



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

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

May 7, 2018

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

- A. Presentation of the Colors by Brownie Troop #45618 from Riley School

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Village Board 04/16/2018

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 04/30/2018

VI. RECOGNITIONS AND PRESENTATIONS

- A. Swearing in of Thomas Henderson as Police Commander
- B. Swearing in of Greg Czernecki as Police Commander
- C. Recognition of the John Hersey High School Debate Team - ICDA State Championship

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of May 7, 2018 - TIF 4 Selection of Developer for Property at NW Corner of

Arlington Heights Rd. & Golf Rd.

Consideration of the selection of the developer for the property at the northeast corner of Arlington Heights Road and Golf Rd.

X. CONSENT AGENDA

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

Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

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

CONSENT APPROVAL OF BIDS

- A. Elevator Inspection Services - Contract Extension
- B. Paver Brick Maintenance Proposal
- C. Paver Brick Project 2016 - Final Payment
- D. 2018 MFT Street Reconstruction & Street Rehabilitation Program
- E. 2018 Street Resurfacing & Sidewalk Program
- F. Engineering Services for Campbell/Sigwalt/Vail (Downtown) Combined Sewer Area
- G. Pavement Rejuvenation Contract
- H. Police Pursuit Utility Vehicles Purchase 2018
- I. Police Pursuit Sedan Vehicles Purchase 2018

CONSENT LEGAL

- A. An Ordinance Amending Chapters 7 and 14 of the Arlington Heights Municipal Code (Hotel Tax)
- B. Resolution Approving a Class 7c Real Estate Tax Assessment TNC Lot 2, LLC, 1421 W Shure Dr)
- C. Resolution for Improvement by Municipality Under the Illinois Highway Code
2018 MFT Street Reconstruction and Street Rehabilitation

Program)

- D. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code
(Surrender of Class "AA" "B" and "T" liquor licenses)

CONSENT APPOINTMENTS

- A. Boards & Commissions Reappointments

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - Arlington Heights Historical Society
- B. Bond Waiver - Arlington Heights Junior Woman's Club
- C. Plan Review and Permit Fee Waiver - Greenbrier Elementary School
- D. Bond Waiver - Arlington Heights Historical Society

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. St. James Parish - 831 N. Arlington Heights Rd. - PC#17-012
Final Plat of Subdivision
- B. 703-709, 715-723 W. Algonquin Rd. - PC#17-013
PUD, Preliminary Plat of Subdivision

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

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



Item: Presentation of the Colors

Department: Manager's Office

Presentation of the Colors by Brownie Troop #45618 from Riley School

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Vb minutes 4 16 18

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

vb 4 16 18

Type

Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

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

April 16, 2018

8:15 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Pro Tem Blackwood and the following Trustees responded to roll: Rosenberg, Scaletta, Sidor, Glasgow, Tinaglia, Baldino and LaBedz.

President Hayes was not in attendance.

Also present were: Randy Recklaus, Charles Perkins, Mark Burkland, Robin Ward, Cris Papierniak, Bill Enright and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 04/02/2018 Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

B. Village Board 04/02/2018 Approved

Trustee Thomas Glasgow moved to approve. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 04/15/2018 Approved

Trustee Bert Rosenberg moved to approve the Warrant Register in the amount of \$1,200,615.62. Trustee Thomas Glasgow Seconded the Motion. The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

VI. RECOGNITIONS AND PRESENTATIONS

A. Recognition of Buffalo Grove/Hersey/Wheeling Stampede Hockey Team

President Pro Tem Blackwood read the proclamation honoring the Stampede Hockey Team for winning the State Title.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

A. Underground Parking Garage Rehabilitation Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

B. Holiday Lighting Sets 2018

Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

C. Sodium Chloride (Road Salt) Purchase 2018

Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

D. Fire Station #1 Alerting System

Approved

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

CONSENT LEGAL

A. An Ordinance Amending Chapter 11 of the
Arlington Heights Municipal Code
(Section 11-201 Adoption of the Illinois
Department of Public Health Food Service
Sanitation Code)

Approved

Trustee Jim Tinaglia moved to approve 18-008. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

- B. An Ordinance Amending Planned Unit Development Ordinance Numbers 78-019 and 03-036 and Granting a Special Use Permit and Variations from Chapter 28 of the Arlington Heights Municipal Code (Olympic Park Swim Center, 660 N Ridge Ave) Approved

Trustee Jim Tinaglia moved to approve 18-009. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

- C. An Ordinance Amending Chapters 6 and 28 of the Arlington Heights Municipal Code (Ch. 6 - Boards & Commissions - Section 6-202e2c, ZBA; Ch. 28 - Zoning Regulations - Sections 3, 5, 6, 7, 10, 11, 12, 13 and 14) Approved

Trustee Jim Tinaglia moved to approve 18-010. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

- D. An Ordinance Prohibiting the Use of Groundwater as a Potable Water Supply by the Installation or Use of Potable Water Supply Wells or by any Other Method (3 N Wilke Rd) Approved

Trustee Jim Tinaglia moved to approve 18-011. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

- A. Request for Fee Waiver for Liquor Licenses - Approved
Arlington Heights Park District

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

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Absent: Hayes

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. South Arlington Heights Road Corridor Plan - Approved
PC#18-004

Village Manager Recklaus introduced the recommended Master Plan for the South Arlington Heights Road Corridor. After hotel operators suggested improvements two years ago, it was determined that creating a comprehensive plan for the area was preferable to making a series of small improvements. Adoption of the plan does not commit funding; any concept must have funding appropriated individually. Grants and other funding sources will be pursued as appropriate.

Deputy Planning Director Enright explained the 60-acre area has access to I-90, seven hotels, significant employment and high traffic volumes. After meeting with and polling community stakeholders and residents, staff created this plan that includes landscaped medians, focal points, burying utilities, redevelopment of parcels and pedestrian improvements. The goals of the plan are to establish an identity, improve economic development, enhance pedestrian movement and develop funding.

Mr. Enright said the plan looks to change the zoning on the east side of Arlington Heights Road to Mixed Use from Commercial/Office. It also creates an overlay zone specific to the area to establish parameters for development. Enright enumerated the properties and conversations had with the owners of the properties in the corridor. Enhancement of intersections and gateways is essential. Staff suggests working with the tollway authority to install landscaping in the clover leaves of the tollway. Landscape islands are important to control traffic and improve aesthetics. Islands require IDOT approval. Another goal is to enhance the walkways for pedestrians and improve the crosswalk visuals. Potentially, a new traffic signal at the former Wellington entrance would be added. For funding, staff will explore the best way forward after reviewing options including: State grants, the General Fund, a Special Assessment, a Special Service Area and a Tax Increment Financing (TIF) District.

President Pro Tem Blackwood asked if decorative crosswalks could be painted as a short-term quick fix. Mr. Enright said because of traffic volume, they tend to disappear quickly. Mr. Recklaus added its IDOT's right of way, so the Village is limited to IDOT's choices, which do not include unique symbols. Names for the area are still in development and will be tested and discussed.

Trustee Glasgow asked for explanation of the long-term goal for walkability, as he did not see anywhere to walk to right now. Mr. Enright said one recommendation is to move the sidewalks off the curb, as no one feels safe today. Relocation of sidewalks would occur as properties are redeveloped. In addition, there will be pathways within developments. Trustee Glasgow asked why not tackle the sidewalks all at once. Mr. Enright said the funding mechanism would have to be in place but some enhancements could occur right away. Trustee Glasgow asked what the development goals were. Mr. Enright said the plan is flexible to allow Mixed Uses to attract restaurants, entertainment, residential and office uses; places that people will want to walk between. Three primary property owners in the district are already looking to develop a Mixed Use District. It was agreed that the Star Line will not happen and this plan does not take that into consideration.

Mr. Recklaus stated a clear plan encourages developers and helps them understand the Village's vision. Walkability is a strong value and must be put forward so pedestrian friendly development comes. Trustee Glasgow said safety is huge issue and he worried that people crossing the street will be unsafe. Mr. Recklaus said taking the sidewalks off the street helps people feel more protected. Medians allow people to stop along the way. There will be a controlled intersection, with a traffic lane. Trustee Glasgow suggested a pedestrian overpass. The cost of all the improvements is \$3.8 - \$7 million, without buried power lines it is between \$1.4 and \$2 million.

President Hayes entered the room at 8:57 p.m.

Trustee Tinaglia asked how the Village could control speed. Mr. Enright said having center medians helps as they limit the places where cars can turn. Combining curb cuts limits the number of places cars can turn in/out. Planning Director Perkins said putting roads on 'diets' slows things down by narrowing the lanes and removing nonessential dual turn lanes. These actions could also give more space to pedestrians. Trustee Tinaglia observed that there is excessive road in this area. Movement towards gaining pedestrian space and reducing speed is good. He said stores are going away. Today's model is more restaurants, more walkability with less reliance on obsolete retail and office space. Flexible zoning is the right answer. He is in favor of anything to revitalize this area.

Trustee Scaletta agreed that the area should be more walkable. He asked if there were other calming measures available besides medians. Mr. Enright said besides what was presented, a roadway diet. The area roads were built

to hold thousands of more cars than they are serving.

Trustee Scaletta asked what type of retail was anticipated. Mr. Enright said brewpubs, restaurants or entertainment venues would fit in well, but the goal was to remain flexible to allow for changes in the marketplace. Mr. Recklaus said there are 1,000 hotel rooms in this area that host many business travelers. Right now, customers are going to Schaumburg. We cannot overstate the need to serve the hotel clients. Scaletta asked about the number of residential units. Enright answered there could be between 400-1,000 units as there is a demand for apartments in our sub region. The buildings could be 10-12 stories near Algonquin and 3-4 stories closer to Golf.

Trustee Scaletta asked if Fire Station #3 could handle the increased volume. Mr. Recklaus said the ladder truck is at Station #1 so already travels to this area. There is also Mutual Aid from neighboring communities. It will not be an immediate issue but would come up gradually. Scaletta said he would love to see the power lines buried. They would become less visible with landscaping and development.

Trustee Scaletta said he would like to see annual maintenance costs. There was discussion of possible funding options. Scaletta said in order for businesses to buy in; they need to be part of the plan. He added he would like the developer to share the cost of the traffic signal.

Trustee LaBedz confirmed that it is scary to walk along the road and there is no place to go. She said she was concerned about the speed of cars coming off the tollway and questioned the practicality of the road diet there. Many of the OSHA trainees stay, eat, and shop at other places because there is not enough for them to do there now. She encouraged more discussion on how to make it more pedestrian friendly and liked the ideas of a mid-block traffic light and medians.

Trustee Rosenberg questioned the likelihood of reducing lanes near the tollway. Mr. Enright said he did not think a reduction of through lanes would occur, but perhaps a reduction in the number of intersection turn lanes. The medians help to control where people are accessing the road and do calm traffic. Trustee Rosenberg asked if power lines could be buried in conjunction with sidewalk relocation. Mr. Enright said the east side is easier. Sidewalk relocation and burying overhead utility lines would have to go together on the west side. Rosenberg asked if more way-finding signage could be installed. Mr. Perkins said IDOT is very restrictive on signage on their right of way. Rosenberg said a clear time and action plan needs to be created to make sure the impacts are prioritized. Mr. Perkins said a preliminary meeting with IDOT would occur to secure feedback.

Trustee Baldino said he was very supportive, especially of the zoning change to Mixed Use. An overpass should be considered if the lanes cannot be slimmed down. Burying the utilities would make the area more attractive, so more people will want to be there. He said he thought the

investment would be returned. He said he was interested in bicycle rentals at the hotels. Mr. Enright said staff looked at the new Bikeways Plan that lays out the new bike routes in town. Staff wants to implement it as the area is redeveloped.

Trustee Sidor asked staff to include the ongoing landscape costs, and agreed with the pedestrian bridge idea. He asked if staff could use the water tower as a billboard and deploy messaging there.

Trustee Blackwood asked staff to consider younger people's demographics and look forward 30 years.

Dave Parulo of Meet Chicago Northwest said the hoteliers met with staff two years ago. Some of the curb appeal problems were addressed shortly thereafter and the area became much cleaner. He said he wants this to be a welcoming experience into the village. It hosts a lot of the visitors, who don't know where they are, or what is there. It is important to introduce them to the area. Dining and entertainment should be closer to the hotels. He is concerned about safe passage to Mitsuwa and Guitar Center. Anything that can support safe passage is key. The Convention and Visitors Bureau created an Arlington Heights dining map for the hotels. He asked for the creation of a sense of place. Bannering, lights and wayfinding is important. He would like to direct traffic to downtown north along the corridor.

Jeffrey Bernstein of Bradford Allen Realty said his firm owns the site on the southeast corner of Arlington Heights Road and Algonquin. They have met with Planning and thoroughly reviewed the plan. His firm believes that their interests are in sync with the Village's. The suggested short and long-term improvements will dramatically improve the access of the corridor. A more pedestrian friendly environment will improve the area's appearance and engender real street life. A full redevelopment of these parcels will allow them to be used in their highest and best use. The proposed increased density will create the critical mass that will serve as a prominent gateway to the Village and the perfect bookend to downtown Arlington Heights. He said his firm lends full support to the profound changes the plan proposes.

Kevin Holcomb asked what the Village's overall goal is. Mr. Enright said to create a new neighborhood in the Village by bringing together the existing positive attributes and new opportunities to this important area. Mr. Holcomb asked if staff will remain open to different suggestions. Mr. Enright answered, absolutely.

President Hayes said enhancing the corridor will enhance the community.

Trustee Scaletta asked if outside firms will be used for study and analysis. Mr. Perkins said there could be a series of consultants, but not necessarily all at once. Trustee Scaletta would like all projected costs, including consultants and maintenance, provided to the Board. Mr. Recklaus said the full costs are unknown, because they depend upon what occurs, and what IDOT says. This plan says what we are shooting for; any expenditure of

funds has to go through the budget process.

Trustee Sidor stated he would like to see all costs in the estimates. He said this is an investment in the Village. Long-term, this area has great potential. If we are going to compete with Schaumburg, some of these costs should be incurred.

Trustee John Scaletta moved to approve the South Arlington Heights Road Corridor Plan. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

- A. Request for Closed Session per 5 ILCS 120/2(c) (21): Discussion of minutes lawfully closed, whether for purposes of approval of the minutes or the semi-annual review of the minutes

- and -

5 ILCS 120/2(c)(1): Appointment, employment, compensation, discipline, performance or dismissal of specific employees of the public body or legal counsel

XVII. ADJOURNMENT

Trustee Thomas Glasgow moved to adjourn to Closed Session at 10:00 p.m. Trustee John Scaletta Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia



Item: Warrant Register 04/30/2018

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

wr 04 30 18

Type

Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS**
WARRANT REGISTER FOR
CHECK DATE: 4-30-2018

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$616,822.57
211	Motor Fuel Tax Fund	\$5,187.02
215	CDBG Fund	\$7,446.52
227	Foreign Fire Ins Tax Fund	\$162.13
231	Criminal Investigation Fd	\$6,544.80
235	Municipal Parkg Opr Fund	\$29,690.27
263	TIF IV	\$900.00
401	Capital Projects Fund	\$144,165.81
426	Storm Water Control Fund	\$22,500.00
431	Public Building Fund	\$99,126.36
505	Water and Sewer Fund	\$1,253,557.37
511	Solid Waste Fund SWANCC	\$99,258.94
515	Arts,Entert & Events Fund	\$18,039.43
605	Health Insurance Fund	\$316,329.00
611	General Liability Ins Fnd	\$20,854.56
615	Workers Compensation Ins	\$80,667.45
621	Fleet Operations Fund	\$28,495.92
625	Technology Fund	\$36,355.35
711	Fire Pension Fund	\$49.35
715	Guaranty Deposits Fund	\$26,375.00
TOTAL ALL FUNDS		\$2,812,527.85

WARRANT REGISTER - GM0002**Department: 0****Division: 0**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2142	505-0000-452.42-00	MARIE DESANTO	REFUND WATER BILL	\$201.54	\$201.54
211983	101-0000-433.14-00	ADVOCATE PHYSICIAN PARTNERS	REFUND AMBULANCE CLAIM	\$196.00	\$196.00
211993	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$1,908.23	\$1,908.23
212004	101-0000-489.85-00	ARMOR SYSTEMS	COLLECTION FEES	\$143.99	\$143.99
212009	101-0000-433.14-00	JUDITH AYERS	REFUND AMBULANCE CLAIM	\$80.00	\$80.00
212013	101-0000-433.14-00	PATIENCE BENAGABI	REFUND AMBULANCE CLAIM	\$600.00	\$600.00
212015	101-0000-432.06-00	HABIB BILFAQI	REIMBURSEMENT	\$200.00	\$200.00
212021	101-0000-433.14-00	ROBERT CACIOPPO	REFUND AMBULANCE CLAIM	\$180.00	\$180.00
212023	101-0000-140.51-00	CANON SOLUTIONS AMERICA	METER USAGE #CBS15433	\$7.28	\$7.28
212056	101-0000-433.14-00	JACLYN CURCIC	REFUND AMBULANCE CLAIM	\$600.00	\$600.00
212059	715-0000-220.93-00	ED NAPLETON DEALERSHIP 122557	BOND REFUND	\$19,675.00	\$19,675.00
212061	101-0000-421.05-00	GIA EHRET	REFUND VEHICLE STICKER	\$35.00	\$35.00
212062	401-0000-489.90-00	EMG	SERVICE CONSULTING	\$9,526.90	\$12,526.90
			SERVICE CONSULTING	\$3,000.00	
212074	715-0000-220.93-00	GATTUSO, PATRICIA 18550	BOND REFUND	\$200.00	\$200.00
212080	101-0000-433.14-00	JUNE HAGEN	REFUND AMBULANCE CLAIM	\$50.00	\$50.00
212090	505-0000-452.42-00	PAUL HESTER	REFUND WATER BILL	\$193.88	\$193.88
212091	715-0000-220.93-00	HVC PLUMBING EX STINK 173262	BOND REFUND	\$200.00	\$200.00
212096	505-0000-452.42-00	IH3 PROPERTY ILLINOIS LP	REFUND WATER BILL	\$63.66	\$63.66
212098	231-0000-250.20-00	IL STATE POLICE ASSIST SEIZURE UNIT	SEIZED FUNDS	\$4,255.00	\$4,255.00
212107	715-0000-220.93-00	J DIVITA & ASSOCIATES 122022	BOND REFUND	\$5,400.00	\$5,400.00
212108	715-0000-220.93-00	J DIVITA & ASSOCIATES 122022	BOND REFUND	\$400.00	\$400.00
212112	101-0000-433.14-00	JOURNEY CARE	REFUND AMBULANCE CLAIM	\$400.00	\$400.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212117	505-0000-452.42-00	KOROLL, KEN	REFUND WATER BILL	\$39.60	\$39.60
212121	101-0000-433.14-00	GERALDINE LAUGHLIN	REFUND AMBULANCE CLAIM	\$400.00	\$400.00
212125	101-0000-421.99-00	LEVEL BUILDERS	OL REFUNDS	\$26.00	\$26.00
212127	101-0000-433.14-00	KATHERINE LILLWITZ	REFUND AMBULANCE CLAIM	\$40.00	\$40.00
212152	715-0000-220.93-00	NAPLETON GROUP 123113	BOND REFUND	\$500.00	\$500.00
212168	101-0000-140.50-00	OFFICE DEPOT	PAPER, OFFICE, MAILROOM	\$626.40	\$626.40
			PAPER, OFFICE, MAILROOM	(\$62.64)	
			PAPER, OFFICE, MAILROOM	\$62.64	
212189	505-0000-472.32-00	RIDGE PLUMBING	SEWER SYSTEM REFUND	\$133.00	\$133.00
212192	101-0000-433.14-00	ERIN ROSENBERG	REFUND AMBULANCE CLAIM	\$374.70	\$374.70
212230	101-0000-433.14-00	MIGDALIA VASQUEZ	REFUND AMBULANCE CLAIM	\$20.00	\$20.00
212252	505-0000-452.42-00	2015-3 IH2 BORROWER LP	REFUND WATER BILL	\$86.64	\$86.64
801719	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	RTA CTA BENEFIT PROGRAM	\$312.00	\$312.00
901338	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$10,220.74	\$10,220.74
901341	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$4,589.46	\$4,589.46
901342	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FEES 4/2018	\$784.75	\$784.75
901344	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS	\$8,114.80	\$8,114.80
Division 0 Total					\$73,784.57
Department 0 Total					\$73,784.57

WARRANT REGISTER - GM0002**Department: 1 Board of Trustees****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212024	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING - FEB.	\$900.00	\$1,875.00
			CLOSED CAPTIONING - MARCH	\$975.00	
212130	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	\$4,500.00	\$4,500.00
901345	101-0101-501.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$0.47	\$0.47
				Division 1 Total	\$6,375.47
				Department 1 Total	\$6,375.47

WARRANT REGISTER - GM0002**Department: 2 Integrated Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212003	101-0201-502.22-03	ARLINGTON RENTAL INC	TRAINING	\$367.70	\$367.70
212083	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	ARMANDS PIZZERIA	\$32.26	\$316.26
			CORNER BAKERY 0175	\$284.00	
	101-0201-502.30-05	HARRIS TRUST & SAVINGS BANK	BAUDVILLE INC.	\$77.40	\$77.40
212092	101-0201-502.22-02	ICMA MEMBERSHIP RENEWALS	ICMA MEMBERSHIP DUES	\$1,400.00	\$1,400.00
212167	101-0201-502.21-02	NUMBERS AUTOMATION	OFFICE SUPPLIES	\$68.00	\$68.00
901345	101-0201-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$7.46	\$7.46
Division 1 Total					\$2,236.82
Department 2 Total					\$2,236.82

WARRANT REGISTER - GM0002**Department: 3 Human Resources****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212073	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$8,776.93	\$24,901.64
			CLAIMS - MEDICAL LOSS	\$16,124.71	
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$8,955.93	\$21,272.09
			CLAIMS - W/C	\$12,316.16	
212083	101-0301-503.22-01	HARRIS TRUST & SAVINGS BANK	INDEED	\$107.73	\$107.73
	101-0301-503.22-02	HARRIS TRUST & SAVINGS BANK	CITYTECH	\$390.00	\$390.00
212102	615-0301-552.42-81	INTERGOVERNMENTAL RISK MGMT AGENCY	WORKERS COMP	\$34,493.72	\$34,493.72
212135	605-0301-552.20-50	MASSARELLI JAMES	BIENNIAL PHYSICAL	\$436.66	\$436.66
212165	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$2,369.00	\$9,189.00
			SERVICE HEALTH TESTING	\$2,103.00	
			SERVICE HEALTH TESTING	\$36.00	
			SERVICE HEALTH TESTING	\$4,681.00	
212176	101-0301-503.30-05	PETTY CASH	SUPPLIES	\$8.99	\$8.99
212185	101-0301-503.22-03	RATH, MARY	TRAINING CONFERENCE	\$954.39	\$954.39
212237	101-0301-503.21-65	VERIZON WIRELESS	ACCT 28544404900001	\$125.27	\$125.27
212238	605-0301-552.20-58	VISION SERVICE PLAN	MAY BASE VISION PREMIUM	\$1,274.27	\$1,274.27
901343	605-0301-552.20-60	HMO ILLINOIS	INSURANCE PREMIUM	\$305,429.07	\$305,429.07
901345	101-0301-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$25.13	\$25.13
Division 1 Total					\$398,607.96
Department 3 Total					\$398,607.96

WARRANT REGISTER - GM0002**Department: 4 Legal Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212023	101-0401-503.30-05	CANON SOLUTIONS AMERICA	PRINTER CARTIDGE	\$294.00	\$294.00
212040	101-0401-503.20-20	CLARK BAIRD SMITH LLP	LEGAL SERVICES	\$3,350.00	\$3,350.00
212053	101-0401-503.21-65	COOK COUNTY RECORDER OF DEEDS	RECORDINGS	\$420.00	\$420.00
212063	101-0401-503.20-15	ERNEST R BLOMQUIST PC	RETAINER	\$4,170.00	\$4,170.00
212167	101-0401-503.21-02	NUMBERS AUTOMATION	OFFICE SUPPLIES	\$34.00	\$34.00
212191	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$982.50	\$982.50
212206	101-0401-503.20-20	SOTOS LAW FIRM PC	LEGAL SERVICES	\$21.86	\$463.72
			LEGAL SERVICES	\$441.86	
212220	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	\$298.06	\$298.06
901345	101-0401-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$12.04	\$12.04
Division 1 Total					\$10,024.32
Department 4 Total					\$10,024.32

WARRANT REGISTER - GM0002**Department: 5 Finance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211993	505-0501-503.22-10	AMERICAN PRINTING TECHNOLOGIES	SERVICE PRINTING	\$2,036.16	\$2,036.16
211995	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$9,642.36	\$9,642.36
212073	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$3,524.50	\$12,998.82
			CLAIMS - LIABILITY LOSS	\$9,474.32	
212083	101-0501-503.21-65	HARRIS TRUST & SAVINGS BANK	GOVERNMENT FINANCE OFF	\$550.00	\$550.00
212087	101-0501-503.21-65	HELPSYSTEMS	AP SOFTWARE UPGRADE	\$800.00	\$800.00
212102	611-0501-552.42-61	INTERGOVERNMENTAL RISK MGMT AGENCY	AUTOMOTIVE	\$1,178.57	\$7,855.74
			GENERAL LIABILITY	\$6,677.17	
212122	101-0501-503.20-05	LAUTERBACH & AMEN LLP	SERVICE FINANCIAL	\$26,900.00	\$26,900.00
	505-0501-503.20-05	LAUTERBACH & AMEN LLP	SERVICE FINANCIAL	\$14,000.00	
212158	101-0501-503.30-05	NEOPOST USA INC	OFFICE MACHINES & ACCESS	\$64.00	\$64.00
212167	101-0501-503.21-02	NUMBERS AUTOMATION	OFFICE MACHINES & ACCESS	\$204.00	\$204.00
212168	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$383.49	\$612.37
			OFFICE SUPPLIES	\$54.45	
			OFFICE SUPPLIES	\$174.43	
212171	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$103.95	\$453.60
			ADVERTISING	\$288.90	
			ADVERTISING	\$60.75	
212176	101-0501-503.33-05	PETTY CASH	SUPPLIES	\$14.03	\$14.03
901345	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1,076.32	\$1,076.32
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$1,242.39	\$1,242.39
Division 1 Total					\$78,449.79
Department 5 Total					\$78,449.79

WARRANT REGISTER - GM0002**Department: 6 Information Technology****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212029	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$1,969.00	\$1,969.00
212030	401-0601-572.50-15	CDW GOVERNMENT INC	COMPUTERS,DP & WORD PROC.	\$64,845.30	\$68,591.40
			COMPUTERS,DP & WORD PROC.	\$3,746.10	
212043	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	\$4,671.87	\$4,671.87
212083	625-0601-553.22-02	HARRIS TRUST & SAVINGS BANK	GMIS INTERNATIONAL	\$475.00	\$475.00
	625-0601-553.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	\$7.89	\$7.89
	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	NAGIOSENTER	\$795.00	\$795.00
212100	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	PRINTER SERVICE	\$166.75	\$835.40
			PRINTER SERVICE	\$104.50	
			PRINTER SERVICE	\$178.75	
			PRINTER SERVICE	\$104.50	
			PRINTER SERVICE	\$280.90	
212101	625-0601-553.20-39	INSIGHT PUBLIC SECTOR	COMPUTERS,DP & WORD PROC.	\$2,849.27	\$2,849.27
	625-0601-553.33-05	INSIGHT PUBLIC SECTOR	COMPUTERS,DP & WORD PROC.	\$5,853.00	\$5,853.00
212168	625-0601-553.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$42.39	\$70.39
			OFFICE SUPPLIES	\$28.00	
212208	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	PRINTER SERVICE	\$549.97	\$549.97
212215	625-0601-553.20-39	SUPERION LLC	COMPUTERS,DP & WORD PROC.	\$16,173.27	\$16,173.27
212234	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	\$390.66	\$390.66
212236	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	\$1,368.72	\$1,368.72
212245	625-0601-553.21-65	WOW BUSINESS	ACCT 014753641	\$111.97	\$111.97
212246	625-0601-553.21-65	WOW BUSINESS	ACCT 014748718	\$233.94	\$233.94
Division 1 Total					\$104,946.75

Check Date: 4-30-2018

Wednesday, May 2, 2018

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 6 Total	\$104,946.75

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 8**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212003	101-1008-502.20-75	ARLINGTON RENTAL INC	TABLE RENTAL	\$744.88	\$744.88
212211	101-1008-502.20-75	STEPHEN LASER & ASSOCIATES	INDIVIDUAL ASSESSMENTS	\$1,650.00	\$1,650.00
				Division 8 Total	\$2,394.88

Division: 21

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212176	101-1021-502.40-40	PETTY CASH	ECONOMIC ALLIANCE	\$29.98	\$29.98
				Division 21 Total	\$29.98

Division: 22

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212003	515-1022-525.40-55	ARLINGTON RENTAL INC	ARTS	\$42.67	\$42.67
212067	515-1022-525.40-55	FASTSIGNS	SERVICE MISCELLANEOUS	\$645.00	\$645.00
212176	515-1022-525.40-55	PETTY CASH	SUPPLIES	\$26.72	\$61.22
			SUPPLIES	\$34.50	
901345	101-1022-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$81.90	\$81.90
				Division 22 Total	\$830.79
				Department 10 Total	\$3,255.65

WARRANT REGISTER - GM0002**Department: 20 Special Events****Division: 5**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212083	515-2005-525.50-55	HARRIS TRUST & SAVINGS BANK	QUILL CORPORATION	\$855.00	\$933.99
			FULL COMPASS SYS VT	\$78.99	
212216	515-2005-525.50-55	TC FURLONG INC	THEATRE SUPPLIES & EQUIP	\$7,502.32	\$16,356.55
			THEATRE SUPPLIES & EQUIP	\$8,854.23	
Division 5 Total					\$17,290.54
Department 20 Total					\$17,290.54

WARRANT REGISTER - GM0002**Department: 30 Police Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212022	101-3001-511.21-65	CAMIC JOHNSON LTD	SERVICE PROFESSIONAL	\$525.00	\$525.00
212051	101-3001-511.22-03	COOK COUNTY ANIMAL & RABIES CONTROL	REGISTRATION	\$50.00	\$50.00
212072	101-3001-511.22-03	PIOTR GACEK	SMARTPHONE FORENSICS	\$748.40	\$748.40
212083	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS CITY COUNTY M	\$55.00	\$105.00
			ITOAOORG	\$50.00	
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	SP * PRODUPLICATOR	\$940.00	\$940.00
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON.COM AMZN.COM/BI	(\$99.99)	\$175.83
			AMAZON.COM AMZN.COM/BI	\$99.99	
			JEWEL #3478	\$33.34	
			PANERA BREAD #203287	\$42.50	
			AMAZON.COM AMZN.COM/BI	\$99.99	
212093	101-3001-511.21-02	ID NETWORKS	ANNUAL MAINTENANCE	\$18,574.00	\$18,574.00
212110	101-3001-511.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$145.90	\$289.90
			CLOTHING & APPAREL	\$48.00	
			CLOTHING & APPAREL	\$36.00	
			CLOTHING & APPAREL	\$35.00	
			CLOTHING & APPAREL	\$25.00	
212116	101-3001-511.22-03	KEBCOR	REGISTRATION	\$125.00	\$125.00
212155	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	MEMBERSHIP FEES	\$10,925.00	\$11,675.00
			REGISTRATION	\$250.00	
			REGISTRATION	\$200.00	
			REGISTRATION	\$300.00	
212161	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	\$425.00	\$425.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212164	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	\$0.01	\$76,176.70
			MEMBER ASSESSMENT	\$76,176.69	
212167	101-3001-511.21-02	NUMBERS AUTOMATION	OFFICE SUPPLIES	\$238.00	\$238.00
212168	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$78.57	\$476.58
			OFFICE SUPPLIES	\$398.01	
212177	101-3001-511.33-25	PETTY CASH/POLICE	NORTH SUB CHIEFS ASSN	\$60.00	\$140.00
			POLICE CAPTN ASSOCIATION	\$80.00	
212197	101-3001-511.22-03	VALERIE SANDERS	TRAINING	\$748.40	\$748.40
212226	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	\$6,565.65	\$6,640.65
			VEH MAINTENANCE SUPPLY	\$75.00	
901345	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$670.81	\$670.81
Division 1 Total					\$118,724.27

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212083	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	CALEA INC.	\$635.00	\$635.00
212129	231-3003-511.40-11	LIVE VIEW GPS INC	HARDWARE SUPPLIES	\$1,654.80	\$1,654.80
Division 3 Total					\$2,289.80
Department 30 Total					\$121,014.07

WARRANT REGISTER - GM0002**Department: 35 Fire****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211984	101-3501-512.22-03	AHLMAN PETER	TRAVEL ADVANCE	\$125.00	\$125.00
211985	101-3501-512.31-85	AIR ONE EQUIPMENT	FIRE PROTECTION EQUIP/SUP	\$78.45	\$215.30
			FIRE PROTECTION EQUIP/SUP	\$136.85	
212007	401-3501-572.50-15	SIGNAL PERFECTION LTD	VISUAL EQUIPMENT	\$15,258.86	\$15,258.86
212011	101-3501-512.31-65	BATTERIES PLUS LLC	BATTERIES	\$144.00	\$144.00
212016	101-3501-512.33-50	BOUND TREE MEDICAL LLC	MEDICAL SUPPLIES	\$1,145.00	\$1,145.00
212032	101-3501-512.21-02	CHICAGO COMMUNICATIONS LLC	EQUIPMENT INSTALLATION	\$840.00	\$2,615.00
			EQUIPMENT INSTALLATION	\$1,400.00	
			EQUIPMENT INSTALLATION	\$95.00	
			EQUIPMENT INSTALLATION	\$280.00	
212064	101-3501-512.31-65	EVAC SYSTEMS FIRE & RESCUE EQUIP	FIRE PROTECTION EQUIP/SUP	\$27.04	\$27.04
212068	101-3501-512.30-01	FIRE ENGINEERING	ANNUAL RENEWAL- A. LARSON	\$39.00	\$39.00
212083	101-3501-512.21-02	HARRIS TRUST & SAVINGS BANK	HALLORAN POWER EQUIPME	\$477.48	\$477.48
	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	PEN*FDIC/FIRE ENGINEER	\$75.00	\$745.00
			PEN*FDIC/FIRE ENGINEER	\$640.00	
			ROMEOVILLE-FIRE-PMNT	\$30.00	
	101-3501-512.22-05	HARRIS TRUST & SAVINGS BANK	NPI/RAM MOUNTS	\$2.75	\$2.75
	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$8.97	\$28.96
			AMAZON MKTPLACE PMTS	\$19.99	
	101-3501-512.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$11.69	\$576.83
			AMAZON MKTPLACE PMTS	\$11.69	
			AMAZON MKTPLACE PMTS W	\$24.99	
			AMAZON MKTPLACE PMTS W	\$69.99	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212083	101-3501-512.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$19.44	\$576.83
			HOMEDEPOT.COM	\$223.46	
			MOUNTAIN PRODUCT	\$73.00	
			THE GREAT FRAME UP	\$142.57	
	101-3501-512.31-85	HARRIS TRUST & SAVINGS BANK	KEISER CORPORATION	\$252.00	\$252.00
	101-3501-512.33-05	HARRIS TRUST & SAVINGS BANK	GFS STORE #0204	\$90.53	\$90.53
212089	101-3501-512.33-50	HENRY SCHEIN MATRX MEDICAL	MEDICAL SUPPLIES	\$1,053.00	\$1,053.00
212104	101-3501-512.22-02	INTL SOCIETY OF FIRE SERVICE INSTR	ANNUAL RENEWAL- D. WOOD	\$125.00	\$125.00
212110	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$89.95	\$688.80
			CLOTHING & APPAREL	\$35.00	
			CLOTHING & APPAREL	\$89.95	
			CLOTHING & APPAREL	\$89.95	
			CLOTHING & APPAREL	\$249.95	
			CLOTHING & APPAREL	\$134.00	
212111	101-3501-512.32-80	JONES AND BARTLETT LEARNING LLC	BOOKS	\$1,169.44	\$1,169.44
212118	101-3501-512.21-65	KRONOS INCORPORATED	TELESTAFF UPGRADE	\$270.00	\$270.00
212120	101-3501-512.22-03	ANDREW LARSON	TRAVEL ADVANCE	\$125.00	\$125.00
212128	101-3501-512.22-03	BRADLEY LINDGREN	TUITION REIMBURSEMENT	\$710.00	\$710.00
212133	101-3501-512.22-03	RICH MANTHY	TRAVEL ADVANCE	\$110.00	\$110.00
212141	101-3501-512.21-65	METRO-WESTERN COOK CREDIT	CREDIT CHECK	\$36.00	\$72.00
			CREDIT CHECK	\$36.00	
212164	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	\$0.01	\$25,392.24
			MEMBER ASSESSMENT	\$25,392.23	
	101-3501-512.21-65	NORTHWEST CENTRAL DISPATCH SYS	WAVE DEVICE BILLING	\$90.00	\$90.00
212167	101-3501-512.21-02	NUMBERS AUTOMATION	OFFICE SUPPLIES	\$68.00	\$68.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212168	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$55.50	\$264.95
			OFFICE SUPPLIES	\$96.99	
			OFFICE SUPPLIES	\$112.46	
212178	101-3501-512.33-50	PHYSIO CONTROL INC	MEDICAL SUPPLIES	\$425.56	\$425.56
212182	101-3501-512.33-05	PROMOS 911 INC	PRINTING SERVICE	\$304.29	\$304.29
212201	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$36.13	\$36.13
212224	101-3501-512.31-60	TRUE VALUE	HARDWARE SUPPLIES	\$6.99	\$6.99
212227	101-3501-512.22-05	UPS STORE #1051	SHIPPING	\$14.63	\$14.63
212244	101-3501-512.22-03	WOOD DWAYNE J	TRAVEL ADVANCE	\$140.00	\$140.00
212247	101-3501-512.31-85	WS DARLEY & CO	HARDWARE SUPPLIES	\$48.85	\$48.85
212248	101-3501-512.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901345	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$25.08	\$25.08
				Division 1 Total	\$52,967.71
				Department 35 Total	\$52,967.71

WARRANT REGISTER - GM0002**Department: 37 Foreign Fire Insurance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212057	227-3701-512.22-03	DELORENZO DAVID	TEXTBOOK REIMBURSEMENT	\$162.13	\$162.13
				Division 1 Total	\$162.13
				Department 37 Total	\$162.13

WARRANT REGISTER - GM0002**Department: 40 Planning****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212050	101-4001-521.40-40	CONWAY DATA	ADVERTISING	\$1,700.00	\$1,700.00
212055	101-4001-521.40-40	COSTAR REALTY INFORMATION INC	SUBSCRIPTION/PUBLICATIONS	\$4,740.09	\$4,740.09
212083	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	\$0.99	\$0.99
	101-4001-521.22-02	HARRIS TRUST & SAVINGS BANK	ICSC	\$100.00	\$100.00
212124	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPTS	\$184.95	\$571.20
			TRANSCRIPTS	\$386.25	
212134	263-4001-571.20-05	MAROUS & COMPANY	PROFESSIONAL SERVICES	\$900.00	\$900.00
212139	101-4001-521.40-41	MEET CHICAGO NORTHWEST	ADVERTISING	\$1,595.00	\$1,595.00
212168	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$66.64	\$66.64
212171	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$97.20	\$97.20
212175	101-4001-521.22-03	PERKINS CHARLES WITHERINGTON	APA NATIONAL CONFERENCE	\$1,550.57	\$1,550.57
901345	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$87.98	\$87.98
Division 1 Total					\$11,409.67
Department 40 Total					\$11,409.67

WARRANT REGISTER - GM0002**Department: 41 Community Devl Block Grnt****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212005	215-4101-522.41-02	ARROW APPRAISAL TEAM INC	PROFESSIONAL SERVICES	\$350.00	\$350.00
212034	215-4101-522.41-02	CHICAGO TITLE COMPANY LLC	PROFESSIONAL SERVICE	\$170.00	\$170.00
212035	215-4101-522.41-17	CHILDREN'S ADVOCACY CENTER	CDBG PROGRAM	\$625.00	\$625.00
212046	215-4101-522.41-54	COMMUNITY EDUCATION DIST 214	CDBG PROGRAM	\$548.00	\$548.00
212065	215-4101-522.41-70	FAITH COMMUNITY HOMES	CDBG PROGRAM	\$625.00	\$625.00
212122	215-4101-522.41-02	LAUTERBACH & AMEN LLP	SERVICE FINANCIAL	\$1,100.00	\$1,100.00
212126	215-4101-522.41-73	LIFE SPAN	CDBG PROGRAM	\$750.00	\$750.00
212163	215-4101-522.41-68	NORTHWEST CASA	CDBG PROGRAM	\$625.00	\$625.00
212188	215-4101-522.41-04	RESOURCES FOR COMMUNITY LIVING	CDBG PROGRAM	\$1,333.08	\$1,333.08
212213	215-4101-522.41-44	SUBURBAN PRIMARY HEALTH CARE	CDBG PROGRAM	\$1,320.44	\$1,320.44
				Division 1 Total	\$7,446.52
				Department 41 Total	\$7,446.52

WARRANT REGISTER - GM0002**Department: 45 Building****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211986	101-4501-523.22-03	ALLEN BRIAN	TRAINING	\$824.54	\$824.54
212078	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	ENG. REVIEW	\$720.00	\$2,880.00
			ENG. REVIEW	\$1,200.00	
			ENG. REVIEW	\$960.00	
212083	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	BUILDING AND FIRE CODE	(\$345.00)	(\$345.00)
	101-4501-523.30-01	HARRIS TRUST & SAVINGS BANK	NFPA NATL FIRE PROTECT	\$102.20	\$102.20
	101-4501-523.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$25.95	\$52.55
			AMAZON MKTPLACE PMTS	\$26.60	
212094	101-4501-523.22-03	IFE VISION 20/20	TRAINING	\$300.00	\$300.00
212123	101-4501-523.22-03	DON LAY	TRAINING	\$1,266.91	\$1,266.91
212142	101-4501-523.21-65	MICROSYSTEMS	SERVICE MISCELLANEOUS	\$10,752.04	\$14,004.15
			SERVICE MISCELLANEOUS	\$3,252.11	
212168	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$574.12	\$574.12
212176	101-4501-523.22-03	PETTY CASH	TRAINING	\$10.00	\$10.00
	101-4501-523.30-05	PETTY CASH	SUPPLIES	\$19.42	\$19.42
212219	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$76.00	\$928.00
			SERVICE BLDG MAINT	\$776.00	
			SERVICE BLDG MAINT	\$38.00	
			SERVICE BLDG MAINT	\$38.00	
212221	101-4501-523.20-05	TPI	TEMP PLUMBING INSPECTOR	\$560.00	\$560.00
901345	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$151.61	\$151.61
Division 1 Total					\$21,328.50

WARRANT REGISTER - GM0002**Division: 2**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211996	101-4502-523.40-60	ARBOR LAKES APARTMENTS	RHAP ASSISTANCE PROGRAM	\$600.00	\$600.00
211999	101-4502-523.20-25	ARLINGTON CENTER FOR RECOVERY	COUNSELING	\$560.00	\$1,270.00
			COUNSELING	\$710.00	
212001	101-4502-523.41-16	ARLINGTON HTS PARK DISTRICT	CAP CHILDREN AT PLAY	\$2,504.48	\$4,795.33
			CAP CHILDREN AT PLAY	\$24.00	
			CAP CHILDREN AT PLAY	\$2,242.85	
			CAP CHILDREN AT PLAY	\$24.00	
212054	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
212083	101-4502-523.22-03	HARRIS TRUST & SAVINGS BANK	METRA ARLINGTON HEIGHT	\$27.00	\$27.00
	101-4502-523.30-05	HARRIS TRUST & SAVINGS BANK	SG *SG *BEL-AIR MOTEL	\$180.00	\$180.00
	101-4502-523.33-05	HARRIS TRUST & SAVINGS BANK	IL TWY-IPASS FULFILLME	\$10.00	\$10.00
	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	JEWEL #3461	\$200.00	\$200.00
212113	101-4502-523.20-25	JOURNEYS COUNSELING CENTER LLC	COUNSELING	\$163.20	\$326.40
			COUNSELING	\$163.20	
212157	101-4502-523.21-65	JANINE NELSON L	INTERPRETING SERVICES	\$90.00	\$90.00
212168	101-4502-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$10.78	\$268.99
			OFFICE SUPPLIES	\$258.21	
212187	101-4502-523.40-60	RESIDENCES AT ARLINGTON HEIGHTS	RHAP ASSISTANCE PROGRAM	\$600.00	\$600.00
212210	101-4502-523.21-65	STACY SHEIN STAPLETON	INTERPRETING SERVICES	\$90.00	\$90.00
901345	101-4502-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$50.93	\$50.93
Division 2 Total					\$8,728.65

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2140	101-4503-523.21-65	ROLLING GREEN COUNTRY CLUB	VOLUNTEER LUNCHEON	\$6,295.00	\$6,295.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211991	101-4503-523.22-40	AMERICAN CHARGE SERVICE	TAXI PROGRAM	\$12.00	\$12.00
212008	101-4503-523.31-65	AWARD CONCEPTS INC	VOLUNTEER AWARDS	\$278.40	\$447.12
			VOLUNTEER AWARDS	\$168.72	
212066	101-4503-523.21-65	FALCONAIRES ORCHESTRA	PROGRAM FEE	\$500.00	\$500.00
212083	101-4503-523.21-65	HARRIS TRUST & SAVINGS BANK	VOLGISTICS INC	\$61.00	\$61.00
	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$9.49	\$186.48
			AMAZON MKTPLACE PMTS W	\$12.99	
			AMAZON MKTPLACE PTMS	(\$9.49)	
			THE WEBSTaurant STORE	\$100.01	
			WAL-MART #1681	\$73.48	
212105	101-4503-523.21-65	ANETTE ISAACS	PROGRAM FEE	\$275.00	\$275.00
901345	101-4503-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$17.59	\$17.59
				Division 3 Total	\$7,794.19
				Department 45 Total	\$37,851.34

WARRANT REGISTER - GM0002**Department: 50 Engineering****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212049	101-5001-524.20-05	CONSTRUCTION & GEOTECHNICAL	SERVICE CONSULTING	\$830.00	\$830.00
212079	401-5001-571.50-45	HAEGER ENGINEERING LLC	SERVICE CONSULTING	\$200.00	\$200.00
212081	101-5001-524.20-05	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	\$19,905.50	\$19,905.50
212083	101-5001-524.22-03	HARRIS TRUST & SAVINGS BANK	BP#8613432CIRCLE K QPS	\$36.27	\$994.88
			CROWNE PLAZA SPRINGFIE	\$270.73	
			RESIDENCE INN SPRGFLD	\$537.88	
			UWEX REGISTRATION	\$150.00	
212114	101-5001-524.22-03	NANCI JULIUS	TRAVEL ADVANCE	\$354.66	\$354.66
212167	101-5001-524.21-02	NUMBERS AUTOMATION	OFFICE MACHINES & ACCESS	\$34.00	\$34.00
212168	101-5001-524.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$721.73	\$909.30
			OFFICE SUPPLIES	\$187.57	
212181	101-5001-524.21-65	PRECISION REPRODUCTION INC	PLAN SETS	\$122.80	\$443.00
			PLAN SETS	\$320.20	
212198	101-5001-524.22-03	BRIGET SCHWAB	TRAINING	\$60.00	\$60.00
212202	101-5001-524.20-05	SIDWELL CO	ANNUAL UPDATES	\$170.40	\$170.40
212218	401-5001-571.50-30	THOMAS ENGINEERING GROUP LLC	SERVICE CONSULTING	\$8,078.40	\$8,078.40
212233	101-5001-524.21-65	VERIZON WIRELESS	ACCT 98547850100002	\$541.10	\$541.10
901345	101-5001-524.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$17.34	\$17.34
Division 1 Total					\$32,538.58
Department 50 Total					\$32,538.58

WARRANT REGISTER - GM0002**Department: 71 Public Works****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2141	101-7101-531.22-70	COMCAST CABLE	ACCT 8771100721012670	\$478.70	\$478.70
211981	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	STREET LIGHT SUPPLY	\$593.00	\$593.00
	101-7101-531.31-85	ACTIVE ELECTRICAL SUPPLY CO	STREET LIGHT SUPPLY	\$165.65	\$165.65
211982	101-7101-531.31-55	ADDISON BUILDING MATERIAL CO	HARDWARE SUPPLIES	\$188.84	\$401.52
			HARDWARE SUPPLIES	\$212.68	
	101-7101-531.31-75	ADDISON BUILDING MATERIAL CO	HARDWARE SUPPLIES	(\$107.13)	(\$107.13)
211985	101-7101-531.31-65	AIR ONE EQUIPMENT	HARDWARE SUPPLIES	\$2,258.88	\$2,258.88
211988	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	\$3,562.50	\$3,562.50
211990	101-7101-531.31-45	AMAZON COM CAPITAL SERVICES	HARDWARE SUPPLIES	\$20.99	\$20.99
	101-7101-531.31-65	AMAZON COM CAPITAL SERVICES	HARDWARE SUPPLIES	\$18.88	\$45.55
			HARDWARE SUPPLIES	\$26.67	
211992	101-7101-531.21-11	AMERICAN DOOR & DOCK	SERVICE BLDG MAINT	\$415.35	\$415.35
212002	101-7101-531.31-90	ARLINGTON POWER EQUIPMENT	STREET/SIDEWALK SUPPLY	\$960.00	\$960.00
212006	101-7101-531.22-70	AT & T	ACCT 84759060006156	\$1,746.60	\$1,746.60
212010	101-7101-531.31-45	BARCO PRODUCTS CO	OFFICE SUPPLIES	\$1,015.40	\$1,015.40
212014	101-7101-531.31-55	BERKHEIMER CO INC	STREET/SIDEWALK SUPPLIES	\$45.77	\$45.77
212017	426-7101-571.50-25	MICHAEL BROWN	ENHANCED SEWER REBATE	\$11,250.00	\$11,250.00
212020	101-7101-531.21-62	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	\$11,375.00	\$11,375.00
	101-7101-531.31-90	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	\$5,054.84	\$5,054.84
212036	101-7101-531.21-11	CINTAS CORP	FLOOR MATS	\$27.59	\$294.31
			FLOOR MATS	\$27.59	
			FLOOR MATS	\$30.99	
			FLOOR MATS	\$33.01	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212036	101-7101-531.21-11	CINTAS CORP	FLOOR MATS	\$72.26	\$294.31
			FLOOR MATS	\$102.87	
	101-7101-531.30-35	CINTAS CORP	CLOTHING & APPAREL	\$54.57	\$218.29
			CLOTHING & APPAREL	\$54.57	
			CLOTHING & APPAREL	\$54.57	
			CLOTHING & APPAREL	\$54.58	
212037	101-7101-531.21-55	CITY ESCAPE GARDEN CENTER & DESIGN	SERVICE MISCELLANEOUS	\$1,890.00	\$1,890.00
212041	101-7101-531.31-40	CLESEN ARTHUR INC	LANDSCAPING	\$2,960.00	\$2,960.00
212042	101-7101-531.22-70	COMCAST CABLE	INTERENET	\$14.74	\$179.33
			INTERNET	\$149.85	
			INTERNET	\$14.74	
212044	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0297144471	\$491.54	\$491.54
212045	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0413074076	\$168.00	\$168.00
212048	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$396.86	\$396.86
212052	211-7101-571.50-40	COOK COUNTY DEPT TRANSPORTATION	SERVICE PROFESSIONAL	\$5,187.02	\$5,187.02
212060	101-7101-531.21-11	EDWARD STAUBER WHOLESALE HARDWARE	HARDWARE SUPPLIES	\$24.00	\$24.00
	101-7101-531.31-55	EDWARD STAUBER WHOLESALE HARDWARE	HARDWARE SUPPLIES	\$35.00	\$35.00
212076	101-7101-531.30-35	GRAINGER W W INC	SAFETY & FIRST AID EQUIP.	\$377.86	\$377.86
212077	101-7101-531.31-65	GRAYBAR ELECTRIC COMPANY	HARDWARE SUPPLIES	\$28.75	\$519.83
			HARDWARE SUPPLIES	\$491.08	
212079	401-7101-571.50-30	HAEGER ENGINEERING LLC	SERVICE CONSULTING	\$800.00	\$800.00
212082	101-7101-531.31-55	HARBOR FREIGHT TOOLS	HARDWARE SUPPLIES	\$115.98	\$115.98
212083	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	WWW COSTCO COM	\$30.00	\$30.00
	101-7101-531.30-01	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	\$18.87	\$18.87
	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	JEWEL #3422	\$46.37	\$46.37

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212084	101-7101-531.21-15	SCOTT HARTMAN	CURB REIMBURSEMENT	\$490.00	\$490.00
212085	101-7101-531.21-02	HAYES MECHANICAL	SERVICE BLDG MAINT	\$1,937.69	\$18,378.88
			SERVICE BLDG MAINT	\$4,195.00	
			SERVICE BLDG MAINT	\$746.77	
			SERVICE BLDG MAINT	\$2,068.12	
			SERVICE BLDG MAINT	\$868.00	
			SERVICE BLDG MAINT	\$520.00	
			SERVICE BLDG MAINT	\$817.00	
			SERVICE BLDG MAINT	\$281.00	
			SERVICE BLDG MAINT	\$448.00	
			SERVICE BLDG MAINT	\$2,089.00	
			SERVICE BLDG MAINT	\$871.83	
			SERVICE BLDG MAINT	\$2,385.00	
			SERVICE BLDG MAINT	\$1,151.47	
212088	101-7101-531.21-55	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING	\$20,789.00	\$20,789.00
212097	101-7101-531.22-02	IL DEPARTMENT OF AGRICULTURE	PEST CONTROL LICENSE	\$60.00	\$60.00
212099	101-7101-531.31-55	ILLCO INC	HARDWARE SUPPLIES	\$144.90	\$199.03
			HARDWARE SUPPLIES	\$16.52	
			HARDWARE SUPPLIES	\$137.46	
			HARDWARE SUPPLIES	(\$99.85)	
212103	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$120.00	\$299.00
			PEST CONTROL	\$59.00	
			PEST CONTROL	\$60.00	
			PEST CONTROL	\$60.00	
212109	101-7101-531.30-01	J J KELLER & ASSOC	PRINTING SERVICES	\$766.01	\$766.01

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212115	101-7101-531.30-35	ASHLEY KARR	CLOTHING & APPAREL	\$199.95	\$199.95
212131	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$62.62	\$202.80
			HARDWARE SUPPLIES	(\$77.78)	
			HARDWARE SUPPLIES	\$98.91	
			HARDWARE SUPPLIES	(\$2.38)	
			HARDWARE SUPPLIES	\$75.30	
			HARDWARE SUPPLIES	(\$9.65)	
			HARDWARE SUPPLIES	\$21.57	
			HARDWARE SUPPLIES	\$18.07	
			HARDWARE SUPPLIES	\$16.14	
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$85.49	\$1,117.24
			HARDWARE SUPPLIES	\$42.81	
			HARDWARE SUPPLIES	\$79.80	
			HARDWARE SUPPLIES	\$909.14	
	101-7101-531.31-80	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$34.08	\$41.26
			HARDWARE SUPPLIES	\$7.18	
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$332.38	\$367.50
			HARDWARE SUPPLIES	\$35.12	
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	STREET/SIDEWALK SUPPLIES	(\$7.88)	\$62.99
			HARDWARE SUPPLIES	\$62.99	
			STREET/SIDEWALK SUPPLIES	\$7.88	
212132	101-7101-531.30-39	MANSFIELD OIL COMPANY	FUEL,OIL,GREASE, & LUBES	\$16,881.28	
212138	401-7101-571.50-20	MECOR INC	HARDWARE SUPPLIES	\$1,563.69	\$1,563.69
212143	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	MONTHLY ELEVATOR MAINT	\$1,298.00	\$1,298.00
212145	101-7101-531.21-55	MILIEU DESIGN LLC	SERVICE MISCELLANEOUS	\$1,618.98	\$5,093.59

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212145	101-7101-531.21-55	MILIEU DESIGN LLC	SERVICE MISCELLANEOUS	\$1,199.49	\$5,093.59
			SERVICE MISCELLANEOUS	\$2,275.12	
212150	101-7101-531.21-65	M3V DATA MGMT LLC	COMPUTERS,DP&WORD PROC.	\$424.80	\$424.80
212159	101-7101-531.21-50	NICOR	ACCT 01701843946	\$2,203.30	\$2,203.30
212168	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$124.42	\$124.42
212170	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	TELECOMMUNICATIONS	\$298.20	\$298.20
212173	101-7101-531.31-65	CRIS PAPIERNIAK	EVENT SUPPLIES	\$77.32	\$77.32
212176	101-7101-531.31-90	PETTY CASH	SUPPLIES	\$53.98	\$53.98
212179	101-7101-531.21-15	POTHOLE PROS INC	SERVICE CONSTRUCTION	\$7,653.25	\$11,701.25
			SERVICE CONSTRUCTION	\$4,048.00	
212180	101-7101-531.21-65	PRECISE MRM LLC	DATA PLAN / MONTHLY FEE	(\$61.65)	(\$61.65)
	101-7101-531.22-70	PRECISE MRM LLC	DATA PLAN / MONTHLY FEE	\$1,125.85	
			DATA PLAN / MONTHLY FEE	\$1,401.47	
212184	401-7101-572.50-15	RADICOM	SERVICE PROFESSIONAL	\$6,199.61	\$6,583.36
			SERVICE PROFESSIONAL	\$383.75	
212190	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	FUEL,OIL,GREASE, & LUBES	\$18,369.73	\$18,369.73
212193	426-7101-571.50-25	STANLEY ROSENBLOOM	ENHANCED SEWER REBATE	\$11,250.00	\$11,250.00
212194	101-7101-531.21-36	ROUTE 12 RENTAL CO INC	HARDWARE SUPPLIES	\$35.60	\$35.60
212201	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$8.59	\$198.60
			HARDWARE SUPPLIES	\$14.99	
			HARDWARE SUPPLIES	\$5.53	
			HARDWARE SUPPLIES	\$15.08	
			HARDWARE SUPPLIES	\$4.59	
			HARDWARE SUPPLIES	\$13.49	
			HARDWARE SUPPLIES	\$60.64	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212201	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$15.58	\$198.60
			HARDWARE SUPPLIES	\$19.48	
			HARDWARE SUPPLIES	\$30.64	
			HARDWARE SUPPLIES	\$9.99	
	101-7101-531.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$15.97	\$27.95
			HARDWARE SUPPLIES	\$11.98	
	101-7101-531.31-80	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$21.97	\$21.97
	101-7101-531.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$39.98	\$39.98
	101-7101-531.31-90	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$66.14	\$91.04
			HARDWARE SUPPLIES	\$24.90	
	101-7101-531.33-05	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$6.99	\$6.99
212203	101-7101-531.21-02	SIMPLEXGRINNEL	HARDWARE SUPPLIES	\$1,354.36	\$1,354.36
212207	101-7101-531.22-70	SOUND INCORPORATED	ANNUAL RENEWAL	\$700.00	\$845.46
			TELECOMMUNICATIONS	\$72.73	
			TELECOMMUNICATIONS	\$72.73	
212209	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	SERVICE BLDG MAINT	\$34.69	\$203.26
			SERVICE BLDG MAINT	\$168.57	
212214	101-7101-531.21-11	SUBURBAN TRIM & GLASS	HARDWARE SUPPLIES	\$849.75	\$849.75
212217	401-7101-572.50-15	TERRACE SUPPLY CO	REPAIR SERVICE EQUIPMENT	\$3,945.00	\$3,945.00
212222	235-7101-571.50-25	TRAFFIC CONTROL CORP	ELECTRICAL EQUIP & SUPPLY	\$14,640.00	\$14,640.00
	401-7101-572.50-15	TRAFFIC CONTROL CORP	ELECTRICAL EQUIP & SUPPLY	\$6,808.50	\$12,283.50
			REPAIR SERVICE EQUIPMENT	\$5,475.00	
212223	101-7101-531.31-90	TRAFFIC SAFETY STORE	HARDWARE SUPPLIES	\$121.79	\$121.79
212225	101-7101-531.21-65	TYCO INTEGRATED SECURITY	SECURITY ALARM	\$106.43	\$299.88
			SECURITY ALARM	\$193.45	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212229	101-7101-531.21-02	VALLEY FIRE PROTECTION	SPRINKLER INSTALLATION	\$575.00	\$575.00
212231	101-7101-531.22-70	VERIZON WIRELESS	ACCT 64202486400001	\$652.21	\$652.21
212235	101-7101-531.22-70	VERIZON WIRELESS	ACCT 58675303500001	\$2,609.62	\$2,609.62
212239	235-7101-571.50-25	WALKER PARKING CONSULTANTS	SERVICE CONSTRUCTION	\$2,280.00	\$2,280.00
212241	101-7101-531.21-55	WEST CENTRAL MUNICIPAL CONF	AGRICULTURAL SUPPLIES	\$58,596.00	\$112,830.00
			AGRICULTURAL SUPPLIES	\$54,234.00	
212242	101-7101-531.20-05	WILSON CONSULTING	SERVICE PROFESSIONAL	\$375.00	\$375.00
212251	101-7101-531.31-45	ZORO TOOLS INC	OFFICE SUPPLIES	\$131.38	\$131.38
	101-7101-531.31-65	ZORO TOOLS INC	OFFICE SUPPLIES	\$85.26	\$85.26
	401-7101-571.50-20	ZORO TOOLS INC	OFFICE SUPPLIES	\$49.11	\$49.11
801721	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$14,573.08	\$26,413.00
			CUST ID IL47953	\$11,839.92	
801722	101-7101-531.22-70	AT & T	ACCT 84725535058159	\$2,406.77	\$5,647.42
			ACCT 84725961248940	\$42.12	
			ACCT 84739208661733	\$44.43	
			ACCT 84743978686650	\$84.31	
			ACCT 84757754536603	\$71.74	
			ACCT 84757757951551	\$248.07	
			ACCT 84779713213488	\$42.12	
			ACCT 847R1605198974	\$2,057.63	
			ACCT 847Z9727849771	\$650.23	
801723	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	\$31.55	\$11,590.73
			ACCT 2278061084	\$279.90	
			ACCT 2985063029	\$85.18	
			ACCT 3183115007	\$19.98	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801723	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4103039009	\$424.84	\$11,590.73
			ACCT 4643388009	\$95.08	
			ACCT 5492508009	\$117.70	
			ACCT 7363016029	\$10,476.09	
			ACCT 8572043011	\$60.41	
801724	101-7101-531.21-50	NICOR	ACCT 94830700004	\$533.63	\$533.63
901345	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$32.29	\$32.29
				Division 1 Total	\$373,167.91
				Department 71 Total	\$373,167.91

WARRANT REGISTER - GM0002**Department: 72 Water and Sewer****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211990	505-7201-561.30-35	AMAZON COM CAPITAL SERVICES	CLOTHING & APPAREL	\$17.99	\$255.04
			CLOTHING & APPAREL	\$104.97	
			CLOTHING & APPAREL	\$79.98	
			CLOTHING & APPAREL	\$25.00	
			CLOTHING & APPAREL	\$27.10	
	505-7201-561.50-10	AMAZON COM CAPITAL SERVICES	OFFICE SUPPLIES	\$94.00	\$141.00
			OFFICE SUPPLIES	\$47.00	
	505-7201-561.50-15	BURNS MCDONNELL	SERVICE EQUIPMENT	\$4,000.00	\$12,000.00
			SERVICE EQUIPMENT	\$4,000.00	
			SERVICE CONSULTING	\$4,000.00	
212020	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$44,035.25	\$44,035.25
212026	505-7201-561.31-01	CAR QUEST	SERVICE EQUIPMENT	\$22.74	\$22.74
212042	505-7201-561.22-70	COMCAST CABLE	INTERNET	\$184.85	\$369.70
			INTERNET	\$184.85	
212047	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$447.67	\$447.67
212069	505-7201-561.22-70	FIRST COMMUNICATIONS	TELECOMMUNICATIONS	\$525.04	\$525.04
212070	505-7201-561.31-01	FOREMAN JOSEPH D AND CO	HARDWARE SUPPLIES	\$930.00	\$930.00
212083	505-7201-561.22-02	HARRIS TRUST & SAVINGS BANK	WWW COSTCO COM	\$30.00	\$30.00
	505-7201-561.22-03	HARRIS TRUST & SAVINGS BANK	AMERICAN WATER WORKS A	\$36.00	\$465.00
			AMERICAN WATER WORKS A	\$54.00	
			AMERICAN WATER WORKS A	\$375.00	
212086	505-7201-561.21-35	HBK WATER METER SERVICE INC	METER SUPPLY	\$1,517.11	\$1,517.11
	505-7201-561.31-02	HBK WATER METER SERVICE INC	METER SUPPLY	\$236.56	\$16,080.48

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212086	505-7201-561.31-02	HBK WATER METER SERVICE INC	METER SUPPLY	\$2,672.36	\$16,080.48
			WATER SEWER SYSTEM SUPPLY	\$6,705.00	
			WATER SEWER SYSTEM SUPPLY	\$6,466.56	
212095	505-7201-561.22-02	MIKE IGNOFFO	CDL REIMBURSEMENT	\$50.00	\$50.00
212106	505-7201-561.50-15	IT SAVVY LLC	HARDWARE SUPPLIES	\$1,195.60	\$1,195.60
212109	505-7201-561.30-01	J J KELLER & ASSOC	PRINT SERVICE	\$894.63	\$894.63
212131	505-7201-561.31-01	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$18.99	\$18.99
	505-7201-561.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	(\$23.73)	(\$23.73)
	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$50.56	\$50.56
	505-7201-561.33-05	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$17.94	\$17.94
212144	505-7201-561.31-02	MIDWEST METER INC	METER SUPPLY	\$1,920.00	\$1,920.00
212149	505-7201-561.22-03	JEFF MUSINSKI	TRAVEL ADVANCE	\$1,351.89	\$1,351.89
212150	505-7201-561.21-65	M3V DATA MGMT LLC	COMPUTERS,DP&WORD PROC.	\$389.40	\$389.40
212160	505-7201-561.21-50	NICOR	ACCT 30871841414	\$128.93	\$128.93
212166	505-7201-561.31-55	NORTHWEST ELECTRICAL SUPPLY CO	HARDWARE SUPPLIES	\$454.44	\$454.44
	505-7201-561.31-65	NORTHWEST ELECTRICAL SUPPLY CO	HARDWARE SUPPLIES	\$69.08	\$69.08
212168	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$93.00	\$140.40
			OFFICE SUPPLIES	\$47.40	
212172	505-7201-561.31-65	PAPA SAVERIOS	EVENT SUPPLIES	\$70.73	\$70.73
212174	505-7201-561.31-65	PATTEN INDUSTRIES INC	HARDWARE SUPPLIES	\$3,349.35	\$3,349.35
212180	505-7201-561.22-70	PRECISE MRM LLC	DATA PLAN / MONTHLY FEE	\$1,125.85	\$2,527.33
			DATA PLAN / MONTHLY FEE	\$1,401.48	
212194	505-7201-561.21-36	ROUTE 12 RENTAL CO INC	SCAFFOLD RENTAL	\$61.19	\$61.19
212201	505-7201-561.31-01	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$15.99	\$53.91
			HARDWARE SUPPLIES	\$23.96	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212201	505-7201-561.31-01	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$13.96	\$53.91
	505-7201-561.31-05	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$7.38	\$7.38
	505-7201-561.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$8.37	\$8.37
212209	505-7201-561.31-02	STANDARD PIPE & SUPPLY INC	HARDWARE SUPPLIES	\$184.37	\$184.37
212212	505-7201-561.20-05	SUBURBAN LABORATORIES INC	WATER SAMPLES	\$2,316.50	\$2,316.50
212228	505-7201-561.31-05	USA BLUEBOOK	METER SUPPLY	\$367.81	\$367.81
	505-7201-561.31-07	USA BLUEBOOK	METER SUPPLY	\$206.47	\$416.16
			METER SUPPLY	\$209.69	
212232	505-7201-561.22-70	VERIZON WIRELESS	ACCT 78635116200001	\$785.55	\$785.55
212235	505-7201-561.22-70	VERIZON WIRELESS	ACCT 58675303500001	\$1,739.74	\$1,739.74
212240	505-7201-561.31-01	WATER PRODUCTS CO	WATER SEWER SYSTEM SUPPLY	\$9,576.00	\$9,576.00
	505-7201-561.31-07	WATER PRODUCTS CO	WATER SEWER SYSTEM SUPPLY	\$1,416.44	\$1,416.44
212250	505-7201-561.31-07	ZIEBELL WATER SERVICE PRODUCTS	WATER SEWER SYSTEM SUPPLY	\$504.96	\$504.96
212251	505-7201-561.30-35	ZORO TOOLS INC	HARDWARE SUPPLIES	\$33.00	\$63.89
			HARDWARE SUPPLIES	\$30.89	
	505-7201-561.31-65	ZORO TOOLS INC	HARDWARE SUPPLIES	\$104.82	\$104.82
801720	505-7201-561.22-70	AMERICAN MESSAGING	ACCT U1-109311	\$99.59	\$99.59
801721	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$1,996.26	\$19,516.40
			CUST ID IL47953	\$2,305.28	
			CUST ID IL47953	\$2,706.48	
			CUST ID IL47953	\$1,395.44	
			CUST ID IL47953	\$1,551.93	
			CUST ID IL47953	\$3,325.09	
			CUST ID IL47953	\$6,235.92	
801722	505-7201-561.22-70	AT & T	ACCT 84743746842777	\$42.12	\$1,189.41

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801722	505-7201-561.22-70	AT & T	ACCT 84743746858567	\$42.12	\$1,189.41
			ACCT 84759021056118	\$927.89	
			ACCT 84759080850047	\$177.28	
801723	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	\$375.65	\$2,461.72
			ACCT 0117046072	\$176.11	
			ACCT 0645171017	\$79.27	
			ACCT 0831076049	\$163.85	
			ACCT 1092085063	\$68.91	
			ACCT 1104021044	\$112.82	
			ACCT 1257044037	\$1,114.95	
			ACCT 1284169036	\$186.38	
			ACCT 3973144001	\$183.78	
801724	505-7201-561.21-50	NICOR	ACCT 05850400002	\$75.44	\$463.49
			ACCT 16797600000	\$94.38	
			ACCT 76830700001	\$293.67	
901340	505-7201-561.21-53	NORTHWEST WATER COMMISSION	QUARTERLY PAYMENT	\$1,102,890.00	\$1,102,890.00
Division 1 Total					\$1,233,652.27
Department 72 Total					\$1,233,652.27

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
801723	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643715006	\$24.33	\$102.12
			ACCT 5231622008	\$77.79	
Division 1 Total					\$102.12

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211981	235-7302-532.21-11	ACTIVE ELECTRICAL SUPPLY CO	SERVICE BLDG MAINTENANCE	\$249.19	\$249.19
	235-7302-532.31-65	ACTIVE ELECTRICAL SUPPLY CO	SERVICE BLDG MAINTENANCE	\$130.71	\$130.71
212143	235-7302-532.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINTENANCE	\$362.00	\$362.00
212166	235-7302-532.31-65	NORTHWEST ELECTRICAL SUPPLY CO	SERVICE BLDG MAINTENANCE	\$14.80	\$14.80
801721	235-7302-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$4,202.88	\$4,202.88
Division 2 Total					\$4,959.58

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211994	235-7303-532.21-11	ANDERSON LOCK	SERVICE BLDG MAINTENANCE	\$350.25	\$350.25
801722	235-7303-532.21-50	AT & T	ACCT 84763200281737	\$1,226.57	\$1,226.57
Division 3 Total					\$1,576.82

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211997	235-7304-532.21-02	ARCO MECHANICAL EQUIPMENT SALES	SERVICE BLDG MAINTENANCE	\$2,250.00	\$2,250.00
801721	235-7304-532.21-50	CONSTELLATION NEW ENERGY INC	CUST ID IL47953	\$3,881.75	\$3,881.75
Division 4 Total					\$6,131.75

Check Date: 4-30-2018

Wednesday, May 2, 2018

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 73 Total	\$12,770.27

WARRANT REGISTER - GM0002**Department: 74 Solid Waste Dispsl SWANCC****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901339	511-7401-562.21-54	SOLID WASTE AGENCY	TIPPING FEES MAY 2018	\$99,258.94	\$99,258.94
				Division 1 Total	\$99,258.94
				Department 74 Total	\$99,258.94

WARRANT REGISTER - GM0002**Department: 75 Municipal Fleet Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
211987	621-7501-551.21-07	WINDSHIELD CENTERS LLC	VEH MAINTENANCE SUPPLY	\$288.41	\$288.41
211989	621-7501-551.31-51	ALTA EQUIPMENT COMPANY INC	VEH MAINTENANCE SUPPLY	\$541.53	\$541.53
211990	621-7501-551.31-51	AMAZON COM CAPITAL SERVICES	VEH MAINTENANCE SUPPLY	\$195.16	\$234.22
			VEH MAINTENANCE SUPPLY	\$39.06	
	621-7501-551.31-85	AMAZON COM CAPITAL SERVICES	VEH MAINTENANCE SUPPLY	\$111.82	\$111.82
211998	621-7501-551.21-07	ARLINGTON CAR WASH & DETAIL	VEH MAINTENANCE SUPPLY	\$65.75	\$65.75
212000	621-7501-551.21-07	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$250.40	\$250.40
	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$64.88	\$64.88
212002	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	\$19.56	\$19.56
212012	621-7501-551.31-51	BDI	VEH MAINTENANCE SUPPLY	\$83.96	\$194.53
			VEH MAINTENANCE SUPPLY	\$110.57	
212019	621-7501-551.31-51	BURRIS EQUIPMENT CO	VEH MAINTENANCE SUPPLY	\$455.17	\$455.17
212025	621-7501-551.21-07	CAR PRETTY	VEH MAINTENANCE SUPPLY	\$100.00	\$100.00
212026	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$224.77	\$1,237.81
			VEH MAINTENANCE SUPPLY	\$299.12	
			VEH MAINTENANCE SUPPLY	\$78.57	
			VEH MAINTENANCE SUPPLY	\$11.37	
			VEH MAINTENANCE SUPPLY	\$27.18	
			VEH MAINTENANCE SUPPLY	\$4.90	
			VEH MAINTENANCE SUPPLY	\$4.90	
			VEH MAINTENANCE SUPPLY	\$5.95	
			VEH MAINTENANCE SUPPLY	(\$4.90)	
			VEH MAINTENANCE SUPPLY	\$70.18	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212026	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$49.38	\$1,237.81
			VEH MAINTENANCE SUPPLY	\$32.49	
			VEH MAINTENANCE SUPPLY	\$12.25	
			VEH MAINTENANCE SUPPLY	\$129.22	
			VEH MAINTENANCE SUPPLY	\$17.34	
			VEH MAINTENANCE SUPPLY	\$148.95	
			VEH MAINTENANCE SUPPLY	\$5.60	
			VEH MAINTENANCE SUPPLY	\$99.30	
			VEH MAINTENANCE SUPPLY	\$21.24	
212027	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$662.88	\$662.88
212028	621-7501-551.31-51	CASTLE CHEVROLET NORTH	VEH MAINTENANCE SUPPLY	\$28.88	\$74.81
			VEH MAINTENANCE SUPPLY	\$45.93	
212031	621-7501-551.21-02	CFA SOFTWARE INC	VEH MAINTENANCE SUPPLY	\$1,795.00	\$1,795.00
212033	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	\$188.94	\$1,769.24
			VEH MAINTENANCE SUPPLY	\$120.86	
			VEH MAINTENANCE SUPPLY	\$243.45	
			VEH MAINTENANCE SUPPLY	\$45.14	
			VEH MAINTENANCE SUPPLY	\$260.00	
			VEH MAINTENANCE SUPPLY	\$41.93	
			VEH MAINTENANCE SUPPLY	\$868.92	
212036	621-7501-551.30-35	CINTAS CORP	CLOTHING & APPAREL	\$54.58	\$218.31
			CLOTHING & APPAREL	\$54.58	
			CLOTHING & APPAREL	\$54.58	
			CLOTHING & APPAREL	\$54.57	
212038	621-7501-551.21-07	CITY LIMITS HARLEY DAVIDSON	MOTORCYCLE SERVICE	\$240.29	\$3,035.21

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212038	621-7501-551.21-07	CITY LIMITS HARLEY DAVIDSON	MOTORCYCLE SERVICE	\$429.94	\$3,035.21
			MOTORCYCLE SERVICE	\$99.14	
			MOTORCYCLE SERVICE	\$195.24	
			MOTORCYCLE SERVICE	\$225.72	
			MOTORCYCLE SERVICE	\$496.10	
			MOTORCYCLE SERVICE	\$680.39	
			MOTORCYCLE SERVICE	\$60.00	
			MOTORCYCLE SERVICE	\$608.39	
212039	621-7501-551.21-36	CITY WELDING SALES & SERVICE	CYLINDER RENTAL	\$146.82	\$146.82
212058	621-7501-551.21-07	DRIVETRAIN SERVICE AND COMPONENTS	VEH MAINTENANCE SUPPLY	\$495.00	\$495.00
212071	621-7501-551.31-51	FOSTER COACH SALES INC	VEH MAINTENANCE SUPPLY	\$312.94	\$449.74
			VEH MAINTENANCE SUPPLY	\$136.80	
212075	621-7501-551.21-07	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$322.50	\$322.50
	621-7501-551.31-51	GLOBAL EMERGENCY PRODUCTS	VEH MAINTENANCE SUPPLY	\$157.71	\$157.71
212083	621-7501-551.21-02	HARRIS TRUST & SAVINGS BANK	ARCHIE STERIG HYDRAULI	\$495.00	\$1,485.00
			ARCHIE STERIG HYDRAULI	\$990.00	
	621-7501-551.21-65	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY AUTO REPLEN	\$40.00	\$40.00
	621-7501-551.22-03	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	\$500.00	\$500.00
	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	MILL SUPPLY INC	\$287.17	\$287.17
212119	621-7501-551.21-07	LAND AIR ASSOCIATES	VEH MAINTENANCE SUPPLY	\$85.00	\$85.00
212136	621-7501-551.31-51	MASTER HITCH INC	VEH MAINTENANCE SUPPLY	\$51.46	\$72.71
			VEH MAINTENANCE SUPPLY	\$21.25	
212137	621-7501-551.31-85	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	\$40.51	\$40.51
212146	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$1,387.10	\$1,387.10
212147	621-7501-551.21-07	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	\$135.00	\$135.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212148	621-7501-551.22-02	MUNICIPAL FLEET MANAGERS ASSOC	ANNUAL DUES	\$30.00	\$30.00
212150	621-7501-551.21-02	M3V DATA MGMT LLC	COMPUTERS,DP&WORD PROC.	\$70.80	\$70.80
212151	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	\$74.88	\$74.88
212153	621-7501-551.21-07	NAPLETONS ARLINGTON HEIGHTS	VEH MAINTENANCE SUPPLY	\$694.30	\$694.30
212154	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	\$401.40	\$423.90
			VEH MAINTENANCE SUPPLY	\$22.50	
212156	401-7501-572.50-15	NEENAH FOUNDRY COMPANY	EQUIPMENT, NON OFFICE	\$6,520.00	\$6,520.00
212162	621-7501-551.21-07	NORTHWEST AUTO WASH	VEH MAINTENANCE SUPPLY	\$745.10	\$745.10
212169	621-7501-551.31-51	ORR & ORR INC	VEH MAINTENANCE SUPPLY	\$18.22	\$18.22
212174	621-7501-551.31-51	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	\$77.22	\$387.70
			VEH MAINTENANCE SUPPLY	\$310.48	
212183	621-7501-551.31-51	R A ADAMS ENTERPRISES INC	VEH MAINTENANCE SUPPLY	\$544.00	\$355.52
			VEH MAINTENANCE SUPPLY	(\$188.48)	
212186	621-7501-551.31-51	RAYMAR HYDRAULIC REPAIR SRVC	VEH MAINTENANCE SUPPLY	\$540.90	\$540.90
212195	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	\$292.75	\$296.70
			VEH MAINTENANCE SUPPLY	\$3.95	
212196	621-7501-551.21-08	S & J AUTO BODY LTD	VEH MAINTENANCE SUPPLY	\$1,504.82	\$1,504.82
212199	621-7501-551.31-51	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	\$141.57	\$141.57
212200	621-7501-551.31-65	SERVICE COMPONENTS	VEH MAINTENANCE SUPPLY	\$176.72	\$176.72
212201	621-7501-551.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$3.80	\$4.80
			HARDWARE SUPPLIES	\$3.00	
			HARDWARE SUPPLIES	\$1.00	
			HARDWARE SUPPLIES	(\$3.00)	
212204	621-7501-551.31-85	SNAP ON INDUSTRIAL TOOLS	VEH MAINTENANCE SUPPLY	\$53.62	\$53.62
212217	621-7501-551.30-35	TERRACE SUPPLY CO	VEH MAINTENANCE SUPPLY	\$137.73	\$137.73

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212226	621-7501-551.21-07	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE SUPPLY	\$250.00	\$2,400.00
			VEH MAINTENANCE SUPPLY	\$2,150.00	
212243	621-7501-551.31-51	WINTER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	\$2,617.81	\$2,617.81
212249	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	\$353.00	\$1,001.00
			VEH MAINTENANCE SUPPLY	\$648.00	
212251	401-7501-572.50-15	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	\$1,124.94	\$1,124.94
	621-7501-551.31-85	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	\$96.04	\$96.04
				Division 1 Total	\$36,140.86
				Department 75 Total	\$36,140.86

WARRANT REGISTER - GM0002**Department: 80 Pensions****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901345	711-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	\$49.35	\$49.35
				Division 1 Total	\$49.35
				Department 80 Total	\$49.35

WARRANT REGISTER - GM0002**Department: 90 Capital****Division: 13**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
212043	431-9013-571.50-25	COMCAST PROCESSING CENTER	ACCT 907065060	\$900.00	\$900.00
212140	431-9013-571.50-15	MERIDIAN IT INC	COMPUTERS,DP & WORD PROC.	\$138.75	\$90,168.86
			COMPUTERS,DP & WORD PROC.	\$90,030.11	
212205	431-9013-571.50-25	SOIL & MATERIAL CONSULTANTS	SOIL AND CONCRETE TESTING	\$8,057.50	\$8,057.50
				Division 13 Total	\$99,126.36
				Department 90 Total	\$99,126.36
TOTAL ALL FUNDS:					\$2,812,527.85



Item: Police Department Promotion - THenderson

Department: Village Manager's Office

Swearing in of Thomas Henderson as Police Commander

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Police Department Promotion - GCzernecki

Department: Village Manager's Office

Swearing in of Greg Czernecki as Police Commander

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Recognition of the Hersey H.S. Debate Team

Department: Village Manager's Office

Recognition of the John Hersey High School Debate Team - ICDA State Championship

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of May 7, 2018 -
TIF 4 Selection of Developer for Property at NW Corner of
Arlington Heights Rd. & Golf Rd.

