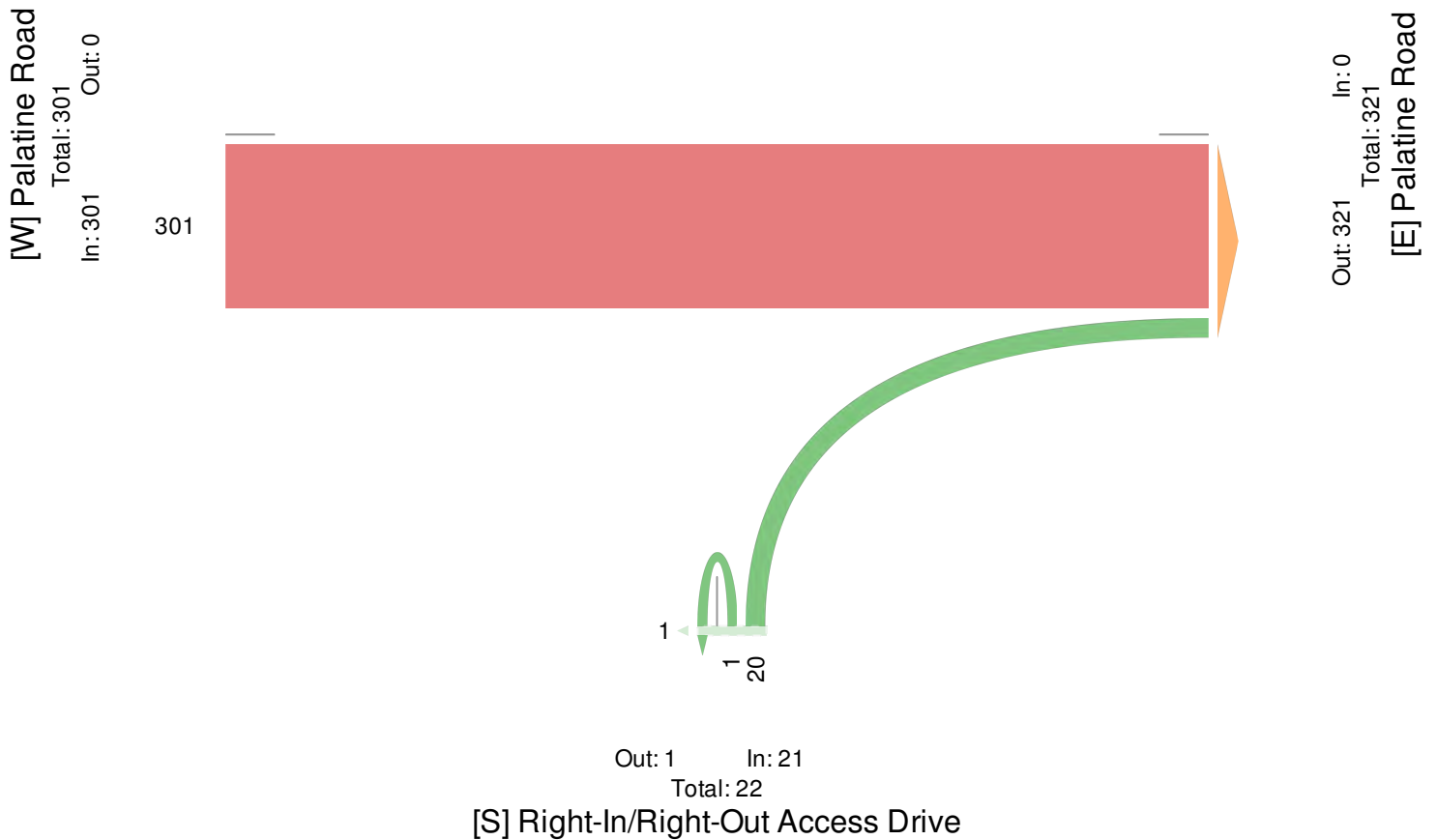
All Movements

ID: 731829, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Palatine Road with Right-In/Right-Out Access... - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731829, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Palatine Road Westbound					Right-In/Right-Out Access Drive Northbound					Palatine Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2019-11-23 12:00PM	0	0	0	0	0	4	0	0	4	0	0	41	0	41	0	45
12:15PM	0	0	0	0	0	4	0	0	4	1	0	38	0	38	0	42
12:30PM	0	0	0	0	0	5	0	1	6	0	0	29	0	29	0	35
12:45PM	0	0	0	0	0	1	0	0	1	0	0	34	0	34	0	35
Total	0	0	0	0	0	14	0	1	15	1	0	142	0	142	0	157
% Approach	0%	0%	0%	-	-	93.3%	0%	6.7%	-	-	0%	100%	0%	-	-	-
% Total	0%	0%	0%	0%	-	8.9%	0%	0.6%	9.6%	-	0%	90.4%	0%	90.4%	-	-
PHF	-	-	-	-	-	0.700	-	0.250	0.625	-	-	0.866	-	0.866	-	0.872
Lights	0	0	0	0	-	14	0	1	15	-	0	141	0	141	-	156
% Lights	0%	0%	0%	-	-	100%	0%	100%	100%	-	0%	99.3%	0%	99.3%	-	99.4%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.7%	0%	0.7%	-	0.6%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Right-In/Right-Out Access... - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

All Movements

ID: 731829, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

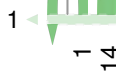
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[W] Palatine Road
Total: 142
In: 142 Out: 0

142



Out: 156 In: 0
Total: 156
[E] Palatine Road



Out: 1 In: 15
Total: 16

[S] Right-In/Right-Out Access Drive

Palatine Road with Right-In/Right-Out Access... - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731829, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Palatine Road Westbound					Right-In/Right-Out Access Drive Northbound					Palatine Road Eastbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2019-11-23 1:00PM	0	0	0	0	0	3	0	0	3	0	0	39	0	39	0	42
1:15PM	0	0	0	0	0	0	0	0	0	0	0	43	0	43	0	43
1:30PM	0	0	0	0	0	0	0	0	0	0	0	34	0	34	0	34
1:45PM	0	0	0	0	0	3	0	0	3	0	0	43	0	43	0	46
Total	0	0	0	0	0	6	0	0	6	0	0	159	0	159	0	165
% Approach	0%	0%	0%	-	-	100%	0%	0%	-	-	0%	100%	0%	-	-	-
% Total	0%	0%	0%	0%	-	3.6%	0%	0%	3.6%	-	0%	96.4%	0%	96.4%	-	-
PHF	-	-	-	-	-	0.500	-	-	0.500	-	-	0.924	-	0.924	-	0.897
Lights	0	0	0	0	-	6	0	0	6	-	0	158	0	158	-	164
% Lights	0%	0%	0%	-	-	100%	0%	0%	100%	-	0%	99.4%	0%	99.4%	-	99.4%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Single-Unit Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0.6%	0%	0.6%	-	0.6%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Right-In/Right-Out Access... - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

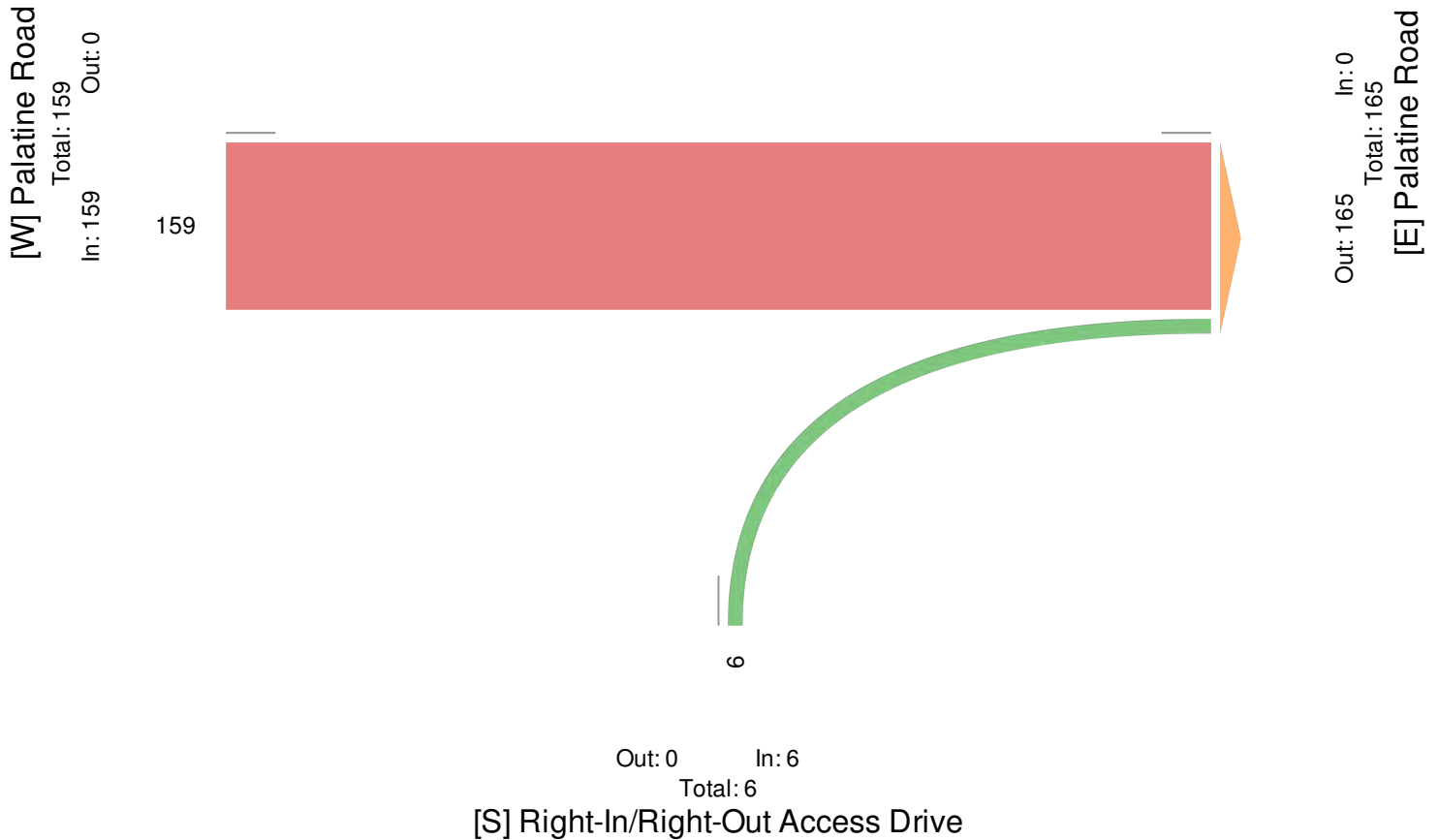
All Movements

ID: 731829, Location: 42.109808, -87.970959



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Access Drives - Saturday - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731795, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound							Access Drive Westbound							Rand Road Northbound							Access Drive Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2019-11-23 12:00PM	11	345	11	0	367	0		14	3	9	0	26	0		11	311	36	0	358	0		21	4	15	0	40	0		791
12:15PM	12	327	9	0	348	0		6	4	10	0	20	0		9	279	33	0	321	1		22	5	17	0	44	0		733
12:30PM	6	349	9	0	364	0		14	2	9	0	25	0		14	294	34	0	342	0		26	4	10	0	40	0		771
12:45PM	6	327	12	0	345	0		19	4	9	0	32	0		7	279	33	0	319	3		28	8	20	0	56	0		752
Hourly Total	35	1348	41	0	1424	0		53	13	37	0	103	0		41	1163	136	0	1340	4		97	21	62	0	180	0		3047
1:00PM	10	325	14	0	349	1		6	4	7	0	17	0		8	284	25	0	317	1		25	2	18	0	45	1		728
1:15PM	16	314	5	0	335	0		11	2	7	0	20	0		4	307	25	0	336	0		17	3	11	0	31	0		722
1:30PM	11	338	6	1	356	0		14	0	8	0	22	0		8	341	23	0	372	0		27	1	18	0	46	0		796
1:45PM	6	294	7	1	308	0		18	2	4	0	24	0		10	307	32	0	349	0		27	1	17	0	45	0		726
Hourly Total	43	1271	32	2	1348	1		49	8	26	0	83	0		30	1239	105	0	1374	1		96	7	64	0	167	1		2972
Total	78	2619	73	2	2772	1		102	21	63	0	186	0		71	2402	241	0	2714	5		193	28	126	0	347	1		6019
% Approach	2.8%	94.5%	2.6%	0.1%	-	-		54.8%	11.3%	33.9%	0%	-	-		2.6%	88.5%	8.9%	0%	-	-		55.6%	8.1%	36.3%	0%	-	-		-
% Total	1.3%	43.5%	1.2%	0%	46.1%	-		1.7%	0.3%	1.0%	0%	3.1%	-		1.2%	39.9%	4.0%	0%	45.1%	-		3.2%	0.5%	2.1%	0%	5.8%	-		-
Lights	77	2601	73	2	2753	-		102	20	63	0	185	-		71	2383	240	0	2694	-		191	25	124	0	340	-		5972
% Lights	98.7%	99.3%	100%	100%	99.3%	-		100%	95.2%	100%	0%	99.5%	-		100%	99.2%	99.6%	0%	99.3%	-		99.0%	89.3%	98.4%	0%	98.0%	-		99.2%
Single-Unit Trucks	1	9	0	0	10	-		0	0	0	0	0	-		0	16	1	0	17	-		2	0	2	0	4	-		31
% Single-Unit Trucks	1.3%	0.3%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0.7%	0.4%	0%	0.6%	-		1.0%	0%	1.6%	0%	1.2%	-		0.5%
Articulated Trucks	0	5	0	0	5	-		0	0	0	0	0	-		0	2	0	0	2	-		0	1	0	0	1	-		8
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	3.6%	0%	0%	0.3%	-		0.1%
Buses	0	4	0	0	4	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		4
% Buses	0%	0.2%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0.1%
Bicycles on Road	0	0	0	0	0	-		0	1	0	0	1	-		0	1	0	0	1	-		0	2	0	0	2	-		4
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	4.8%	0%	0%	0.5%	-		0%	0%	0%	0%	0%	-		0%	7.1%	0%	0%	0.6%	-		0.1%
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	5		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	100%		-	-	-	-	-	-		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Access Drives - Saturday - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

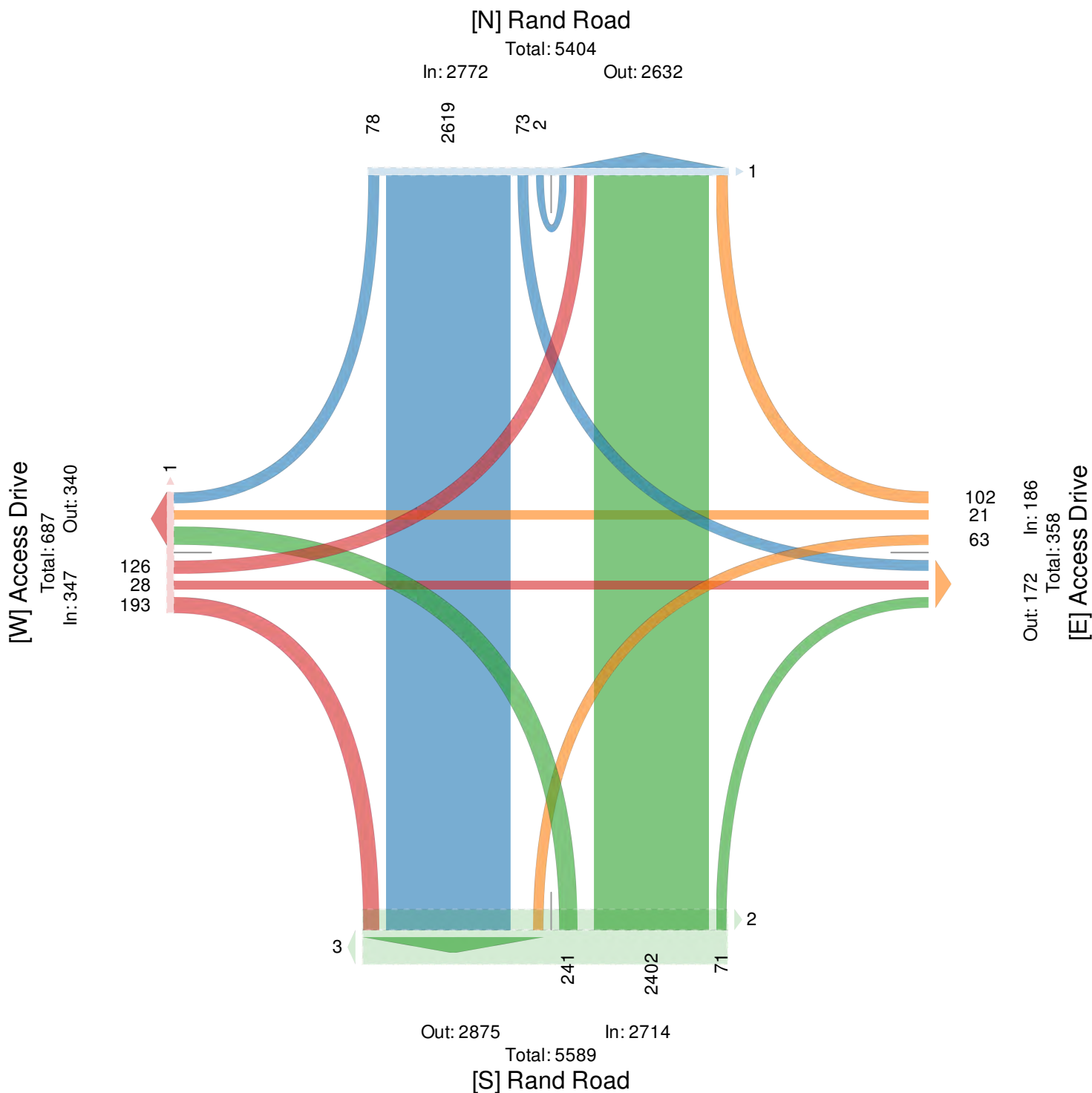
All Movements

ID: 731795, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Access Drives - Saturday - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731795, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Access Drive Westbound						Rand Road Northbound						Access Drive Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-11-23 12:00PM	11	345	11	0	367	0	14	3	9	0	26	0	11	311	36	0	358	0	21	4	15	0	40	0	791
12:15PM	12	327	9	0	348	0	6	4	10	0	20	0	9	279	33	0	321	1	22	5	17	0	44	0	733
12:30PM	6	349	9	0	364	0	14	2	9	0	25	0	14	294	34	0	342	0	26	4	10	0	40	0	771
12:45PM	6	327	12	0	345	0	19	4	9	0	32	0	7	279	33	0	319	3	28	8	20	0	56	0	752
Total	35	1348	41	0	1424	0	53	13	37	0	103	0	41	1163	136	0	1340	4	97	21	62	0	180	0	3047
% Approach	2.5%	94.7%	2.9%	0%	-	-	51.5%	12.6%	35.9%	0%	-	-	3.1%	86.8%	10.1%	0%	-	-	53.9%	11.7%	34.4%	0%	-	-	-
% Total	1.1%	44.2%	1.3%	0%	46.7%	-	1.7%	0.4%	1.2%	0%	3.4%	-	1.3%	38.2%	4.5%	0%	44.0%	-	3.2%	0.7%	2.0%	0%	5.9%	-	-
PHF	0.729	0.966	0.854	-	0.970	-	0.697	0.750	0.925	-	0.823	-	0.732	0.934	0.944	-	0.935	-	0.866	0.656	0.775	-	0.804	-	0.962
Lights	34	1341	41	0	1416	-	53	12	37	0	102	-	41	1154	135	0	1330	-	95	20	61	0	176	-	3024
% Lights	97.1%	99.5%	100%	0%	99.4%	-	100%	92.3%	100%	0%	99.0%	-	100%	99.2%	99.3%	0%	99.3%	-	97.9%	95.2%	98.4%	0%	97.8%	-	99.2%
Single-Unit Trucks	1	4	0	0	5	-	0	0	0	0	0	-	0	7	1	0	8	-	2	0	1	0	3	-	16
% Single-Unit Trucks	2.9%	0.3%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0.7%	0%	0.6%	-	2.1%	0%	1.6%	0%	1.7%	-	0.5%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	5
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	4.8%	0%	0%	0.6%	-	0.2%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	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	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	7.7%	0%	0%	1.0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Access Drives - Saturday - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

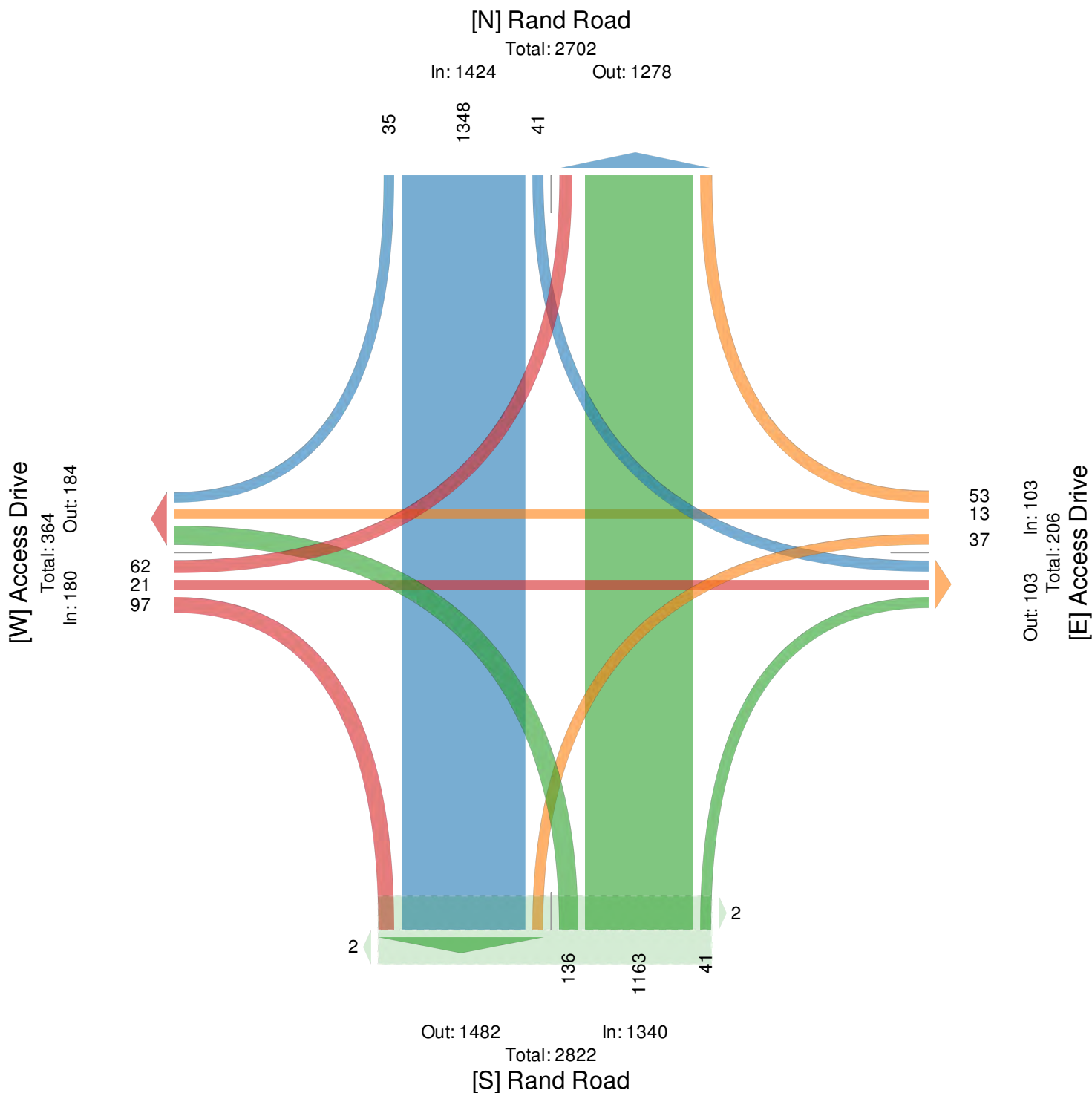
All Movements

ID: 731795, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Access Drives - Saturday - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731795, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound							Access Drive Westbound							Rand Road Northbound							Access Drive Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		Int
2019-11-23 1:00PM	10	325	14	0	349	1		6	4	7	0	17	0		8	284	25	0	317	1		25	2	18	0	45	1		728
1:15PM	16	314	5	0	335	0		11	2	7	0	20	0		4	307	25	0	336	0		17	3	11	0	31	0		722
1:30PM	11	338	6	1	356	0		14	0	8	0	22	0		8	341	23	0	372	0		27	1	18	0	46	0		796
1:45PM	6	294	7	1	308	0		18	2	4	0	24	0		10	307	32	0	349	0		27	1	17	0	45	0		726
Total	43	1271	32	2	1348	1		49	8	26	0	83	0		30	1239	105	0	1374	1		96	7	64	0	167	1		2972
% Approach	3.2%	94.3%	2.4%	0.1%	-	-		59.0%	9.6%	31.3%	0%	-	-		2.2%	90.2%	7.6%	0%	-	-		57.5%	4.2%	38.3%	0%	-	-		-
% Total	1.4%	42.8%	1.1%	0.1%	45.4%	-		1.6%	0.3%	0.9%	0%	2.8%	-		1.0%	41.7%	3.5%	0%	46.2%	-		3.2%	0.2%	2.2%	0%	5.6%	-		-
PHF	0.672	0.940	0.571	0.500	0.947	-		0.681	0.500	0.813	-0.865	-			0.750	0.908	0.820	-	0.923	-		0.889	0.417	0.889	-	0.897	-		0.933
Lights	43	1260	32	2	1337	-		49	8	26	0	83	-		30	1229	105	0	1364	-		96	5	63	0	164	-		2948
% Lights	100%	99.1%	100%	100%	99.2%	-		100%	100%	100%	0%	100%	-		100%	99.2%	100%	0%	99.3%	-		100%	71.4%	98.4%	0%	98.2%	-		99.2%
Single-Unit Trucks	0	5	0	0	5	-		0	0	0	0	0	-		0	9	0	0	9	-		0	0	1	0	1	-		15
% Single-Unit Trucks	0%	0.4%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0.7%	0%	0%	0.7%	-		0%	0%	1.6%	0%	0.6%	-		0.5%
Articulated Trucks	0	2	0	0	2	-		0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-		3
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0.1%
Buses	0	4	0	0	4	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		4
% Buses	0%	0.3%	0%	0%	0.3%	-		0%	0%	0%	0%	0%	-		0%	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	0	0	0	0	-		0	2	0	0	2	-		2
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	28.6%	0%	0%	1.2%	-		0.1%
Pedestrians	-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	100%		-	-	-	-	-	100%		-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Access Drives - Saturday - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

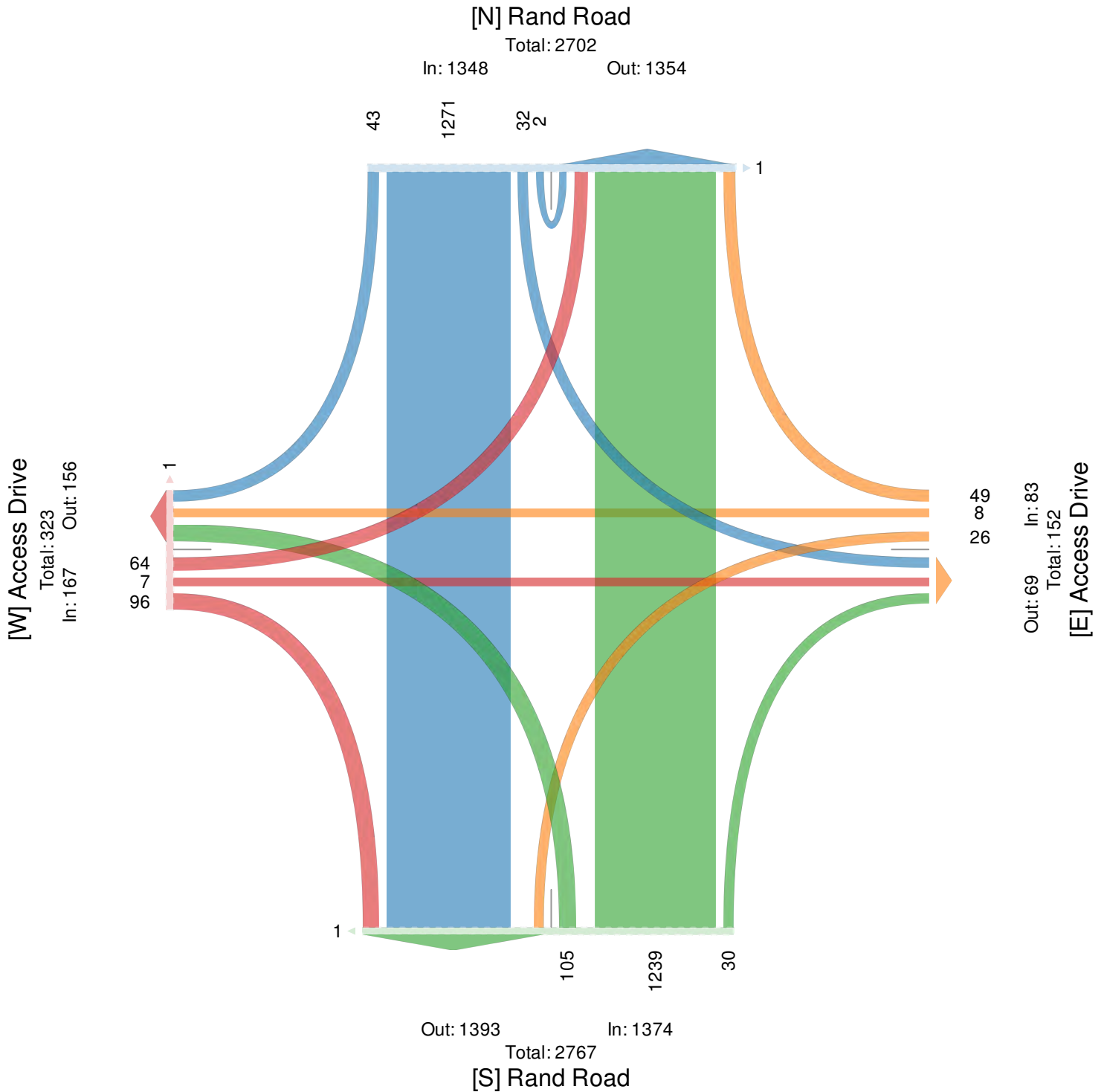
All Movements

ID: 731795, Location: 42.108233, -87.973935



Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue/Beverly Lane - Sa... - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731768, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Jane Avenue Westbound						Rand Road Northbound						Beverly Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-11-23 12:00PM	7	360	7	0	374	0	9	1	4	0	14	0	11	341	7	0	359	0	11	0	4	0	15	0	762
12:15PM	9	335	8	0	352	0	9	1	4	0	14	0	3	312	0	0	315	0	5	0	6	0	11	0	692
12:30PM	9	367	8	0	384	0	3	0	3	0	6	0	8	322	2	0	332	0	2	0	2	0	4	0	726
12:45PM	8	342	6	0	356	0	7	0	8	0	15	0	9	318	3	0	330	0	3	1	5	0	9	0	710
Hourly Total	33	1404	29	0	1466	0	28	2	19	0	49	0	31	1293	12	0	1336	0	21	1	17	0	39	0	2890
1:00PM	7	331	13	0	351	0	11	0	5	0	16	0	8	292	4	0	304	0	2	1	2	0	5	0	676
1:15PM	7	321	5	0	333	0	11	0	6	0	17	0	7	340	6	0	353	0	7	2	1	0	10	0	713
1:30PM	6	364	9	0	379	0	7	0	4	0	11	0	5	341	4	0	350	0	8	0	4	0	12	0	752
1:45PM	6	316	7	0	329	0	5	0	4	0	9	0	3	341	4	0	348	0	9	0	1	0	10	1	696
Hourly Total	26	1332	34	0	1392	0	34	0	19	0	53	0	23	1314	18	0	1355	0	26	3	8	0	37	1	2837
Total	59	2736	63	0	2858	0	62	2	38	0	102	0	54	2607	30	0	2691	0	47	4	25	0	76	1	5727
% Approach	2.1%	95.7%	2.2%	0%	-	-	60.8%	2.0%	37.3%	0%	-	-	2.0%	96.9%	1.1%	0%	-	-	61.8%	5.3%	32.9%	0%	-	-	-
% Total	1.0%	47.8%	1.1%	0%	49.9%	-	1.1%	0%	0.7%	0%	1.8%	-	0.9%	45.5%	0.5%	0%	47.0%	-	0.8%	0.1%	0.4%	0%	1.3%	-	-
Lights	59	2714	63	0	2836	-	62	2	38	0	102	-	54	2587	30	0	2671	-	47	4	25	0	76	-	5685
% Lights	100%	99.2%	100%	0%	99.2%	-	100%	100%	100%	0%	100%	-	100%	99.2%	100%	0%	99.3%	-	100%	100%	100%	0%	100%	-	99.3%
Single-Unit Trucks	0	13	0	0	13	-	0	0	0	0	0	-	0	17	0	0	17	-	0	0	0	0	0	-	30
% Single-Unit Trucks	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.5%
Articulate d Trucks	0	6	0	0	6	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	8
% Articulate d Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	3
% Buses	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	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	1	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue/Beverly Lane - Sa... - TMC

Sat Nov 23, 2019

Full Length (12 PM-2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses,
Pedestrians, Bicycles on Road)

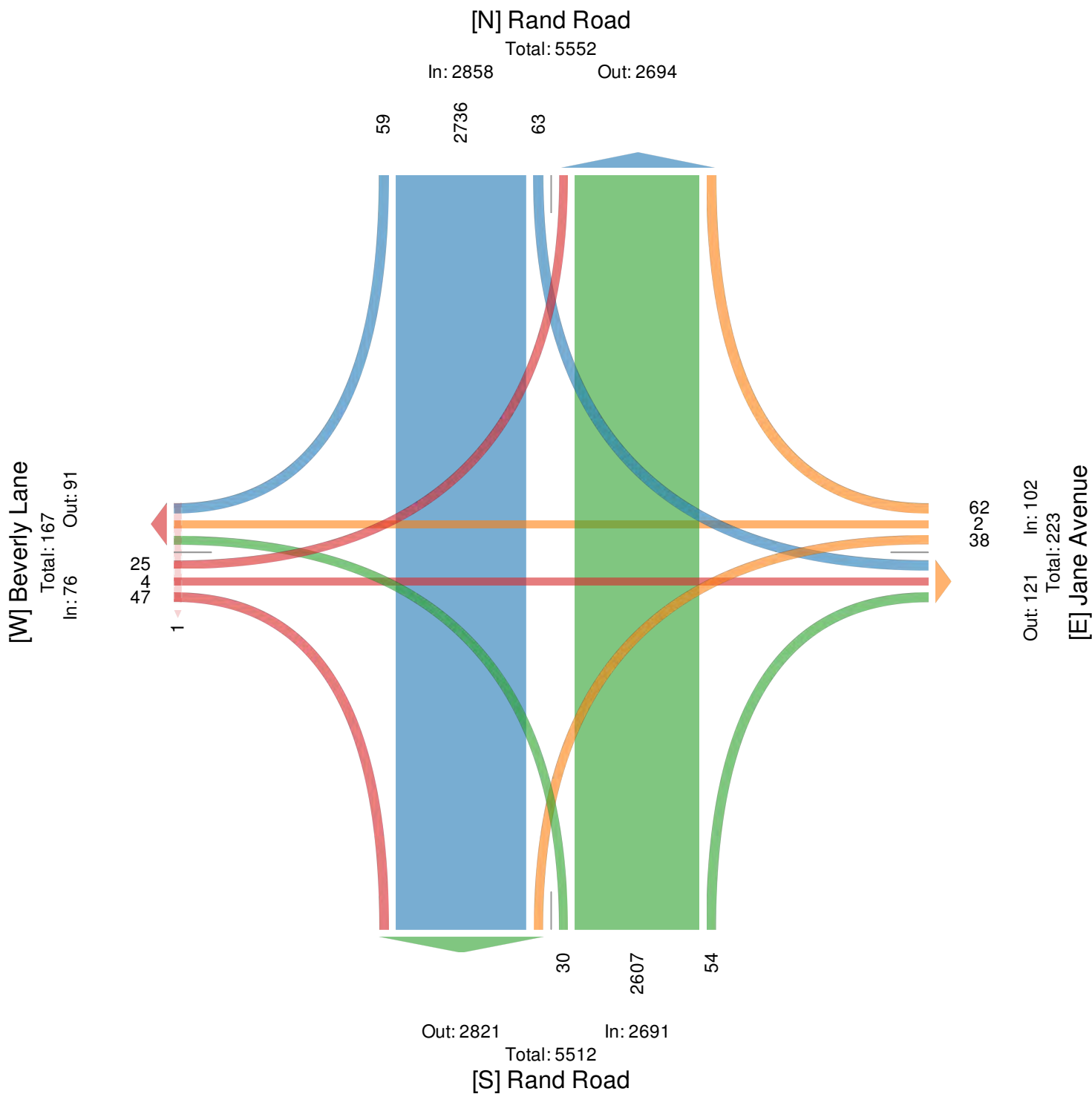
All Movements

ID: 731768, Location: 42.106227, -87.970953



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9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue/Beverly Lane - Sa... - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731768, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	Rand Road Southbound						Jane Avenue Westbound						Rand Road Northbound						Beverly Lane Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2019-11-23 12:00PM	7	360	7	0	374	0	9	1	4	0	14	0	11	341	7	0	359	0	11	0	4	0	15	0	762
12:15PM	9	335	8	0	352	0	9	1	4	0	14	0	3	312	0	0	315	0	5	0	6	0	11	0	692
12:30PM	9	367	8	0	384	0	3	0	3	0	6	0	8	322	2	0	332	0	2	0	2	0	4	0	726
12:45PM	8	342	6	0	356	0	7	0	8	0	15	0	9	318	3	0	330	0	3	1	5	0	9	0	710
Total	33	1404	29	0	1466	0	28	2	19	0	49	0	31	1293	12	0	1336	0	21	1	17	0	39	0	2890
% Approach	2.3%	95.8%	2.0%	0%	-	-	57.1%	4.1%	38.8%	0%	-	-	2.3%	96.8%	0.9%	0%	-	-	53.8%	2.6%	43.6%	0%	-	-	-
% Total	1.1%	48.6%	1.0%	0%	50.7%	-	1.0%	0.1%	0.7%	0%	1.7%	-	1.1%	44.7%	0.4%	0%	46.2%	-	0.7%	0%	0.6%	0%	1.3%	-	-
PHF	0.917	0.956	0.906	-	0.954	-	0.778	0.500	0.594	-	0.817	-	0.705	0.947	0.429	-	0.930	-	0.477	0.250	0.708	-	0.650	-	0.948
Lights	33	1393	29	0	1455	-	28	2	19	0	49	-	31	1283	12	0	1326	-	21	1	17	0	39	-	2869
% Lights	100%	99.2%	100%	0%	99.2%	-	100%	100%	100%	0%	100%	-	100%	99.2%	100%	0%	99.3%	-	100%	100%	100%	0%	100%	-	99.3%
Single-Unit Trucks	0	8	0	0	8	-	0	0	0	0	0	-	0	8	0	0	8	-	0	0	0	0	0	-	16
% Single-Unit Trucks	0%	0.6%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.6%
Articulated Trucks	0	3	0	0	3	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	4
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	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	1	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue/Beverly Lane - Sa... - TMC

Sat Nov 23, 2019

Midday Peak (WKND) (12 PM - 1 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

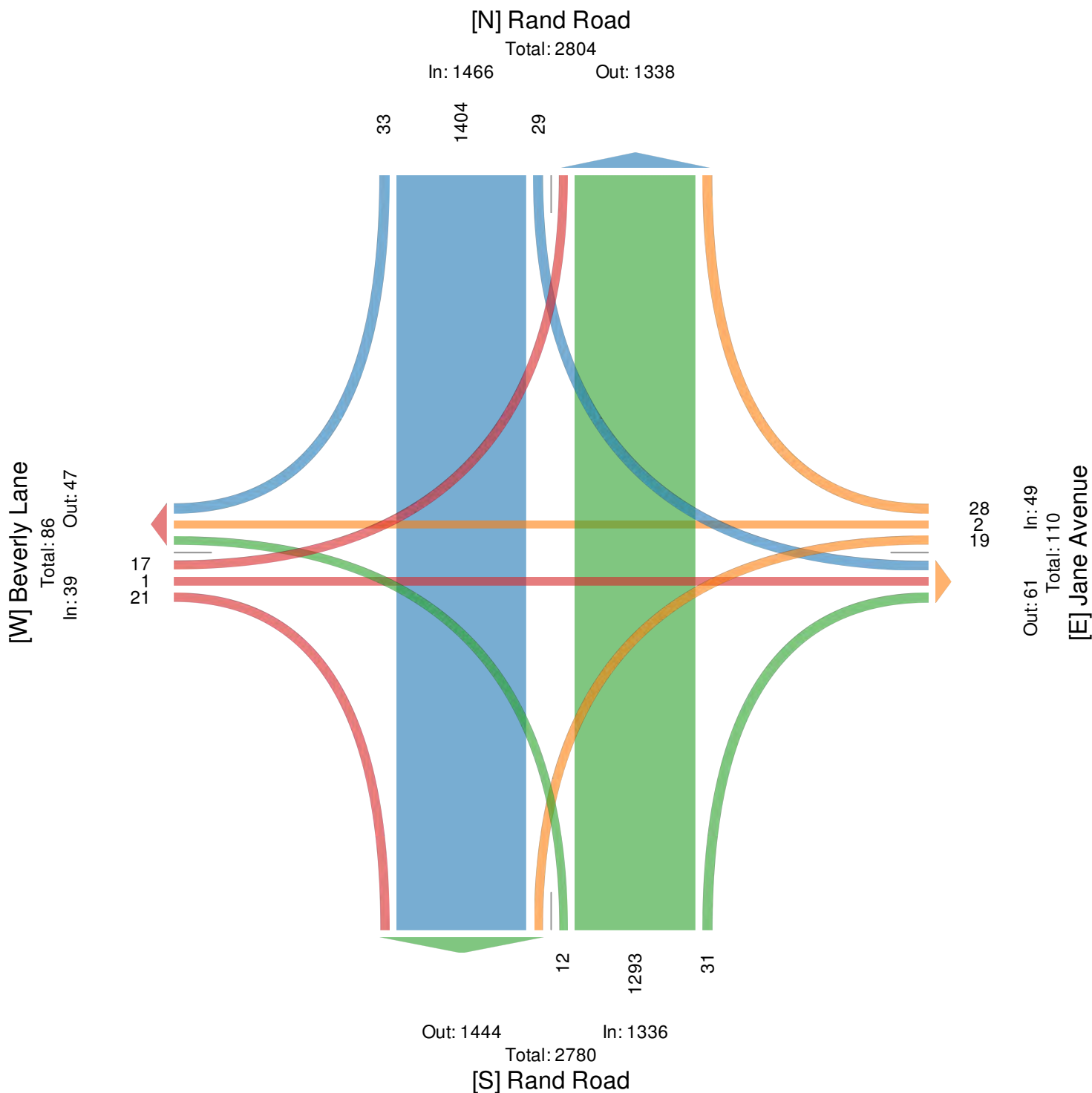
All Movements

ID: 731768, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
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Rand Road with Jane Avenue/Beverly Lane - Sa... - TMC

Sat Nov 23, 2019

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 731768, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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Leg Direction	Rand Road Southbound							Jane Avenue Westbound							Rand Road Northbound							Beverly Lane Eastbound							
Time	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*	Int	
2019-11-23 1:00PM	7	331	13	0	351	0		11	0	5	0	16	0		8	292	4	0	304	0		2	1	2	0	5	0	676	
1:15PM	7	321	5	0	333	0		11	0	6	0	17	0		7	340	6	0	353	0		7	2	1	0	10	0	713	
1:30PM	6	364	9	0	379	0		7	0	4	0	11	0		5	341	4	0	350	0		8	0	4	0	12	0	752	
1:45PM	6	316	7	0	329	0		5	0	4	0	9	0		3	341	4	0	348	0		9	0	1	0	10	1	696	
Total	26	1332	34	0	1392	0		34	0	19	0	53	0		23	1314	18	0	1355	0		26	3	8	0	37	1	2837	
% Approach	1.9%	95.7%	2.4%	0%	-	-		64.2%	0%	35.8%	0%	-	-		1.7%	97.0%	1.3%	0%	-	-		70.3%	8.1%	21.6%	0%	-	-	-	
% Total	0.9%	47.0%	1.2%	0%	49.1%	-		1.2%	0%	0.7%	0%	1.9%	-		0.8%	46.3%	0.6%	0%	47.8%	-		0.9%	0.1%	0.3%	0%	1.3%	-	-	
PHF	0.929	0.915	0.654	-	0.918	-		0.773	-	0.792	-	0.779	-		0.719	0.963	0.750	-	0.960	-		0.722	0.375	0.500	-	0.771	-	0.943	
Lights	26	1321	34	0	1381	-		34	0	19	0	53	-		23	1304	18	0	1345	-		26	3	8	0	37	-	2816	
% Lights	100%	99.2%	100%	0%	99.2%	-		100%	0%	100%	0%	100%	-		100%	99.2%	100%	0%	99.3%	-		100%	100%	100%	0%	100%	-	99.3%	
Single-Unit Trucks	0	5	0	0	5	-		0	0	0	0	0	-		0	9	0	0	9	-		0	0	0	0	0	-	14	
% Single-Unit Trucks	0%	0.4%	0%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0%	0.7%	0%	0%	0.7%	-		0%	0%	0%	0%	0%	-	0.5%	
Articulated Trucks	0	3	0	0	3	-		0	0	0	0	0	-		0	1	0	0	1	-		0	0	0	0	0	-	4	
% Articulated Trucks	0%	0.2%	0%	0%	0.2%	-		0%	0%	0%	0%	0%	-		0%	0.1%	0%	0%	0.1%	-		0%	0%	0%	0%	0%	-	0.1%	
Buses	0	3	0	0	3	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-	3	
% Buses	0%	0.2%	0%	0%	0.2%	-		0%	0%	0%	0%	0%	-		0%	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	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%	
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	1		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	100%		

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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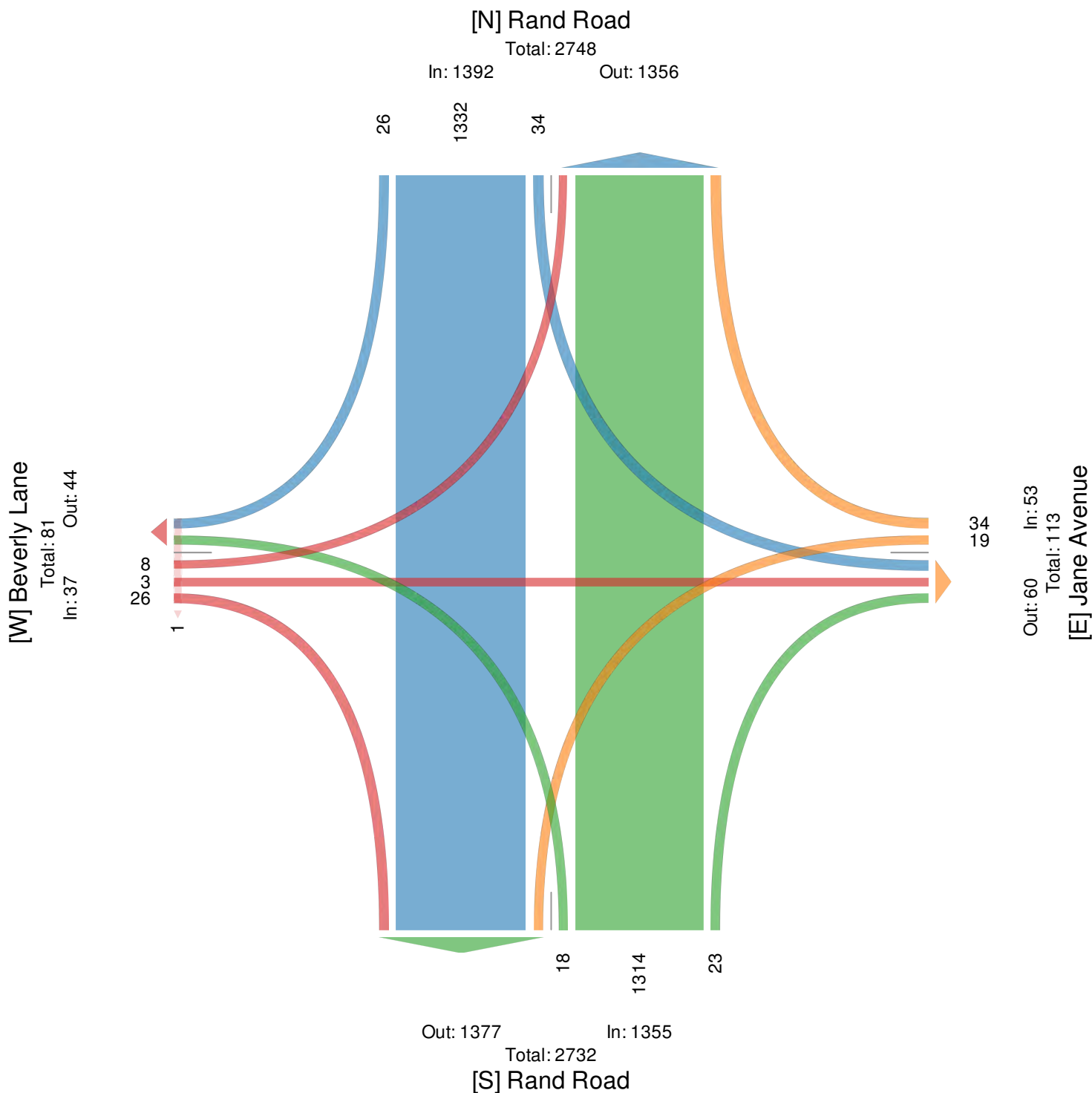
All Movements

ID: 731768, Location: 42.106227, -87.970953



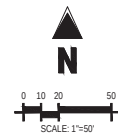
Provided by: Kenig Lindgren O'Hara Aboona,
Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Preliminary Site Plan

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS



- ① EXISTING BUILDING TO REMAIN
- ② EXISTING CURB AND GUTTER TO REMAIN
- ③ EXISTING SIDEWALK TO REMAIN
- ④ EXISTING LANDSCAPING TO REMAIN
- ⑤ EXISTING PARKING STALL STRIPING TO REMAIN
- ⑥ EXISTING SIGN TO REMAIN
- ⑦ EXISTING SITE LIGHT TO REMAIN
- ⑧ EXISTING PAVEMENT TO REMAIN
- ⑨ EXISTING FIRE HYDRANT TO REMAIN
- ⑩ EXISTING SANITARY SEWER MANHOLE TO REMAIN
- ⑪ EXISTING STORM SEWER MANHOLE TO REMAIN
- ⑫ EXISTING STORM SEWER INLET TO REMAIN
- ⑬ EXISTING SITE LIGHT TO BE RELOCATED
- ⑭ PROPOSED SITE LIGHT
- ⑮ EXISTING WATER MANHOLE
- ⑯ PROPOSED WHEEL STOP
- ⑰ PROPOSED VASA FITNESS BUILDING
- ⑱ PROPOSED 9'X18' PARKING STALL
- ⑲ PROPOSED STOP BAR
- ⑳ PROPOSED STOP SIGN
- ㉑ PROPOSED FDC WITH APPROVED KNOX PLUGS
- ㉒ EXISTING TRANSFORMER TO BE RELOCATED
- ㉓ PROPOSED HEAVY DUTY STAMPED CONCRETE
- ㉔ PROPOSED PAVEMENT SAWCUT LINE
- ㉕ PROPOSED CONCRETE 6" CURB AND 6" GUTTER (GUTTER NOT SHOWN ON PLAN)
- ㉖ PROPOSED MILL & OVERLAY OF EXISTING PAVEMENT
- ㉗ PROPOSED CONCRETE SIDEWALK
- ㉘ PROPOSED ACCESSIBLE RAMP
- ㉙ PROPOSED LANDSCAPING AREA (SEE LANDSCAPE PLANS)
- ㉚ PROPOSED ACCESSIBLE PARKING STALL WITH PAINTED ACCESS ARROW AND SIGNAGE
- ㉛ EXISTING PRIVATE UTILITY EASEMENT PER DOC 27090321
- ㉜ EXISTING ACCESS EASEMENT PER DOC 27090321
- ㉝ EXISTING PRIVATE WATER EASEMENT PER DOC 27090321
- ㉞ PROPOSED DOUBLE YELLOW STRIPING
- ㉟ EXISTING CULVERT EXTENSION EASEMENT PER DOC 27090321
- ㊱ EXISTING TRANSFORMER TO BE REMOVED
- ㊲ PROPOSED TRASH ENCLOSURE
- ㊳ PROPOSED ASPHALT PAVEMENT SECTION (MATCH EXISTING)
- ㊴ EXISTING SITE LIGHT TO BE REMOVED
- ㊵ PROPOSED INVERTED "U"-SHAPED BIKE RACKS
- ㊶ PROPOSED KNOX BOX LOCATION
- ㊷ PROPOSED "NO PARKING FIRE LANE" SIGN
- ㊸ PROPOSED 2' CONCRETE PAV.

	PROPERTY LINE
	ADJACENT PROPERTY LINE
	INTERNAL PROPERTY LINE
	BUILDING SETBACK LINE
	EASEMENT LINE
	RIGHT OF WAY LINE
	SURVEY TIE LINE
	STREAM LINE
	BUILDING
	CHAINLINK FENCE
	WALL
	CURB LINE
	FOUND PK NAIL (UNLESS NOTED)
	SET 5/8" XCEL CAPPED IR
	PARKING CUNT
	EXISTING MANHOLE (SANITARY SEWER, STORM, MISC)
	EXISTING FIRE HYDRANT
	EXISTING WATER VALVE
	PROPOSED HANDICAP PARKING
	EXISTING DRAINAGE INLET
	AREA LIGHT
	EXISTING GAS METER
	EXISTING TRAFFIC LIGHT VAULT
	EXISTING CONCRETE BOLLARD
	EXISTING TRANSFORMER
	EXISTING FIRE DEPARTMENT CONNECTION
	PROPOSED TRANSFORMER
	PROPOSED FIRE DEPARTMENT CONNECTION
	ACCESSIBLE ROUTE
	SAWTOOTH LINE

5265 Ronald Reagan Blvd., Suite 210
Johnstown, CO 80534
970.800.3300
GallowayUS.com

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E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

[illegible]

SITE PLAN

THE BASIS OF BEARING FOR THIS SURVEY IS N47°48'11"W BEING THE NORTHEASTERLY RIGHT OF WAY LINE OF RAND ROAD.

BM#1
ELEV=685.21' NAVD88
PK NAIL SET IN ASPHALT

BM#2
ELEV=686.59' NAVD88
PK NAIL SET IN ASPHALT

ITE Trip Generation Sheets

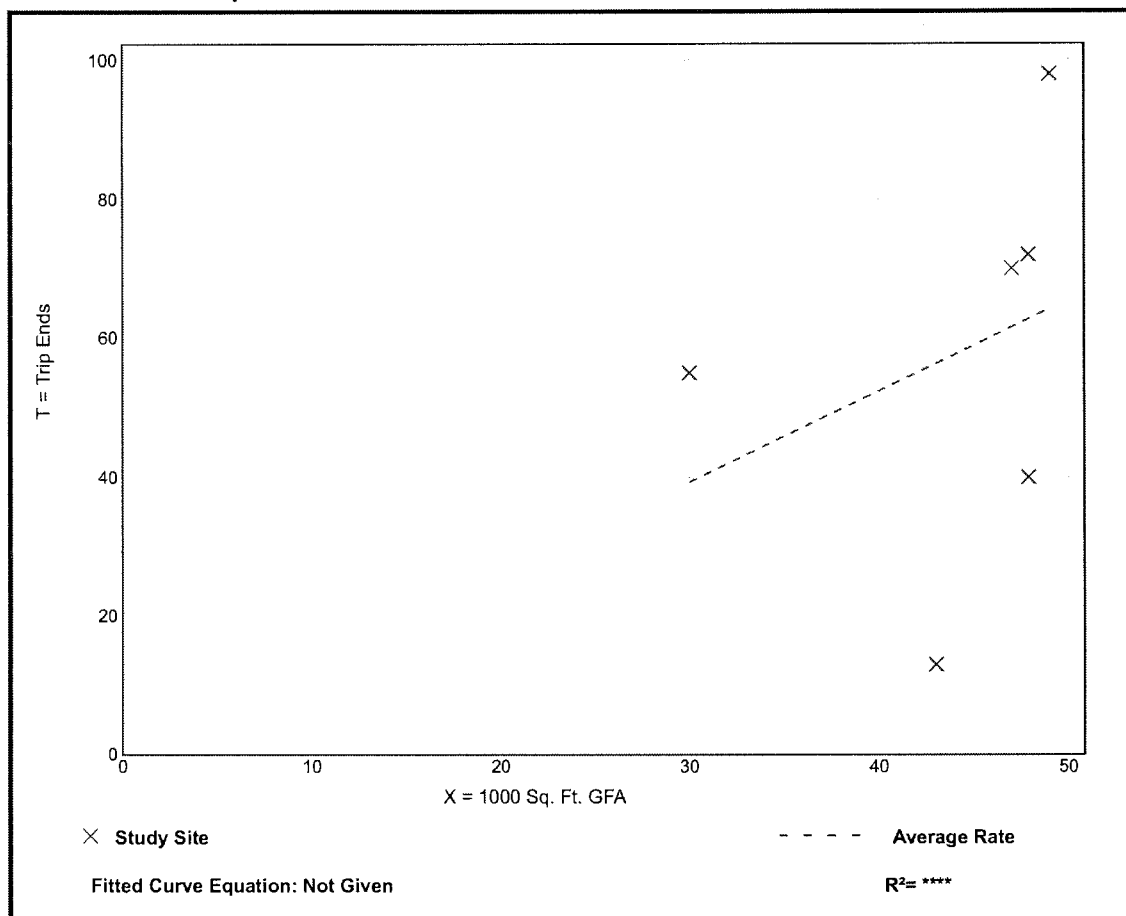
Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
1000 Sq. Ft. GFA: 44
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



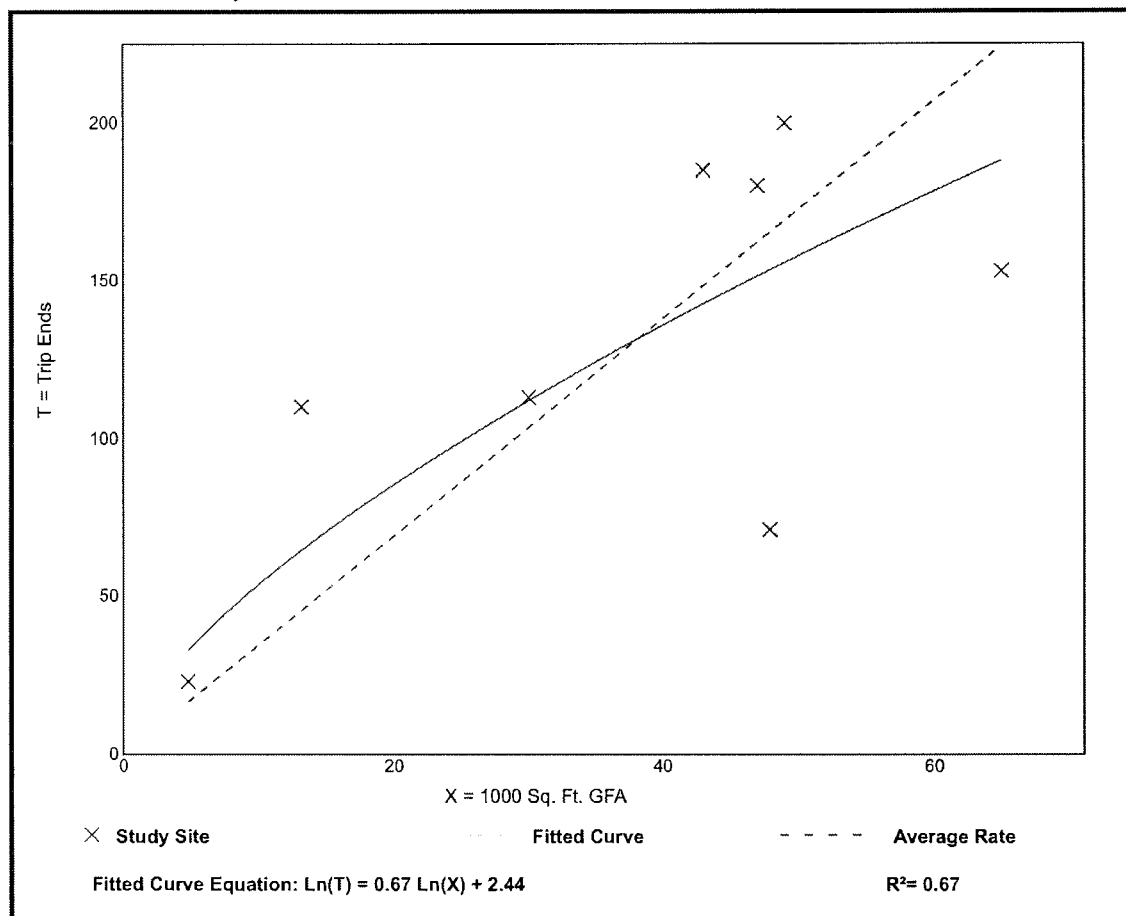
Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 8
 1000 Sq. Ft. GFA: 37
 Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation



Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

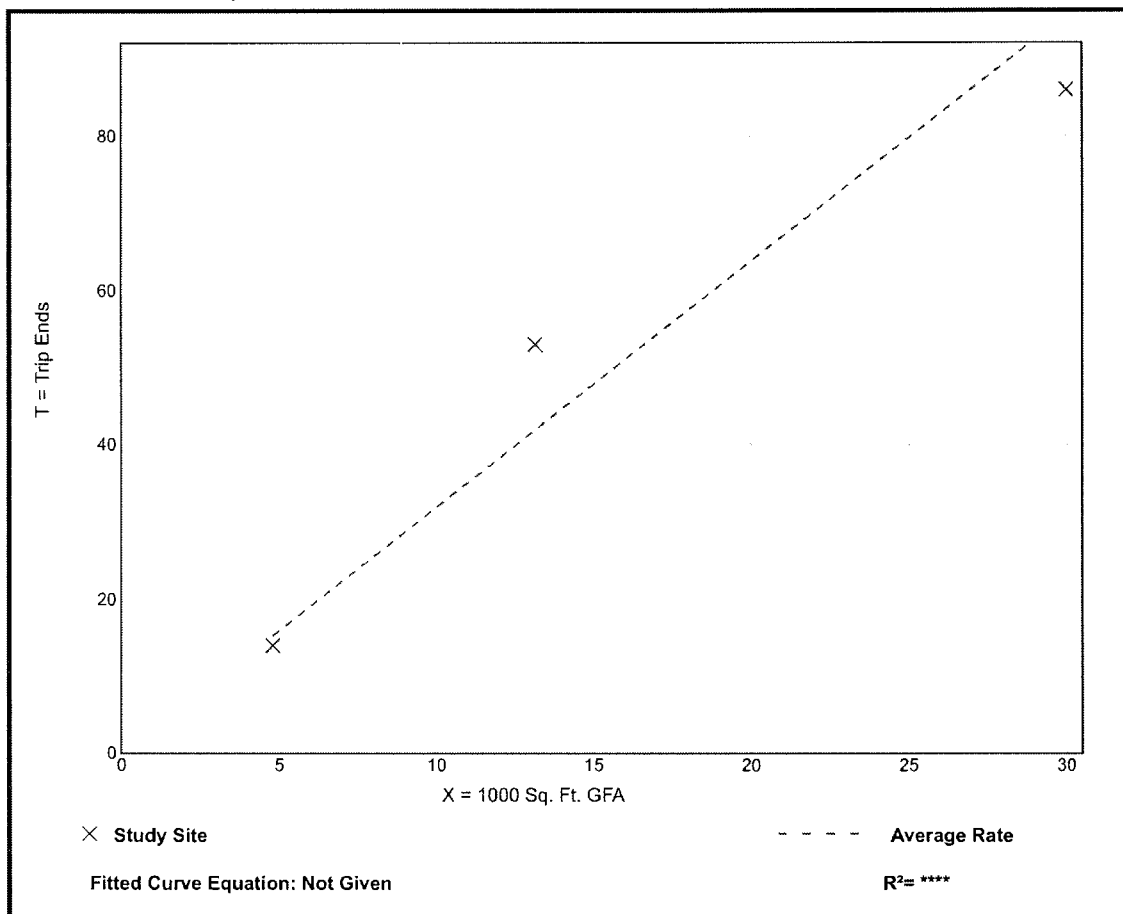
Setting/Location: General Urban/Suburban
Number of Studies: 3
1000 Sq. Ft. GFA: 16
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.19	2.87 - 4.03	4.06