Department: Planning & Community Development

Consideration of the selection of the developer for the property at the northeast corner of Arlington Heights Road and Golf Rd.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Elevator Inspection Services-Contract Extension

Department: Building & Life Safety

Background

Request for one two-year renewal per the 'Term of Agreement' as written in the 2015 contract with Thompson Elevator Inspection Service, Inc., for elevator inspection and maintenance services.

Recommendation

It is recommended that the Village Board extend the two year renewal as written in the 2015 contract for elevator inspection and maintenance services to Thompson Elevator Inspection Services of Mt. Prospect, Illinois.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

2015 Contract

Type

Agreement

CONTRACT

This Contract is made and entered into this 13th day of May, 2015 between the Village of Arlington Heights, a municipal corporation, ("Village") and Thompson Elevator Inspection Service, Inc., 1302 E. Thayer Street, Mt. Prospect, IL 60056, ("Contractor").

Whereas the Village wants to retain the Contractor to perform inspections and plan reviews for elevators and conveyance systems, and the maintenance inspections required for new and existing elevators and conveyance systems in Arlington Heights;

Whereas, the Contractor is willing to perform these services for compensation and in accordance with the terms of this Contract,

Now therefore, in consideration of the mutual benefits that will result to the parties in carrying out the terms of this Contract, it is agreed as follows:

1. Contract Definition

This Contract includes by reference the terms of the Request for Proposal and submittals by the Contractor in response. In the event of a direct conflict among those documents, the order of precedence is this Contract, the Village's Request for Proposal and the Contractor response.

2. Statement of Services

The Contractor will provide the services outlined below and explained in greater detail in the Village's Request for Proposals.

The Contractor will inspect the operating condition of new, existing and altered elevating equipment, using visual observation and mechanical testing equipment to ensure compliance with state elevator safety laws, rules, codes and standards. The Contractor will work with the Village to coordinate inspections of all new construction and to ensure annual inspections of all existing equipment.

After each inspection, the Contractor will complete an Inspection Report. The report will contain the findings of the inspection and recommendations, including but not limited to, those dealing with code deficiencies, hazards and safety, and substandard maintenance. One copy of this report will be left on site and one copy will be sent to the Village Building Department.

In addition, the Contractor will review proposed construction plans and documents to determine compliance with applicable laws, regulations, and codes. The Contractor will issue correction orders to responsible parties stating elevator and/or conveyance systems safety violations and required corrections date.

The Contractor will prepare and maintain reports, files, and correspondence related to the work. The Contractor, pursuant to inspections that reveal the continual use of elevators and conveyance systems will be hazardous; will determine when elevators and conveyance systems shall be out of service.

Contractor is responsible for all record keeping and tracking and will submit records to the Building Department once each month.

Contractor must schedule follow up inspections. Contractor must pick up and return plans when notified.

All work under this contract will be performed during the Village's regular working hours unless otherwise ordered by the Village.

The Contractor understands and agrees that in an emergency, to be determined at the Village's sole discretion, if the Village cannot reach the Contractor, the Village can use another elevator inspection service.

3. Compensation.

Plan Review and Approvals

(Plan reviews and approvals based on prints submitted)

Acceptance Inspection and Certification

(For initial acceptance inspection and certification of a new or modernized unit. If an acceptance inspection should fail, the elevator contractor and not the Village will be billed for service)

Annual Inspection

(Semi annual inspections of all Elevators, escalators, dumbwaiters and other identified vertical conveyances and accessory equipment in accordance with the applicable ASME and ANSI Standards. A written report will be sent after each inspection listing any code violations or conditions. Additional re-inspections will be conducted only if authorized by the Village)

Code Compliance Re-Inspections

(Conducted only if approved by the municipality. Will provide a 30 day re-inspection to ensure previously cited code violations were corrected.)

The following attached costs will be billed to and paid by the elevator service contractor:

Witnessed Annual Pressure Test

(The Q.E.I. inspector will witness this Annual Hydraulic Elevator Test performed by a licensed elevator service contractor. This Static test includes a determination that the cylinder and pressure system is operating according to code requirements. Two hour time frame is allotted. Tests exceeding the time frame will be charged at \$150/hr for the additional time)

Witnessed 5 year Full Load Test

(The Q.E.I. inspector in attendance will witness this Traction Elevator test conducted every five years by a licensed elevator service contractor. This test determines that the unit functions properly at published rated weight load capacity. Four hour time frame is allotted. Tests exceeding the time frame will be charged at \$150/hr. for the additional time)

4. Term of Agreement.

This contract will be in effect for three years, with one two-year renewal, starting from June 1, 2015 unless either party terminates in writing 30 days before renewal.

5. Compliance with all Laws.

The Contractor agrees that all work under this Project must be executed in accordance with all applicable Federal, State and Local laws, ordinances, rules and regulations.

6. Insurance

The Contractor shall obtain and maintain for the duration of the contract at its own expense, at a minimum, the amount and type of insurance listed in the Village's Request for Proposal.

Minimum Scope of Insurance:

Commercial General Liability for Bodily Injury and Property Damage (occurrence form) - including General Coverage, Broad Form Property Damage (including completed operations), Explosion, Collapse and Underground Hazards, Contractual Liability assumed in the contract documents, Personal Injury Liability, Independent Contractor's protective products completed and operations liability and will name the Village as an additional insured.

Insurance Services Office form number CA 0001 as amended covering Automobile Liability, code 1 "any auto;" Comprehensive Automobile Liability for bodily injury and property damage arising out of owned, non-owned, and hired vehicles.

Workers Compensation as required by the Labor Code of the State of Illinois and Employer's Liability Insurance. Workers' Compensation and Workers' Occupational Disease. Workers' Compensation limits of coverage shall be as required by law in the State of Illinois. This coverage shall include coverage for all persons who the Contractor may employ directly or through subcontractors in carrying out the work under this contract.

Minimum Limits of Insurance

Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.

Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury and property damage.

Workers' Compensation and Employers' Liability: Workers' Compensation limits as required by the Labor Code of the State of Illinois and Employers' Liability limits of \$1,000,000 per occurrence.

Insurance required by this Section will be written with a company having at least an "A" Property Casualty Rating and financial size of at least Class 7 as listed in the most recent published A.M. Best's Insurance Guide.

7. Records

The Contractor agrees to provide the Village and any authorized agencies with access to any books, documents, papers and records in the Contractor's possession that are directly pertinent to this Contract. The Contractor agrees to retain all records for three years.

8. Benefits

The Contractor is an independent contractor and not an employee of the Village. The Village will not provide any benefits not provided for in this Contract.

9. General Terms and Conditions

a. Personnel. Services will be performed by the Contractor. Neither party will assign this Contract in whole or in part without the prior written approval of the other.

b. Conflict of Interest. The Contractor will not provide estimates or repairs to inspected equipment. The Contractor understands and agrees that to do so would be a conflict of interest in violation of this Contract. The Contractor certifies that to the best of his or her knowledge, no person associated with the Contractor has any interest that would conflict in any manner or degree with the performance of this Contract.

c. Default. In the event that the Contractor materially breaches or fails to materially perform its obligations under the Contract, the Village may terminate the Contract, in whole or in part, after providing written notice of default and the Contractor's failure to cure the default within thirty days of the notice, or such longer period as may be reasonably necessary to accomplish such cure. In the event that the Village elects to terminate, in whole or in part, this Contract pursuant to this clause, the Contractor will be liable to the Village for all costs incurred in completion of the Contract.

d. Amendment. This Contract may only be amended in writing signed by both parties.

e. Indemnification. The Contractor agrees to indemnify and hold harmless the Village, its officers, agents and employees from any and all liability, losses or damages, including attorneys' fees and costs of defense, the Village may suffer as a result of claims, demands, suits, actions or proceedings of any kind or nature, including workers' compensation claims in any way resulting from or arising out of the operations of the Contractor under this Contract, including operations of Subcontractors; and the Contractor will, at his or her own expense, appear defend and pay all fees of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith; and, if any judgments will be rendered against the Village in any such action, the Contractor will, at his or her own expense, satisfy and discharge same. The Contractor expressly understands and agrees that any insurance protection required by the Contract, or otherwise provided by Contractor, will in no way limit the responsibility to indemnify, keep and save harmless, and defend the Village as herein provided.

This indemnification does not apply to any liability caused by the Village's own negligence.

f. Severability. If any provisions of this Contract are held to be invalid under the laws of any state, this invalidity will not invalidate the entire Contract. Instead, the Contract will be construed as if not containing the particular provision held to be invalid.

g. Governing Law. This Contract will be governed by and construed in accordance with the laws of the State of Illinois.

h. Relationship Between the Contractor and the Village. The Contractor will serve as the Village's professional Contractor. The relationship is that of a buyer and seller of professional services and it is understood that the parties have not entered into any joint venture or partnership with the other.

i. Notices. All notices required under this Contract will be in writing and sent by United States certified or registered mail, postage prepaid.

The parties have executed this Agreement on the date written above.

Catherine Thompson
Bidder

Harold V. Karlan
Village of Arlington Heights

President
Title

Village Manager
Title

5/18/15
Date

5/18/15
Date



Item: PAVER BRICK MAINTENANCE PROPOSAL

Department: Engineering

The Village of Arlington Heights had contracted with Haeger Engineering to prepare plans and construction documents for brick paver maintenance for several locations in the downtown area. The brick sidewalk along Northwest Highway and Arlington Heights Rd are in Illinois Department of Transportation (IDOT) right-of-way, and to complete the work an IDOT permit is required. The plans require IDOT review and approval from several different Departments within IDOT. As a result of this process, the second phase of construction scheduled for 2017 was delayed and Haeger Engineering is currently working on the third round comments from IDOT for the locations along Northwest Highway.

The original field survey included only the west side of Arlington Heights Road. After receiving review comments from IDOT regarding the ADA ramps at the intersections along Northwest Highway, it has become apparent that the ADA ramps on the east side of Arlington Heights Rd from Miner to Northwest Highway will have to be completed at the same time. This area is beyond the original scope of services and was not surveyed or designed. A proposal was requested from Haeger Engineering to complete the survey and design on the east side of Arlington Heights Road, and for Phase III Construction Engineering Services to prepare the bid documents and oversee construction for all remaining work from the original contract.

The proposal received from Haeger Engineering is summarized below:

Phase II topographic survey and design for the east side of Arlington Heights Rd	\$8,600
Phase III Construction Engineering Services	<u>\$43,900</u>
TOTAL	\$52,500

RECOMMENDATION:

It is recommended that the Village Board authorize the execution of a contract with Haeger Engineering in the amount of \$52,500. Haeger Engineering has been a vendor with the Village in the past and has been determined to be responsible. Funds are available in the Brick Paver Maintenance fund 401-5001-571.50-30 ST0501.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Paver Brick Project 2016 - Final Payment

Department: Public Works

On September 27, 2016, the Village Board awarded a contract to Martam Construction to remove and replace concrete ribbons, concrete curb ramps, and paver bricks in the Arlington Heights Downtown area.

During the course of construction, several Change Orders were approved, based on field conditions. The Change Orders in total are \$20,222.56 and require Board approval. All items were thoroughly reviewed with the consultant prior to approval. The largest items were a quantity error on the amount of sidewalk to be removed, the addition of an intersection for ADA compliance, and replacement of additional concrete curb based on its condition. There was also one location that was not installed per specifications.

Martam originally submitted a final pay request of \$29,000+ which included the additional work and the area that did not meet specifications. Staff has been in discussions with Martam on these items until Martam agreed to not being paid for the non-compliant work. Staff supports the modified final pay request of \$20,222.56. Again, this work consists of additional concrete work at intersection keystones to install full radius ramped curbs, and one additional keystone which was added to the scope of work.

RECOMMENDATION

It is recommended that the Village Board approve the Paver Brick expenditure in the amount of \$20,222.56 for Change Orders approved during the course of construction. Funds for this final payment are available in Account No.401-7101-571.50-30 (ST 0501).

Bid Section

Item:	Paver Brick Project 2016 - Final Payment
Bid Opening Date:	September 26, 2016
Account Numbers:	401-7101-571.50-30 (ST 0501)
Total Budget for Specific Item:	\$395,000
Bid Amount:	\$245,970



Item: 2018 MFT Street Reconstruction & Street Rehabilitation Program

Department: Engineering

There are approximately 3.18 miles of streets included in this program:

- Fifteen street segments that will be fully reconstructed
- Four street segments that will be rehabilitated with widening
- One street segment that will be widened and fully reconstructed
- Adding a 200' lane to Ridge Avenue

Bids were duly advertised and publicly opened:

J. A. Johnson Paving	\$4,155,551.00
R.W. Duntelman Company	\$4,277,785.53
Arrow Road Construction	\$4,298,586.73
Builder's Paving, LLC	\$4,448,000.00
Engineer's Estimate	\$4,509,727.72

J.A. Johnson Paving has successfully performed the reconstruction program for the Village several times in the past. If approved, this project will begin in late May or early June and will be completed by the end of September.

RECOMMENDATION

It is recommended that the Village Board award a contract to Johnson Paving in the amount of \$4,155,551.00.

Bid Section

Item:	2018 MFT Street Reconstruction & Rehabilitation Program IDOT Section #18-00210-00-00-PV
Bid Opening Date:	April 23, 2018
Account Numbers:	211-5001-571.50-40 (ST9009) - \$1,800,000.00 401-5001- 571.50-30 (ST9008) - \$2,355,551.00
Total Budget for Specific Item:	\$4,510,000.00
Bid Amount:	\$4,155,551.00



Item: 2018 Street Resurfacing & Sidewalk Program

Department: Engineering

Over the past several months, the Village Staff Pavement Committee developed a plan to resurface approximately 6 miles of asphalt streets for the 2018 Resurfacing Program.

Bids were duly advertised and publicly opened on April 30, 2018. The bids received and the Engineer's Estimate are as follows for the Base Bid, CDBG Streets, Alternate A (installation of shared bike lane striping on Dryden Ave) and Alternate B (drainage improvements at the west end of Emerson St):

<u>Bidder</u>	<u>Total Price</u>
Arrow Road Construction (low bid)	\$3,779,828.25
Builders Asphalt	\$3,990,238.00
J.A. Johnson Paving	
\$4,243,342.00	
Engineer's Estimate	\$3,876,664.50

Funding summary:

401-5001-571.50-30 (ST 9008) (Capital Projects Fund)
\$3,360,000
505-9001-571.50-25 (SW 90-01) (Sewer and Water)
\$40,000
215-4101-522-4176 CDBG Block Grant
\$150,000
401-5001-571.50-45 (ST 9011) Sidewalk Program
\$375,000
426-5001-571.50-25 (SW 1102) Storm Water Control Fund
\$6,000

TOTAL BUDGET (2018 Resurfacing Program)
\$3,941,000

Arrow Road Construction has successfully performed the resurfacing program for the Village for the past several years, including the 2017 Resurfacing Program.

RECOMMENDATION:

It is recommended that the Village Board authorize the execution of a contract with Arrow Road Construction, Inc. in the amount of \$3,779,828.25 for the 2018 Resurfacing Program.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Engineering Services for Campbell/Sigwalt/Vail (Downtown)
Combined Sewer Area

Department: Engineering

The Combined Sewer Tributary Area (CSTA) is approximately 5,300 acres and is generally bounded by the Village limits to the east and west, Palatine Road on the north, and Central Road to the south.

This area is tributary to the Village's connection to the Metropolitan Water Reclamation District of Greater Chicago's Tunnel and Reservoir Plan (TARP) System. However, as part of several large scale flood control projects completed since the mid 1970's, a great deal of the area has separate storm water diversion to dedicated detention and pumping facilities. In addition to these improvements, combined sewer areas were designed with on-street detention of storm water. This work was largely completed in the mid 1980's through the mid 1990's.

During the July 23, 2011 rain event, the Village received between 5.5" and 7.0" of rain in a four-hour period. The result was flooding which overwhelmed and surcharged the combined sewer system resulting in flooding and sewer backup in hundreds of homes.

In July of 2012, RJN of Wheaton, Illinois completed a flow monitoring project within the Village's CSTA.

In March of 2017, CDM Smith completed the Combined Sewer Tributary Area Flood Study. The study identified a number of proposed improvements within the CSTA. A number of meetings were held to discuss the results of this study with the public as well as the Village Board. A funding source was approved last year to fund some of the proposed improvements discussed with the CSTA report. One of the first areas to be designed and constructed is the downtown area. This area is bounded by Campbell/Sigwalt/Vail.

The Village is looking to retain an Engineering Consultant with extensive design experience of combined sewer improvements to prepare construction plans and specifications of the combined sewer area of the Downtown area. The purpose of this construction improvement project is to address flooding problems related to the July 23, 2011 flood event as well as subsequent rainfall events. Request for proposals were submitted on April 18, 2018 and the results of the proposals are as follows:

Burns and McDonnell	\$144,749
Baxter and Woodman	\$125,000
BLA, Inc.	\$115,345
Crawford, Murphy, & Tilly, Inc.	\$279,730

Burns and McDonnell has the most recent relevant job experience for this type of project, having completed a very similar project in Mount Prospect within the last couple of years. In addition, they have extensive design expertise relating to combined sewers. This project will be funded from the storm water fund, account #426-7101-571-50-25 SW1804. Design services for this specific project has funding of \$200,000.

RECOMMENDATION

It is recommended that the Village Board authorize execution of an agreement with Burns and McDonnell in an amount-not-to-exceed \$144,749. This vendor has been determined to be responsible and has provided services to the Village in the past.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Pavement Rejuvenation Contract

Department: Engineering

Pavement rejuvenation was completed as a field test on a few streets in the Village in 2013 and 2014 by applying Reclamite, which is an emulsion made of specific petroleum oils and resins and was formulated to extend the life cycle of asphalt pavement by restoring and preserving the asphalt's binder. This field test has been successful and Reclamite was applied in 2017 to all streets completed in 2016, as well as Nichols Road (Arlington Heights Road to Kennicott Avenue) and Walnut Avenue (Oakton Street to Thomas Street), which were constructed in 2015.

It is our recommendation to continue the use of Reclamite as part of the Village's preventative maintenance plan and to apply Reclamite to all asphalt streets completed in 2017. The total pavement surface area to have Reclamite applied is 146,600 square yards.

The Municipal Partnering Initiative (MPI) is a working group of sixteen Chicagoland suburban municipalities which have been working together in group bids since the fall of 2010. Combining multiple municipal bids allows for lower pricing through greater quantities. The Village of Winnetka led a group of municipalities this year on a three-year bid for Pavement Rejuvenation. Bids were duly advertised and publicly opened by the Village of Winnetka on behalf of MPI on March 22, 2018.

Corrective Asphalt Materials, Inc. was the low bid received by the MPI. Their unit prices to apply Reclamite, furnish and apply lime screenings, traffic control, resident notification, pre-sweeping and post sweeping are as follows:

Amount (Sq Yd)	Price (Sq Yd)
Less than or equal to 19,999 Sq Yd	\$0.91
20,000 Sq Yd to 74,999 Sq Yd	\$0.83
Greater than or equal to 75,000 Sq Yd	\$0.81

As the surface area is greater than 75,000 square yards, the unit price applicable to this contract is \$0.81 per square yard. The above unit prices will be in effect for a minimum of three years (2018 thru 2021).

Bid Summary

146,600 Sq Yds @ \$0.81 per Sq Yd

\$118,746

Amount of Bid Recommended (FY2018)

\$118,746

RECOMMENDATION:

It is recommended that the Village Board authorize the execution of a contract with Corrective Asphalt Materials, Inc. in the amount of \$118,746 for the 2018 Pavement Rejuvenation. 2018 CIP Budget Amount for Surface Treatments - Streets is \$200,000.00, Account #401-5001-571-50-30, Project ST-18-02.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Police Pursuit Utility Vehicles Purchase 2018

Department: Public Works

The approved 2018 Capital Budget includes \$162,600 for the replacement of five Police pursuit vehicles for the Police Department Criminal Investigation Bureau. Three of the five proposed replacement vehicles are 2018 Ford Utility Police Interceptors. The other two vehicles are proposed to be Dodge Chargers and are under a separate agenda item for consideration. The current vehicles are all in excess of five years old and have exceeded their useful lives as pursuit vehicles. The Fleet Unit of Public Works has inspected the vehicles and has determined they are in need of replacement. The current vehicles will be surplus in accordance with Village guidelines.

Staff is proposing to purchase the vehicles through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. The SPC represents 143 municipalities in the six County area of Northern Illinois, and is administered through the Northwest Municipal Conference.

Currie Motors of Frankfort, IL is this year's winning bidder for this vehicle. The Village has worked with Currie Motors in the past and found them to be acceptable.

RECOMMENDATION

It is recommended that the Village Board award the bid to Currie Motors of Frankfort, Illinois, in the amount of \$88,008 for the purchase of three Utility Police Interceptors for the Police Department Criminal Investigation Bureau, and authorize Staff to execute the necessary documents.

Bid Section

Item:	Police Pursuit Utility Vehicle Purchase 2018
Bid Opening Date:	Suburban Purchasing Cooperative
Account Numbers:	621-9003-52.50-05 (VH 9503)
Total Budget for Specific Item:	\$97,560
Bid Amount:	\$88,008



Item: Police Pursuit Sedan Vehicles Purchase 2018

Department: Public Works

The approved 2018 Capital Budget includes \$162,600 for the replacement of five Police pursuit vehicles for the Police Department Criminal Investigation Bureau. Two of the five proposed replacement vehicles are 2018 Dodge Charger Pursuit Sedans with rear wheel drive. The other three vehicles are proposed to be Ford Utility Interceptors and are under a separate agenda item for consideration. The current vehicles are all in excess of five years old and have exceeded their useful lives as pursuit vehicles. The Fleet Unit of Public Works has inspected the vehicles and has determined they are in need of replacement. The current vehicles will be surplus in accordance with Village guidelines.

Staff is proposing to purchase the vehicles through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. The SPC represents 143 municipalities in the six County area of Northern Illinois, and is administered through the Northwest Municipal Conference.

Napleton Fleet Group of Oakbrook Terrace, IL is this year's winning bidder for this vehicle. The Village has worked with Napleton Fleet Group in the past, and found them to be acceptable.

RECOMMENDATION

It is recommended that the Village Board award the bid to Napleton Fleet Group, of Oakbrook Terrace, Illinois, in the amount of \$46,658 for the purchase of two Dodge Charger Pursuit Sedans for the Police Department Criminal Investigation Bureau, and authorize Staff to execute the necessary documents.

Bid Section

Item:	Police Pursuit Sedan Vehicles Purchase 2018
Bid Opening Date:	Suburban Purchasing Cooperative
Account Numbers:	621-9003-572.50-05 (VH 9503)
Total Budget for Specific Item:	\$65,040

Bid Amount:

\$46,658



Item: Ordinance - Code Amendment - Chapters 7 and 14 - Hotel Tax

Department: Legal

In 2013, the Village agreed to be a named plaintiff in a proposed class action suit against online travel companies over their failure to pay local hotel taxes for hotel rooms booked using their services. In June 2016, the court found in favor of the defendants and held that the Village's hotel tax provisions did not apply to online travel companies. The court did find that one municipality's provision did apply and, the Village Code was amended to match that language.

The online travel companies appealed and, late last year, the Appellate Court granted summary judgment in favor of the online travel companies and against all of the municipalities. In an effort to avoid further litigation, the online travel companies proposed their willingness to be subject to an appropriately drafted hotel tax, one which clearly sets forth their obligation to pay tax going forward. By adopting this language, all parties avoid further litigation expenses while ensuring the online travel companies' willingness to pay the tax going forward and eliminating any risk that they might have to pay any tax retroactively, if the decision were appealed.

The attached ordinance deletes the existing language related to a hotel tax from Chapter 14 and then establishes a new article in Chapter 7 which contains the hotel tax language that the online travel companies have agreed will apply to them.

RECOMMENDATION

It is recommended that the Village Board adopt the attached Ordinance Amending Chapters 7 and 14 of the Arlington Heights Municipal Code pertaining to a hotel tax.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Chapters 7 and 14 - Hotel Tax

Type

Ordinance

**AN ORDINANCE AMENDING CHAPTERS 7 AND 14
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE**

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

SECTION ONE: That Sections 14-207 through 14-214 related to the hotel tax, located in Article II Hotels and Motels of Chapter 14 of the Arlington Heights Municipal Code are hereby deleted in their entirety:

~~Section 14-207 Tax.~~ A tax is hereby levied and imposed upon all persons engaged in the business of renting, leasing or letting of rooms in a motel or hotel in the Village at a rate of 5% of the gross rental receipts from such rental, leasing or letting.

~~Section 14-208 Exemption.~~ The tax imposed under Section 14-207, Tax, shall not apply to the renting, leasing or letting of accommodations in a hotel or motel to permanent residents. For the purpose of this Article, a "permanent resident" means any person who occupies or has the right to occupy any room or rooms in a hotel or motel for at least 30 consecutive days. If a hotel or motel provides accommodations for both permanent residents and other guests, the rental obtained from the permanent residents shall not be included in the computation of the tax due.

~~Section 14-209 Report and Remittance.~~ The tax shall be remitted on or before the 30th day of the month following the month the taxes were collected (i.e. July taxes are due on or before August 30) to the Village's Finance Department, along with the monthly report on the Village's form. Each report shall be accompanied by payment to the Village of all taxes due and owing for the month covered by the report less a 3% fee.

~~Section 14-210 Maintaining Books and Records.~~ Every taxpayer required by this Section to pay the tax set forth in Section 14-208 shall keep accurate books and records of its business activity, including original source documents, which gave rise, or may have given rise, to any tax liability under Section 14-207. All such books and records shall be subject to and available for inspection and auditing by the Village's Finance Department or its authorized agent.

~~Section 14-211 Interest, Penalties and Fines.~~ In the event of failure by any hotel or motel owner, operator or licensee to collect and pay to the Finance Director the tax required hereunder within 30 days after it is due, interest shall accumulate and be due upon the tax at the rate of 1% per month. In addition, a penalty of 10% of the tax and interest due shall be assessed and collected against any hotel or motel owner, operator or licensee who fails to collect and remit the tax imposed by the Article.

Any person found guilty of violating, disobeying, omitting, neglecting or refusing to comply with or resisting or opposing the enforcement of any provision of this Article, except when otherwise specifically provided, upon conviction thereof, shall be punished by a fine of not less than \$25 nor more than \$750 for the first offense, and not less than \$50 nor more than \$750 for the second and each subsequent offense in any 180 day period; each day of violation shall constitute a separate and distinct offense.

~~**Section 14-212 Proceeds.** All proceeds resulting from the imposition of the tax under this Article, including interest and penalties, shall be paid into the Treasury of the Village and shall be credited to and deposited in the General Fund of the Village.~~

~~**Section 14-213 Exemption.** The tax imposed under Section 14-207, Tax, shall not apply to the renting, leasing or letting of accommodations in a hotel or motel to permanent residents. For the purpose of this Article, a "permanent resident" means any person who occupies or has the right to occupy any room or rooms in a hotel or motel for at least 30 consecutive days. If a hotel or motel provides accommodations for both permanent residents and other guests, the rental obtained from the permanent residents shall not be included in the computation of the tax due.~~

~~**Section 14-214 Severability.** If any provision of this Article or the application thereof to any person or circumstances is held invalid, the remainder of this Article and the application of such provision to other persons or circumstances shall not be affected thereby.~~

SECTION TWO: That a new article entitled Article XV Hotel Tax is hereby added to Chapter 7 of the Arlington Heights Municipal Code to read as follows:

Article XV Hotel Tax

Section 7-1501 Hotel Tax; Amount. There is hereby levied and imposed upon the use and privilege of engaging in the business of leasing, renting, making, facilitating or servicing the leasing or renting of a hotel room in the Village of Arlington Heights, a tax of 5% on the gross rental receipts (not including taxes or other non-room rental charges added to the hotel bill) for each such hotel room rented for every 24 hour period, or any fraction thereof, excluding, however, from the gross rental receipts, the proceeds of such renting or leasing or letting to permanent residents of that hotel.

Section 7-1502 Definitions. For purposes of this Article, the following definitions shall apply:

- a. **Gross Rental Receipts.** The total amount of consideration for occupancy, valued in money, whether received in money or otherwise, including all receipts, cash, credits, and property or services of any kind or nature, including, but not limited to, amounts charged for the making, servicing or facilitating reservations.
- b. **Hotel.** Any building or buildings in which the public may, for a consideration, obtain living quarters, sleeping or housekeeping accommodations. The term includes inns, motels, tourist homes or courts, lodging houses, rooming houses and apartment houses.
- c. **Permanent Resident.** Any person who occupied or has the right to occupy any room or rooms in a hotel for at least 30 consecutive days.
- d. **Person.** Any natural individual, firm, partnership, association, joint stock company, joint adventure, public or private corporation, or a receiver, executor, trustee, guardian or other representative appointed by order of any court.

e. Room or Rooms. Any living quarters, sleeping or housekeeping accommodations.

Section 7-1503 Tax Return. Each person, business, corporation, partnership or other entity, subject to the tax imposed in this Article shall make a tax return using the Village's form to the Village's Finance Department on or before the 30th day of each month following the month the taxes were collected (i.e. July taxes are due on or before August 30). Each person making the return shall, at the time of making such return, pay to the Village's Finance Department the amount of tax herein imposed.

Section 7-1504 Reimbursement of Tax. Persons subject to the tax imposed by this Article may reimburse themselves for their tax liability for such tax by separately stating such tax as an additional charge, which charge may be stated in combination, in a single amount, with the state tax imposed under "the Hotel Operators Occupation Tax Act".

Section 7-1505 Books and Records. Every person subject to the tax imposed by this Article shall keep separate books or records of his business so as to show the rents and occupancies taxable under this Article separately from his transactions not taxable hereunder. If any such person fails to keep such separate books or records, he shall be liable to the tax at the rate designated in Section 7-1501 of this Article upon the entire proceeds from his hotel.

Section 7-1506 Interest, Penalties and Fines. Late payment, underpayment or nonpayment of any tax due hereunder shall be subject to interest upon the tax at the rate of 1% per month. In addition, a penalty of 10% of the tax and interest due shall be assessed and collected against any person subject to the tax imposed by this Article who fails to collect and remit the tax imposed by the Article.

Any person found guilty of violating, disobeying, omitting, neglecting or refusing to comply with or resisting or opposing the enforcement of any provision of this Article, except when otherwise specifically provided, upon conviction thereof, shall be punished by a fine of not less than \$25 nor more than \$750 for the first offense, and not less than \$50 nor more than \$750 for the second and each subsequent offense in any 180 day period; each day of violation shall constitute a separate and distinct offense.

Section 7-1507 Proceeds. All proceeds resulting from the imposition of the tax under this Article, including interest and penalties, shall be paid into the Treasury of the Village and shall be credited to and deposited in the General Fund of the Village.

Section 7-1508 Severability. If any provision of this Article or the application thereof to any person or circumstances is held invalid, the remainder of this Article and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION THREE: The various provisions of this Ordinance are to be considered severable, and if any part or portion of this Ordinance shall be held invalid by any court of

competent jurisdiction, such decision shall not affect the validity of the remaining provisions of this Ordinance.

SECTION FOUR: This Ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof and, except as set forth in this Section, shall be in full force and affect from and after its passage, approval and publication in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 7th day of May, 2018.

Village President

ATTEST:

Village Clerk

CodeAmendments: 14 Hotels



Item: Resolution - Cook County Class 7c Assessment Classification -
TNC Lot 2, LLC

Department: Planning/Legal

TNC Lot 2, LLC is requesting Village approval for a Cook County Class 7c Property Tax Classification relative to 1421 W. Shure Drive, consisting of one parcel of property. The property is currently 80% occupied by HSBC North America Holdings, while the remaining 20% has been vacant since the beginning of 2015. The property tax abatement in question would only apply to the currently unoccupied tenant space, which consists of 41,776 square feet of first floor space within a 209,271 square foot building.

In order for the new tenant, Northrop Grumman, to expand their operations into Arlington Heights, and for the tenant and property owner to adequately renovate the space, a Class 7c property tax abatement is being requested. The Class 7c incentive applies to commercial properties (in this case, office) whereas the 6b is designated for industrial users. Additionally, the Class 7c incentive lasts only five years, with only one renewal opportunity whereas the 6b lasts 12 years with no current cap on number of renewals.

The Village's guidelines for Class 7c applicants are based upon employing at least 100 workers, showing financial benefit to the Village, and commitment to providing 10% of their property tax savings over the first three years towards the Zero Interest Loan program.

Per the incentive application, Northrop Grumman would bring 270 full-time workers to this property. The applicant anticipates having a positive financial impact on the Village with the company's employees providing direct and indirect spending to Village businesses. Furthermore, the amount of property tax revenue gained from occupying the property with a Class 7c designation, as opposed to allowing the site to remain vacant, is estimated at over \$1.9 million over the five-year life of the abatement. The applicant has signed an agreement to provide the Village with 10% of their property tax savings over the first three years of the abatement in order to help fund the Zero Interest Loan program or other economic development programs as needed.

The County requires that the application meet four eligibility factors as well:

1. A real estate tax analysis verifying stagnation or a reduction in EAV during

- three of the past six years;
2. Evidence of vacancy and marketing efforts and three years of income tax statements;
 3. Verification of the "but for" clause (i.e. development would not occur but for the incentive) and economic feasibility following the incentive period; and
 4. Certification of increased tax revenue and employment.

Equalized assessed value decreased every year from 2013-2015. Income tax statements were provided along with the application and the site has been heavily marketed since the building was renovated in 2015. The application expresses that, but for the abatement, the space would not be economically feasible for the tenant. Furthermore, increased tax revenue is shown through direct and indirect spending provided by 250 new full-time jobs, as well as the site generating over \$1.9 million more in property taxes over the next five years with the incentive than with the tenant space remaining vacant. Per the County's requirement, an IC-IQ (Incentive Classification – Initial Questionnaire) form has also been completed and provided to the Village during the application review process.

Northrop Grumman is a Fortune 500 company looking to set up long-term facilities in Arlington Heights. The Class 7c incentive would allow for re-occupancy of a long-vacant 42,000 square foot commercial space, reducing office vacancy while allowing an established business to grow in Village and create additional employment opportunities.

RECOMMENDATION

It is recommended that the Village Board approve the Resolution Approving a Class 7c Real Estate Tax Assessment for TNC Lot 2, LLC for a 41,776 square foot portion of the property located at 1421 W Shure Dr.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Class 7c - TNC Lot 2, LLC	Resolution
Application Review Summary	Exhibits

RESOLUTION APPROVING A CLASS 7c
REAL ESTATE TAX ASSESSMENT CLASSIFICATION

WHEREAS, the Village of Arlington Heights, Cook County, Illinois (“Village”) is a home rule municipality pursuant to Section 6(a), Article VII of the 1970 Constitution of the State of Illinois, and as such may exercise any power and perform any function pertaining to its government and affairs (“Home Rule Powers”); and

WHEREAS, the President and Board of Commissioners of County of Cook enacted an ordinance known as the Cook County Real Property Assessment Classification Ordinance, as amended from time to time (“Classification Ordinance”), which provides for a tax assessment incentive classification designed to encourage commercial development throughout Cook County by offering a real estate incentive for the development of new commercial facilities, the rehabilitation of existing commercial structures, and the utilization of abandoned commercial buildings in order to create employment opportunities and expand the tax base; and

WHEREAS, the owner of a property may request that the Village Board of Trustees of the Village of Arlington Heights (“Corporate Authorities”) approve a Cook County Class 7c Real Estate Tax Assessment Classification (“Class 7c Tax Assessment Classification”) for a property; and

WHEREAS, the adoption of a resolution by the Corporate Authorities is required and must be filed by the requestor along with an application for said incentive with the County of Cook in order for the property to be eligible for a Class 7c Tax Assessment Classification; and

WHEREAS, TNC Lot 2, LLC, an Illinois Limited Liability Company (“Applicant”), is the owner of a building located at 1421 W Shure Dr, Arlington Heights, Illinois and legally described on Exhibit A, a copy of which is attached hereto and made a part hereof; and

WHEREAS, the Applicant plans to substantially rehabilitate and lease a portion of the building, consisting of approximately 41,776 square feet of the existing building (“Subject Property”), the viability of such commercial development and operation being dependent on the eligibility of the Property for a Class 7c Tax Assessment Classification; and

WHEREAS, the Corporate Authorities have deemed the Subject Property a redevelopment priority; and

WHEREAS, the Corporate Authorities have reviewed the Incentive Cook County Assessor’s Classification Initial Questionnaire (IC - IQ) in connection with the Applicants proposed commercial development at the Subject Property; and

WHEREAS, the Corporate Authorities find that the Subject Property meets the four eligibility requirements for the Class 7c Tax Assessment Classification as set forth in Section 74-63(11), Subsections (a)(1) – (a)(4) of the Classification Ordinance. Specifically, (a) the Property's assessed value, equalized assessed value or real estate taxes for three of the last six years, have declined or remained stagnant due to the depressed condition; (b) that there is a reasonable

expectation that the construction and operation of the Subject Property is viable and likely to go forward on a reasonably timely basis if the 7c designation is granted and therefore will result in the economic enhancement of the Subject Property; (c) certification of the commercial development at the Subject Property for Class 7c designation will materially assist redevelopment of the Subject Property and the commercial development would not go forward without the full incentive offered under Class 7c; and (d) certification of the commercial development project at the Property for Class 7c designation is reasonably expected to ultimately result in an increase in real property tax revenue and employment opportunities of the Subject Property.

WHEREAS, the Applicant's rehabilitation of the Subject Property will create employment opportunities during rehabilitation and, when complete, will create permanent employment positions; and

WHEREAS, the Applicant's rehabilitation of the Subject Property will generate new tax revenues and additional real estate taxes for both the Village and the County of Cook; and

WHEREAS, to promote commercial growth, create new employment opportunities within the Village and expand and further diversify the tax base of the Village, the Corporate Authorities declare that it is necessary and in the best interests of the Village to approve the Class 7c Tax Assessment Classification for the redevelopment and revitalization of the Subject Property, pursuant to the Classification Ordinance,

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

SECTION ONE: That the above recitals and legislative findings are found to be true and correct and are hereby incorporated herein and made a part hereof, as if fully set forth in their entirety.

SECTION TWO: The Corporate Authorities find the rehabilitation and operation of the Subject Property as contemplated herein is necessary and appropriate and that without a Class 7c Tax Assessment Classification the Subject Property will remain underutilized and cause the continued exasperation of blighted factors within the area surrounding the Subject Property.

SECTION THREE: The Corporate Authorities find that the four eligibility factors, as set forth in Section 74-63(11), Subsections (a)(1) – (a)(4) of the Classification Ordinance are present at the Subject Property and demonstrate that the Subject Property is in need of commercial development.

SECTION FOUR: The Corporate Authorities find that the Class 7c Tax Assessment Classification incentive program established by the County of Cook is necessary for the rehabilitation to occur at the Subject Property, which is the subject of this Resolution.

SECTION FIVE: The Corporate Authorities support and consent to the filing of a Class 7c Tax Incentive Eligibility Application by the Applicant or such designated representative for the Subject Property, which is herein legally described.

SECTION SIX: The Economic Disclosure Statement, as defined in the County Ordinance, has been received and filed by the Village.

SECTION SEVEN: If any section, paragraph, clause or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Resolution.

SECTION EIGHT: All ordinances, resolutions, motions or orders in conflict are hereby repealed to the extent of such conflict.

SECTION NINE: This Resolution shall be in full force and effect upon its passage and approval as provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 7th day of May, 2018.

Village President

ATTEST:

Village Clerk

Exhibit A
Legal Description

Lot 2 in Final Plat of Subdivision of Northwest Crossings in the Northwest $\frac{1}{4}$ of Section 7, Township 42 North, Range 11 East of the Third Principal Meridian, according to the plat recorded January 27, 2016 as Document 1602722029 and corrective recording affidavit recorded April 12, 2017 as Document 1710222018, in Cook County, Illinois.

PIN 03-07-100-024-0000

1421 W Shure Dr
Arlington Heights, IL 60004

RESOLUTION:7c Cook County Tax Incentive

THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

The review for determination of support for a Cook County Class 7c Property Tax abatement for the property identified as 1421 W. Shure Drive will be conducted as follows:

- I. Item by item review as per Village Procedures and Application Form
- II. Synopsis of application
- III. Correlation of application to Comprehensive Plan
- IV. Correlation of application to zoning
- V. State of economy of industry making application
- VI. Site visit summary
- VII. Site specifics of property requesting abatement
- VIII. Relationship of property tax abatement goals to application
- IX. Relationship of Village guidelines to application
- X. Finance Department review
- XI. Adherence to Zero Interest Loan program / economic program requirements
- XII. Department of Planning and Community Development recommendation

This particular approach is being utilized so as to provide ease to Village Administration and Trustees with the review of the application submitted. It is hoped that this method will encourage a realistic understanding of the application and relationship of such to the community and local economy.

I. Review Item by Item of Application

- A) INTRODUCTION: Complete. Applicant asserts that computations are to the best of its knowledge based on current value.
- B) PROPERTY DESCRIPTION: Complete. Submitted as Exhibit A.
- C) IDENTIFICATION OF PERSONS: Complete. Submitted as Exhibit D.
- D) PROPERTY USE: Complete. Submitted as Exhibits E, F, G, and H.
- E) TRAFFIC: Complete. Approximately 270 automobiles and 1-2 trucks will enter/exit the facility on a daily basis. Shure Drive is the main route of ingress and egress, via Wilke Road, Dundee Road, and IL-53. The property offers 1,674 parking spaces. The business will employ 270 people from the start. Over the next ten years, the business expects to employ approximately the same number of people and neither increase nor decrease employment count.

- F) EVIDENCE OF NEW CONSTRUCTION: Complete. The applicant is completing build-out of their nearly 42,000 square foot first floor office space. This involves installation of doors and frames, drywall, ceilings, carpeting, as well as systems for fire suppression, plumbing, HVAC, and electrical. The estimated cost for this work is approximately \$3.85 million. Submitted as Exhibit J.
- G) EMPLOYMENT OPPORTUNITIES: Complete. The tenant will employ 270 full-time workers by the end of the year at this location. By the end of the life of the Class 7c, the owner anticipates the business to employ approximately the same amount. The remaining portion of this building is occupied by HSBC, which employs approximately 1,500 workers. The applicant meets the minimum number of total employees per the Village's application requirements (100 workers). Submitted as Exhibit K.
- H) FINANCIAL INFORMATION: Complete. Submitted as Exhibit L.
- I) FISCAL EFFECT: Complete. Submitted as Exhibit M.
- J) OTHER INDUCEMENTS: Complete. No other inducements requested. Submitted as Exhibit N.
- K) JUSTIFICATION: Complete. Submitted as Exhibit O.
- L) TAX BILLS: Complete and submitted as additional attachment.
- M) EAV INFORMATION: Complete. Data showing decline in EAV in at least three of past six years provided. Submitted as Exhibit P.
- N) CERTIFICATION OF "BUT FOR" REQUIREMENT: Complete. Justification provided. Submitted as Exhibit O.
- O) TAX REVENUE AND EMPLOYMENT PROJECTIONS: Complete. Submitted as exhibits K and M.
- P) COMPLETED IC-IQ QUESTIONNAIRE: Complete. County "Incentive Classification – Initial Questionnaire" submitted as additional attachment.
- Q) OTHER DATA: Complete. Provided copy of application to Cook County, aerial of site, and plans for renovation of space.

II. Synopsis

Applicant wishes to obtain a Cook County Class 7c Property Tax Classification for a portion of 1421 W. Shure Drive. The Class 7c classification is designed to encourage commercial development throughout Cook County by offering a real estate tax incentive for the development of new commercial facilities, the rehabilitation of existing commercial structures, and the commercial reutilization of abandoned buildings. The goal of the Class 7c designation is to stabilize and increase commercial property values, incentivize viable and timely commercial projects, and increase employment opportunities.

The site has never been approved for a Class 7c tax abatement. With approval, the property would be assessed at 10% for the next three years, before rising to 15% in the fourth year, and 20% in the fifth and final year. However, since the property is currently 80% occupied, this incentive request would only be for the remaining property space and account for a partial abatement.

In this instance, the assessment level would be 22.349% in years 1-3, 23.2326% in year 4, and 24.1163% in year 5. This is per the analysis and calculations by the applicant's financial representatives. This still represents a notable reduction in the level of assessment, and considering the size of the property will result in significant tax savings. Barring the approval of an incentive renewal, the property would return to paying the standard 25% assessment after the fifth year. In the absence of this incentive, industrial real estate would normally be assessed at 25% of its market value.

The property is considered an office building by CoStar. Currently the office vacancy rate in Arlington Heights is 13.5% (source: CoStar – March 2018). The expected re-occupation of most of the building by Northrop Grumman would drop this rate by nearly a percentage point to 12.7%.

Eligibility Requirements

Real estate is eligible for Class 7c status under the following conditions:

1. The property's assessed value, equalized assessed value, or real estate taxes, have declined or remained stagnant in three of the past six years.
2. There is either: (a) new construction, (b) substantial rehabilitation, or (c) substantial re-occupancy of "abandoned" property.
3. Certification that the development/redevelopment/rehabilitation would not occur "but for" the incentive and that the project will be economically feasible at the conclusion of the incentive.
4. Evidence that the project will result in increased tax revenue and employment opportunities at the property.

The applicant wishes to obtain a Cook County Class 7c Property Tax classification. The Law Offices of Liston & Tsantilis filed the original Class 6b application on behalf of the applicant, TNC Lot 2 LLC, with Village Staff on March 12, 2018. Additionally required information has been sent over the past few weeks.

III. Correlation of Application to Comprehensive Plan

The General Comprehensive Plan indicates that this property should be research & development, manufacturing, and warehouse. However, per Cook County, the Class 7c incentive is "intended to encourage commercial projects which would not be economically feasible without assistance." The proposed layout of the 41,776 square foot space will be dedicated primarily to office tenancy with about 15% of the floor space dedicated to research and development.

IV. Correlation of Application to Zoning

The Zoning Map revised January 1, 2017 designates the relevant parcel as an **M-1 Research, Development, and Light Manufacturing** zoning district. Within this district warehousing, packaging, and distribution and development are allowed. The proposed use of the subject site falls under the Zoning Code Permitted Use Table as "Offices: Business and Professional", which is permitted outright in M-1 zoning.

As proposed, the site will have a surplus of nearly 1,000 parking spaces per Village Code parking requirements. Northrop Grumman will bring approximately 270 employees to the Village. Parking requirements for general office are calculated as one parking stall required for every 300 square feet of space. The chart on the next page details the proposed parking scenario at 1421 W. Shure Drive.

Use/Business	Code Use	Square Feet	Parking Standard	Employees	Vehicles	Parking Req.
Office (HSBC)	Offices - Business and Professional	167,495	1 space/300 SF	1,500	N/A	558
Office (Northrop Grumman)	Offices - Business and Professional	41,776	1 space/300 SF	270	N/A	139
		209,271		SPACES REQUIRED		697
				SPACES AVAILABLE		1,674
				SURPLUS / (DEFICIT)		977

V. State of Economy of Industry Making Application

The applicant, TNC Lot 2 LLC (Torburn Partners) owns the properties at 1421 and 1501 W. Shure Drive that once housed the north side of the Motorola campus (later Nokia Siemens). They are applying for this incentive to benefit their new tenant at 1421 W. Shure Drive, Northrop Grumman (41,776 square feet) to complete occupancy of the building. HSBC North America Holdings occupies the remaining 80% of tenant space in the building. As Northrop Grumman would only be occupying 20% of the building, this is the only space that is eligible for the property tax abatement. HSBC's portion is not eligible for the incentive as the space is already occupied. Additionally, the other building under the same ownership, 1501 W. Shure Drive, is currently 100% vacant and is not under consideration for the incentive, in regards to this application.

Northrup Grumman Corporation is a *Fortune 500* company and one of the world's largest defense contractors. The Arlington Heights site in question would represent the corporation's further growth, and serve as another satellite office to their headquarters in West Falls Church, Virginia. Planning & Community Development Staff was told by company representatives that the Arlington Heights location would not be a relocation of existing northwest suburban offices, but rather a nearby extension of their presence in the Chicago metro area.

The Village guidelines suggest that the applicant have a minimum employment threshold of 100 employees. Northrup Grumman meets the minimum threshold for number of employees with 270. Over the five-year life of the incentive, the applicant estimates that the property will generate nearly \$2 million more in property taxes with the Class 7c designation than if it were to be vacant for the same time period. This figure takes into account HSBC's presence in the rest of the building. Should the building be 100% occupied this year, even with the abatement, the applicant expects the site to generate \$7,784,106 in total property tax revenue from 2018-2022.

VI. Site Visit

Planning & Community Development Staff met with the property owner regarding the potential tenant in late 2017, and again in early 2018. Staff also conducted a site visit with a representative for the property owner of 1421 W. Shure Drive on April 4, 2018. A walk-thru of the tenant's future space was completed, highlighting the areas designated for office, and those designated for research and development.

VII. Site Specifics of Property Requesting Abatement

The building at 1421 W. Shure Drive is 209,271 square feet. The applicant is applying for a Class 7c property tax abatement that would enable the tenant to occupy the vacant 41,776 square feet of leasable space. The site specifics are provided below:

- A. The tenant space in question has been vacant for approximately three-and-a-half years. HSBC began occupying their portion of the building in April 2016.
- B. The property tax rate is expected to be \$6.99 per square foot at this property once occupancy is achieved. A similar Lake County property can expect to pay \$2.75 per square foot. A Class 7c designation would make the entire property at 1421 W. Shure Drive more competitive at \$6.26 per square foot.
- C. Northrup Grumman is bringing 270 employees to this location. This would also reoccupy nearly 42,000 square feet of long-vacant office space.

By definition, “The purpose of the M-1 District is to encourage the grouping of offices, research offices and laboratories, light manufacturing uses, and ancillary business uses. The district should be accessible to an arterial street designated on the Village Official Map or Village Comprehensive Plan Map...Performance standards protect residential areas by restricting objectionable manufacturing activities such as noises, vibration, smoke, dust, odors, heat, glare, fire hazards, and other objectionable influences.”

The use type into which Northrop Grumman falls under (“Offices: Business and Professional”) is permitted outright in M-1. Although not a manufacturing use, the business is a commercial enterprise that complies with the mission of the Class 7c designation.

VIII. Relationship of Property Tax Abatement Goals to Application

The initial intent of the County Assessor's revised property tax incentive plan is to encourage new industrial and commercial development within the County. Reacting to slowed development in the commercial and industrial sectors, the Assessor recognized that the property tax rates in Cook County were higher than those of neighboring counties, which were seeing gains in the previously mentioned sectors. The Class 7c Property Tax Abatement program demonstrates an ongoing desire by Cook County officials to maintain their commercial competitiveness with the rest of the Chicago metropolitan region.

In this instance, the abatement would allow for the re-tenancy of nearly 42,000 square feet of vacant office space along with 270 full-time jobs. Furthermore, it would provide a reduction in property taxes that would benefit Northrop Grumman to stay in the long-term. Economic impact would be shown in the employment growth, an increase in local consumer spending, and the complete re-occupancy of the 209,271 square foot facility. The amount of property tax revenue gained from an occupied building with a Class 7c designation, as opposed to allowing the property to sit vacant, is estimated at approximately \$2 million over the five-year life of the abatement.

IX. Relationship of Village Guidelines to Application

The Class 7c incentive typically provides a 10% assessment level for the first three years, 15% in the fourth year and 20% in the fifth year. This constitutes a substantial reduction in the level of assessment and results in significant tax savings. In the absence of this incentive, commercial real estate would normally be assessed at 25% of its market value. That being said, this incentive request is for a partial abatement as the building is already approximately 80% occupied. In this particular instance, the assessment level would be 22.349% in years 1-3, 23.2326% in year 4, and 24.1163% in year 5.

This provision requires “real estate used primarily for commercial purposes.” This is defined as “any real estate used primarily for buying or selling goods or services, or for otherwise providing goods and services, including any real estate used for hotel and motel purposes.”

This incentive is available throughout Cook County, but requires municipal approval prior to County officials granting the abatement. Further, localities may adopt guidelines of their own. These specifications may place restrictions such as minimum number of employees, residency, or square feet of operation.

The Village of Arlington Heights initiated its own guidelines for Class 6b requests in May 1990, modifying them for Class 7c requests in July 2015. These guidelines require the following:

1. The application fee shall have been paid.
2. The application form shall have been completed with attachments.
3. The business must be a commercial operation for an excess of 51% of the structure's floor space or an excess of 51% of the employees.
4. The business must employ at least 100 individuals during the period when the taxes are abated. The business must, in good faith, make an effort to recruit available job positions to Arlington Heights residents.
5. The application (Section VI, VII, VIII and IX) must show a five-year financial benefit to the Village and no negative effect on any similar Village firm.

Guideline #3 is met by this application as 85% of the floor space is dedicated to office space. Guideline #4 is met as the tenant, Northrop Grumman, will employ 270 workers at this location. Guideline #5 is met by the \$2 million more in property tax revenue that the site will generate with the tenant than if the property were to sit vacant, as well as the economic impact from the creation of new employment.

X. Finance Department Review

The Finance Department has reviewed the application and has no objections.

XI. Adherence to Zero Interest Loan Program / Economic Program Requirements

In order to receive approval from the Village of Arlington Heights for the Class 7c tax abatement, the applicant must formally execute an agreement with the Village. This agreement is a commitment to rebate 10% of the applicant's savings from the abatement to the Village over the first three years of the five-year incentive. The savings will be placed in the Zero Interest Loan fund, to be distributed to new or expanding businesses within Arlington Heights that have applied and been approved for such a loan, or to support other economic development activities as approved by the Village Board. The applicant has signed the formal agreement, and is willing to rebate the Village 10% of their property tax abatement savings in order to help the Village enhance its business community.

XII. Department of Planning and Community Development Recommendation

The intent of the Class 7c tax abatement program is to allow participating communities in Cook County to provide an incentive to revitalize stagnant commercial properties within the County. This program permits a property tax abatement by reducing the tax rate for a five-year period provided that a fiscal benefit continues to return to the host community.

The request for tax abatement is recommended for approval. The program is designed to facilitate the ongoing, long-term use of the property located at 1421 W. Shure Drive. It is imperative that the community continues to demonstrate that it is ready to aggressively assist business development provided that it does not negatively impact the Village's quality of life. However, approval is contingent upon compliance with all Village codes.

The abatement would further benefit the community by adding 270 full-time jobs. Additionally, this would help bring a Fortune 500 company to the community. As demonstrated in the application, the Village will see a greater return on property taxes with the Class 7c than if the building was to remain vacant over the same period of time. Furthermore, the tenant space has been vacant for over three years, despite efforts by Staff and the site's real estate representatives to recruit a user.

As is always the case with Class 7c property tax abatement requests, the applicant finds Cook County commercial property taxes to be burdensome. An illustrative comparison of Cook County and DuPage County taxes follows:

For use as an EXAMPLE:

	<u>COOK</u>	<u>COOK (W/CLASS 7C)</u>	<u>LAKE</u>
Market Value	\$21,795,959	\$21,795,959	\$21,795,959
Assessment Level	x .25	x .22349*	x .33
Assessed Valuation	\$ 5,448,990	\$ 4,871,179	\$ 7,192,666
State Multiplier	x 2.9084**	x 2.9084**	x 1.0000
Equalized Value	\$15,847,842	\$14,167,337	\$ 7,192,666
Tax Rate (per \$100)	x 11.14%	x 11.14%	x 8.42%***
Taxes	\$ 1,765,450	\$ 1,578,241	\$ 605,622

*Based upon assessment level provided in incentive application

**2017 Cook County Tentative Multiplier (source: Illinois.gov – 2/20/18)

***Based upon comparable Lake County 4-star office tax rates for 2016

Commercial taxes in adjacent counties would be lower than in Cook. With the Cook County 7c abatement, property taxes become more competitive, yet are still 161% higher than Lake County taxes in this instance.

The net result of encouraging Class 7c tax abatement incentives will provide for a more aggressive atmosphere for economic development in Arlington Heights than other communities in the six-county region. Northrop Grumman is a well-established, growing company looking to invest in Arlington Heights, and this is a rare opportunity to ensure the presence of a *Fortune 500* company in the Village. Support for this incentive request will help the company thrive in the long-term while re-occupying over 40,000 square foot of long-vacant office space and creating 270 new full-time jobs in the community. Staff recommends approval of this incentive request.



Item: Resolution - Motor Fuel Tax - 2018 Street Reconstruction and Rehabilitation Program

Department: Engineering/Legal

Attached is the Illinois Department of Transportation Motor Fuel Tax Resolution appropriating funds for the 2018 MFT Street Reconstruction & Street Rehabilitation Program. Funding for this project is provided in the approved 2018 Budget year.

RECOMMENDATION

It is recommended that the Village Board approve the attached Resolution for Improvement by Municipality Under the Illinois Highway Code appropriating \$1,800,000 for the 2017 MFT Street Reconstruction Program.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

2018 Street Rehabilitation and Rehabilitation Program

Type

Resolution



Illinois Department of Transportation

Resolution for Improvement by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the Village Board of Trustees of the
Village of Arlington Heights Illinois
City, Town or Village

that the following described street(s) be improved under the Illinois Highway Code:

Name of Thoroughfare	Route	From	To
SEE ATTACHED LIST			

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of public driveway removal and replacement; various sidewalk removal and replacement; curb and gutter removal and replacement; full depth asphalt removal and replacement with HMA pavement; various drainage structure reconstruction, replacement, or adjustments;
sod restoration.

and shall be constructed Varies wide
and be designated as Section 18-00210-00-PV

2. That there is hereby appropriated the (additional ☐ Yes ☐ No) sum of One million eight hundred dollars
 Dollars (\$1, 800,000.00) for the
improvement of said section from the municipality's allotment of Motor Fuel Tax funds.

3. That work shall be done by Contract ; and,

Specify Contract or Day Labor

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit two certified copies of this resolution to the district office of the Department of Transportation.

Approved Date Department of Transportation Regional Engineer	I, <u>Rebecca Hume</u> Clerk in and for the <u>Village</u> of <u>Arlington Heights</u> City, Town or Village County of <u>Cook</u> , hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the <u>President and Board of Trustees</u> Council or President and Board of Trustees at a meeting on <u></u> Date IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this <u>7th</u> day of <u>May, 2018</u> (SEAL) <u></u> City, Town, or Village Clerk
---	--

2018 MFT STREET RECONSTRUCTION & STREET REHABILITATION PROGRAM
IDOT SECTION # 18-00210-00-PV

STREET NAME	FROM	TO
W ALLEGHANY DRIVE	N VERDE DR	N KENNICOTT DR
N BRIGHTON PLACE	E CRABTREE LN	E SUFFIELD DRIVE
N BURKE DRIVE	230' N SIDE APPLETREE	E IVY LANE
W CATINO STREET	S KASPAR AVE	S RIDGE AVE
S CHESTNUT AVENUE	W CEDAR ST	W WHITE OAK ST
E CRABTREE DRIVE	N BRIGHTON PL	N WINDSOR DR
W CYPRESS STREET	S RIDGE AVE	S CHESTNUT AVE
N ELIZABETH DRIVE	N KENNICOTT AVE	W ALEXANDRIA ST
S KENNICOTT AVENUE	W ALGONQUIN RD	S HARVARD AVE
LILLIAN AVENUE	N HIGHLAND CT	N ARL HTS RD
S LINCOLN LANE	E FAIRVIEW ST	E MAYFAIR RD
E LYNDEN LANE	S BRISTOL LN	E MAYFAIR LN
W MAPLE STREET	S SALEM AVE	S RIDGE AVE
N MITCHELL AVENUE	W OAKTON ST	W CLARENDON ST
S MITCHELL AVENUE	W CEDAR ST	W WHITE OAK ST
S NEWBURY PLACE	S BANBURY RD	E ROCKWELL ST
W RALEIGH COURT	N RALEIGH ST	CUL-DE-SAC
N RIDGE AVENUE	W LADD ST	200' SOUTH
W ROCKWELL STREET	S SALEM AVE	S RIDGE AVE
W SHIRRA COURT	N RALEIGH ST	CUL-DE-SAC
E VALLEY LANE	N BURKE DR	N DRYDEN PL



Item: Ordinance - Code Amendment - Class "AA" "B" and "T" liquor licenses

Department: Manager/Legal

An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Surrender of Class "AA" "B" and "T" liquor licenses)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Class "AA" "B" and "T" Liquor Licenses	Ordinance

AN ORDINANCE AMENDING CHAPTER 13 OF THE
ARLINGTON HEIGHTS MUNICIPAL CODE

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

SECTION ONE: That Section 13-502 of the Arlington Heights Municipal Code, pertaining to the number of liquor licenses, is hereby amended to decrease the number of Class “AA,” “B” and “T” liquor licenses authorized, with the amended entry for Class “AA,” “B” and “T” liquor licenses to read as follows:

CLASS OF LICENSE	ANNUAL LICENSE FEE	NUMBER OF LICENSES AUTHORIZED
AA	\$4,600.00	22
B	\$3,700.00	31
T	N/A	24

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

AYES:

NAYS:

PASSED AND APPROVED this 7th day of May, 2018.

Village President

ATTEST:

Village Clerk

Liquor Licenses:AA-B-T decrease



Item: Boards & Commissions Reappointments

Department: Village Manager's Office

<u>Board/Commission Ending</u>	<u>Member Reappointment Term</u>	
Plan Commission	Terrence Ennes	4/30/21
Plan Commission	Susan Dawson	4/30/21
Plan Commission	George Drost	4/30/21
Plan Commission	Mary Jo Warskow	4/30/21
Board of Health	Timothy Laurie	4/30/21
Board of Health	Thomas Harris, DDS	4/30/21
Zoning Board of Appeals	Joseph Geisel	4/30/23
Zoning Board of Appeals	Benjamin Jaffe	4/30/23
Fire & Police Commission	Lee Hettinger	4/30/21
Electrical Commission	Joseph Bove	4/30/21
Electrical Commission	Gregory Paddock	4/30/21
Design Commission	John Fitzgerald	4/30/21
Building Code Review Board	Richard Bondarowicz	4/30/21
Building Code Review Board	Scott Smith	4/30/21
Building Code Review Board	Jim Tinaglia	4/30/21
Environmental Commission	Katherine McVay	4/30/21
Environmental Commission	Daniel Kowalczyk	4/30/19
Housing Commission	William Delea	4/30/21
Housing Commission	Andrea Johnson	4/30/21
Arlington Economic Alliance	Frank Appleby	4/30/21
Arlington Economic Alliance	Anthony Guido	4/30/21
Arlington Economic Alliance	Dave Parulo	4/30/21
Arlington Economic Alliance	Jon Ridler	4/30/21
Senior Citizens Commission	Sharon Ann Foss	4/30/21
Senior Citizens Commission	George Weber	4/30/21
Youth Commission	John Robinson	4/30/21
Cmsn for Citizens w/Disabilities	Marc Klein	4/30/21
Cmsn for Citizens w/Disabilities	Jacqueline McCarty	4/30/21
Cmsn for Citizens w/Disabilities	Eva Mullinax	4/30/21
Bicycle & Pedestrian Commission	Paul Danko	4/30/21
Bicycle & Pedestrian Commission	Alan Medsker	4/30/21
Special Events Commission	Joseph Musolino	4/30/22
Special Events Commission	Chris Fahnoe	4/30/22
Special Events Commission	Steve Fromm	4/30/22

Special Events Commission	Kevin Seifert	4/30/22
Arts Commission	Kathy Neacy	4/30/21
Arts Commission	Mary Seitz-Pagano	4/30/21
Arts Commission	John Walsh	4/30/21
Firefighters Pension Fund	Ken Koeppen	4/30/21
Police Pension Fund	Harry Malone	4/30/20

<u>Board/Commission</u>	<u>Chair Reappointment</u>	<u>Term</u>
<u>Ending</u>		
Plan Commission	Terrence Ennes	4/30/19
Zoning Board of Appeals	David DiVito	4/30/19
Board of Health	Timothy Laurie	4/30/19
Board of Local Improvements	John Kazanow	4/30/19
Electrical Commission	Joseph Bove	4/30/19
Design Commission	John Fitzgerald	4/30/19
Housing Commission	Alex Hageli	4/30/19
Arlington Economic Alliance	Scott Whisler	4/30/19
Youth Commission	Tom Spicer	4/30/19
Cmsn for Citizens w/Disabilities	Roxanne Calibraro	4/30/19
Bicycle & Pedestrian Commission	Jurgen Juffa	4/30/19
Special Events Commission	Joseph Musolino	4/30/19
Arts Commission	Janet Souter	4/30/19

<u>Board/Commission</u>	<u>New Chair Appointment</u>	<u>Term</u>
<u>Ending</u>		
Building Code Review Board	Richard Bondarowicz	4/30/19
Environmental Commission	Dennis O'Brien	4/30/19
Senior Citizens Commission	Fred Feldman	4/30/19

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Bond Waiver - Arlington Heights Historical Society

Department: Building & Life Safety

Background

The Arlington Heights Historical Society is requesting a waiver of the bond requirement for their "Wee Bit of Irish" raffle being held during Irish Fest on July 13 and 14, 2018. Tickets will be sold July 13th from 5:00pm - 11:00pm and July 14th from 4:00pm - 8:45 pm, with the winner will be determined at 8:45pm.

Recommendation

Staff recommends that the Village Board grant the waiver of the bond requirement.

-

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

ARLINGTON HEIGHTS
HISTORICAL
MUSEUM

April 10, 2018

Mr. Randall Recklaus
Village Manager of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL 60005

RE: Waiver of Raffle Fees

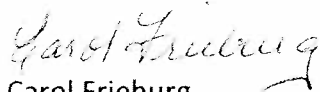
Dear Mr. Recklaus,

The Arlington Heights Historical Society, a not for profit organization, is hosting one raffle this year and is requesting the village to waive the bond requirement for this raffle.