Data Plot and Equation

Caution – Small Sample Size



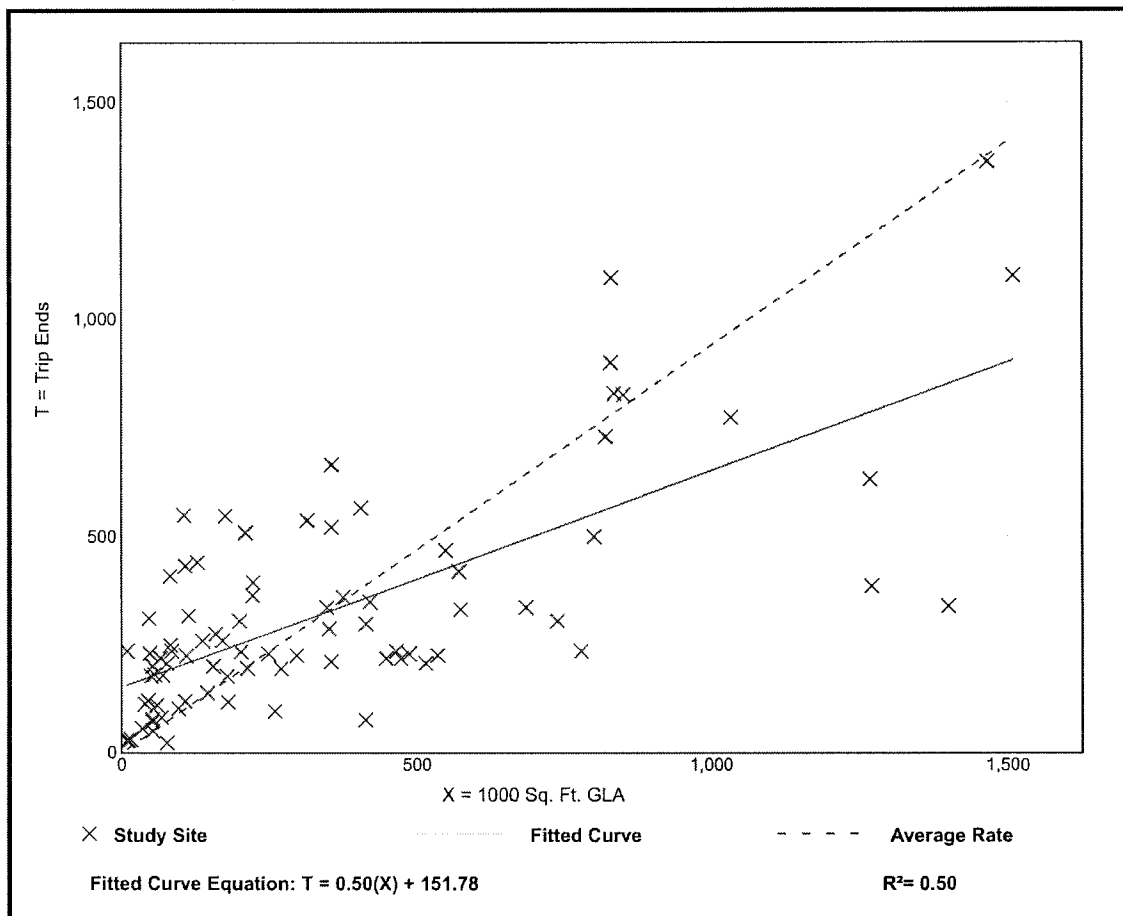
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 84
 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



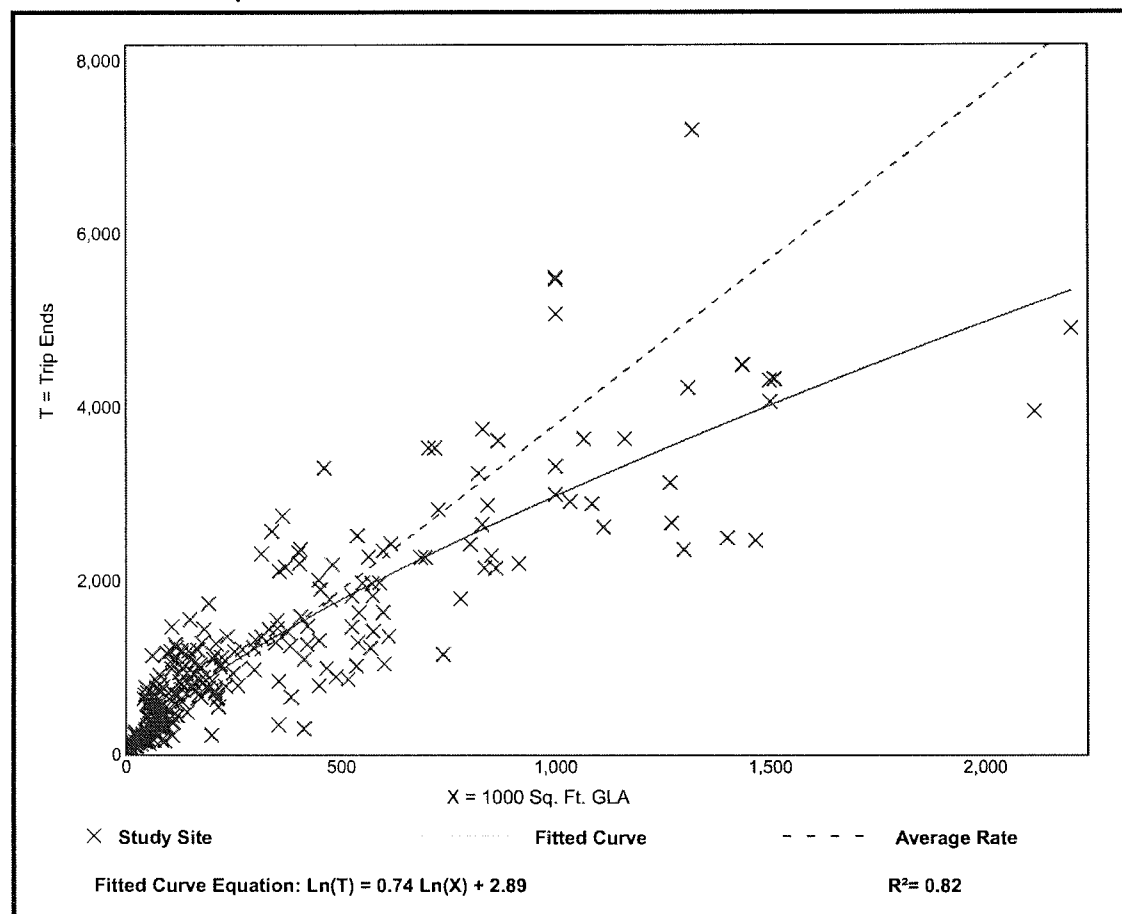
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 261
 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Shopping Center (820)

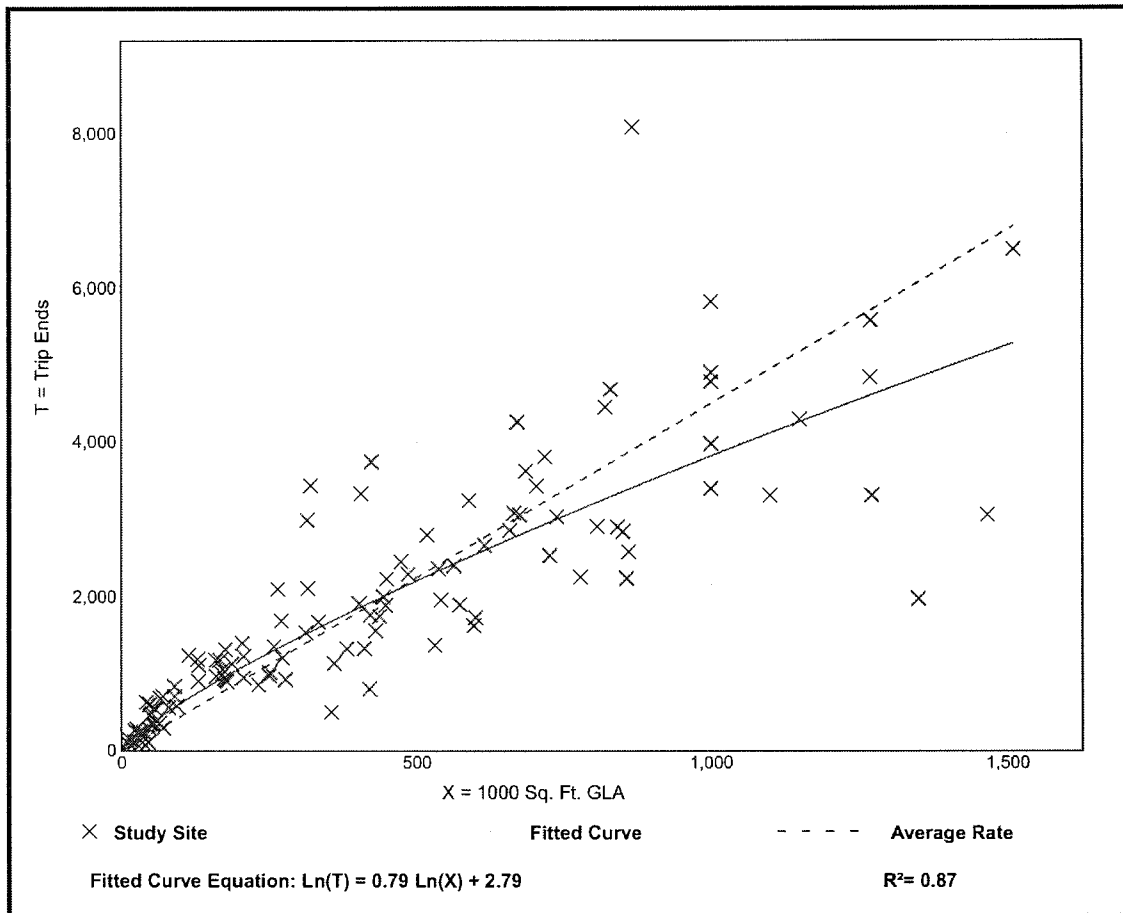
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 119
1000 Sq. Ft. GLA: 416
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.50	1.42 - 15.10	1.88

Data Plot and Equation



Fast Casual Restaurant (930)

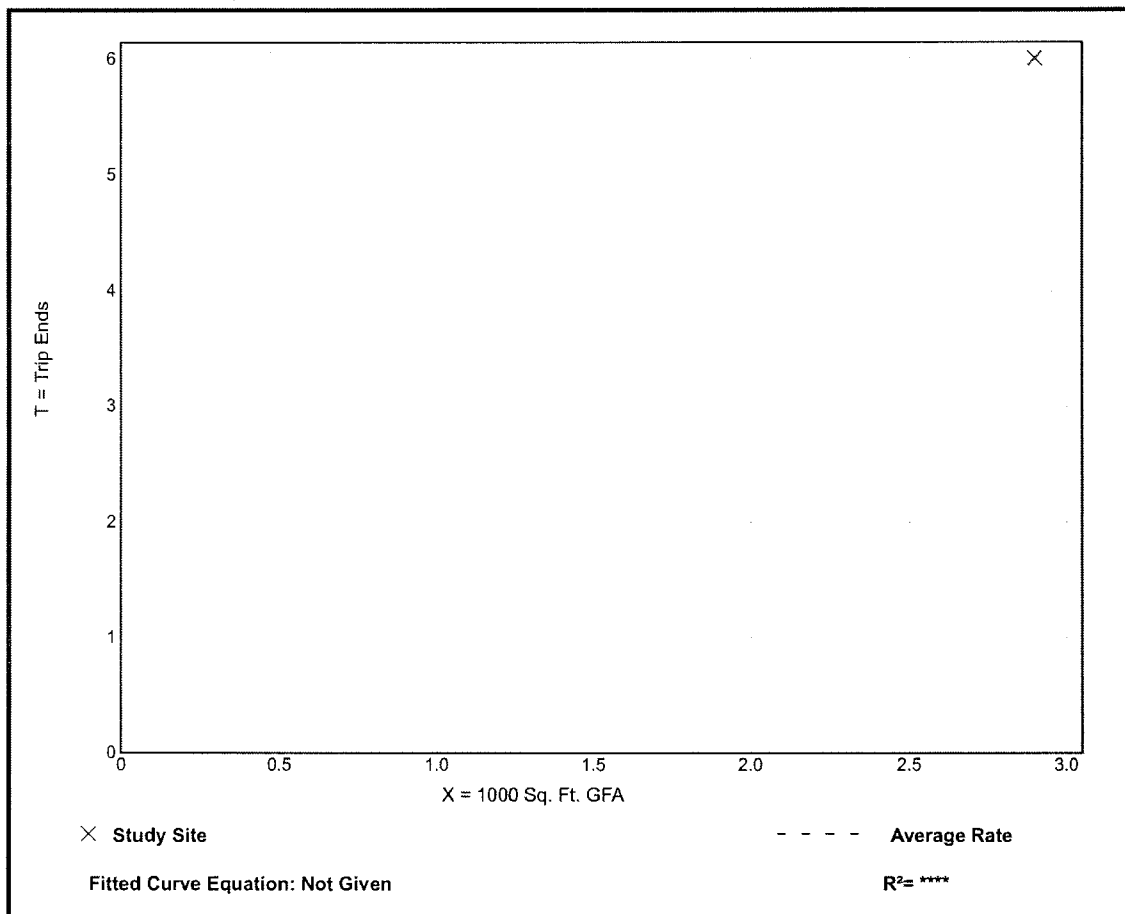
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 1000 Sq. Ft. GFA: 3
 Directional Distribution: 67% entering, 33% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.07	2.07 - 2.07	*

Data Plot and Equation

Caution – Small Sample Size



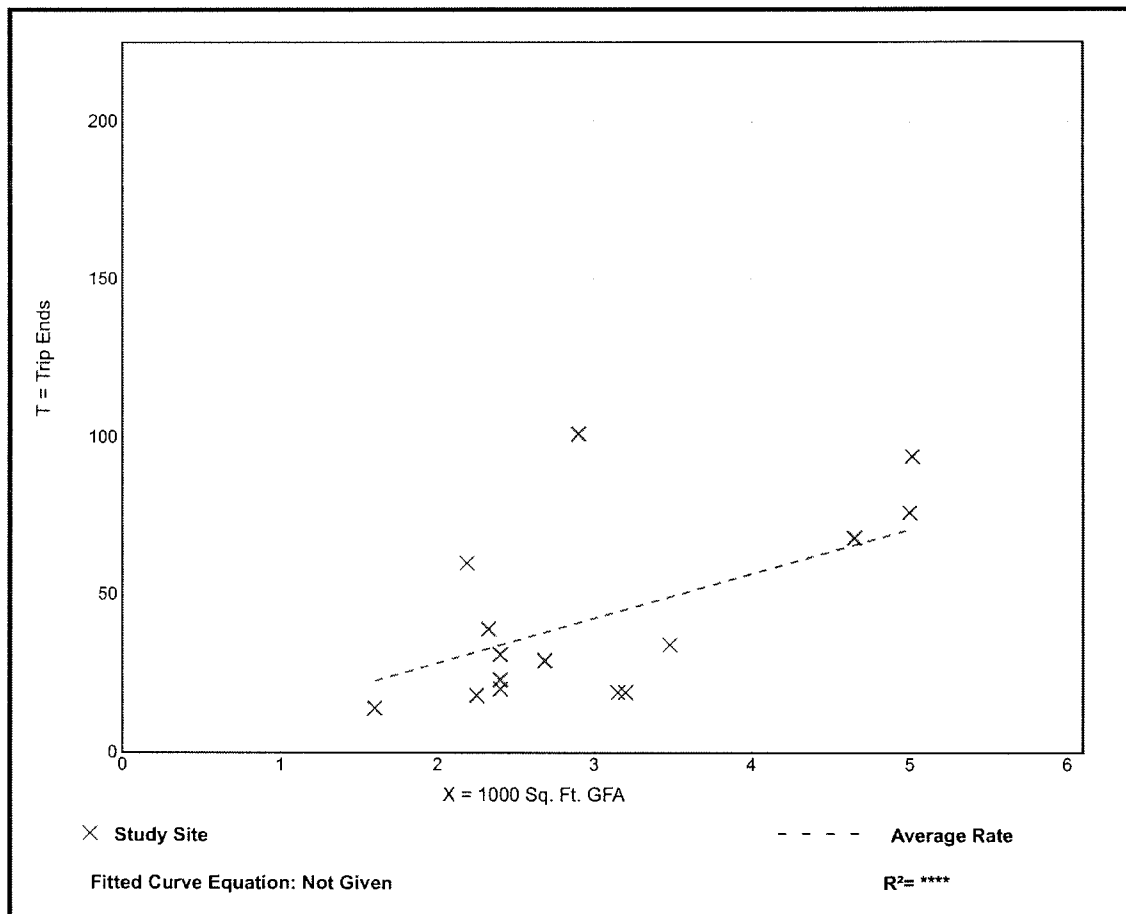
Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 15
 1000 Sq. Ft. GFA: 3
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
14.13	5.94 - 34.83	7.72

Data Plot and Equation



Fast Casual Restaurant (930)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

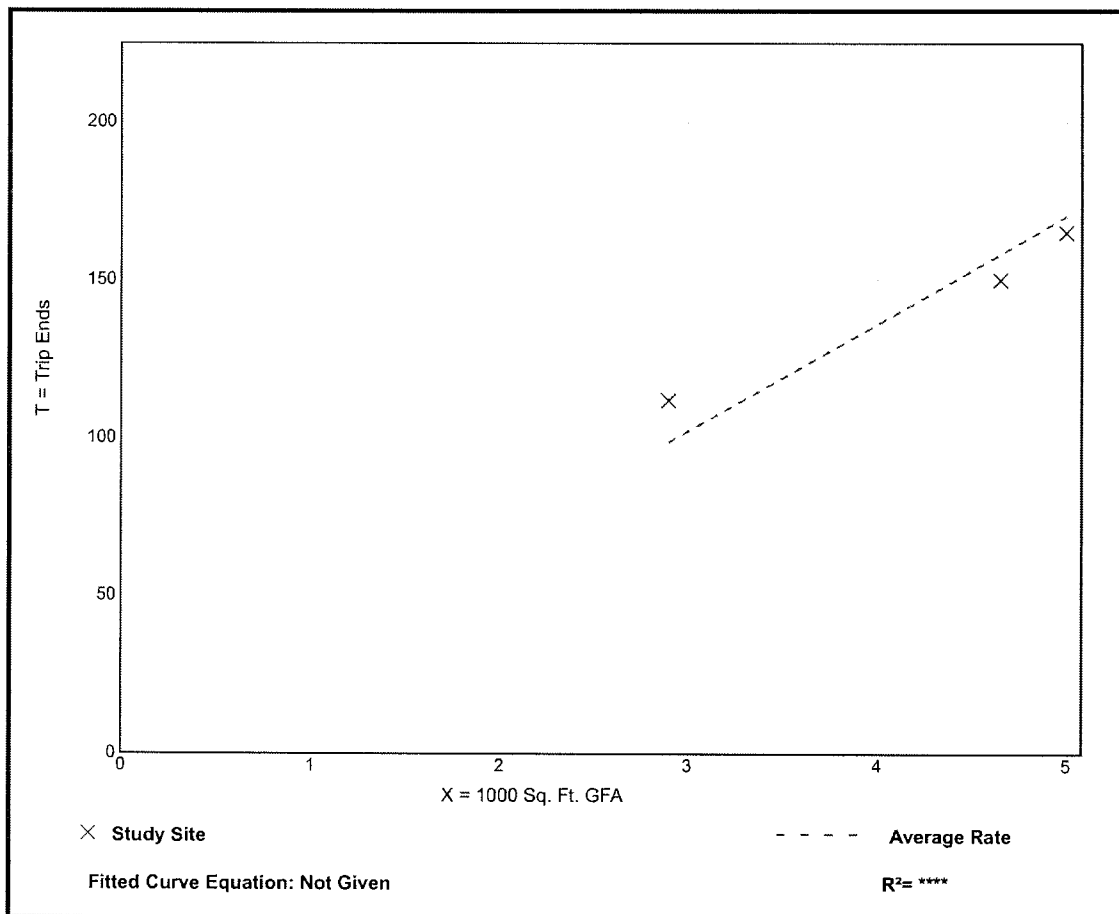
Setting/Location: General Urban/Suburban
Number of Studies: 3
1000 Sq. Ft. GFA: 4
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.02	32.26 - 38.62	42.55

Data Plot and Equation

Caution – Small Sample Size



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*, 6th Edition.

Capacity Analysis Sheets

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	1449	10	7	722	46	8	15	35	33	10	52
Future Volume (vph)	51	1449	10	7	722	46	8	15	35	33	10	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.991			0.896			0.874	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3502	0	1805	3503	0	1805	1668	0	1752	1633	0
Flt Permitted	0.311			0.136			0.712			0.720		
Satd. Flow (perm)	579	3502	0	258	3503	0	1353	1668	0	1328	1633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			9			39			58	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	0%	0%	2%	4%	0%	0%	3%	3%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	1621	0	8	853	0	9	56	0	37	69	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	97.0		13.0	97.0		30.0	30.0		30.0	30.0	
Total Split (%)	9.3%	69.3%		9.3%	69.3%		21.4%	21.4%		21.4%	21.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	123.0	120.3		120.1	114.3		9.3	9.3		9.3	9.3	
Actuated g/C Ratio	0.88	0.86		0.86	0.82		0.07	0.07		0.07	0.07	
v/c Ratio	0.10	0.54		0.03	0.30		0.10	0.38		0.42	0.43	
Control Delay	2.1	8.7		2.0	4.5		61.8	33.2		75.7	27.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.1	8.7		2.0	4.5		61.8	33.2		75.7	27.0	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		8.5			4.5			37.1			44.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	5	236		1	101		8	15		33	10	
Queue Length 95th (ft)	15	554		3	148		27	58		70	58	

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	591	3009		332	2862		231	318		227	328	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.54		0.02	0.30		0.04	0.18		0.16	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 118 (84%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 60.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

		
Ø1	Ø2 (R)	Ø4
13 s	97 s	30 s
		
Ø5	Ø6 (R)	Ø8
13 s	97 s	30 s

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	3	1505	13	35	751	7	11	2	30	11	3	6
Future Volume (vph)	3	1505	13	35	751	7	11	2	30	11	3	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.859			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5029	0	1805	3536	0	1656	1545	0	1805	1547	0
Flt Permitted	0.338			0.123			0.751			0.734		
Satd. Flow (perm)	642	5029	0	234	3536	0	1309	1545	0	1395	1547	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1			33			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	0%	2%	0%	9%	0%	6%	0%	33%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1668	0	38	833	0	12	35	0	12	10	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	97.0		15.0	97.0		28.0	28.0		28.0	28.0	
Total Split (%)	10.7%	69.3%		10.7%	69.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	122.7	117.0		125.3	122.7		7.0	7.0		7.0	7.0	
Actuated g/C Ratio	0.88	0.84		0.90	0.88		0.05	0.05		0.05	0.05	
v/c Ratio	0.00	0.40		0.14	0.27		0.18	0.32		0.17	0.12	
Control Delay	1.3	4.1		2.7	3.3		69.5	29.1		68.7	41.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.3	4.1		2.7	3.3		69.5	29.1		68.7	41.9	
LOS	A	A		A	A		E	C		E	D	
Approach Delay		4.1			3.3			39.4			56.5	
Approach LOS		A			A			D			E	
Queue Length 50th (ft)	0	139		3	49		11	2		11	3	
Queue Length 95th (ft)	1	179		14	180		33	38		33	22	

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	672	4203		339	3099		205	270		219	249	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.00	0.40		0.11	0.27		0.06	0.13		0.05	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 47 (34%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 4.9

Intersection LOS: A

Intersection Capacity Utilization 46.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road

 Ø1	 Ø2 (R)	 Ø4
15 s	97 s	28 s
 Ø5	 Ø6 (R)	 Ø8
15 s	97 s	28 s

HCM 6th TWSC
7: Clarence Avenue & Jane Avenue

12/19/2019

Intersection

Int Delay, s/veh 7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	54	39	4	4	10
Future Vol, veh/h	9	54	39	4	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	13	75	54	6	6	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	127	13	20
Stage 1	13	-	-
Stage 2	114	-	-
Critical Hdwy	6.4	6.22	4.13
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.318	2.227
Pot Cap-1 Maneuver	872	1067	1590
Stage 1	1015	-	-
Stage 2	916	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	842	1067	1590
Mov Cap-2 Maneuver	842	-	-
Stage 1	980	-	-
Stage 2	916	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1590	-	1028	-	-
HCM Lane V/C Ratio	0.034	-	0.085	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	15	1618	12	16	1096	1	6	1	4	7	5	13
Future Vol, veh/h	15	1618	12	16	1096	1	6	1	4	7	5	13
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	95	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	8	0	3	0	0	0	25	0	0	0
Mvmt Flow	16	1703	13	17	1154	1	6	1	4	7	5	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1155	0	0	1716	0	0	2240	2931	858	1903	2937	578
Stage 1	-	-	-	-	-	-	1742	1742	-	1189	1189	-
Stage 2	-	-	-	-	-	-	498	1189	-	714	1748	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.6	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	4.15	3.8	4	3.9
Pot Cap-1 Maneuver	335	-	-	178	-	-	46	15	223	75	15	397
Stage 1	-	-	-	-	-	-	61	142	-	149	264	-
Stage 2	-	-	-	-	-	-	482	264	-	357	141	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	335	-	-	178	-	-	38	13	223	65	13	397
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	108	-	130	99	-
Stage 1	-	-	-	-	-	-	58	135	-	142	239	-
Stage 2	-	-	-	-	-	-	412	239	-	331	134	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			56.7			28.1		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	81	335	-	-	178	-	-	182				
HCM Lane V/C Ratio	0.143	0.047	-	-	0.095	-	-	0.145				
HCM Control Delay (s)	56.7	16.3	-	-	27.3	-	-	28.1				
HCM Lane LOS	F	C	-	-	D	-	-	D				
HCM 95th %tile O(veh)	0.5	0.1	-	-	0.3	-	-	0.5				

HCM 6th TWSC
20: R-I/R-O & Frontage Road

12/19/2019

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	0	0	0	0	6
Future Vol, veh/h	168	0	0	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	16983	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	0	0	17
Mvmt Flow	185	0	0	0	0	7

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

Approach	EB	NB
HCM Control Delay, s	0	9.4
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	820	-	-
HCM Lane V/C Ratio	0.008	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	11	1260	26	12	1507	17	9	2	22	12	6	14
Future Volume (vph)	11	1260	26	12	1507	17	9	2	22	12	6	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.998			0.862			0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3568	0	1805	1638	0	1805	1697	0
Flt Permitted	0.142			0.190			0.833			0.833		
Satd. Flow (perm)	270	3564	0	361	3568	0	1583	1638	0	1583	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2			23			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1340	0	13	1588	0	9	25	0	13	21	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	107.0		13.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	71.3%		8.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	136.7	134.3		136.8	134.4		7.0	7.0		7.0	7.0	
Actuated g/C Ratio	0.91	0.90		0.91	0.90		0.05	0.05		0.05	0.05	
v/c Ratio	0.04	0.42		0.03	0.50		0.12	0.26		0.18	0.22	
Control Delay	1.3	3.6		1.2	3.6		71.2	32.0		73.2	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.3	3.6		1.2	3.6		71.2	32.0		73.2	40.9	
LOS	A	A		A	A		E	C		E	D	
Approach Delay		3.6			3.6			42.4			53.2	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	1	95		1	133		9	2		13	6	
Queue Length 95th (ft)	3	205		4	296		29	34		37	35	

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	345	3192		424	3196		253	281		253	284	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.42		0.03	0.50		0.04	0.09		0.05	0.07	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 134 (89%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 4.6

Intersection LOS: A

Intersection Capacity Utilization 59.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

 Ø1	 Ø2 (R)	 Ø4
13 s	107 s	30 s
 Ø5	 Ø6 (R)	 Ø8
13 s	107 s	30 s

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	1147	30	89	1410	27	47	7	83	33	16	33
Future Volume (vph)	15	1147	30	89	1410	27	47	7	83	33	16	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.997			0.861			0.900	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5116	0	1805	3564	0	1770	1636	0	1805	1710	0
Flt Permitted	0.156			0.201			0.724			0.595		
Satd. Flow (perm)	296	5116	0	382	3564	0	1349	1636	0	1130	1710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			86			34	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1226	0	93	1497	0	49	93	0	34	51	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	101.0		19.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	67.3%		12.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	125.2	117.0		128.9	123.4		10.8	10.8		10.8	10.8	
Actuated g/C Ratio	0.83	0.78		0.86	0.82		0.07	0.07		0.07	0.07	
v/c Ratio	0.05	0.31		0.24	0.51		0.51	0.47		0.42	0.33	
Control Delay	2.2	5.2		4.4	10.6		83.7	22.5		80.6	34.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.2	5.2		4.4	10.6		83.7	22.5		80.6	34.0	
LOS	A	A		A	B		F	C		F	C	
Approach Delay		5.2			10.2			43.6			52.6	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	2	109		10	166		47	7		32	16	
Queue Length 95th (ft)	6	153		47	641		91	63		70	59	

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	350	3992		477	2933		215	334		180	302	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.31		0.19	0.51		0.23	0.28		0.19	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 48 (32%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 10.9

Intersection LOS: B

Intersection Capacity Utilization 66.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road

 Ø1	 Ø2 (R)	 Ø4
13 s	107 s	30 s
 Ø5	 Ø6 (R)	 Ø8
19 s	101 s	30 s

HCM 6th TWSC
7: Clarence Avenue & Jane Avenue

12/19/2019

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	12	6	7	2
Future Vol, veh/h	2	10	12	6	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	13	15	8	9	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	49	11	12
Stage 1	11	-	-
Stage 2	38	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	965	1076	1620
Stage 1	1017	-	-
Stage 2	990	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	956	1076	1620
Mov Cap-2 Maneuver	956	-	-
Stage 1	1008	-	-
Stage 2	990	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1620	-	1054	-	-
HCM Lane V/C Ratio	0.009	-	0.014	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	26	965	23	31	1701	4	4	0	13	2	3	5
Future Vol, veh/h	26	965	23	31	1701	4	4	0	13	2	3	5
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	95	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	27	995	24	32	1754	4	4	0	13	2	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1758	0	0	1019	0	0	1828	2883	510	2272	2893	879
Stage 1	-	-	-	-	-	-	1061	1061	-	1820	1820	-
Stage 2	-	-	-	-	-	-	767	1822	-	452	1073	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	169	-	-	389	-	-	83	16	439	44	16	253
Stage 1	-	-	-	-	-	-	183	303	-	53	130	-
Stage 2	-	-	-	-	-	-	332	130	-	514	299	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	169	-	-	389	-	-	65	12	439	35	12	253
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	82	-	43	98	-
Stage 1	-	-	-	-	-	-	154	255	-	45	119	-
Stage 2	-	-	-	-	-	-	291	119	-	419	251	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			18.3			43.8		
HCM LOS							C			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	288	169	-	-	389	-	-	103				
HCM Lane V/C Ratio	0.061	0.159	-	-	0.082	-	-	0.1				
HCM Control Delay (s)	18.3	30.3	-	-	15.1	-	-	43.8				
HCM Lane LOS	C	D	-	-	C	-	-	E				
HCM 95th %tile Q(veh)	0.2	0.5	-	-	0.3	-	-	0.3				

HCM 6th TWSC
20: R-I/R-O & Frontage Road

12/19/2019

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	2	0	0	0	5
Future Vol, veh/h	185	2	0	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	16983	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	201	2	0	0	0	5