This is our "Wee Bit of Irish" raffle where tickets will be sold during Irish Fest on July 13 and July 14. The winners will be drawn on July 14 at 8:45 pm.

The proceeds from the raffle will help the Society maintain its collection along with its library and will also help defray the expenses incurred with the exhibits that are presented in the Heritage Gallery.

Sincerely,



Carol Frieberg
Development Coordinator





Item: Bond Waiver - Arlington Heights Junior Woman's Club

Department: Building & Life Safety

Background

The Arlington Heights Junior Woman's Club (AHJWC) is respectfully requesting a waiver of the bond requirement for their upcoming event, Boot's and Bling, being held at the Metropolis Ballroom on May 11, 2018. Tickets are currently being sold on the AHJWC website and will also be sold at the Metropolis Ballroom the night of the event, with the winners being determined at approximately 10:00pm.

Recommendation

Staff recommends that the Village Board grant a waiver of the bond requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

AHJWC

Arlington Heights Junior Woman's Club

Volunteerism | Community | Friendship

April 8, 2018

Permit Inspections & License Coordinator
Valerie Gerstein

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

Dear Ms. Valerie Gerstein:

Along with the application for a license to sell raffle tickets at our Boots and Bling event on 5/11/2018 the Arlington Heights Junior Woman's Club submits this letter in response to the bond requirement.

The Arlington Heights Junior Woman's Club (AHJWC) is respectfully requesting a waiver of the bond requirement for this event. The club is participating in the event on 5/11/2018 at the Metropolis Ballroom and proceeds will benefit Camp "I Am Me", a local camp for children with burn injuries. Raffle Tickets will be sold online as well as that night and prizes are awarded at the event.

We are aware of the risks involved, but do not feel the raffle values are extreme enough to warrant a bond.

Thank you for considering our request. If you have any questions, please contact me at 847 791 9242

Sincerely,

Karen Bersch
Treasurer, Arlington Heights Junior Woman's Club



Item: Plan Review and Permit Fee Waiver - Greenbrier Elementary School

Department: Building & Life Safety

Background

Greenbrier Elementary School is requesting a waiver of the Fire Protection plan review and permit fees for the occurring public project.

Cost of fee waivers: \$1,230.00

Recommendation

Staff recommends that the Village Board grant a waiver of the plan review and permit fees related to the occurring public project.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

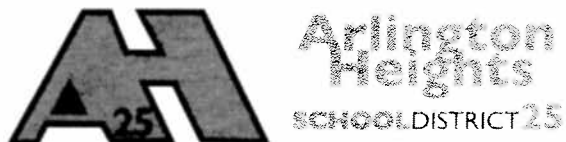
ATTACHMENTS:

Description

Letter

Type

Correspondence



Embracing Today – Inspiring Tomorrow

PATTON | OLIVE | IVY HILL | GREENBRIER | THOMAS
WINDSOR | WESTGATE | DRYDEN | SOUTH

April 10th, 2018

Steve Touloumis
Director of Building and Life Safety
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Dear Mr. Touloumis,

Recently we were made aware of potential village plan review and permit fees for the Greenbrier Elementary School project in Arlington Heights. We are requesting that these fees be waived for the public project that is occurring based on past projects we have completed within the Village. Previous projects completed at Olive-Mary Stitt, Ivy Hill, Thomas and Windsor did not incur Village of Arlington Heights plan review and permit fees.

Village Fire Protection Plan Review and Permit Fee for Greenbrier: **\$1,230**

Please review the attached matter and contact me directly if you have any additional questions or concerns.

Sincerely,

A handwritten signature in black ink that reads 'Ryan Schulz'.

Ryan Schulz
Director of Facilities Management
Arlington Heights School District 25



Item: Bond Waiver - Arlington Heights Historical Society

Department: Building & Life Safety

Background

The Arlington Heights Historical Society is requesting a waiver of the bond requirement for their annual House Walk being held on May 20, 2018. Tickets will be sold the day of the event from 12:00pm to 5:00pm at the Arlington Heights Historical Museum, with the drawing taking place at 5:00pm.

Recommendation

Staff recommends that the Village Board grant a waiver of the bond requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

ARLINGTON HEIGHTS
HISTORICAL
MUSEUM

April 20, 2018

Mr. Randall Recklaus
Village Manager of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL 60005

RE: Waiver of Raffle Fees

Dear Mr. Recklaus,

The Arlington Heights Historical Society, a not for profit organization, is hosting a raffle during the annual House Walk this year and is requesting the village to waive the bond requirement for this raffle.

Raffle Tickets will be sold at the museum during the House Walk, May 20, 2018 from Noon to 5:00 pm, and the winning ticket will be drawn at 5:00 pm on May 20, 2018.

The proceeds from the raffle will help the Society maintain its collection along with its library and will also help defray the expenses incurred with the exhibits that are presented in the Heritage Gallery.

Sincerely,

Carol Frieberg
Development Coordinator



Item: St. James Parish - 831 N. Arlington Heights Rd. - PC#17-012

Department: Planning & Community Development

Background

On February 5, 2018, the Village Board approved Ordinance #18-003 authorizing Preliminary Plat of Subdivision approval to consolidate the eastern St. James campus into one lot, subject to ten conditions.

Recommendation

A public hearing was held by the Plan Commission on April 25, 2018 where Commissioner Green moved and Commissioner Ennes seconded:

A motion to recommend to the Village Board of Trustees, approval of PC#17-012, the Final Plat of Subdivision to consolidate the eastern St. James Parish Church campus into one lot.

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

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Memo - 4/19/18	Memorandum
PC Minutes 4/25/18 - DRAFT	Minutes
Final Plat	Exhibits
Department Comments - Round 1 Final Plat	Exhibits



Memorandum

To: Chairman Ennes and Members of the Plan Commission
CC: Randy Recklaus, Village Manager
All Department Heads
From: Sam Hubbard, Development Planner
Date: 4/19/2018
Re: PC #17-012: St. James Parish PUD Amendment

On February 5, 2018, the Village Board approved Ordinance #18-003 authorizing Preliminary Plat of Subdivision approval to consolidate the eastern St. James campus into one lot. This approval was subject to ten conditions, most of which related to the future use of the property. Other than condition #2 (*"That the petitioner shall receive Final Plat of Subdivision approval"*) there was nothing in the conditions of approval that needed to be resolved prior to Final Plat of Subdivision approval. The petitioner has completed the Final Plat document and obtained all of the necessary signatures to proceed with final approval. All conditions of approval as outlined in Ordinance #18-003 shall continue to apply.

Recommendation: Staff recommends that the Plan Commission recommend approval of the Final Plat of Subdivision.

PLAN

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

COMMISSION

RE: ST. JAMES PARISH - 831 NORTH ARLINGTON HEIGHTS ROAD - PC#17-012
FINAL PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 25th day of April, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Community Development Planner

CHAIRMAN ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you please all rise and join us for the pledge of allegiance?

(Pledge of allegiance.)

CHAIRMAN ENNES: Thank you. I'll hold this closer so George can sit down. Sam, would you please take the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: 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: Here. So, we have a set of minutes from our last meeting, the Toy Shop & Motolounge at 1728 West Algonquin Road, PC#18-003, which was held on 4/11/2018. I trust everyone got copies of the minutes and reviewed those?

COMMISSIONER DAWSON: Yes.

CHAIRMAN ENNES: Can we have a motion to approve them?

COMMISSIONER GREEN: Motion to approve the minutes.

COMMISSIONER DAWSON: Second.

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: And a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed?

(No response.)

COMMISSIONER SIGALOS: I have to abstain. I was not at that last meeting.

COMMISSIONER CHERWIN: So do I.

CHAIRMAN ENNES: Okay. So, moving on, we have a set of plans to approve, a final plat. Do we need the Petitioner to come up? We don't?

MR. HUBBARD: If the Plan Commission has any questions, they are here. Otherwise, it's a pretty administrative approval, if it matches all the preliminary plat and gotten the signatures, and that's it.

CHAIRMAN ENNES: I believe we do have one question. Mr. Green?

COMMISSIONER GREEN: I just had a question for you, Sam. When did

the signs come off of Arlington Heights Road and the parking is no longer permitted?

MR. HUBBARD: I don't know, I'd have to check with the Engineering Department.

COMMISSIONER GREEN: Is it part of this approval? I mean it's in the preliminary.

MR. HUBBARD: Right, it was required that they be removed as part of the approval. So, yes, they will be removed. At what point, I'll check with Engineering.

COMMISSIONER GREEN: That was it, thank you.

CHAIRMAN ENNES: Okay, any other questions? Everyone has reviewed the final plat? No questions about that? Sam, are there, so everything was taken care of?

MR. HUBBARD: Correct.

CHAIRMAN ENNES: Now, so we had a consolidation of what, 12 parcels down to one?

MR. HUBBARD: It's 16.

CHAIRMAN ENNES: 16 down to one. Do we have, is there a new parcel number yet or does that still have to go before the county to get --

MR. HUBBARD: Yes, once this gets recorded, they'll assign a new --

CHAIRMAN ENNES: So, once we send it in, that will get recorded.

MR. HUBBARD: Correct.

CHAIRMAN ENNES: Okay, do you want to do a report?

COMMISSIONER DAWSON: No.

CHAIRMAN ENNES: You're good if we're good?

MR. HUBBARD: Not unless you want some.

COMMISSIONER GREEN: I think we need a motion, and I would like to make a motion.

A motion to recommend to the Village Board of Trustees approval of PC#17-012, the final Plat of Subdivision to consolidate the eastern St. James Parish Church campus into one lot.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER SIGALOS: I'll second that.

CHAIRMAN ENNES: Would you take the roll call?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

CHAIRMAN ENNES: So, we just need signatures and we can do that after the meeting. So, we need our secretary to stick around and we will do that. I do not believe we have any other business?

COMMISSIONER DROST: We don't?

CHAIRMAN ENNES: No.

COMMISSIONER DAWSON: Motion to adjourn.

COMMISSIONER WARSKOW: Seconded.

COMMISSIONER DAWSON: Terry, you missed the motion to adjourn.

CHAIRMAN ENNES: Sorry, yes. Well, we have a question.

COMMISSIONER DAWSON: Oh, I'm sorry.

COMMISSIONER DROST: No, I'll make a motion. No, I just wanted to see if Hearts Place was also --

MR. HUBBARD: They were supposed to be, but they missed a signature at the last minute and had some --

COMMISSIONER DROST: Okay, good. Just checking.

CHAIRMAN ENNES: They'll be on our next agenda.

MR. HUBBARD: Correct.

CHAIRMAN ENNES: Okay, so can we have a motion?

COMMISSIONER DROST: I'll make that.

COMMISSIONER DAWSON: I made a motion and we've already had a second.

CHAIRMAN ENNES: Okay, and that motion was to?

COMMISSIONER DAWSON: Adjourn.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: This meeting is adjourned. Thank you all for coming.
(Whereupon, at 7:35 p.m., the above-mentioned petition was adjourned.)

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: February 21, 2018
Subject: 831 N Arlington Heights Road – PC #17-012 Round 6

With regard to the proposed utility installation at 831 N Arlington Heights Road, I have the following comments:

1. The fire hydrant must be an East Jordan 5BR250 and must conform to Village standards. Adjust the hydrant detail on page C7.1. Revise the hydrant extension detail to reflect East Jordan as well.
2. Both hydrants that are proposed to be relocated on Pine must be replaced with East Jordan hydrants. The relocation must be accomplished with pressure connections that are followed by a 4"x6" increaser and 6" auxiliary valve to be connected directly to the hydrant.
3. The hydrant installation proposed on Pine needs to originate from the water main on Fredrick, not the 4" water main on Pine. The current proposal does not allow for enough flow if all three closely spaced hydrants on Pine (4" water main) are open.
4. A 6" compound water meter will be required for this application.
5. An RPZ will be required for protection of the fire and the domestic service. Sized will be provided when plumbing plans have been submitted.

C. file

RECEIVED

FEB 14 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

**PLAN COMMISSION PC #17-012
St. James Parish Subdivision
831 N. Arlington Heights Road
PUD, SU Amnd, Pre/Final Plat of Subdivision, Parking Variation
Round 6**

72. Comments #69-71 have been addressed.

The following items were listed in the Round 3, Round 4, and Round 5 comments under “Additional Items for Final Engineering”. Since this submittal is for Final Engineering, these items were to be addressed:

- 73. We received the Engineer’s Estimate of Cost. A letter will be sent to the petitioner outlining Engineering Department fees and deposits.
- 74. The Contech construction detail provided on Sheet C7.5 specifies the design loading meets H25 loading criteria. This is acceptable.
- 75. There has yet to be a draft Onsite Utility Maintenance Agreement submitted. No approvals can be recommended until a draft OUMA has been reviewed and accepted. Contact Engineering for an editable Word document.
- 76. Site lighting has not yet been submitted for review. Provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
- 77. Village Ordinance #18-003 approved the PUD Amendment and Preliminary Plat of Subdivision for “St. James East Resubdivision.” Section 5, Condition 1 of that ordinance obligates St. James Catholic Church for the future operation, maintenance, and energy costs of the traffic signal serving their driveway.
- 78. Eliminate the depressed curb crossing the public sidewalk on the driveway details for the right-in-right-out driveway at Arlington Heights Road. The public sidewalk takes precedence.
- 79. The stormwater report narrative correctly identifies the Village’s gross allowable release rate of 0.61cfs. It then says the required storage at the net allowable release rate is 0.90 ac-ft. However, it doesn’t specify what the net allowable release rate is or how it was derived. According to the Village’s method (modified rational method) of calculating volume, 0.98 ac-ft of storage is required (see attached spreadsheet). The report does not contain any calculation showing the Village’s detention requirements. According to the report, the proposed Contech system provides 37,537 cu ft (0.862 ac-ft) of storage, and the surface pond shows 0.21 ac-ft of storage (provide calculations to show this) for a total volume of 1.072 ac-ft. This provides 0.092 ac-ft of Village surplus according to our calculations. The report needs to be updated to include the calculations and volumes based on Village calculations.

Final Plat of Subdivision

- 80. Add easement provisions to the plat for the proposed public sidewalk easement along Arlington Heights Road.

Planning & Community Development Dept. Review

February 13, 2018



REVIEW ROUND 1 – FINAL PLAT

Project: 2525 N. Arlington Heights Rd.
St. James Parish

Case Number: PC 17-012

1. As discussed, please revise the subdivision plat to read "Final", not "Preliminary".
2. Upon resolution of any outstanding comments from the Engineering Dept. on the final engineering plans and the Final Plat of Subdivision, you may print the Plat on Mylar and we can schedule a tentative Plan Commission meeting for Final Plat of Subdivision approval.

Prepared by:



81. Add easement provisions to the plat for the proposed utility easement along the south property line. Is that easement a public utility easement? If so, label it as public.

 2/24/18
James J. Massarelli, P.E. Date
Director of Engineering

Attachment: Village's stormwater detention spreadsheet

St. James Church Addition Renovation

2/13/2018

Detention Calculation Verification PC# 17-012

Site Requirements

Site Area = 3.380 Acres
Allowed Release Rate (Area x 0.18cfs/Ac) = 0.608 cfs
Weighted "C" Factor = 0.805
Pervious= 1.090 Acres
Impervious= 2.290 Acres
Water= 0.000 Acres
Synth Turf= 0.000 Acres

A Runoff Factor "C"	B C Storm Duration		D Rainfall Intensity "I" (in/hr)	E Site Area "A" (acres)	F Inflow Rate (CxlxA) (cfs)	G Release Rate (cfs)	H Storage Rate (cfs)	J K Storage Required	
	(min)	(hrs)						(cu-ft)	(Ac-ft)
0.805	5	0.08	10.92	3.380	29.71	0.608	29.10	8382	0.192
0.805	10	0.17	10.02	3.380	27.26	0.608	26.66	16313	0.374
0.805	15	0.25	8.20	3.380	22.31	0.608	21.70	19533	0.448
0.805	30	0.50	5.60	3.380	15.24	0.608	14.63	26332	0.605
0.805	60	1.00	3.56	3.380	9.69	0.608	9.08	32682	0.750
0.805	90	1.50	2.75	3.380	7.48	0.608	6.87	37122	0.852
0.805	120	2.00	2.24	3.380	6.09	0.608	5.49	39505	0.907
0.805	180	3.00	1.62	3.380	4.41	0.608	3.80	41038	0.942
0.805	240	4.00	1.28	3.380	3.48	0.608	2.87	41396	0.950
0.805	300	5.00	1.08	3.380	2.94	0.608	2.33	41950	0.963
0.805	360	6.00	0.95	3.380	2.58	0.608	1.98	42700	0.980
0.805	420	7.00	0.83	3.380	2.26	0.608	1.65	41589	0.955
0.805	480	8.00	0.75	3.380	2.04	0.608	1.43	41261	0.947
0.805	540	9.00	0.68	3.380	1.85	0.608	1.24	40248	0.924
0.805	600	10.00	0.63	3.380	1.71	0.608	1.11	39822	0.914
0.805	660	11.00	0.59	3.380	1.61	0.608	1.00	39494	0.907
0.805	720	12.00	0.55	3.380	1.50	0.608	0.89	38383	0.881
0.805	780	13.00	0.52	3.380	1.41	0.608	0.81	37761	0.867
0.805	840	14.00	0.49	3.380	1.33	0.608	0.73	36552	0.839
0.805	900	15.00	0.46	3.380	1.25	0.608	0.64	34755	0.798
0.805	960	16.00	0.43	3.380	1.17	0.608	0.56	32370	0.743
0.805	1020	17.00	0.41	3.380	1.12	0.608	0.51	31063	0.713
0.805	1080	18.00	0.39	3.380	1.06	0.608	0.45	29364	0.674
					A*D*E		F-G	C*H*3600	J/43560

Max Volume = 0.980 Acre-Ft
= 42,700 cu-ft

Orifice Computation

1) Allowed Release Rate, Q(cfs)	0.608	Free Flow	Submerged Flow
2) High Water Elevation	693.33		0.00
3) Outfall Water Elevation	-	-	0.00
4) Invert Elevation	688.30		0.00
5) Diameter of Restrictor (inch)	3.20		0
6) Cross Section Area (sq ft)	-	0.000	0.000
7) Head (ft) h =	4.90	0.00	0.00
8) Discharge Coefficient	0.61		0.00
Square Edge	0.79 - 0.82		
Round Edge	0.93 - 0.98		
Sharp Edge	0.58 - 0.64		
Projecting	0.50		

Q = C*a*(sqrt 2*g*h)

$$\text{Orifice area: } a = \frac{Q}{C \cdot (\sqrt{2 \cdot g \cdot h})}$$

$$Q \text{ (cfs)} = 0.00 \quad 0.000$$

$$a \text{ (sq ft)} = 0.056 \quad \text{dia(in)} = 3.21$$



Item: 703-709, 715-723 W. Algonquin Rd. - PC#17-013

Department: Planning & Community Development

Requested Action

1. Planned Unit Development.
2. Preliminary Plat of Subdivision to consolidate all lots into one lot.

Variations Identified

None.

Recommendation

A public hearing was held by the Plan Commission on 3/28/18 where Commissioner Green moved and Commissioner Lorenzini seconded:

A motion to recommend to the Village Board of Trustees approval of PC#17-013, a Planned Unit Development and Preliminary Plat of Subdivision to consolidate all lots into one lot, for the property located at 703-709, 715-723 W. Algonquin Road.

This approval shall be subject to the following conditions:

Final Plat of Subdivision:

1. Final Plat of Subdivision approval shall be required. Prior to Final Plat of Subdivision approval, the following items shall be required:
 - a. IDOT review and approval of the proposed development.
 - b. Petitioner shall be responsible for design, construction, and installation of all off-site roadway improvements required by the proposed development. This may include, but shall not be limited to, proportional contributions towards any improvements required to Meijer Drive as determined necessary by the Village of Arlington Heights.
 - c. Petitioner shall work with the Village of Arlington Heights to resolve issues raised by the City of Rolling Meadows, to the satisfaction of the Village of Arlington Heights.

Site Plan:

2. The petitioner shall install a decorative fence around any detention area as requested by the Public Works Department.
3. The petitioner shall install a paved waiting area for PACE customers in the Right-of-Way adjacent to Algonquin Road. The location of such paved waiting area shall be determined in coordination with PACE and the Village of Arlington Heights.
4. The petitioner shall revise the site plan to incorporate greenspace and a shade tree within the parking lot island located at the southwest corner of the Phase II building.
5. The petitioner shall revise the site plan to remove the two parking spaces in the southwest corner of the site that encroach into the shared access drive easement.

Outlot A:

6. The petitioner shall take the following actions relative to Outlot A:
 - a. If ownership of Outlot A has been transferred to the petitioner prior to Final Plat of Subdivision approval, the petitioner shall incorporate Outlot A within the subdivision area.
 - b. Prior to issuance of a building permit, the petitioner shall cause to be recorded an amendment to, or abrogation of, the stormwater easement over Outlot A to accommodate for the proposed driveway improvements within the easement area, if the Village determines such amendment or abrogation is needed.

Shared Private Access Drive:

7. The petitioner shall either reconstruct or repave, as determined by the Village, the entire portion of the existing approx. 22' wide shared access driveway that is located on the Weber Packaging Solutions property, only if approved by Weber Packaging Solutions. This reconstruction/repavement shall be to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights.
8. The petitioner shall continue to work with the Weber Packaging Solution and the Village of Arlington Heights on acceptable improvements, as determined by the Village of Arlington Heights, to the shared private access roadway to provide for adequate passenger vehicle/truck traffic separations. This may include, but is not limited to, striping of the access driveway and landscape barriers to separate and protect vehicular movements.

Meijer Drive Improvements:

9. If approved by the City of Rolling Meadows, the petitioner shall install an extension to the raised barrier median in the center of Meijer Drive located adjacent to the subject property, as well as certain improvements to the sidewalk on Meijer Drive adjacent to the subject property. If the City of Rolling Meadows does not grant approval for such barrier median extension and sidewalk improvements, then the extension and sidewalk improvements will not be required at this time. However, the petitioner shall be required to install the

barrier median extension and sidewalk improvements, upon request of the Village, when jurisdiction of Meijer Drive (within the corporate limits of Arlington Heights) is transferred to Arlington Heights.

General:

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

Roll Call Vote: Commissioners Cherwin, Green, Lorenznini and Chair Ennes voted in favor. Commissioners Drost, Jensen, Warskow and Sigalos voted against. It was a tie vote.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Memo 5/3/18	Memorandum
Staff Memo 3/23/18	Memorandum
Additional Correspondence - Hamilton Weber Village	Correspondence
Additional Correspondence - Rolling Meadows & Arlington Heights	Correspondence
PC Staff Report	Board or Commission Report
PC Minutes 3/28/18	Minutes
PC Minutes 1/24/18	Minutes
Aerial	Exhibits
Plat & Sub Minutes - 3/22/17	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 11/28/17	Minutes
Project Narrative	Correspondence
IDOT Comments	Correspondence
Rolling Meadows - Preliminary Review Letter	Correspondence
Petitioner response to Rolling Meadows	Correspondence
Architectural Plans	Exhibits
Construction Staging Plan & Schedule	Exhibits
Engineering Plans	Exhibits
EOPC	Exhibits
Landscape EOPC	Exhibits
Fire Truck Turn Exhibit	Exhibits

Light Fixtures Spec Sheets	Exhibits
Landscape & Tree Preservation Plan	Exhibits
Material List	Exhibits
Photometric Plan	Exhibits
Plat of Survey	Exhibits
Preliminary Plat of Consolidation	Exhibits
Stormwater Report	Exhibits
Traffic Study	Exhibits
Department Comments - Round 1	Exhibits
Petitioner Response to Department Comments - Round 1	Exhibits
Department Comments - Round 2	Exhibits
Petitioner Response to Department Comments - Round 2	Exhibits
Department Comments - Round 3	Exhibits
Petitioner Response to Comments - Round 3	Exhibits
Department Comments - Round 4	Exhibits
Petitioner Response to Comments - Round 4	Exhibits
PC Timeline Tracker	Exhibits



Memorandum

To: Charles Witherington-Perkins, Director of Planning & Community Development
CC: Randy Recklaus, Village Manager
From: Sam Hubbard, Development Planner
Date: 5/3/2018
Re: PC #17-013: Hamilton Partners Distribution Facility, 703-709 & 715-723 W. Algonquin Rd.

Background:

The proposed development involves truck access to the subject property via a shared access drive that is partially on property owned by the petitioner, and partially on property owned by Weber Packaging Solutions. The use and maintenance of this shared access drive is governed by an existing agreement, which assigns 100% of the maintenance costs of this drive to Weber Packaging Solutions. Weber is a long time Arlington Heights business and had several questions during the Plan Commission process relative to truck access to the proposed development.

Project Update:

Since the Plan Commission hearing on March 28, 2018, staff arranged for both the petitioner and Weber Packaging Solutions to meet for continued dialogue on the project and outstanding issues.

On April 11, 2018, both the petitioner and Weber Packaging Solutions came to the Village for this discussion. Numerous technical questions were discussed at this meeting. Hamilton Partners (the petitioner) restated their verbal offer to re-pave the portion of the shared access drive located on their property and modify the maintenance agreement to share some of the future maintenance costs for this shared access drive. Weber indicated that they would consider the offer but made no commitment. The Village offered to hold additional meetings on this matter if desired by each party. However, both parties felt that they would continue discussions independently.

Staff has been in continual dialogue with both parties after this meeting and asked the petitioner to put into writing their offer by May 1st, and Weber to provide a written response to the offer by May 1st. Although neither party provided this documentation, staff spoke with both Thomas Winkler (attorney for Weber) and Mike Wauterlek

May 3, 2018

(petitioner) on May 3, 2018, and they both indicated that the parties have reached an acceptable verbal agreement relative to the shared access drive.

Both Hamilton Partners and Weber have requested that this item proceed at the May 7th Village Board meeting for consideration by the Board. Staff has continued this project multiple times to allow for ongoing dialogue and negotiations between both parties and a verbal agreement has now been reached.



Memorandum

To: Chairman Ennes and Members of the Plan Commission
CC: Randy Recklaus, Village Manager
All Department Heads
From: Sam Hubbard, Development Planner
Date: 3/23/2018
Re: PC #17-013: Hamilton Partners Distribution Facility, 703-709 & 715-723 W.
Algonquin Rd. – Plan Commission Hearing March 14, 2018

On January 24, 2018, the Plan Commission voted to continue application #17-013 until the February 28th meeting to allow the petitioner additional time to address three primary issues:

1. Coordination between the petitioner and the owner of Weber Packaging Solutions (711 W. Algonquin Rd.), which is located immediately to the west of the subject property and shares a common access drive with the subject property.
2. Incorporation of required changes by IDOT relative to restricted egress from the driveway along Algonquin Road and changes to the traffic study to evaluate the proposed timing modifications for the traffic signal at Meijer Drive and Algonquin Road.
3. Village coordination with staff from the City of Rolling Meadows, who raised concerns about truck traffic on Meijer Drive and its impact on that street relative to traffic and maintenance.

The application was continued again February 28th, and again on March 14th to allow additional time to address the above issues.

Since the original Plan Commission hearing on January 24, the Village has had several internal meetings to discuss the project, and has held separate meetings with the City of Rolling Meadows, the petitioner, and Weber Packaging Solutions.

Relative to item #1 above, staff has added several conditions of approval and modified some of the original recommended conditions of approval.

Regarding item #2, the petitioner has made changes to the site plan and traffic study as required by IDOT and has submitted these changes to IDOT for a secondary review. While IDOT has not yet provided their secondary review comments, staff believes that the petitioners' changes to the plans address the primary concerns raised by IDOT. Furthermore, Village approval will be conditioned upon IDOT approval, and staff believes that item #2 has been addressed.

Staff has also met to discuss the issues raised by the City of Rolling Meadows. The Village has responded to their initial concerns and will continue dialogue with the City of Rolling Meadows relative to the Intergovernmental Agreement (IGA), traffic on Meijer Drive, and the ongoing maintenance of Meijer Drive. These discussions can take place independent of the requested zoning action on the subject property, and staff believes that these discussions should not prevent the application from moving forward.

Recommendation:

The Staff Development Committee reviewed the application and recommends approval of the requested PUD and Preliminary Plat of Subdivision, subject to the conditions as outlined below.

Final Plat of Subdivision:

1. Final Plat of Subdivision approval shall be required. Prior to Final Plat of Subdivision approval, the following items shall be required:
 - a. IDOT review and approval of the proposed development.
 - b. Petitioner shall be responsible for design, construction, and installation of all off-site roadway improvements required by the proposed development. This may include, but shall not be limited to, proportional contributions towards any improvements required to Meijer Drive as determined necessary by the Village of Arlington Heights.
 - c. Petitioner shall work with the Village of Arlington Heights to resolve issues raised by the City of Rolling Meadows, to the satisfaction of the Village of Arlington Heights.

Site Plan:

2. The petitioner shall install a decorative fence around any detention area as requested by the Public Works Department.
3. The petitioner shall install a paved waiting area for PACE customers in the Right-of-Way adjacent to Algonquin Road. The location of such paved waiting area shall be determined in coordination with PACE and the Village of Arlington Heights.
4. The petitioner shall revise the site plan to incorporate greenspace and a shade tree within the parking lot island located at the southwest corner of the Phase II building.

5. The petitioner shall revise the site plan to remove the two parking spaces in the southwest corner of the site that encroach into the shared access drive easement.

Outlot A:

6. The petitioner shall take the following actions relative to Outlot A:
 - a. If ownership of Outlot A has been transferred to the petitioner prior to Final Plat of Subdivision approval, the petitioner shall incorporate Outlot A within the subdivision area.
 - b. Prior to issuance of a building permit, the petitioner shall cause to be recorded an amendment to, or abrogation of, the stormwater easement over Outlot A to accommodate for the proposed driveway improvements within the easement area, if the Village determines such amendment or abrogation is needed.

Shared Private Access Drive:

7. The petitioner shall either reconstruct or repave, as determined by the Village, the entire portion of the existing approx. 22' wide shared access driveway that is located on the Weber Packaging Solutions property, only if approved by Weber Packaging Solutions. This reconstruction/repavement shall be to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights.
8. The petitioner shall continue to work with the Weber Packaging Solution and the Village of Arlington Heights on acceptable improvements, as determined by the Village of Arlington Heights, to the shared private access roadway to provide for adequate passenger vehicle/truck traffic separations. This may include, but is not limited to, striping of the access driveway and landscape barriers to separate and protect vehicular movements.

Meijer Drive Improvements:

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General:

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

TABLE OF CONTENTS

ADDITIONAL CORRESPONDENCE BETWEEN THE VILLAGE, WEBER PACKAGING SOLUTIONS, AND HAMILTON PARTNERS

Page 2 – 11: Weber Packaging Solutions Memo Outlining Primary Concerns with Hamilton Project.

Page 12 – 18: 3rd Party Review of Traffic Study and Stormwater Report (via Christopher B. Burke Engineering) provided by Weber Packaging Solutions

Page 19 – 44: Hamilton Partners response to Weber Memo

Page 45: Supplemental Review Comment for Hamilton Partners, prepared by Village of Arlington Heights

Page 46-63: Hamilton Partners Response to Village Supplemental Review Comments

To: Village of Arlington Heights Plan Commission

Submitted By: The Winkler Group LLC
1699 E. Woodfield Road, Ste. 400
Schaumburg, IL 60173

On Behalf of: Weber Packaging Solutions, Inc.

Date: March 2, 2018

Matter: Hamilton Partners proposed project for the property known as 703-709 W. Algonquin Road, Arlington Heights

Concerns re: Proposed Project (703-709 W. Algonquin Road)

Weber Marking Systems, Inc. d/b/a Weber Packaging Solutions (“WPS”) remains committed to communicating its concerns regarding the Hamilton Partners proposed project eventually consisting of a 330,720 square foot distribution center with 64 exterior doors and 4 drive-in doors (“Proposed Project”) to be located on the property at 703-709 W. Algonquin Road (“Subject Property”).

The five major concerns that have not yet been adequately addressed and/or resolved by Hamilton Partners in connection with the Proposed Project can be summarized as follows:

- (A.) Inadequacy of Traffic Operations Analysis (“Operational Issues”);
- (B.) Uncertainty of Legal Access (“Legal Issues”);
- (C.) Overburdening Traffic congestion in and around the Golf Road, Algonquin Road and Meijer Drive public access streets (“Traffic Congestion”);
- (D.) Failure to address relocating utilities (“Utility Relocation”); and
- (E.) Inadequate Water Management Planning (“Water Management Concerns”).

The Proposed Project has many unresolved, yet interrelated issues. Accordingly, it is not suggested that the above five concerns contain all of the issues relating to the Proposed Project. As a proposed solution to one issue is recommended, other issues could be impacted or created. Accordingly, WPS requests that a more careful,

comprehensive review of the Proposed Project be undertaken by the Village of Arlington Heights and/or Hamilton Partners prior to its approval of the Proposed Project by the Plan Commission. Some of the unresolved issues concern, in part, significant safety issues to both vehicles and pedestrian traffic.

The issues identified above are more fully discussed in detail below, with the lettered paragraphs corresponding to the five (5) concerns summarized above.

(A.) Inadequacy of Traffic Operation Analysis (“Operational Issues”)

The Proposed Project will significantly and adversely affect traffic flows in and on the 44’ foot cross easement private access road (“Private Cross Easement”). Summarily, it appears that trucks entering and leaving the Proposed Project will almost certainly be slowing down, stopping and/or turning on the Private Cross Easement.

The issues involving the adequacy of the Private Cross Easement have been a major topic since the inception of the Proposed Project.

At a meeting of The Plat and Subdivision Committee on March 22, 2017, the following comment was recorded in the minutes:

“Mr. Hubbard mentioned that the subject property shared a private drive aisle with the property to the west, and staff did not know if a formal reciprocal easement agreement or cross access easement was established for this shared drive aisle. If not, then this must be recorded during the PUD process. It would be important for the applicant to take this into consideration during the design of the site, and information would be required on the functionality of this shared access this during the Plan Commission process.” [our emphasis]

Later, at the same meeting, Commissioner Jensen identified this issue and commented as follows:

“Commissioner Jensen said the traffic study should assess the ability of the shared drive, Meijer Drive, and the intersection of Algonquin Road and Meijer Drive, to determine their ability to accommodate the traffic that could be generated by this development. He asked if access to the site could come from Algonquin Road”. [our emphasis]

Finally, after further discussion on the Subject Property, Commissioner Jensen still seemed unconvinced that the access issue was resolved and stated as follows:

“Commissioner Jensen said he was a little concerned about the number of trucks and the conditions of the roads”.

Contrary to the warnings from Arlington Heights staff and the Board Commissioners, the Proposed Project went forward without any resolution to the access issues.

At the Plan Commission meeting held on January 24, 2018, the Commissioners asked Mr. Wauterlek (of Hamilton Partners) about “flipping” the design of the building so that access to the truck docks would be from the east side, thereby essentially eliminating this serious access issue. Mr. Wauterlek’s reply, paraphrasing, was that such a change would not be made since it would require “some government approvals.” It was not specified what “government approvals” were needed.

Following the January 24, 2018 Plan Commission meeting, Hamilton Partners was apparently asked to prepare an “Operational Analysis” demonstrating that the Private Cross Easement would accommodate the building design. The request resulted in a single “Truck Routing Exhibit” which is attached. The analysis lacks detail, specifically and, most importantly seems to support WPS’s concerns that the Private Cross Easement cannot adequately support the truck traffic to be created by the Proposed Project.

WPS retained Christopher B. Burke Engineering, Ltd. (“CBBEL”) to provide a comprehensive review and analysis relating to the Operational Issues. A letter from CBBEL summarizing the issues is attached. The major concerns outlined by CBBEL are as follows:

1. The Developer should demonstrate with truck turning templates that large multi-unit vehicles (WB-65 and/or WB-67) will not encroach onto WPS’s parking lot.
2. The Truck Routing Exhibit should be expanded to demonstrate adequate space for truck maneuvering with trucks already docked.
3. The Developer should demonstrate with truck turning templates that the above referenced trucks will not encroach onto the Private Common Easement when accessing the loading docks. The failure to demonstrate same would create serious safety concerns.
4. A pavement assessment should be performed to determine the pavement’s suitability to withstand the weight of the trucks.
5. The IDOT comments contained in their December 19, 2017 letter should all be addressed to IDOT’s satisfaction.

All of the above concerns should be adequately resolved prior to consideration of approval by the Plan Commission.

(B.) Uncertainty of Legal Access (“Legal Issues”)

The WPS plant located at 711 W. Algonquin Road, which is located immediately west of and contiguous to the Subject Property, was built by WPS approximately 50 years ago (“WPS Property”).

Members of the Weber family personally acquired and developed the south portion of the Subject Property and built a commercial building often referred to as the “Weber Atrium” building. The Weber Atrium building was recently acquired by Hamilton Partners. It continues to be in operation leasing space to many commercial tenants. At the time of the construction of the Weber Atrium, private cross easements

were established (in 1977 and 1978) so that vehicular traffic could access both the Weber Atrium and the WPS plant from the Private Cross Easement.

At the time of the construction of the Meijer store in approximately 2004, an Easement Agreement (recorded with the Cook County Recorder of Deeds as Document Number 0608244082) was entered into (among WPS and the owners of the Subject Property) which abrogated some of the prior easements and created a 44' cross easement between the Weber Property and the Subject Property ("Easement Agreement"). WPS contributed 22' to the Private Cross Easement, and the Subject Property (then owned by members of the Weber family) contributed 22' to the Private Cross Easement. The Easement Agreement provides that the Private Cross Easement would be maintained by WPS at its sole cost and expense (WPS is referred to as WMS in the document). The precise language contained in the Easement Agreement is as follows:

"11. Maintenance of Private Road. WMS agrees to repair and maintain, at its sole cost and expense, the private road..."

According to a cost analysis and impact study performed internally by WPS personnel, it would cost approximately \$250,000 in order for the Private Cross Easement to be improved to withstand the additional truck traffic and stress to the driveway foundation. It is fundamentally unfair for the Village to approve a project which places such an enormous financial burden on a third party having no financial interest in the Proposed Project.

The Private Cross Easement establishes mutual rights to both the dominant estate holder and the servient estate holder. These mutual rights run with the land, per the terms of the Easement Agreement, and allow the easement holder to take reasonable action to enjoy the purposes for which the easement was granted. These mutual rights may be terminated should an undue burden be placed on the easement holder's use of the easement.

In determining the scope of the easement, recognition that an implied easement is the product of the intention of the parties to the conveyance is crucial. *Emanuel v. Hernandez*, 313 Ill. App. 3d 192, 196, 728 N.E. 2d 1249, 1252 (2000). An undue burden may arise through a variety of circumstances which "hamper the servient owner's control or use of the land by going beyond what is reasonable use of the easement." *Doan v. Allgood*, 310 Ill. 381, 141 N.E. 779 (1923). The question of reasonableness is one of fact in the circumstances.

Seymour v. Harris Trust & Savings Bank, 264 Ill. App. 3d 583, 596 (1994). At the time of the execution of the Easement Agreement, the Private Cross Easement established a 44' strip to be used as a way of access for employees of WPS and for tenants of the Weber Atrium. The Private Cross Easement was intended to be used and has been used for both automobile traffic and pedestrian traffic, not heavy commercial vehicle traffic. The addition of heavy commercial traffic to the roadway on the Private Cross Easement, which will increase the maintenance costs solely born by WPS, directly contradicts the intention of the parties who established the easement and creates an undue burden on WPS.

In the event that the facts and circumstances demonstrate an undue burden is placed on WPS, several legal remedies are available to the easement holder. These legal remedies may include, but are not limited to, removal of an obstruction to the easement, compensatory damages or extinguishment of the easement in whole.

Importantly, the Easement Agreement contains language stating that a Party's use of the Private Common Easement "shall not unreasonably interfere with any **one of the Party's uses thereof...**" [our emphasis]

The intent of the Private Cross Easement as reflected in the Easement Agreement could be determined to be contrary to the uses contemplated by the Proposed Project. The uncertainty of the effects of this Proposed Project and a potential undue burden on the easement holder creates a legal uncertainty if the Proposed Project is approved without further analysis.

(C.) Overburdening Traffic Congestion in and around the Golf Road, Algonquin Road and Meijer Drive Public Access Streets ("Traffic Congestion")

Hamilton Partners retained KLOA to prepare a traffic study of the area in and around the Proposed Project.

The accuracy of certain aspects of that study have been questioned. For example, the City of Rolling Meadows in a letter to the Village of Arlington Heights dated January 17, 2018 raised the following question:

“Why is the Weber Marking Systems traffic never mentioned in the Traffic Impact Study? It is as if the facility is not even there.”

The response from KLOA dated January 18, 2018, the very next day, is as follows:

“It’s included.”

After careful review of the KLOA Study, the “inclusion” of the WPS plant was never found.

Furthermore, WPS, through counsel, raised the issue of the projections set forth in the traffic study relating to the Proposed Project. For example, the following language appears in the KLOA traffic study:

“Overall, the development will have a low impact
On the surrounding roadway network.” (p. 1)

WPS questions the conclusion of KLOA that the Proposed Project will generate a “low impact” on traffic. Page 14 of the KLOA report references Table 1 which estimates daily truck and passenger vehicle trips to the Proposed Project. Table 1 estimates 276 daily truck trips and 1,104 daily passenger vehicle trips. Given the nature of the Proposed Project, these figures don’t seem accurate, nor can they be described as “low impact”. Pages 14 and 17 of the KLOA report are attached.

The traffic projections appear to be wildly inaccurate. It was previously suggested, and suggested again, that the actual operations of properties similar to the Proposed Project be observed and analyzed to either support or contradict the traffic projections which seem to underestimate the amount of truck traffic to be created by the Proposed Project.

(D.) Failure to address relocating utilities (“Utility Relocation”)

WPS personnel performed a visual inspection of the Private Cross Easement area. There are utility easements broadly granted over, above, under and upon the Private

Cross Easement. It was observed that some or all of the utility companies may have wires, pipes, conduits and/or other equipment actually in place on or immediately adjacent to the Private Cross Easement. There has been, to WPS's knowledge, no adequate plan to address the Utility Relocation and, if necessary, how such work can or will be performed in order to minimize any interference with WPS's operation and equally important, as to who will pay the cost of such Utility Relocation. As stated before, the Easement Agreement would burden WPS with all such costs.

The ALTA Survey contained in Hamilton Partner's submittals was prepared by Gentile and Associates, Inc. The ALTA survey clearly shows a 12" Water Main in the Private Cross Easement. Furthermore, parts of the Storm and Sanitary Sewer Structure lie within the Private Cross Easement. As relates to underground utilities, these have not been specifically identified in the surveys. In fact, the ALTA survey (Sheet 3 of 3) contains the following specific warning relating to the location of underground utilities:

“NOTES:

THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE ANY EXCAVATION BEGINS ALL UTILITY COMPANIES SERVING THE PROPERTY SHOULD BE CONTACTED FOR VERIFICATION OF FIELD LOCATION.”

Obviously, some major concerns of WPS include who would pay for the fees and costs and, in the event of a collapse of a pipe due to heavy truck traffic, who would pay for such repair.

(E.) Inadequate Water Management Planning (“Water Management Concerns”)

At the time of the Meijer development, significant water detention issues were raised and, following significant study and analysis, were adequately addressed. The resolution of the Water Management Concerns involved establishing two (2) additional large water detention areas and numerous easements. The Water Management Concerns were professionally analyzed and adequately addressed a substantial cost to the City of Rolling Meadows, Meijer, WPS and the Weber family.

WPS and the Weber family have personally stated to the Plan Commission that significant Water Management Concerns exist in connection with the Proposed Project. These concerns are set forth in a letter prepared by CBBEL and previously submitted to staff of the Village of Arlington Heights. A copy of that letter is attached. The concerns raised have not been adequately addressed to the knowledge of WPS.

Recommended Actions.

WPS and the Weber family recommends that approval of the Proposed Project by the Plan Commission be withheld at this time. At a minimum, the following actions should be undertaken, at the cost of Hamilton Partners, in order to satisfy all interested entities that approving the Projected Project is prudent:

- (A.) Obtain a thorough, independent study addressing the Operational Issues;
- (B.) Address the Legal Issues (or, as an alternative, Hamilton Partners should engage in good faith negotiations with WPS and the Weber family regarding the construction and maintenance issues relating to the Private Cross Easement);
- (C.) Obtain a separate, independent Traffic Study addressing more fully the Traffic Congestion issues;
- (D.) Obtain a thorough analysis of all issues relating to the relocation of utilities located on the Private Common Easement;

- (E.) Address the Water Management Concerns to show that the Proposed Project will not create water flow and detention/retention issues on the WPS Property or the Subject Property; and
- (F.) Obtain the unqualified approval from IDOT as set forth in the IDOT letter dated December 19, 2017.

Without the foregoing actions, WPS believes that it is unwise and reckless for the Plan Commission to approve the Proposed Project. If the Plan Commission approves the Proposed Project, the myriad of unresolved issues will be simply transferred to the Village Board for resolution.



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

March 1, 2018

Weber Packaging Solutions, Inc.
711 West Algonquin Road
Arlington Heights, IL 60005

Attention: Douglas A. Weber

Subject: Traffic Operations analysis of proposed development of a warehouse distribution center located at 703-723 W. Algonquin Road in Arlington Heights, Illinois by Hamilton Partners (the "Developer") ("Proposed Development")

Dear Mr. Weber:

As you are aware, I am an Illinois licensed engineer and a Vice President of Christopher B. Burke Engineering Ltd. ("CBBEL"). I am the head of the Traffic Operations Department at CBBEL. I have been employed in such capacity for approximately 23 years. Prior to being the department head of the Traffic Operations Department, I worked as a transportation engineer for approximately 10 years. My full biographical information is attached.

CBBEL has prepared a preliminary review of the traffic operations analysis with regards to the Proposed Development on the property to the east of the Weber Packaging Solutions, Inc. ("WPS") facility (hereinafter referred to as "Subject Property"). We have been provided a conceptual site plan of the Subject Property prepared by Ware Malcomb dated January 9, 2018 as well as copies of various correspondence regarding the project.

You informed me that WPS operates a two shift per day manufacturing facility. There are approximately 90 vehicles entering and leaving the WPS facility during the morning 8-hour shift and approximately 50% of that number during the second shift. I have been told that the hours of the two shifts are from 7 a.m. to 3:30 p.m. and from 3:30 p.m. to 1:00 a.m.

In addition, WPS has 4 truck dock doors on the north side of the WPS building which are receiving docks. There are 4 additional dock doors on the east side of the building which is the shipping area.

All the automobile traffic as well as most of the shipping trucks utilize the "Cross Easement" property for ingress and egress. The Cross Easement property is the 44' wide area located between the WPS property and the Subject Property, with each property contributing 22' to the 44' area.

Based upon our review of the information and documentation provided to us, there are a number of concerns relating to the Proposed Development. Five of the most significant initial concerns are summarized as follows:

1. The conceptual plan indicates there will eventually be a total of 68 truck docks facing the Cross Easement drive and WPS's main parking lot. Prior to the approval of the Proposed Development, the Developer should demonstrate that trucks entering and exiting the truck dock area will not encroach on the WPS's parking lot. This should be illustrated using truck turning templates for large multi-unit vehicles (WB-65 and/or WB-67) and should include trucks entering and exiting the loading docks. The encroachment of the trucks onto WPS's parking lot would create a hazardous situation particularly to automobiles and pedestrian traffic.
2. The truck turning diagram that was provide shows only one truck at the loading docks. The turning analysis should illustrate trucks already parked at the dock and how trucks entering are able to maneuver with trucks parked at the dock. Further the analysis should reflect trucks entering/exiting the entire length of the Cross Easement and not just in front of the docks to reflect travel paths, etc.
3. We presume that the Proposed Development will operate 24 hours a day. Interaction between the warehouse traffic (both cars and trucks) and WPS's existing employee traffic creates significant concerns from a safety perspective. To alleviate some concerns, the Developer should provide an operational drawing, including truck turning templates, to show that trucks attempting to access the loading docks stage from the private access road will not encroach upon the Cross Easement drive thereby encumbering overall traffic operations.
4. The Cross Easement drive will be impacted by the significant amount of heavy trucks and vehicles that will be generated by the proposed development. A pavement assessment of the Cross Easement drive should be performed by the Developer to determine if it needs to be repaved and/or reconstructed as part of the Proposed Development.

I have been informed that the existing Cross Easement drive is approximately 50 years old. Based upon the roads age, condition and intended us for automobile traffic, it is unlikely that it is suitable for withstand the stress of heavy truck traffic.

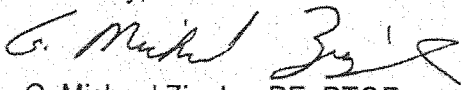
5. The Illinois Department of Transportation ("IDOT") had several review comments based upon its December 19, 2017 letter to the developer's engineer regarding site access, drainage, ADA requirements and the traffic impact study that was prepared for the

development. These comments evidence some serious concerns relating to the proposed project. At a minimum, prior to approval of the Proposed Development, these concerns should be addressed by the developer and approval received from IDOT.

The above comments should not be construed as an exhaustive list of all issues, comments and concerns relating to traffic operations at the Proposed Development. The above comments represent CBBEL's preliminary evaluation following a review of the information and documentation provided by you and The Winkler Group LLC.

If you have questions concerning our review, please let me know.

Sincerely,



G. Michael Ziegler, PE, PTOE
Vice-President
Head, Traffic Operations Department

cc: Thomas W. Winkler, JD, CPA – The Winkler Group LLC

GMZ/kar

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G. MICHAEL ZIEGLER, PE, PTOE
Vice President, Head, Traffic Operations Department

Mr. Ziegler is a professional engineer experienced in transportation engineering. His background includes transportation studies and the design of numerous infrastructure improvements for State agencies, counties and several local municipalities. In addition, his experience includes serving as an adviser to our municipal clients on various traffic and transportation committees. Through his municipal experience, he understands the dynamics associated with municipal transportation systems and the need to balance modal demands. This includes accommodating pedestrian and bicyclists as well as a robust public transportation system.

SPECIALTY STUDIES

IDOT V. Short Stack Illinois, LLC: LaGrange Road

White Castle Rest: 6059 S. LaGrange Road

Strip Center: 130-134 W. Irving Park Road

IDOT V. Abraham Suliman

Parcel ODU0049: Des Plaines River Road

Parcel ODU0064: Des Plaines River Road

Parcel ODU0073: Des Plaines River Road

Parcel ODU0064: Des Plaines River Road

EO-1A-12-048 Infinity Broadcasting: IL Route 53

Parcel NW-7A-12-011: I-90 & Elmhurst Road)

Parcel NW-7A-12-036: I-90 & Elmhurst Road)

Parcel 1JV006: Round Lake Beach

**ILLINOIS DEPARTMENT OF TRANSPORTATION
Signal Coordination and Timing (SCAT):**

- Central Office, PTB 172-029 Various/Various
- Central Office, PTB 162-035
- Central Office, PTB 158-038

Traffic Signal Design Services:

- District 1, PTB 164-010: Various/Various

Specialty Engineering Reports, District 1: Land Acquisition, Various/Various

HSIP Pedestrian and Bicyclists Assessment, McHenry and Kane Counties: PTB 149-004

Wood Street Reconstruction and Traffic Signal Modernization: PTB 173-001; 138th Street to 159th Street

LAKE COUNTY DIVISION OF TRANSPORTATION

Gilmer Road (Midlothian Road to IL Route 176): Phase I and II Adaptive Traffic Signal System, Traffic Signal Modernization and Ethernet System Improvements (PASSAGE)

Aptakisic Road (Brandywyn Lane to Park): Phase II Adaptive Traffic Signal System

Cedar Lake Road (Hart Road to Rollins Road): Phase I and II Traffic Signal System, Traffic Signal Modernization and Ethernet System Improvements (PASSAGE)

IL Route 83 (North Avenue to Millstone Drive): Phase I and II Traffic Signal System Fiber Optic Interconnect and Ethernet System Improvements (PASSAGE)

Peterson Road (Midlothian Road to IL Route 60): Phase I and II Roadway, Traffic Signal and Fiber Optic Interconnect and Ethernet System Improvements (PASSAGE)

YEARS EXPERIENCE: 33
YEARS WITH CBBEL: 23

EDUCATION

Bachelor of Science, 1984
Civil Engineering,
North Carolina State University

PROFESSIONAL REGISTRATION

Professional Engineer, IL,
062.045853, 1990
Professional Engineer, IN,
PE10910736, 2009
Professional Engineer, WI,
40597-006, 2009

CERTIFICATIONS

Professional Traffic
Operations Engineer

Traffic Signal Technician
Level II, IMSA

Fiber Optics Technician, Level I

PROFESSIONAL DEVELOPMENT

2009 IDOT/ACEC Traffic
Signal Design Guidelines
(Developed and Presented)

2002 IDOT District 1 Traffic
Signal Design Guidelines
Seminar, CECI
(Developed and Presented)

1999 IDOT District 1 Traffic
Signal Design Guidelines
Seminar, CECI
(Developed and Presented)

PROFESSIONAL AFFILIATIONS

American Society of
Civil Engineers

Institute of Transportation
Engineers

International Municipal
Signal Association



US Route 12 (Rand Road) - IL 176 to Miller Road: Phase I and II Traffic Signal System and Ethernet System Improvements (PASSAGE)

IL Route 120 (Belvidere Road) - IL 134 to US 45: Phase I and II Traffic Signal System and Ethernet System Improvements (PASSAGE)

Wadsworth Road and Green Bay Road: Phase I and II, Intersection Design Studies, Temporary and Permanent Signal Improvements, Video Detection System and Ethernet System Improvements

COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

Traffic Signal and Electrical Engineering Design Services:

- 12-8TSDS-12-ES
- 09-8TSDS-08-ES

KANE COUNTY DIVISION OF TRANSPORTATION
Stearns Road-McLean Road to IL Route 25 Contract 4: Traffic signal plans in accordance with the Intersection Design Study

Randall Road (Dean Street to Main Street): Traffic Signal Modifications, Fiber Optic Interconnect and Ethernet Improvements

Randall Road (Red Haw to Binnie Road): Traffic Signal Modifications, Fiber Optic Interconnect and Ethernet Improvements

Randall Road Highway Safety Improvements: Traffic Signal Modernization Plans and ADA Improvements

MCHENRY COUNTY DIVISION OF TRANSPORTATION
Randall Road (Harnish Drive to Miller Road): Signal Coordination and Timing Study

Traffic Signal Timing Assistance and Review: Various

OTHER PROJECTS

Balmoral Avenue (Des Plaines River Road to N. Pearl Street), Rosemont: New Traffic Signal Installations, Fiber Optic Interconnect and Video Monitoring Improvements

Des Plaines River Road and I-90 WB Ramps/CTA Station Entrance, Rosemont: Phase I and II Intersection Design and Traffic Signal Modernization

Coordinated Signal System Upgrade, DeKalb: Phase I and II Traffic Signal System Replacement

Finley Road and IL Route 38 (Mariano's Entrance), Lombard: Phase I and II Intersection Design and Traffic Signal Modernization

Fountain Square Traffic Signal Modernization, Evanston: Sherman Avenue, Orrington Avenue, Davis Street, and Grove Street

Village-wide EVP Improvements, Crestwood

Central Traffic Management Systems (Washington Street), Naperville: Phase I and II

Adaptive Traffic Signal System (Washington Street and Aurora Avenue), Naperville: Phase I and II

TRAFFIC IMPACT STUDIES

Holly Brook Court Senior Living Center, Brazil, IN

Road Ranger, Tipton, IN

ComEd Site Redevelopment, Chicago

Downtown Bartlett Traffic Assessment

Downtown Algonquin IL 31 Bypass Traffic Study

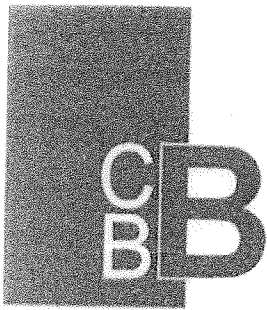
Fashion Outlets of Chicago Traffic Analysis and Assessment, Rosemont

Nowell Park Recreation Center, Joliet

RAILROAD QUIET ZONE STUDIES

- Bartlett - Spaulding Road (Milwaukee District West Service)
- Chicago Ridge - Ridgeland Avenue to Chicago Ridge Metra Station (Metra Southwest Service)
- Elmwood Park - Harlem Avenue to Grand Avenue (Metra Milwaukee District West Service)
- North Riverside/Riverside/Berwyn - 1st Avenue to Riverside Drive (Chicago Central and Pacific Line)
- New Lenox - Gougar Road to School House Road (EJ&E Line)
- Oak Lawn - Central Avenue to Kilbourn Avenue (Metra Southwest Service)
- Roselle - Rodenburg Road (Metra Milwaukee District West Service)
- Wayne - Army Trail Road (EJ&E Line)





CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

January 24, 2018

Weber Packaging Solutions, Inc.
711 West Algonquin Road
Arlington Heights, IL 60005

Attention: Douglas A Weber

Subject: Stormwater Review of Proposed Development of Arlington Heights Industrial Development at 703-723 W. Algonquin Road in Arlington Heights, IL

Dear Mr. Weber:

Christopher B. Burke Engineering, Ltd. (CBBEL) has prepared this preliminary review of the stormwater information provided to us with regards to the proposed warehouse development on the property to the east of your Weber Packaging Solutions, Inc. facility. We have been provided a report titled "Project Narrative and Storm Drainage Analysis for Arlington Heights Industrial, 703-723 Algonquin Road, Arlington Heights, IL." The report was prepared by RWG Engineering, LLC (RWG) and dated October 18, 2017.

Based on our review of the RWG report, we offer the following comments/concerns:

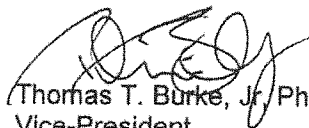
1. The existing property allows overland flow between the buildings and away from the Weber site. The overland flow path does not exist in the proposed conditions because of one long building. The overland flow routes should be illustrated on the plans. We believe they are taking the flow north and south but it is not clearly illustrated.
2. Is the area tributary to each pond maintained?
3. Where is the underground storage placed and what is the tributary area to it?
4. The overtop elevation of the south detention basin (along I-90) is to be raised from 715 to 715.4 which will raise the elevations in ponds not solely on the property to be developed.
5. The high water elevation of 715.4 is assumed for all detention calculations as a level pool. The head associated with the 10-year design pipes and overland flow should be determined in each depressional area.
6. The existing depressional storage is not addressed.
7. It is not noted where the permeable pavement is located.
8. Open water is accounted for in the RCN calculations but not included in the Modified Rational Method calculations.
9. No freeboard is proposed at the 2 detention ponds along Meijer Drive. IDOT required the ponds to have 2 feet of freeboard when they approved Meijer Drive.
10. The existing restrictors are modeled as 30 foot long pipes but it is not clear why this is assumed.
11. The reported allowable outflow rate applied in determining the proposed detention appear higher than would be allowed for the tributary areas.
12. The storage areas should be modeled independently based on their tributary areas.

A hydraulic model of the entire drainage system should be provided to check the assumptions.

The above comments should not be construed as an exhaustive list of all issues, comments and concerns relating to stormwater detention relating to the proposed project. The above comments represent CBBEL's analysis following a preliminary review of the RWG report which was provided to us one (1) week ago.

If you have questions concerning our review, please let me know.

Sincerely,



Thomas T. Burke, Jr., PhD, PE
Vice-President
Head, Water Resources Department

cc: Thomas W. Winkler, JD, CPA – The Winkler Group LLC

TTB/
N:\Arlington Heights\180033\Water\Docs\Weber_Stormwater Review_012418.docx



MORGAN / HARBOUR
CONSTRUCTION

March 9, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – Weber Packaging Solutions, Inc.

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the Review Letter as prepared by The Winkler Group LLC on behalf of Weber packaging Solutions, Inc. dated March 02, 2018 regarding the aforementioned project:

- A. **WEBER CONCERN:** Inadequacy of Traffic Operations Analysis (“Operational Issues”)
 - **MHC RESPONSE:** Traffic Operations – Truck maneuvers, including a WB-67, accessing the proposed docks will be within the 44’ easement area and will not encroach onto the WPS parking lot area outside the 44’ Ingress-Egress Easement area.
 - Please refer to the attached Truck Routing Exhibit dated 03/09/18 as prepared by RWG Engineering. - (3) Sheets
- B. Uncertainty of Legal Access (“Legal Issues”)
 - Please refer to the attached Memorandum dated 03/07/18 as prepared by Bruce E. Garner from the Law Office of Schirott, Luetkehans & Garner, L.L.C. - (20) pages
- C. **WEBER CONCERN:** Overburdening Traffic congestion in and around the Golf Road, Algonquin Road and Meijer Drive public access streets (“Traffic Congestion”)
 - **MHC RESPONSE:** The traffic study was conducted in compliance with IDOT and Village of Arlington Heights standards. The traffic capacity analyses were conducted using the accepted Synchro/Sim Traffic capacity analysis software. Vehicle trip generation rates were calculated using ITE Trip Generation data, which is an accepted publication.
 - Please refer to the Traffic Study dated 02/05/18 as prepared by KLOA. – (96) pages.



- D. WEBER CONCERN: *Failure to address relocating utilities ("Utility Relocation")*
- MHC RESPONSE: **Utility Relocations – The cost for any proposed utility relocations necessitated solely by the Proposed Project will be the responsibility of the Owners of the Proposed Project. Construction for any work within the WPS parcel will be coordinated with WPS and sequenced in a manner to minimize disruptions to WPS operations.**
 - Please refer to the attached Easement Overview Exhibit dated 03/09/18 as prepared by RWG Engineering. - (1) Sheet
 - Please refer to email dated 01/31/18 as sent by Paul Leder of RWG Engineering to Doug Weber of Weber Packaging.
- E. WEBER CONCERN: *Inadequate Water Management Planning ("Water Management Concerns")*
- MHC RESPONSE: **Storm Water Management – The proposed storm water management improvements have no negative impact to the WPS Property and actually reduce release rates from the Proposed Project parcel. The storm water management improvements for the Proposed Project will be in accordance with applicable local codes and ordinances, including the Village of Arlington Heights, MWRD, and IDOT.**

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain approval.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua Spinks", with a long horizontal flourish extending to the right.

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.

MEMORANDUM

TO: Village of Arlington Heights
Plan Commission

FROM: Hamilton Partners, Inc., by its Counsel:

Bruce E. Garner
Law Office of Schirott, Luetkehans & Garner, LLC
105 East Irving Park Road
Itasca, IL 60143
(630) 773-8500

SUBJECT: Petition No. PC 17-013
Hamilton Partners, Inc.'s Petition for approval of a PUD and Subdivision
Subject Property: 703-723 West Algonquin Road, Arlington Heights, IL

DATE: March 7, 2018

LEGAL ACCESS – “LEGAL ISSUES”.

On March 2, 2018, the Winkler Group LLC (“Winkler”) submitted a Memorandum to the Village of Arlington Heights Plan Commission (the “Village”) on behalf of Weber Packaging Solutions, Inc. (“Weber”). Section B of the Memorandum is entitled “Uncertainty of Legal Access (‘Legal Issues’)”. However, contrary to the title of that Memorandum’s Section B, and as detailed below, there is no doubt as to the certainty of the legal access granted to Hamilton Partners, Inc.’s (“Hamilton”) property.

As indicated in Weber’s Memorandum, access to both the Weber property and the Hamilton property from Meijer Drive is guaranteed by a perpetual Easement Agreement (the “Agreement”) recorded in the Cook County Recorder of Deeds Office on March 23, 2006 as Document No. 0608244082. A copy of the Agreement is attached hereto as Exhibit A. The Agreement was drafted by Thomas W. Winkler, the same attorney who prepared Weber’s Memorandum to the Village on March 2, 2018. In the Agreement, Winkler ensured that the benefits and burdens of the Easement would “run with the land”, as paragraph 12 provides that:

All provisions of this Agreement, including the benefits and burdens, run with the land and are binding upon and inure to the heirs, assigns, successors, tenants, and personal representatives of the Parties hereto.

Accordingly, when Hamilton succeeded to the ownership interest in the subject property, it also succeeded to the easement interests recorded in the Agreement.

As explained in Weber's Memorandum, Weber and Hamilton both derive their access to their respective properties through a mutual easement - a 22-foot strip of land running in a north-south direction along the boundary of each parcel of property from Meijer Drive all the way to the southern border of the Weber and Hamilton parcels (the "Easement"). Each party benefits from the use of 22 feet of the other's parcel and is likewise burdened by the other's use of 22 feet of their parcel. However, as recognized by Weber in its Memorandum, the Agreement provides that Weber is solely responsible for the repair and maintenance of that private road which was constructed in the Easement. (See Ex. A, ¶ 11)

A. Easement Not Confined to Present Uses.

In its Memorandum, Weber complains that the use contemplated by Hamilton's plans is unreasonable and places an undue burden on Weber, since it must maintain and repair the Easement. Weber states that the Easement was "intended to be used and has been used for both automobile traffic and pedestrian traffic, not heavy commercial vehicle traffic" and that the use planned by Hamilton Partners "...directly contradicts the intention of the parties who established the easement and creates an undue burden on [Weber]". However, in making this argument, Weber conveniently ignores seminal terms in the Agreement drafted by Weber's counsel. Paragraph 5 of the Agreement clearly states:

5. Use of Easement Premises.

The use of the Easement Premises referred to in paragraphs 1, 2, 3, and 4 above ***are not confined to present uses*** of the Weber parcel, the Oak Pointe Property, the WMS Plant and/or Weber Atrium ***or to present means of transportation.***

Exhibit A, ¶ 5, emphasis added.

Contrary to Weber's assertion, by the very terms of the Agreement, the Easement is not confined to that use as of the date of execution of the Agreement, or any other historical use, but rather, may be expanded upon by the parties benefiting from the Easement. Illinois law is clear that if the language of an easement agreement is clear and free from doubt, that language is not the subject of interpretation, and no resort to facts and circumstances outside of the agreement may be made to modify the clear terms of the easement. *Duresa v. Commonwealth Edison Co.*, 348 Ill. App. 3d 90, 101 (1st Dist. 2004). Here, the Agreement is clear – the parties' use of the easement is not confined to the present uses or present means of transportation and may therefore be used in any way the parties see fit to use it. Contrary to the case of *Emanuel v. Hernandez*, cited by Weber, this is not a case of an implied easement where the scope of the use of the easement must be determined by looking at the circumstances surrounding the grant of the easement because the easement agreement is not in writing. Illinois law holds that when there is a written easement agreement, the intention of the parties is determined from the language used in the agreement itself, without resort to facts and circumstances outside of those written terms. *Rivers Edge Homeowners' Assoc. v. City of Naperville*, 353 Ill. App. 3d 874, 878 (2d Dist. 2004). In other words, rather than determining the proper scope of use of the Easement by looking at its use at the time of execution of the Agreement or some other historical period, the Easement here is determined strictly by the words used in the Agreement itself. Those words indicate that a perpetual easement is granted for ingress and egress over, under and across the Weber and Hamilton properties. Further, the use of that Easement is ***"not confined to present uses . . . or to present means of transportation."*** Ex. A, ¶ 5.

Accordingly, Hamilton is not confined to the use made of the Easement at the time the Agreement was executed and may lawfully expand upon that use pursuant to the terms of the Agreement. The cases of *Doan v. Allgood* and *Seymour v. Harris Trust & Savings Bank*, cited by Weber, are not applicable as no examination of the burden on Weber or reasonableness of the scope are applicable in this instance. However, the *Seymour* case is instructive in that it makes clear that under Illinois law, the rights of the holder of an easement (here, Hamilton) are paramount to the extent necessary to carry out the purpose of the easement agreement. 264 Ill. App. 3d 583, 595 (1st Dist. 1994).

B. Hamilton Partners Has Negotiated In Good Faith.

Weber's Memorandum contains a Section at the end of same entitled "Recommended Actions" in which Weber requests that Hamilton engage in good faith negotiations with Weber regarding the construction and maintenance of the Easement area. (Memorandum, p. 9) Hamilton and its counsel met with Doug Weber at Weber's offices on January 31, 2018 to discuss Hamilton's development. During that meeting, Mike Wauterlek of Hamilton Partners offered to split the future maintenance and repair costs of the Easement roadway 50/50 after the construction of Hamilton's development. Hamilton has heard no response from Weber since this offer. As demonstrated above, under the terms of the Agreement, Weber has the duty to pay for 100% of the maintenance and repair of the Easement roadway. Hamilton Partners' offer to split equally the maintenance and repair obligations is extremely generous given the terms of the Easement Agreement. Accordingly, Weber should accept Hamilton Partners' offer before it is rescinded.

C. Hamilton Partners is Repaving Their Portion of the Easement

As part of Hamilton's plans for construction submitted to the Village, Hamilton will be paving their 22' of the Easement private roadway during their development of the subject property. This, coupled with the offer to pay 50% of the overall maintenance costs of the Easement addresses any claims of increased costs to Weber. As with the offer to pay 50% of the maintenance costs of the Easement, Hamilton is not obligated to pave its portion of the Easement, but is doing same in an effort to be a good neighbor to surrounding property owners.

CONVEYANCE OF OUT LOT A.

An issue raised by the Village Staff is that Village Ordinance No. 02-094 conditioned the approval of construction of Meijer Drive in 2002 on the conveyance of the ownership of "Out Lot A", which is adjacent (and Northwest) to the Hamilton property, to the then owner of the Hamilton property. To date, this has not been done by Weber. As Weber should have conveyed Out Lot A several years ago, Village Staff has requested that the lot be conveyed to Hamilton now. At the meeting with Doug Weber on January 31, 2018, Hamilton offered to receive such a conveyance of the ownership of Out Lot A from Weber. Again, Hamilton has received no response from Weber to this request.

CONCLUSION

The February 14, 2018 Recommendations by the Village Planning & Community Development Department Staff directed Hamilton to "...work with Weber Packaging Solutions property owner to ensure that the easements governing the shared access drive are suitable to accommodate the proposed development on the subject property". Feb. 14, 2018 Recommendations, para. 10. As

demonstrated above, Hamilton Partners has attempted to work with Weber, and was generous in its overtures. Instead of responding to Hamilton's generous offers, Weber chose to send a misleading memorandum to the Village in an apparent attempt to thwart Hamilton's development. Weber's arguments regarding the shared Easement have been shown to be meritless. But more to the point, Hamilton has shown that it has unrestricted legal access to Meijer Drive through the Easement Agreement. That Weber would like to restrict the development of those parcels around them smacks of nothing more than complaints of "Not in my backyard". This is illustrated by the fact that Weber's own loading docks are adjacent to the subject Easement and truck traffic coming to and from Weber utilize the Easement roadway, just as Hamilton has planned. In any event, Weber's complaints do not affect the merits of Hamilton's requested PUD and subdivision and same should be approved.

EXHIBIT A



303 West Madison Street, #1700

Prepared by:
Thomas W. Winkler
Leff, Cohen & Winkler, Ltd.
~~233 South Wacker Drive, Suite 0750~~
Chicago, IL 60606

After Recording Return to:
Thomas W. Winkler

Leff, Cohen & Winkler, Ltd.

303 West Madison Street, #1700

Chicago, IL 60606



Doc#: 0808244082 Fee: \$62.50
Eugene "Gene" Moore RHSP Fee: \$10.00
Cook County Recorder of Deeds
Date: 03/23/2006 01:33 PM Pg: 1 of 20

PARCEL
"1 E"

EASEMENT AGREEMENT

This Easement Agreement is made and entered into by and between Joseph A. Weber, Jr., Trustee of the Joseph A. Weber, Jr. Declaration of Trust, originally dated May 1, 1975, as amended, (hereinafter referred to as "Weber"), Arlington Oak Pointe L.L.C., an Illinois limited liability company (hereafter referred to as "Oak Pointe"), Weber Marking Systems, Inc., an Illinois corporation (hereinafter referred to as "WMS"), and ~~LaSalle National Association, Successor Trustee to LaSalle National Bank and Trust Company of Chicago~~, as Trustee under Trust Agreement #795, not personally, but solely as Trustee (hereinafter referred to as "LaSalle"). The following recitals are a material part of this Agreement:

*LaSalle Bank National Association as
Successor Trustee to American National
Bank and Trust Company of Chicago

Recorder's Stamp

A. Weber is the owner of a tract of vacant land located adjacent to Algonquin Road consisting of approximately 3.997 acres, legally described as follows and referred to

herein as the "**Weber Parcel**": See Exhibit A attached hereto and made a part hereof.

B. Oak Pointe is the owner of a parcel of land containing approximately 306,387 square feet and located immediately to the east of the Weber Parcel adjacent to Algonquin Road, improved with a commercial building containing approximately 97,000 square feet, and legally described as follows and referred to herein as the "**Oak Pointe Property**": See Exhibit B attached hereto and made a part hereof.

C. WMS is the owner of a parcel of land containing approximately 643,500 square feet and located immediately to the south of the Weber Parcel, improved with an industrial building, and legally described as follows and referred to herein as the "**WMS Plant**": See Exhibit C attached hereto and made a part hereof.

D. LaSalle is the owner of a parcel of land containing approximately 355,706 square feet and located immediately to the south of the Oak Pointe Building, improved with a commercial building, and legally described as follows and referred to herein as "**Weber Atrium**": See Exhibit D attached hereto and made a part hereof.

E. Weber, Oak Pointe, WMS, and LaSalle desire to grant easements upon the terms and conditions herein set forth.

F. The easements being granted herein are for the benefit of Weber, Oak Pointe, WMS, and LaSalle and subject to the conditions herein set forth.

NOW, THEREFORE, in consideration of the foregoing recitals and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the following is hereby agreed to by all of the parties hereto (sometimes referred to singularly as a "**Party**" and collectively as the "**Parties**");

1. **Grant by Weber.** Weber hereby grants to Oak Pointe, WMS, and LaSalle as an easement appurtenant to the Oak Pointe Property, the WMS Plant, and Weber Atrium, a perpetual easement for ingress and egress over, under and across the Weber Easement Premises. The Weber Easement Premises is commonly referred to as "Outlot B" in Weber's Resubdivision and that property located southeast of Outlot B and identified as a "Non-Exclusive Ingress and Egress Easement" on the Weber's Resubdivision Plat (but not included within the boundaries of Weber's Resubdivision).

2. **Grant by Oak Pointe.** Oak Pointe hereby grants to Weber, WMS, and LaSalle, as an easement appurtenant to the Weber Parcel, the WMS Plant, and Weber Atrium, a perpetual easement for ingress and egress over, under and across the Oak Pointe Easement Premises. The Oak Pointe Easement Premises is approximately 22' x 189' and identified as a "**Non-Exclusive Ingress and Egress Easement**" on the Oak Pointe Plat of Dedication.

3. **Grant by WMS.** WMS hereby grants to Weber, Oak Pointe, and LaSalle as an easement appurtenant to the Weber Parcel, the Oak Pointe Property, and Weber Atrium, a

perpetual easement for ingress and egress over, under and across the WMS Easement Premises. The WMS Easement Premises commences on the southerly line of Outlot B of Weber's Resubdivision and continues southeasterly approximately 225' in the manner depicted on the Weber's Resubdivision Plat and identified on said Plat as a "Non-Exclusive Ingress and Egress Easement" (the "**Stub Portion**") and then continuing south to the southerly line of the WMS Plant (the "**South Portion**"). The South Portion of the WMS Easement Premises is 22' wide, the easterly boundary being the easterly property line of the WMS Plant.

4. **Grant by LaSalle.** LaSalle hereby grants to Weber, Oak Pointe, and WMS as an easement appurtenant to the Weber Parcel, the Oak Pointe Property, and the WMS Plant, a perpetual easement for ingress and egress over, under and across the LaSalle Easement Premises. The LaSalle Easement Premises commences on the southerly line of the Stub Portion and continues south to the southerly line of the Weber Atrium. The LaSalle Easement Premises is 22' wide, the westerly boundary being the westerly boundary line of the Weber Atrium.

5. **Use of Easement Premises.** The use of the Easement Premises referred to in Paragraphs 1, 2, 3, and 4 above are not confined to present uses of the Weber Parcel, the Oak Pointe Property, the WMS Plant and/or Weber Atrium or to present means of transportation. The installation or maintenance by any of the Parties of pipes, conduits or wires, under, upon or over the Easement Premises is forbidden; provided, however, that Weber's Resubdivision Plat shall provide public utility easements intended to enable the City of Rolling Meadows to install and the Village of Arlington Heights to own and maintain, to the benefit of Weber, Oak Pointe, WMS, LaSalle and other properties, sanitary sewer and potable water facilities. The public utility easement shall also permit the installation and maintenance of other facilities such as electric, gas, telephone and cable by the respective providers. Exclusive use of the Easement Premises is not granted to any Party. The right to use each and all of the Easement Premises for ingress or egress is expressly reserved to the respective grantors and their successors, assigns, heirs, tenants and invitees. In addition, each respective grantor reserves the right to use the Easement Premises on its own property for any and all purposes whatsoever which shall not unreasonably interfere with any one of the Party's uses thereof in accordance with the easements granted.

6. **Division of Dominant Tenement and/or Servient Estate.** If the Weber Parcel, the Oak Pointe Property, the WMS Plant and/or Weber Atrium is hereafter divided into two (2) or more parts by separation of ownership, by lease or otherwise, the persons or entities owning, leasing or otherwise occupying such separated parcels shall enjoy the benefits of the easements hereby created.

7. **Parking.** The Parties covenant that vehicles shall not be parked on any of the Easement Premises.

8. **Condition.** This Agreement shall be of no force and effect unless: (i) prior to December 31, 2002, the City of Rolling Meadows acquires the fee title to that property

commonly referred to as the "Public Access Drive" (or "**PAR**") which is to be located on the Weber Parcel pursuant to that certain Economic Development Agreement dated September 25, 2001 by and among the City of Rolling Meadows, an Illinois municipal corporation; WMS; Weber; Bradford Property Corporation, an Illinois corporation; and Meijer Stores Limited Partnership, a Michigan limited partnership (the "**Economic Development Agreement**") and (ii) the City of Rolling Meadows completes all improvements contemplated in that certain City of Rolling Meadows/Oak Pointe Development Agreement dated January 22, 2002, as amended simultaneous herewith, within the timeframes set forth therein.

9. **Release of Prior Obligations.** WMS and Oak Pointe waive and release each other (and their predecessors and successors) from any and all maintenance fees or other costs otherwise required to be paid by either of them pursuant to the following: (i) the two documents each called "22 Foot Easement Grant" dated October 20, 1977 and recorded with the Cook County Recorder of Deeds as Document numbers 24176553 and 24176555 and (ii) the easements recorded as Document Numbers 199417611 and 24176551 (the "**Existing Easements**").

10. **Construction of Private Road.** (a) The Parties acknowledge that the City of Rolling Meadows is responsible for the construction of (i) the PAR to be known as Meijer Drive which will link Algonquin Road and Golf and (ii) that part of the private road which is primarily described in Paragraph 1 of this Easement Agreement (with a small portion of this private road being located on the property described in Paragraph 2); as well as installation of sanitary sewer and potable water facilities for the benefit of Oak Pointe, Weber, WMS, LaSalle and other properties. The obligations of the City of Rolling Meadows are set forth more precisely in the Economic Development Agreement and the Rolling Meadows/Oak Pointe Development Agreement, as amended simultaneous herewith. Since the engineering, planning, and construction of the PAR and the private road identified above (the "**Construction Activities**") are all being controlled or performed by the City of Rolling Meadows, or its agents or representatives, the Parties hereto hereby release each other from any and all claims, actions or damages which may be incurred, suffered or asserted by any Party allegedly or actually arising in connection with the Construction Activities, except that the foregoing release shall not apply to protect any Party from its own negligent or willful acts.

(b) The Parties acknowledge that the Existing Easements are being abrogated pursuant to the Weber's Subdivision Plat and Oak Pointe Plat of Dedication. Until the Construction Activities are completed (but in no event later than December 31, 2003), the Parties hereto agree to abide by the terms and conditions which are set forth in the Existing Easements.

(c) Effective upon the completion of the Construction Activities (but in no event later than December 31, 2003), the Parties hereto agree to abrogate any rights they have with respect to ingress and egress rights which are set forth in the document captioned "25 Foot Easement Grant" dated October 20, 1977 and recorded with the Cook County Recorder of Deeds as document 24176554.

11. Maintenance of Private Road. WMS agrees to repair and maintain, at its sole cost and expense, the private road which is to be located on the Easement Premises referred to in Paragraphs 1, 2, 3, and 4 of this Easement Agreement as well as provide snow and ice removal from the same when reasonably necessary, and keep the same clean, sightly, safe, unobstructed, and in good and usable condition consistent with past practice. With regard to the foregoing, WMS shall comply with any and all applicable federal, state and local zoning and other ordinances, statutes, guidelines, requirements and regulations with which it has knowledge.

All maintenance and repair of the private road shall be made so as to interfere as little as reasonably practicable with the operations of any of the owners of the Weber Parcel, the WMS Plant, the Oak Pointe Property and the Weber Atrium, or their employees, agents, tenants, invitees or licensees; provided, however, that all parties acknowledge and agree that maintenance and repairs will probably be performed during normal business hours and that some reasonable interference with operations is unavoidable.

In the event of an emergency requiring maintenance or repair of the private roadway, if WMS does not undertake the same within a period of time which is reasonable under the circumstances or it does not reasonably appear that WMS will, or will be able to, undertake such maintenance or repair within a reasonable period of time, any other Party hereto may, at its option, and at its sole cost and expense, perform such maintenance or repair and pay any and all costs and charges associated therewith (subject to reimbursement consistent with the second to last grammatical paragraph of this Section 11).

In the event that a failure by WMS to maintain and repair the private roadway as WMS is required to do pursuant to this Agreement results in a material interference with the rights granted to the other Parties by this Agreement or in a material interference with the use or operation of the other Parties' Parcels or the improvements located thereon from time to time, but does not result in an emergency, any of the other Parties may advise WMS in writing of such failure. In the event that WMS fails to remedy such default within ten (10) days after receipt of such notice or, if such default cannot be cured within ten (10) days, in the event that WMS fails to commence the cure of such default within such ten (10) day period and diligently pursue such cure to completion, any other Party may, at its option, perform the obligation which WMS has failed to properly perform hereunder and pay any and all costs and charges associated therewith.

In any event described in the preceding two (2) paragraphs of this Section 11, the performing Party shall be entitled to recover from WMS the reasonable charges, fees, costs and expenses incurred by the performing party (including, if WMS is in default, reasonable attorneys' fees) in connection therewith, together with interest thereon at the prime rate of interest most recently published in the Wall Street Journal plus four percent (4%) from the date of payment. Such charges, fees, costs, expenses and interest shall be paid by WMS within ten (10) days after receipt of a statement thereof from the performing Party.

Each Party which performs any maintenance or repair on the Parcel to which another party holds title shall restore the area affected by such maintenance or repair to the condition existing prior thereto or prior to any damage or disrepair necessitating such maintenance or repair, and any failure to do so shall give the Party which holds title to such area the rights of a non-defaulting Party pursuant to this Section 11.

12. **Running of Benefits and Burdens.** All provisions of this Agreement, including the benefits and burdens, run with the land and are binding upon and inure to the heirs, assigns, successors, tenants, and personal representatives of the Parties hereto.

13. **Modifications.** No provision of this Agreement shall be modified or amended except by an instrument, in writing, duly executed by the Parties hereto.

14. **Invalidity.** If any provision, covenant, agreement or portion of this Agreement or its application to any person, entity or property is held invalid, such invalidity shall not affect the application or validity of any other provisions, covenants, agreements and the remaining portions of this instrument which shall be considered to be severable and enforceable.

15. **Notices.** All notices and other communications given pursuant to this Easement Agreement shall be in writing and shall be deemed properly received if delivered on the first day following delivery to an overnight courier service or on the second business day after deposit in the U.S. mail as registered or certified mail, return receipt requested, postage prepaid, as follows:

If to Weber: Mr. Joseph A. Weber, Jr.
Weber Marking Systems, Inc.
711 West Algonquin Road
Arlington Heights, IL 60005

If to Oak Pointe: Arlington Oak Pointe, L.L.C.
220 Honey Lake Court
North Barrington, IL 60010

If to WMS: Weber Marking Systems, Inc.
711 West Algonquin Road
Arlington Heights, IL 60005
Attention: President

If to LaSalle: ~~LaSalle National Association,
Successor Trustee to~~
~~LaSalle Bank National Association as
Successor Trustee to American National
Bank and Trust Company of Chicago~~
LaSalle National Bank and Trust Company
of Chicago, as Trustee under
Trust Agreement #795, not personally,
but solely as Trustee

Land Trust Division
135 South LaSalle Street, Suite 2500
Chicago, IL 60603

16. **Recording.** This Easement Agreement shall be recorded with the Cook County Recorder of Deeds, following the execution by all Parties. The documents herein referred to as Weber's Resubdivision and the Oak Pointe Plat of Dedication will also be recorded with the Cook County Recorder of Deeds.

[SIGNATURE PAGE FOLLOWS]

EXHIBIT A

WEBER PARCEL

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)

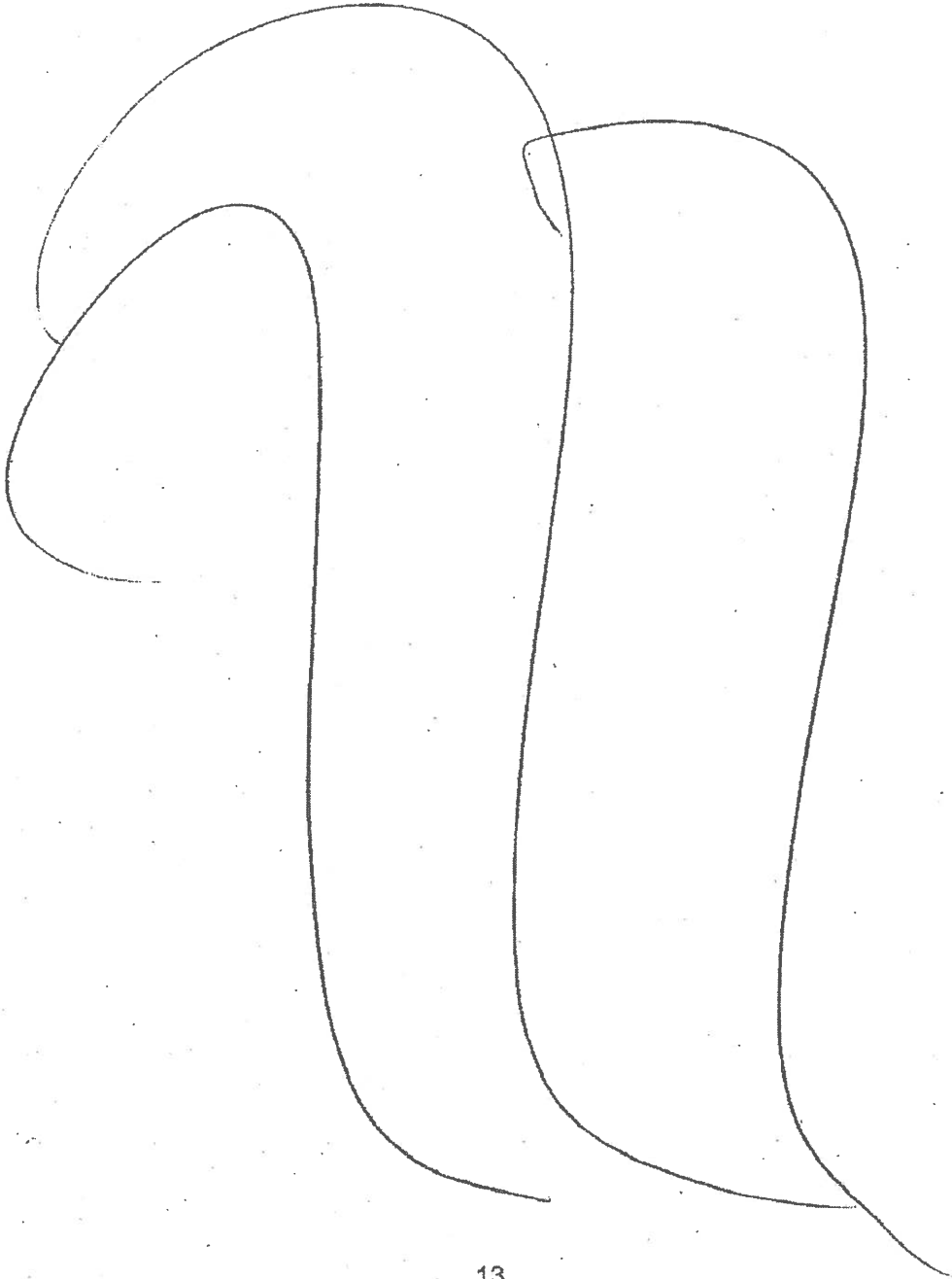


EXHIBIT A

P.I.N. 08-16-102-033

THAT PART OF LOT 2 IN CAUDILL'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 19, 1943 AS DOCUMENT 13160398 AND PART OF VACATED ELK GROVE ROAD PER INSTRUMENT RECORDED SEPTEMBER 30, 1993 AS DOCUMENT 93782809 AND PART OF LOT 'B' IN WEBER ATRIUM RESUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 21, 1978 AS DOCUMENT 24731232 DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF SUB-LOT 1 IN BORKE'S SUBDIVISION OF LOT 1 IN HEISE'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16 AFORESAID; THENCE NORTH 80 DEGREES, 34 MINUTES, 25 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE THEREOF TO THE WESTERLY LINE OF LOT 2 IN CAUDILL'S SUBDIVISION AFORESAID, BEING ALSO THE WESTERLY LINE OF ELK GROVE ROAD (NOW VACATED); THENCE SOUTH 19 DEGREES, 00 MINUTE, 00 SECOND WEST, 385.00 FEET ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING; THENCE SOUTH 71 DEGREES, 00 MINUTE, 00 SECOND EAST, 562.89 FEET TO THE EASTERLY LINE OF LOT 'B' IN WEBER ATRIUM RESUBDIVISION AFORESAID; THENCE NORTH 19 DEGREES, 13 MINUTES, 41 SECONDS EAST, 377.30 FEET ALONG SAID EASTERLY LINE TO THE WEST LINE OF ALGONQUIN ROAD, STATE ROUTE 62, AS WIDENED PER DOCUMENT 11195782; THENCE NORTHWESTERLY, 117.59 FEET ALONG SAID WEST LINE BEING THE ARC OF A CURVE CONVEX SOUTHWESTERLY WITH A RADIUS OF 9499.34 FEET TO THE SOUTHERLY LINE OF ELK GROVE ROAD, AS DEDICATED PER DOCUMENT 19756910; THENCE NORTH 80 DEGREES, 34 MINUTES, 25 SECONDS WEST, 431.75 FEET ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF ELK GROVE ROAD (NOW VACATED); THENCE NORTH 19 DEGREES, 00 MINUTE, 00 SECOND EAST, 33.47 FEET ALONG SAID EASTERLY LINE TO THE NORTHERLY LINE OF LOT 2 AFORESAID; THENCE NORTH 80 DEGREES, 34 MINUTES, 25 SECONDS WEST ALONG SAID NORTHERLY LINE, 10.82 FEET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.

EXHIBIT B

OAK POINTE BUILDING

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)

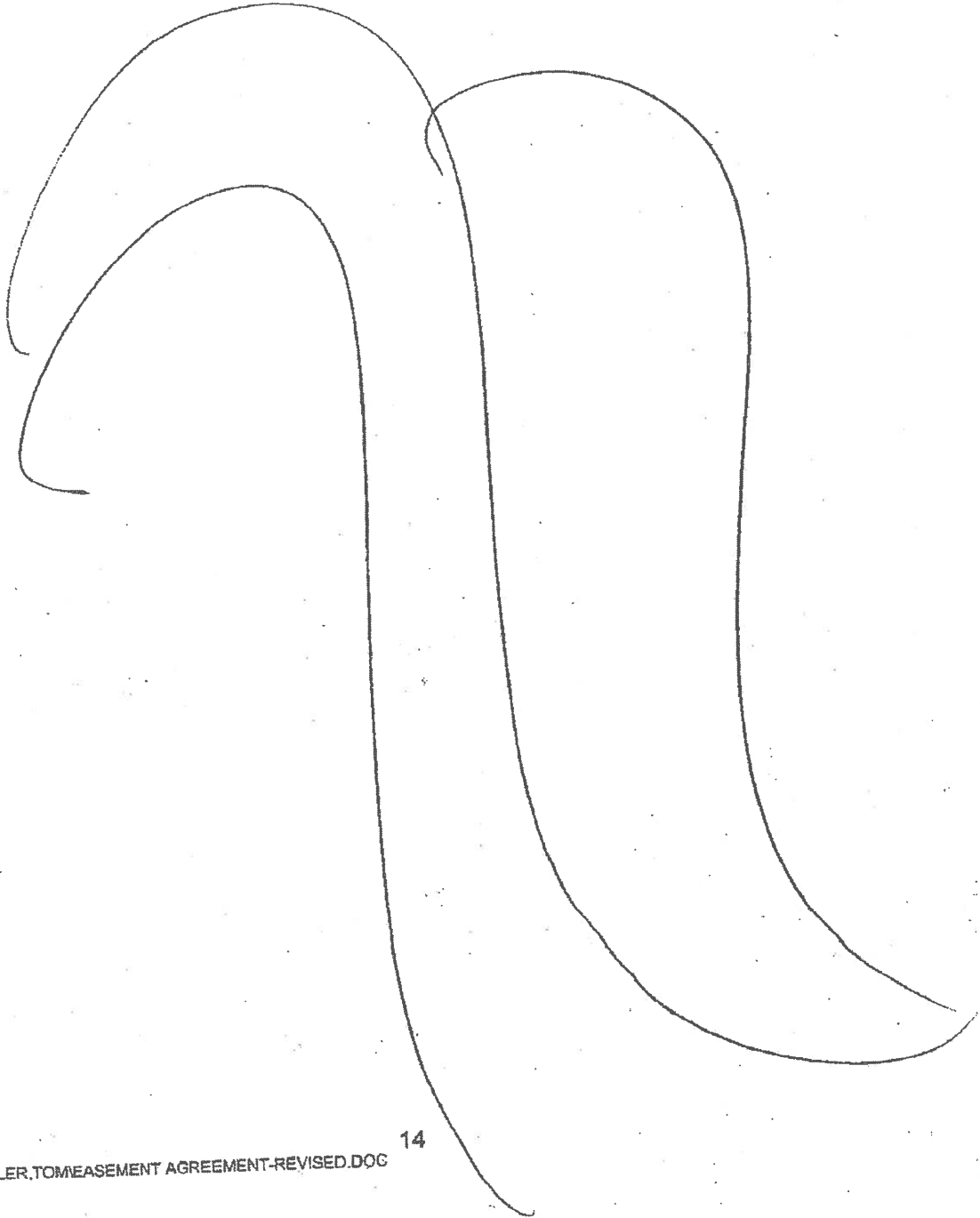


EXHIBIT B

P.I.N. 08-16-102-008

08-16-102-026

08-16-102-027

08-16-102-030

THAT PART OF LOT 10 IN COUNTY CLERKS DIVISION, BEING A SUBDIVISION OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED IN COOK COUNTY, ILLINOIS, (ANTE-FIRE), AND THAT PART OF LOT 2 IN CAUDILL'S SUBDIVISION BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST QUARTER OF SAID SECTION 16, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1943 AS DOCUMENT NO. 13160398.; DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWESTERLY CORNER OF WEBER ATRIUM SUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 21, 1978 AS DOCUMENT NO. 24731232 IN COOK COUNTY, ILLINOIS; THENCE SOUTHEASTERLY ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF ALGONQUIN ROAD (IL. ROUTE 62) AS RECORDED FEBRUARY 2, 1933 AS DOCUMENT NUMBERS 11195785 AND 1119782, SAID SOUTHWESTERLY RIGHT-OF-WAY LINE BEING A TANGENTIAL CURVE CONCAVE TO THE NORTHEAST RADIUS 9499.34 FEET, CENTRAL ANGLE 01 DEGREES 02 MINUTES 14 SECONDS, 171.96 FEET, (THE CHORD BEARS A ILLINOIS EAST GRID BEARING OF SOUTH 45 DEGREES 31 MINUTES 18 SECONDS WEST 171.96 FEET) TO THE NORTHEASTERLY CORNER OF LOT "B" IN SAID WEBER ATRIUM SUBDIVISION, SAID NORTHEASTERLY CORNER, BEING THE POINT OF BEGINNING; THENCE SOUTH 18 DEGREES 41 MINUTES 30 SECONDS WEST 46.26 FEET ALONG SAID EASTERLY LINE; THENCE NORTH 72 DEGREES 30 MINUTES 06 SECONDS EAST TO A POINT OF INTERSECTION WITH THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID ALGONQUIN ROAD (IL. ROUTE 62); THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE BEING A TANGENTIAL CURVE CONCAVE TO THE NORTHEAST RADIUS 9499.34 FEET, CENTRAL ANGLE 00 DEGREES 15 MINUTES 13 SECONDS, 42.04 FEET, (THE CHORD BEARS NORTH 44 DEGREES 52 MINUTES 35 SECONDS WEST 42.04 FEET), TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXHIBIT C

WMS PLANT

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)



EXHIBIT C

P.I.N. 08-16-102-034

THAT PART OF LOT 2 IN CAUDILL'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 19, 1943 AS DOCUMENT 13160398 AND PART OF VACATED ELK GROVE ROAD PER INSTRUMENT RECORDED SEPTEMBER 30, 1993 AS DOCUMENT 93782809 AND PART OF LOT 'B' IN WEBER ATRIUM RESUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 21, 1978 AS DOCUMENT 24731232 DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERLY CORNER OF SUB-LOT 1 IN BORKE'S SUBDIVISION OF LOT 1 IN HEISE'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16 AFORESAID; THENCE NORTH 80 DEGREES, 34 MINUTES, 25 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE THEREOF TO THE WESTERLY LINE OF LOT 2 IN CAUDILL'S SUBDIVISION AFORESAID, BEING ALSO THE WESTERLY LINE OF ELK GROVE ROAD (NOW VACATED); THENCE SOUTH 19 DEGREES, 00 MINUTE, 00 SECOND WEST, 385.00 FEET ALONG SAID WESTERLY LINE TO THE POINT OF BEGINNING; THENCE SOUTH 71 DEGREES, 00 MINUTE, 00 SECOND EAST, 562.89 FEET TO THE EASTERLY LINE OF LOT 'B' IN WEBER ATRIUM RESUBDIVISION AFORESAID; THENCE SOUTH 19 DEGREES, 13 MINUTES, 41 SECONDS EAST, 1207.81 FEET ALONG SAID EASTERLY LINE TO THE SOUTHEAST CORNER OF LOT 'B' AFORESAID; THENCE NORTH 57 DEGREES, 59 MINUTES, 29 SECONDS WEST ALONG THE SOUTHERLY LINE OF LOT 'B', 572.79 FEET TO THE WESTERLY LINE OF ELK GROVE ROAD (NOW VACATED); THENCE NORTH 19 DEGREES, 00 MINUTE, 00 SECOND EAST, 1078.07 FEET ALONG AS DOCUMENT WESTERLY LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXHIBIT D

WEBER ATRIUM

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)

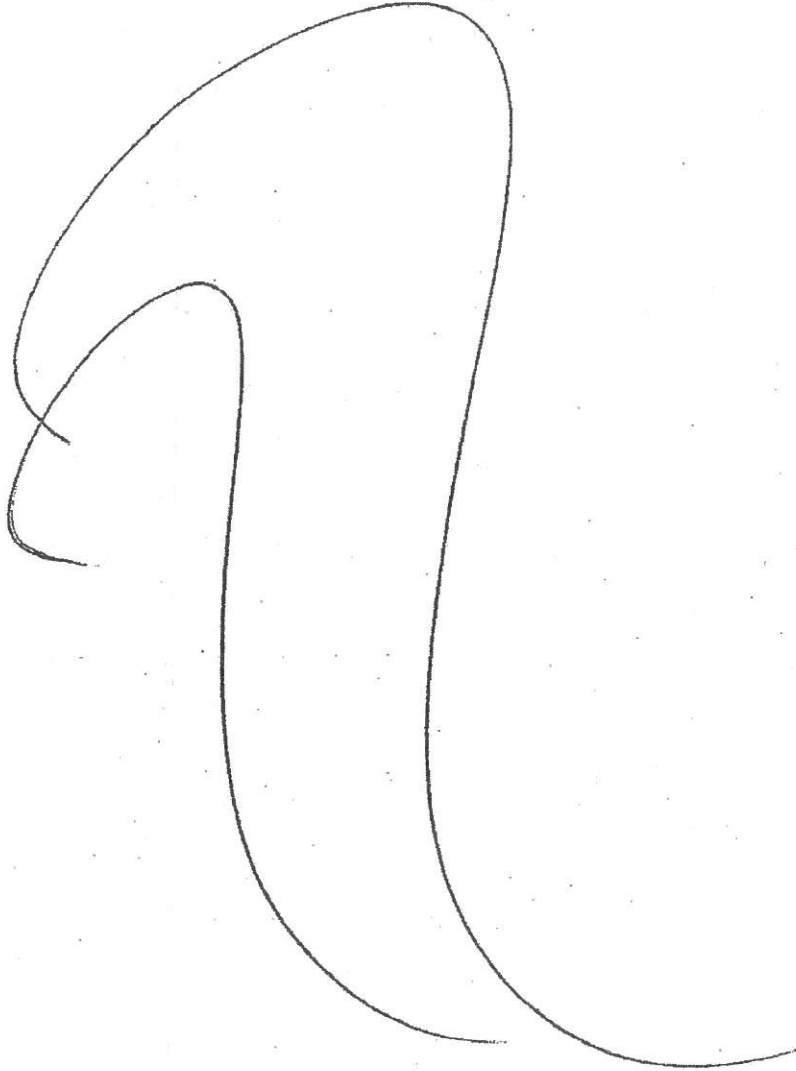
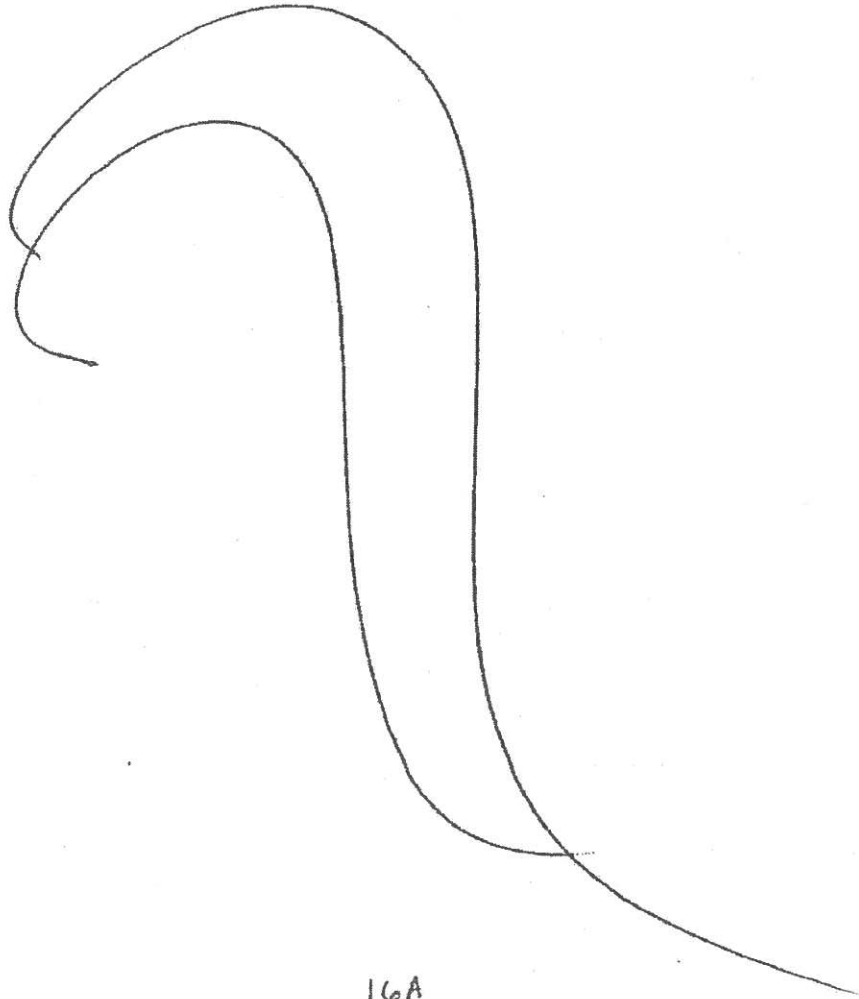


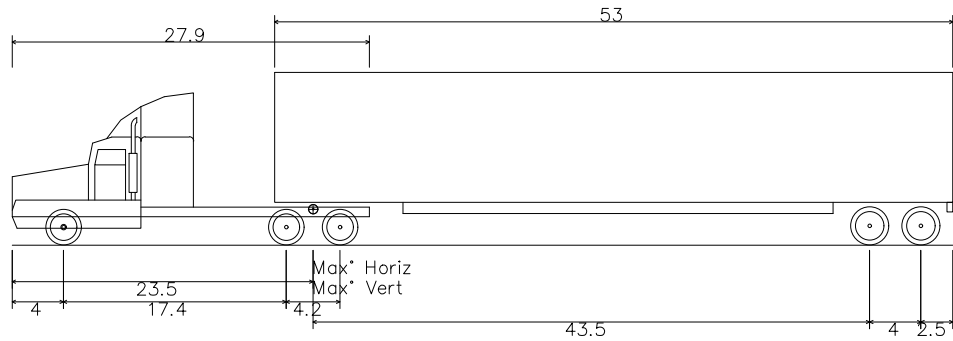
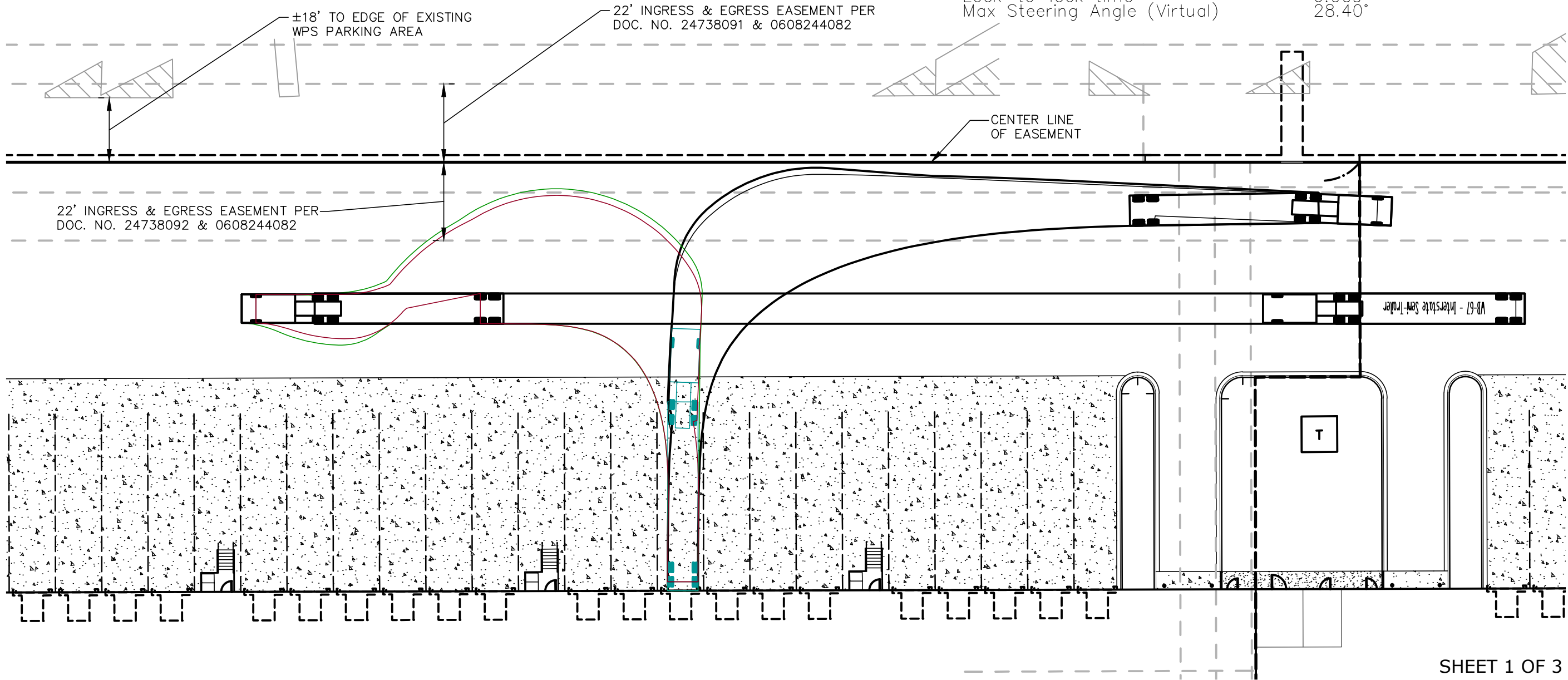
EXHIBIT D

P.I.N. 08-16-102-028

LOT "A" IN WEBER ATRIUM RESUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, RECORDED NOVEMBER 21, 1978 AS DOCUMENT NUMBER 24731232, IN COOK COUNTY, ILLINOIS.



16A



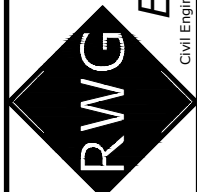
WB-67 - Interstate Semi-Trailer
Overall Length 73.500ft
Overall Width 8.500ft
Overall Body Height 13.500ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°

PROJECT NO. 32212717
DATE 03/09/18
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

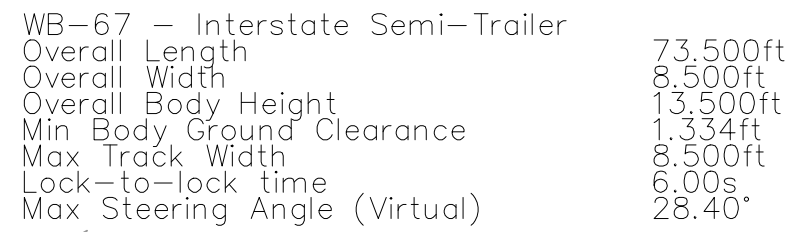
ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
TRUCK ROUTING EXHIBIT

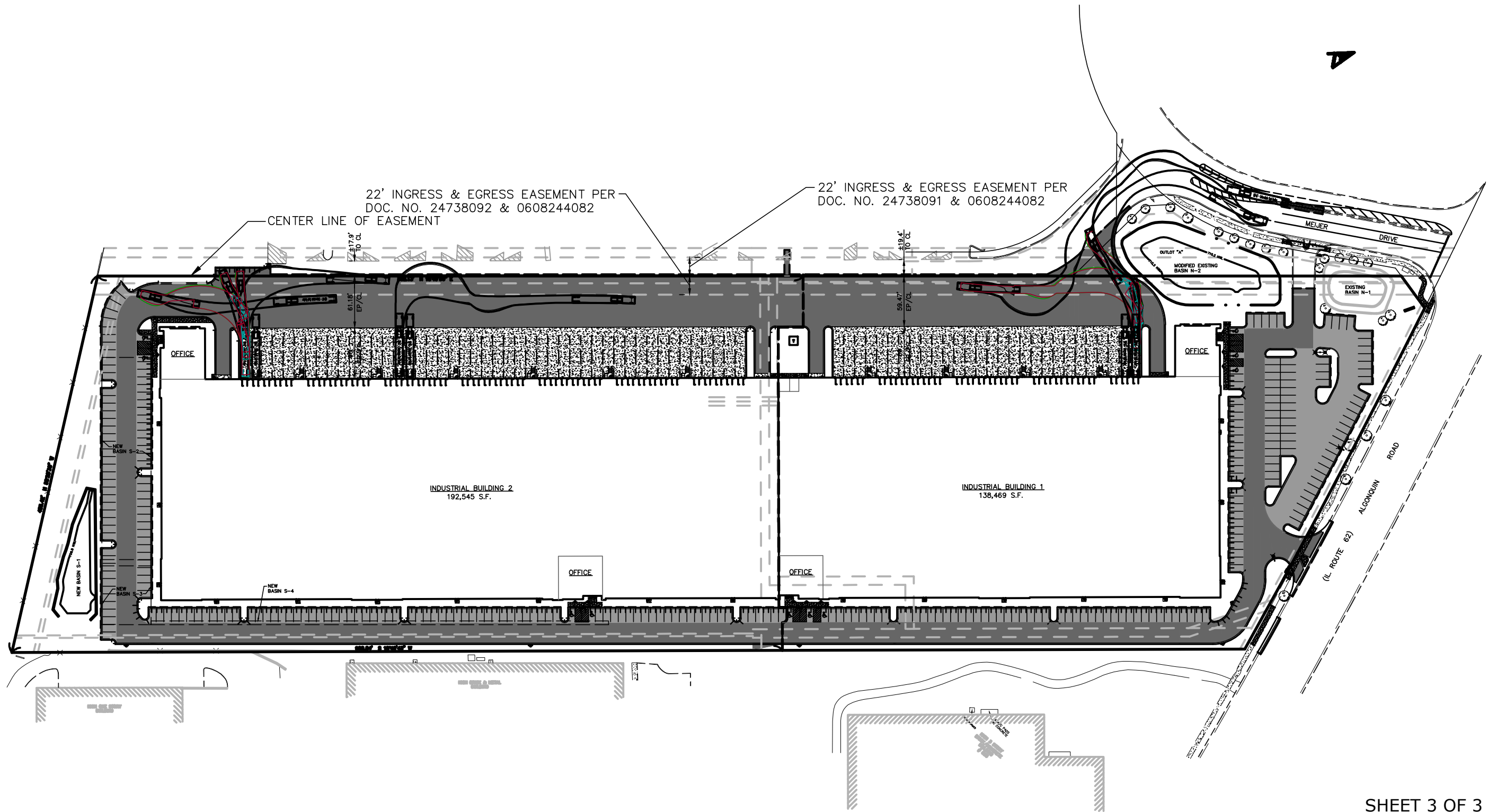
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management



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[illegible]



Engineering, LLC

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

Civil Engineering ♦ Real Estate Consulting ♦ Project Management

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
TRUCK ROUTING EXHIBIT

PROJECT NO. 32212717
DATE 03/09/18
SCALE 1"=120'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

VERIFY NO ACCESS ISSUES WITH THESE 2 PARKING SPACES WITHIN EXISTING INGRESS-EGRESS EASEMENT. ALTHOUGH PROBABLY OK PER EXISTING EASEMENT AGREEMENTS, COULD REMOVE THESE 2 PARKING SPACES TO AVOID THE ISSUE AND ADDRESS VILLAGE COMMENTS & CONCERNS.

APPROXIMATE 10' X 65' OFFSITE PAVEMENT EXTENSION FOR TRUCK ACCESS TO PROPOSED DOCK AREA. ADDRESS/CLARIFY IN NEW EASEMENT DOCUMENT THIS ALSO INCLUDES OFFSITE GRADING WORK FOR NECESSARY GRADE (ELEVATION) TRANSITION - ALL WITHIN EASEMENT AREA. IF NO WORK IN OFFSITE EASEMENT AREA, GRADE TRANSITION WOULD BE ADDRESSED BY RETAINING WALL. REMOVAL OF OFFSITE PAVEMENT WOULD LIMIT ACCESS TO MOST SOUTHERLY BAY(S) WITH A TRUCK AND CAB PARKED IN ADJACENT DOCK.

THERE ARE A NUMBER OF EASEMENTS ALONG THE COMMON DRIVEWAY GRANTED AT VARIOUS TIMES THRU THE YEARS, SOME OF WHICH HAVE BEEN VACATED OR PARTIALLY VACATED, RESULTING IN A COMPLEX SITUATION WHICH IS DIFFICULT TO FOLLOW. THE VILLAGE IS REQUESTING THIS SITUATION BE ADDRESSED/CLEANED-UP. IT IS SUGGESTED THE VARIOUS EXISTING EASEMENTS BE VACATED AND A NEW EASEMENT AGREEMENT (WITH PLAT/EXHIBIT CLARIFYING LOCATIONS) BE EXECUTED OUTLINING THE RIGHTS TO THE RESPECTIVE PARTIES ALONG THE COMMON DRIVE BASED ON CURRENT CONDITIONS. USE OF 22' EASEMENT ON WPS PARCEL ADDRESSED PER BRUCE GARNER'S MEMO OF MARCH 7, 2018

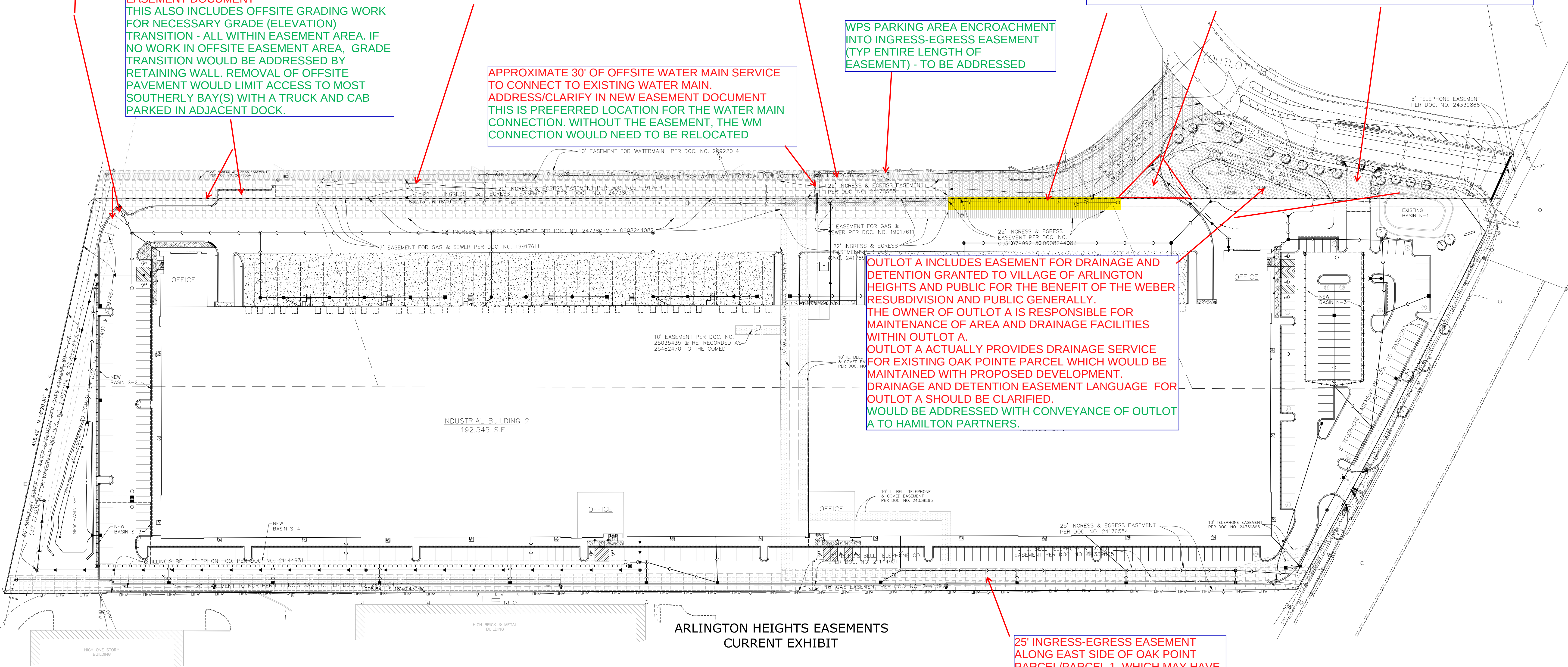
APPROXIMATE 30' OF OFFSITE WATER MAIN SERVICE TO CONNECT TO EXISTING WATER MAIN. ADDRESS/CLARIFY IN NEW EASEMENT DOCUMENT THIS IS PREFERRED LOCATION FOR THE WATER MAIN CONNECTION. WITHOUT THE EASEMENT, THE WM CONNECTION WOULD NEED TO BE RELOCATED

WPS PARKING AREA ENCROACHMENT INTO INGRESS-EGRESS EASEMENT (TYP ENTIRE LENGTH OF EASEMENT) - TO BE ADDRESSED

WITH THE DEDICATION OF MEIJER DR AND THE WEBER'S RESUBDIVISION, AS WELL AS THE OAK POINTE PLAT OF DEDICATION, THE INGRESS-EGRESS EASEMENTS AND THE EASEMENT FOR GAS AND SEWERS WERE VACATED AND NOT REGRANTED FOR OUTLOT A OR THE SECTION OF SANITARY SEWER HIGHLIGHTED IN YELLOW. CLARIFY APPROPRIATE EASEMENTS ARE IN PLACE FOR INGRESS-EGRESS FOR THE EXISTING DRIVEWAY THRU OUTLOT A, THE HIGHLIGHTED SECTION OF SANITARY SEWER, AS WELL AS THE PROPOSED PAVEMENT AND SANITARY SEWER AT THE SOUTHERLY CORNER OF OUTLOT A. WOULD BE ADDRESSED WITH CONVEYANCE OF OUTLOT A, EXCEPT FOR PORTION OF SANITARY SEWER HIGHLIGHTED IN YELLOW, WHICH IS POSSIBLY MORE OF AN ISSUE FOR WPS AND THE VILLAGE THAN FOR HAMILTON PARTNERS.

OUTLOT A INCLUDES EASEMENT FOR DRAINAGE AND DETENTION GRANTED TO VILLAGE OF ARLINGTON HEIGHTS AND PUBLIC FOR THE BENEFIT OF THE WEBER RESUBDIVISION AND PUBLIC GENERALLY. THE OWNER OF OUTLOT A IS RESPONSIBLE FOR MAINTENANCE OF AREA AND DRAINAGE FACILITIES WITHIN OUTLOT A. OUTLOT A ACTUALLY PROVIDES DRAINAGE SERVICE FOR EXISTING OAK POINTE PARCEL WHICH WOULD BE MAINTAINED WITH PROPOSED DEVELOPMENT. DRAINAGE AND DETENTION EASEMENT LANGUAGE FOR OUTLOT A SHOULD BE CLARIFIED. WOULD BE ADDRESSED WITH CONVEYANCE OF OUTLOT A TO HAMILTON PARTNERS.

25' INGRESS-EGRESS EASEMENT ALONG EAST SIDE OF OAK POINT PARCEL/PARCEL 1, WHICH MAY HAVE BEEN VACATED PREVIOUSLY. CLARIFY VACATION OF THIS EASEMENT THIS MAY NOT BE AN ISSUE AND PROBABLY NOT A PRIMARY ITEM.



EASEMENT OVERVIEW EXHIBIT

COMMENTS IN RED FONT -- 01-18-2018
AND SUBMITTED TO WPS -- 01-31-2018
COMMENTS IN GREEN FONT, UPDATED & STATUS WITH WPS -- 03-09-2018

Planning & Community Development Dept. Review

March 20, 2018



SUPPLEMENTAL PROJECT REVIEW

Project: 703-723 W. Algonquin Rd
Hamilton Partners Distribution Facility

Case Number: PC 17-013

1. The traffic study used ITE traffic generation rates to estimate that the proposed development would generate 1,380 daily trips. Furthermore, the study states that *"based on other studies of warehouse/distribution centers, it is estimated that approximately 10 to 20 percent of the traffic approaching and departing the development during the peak hours of the day will be trucks, with the remaining 80 to 90 percent being passenger vehicles"*. Please provide details on these additional studies. If other developments were studied to determine this breakdown of truck traffic vs. passenger vehicle traffic, please provide the data for our review. The estimated daily volume of truck traffic for a 331,014 sq. ft. distribution facility with 64 loading bays appears low.
2. Hamilton Partners has developed three similar facilities in the Chicagoland area over the last several years. Please provide details on these facilities (such as number of loading spaces, size of building, general usage, location, and occupancy of each facility), as well as details on the existing traffic volumes at these facilities (both passenger vehicles and trucks) to further clarify the estimated traffic impact of the proposed development.
3. Please clarify the need for 305 passenger vehicle parking spaces. It is our experience that warehouse facilities generally involve low passenger vehicle volumes, however, the traffic study estimates that the proposed site will generate 1,104 passenger vehicle trips per day.
4. The Truck Routing Exhibit, dated 3/9/18 (showing a WB-67 truck accessing a loading space when there are trucks already parking in the loading spaces on each side) did not show how that truck would back into the space. Please provide a separate exhibit showing how trucks will back into the loading spaces when there are existing trucks parked on both sides.
5. Would Hamilton Partners be willing to take pavement borings on the Weber site within the existing shared private drive, to determine what extent repairs would be needed? This would help to understand if resurfacing that drive would be adequate to accommodate for the increased truck traffic, or if a complete reconstruction of the driveway is necessary to accommodate for the increased volume of trucks that will be traveling down Weber's portion of the access drive.
6. On any future plans or exhibits, please clearly indicate the bounds of the shared private drive easement, both on your property and on the Weber property.
7. Please prepare a separate exhibit showing the Weber parking/loading area in relation to the proposed facility, which also clearly indicates the bounds of the shared private drive easement.
8. Please prepare a plan which outlines potential site improvement that would help to address cross access site circulation and eliminate passenger/truck conflicts.
9. Please provide a written response outlining why flipping the building is not feasible.
10. Please explore options to maintain all truck movements within the subject property.



MORGAN / HARBOUR
CONSTRUCTION

March 22, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – Supplemental Project Review (Case No. PC 17-013)

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Supplemental Project Review dated March 20, 2018 regarding the aforementioned project:

PLANNING & COMMUNITY DEVELOPMENT DEP. – From Sam Hubbard, dated March 20, 2018:

1. **VAH COMMENT:** *The traffic study used ITE traffic generation rates to estimate that the proposed development would generate 1,380 daily trips. Furthermore, the study states that “based on other studies of warehouse/distribution centers, it is estimated that approximately 10 to 20 percent of the traffic approaching and departing the development during the peak hours of the day will be trucks, with the remaining 80 to 90 percent being passenger vehicles”. Please provide details on these additional studies. If other developments were studied to determine this breakdown of truck traffic vs. passenger vehicle traffic, please provide the data for our review. The estimated daily volume of truck traffic for a 331,014 sq. ft. distribution facility with 64 loading bays appears low.*

MHC RESPONSE: The other studies is what is mentioned in the ITE Trip Generation handbook. The 20% truck rate was chosen from the range of these studies, which was found to be 10 to 20 percent, to provide for a conservative estimate with respect to the number of trucks that would approach/depart on a daily basis, as well as the morning and afternoon peak hours. It is important to note that ITE Land Use Code 150 (Warehousing) has been used and accepted by other municipalities for determining traffic generation for developments similar to the proposed subject development.



2. **VAH COMMENT:** *Hamilton Partners has developed three similar facilities in the Chicagoland area over the last several years. Please provide details on these facilities (such as number of loading spaces, size of building general usage, location, and occupancy of each facility), as well as details on the existing traffic volumes at these facilities (both passenger vehicles and trucks) to further clarify the estimated traffic impact of the proposed development.*

MHC RESPONSE: Please refer to Mike Wauterlek email to Sam Hubbard dated 03/22/18.

3. **VAH COMMENT:** *Please clarify the need for 305 passenger vehicle parking spaces. It is our experience that warehouse facilities generally, involve low passenger vehicle volumes, however, the traffic study estimates that the proposed site will generate 1,104 passenger vehicle trips per day.*

MHC RESPONSE: The (305) parking spaces represents what a potential tenant may or may not need, but more likely what will be required per municipal code once the project is complete.

4. **VAH COMMENT:** *The Truck Routing Exhibit, dated 3/9/18 (showing a WB-67 truck accessing a loading space when there are trucks already parking in the loading spaces on each side) did not show how that truck would back into the space. Please provide a separate exhibit showing how trucks will back into the loading spaces when there are existing trucks parked on both sides.*

MHC RESPONSE: (See Attached Exhibit)

5. **VAH COMMENT:** *Would Hamilton Partners be willing to take pavement borings on the Weber site within the existing shared private drive, to determine what extent repairs would be needed? This would help to understand if resurfacing that drive would be adequate to accommodate for the increased truck traffic, or if a complete reconstruction of the driveway is necessary to accommodate for the increased volume of trucks that will be traveling down Weber's portion of the access drive.*

MHC RESPONSE: Hamilton Partners would not be willing to take boring samples on the Weber property. Hamilton Partners would gladly share the existing borings taken on its property if it would be helpful to Weber in making their own assessment. Conversely, if Weber agreed to compensate Hamilton Partners for costs associated with due diligence of this issue as it pertains specifically to Weber's property, Hamilton Partners would be willing to assist.

6. **VAH COMMENT:** *On any future plans or exhibits, please clearly indicate the bounds of the shared private drive easement, both on your property and on the Weber property.*

MHC RESPONSE: (See attached Exhibit showing bounds of the easement)

7. **VAH COMMENT:** *Please prepare a separate exhibit showing the Weber parking/loading area in relation to the proposed facility, which also clearly indicates the bounds of the shared private drive easement.*

MHC RESPONSE: (See Attached Exhibit)



8. **VAH COMMENT:** *Please prepare a plan which outlines potential site improvement that would help to address cross access site circulation and eliminate passenger/truck conflicts.*

RESPONSE: With the dedication of Meijer Drive and the associated improvements, this shared access easement was clearly intended to be the main access route for both the Weber and Hamilton Partners parcels. The attached exhibit reflects circulation from Meijer Drive and striping the access easement. As intended with the original Meijer Drive dedication documents, there will be an in-bound lane(s) on the Weber portion of the easement and outbound lanes on the HP parcel. To properly accommodate the inbound lanes on the Weber parcel, the existing striping for Weber's parking within the access easement will need to be modified to remove the parking within the easement and minimize potential traffic conflicts. (See attached Exhibit)

9. **VAH COMMENT:** *Please provide a written response outlining why flipping the building is not feasible.*

RESPONSE: Hamilton Partners is the owner of the subject property and thus should be able to place the building in any orientation it desires so long as it conforms with municipal code. The proposed property does conform with municipal code and was approved by the design committee. Furthermore, "flipping" the building would result in a greatly reduced building footprint that would make the project unfeasible economically.

Additionally, IDOT warrants would not allow for an additional traffic signal at the NE corner of the property given the close proximity of the existing traffic signal at Meijer and Algonquin Road. This would result in a "right in right out" for truck traffic at the NE corner of the property without a traffic signal that would make the project and property unfeasible all together for redevelopment to a use conforming with its current M2 zoning due to lack of access to necessary roadways. With the Meijer Drive improvements and the associated regional planning, the primary access for the Hamilton Partners parcel was to be from Meijer Drive, not the easterly secondary access from Algonquin Road. This was approved by both Weber and the Village of Arlington Heights at the time of the Meijer Drive right of way dedication.

10. **VAH COMMENT:** *Please explore options to maintain all truck movements within the subject property.*

RESPONSE: Hamilton Partners is legally permitted to use the access drive per the easement documents. There are no legal grounds for modification of the access rights that were granted by Weber for the enjoyment of our property.

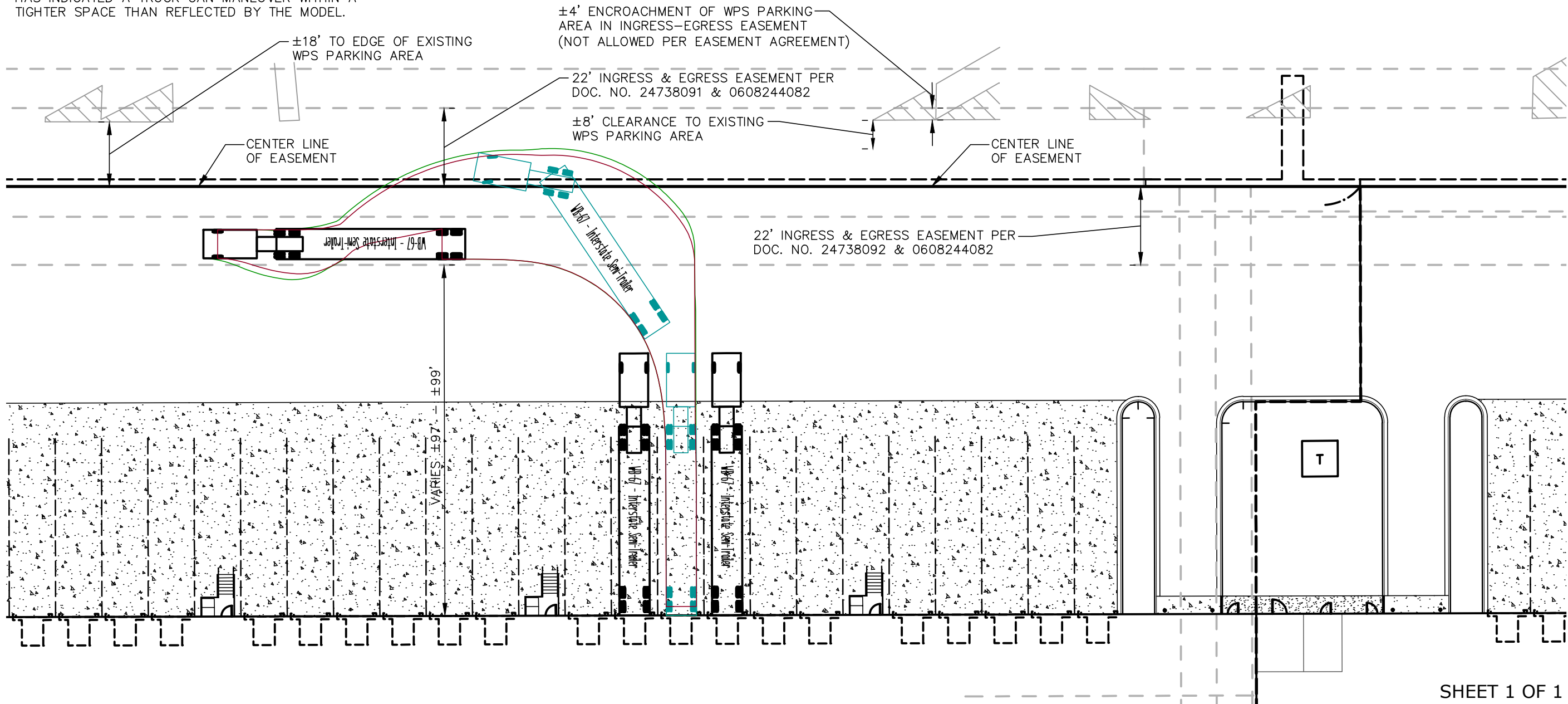
Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua Spinks".

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.

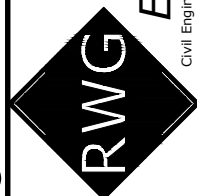
NOTE: EXHIBIT REFLECTS A WORST CASE CONDITION WITH A CONSERVATIVE DESIGN MODEL. FIELD EXPERIENCE HAS INDICATED A TRUCK CAN MANEUVER WITHIN A TIGHTER SPACE THAN REFLECTED BY THE MODEL.



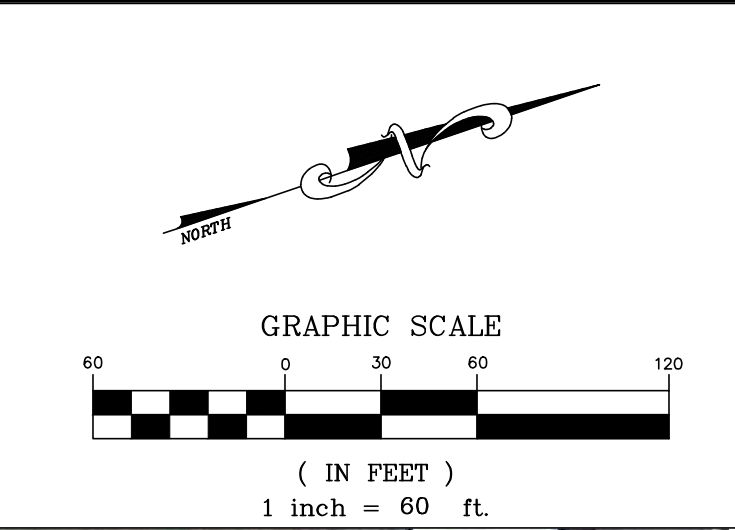
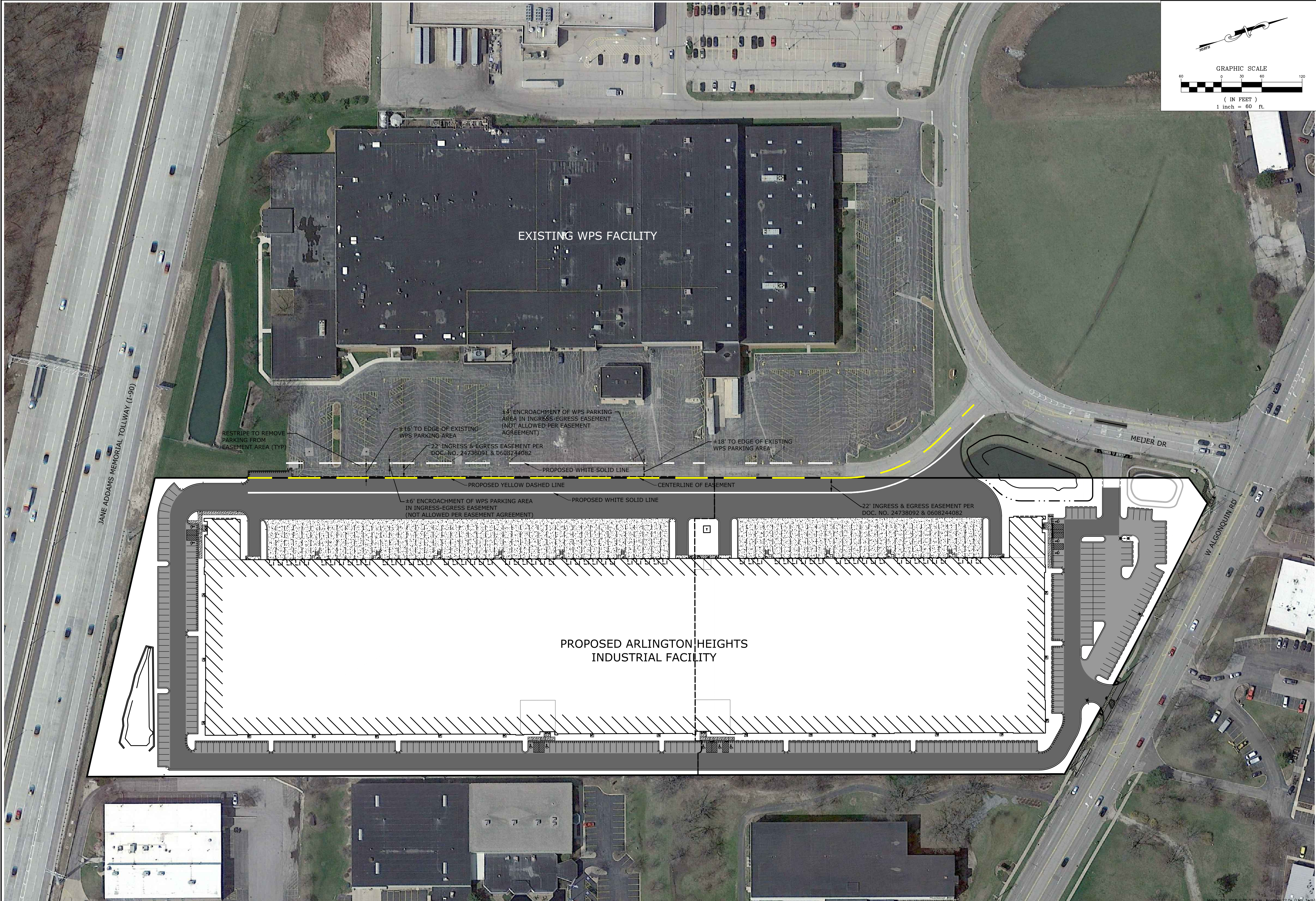
PROJECT NO. 32212717
DATE 03/22/18
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
TRUCK ROUTING EXHIBIT

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com
RWG Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management



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DATE	REVISIONS	DRAWN BY

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
PRIVATE DRIVE ACCESS EASEMENT EXHIBIT

RWG
Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management
975 E. 22nd St., Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 32212717
DATE 03/22/18
SCALE 1"=60'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY AYS

Hubbard, Sam

From: Mike Wauterlek <MWauterlek@hamiltonpartners.com>
Sent: Thursday, March 22, 2018 4:05 PM
To: Hubbard, Sam; Joshua Spinks (jspinks@morganharbour.com)
Subject: Response to question #2
Attachments: Hamilton Partners recent industrial development projects.pdf; Hamilton Partners existing property truck court analysis.pdf

Sam,

I hope you're well. Please see the attached in response to question #2 in the village memo dated 3/20/18. We do not have traffic studies on any of our past projects, but I would be happy to talk through anything else related to the past projects.

The Bensenville project was completed late 2016 and is 100% occupied by two different tenants (Zurn a subsidiary of Rexnord, and Geib Industries). This property was designed to be a high velocity distribution center given its close proximity to O'Hare cargo entrances. This is evidenced by the high loading dock to building square foot ratio (1 dock per each 3,100 square feet) and the 51 trailer parking stalls. At the end of the day we ended up leasing the building to two light distributors and only 25% of the dock positions are being utilized.

1235 Mittel is under construction and scheduled to be delivered by the end of 2018. It is currently not leased.

720 Northgate in Wheeling was completed in late 2017. We ended up selling the property to another industrial developer. I have heard it is half leased. The loading dock to square foot ratio is lower (1 dock per each 5,100 feet) and does not have trailer parking. It has many similarities to our proposed development in Arlington Heights, as the purpose of the property is light distribution.

I've included a second attachment that depicts truck court dimensions of some other properties we own and have owned for several decades. My goal is to convince the village that our proposed design is not only safe, but functional. I could easily include another 50 properties that would illustrate the same point. As proposed, the distance of our truck court from edge of dock to edge of easement is 139'. I've included a combination of properties with shared truck courts and exclusive truck courts as I would describe our proposed development as a hybrid of the two. All three of our previous new developments have truck courts with shorter distances and thus less maneuverability than our proposed project (Wood Dale 130', Bensenville 125', and Wheeling 111' to edge of car stall). I've also included aerials of 3 properties with varying vintages ranging from the late 70's to the mid 90's. While only 3 properties are included, the 3 properties are very much representative of the design of the 30 million plus square feet of industrial real estate we have developed locally. All 3 properties have a combination of both truck and car traffic, but lack the dedicated access drive of our property. Over the course of the multiple decades of ownership, we are not aware of any accidents that have occurred at these properties within drive ways or truck courts.

Off topic, but we take great pride in our work. Not only does this property have exposure off of a major expressway, but with our headquarters in Itasca it is right in our back yard. Once completed, it will certainly be a great point of pride for us and hopefully for the village as well. We have made a significant investment in the Village of Arlington Heights based upon your good reputation and the quality of the individuals we have met with. It is very reasonable to believe that this could be the first of many such collaborations between the Village of Arlington Heights and Hamilton Partners. With all of this said, I'm very hopeful that the village will approve our project as proposed.