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

Approach	EB	NB
HCM Control Delay, s	0	9.3
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	844	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Lanes, Volumes, Timings
3: Beverly Lane/Jane Avenue & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	29	1404	33	12	1293	31	17	1	21	19	2	28
Future Volume (vph)	29	1404	33	12	1293	31	17	1	21	19	2	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.996			0.857			0.860	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3561	0	1805	1628	0	1805	1634	0
Flt Permitted	0.167			0.150			0.737			0.742		
Satd. Flow (perm)	317	3564	0	285	3561	0	1400	1628	0	1410	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			22			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	1513	0	13	1394	0	18	23	0	20	31	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		21.0	21.0		21.0	21.0	
Total Split (s)	13.0	86.0		13.0	86.0		21.0	21.0		21.0	21.0	
Total Split (%)	10.8%	71.7%		10.8%	71.7%		17.5%	17.5%		17.5%	17.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	104.2	100.5		103.3	98.5		7.3	7.3		7.3	7.3	
Actuated g/C Ratio	0.87	0.84		0.86	0.82		0.06	0.06		0.06	0.06	
v/c Ratio	0.09	0.51		0.04	0.48		0.21	0.19		0.24	0.25	
Control Delay	2.0	8.6		1.8	5.2		58.6	24.6		59.5	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.0	8.6		1.8	5.2		58.6	24.6		59.5	24.1	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		8.5			5.2			39.6			38.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	2	118		1	186		14	1		15	2	
Queue Length 95th (ft)	8	450		4	256		38	27		41	33	

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	396	2985		370	2925		175	222		176	229	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.51		0.04	0.48		0.10	0.10		0.11	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 18 (15%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 7.9

Intersection LOS: A

Intersection Capacity Utilization 57.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

 Ø1	 Ø2 (R)	 Ø4
13 s	86 s	21 s
 Ø5	 Ø6 (R)	 Ø8
13 s	86 s	21 s

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	41	1348	35	136	1163	41	62	21	97	37	13	53
Future Volume (vph)	41	1348	35	136	1163	41	62	21	97	37	13	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.995			0.877			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5113	0	1787	3558	0	1770	1625	0	1805	1630	0
Flt Permitted	0.197			0.152			0.712			0.558		
Satd. Flow (perm)	374	5113	0	286	3558	0	1326	1625	0	1060	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			6			101			55	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	2%	5%	2%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1440	0	142	1254	0	65	123	0	39	69	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	80.0		18.0	84.0		22.0	22.0		22.0	22.0	
Total Split (%)	11.7%	66.7%		15.0%	70.0%		18.3%	18.3%		18.3%	18.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	94.5	86.0		97.8	89.1		11.2	11.2		11.2	11.2	
Actuated g/C Ratio	0.79	0.72		0.82	0.74		0.09	0.09		0.09	0.09	
v/c Ratio	0.12	0.39		0.44	0.47		0.53	0.51		0.40	0.34	
Control Delay	3.1	7.5		5.7	8.6		66.4	21.4		61.7	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.1	7.5		5.7	8.6		66.4	21.4		61.7	21.8	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		7.4			8.3			36.9			36.2	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	5	141		7	272		49	16		29	10	
Queue Length 95th (ft)	13	204		0	372		93	73		64	54	

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

12/19/2019

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	432	3664		418	2643		176	304		141	265	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.39		0.34	0.47		0.37	0.40		0.28	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 62 (52%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road

 Ø1	 Ø2 (R)	 Ø4
14 s	84 s	22 s
 Ø5	 Ø6 (R)	 Ø8
18 s	80 s	22 s

HCM 6th TWSC
7: Clarence Avenue & Jane Avenue

12/19/2019

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	17	13	9	13	7
Future Vol, veh/h	7	17	13	9	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	21	16	11	16	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	64	21	25	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	947	1062	1603	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1062	1603	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	4.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	1023	-	-	
HCM Lane V/C Ratio	0.01	-	0.029	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	16	794	33	30	1082	1	11	2	25	3	3	10
Future Vol, veh/h	16	794	33	30	1082	1	11	2	25	3	3	10
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	95	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	1	0	0	0	4	0	0	0
Mvmt Flow	17	845	35	32	1151	1	12	2	27	3	3	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1152	0	0	880	0	0	1423	2113	440	1589	2130	576
Stage 1	-	-	-	-	-	-	897	897	-	1216	1216	-
Stage 2	-	-	-	-	-	-	526	1216	-	373	914	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.94	3.8	4	3.9
Pot Cap-1 Maneuver	336	-	-	453	-	-	146	51	479	116	50	398
Stage 1	-	-	-	-	-	-	238	361	-	143	256	-
Stage 2	-	-	-	-	-	-	464	256	-	572	355	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	336	-	-	453	-	-	128	45	479	99	44	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	180	-	129	182	-
Stage 1	-	-	-	-	-	-	226	343	-	136	238	-
Stage 2	-	-	-	-	-	-	414	238	-	510	337	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.4			17.6			20.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	326	336	-	-	453	-	-	247				
HCM Lane V/C Ratio	0.124	0.051	-	-	0.07	-	-	0.069				
HCM Control Delay (s)	17.6	16.3	-	-	13.5	-	-	20.7				
HCM Lane LOS	C	C	-	-	B	-	-	C				
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-	-	0.2				

HCM 6th TWSC
20: R-I/R-O & Frontage Road

12/19/2019

Intersection

Int Delay, s/veh 0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	0	0	0	0	14
Future Vol, veh/h	142	0	0	0	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	16983	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	161	0	0	0	0	16

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

Approach	EB	NB
HCM Control Delay, s	0	9.1
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	889	-	-
HCM Lane V/C Ratio	0.018	-	-
HCM Control Delay (s)	9.1	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	56	1495	10	7	749	61	8	15	35	48	10	58
Future Volume (vph)	56	1495	10	7	749	61	8	15	35	48	10	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.989			0.896			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3502	0	1805	3495	0	1805	1668	0	1752	1629	0
Flt Permitted	0.292			0.123			0.708			0.720		
Satd. Flow (perm)	544	3502	0	234	3495	0	1345	1668	0	1328	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			12			39			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	0%	0%	2%	4%	0%	0%	3%	3%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	1672	0	8	900	0	9	56	0	53	75	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	97.0		13.0	97.0		30.0	30.0		30.0	30.0	
Total Split (%)	9.3%	69.3%		9.3%	69.3%		21.4%	21.4%		21.4%	21.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	119.1	115.2		116.1	109.1		10.9	10.9		10.9	10.9	
Actuated g/C Ratio	0.85	0.82		0.83	0.78		0.08	0.08		0.08	0.08	
v/c Ratio	0.12	0.58		0.03	0.33		0.09	0.34		0.51	0.40	
Control Delay	2.6	10.8		2.3	5.5		59.2	30.4		78.0	23.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.6	10.8		2.3	5.5		59.2	30.4		78.0	23.8	
LOS	A	B		A	A		E	C		E	C	
Approach Delay		10.5			5.4			34.4			46.3	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	6	288		1	115		8	15		47	9	
Queue Length 95th (ft)	20	640		4	172		26	57		92	58	

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	547	2881		305	2725		230	318		227	332	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.58		0.03	0.33		0.04	0.18		0.23	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 118 (84%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 11.1

Intersection LOS: B

Intersection Capacity Utilization 65.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

		
Ø1	Ø2 (R)	Ø4
13 s	97 s	30 s
		
Ø5	Ø6 (R)	Ø8
13 s	97 s	30 s

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	19	1555	13	35	780	12	11	2	30	14	3	20
Future Volume (vph)	19	1555	13	35	780	12	11	2	30	14	3	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998			0.859			0.868	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5029	0	1805	3533	0	1656	1545	0	1805	1586	0
Flt Permitted	0.322			0.117			0.741			0.734		
Satd. Flow (perm)	612	5029	0	222	3533	0	1292	1545	0	1395	1586	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			33			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	0%	2%	0%	9%	0%	6%	0%	33%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1723	0	38	870	0	12	35	0	15	25	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	97.0		15.0	97.0		28.0	28.0		28.0	28.0	
Total Split (%)	10.7%	69.3%		10.7%	69.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	122.7	116.8		123.7	118.8		7.1	7.1		7.1	7.1	
Actuated g/C Ratio	0.88	0.83		0.88	0.85		0.05	0.05		0.05	0.05	
v/c Ratio	0.04	0.41		0.15	0.29		0.18	0.32		0.21	0.25	
Control Delay	1.3	4.2		3.4	5.6		69.3	28.7		70.1	31.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.3	4.2		3.4	5.6		69.3	28.7		70.1	31.6	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		4.2			5.5			39.0			46.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	2	147		3	91		11	2		13	3	
Queue Length 95th (ft)	5	189		19	240		33	38		38	34	

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	647	4197		329	2998		203	270		219	267	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.41		0.12	0.29		0.06	0.13		0.07	0.09	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 47 (34%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 5.8

Intersection LOS: A

Intersection Capacity Utilization 47.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road

 Ø1	 Ø2 (R)	 Ø4
15 s	97 s	28 s
 Ø5	 Ø6 (R)	 Ø8
15 s	97 s	28 s

HCM 6th TWSC
7: Clarence Avenue & Jane Avenue

03/20/2020

Intersection

Int Delay, s/veh 7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	54	39	4	4	10
Future Vol, veh/h	9	54	39	4	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	13	75	54	6	6	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	127	13	20
Stage 1	13	-	-
Stage 2	114	-	-
Critical Hdwy	6.4	6.22	4.13
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.318	2.227
Pot Cap-1 Maneuver	872	1067	1590
Stage 1	1015	-	-
Stage 2	916	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	842	1067	1590
Mov Cap-2 Maneuver	842	-	-
Stage 1	980	-	-
Stage 2	916	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1590	-	1028	-	-
HCM Lane V/C Ratio	0.034	-	0.085	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	15	1666	22	33	1129	1	10	1	16	7	5	13
Future Vol, veh/h	15	1666	22	33	1129	1	10	1	16	7	5	13
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	95	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	8	0	3	0	0	0	25	0	0	0
Mvmt Flow	16	1754	23	35	1188	1	11	1	17	7	5	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1189	0	0	1777	0	0	2346	3057	889	1993	3068	595
Stage 1	-	-	-	-	-	-	1798	1798	-	1259	1259	-
Stage 2	-	-	-	-	-	-	548	1259	-	734	1809	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.6	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	4.15	3.8	4	3.9
Pot Cap-1 Maneuver	322	-	-	166	-	-	40	13	212	66	12	387
Stage 1	-	-	-	-	-	-	55	133	-	133	244	-
Stage 2	-	-	-	-	-	-	450	244	-	347	132	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	322	-	-	166	-	-	30	10	212	49	9	387
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	95	-	113	76	-
Stage 1	-	-	-	-	-	-	52	126	-	126	193	-
Stage 2	-	-	-	-	-	-	333	193	-	301	125	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.9			59.9			32.9		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	93	322	-	-	166	-	-	155				
HCM Lane V/C Ratio	0.306	0.049	-	-	0.209	-	-	0.17				
HCM Control Delay (s)	59.9	16.8	-	-	32.3	-	-	32.9				
HCM Lane LOS	F	C	-	-	D	-	-	D				
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.8	-	-	0.6				

HCM 6th TWSC
20: R-I/R-O & Frontage Road

03/20/2020

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	0	0	0	0	8
Future Vol, veh/h	173	0	0	0	0	8
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	-	-	16983	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	0	0	17
Mvmt Flow	190	0	0	0	0	9

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

Approach	EB	NB
HCM Control Delay, s	0	9.5
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	815	-	-
HCM Lane V/C Ratio	0.011	-	-
HCM Control Delay (s)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	39	1327	26	12	1582	82	9	2	22	69	6	52
Future Volume (vph)	39	1327	26	12	1582	82	9	2	22	69	6	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.993			0.862			0.865	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3551	0	1805	1638	0	1805	1644	0
Flt Permitted	0.101			0.169			0.718			0.741		
Satd. Flow (perm)	192	3564	0	321	3551	0	1364	1638	0	1408	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			8			23			54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	1409	0	13	1733	0	9	25	0	72	60	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	107.0		13.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	71.3%		8.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	126.4	121.2		124.3	117.2		13.0	13.0		13.0	13.0	
Actuated g/C Ratio	0.84	0.81		0.83	0.78		0.09	0.09		0.09	0.09	
v/c Ratio	0.18	0.49		0.04	0.62		0.08	0.15		0.59	0.31	
Control Delay	4.2	7.0		2.6	9.0		61.6	24.8		84.4	21.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.2	7.0		2.6	9.0		61.6	24.8		84.4	21.7	
LOS	A	A		A	A		E	C		F	C	
Approach Delay		7.0			9.0			34.5			55.9	
Approach LOS		A			A			C			E	
Queue Length 50th (ft)	5	148		2	351		8	2		69	6	
Queue Length 95th (ft)	13	323		6	496		27	32		121	51	

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	265	2881		366	2777		218	281		225	308	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.49		0.04	0.62		0.04	0.09		0.32	0.19	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 134 (89%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 10.2

Intersection LOS: B

Intersection Capacity Utilization 66.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

 Ø1	 Ø2 (R)	 Ø4
13 s	107 s	30 s
 Ø5	 Ø6 (R)	 Ø8
13 s	107 s	30 s

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	82	1209	30	89	1490	57	47	7	83	62	16	108
Future Volume (vph)	82	1209	30	89	1490	57	47	7	83	62	16	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.995			0.861			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5116	0	1805	3558	0	1770	1636	0	1805	1653	0
Flt Permitted	0.121			0.191			0.432			0.618		
Satd. Flow (perm)	230	5116	0	363	3558	0	805	1636	0	1174	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			86			113	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1290	0	93	1611	0	49	93	0	65	130	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	101.0		19.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	67.3%		12.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	123.9	114.7		124.1	114.8		13.0	13.0		13.0	13.0	
Actuated g/C Ratio	0.83	0.76		0.83	0.77		0.09	0.09		0.09	0.09	
v/c Ratio	0.33	0.33		0.25	0.59		0.71	0.42		0.64	0.53	
Control Delay	5.6	6.1		5.0	19.1		112.4	19.8		92.7	22.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	5.6	6.1		5.0	19.1		112.4	19.8		92.7	22.3	
LOS	A	A		A	B		F	B		F	C	
Approach Delay		6.1			18.3			51.8			45.8	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	10	127		24	652		47	6		63	16	
Queue Length 95th (ft)	24	181		m36	827		94	62		113	81	

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	293	3914		457	2725		128	334		187	359	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.33		0.20	0.59		0.38	0.28		0.35	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 48 (32%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 77.6%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road

 Ø1	 Ø2 (R)	 Ø4
13 s	107 s	30 s
 Ø5	 Ø6 (R)	 Ø8
19 s	101 s	30 s

HCM 6th TWSC
7: Clarence Avenue & Jane Avenue

03/20/2020

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	12	6	7	2
Future Vol, veh/h	2	10	12	6	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	13	15	8	9	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	49	11	12	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	38	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	965	1076	1620	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	956	1076	1620	-	-	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	4.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1620	-	1054	-	-	
HCM Lane V/C Ratio	0.009	-	0.014	-	-	
HCM Control Delay (s)	7.2	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	26	994	70	110	1752	4	21	0	77	2	3	5
Future Vol, veh/h	26	994	70	110	1752	4	21	0	77	2	3	5
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	95	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	27	1025	72	113	1806	4	22	0	79	2	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1810	0	0	1097	0	0	2065	3151	549	2498	3185	905
Stage 1	-	-	-	-	-	-	1115	1115	-	2034	2034	-
Stage 2	-	-	-	-	-	-	950	2036	-	464	1151	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	160	-	-	357	-	-	59	11	415	32	10	243
Stage 1	-	-	-	-	-	-	168	286	-	37	102	-
Stage 2	-	-	-	-	-	-	256	101	-	505	275	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	160	-	-	357	-	-	37	6	415	17	6	243
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	39	-	29	56	-
Stage 1	-	-	-	-	-	-	140	238	-	31	70	-
Stage 2	-	-	-	-	-	-	164	69	-	339	229	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			29.5			65.1		
HCM LOS							D			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	246	160	-	-	357	-	-	70				
HCM Lane V/C Ratio	0.411	0.168	-	-	0.318	-	-	0.147				
HCM Control Delay (s)	29.5	32	-	-	19.7	-	-	65.1				
HCM Lane LOS	D	D	-	-	C	-	-	F				
HCM 95th %tile O(veh)	1.9	0.6	-	-	1.3	-	-	0.5				

HCM 6th TWSC
20: R-I/R-O & Frontage Road

03/20/2020

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	2	0	0	0	12
Future Vol, veh/h	191	2	0	0	0	12
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	-	-	16983	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	208	2	0	0	0	13

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

Approach	EB	NB
HCM Control Delay, s	0	9.4
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	836	-	-
HCM Lane V/C Ratio	0.016	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	63	1483	33	12	1373	100	17	1	21	85	2	84
Future Volume (vph)	63	1483	33	12	1373	100	17	1	21	85	2	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.990			0.857			0.853	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3541	0	1805	1628	0	1805	1621	0
Flt Permitted	0.121			0.126			0.699			0.742		
Satd. Flow (perm)	230	3564	0	239	3541	0	1328	1628	0	1410	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			13			22			88	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1596	0	13	1550	0	18	23	0	89	90	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		21.0	21.0		21.0	21.0	
Total Split (s)	13.0	86.0		13.0	86.0		21.0	21.0		21.0	21.0	
Total Split (%)	10.8%	71.7%		10.8%	71.7%		17.5%	17.5%		17.5%	17.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	97.4	92.1		94.9	87.8		12.2	12.2		12.2	12.2	
Actuated g/C Ratio	0.81	0.77		0.79	0.73		0.10	0.10		0.10	0.10	
v/c Ratio	0.25	0.58		0.05	0.60		0.13	0.12		0.63	0.37	
Control Delay	6.4	13.3		2.9	9.6		49.8	20.3		70.2	14.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.4	13.3		2.9	9.6		49.8	20.3		70.2	14.9	
LOS	A	B		A	A		D	C		E	B	
Approach Delay		13.0			9.6			33.3			42.4	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	7	244		2	285		13	1		67	1	
Queue Length 95th (ft)	34	496		5	382		36	26		122	50	

Lanes, Volumes, Timings

3: Beverly Lane/Jane Avenue & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	313	2735		318	2594		166	222		176	279	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.21	0.58		0.04	0.60		0.11	0.10		0.51	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 18 (15%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

 Ø1	 Ø2 (R)	 Ø4
13 s	86 s	21 s
 Ø5	 Ø6 (R)	 Ø8
13 s	86 s	21 s

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	116	1422	35	136	1254	82	62	21	97	74	13	139
Future Volume (vph)	116	1422	35	136	1254	82	62	21	97	74	13	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.991			0.877			0.863	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5113	0	1787	3544	0	1770	1625	0	1805	1595	0
Flt Permitted	0.153			0.140			0.429			0.578		
Satd. Flow (perm)	291	5113	0	263	3544	0	799	1625	0	1098	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			101			145	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	2%	5%	2%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1517	0	142	1391	0	65	123	0	77	159	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)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		22.0	22.0		22.0	22.0	
Total Split (s)	14.0	80.0		18.0	84.0		22.0	22.0		22.0	22.0	
Total Split (%)	11.7%	66.7%		15.0%	70.0%		18.3%	18.3%		18.3%	18.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effect Green (s)	93.8	84.1		94.7	84.6		12.7	12.7		12.7	12.7	
Actuated g/C Ratio	0.78	0.70		0.79	0.70		0.11	0.11		0.11	0.11	
v/c Ratio	0.38	0.42		0.47	0.56		0.77	0.47		0.66	0.53	
Control Delay	6.2	8.5		8.9	8.7		100.9	19.6		77.0	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.2	8.5		8.9	8.7		100.9	19.6		77.0	16.7	
LOS	A	A		A	A		F	B		E	B	
Approach Delay		8.3			8.7			47.7			36.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	16	168		9	348		49	16		58	10	
Queue Length 95th (ft)	30	223		28	443		#114	73		109	74	

Lanes, Volumes, Timings

10: Town & Country Drive/SouthPoint Drive & Rand Road

03/20/2020

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	367	3585		398	2501		106	304		146	338	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.42		0.36	0.56		0.61	0.40		0.53	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 62 (52%), Referenced to phase 2:NWTL and 6:SETL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 12.4

Intersection LOS: B

Intersection Capacity Utilization 75.5%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road

 Ø1	 Ø2 (R)	 Ø4
14 s	84 s	22 s
 Ø5	 Ø6 (R)	 Ø8
18 s	80 s	22 s

HCM 6th TWSC
7: Clarence Avenue & Jane Avenue

03/20/2020

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	17	13	9	13	7
Future Vol, veh/h	7	17	13	9	13	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	21	16	11	16	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	64	21	25	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	947	1062	1603	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	938	1062	1603	-	-	-
Mov Cap-2 Maneuver	938	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	4.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	1023	-	-	
HCM Lane V/C Ratio	0.01	-	0.029	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	16	818	87	120	1114	1	23	2	104	3	3	10
Future Vol, veh/h	16	818	87	120	1114	1	23	2	104	3	3	10
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	95	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	1	0	0	0	4	0	0	0
Mvmt Flow	17	870	93	128	1185	1	24	2	111	3	3	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1186	0	0	963	0	0	1683	2393	482	1825	2439	593
Stage 1	-	-	-	-	-	-	951	951	-	1442	1442	-
Stage 2	-	-	-	-	-	-	732	1442	-	383	997	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.94	3.8	4	3.9
Pot Cap-1 Maneuver	323	-	-	414	-	-	102	34	450	83	32	388
Stage 1	-	-	-	-	-	-	218	341	-	99	199	-
Stage 2	-	-	-	-	-	-	348	199	-	565	325	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	323	-	-	414	-	-	71	22	450	45	21	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	108	-	88	105	-
Stage 1	-	-	-	-	-	-	206	323	-	94	138	-
Stage 2	-	-	-	-	-	-	228	138	-	401	308	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.7			24.1			26.9		
HCM LOS							C			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	323	323	-	-	414	-	-	181				
HCM Lane V/C Ratio	0.425	0.053	-	-	0.308	-	-	0.094				
HCM Control Delay (s)	24.1	16.8	-	-	17.5	-	-	26.9				
HCM Lane LOS	C	C	-	-	C	-	-	D				
HCM 95th %tile O(veh)	2	0.2	-	-	1.3	-	-	0.3				

Intersection

Int Delay, s/veh 1.2

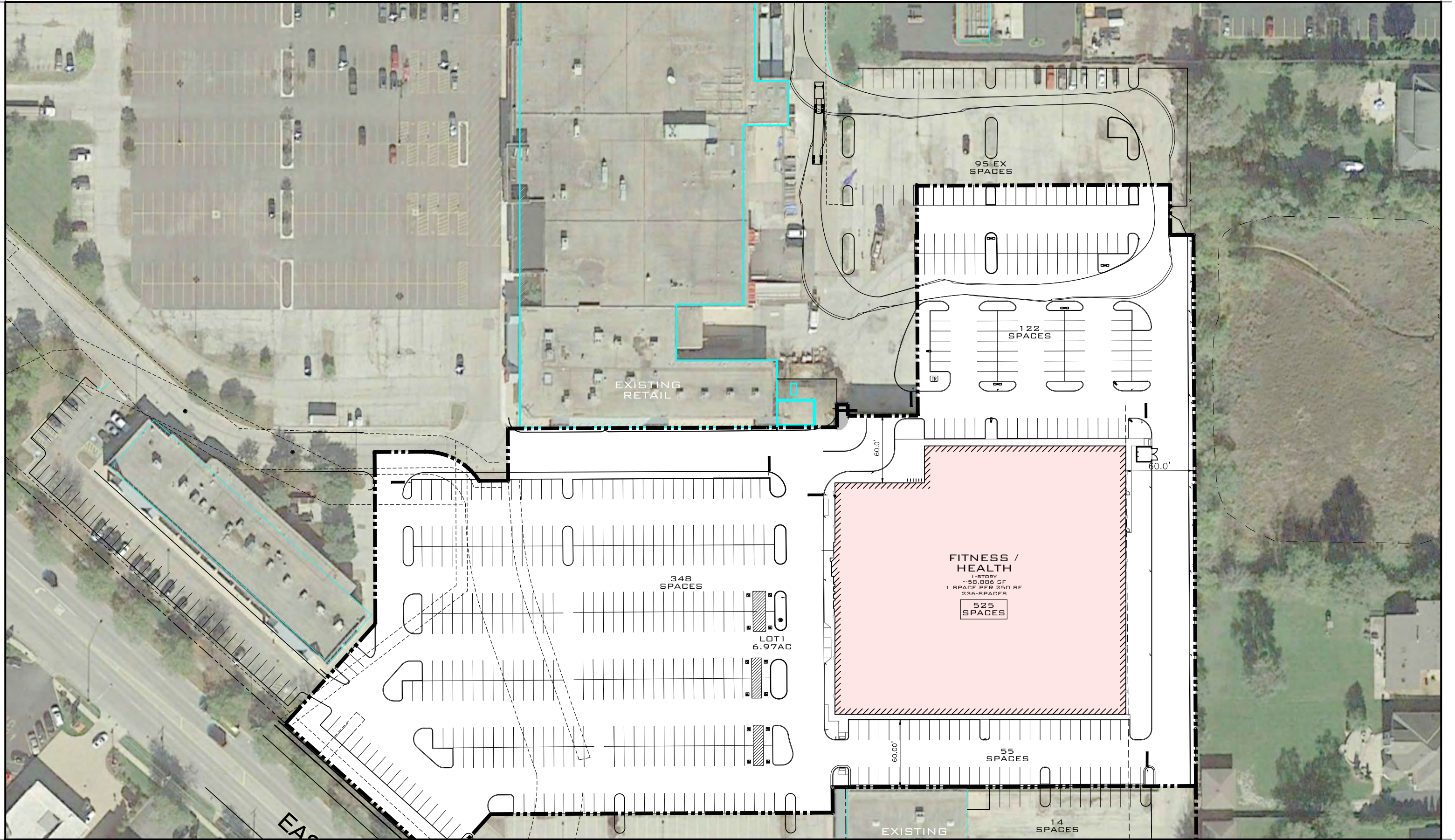
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	0	0	0	0	21
Future Vol, veh/h	146	0	0	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	16983	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	166	0	0	0	0	24

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

Approach	EB	NB
HCM Control Delay, s	0	9.2
HCM LOS		A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	884	-	-
HCM Lane V/C Ratio	0.027	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Auto Turn Runs

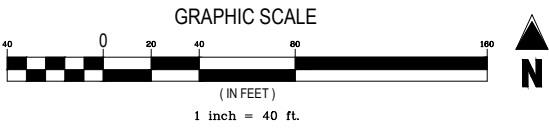


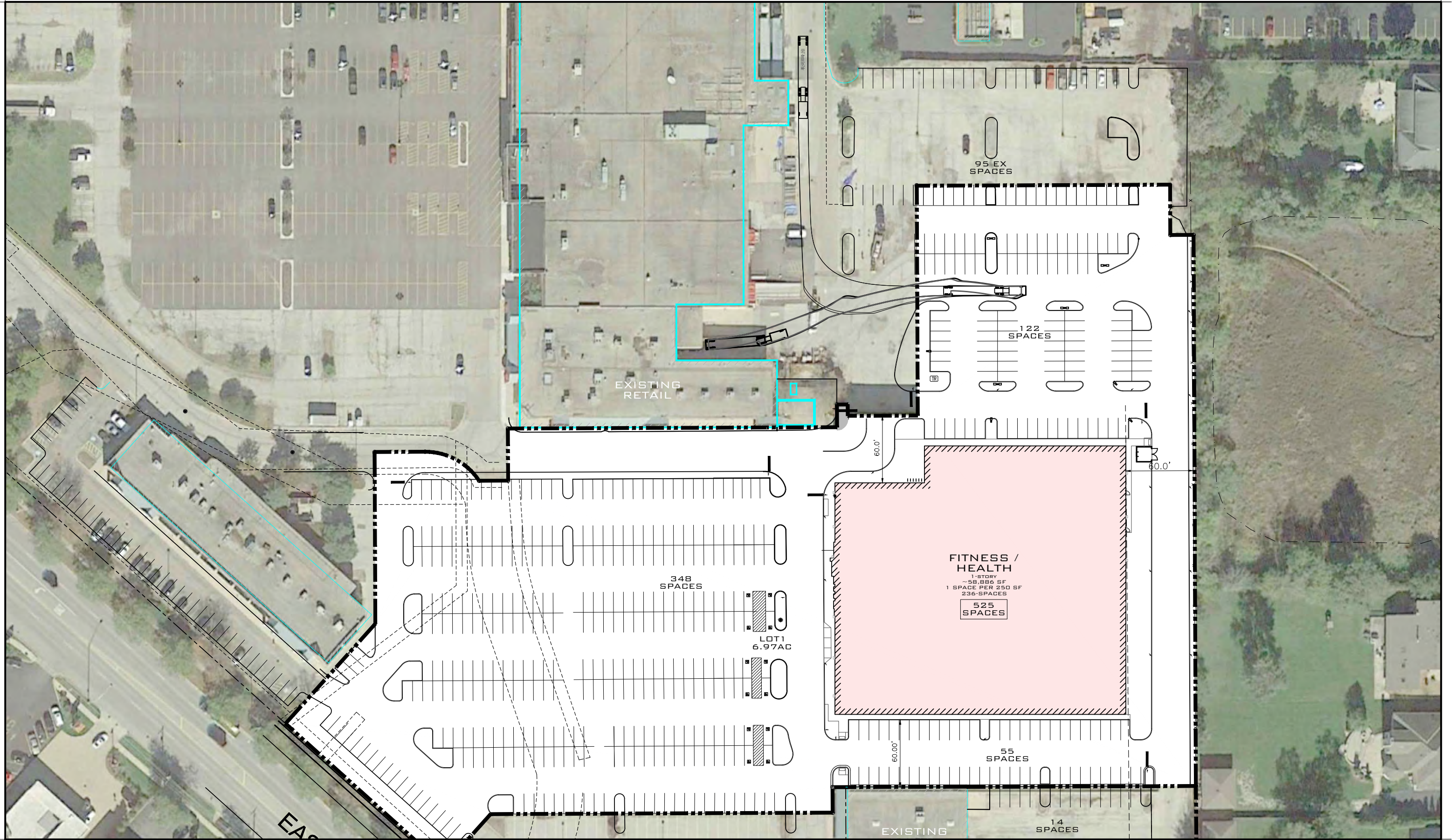
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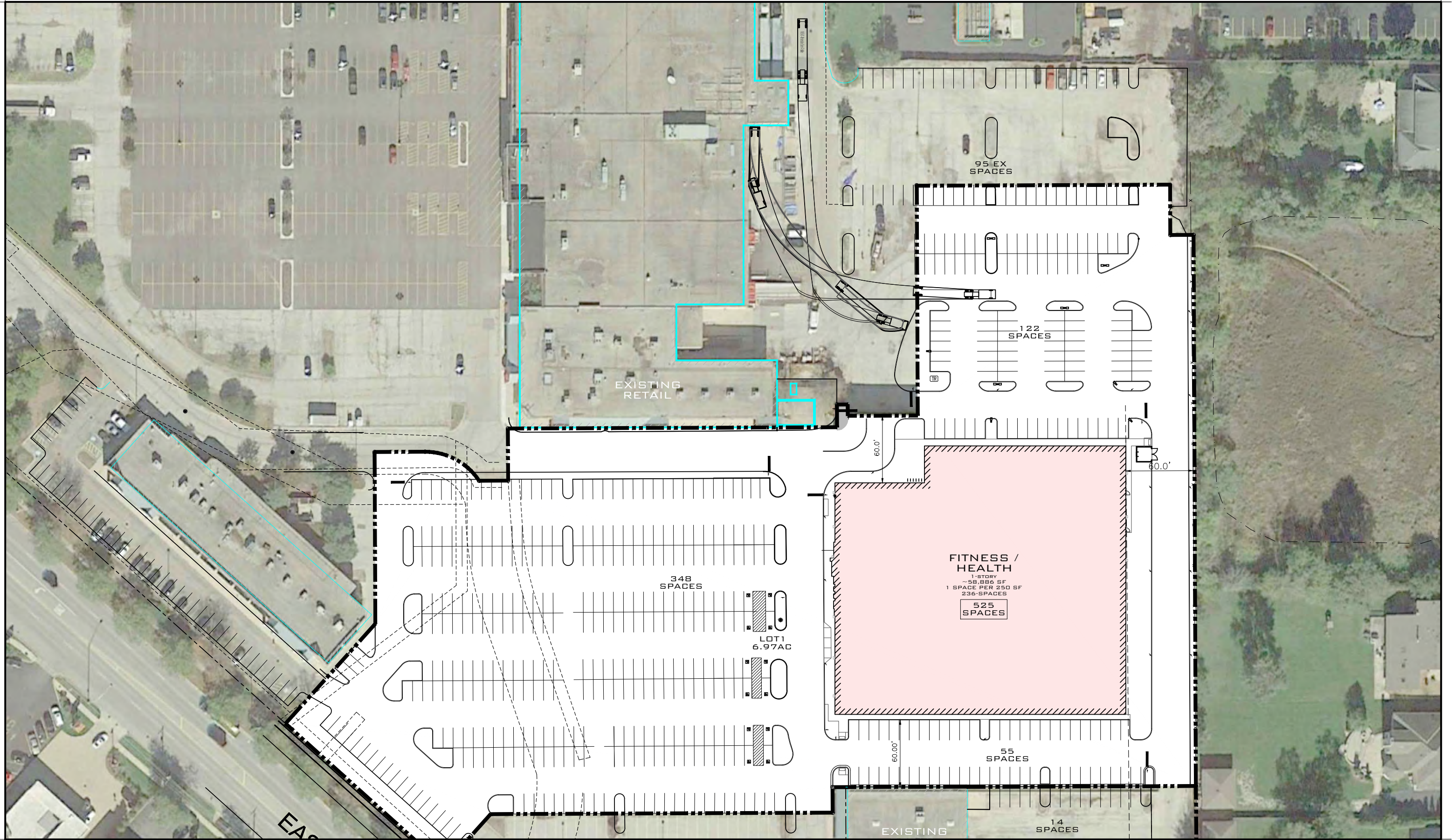
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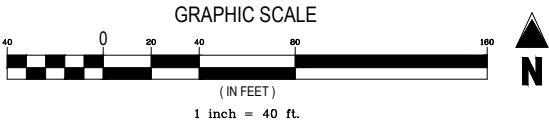


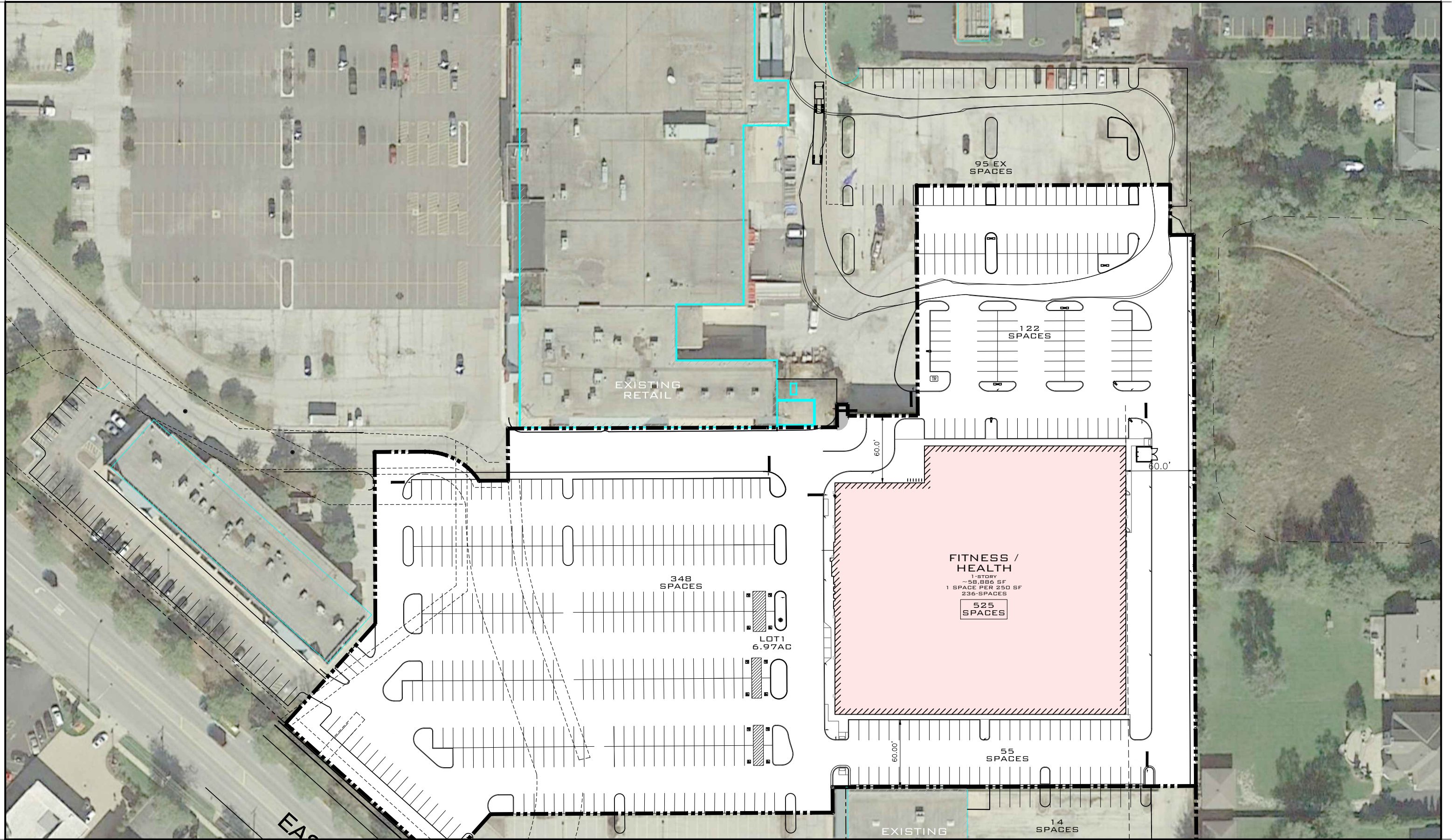
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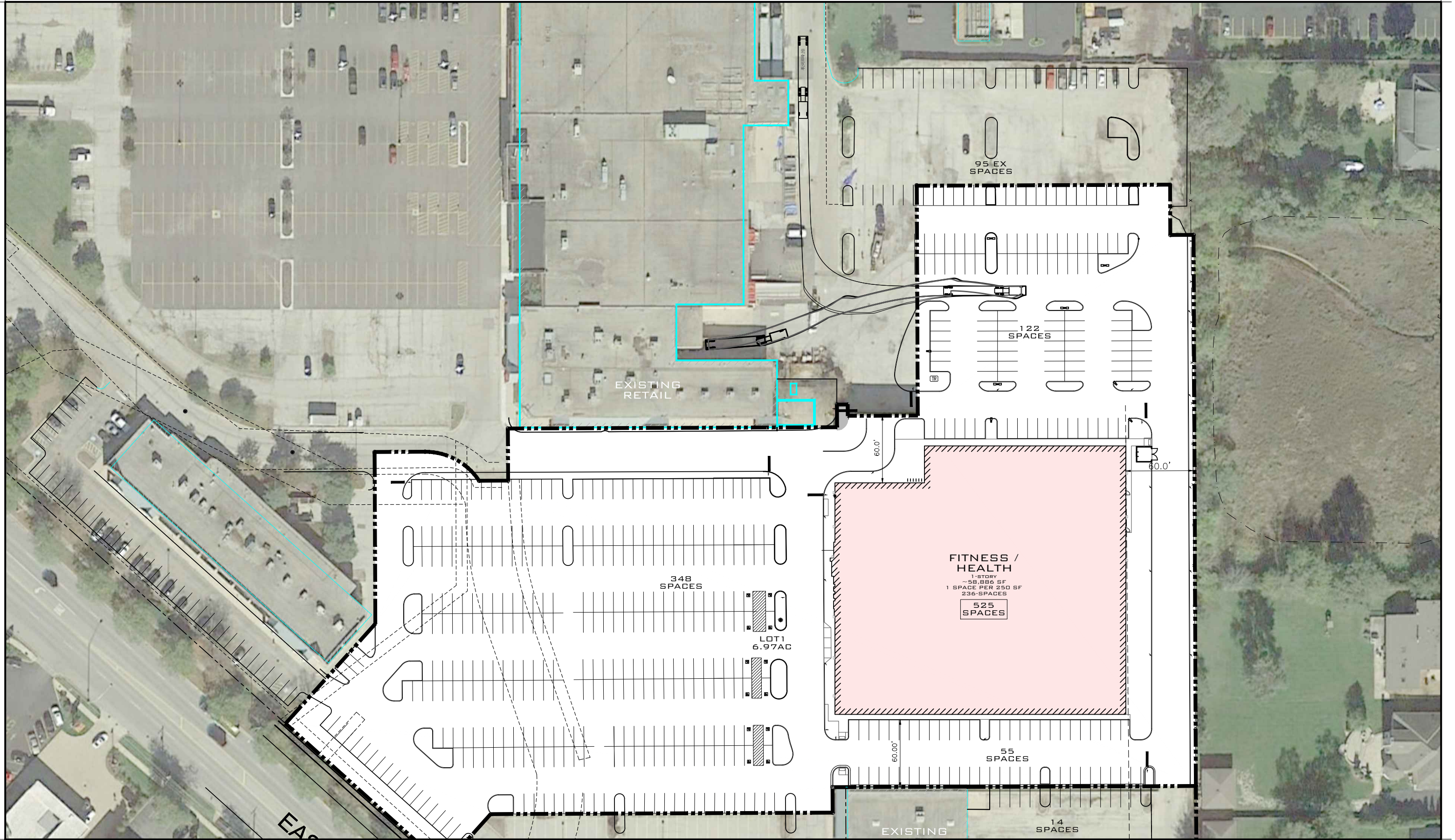
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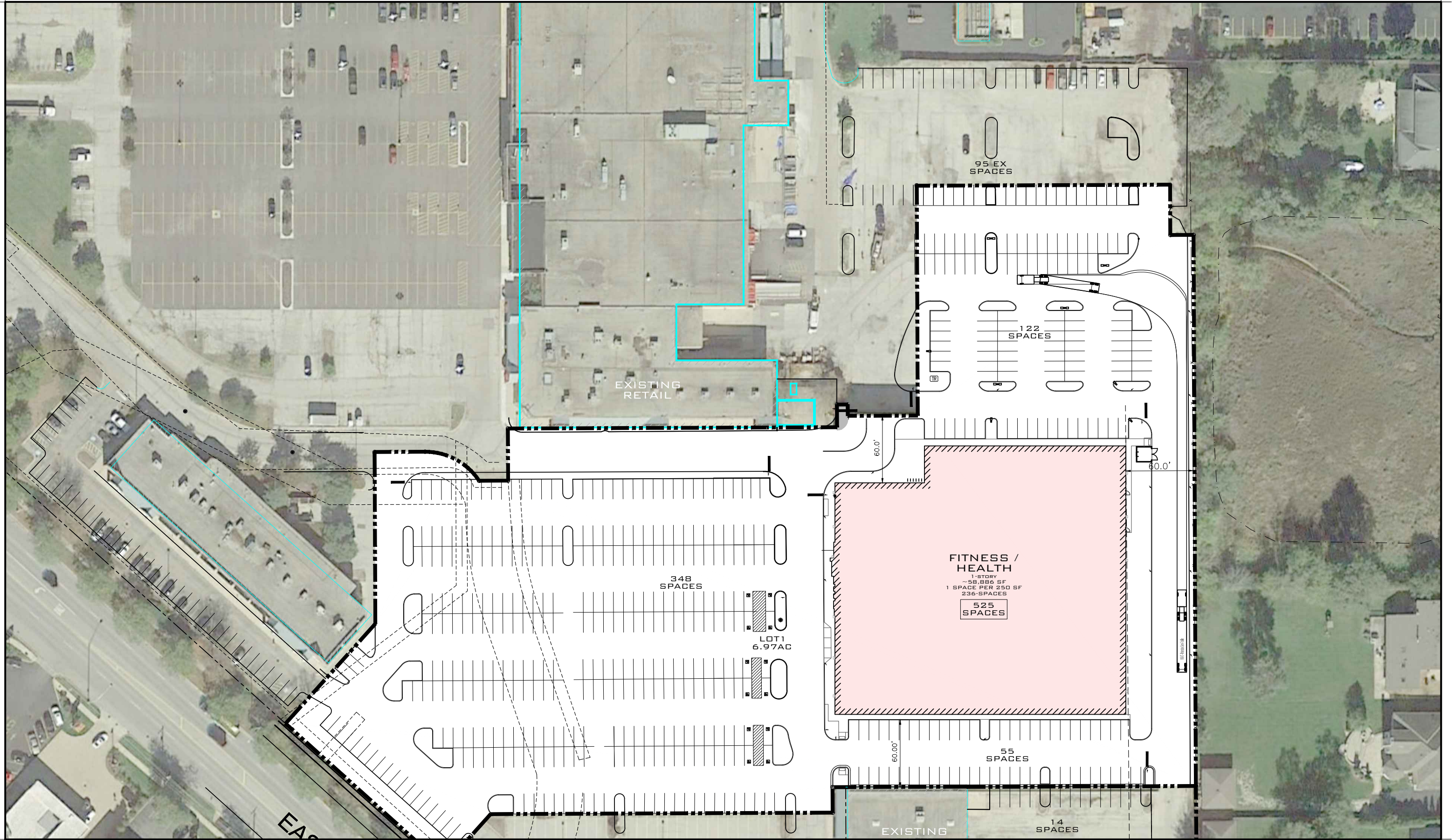
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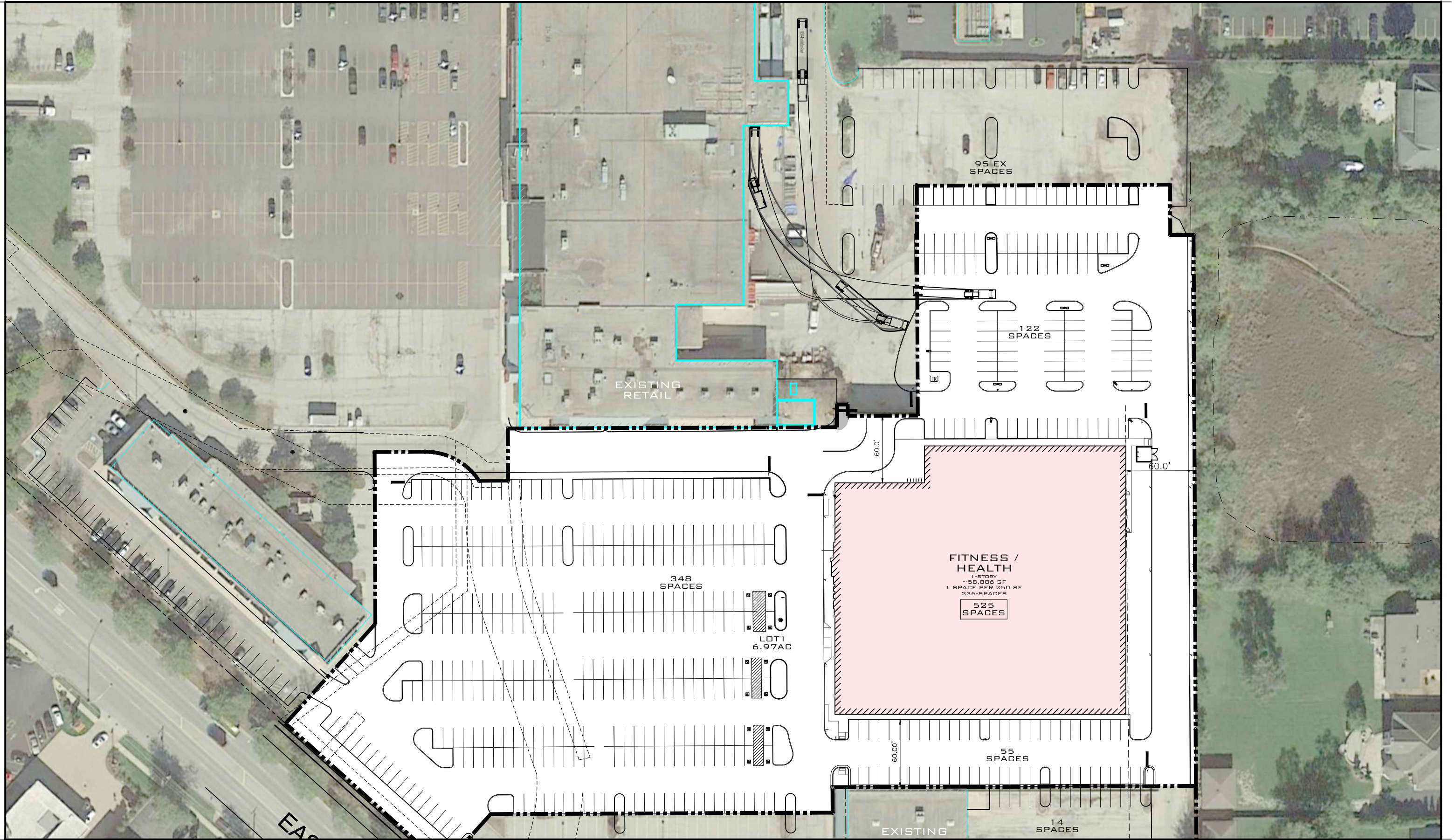
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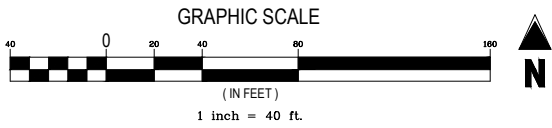


ARLINGTON HEIGHTS, IL CONCEPTUAL SITE PLAN - H4 - TRUCKTURN 4

Hawkins Development

This information is copyrighted by Galloway & Company, Inc. All rights reserved.

02/27/2020





**Village of Arlington Heights
Building & Life Safety Department**

Interoffice Memorandum

RECEIVED
JAN 16 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building & Life Safety Department
Subject: 750 E Rand Rd – Southpoint PUD Amendment – VASA Fitness
PUD Amendment to Ordinance #90-014 to allow construction of VASA Fitness
PC#: 20-002 – Round 1
Date: January 15, 2020

General Comments:

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

Sam –

I have reviewed the documents submitted for the above referenced project and offer the following comments:

1. Quantity of handicap accessible parking stalls must comply with the Illinois Accessibility Code requirements.
2. Application shall be made to the Illinois Department of Public Health (IDPH) for the pool and spa.
3. Electrical closets/rooms shall have a minimum fire resistance rating on 1 hour, including the walls, ceiling and floor of the rooms. They shall be for the exclusive use of the electrical equipment and storage of any kind is not permitted.
4. The occupant load of the building shall be posted at the main exit.

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>20-002</u>	P.I.N.# <u>03-20-200-011-0000</u>
Petitioner: <u>Kevin Hawkins c/o</u>	Location: <u>750 E Rand Rd. Arlington Heights, IL 60004</u>
<u>Galloway & Company, Inc.</u>	Rezoning: <u> </u> Current: <u>B3</u> Proposed: <u> </u>
Owner: <u>TJ Chicago Properties LLC</u>	Subdivision: <u> </u>
	# of Lots: <u> </u> Current: <u>7</u> Proposed: <u>2</u>
	PUD: <u>#90-014</u> For: <u> </u>
	Special Use: <u> </u> For: <u> </u>
	Land Use Variation: <u> </u> For: <u> </u>
Contact Person: <u>Nathan Abbott, Galloway</u>	Land Use: <u> </u> Current: <u>Commercial</u>
Address: <u>6162 S Willow Drive, Suite 320</u>	Proposed: <u>Commercial</u>
<u>Greenwood Village, CO 80111</u>	
Phone #: <u>303-770-8884</u>	Site Gross Area: <u>+/- 6.97 Acres</u>
Fax #: <u>303-770-3636</u>	# of Units Total: <u> </u>
E-Mail: <u>NathanAbbott@GallowayUS.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>

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

FIRE PREVENTION

See attached.


 Director _____ Date _____



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 1/16/2020

P.C. Number: 20-002 Round 1

Project Name: Southpoint PUD Amendment – Vasa Fitness

Project Location: 750 E. Rand Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

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

1. Site plans indicate the travel path for the truck travels over a transformer and gas meter on adjacent property. Please provide a drawing reflecting what is actually on the site. Any surface for use by the truck shall meet minimum standards for weight of the truck.

Date 01-16-20

Reviewed By:

Fire Safety Supervisor

RECEIVED
JAN 17 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 29, 2020
Subject: 750 E Rand Road, P.C. #20-002

With regard to the new construction of Vassa Fitness, I have the following comments:

1. The proposed building is currently fed from two master water meters, verify the use and payment from these common lines will occur. There are no sub-meters maintained or read within this shopping center.
2. The RPZ will be sized upon submittal of plumbing plans.
3. All utility conflicts encountered in the field must utilize separation methods from "Standard Specifications for Water and Sewer Construction in Illinois".
4. Verify the condition of the sidewalk fronting the proposed construction site after construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.

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

C. file

RECEIVED
JAN 30 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 20-002
 Petitioner: Kevin Hawkins c/o
Galloway & Company, Inc.
 Owner: TJ Chicago Properties LLC
 Contact Person: Nathan Abbott, Galloway
 Address: 6162 S Willow Drive, Suite 320
Greenwood Village, CO 80111
 Phone #: 303-770-8884
 Fax #: 303-770-3636
 E-Mail: NathanAbbott@GallowayUS.com

P.I.N.# 03-20-200-011-0000
 Location: 750 E Rand Rd, Arlington Heights, IL 60004
 Rezoning: _____ Current: B3 Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: 7 Proposed: 2
 PUD: #90-014 For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Commercial
 Proposed: Commercial
 Site Gross Area: +/- 6.97 Acres
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____

NO

Sanitary Sewer _____

NO

Storm Sewer _____

NO

b. Surface Improvement

Pavement _____

NO

Curb & Gutter _____

NO

Sidewalks _____

NO

Street Lighting _____

NO

c. Easements

Utility & Drainage _____

NO

Access _____

NO

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____

X

b. IDOT _____

c. ARMY CORP _____

d. IEPA _____

e. CCHD _____

3. R.O.W. DEDICATIONS? _____

YES

NO

COMMENTS

4. SITE PLAN ACCEPTABLE? _____

X

5. PRELIMINARY PLAT ACCEPTABLE? _____

X

N/A

6. TRAFFIC STUDY ACCEPTABLE? _____

X

7. STORM WATER DETENTION REQUIRED? _____

X

8. CONTRIBUTION ORDINANCE EXISTING? _____

X

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____

NONE

10. WETLAND EXISTING? _____

X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: GALLWAY

DATE OF PLANS: _____

Director

Village Engineer

Date

1/29/2020

79-159 IVY HILL
 REAR DETENTION IS 550 YR
 X NONE ON ACTUAL SITE

RECEIVED

JAN 30 2020

PLAN COMMISSION PC #20-002
Southpoint PUD Amendment – Vasa Fitness
750 E Rand Rd
Round 1

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

13. An MWRD permit will be required and the petitioner shall meet the current MWRD requirements adopted January 1, 2020, including stormwater volume control. It is recommended to contact the MWRD for a permit determination letter and pre-application meeting to discuss project scope and stormwater management requirements.

14. The volume control will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

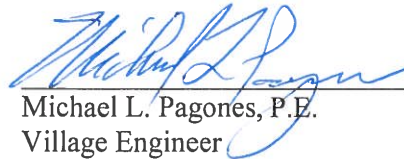
15. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.

16. Runoff captured on the roof of the building cannot drain directly to the private sewer to the west. Runoff must pass through volume control and detention storage system.
17. Runoff from the proposed south parking lot drains directly to the neighboring property. Site runoff must be captured on site.
18. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
19. Provide cross sections for the new pavement section and the proposed mill and overlay section.
20. Per Chapter 20, Section 20-106 of the Municipal Code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost for the site development and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.
21. Contribution Ordinance No. 79-159 shows that the fee for PIN's 03-20-200-013, 03-20-201-014, 03-20-203-013, 03-20-203-014 and 03-20-203-015 were paid in 1989, however; the fee for PIN 03-20-200-011 was not paid. A fee of \$5,496 shall be due at permit, \$1,600 per acre.
22. The proposed ADA ramp and accessible route from the front door to the parking lot is in close proximity to the existing storm sewer inlet. Adjust the alignment such that the accessible route will not be affected by the inlet. The accessible route shall also meet the cross slope requirements of the Public Rights-of-Way Accessibility guidelines. Provide a painted crosswalk and appropriate signage.
23. Show additional spot elevations and slopes for all proposed sidewalk and ADA ramps. It is recommended to design to 1.5% maximum cross slope.
24. Additional information is needed for the south parking lot, adjacent to the existing building and existing parking lot. Provide new curb on the northern end of the existing island located south of the proposed parking lot. Provide additional grades to show the proposed drainage patterns.
25. Site elevations range from 684 to 688. Revise spot elevations to match existing elevations.
26. Additional information for the storm sewer, sanitary sewer and water service shall be provided on the plans.
 - a) Provide utility crossing information for all new storm, sanitary and water services.
 - b) Provide all existing and proposed storm and sanitary inverts.
 - c) Provide pipe material and slope for all proposed storm and sanitary sewer
 - d) Provide the pipe material for the proposed water service
27. Provide locations of all existing site signage including stop signs, fire lanes, etc.
28. Show all proposed site signage, including signs to be removed and replaced.
29. Add a stop bar and stop sign for westbound traffic leaving the 56-stall parking lot south of the proposed building.
30. The western parking lot does not meet Village required width of 24 ft for the drive aisle. Reduce the 19 ft long parking stalls to 18 ft to increase the width of the drive aisle.

31. The proposed site only contains 8 handicap accessible parking stalls. The proposed parking lot would require 11 handicap accessible stalls, 2% of the total number of parking spaces.

TRAFFIC

32. Although the current tenant at 600 E Rand Rd (Floor & Décor) only uses northern loading docks, future tenants may utilize south loading docks. Provide AutoTURN exhibits for vehicles entering and exiting the south loading dock under the proposed condition.
33. The vehicle in AutoTURN exhibit "Conceptual Site Plan – H4 – TRUCKTURN 2" appears to drive over both the existing island and two proposed islands. Changes to site layout may be required to allow for access to the loading docks at the southeast corner of the Floor & Décor building. Provide the exhibit at a larger scale.
34. Geometry of the intersection/drive northwest of the proposed building could prove problematic for drivers. Is this intersection supposed to act like a 4-way stop? Traffic at the northbound stop sign would not be able to see vehicles at westbound stop sign due to sight obstruction from the building. Provide additional spot elevations for this intersection.
35. In the vicinity of the existing transformer that is to be relocated, the plans show for work to take place on the adjacent parcel. An agreement must be provided from the adjacent parcel owner allowing the work to take place.
36. Traffic report makes the recommendation that all employees should park in the northern lot. How will this be enforced?
37. Where will deliveries occur on site? What is the frequency and expected time for deliveries?
38. (Traffic Report, Page 8) Provide ITE Trip Generation excerpts for values obtained in Table 1.
39. (Traffic Report, Figure 5) The intersection of Rand/Beverly/Jane provides direct access to site. Although existing traffic counts show low northeast-bound traffic, this may be a misrepresentation of how traffic would operate in the future due to current vacancies in the Southpoint Shopping Center. Provide justification for the assumption that no site traffic will enter from northeast-bound Beverly Lane.
40. (Traffic Report, Figure 7) Provide ITE Trip Generation excerpts used for values obtained in Figure 7. How was directional distribution determined for these future developments?
41. (Traffic Report, 22) Proposed parking count does not accurately reflect what is shown on plans.


Michael L. Pagones, P.E. 1/29/2020
Village Engineer Date

Attachments:
OUMA



ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (*address*), Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

*** *Insert legal description, or attach as Exhibit A* ***

PIN Numbers:

WHEREAS, _____ (*print name*), ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with **sanitary sewers, storm sewers and stormwater management facilities, domestic water mains**; and

WHEREAS, the private **sanitary sewers, storm sewers and stormwater management facilities, and domestic water mains** servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** on privately owned property that are not located within dedicated public easements; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all private sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all private water mains and appurtenances located upon said premises from the master meter vaults. Maintain the private water service line and appurtenances from the valve at the water main to the building. The Village will maintain the proposed hydrant assembly in the public ROW.
- c. Maintain all private storm sewers and appurtenances, including detention facilities, located upon said premises.
- d. Maintain the private utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned private **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that, barring a need for immediate action, should the RESPONSIBLE ENTITY not begin corrective action within four (4) hours of notification of an emergency situation where property damage is occurring or is in imminent danger of occurring as a result of dysfunction of the private **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains**, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of the **Village of Arlington Heights, an Illinois municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 20-002

Project Name

Vasa Fitness

Project Location

750 E. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

- 1)Building is to be sprinkled per code.
- 2) The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
- 3) A Knox Box shall be located at the main front entrance. It is possible that we may ask for another Knox Box at the rear of the building depending on what access is needed once the plans for the interior layout are completed.
- 4) Install a fully operational annunciator panel or alarm panel at the main front entrance.
- 5) The Fire department requests an auto-turn diagram using our Tower Ladder 131 that reflects that changes proposed on or near the Northwest area of the building.

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

Date January 16, 2020

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Vasa Fitness
750 E. Rand Rd.
PUD Amendment

RECEIVED
JAN 22 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 1 Review Comments

01/20/2020

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.

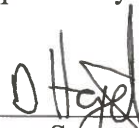
6. General comments:

- 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.

A.O. # 330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

 #557

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. <u>20-002</u>	P.I.N.# <u>03-20-200-011-0000</u>	
Petitioner: <u>Kevin Hawkins c/o</u>	Location: <u>750 E Rand Rd, Arlington Heights, IL 60004</u>	
<u>Galloway & Company, Inc.</u>	Rezoning: <u> </u> Current: <u>B3</u> Proposed: <u> </u>	
	Subdivision: <u> </u>	
Owner: <u>TJ Chicago Properties LLC</u>	# of Lots: <u> </u> Current: <u>7</u> Proposed: <u>2</u>	
	PUD: <u>#90-014</u> For: <u> </u>	
	Special Use: <u> </u> For: <u> </u>	
	Land Use Variation: <u> </u> For: <u> </u>	
Contact Person: <u>Nathan Abbott, Galloway</u>	Land Use: <u> </u> Current: <u>Commercial</u>	
Address: <u>6162 S Willow Drive, Suite 320</u>	<u>Greenwood Village, CO 80111</u>	Proposed: <u>Commercial</u>
Phone #: <u>303-770-8884</u>	Site Gross Area: <u>+/- 6.97 Acres</u>	
Fax #: <u>303-770-3636</u>	# of Units Total: <u> </u>	
E-Mail: <u>NathanAbbott@GallowayUS.com</u>	1BR: <u> </u> 2BR: <u> </u> 3BR: <u> </u> 4BR: <u> </u>	

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

1. GENERAL COMMENTS:

Solid waste storage site is not shown on plan. Show location of solid waste storage site on building permit plans.

Solid waste storage sites must comply with the following:

- Container Site
 - Area shall be of a sufficient size to easily accommodate the container.
 - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
 - Visual screening of the site shall be provided.
- Access to Container
 - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
 - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

See the attached accessibility comments.

Sean Freres, LEHP

 1/24/20

Environmental Health Officer

Date

James McCalister - 

1/24/20

Direc

tor

Date

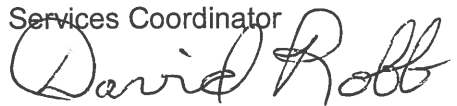
Plan Review for Accessibility

Address: Southpoint PUD Amendment – Vasa Fitness
750 E. Rand Road

P.C. #20-002

Round 1

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: January 23, 2020

Re: Illinois Accessibility Code (IAC) effective October 23, 2018
<https://www2.illinois.gov/cdb/announcements/2018/Pages/New-Illinois-Accessibility-Code.aspx>

1. Accessible Parking Spaces

Seven (7) Accessible Reserved Parking Spaces are required in parking lots with 201 to 300 total parking spaces. See IAC Table 208.2.

2. Door Opening Force Interior and Exterior

Other than Fire Doors all interior doors shall have an opening force of 5 pounds maximum. Exterior Hinged doors shall have a maximum opening force of 8.5 pounds. See IAC Section 404.2.9

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 20-002
 Petitioner: Kevin Hawkins c/o
Galloway & Company, Inc.
 Owner: TJ Chicago Properties LLC
 Contact Person: Nathan Abbott, Galloway
 Address: 6162 S Willow Drive, Suite 320
Greenwood Village, CO 80111
 Phone #: 303-770-8884
 Fax #: 303-770-3636
 E-Mail: NathanAbbott@GallowayUS.com

P.I.N.# 03-20-200-011-0000
 Location: 750 E Rand Rd, Arlington Heights, IL 60004
 Rezoning: Current: B3 Proposed:
 Subdivision:
 # of Lots: Current: 7 Proposed: 2
 PUD: #90-014 For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: Commercial
 Proposed: Commercial
 Site Gross Area: +/- 6.97 Acres
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

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

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

Comments:

Please see attached comments.