Thank you

Mike Wauterlek

Hamilton Partners
Office 630.250.9700
Mobile 773.623.9819
Fax 630.250.8521

mw@hpre.com

Bensenville Corporate Center
340 County Line Road
Bensenville, IL

HAMILTON
PARTNERS



Building Specs

Available Space: 184,000 SF (Divisible)

Office: To Suit

Construction: Pre-cast Concrete

Available Date: Delivery in 2014

Site Size: 11.51 Acres

Ceiling Height: 32'

Car Parking: 159 Stalls

Trailer Parking: 51 Stalls

Bay Sizes: 50' x 50' (Speed bay of 60')

Loading: 44 Exterior Docks (West Facing)

15 Exterior Docks (East Facing)

2 Grade Level Drive-in Doors

Sprinkler System: ESFR

Lease Rate: Subject To Offer

Sale Price: Subject To Offer

Comments:

- DuPage County Real Estate Taxes
- Cross Dock Design
- Proximity to Planned Taft Avenue Connector and Franklin Avenue/Green Street interchange along I-294 West Bypass

CBRE

Matt Mulvihill

Senior Vice President

matt.mulvihill@cbre.com

847 706 4964

Kevin Segerson

Vice President

kevin.segerson@cbre.com

847 585 0680

Cal Payne

Associate

calum.payne@cbre.com

847 706 4995

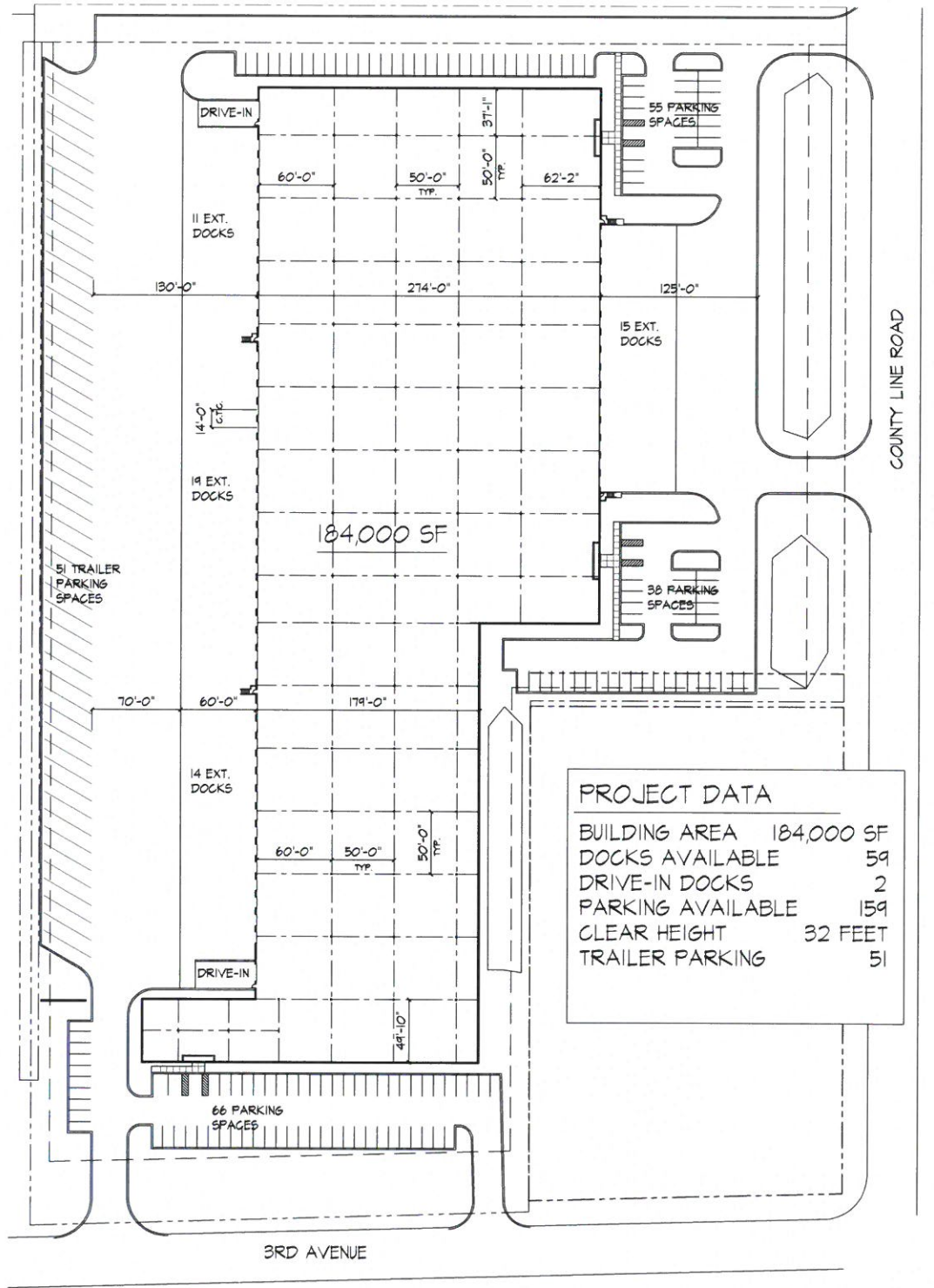
HAMILTON
PARTNERS

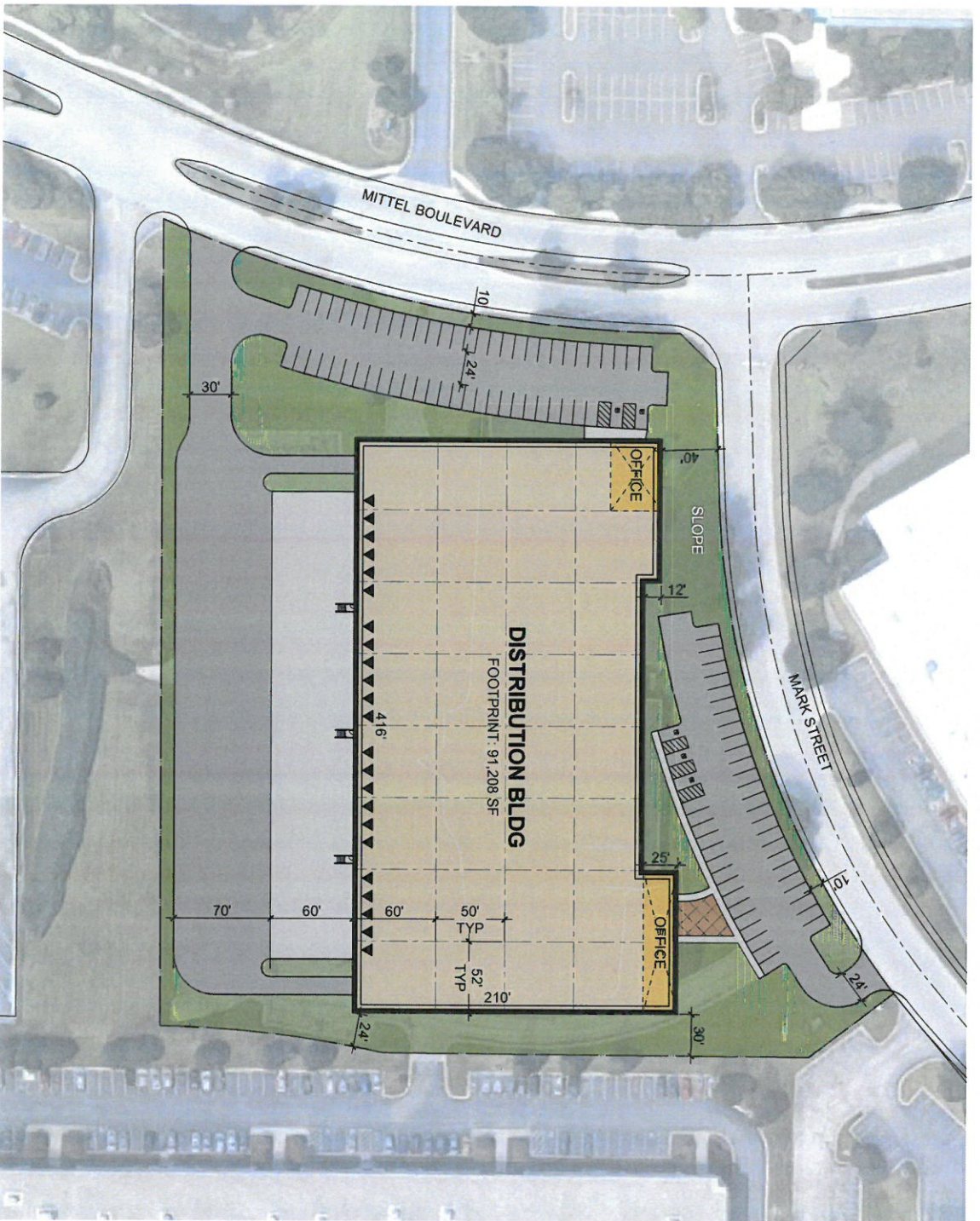
Hamilton Partners Industrial Division

Industrial@hamiltonpartners.com

630 250 8521

Site Plan





HAMILTON
PARTNERS

Scheme: 06

Conceptual Site Plan

1235 Mittel
1235 North Mittel Boulevard, Wood Dale, IL 60191, USA

WARE MALCOMB

CH18-0227-00
31.23.2316

SHEET
1

PROJECT DATA:

SITE AREA:	5.47 AC
GROSS:	238,338 SF
DEFENTION:	@ 0%
SLOPE:	0 SF
NET:	5.47 AC
BUILDING FOOTPRINT:	238,338 SF
BUILDING USE:	91,208 SF
WAREHOUSE:	86,668 SF
OFFICE:	4,524 SF
FAR:	@ 5%
GROSS:	4,524 SF
NET:	0.38
PARKING REQUIRED:	17,430 SF
WAREHOUSE:	14 STALLS
OFFICE:	1,233 SF
PARKING PROVIDED:	74 STALLS
AUTO:	101 STALLS
TRUCK:	@ 111,700 SF
TRAILER:	5 STALLS
REQ. ACCESSIBLE:	0 STALLS
TRUCK DOCKS:	23
DOCK-HIGH DOORS:	2
GRADE-LEVEL DOORS:	2

DEVELOPMENT STANDARDS

MAX. FAR:	N/A
MAX. COVERAGE:	80%
BUILDING SETBACKS:	40 FT
FRONT:	20 FT
SIDE:	20 FT
REAR:	20 FT
LANDSCAPE SETBACKS:	N/A
FRONT:	N/A
SIDE:	N/A
REAR:	N/A
LANDSCAPE REQ:	N/A
OFF-STREET PARKING:	9x18
COMPACT %:	N/A
DRIVE AISLE:	24 FT
FIRE LANE:	20 FT
OVERHANG:	N/A
TREE WELL:	7x7
REQ. PARKING RATIO BY USE:	17,430 SF
WAREHOUSE:	17,430 SF
OFFICE:	1,233 SF

NOTES:

1. The site is located in a flood hazard area. The building and parking areas are shown in a light blue color. The building is shown in a light brown color. The parking areas are shown in a light green color. The site is bounded by Mittel Boulevard to the north, Mark Street to the east, and a slope to the south. The building is oriented with its long side parallel to Mittel Boulevard. The Office is located at the northeast corner, and the Warehouse is located at the southeast corner. The Distribution Bldg is the central feature, with a large footprint. The plan includes various setbacks and dimensions for the building and parking areas. The site is shown in a perspective view, with a color-coded landscape plan overlay.





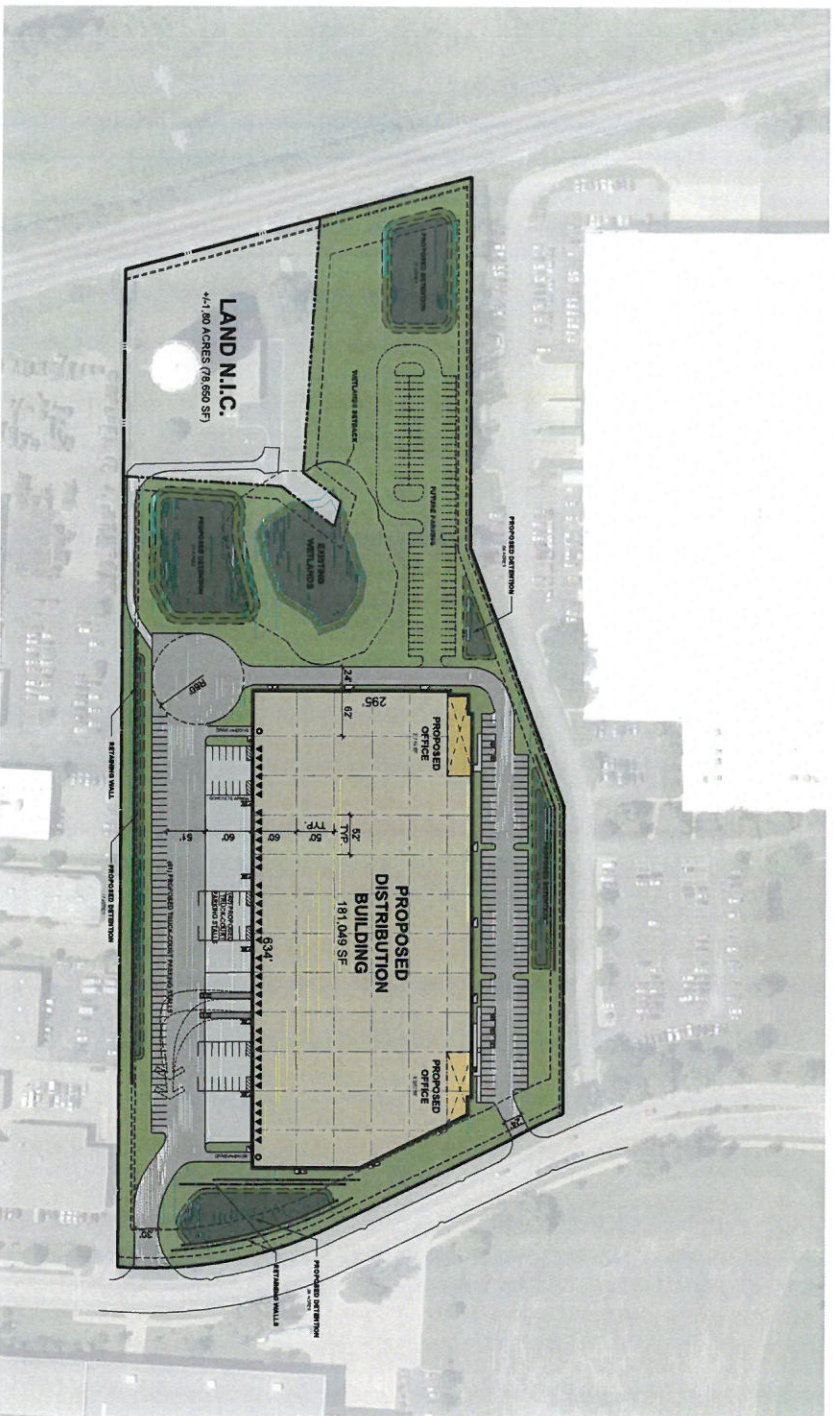
Wheeling Distribution Center Conceptual Building Design

750 NORTHGATE PARKWAY
WHEELING, IL

CH116-0026-00
CONCEPTUAL DESIGN
10.31.2016

WARE MALCOMB

architecture | planning | interiors
graphics | civil engineering



PROJECT DATA:

SITE AREA:

GROSS: 13.95 AC (607,585 SF)
 DETENTION: 1.57 AC (68,431 SF) @ 11%
 NET: 12.4 AC (539,154 SF)
(LESS WETLANDS, DETENTION & AREA N.I.C.)

TOTAL BUILDING AREA: 181,049 SF

COVERAGE: 33.58% (NET)

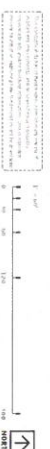
AUTO PARKING:

PROPOSED: 97 STALLS
 FUTURE: 90 STALLS
 FUTURE TOTAL: 187 STALLS

DRIVE-IN DOORS:

2 POSITIONS
 DOCK DOORS: 35 POSITIONS

- ▶ DOCK HIGH TRUCK DOOR
- GRADE LEVEL TRUCK DOOR



SHEET 38

Proposed Site Plan

WHEELING DISTRIBUTION CENTER
 WHEELING, IL

WARE MALCOMB

CH16-0076-00
 10.31.2016

SHEET
 2

HAMILTON
 PARTNERS



North West Building Perspective

KEY NOTES

- 1 STRUCTURAL PRE-CAST CONCRETE PANELS WITH 3/4" REVEALS TYPICAL. ANTI GRAFFITI SEAL / PAINT 1, PAINT 2, ACCENT COLOR PAINT 3
- 2 DUAL, HIGH PERFORMANCE VISION GLASS CLEARSTORY GLAZING
- 3 DUAL, HIGH PERFORMANCE VISION GLASS
- 4 STOREFRONT WINDOW WITH 2" ANODIZED ALUMINUM MULLIONS (ARCADIA AB-1)



North East Building Perspective

HAMILTON
PARTNERS

SCENE 1

Proposed Building Design

WHEELING DISTRIBUTION CENTER
WHEELING, IL

WARE MALCOMB

CH116-0056-00
10.31.2016

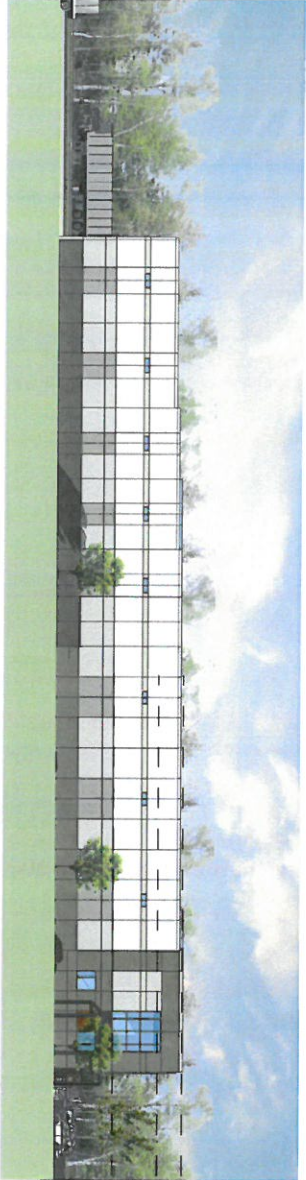
SHEET
4

North Building Elevation



TOP OF PARAPET
40'-0"
CLEAR HEIGHT
32'-0"
OPTIONAL 2ND FLOOR
14'-0"
FINISH GRADE
0'-0"

East Building Elevation



TOP OF PARAPET
40'-0"
CLEAR HEIGHT
32'-0"
OPTIONAL 2ND FLOOR
14'-0"
FINISH GRADE
0'-0"

HAMILTON
PARTNERS

SCHEME : 1

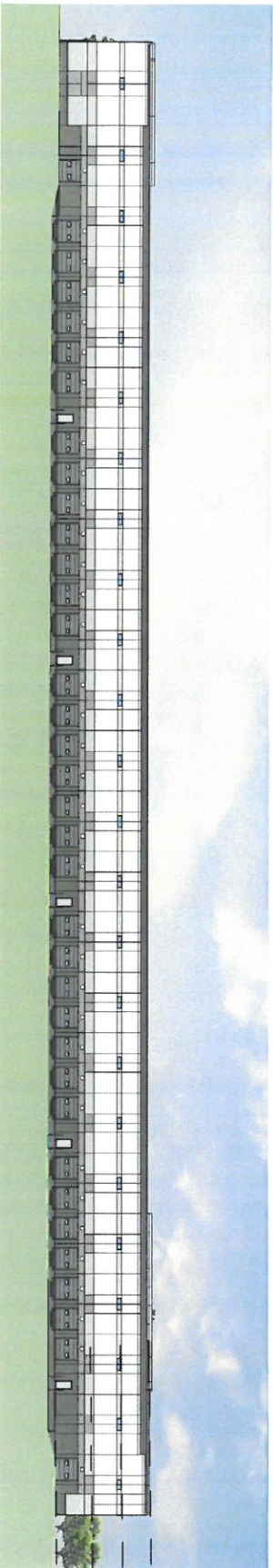
Proposed Building Elevations

WHEELING DISTRIBUTION CENTER
WHEELING, IL

WARE MALCOMB

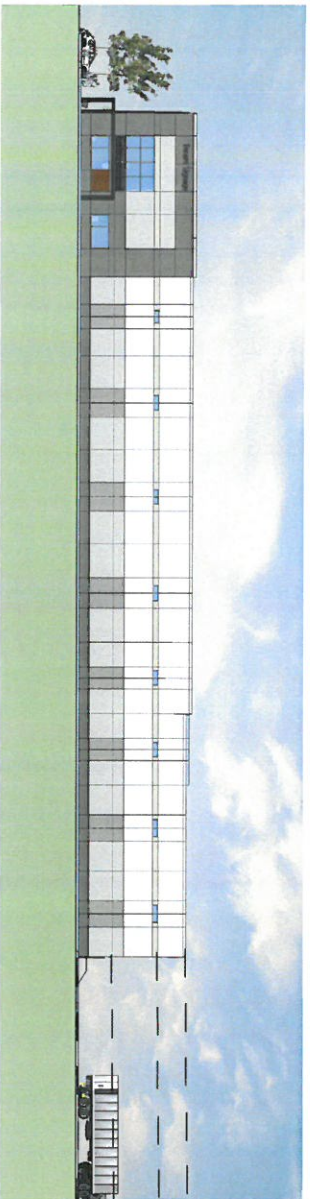
CH116-0076-00
10.31.2016

SHEET
5



South Building Elevation

TOP OF PARAPET
40'-0"
CLEAR HEIGHT
32'-0"
OPTIONAL 2ND FLOOR
14'-0"
FINISH GRADE
0'-0"



West Building Elevation

TOP OF PARAPET
40'-0"
CLEAR HEIGHT
32'-0"
OPTIONAL 2ND FLOOR
14'-0"
FINISH GRADE
0'-0"

SCHEME : 1

Proposed Building Elevations

WHEELING DISTRIBUTION CENTER
WHEELING, IL

WARE MALCOMB

CH16-0026-00
10.31.2016

SHEET
6

HAMILTON
PARTNERS

800 Mark Street Elk Grove Village

800 Mark St

170'
shared
truck court





Bensenville Industrial Park

120' truck court assuming car parking is not utilized

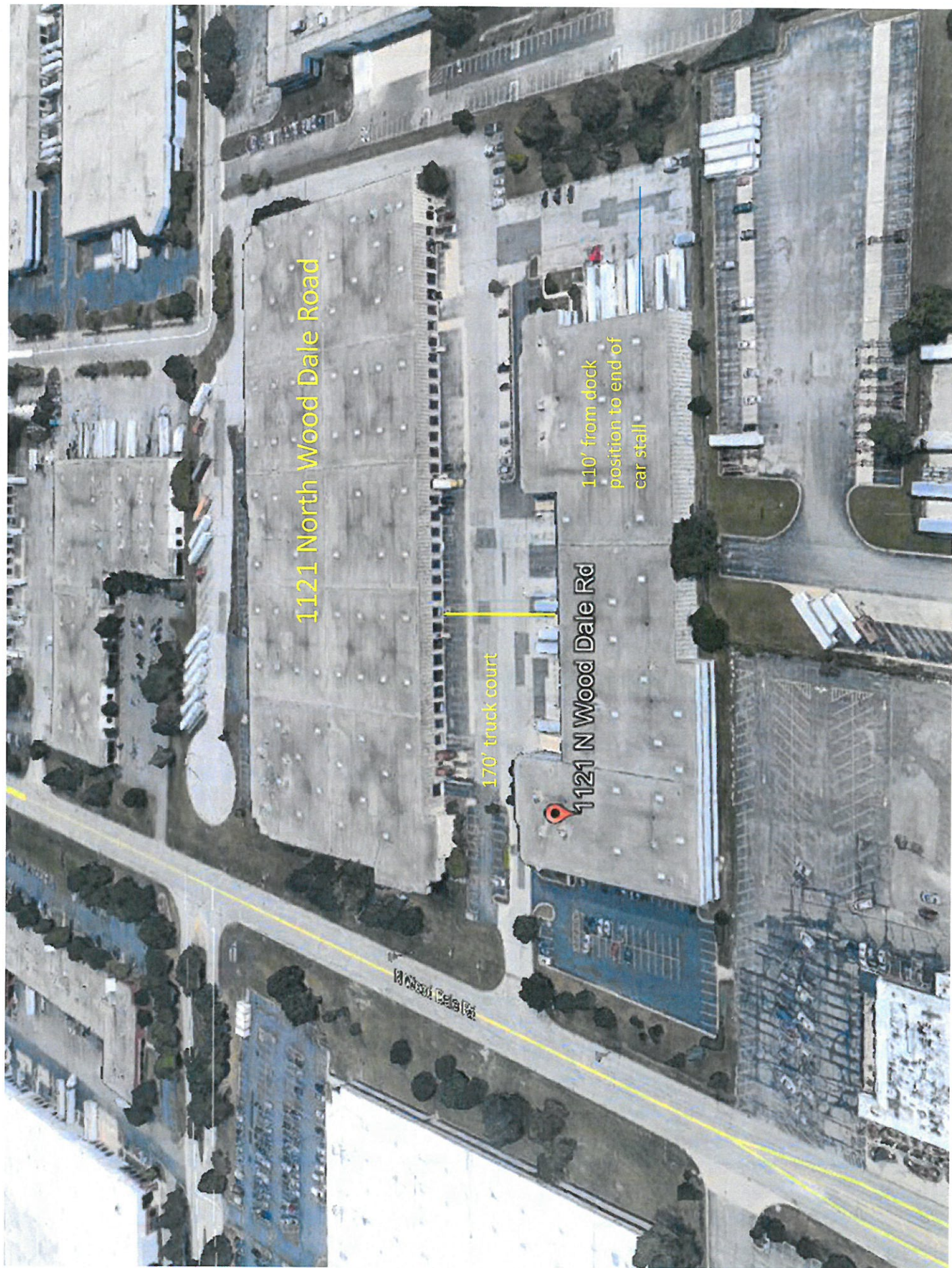


TABLE OF CONTENTS

ADDITIONAL CORRESPONDENCE BETWEEN THE VILLAGE OF ARLINGTON HEIGHTS AND THE CITY OF ROLLING MEADOWS

Page 2 – 3: Traffic Report Review Memo (via Christopher B. Burke Engineering) provided by City of Rolling Meadows

Page 4 – 5: Village of Arlington Heights Response to traffic concerns raised by City of Rolling Meadows



CHRISTOPHER B. BURKE ENGINEERING, LTD.

9575 West Higgins Road Suite 600 Rosemont, Illinois 60018 TEL (847) 823-0500 FAX (847) 823-0520

January 22, 2018

City of Rolling Meadows
Community Development Department
3900 Berdnick Street
Rolling Meadows, IL 60008

Attention: Fred Vogt

Subject: 703-723 West Algonquin Road
Arlington Heights Industrial Development
Traffic Impact Study
1st Review
(CBBEL Project No. 980361.L315)

Dear Fred:

We have reviewed the Traffic Impact Study, dated 10/25/17, (received January 16, 2018) prepared by KLOA, Inc. Our comments are contained below.

A. Traffic Impact Study

1. The heavy vehicle directional distribution shown on Figure 7 for the right turn onto Meijer Drive via IL Route 58 (Golf Road) seems high at 25%. Based on our brief observation period on a weekday in the mid-morning, several semi-trucks were observed using the traffic signal at IL Route 62 (Algonquin Road) and Meijer Drive. Site truck access along Meijer Drive via IL Route 58 (Golf Road) should be discouraged or restricted as that portion of Meijer Drive is winding and has many driveway access points. By contrast, the segment of Meijer Drive via IL Route 62 (Algonquin Road) is relatively straight and provides easy access to the site.
2. The lane configuration analyzed in Synchro at Meijer Drive and IL Route 62 (Algonquin Road) does not match the lane configuration shown in Figure 3, Existing Roadway Characteristics. Specifically, the Synchro analyzes the southeast bound approach on IL Route 62 (Algonquin Road) as having an exclusive left turn lane, two through lanes and an exclusive right turn lane. The northeast bound approach (Meijer Drive) is analyzed with an exclusive left turn lane, a combined left turn/through lane and an exclusive right turn lane.
3. The southeast-bound right turn lane on IL Route 62 (Algonquin Road) at Meijer Drive does not operate with a right turn overlap. The Synchro analysis should be revised.
4. An exclusive right turn lane northbound on Meijer Drive at IL Route 62 (Algonquin Road) is recommended. This right turn movement should also operate as an overlap. The existing geometry in the field has a shared through/right turn lane. However, the Synchro was analyzed with an exclusive right turn lane, but not with the right turn overlap.

5. AutoTurns exhibits for all turning movements should be prepared utilizing WB-67 design vehicle and included in the TIS for IL Route 62 (Algonquin Road) & Meijer Drive, for IL Route 58 (Golf Road) & Meijer Drive, and for Meijer Drive & Continental Towers access driveway. The City is concerned that a WB-67 design vehicle traveling straight through on Meijer Drive may have difficulty navigating the curve at the intersection of Meijer Drive & Continental Towers without crossing the centerline and encroaching oncoming lanes.
6. IDOT approval of this TIS may be required since the east site access drive intersects with IL Route 62 (Algonquin Road). The IDOT approval letter should be included in the TIS submittal.

B. Site

1. The outbound direction of the west leg of the Meijer/Algonquin intersection should be restriped to provide an exclusive left, shared left/thru and exclusive right turn lane. (Since the existing traffic signal operates as a split phase, changing the lane use will not affect signal operation).
2. Due to the numerous access points, curvilinear alignment and especially the sharp corner at the entrance to Continental Towers, truck deliveries to the Arlington Heights Industrial Development should not be allowed on Meijer Drive from Golf Road. All trucks must use Meijer Drive off of Algonquin Road.

Sincerely,



Gary Rozwadowski, PE
Assistant City Engineer

cc: Rob Horne - Public Works
Keith Anderson - Community Development
Elizabeth Payne, Community Development
Robert Jungwirth - CBBEL



Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

March 21, 2018

Fred Vogt
Director of Public Works & Community Development
City of Rolling Meadows
3900 Berdnick St.
Rolling Meadows, IL 60008

RE: Proposed Development 703-709 W. Algonquin Rd. – PC#17-013

Thank you for meeting with the Village of Arlington Heights representatives recently and for your communication of March 9, 2018. While many of the technical questions regarding the above project were discussed at our meeting, you had specifically requested a response to certain items outlined below.

Supplemental Responses to Initial Comments

3. The traffic study notes the Meijer Drive abutting the proposed development is within the corporate boundaries of the Village of Arlington Heights. The Village of Arlington Heights acknowledges that this portion of Meijer Drive, although within the corporate boundaries of Arlington Heights, is subject to an Intergovernmental Agreement (IGA) with the City of Rolling Meadows, and maintenance currently rests with the City.
9. The Village of Arlington Heights acknowledges the City of Rolling Meadows desire to limit truck traffic along Meijer Drive. However, with only 25% of the truck traffic projected to use the Golf Road/Meijer Drive intersection, the vast majority of inbound truck traffic anticipated by the development will enter from the Meijer Drive/Algonquin Road intersection. It is not reasonable to restrict truck traffic at Golf Road/Meijer Drive, and it should be noted that Meijer truck traffic is not restricted from using the Algonquin Road/Meijer Drive intersection located in Arlington Heights. The IGA calls for the public access road to remain two-way traffic from Golf Road to Algonquin Road.
10. Left turns out of the private drive are projected to be minimal and movements will be predominantly to the signalized intersection. Please note that 25% of the outbound truck traffic is projected to travel westbound on Golf, which can only be accessed via the Algonquin/Meijer intersection since westbound egress from Meijer Drive at Golf Road is restricted. Additionally, 30% of the outbound truck traffic will result in final truck movements continuing northwest bound on Algonquin Road. Movements in this direction are more logical from a left hand turn from the Algonquin/Meijer intersection, as opposed to travelling a longer distance down Meijer Drive, waiting for an opportunity to enter traffic at the stop sign controlled intersection at Golf/Meijer, then making a left turn at the Golf/Algonquin intersection. Finally, as stated in the response to #9 above, Meijer generated truck traffic, both inbound and outbound, is not restricted from using the intersection of Algonquin/Meijer Drive in the Village of Arlington Heights.
13. The Village has held discussions with the City of Rolling Meadows on the IGA, as requested.
14. The Village is evaluating this request. However, it should be noted that cost sharing for roadway maintenance with private developers is rarely requested by the Village. It should also be noted that the need for pavement resurfacing in the very near future has been accelerated by the lack of maintenance on the portion of Meijer Drive within the Village of Arlington Heights under the maintenance responsibility of the City of Rolling Meadows per the IGA.

Additional Comments

The additional comments contained in your March 9th communication and the attached Christopher Burke letter have been forwarded to the petitioner and the Village's Engineering and Public Works Departments for review and comment.

A response to the City of Rolling Meadows request to renegotiate the Intergovernmental Agreement (IGA) will be provided separately.

In the meantime, if you should have any further questions regarding this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, reading "Charles Witherington-Perkins". The signature is fluid and cursive, with the first name "Charles" being the most prominent.

Charles Witherington-Perkins, AICP
Director of Planning & Community Development

c: Randy Recklaus, Village Manager
Chris Papierniak, Assistant Director Public Works
Robin Ward, In-House Counsel
Jim Massarelli, Director Engineering
Bill Enright, Deputy Director Planning
Sam Hubbard, Development Planner



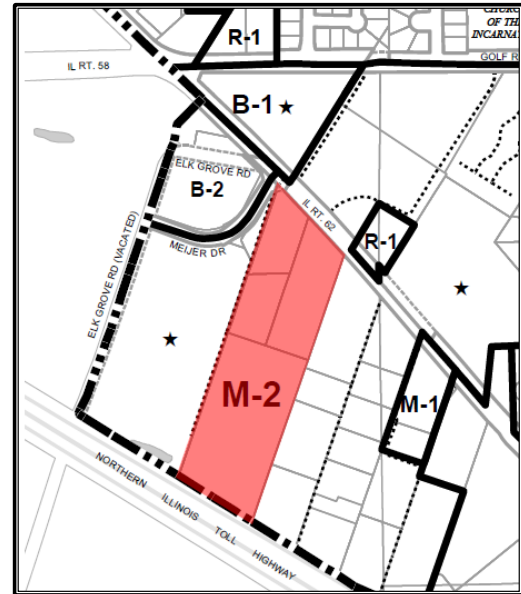
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Project Number: PC 17-013
Project Title: 703-723 W. Algonquin Rd. PUD
Address: 703-723 W. Algonquin Rd.
PIN: Multiple PIN's

To: Plan Commission
Prepared By: Sam Hubbard, Development Planner
Meeting Date: January 24, 2018
Date Prepared: January 19, 2018

Petitioner: Joshua Spinks
Address: Morgan/Harbor Construction, LLC
 7510 S. Madison Street
 Willowbrook, IL 60527

Existing Zoning: M-2, Limited Heavy Manufacturing District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-2	Multi-tenant office/light industrial building	R&D, Mfg, Warehousing
South	Elk Grove Village – Forest Preserve		
East	M-2	Self-Storage facility, 2 light industrial/office buildings	R&D, Mfg, Warehousing
West	M-2	Light industrial/office building (Weber Packaging Solutions)	R&D, Mfg, Warehousing

Requested Action:

1. Planned Unit Development.
2. Preliminary Plat of Subdivision to consolidate all lots into one lot.

Variations Identified:

1. None.

Project Background:

The subject property is composed of multiple lots of record totaling 15.4 acres in size. The site is occupied by two light industrial/office buildings, one on the northern half of the site and one on the southern half of the site. There are two driveway entrances along Meijer Drive and one full access driveway along W. Algonquin Rd. The intersection of Meijer Drive and W. Algonquin Road is a full access lighted intersection. To the south, the property abuts the I-90 Toll Road and the property is within the M-2, Limited Heavy Manufacturing zoning district.

Hamilton Partners has proposed the site and is proposing a two phase development on the subject property. Phase I would involve the demolition of the north building, which is currently vacant, and the construction of an approximately 138,469 square foot distribution facility with 26 loading spaces and 151 parking spaces. Phase II would involve the demolition of the southern building and include a 167,250 square foot addition to the Phase I building, for a total of 331,014 square feet for distribution/warehousing. The total amount of on-site parking provided would increase to 305 surface parking spaces and 4 interior bay parking spaces.

The entire development would include up to 66 exterior truck docking bays, which would line the western elevation of the building. Access to the truck bays would come from an existing shared private drive owned by the subject property and the Weber Packaging Solutions property to the west. The petitioner estimates 130 full time employees working out of the warehouse once both phases are occupied. The site would likely operate around-the-clock.

The subject property would be built on speculation and no anchor tenant has signed on to lease space. The building would be designed to allow the interior to be demised into 40,000 square foot spaces. The petitioner believes that proximity to I-90 and Algonquin Road will make the site attractive to distribution and logistics companies.

Zoning and Comprehensive Plan

Warehousing and distribution facilities are allowed as a permitted use within the M-2 District and therefore no special use permit is required for the proposed development. However, if tenants other than warehouse/distribution businesses are located for the building, a special use permit may be required in the future depending on the proposed use by the tenant. Additionally, all developments on property over 4 acres in size and within the M-2 District are required to obtain Planned Unit Development (PUD) approval. As the property is 15.4 acres in size, PUD approval is needed.

The Comprehensive Plan designates the subject property as appropriate for "Research & Development, Manufacturing, and Warehousing." The proposed use and PUD is consistent with this designation.

Additionally, the petitioner has proposed a Preliminary Plat of Subdivision to consolidate the subject property into one lot to accommodate the singular building that will occupy the site. Final Plat of Subdivision approval will come at a later date when the petitioner has provided the necessary documents for Final Plat of Subdivision review and approval. Since the project will proceed with zoning approvals for both Phase I and Phase II at the same time, approval of the lot consolidation is also required as part of the PUD process.

All developments within the M-2 District are required to conform to the Industrial Performance Standards as identified within Section 5.1-18.2 of Chapter 28, which does mostly with odor, noise, vibrations, and other physical impacts that an industrial development can have on neighboring properties. Although the general classification of use as a distribution and warehouse facility does not have issues relative to compliance with

these standards, all future tenants within the building must adhere to the Industrial Performance Standards as outlined within the M-2 District.

Staff has reviewed the plans and determined that no variations will be required.

Site & Building

Both phases of development conform to all setback and bulk standards within the M-2 District. As identified above, the petitioner will proceed with Phase I and will not begin Phase II until all leases for tenants within the existing building on the southern portion of the site have expired. The building is compatible in both height and architecture to other buildings in the proximity.

The building design has received approval from the Design Commission, which met on November 28, 2017. The Commission required additional greenspace with foundation plantings be added to the northeast corner of the building, and additional landscape planting be added to the foundation of the building at other locations. The attached plans incorporate these required changes.

Easements

The site is encumbered with multiple easements relating to utilities, access agreements, and stormwater detention areas. Some of the proposed improvements fall within these easement areas, and staff has been working with the petitioner to outline whether the provisions of each easement allow for the proposed improvements within. Prior to Final Plat of Subdivision approval, the petitioner shall provide a written analysis of all relative easement documents and cite within these documents that provisions that allow for each proposed encroachment.

Relative to the site, the petitioner shall coordinate with the property owner located to the west (Weber Packaging Solutions) on the shared use of the private access drive that both properties share where they touch along the western edge of the subject property and eastern edge of the Weber property. This private access drive has been established through several easements that have been recorded over the years, and the petitioner must coordinate the proposed improvements with Weber to ensure that the existing easements allow for the proposed used and expected truck traffic on the shared private road. To date, staff has been contacted by an attorney representing Weber who had some concerns regarding the proposed development and its impact on the shared access drive. At the time that this staff report was prepared, it was uncertain if there are any issues regarding the proposed developments impact on this shared private drive.

The petitioner is proposing alterations to the existing off-site detention basin to the northwest of the site ("Outlot A") and a new detention basin will be installed within the southeast corner of the subject property. Because Outlot A is owned by Weber, the petitioner shall verify that the provisions of the easement that governs the detention basin give them the right to make the proposed improvements within the easement area (which includes paving for a portion of their driveway). When Meijer Drive was created in 2002, a condition of approval required Weber to transfer ownership of Outlot A to the subject property. As it appears that this has not been done, the petitioner shall initiate this process and, prior to building permit approval, will be required to alter the language of the easement governing Outlot A if it is determined that alterations to the easement provisions are needed to accommodate for the petitioners' proposed improvements. Finally, the Public Works Dept. has required the installation of a fence on the outside of detention basin "N-2" due to the 2'-3' drop inside of its retaining walls.

Landscaping

The petitioner has submitted a tree preservation plan and landscape plan in conjunction with their application. Per the plan, 129 trees are presently on the subject property. As a result of the development, 108 of these trees will be removed and 21 trees will be saved. 235 new trees will be planted during the proposed development.

At the request of staff, additional landscape plantings have been added to the foundation of the building and code required shade trees were added to parking lot landscape islands. However, there is one landscape island located in the southwest corner of the site that must incorporate greenspace and a shade tree. A condition of approval to accommodate for this has been included.

Intergovernmental Agreement

When Meijer Drive was created in 2002, the Village entered into an Intergovernmental Agreement (IGA) with the City of Rolling Meadows as part of the overall Meijer development. Per the terms of this agreements, the segment of Meijer Drive that is within the Village of Arlington Heights was to be under the jurisdiction of the City of Rolling Meadows, which would pay to maintain this road until such time as the vacant piece of land fronting Algonquin Road within the Village of Arlington Heights was developed. Once the property was developed, jurisdiction and maintenance of the road would be transferred to the Village of Arlington Heights. As this property still remains undeveloped, Meijer Drive is under the jurisdiction of Rolling Meadows.

On January 17, 2017, the City of Rolling Meadows provided a preliminary review of the proposed development (attached). Based on their review, they've asked for additional clarifications on certain items and revisions to the KLOA traffic study. They've also asked the Village to consider accepting the jurisdiction and maintenance responsibilities for Meijer Drive due to the impact of heavy truck traffic generated by the proposed development, which action may require an amendment to the previously approved IGA. The petitioner provided a preliminary response to Rolling Meadows on January 18, but staff has not had the opportunity to respond to Rolling Meadows.

Staff notes that the IGA includes a provision that limits the ability of Rolling Meadows to challenge or protest zoning and/or development plans within Arlington Heights on the subject property, provided that the proposed development was substantially compliant with the IGA. Staff has reviewed the IGA and believes the proposed development to be in substantial compliance, however, staff believes that the issues raised by Rolling Meadows warrant further consideration by both the Village and the petitioner.

Traffic and Parking

The petitioner has provided a traffic and parking study prepared by Kenig, Lindgren, O'Hara, Alboona, Inc. (KLOA). The study has found that the proposed development will result in 32 truck trips during the morning peak (7:30am-8:30am) and 25 trips during the evening peak (4:30pm-5:30pm). 25% of the trucks entering the site will enter from Golf Road to Meijer Drive from the west (located in Rolling Meadows) and 75% will enter from Algonquin Road to Meijer Drive to the east (located in Arlington Heights). All trucks leaving the site will utilize the existing traffic signal at Algonquin Road and Meijer Drive.

In order to ensure that this signal has proper timing to relieve all queued traffic awaiting egress from Meijer Drive onto Algonquin Road, the KLOA study recommended that 3 seconds be added to the signal for exiting traffic. As this intersection and signal are under the jurisdiction of IDOT, their review and approval of this change will be required. IDOT has conducted a preliminary review and requested additional information within the traffic study prior to opining on the proposal.

The site currently has a full access driveway with Algonquin Road located at the northeast of the site. The site plan proposes no change to this existing intersection, which per the traffic study, accommodates 45% of the peak morning passenger vehicle traffic to make a left from Algonquin Road into the site. However, in the preliminary review from IDOT, this driveway entrance will need to be modified so that it is a right-in and right-out only driveway, which will prohibit the 45% of peak inbound passenger vehicles that currently use this driveway. The petitioner should modify their site and traffic study to accommodate for the preliminary review comments from IDOT and submit to staff for further review.

The subject property conforms to allow parking requirements. The table below shows these requirements relative to the proposed development.

PHASE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF VEHICLES	SQUARE FEET	PARKING RATIO	PARKING REQUIRED
Phase I	Office	N/A	N/A	5,460	1 space per classroom plus two space per employee	18.2
	Warehouses and Storage	65	26	N/A	1 space per vehicle plus 1 space per every two employees	58.5
Phase II	Office	N/A	N/A	5,460	1 space per classroom plus two space per employee	18.2
	Warehouses and Storage	65	42	N/A	1 space per vehicle plus 1 space per every two employees	74.5
Total Parking Required						169
Total Parking Provided						309
Parking Surplus/(Deficit)						140

Note: Phase I provides 151 parking spaces and two interior bay spaces, Phase II provides 154 spaces and two interior bay spaces.

The parking requirements are based, in part, on the number of employees within each business of the building. Since no tenants have been signed, the petitioner has provided their estimates on the number of employees and acknowledged that additional parking may be required depending upon the ultimate number of employees per tenant. Finally, staff notes that two spaces may be lost as a result of the outstanding easement encroachments, and the petitioner will need to adjust the site plan accordingly. The overall number of parking spaces would still exceed code requirements and staff believes the proposed parking capacity will be sufficient.

RECOMMENDATION

The Staff Development Committee is supportive of the project and believes that the subject property is a suitable location for distribution/warehouse uses. However, there are three primary issues that remain unresolved relative to this petition:

1. There needs to be better coordination between the subject property and the Weber property to the west. These properties share a common private access drive, and the easements that govern this private drive need to be further studied to ensure that the proposed use will not have a negative impact on the shared drive and that the easement documents include the necessary permissions for use of the drive by trucks from the subject property.
2. The required changes from IDOT have not been incorporated within the plan and traffic study. The petitioner should incorporate the IDOT revisions and update the traffic study accordingly to

determine the effect of these changes. If possible, the petitioner should obtain a second preliminary review from IDOT to determine if they are supportive of the timing change for the signal at Meijer Drive and Algonquin Road.

3. The Village of Rolling Meadows has raised some issues about the truck traffic on Meijer Drive and its impact to the street relative to traffic and maintenance.

Due to these issues staff recommends a continuance until the February 28th Plan Commission for application #17-013, a Planned Unit Development and Preliminary Plat of Subdivision to allow the additional time to address the aforementioned issues.

Should the Plan Commission determine that approval of this application is warranted, staff recommends the following conditions:

1. Final Plat of Subdivision approval shall be required.
2. IDOT review and approval shall be required.
3. Prior to Final Plat of Subdivision approval, the petitioner shall provide a written analysis of all relative easement documents, which analysis shall cite the provisions within these documents that allow for any proposed improvement within the easement area.
4. Prior to Final Plat of Subdivision approval, the petitioner shall work with the Village to resolve issues raised by the City of Rolling Meadows.
5. The petitioner shall install a fence around any detention area as requested by the Public Works Department.
6. The petitioner shall revise the site plan to incorporate greenspace and a shade tree within the parking lot island located at the southwest corner of the Phase II building.
7. Compliance with the Design Commission motion from November 28, 2017, shall be required.
8. The petitioner shall pursue ownership of "Outlot A" located to the northwest of the subject property.
9. Prior to issuance of a building permit, the petitioner shall cause to be recorded an amendment to the stormwater easement over "Outlot A" should any modifications to easement provisions be needed to accommodate for the proposed improvements.
10. The petitioner shall work with the Weber Packaging Solutions property owner to ensure that the easements governing the shared access drive are suitable to accommodate the proposed development on the subject property.
11. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

January 19, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

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PLAN

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

COMMISSION

RE: 703-709, 715-723 WEST ALGONQUIN ROAD - PC#17-013
PUD, PRELIMINARY PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 28th day of March, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Community Development Planner

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CHAIRMAN ENNES: We're going to call this meeting of the Arlington Heights Plan Commission to order. Would you all please rise and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Sam, would you please take the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: 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. Thank you for the pronunciation, Sam.

MR. HUBBARD: And you're welcome. Chairman Ennes.

CHAIRMAN ENNES: Here. Okay, we had three petitions at our last meeting on March 14th: Algonquin, a request for a continuance which we're hearing tonight; Olympic Park Swim Center; and the South Arlington Heights Road Corridor Plan. Can I have a motion to approve those minutes?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

COMMISSIONER DROST: Yes, and I wasn't in attendance.

COMMISSIONER WARSKOW: Neither was I.

CHAIRMAN ENNES: Okay, two absents. Anyone opposed?

(No response.)

CHAIRMAN ENNES: Okay, our hearing this evening is 703-709 West Algonquin Road, PC#17-013. Is the Petitioner here?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: Can I ask you to come forward with any of the members of your team that are going to offer testimony? I'll swear you in all at the same time.

Good evening, gentleman.

(Witnesses sworn.)

CHAIRMAN ENNES: Okay, thank you. When you come up to testify, as if

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you were here the last time, please state your name and spell it for our court reporter, okay? Thank you. If the Petitioner wants to start by telling us about your plan?

MR. WAUTERLEK: Mike Wauterlek, W-a-u-t-e-r-l-e-k, with Hamilton Partners. Thank you for meeting with us again. To the best of our ability, we tried to resolve the issues raised by the Village of Rolling Meadows, Arlington Heights, and the Weber Group. You know, hopefully at this point, you know, we can address whatever objections are aloft in front of everybody and reach a resolution.

CHAIRMAN ENNES: Okay, do you want to go over the rest of the plan though?

MR. WAUTERLEK: I guess at this point, I'm not sure what the Village is interested in discussing specifically, but I'd be happy to discuss whatever you'd like to. If you'd like an overview of the project again, I'd be happy to do it.

CHAIRMAN ENNES: Okay.

MR. WAUTERLEK: So, it's a light distribution building. It's 32-foot clear throughout the 331,000 square feet. The plan is to build it in two separate phases. The first phase would be 140,000 square feet. If approved, our plan would be to deliver that portion of the property at the end of this year. Once the southern building is vacated, the existing southern office building is vacated, the plan would be to extend the building to the remainder, the remaining 330,000 square feet that you see on the plan.

CHAIRMAN ENNES: Okay, do you want to address any of the issues that were addressed the last time that you've attempted to resolve between Rolling Meadows, the Village of Arlington Heights and the adjoining property owner, and let us know what the status of that is?

MR. WAUTERLEK: To the best of our ability, as I had said, we've answered questions relating to all the specific parties' objections. You know, we believe we've modified our plan to address those concerns. So, I'm just, I'm not sure specifically I guess what the questions are at this point from the Village. But my hope is to hear those concerns and to talk through them.

CHAIRMAN ENNES: Okay, thank you. Can we have the Staff report?

MR. HUBBARD: Sure.

CHAIRMAN ENNES: You can have a seat.

MR. HUBBARD: All right. So, just to kind of refresh the Plan Commission, the property is at 703-709 and 715-723 West Algonquin Road. It's M-2 Limited Heavy Manufacturing District. The Petitioner is requesting a planned unit development approval for the two-phase development. This is a requirement in the M-2 District, that any development over four acres in size develop as a PUD, and so that's why the Petitioner has requested PUD approval.

Additionally, the Petitioner is required to consolidate both lots into one lot, so they need a plat of subdivision approval. They've provided the documentation necessary for a preliminary plat of subdivision approval, and once final engineering and final plat documents are prepared, they would have to come back before the Plan Commission for final plat of subdivision approval. There are no variations requested in the proposed development.

So, there have been a number of actions that have led the Petitioner to the point they are at today. Conceptual Plan Review and Design Commission were outlined at the last public hearing on January 24th with the Plan Commission. At the end of that hearing,

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it was continued until February 28th. Then again on February 28th, it was continued until March 14th, and then again until this evening.

So, over the last two months, both the Petitioner and Staff has been working on this application. The Village has had several internal meetings and we've had a meeting with Weber Packaging Solutions, the neighbor to the west. We've had a meeting with the Village of Rolling Meadows, I'm sorry, the City of Rolling Meadows. We've also met with the Petitioner to discuss some of the conditions.

So, the Plan Commission may like just a refresher on the location of the subject property. You can see here outlined in red directly to the west or to the left on the picture is Weber Packaging Solutions. That's within the Village of Arlington Heights. Then Meijer Superstore is located just to the west of that, that's in the City of Rolling Meadows.

So, there were three primary issues that we discussed at the last Plan Commission hearing. One was the shared access drive along the western property line. That's roughly half on the subject property and half on property owned by Weber and is subject to an easement agreement. So, then in the picture you can see Weber up on the top of the picture, and the shared access drive is that area in yellow that's in between the two properties.

The continuance was necessary to allow both Weber and the Village the additional opportunity to review the easement provisions and allow Weber additional time to review some of the plans and to facilitate a meeting between Weber and Hamilton which took place I think one week after the January 24th original Plan Commission hearing. The Village has reviewed the easement document and, per the terms of the document, we believe the Petitioner does have the right to travel and send truck traffic down the shared access drive. We are aware of some lingering concerns from Weber about the proposed use of the drive, and the Petitioner has responded to these concerns to the best of their ability, we believe. But furthermore, Staff is recommending some conditions of approval to help kind of mediate this issue between the two parties.

Our first condition would require the Petitioner to reconstruct or repave, as determined by the Village, the entire portion of that shared access drive that falls on the Weber Packaging Solutions' property, you know, subject to approval by Weber. We believe that this is necessary. The truck traffic that's going to be associated with this development needs the means to travel down that road. Its existing condition is very deteriorated, and in order to accommodate for that heavy truck traffic, it needs to be approved to a standard to accommodate for those trucks. So, that's one of the conditions we're recommending to the Plan Commission that would require that the Petitioner, as part of their project, improve the other half of the shared access drive on Weber's property.

Also, we have another condition that just asks the Petitioner to continue working with Weber and the Village to resolve any issues between the two parties relative to adequate passenger traffic and truck traffic. So, this may include, you know, further details on striping in the shared access drive to kind of delineate where these turns and trucks and cars are supposed to go. There could be additional landscape barriers that would help kind of separate these two movements that, you know, we're happy to work with both parties on, and we'd like continued cooperation from Hamilton Partners on facilitating those discussions. So, those two conditions of approval are meant to address the shared access drive.

The other thing that we talked about last time was the intergovernmental agreement between the City of Rolling Meadows and the Village of Arlington

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Heights. So, you can see here that blue line represents the border between the two communities. The right-hand side is the Village of Arlington Heights, on the left-hand side of that border is the City of Rolling Meadows.

So, when Weber Packaging Solutions, which is outlined in yellow, subdivided their property in 2002 to facilitate the Meijer development to the west, it resulted in kind of three primary outlots. The yellow lot was Weber, the green lot to the north is vacant, and the orange lot on the side was a small detention area. The subdivision at that time also created Meijer Drive, and the provisions of the intergovernmental agreement, although the drive being within the corporate limits of Arlington Heights, maintenance and jurisdiction of that drive was assigned to the City of Rolling Meadows. That would remain as such until the property to the north, the green property was developed. As that property still sits undeveloped, maintenance responsibility and jurisdiction of that portion of Meijer Drive is the responsibility of the City of Rolling Meadows.

So, Staff has met internally a number of times to discuss that. You know, we believe at this point, having met with the City of Rolling Meadows once, we're continuing dialogues on trying to figure out how exactly to address this issue. But at this point, you know, we're comfortable moving forward with the zoning approval on the subject property, and any lingering items relative to the intergovernmental agreement would be taken up by the Village Board, ultimately decided by them, and it would involve further discussions between Staff and the City of Rolling Meadows to determine how best to proceed.

The final reason that we continued the public hearing back in January was due to some IDOT issues. Specifically, IDOT had asked that modifications be made to the traffic signal analysis on the timing of Meijer Drive and Algonquin Road. The Petitioner has made those modifications and sent the plans back to IDOT for their review. As of yesterday, IDOT had still not provided their secondary review. Improvements will require the right-of-way to bring the sidewalk up to ADA standards, and the Petitioner has made those improvements. The full access driveway on Algonquin Road was changed to a right-out per IDOT's requirements as well. So, we believe that the Petitioner has addressed all of the primary issues outlined by IDOT. It's not to say there may not be more issues when their second review comes, but as a condition of approval, we will require that the application be approved subject to final IDOT approval.

So, Staff is recommending approval of this development subject to several conditions. I'm happy to go into detail on these conditions if the Plan Commission would like. Some of them relate mostly just to the plat of subdivision and what needs to be done prior to signing off on the plat of subdivision. Some relate to minor changes to the site plan. Others relate to Outlot A, and as discussed previously, the shared access drive. But at this point, that concludes Staff's presentation and I'm happy to answer any specific questions.

CHAIRMAN ENNES: Okay. Can we have a motion to accept the Staff report?

COMMISSIONER JENSEN: So moved.

COMMISSIONER DROST: I'll make that motion -- I'll second it then.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Okay, thank you. Mr. Wauterlek, if you could come back up just for a second? I should have asked you before, you're aware of all the conditions

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that are on this, condition one through eight?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: Do you agree with all those?

MR. WAUTERLEK: We agree with the conditions. We do not abrogate our rights under the easement agreement.

CHAIRMAN ENNES: I'm sorry?

MR. WAUTERLEK: We do not abrogate our rights under the easement agreement that we share on the access drive.

CHAIRMAN ENNES: Do you think any of these conditions would require you to do that?

MR. WAUTERLEK: Depending on how some things were interpreted, it's possible.

CHAIRMAN ENNES: So, is there a condition you don't agree with?

MR. WAUTERLEK: We agree to pave the access drive, but we don't abrogate our rights as it pertains to how that's addressed.

CHAIRMAN ENNES: Okay, and I see there is an item nine and 10 on the reverse of this. You agree with those conditions, too, not just the one through eight I mentioned?

MR. WAUTERLEK: Correct.

CHAIRMAN ENNES: Okay. Do any of the Commissioners have -- well, let me ask you this, too. Have you purchased the property?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: Are you a principal in that or is Hamilton the owner?

MR. WAUTERLEK: I'm a principal at Hamilton, and Hamilton is the owner but it's a conglomerate of several partners.

CHAIRMAN ENNES: Do any of the Commissioners have questions that you want to start with?

COMMISSIONER SIGALOS: I had a question on item eight, on exactly what that's saying, as far as the Petitioner shall continue to work with the Weber Packaging Solutions and the Village of Arlington Heights on acceptable improvements, as determined by the Village of Arlington Heights. So, I don't understand how you address a 22-foot wide road and how you improve where it says where you might have landscape barriers to separate passenger vehicle and truck traffic. I'm not quite understanding what that's saying, and it doesn't say who's going to pay for that.

MR. HUBBARD: Right. So, you know, some of those improvements are minor things such as, you know, striping the lanes on the access drive, clearly delineating, you know, where traffic is going northbound-southbound. Those are easy items that I'm sure the Petitioner is more than willing to do. Other alternatives include, you know, landscape barriers that could even be constructed on the Weber property that would kind of restrict access to the shared access drive so that there aren't multiple cars entering at multiple locations. They're kind of all funneled to one or two primary entrances, and that would keep kind of this free-for-all that maybe occurs there right now to a minimum and kind of create orderly traffic movements there.

So, that's kind of what the, I mean that's kind of what the Village is thinking. We're just asking the Petitioner to continue working with us and exploring those options and helping to facilitate as necessary.

COMMISSIONER SIGALOS: My question is these other items listed here,

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it's pretty clear that the Petitioner is responsible for them and to pay for them. But this is not stating that, and I'm just curious, I mean, how that's going to work out with Weber and the Petitioner as far as coming to some agreement on any of these improvements and paying for those improvements.

MR. HUBBARD: Well, I believe the condition of approval gives the Village the authority to ask Hamilton to contribute towards some of the improvements. You know, so it's a continuing negotiation that, you know, we're going to continue to work on. There could be things that the Village thinks are necessary and Hamilton is happy to do but maybe Weber doesn't like. So, it's a continuing negotiation between all the parties. We just, you know, want to make sure that dialogue still goes on and that's kind of what the condition of approval is hoping to address.

COMMISSIONER SIGALOS: Thank you, Sam.

CHAIRMAN ENNES: Thanks.

COMMISSIONER LORENZINI: Sam, how much authority does that actually give you? If we give approval now, do you have the authority to reject the project if you don't come to an agreement to your satisfaction?

MR. HUBBARD: This condition relates only to the shared access roadway. So, you know, it is vague, it is a little nebulous, but you know, unless there's items that the Petitioner is asked to do and that they're not willing to do and the Village deems them as absolutely necessary, we could perhaps rely on this condition as a way to deny things. But I think we're just trying to foster a spirit of continuing cooperation. I don't know that this condition is really meant to be a way to deny the project.

COMMISSIONER LORENZINI: Chairman, can I continue?

CHAIRMAN ENNES: Yes, please.

COMMISSIONER LORENZINI: Can I see the aerial, Sam? Can you put the aerial back up? So, a question. So, phase one, you're tearing down all the buildings in phase one to build up a new one?

MR. WAUTERLEK: Just the northern building.

COMMISSIONER LORENZINI: Just the northern one.

MR. WAUTERLEK: Yes.

COMMISSIONER LORENZINI: Okay, and the other ones are just going to, you're going to add the new building on to the other ones?

MR. WAUTERLEK: Correct.

COMMISSIONER LORENZINI: Are you competitors at all with Weber in any sense?

MR. WAUTERLEK: No.

COMMISSIONER LORENZINI: You have agreed to repave and redo the extra stripe, correct? Sam, in some of the correspondence that came through, the Winkler Group wrote a letter on behalf of Weber Packaging Solutions dated March 2nd, and they have five major concerns, inadequacy of traffic operations and certainly vehicle access overburdening, and two more. Then also, Christopher Burke wrote a memo dated January 22nd about the traffic impact study. I guess they didn't quite agree with what the Petitioner put forth.

Has the Village settled this in their own eyes, that these issues are settled?

MR. HUBBARD: Right, yes. The Village has reviewed the, you know, the

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response to the memo. We've sent it to our Engineering Department. You know, we believe that these issues are addressed to the best of their ability at this point, at least comfortable enough to move this project to the Plan Commission. There is some disagreement over certain items of the development which isn't atypical. When a project moves forward, a neighbor may not like certain aspects of it, so there are areas where, you know, we believe Weber is not as supportive of certain aspects of the project. But we believe the items have been addressed, yes.

COMMISSIONER LORENZINI: Okay, thank you. That's all I have.

COMMISSIONER JENSEN: Terry, I have some questions.

CHAIRMAN ENNES: Yes, Lynn.

COMMISSIONER JENSEN: In the correspondence that goes back and forth here, there's a number of assertions and counter assertions and rebuttals and so forth. But there is one point that everyone seems to agree on, that the easement document gives the responsibility for paying for things with that 100 percent to Weber. As I understand it, Hamilton has offered to pick up 50 percent of those costs. What is the status of that offer that you had made? Where does that stand at this point?

MR. WAUTERLEK: As I incur more and more costs, my ability to offer that becomes less available for the lack of a better way to put it. So, you know, in the spirit of, you know, good neighborly relationship, I want to understand what would satisfy Weber. To this day, I don't understand what the objection is specifically. We made that offer, the offer wasn't satisfactory at that point. I don't know if it is today, but if it were, it would be worth discussing.

COMMISSIONER JENSEN: So, you offered and it's still on the table to split the cost 50-50 even though the easement document suggests or indicates that Weber, you know, WPS has 100 percent of the funding responsibility for improvements?

MR. WAUTERLEK: There's a lot of items that I need to bring my development forward. I think if Weber was willing to assist in those, we'd be inclined to probably, you know, extend that offer, repeat that offer, extend it I should say. But at this point --

COMMISSIONER JENSEN: But your documents say that that offer is still on the table right now?

MR. WAUTERLEK: There is no document that states that. It's just --

COMMISSIONER JENSEN: I mean the correspondence states that.

MR. WAUTERLEK: The correspondence states that.

COMMISSIONER JENSEN: The correspondence says we, Hamilton have advanced an offer to split those costs even though the easement document says 100 percent of them reside with WPS, and we have not heard back. It doesn't say you've rescinded that. I'm just trying to figure out what the status of that offer is at this point.

MR. WAUTERLEK: The offer was made, it was never responded.

COMMISSIONER JENSEN: Is it still on the table?

MR. WAUTERLEK: It could be, you know, I'm noncommittal at this point. You know, I've tried to push this thing forward. The project has been delayed. I've incurred further costs and, you know, at this point I'm less inclined to do it. But I think if Weber became very cooperative with our very reasonable offer, reasonable request, that we can probably still do it. But you know, that remains to be seen if they would be.

COMMISSIONER JENSEN: Well, maybe in the public discussion on this soon, that will be revealed. I talked to you, Sam, about it seemed to me that very little progress other than a bunch of discussions have been had, and very little was actually worked out that's

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different from what we first looked at. I said that to you earlier today, or yesterday I guess it was. But you indicated to me that the Village doesn't have any role in these private issues that need to be set. It's not something that is the role of the Village Staff or whatever to work out the accommodations of such things as the one I just mentioned on the funding for taking care of that access road.

MR. HUBBARD: Right. The future maintenance costs of the access road, it's a private road, it's a private negotiation between the two parties that have access. These maintenance costs are spelled out in the agreement, and the Village is not party to that agreement. It wasn't there when it was signed and drafted and didn't review it, and it's an agreement that the Village is, it's a third party agreement the Village is not party to.

COMMISSIONER JENSEN: So, from the Village's point of view, the easement document spells out some things, but the Village does not have any stake in that and doesn't need to see that resolved before this gets a recommendation from the Plan Commission is what I heard you saying?

MR. HUBBARD: Correct. We tried to facilitate over the past two months as much as resolution towards that as possible. As you've heard, an offer was made and an offer is out there. Whether that offer is still available, you know, I guess will have to be seen.

COMMISSIONER JENSEN: As I said, I think things are pretty much where they were when we continued it. I mean you said you were in discussion with Rolling Meadows and really not much was worked out other than at some point in the future there may need to be some changes once Outlot A is developed. So, that's kind of where it was before. So, there's very little that's changed here.

But as I read your Staff report, you indicate that you have enough agreement on things that you would like to, if the Petitioner agrees to these things or these limitations, the Village Staff is satisfied for us to go forward and approve this and send it to the Board. Am I interpreting that correctly?

MR. HUBBARD: Right. The Village Staff is supportive of the application, recommends approval subject to the conditions that were in the Staff report. I wouldn't say that nothing has happened in the last two months. I wouldn't say that, you know, we don't have 100 percent agreements. The project remains mostly unchanged but there has been a lot of background work, discussions and meetings that have kind of brought up to this point, and I think we're in a much further understanding as far as the project and implications today than we were two months ago.

COMMISSIONER JENSEN: Right, I didn't mean to say that you weren't doing any work in the last two months. What I meant to say is there hasn't been a lot of movement or resolution of the issues. They still seem to be pretty much where they were when we continued this the first time. It's the way it looks to me as we read through all the documents. But anyway, I don't really have anything further at this point, Mr. Chair.

CHAIRMAN ENNES: Is there anyone else?

COMMISSIONER DROST: Yes, I just wanted to try to, you know, simplify this. Basically, the City of Rolling Meadows and Village of Arlington Heights, they have the involvement as far as the government approvals and permissions, and really the economic issues are within that sort of sandbox and let the players figure out what the economic responsibilities would be or aesthetic responsibilities. Is that where we're at?

MR. HUBBARD: Right, yes.

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COMMISSIONER DROST: Yes. So, I mean from the standpoint of, we could approve the project as Commissioner Jensen says, and if they can't agree, the project doesn't go ahead. They have to do it internally within whatever the third parties have to work out.

MR. HUBBARD: Right. It's gotten to a point where --

COMMISSIONER DROST: Yes, I just wanted to try and simplify that.

CHAIRMAN ENNES: But for the attorneys on the Commission, if these contractual issues between Arlington Heights and Rolling Meadows and the Petitioner's property and the neighbor are between those parties, why should we be putting this condition one and requiring the Petitioner, he's indicated that his offer may or may not be on the table, and yet it seems like these conditions are obligating the Petitioner to cover the costs to the improvements to not only the access road but also to Meijer. I mean does that --

COMMISSIONER JENSEN: Well, aren't those one-time costs initially? But the easement document talks to improvements made in the future, and the responsibility for those future improvements --

CHAIRMAN ENNES: Well, this is the future from when that agreement was made.

COMMISSIONER JENSEN: Right, what I'm saying is I think that what Staff is saying, as this project goes forward immediately, that road has to be improved now to handle the traffic. But the easement document goes to the issue of sometime down the road, five, 10 years from now, all those would, it says essentially that WPS bears all the costs.

CHAIRMAN ENNES: We're asking the Petitioner though to pick up these costs where there's other parties that are already liable for those costs. Rolling Meadows has already agreed to pick up that cost. Whether that comes down to something where Arlington Heights and Rolling Meadows decide to do something, why are we putting that on the Petitioner? Because then the easy out is, okay, have the Petitioner pay for it.

MR. HUBBARD: Sure. One of the options, based on discussions with Rolling Meadows, there are some improvements needed to Meijer Drive within the Village of Arlington Heights. One of the options is the Village could ask the developer to help contribute towards that. One of our conditions of approval does kind of lead the door open for that. The Village does not, in fact very rarely asks a developer to pitch in on public roadway improvements. It's possible, we're leaving the door open for it although it's not something that we frequently do. We don't have a traffic impact fee. But you know, that's between, you know, the Village and Rolling Meadows and not the same as the easement issues between --

CHAIRMAN ENNES: But now with this condition, with this condition we're saying that the Petitioner may have proportional contributions towards any improvements required to Meijer Drive.

MR. HUBBARD: Right, if it's determined between negotiations with the Village and Rolling Meadows that there is some improvement needed, we may ask the developer to help contribute. Again, that's not something that we frequently do, but we're, you know, we're leaving the door open if that's something that, you know, if it's determined we would like it.

CHAIRMAN ENNES: Okay. Do the Commissioners have any other questions for the Petitioner? Is there anyone from the audience that would like to make a comment? Yes, sir, would you please come up and introduce yourself? Give us your name,

spell it for the court reporter.

QUESTIONS FROM AUDIENCE

MR. VOGT: Good evening, I'm Fred Vogt, Public Works Director and Community Development Director for the City of Rolling Meadows. Last name is spelled V-o-g-t.

The comments that we want to make from the city's perspective is with regards to Meijer Drive. I probably said a lot of this back in January when I appeared, but the spirit of the agreement in 2001-2002 really anticipated nothing in terms of land use changes which, good, bad or otherwise, what we're looking at here in terms of this proposed development which we're not objecting to but trying to get recognition of the fact that, looking at the traffic counts and the traffic study, 276 heavy trucks per day are projected. That's I think 20 percent of the traffic volume that's projected. That's far more truck traffic than we currently see there with Weber Packaging Systems, Meijer, and a few of the other businesses that are to the west. I don't know what the count currently is, it's kind of difficult for us to have seen in the traffic report, but it's the impact of the heavy trucks on Meijer Drive should this project go forward that is the City of Rolling Meadows' chief concern.

We're not looking to revisit the past 15 years with regards to maintenance of Meijer Drive. Clearly, that is, per the intergovernmental agreement, the responsibility of the City of Rolling Meadows. But we are concerned about moving forward with this proposed development, that it's going to have a significant impact on the condition of Meijer Drive and the future maintenance of it.

We did have one meeting with the Village of Arlington Heights Staff. What we were asked to do was put some proposals back to Staff for what we would want to see. We did respond to that in early March, put a couple of proposals together in terms of what we would want to see to try to facilitate additional discussion in that regard, and we're always open to discussing this moving forward. We certainly feel that whether it's the Village of Arlington Heights or the developer or, you know, some combination of shared maintenance cost for that section of Meijer Drive between Algonquin Road and the Weber Packaging Systems' access driveway now, that, you know, that's what got to be resolved.

We're not sure in terms of how your processes work here in terms of should your Commission approve this tonight and when it goes to the Village Board if that could be made a condition, that we have further discussions and try to reach some resolution of that. It just happens that we've got a project in Rolling Meadows right now that's adjacent to another community, and there's been some concerns raised and we have agreed to hold sending that project for city council approval until we can resolve those issues with the neighboring community. I would hope that something similar may be considered here so that the project doesn't just move forward where we as a city are just left with trying to negotiate with Village Staff and really not having any control over the future of Meijer Drive other than to honor the intergovernmental agreement.

We've talked about modifying the agreement. We would love to continue those discussions, and hopefully that the Village Staff and Commissioners will see fit to continue that discussion. So, that's our position at this point, and we appreciate you hearing our concerns.

CHAIRMAN ENNES: I appreciate your comments, and with all due respect

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to the Village, one of the incentives, and I wasn't on the Commission back then although I think a couple of these guys were, but the incentive to Rolling Meadows to enter into that agreement was to get the Meijer property improvement there which resulted I believe in sales tax revenue to the village, right? So, that was the economic advantage.

MR. VOGT: There was an economic advantage. Meijer, through a sales tax sharing agreement, did contribute to a portion of that approval. I will point out, because sometimes it doesn't seem to be brought up, but the City of Rolling Meadows did give up two commercial properties fronting Algonquin Road as part of the negotiations to construct Meijer Drive. So, it wasn't without --

CHAIRMAN ENNES: Cost, sure.

MR. VOGT: --some cost in that regard, too, that the Village of Arlington Heights now has it in its corporate limits.

CHAIRMAN ENNES: Do any of the Commissioners have questions for Mr. Vogt? Thank you again.

MR. VOGT: Thank you.

CHAIRMAN ENNES: Anyone else in the audience?

COMMISSIONER DROST: I just have one question, Sam.

CHAIRMAN ENNES: Yes.

COMMISSIONER DROST: In the conversations you've had with the City of Rolling Meadows, what's the position of the Village? Is the Village aware of the City of Rolling Meadows' concerns? And how do you ameliorate those?

MR. HUBBARD: Yes, we're certainly aware of their concerns. I think we're, you know, we've been approached by them with kind of their ask, what they want as far as, you know, potential changes to the intergovernmental agreement. We're evaluating those and, you know, our full intention is to continue working with the City of Rolling Meadows on continued collaboration here.

COMMISSIONER DROST: What's the protection for the City of Rolling Meadows? Or what's the leverage? What's the control factor? Does the City of Rolling Meadows have any --

MR. HUBBARD: We have a condition of approval here, I believe C, that the Petitioner will work with the Village of Arlington Heights to resolve issues raised by the City of Rolling Meadows to the satisfaction of the Village of Arlington Heights.

COMMISSIONER DROST: Yes, that's very mushy.

CHAIRMAN ENNES: I wouldn't want to be the Petitioner.

COMMISSIONER JENSEN: Yes, in that regard, isn't this, if I understand the position of the City of Rolling Meadows, you're saying, you know, similar to the other project you worked on, you'd like this project not to go forward until something is resolved? Is that your position?

MR. VOGT: That has to be our position at this point because we do not know what our leverage is short of, you know, taking extreme measures or looking at measures in regards to limiting traffic and the like because we have jurisdiction. I don't really want to have to envision visiting that. We would like to --

COMMISSIONER JENSEN: You'd like to have something resolved before the project gets the go ahead.

MR. VOGT: Correct.

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COMMISSIONER JENSEN: I agree with Commissioner Drost, this sounds a little bit mushy. It sounds like you're committing to talk to people but the project could have gone ahead and been advanced and you'd still be in talks without any leverage at that point.

MR. VOGT: That is exactly our concern.

COMMISSIONER JENSEN: So, your position is you'd like to have some leverage and you'd like to have some of these things between the two villages and the Petitioner worked out.

MR. VOGT: And we're more than happy to meet at any time to try to advance that.

COMMISSIONER JENSEN: Thank you for clarifying that.

COMMISSIONER LORENZINI: Well, I've got to chime in and say I like the way it's written. It gives the Village of Arlington Heights all the cards and, you know, I've got no problem with that.

COMMISSIONER DROST: Yes. No, but --

CHAIRMAN ENNES: Yes, but it's the Petitioner that this impacts.

COMMISSIONER DROST: Right.

CHAIRMAN ENNES: We're asking him to be on the hook for an agreement that was put in place between our Village and our neighbor, the Village of Rolling Meadows. We really don't say what his liability is but it's there. I don't know, maybe I shouldn't even be arguing this point or discussing it. Maybe the Petitioner is fine with it which he's kind of indicated. But I think the onus should be on the two villages to work something out, and if there's going to be a cost, it ought to be quantified to the Petitioner before he goes ahead and builds this.

COMMISSIONER CHERWIN: I mean, Terry, I guess this is one of the issues I raised I think, and the initial one was kind of how it would work with Rolling Meadows, and I think just in the spirit of where we are and, you know, there may be other things in the future, you know. So, I'm looking for I guess just a good level of cooperation regardless of whether it's perceived that, you know, Arlington may hold, you know, more of the cards. I mean if you control, and the details of the intergovernmental agreement, at the end of the day, I mean does that allow you not only to maintain the road but, like you said, restrict the road if, not that you would do that, but ultimately if you're taking on the cost and we're delegating that road to you, you also have the ability to control what happens on that road. So, I mean is that accurate or not?

MR. VOGT: To the extent that it's a public street.

COMMISSIONER CHERWIN: Yes, but in terms of weight limits or other things that --

MR. VOGT: That is something we'd rather not have to get into but would rather, as we have suggested, develop some sort of a proportionate cost moving forward in terms of the, you know, the additional impact on the street.

COMMISSIONER CHERWIN: Yes, and I don't think anybody does want you to get into that. I'm just suggesting that, you know, the suggestion of us or Arlington Heights having all the cards in that, I think that that may be not accurate. I mean I think that for me it's important that the Village and the city work together to at least understand, I guess or come to an agreement so that the Petitioner understands what the future may hold there and that, you know, it's not sort of an open item that's unresolved and potentially delays the Petitioner's project as well. So, that is a concern of mine. I'd like that done sooner rather than later.

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COMMISSIONER DROST: Do you have any road signs that say road closed due to lack of funding? I mean, you know, if it gets into that kind of --

MR. VOGT: That was new Wilke Road a number of years ago until we got funding.

CHAIRMAN ENNES: Well, Commissioner Cherwin, I totally agree with your comment. My point is that as opposed to putting a vague term, proportional contributions towards and work with the villages to resolve the issues, I would rather see some quantifiable amount telling the Petitioner that to do this, we know there's going to be these added expenses because of a change of use so we want a commitment of X amount of dollars, not some vague term that the Petitioner is going to start developing this and then hear we want to rebuild a whole road. Because this is --

COMMISSIONER CHERWIN: I agree. I agree with you 100 percent. I guess my concern is I don't think we're there yet.

MR. HUBBARD: I think everyone involved would like a defined number. If that's what the Village is going to ask, I think the Village would want to know, I think the Petitioner would want to know, I'm sure Rolling Meadows would love to know. But I don't think we're there yet and I think we're faced with a Petitioner that wants to move forward and has reasonable assurance through discussions with the Village of what their expectations are and are comfortable with this somewhat open-ended condition if that's what I'm hearing. They want to move forward and would like to get their zoning approval.