[Signature]

1-30-20

Date

Planning & Community Development Dept. Review

January 31, 2020



REVIEW ROUND 1

Project: 750 E Rand Rd.
Vasa Fitness

Case Number: PC 20-002

General:

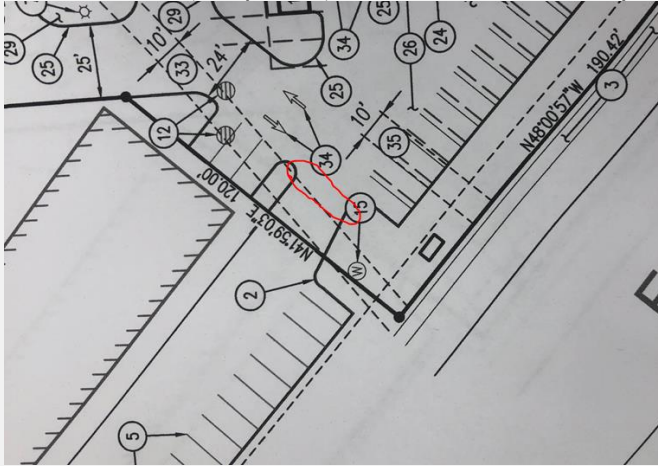
7. The Plan Commission must review and approve the following actions:
 - a. Amendment to PUD Ordinance #90-014 to allow modifications to the approved development plan and to repeal condition #2.
 - b. Depending on your response to certain comments, variations may be required.
8. Certain improvements are proposed beyond the property boundaries. Please provide written permission from the owners of those properties granting permission to make alteration on their properties.
9. Do the proposed alterations on the subject property, which will impact circulation and access within the shopping center, require approval from the other owners within the shopping center? Are there any easements or provisions in the CCR's that would prevent the proposed work?
10. Will the development (building and site) include any green/sustainable design features?
11. Since Gallow & Companies signed as the petitioner on the application, a copy of the executed purchase contract must be provided. Sensitive information can be redacted.
12. Please ensure that a revision date is included on all plans and documents resubmitted as a result of the Round 1 Department review comments. Additionally, please make sure that any changes to the plans to address Design Commission approval conditions/recommendations are reflected on your next resubmission.

Building:

13. Sheet 5 lists the building square footage as 57,890 square feet, however, sheet 1 lists the floor area at 59,847 sq. ft. (in the Site Data Table). Please clarify and correct on the plans so that they show consistent information.
14. Demolition of the Bif building will expose an interior wall on the building abutting to the south. What are the plans and proposed material for finishing this newly exposed wall? It will be required to match the existing materials and architecture on the building to the south. Please consider salvaging the existing brick on the Bif building to use as the finished exterior material on the building to the south.
15. Please consider reducing the number of wallpack lights proposed along the eastern and southern sides of the building to reduce potential light spill over on single-family properties to the east.
16. Are any mezzanine areas proposed within the Vasa building?

Site & Landscaping:

17. Section 6.15-1.2b requires light poles to be located within landscape islands. There are several newly proposed light poles in the northern parking area that are outside of a landscape island. Please revise the locations to be within a landscape island or add additional islands.



21. Landscaping must be installed to screen the newly relocated transformer in the northern parking area.
22. Other than the proposed relocated transformer, will there be any ground mounted mechanical equipment (generator, utility pedestals, switchgear, AC units, etc.)?
23. Please revise the plans to include details on the proposed dumpster enclosure (height, materials, gates, etc.).
24. The scale for the "Northern Landscape Area" on sheet 10 does not appear to be accurate. Please correct.

Parking/Traffic:

25. Recent changes to the Illinois Accessibility Code (IAC) allow abutting handicap parking spaces to share an accessible aisle. Please review the IAC to determine if the proposed handicap spaces are eligible to share an accessible aisle, which orientation would allow additional parking spaces close to the building entrance. Additionally, the IAC requires that 2% of the total amount of parking stalls be handicap accessible. The proposed number of handicap stalls is less than 2%. The number of handicap stalls shown on sheet 5 does not match the number within the Site Data Table on sheet 1.
26. What is the total number of parking spaces that will exist in the entire Southpoint Shopping Center as a result of the proposed changes?
27. The parking stall row totals shown on sheet 5 are incorrect in one row. Additionally, one row does not include a parking stall count. Please check all row totals and verify if the site total on sheet 1 is correct.
28. Please ensure that the final parking total within the Site Data Table reflects any revisions to parking rows as required in these review comments.
29. Please show the 8 parking stalls and loading area at the rear of the adjacent multi-tenant building along Rand Road, which stalls and spaces open onto the 25' drive aisle.

Prepared by: SANJEEV

Vasa Fitness – Southpoint PUD Amendment
750 E. Rand Road
PC #20-002
January 16, 2020

Landscape Comments

- 1) Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. For a double row of parking, two four inch caliper shade trees are required.
- 2) As part of the plant legend, please include all plant material. It was noted that some of the plant material was not listed on sheet 10. In addition, please identify all plant material on the planting plan.
- 3) Along the east elevation incorporate six medium sized trees in order to soften/buffer the rear of the building.
- 4) Consider specialty pavement such as stamped concrete or brick pavers near the entrance and within the crosswalks. Incorporate a crosswalk with decorative pavement north of the building. In addition, provide details of the specialty pavement.
- 5) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with a mix of shrubs and perennials.
- 6) Along the front elevation, consider shade trees within tree grates along the front walkway.
- 7) The fence along the east property line adjacent to the residential district is in fair/poor condition. The fence will need to be replaced either as part of this process or in the near future. This will require coordination with other owners in the shopping center.



6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

February 28, 2020

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

**RE: 2nd Plan Commission Submittal in response to:
750 E Rand Rd – Southpoint PUD Amendment – VASA Fitness, PC # 20-002-Round 1**

Thank you for reviewing and responding to our first submittal of the PUD amendment for the VASA Fitness located at 750 E Rand Rd. Attached are itemized responses to the comments February 3, 2020.

Please do not hesitate to contact us with any questions or concerns.

Sincerely,
GALLOWAY

Nate Abbott,
Site Development Project Manager
Galloway & Company Inc.
303-770-8884
nathanabbott@gallowayus.com



BUILDING COMMENTS: Deb Pierce, Plan Reviewer, Building & Life Safety Department

1. Quantity of handicap accessible parking stalls must comply with the Illinois Accessibility Code requirements.
Response: Revised handicap accessible parking stalls per the IAC table 208.2. 12 stalls provided, required 11.
2. Application shall be made to the Illinois Department of Public Health (IDPH) for the pool and spa.
Response: Noted - We will submit for review.
3. Electrical closets/rooms shall have a minimum fire resistance rating on 1 hour, including the walls, ceiling and floor of the rooms. They shall be for the exclusive use of the electrical equipment and storage of any kind is not permitted.
Response: Noted – We will review this requirement for permit submittal. The proposed electrical room(s) will have less than 112.5 kVA and 800 amps or less. The building will also be fully sprinkled. 1-hour fire rating is not typically required per NEC 450.21(B) at these loads and if the building is fully sprinkled per IBC.
4. The occupant load of the building shall be posted at the main exit.
Response: Noted - The occupancy shall be posted at the main exit.

FIRE COMMENTS:

1. Site plans indicate the travel path for the truck travels over a transformer and gas meter on adjacent property. Please provide a drawing reflecting what is actually on the site. Any surface for use by the truck shall meet minimum standards for weight of the truck.
Response: The transformer and gas meters are to be removed and relocated per the utility plan; resulting in no conflicts. All fire truck and truck routes shall be heavy duty pavement and noted on the plans.

PUBLIC WORKS COMMENTS: Cris Papierniak, Assistant Director of Public Works

1. The proposed building is currently fed from two master water meters, verify the use and payment from these common lines will occur. There are no sub-meters maintained or read within this shopping center.
Response: VASA Fitness will be serviced by one meter.
2. The RPZ will be sized upon submittal of plumbing plans.
Response: Noted. Thank you.
3. All utility conflicts encountered in the field must utilize separation methods from “Standard Specifications for Water and Sewer Construction in Illinois”.
Response: Acknowledged. The separation methods have been applied where applicable.
4. Verify the condition of the sidewalk fronting the proposed construction site after construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.
Response: Noted – Any damage along the project frontage to Rand Road incidental to the construction of the VASA Fitness building shall be repaired by the permittee.

ENGINEERING COMMENTS:

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.

Response: [Noted – The petitioner understands this statement.](#)

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East.

Response: [Our surveyor verified that the plans are georeferenced by using the State Plane Coordinate System – Illinois East and has been called out on the plans.](#)

13. An MWRD permit will be required and the petitioner shall meet the current MWRD requirements adopted January 1, 2020, including stormwater volume control. It is recommended to contact the MWRD for a permit determination letter and pre-application meeting to discuss project scope and stormwater management requirements.

Response: [Galloway has contacted MWRD and a pre-application was held on February 24, 2020.](#)

14. The volume control will be a private system and as such will not be the Village's responsibility to maintain. An onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

Response: [VASA Fitness has executed this Agreement and emailed it to Planning on 2/25/2020.](#)

15. Final approval will require final engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of \$1.00 per cubic foot.

Response: [Acknowledged. Galloway has conducted a pre-application meeting with MWRD to discuss scope and requirements. We will continue to work with MWRD on the next steps for the detention requirements discussed.](#)

16. Runoff captured on the roof of the building cannot drain directly to the private sewer to the west. Runoff must pass through volume control and detention storage system.

Response: [Acknowledged. Galloway has conducted a pre-application meeting with MWRD to discuss scope and requirements. We will continue to work with MWRD on the next steps for the detention requirements discussed.](#)

17. Runoff from the proposed south parking lot drains directly to the neighboring property. Site runoff must be captured on site.

Response: [A Concrete pan has been provided to redirect flow to be captured on-site.](#)

18. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

Response: Heavy duty pavement has been proposed around the building for fire trucks.

19. Provide cross sections for the new pavement section and the proposed mill and overlay section.

Response: Pavement cross section exhibit shall be provided based on the geotechnical engineer's recommendation. Galloway shall send this to the Village as soon as it has been received.

20. Per Chapter 20, Section 20-106 of the Municipal code, the applicant shall pay a permit fee for the plan inspection and review. The fee shall be equal to 3% of the approved Engineer's Estimate of Cost for the site development and shall be collected prior to approval of the final engineering plans. Please provide an Engineer's Estimate for the site development construction cost.

Response: Acknowledged. This will be done concurrent with the construction document and permitting phase.

21. Contribution Ordinance No. 79-159 show that the fee for PIN's 03-20-200-013, 03-20-201-014, 03-20-203-013, 03-20-203-014 and 03-20-203-015 were paid in 1989, however; the fee for PIN 03-20-200-011 was not paid. A fee of \$5,046 shall be due at permit, \$1,600 per acre.

Response: Information on this Contribution Ordinance has been sent to the Developer for review.

22. The proposed ADA ramp and accessible route from the front door to the parking lot is in close proximity to the existing storm sewer inlet. Adjust the alignment such that the accessible route will not be affected by the inlet. The accessible route shall also meet the cross-slope requirements of the Public Right-of-Way Accessibility guidelines. Provide a painted crosswalk and appropriate signage.

Response: The ADA ramp has been removed and accessible stalls moved to the south to avoid the existing inlet. PROWAG guidelines have been followed. Stamped concrete has been placed in the accessible crossing, with signage shown.

23. Show additional spot elevations and slopes for all proposed sidewalk and ADA ramps. It is recommended to design to 1.5% maximum cross slope.

Response: Additional spot elevations and slopes have been provided for ADA compliance.

24. Additional information is needed for the south parking lot, adjacent to the existing building and existing parking lot. Provide new curb on the northern end of the existing island located south of the proposed parking lot. Provide additional grades to show the proposed drainage patterns.

Response: A concrete pan has been provided to capture runoff and contain on-site. New curb has been provided to close the existing islands.

25. Site elevations range from 684 to 688. Revise spot elevations to match existing elevations.

Response: The site spot elevations are truncated and range from 84 to 88. A note has been provided that calls out to add 600 to all spot elevations.

26. Additional information for the storm sewer, sanitary sewer and water service shall be provided on the plans.

- a) Provide utility crossing information for all new storm, sanitary and water services.
- b) Provide all existing and proposed storm and sanitary inverts.

- c) Provide pipe material and slope for all proposed storm and sanitary sewer
- d) Provide the pipe material for the proposed water service

Response: We typically include this information during CD's. As there are not many utility crossings, we have provided the crossing information for the proposed over existing crossings.

27. Provide locations of all existing site signage including stop signs, fire lanes, etc.

Response: Revised as requested.

28. Show all proposed site signage, including signs to be removed and replaced.

Response: Revised as requested.

29. Add a stop bar and stop sign for westbound traffic leaving the 56-stall parking lot south of the proposed building.

Response: Revised as requested.

30. The western parking lot does not meet Village required width of 24 ft. for the drive aisle. Reduce the 19 ft. long parking stalls to 18 ft. to increase the width of the drive aisle.

Response: The aisles have been revised per the Village requirements.

31. The proposed site only contains 8 handicap accessible parking stalls. The proposed parking lot would require 11 handicap accessible stalls, 2% of the total number of parking spaces.

Response: Revised handicap accessible parking stalls per the IAC table 208.2. Eleven (11) stalls are required, twelve (12) stalls have been provided.

TRAFFIC

32. Although the current tenant at 600 E Rand Rd (Floor & Décor) only uses northern loading docks, future tenants may utilize south loading docks. Provide AutoTURN exhibits for vehicles entering and exiting the south loading dock under the proposed condition.

Response: Provided additional AutoTURN exhibits for all conditions.

33. The vehicle in AutoTURN exhibit "Conceptual Site Plan – H4 – TRUCKTURN 2" appears to drive over both the existing island and two proposed islands. Changes to site layout may be required to allow for access to the loading docks at the southeast corner of the Floor & Décor building. Provide the exhibit at a larger scale.

Response: The AutoTURN exhibit has been revised such that it does not drive over islands.

34. Geometry of the intersection/drive northwest of the proposed building could prove problematic for drivers. Is this intersection supposed to act like a 4-way stop? Traffic at the northbound stop sign would not be able to see vehicles at westbound stop sign due to sign obstruction from the building. Provide additional spot elevations for this intersection.

Response: Revised the islands and location of the stop bars. Also added striping for cars to better navigate this intersection.

35. In the vicinity of the existing transformer that is to be relocated, the plans show for work to take place on the adjacent parcel. An agreement must be provided from the adjacent parcel owner allowing the work to take place.

Response: The adjacent parcel owner is aware of the proposed changes and we are working with them on an exhibit to show what the proposed changes are to their property.

36. Traffic report makes the recommendation that all employees should park in the northern lot. How will this be enforced?

Response: The Developer (Landlord) shall have a requirement in VASA's lease agreement stating that their employees park in the area designated by the Landlord.

37. Where will deliveries occur on site? What is the frequency and expected time for deliveries?

Response: VASA Fitness does not have recurring deliveries, they just stock equipment in the facility and that is all delivered as part of the construction. Other than that it would just be occasional FedEx or ups deliveries with no docks required.

38. (Traffic Report, Page 8) Provide ITE Trip Generation excerpts for values obtained in Table 1.

Response: Noted. Please see the enclosed ITE Trip Generation Graphs in the Appendix of the revised traffic impact study.

39. (Traffic Report, Figure 5) The intersection of Rand/Beverly/Jane provides direct access to site. Although existing traffic counts show low northeast-bound traffic, this may be a misrepresentation of how traffic would operate in the future due to current vacancies in the Southpoint Shopping Center. Provide justification for the assumption that no site traffic will enter from northeast-bound Beverly Lane.

Response: Based on various site visits and our field observations, Beverly Lane is a local/residential street that extends from Rand Road southwest to Thomas Street. As such, very little traffic, if any, is anticipated to use Beverly Lane to access the retail center.

40. (Traffic Report, Figure 7) Provide ITE Trip Generation excerpts used for values obtained in Figure 7. How was directional distribution determined for these future developments?

Response: Noted. Please see the trip generation table for these vacancies and the enclosed ITE Trip Generation Graphs in the Appendix of the revised traffic impact study. The internal directional distribution was generally determined by the location of the vacant spaces in relation to the existing access drives and the estimated directional distribution shown in Figure 5.

41. (Traffic Report, 22) Proposed parking count does not accurately reflect what is shown on plans.

Response: The traffic study has been revised to reflect the number of parking spaces in the latest plan.

FIRE COMMENTS

1. Building is to be sprinkled per code.

Response: Noted

2. The Fire Department Connection shall be located at the main front entrance. It shall be fully visible and accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

Response: The FDC is shown on the site plan near the front entrance and within 100 feet of the nearest fire hydrant.

3. A Knox box shall be located at the main front entrance. It is possible that we may ask for another Knox Box at the rear of the building depending on what access is needed once the plans for the interior layout are completed.

Response: Noted – We will indicate that the Contractor is required to coordinate specific Knox Box locations with the fire marshal.

4. Install a fully operational annunciator panel or alarm panel at the main front entrance.

Response: Noted – This will be reviewed as part of the permit submittal. The fire safety design is a delegated design that will be submitted to the building department review by the Contractor according to applicable code requirements.

5. The Fire Department requests an auto-turn diagram using our Tower Ladder 131 that reflects that changes proposed on or near the Northwest area of the building.

Response: AutoTURN diagram has been provided.

COMMUNITY SERVICES COMMENTS

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

Response: Thank you.

2. 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.

Response: Lighting is consistent with the Village of Arlington Heights code and has been designed with the above items in mind.

3. There are no traffic problems at this location.

Response: Thank you.

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

Response: Thank you.

5. This development should not create any additional traffic problems.

Response: Thank you.

6. 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.

Response: Please provide the information/contact card so we can fill it out appropriately.

HEALTH SERVICES COMMENTS

1. Solid waste storage site is not shown on plan. Show location of solid waste storage site on building permit plans.

Response: Please see the attached revised plans indicating the location of the solid waste storage.

2. Solid waste storage sites must comply with the following:

- Container Site
 - Area shall be of a sufficient size to easily accommodate the container.
 - The surface shall be paved, curbed and graded to the front to prevent accumulation of liquid.
 - Visual screening of the site shall be provided
- Access Container
 - Sufficient space to accommodate the turning requirements of the scavenger truck shall be provided.
 - Parking, fences, plantings, etc., shall be located so as to create no obstacles to service vehicles.

Response: We will comply. Visual screening is provided by a trash enclosure wall with an access gate per the revised plans.

From the attached accessibility comments.

1. Accessible parking spaces – Seven (7) Accessible Reserved Parking Spaces are required in parking lots with 201 to 300 total parking spaces. See IAC Table 208.2.
Response: Revised handicap accessible parking stalls per the IAC table 208.2. Eleven (11) stalls are required, twelve (12) stalls have been provided.
2. Door Opening Force Interior and Exterior – Other than Fire doors all interior doors shall have an opening force of 5 pounds maximum. Exterior Hinged doors shall have a maximum opening force of 8.5 pounds. See IAC Section 404.2.9
Response: Acknowledged. Thank you.

PLANNING COMMENTS

7. The Plan Commission must review and approve the following actions:
 - a. Amendment to PUD ordinance #90-014 to allow modifications to the approved development plan and to repeal condition #2.
 - b. Depending on your response to certain comments, variations may be required.**Response: Acknowledged. Thank you,**
8. Certain improvements are proposed beyond the property boundaries. Please provide written permission from the owners of those properties granting permission to make alteration on their properties.
Response: Galloway has requested this from the Developer and the Owner and written permission for off-site modifications will be provided.
9. Do the proposed alterations on the subject property, which will impact circulation and access within the shopping center, require approval from the other owners within the shopping center? Are there any easements or provisions in the CCRs that would prevent the proposed work?
Response: Galloway has been informed by the Developer that there is an amendment to the current CCRs for the center where the owners approve what is being proposed.
10. Will the development (building and site) include any green/sustainable design features?
Response: This is a redevelopment of an existing in-fill site near public transportation. The project will meet or exceed all applicable energy code and other code related water and energy usage requirements. The majority of the proposed building will be provided with a continuous insulation system of the exterior façade. The interior of the space is proposed to be provided with natural lighting by both skylights and high clerestory windows as well as low windows on the front façade.

11. Since Galloway & Companies signed as the petitioner on the application, a copy of the executed purchase contract must be provided. Sensitive information can be redacted.
Response: A copy of the purchase and sale agreement with sensitive information redacted has been sent to Planning.
12. Please ensure that a revision date is included on all plans and documents resubmitted as a result of the Round 1 Department review comments. Additionally, please make sure that any changes to the plans to address Design Commission approval conditions/recommendations are reflected on your next submission.
Response: Revision dates have been added to all sheets. The plans as submitted herein are in substantial compliance with the Design Commission approved plan set.

Building:

13. Sheet 5 lists the building square footage as 57,890 square feet, however, sheet 1 lists the floor area at 59,847 sq. ft. (in the Site Data Table). Please clarify and correct on the plans so that they show consistent information.
Response: Building square footage has been verified as 58,886 square feet and has been noted correctly between sheets.
14. Demolition of the Bif building will expose an interior wall on the building abutting to the south. What are the plans and proposed material for finishing this newly exposed wall? It will be required to match the existing materials and architecture on the building to the south. Please consider salvaging the existing brick on the Bif building to use as the finished exterior material on the building to the south.
Response: Galloway is working with the Developer and Owner of the building to the South in order to determine the best approach for finishing the exposed wall.
15. Please consider reducing the number of wallpack lights proposed along the eastern and southern sides of the building to reduce potential light spill over on single-family properties to the east.
Response: Acknowledged. The number of wallpack lights proposed along the eastern and southern sides of the building have been modified to reduce spill over.
16. Are any mezzanine areas proposed within the Vasa building?
Response: No

Site & Landscaping:

17. Section 6.15-1.2b requires light poles to be located within landscape islands. There are several newly proposed light poles in the northern parking area that are outside of a landscape island. Please revise the locations to be within a landscape island or add additional islands.
Response: Site lighting in the northern parking area has been relocated to landscape islands and the tree locations have been revised accordingly.
18. The ends of all parking rows must terminate with a landscape island that contains a shade tree. Multiple islands within all parking areas do not include the required shade tree. Certain required islands are missing. The southern parking row with 29 spaces must include a landscape island within the row, including a shade tree, to break up the parking row.
Response: Shade trees have been added to the parking lot islands. There are some islands with no trees are only one tree and this is due to proximity to sight lighting and utilities and utility easements.
19. Certain landscape islands on sheet 5 are missing a notation clarifying if they are existing and will remain or if they are newly proposed with 6" curb and gutter.

Response: Revised for clarity to callout all existing or proposed islands.

20. The driveway connection to the adjacent inline multi-tenant retail building along Rand Road does not appear to be 24' in width (see picture). Please revise, which may require the loss of one parking space.

Response: The driveway connection has been revised as requested and shifted stalls to prevent the loss of one parking space.

21. Landscaping must be installed to screen the newly relocated transformer in the northern parking area.

Response: The transformer in the northern parking area is screened with vegetative material.

22. Other than the proposed relocated transformer, will there be any ground mounted mechanical equipment (generator, utility pedestals, switchgear, AC units, etc.)?

Response: No additional ground mounted units are proposed. All systems will be located either inside the building or on roof.

23. Please revise the plans to include details on the proposed dumpster enclosure (height, materials, gates, etc.).

Response: Please refer to the revised elevation and site plan sheets for the requested information.

24. The scale for the "Northern Landscape Area" on sheet 10 does not appear to be accurate. Please correct.

Response: 1" = 5'-0" is the correct scale for this detail area.

Parking/Traffic:

25. Recent changes to the Illinois Accessibility Code (IAC) allow abutting handicap parking spaces to share an accessible aisle. Please review the IAC to determine if the proposed handicap spaces are eligible to share an accessible aisle, which orientation would allow additional parking spaces close to the building entrance. Additionally, the IAC requires that 2% of the total amount of parking stalls be handicap accessible. The proposed number of handicap stalls is less than 2%. The number of handicap stalls shown on sheet 5 does not match the number within the Site Data Table on sheet 1.

Response: Revised handicap accessible parking stalls per the IAC table 208.2. Eleven (11) stalls are required, twelve (12) stalls have been provided.

26. What is the total number of parking spaces that will exist in the entire Southpoint Shopping Center as a result of the proposed changes?

Response: A total of 1,659 parking stalls will be provided in the Southpoint Shopping Center as a result of the proposed changes.

27. The parking stall row totals shown on sheet 5 are incorrect in one row. Additionally, one row does not include a parking stall count. Please check all row totals and verify if the site total on sheet 1 is correct.

Response: Revised parking stall counts and verified total on site.

28. Please ensure that the final parking total within the Site Data Table reflects any revisions to parking rows as required in these review comments.

Response: Revised parking stall counts and verified total on site.

29. Please show the 8 parking stalls and loading area at the rear of the adjacent multi-tenant building along Rand Road, which stalls and spaces open onto the 25' drive aisle.

Response: Revised as requested. There is no evidence of the striping at this time but the stall count has been approximated based on aerial views.

30. Certain truck turning movements in the northern parking area appear to conflict with portions of the Floor & Décor building, landscape islands, and/or curbs. Please rework the rear parking area to address this.

Response: The AutoTURN exhibit has been revised such that it does not drive over islands.

31. Multiple intersections within the traffic study are showing a decrease in level of delay in the 2026 scenario (Table 3 and Table 5), however, Figure 9 is projecting an increase in movements through these intersections. Please clarify why delay would decrease when the number of movements is projected to increase and/or revise the study accordingly.

Response: The reason for the decrease in the delay for the northeastbound and southwestbound approaches in Table 3 is due to the way the Highway Capacity Manual (HCM) calculates the delay. With an increase in the number of right turning vehicles, the delay is reduced as more vehicles (statistically speaking) are able to be processed at the intersection due to the right-turns on red. Second and typical of all actuated intersections, the traffic signal will react to the actual traffic demands until it reaches the maximum green time allowed on their program. In this intersection, the northeastbound and southwestbound existing traffic volumes are very low and do not trigger the need for the traffic signal to provide additional green time. Under future conditions, the additional traffic on these approaches will trigger additional green time that currently is allocated to these approaches but is not utilized. As such, it is possible to have lower delay on these two approaches.

The difference on Table 5 was a typo as the delay for the eastbound left-turn movement at the intersection of Palatine Road with Southpoint West Drive/Eastwood Drive should have read 16.8 seconds of delay and not 6.8 seconds.

32. The non-signalized intersection of Palatine/Southpoint West Drive/Eastwood is projected to experience an increase in delay. At what threshold would IDOT request this intersection to become signalized or be modified to restrict access?

Response: It is very unlikely that this intersection will ever be signalized given Palatine Road's designation as an SRA route which requires ¼ mile spacing between traffic signals and to meet the requirements of Warrant 1 – Eight Hour Vehicular Volume (adjusted for SRA routes). Restricting or modifying the access would be very detrimental to the viability of the shopping center. Furthermore, this intersection has operated as a full ingress/egress access drive for over 20 years self-regulating itself during the peak periods. As such, the intersection should continue to allow full ingress/egress movements.

LANDSCAPE COMMENTS

1. Per chapter 28, Section 6.15, a four-inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. For a double row of parking, two four-inch caliper shade trees are required.

Response: All proposed shade trees are 4" caliber at the time of planting. All landscape islands contain one or two trees where possible. Certain landscape islands contain zero or only one shade tree and this is due to proximity to site lighting fixtures and utilities.

2. As part of the plant legend, please include all plant material. It was noted that some of the plant material was not listed on sheet 10. In addition, please identify all plant material on the planting plan.

Response: All proposed plant material is listed on all plan sheets.

3. Along the east elevation incorporate six medium sized trees in order to soften/buffer the rear of the building.

Response: It is not recommended that trees be planted and irrigated in close proximity to the building foundation. However, we have added a tree to the landscape islands at the south side of the rear elevation and additional landscaping in the landscape island at the north side of the rear elevation.

4. Consider specialty pavement such as stamped concrete or brick pavers near the entrance and within the crosswalks. Incorporate a crosswalk with decorative pavement north of the building. In addition, provide details of the specialty pavement.

Response: Stamped concrete is proposed adjacent to the front entry and the pedestrian crosswalk to the south. A construction detail will be provided with construction documents.

5. Per chapter 28, Section 6.15 a three-foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with a mix of shrubs and perennials.

Response: A 3-foot high hedge consisting of deciduous and evergreen shrubs is proposed adjacent to Rand Road, along the frontage of the project.

6. Along the front elevation, consider shade trees within tree grates along the front walkway.

Response: Shade trees are proposed adjacent to the south building façade and the north building façade. Due to limited space, tree grates cannot be provided.

7. The fence along the east property line adjacent to the residential district is in fair/poor condition. The fence will need to be replaced either as part of this process or in the near future. This will require coordination with other owners in the shopping center.

Response: A fence will not be provided at this time but may be considered in the future.



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: 750 E Rand Rd – Vasa Fitness – Southpoint PUD Amendment
PC#: 20-002– Round 2
Date: March 10, 2020

General Comments:

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

Sam –

No further comments. Items have been addressed.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division

Date: 3/3/2020

P.C. Number: 20-002 Round 2

Project Name: Southpoint PUD Amendment – Vasa Fitness

Project Location: 750 E. Rand Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

No additional comments.

Date 3-3-20

Reviewed By:


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning & Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: March 26, 2020
Subject: 750 E Rand Road, P.C. #20-002 - Round 2

With regard to the new construction of Vassa Fitness, I have the following comments:

1. An RPZ is required and will be sized upon submittal of plumbing plans.

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

C. file

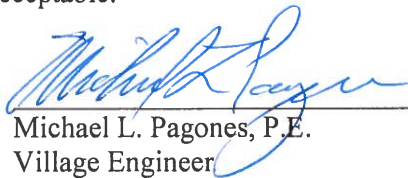
RECEIVED
MAR 27 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #20-002
Southpoint PUD Amendment – Vasa Fitness
750 E Rand Rd
Round 2

42. The petitioner's response to Comment Nos. 11 and 12 is acceptable.
43. The petitioner's response to Comment Nos. 13, 15 and 16 is noted. The Village is in receipt of the meeting minutes from the MWRD pre-application meeting that took place on February 24, 2020. It should be noted that the Village's detention calculations are slightly different than the MWRD, the petitioner will be required to meet both the MWRD requirements and Village requirements. Complete detention calculations will need to be provided.
44. The petitioner's response to Comment No. 14 is noted. The Village is in receipt of the OUMA. Once the project has been approved by the Plan Commission and Village Board, the OUMA will be recorded through the Village's Legal Department.
45. The petitioner's response to Comment No. 17 is not acceptable. The proposed curb and gutter does not appear to provide adequate drainage and impacts the adjacent parking lot. Snow removal operations would be problematic with the curb and gutter.
46. The petitioner's response to Comment No. 18 is noted. The fire lanes shall be shown on the plans.
47. The petitioner's response to Comment No. 19 is noted. Provide all cross sections.
48. The petitioner's response to Comment No. 20 is noted. The Engineer's Estimate shall be provided time of final engineering and permit.
49. The petitioner's response to Comment No. 21 is noted. A fee of \$5,046 for Contribution Ordinance No. 79-159 shall be due at permit. The petitioner shall acknowledge that they accept this understanding.
50. The petitioner's response to Comment Nos. 22 and 23 is noted. The accessible route along the front of the building shows a proposed ramp with a running slope of 8%, however; it is not clear from the information shown if there is a landing area at the top of the ramp that meets the required cross slope and width. Provide additional spot elevations and dimensions for the sidewalk along the front of the building.
51. The petitioner's response to Comment No. 24 is not acceptable. Please refer to Comment No. 45.
52. The petitioner's response to Comment No. 25 is acceptable.
53. The petitioner's response to Comment No. 26 is not acceptable. The information requested is not shown on the plans. Regarding the proposed water service and fire service, Village policy to have a single service line for both fire and domestic water, with a compound meter. Revise the plans accordingly.
54. The petitioner's response to Comment Nos. 27 and 28 is acceptable.
55. The petitioner's response to Comment No. 29 is not acceptable. Provide a stop bar for westbound traffic leaving the parking lot located to the south of the proposed building, and the stop sign shall be relocated to the east of the proposed crosswalk.
56. The petitioner's response to Comment Nos. 30 and 31 is acceptable.