COMMISSIONER DROST: Yes, I mean from the standpoint of these calculations, you have weight and volume formulae now that there is more impact on Meijer Road because there's 60 percent more weight/volume and the cost can be proportional that way. You've got some brilliant traffic engineers here that can give you those kinds of statistics, is that right? I mean it sounds like it's going to be, you know, it's going to weigh, the costs are going to weigh against the project I mean from the standpoint of the burden that will be created. That's just sort of anecdotal.

COMMISSIONER JENSEN: Well, and the ambiguity of saying, you know, the Village doesn't usually or never has imposed these kinds of requirements on a petitioner and we may never do it but we want to keep the door open, I don't know whether that gives me comfort or not, Sam. It's a little unusual.

COMMISSIONER LORENZINI: But the alternative is to come to a fixed number, a set solution. We're not going to design this thing here and now. We leave it up to, we trust our Village Staff to come to a reasonable solution. They're not going to upset our good neighbor. They're going to come, I think we ought to trust them to do the right thing.

CHAIRMAN ENNES: That the Village will do its part?

COMMISSIONER LORENZINI: Sure.

CHAIRMAN ENNES: Okay. Thank you.

MR. VOGT: Thank you.

CHAIRMAN ENNES: Can I invite the next person that would like to talk up?

MR. WINKLER: Good evening. Tom Winkler of Winkler Law here with --

MR. WEBER: I'm Doug Weber from Weber Packaging.

MR. WINKLER: If you have the spelling of our names, W-e-b-e-r for Doug and W-i-n-k-l-e-r. For myself, we had attended the January, or February 28th meeting of the Plan Commission, and our client had heard of the details of this project just weeks before that.

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We raised some concerns about the project, particularly the issues of access, safety, and some of the traffic projections that had been provided.

At the Village's request, our client approved and they prepared a memorandum which was submitted, and I think it's in public documents now, dated March 2nd, summarizing some of those issues. Weber had retained a reputable engineering firm, Christopher Burke to help provide some issues on water management and particularly the traffic issues and operational issues that are created by the project. We then met last Tuesday I guess it was with the Village, myself and Doug Weber, I mean we met with Messrs. Hubbard, Enright and Witherington-Perkins about some of the issues.

We appreciate the Village's concerns and responses to the Weber Market Systems issues. I think the needle has moved a little bit on some of these issues, but I'm going to suggest now I think there are some very significant unresolved issues that still exist.

The first issue has to do with obviously the shared access drive. I think that's the most disturbing part of this and concerning part for Weber who has done business here in Arlington Heights at that location for 40 or 50 years. It is true that the responsibility as it was suggested in the easement agreement was on Weber, but at this point Weber is not doing anything. So, you know, it's your neighbor putting in a project to make money and it looks like some of those costs are expected to be somehow taken on by the Weber folks.

But in the package of information that we had submitted with the March 2nd memorandum was a summary analysis done by Mike Ziegler of Christopher Burke. Mike's personal bio was attached to that and I don't think we need to go into that. He's a very well known and respected traffic engineer. His first point was that the Petitioner should demonstrate that, and I'm not quoting precisely, but that trucks entering and exiting the truck dock area will only approach onto the Weber parking lot. Furthermore, for safety, you know, that the trucks not be encroaching on this cross easement or shared drive easement for turning, and Mike had given some specifics on the type of vehicles and we call them WB65s and WB67s which are large semi-tractors with cabs on them.

We had asked for that information. It was never shown by the Petitioner and we know why. I mean it's impossible, based upon the configuration of this project, that these vehicles will be able to dock without backing up on this shared drive. You know, again, the simple solution that the Petitioner didn't appreciate was flip the project. No one is going to complain if traffic is coming in from the east side and not the west side. Well, you have traffic that can only enter one way, it's from the north, it goes down Meijer Drive which is a public access road, goes down what we've referred to in some of the intergovernmental agreement and some of the other things as the stub road and shared driveway. Then you need to back down the right lane across the left lane into the truck docks, and I'm not quite sure how, from a safety perspective, that gets done.

We've raised that issue. We suggested through some of the discussions that there be a permanent barrier. Put a permanent barrier, called jersey barriers I think, on the east side of the property, we won't have a concern. A truck can't get out into the road, it will turn on its own property, et cetera, et cetera. Well, the opposite has happened.

Sam, do you have the conceptual, it's the July that was in the e-mail from Thursday or Friday? They call it the parking lot striping concept.

MR. HUBBARD: Okay, yes.

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MR. WINKLER: Maybe it would be easier to show you in this.

MR. HUBBARD: So, what this is is the Village prepared a document showing certain changes that could be done on the Weber property that would help facilitate the lack of conflicts between vehicles and trucks.

MR. WINKLER: So, if we start from the south end --

MR. HUBBARD: So, this is the existing truck layout and parking layout, and then superimposed over it as you can see in the bottom area are the changes that potentially could be done.

MR. WINKLER: So, the barrier that again we suggested on the Petitioner's property is proposed for our property. We don't have that barrier. You can see that they're suggesting one access road in, one access road out, and creating a parking lot down on the south side. What's a little more disturbing, maybe a little insult to injury, is the fact that there is apparently the drawing, and I can't tell the dimensions, but it looks like the dash line in the middle there is the proposed striping which must be the middle of the 44-foot easement, 22 on each property. So, there's another at least 22 feet that's moving down to our property before we even get to the proposed islands over there, landscaping islands.

So, we're contributing a little more to this project. We don't have a stake in it, you know, we're not partners in this thing. Why isn't that on the other side? You can see, again in looking at this now, you know, there's again curbing proposed as you move north a little bit farther that probably, well, you can see it's well into our property. Why, I don't know. But then when you go all the way up to the north and we're talking to Weber's operations people and asking them how would you even access the truck docks in those spaces I guess where you see the truck docks and how far the truck would come out all the way to the north end of it, because you come in from the north off the stub road, stop your truck I guess, I don't know, I'm not the expert, and back into this spot while there's traffic coming behind you and traffic traveling north on the shared road? I just don't understand anything about this project.

These are just kind of the issues that we were looking at before, but they're now commanding a clearer focus I think as we work through some of these issues. It's dangerous, and Christopher Burke I think pointed that out. Again, what happened from a proposal which was to put a barrier on that side so we know we're not going to have that dangerous situation is now flipped and the barrier is on our side and it's even farther into our property. Again, I understand it's a concept, but why take in more of our property? I don't understand that.

Another issue that's not addressed at all is there are utilities up and down that shared drive including overhead electric. They've got to move someplace. It seems a little unfair that our client should bear the cost of moving some utilities and there are some underground, I think some sewers and water also in that area.

This was an issue that just came up in the last comments, that there was an issue with this thing we keep calling Outlot A which is a stormwater pond. In the Staff recommendation, it states that prior to the issuance of a building permit, the Petitioner should cause to be recorded an amendment or an abrogation of the stormwater easement over Outlot A to accommodate driveway improvements. I would just point out that there was a significant amount of work done by Christopher Burke and the folks in Arlington Heights when the Meijer project was put in. There are homing into number six, seven, eight separate private easements, one of them affects that detention pond. The Weber property to the north which is the

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undeveloped property that's north of Meijer Drive as you're looking at that on the top, I'm guessing, I'm pretty sure needs that detention pond, and there's private rights established by that. So, it's not so simple just to abrogate those rights without affecting some other thesis to this water management system out there.

We've mentioned the legal issue. I'm not going to go into all the legal ramifications and the issue. There's a road there, the road has been there for 50 years. I don't think the road is of a quality that could ever withstand, Mike Ziegler said this to me today, the trucks would burn tires and there would be a piece of rubber before long. We suggested that there be some kind of study done on the pavement and I guess we just assumed that that pavement is insufficient.

The last I guess major issue is just the general overburdening of the traffic congestion in that area. We raised the question of the credibility of the KLOA study and the counts. They had 276 estimated truck counts per day. That's only about four I think per door. It doesn't seem reasonable. They also have 1,100 pedestrian cars. We had asked the Staff, how can that be? How can there be 1,100 passenger cars and 276 trucks? I don't know the answer. It doesn't seem right to me.

But in any event, we had a simple request. We asked it before. Get an actual count. These facilities are around Chicago. There are some, I understand there's one that's patterned right after this one. This one is patterned after that one near O'Hare. Get actual counts because I can almost assure you that if we look at counts afterwards, they're going to show a significant difference from these projections.

But even taking 276 trucks backing down a right lane over a left lane into a truck dock just seems like an unreasonable degree of safety or danger that you're permitting to occur.

MR. WEBER: Yes, my only comment is, like many of you, I learned about this project fairly late, a couple of weeks before the January 24th, I believe, meeting. It's a significant issue that I have because it's directly to my property, to my east. I wanted to be thorough, and Tom Winkler was familiar and I engaged with Tom and Charles, or Burke as well, to better understand what I'm up against or what is going across the street from me.

As Tom alluded to, the truck traffic is a serious issue. These are, you know, 18-wheel semis that are going to back in and they're going to be on the easement, I suspect, and you know, you've got traffic going towards Algonquin Road. How do you maneuver around these trucks when they're trying to back in? Are they going to be idling on my property? You know, yes, the easement is written, I'm out at least well over \$100,000 the way it stands right now because I am financially responsible for that road. That's categorically unfair in my opinion because I have no economic interest in this shipping warehouse.

MR. WINKLER: Again, the last comment about the conceptual plan, it all looks good, too, but there is no, as someone suggested, financial piece attached in that. You know, I don't know who's paying for it. It's on our property.

Just in closing, the last couple of comments, I said the same things before. What we suggest, we suggest this plan needs:

- * More studying, a thorough and independent study addressing the operation of issues. I think those are major issues, I don't think they've been addressed.
- * Some kind of good faith negotiations regarding what, you know, Weber vis-a-vis Hamilton would incur on the project.

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- * An independent traffic study that makes some sense, that looks at project like this and gets numbers that again make sense for a 68-door shipping facility. And again, at least an explanation on why there's 1,100 cars going in and out of there.
 - * A study on the relocation of the utilities.
 - * The water management concerns we raised before. Staff felt that the Arlington Heights people looked at those and felt comfortable with those. We can only tell you that, and Doug can attest to this, that they've been there for 50 years and there are significant water issues, the water will run to the east there.
 - * Then of course the IDOT approvals.
 - COMMISSIONER JENSEN: Question. Wasn't the subject property originally owned by the Weber family?
 - MR. WEBER: Phase two was.
 - COMMISSIONER JENSEN: Phase two. Was that the bottom, the southern half of that?
 - MR. WEBER: Yes.
 - COMMISSIONER JENSEN: Who owned the north half of that?
 - MR. WEBER: The phase one?
 - COMMISSIONER JENSEN: Phase one, yes.
 - MR. WEBER: That was owned by Oak Points. I know they had been in receivership or bankruptcy for well over 10 years.
 - COMMISSIONER JENSEN: So, sometime ago you sold the phase two section?
 - MR. WEBER: Correct.
 - COMMISSIONER JENSEN: To the current developers or someone else?
 - MR. WEBER: Someone else, then they sold it to Hamilton Parks.
 - COMMISSIONER JENSEN: Thank you.
 - COMMISSIONER DROST: Have you done any economic studies or evaluations of impact on the Weber Packaging Solutions?
 - MR. WEBER: Have not.
 - CHAIRMAN ENNES: Mr. Winkler, so you brought this group, the Burke Group, and you're talking to us about the traffic flow here. Did they do any, I don't remember seeing any kind of diagrams that show whether the traffic works here or not.
 - MR. WINKLER: They had turning templates that they had done but --
 - CHAIRMAN ENNES: Have we seen any of that? Because to be frank with you, when you were telling me about this, I really can't picture what is going on. I mean I am not intimately familiar with the property like you would be. But you know, our Staff reviews and everything indicate that this will work with the trucks. Is that correct, Sam?
 - MR. HUBBARD: Yes, we were provided the truck turning radius exhibits, and I can, I think I have them here. They were put online, they were provided also to Mr. Winkler. So, this is kind of the worst case scenario. This is if there are two trucks parked with one space in between, and you can see the turning movements of the truck backing into the space. So, here the truck is entirely on the Hamilton property, as it turns back, a portion of the cab does swing out.
- As it comes in to the space here, that's the worst case scenario, that's when there's two trucks parked right next to each other. That's assuming this truck, both

of these two trucks are the largest style trailers available, and in that situation there would be a little bit of an overlap onto the Weber property within the bounds of the easement, so within the legal authority of the easement that's established, the truck would back there.

Under a best case scenario when there isn't two trucks parked next to each other, a truck would be entirely on Hamilton property, would back in entirely on Hamilton property and back into the space. So, those were provided in some of the responses that the Petitioner had provided over the last couple of months. They were put online.

MR. WINKLER: That one I don't remember seeing, Sam. I do have a turning template from 2/20 of '18, yes, the part that's together, but I'm trying to even understand the configuration here. Are these trucks moving, I mean you can only enter going south, it's the only entry. In fact, I think this Board and even the Plat & Subdivision Committee before talked about, well, does it make sense to have this thing flipped or access from Algonquin Road right-in/right-out or something like that. But you know, that's not the project in front of us. It's access from the north, traveling to the south, and I'm trying to, you've got a, I still don't understand where the template is with the truck traveling south in the right lane and trying to make a left turn. Or is it moving into the left lane? It's moving into the wrong lane to make the turn.

MR. HUBBARD: So, the truck is coming down the street like this, it veers off, and it goes like that.

MR. WINKLER: Where is your pointer?

MR. HUBBARD: The truck is coming like this down the lane, it pulls off onto the Hamilton property, comes like this, backs up, part of it swings out, backs into the space.

MR. WINKLER: So, you're backing onto both lanes.

COMMISSIONER LORENZINI: Sam, can you point out both lanes, the north and south only?

MR. HUBBARD: So, this would be, this line here, this dash line represents the southern boundary of the easement. This is the property line. So, this entire thing is the northbound lane. You can see this truck traveling northbound. This would be the southbound lane. This is the bound of the easement here, so you can see some of the parking spots on the Weber property.

COMMISSIONER LORENZINI: Where is the barrier that Mr. Winkler was talking about putting on the proposed area?

MR. HUBBARD: The Staff concept?

COMMISSIONER LORENZINI: Mr. Winkler, why don't you --

MR. HUBBARD: The landscape barrier?

COMMISSIONER JENSEN: He mentioned a physical barrier.

COMMISSIONER LORENZINI: Physical barrier putting up on his property rather than --

COMMISSIONER WARSKOW: It's the landscape.

MR. HUBBARD: So, that's a very conceptual plan prepared by the Planning Department. It's not engineered to scale. It's just a concept that shows areas where improvements could be made on the Weber side. So, right here, this is a landscape barrier that separates the parking area and the drive aisle from --

COMMISSIONER LORENZINI: But it won't infringe upon the roadway as you just showed us?

MR. HUBBARD: Right. This landscape barrier would be outside of the

easement area.

COMMISSIONER LORENZINI: So, Mr. Winkler, why were you referring to putting a barrier in your property?

MR. WINKLER: That conceptual plan has the barrier right where the red dot is, that doesn't exist.

COMMISSIONER LORENZINI: Right.

COMMISSIONER JENSEN: Would that be in your property? Would that --

MR. WINKLER: I think the edge of the property, again it's conceptual, but I think the edge of the property is the green. So, the conceptual plan is even pushing --

COMMISSIONER LORENZINI: Who wants this conceptual plan?

MR. HUBBARD: What's that?

COMMISSIONER LORENZINI: Who wants this conceptual plan?

MR. HUBBARD: This was prepared by Staff just to kind of articulate ways that there could be improvements that would help to minimize truck and passenger vehicle traffic that currently would exist.

COMMISSIONER LORENZINI: That may go on to their property.

MR. HUBBARD: Right. Yes, I mean it's conceptual.

COMMISSIONER LORENZINI: But does anybody really want it? Does the Petitioner or the owner of Weber really want it?

MR. HUBBARD: It's a discussion purpose, we're happy to continue discussing it. We've sent it to Weber. We haven't heard a reply back until this evening. So, if it's something that they are interested in, again as this moves forward and gets closer to the Village Board, we can certainly sit down with Weber and discuss if this is something they'd even like the Village to pursue.

COMMISSIONER LORENZINI: Mr. Winkler, you mentioned jersey barriers. Where were you talking about putting those?

MR. WINKLER: Well, I think that's what the traffic people called it, those temporary barriers that they put up. Our concept when we were here is rather than, you know, again I understand it's conceptual, it was just an idea, but it's restricting access on our property, we're not the Petitioner here, and creating access points. Our concept was put the barrier on their property, so then we know the vehicles cannot go into the easement.

COMMISSIONER LORENZINI: But what barrier? Where would you put it?

MR. WINKLER: Well, some kind of a hard barrier.

COMMISSIONER GREEN: But where would you put that?

MR. WINKLER: On the side of the road, on the side of the easement, and then create access points as needed so they can get the trucks in there.

COMMISSIONER LORENZINI: But it's a continuous loading dock. How could you put barriers then?

MR. WINKLER: Well, I think the problem is that the loading docks are so close to the easement that they're encroaching on the easement every time they're backing into the --

COMMISSIONER LORENZINI: Well, in the case that Sam showed, the worst case scenario, it was two trucks all the way in the back.

CHAIRMAN ENNES: Two of the biggest trucks.

COMMISSIONER LORENZINI: They would encroach, but otherwise it

doesn't appear to.

COMMISSIONER JENSEN: Well, I don't think those templates tell you anything quite frankly. What you would really want to know and you'd probably need a shrewd mathematician to work it out is with the volume of traffic that you would expect when it's fully operational, how many times are those trucks going to be going over the access road and getting into Weber's property? How much of a pounding is the access road going to take, and how much of the property that belongs to WPS can take a pounding? Showing, you know, just a template of how it could happen with one truck doesn't tell me anything. I want to know what the stress is going to be on that access road and on their property.

COMMISSIONER WARSKOW: And I want to know what the impact is going to be on the employees going in and out of that parking lot because they're in small passenger vehicles.

MR. HUBBARD: So, the traffic study is estimating 276 trucks on this access road in one day, it's distributed throughout the day. If I understand correctly, it's going to be a 24-hour operation, so those trucks would be distributed throughout the entire 24 hours.

COMMISSIONER JENSEN: Well, then we need the traffic engineer to go a little further and say, okay, just having -- called into question, let's say you work with that, how much, you know, what modeling can be done to show the pounding on that access road and what will be going on Weber's property as well. Just saying there's 276 and we don't know exactly how they'd distribute themselves, there's going to be a number of times in a 24-hour period where they're going to be encroaching across the entire access road and even into Weber's property. How much of a pounding can we expect? I believe that could be modeled. I can't do it, but I'm sure that there are people who can.

MR. HUBBARD: I would guess that the encroachment, that the worst case scenario would happen very infrequently. If it was happening frequently, there is no guarantee that it's going to happen at a peak time for Weber. Even during peak times for Weber, the traffic study found that there was something like 90 vehicles coming in and out for their first morning shift, and that happens at 7:30 a.m. So, you know, the peaks here aren't going to coincide. I think there's going to be very few instances where the worst case scenario, the truck is backing up and swinging out into that shared access drive. We've had the Village traffic engineer review it, it's been reviewed, you know, in-house by the Planning Department Staff, and we're comfortable that these conflicts aren't going to be occurring frequently enough to be a major problem.

COMMISSIONER JENSEN: Well, you're dealing with a timing issue and that's an important one, that may be the case. But there's also what's the wear and tear on the road with these large trucks going over that road.

MR. HUBBARD: The wear and tear on the road is a private issue. That's a private negotiation between the two parties. The Village is simply saying for this to get started, that entire drive needs to be paved. So, they're showing, Hamilton is showing they're going to pave their side. The Village condition of approval says the other side has to be paved. That's going to accommodate all heavy truck traffic that this development is going to create, plus whatever heavy truck traffic that Weber creates. Moving forward, you know, that standard is already established in the easement agreement of who's going to pay for it. So, you know, that's a third party agreement that the Village was not a part of.

COMMISSIONER LORENZINI: To go and answer Lynn's question, so the

road can be designed for heavy traffic. Is the Petitioner going to repave the road for heavy traffic? Is that the deal?

MR. HUBBARD: Correct.

COMMISSIONER LORENZINI: Okay, so that takes care of that. Now, Mr. Weber brought up some things I'm concerned about. Mr. Weber, you mentioned about more utilities costs? What does that have to do, how does that --

MR. WEBER: They're going to repave the road, it's all underground. You know, ComEd has above line power. You know, some of these utilities are going to be moved or reconnected to the building, to the Hamilton building. That's going to be a cost, you know --

COMMISSIONER LORENZINI: Who's paying for the utility relocation? Do you have that established?

MR. WEBER: It's part of the easement, isn't it?

MR. WINKLER: I don't believe, well, some of the utilities are on the easement. I don't know whether the overhead is on the easement or not. It's close.

MR. WEBER: It's close.

MR. WINKLER: I don't have the survey.

COMMISSIONER LORENZINI: Well, can the Petitioner answer that? Does the overhead electrical line need to be moved?

MR. WAUTERLEK: Our intention is to relocate any utilities --

COMMISSIONER LORENZINI: Would you please come forward?

MR. WAUTERLEK: Sure. Our intention is to relocate any utilities at our costs that need to be relocated.

COMMISSIONER LORENZINI: At your cost, okay. So, is that okay with you, Mr. Weber?

MR. WEBER: Yes, just it's significant. So, the study didn't say anything about utilities but we know they're there.

MR. WINKLER: And I heard, something occurred to me, I heard that they would, I thought I heard they're paying for the road and the relocation, et cetera, et cetera. However, I mean I will point out that counsel for Petitioner submitted a memo on, it's dated March 7th so it's not that long ago, and on page three, it says Hamilton Partners' offer to split equally the maintenance or repair obligations is extremely generous given the terms of the easement agreement. Accordingly, Weber should accept Hamilton Partners' offer before it is rescinded. So, that was --

MR. WEBER: Like I better make the decision real quick, right, otherwise they're going to pull it.

COMMISSIONER CHERWIN: Well, I think --

MR. WEBER: So, I've got to pay a quarter of a million for road improvements that I have no economic interest in.

COMMISSIONER CHERWIN: Can I just clarify? The easement handles maintenance and repair, it doesn't handle capital improvements or restructuring of the road, is that correct?

MR. WINKLER: I think it handles everything.

COMMISSIONER CHERWIN: I mean if you're talking about maintenance and repair, my understanding was that there, and Sam, maybe you can answer. The whole road has to be, I guess reinstalled with more of higher load bearing capacity for the trucks. So, that's

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going to go the whole road regardless of the width of the easement and maybe just a sliver on the Petitioner's property as well. But that whole road has to be essentially reconfigured, correct?

MR. HUBBARD: Some parts are in better shape than others. But yes, I mean in order to accommodate for the heavy truck traffic, most if not all of the road needs to be improved.

COMMISSIONER CHERWIN: Right. So, that's, I mean, but that's a capital improvement of the road. Is the Petitioner suggesting that that's, are they taking on that entire cost or are they saying, is that what they're saying on the 50 percent, that they want the other side to --

MR. HUBBARD: Apparently, that entire cost is the obligation of Weber per the existing easement agreement.

COMMISSIONER CHERWIN: Oh, so you're saying that it's not just the maintenance, kind of the ongoing maintenance and repair of the potholes, the snowplow and everything. The Petitioner is looking for Weber to incur the initial cost of the construction.

MR. GARNER: Yes, if I could speak to that? My name is Bruce Garner, I'm the counsel for Hamilton Partners. So, I want to be clear about --

CHAIRMAN ENNES: Bruce, if you would spell your name?

MR. GARNER: G-a-r-n-e-r.

CHAIRMAN ENNES: Thanks.

MR. GARNER: I want to be clear about what the easement agreement says. Right now, 100 percent of the cost of any maintenance, any reconstruction, anything in that private drive is the responsibility of Weber. Weber's counsel, Mr. Winkler here, drafted that document and it was recorded back in the 90's. So, we did not draft that, we didn't ask for that. That's Weber's own doing, 100 percent, okay.

We offered, in January, we offered because we recognized the change in use here on the private drive was going to necessitate probably additional repairs on an ongoing basis. In that January meeting, we offered to pick up 50 percent of the repairs on a going forward basis. That was before, and I want to make this clear, we never got a response. We never got a response.

What we got was a copy of counsel's memo to the Village complaining about the litany of things you've heard about here tonight. We still have never received a response to that offer, ever, okay. I was at that meeting, we've never received a response to that offer.

Since that offer, one of the conditions that we repave not only our side to it, which by the way we're not obligated to on the easement agreement, but their side of the easement drive itself. So, now we're incurring those costs. The easement drive right now is in bad shape. Mr. Weber indicated during our meeting that it needs work, it probably needs to be repaved at present.

Now, we're being obligated by the Village to cover that cost. Their side is going to cost us roughly \$200,000, just their side, okay. Why should we now extend ourselves and also pick up 50 percent of something that they're obligated to do? We never heard back from them, okay. All we're getting is opposition. I'm sorry to say it, counsel is talking about good faith negotiations, we sat there, I sat there in that meeting and we offered this as an olive branch. Never heard boo, not one word back. Then we got a copy of their memo to Staff. So, we've more than gone and tried to meet them 50-50 here, all right.

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The other thing I'd like to point out is we're talking about the increased pounding on that private drive and the need for additional repairs. In that easement doc, and I'm going to read it verbatim so everybody can follow along with me here, paragraph five, Use of Easement Premises: The use of the easement premises referred to in paragraphs one, two, three and four above are not confined to the present uses of the Weber parcel, the Oak Point parcel, the WMS plant, and/or Weber Atrium, or to present means of transportation. The document itself contemplates an increased use or a more intense use. It doesn't say anything about changing the burden of maintenance or anything like that.

So, you're asking us to repave their side of the drive as well. We're agreeing to it. But understand that as the Village is stepping into a private agreement, it's stepping in between that private agreement and it's making us take on responsibilities that we don't have right now in that agreement. So, we do not waive our right to seek reimbursement from Weber for that repaving, okay, and I want to make that clear.

Now, we're willing to sit down and discuss things with Weber. We've been willing since we met with them in January to do that, and we're still willing to do that. But we haven't had any kind of response from them. So, that's why we're where we're at, okay. I hope that answers that part of it.

COMMISSIONER LORENZINI: But what's the deal right now? Who's going to pave or repave the entire road right now?

MR. GARNER: Well, currently, the condition of this PUD is that we pave it. We either pave it or reconstruct it, depending on what Staff finds is necessary.

COMMISSIONER LORENZINI: To take the heavier traffic?

MR. HUBBARD: If Weber agrees.

MR. GARNER: What I'm saying is -- I'm sorry?

MR. HUBBARD: If Weber agrees.

MR. GARNER: Well, that's the other part of it. They have to agree. Right now, we don't have any right to do anything on it, right? Because we're not the, we can drive over it, right, we can use all 44 feet of it, right? But we don't have any responsibility or right to repave it, maintain it, anything. That's all on Weber. So, Weber has to agree that we can even repave it.

Now, what I'm saying is, because we've had no discussions with them beyond our offer initially, we're not going to sit here and waive our right to seek compensation from them for that paving. You guys wouldn't either if you were in our spot.

COMMISSIONER CHERWIN: Mr. Garner, just to clarify. I think what I was asking before, I think the Village is asking you, the development is triggering a new load requirement. My understanding is regardless of whether it's on a fee property or the easement property, wherever it may be, a road is being required which is being triggered by your development, and that road is going to require an enhanced road because of the demands on it. Sam, am I misstating that? Is that wrong?

MR. HUBBARD: No, you're correct. We're asking that it be improved to accommodate the trucks that would be generated by the development.

COMMISSIONER CHERWIN: Right. So, I think what we're saying or what I'm saying is, what I'm thinking is the development, regardless of how you work on the cost sharing, there is, you know, the demand of the reconstruction of the road that is being driven by the development. Is that correct?

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MR. GARNER: I would agree with that.

COMMISSIONER CHERWIN: So, my question was, you know, and again this is a private agreement so I understand where you're coming from, my question was it sounded like the Petitioner was taking on that cost. My clarification came in sort of post construction, whether that was a 50-50 offer that you're making, what I was saying was I looked at the agreement, I didn't see where it said reconstruction. I saw where it said repair and maintenance. So, what I was thinking was if your development is triggering a new road, it doesn't seem to me that they were required to reconstruct or construct a new road, just to repair and maintain the road. So, if your development is requiring a new road, I didn't know, it didn't seem, as I read it, and I apologize, I just read it once, not nearly as much as you guys, but I wasn't seeing that as a cost sharing on the development of a new road as much as a cost sharing on the repair and maintenance of the road which, going forward, it seems they would have that burden but not necessarily to tear off the road and create a new one to serve your development. That was kind of what was going through my mind. Is that accurate?

MR. GARNER: I guess what I would say is the agreement says what it says, but it's a private agreement.

COMMISSIONER CHERWIN: Right. No, I get you.

MR. GARNER: Between us and Weber, right?

COMMISSIONER CHERWIN: I get you.

CHAIRMAN ENNES: And we're really getting outside of our purview. This is not part of, I don't think this is part of --

COMMISSIONER CHERWIN: Well, I understand, but we're putting in conditions and whatnot to deal with it. I don't, you know, the reason I'm asking these questions is because there are conditions related to this on here.

CHAIRMAN ENNES: Right.

COMMISSIONER CHERWIN: So, I'm just trying to better understand what each part is suggesting when it comes to these.

COMMISSIONER SIGALOS: Can I just backtrack one moment? I know at the January public, I'm sorry, January Plan Commission hearing, the question was asked why these docks had to be on the west side. This whole conversation would not be necessary if they were on the east side. I don't remember the answer to that.

MR. GARNER: Right. I'm going to let Mike Wauterlek speak to that.

MR. WAUTERLEK: The only thing I would say back to the access drive, I wouldn't necessarily say that the resurfacing of the road is being triggered by our development. The road has been in disrepair. Mr. Weber has shirked his responsibility to maintain it. Mr. Weber also has heavy truck traffic. Admittedly, we do have heavier, more heavy truck traffic than he does. But you know, I think what's triggered that is there's a new owner who is looking to propose the highest and best use for the property, and that's what's triggered it.

MR. BRANDENBURG: Hi, my name is Grant Brandenburg with Ware Malcomb Architects. My last name is spelled B-r-a-n-d-e-n-b-u-r-g. So, to respond to the question about where the truck docks should be most appropriately placed, in several of these industry type of developments and we've done it in other parcels, you always want your truck traffic to be counterclockwise so the truck drivers are backing over their left shoulder and not backing the line which would be over their right shoulder. So, the truck movement will come in south down the drive, backing over their left shoulder, and then out with this particular

movement, because otherwise, if it's reversed, the trucks have to go down, turn around and then come back.

COMMISSIONER SIGALOS: So, that's a fact that they can't back up looking over their right shoulder?

MR. BRANDENBURG: It's a much more difficult maneuver, so they can't see out of their mirror on that side.

COMMISSIONER GREEN: Yes, I get it.

MR. HUBBARD: So, the other reason why flipping the building may be difficult is basically you wouldn't be able to, you know, if we're trying to keep truck traffic off of the shared access drive, then the access has to be the primary point of access, has to be on Algonquin Road right here.

COMMISSIONER SIGALOS: Right, right.

MR. HUBBARD: Given proximity to the existing light on Meijer Drive, it would be very unlikely I would say that IDOT is going to grant a new traffic signal here and full access onto Algonquin Road. So, if the building is flipped and Algonquin Road is the only access point in and out, you're going to have a right-in and right-out, you're no longer going to have full access which drastically changes the characteristics of the site and the ability to accommodate a distribution facility.

COMMISSIONER SIGALOS: Thank you.

COMMISSIONER GREEN: Sam, I have a question. Is this an M-2 zoned district?

MR. HUBBARD: It is, yes.

COMMISSIONER GREEN: Is it heavy manufacturing?

MR. HUBBARD: Limited heavy manufacturing.

COMMISSIONER GREEN: So, this is not a normal street? This is already designed to take manufacturing and a heavier load than a residential side street, is that correct?

MR. HUBBARD: Meijer Drive should be designed to accommodate heavy truck traffic.

COMMISSIONER GREEN: Okay, but an access into this property would make sense that it would be zoned, or it would be built and constructed with a manufacturing base to it and not a standard car base.

MR. HUBBARD: It would make sense. Whether or not they were thinking of this back when it was built, who knows? But sure, it makes sense for it to accommodate that.

COMMISSIONER GREEN: But there's more trucks here than on my street at my house. So, I'm saying it's a different design. Thank you.

COMMISSIONER JENSEN: Sam, could you clarify for us, if this Petitioner goes all the way through the process and they are turned down by the Board, what does that mean for them?

MR. HUBBARD: It means the current proposal is not approved, they'd have to, you know, redesign and come back through with a new application.

COMMISSIONER JENSEN: So, all these things you were talking about, this private agreement, you know, that wouldn't matter? They'd have to work, they'd have to come back with another proposal and it might have its own set of agreements that have to be worked, is that what we're saying?

MR. HUBBARD: Right, if this was ultimately denied by the Village Board,

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then all of the discussions this evening wouldn't really be relevant and they'd have to come back with a new application, whether it was substantially similar and involved a lot of the same aspects, you know, we might still be discussing the same things.

CHAIRMAN ENNES: Were there any other comments from the public?

MR. WEBER: Well, just one comment. Just so everyone understands, I learned about this project two weeks prior to the January 24th meeting.

CHAIRMAN ENNES: Right.

MR. WEBER: That's the first time I really understood what was going in there. I think it's safe to say that I would need to investigate, spend some money, and look at how it impacts my business. Hamilton Partners called me that week, first time they contacted me by the way. They had the preliminary made a year ago, and that was the first time I was contacted or Weber was contacted about this project. They did come in after the January 24th meeting, that is true, and we had the meeting. I said, look, I've got to do my own due diligence on this. I'm noncommittal. I think that was remembered, and I wanted to find out what Burke came back with as well as Mr. Winkler's research into, you know, the impact on my property. I think that's a fair view of how I took that meeting.

So, after that, three weeks after, I did say to Hamilton Partners once I did my due diligence and I look at the project, I'll be back in touch with you. It was at that time that the Staff of Arlington Heights said we would like to hear your concerns as they did with the City of Rolling Meadows. So, I outlined my concerns and I sent it to Arlington Heights Staff. They told me that my concerns would be provided to Hamilton Partners.

So, that was my recollection of how the meeting took part. So, to say I'm not negotiating is not necessarily an accurate depiction of our conversation.

CHAIRMAN ENNES: Thank you, Mr. Weber. Are there any other comments?

MR. WINKLER: Just one last comment, and it has to do with the specific language in that easement agreement, and which was quoted about it's not restricted to the present uses of transportation. That's true, but the key language which was not read says that, and I read this before at the previous meeting, that each respective grantor reserves the right to use the easement premises on its own property for any and all purposes whatsoever which shall not unreasonably interfere with any one of the parties' uses thereof in accordance with the easements granted.

So, I think we keep talking about kind of vague terms, but we're talking about, you know, an unreasonable interference. So, there is some scope to this easement. It's not use it for, you know, whatever purpose. Again, the use before was vehicles, these cars, and there was two office buildings on the east and Weber's parking lot on the west. Weber's shipping and receiving is on the north side of the building, so not really using the, 75 percent or more would you say, don't use, never hit this shared drive.

CHAIRMAN ENNES: Thank you, Mr. Winkler.

MR. WINKLER: Thank you.

CHAIRMAN ENNES: Okay, we're going to close the public portion of the meeting and look for some comments from the Commissioners.

COMMISSIONER LORENZINI: I still want something straight. So, the agreement is saying that the maintenance, upkeep, rebuilding of the road is strictly Weber's cost, is that what the agreement says?

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MR. HUBBARD: Correct.

MR. GARNER: Correct.

COMMISSIONER LORENZINI: So, whether we repave it or completely rebuild it or patch it, the agreement says it's Weber's cost at this point?

MR. HUBBARD: Right.

COMMISSIONER LORENZINI: Okay, and the Petitioner is willing to repave, do whatever work is required but will still reserve the right to go back after the 50 percent of the cost or whatever? It's undetermined at this point, correct?

MR. GARNER: Correct.

COMMISSIONER LORENZINI: Now, what about the utility relocates, the ComEd pole or anything else, is that included in the same deal?

MR. LEDER: Any utilities that need to be relocated --

COMMISSIONER LORENZINI: Name, your name.

MR. LEDER: Oh, I'm sorry. My name is Paul Leder, RWG Engineering, last name is spelled L-e-d-e-r. I was at the previous January 24th meeting.

Any utilities that need to be relocated, and there are not that many let me add, that need to be relocated because of the proposed development are borne by, the costs are borne by the developer.

COMMISSIONER LORENZINI: 100 percent, without, you don't have to negotiate that?

MR. LEDER: That is not being negotiated or asked for, no, as far as costs or anything.

COMMISSIONER LORENZINI: Okay, thank you.

MR. WAUTERLEK: But as far as the access drive conversation is concerned, what should also be pointed to is, as proposed, we're intending on resurfacing our portion of the access drive.

COMMISSIONER LORENZINI: You lost me.

MR. WAUTERLEK: At our cost. So, without this condition being placed on the property, on the development, we are proposing resurfacing our portion of the access drive on our property.

COMMISSIONER LORENZINI: You mean the 20 feet part of it, half of it?

MR. WAUTERLEK: Correct.

COMMISSIONER LORENZINI: But you've got to use the other half to get out, don't you?

MR. WAUTERLEK: That's correct. However, there is an easement document that speaks to who is responsible.

COMMISSIONER LORENZINI: All right. So, you're going to pave your half at your cost, you're not going to go after them on that cost?

MR. WAUTERLEK: You wanted to speak --

MR. GARNER: Yes. I think what he's trying to say is before this condition was placed on there by Staff, our plan, our original plan was to repave our half of the easement.

COMMISSIONER LORENZINI: And you weren't going to go after Weber for any of that?

MR. GARNER: And I didn't say that, okay.

COMMISSIONER LORENZINI: Okay.

MR. GARNER: Here is the point really. The point is the document says 100 percent of the cost of the private drive is borne by Weber, okay. The condition of it right now requires repaving. It's not in great condition right now, okay. You're asking us to pave the entire thing. We understand we're changing the use, but the bottom line is the document says we could change the use, right? This isn't a public roadway, I'm sorry to say. A lot of times, people come before you and you place conditions with regard to public roadways and public property, and we understand that because that's your roadway. This is a private drive between two parties. There is a document that governs that relationship, right?

So, we're asking you to let us, let that document continue to govern that relationship. We understand there's got to be some give and take there. We're willing to discuss that give and take, but we're not going to waive our right, right now, to discuss that give and take if that's what you're asking us to do.

COMMISSIONER JENSEN: You're asking this Commission to recommend to the Board approval of this PUD so that you can go forward. You told us there are two reasons why you don't want to put a road where it seems like it might make more sense in terms of congestion, just speaking of the congestion issue, because you don't want the drivers turning their head over one side versus another, and there might be an issue around a stoplight that the Department of Transportation may have a problem with, and so the traffic would be restricted to come in and out one particular way. But you are asking the Commission to do something, even though you're talking about a private agreement, you're asking us to take public action which is to recommend approval of the PUD. Am I correct?

MR. GARNER: Yes.

COMMISSIONER JENSEN: Okay, but then, I mean, this is quite an issue. You're putting a lot of, I mean there's a lot of congestion and traffic going up and down this little access road. It's troubling for me as a Commissioner just to see what's being proposed. So, I'm having a little difficulty sorting this out in my own head.

MR. GARNER: And I understand that, but the document that creates that private drive and the parties' use of it allows for the change in the use. That was contemplated in the agreement when Mr. Winkler drafted it. It says you can change the use, and it says Weber still has to maintain it. So, we're not doing anything that's not contemplated by this --

COMMISSIONER JENSEN: No, legalistically, you're 100 percent right. Is it sensible is the question that I have to deal with because I'm an economist, not a lawyer.

MR. GARNER: Yes. I guess my point would be this. Both parties have the right to use that easement, right? We get to drive over their 22 feet, and they get to drive over our 22 feet, as they've been doing for years, right? Their loading dock is on that side, counsel is wrong. I've been to the property, their loading dock is on the east side of the property. That's where their trucks come and go, okay.

So, they use that right now, too. Their trucks drive over that right now, too, right? So, you know, there's a couple of things. I mean we're being asked to bear a lot of cost that, you know, under this agreement wouldn't be our cost, right? We're also, you're talking with Rolling Meadows about the potential cost on Meijer Drive and of us possibly having to bear some of that.

So, you know, Mr. Ennes brought up a good point. How much is going to be thrust on a petitioner just because a petitioner is coming before you to fix everybody else's issues? I mean that's really what you're kind of asking us to do here, right?

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COMMISSIONER JENSEN: But the reverse is also true. You're creating a lot of activity with your new development and so forth, and basically it has no benefit to the Weber Group, and they are going to bear all the costs if you stick strictly, legalistically, to that agreement.

MR. GARNER: But they drafted it and we signed it. Our predecessor signed it, okay, and we don't get any benefit from their traffic on it.

COMMISSIONER CHERWIN: I mean, can I just add, I think, and Lynn, I'm not trying to speak for you or anything, but I mean I'll just add because I have some of your same concern, I think the issue, what Lynn is saying is, Commissioner Jensen, excuse me, you know, we're not like, you guys aren't building this as of entitled zoning that currently existing and we're coming to you asking, interfering with these private relationships. You know, we have a PUD application here in front of us, and that's because there's unique circumstances typically involved, right? I mean there's things that are on here that don't necessarily fit the standard requirements, and there are some of these extraordinary circumstances that you go through. Part of this analysis is for us to consider those extraordinary circumstances, and that includes the impact that this sort of customized zoning and PUD is going to impact in the immediately adjacent neighbors and the infrastructure around them.

So, I think it's appropriate that we're looking at those, and though there may be some private arrangements in place, if we're being asked to go through to deliver this zoning approval, we have to consider the impact it has on neighboring properties. I think that's what --

COMMISSIONER JENSEN: Thank you, Commissioner Cherwin. That's exactly my point.

MR. GARNER: I agree that that is what you are arguing here.

COMMISSIONER CHERWIN: It's what exists.

MR. GARNER: Yes, I don't disagree with that. I will point out that we're not asking for any variations. This fits in the M-2 District.

COMMISSIONER CHERWIN: I understand, but you're asking for a PUD approval.

MR. GARNER: We are, we are, I understand that. I guess what I'm saying is respect that private arrangement on this private drive. If this were a public drive, I think we're talking a totally different story here, right?

CHAIRMAN ENNES: Right.

MR. GARNER: But this is a private roadway between two parties, and we're just asking to use it, that's what we're asking to do. We have that right. So, thanks. If there's nothing else?

COMMISSIONER LORENZINI: Sam, one other point that Mr. Winkler and Mr. Weber brought up was about the number of cars versus the number of trucks. That did seem very disproportional on the car side. Could you explain what was going on there?

MR. HUBBARD: Yes. Maybe the Petitioner could talk a little bit more about how the exact operations would work on the site and why there would be a need for so many passenger spaces, or their traffic consultant can address why that was projected. My understanding is that it's all from the ITE, the transportation engineers handbook that, you know, outlines what different uses are going to generate car and truck trip counts.

MR. ABOONA: Luay Aboona, A-b-o-o-n-a, I'm a principal with KLOA. Sam

is correct. I mean we base our projections based on the Institute of Transportation Engineers trip generation manual. So, they have different land uses that they've developed trip rates for based on surveys of similar uses, and we applied one of the uses that is applicable to what is being proposed tonight in terms of warehouse or truck distribution facility. So, that's what we based our numbers on.

COMMISSIONER JENSEN: Question. There are other distributions that have some of these similarities, you may have known some of them or the Petitioner may. Have you looked at the data that would be produced in reality by those other distribution facilities that are of a similar size that either Hamilton owns or someone else owns?

MR. ABOONA: I'll defer to Hamilton in terms of the similarity of this with other properties they own. But typically, what we do and what's been acceptable to the Village and IDOT and other agencies is we look at this data that predicts the number of trips and, you know, those surveys have been done over the years, over many, many properties, not only in this area but nationwide. They have proven to be, you know, accurate at least in the ballpark in terms of what will be generated during the peak hours on a daily basis.

COMMISSIONER LORENZINI: But these are truck loading docks. Where are the cars coming from?

MR. ABOONA: There are about 300 plus parking spaces being provided for this facility. So, there will be employees on, you know, multiple shifts, visitors, customers, and so forth. So, that would be part of it as well.

COMMISSIONER LORENZINI: Thank you.

COMMISSIONER JENSEN: Maybe they can address, when I asked about the other facilities that they own, you know, some comparison and whether these numbers make sense from their own personal experience from their other facilities.

MR. WAUTERLEK: So, over the past four years, we have developed three similar properties to this, some in differing locations. So, I think a lot of times these buildings, the traffic is largely driven by geography and the use. There is a property that's been referenced several times by Mr. Weber and Mr. Winkler. The difference between our facility as proposed and the facility that they referenced is the fact that that's an airfreight facility and, you know, a large component of the property is trailer parking and it's set up for heavy truck traffic. That facility also is cross-docked while our building is single-loaded.

So, given the proximity from the airport and just its similarity to another five million square feet of property that we own, I'm fairly confident that the traffic studies that are provided are probably on the high end.

CHAIRMAN ENNES: Anything else?

COMMISSIONER DROST: Yes. My concern is that there are still too many questions that need to be answered. Our role is with regard to either providing a continuance at this point or voting it up or down, and I just want to make sure that we make sense out of this in a particular way. So, if we voted for this project, what would happen at the Board of Trustees? Could they still resolve some of these issues that are open-ended? Or do they have to come back and clarify some of these issues?

I guess the most, let's say item of concern for me is that we've got a development here and the adjacent neighbor who apparently doesn't have any economic benefit from this now has to expend a great deal of cost to figure out where his business is going to be in the future. So, that's a comment.

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COMMISSIONER JENSEN: We call those externalities, George.

COMMISSIONER DROST: Yes.

CHAIRMAN ENNES: Right. I think for the purposes of our charter, is the building a good use on this piece of property with the variances, with the conditions that are put on it? Obviously, it's further complicated by two external agreements, agreements our Village has with Rolling Meadows, and this shared access agreement. But I don't think either one of those agreements which are between these parties relate to what our job is, which is to approve or deny this development on this piece of property. I think it's a good use, I have to agree with Staff on this.

COMMISSIONER JENSEN: Mr. Chairman, I agree with that. But we always take into account the impact on neighbors with almost everything we do, buildings, facilities, people and so forth that are around the area. So, part of what we're trying to assess is what's the likely impact on the "neighborhood" even though it's an industrial neighborhood.

CHAIRMAN ENNES: I understand. Is there a motion?

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

A motion to recommend to the Village Board of Trustees approval of PC#17-013, a Planned Unit Development and Preliminary Plat of Subdivision to consolidate all lots into one lot, for the property located at 703-709, 715-723 West Algonquin Road.

This approval shall be subject to the following conditions:

Final Plat of Subdivision:

- 1. Final Plat of Subdivision approval shall be required. Prior to Final Plat of Subdivision approval, the following items shall be required:**
 - a. IDOT review and approval of the proposed development.**
 - b. Petitioner shall be responsible for design, construction, and installation of all off-site roadway improvements required by the proposed development. This may include, but shall not be limited to, proportional contributions towards any improvements required to Meijer Drive as determined necessary by the Village of Arlington Heights.**
 - c. Petitioner shall work with the Village of Arlington Heights to resolve issues raised by the City of Rolling Meadows, to the satisfaction of the Village of Arlington Heights.**

Site Plan:

- 2. The Petitioner shall install a decorative fence around any detention area as requested by the Public Works Department.**
- 3. The Petitioner shall install a paved waiting area for PACE customers in the right-of-way adjacent to Algonquin Road. The location of such paved waiting area shall be determined in coordination with PACE and the Village of Arlington Heights.**
- 4. The Petitioner shall revise the site plan to incorporate greenspace and a shade tree within the parking lot island located at the southwest corner of the Phase II building.**
- 5. The Petitioner shall revise the site plan to remove the two parking spaces in the southwest corner of the site that encroach into the shared access drive easement.**

Outlot A:

6. The Petitioner shall take the following actions relative to Outlot A:
 - a. If ownership of Outlot A has been transferred to the Petitioner prior to Final Plat of Subdivision approval, the Petitioner shall incorporate Outlot A within the subdivision area.
 - b. Prior to issuance of a building permit, the Petitioner shall cause to be recorded an amendment to, or abrogation of, the stormwater easement over Outlot A to accommodate for the proposed driveway improvements within the easement area, if the Village determines such amendment or abrogation is needed.

Shared Private Access Drive:

7. The Petitioner shall either reconstruct or repave, as determined by the Village, the entire portion of the existing approximately 22-inch wide shared access driveway that is located on the Weber Packaging Solutions property, only if approved by Weber Packaging Solutions. This reconstruction/repavement shall be to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights.
8. The Petitioner shall continue to work with Weber Packaging Solutions and the Village of Arlington Heights on acceptable improvements, as determined by the Village of Arlington Heights, to the shared private access roadway to provide for adequate passenger vehicle/truck traffic separations. This may include, but is not limited to, striping of the access driveway and landscape barriers to separate and protect vehicular movements.

Meijer Drive Improvements:

9. If approved by the City of Rolling Meadows, the Petitioner shall install an extension to the raised barrier median in the center of Meijer Drive located adjacent to the subject property, as well as certain improvements to the sidewalk on Meijer Drive adjacent to the subject property. If the City of Rolling Meadows does not grant approval for such barrier median extension and sidewalk improvements, then the extension and sidewalk improvements will not be required at this time. However, the Petitioner shall be required to install the barrier median extension and sidewalk improvements, upon request of the Village, when jurisdiction of Meijer Drive (within the corporate limits of Arlington Heights) is transferred to Arlington Heights.

General:

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

COMMISSIONER LORENZINI: I'll second.

CHAIRMAN ENNES: Can we have a roll call vote?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes, with comment.

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MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: No, with comment.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: No.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: No.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

CHAIRMAN ENNES: So, we have a tied vote.

MR. HUBBARD: It's four to four split. So, it goes forward to the Board.

CHAIRMAN ENNES: Which means it will go to the Plan Commission.

MR. HUBBARD: To the Board.

COMMISSIONER DROST: You want it again?

CHAIRMAN ENNES: No, we're good. To the Village Board. Unfortunately, you don't have a unanimous decision which will impact how they have to deal with this. But I'll wish you good luck. Hopefully, you can resolve some of these issues which I think are, I think it's a good development but I think it's obviously got some issues you've got to work through before it's going to happen. We have a comment down here.

COMMISSIONER CHERWIN: Yes. You know, I support it, I agree with you. I think it is a good building, I think it's a good development. Obviously, the situation currently concerns me. But as we said before, there are private relationships here that will ultimately govern how these issues resolve. I think there are enough open items in here that I'm not sure how these are going to play out, but it leaves some discussions to be had. I hope that it goes through and I really hope that, you know, the parties are going to work together to a reasonable arrangement. But as far as the land use approval, now that's the basis of my approval and that the parties will work out their differences, you know, governing their private rights.

CHAIRMAN ENNES: Thanks, Commissioner Cherwin.

COMMISSIONER DROST: Yes, my comments are similar to yours. The concerns that I've got is the impact on the neighbor, and that there might not have been enough analysis or due diligence from the standpoint of all the impacts and having those delineations. I know one thing, I wouldn't want trucks, after approval of this plan, on some of the turning situations, to have trucks entering my property without my permission, without my consent. That's I think the impression that the owner gave us. I don't think there's enough enforceability or assurance that that won't happen.

So, these are the things that need to be cleared up. But as far as the project is concerned, I think it's a fine project. But you know, the devil is in the detail here and don't make the neighbor pay for what he shouldn't pay because of the development.

CHAIRMAN ENNES: Okay, thank you very much.

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MR. GARNER: Thank you all for your time. We appreciate it.

CHAIRMAN ENNES: That's all we have on the agenda, correct? There is nothing else?

MR. HUBBARD: That's right. Next meeting, we have a toy shop and lounge on Algonquin Road. It will be on April 11th I believe.

CHAIRMAN ENNES: Okay. Can I have a motion to adjourn?

COMMISSIONER DROST: I'll make that motion.

CHAIRMAN ENNES: And a second?

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Okay.

(Whereupon, the above-mentioned petition was adjourned at 9:25 p.m.)

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PLAN

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

COMMISSION

RE: 703-723 WEST ALGONQUIN ROAD - PC#17-013
PUD, PRELIMINARY PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 24th day of January, 2018 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Village Planner

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CHAIRMAN ENNES: I'm calling this meeting of the Arlington Heights Plan Commission to order. Could I ask you to all please stand and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Sam, would you take the roll please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: 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.

(No response.)

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Sam, were all the public notices sent out for the hearing this evening?

MR. HUBBARD: Yes, they were.

CHAIRMAN ENNES: We have the minutes from our last public meeting, from the Chapter 28 Text Amendment and the Annual Review of Comprehensive Plan. Could I have a motion to approve those minutes if you were here?

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

COMMISSIONER GREEN: I'll second it.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

COMMISSIONER JENSEN: I just want to mention I wasn't at that meeting, so I abstain.

COMMISSIONER CHERWIN: Neither was I, I'll abstain.

CHAIRMAN ENNES: Okay. Is our Petitioner here for Algonquin Road?

MR. HUBBARD: Yes, they are.

CHAIRMAN ENNES: Then I would ask the Petitioner to please come forward and anybody who is going to speak before the Plan Commission this evening and we'll swear you all in. Please raise your hand.

(Witnesses sworn.)

CHAIRMAN ENNES: Please proceed. If the Petitioner can give us a recap of your project?

Sam, in case you didn't notice, Commissioner Dawson joined us.

MR. HUBBARD: Thank you.

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MR. WAUTERLEK: My name is Mike Wauterlek, and I'm with Hamilton Partners. Our proposed redevelopment is a light distribution building. If approved --

CHAIRMAN ENNES: Spell your name for the reporter.

MR. WAUTERLEK: Sure. It's W-a-u-t-e-r-l-e-k. So, our proposed redevelopment is a light distribution building. If approved, it would be the fourth such project we've undertaken locally over the past three years. Our intention would be to begin construction of phase one of the projects this spring, and to complete phase one of the project at the end of this year. The first phase is approximately 140,000 square feet, and it has the ability to accommodate two or more tenants. At a later date, it's our intention to expand the building to a total of approximately 330,000 square feet. The second phase also has the ability to accommodate two or more tenants. The interior of the building itself is 32-foot clear and it's state of the art in every way.

For some details on the construction of the building, I'm going to ask that Julie with Ware Malcomb, our architect comes in and fills you in.

CHAIRMAN ENNES: Julie, would you please state your name and spell it for the reporter also?

MS. DALGA: Sure. My name is Julie Dalga, D-a-l-g-a. I'm with Ware Malcomb Architects. Can you go to the next slide?

So, this is just an image of one of the corner offices for our building. It's going to be predominantly precast with the three-tone gray paints to help break up the building and accentuate some of the corners in the office areas. So, there will be reveals kind of dividing up these different painted areas and precast, and then form liner on some of these darker gray panels near the entry to help emphasize that area. Then we have the true grain composite wood siding to help highlight the four potential office corners or office areas at the building and help guide guests and visitors to these areas and enhance the look of the office space.

MR. LEDER: Good evening. My name is Paul Leder, that's spelled L-e-d-e-r. I'm with RWG Engineering. We're involved in the civil, site civil aspects to this project. I was going to take just a couple of minutes and review the drainage characteristics of the property.

The site currently is comprised of two office warehouse buildings. The drainage for the site is split. The office building to the north drains to the north and connects to a storm sewer in Algonquin Road. The existing building to the south drains to the south and connects, well, actually it discharges to the Illinois Tollway along the south property line.

Our proposal for drainage will contain those existing drainage areas. Basically, phase one is consistent with the north parcel which will drain to the north. The phase two area will drain to the south. So, the drainage divide works very well with the phasing of the parcel.

For the proposed stormwater management characteristics, the existing condition is composed, for the north of stormwater management, in those two small basins that you can see along Meijer Drive, plus surface storage in the existing parking area. The storage for the phase two area is all in the, excuse me, all in the existing parking area. Our proposal is to use for the north those two basins along Meijer Drive. The one smaller one more to the north would be left in its existing condition. The second one, the little larger one, would be modified slightly. So, we will be using those basins, plus we would be providing them an

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underground vault or storage area. In a worst case condition, there will be some storage, excuse me, within the truck dock areas. That's the worst case condition.

For the south or the phase two, again there will be some storage in the dock area, worst case condition, an underground storage vault, and a new basin constructed between the parking area and the tollway, basically containing the existing drainage and actually reducing the amount of, reducing the release rate of water to the existing systems, both to the north and to the south.

MR. HUBBARD: That concludes the Petitioner's presentation this evening.

CHAIRMAN ENNES: Can I ask the Petitioner, do you know that Staff had recommended a continuance on this hearing? You're aware of that?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: The 11 conditions on the application. Have you seen those, are you familiar with those?

MR. WAUTERLEK: I am.

CHAIRMAN ENNES: And are you acceptable?

MR. WAUTERLEK: Yes.

CHAIRMAN ENNES: Thank you. Sam, would you give the Staff report?

MR. HUBBARD: Sure. So, the property in question is in the M-2 Zoning District which is the Limited Heavy Manufacturing Zoning District. Warehouse and distribution facilities are permitted uses within that district, so relative to zoning, the proposal is compliant. The Petitioner is requesting two approvals this evening, and that would be planned unit development which is required for any M-2 property greater than four acres in size. As the overall property is a little over 15 acres, a planned unit development is required.

Additionally, Petitioner is requesting a plat of subdivision to consolidate the lots into one which is also required. At this point in this hearing, only preliminary plat of subdivision is requested, which means that a future appearance before the Plan Commission would be required for final plat of subdivision approval. In addition, there are no variations proposed within this development.

The Comprehensive Plan designates the subject property as suitable for Research & Development, Manufacturing & Warehousing uses. So, the proposed distribution warehousing facility is compliant with the Comprehensive Plan designation.

There are two actions to date relative to this project. On March 22nd, the Petitioner met with what was at that time called the Plat & Subdivision Committee but what we now know and call today the Conceptual Plan Review Committee. I would say there was some discussion on the amount of truck traffic, but overall I would characterize that meeting as positive and the Plat & Subdivision Committee encouraged the Petitioner to move forward.

On November 28th, the Petitioner went before the Design Commission that resulted in a positive recommendation of approval. There was one requirement by the Design Commission, and that was to add additional greenscape, greenspace and foundation plantings at the northeast corner of the building. Petitioner has since incorporated that into their plans, and the plans that were sent to the Plan Commission do reflect the required changes by the Design Commission.

So, here is an aerial of the property. You can see the subject property is outlined in red. To the west, you see Weber Packaging Solutions, and well farther west of that is Meijer which is actually in the Village of Rolling Meadows. To the north is an

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industrial office development. To the east is a self storage warehouse facility and two industrial buildings. To the south of the subject property is the Illinois Tollway, and across from that is a forest preserve.

So, as you can see, the site is currently occupied by two, I would characterize them as industrial office flex buildings, the northern building being currently vacant which would be the site of phase one of the development. Phase two development, as I understand, would commence once all of the leases on the southern building have terminated and, therefore, is vacant in all of them before redevelopment.

As you can see from the aerial, the site currently has access from Meijer Drive. It's got a right-in and right-out on Meijer Drive located right here. Then there is also a full access intersection and a driveway with Algonquin Road. Finally, there is the shared private access drive along here. So, it currently has three points of access. Additionally, the site can access Golf Road west of Meijer Drive. I will mention that Golf Road and Meijer Drive is a right-in/right-out intersection, so cars using that intersection can only enter it traveling eastbound on Golf Road and can only leave eastbound on Golf Road.

So, the view here is a little flipped just to make it fit the whole site plan into the slide. Weber Packaging Solutions is on the north, and on the right-hand side of the screen is actually north, Weber Packaging Solutions is on the top of the screen. As I mentioned, with the site, there are no required variations. As you've heard, they are modifying the detention pond located right here, and they are going to be keeping the detention pond that's right here as it currently stands today.

I will mention that this is an outlot, this is not currently part of the subject site, and to our knowledge is not owned by the subject property. There are some easements in the area and I'll get into those later. But I also point out the southern detention area here and then there is a large underground detention vault proposed I believe right here.

They are proposing to keep the same access points as currently provided on the site. So, that's going to be the existing full access point here, as well as the right-in/right-out on Meijer Drive, and most notably they're going to keep that shared access drive as a private means of access to the trucking portion of the site.

So, I want to get into the easements a little bit because there are multiple easements that are part of this property. Some of the pretty significant easements are right here and that's the stormwater detention easement on this outlot parcel that is not owned by the Petitioner. The Petitioner has proposed some paving in that area as you can see right here in the orange. This area, as I mentioned, is a stormwater easement, and so we're not entirely certain that the provisions of the easement allow for its paving. That's one thing that we would like a little further correspondence on.

Additionally, there is a large reciprocal shared access easement, as you can see here in green. Half of that roughly falls on the subject property and the other half on the Weber Packaging Solutions property to the west. Since we received this application, we did receive a call from individuals at Weber Packaging Solutions. They did have a little bit of concern relative to this easement and whether or not it provided the rights for the use with all the truck traffic proposed in conjunction with this development. The ability to use that easement is critical to the viability of the site as proposed. So, we would like to see a little bit of coordination between the current property owner and the property owner of Weber to resolve any outstanding issues over the use of this private shared access drive.

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There is, as I mentioned, easements that do outline which parties have what rights to the easement. But I think maintenance is somewhat of a concern given the number of trucks that are going to be traveling as a result of this development. Again, without the ability to use that easement, the site as proposed is probably not viable.

Finally, there is another easement located at the very south of the site. It's a 30-foot easement for a sewer main. There is also a water main in that location. As you can see, some of the parking area is proposed on that easement, and part of the grading for that detention area also falls a little bit into the easement. So, we just are awaiting further communications from our Public Works Department to make sure that the parking and the grading of that detention area overlapping with the easement won't interfere with any future maintenance of the storm sewer main and water main.

Back in 2002 before the Meijer was developed and in the process of developing the Meijer, the Village entered into an intergovernmental agreement with the City of Rolling Meadows. I'd like to discuss that a little bit. Back in, well, first, I've got something to show you here. This blue line represents the boundary between Arlington Heights and the City of Rolling Meadows.

So, back in 2002, Weber Packaging Solutions was all one property as you can see outlined in the yellow line. In order to get Meijer to be developed, I believe that Meijer also wanted access to Algonquin Road, and so Meijer Drive had to be constructed to facilitate that connection. In order for Meijer Drive to be constructed, the Weber Packaging Solutions site had to be subdivided, and it was approximately subdivided as shown into three lots. There was actually a fourth lot but relatively small, but these were the three primary lots. On the north side you see the green lot which is currently vacant, on the south is the yellow lot which is the current lot for Weber, and then that orange lot on the side which is the detention facility previously mentioned.

In the intergovernmental agreement, in order to facilitate this road connection to the Village of Arlington Heights, the City of Rolling Meadows agreed to take jurisdiction and maintenance responsibilities for that portion of Meijer Drive that falls in the Village which is outlined in red on the PowerPoint presentation. As part of the review process, we did notify the City of Rolling Meadows that this application is pursuing forward, and they did provide the Village with some preliminary review comments which were included in the packets to the Plan Commission. They had some concerns about potential truck traffic on Meijer Drive and they asked the Village if we would be willing to accept jurisdiction control and maintenance of that portion of Meijer Drive which is in the Village currently maintained by the City of Rolling Meadows.

Per the intergovernmental agreement, jurisdiction and maintenance responsibility of that portion of Meijer Drive isn't triggered until that vacant lot on the north right here is developed. So, that's really what would trigger it, but as a result of this pretty significant redevelopment that would bring a fair amount of truck traffic on Meijer Drive, I think the village of Rolling Meadows is interested in asking Arlington Heights if we would be willing to consider taking that jurisdiction as a result of this development.

So, Staff has had some internal conversations about this and we've got some research that we need to do in order to analyze if this is something that would be viable. But we haven't had the opportunity to sit down with Rolling Meadows and discuss this. So, we would like that opportunity prior to moving forward with this development.

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Relative to parking, the site conforms to all parking requirements. Basically, it's divided up between the warehouse uses and the office uses. Because the building is to be built on spec, there are no signed-on tenants and there are no floor plans outlining what the exact size of the office area and number of employees would be, which is what our parking requirements are based on. So, the Petitioner has provided us with their best guess of what they anticipate these to be. Based on these estimates, we've calculated the parking requirement to be 169 spaces; a total of 309 spaces would be within the development on the completion of both phases, so that represents 140-space surplus. We don't believe that parking is going to be a problem here. However, I would note that if the number of employees or the size of the office spaces for the actual uses that are located in this building are different, that's going to change the parking requirements.

Relative to the traffic, the Petitioner submitted a traffic analysis in conjunction with their application. The study found that the development would have a fairly low impact on the surrounding roadway network. Specifically, there's kind of three major intersections that were analyzed. First one is the intersection of Golf Road and Meijer Road which, as I mentioned previously, is a right-in/right-out on the intersection. During the morning a.m. peak, the traffic study estimated that the development would create 26 inbound cars, and six inbound cars during the p.m. peak.

At the current full access driveway intersection, the northeast corner of the site which intersects with Algonquin Road, the traffic study estimated that there would be 75 inbound cars during the morning peak, and I want to note that 60 percent of those 75 cars would be traveling westbound on Algonquin Road and would have to take a left into the site and cross outgoing traffic on Algonquin Road. The traffic study also estimated 20 inbound cars during the p.m. peak, eight outbound cars during the a.m. peak and 27 outbound during the p.m. peak.

Finally, probably the most heavily used intersection would be the intersection of Meijer Drive and Algonquin Road. The traffic study estimated 18 outbound cars during the a.m. peak and 15 outbound cars during the p.m. peak. So, the number of trips that would be generated by the proposed development relative to automobiles are apparently low. It would actually probably be higher if the site was used as office space as it's currently built out. So, relative to automobile traffic, Staff doesn't see this to be a big issue with the proposed development.

Relative to truck traffic, there were only two intersections that are going to be primary footers for this truck traffic. The first intersection is again the intersection of Golf Road and Meijer Drive. The traffic study estimated that about 25 percent of inbound truck traffic will use this intersection. That correlates to seven inbound trucks during the a.m. peak, and one inbound truck during the p.m. peak. The other intersection analyzed was the intersection of Meijer and Algonquin Road, and all outbound truck traffic will utilize this intersection which will result in 18 trucks during the a.m. peak, inbound trucks, and five inbound trucks during the p.m. peak. Again, as I mentioned before, all trucks will use this site to exit.

The traffic study found that the Meijer Drive and Algonquin Road intersection had the capacity to handle the peak exiting truck traffic. However, they did recommend that a change to the timing on the signal here be approved by IDOT which would add I think three additional seconds to exiting traffic from Meijer Drive onto Algonquin Road. Additionally, the traffic study analyzed the Algonquin Road and Golf Road intersections, and the

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Algonquin Road and Arlington Heights Road intersections, and found that they had the capacity to handle the increase in truck traffic associated with this development.

So, IDOT did review this development and they've provided a preliminary review letter to the Petitioner which was provided to Staff as well. They did have some issues. They didn't really quite say if they supported the change in signal timing, they didn't, you know, categorically deny it, but I think they asked for additional modifications to the traffic study in order to analyze that. They also asked for some improvements to the right of way to bring the sidewalks up to current ADA standards. Most notably, they requested that the, or required that the full access driveway on Algonquin Road be changed to a right-in/right-out only access point. So, as I previously mentioned, 60 percent of inbound car traffic uses that intersection, and once it's changed to a right-in/right-out, it's not going to be able to accommodate for that traffic. So, the traffic study staff would request that the traffic study be revised to reflect that change that IDOT is requesting so that we can have a chance to analyze that.

Finally, the Staff Development Committee recommends that this project be continued until the February 28th Plan Commission meeting. We're certainly supportive of the concept and we believe that the subject property is suitable for the proposed use. But there are three primary issues that we think should be addressed before this project is brought again before the Plan Commission. They relate to the easement between Weber and the subject property, the changes required by IDOT and then the corresponding changes to the traffic study, and the issues raised by Rolling Meadows about truck traffic on Meijer Drive and its impact to the street and the jurisdiction and maintenance of that street.

So, that concludes the Staff presentation.

CHAIRMAN ENNES: Thank you, Sam. Do we have a motion to accept the Staff report?

COMMISSIONER DAWSON: So moved.

COMMISSIONER DROST: I'll second.

CHAIRMAN ENNES: Second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: I see we have a couple of people in the audience this evening. Just to give you an idea of how we're going to proceed, the Commissioners will ask the Petitioner and Staff any questions that they may have. After they have gone through that, anybody in the audience that would be interested in making comments about this application can come forward and make those comments. Following that, the Commissioners will close the public portion of the meeting and the Commissioners will get to ask any additional questions and make their deliberations. So, that's the way we're going to proceed.

So, Commissioner Cherwin, if you would like to start with questions?

COMMISSIONER CHERWIN: Sure, thanks. I saw this earlier last year in the Conceptual Committee which was then I think the Plat & Subcommittee. So, I'm familiar with the project. You know, I think it's a good overall use. I like it, but I think one of the concerns I had then was some of those screening and landscaping plan along Algonquin Road just given the size of the structure and all.

I looked at the landscaping notes in here. I think you said that there

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were some enhancements made, Sam. But I'd just like to ask you, I didn't see in the plan necessarily a visual of how it fits the elevation. I mean I get that the Staff is satisfied on the Algonquin Road frontage, that there is sufficient plantings. Just next to the building or I mean the parking, along the right of way? Where are those?

MR. HUBBARD: They have both. They have plantings within the parking lot along Algonquin. They have foundation plantings right in front of the building. I believe they also have some plantings in between the parking lot and the right of way to screen it.

COMMISSIONER CHERWIN: You know, I think for the most part, you know, given what I saw in the project earlier, I'm comfortable with it. I think that, you know, you raised good issues. The issues with, you know, Rolling Meadows, we certainly want to make sure that we come to an agreement that is reasonable with Rolling Meadows. Has there been any talk of potentially, you know, if Arlington Heights was going to be on the hook for Meijer Drive once the development in that outlot took place? Has there been any discussion with the proposed owner with Arlington Heights accepting that obligation but having some sort of cost sharing from the owner until the development of that site? Or how would you envision, you know, and maybe you guys haven't talked enough about it yet to know, but I'm just wondering if there's a way to get the owner to somehow accommodate the Village?

MR. HUBBARD: I don't know if the owner of that vacant would be --

COMMISSIONER CHERWIN: No, I mean the owner of this project in order to facilitate the sort of temporary --

MR. HUBBARD: You know, it's something that the Village could ask for. I don't think we very often do it, I think it's really rare. You know, we have kicked around the idea, it was something that Rolling Meadows also raised in their review comments. But you know, I mean we're still realizing all options here.

COMMISSIONER CHERWIN: Okay, and the rest of the issues, I'll just defer them and see how those turn out. But I would agree with them having to resolve obviously the IDOT issues and the Weber Packaging Solutions, but thank you.

CHAIRMAN ENNES: Thank you, Jay. Commissioner Sigalos?

COMMISSIONER SIGALOS: I have a question of the developer. Is this building being built almost like a speculation since you don't have a tenant signed up for phase one?

MR. WAUTERLEK: That is correct.

COMMISSIONER SIGALOS: I saw your schedule there of construction. You're hoping to start in May and be completed at this fall. Will phase two start immediately or would that start only after phase one is leased and occupied?

MR. WAUTERLEK: It would be at a later date. The second building, as Sam had referenced, is currently occupied.

COMMISSIONER SIGALOS: Right.

MR. WAUTERLEK: So, once that building is vacated, our intention would then be to expand the building.

COMMISSIONER SIGALOS: Irregardless of phase one being fully occupied?

MR. WAUTERLEK: Correct.

COMMISSIONER SIGALOS: The other question, I was out at this site earlier today, that shared access drive between Weber and your property currently seems to be

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in a pretty sad condition. Is there some kind of agreement as far as the maintenance of that access drive with your truck traffic and their traffic?

MR. WAUTERLEK: There is an agreement currently. We're planning on discussing that agreement with the owner next week, so I think it would be premature to speak as to what the outcome of that discussion will be. But we are planning on having a discussion. We are planning on owning that property for many, many years and we do want a harmonious relationship with our neighbor. So, we're very hopeful we'll be able to figure something out.

COMMISSIONER SIGALOS: Yes, and I would think that would be important to you to come to some agreement for the maintenance of that road. That's all I have right now. Thank you.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I have a question for you. Why are you pushing forward, why not continue?

MR. WAUTERLEK: So, we had this meeting originally scheduled, and these issues came up recently. So, from our perspective, it made sense to keep this meeting on the books, sort out what we could, and address the rest of the items later since they did pop up fairly recently. I guess we could have done it the other way but that's what we decided to do.

COMMISSIONER DAWSON: So, what items are you hoping to address tonight and sort out?

MR. WAUTERLEK: I guess if any items were to come up today, it would give us more time in theory to sort those items out prior to construction season. So, it's really just the benefit of having more time to address any sort of concerns that the Village might have.

MR. HUBBARD: To clarify, I don't know if the Petitioner is strongly pushing to move forward tonight. I certainly think they would love to move forward tonight, but I think they are also agreeable to a continuance in order to resolve some of these issues.

COMMISSIONER DAWSON: So, I was just going to restate, it seems almost as if you're asking for a second conceptual plan with the full board to make sure there aren't any other issues that are going to come out.

MR. WAUTERLEK: Correct, yes.

COMMISSIONER DAWSON: Okay, all right. I understand that, why you're here tonight. The property, are they currently, they're not vacant, the second building is occupied, what about the first building?

MR. WAUTERLEK: The first building is completely vacant. The second building is 50 percent occupied.

COMMISSIONER DAWSON: How long has the first building been vacant?

MR. WAUTERLEK: Many, many years, I'm not sure exactly. So, the prior owner owned the building, as I understand it, for five or six years. I don't know that he's ever had more occupancy than what is currently there, unfortunately. You know, and we're one of the best real estate markets that I think anyone has maybe seen in quite a while or maybe will for a while. So, I don't know that there's really much potential for future leasing in the current property as it is.

COMMISSIONER DAWSON: The use seems very appropriate for where the market is going right now. I don't have any issues with the use. There's just so many open issues, I don't even know where to begin with my questions tonight, but I'm very supportive of the concept as long as you can work it out. That's all.