TRAFFIC

57. The petitioner's response to Comment No. 32 is not acceptable. The vehicle in AutoTURN exhibit "Conceptual Site Plan – H4-Tructurn4" appears to drive through the existing ramp near the southwest corner of Floor and Décor.
58. The petitioner's response to Comment No. 33 is acceptable.
59. The petitioner's response to Comment No. 34 is not acceptable. The intersection still appears to be problematic for drivers. Currently vehicles cannot drive through this area. What is the impetus for opening up this area to all traffic?
60. The petitioner's response to Comment No. 35 is noted. An agreement must be provided from the adjacent parcel owner allowing the work to take place to relocate the existing transformer.
61. The petitioner's response to Comment No. 36 is noted. The lease agreement addressing the designated employee parking shall be provided.
62. The petitioner's response to Comment No. 37 is acceptable.
63. The petitioner's response to Comment No.38 is noted. PM Peak trip generation for the health center was calculated using the fitted curve equation, but the use of this equation is not recommended based on the information provided in the ITE Trip Generation expert. The coefficient of determination for this equation was only 0.67, below the ITE recommendation of 0.75. Additionally, only 8 studies done to produce the fitted curve equation. Provide justification for the use of the fitted curve, or revise values following the use of the average rate.
64. The petitioner's response to Comment No. 39 is acceptable.
65. The petitioner's response to Comment No. 40 is noted. Per Comment No. 63, provide justification for the use of any trips generated using the fitted curve equation where the data does not meet ITE's recommended values (coefficient of determination, number of studies, etc.), or revise values following the use of the average rate.
66. The petitioner's response to Comment No. 41 is acceptable.

 3/10/2020
Michael L. Pagones, P.E. Date
Village Engineer

RECEIVED
MAR 10 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT 2



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 20-002

Project Name

Vasa Fitness

Project Location

750 E. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

The Fire Department has no additional comments at this time.

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

Date March 5, 2020

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Vasa Fitness
750 E. Rand Rd.
PUD Amendment

Round 2 Review Comments

03/10/2020

1. **Character of use:**
Nothing further.
2. **Are lighting requirements adequate?**
Nothing further.
3. **Present traffic problems?**
Nothing further.
4. **Traffic accidents at particular location?**
Nothing further.
5. **Traffic problems that may be created by the development.**
Nothing further.
6. **General comments:**
Nothing further.

RECEIVED

MAR 10 2020

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

A-O #330
Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

D. Hays #557
Supervisor's Signature



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer *SF*

CC: James McCalister, Health & Human Services Director *JM*

Date: March 10, 2020

Re: PC# 20-002, Vasa Fitness, 750 E. Rand Rd. Round 2

The plans submitted for Building Permits must show compliance with the attached accessibility requirements.

Plan Review for Accessibility

Address: Southpoint PUD Amendment – Vasa Fitness
750 E. Rand Road

P.C. #20-002

Round 2

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793



Date: March 10, 2020

Re: Illinois Accessibility Code (IAC) effective October 23, 2018
<https://www2.illinois.gov/cdb/announcements/2018/Documents/2018%20Illinois%20Accessibility%20Code.pdf>

Sheet A101

1. Men's and Women's Locker Rooms

In accordance with Illinois Accessibility Code (IAC) Section 222 please supply detail for items listed in Section 803 from 803.2 to 803.6. This includes:

- IAC Sec 304 - Turning Space
- IAC Sec 305.3 - Door Swing
- IAC Sec 903 - Bench
- IAC Sec. 308 Coat Hooks and Shelves
- IAC Sec. 803.6 Mirrors

2. Exercise Equipment

At least one of each type of exercise machine and equipment shall comply with 1004 with a clear floor space required by 305 (30-inches by 48-inches) adjoining an accessible route.

3. Swimming Pool and Spa

- A. Supply detail on two types of accessible means of entry for the swimming pool.
- B. Supply detail on the accessible means of entry for the spa.

4. Group Fitness Room

Changes in level shall comply with 303.1 to 303.4.

Planning & Community Development Dept. Review

March 10, 2020



REVIEW ROUND 2

Project: 750 E Rand Rd.
Vasa Fitness

Case Number: PC 20-002

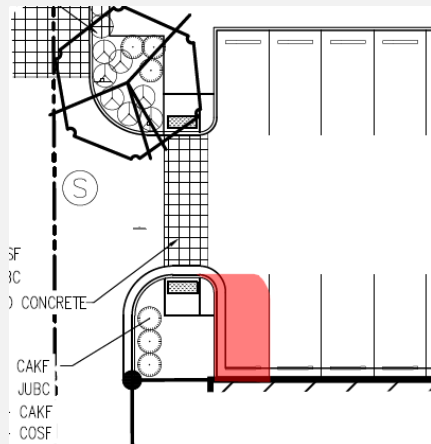
General:

33. The responses to comments #7, #10-#13, #15-#17, #19-#22, #24-#26, #29-#32 are acceptable.

34. The response to comments #8 and #9 is noted. Please note that prior to building permit issuance, written permission for all off-site improvements shall be required, or evidence of the petitioners legal authority to make said off-site improvements must be provided. Is an amendment to the CCR's, as referenced in your response, required to facilitate this development? Please provide a summary on what coordination/communications have occurred with neighboring property owners relative to the project and off-site improvements, as well as the aforementioned amendment to the CCR's. Have any of the other owners expressed concerns with the proposal?

35. The response to comment #14 needs additional details. Please acknowledge that the exposed wall will be finished to match the existing building, and please provide details on the proposed materials and finishes for this elevation.

36. The response to comment #18 is not acceptable. Shade trees must be incorporated in all landscape islands. If the code required trees are not feasible, a variation needs to be requested and specific details on the feasibility must be provided for each omitted tree, such as the type and location of the utility in the island, and the size and depth of the utility. Typically, unless unusual and unique situations with underground infrastructure exist, variations to waive the parking lot landscape island shade tree requirement have not been supported. Utility easements rarely prohibit landscaping; if such a prohibition exists in the easement, please provide a copy of the text outlining this restriction. Shade trees and parking lot lighting can co-exist within a parking lot island when designed correctly with the light in the center of the island and the tree(s) on one (or each) side. Finally, it is recommended that you expand the parking lot island as shown below in red to allow for the code required shade tree.



37. The response to comment #23 is noted. Please note that no height dimension was provided for the dumpster enclosure walls. Therefore, the walls must comply with code, which restricts height to 6'. If the dumpster is taller than 6', a variation must be requested to allow taller enclosure walls.
38. The response to comment #27 and #28 is noted. Please adjust the final count should certain parking spaces be converted to landscape islands in order to provide sufficient space to plant the code required shade tree.
39. There is a detail on Sheet 5 "43" with no description in the Schedule for what this is. Please clarify.
40. Prior to appearing before the Village Board, please provide a survey of the existing capacity within the regional detention pond (to the east of the development), as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations.

Prepared by: 

Vasa Fitness – Southpoint PUD Amendment
750 E. Rand Road
PC #20-002
March 10, 2020

Landscape Comments

- 1) Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. For a double row of parking, two four inch caliper shade trees are required.
Provide details indicating the depth of the utilities and which utilities will conflict with the trees. If the light poles are conflicting with the trees, you may need to consider a different fixture. If trees cannot be provided you will need to request a variance, which staff would not support.
- 2) As part of the plant legend, please include all plant material. It was noted that some of the plant material was not listed on sheet 10. In addition, please identify all plant material on the planting plan.
The revisions are noted.
- 3) Along the east elevation incorporate six medium sized trees in order to soften/buffer the rear of the building.
Incorporate trees along the east elevation to help soften/buffer the building adjacent to the residential district.
- 4) Consider specialty pavement such as stamped concrete or brick pavers near the entrance and within the crosswalks. Incorporate a crosswalk with decorative pavement north of the building. In addition, provide details of the specialty pavement.
The revisions are noted.
- 5) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with perennials.
The revisions are noted.
- 6) Along the front elevation, consider shade trees within tree grates along the front walkway.
Response is noted.
- 7) The fence along the east property line adjacent to the residential district is in fair/poor condition. The fence will need to be replaced either as part of this process or in the near future, which will require coordination with other owners in the shopping center.
The response is noted; however, please be aware that a 6 foot high screen adjacent to the residential district is a code requirement. The fence will need to be replaced in the near future due to its condition.



6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

March 23, 2020

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

**RE: 3rd Submittal Comments in response to:
750 E Rand Rd – Southpoint PUD Amendment – VASA Fitness, PC # 20-002-Round 2**

Thank you for reviewing and responding to our second submittal of the PUD amendment for the VASA Fitness located at 750 E Rand Rd. Attached are itemized responses to the comments received March 3, 2020.

Please do not hesitate to contact us with any questions or concerns.

Sincerely,
GALLOWAY

Nate Abbott,
Site Development Project Manager
Galloway & Company Inc.
303-770-8884
nathanabbott@gallowayus.com



POLICE DEPARTMENT:

1. No further comments.

Response: Items closed. Thank you for your review.

FIRE COMMENTS:

1. No additional comments.

Response: Items closed. Thank you for your review.

HEALTH & HUMAN SERVICES: SAM HUBBARD

Sheet A101

1. Men's and Women's Locker Rooms

In accordance with Illinois Accessibility Code (IAC) Section 222 please supply detail for items listed in Section 803 from 803.2 to 803.6. This includes:

IAC Sec 304 - Turning Space

IAC Sec 305.3 - Door Swing

IAC Sec 903 - Bench

IAC Sec. 308 Coat Hooks and Shelves

IAC Sec. 803.6 Mirrors

Response: Request is noted. This information is pending development of design for permit submittal. We will be able to provide detail for the items above as part of the future permit submittal.

2. Exercise Equipment

At least one of each type of exercise machine and equipment shall comply with 1004 with a clear floor space required by 305 (30-inches by 48-inches) adjoining an accessible route.

Response: Noted. Submittal Drawings will comply.

3. Swimming Pool and Spa

A. Supply detail on two types of accessible means of entry for the swimming pool.

B. Supply detail on the accessible means of entry for the spa.

Response: Request is noted. This information is pending development of design for permit submittal. Swimming pool design is a delegated design but is intended to be designed prior to permit submittal. We will be able to provide detail for the items above as part of the future permit submittal.

4. Group Fitness Room

Changes in level shall comply with 303.1 to 303.4.

Response: Noted. Submittal Drawings will comply.

PLANNING & DEVELOPMENT:

General:

33. The responses to comments #7, #10-#13, #15-#17, #19-#22, #24-#26, #29-#32 are acceptable.

Response: Items closed. Thank you.

34. The response to comments #8 and #9 is noted. Please note that prior to building permit issuance, written permission for all off-site improvements shall be required, or evidence of the petitioners legal authority to make said off-site improvements must be provided. Is an

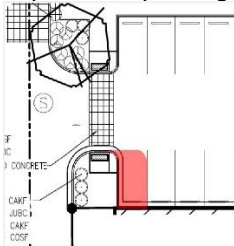
amendment to the CCR's, as referenced in your response, required to facilitate this development? Please provide a summary on what coordination/communications have occurred with neighboring property owners relative to the project and off-site improvements, as well as the aforementioned amendment to the CCR's. Have any of the other owners expressed concerns with the proposal?

Response: It is Galloway's understanding that the minimal off-site improvements being proposed are on property controlled by MJK Real Estate Holding Company, LLC. Galloway has been coordinating with Richard B. Silverman, Vice President MJK Real Estate Holding Company, LLC regarding the off-site improvements being proposed to include revisions to the existing landscape islands and paving in the parking field to the north of the proposed VASA Fitness. Additionally, Galloway has been working with Mr. Silverman and Innovative Construction Solutions, Inc. regarding the future plans to demolish the Bif Furniture. The CCRs shall be finalized at the time of Closing on the property.

35. The response to comment #14 needs additional details. Please acknowledge that the exposed wall will be finished to match the existing building, and please provide details on the proposed materials and finishes for this elevation.

Response: Galloway has been working with MJK Real Estate Holding Company, LLC and Innovative Construction Solutions, Inc. on how to finish the exposed exterior wall. It is our understanding that it will be finished to match the existing building.

36. The response to comment #18 is not acceptable. Shade trees must be incorporated in all landscape islands. If the code required trees are not feasible, a variation needs to be requested and specific details on the feasibility must be provided for each omitted tree, such as the type and location of the utility in the island, and the size and depth of the utility. Typically, unless unusual and unique situations with underground infrastructure exist, variations to waive the parking lot landscape island shade tree requirement have not been supported. Utility easements rarely prohibit landscaping; if such a prohibition exists in the easement, please provide a copy of the text outlining this restriction. Shade trees and parking lot lighting can co-exist within a parking lot island when designed correctly with the light in the center of the island and the tree(s) on one (or each) side. Finally, it is recommended that you expand the parking lot island as shown below in red to allow for the code required shade tree.



Response: Trees have been proposed in landscape islands/areas that can accommodate a tree. We were able to add an additional 27 trees on site, including the six (6) behind the VASA Fitness building and within the island highlighted above, as requested. However, there are some conflicts with existing utilities in some areas and are not able to add some trees to certain landscape islands. An exhibit was provided to Sam Hubbard on March 13th showing the location of the existing utilities and areas of conflict. Landscape best practices do not recommend trees being planted any closer than 10-feet from any utility line and 15-feet from Gas or Fiber Optic. Shrubs can be planted over the top of the utilities.

37. The response to comment #23 is noted. Please note that no height dimension was provided for the dumpster enclosure walls. Therefore, the walls must comply with code, which restricts height to 6'. If the dumpster is taller than 6', a variation must be requested to allow taller enclosure walls.

Response: The trash enclosure is proposed as 6'-0". Please see revised elevations.

38. The response to comment #27 and #28 is noted. Please adjust the final count should certain parking spaces be converted to landscape islands in order to provide sufficient space to plant the code required shade tree.

Response: The final parking count is 524 after accommodating for the shade tree along as requested in comment #36 above. The site plan and site data table on the cover sheet has been adjusted accordingly.

39. There is a detail on Sheet 5 "43" with no description in the Schedule for what this is. Please clarify.

Response: Schedule note #43 is now included with description.

40. Prior to appearing before the Village Board, please provide a survey of the existing capacity within the regional detention pond (to the east of the development), as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations.

Response: A survey of the regional detention pond has been commissioned by MJK Real Estate Holding Company, LLC. Galloway shall use this information to assess the existing capacity of the regional pond in order to propose additional improvements, if necessary.

LANDSCAPE COMMENTS:

- 1) Per Chapter 28, Section 6.15, a four-inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. For a double row of parking, two four-inch caliper shade trees are required.

Provide details indicating the depth of the utilities and which utilities will conflict with the trees. If the light poles are conflicting with the trees, you may need to consider a different fixture. If trees cannot be provided you will need to request a variance, which staff would not support.

Response: Trees have been proposed in landscape islands/areas that can accommodate a tree. We were able to add an additional 27 trees on site, including the six (6) behind the VASA Fitness building and within the island highlighted above, as requested. However, there are some conflicts with existing utilities in some areas and are not able to add some trees to certain landscape islands. An exhibit was provided to Sam Hubbard on March 13th showing the location of the existing utilities and areas of conflict. Landscape best practices do not recommend trees being planted any closer than 10-feet from any utility line and 15-feet from Gas or Fiber Optic. Shrubs can be planted over the top of the utilities.

- 2) As part of the plant legend, please include all plant material. It was noted that some of the plant material was not listed on sheet 10. In addition, please identify all plant material on the planting plan.

The revisions are noted.

Response: Item closed. Thank you.

- 3) Along the east elevation incorporate six medium sized trees in order to soften/buffer the rear of the building.

Incorporate trees along the east elevation to help soften/buffer the building adjacent to the residential district.

Response: Trees have been proposed along the east building façade to soften/buffer the rear of the building.

- 4) Consider specialty pavement such as stamped concrete or brick pavers near the entrance and within the crosswalks. Incorporate a crosswalk with decorative pavement north of the building. In addition, provide details of the specialty pavement.

The revisions are noted.

Response: Item closed. Thank you.

- 5) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with perennials.

The revisions are noted.

Response: Item closed. Thank you.

- 6) Along the front elevation, consider shade trees within tree grates along the front walkway.

Response is noted.

Response: Item closed. Thank you.

- 7) The fence along the east property line adjacent to the residential district is in fair/poor condition. The fence will need to be replaced either as part of this process or in the near future, which will require coordination with other owners in the shopping center.

The response is noted; however, please be aware that a 6 foot high screen adjacent to the residential district is a code requirement. The fence will need to be replaced in the near future due to its condition.

Response: Thank you. We have informed our Client of this requirement.

ENGINEERING COMMENTS: ROUND 2

42. The petitioner's response to Comment Nos. 11 and 12 is acceptable.

Response: Items closed. Thank you.

43. The petitioner's response to Comment Nos. 13, 15 and 16 is noted. The Village is in receipt of the meeting minutes from the MWRD pre-application meeting that took place on February 24, 2020. It should be noted that the Village's detention calculations are slightly different than the MWRD, the petitioner will be required to meet both the MWRD requirements and Village requirements. Complete detention calculations will need to be provided

Response: On March 12th, Galloway provided Sam Hubbard calculations of the required detention volume, based on the MWRD standards. Complete detention calculations shall be provided with our Construction Documents.

44. The petitioner's response to Comment No. 14 is noted. The Village is in receipt of the OUMA. Once the project has been approved by the Plan Commission and Village Board, the OUMA will be recorded through the Village's Legal Department.

Response: Item noted. Thank you.

45. The petitioner's response to Comment No. 17 is not acceptable. The proposed curb and gutter does not appear to provide adequate drainage and impacts the adjacent parking lot. Snow removal operations would be problematic with the curb and gutter.

Response: Alternative designs are being explored and will be coordinated with the Village to address snow removal and drive-thru concerns. Agreed-to design will be included within the Construction Documents.

46. The petitioner's response to Comment No. 18 is noted. The fire lanes shall be shown on the plans.
Response: Fire lane signage is shown on the site plan, refer to fire truck turn exhibit for fire lane depiction.
47. The petitioner's response to Comment No. 19 is noted. Provide all cross sections.
Response: Galloway has not received the cross-sections and pavement recommendations from Terracon at the time of this submittal. This will be provided to the Village, upon receipt.
48. The petitioner's response to Comment No. 20 is noted. The Engineer's Estimate shall be provided time of final engineering and permit.
Response: Item noted. Thank you.
49. The petitioner's response to Comment No. 21 is noted. A fee of \$5,046 for Contribution Ordinance No. 79- 159 shall be due at permit. The petitioner shall acknowledge that they accept this understanding.
Response: Galloway has sent this to our Client, Hawkins Development, for acknowledgement.
50. The petitioner's response to Comment Nos. 22 and 23 is noted. The accessible route along the front of the building shows a proposed ramp with a running slope of 8%, however; it is not clear from the information shown if there is a landing area at the top of the ramp that meets the required cross slope and width. Provide additional spot elevations and dimensions for the sidewalk along the front of the building.
Response: Additional spot grades have been added to the Grading Plan and an additional dimension has been added to the Site Plan to verify that ADA requirements are being met.
51. The petitioner's response to Comment No. 24 is not acceptable. Please refer to Comment No. 45.
Response: Alternative designs are being explored and will be coordinated with the Village to address snow removal and drive-thru concerns. Agreed-to design will be included within the Construction Documents.
52. The petitioner's response to Comment No. 25 is acceptable.
Response: Item closed. Thank you.
53. The petitioner's response to Comment No. 26 is not acceptable. The information requested is not shown on the plans. Regarding the proposed water service and fire service, Village policy to have a single service line for both fire and domestic water, with a compound meter. Revise the plans accordingly.
Response: Please provide additional information. Will the fire service line be metered? It is atypical in our experience to meter a fire suppression line.
54. The petitioner's response to Comment Nos. 27 and 28 is acceptable.
Response: Items closed. Thank you.
55. The petitioner's response to Comment No. 29 is not acceptable. Provide a stop bar for westbound traffic leaving the parking lot located to the south of the proposed building, and the stop sign shall be relocated to the east of the proposed crosswalk.
Response: Stop bar has been added and stop sign has been relocated, as requested.
56. The petitioner's response to Comment Nos. 30 and 31 is acceptable.
Response: Items closed. Thank you.

TRAFFIC

57. The petitioner's response to Comment No. 32 is not acceptable. The vehicle in AutoTURN exhibit "Conceptual Site Plan — H4-Tructurn4" appears to drive through the existing ramp near the southwest corner of Floor and Decor.
Response: It is Galloway's understanding that the existing ramp in question was constructed recently by Floor & Décor. Therefore, it is a self-imposed hardship that it conflicts with their loading docks. Our client is not proposing any improvements that exacerbates this self-imposed condition.
58. The petitioner's response to Comment No. 33 is acceptable.
Response: Item closed. Thank you.
59. The petitioner's response to Comment No. 34 is not acceptable. The intersection still appears to be problematic for drivers. Currently vehicles cannot drive through this area. What is the impetus for opening up this area to all traffic?
Response: VASA Fitness requires additional parking to accommodate its clientele. This intersection has been opened up to allow for drives to access the northern parking lot. In order to better accommodate future traffic conflicts this intersection has been modified and the southbound stop bar and stop sign have been relocated.
60. The petitioner's response to Comment No. 35 is noted. An agreement must be provided from the adjacent parcel owner allowing the work to take place to relocate the existing transformer.
Response: Galloway shall work with the adjacent parcel owner to allow the relocation of the existing transformer.
61. The petitioner's response to Comment No. 36 is noted. The lease agreement addressing the designated employee parking shall be provided.
Response: Galloway has requested this and shall provide to the Village upon receipt.
62. The petitioner's response to Comment No. 37 is acceptable.
Response: Item closed. Thank you.
63. The petitioner's response to Comment No.38 is noted. PM Peak trip generation for the health center was calculated using the fitted curve equation, but the use of this equation is not recommended based on the information provided in the ITE Trip Generation expert. The coefficient of determination for this equation was only 0.67, below the ITE recommendation of 0.75. Additionally, only 8 studies done to produce the fitted curve equation. Provide justification for the use of the fitted curve, or revise values following the use of the average rate.
Response: As requested, the P.M. peak hour trip generation has been revised using the average rate.
64. The petitioner's response to Comment No. 39 is acceptable.
Response: Item closed. Thank you.
65. The petitioner's response to Comment No. 40 is noted. Per Comment No. 63, provide justification for the use of any trips generated using the fitted curve equation where the data does not meet ITE' s recommended values (coefficient of determination, number of studies, etc.), or revise values following the use of the average rate.
Response: All of the trip generation estimates have been calculated using the equation if provided and if the R2 is greater than 0.75. However, please note that for the proposed multi-tenant building that is proposed on the east side of the Olive Garden restaurant, the trip generation for the proposed Chipotle restaurant was based on a survey of a

stand alone Chipotle restaurant in Westmont and the trip generation for the 3,097 square foot retail component of the building was calculated using the average rate instead of the equation given that the equation is more geared towards larger size retail developments. For example, the P.M. and Saturday midday peak hour trip generation for a 3,097 square foot retail store using the equation would yield approximately 40 total trips (in and out) which for a retail space that small is not realistic. Therefore and as recommended in the ITE Trip Generation Manual, engineering judgement must be utilized when estimating the number of trips that will be generated by a specific use. The trip generation estimates for the vacancies and potential new developments is presented below.

Table 1
PEAK HOUR VACANCY AND NEW DEVELOPMENTS TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Chipotle (2,500 s.f.)	3	2	5	36	31	67	45	48	93
Retail (3,097 s.f.)	2	1	3	6	6	12	7	7	14
Quick Casual Restaurant (4,500 s.f.)	6	3	9	35	29	64	84	69	153
Retail (7,500 s.f.)	4	3	7	38	42	80	42	38	80
Vacancies (29,708 s.f.)	<u>17</u>	<u>11</u>	<u>28</u>	<u>106</u>	<u>115</u>	<u>221</u>	<u>123</u>	<u>114</u>	<u>337</u>
Sub-Total	32	20	52	221	223	444	301	276	577
<i>Internal Capture Reduction (10%)</i>	<u>-3</u>	<u>-2</u>	<u>-5</u>	<u>-22</u>	<u>-22</u>	<u>-44</u>	<u>-30</u>	<u>-28</u>	<u>-58</u>
Total New Trips	29	18	47	199	201	400	271	248	519

66. The petitioner's response to Comment No. 41 is acceptable.
Response: Item closed. Thank you.

PLAN COMMISSION PC #20-002
Southpoint PUD Amendment – Vasa Fitness
750 E Rand Rd
Round 3

- 67. The petitioner's response to Comment No 43 is noted. Calculations provided are sufficient for preliminary engineering. Additional information may be required at permit.
- 68. The petitioner's response to Comment No. 44 is acceptable.
- 69. The petitioner's response to Comment No. 45 is noted. This can be addressed at permit.
- 70. The petitioner's response to Comment No. 46 is noted. The fire lane and the area of the pavement that will require the heavy duty pavement cross section must be clearly identified on the site plan. This can be addressed at permit.
- 71. The petitioner's response to Comment No. 47 is noted. All cross sections shall be provided at permit.
- 72. The petitioner's response to Comment No. 48 is acceptable.
- 73. The petitioner's response to Comment No. 49 is noted. A fee if \$5,046 for Contribution Ordinance No. 79-159 shall be due at permit.
- 74. The petitioner's response to Comment No. 50 is noted. A detail of the sidewalk ramps at a larger scale shall be provided at permit.
- 75. The petitioner's response to Comment No. 51 is noted. This can be addressed at permit.
- 76. The petitioner's response to Comment No. 53 is noted. Per the prior comments, it is Village policy to have a single service line for both fire and domestic water, with a compound meter. An interior meter room shall be incorporated in the building footprint. For additional information on the compound meter and meter room, please contact Jeff Musinski or Mike Gilles for meter sizing and spacing requirements. This can be addressed at permit.
- 77. The petitioner's response to Comment No. 55 is acceptable.

TRAFFIC

- 78. The petitioner's response to Comment Nos. 57 through 50 are acceptable.
- 79. The petitioner's response to Comment No. 60 is noted. Additional information on the coordination for relocating the existing transformer shall be provided at permit.
- 80. The petitioner's response to Comment No. 61 is noted. The agreement addressing the employee parking shall be provided at permit.
- 81. The petitioner's response to Comment Nos. 62 through 65 are acceptable.


Michael L. Pagones, P.E. 4/6/2020
Village Engineer Date



**Village of Arlington Heights
Health & Human Services Department**

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer 

CC: James McCalister, Health & Human Services Director

Date: March 30, 2020

Re: PC# 20-002, Vasa Fitness, 750 E. Rand Rd. Round 3

No comments at this time.

RECEIVED
MAR 31 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

April 3, 2020



REVIEW ROUND 3

Project: 750 E Rand Rd.
Vasa Fitness

Case Number: PC 20-002

General:

33. The responses to comments #33, and #37-#39 are acceptable.
34. The response to comments #34 is noted. Has any correspondence occurred with the owner of the Floor & Décor site?
35. The response to comment #35 is noted. The petitioner shall be required to work in good faith with the Village and neighboring property owner to the south to facilitate completion of the exterior of the newly exposed wall on the southern property. Said exterior wall must complement the existing building and shall be compatible with the Village's Commercial Design Guidelines.
36. The response to comment #36 is not acceptable. Staff has reviewed the response and accompanying email dated 3/13/20. Most of the locations where the code required shade tree has been omitted, staff believes installation of the tree to be feasible and has suggested certain modifications that would allow installation of the tree to achieve compliance. In two instances, staff agrees that the required shade tree to be infeasible and does not oppose a variation; please see the attached review comments from Derek Mach for specifics. In order to request a variation for the locations where staff agrees the trees are not feasible, please provide a response to each of the below criteria for variation approval. Alternatively, if you desire to pursue a variation for each of the shade trees as shown on the current iteration of the plans, please specify this in your response to the below approval criteria. Staff would not support a variation to omit all required shade trees as currently indicated on the plans.
- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
 - 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.
 - The proposed variation is in harmony with the spirit and intent of this Chapter.
 - The variance requested is the minimum variance necessary to allow reasonable use of the property.
37. The response to comment #40 is noted. A survey of the existing capacity within the regional detention pond (to the east of the development), as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations, shall be required prior to appearing before the Village Board for final approval.

Prepared by: 

Vasa Fitness – Southpoint PUD Amendment
750 E. Rand Road
PC #20-002
April 2, 2020

Landscape Comments

- 1) Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. For a double row of parking, two four inch caliper shade trees are required.

Provide details indicating the depth of the utilities and which utilities will conflict with the trees. If the light poles are conflicting with the trees, you may need to consider a different fixture. If trees cannot be provided you will need to request a variance, which staff would not support.

Please see the marked up plan. Per your plan, it appears that the majority of the trees could be installed. If the code required trees cannot be provided, you will need to request a variance, which staff would not support.

- 2) As part of the plant legend, please include all plant material. It was noted that some of the plant material was not listed on sheet 10. In addition, please identify all plant material on the planting plan.

The revisions are noted.

- 3) Along the east elevation incorporate six medium sized trees in order to soften/buffer the rear of the building. Incorporate trees along the east elevation to help soften/buffer the building adjacent to the residential district.

The revisions are noted.

- 4) Consider specialty pavement such as stamped concrete or brick pavers near the entrance and within the crosswalks. Incorporate a crosswalk with decorative pavement north of the building. In addition, provide details of the specialty pavement.

The revisions are noted.

- 5) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with perennials.

The revisions are noted.

- 6) Along the front elevation, consider shade trees within tree grates along the front walkway.

Response is noted.

- 7) The fence along the east property line adjacent to the residential district is in fair/poor condition. The fence will need to be replaced either as part of this process or in the near future, which will require coordination with other owners in the shopping center.

The response is noted.