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CHAIRMAN ENNES: Commissioner Drost.

COMMISSIONER DROST: Yes, I concur with Commissioner Dawson.

Looking at the items three, four, nine and 10, those are, again they need to be clarified or condensed and put into some sort of packet. But you know, it sounds like a good project but there's just too many moving parts here to really, you know, give you an approval right now. We could say, all right, go to the Board of Trustees, let them work it out when you get more information, but it seems like you've had some time from when you were at Conceptual Review which was in March of last year. What went on with all those --

MR. WAUTERLEK: Some of these issues are quite new, to be honest with you. You know, so the IDOT issue, we made our submittals to IDOT, as I understand it, based upon the Village engineers, and it takes so long for IDOT to respond. Once we did receive that feedback, you know, we've responded to IDOT in kind and we've tried to address their issues.

As it pertains to the easements with Weber, legally we reviewed the current easements and we felt very comfortable with the one that's been reported. We still feel that way today. You know, I think there's been concerns, and justly so, they have been raised by people at the Village and at Weber, and those concerns were raised fairly recently which is why we haven't had a chance to address those issues. But we do have a meeting set up next week with our neighbor, and hopefully we'll have a positive outcome.

But to answer your questions, because these are new issues.

COMMISSIONER DROST: New in the sense, you knew Weber was there, you knew the easements were there, you knew that IDOT is still running Algonquin Road, it just mystifies me.

MR. WAUTERLEK: For what it's worth, we had met with an individual at Weber about two months ago just to familiarize them with the project and then, you know, get his blessing and his feedback was very positive.

COMMISSIONER DROST: Again, the project sounds really good, but there's just I think too many moving parts here that are unanswered. I'm going to defer to the rest of the Commission who may have some opinion, and there might be some folks in the audience that may shed some more light on this rather than kind of --

CHAIRMAN ENNES: Thanks, George. Commissioner Jensen?

COMMISSIONER JENSEN: Yes. I was in the Conceptual Plan Review meetings as well, and it seems to me that some of the issues we raised there around traffic and the use of the road and so forth haven't been well addressed here either. I share the view of Commissioners Drost and Dawson. In fact, I need to ask Sam, you mentioned a couple of things that may have even called into question the viability of this project around the easement issues. Did I hear you correctly?

MR. HUBBARD: The viability as currently proposed, if for some reason, you know, the shared private drive is not viable for the truck traffic as proposed, then they'd have to find some other way to fit that to the site.

COMMISSIONER JENSEN: Well, it seems to me, and then there is one question with the Village and as with I guess Rolling Meadows, which is how are you going to handle the maintenance upkeep and so forth on that piece of Meijer Drive that's in Arlington Heights but has been under the jurisdiction of Rolling Meadows? Isn't that really a decision for the Village? And the financing of that is something you're either going to have to assume or you're going to have to work out something with the Petitioner. So, that's something that's kind

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of left open as well.

MR. HUBBARD: Right.

COMMISSIONER JENSEN: So, to me these are just too many large issues that are open for us to even further deliberate on in my opinion because you need to get the best answers you can to these various questions on what IDOT is expecting you to do, what's going to happen between the two villages' intergovernmental agreement, and with your neighbor, because all of those are just essential to this project going forward.

Having said that though, I strongly support this project as I did in the Conceptual Plan Review. I think it's a great use of the property. I think it will be a great addition to Arlington Heights. I'd love to see it come back when you've worked out all those details so we can have a short meeting and give it a stamp of approval.

MR. WAUTERLEK: Thank you.

COMMISSIONER LORENZINI: Could the civil engineer come up please? Could you pull up the area plan, Sam? So, the sewer that's going to drain at the north end goes to the Algonquin Road, that's all in order?

MR. LEDER: Well, actually it's an IDOT storm sewer that would be in the Algonquin Road.

COMMISSIONER LORENZINI: And you're okay with that?

MR. LEDER: Yes, sir, that's where it goes now.

COMMISSIONER LORENZINI: Then you drain to the south into an underground detention basin which is going to mitigate -- will flow on to the south. But where is it going on to, the tollway property?

MR. LEDER: Yes. It drains now to an open ditch on the north side of the tollway.

COMMISSIONER LORENZINI: So, you're basically just continuing that?

MR. LEDER: We are continuing that, yes, it is an existing condition. What we are doing is putting a restrictor in the existing manhole to slow the rate of release down.

COMMISSIONER LORENZINI: This underground detention vault, is there a life expectancy on these? Because I would think it has to --

MR. LEDER: Well, they do need maintenance. But if they're maintained properly, they don't need a lot of maintenance, but if they are maintained, they don't silt up and it's like any underground storm sewer system. There's a pretty long-term life expectancy to them.

COMMISSIONER LORENZINI: Okay, thank you. Could the Petitioner, the other gentleman come back up please? So, the north building is going to where, on that vacant, where is the north building going to go? Well, in relation to those existing buildings.

MR. WAUTERLEK: So, the first phase of the project is over the currently vacant northern building.

COMMISSIONER LORENZINI: All right, so it's in the vacant lot, okay.

MR. WAUTERLEK: Correct.

COMMISSIONER LORENZINI: Then the south is going to go, I believe the Staff report says the south is going to when the other buildings are vacated. Is there a timing for that?

MR. WAUTERLEK: There is not a time for that. So, there are lease expirations and there are options for existing tenants to renew potentially.

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COMMISSIONER LORENZINI: Okay. All right, then going on to the intergovernmental agreement section, Staff has reviewed the IGA and believes that the proposed development would be in substantial compliance; however, Staff believes that the issues raised by Rolling Meadows warrant further consideration. Are you talking about the maintenance of the road --

MR. HUBBARD: Maintenance and jurisdiction of the road, yes.

COMMISSIONER LORENZINI: So, right now, Rolling Meadows is responsible for that road until that other parcel is developed which isn't happening now. So, I mean legally it's still their responsibility now?

MR. HUBBARD: Correct.

COMMISSIONER LORENZINI: Then we've got the IDOT review comment. So, I agree with what our Commissioners have said. There's a lot of outstanding issues here. But I think we all agree that this is a good project and we want it to go forward. So, even though there are lot of issues here with the board, with Sam and the Planning Department, et cetera, with the Petitioner, you know, for their satisfaction, I don't know that it needs to be continued. But it's certainly up to everybody's opinion on it. That's all I have.

CHAIRMAN ENNES: Thanks, Joe. Commissioner Green?

COMMISSIONER GREEN: My question for the Petitioner here is if we were to push this thing forward, these three main outstanding issues would have to be answered before you could move on from our recommendation. Do you see a time situation that would keep you from not starting in May as you would like to, the time required to answer these three questions?

MR. WAUTERLEK: It's a difficult question to answer because some of those issues are potentially legal issues. You know, so depending on how different individuals who have the ability to make decisions in the process responded to things, then --

COMMISSIONER GREEN: But you see my question is that you can't move forward until these questions are answered. So, if you get approval here tonight, you still have to answer these three main issues.

MR. WAUTERLEK: That's correct.

COMMISSIONER GREEN: Does tonight's approval in any way help you or hurt you as far as getting these three main areas --

MR. WAUTERLEK: I believe it would help us. At that point, we at least know what the outstanding items are. If we're able to resolve those items, then we're certainly closer to being able to move forward on construction season, so I believe it would be a large positive for us.

COMMISSIONER GREEN: Because I agree with Commissioner Lorenzini, I think that no matter what, these issues have to be addressed to the satisfaction of the Village and the Staff. But if it will help move the project forward, you know, I don't think I would be against doing that tonight. I guess that's my, I'll wait to see what the public comment might be.

CHAIRMAN ENNES: I was not at the Plat & Sub, and I have some concern with this Meijer Drive. Sam, do you know anything about the history of the development of the Meijer Drive? Was that basically for them so that the Meijer development could move into Rolling Meadows?

MR. HUBBARD: That's my understanding, yes.

CHAIRMAN ENNES: So, this was done and it was a big plus for Rolling

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Meadows, which is probably why they picked up the liability for the drive. They wanted this to go in there. What were you saying, if something triggered, that would make us responsible for the maintenance of the part of Meijer Drive that's in Arlington Heights?

MR. HUBBARD: Yes. So, when the green lot shown there is developed which is currently vacant, then we would take over the jurisdiction and maintenance responsibilities for all of Meijer Drive that is to the right of that blue dash line in the Village of Arlington Heights.

CHAIRMAN ENNES: I don't know if you can answer this. But this Meijer Drive was put into the industrial area, is it in fairly good shape?

MR. HUBBARD: It is, yes. It's in fairly good shape. It's about 15 or so years old, and it may need some maintenance in the next maybe five to 10 years. But that's one of the items that we are trying to further analyze in order to have a discussion with Rolling Meadows about that.

CHAIRMAN ENNES: Is there any reason for us to believe that that road wasn't improved to carry heavy truck traffic? It's in an industrial zone there.

MR. HUBBARD: It was built to commercial standards, so that would be specifically to allow it to support trucks.

CHAIRMAN ENNES: So, why would we want to pick up this on the Village, I mean the road was built for this, until that use of land is developed, I don't see the incentive for why Arlington Heights would want to pick it up if that's the way the agreement was originally drafted?

MR. HUBBARD: I mean I think at the time that the agreement was drafted, it was probably anticipated that that outlot portion in green which is fronting on Algonquin Road would probably develop fairly quickly. I don't know if we anticipated that we weren't going to hold on to it for this many years.

CHAIRMAN ENNES: How long had it been --

MR. HUBBARD: 2003-2004 maybe.

CHAIRMAN ENNES: Okay. So, before the recession.

MR. HUBBARD: Yes.

CHAIRMAN ENNES: Because there still would have been, had the subject property been fully developed, 50 percent of the actual -- there still would have been a lot of traffic --

MR. HUBBARD: If it was fully developed and used as office uses that it's built to you mean?

CHAIRMAN ENNES: Well, for whatever it was built for.

MR. HUBBARD: Right, there would be substantial car traffic.

CHAIRMAN ENNES: Okay. That's all I have on that. I'm going to open the meeting to any public comment. Is there anybody in the audience that would like to make a statement? Let's start over here on the right in the front. If you would please come up, state your name. If you are with a taxing body, then let us know that, and you may proceed.

QUESTIONS FROM AUDIENCE

MR. WEBER: Good evening. I'm Doug Weber, part owner of Weber Packaging, W-e-b-e-r.

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MR. WINKLER: Tom Winkler, attorney with the Winkler Group in Schaumburg, here on behalf of Weber Packaging Solutions and the Joseph A. Weber Union Trust.

Weber Packaging Systems, as you can see, owns the property directly west and contiguous to the, I've referred to it as the subject parcel many times which is the parcel in question tonight. The Weber property is located at 711 West Algonquin Road, of course in Arlington Heights. Weber Packaging Solutions was built about 50 years ago, has a worldwide employee count of about 900 individuals. Its worldwide headquarters is in Arlington Heights in that building, employs about 150 individuals in Arlington Heights, making it one of the largest employers in the Village of Arlington Heights.

Just for a clarification note, the public notices that I've seen identified the subject property as 703 to 723 West Algonquin Road. Our address is in that range, but we're certainly not part of the PUD request or the plat of subdivision request.

The Weber Trust owns the, what's been noted the vacant land north of Weber Packaging, and it is about a four-acre parcel just to the south of Algonquin Road. I guess where Meijer Drive is, there north of Meijer Drive and west of Meijer Drive.

Doug Weber who is here is the president of Weber Marketing Systems. Joseph Weber, Jr. is the principal shareholder, controlling shareholder at this time. Both Doug and Joe have lived most of their adult lives here in Arlington Heights.

Weber Packaging Solutions is a very, very important asset to the Weber family and its employees, vendors, contractors, customers, truck drivers, and affiliates. The business was started by Joseph Weber, Sr., and is now in its third generation of Weber ownership and management. The family has a vested critical interest in being involved in the subject property and make certain that it doesn't unreasonably impact Weber Packaging Solutions in a material and significant manner.

A little bit of history is relevant. The Weber Trust owned the 22-acre site which is now improved with the Weber property and Meijer property. This property was sold to Meijer and it was closed in 2002. I was the attorney at that time representing the Weber Trust and Weber Packaging Solutions in that transaction. I accept the criticism or the credit for the many access or drainage easements affecting the subject property, the Weber property, the Meijer property, or the Weber Trust property. I was the principal drafter of all those documents. Furthermore, the Weber Trust built about 50 years ago the Weber Atrium building which is the south building on the subject property and is a subject of this hearing.

The Meijer building project was about a two-year-plus project which began around 1999 or 2000, involving in part, I can't remember all the parties, the Village of Arlington Heights, the City of Rolling Meadows, Oakpoint which is the north building, Meijer of course, Paddock Shopping Center, Continental Towers, the Arby's Restaurant, Pearl Vision, Mike's Muffler, IDOT, all the utility providers, and former Pappadeaux's Restaurant owners. The coordination required among all those interested parties was absolutely enormous. For a time, there were monthly meetings held at the City of Rolling Meadows village hall, and there was probably no fewer than 25 people involved in each of those meetings. The three primary issues involved in that project, which coincidentally are the issues mentioned in the Staff Development report, were as follows: (1) traffic concerns; (2) access concerns; (3) stormwater management and detention.

Our clients, Weber Packaging Solutions which is the pseudonym of

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Weber Marketing Systems, and the Weber Trust, do not appear at this meeting necessarily to be opposed to the project. However, because of the lack of information, due diligence, and discussion of the project, neither Weber Packaging Solutions nor the Weber Trust is in the position to support the project either. We are here to voice our concerns on the project and ask that more due diligence be conducted.

Our client did not get notice of the meeting. Joe Weber called me after the sign was erected on the subject property, and that was about two weeks ago. He called me on a Thursday, I met with him on a Friday. Joe did not express either opposition or support for the project; he just had concerns.

I will briefly discuss the three primary issues, although my comments shouldn't be interpreted as being exhaustive of all the issues on the project. First and foremost is access. The legal access to the subject property is from Meijer Drive via an easement agreement. I was the principal drafter of that easement agreement back in 2002. This easement agreement is often referred to in the context of public documents as the shared drive. The initial access as you see from Meijer Drive, what we often called the stub parcel, is completely on Weber Packaging Solutions property. There is a cross easement allowing access to the subject property. The cross easement is actually 22 feet running from north to south on the western boundary of the subject parcel, 22 feet on each parcel.

The easement is referenced in the traffic report which is in the public records prepared by KLOA. However, very importantly, it fails to reference the fact that Weber Packaging Solutions is solely responsible, solely responsible for the repair and maintenance of the shared drive. Accordingly, any changes or modifications to the road including changes to the existing curb cuts need to be approved and are the financial responsibility of our client. Furthermore, and importantly, the language in the easement agreement states that the use of the easement by any party "shall not unreasonably interfere with any of the parties' uses thereof." Weber has not been provided sufficient information to make a determination whether any of these proposed uses unreasonably interferes with its use. The financial responsibility imposed upon the Weber Packaging Solutions for the maintenance and repair of the road is also significant since the use being proposed is substantially different than the current use.

The road itself, the shared drive which also refer to as Weber Drive, was initially constructed about 50 years ago. Someone referred to it as being a little bit in rough condition. There are no reports that I have seen discussing any of the construction characteristics of that road, i.e., can withstand the semi-trailer traffic that's being proposed. It does, however, appear, and a couple of you have mentioned this tonight, that this very issue was raised at the Plat and Subdivision Committee meeting back on March 22nd. But the concern seemed to have been dismissed.

The following are just short quotes from that meeting. One of the Commissioners said that the traffic study should assess the ability of the shared drive, Meijer Drive, and the intersection of Algonquin Road and Meijer Drive, to determine their ability to accommodate the traffic that could be generated by the developer. He asked if access to the site could come from Algonquin Road. Later, another Commissioner, I'm sorry, that same Commissioner said that he was "a little concerned about the number of trucks and the condition of the roads." Then finally, near the end of the meeting, another Commissioner responded that he believes the roads were built to accommodate heavy truck traffic.

The foregoing reflects the concerns which we have. The

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Commissioners were asking the right questions, I don't think the correct answers were yet obtained because of the analysis not being complete. We suggest the characteristics of the existing road is a significant issue which requires some analysis since our client is financially responsible for those costs.

Issue number two, water management detention. The proposed project, the Weber Packaging Solutions parcel, the Weber Trust parcel, and the Meijer parcel all suffer, all of them, from significant long-term water management detention issues. The result of the water management studies performed over the Meijer parcel was approved and ultimately resulted in the construction of two water detention ponds, a water drainage pipe permitting water discharge into the pond in front of the Weber Packaging Solutions' main entrance near the tollway, a stormwater detention agreement between Meijer and Weber Trust, and a drainage easement between Weber Packaging Solutions and Meijer. All of the foregoing were done with the approval and mutual cooperation of the Village of Arlington Heights and the City of Rolling Meadows.

During the past week, Weber Packaging Solutions retained Christopher Burke Engineering to consult in connection with the water management and detention issues. A preliminary review was made of the RWG report. Christopher Burke issued a letter with 12 separate points just in connection with the RWG report. I won't read this report into the report but simply say it raises some very significant water retention and management issues on the parcel.

Issue number three, the traffic impact study. The traffic impact study was finalized on December 15th of 2017 and is in the record. The study referenced the access agreement but does not discuss any of the terms of the easement agreement. It also fails to mention the approval needed from Weber Packaging Solutions to construct and change the shared drive in any manner.

On page eight of the report, a section is captioned Existing Roadway System Characteristics, and the Weber Packaging Solutions plant is not even mentioned. In a letter to the Village of Arlington Heights from the City of Rolling Meadows Division of Public Works and Community Development, which was just sent on January 17th, the letter notes the following comment, it's comment number four: "Why is the existing Weber Marketing Systems traffic never mentioned in the traffic impact study? It is as if the facility is not even there."

The response from Morgan/Harbor which is the general contractor dated January 18th, 2018 simply states, "It's included." Well, I've reviewed the traffic impact study more than a few times and was unable to find any reference at all to Weber Marketing Systems' operation. The report fails to even consider basic questions such as how many available shifts are now operating at the company, how many employees are employed in Arlington Heights, how many automobiles use the easement, or how many trucks go in and out on a daily basis to the Weber facility.

The traffic impact statements of the Petitioner's other projects which are similar to this would also be extremely helpful for us to look at and review in connection with this project. We just heard this tonight, that the proposal I guess includes a right-in/right-out at, if I heard it right, at Meijer Road and Algonquin Road. That would very, very significantly -- let me back up a little bit. That may significantly impact access in and out of the Weber facility. Our client has not retained a traffic consultant, but in the event the traffic report does not more accurately reflect the impact upon the entire traffic system in a very, very busy area, it will

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probably need to retain somebody to take a look at that report, to conduct more of their own analysis.

In conclusion, our client is not anti-development. Our client is not here to stop this development. Our client, however, does not have enough information to provide any support for this project. It's important that the process of proving a project as proposed be deliberative and that the due diligence be exhaustive, complete, and thorough. At minimum, the three issues discussed, being access, traffic, and water management detention, have to be more fully analyzed and properly vetted in connection with the project. We encourage the Plan Commission to require a more thorough, deep dive analysis into those issues. Our client being a 50-year corporate partner with Arlington Heights and the surrounding community welcomes the opportunity to be a participant in that process. Thank you.

MR. WEBER: Thank you.

CHAIRMAN ENNES: I can sure appreciate your concerns, and thank you for your statement. I suspect you haven't seen the conditions, the 11 conditions that were placed on this application if we were to vote for approval tonight. But let me just read one of the conditions because obviously the issue that you were raising is something that the Village is concerned about. That condition is the Petitioner shall work with Weber Packaging Solutions' property owner to ensure that the easements governing the shared access drive are suitable to accommodate the proposed development on the subject property.

So, they need to come to an agreement with you. I think a lot of what you have stated here today is really the business that needs to be addressed between you and the Petitioner and come to a resolution. If, you know, I don't know, I'd have to defer to the developers and/or architects on the Commission, but if that access drive can't be accommodated and the developer still wants to go ahead, they might need to move their building and put a driveway in. But this is something that I believe should be worked out between you.

COMMISSIONER DROST: Yes, and I think the evening is pretty short as far as working that out. It sounds like you're going to start fresh on those items, and there's more to this as you unpack it. I don't think we're ready.

COMMISSIONER CHERWIN: Could I just, Terry, could I ask for a clarification to something Mr. Winkler just said. I just want to make sure for the record and everything we're talking about the same thing. I think the last statement you mentioned about the right-in/right-out potentially for IDOT, I think we're talking not about the, I think you might have mentioned the Meijer intersection which I agree would be pretty prohibitive. But I think we're talking about where Sam is pointing which would be direct access into the site. Is that -- okay, I just wanted to clarify.

COMMISSIONER LORENZINI: You also expressed a drainage concern? What brought that up?

MR. WEBER: In the 20 years, it floods in the two properties. It's always flooding.

MR. WINKLER: The Oakpoint Shopping Center, the building to the north, was, you know, flooded very, very often. I mean lots and lots of water. I think, as we mentioned, they owned the Weber Atrium building for 50 years, there was always significant flooding problems on that property. When you're driving down the tollway, you can just take a look at how the property crests, canalled by the Meijer, and it is a significant issue. The drainage pond to the north which is just on the, as I'm looking at the map there, just on the Rolling Meadows

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side of the Old Elk Grove Road, was required to be installed.

The other drainage is on what you call the Outlot A right here, it is what is required to be installed. Then the drainage pipe I was referring to goes into the front pond, it's right off the tollway in the front of the Weber building. There is a drainage pipe that goes through the Meijer property to the west into that pond. These were all very significant issues.

At that time, it was actually Christopher Burke that was involved in that because they did work for the City of Rolling Meadows. Not on our behalf but on Rolling Meadows' behalf.

COMMISSIONER JENSEN: Are you saying that these measures did not fully or satisfactorily resolve the water issues?

MR. WINKLER: You know, I think that they have. I think that to a great extent they have. I don't know about, I think they've taken care of the Meijer property there.

COMMISSIONER JENSEN: So, flooding right now is not a problem with the properties outside of the subject property?

MR. WINKLER: But again, Doug, you could answer the issues that continue at the Atrium down there.

MR. WEBER: There's a lot of standing water.

CHAIRMAN ENNES: Is the Atrium the building on the subject that's 50 percent occupied?

MR. WEBER: Yes.

MR. WINKLER: The issues that, honestly, the engineer at Christopher Burke mentioned, if I read them I wouldn't understand them anyway. But again, it just raises issues that I think should be addressed in connection with it, and they have not looked at this for more than a week at this point.

CHAIRMAN ENNES: Can you provide a copy of that engineering report to the Planning Department?

MR. WINKLER: Absolutely. Absolutely, this is a copy, Sam, you can have it.

MR. WEBER: Like many of you, this came up real quick and, you know, we were contacted but we didn't see any of these plans until really late in the game, up until about two weeks ago. There's a lot of issues as Tom alludes to, the easements, traffic, and water.

CHAIRMAN ENNES: Okay.

MR. WINKLER: Thank you.

CHAIRMAN ENNES: Is there anybody else in the audience that would like to make a comment? Would you please come forward and state your name and spell it for the reporter?

MR. VOGT: Good evening. My name is Fred Vogt, spelled V-o-g-t. I'm the Director of Public Works and Community Development from the City of Rolling Meadows. I appreciate being here. In regards to some of our concerns, Mr. Hubbard certainly expressed a lot of those. Mr. Winkler added on to that.

Just for the record, our concerns are primarily that of Meijer Drive in regards to the maintenance of it. As Mr. Hubbard indicated, about 15 years ago, when Meijer Drive was built for primary access to the Meijer store, the City of Rolling Meadows agreed to maintain the road within the corporate limits of Arlington Heights all the way out to and inclusive

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of maintaining the traffic signal at Algonquin and Meijer Drive. We're perfectly good with that continuing understanding that the intergovernmental agreement that was executed made reference to the four acres to the north and west of Meijer Drive in terms of development. We talked a little bit back then, because I was here at that time, about curb cuts and it was agreed on all sides that that was in the best interest at that time when it would be developed, to turn the road over to Arlington Heights.

Certainly in the spirit of back in 2002, with the Oakpoint and the Weber Atrium land uses being as they were, there wasn't a lot of truck traffic if any. It's significant to note that parcel which is the subject parcel you're considering tonight was certainly from Weber Packaging which was Weber Marketing at the time, but the proposal that you have certainly makes a significant increase into the traffic or the impact on the Meijer Drive with regards to the trucks and the, as we all know, one truck whether loaded or unloaded is significant compared to several other cars.

We're certainly not opposed to the site as proposed for redevelopment. But certainly we'd appreciate having the opportunity to discuss with the Village of Arlington Heights Staff about what we can agree to or get together with regards to the future maintenance of Meijer Drive given this increase with the heavy truck traffic that's proposed, whether or not the Village of Arlington Heights would be willing at this time upon this redevelopment to take over the maintenance of all of Meijer Drive or a portion of it that's impacted by this proposed development, or at least develop some sort of a cost sharing that would be in fairness to both the Village and the to the City of Rolling Meadows.

We, too, only received the information regarding this proposal a couple of weeks ago. So, we did act in some haste to have our traffic engineer review the proposed site traffic analysis. They do have some concerns I won't go into tonight with regards to potential for looking at lane modifications and the operation of the intersection of Meijer Drive and Algonquin Road. I'd certainly be happy to get into that further discussion in the future with the Village of Arlington Heights Staff.

So, we appreciate the concern; we just wanted to make sure that you know of our concerns. If there's any questions regarding the City of Rolling Meadows' position, I'll be happy to take them.

CHAIRMAN ENNES: Thank you, Mr. Vogt.

MR. VOGT: Thank you.

CHAIRMAN ENNES: Is there anybody else who would like to make a comment? Then we'll close the public portion of the meeting and go back to the Commissioners for any additional questions or deliberations.

COMMISSIONER JENSEN: I'd like to actually ask the Petitioner a couple of questions. If I understand this project correctly, you're going to ultimately raze all the structures that are there now?

MR. WAUTERLEK: Just the northern structure.

COMMISSIONER JENSEN: And the southern one you're never going to raze, you're going to basically just repurpose it?

MR. WAUTERLEK: We will eventually demolish that building as well.

COMMISSIONER JENSEN: That's what I've said.

MR. WAUTERLEK: Oh, yes.

COMMISSIONER JENSEN: Ultimately, you will be razing all of the

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structures there?

MR. WAUTERLEK: That is correct.

COMMISSIONER JENSEN: If you're going to do that, why would you not consider having a better access to the east rather than trying to have a longer access coming through these existing roads which, you know, there are some substantial issues with that, things that need to be worked through? Why would you not think about running your own access road where you're not having to use a shared road and have all of these other issues that encumber that?

MR. WAUTERLEK: To do that, it would just trigger various governmental agencies and incur further cost that would then make the project unfeasible from both the timing and I guess just financial standpoint.

COMMISSIONER JENSEN: Well, you've already triggered the interest of a couple of governmental agencies, the Village of Arlington Heights, Rolling Meadows, and also the Weber family and their various holdings. So, I mean you've got a big set of issues already. I don't know what it would do to costs but what I've heard just causes me a lot of concern trying to basically squeeze more uses into these roads that really haven't been vetted and haven't worked out well.

COMMISSIONER DROST: Yes, and I would think, I'm going to sort of divide this up a little bit. This is a kind of a petition that I think probably deserves a continuance because I don't think we can push it up to the Board of Trustees at this point, because there's just too many --

COMMISSIONER JENSEN: I agree completely.

COMMISSIONER DROST: Too many items that are loose ends. Rather than trying to grab the individual issues, and the points were all well made that we want to concentrate on these three principal issues that Attorney Winkler had set forth, and I think that kind of brings the issue for Hamilton Partners here in the condition and basically to get to work and come back on February 28th.

MR. WAUTERLEK: Right.

COMMISSIONER SIGALOS: I agree with that, I agree.

COMMISSIONER DAWSON: Shall we make a motion on that?

COMMISSIONER DROST: Yes, I can make the motion but I want to defer to the --

COMMISSIONER LORENZINI: There's just one other thing, one other thing. Lynn made a good point about having a brand new road, but I mean if you're going to go for the expensive building a brand new road, why not just rework an existing one --

To the Weber team, as far as drainage goes, any development to come before us requires a drainage study. We don't just take their word for it, the Engineering Department also looks at it. So, I can say with fairly good confidence that what they're putting in is probably going to make it better. It probably won't solve every flood that ever happens, but it certainly would probably make it better than what is there now.

COMMISSIONER DROST: **Then I'll make the motion to recommend to the Village Board of Trustees the continuance of PC#17-013, a Planned Unit Development and Preliminary Plat of Subdivision to consolidate all lots into one lot for the property, and we'll get these addresses again to the issue that Attorney Winkler had raised, 703-723 West Algonquin Road until the February 28th Plan Commission meeting.**

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COMMISSIONER GREEN: I'll second that.

CHAIRMAN ENNES: Do we have a voice vote, Sam?

MR. HUBBARD: No, roll call.

CHAIRMAN ENNES: Roll call, yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes, with comment.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

COMMISSIONER SIGALOS: My comment to Sam is that we're continuing this specifically to the February 28th Plan Commission hearing. Are we, can we be sure that these issues would be addressed by that time? That's only four weeks away.

MR. WAUTERLEK: I'm not looking to waste the Village's time and go through the process if you don't believe the issues have been resolved to the Village's satisfaction. So, if that's the case, prior to the meeting, we'll certainly notify you and keep working at it. But we're hopeful that we will resolve those items by then.

COMMISSIONER SIGALOS: That's the point I was making, not to come back on February 28th if you're in the same position you are tonight.

MR. WAUTERLEK: Right.

COMMISSIONER DROST: Technically, we've got a meeting on the 28th anyway.

MR. HUBBARD: We do, yes.

COMMISSIONER DROST: So, if there are delays, those can be addressed at that meeting.

MR. HUBBARD: Right, if for some reason --

COMMISSIONER DROST: Raise them at that time. But you have to get to work. It sounds like you have to get going.

MR. WAUTERLEK: Thank you.

CHAIRMAN ENNES: Thank you, good luck.

COMMISSIONER DROST: But good project.

CHAIRMAN ENNES: Do we have any other business?

COMMISSIONER LORENZINI: Motion to adjourn.

CHAIRMAN ENNES: We have a motion, do we have a second?

COMMISSIONER JENSEN: Second.

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CHAIRMAN ENNES: Those in favor?

(Chorus of ayes.)

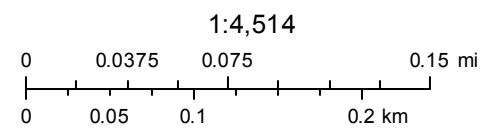
CHAIRMAN ENNES: We're adjourned.

(Whereupon, the above-petition was adjourned
at 8:53 p.m.)

703-723 W. Algonquin Rd - Aerial



March 17, 2017



REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

March 22, 2017

Project Title: 703-723 W Algonquin Industrial Development
Address: 703-723 W. Algonquin Rd.
Petitioner: Mike Wauterlek
Hamilton Partners Real Estate
300 Park Blvd. – Suite 201
Itasca, IL 60143

Requested Action:

1. Preliminary Planned Unit Development.
2. Plat of Subdivision to Consolidate the Lots.

Variations Required:

- None Identified at this Time.

Attendees: Mike Wauterlek, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is a composed of multiple lots of record comprising a total of 15.4 acres in area. The site is occupied by two light industrial/office building, one on the northern half of the site and one on the southern half of the site. There are two driveway entrances along Meijer Drive and one full access driveway along W. Algonquin Rd. The intersection of Meijer Drive and W. Algonquin Road is a full access lighted intersection. On the southern end, the subject property abuts the I-90 Toll Road.

The applicant has proposed to purchase the site and redevelop the subject property in two phases. Phase I would involve the demolition of the north building and the redevelopment of an approximately 131,750 square foot distribution facility with 28 loading spaces and 187 parking spaces. Phase II would involve the demolition of the southern building and a 167,250 square foot addition to the Phase I building, for a total of 299,000 square feet for distribution/warehousing. The total amount of on-site parking provided would increase to 363 parking spaces.

Meeting Discussion:

Mr. Wauterlek introduced himself and provided a description of who Hamilton Partners is, and their interest in Arlington Heights. He mentioned the Hamilton Partners has not done a development yet in Arlington Heights. He explained that the subject property is two separate parcels of land and owned by separate individuals. One of the properties has multiple tenants, and the other property has a vacant building. Hamilton Partners was interested in developing a 300,000 square foot light distribution facility on the two properties. The development would occur in two phases, the first phase being a 131,000 square foot building on the property with the vacant building, then eventually expanding that building onto the second property in the future to achieve the full 300,000 square feet.

Commissioner Green asked if the southern building would be torn down during phase I or phase II.

Mr. Wauterlek responded that the southern building would not be torn down until phase II was ready to proceed.

Commissioner Jensen asked if the southern building would only come down when the first building was to be expanded?

Mr. Wauterlek confirmed that the south building would not come down until they were ready to expand the first building. He explained that one of the tenants within the southern building had a lease that was set to expire at the end of the year. It was the developer's intention to renew their lease so that it would be "co-terminus" with the lease for the State of Illinois facility and another tenant, so all lease obligations would expire around 2020. At that point, the developer would analyze if the time was right to move forward with phase II. He said if all parties within the southern building were willing to negotiate out of their lease, Hamilton Partners would consider doing the entire development up front, but if this is not possible, being able to start phase I immediately meant that they were in a good position regardless.

Mr. Hubbard explained that the subject property was located within the M-2 Zoning Districts and that light distribution uses were permitted uses within the M-2 Zoning District. The Zoning Code requires that any development within the M-2 District and was located on a property that was greater than 4 acres in size, must obtain PUD approval, and so the subject property, at over 15 acres, was required to develop as a PUD. The Comprehensive Plan classifies the subject property as appropriate for "Research, Development, Manufacturing, and Warehousing", and so the proposed PUD was consistent with the Comprehensive Plan.

Mr. Hubbard said that the fact the property was composed of at least two lots of record, when the building was extended over the lot lines, it would create a non-conforming situation. Therefore, consolidation of the lots would be required during the PUD process and phase I approval. Approval of both phase I and phase II could occur simultaneously. As part of the PUD process, a market analysis would be required, and the applicant had already done some time of market study to determine that there was a demand for light-distribution facilities of this size in this location.

Mr. Hubbard mentioned that the subject property shared a private drive aisle with the property to the west, and staff did not know if a formal reciprocal easement agreement or cross access easement was established for this shared drive aisle. If not, then this must be recorded during the PUD process. It would be important for the applicant to take this into consideration during the design of the site, and information would be required on the functionality of this shared access this during the Plan Commission process

Mr. Hubbard stated that there may be an opportunity for more greenspace in the rear of the development, and all MWRD stormwater and local stormwater requirements must be met. He encouraged additional landscaping at the rear of the site, not only to buffer the building from the tollway, but also to provide an attractive appearance from this heavily travelled corridor.

Mr. Wauterlek said that they often put a lot of money into attractive design of the building exterior, but then also extensively landscape the site, which landscaping sometimes blocks the architecture of the building.

Mr. Hubbard mentioned that landscaping also had air quality and environmental benefits. He explained that the code requires a traffic and parking study for the property, and the Village would want to make sure that the existing road network is capable of handling the increase in truck traffic that would be generated by this development. He mentioned that Algonquin Rd. was under IDOT jurisdiction, so the applicant could be required to obtain certain IDOT reviews and/or approvals. Relative to parking requirements, it would be based off the size of the individual build-outs, the number of employees, and the uses of each future tenant. The number of parking spaces proposed complies with code requirements, however, the actual size and use of each future tenant may mean that there are future parking restrictions or users/tenants. He summarized that staff was supportive of this concept on a preliminary basis.

Commissioner Jensen asked if Weber Packing Solutions was the tenant to the west.

Mr. Hubbard confirmed that it was.

Commissioner Jensen asked where truck traffic would go during phase I.

Mr. Wauterlek replied that trucks would use Meijer Drive, and then access the shared drive aisle between Weber and the subject property. He stated that this is how access to the "phase I" property is currently configured.

Commissioner Jensen asked what volume or measure of truck traffic would be increased by the proposed development.

Mr. Wauterlek replied he did not have a formal traffic analysis, but that generally truck traffic would be increasing. If he were to move to the Plan Commission, he could hire somebody to study traffic.

Commissioner Jensen said the traffic study should assess the ability of the shared drive, Meijer Drive, and the intersection of Algonquin Road and Meijer Drive, to determine their ability to accommodate the traffic that could be generated by this development. He asked if access to the site could come from Algonquin Road.

Mr. Wauterlek replied that Algonquin Road abutted the development, and access was from Meijer Drive.

Commissioner Jensen asked about landscape requirements.

Mr. Hubbard replied that landscaping was required along the southern property line as all parking lots had to be screened from a public Right-of-Way, regardless of if that ROW was a local street, major arterial, or expressway.

Commissioner Cherwin asked about the number of loading bays.

Mr. Wauterlek replied that it would be built to suit, although they had estimated that there would be around 74 loading bays.

Commissioner Cherwin asked about the features of the building.

Mr. Wauterlek responded that access to both I-90 and I-53 would be attractive to any light distribution/logistics company. Given exposure off of I-90 and Algonquin Road, this site could also be viable for a distribution company or wholesaler with a showroom. Also, the property is in close proximity to O'Hare Airport, so logistics companies could also take advantage of that location. He said that ceiling heights would be 32' tall, whereas the average building heights in the area were probably 18' to 24'. The lighting and heat exchange units would be energy efficient. Parking for the building would be higher per floor area than nearby buildings. Finally, the turning radius for the trucks would be 131', which could accommodate larger over-the-road hauling vehicles.

Commissioner Cherwin he said that landscaping along the rear of the building would be nice, but that he was more concerned with landscaping in the front of the building to provide screening along Algonquin Road.

Commissioner Jensen asked if the property had been purchased yet.

Mr. Wauterlek responded that the property was not yet owned by them.

Commissioner Green he said that he thought it was a good use for the property and he supported a two phased development. He said that he was not too concerned with landscaping on the rear of the property by the expressway as he believed that the expressway was elevated in this location and landscaping would not be effective due to the grade.

Commissioner Jensen said he was a little concerned about the number of trucks and the conditions of the roads.

Mr. Hubbard stated that he believed Meijer Drive was a local street under Arlington Heights jurisdiction.

Commissioner Jensen asked the other commissioners if they were concerned about conditions of the roads to support such heavy truck traffic.

Commissioner Green responded that he believe they were built to accommodate heavy truck traffic.

Commissioner Cherwin said he suspected that the road was already successfully handled truck traffic from Meijer.

Commissioner Green encouraged the applicant to move forward.

RECOMMENDATION

The Plat & Subdivision Committee provided their feedback to the petitioner and advised petitioner to proceed forward as they saw fit.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: 703-723 W. Algonquin Road
Project Address: 703-723 W. Algonquin Road

Prepared By: Steve Hautzinger

Date Prepared: November 15, 2017

PETITIONER INFORMATION:

DC Number: 17-138
Petitioner Name: Joshua Spinks,
Morgan Harbour Construction
Petitioner Address: 7510 S. Madison Street
Willowbrook, IL 60527
Meeting Date: November 28, 2017

Requested Action(s):

1. Approval of the proposed design for a new warehouse facility.

ANALYSIS

Summary:

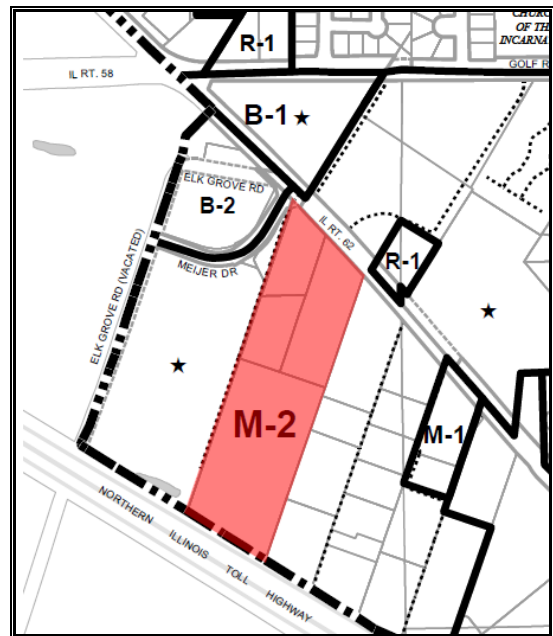
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is proposing to demolish two existing single-story light industrial/office buildings to build a new 330,720 sf single-story, warehouse facility. The building is proposed to be constructed in two phases. Phase One will be 138,320 sf on the north end of the site, and Phase Two will be 192,400 sf on the south end of the site. The scope of the project includes a complete redevelopment of the site with 308 parking spaces, 68 loading docks, and landscaping. The site area is 15.4 acres. The property is zoned M-2, Limited Heavy Manufacturing District, and this proposal requires review by the Plan Commission and approval by the Village Board as a Planned Unit Development and for Lot Consolidation. There are no zoning variations requested.

Site:



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>
North	M-2, Limited Heavy Manufacturing District (M-2)	Multi-tenant office/light industrial building
East	M-2, Limited Heavy Manufacturing District (M-2)	Self-Storage facility, two light industrial/office buildings
South	Elk Grove Village	
West	M-2, Limited Heavy Manufacturing District (M-2)	Weber Packaging Solutions (light industrial/office building)

Architectural Design:

The proposed building will be constructed of precast concrete panels with a painted finish. Horizontal reveals and vertical panel joints will create shadow lines to give the building a panelized appearance. White, medium gray, and dark gray paint colors are nicely distributed across the building façade to create interest in the design and break down the scale of the walls. The design includes four office areas that are detailed with clear anodized aluminum storefronts, composite wood siding, and precast panels with tightly spaced formliner horizontal reveals. The combination of colors, materials, and textures at the office areas creates a very nice modern aesthetic and focal points for the design.

Overall, the design is very nicely done. The only comment is to consider adding more architectural detail at the northeast and southeast corners of the building using the composite wood siding and formliner precast panels to enhance the building's appearance where visible from the roadways.

Mechanical Unit Screening:

The building includes multiple rooftop mechanical units, some of which will be visible from the adjacent roads. The Village Design Guidelines require that all mechanical equipment be screened from public view. The rooftop units need to be screened from view by parapet walls, mechanical screens, or moving the units towards the middle of the roof to cut off the sight lines of the units. The petitioner should provide sight line diagram studies, and include mechanical screening where needed.

Landscaping:

As part of the zoning approval process, Staff and the Plan Commission will perform a detailed review of the landscaping and tree preservation plans. The petitioner is required to comply with code requirements for 4" caliper shade trees in all parking islands, a continuous three-foot high parking lot screening along the roadways, and landscaping around the detention basins.

In regards to the landscape design, additional foundation plantings should be provided adjacent to the proposed building, especially along the north and south building walls adjacent to the roadways. The proposed plantings are minimal and should include a layering of understory trees, shrubs, and perennials.

Signage:

The Site Plan indicates a monument sign facing Algonquin Road, but at this point, the design for the sign has not been provided. It is recommended that the sign be a low, code-compliant monument style enhanced with landscaping.

In addition to the ground sign, generic wall signage is indicated above each office entrance as a place holder for the future tenants.

All signs are required to comply with Chapter 30, Sign Code, and separate sign permits will be required for each sign.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed warehouse design to be located at 703-723 W. Algonquin Road. This recommendation is subject to compliance with the plans received 10/31/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Consider adding more architectural detail at the northeast and southeast corners of the building using the composite

wood siding and formliner precast panels.

2. Provide sight line diagram studies of the rooftop mechanical units from the roads, and include mechanical screening where needed.
3. Provide additional foundation plantings adjacent to the proposed building, especially along the north and south building walls adjacent to the roadways. The plantings should include layering of understory trees, shrubs, and perennials.
4. The ground sign should be a low, monument style sign.
5. All signage must meet code, Chapter 30.
6. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

November 15, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Derek Mach, Landscape Planner, Petitioner, DC File 17-138

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
NOVEMBER 28, 2017

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Aaron Coon
Ted Eckhardt

Members Absent: Kirsten Kingsley
Jonathan Kubow

Also Present: Joshua Spinks, Morgan Harbour Construction for 703-723 W. Algonquin Rd.
Mike Wauterlek, Hamilton Partners for 703-723 W. Algonquin Rd.
Grant Brandenburg & Julie Dalga, Ware Malcomb for 703-723 W. Algonquin Rd.
Jay Zumbahlen, Wingren Landscape for 703-723 W. Algonquin Rd.
Joe Favia for *Favia Dental*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM NOVEMBER 14, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF NOVEMBER 14, 2017. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. COMMERCIAL REVIEWDC#17-138 – 703-723 W. Algonquin Rd.

Joshua Spinks, representing *Morgan Harbour Construction*, Mike Wauterlek, representing *Hamilton Partners*, Grant Brandenburg & Julie Dalga, representing *Ware Malcomb*, and Jay Zumbahlen, representing *Wingren Landscape*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to demolish two existing single-story light industrial/office buildings to build a new 330,720 sf single-story, warehouse facility. The building is proposed to be constructed in two phases. Phase One will be 138,320 sf on the north end of the site, and Phase Two will be 192,400 sf on the south end of the site. The scope of the project includes a complete redevelopment of the site with 308 parking spaces, 68 loading docks, and landscaping. The site area is 15.4 acres. The property is zoned M-2, Limited Heavy Manufacturing District, and this proposal requires review by the Plan Commission and approval by the Village Board as a Planned Unit Development and for Lot Consolidation. There are no zoning variations requested.

The proposed new building will be constructed of precast concrete panels with a painted finish. Horizontal reveals and vertical panel joints will create shadow lines to give the building a panelized appearance. White, medium gray, and dark gray paint colors are nicely distributed across the building façade to create interest in the design and break down the scale of the walls. The design includes four office areas that are detailed with clear anodized aluminum storefronts, composite wood siding, and precast panels with tightly spaced form liner horizontal reveals. The combination of colors, materials, and textures at the office areas creates a very nice modern aesthetic and focal points for the design.

Overall, Staff felt the design is very nicely done. The only comment is to consider adding more architectural detail at the northeast and southeast corners of the building using the composite wood siding and form liner precast panels to enhance the building's appearance where visible from the roadways.

With regards to the rooftop mechanical units, they should be screened from view by parapet walls or mechanical screens, or the units moved towards the middle of the roof to cut off the sight lines of the units. The petitioner should provide sight line diagram studies, and include mechanical screening where needed.

As part of the zoning approval process, Staff and the Plan Commission will perform a detailed review of the landscaping and tree preservation plans. The petitioner is required to comply with code requirements for 4" caliper shade trees in all parking islands, a continuous three-foot high parking lot screening along the roadways, and landscaping around the detention basins. In regards to the landscape design, additional foundation plantings should be provided adjacent to the proposed building, especially along the north and south building walls adjacent to the roadways. The proposed plantings are minimal and should include a layering of understory trees, shrubs, and perennials.

With regards to signage, the site plan indicates a monument sign facing Algonquin Road, but at this point, the design for the sign has not been provided. It is recommended that the sign be a low, code-compliant monument style enhanced with landscaping. In addition to the ground sign, generic wall signage is indicated above each office entrance as a place holder for the future tenants. All signs are required to comply with Chapter 30, Sign Code, and separate sign permits will be required for each sign.

Staff recommends approval of the proposed warehouse design, with these comments and suggestions summarized in the Staff report.

The petitioner had no comments at this time.

Commissioner Eckhardt reviewed the paint samples and other materials and colors being proposed. He asked if the rooftop equipment will be screened, and Mr. Brandenburg, stated that site line studies were done for the mechanical equipment. Commissioner Eckhardt explained the intent of rooftop screening is to screen the units from the

surrounding areas, not just from the property itself, which is a code requirement, and Mr. Brandenburg replied that any visible rooftop equipment will be screened, and landscaping provided as well. Mr. Hautzinger added that screening requirements are from the street, and because this is a corner site, it should be screened from both Algonquin Road and Meijer Road. Commissioner Eckhardt really liked the composite wood material being proposed at all the office entries, and felt the elevations were nicely articulated with the 3 paint colors. He commented that the loading dock elevation was a bit bland, and Mr. Brandenburg explained that the offices were extended out on the west elevation to help conceal the view of those docks from the rest of the property.

Commissioner Coon pointed out that the composite wood product shown represented in the rendering has more variation than the small sample presented, and Mr. Brandenburg explained that the composite wood product is stained just like wood; however, it is a resin product that will last longer than wood. Commissioner Coon asked if there will be slight variation from panel to panel to make it look less monochromatic, and the petitioner said yes; the product is produced with a raw color, and stain is applied to it on site.

Commissioner Coon was also concerned about how close the north side of the building would be to Algonquin Road, and it does not allow for a lot of landscaping to buffer it from the street; there will be a large wall of stained precast very close to the road. He suggested recessing the northeast corner of the building or creating some kind of a feature there. He liked the integration of the wood product on the office portions of the building, but felt that the northeast corner of the building will be too stark on Algonquin Road. He wanted to see something done with that, other than just stained precast; perhaps find a way to integrate more of the wood siding into it to tie it in with the office elements. He also pointed out the building located east of the site that has a large landscape feature in front of it as a buffer to Algonquin Road. He felt there was an opportunity to create more of a gracious buffer from Algonquin Road to this plain corner of the building.

Commissioner Coon felt the rest of the building looked fine and he was curious to see what the south elevation in Phase 1 would look like, which Mr. Brandenburg said would be the same as the rest of the building. Commissioner Coon also agreed with the comments previously made about the screening of the rooftop equipment; site lines from the expressway and from Algonquin Road should be studied.

Chair Fitzgerald liked the project and he liked the composite wood feature used only at the office areas, because it is nice to know where the entrances to such a large building will be. He also liked the materials, and he agreed with Staff's comments about the landscaping.

Commissioner Eckhardt said that he was considering asking the petitioner to add more detail decoration at the corner of the building that is so close to Algonquin Road because he felt the top right of the northeast elevation was very nice, but the left corner that sits close to the street looks like a warehouse. He agreed with Chair Fitzgerald about the wayfinding aspect of the wood material, in terms of identifying the front entries, and he asked what the end wall will look like as the corner of the building closest to Algonquin Road turns the corner. Mr. Brandenburg replied that as the building turns the corner, the horizontal banding between the two offices will be continued and there will be no clerestories. Commissioner Eckhardt was torn with the comments made by Commissioner Coon about the corner of the building, which he understood; however, he felt it was logical how the corner detailing is wrapped around, and he agreed that the wood composite material should be at the entrances to the offices only.

Commissioner Coon clarified that he was okay with the building in terms of the architecture, but felt the building was just too close to the curb and felt like it is squeezing itself into a tight situation with the curb that close to the building, as well as a lack of landscaping. He was in support of finding a way to slide the building to the south to create more space from the street; there is a lot crammed into that corner. Mr. Wauterlek explained that at the east end of the property, there is a large tree line that extends the length of the property that can be cleaned out; he completely agrees with Commissioner Coon and is willing to invest some money into that corner; however, as it stands now, he felt that most people will see the new building going eastbound on Algonquin Road, whereas the corner being referenced by the commissioners will not be seen until you are right on top of the building, past the tree line, and already to where

the wood siding material is. Their goal is to build a nice looking building, which is why they are investing in the materials being proposed; this is a high profile location that could attract higher end tenants.

Commissioner Coon replied that he believed the answer was not the architecture, but more the landscaping and more space. He felt there was an opportunity to pull one or two bays in, and create a pocket for landscaping to help soften the corner. He was okay with the way the panels are delineated, and he agreed that the wood product should be kept at the office entries; however, he felt that if the building was not pulled back from the curb, it would feel forced in, and feel like the building is driving the site. He suggested bringing the drive aisle closer to Algonquin Road to create more green space between the curb and the building, which the petitioner was not opposed to doing.

Chair Fitzgerald pointed out that a unanimous vote was needed from all 3 commissioners tonight for approval.

A MOTION WAS MADE BY COMMISSIONER COON, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE PROPOSED WAREHOUSE DESIGN TO BE LOCATED AT 703-723 W. ALGONQUIN ROAD. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 10/31/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT FOR A MINIMUM OF 8-FEET OF SPACE BETWEEN THE CURB AND THE NEW BUILDING AT THE CORNER CLOSEST TO ALGONQUIN ROAD, TO PROVIDE FOR MORE LANDSCAPE AT THAT CORNER, EVEN IF A FEW PARKING SPACES ARE LOST.
2. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

Chair Fitzgerald questioned whether the commissioners could require 8-feet of space at this corner, and how much space currently exists there. The petitioner said there is approximately 5-feet from the building corner to the edge of the curb.

COON, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

Mr. Hautzinger clarified that the motion included a requirement to add a minimum of 8-feet between the curb line and the building wall on Algonquin Road, and Commissioner Coon added that it should allow enough room for an ornamental tree and some shrubs. Mr. Hautzinger also pointed out that the motion did not include any of the other recommendations in the Staff report including the comments regarding landscaping.

A MOTION WAS MADE BY COMMISSIONER COON, SECONDED BY COMMISSIONER ECKHARDT, TO AMEND THE MOTION TO ADD THE FOLLOWING:

3. PROVIDE ADDITIONAL FOUNDATION LANDSCAPING ADJACENT TO THE PROPOSED BUILDING, ESPECIALLY ALONG THE NORTH AND SOUTH BUILDING WALLS ADJACENT TO THE ROADWAYS. THE PLANTINGS SHOULD INCLUDE LAYERING OF UNDERSTORY TREES, SHRUBS, AND PERENNIALS.

ECKHARDT, AYE; COON, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.



MORGAN / HARBOUR
CONSTRUCTION

October 31, 2017

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – PROJECT DESCRIPTION

Mr. Hubbard,

The existing property located at 703-723 W. Algonquin Road has (2) existing buildings that will be demolished to create (1) light distribution building that will be approximately 330,000 sf in total.

We will utilize standard construction practices to construct this new 1-story precast building. The interior structure will consist of structural steel, joist, and metal decking. The interior clear height of the building will be set at 32'-0" in height. The top of precast wall panels will be at 39'-0" in total height. The precast panels will be 12'-0" – 13'-0" wide insulated load bearing panels with a painted finish. The composite wood siding will be at various entryways. The aluminum storefront framing will be clear anodized finish with 1" insulated, low-e, grey tinted glazing. The Make-Up Air Units will be 80/20 units to take advantage of some efficiencies that are common with these types of units. The gas consumption is much less due to the fact that only 20% of the air will be heated during the normal cycle.

The project is intended to be a phased construction project where Phase 1 (North Half) will be the main building starting construction in Spring of 2018 and with a scheduled completion by the end of the year 2018.

The Phase 2 (South Half) will be constructed as an addition to the Phase 1 (North Building) and at a time to be determined at a later date and should take between 8-10 months to construct assuming normal conditions.

The intent for the new structure is to improve this site with a new light distribution facility that will accommodate 1-5 tenants with 308 new parking spaces.

Sincerely,

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

PERMITS

Location: IL 62 (Algonquin Road) at Meijer Road (SEC)

Municipality: Village of Arlington Heights, Cook County

Re: Arlington Heights Industrial Redevelopment

Reference No.: 016-78885

December 19, 2017

Mr. Paul Leder, P.E.
RWG Engineering, LLC
975 E. 22nd St.
Suite 400
Wheaton, IL 60189

Dear Mr. Leder:

Our Bureaus of Traffic and Programming have completed their cursory review of your preliminary engineering plans and Traffic Impact Study for the subject location. Our comments are marked in red on the enclosed plan set. This marked set must be returned with your next submittal.

Traffic Permits Comments:

1. Clearly label State right of way lines on all plan sheets.
2. Revise your plans to label roadways as the State-designated route followed by the marked route in parentheses [e.g. IL 62 (Algonquin Road)]
3. Remove the Limitation of Warranty on your Cover Sheet.
4. Revise your plans to include driveway apron removal and replacement, depressed curb and gutter removal and replacement, pavement patching, and sidewalk/ramp removal and replacement. Dimension the SF/LF of all items to be removed and/or replaced in State right of way on your Demolition Plan – Phase 1 sheet.
5. Two of the Department's main goals in granting access to a property include the safety of all pedestrian and vehicular traffic affected by a development and the efficient and effective flow of traffic to serve such development and the surrounding area; as such, modify the existing full access of your site to a right-in/right-out/left-in. The enclosed detail may be used as an example for signing, striping, and barrier island design.
6. The southeast corner of the intersection of IL 62 and Meijer Drive should be brought into ADA/PROWAG compliance.
7. Please provide separate ADA ramp details for roadway crossings along IL 62. Please see attached template for reference.
8. All ADA related items shall be designed and installed in accordance with the "ADA Standard for Accessible Design" guidebook. Provide the information and signature required on the enclosed Municipality Sidewalk and ADA Acceptance Letter form.
9. In order to comply with ADA/PROWAG requirements, continue the sidewalk through all proposed driveways, and provide spot grades where necessary.
10. Include at least 24" of pavement patching adjacent to all areas of curb & gutter removal and replacement per the enclosed Pavement Patching at Curb and Gutter Removal detail; additionally, include this detail in your plans.
11. It appears the driveway access along IL 62 encroaches upon the neighboring property to the southeast; as such, either redesign the driveway with a minimum of 3' between the end of flare and the property or complete and return a signed and executed copy of the enclosed Lot Line Agreement for all parties involved.

12. Show the emergency overflow route on your Grading Plan; note that per the IDOT Drainage Connection Checklist Section 2-f-2, "The access drive(s) must not be used as an overland flow flood path."
13. Provide local approval from all applicable agencies in acceptance of the drainage improvements for your site.
14. Complete the enclosed IDOT Drainage Connection Checklist.
15. Include all applicable IDOT Highway Standards including: 424001, 424026, 606001, 701101, 701602, 701701, 701801, and 701901.
16. Revise your Plat of Subdivision to label roadways as the State-designated route followed by the marked route in parentheses [e.g. IL 62 (Algonquin Road)]
17. Add the following to your Plat of Subdivision:
This plat has been approved by the Illinois Department of Transportation with respect To roadway access pursuant of Paragraph 2 of "An Act to revise the law in relation to plats," as amended. A plan that meets the requirements contained in the Department's "Policy on Permits for Access Driveways to State Highways" will be required by the Department.

Anthony J. Quigley, P.E.

Region One Engineer

18. Add the following to your Plat of Subdivision:
Vehicular Access Notes:
 1. There shall be, at most, one restricted vehicular access to IL Route 62 (Algonquin Road) from Lot 1 as shown hereon.
 2. All other access shall be via internal circulation.

Programming – Geometric Comments:

1. Please analyze both phases of the development together, not just the final phase.
2. The report does not state when this improvement is to be built. Please state the year of completion in the report. Also, label the proposed and existing years of analysis throughout the report. The proposed year of analysis should be 5 years after the completion of the development.
3. On Page 8 of the Traffic Impact Study, it is stated that IL 62 is not an SRA; however, IL 62 is classified as an SRA at the north leg of the intersection with IL 58. IL 58 is also an SRA at the east leg of the intersection with IL 62. Please clarify these classifications in the report.
4. Please provide Red-Time-Queue calculations for all movements of each intersection in the next submittal. Follow the formatting in the attached template.
5. The full access drive on Algonquin Road, east of Meijer Drive should have a minimum width of 24' edge to edge. The 26.6' back-to-back with C&G shown for this driveway is below this minimum. Please provide a redesigned driveway extending to Algonquin Road with a width of 24'-35' and a maximum longitudinal slope of 6%. Also, ensure the cross slope of the sidewalk through the drive is a maximum of 1.5% and provide detectable warnings and ADA grading details at the junction of the sidewalk and driveway.
6. For yellow times, please use 3.5 seconds for all left-turn movements (see markups in the appendix for specific locations).
7. The total lost time should be 6 seconds for through movements. Several locations show 6.5 seconds. When the all red time is 2 seconds, change yellow time should be 4 seconds (see markups in the appendix for specific locations).
8. For the intersection of Meijer and Algonquin, the northeast left shows 0' storage length and 1 storage lane. The existing condition has dual lefts with approximately 190' of storage per lane. Please revise the capacity analysis per the existing conditions.

Traffic Programs – Studies Comments:

1. Include an exhibit in the Traffic Impact Study depicting the relative distance along IL Route 62 between Meijer Drive and the proposed full access.
2. What is the relative distance of the proposed full access along Meijer Drive from IL Route 62? Include this distance on an exhibit.
3. Access along IL Route 62 should be managed as part of this redevelopment. The proposed full access along IL Route 62 should be restricted to full ingress with right-out only egress (right-in/right-out/northwest bound left-in only).
4. The outbound left-turn movement volume is very small from this driveway and can easily be accommodated as a left-turn from Meijer Drive at IL Route 62. Place a raised barrier channelizing island (i.e. ½ pork chop) to physically restrict outbound left-turns at the proposed access driveway along IL Route 62. Reassign outbound left-turns from the full access to Meijer Drive accordingly in the Traffic Impact Study.
5. The capacity analyses for IL Route 62 at Arlington Heights Road, AM and PM plus existing and future conditions is incorrect. With the recent improvements at the Interstate 90 and Arlington Heights Road interchange, a southbound auxiliary lane (4th southbound lane) was developed from IL Route 62 to the eastbound Interstate 90 On-Ramp. With the completion of this lane, the southbound approach of Arlington Heights Road at IL Route 62 now operates with a dual left-turn lane and 4 southbound through lanes. The former southbound right-turn lane operates as a shared through and right-turn lane today. Revise capacity analyses for IL Route 62 and Arlington Heights Road accordingly.
6. Submit a revised Traffic Impact Study accordingly to continued review.
7. Submit concept roadway plans for a restricted access along IL Route 62 east of Meijer Drive.

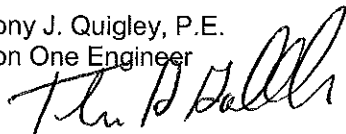
Please revise your plans in accordance with the above comments and resubmit three (3) revised Traffic Impact Studies and three (3) sets of revised 11"x17" engineering plans and one (1) Drainage Connection Checklist along with a written disposition to all comments to continue the review process.

If you have any questions regarding this matter, please contact Abigail Robinson at (847) 705-4541.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:



Thomas G. Gallenbach, P.E.
Traffic Permit Engineer

cc: Jim Masarelli - Village of Arlington Heights



"PROGRESS THRU PARTICIPATION"

Community Development Department

3600 Kirchoff Road • Rolling Meadows, Illinois 60008 • 847-506-6030 • Fax: 847-483-0365 • www.cityrm.org/rmcd

January 17, 2018

Mr. Bill Enright, Deputy Director of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

Dear Mr. Enright:

RE: Proposed Redevelopment, 703-723 Algonquin Rd.

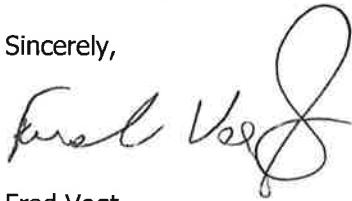
Based upon the receipt of a Traffic Impact Study, prepared by KLOA and dated October 25, 2017, and received by the City of Rolling Meadows January 11, 2018, for a proposed "Arlington Heights Industrial" redevelopment located at 703-723 West Algonquin Road (a.k.a. "Oak Pointe"), the following staff questions and comments are provided.

- 1) The City of Rolling Meadows Engineer is being requested to review the Traffic Impact Study, and received this report yesterday. Additional questions and comments may be forthcoming.
- 2) Verify that no realignment of existing intersections is planned (Weber Road, on the east side of Weber Marking Systems, and the driveway serving Oak Pointe approximately 300 feet south of Algonquin Road).
- 3) Page 8 of the Traffic Impact Study states that Meijer Drive is the jurisdiction of the Village of Arlington Heights. Please clarify what this means, versus maintenance responsibility (as in the 2001 Intergovernmental Agreement).
- 4) Why is the existing Weber Marking Systems traffic never mentioned in the Traffic Impact Study? It is as if that facility is not even there.
- 5) Is there any data available on pre-existing traffic counts, when the Oak Pointe buildings were all occupied? We would like to be able to compare that traffic impact on Meijer Drive (primarily passenger vehicles) as opposed to re-development.
- 6) Why are only "Phase 2" traffic counts provided in the Traffic Impact Study? Where are "Phase 1" traffic counts, or are they included with "Phase 2" data?
- 7) Page 10 of the Traffic Impact Study discusses the PACE facility on Algonquin Road, and references that police officers control afternoon peak hour traffic there, creating "additional gaps". What would be the effect on traffic at the p.m. rush hour in the event that the police traffic control activity were to cease?
- 8) Please confirm, per figure 4 and 5 on pages 11 and 12 in the Traffic Impact Study, that there is currently no heavy truck traffic servicing the existing Oak Pointe property.
- 9) On page 16, the schematic shows a 25% amount of traffic approaching the subject site from the west, presumably utilizing Meijer Drive from Golf Road. This is not desirable. Efforts should be made to eliminate all heavy truck traffic accessing this proposed redevelopment from the west as possible, as such traffic was not anticipated on the section of Meijer Drive in the corporate limits of Rolling Meadows. We have concerns for maintenance and future accelerated repair needs.
- 10) The same schematic, on page 16, shows 100% amount of traffic exiting the site to the north. How will this be controlled and enforced? No reference to signage control (i.e. right-turn only) was seen in the Traffic Impact Study for this driveway.

- 11) Figure 9 on page 20 shows "estimated development-generated traffic volumes of 31 vehicles entering the proposed development site, but only 26 vehicles exiting the site. Please explain.
- 12) Will any changes to stormwater management, detention, and release rates be made? Information should be provided for review (i.e. impacts to Meijer Drive drainage, existing detention plans, etc.).
- 13) The Intergovernmental Development Agreement between the City of Rolling Meadows and the Village of Arlington Heights, dated December 18, 2001, makes reference to the development on the four acres of vacant land as the trigger for conveyance of the maintenance of Meijer Drive (that portion within the corporate limits of the Village of Arlington Heights) from Rolling Meadows to Arlington Heights. The agreement was silent as to any other development or redevelopment in the area as to having an effect on Meijer Drive use and condition. This proposed redevelopment will have an effect on Meijer Drive. The City of Rolling Meadows requests that discussions take place with the Village of Arlington Heights on this matter, as this type of land use change was not previously anticipated and in consideration of 15 years having passed since the construction and opening of Meijer Drive. The City does not believe that it should, upon this proposed redevelopment, any longer be solely responsible for the maintenance of Meijer Drive within the corporate boundaries of the Village of Arlington Heights.
- 14) Discussions should also include the existing pavement condition of Meijer Drive, between Algonquin Road and the Weber Marking Systems driveway. It appears that pavement resurfacing may need to be considered in the next five years. Would it be appropriate to consider having this developer participate in said pavement resurfacing costs, given the proposed impact to Meijer Drive?

We are willing to meet to discuss these comments and questions at your convenience.

Sincerely,

A handwritten signature in dark ink, appearing to read "Fred Vogt", with a large, stylized loop at the end.

Fred Vogt
Director of Public Works and Community Development

Cc: B. Krumstok, City Manager
R. Horne, Assistant Director of Public Works and Community Development
G. Rozwadowski, City Engineer



MORGAN / HARBOUR
CONSTRUCTION

January 18, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Response Letter – (ROLLING MEADOWS)

Mr. Hubbard,

The following is our Response Letter addressing the comments as outlined in the ROLLING MEADOWS Review Letter dated January 17, 2018 regarding the aforementioned project:

ROLLING MEADOWS - COMMUNITY DEVELOPMENT DEPT. From Fred Vogt, dated Jan 17, 2018

1. Noted.
2. No realignment of existing access drives to Meijer Drive are proposed.
3. **Village of Arlington Heights**
4. It's Included.
5. We do not have pre-existing traffic counts. The traffic study uses existing peak hour traffic volumes as a base to project traffic volumes that includes the full buildout of the proposed warehouse development (Phase II), as well as regional growth in traffic unattributed to a particular planned development in the area.
6. Only Phase 2 was studied since this represents the planned maximum buildout of the development, thereby providing a conservative analysis.
7. As a result of IDOT comments, the proposed access drive on Algonquin Road is being modified to prohibit left-turns out. As such, any influence in traffic gaps coming from the PACE facility traffic officers is no longer relevant.
8. The existing traffic counts reflect heavy vehicles utilizing Meijer Drive.
9. **Village of Arlington Heights**
10. **Village of Arlington Heights**



11. Figure 9 (page 20 of the report) shows the development traffic assignment for heavy vehicles, which comes from Table 1 on page 17. The figure shows 25 and 6 heavy vehicles entering the site during the weekday morning and evening peak hours, respectively, as well as 7 and 19 heavy vehicles exiting the development during the respective peak hours.
12. Existing site drains to Northeast and will be maintained by the proposed development with no impact to Rolling Meadows.
- 13. Village of Arlington Heights**
- 14. Village of Arlington Heights**

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua Spinks", is written over a horizontal line.

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.



"PROGRESS THRU PARTICIPATION"

Community Development Department

3600 Kirchoff Road • Rolling Meadows, Illinois 60008 • 847-506-6030 • Fax: 847-483-0365 • www.cityrm.org/rmcd

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33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

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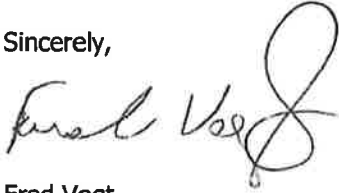
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Fred Vogt
Director of Public Works and Community Development

Cc: B. Krumstok, City Manager
R. Horne, Assistant Director of Public Works and Community Development
G. Rozwadowski, City Engineer

HAMILTON
PARTNERS

W Algonquin Road

ARLINGTON HEIGHTS, IL

CHI16-0313-00
SCHEMATIC DESIGN
01.09.2018

WARE MALCOMB

architecture | planning | interiors | branding | civil



KEY NOTES

- 1

PRECAST CONCRETE PANELS WITH REVEALS AND PAINT, TYP.
- 2

CONCRETE PRECAST WITH FORMLINER REVEALS
- 3

STOREFRONT WITH HIGH PERFORMANCE GLAZING SYSTEM
- 4

TRUGRAIN COMPOSITE WOOD SIDING
- 5

POTENTIAL LOCATION FOR TENANT BRANDING
- 6

CLERESTORY WINDOW FOR WAREHOUSE

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

HAMILTON
PARTNERS

SCHEME 06

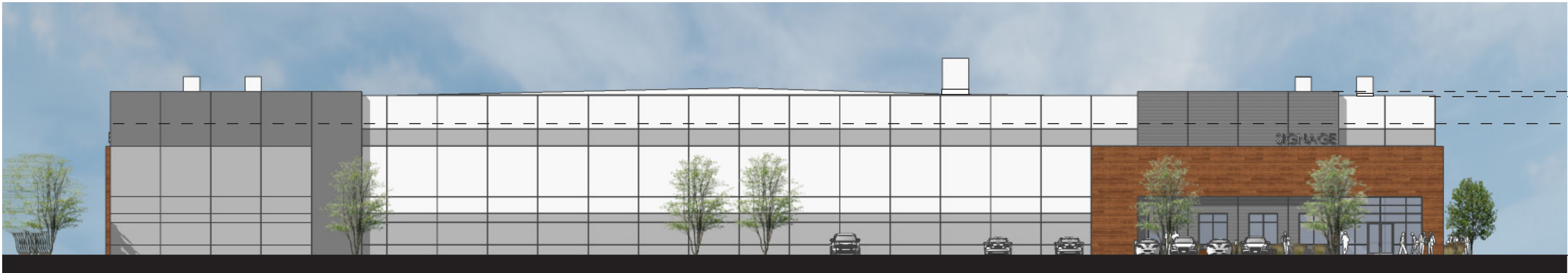
Northwest Perspective

W ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL

WARE MALCOMB

CHI16-0313-00
01.09.2018

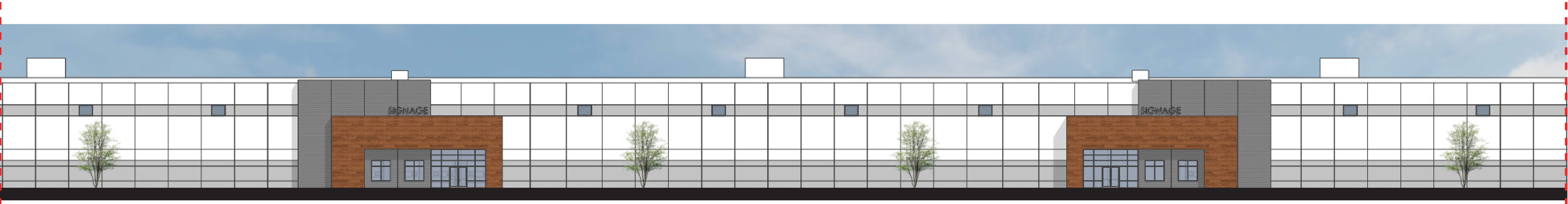
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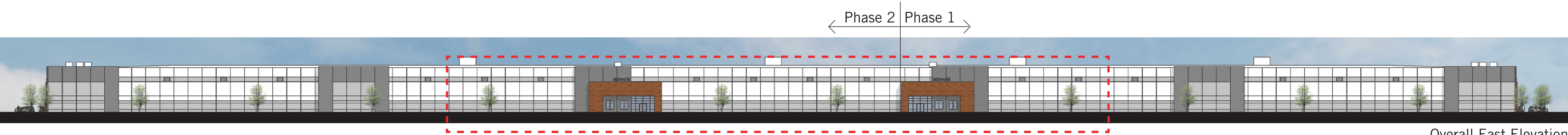
North Elevation



South Elevation



Partial East Elevation

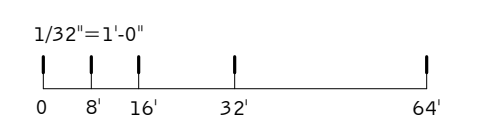
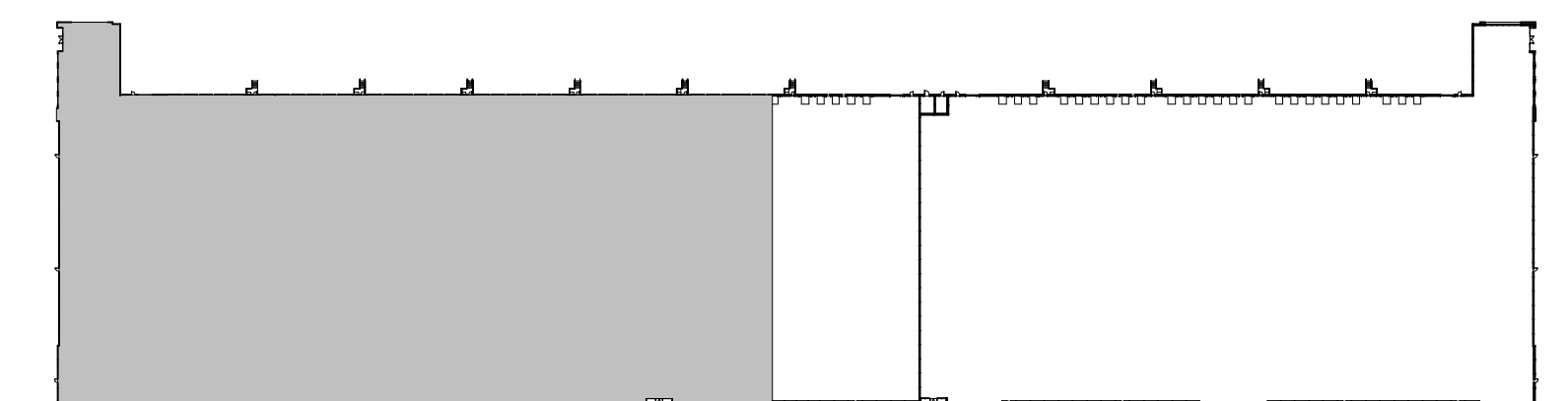
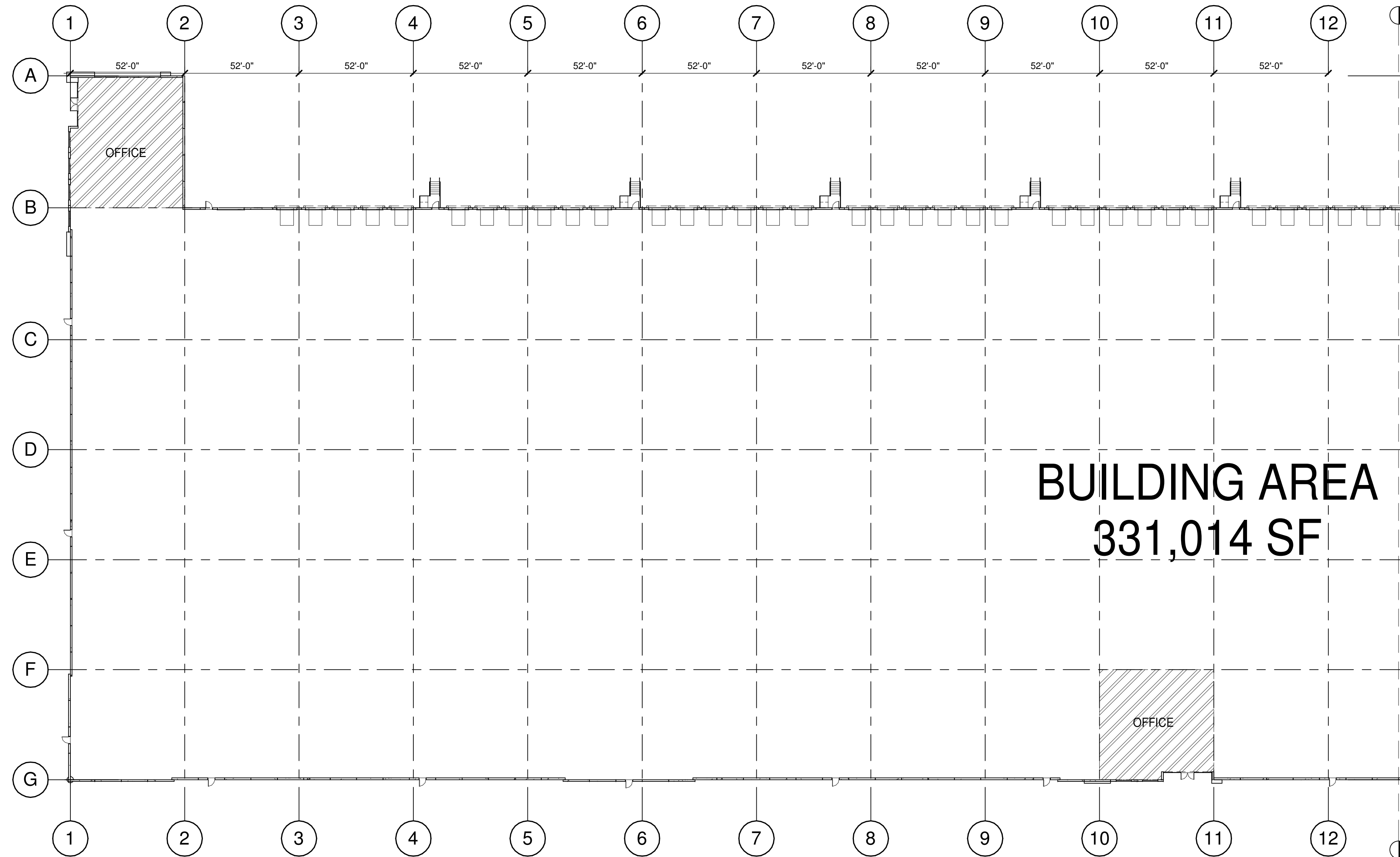


Overall East Elevation



West Elevation

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.