PARCELS 1-9, C. A. GOELTZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS

LEGEND		PLANTING SIZE		MATURE WATER USE		SUNSHADE
QTY	ABBREV. BOTANIC NAME	COMMON NAME	(MINIMUM)	SIZE	(VL,L,M,H)	

QTY	ABBREV. BOTANIC NAME	COMMON NAME	(MINIMUM)	SIZE	(V/L,M,H)	SUN/SHADE
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COMMON NAME	(M,N,M,J,M)	SIZE (W,L,M,H)	SUNSHADE
-------------	-------------	-------------------	----------

8	ACPV	AGER PLATANODES VAREGATUM	VAREGATED NORWAY MAPLE	4" CAL. B&B	50'x60'	M	SUN
3	QURU	QUERCUS RUBRA	NORTH/FN RED OAK	4" CAL. R&B	70'x35'	M	SUN
13	TICG	TYLA CORONATA GREENSPRE	GREENSPRE LINDEN	4" CAL. B&B	40'x30'	M	SUN
4	ULAP	ULMUS AMERICANA PRINCETON	PRINCETON ELM	4" CAL. B&B	70'x50'	M	SUN

6	RED	PINUS EDULIS	PINYON PINE	8' HEIGHT B&B	25'X15'	L	SUN
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6	RED	PINUS EDULIS	PINYON PINE	8' HEIGHT B&B	25'X15'	L	SUN
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18	SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC	4" CAL B&B	25'X20'	U/M	SUN
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18	SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC	4" CAL B&B	25'X20'	U/M	SUN
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[illegible]

7	SUDA	BUDLEIA DAVIDI	BUTTERFLY BUSH	#% CONT. 18-24"	5/5*	L/M	SUN
63	COSM.	CORNUS SPICATA 'PAWLOW'	ARCHITECTURE RED WING DOGSWOOD	#% CONT. 18-24"	4/4*	M	SUNPART SHADE
25	TRILL.	HYDRANGEA PANCULATA LITTLE LIME	LITTLE LIME HYDRANGEA	#% CONT. 10-24"	4/4*	M	SUNSHADE
35	PHLOM.	PHYSCOCARPUS OPULEFOLIIUS DONNA MAY	LITTLE DEVIL NINEBARK	#% CONT. 18-24"	4/4*	L/M	SUN
86	POFF.	POTENTILLA FRUT. COSA 'FARGO'	DAKOTA SUNSPOT POTENTILLA	#% CONT. 18-24"	3/3*	L/M	SUN
31	SPINF.	SPIREA JAPONICA NEON FLASH	NEON FLASH SPIREA	#% CONT. 18-24"	3/3*	L/M	SUN

[illegible]

86	JUBC	JUNPERUS HORIZONTALIS BLUE CHIP*	BLUE CHIP JUMPER	10'x6'	VL	SUNPARK SHADE
6	JUBS	JUNPERUS SOLIDMATA BLUE STAR*	BLUE STAR JUMPER	#6 CONT 18'x4'	3W*	SHADEPARK SUN

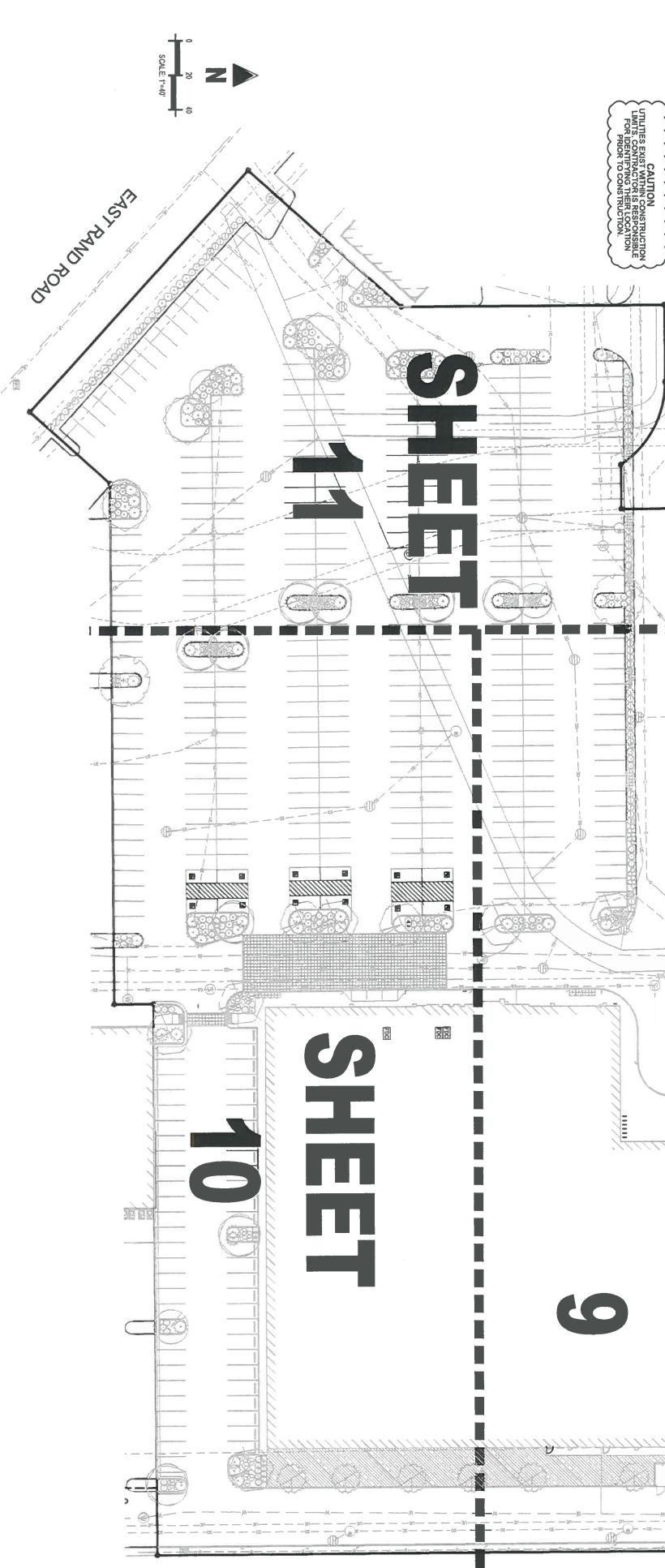
[illegible]

139	CALAMAGOSTIS ACUTIFLORA (VAR. FORSTER)	FETTERED REED GRASS	#3 CONT.	52"	L	SUN
20	MISCANTHUS SINENSIS PURPURASCENS*	FLAME GRASS	#3 CONT.	55"	L	SUN
86	PANICUM VIRGATUM STEINBOACH*	RED SWITCH GRASS	#3 CONT.	43"	L	SUN

[illegible]

4,301 ST	ROCK COBBLE	2-4" ROCK COBBLE, MULTICOLORED	ROCK	N/A
14,840 ST	WOOD MULCH	DARK BROWN SHREDED HARDWOOD MULCH	MULCH	N/A

UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.



1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE

2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS. CONTRACTORS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, EASEMENTS, AND RIGHTS OF WAY PRIOR TO CONSTRUCTION. THESE PLANS SHALL BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ALL ACTUAL LOCATIONS OF UTILITIES ON SITE, AND RETAINING ALL RELATED DOCUMENTATION.
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE BASIS OF THE INFORMATION PROVIDED BY THE UTILITY COMPANIES. THE REASON IS THERE IN PART OF THE DOCUMENT, UNDERGROUND UTILITIES DATA THROUGHOUT THE SITE. ANY AND ALL LOCATIONS OF UTILITIES SHOWN ON THESE PLANS ARE NOT TO BE CONSIDERED AS A GUARANTEE OR EXIST FIELD ADJUSTMENT MAY BE NECESSARY AND SHALL BE APPROVED BY A REPRESENTATIVE OF THE CITY OF WASHINGTON. CONTRACTORS SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. THESE PLANS ARE NOT TO BE USED WITHOUT REFERRING TO THE ABOVE MENTIONED DOCUMENTS.

GENERAL
 APPLICABLE TO ALL APPLICABLE STATE AND LOCAL CODE STANDARDS AND SPECIFICATIONS

1. ALL WORK SHALL COMPLY WITH ALL APPLICABLE STATE AND LOCAL CODES, ORDINANCES, REGULATIONS, AND STANDARDS.
2. LANDSCAPE DESIGN IS DISAPPEARANT IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN THEORETICAL DESIGN AND PLANTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SELECTION OF PLANTS AND MATERIALS TO BE SHOWN ON THE PLANS SHALL HAVE RESISTANCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THESE DISCREPANCIES, MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR CITY CONSIDERATION. A THE CONSTRUCTION DOCUMENTS TRUE TO ORDER TO MARKET AND FIELD CONDITIONS.
3. CONTRACTOR SHALL HAVE INDENT FNAME OF THE LOCATION OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INFORMATION FROM THE CITY AND THE UTILITY COMPANIES OF A COMPLETE SET OF CONSTRUCTION DOCUMENTS, UNDER NO CIRCUMSTANCES SHOULD THE PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
4. ALL UTILITY ADJUSTMENTS SHALL REMAIN UNCONSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE PURPOSES.
5. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS TO "REMAIN." ANY PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES AND SIZE (OR LARGER) THAN THE ORIGINAL, AND AS ORDERED BY THE OWNER, WITHIN 30 DAYS OF THE TREE PROTECTION NOTICE ON THE PLANS (AS APPLICABLE).
6. LANDSCAPE CONTRACTOR SHALL EXAMINE THE EXISTING CONDITIONS, UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL MUST BE OBTAINED FROM THE CITY. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
7. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES, SHRUBS, AND TURF.
8. FOR ALL INFORMATION ON SURFACE MATERIAL, OF MULCH, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN, SEE PHOTOGRAPHIC PLAN FOR TREE STANDING LOCATING INFORMATION.
9. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
10. WATER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL, SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
11. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE ILLINOIS LANDSCAPE CONTRACTORS ASSOCIATION.
12. LANDSCAPE AND RIGORATION WORK SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.

THESE PLANS ARE AN INSTRUMENT OF SERVICE AND ARE THE PROPERTY OF GALLOWAY, AND MAY NOT BE DUPLICATED, DISCLOSED, OR REPRODUCED WITHOUT THE WRITTEN CONSENT OF GALLOWAY. COPYRIGHTS AND INFRINGEMENTS WILL BE ENFORCED AND PROSECUTED.



E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

[illegible]

Galloway

5265 Ronald Reagan Blvd., Suite 210
Johnstown, CO 80534
970.800.3300
GallowayUS.com

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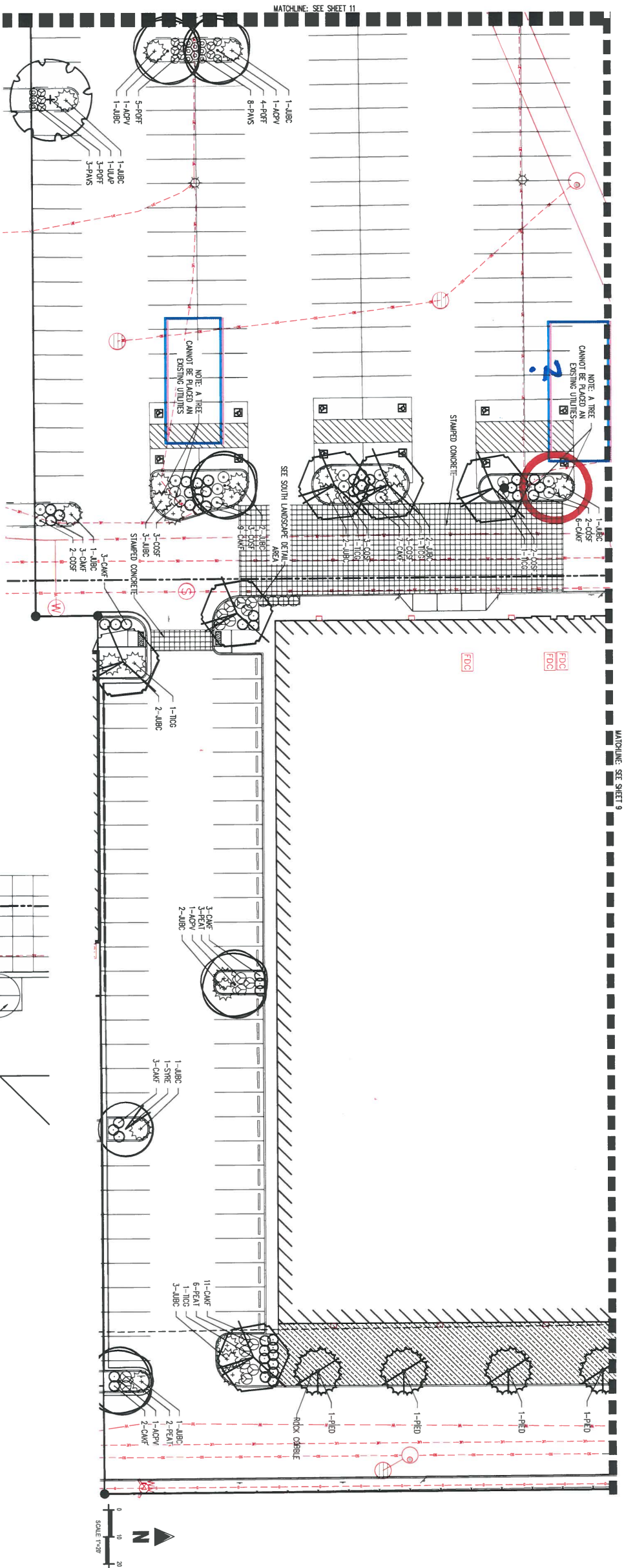


E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

[illegible]

Project No	VAS000004
Drawn By	DIT
Checked By	TTN
Date	12/9/2011

LANDSCAPE PLAN



PLANTING LEGEND (MULCH'S ZONE 4 / SUNSET ZONE 18 / USDA HARDINESS ZONE 10a)		
SYMBOL	BOTANIC NAME	COMMON NAME
IRRIGATION (DRIP SPRAY OR FLOTER)		

[illegible]

EVERGREEN TREE		
	PIED	PINUS EDULIS
		PINYON PINE

ORNAMENTAL TREE		
SYRE	SYRINGA RETICULATA	JAPANESE TREE LILAC

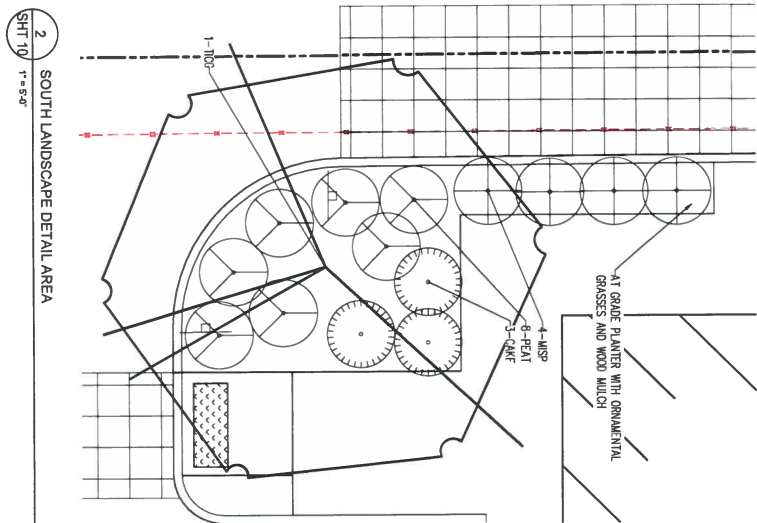
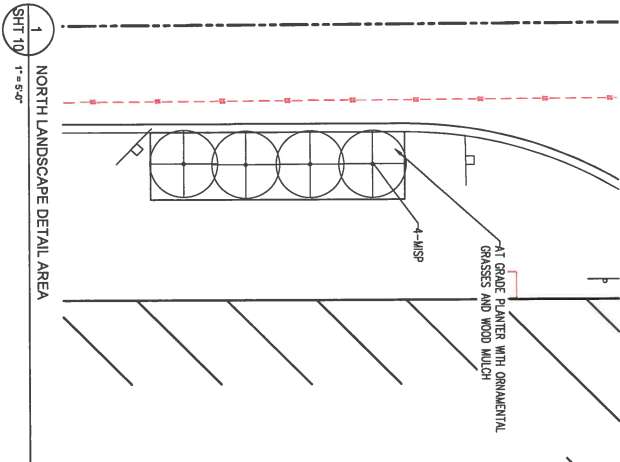
DECIDUOUS SHRUBS	
SA 103-4	SA 103-4

0	CORNUS SERICA FALLOW	ACATIC FIRE RED TWIG DOGWOOD
0	HYDRANGEA PANDICULATA LITTLE	LITTLE LIME HYDRANGEA
0	LYNCE	LITTLE DEVIL NINEBARK
0	PHYSCARPUS OBLIQUEFOLIUS	DAKOTA SUNSPOT POTENTILLA
0	POTENTIALIA RUPESTRIS FAROE	NEON FLASH SPIREA
0	SPHEA JAPONICA NEON FLASH	

EVERGREEN SHRUBS	
⊙ JUBC	JUNIPERUS HORIZONTALIS 'BLUE CHIP' JUNIPER
⊙ JUBS	JUNIPERUS SQUMAMATA 'BLUE STAR' JUNIPER

○	CALAMAGROSTIS ACUTIFLORA	FEATHER REED GRASS
○	KARL FÖRSTER	
⊕	MISCANTHUS SINENSIS	FLAME GRASS
⊕	"PURPASCENS"	
⊕	Panicum VIRGATUM	RED SWITCH GRASS
⊕	"SHENANDOAH"	

MULCH		
	ROCK COBBLE	2" ROCK COBBLE
...		MULTICOLORED DARK BROWN SHREDED
	WOOD MULCH	HARDWOOD MULCH
...		





VASA FITNESS
PARCELS 1-9, C.A. GOELZ'S ARLINGTON HEIGHTS
GARDEN SUBDIVISION

E. PALETINE RD. & RAND RD.
ARLINGTON HEIGHTS, IL 60004

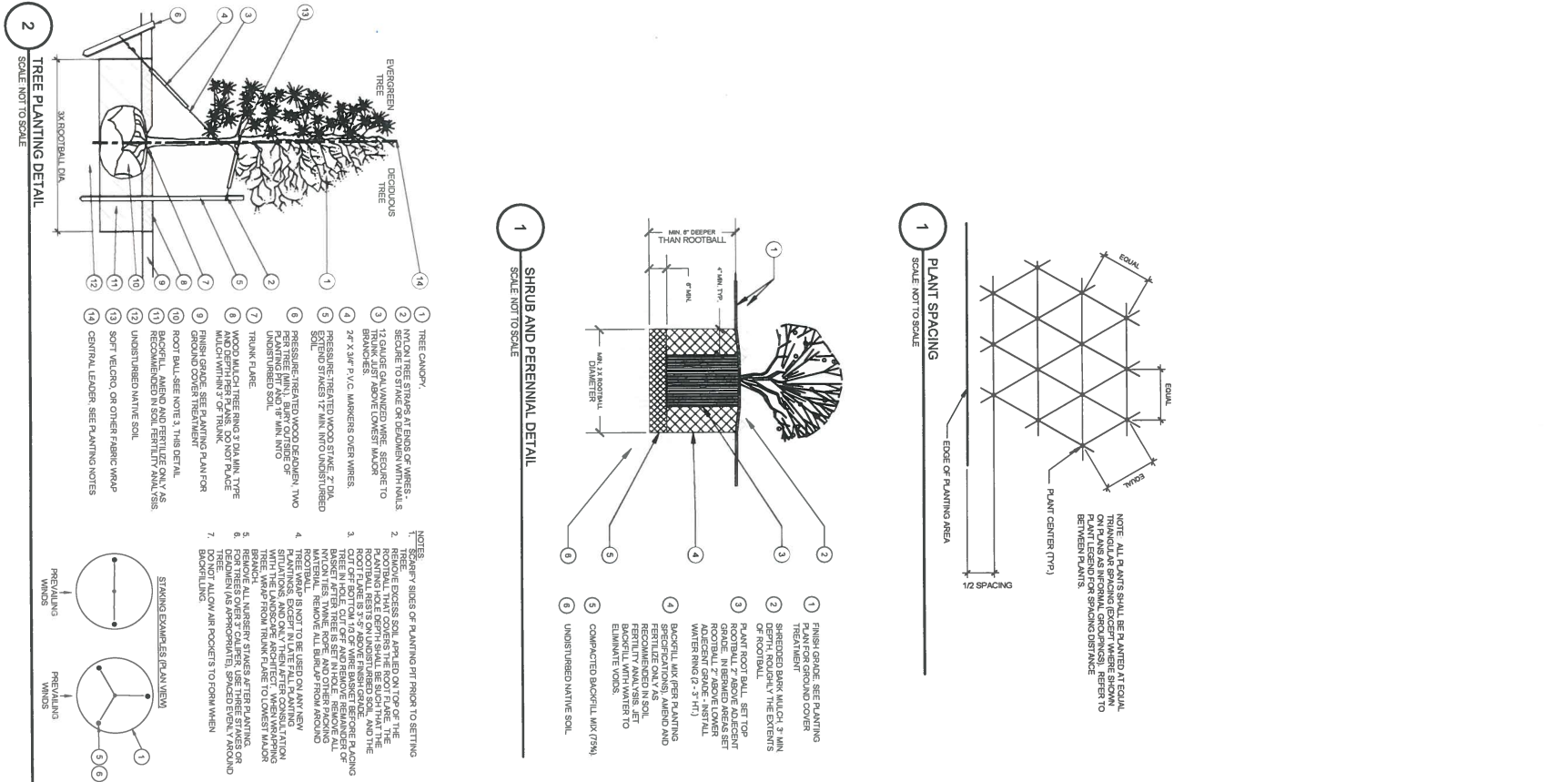
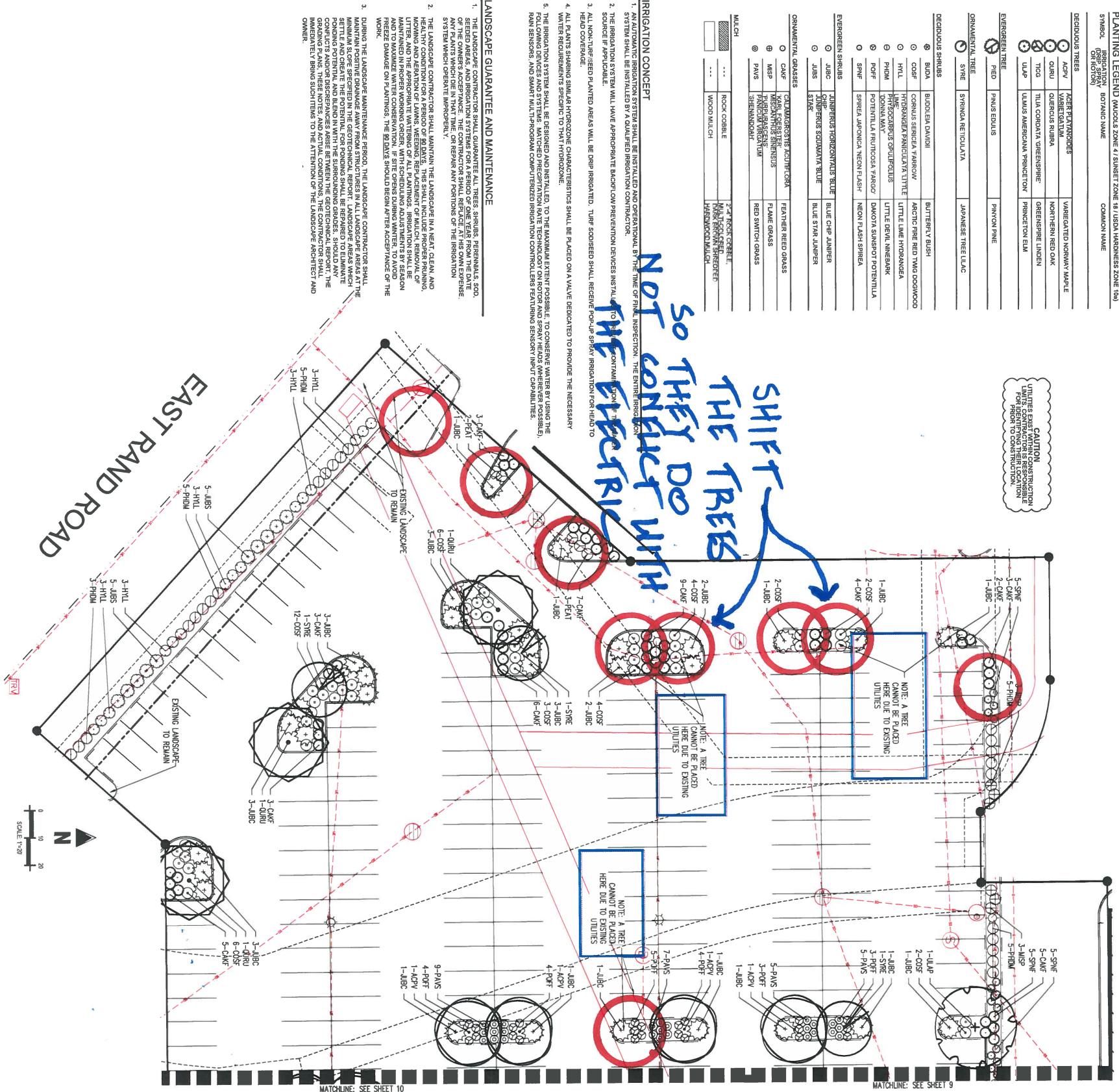
#	Date	Issue / Description	Init.
1	1/20/19	1ST PLAN COMMISSION SLAB	STP
2	2/26/2020	2ND PLAN COMMISSION SLAB	STP

Project No.	VAS000040
Drawn By	DTT
Checked By	TIN
Date	12/9/2019

LANDSCAPE PLAN

PLAN COMMISSION
VASA FITNESS

PARCELS 1-9, C. A. GOELZ'S ARLINGTON HEIGHTS GARDEN SUBDIVISION
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 20, T42N, R11E OF THE 3RD P.M.
VILLAGE OF ARLINGTON HEIGHTS, COUNTY OF COOK, STATE OF ILLINOIS





6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

May 15, 2020

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

**RE: 4th Submittal Comments in response to:
750 E Rand Rd – Southpoint PUD Amendment – VASA Fitness, PC # 20-002-Round 3**

Thank you for reviewing and responding to our third submittal of the PUD amendment for the VASA Fitness located at 750 E Rand Rd. Attached are itemized responses to the comments received April 6, 2020.

Please do not hesitate to contact us with any questions or concerns.

Sincerely,
GALLOWAY

Nate Abbott,
Site Development Project Manager
Galloway & Company Inc.
303-770-8884
nathanabbott@gallowayus.com



HEALTH & HUMAN SERVICES: SAM HUBBARD

No comments at this time.

Response: Thank you.

PLANNING & DEVELOPMENT:

General:

33. The responses to comments #33, and #37-#39 are acceptable.

Response: Items closed. Thank you

34. The response to comments #34 is noted. Has any correspondence occurred with the owner of the Floor & Décor site?

Response: Galloway has not had any direct correspondence with the owner of Floor & Décor.

35. The response to comment #35 is noted. The petitioner shall be required to work in good faith with the Village and neighboring property owner to the south to facilitate completion of the exterior of the newly exposed wall on the southern property. Said exterior wall must complement the existing building and shall be compatible with the Village's Commercial Design Guidelines.

Response: Acknowledged.

36. The response to comment #36 is not acceptable. Staff has reviewed the response and accompanying email dated 3/13/20. Most of the locations where the code required shade tree has been omitted, staff believes installation of the tree to be feasible and has suggested certain modifications that would allow installation of the tree to achieve compliance. In two instances staff agrees that the required shade tree to be infeasible and does not oppose a variation; please see attached review comments from Derek Mach for specifics. In order to request a variation for the locations where staff agrees the trees are not feasible, please provide a response to each of the below criteria for variation approval. Alternatively, if you desire to pursue a variation for each of the shade trees as shown on the current iteration of the plans, please specify this in your response to the below approval criteria. Staff would not support a variation to omit all required shade trees as currently indicated on the plans.

- a. The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- b. 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.
- c. The proposed variation is in harmony with the spirit and intent of this chapter.
- d. The variance requested is the minimum variance necessary to allow reasonable use of the property.

Response: Per Staff's request, additional shade trees have been added to the landscape plan. See plans for locations. However, a variance is requested regarding trees that were requested to be planted over existing box culvert. A variance is also requested to reduce the tree size on six trees from 4" caliper to 2.5" caliper.

37. The response to comment #40 is noted. A survey of the existing capacity within the regional detention pond (to the east of the development) as well as an accompanying narrative describing what improvements are proposed to conform with all MWRD regulations, shall be required prior to appearing before the Village Board for final approval.

Response: Acknowledged. Galloway is working with the adjacent property owner, Ricky Silverman, to obtain a survey of the existing capacity of the regional detention pond for further analysis.

LANDSCAPE COMMENTS:

- 1) Per Chapter 28, Section 6.15, a four-inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. For a double row of parking, two four-inch caliper shade trees are required.
Provide details indicating the depth of the utilities and which utilities will conflict with the trees. If the light poles are conflicting with the trees, you may need to consider a different fixture. If trees cannot be provided you will need to request a variance, which staff would not support.
Please see the marked up plan. Per your plan, it appears that the majority of the trees could be installed. If the code required trees cannot be provided, you will need to request a variance, which staff would not support.
Response: Per Staff's request, additional shade trees have been added to the landscape plan. See plans for locations. However, a variance is requested regarding trees that were requested to be planted over existing box culvert. A variance is also requested to reduce the tree size on six trees from 4" caliper to 2.5" caliper.
- 2) As part of the plant legend, please include all plant material. It was noted that some of the plant material was not listed on sheet 10. In addition, please identify all plant material on the planting plan.
The revisions are noted.
Response: Items closed. Thank you.
- 3) Along the east elevation incorporate six medium sized trees in order to soften/buffer the rear of the building. Incorporate trees along the east elevation to help soften/buffer the building adjacent to the residential district.
The revisions are noted.
Response: Items closed. Thank you.
- 4) Consider specialty pavement such as stamped concrete or brick pavers near the entrance and within the crosswalks. Incorporate a crosswalk with decorative pavement north of the building. In addition, provide details of the specialty pavement.
The revisions are noted.
Response: Items closed. Thank you.
- 5) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with perennials.
The revisions are noted.
Response: Items closed. Thank you.
- 6) Along the front elevation, consider shade trees within tree grates along the front walkway.
Response is noted.
Response: Items closed. Thank you.
- 7) The fence along the east property line adjacent to the residential district is in fair/poor condition. The fence will need to be replaced either as part of this process or in the near future, which will require coordination with other owners in the shopping center.
The response is noted.
Response: Items closed. Thank you.

- 8) Sheets 9, 10 & 11 see redline comments on plan.
Response: All items are addressed on plans.

ENGINEERING COMMENTS: ROUND 3

67. The petitioner's response to Comment No. 43 is noted. Calculations provided are sufficient for preliminary engineering. Additional information may be required at permit.

Response: Items closed. Thank you.

68. The petitioner's response to Comment No. 44 is acceptable.

Response: Items closed. Thank you.

69. The petitioner's response to Comment No. 45 is noted. This can be addressed at permit.

Response: Acknowledged. Thank you.

70. The petitioner's response to Comment No. 46 is noted. The fire lane and the area of the pavement that will require the heavy duty pavement cross section must be clearly identified on the site plan. This can be addressed at permit.

Response: Acknowledged. Thank you.

71. The petitioner's response to Comment No. 47 is noted. All cross sections shall be provided at permit.

Response: Acknowledged. Thank you.

72. The petitioner's response to Comment No. 48 is acceptable.

Response: Item closed. Thank you.

73. The petitioner's response to Comment No. 49 is noted. A fee of \$5,046 for Contribution ordinance No. 79-159 shall be due at permit.

Response: Acknowledged. Thank you.

74. The petitioner's response to Comment No. 50 is noted. A detail of the sidewalk ramps at a larger scale shall be provided at permit.

Response: Acknowledged. Thank you.

75. The petitioner's response to Comment No. 51 is noted. This can be addressed at permit.

Response: Acknowledged. Thank you.

76. The petitioner's response to Comment No. 53 is noted. Per the prior comments, it is Village policy to have a single service line for both fire and domestic water, with a compound meter. An interior meter room shall be incorporated in the building footprint. For additional information on the compound meter and meter room, please contact Jeff Musinski or Mike Gilles for meter sizing and spacing requirements. This can be addressed at permit.

Response: Acknowledged. Thank you.

77. The petitioner's response to Comment No. 55 is acceptable.

Response: Item closed. Thank you.

TRAFFIC

78. The petitioner's response to Comment Nos. 57 through 50 are acceptable.

Response: Items closed. Thank you.

79. The petitioner's response to Comment No. 60 is noted. Additional information on the coordination for relocating the existing transformer shall be provided at permit.
Response: Acknowledged. Thank you.
80. The petitioner's response to Comment No. 61 is noted. The agreement addressing the employee parking shall be provided at permit.
Response: Acknowledged. Thank you.
81. The petitioner's response to Comment Nos. 62 through 65 are acceptable.
Response: Items closed. Thank you.

Planning & Community Development Dept. Review

May 22, 2020



REVIEW ROUND 4

Project: 750 E Rand Rd.
Vasa Fitness

Case Number: PC 20-002

General:

38. The responses to Round 3 comments #33 and #35, are acceptable.

39. The response to Round 3 comment #34 is noted. Since the improvements to the northern parking lot may have an impact on the Floor and Décor site, you are encouraged to reach out to the owner to understand any objections to the proposed improvements.

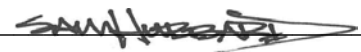
40. The response to Round 3 comment #36 is noted. Based upon this response, the following variations have been requested:

- a. Variation from Section 6.15-1.2b, to eliminate the requirement for 4 shade trees in certain landscape islands, and to reduce the required diameter of 6 landscape island shade trees from 4 inches to 2.5 inches.

Please provide a written response to the following criteria in order to justify the requested variation as identified above.

- The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
- 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.
- The proposed variation is in harmony with the spirit and intent of this Chapter.
- The variance requested is the minimum variance necessary to allow reasonable use of the property.

41. The response to Round 3 comment #37 is noted. Has any work been done on the required survey of the existing capacity within the regional detention pond (to the east of the development) and accompanying narrative describing what improvements are proposed to conform with all MWRD regulations? Staff continues to note that provision of these items shall be required prior to appearing before the Village Board for final approval.

Prepared by: 

Vasa Fitness – Southpoint PUD Amendment

750 E. Rand Road

PC #20-002

May 21, 2020

Landscape Comments

- 1) Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. For a double row of parking, two four inch caliper shade trees are required.

Four trees are absent and a few of the trees are less than 4 inch caliper. Staff recognizes that there are utility conflicts therefore, variations are required.