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PARTNERS

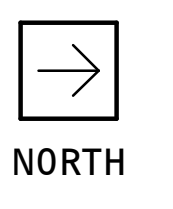
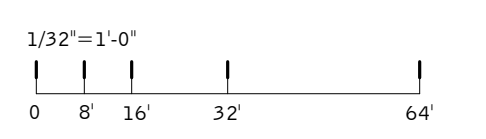
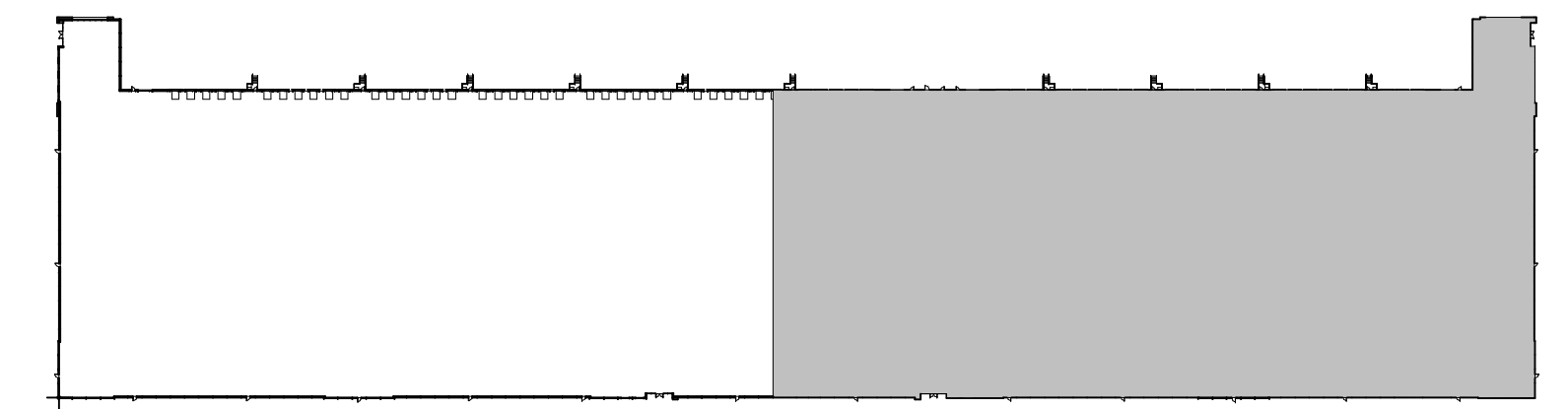
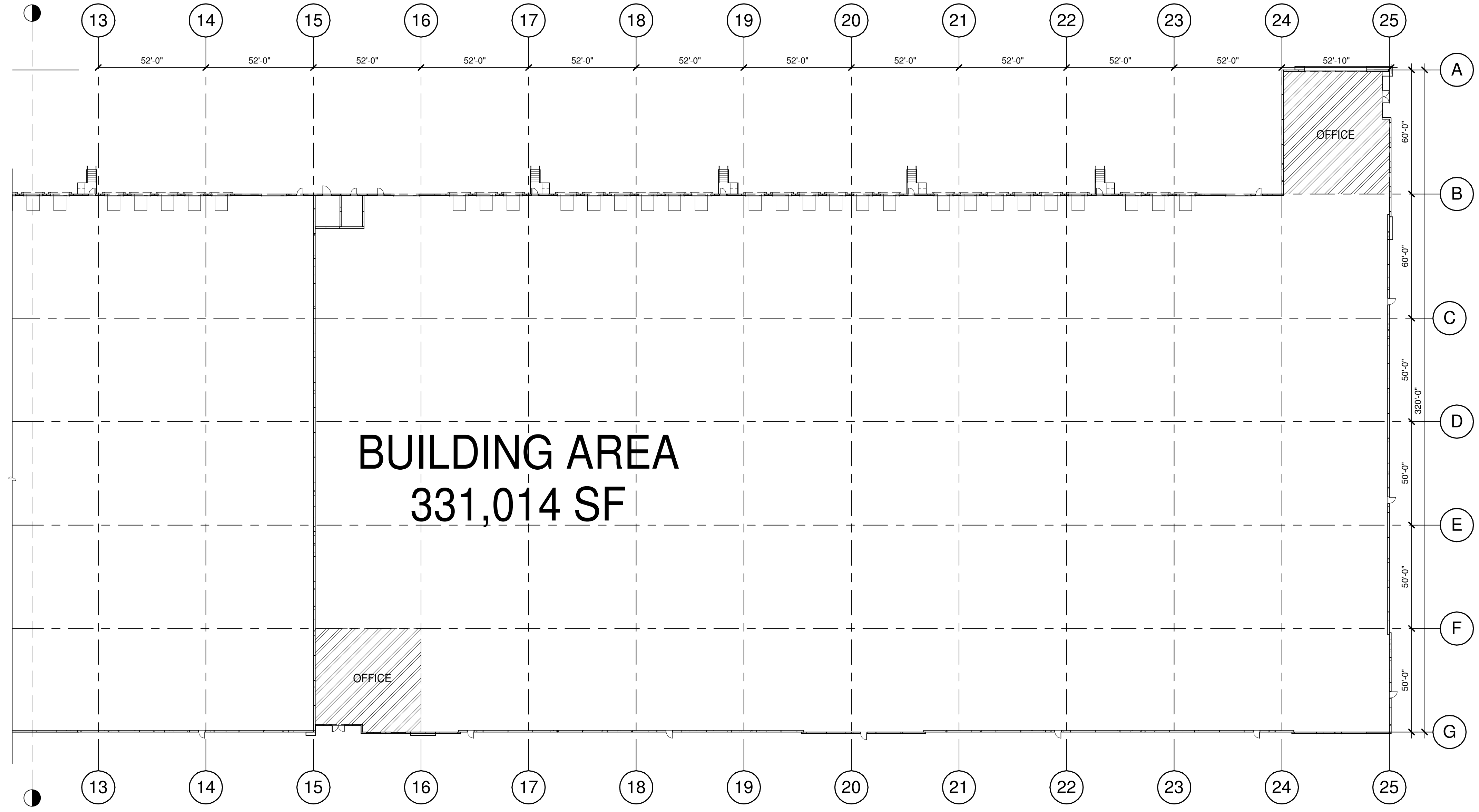
PROPOSED PARTIAL FLOOR PLAN

W ALGONQUIN ROAD
703-723 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

WARE MALCOMB

CHI16-0313-00
12/06/17

SHEET
1a



HAMILTON
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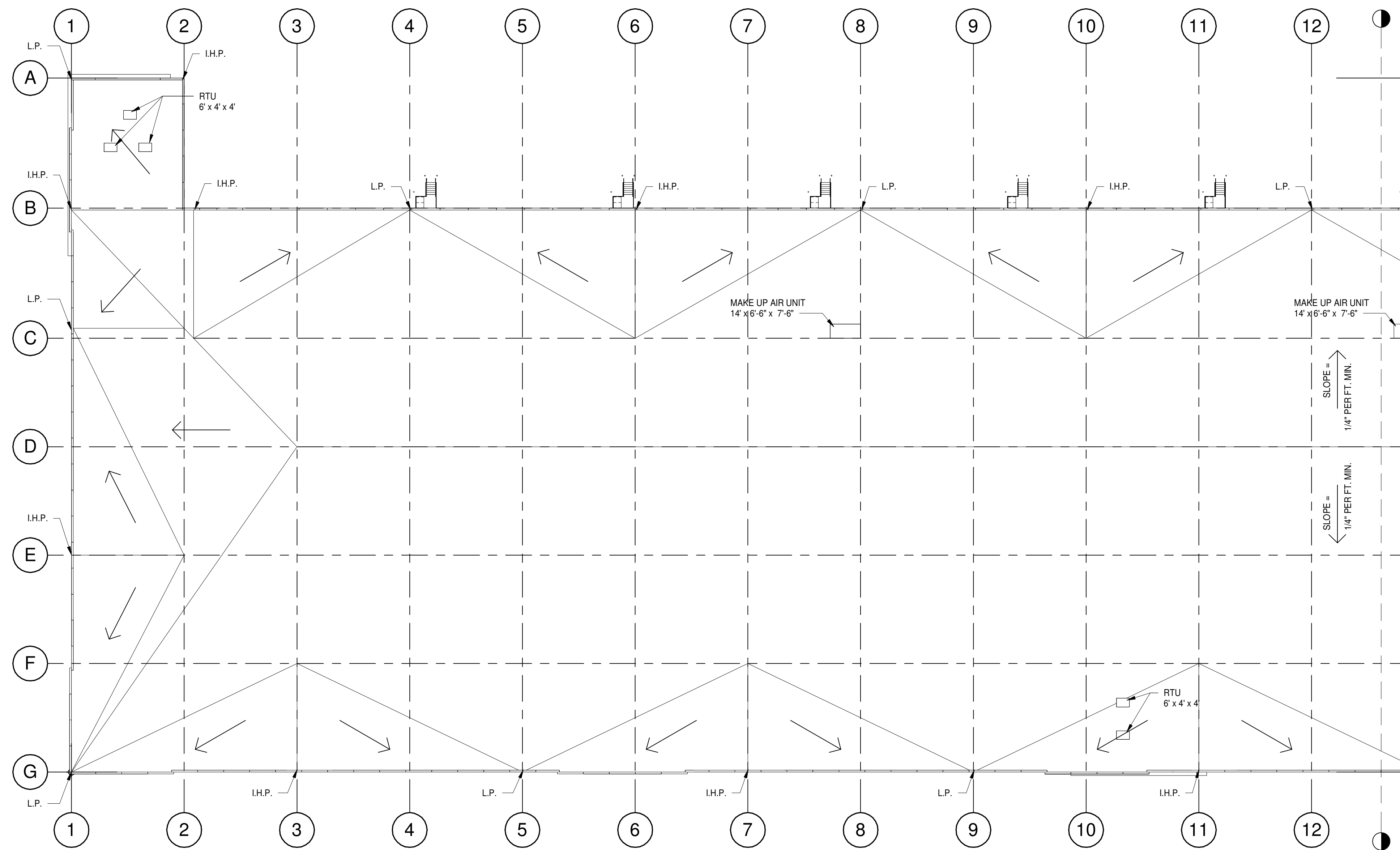
PROPOSED PARTIAL FLOOR PLAN

W ALGONQUIN ROAD
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ARLINGTON HEIGHTS, IL

WARE MALCOMB

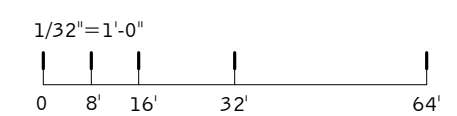
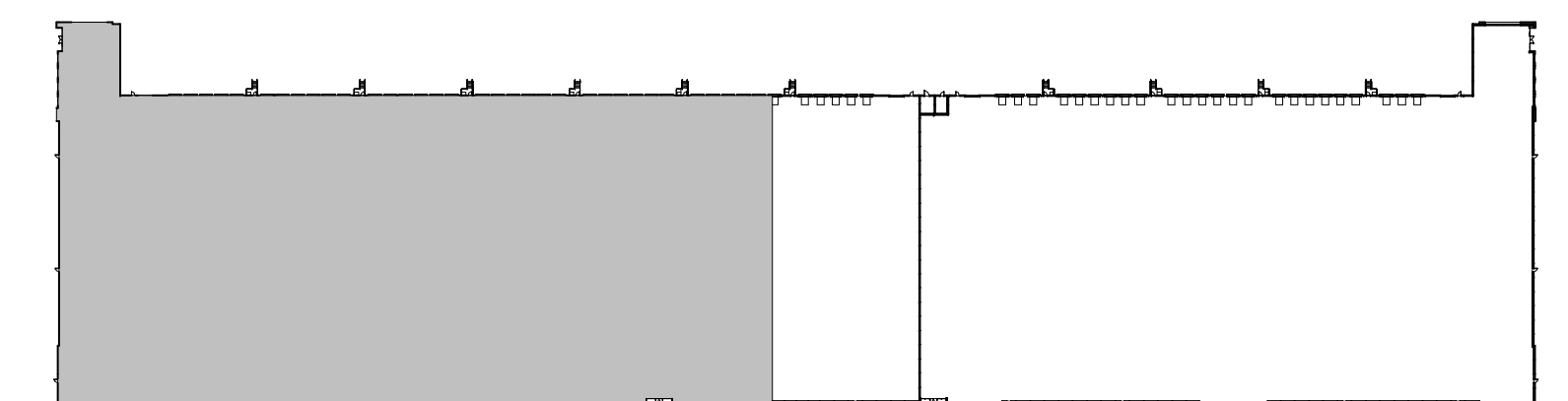
CHI16-0313-00
12/06/17

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1b



ROOF ELEVATION KEY

RIDGE/HIGH POINT: 39'-10"
 INTERMEDIATE HIGH POINT: 37'-8"
 LOW POINT: 36'-8"



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PARTNERS

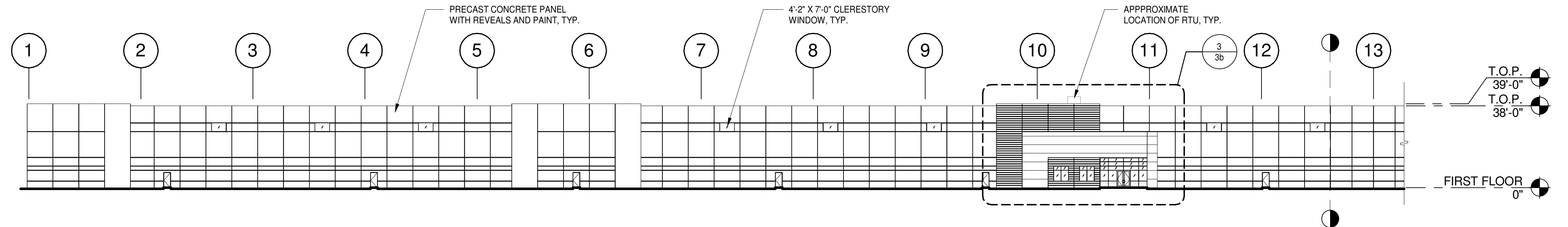
PROPOSED PARTIAL ROOF PLAN

W ALGONQUIN ROAD
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 ARLINGTON HEIGHTS, IL

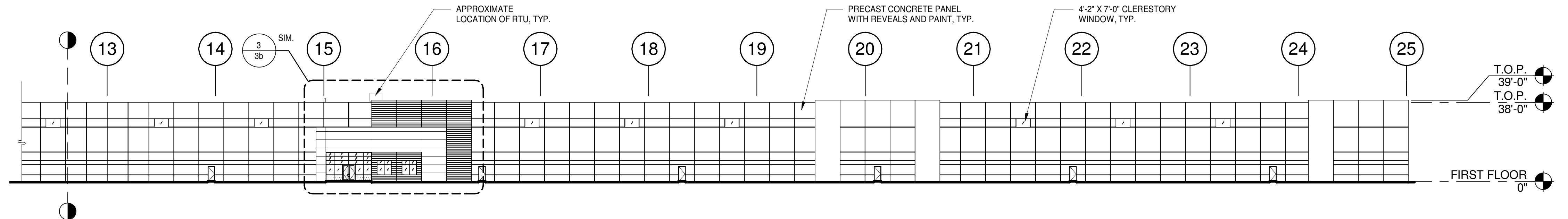
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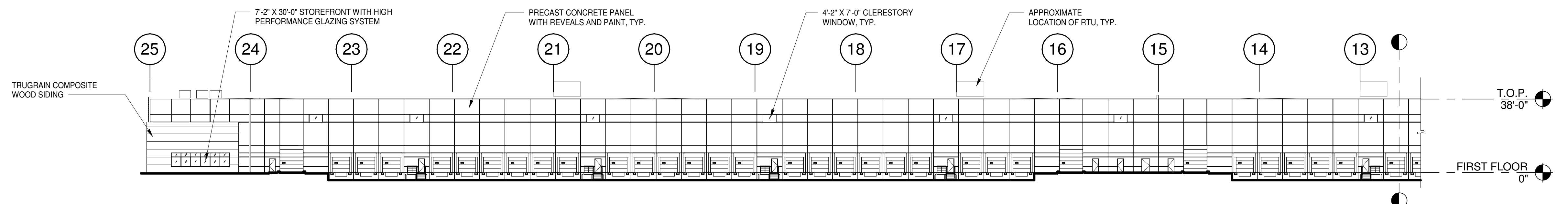
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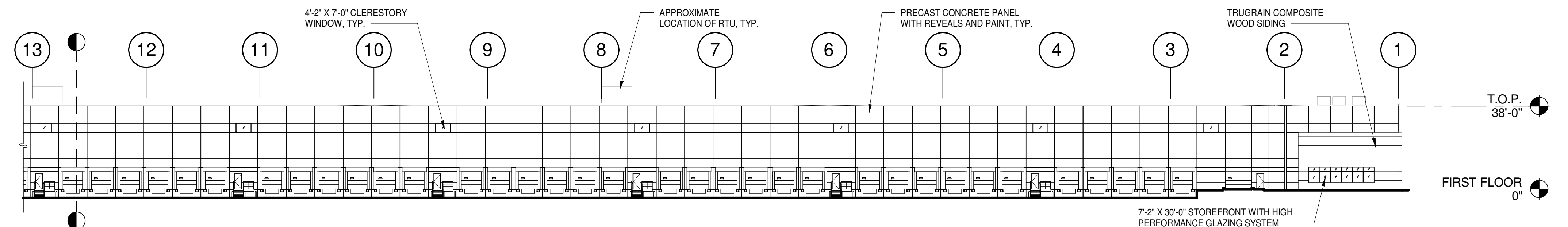
PARTIAL EAST EXTERIOR ELEVATION 1
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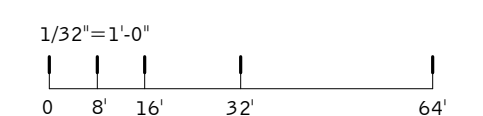
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SCALE: 1/32" = 1'-0"

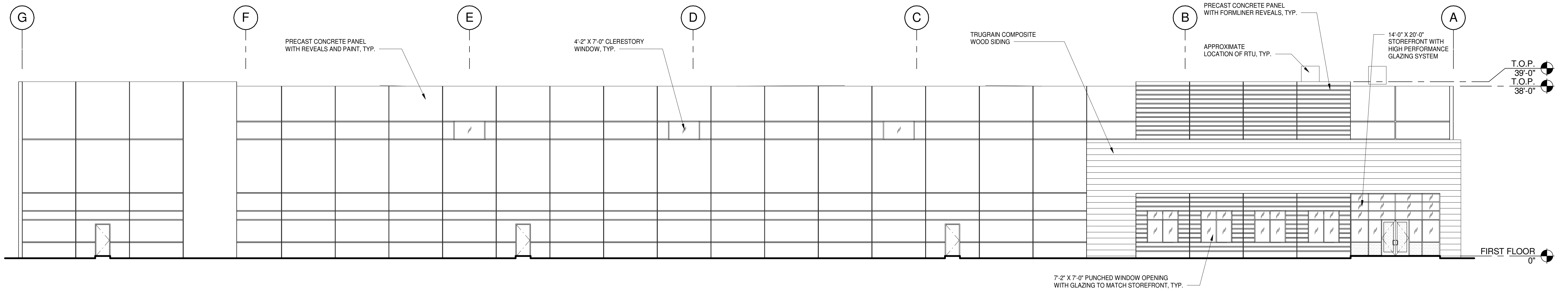


PARTIAL WEST EXTERIOR ELEVATION 3
SCALE: 1/32" = 1'-0"



PARTIAL WEST EXTERIOR ELEVATION 4
SCALE: 1/32" = 1'-0"

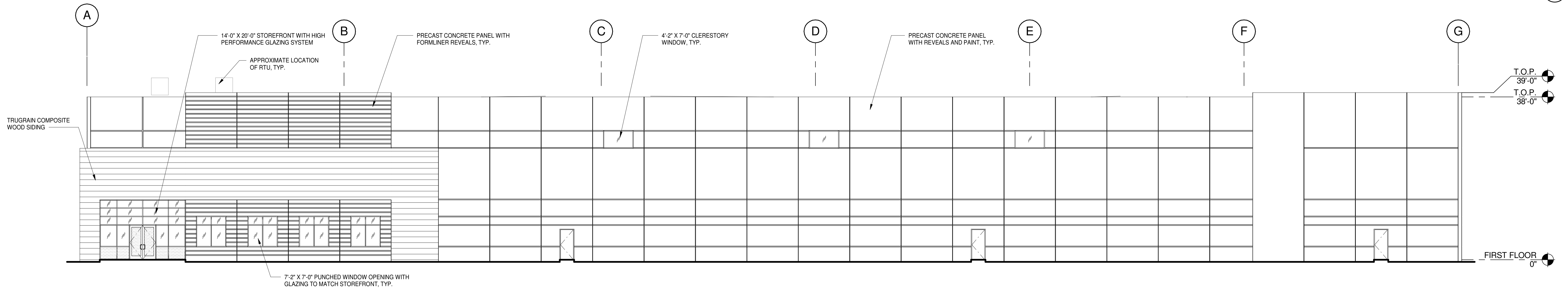




NORTH EXTERIOR ELEVATION

1

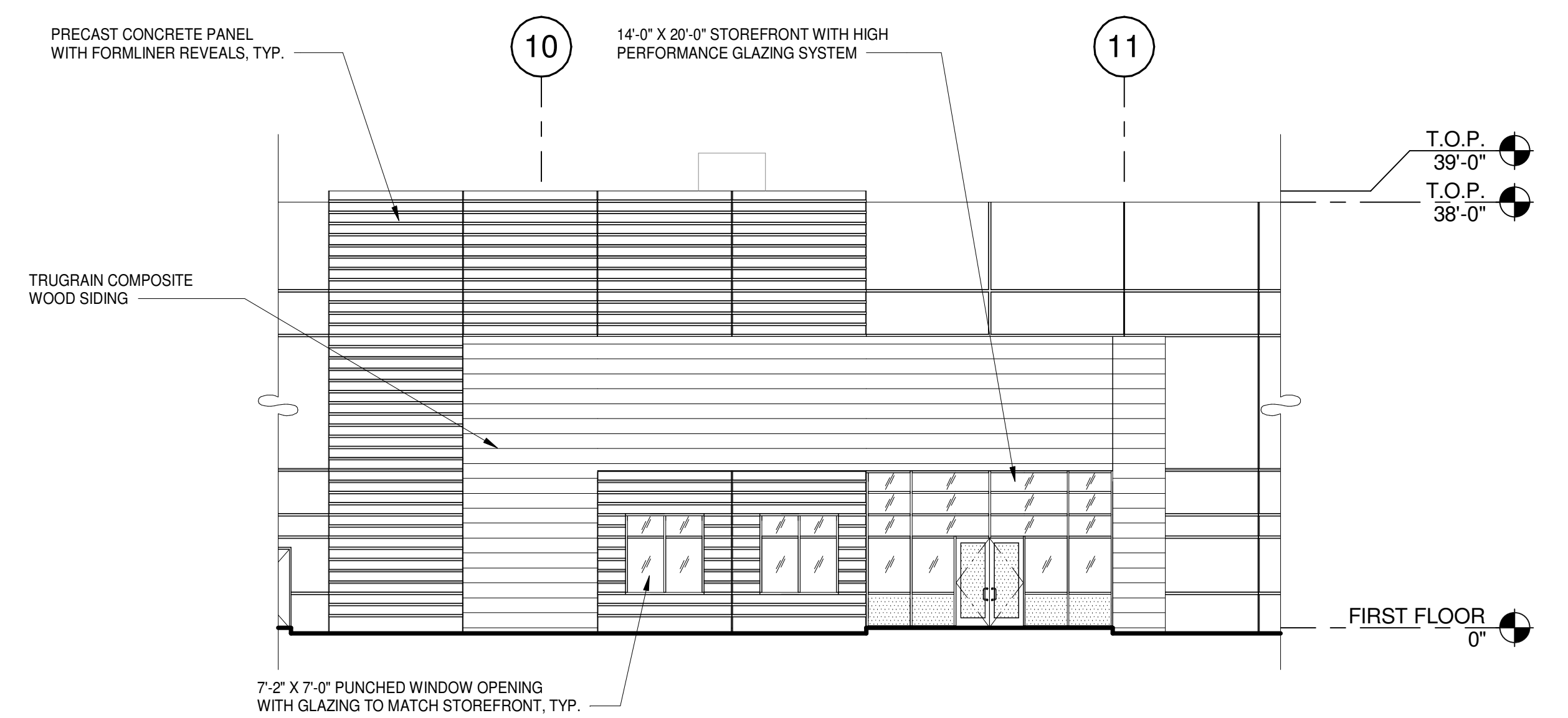
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SOUTH EXTERIOR ELEVATION

2

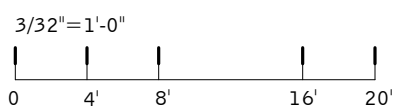
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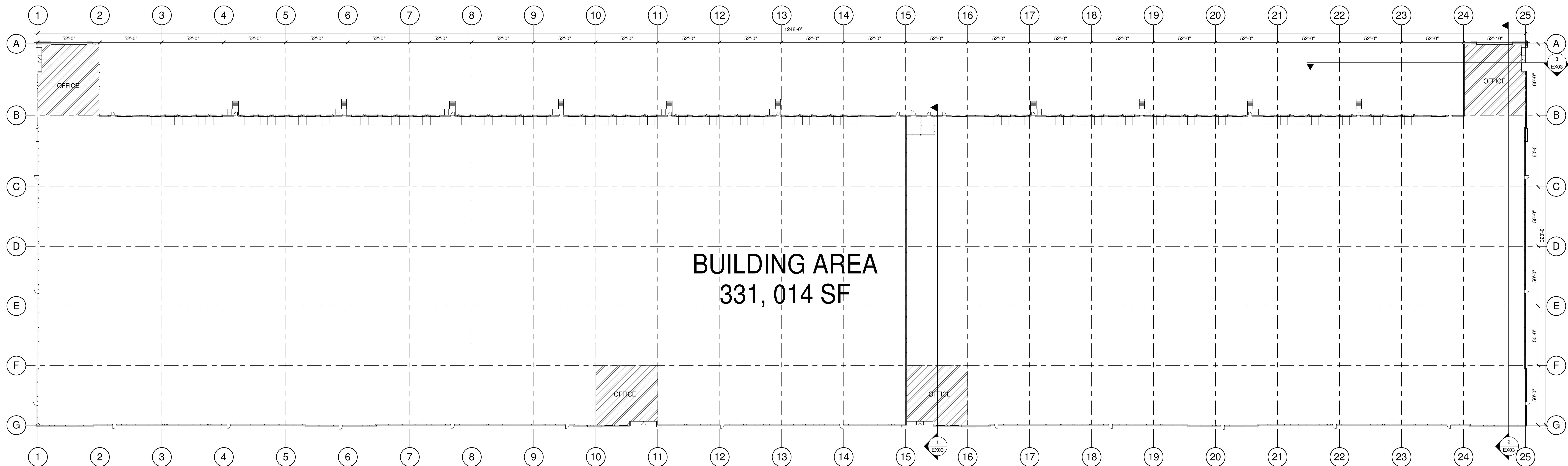


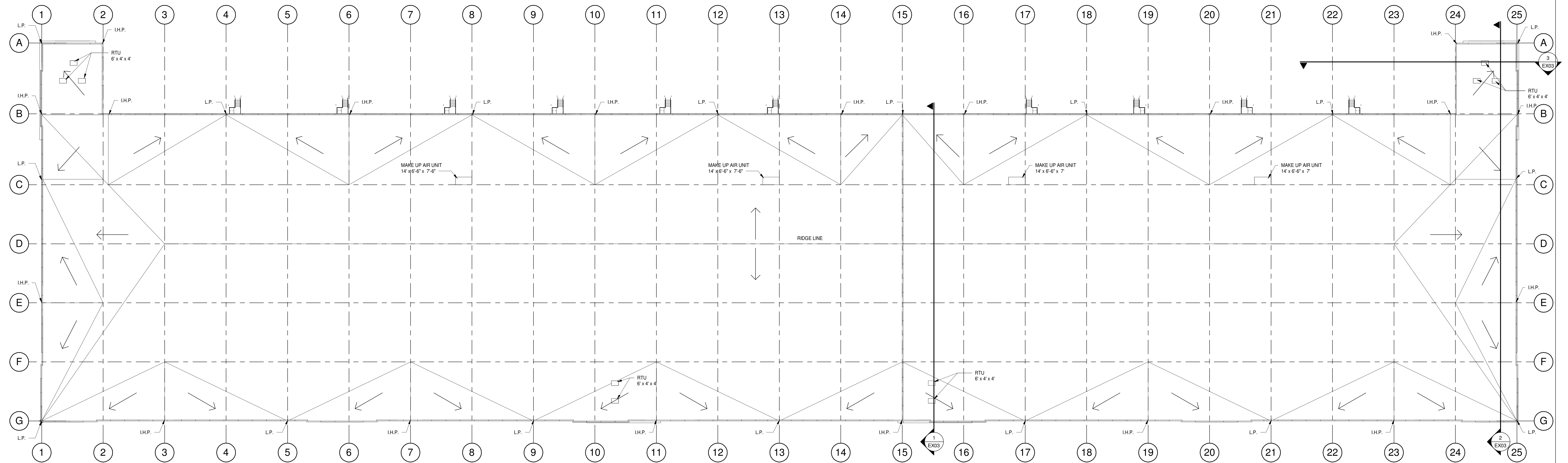
EAST ENLARGED ENTRY ELEVATION

3

SCALE: 3/32" = 1'-0"



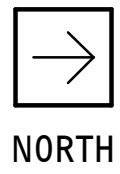




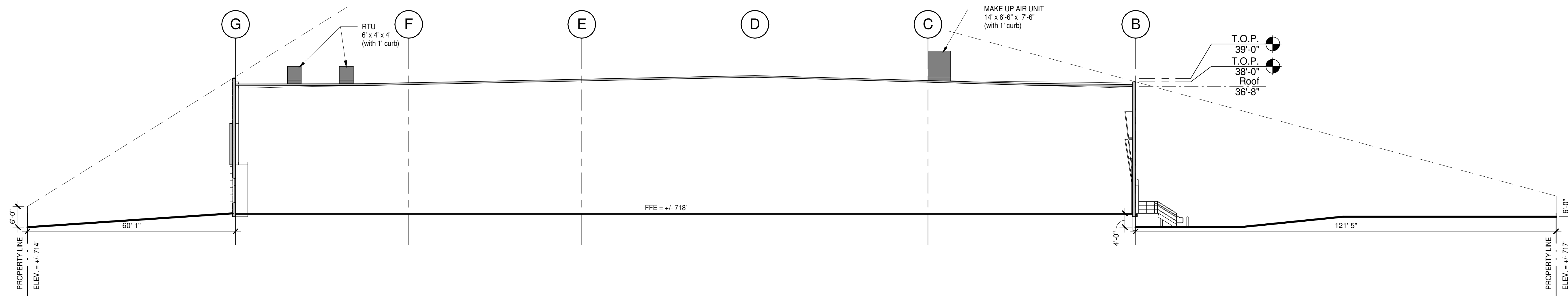
HAMILTON
PARTNERS

ROOF PLAN
W ALGONQUIN ROAD
703-723 W. ALGONQUIN RD.
ARLINGTON HEIGHTS, IL

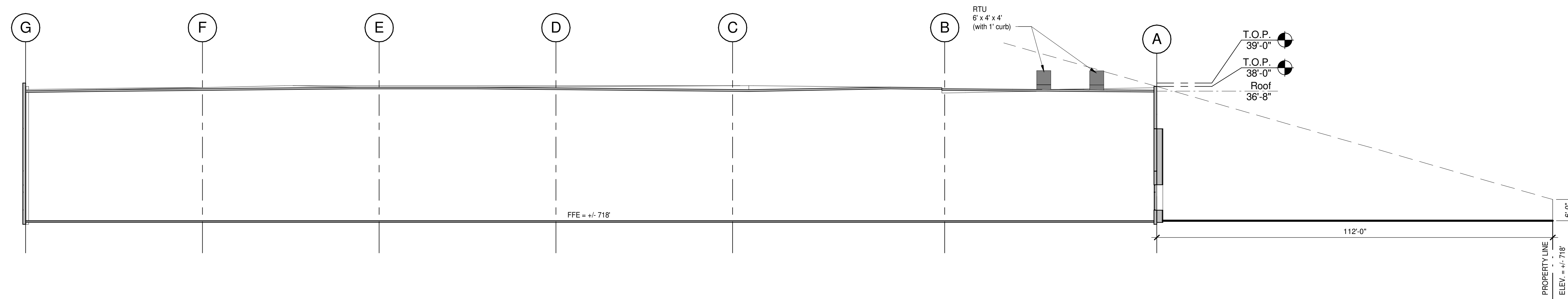
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0 8' 16' 32' 64'



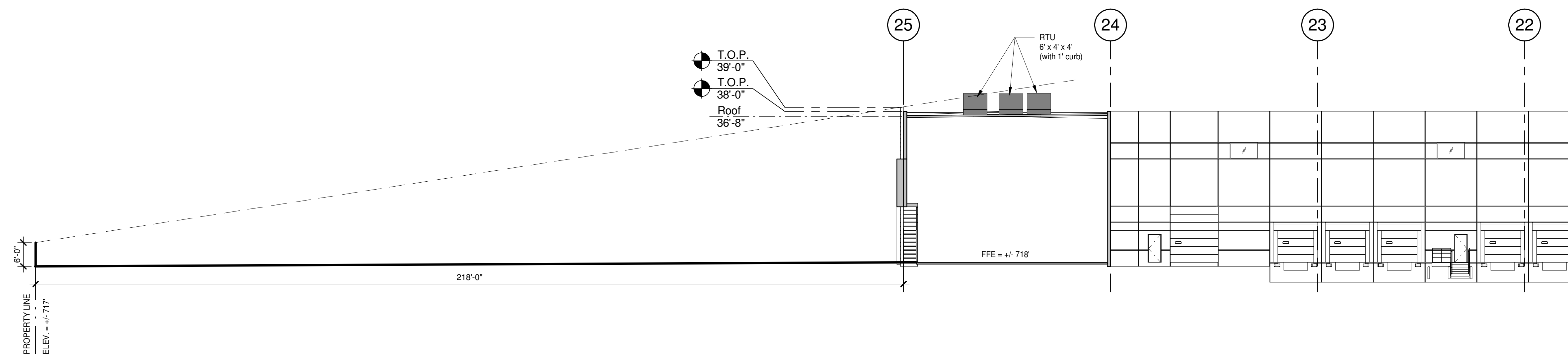
WARE MALCOMB
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12/06/17
SHEET
EX02



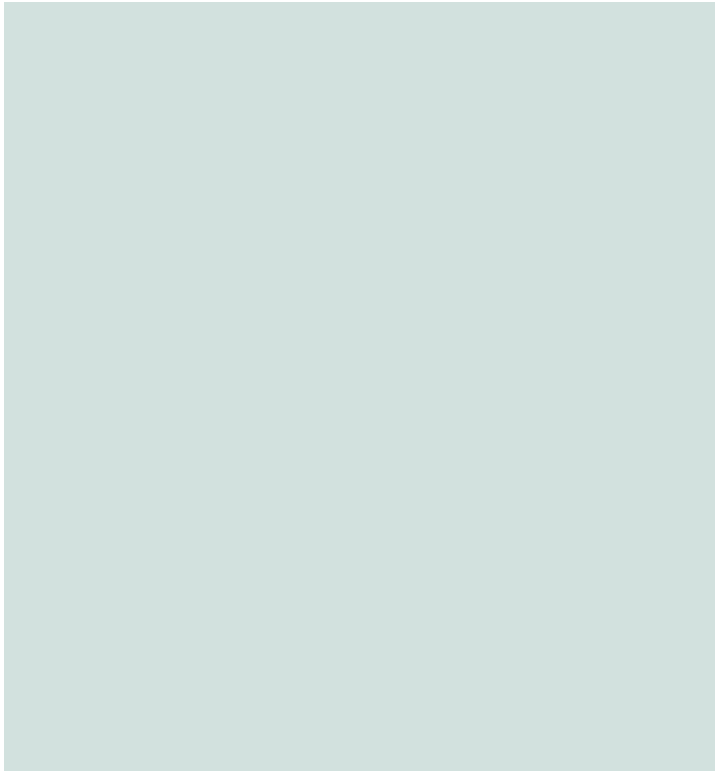
SECTION 1
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SECTION 2
SCALE: 1/16" = 1'-0"



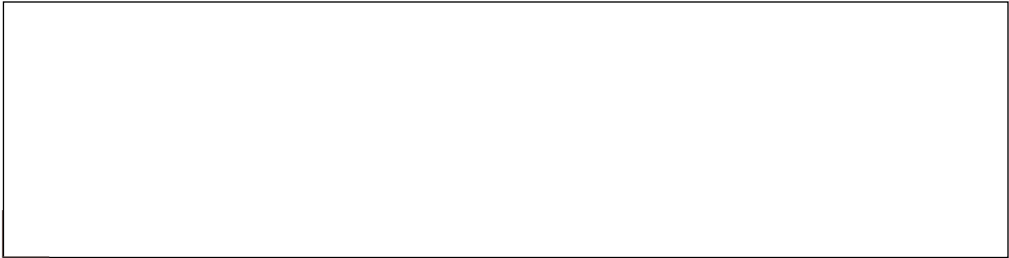
SECTION 3
SCALE: 1/16" = 1'-0"



C Glazing



B Composite Wood Siding



A1 Paint for Precast Panel - White



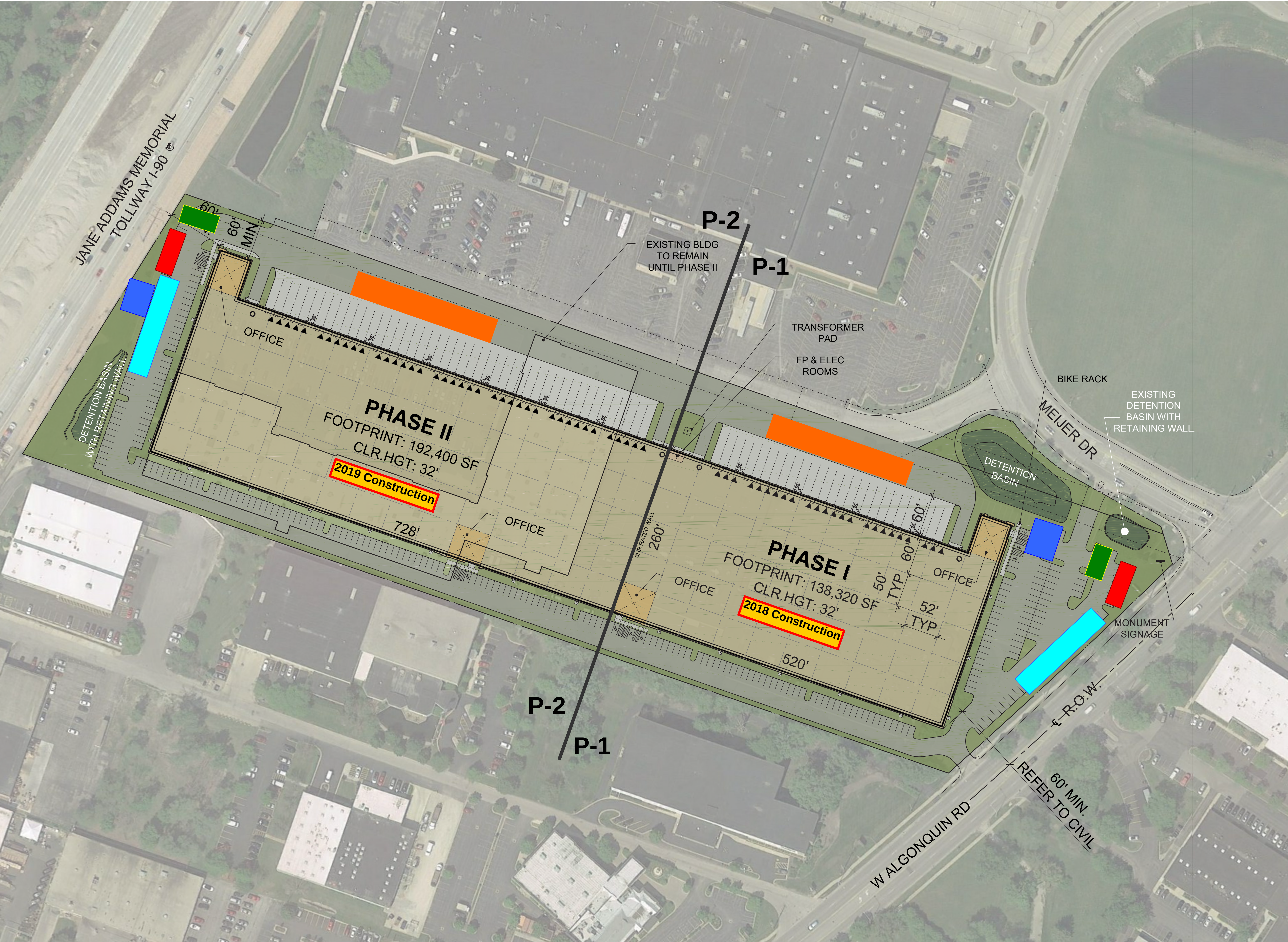
A2 Paint for Precast Panel - Medium Grey



A3 Paint for Precast Panel - Dark Grey



D Aluminum Storefront Framing



PROJECT DATA:			
BUILDING FOOTPRINT:		330,720 SF	
BUILDING USE:			
WAREHOUSE		319,800 SF	
OFFICE	@ 3%	10,920 SF	
PARKING PROVIDED:			
AUTO:		305 STALLS	
		@0.92/1000 SF	
TRAILER:		0 STALLS	
TRUCK DOCKS:			
▲ DOCK-HIGH DOORS		64	
● GRADE-LEVEL DOORS		4	
FAR:		.49	

Dumpster Area

Material Storage

Construction Trailer

Construction Worker's Parking + / - 30

Construction Vehicle Staging + / - 10

- Crane – Precast
- Trucking – Precast
- Concrete Trucks
- Dump Trucks
- Excavation Equipment
- Material Trucks
- Lifts
- Lulls
- Light Duty Trucks
- Trenchers

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

HAMILTON PARTNERS

SCHEME 12

Conceptual Site Plan

W ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL

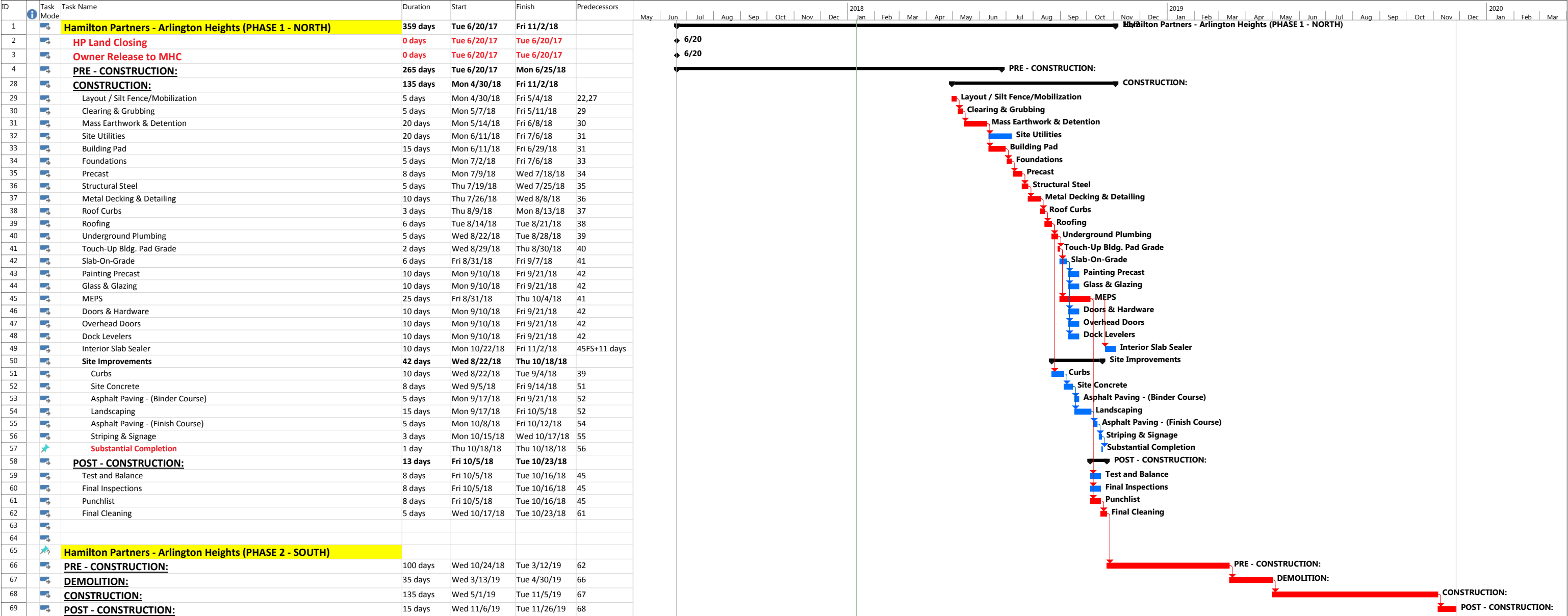
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.



WARE MALCOMB

CHI16-0313-00
12.06.2017

SHEET
1



RWG ENGINEERING, LLC
CIVIL ENGINEERING — REAL ESTATE CONSULTING — PROJECT MANAGEMENT
ILLINOIS PROFESSIONAL DESIGN FIRM #184-006370
LIMITATION OF WARRANTY OF ENGINEER'S
INSTRUMENTS OF SERVICE

THE ENGINEER AND HIS CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND A REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT TO THE ENGINEER OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

LEGEND		
	EXISTING	PROPOSED
SANITARY MANHOLE	⊙	⊙
STORM MANHOLE	⊙	⊙
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▷
CONCRETE HEADWALL	⌋	⌋
VALVE VAULT	⊗	⊗
VALVE BOX	⊞	⊞
FIRE HYDRANT	⌋	⌋
BUFFALO BOX	⊙	⊙
CLEANOUT	⊞	⊞
SANITARY SEWER	—	—
FORCE MAIN	—	—
STORM SEWER	—	—
WATER MAIN	—	—
CONSTRUCT WATER MAIN UNDER SEWER	—	—
GRANULAR TRENCH BACKFILL	—	—
STREET LIGHT	—	—
ELECTRICAL CABLE	—	—
2" CONDUIT ENCASEMENT	—	—
ELECTRICAL TRANSFORMER OR PEDESTAL	—	—
POWER POLE	—	—
STREET SIGN	—	—
GAS MAIN	—	—
TELEPHONE LINE	—	—
CONTOUR	—	—
SPOT ELEVATION	—	—
WETLANDS	—	—
FLOODWAY	—	—
FLOODPLAIN	—	—
HIGH WATER LEVEL (HWL)	—	—
NORMAL WATER LEVEL (NWL)	—	—
DIRECTION OF SURFACE FLOW	—	—
DITCH OR SWALE	—	—
OVERFLOW RELIEF ROUTING	—	—
SLOPE BANK	—	—
TREE WITH TRUNK SIZE	—	—
SOIL BORING	—	—
TOPSOIL PROBE	—	—
FENCE LINE, WIRE OR SILT	—	—
FENCE LINE, CHAIN LINK OR IRON	—	—
FENCE LINE, WOOD OR PLASTIC	—	—
CONCRETE SIDEWALK	—	—
CURB AND GUTTER	—	—
DEPRESSED CURB	—	—
REVERSE PITCH CURB & GUTTER	—	—
EASEMENT LINE	—	—

ABBREVIATIONS

BL	BASE LINE	NWL	NORMAL WATER LEVEL
C	LONG CHORD OF CURVE	PC	POINT OF CURVATURE
C & G	CURB AND GUTTER	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVI	POINT OF VERTICAL INTER
CL	CENTERLINE	R	RADIUS
D	DEGREE OF CURVE	ROW	RIGHT-OF-WAY
EP	EDGE OF PAVEMENT	SAN	SANITARY SEWER
FF	FINISHED FLOOR	ST	STORM SEWER
FG	FINISHED GRADE	T	TANGENCY OF CURVE
FL	FLOW LINE	TB	TOP OF BANK
FP	FLOODPLAIN	TC	TOP OF CURB
FR	FRAME	TF	TOP OF FOUNDATION
FW	FLOODWAY	TP	TOP OF PIPE
HWL	HIGH WATER LEVEL	TS	TOP OF SIDEWALK
INV	INVERT	TW	TOP OF WALK
L	LENGTH OF CURVE	WM	WATER MAIN
MH	MANHOLE	Δ	INTERSECTION ANGLE



Formerly JULIE 1-800-892-0123

FINAL ENGINEERING PLANS

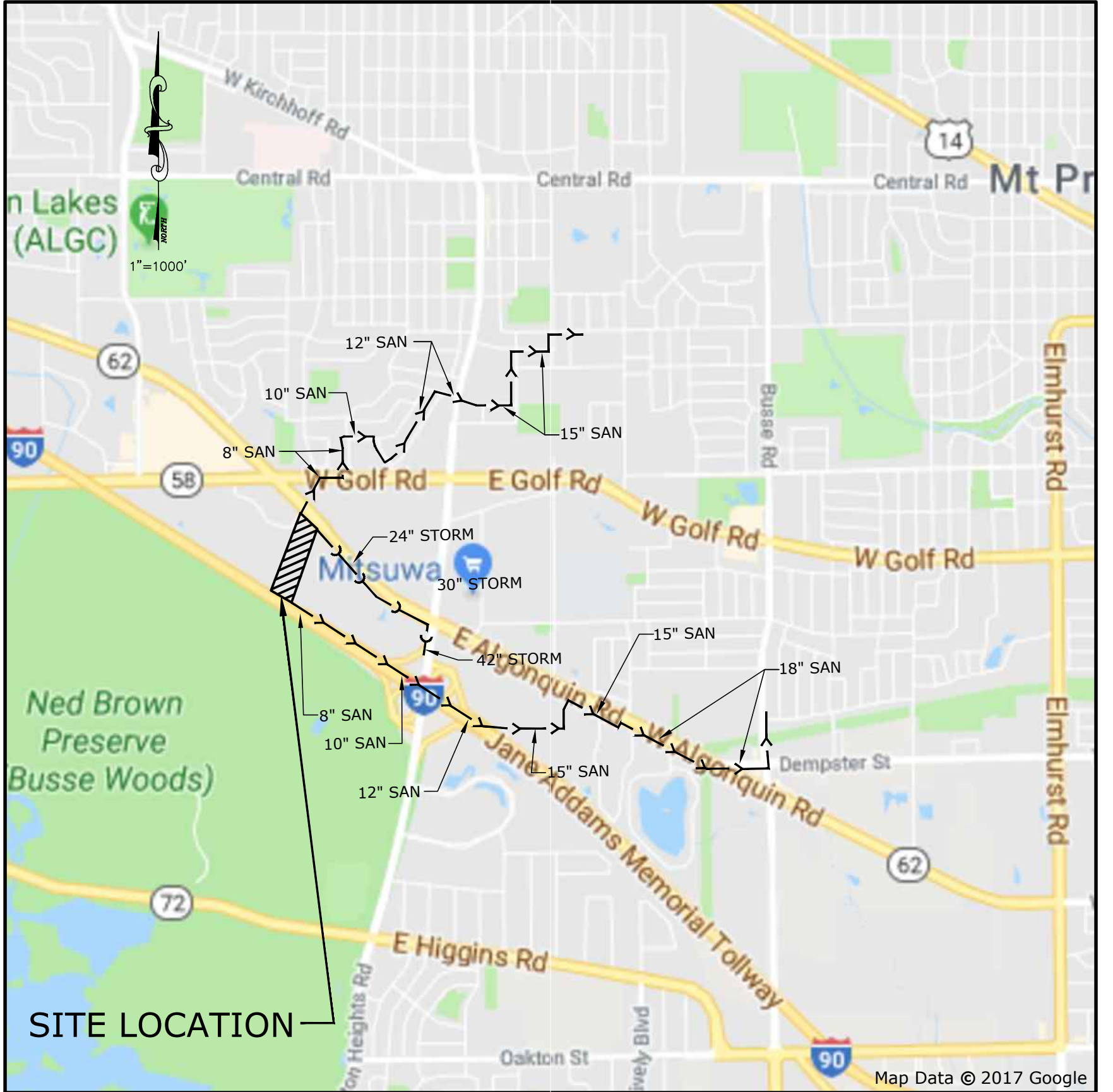
FOR

ARLINGTON HEIGHTS INDUSTRIAL

703-723 W. ALGONQUIN ROAD

ARLINGTON HEIGHTS, IL

LOCATION MAP



SITE LOCATION

NOTE:
COORDINATES AT PROPERTY CORNERS SHOWN HEREON ARE REFERENCED TO ILLINOIS STATE PLANE SYSTEM COORDINATES, EAST ZONE, AS NOTED BELOW.

NORTHWEST CORNER AT ALGONQUIN RD.:
N 1960854.81, E 1077063.33
NORTHWEST CORNER AT MEUER DR.:
N 1960840.82, E 1077018.74
SOUTHWEST CORNER:
N 1959385.52, E 1076522.46
SOUTHEAST CORNER:
N 1959146.50, E 1076910.11
NORTHEAST CORNER:
N 1960524.02, E 1077375.80

CONTACTS

VILLAGE OF ARLINGTON HEIGHTS
Community Development: 847-368-5200
33 S. Arlington Heights Road
Arlington Heights
Public Works Department: 847-368-5800
222 N. Ridge Ave.
Arlington Heights
JULIE
Underground Utility Locations
1-800-892-0123
811

GENERAL NOTES

- The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
 - Village of Arlington Heights Public Works Department (847-368-5800)
 - MWRD local sewer systems Field Office (708-588-4055)
- The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
- Elevations shown herein reflect NAVD 1988 datum.
- The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, dated August 9, 2017. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
- RWG Engineering, LLC, its employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
- Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
- Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
 - "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
 - "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
 - "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
 - The subdivision and development codes and standards of the Village of Arlington Heights, as published by the Municipality.
 - "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective April 24, 1997.
 - The National Electric Code.
 - "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
 - Standards and specifications of the Metropolitan Water Reclamation District (MWRD) — Local sewer systems section.
- The Village of Arlington Heights "A Manual of Practice for the Design of Public & Private Improvements" and Development Ordinance and the MWRD requirements shall take precedence if a conflict in project specifications occurs.

PLANS PREPARED FOR
MORGAN HARBOUR CONSTRUCTION LLC
7510 SOUTH MADISON STREET
WILLOWBROOK, ILLINOIS 60527
(630)734-7737

INDEX OF SHEETS

- TITLE SHEET
- EXISTING CONDITIONS PLAN — PHASE 1
- EXISTING CONDITIONS PLAN — PHASE 2
- DEMOLITION PLAN — PHASE 1
- DEMOLITION PLAN — PHASE 2
- MASTER DEVELOPMENT PLAN — PHASE 1 & 2
- SITE GEOMETRIC AND PAVING PLAN — PHASE 1
- SITE GEOMETRIC AND PAVING PLAN — PHASE 2
- SOIL EROSION & SEDIMENT CONTROL (SESC) PLAN — PHASE 1
- SOIL EROSION & SEDIMENT CONTROL (SESC) PLAN — PHASE 2
- SOIL EROSION & SEDIMENT CONTROL NOTES & DETAILS
- GRADING PLAN — PHASE 1
- GRADING PLAN — PHASE 2
- GRADING DETAILS — PHASE 1 & 2
- UTILITY PLAN — PHASE 1
- UTILITY PLAN — PHASE 2
- PLAN AND PROFILE — PHASE 1 & 2
- PROJECT NOTES AND SPECIFICATIONS
- CONSTRUCTION DETAILS AND STANDARDS
- CONSTRUCTION DETAILS AND STANDARDS

ATTACHMENTS

- UNDERGROUND DETENTION SYSTEM NOTES AND DETAILS

BENCHMARKS

BASIS OF BEARING:
ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE.
BENCHMARK: NGS PID DM3900
SURVEY DISK SET ON THE TOP OF THE SOUTH END OF THE EAST ABUTMENT OF THE GOLF ROAD BRIDGE NO 016-0349 OVER SALT CREEK, APPROXIMATELY 0.3 MI (0.5 KM) WEST OF THE INTERSECTION OF GOLF ROAD WITH NEW WILKE ROAD, 3 FT (0.9 M) SOUTH OF A CHAIN LINK FENCE.
THE STATION IS LOCATED ABOUT 7.4 MI (11.9 KM) SOUTHWEST OF WHEELING, 4.3 MI (6.9 KM) SOUTH-SOUTHEAST OF PALATINE AND 3.0 MI (4.8 KM) SOUTH-SOUTHWEST OF ARLINGTON HEIGHTS. OWNERSHIP—ROAD RIGHT-OF-WAY.
ELEV. =695.85 (NAVD 88 DATUM)
SITE BENCHMARK:
CROSS CUT IN WALK ON THE SOUTH SIDE OF ALGONQUIN ROAD IN FRONT OF SUBJECT PROPERTY.
ELEV. = 616.17

PRELIMINARY FOR REVIEW ONLY
NOT FOR CONSTRUCTION

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
TITLE SHEET

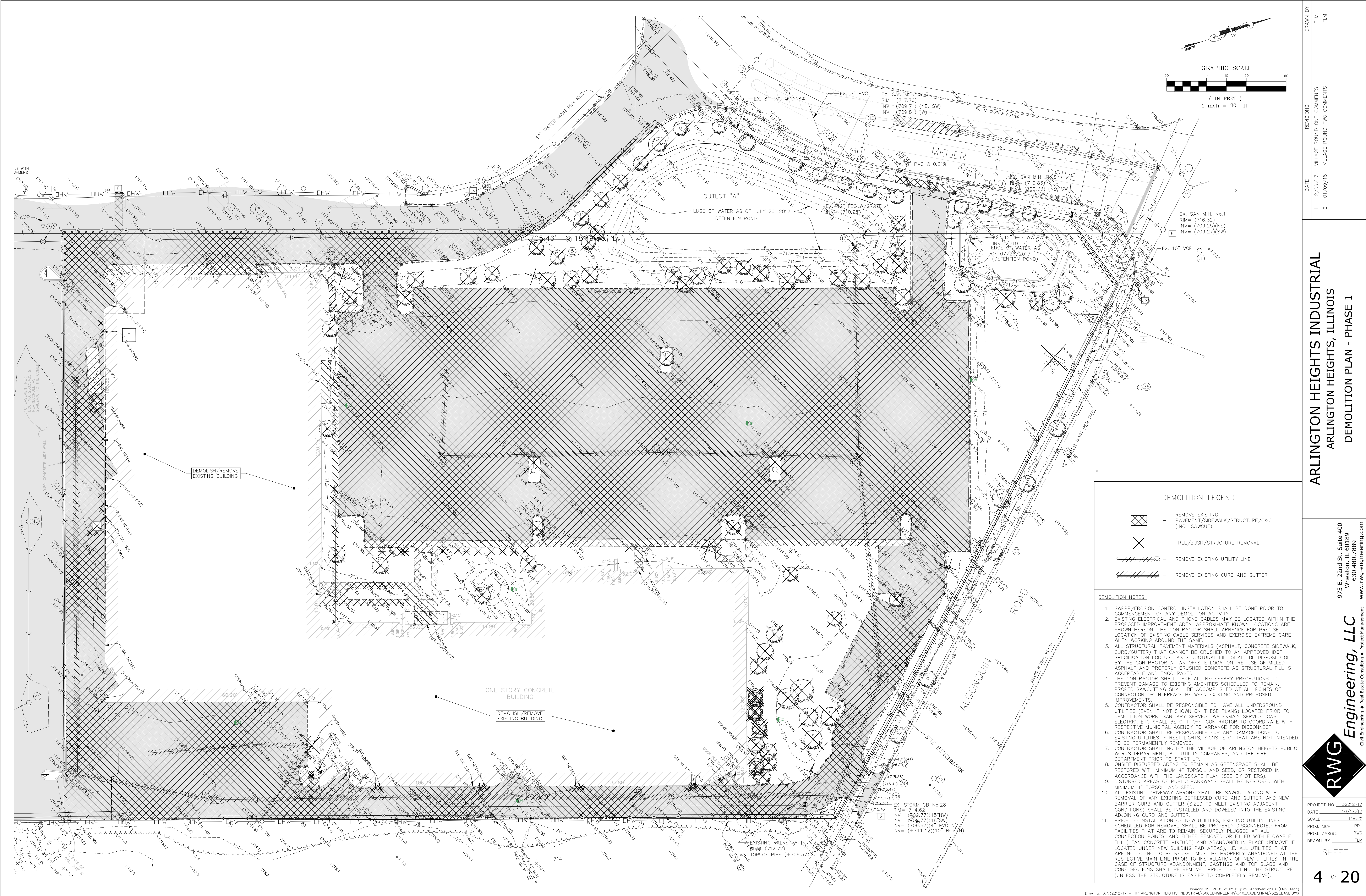
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630-480-7889
www.rwg-engineering.com

RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 32212717
DATE 10/17/17
SCALE NONE
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 20

EXPIRATION DATE: 11/30/19



ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
DEMOLITION PLAN - PHASE 1

975 E. 22nd St, Suite 400
Winneton, IL 60189
630-480-7889
www.rwg-engineering.com



PROJECT NO. 32212717
DATE 10/12/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

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4 OF 20

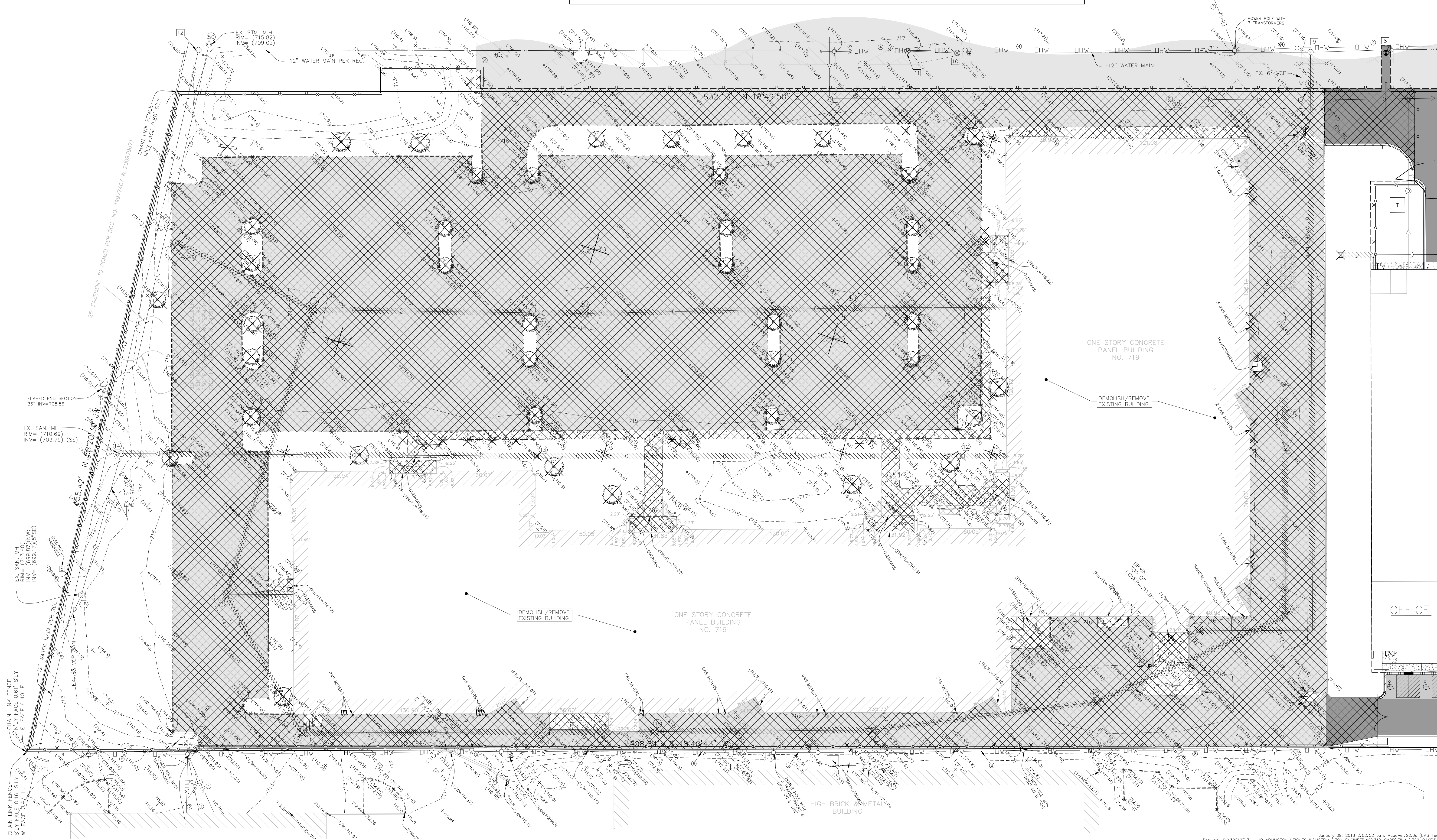
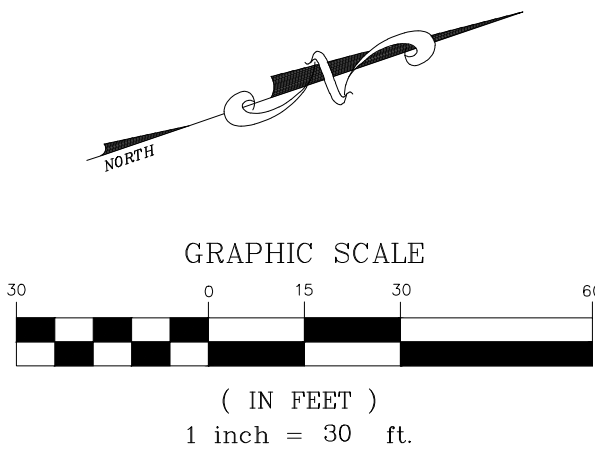
DATE	REVISIONS	DRAWN BY
12/05/17	VILLAGE ROUND ONE COMMENTS	TLM
07/09/18	VILLAGE ROUND TWO COMMENTS	TLM

DEMOLITION NOTES:

- SWPPP/EROSION CONTROL INSTALLATION SHALL BE DONE PRIOR TO COMMENCEMENT OF ANY DEMOLITION ACTIVITY.
- EXISTING ELECTRICAL AND PHONE CABLES MAY BE LOCATED WITHIN THE PROPOSED IMPROVEMENT AREA. APPROXIMATE KNOWN LOCATIONS ARE SHOWN HEREON. THE CONTRACTOR SHALL ARRANGE FOR PRECISE LOCATION OF EXISTING CABLE SERVICES AND EXERCISE EXTREME CARE WHEN WORKING AROUND THE SAME.
- ALL STRUCTURAL PAVEMENT MATERIALS (ASPHALT, CONCRETE SIDEWALK, CURB/GUTTER) THAT CANNOT BE CRUSHED TO AN APPROVED IDOT SPECIFICATION FOR USE AS STRUCTURAL FILL SHALL BE DISPOSED OF BY THE CONTRACTOR AT AN OFFSITE LOCATION. RE-USE OF MILLED ASPHALT AND PROPERLY CRUSHED CONCRETE AS STRUCTURAL FILL IS ACCEPTABLE AND ENCOURAGED.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PREVENT DAMAGE TO EXISTING AMENITIES SCHEDULED TO REMAIN. PROPER SAWCUTTING SHALL BE ACCOMPLISHED AT ALL POINTS OF CONNECTION OR INTERFACE BETWEEN EXISTING AND PROPOSED IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES (EVEN IF NOT SHOWN ON THESE PLANS) LOCATED PRIOR TO DEMOLITION WORK. SANITARY SERVICE, WATERMAIN SERVICE, GAS, ELECTRIC, ETC SHALL BE CUT-OFF. CONTRACTOR TO COORDINATE WITH RESPECTIVE MUNICIPAL AGENCY TO ARRANGE FOR DISCONNECT.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE DONE TO EXISTING UTILITIES, STREET LIGHTS, SIGNS, ETC. THAT ARE NOT INTENDED TO BE PERMANENTLY REMOVED.
- CONTRACTOR SHALL NOTIFY THE VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT, ALL UTILITY COMPANIES, AND THE FIRE DEPARTMENT PRIOR TO START UP.
- ONSITE DISTURBED AREAS TO REMAIN AS GREENSPACE SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED, OR RESTORED IN ACCORDANCE WITH THE LANDSCAPE PLAN (SEE BY OTHERS).
- DISTURBED AREAS OF PUBLIC PARKWAYS SHALL BE RESTORED WITH MINIMUM 4" TOPSOIL AND SEED.
- ALL EXISTING DRIVEWAY APRONS SHALL BE SAWCUT ALONG WITH REMOVAL OF ANY EXISTING DEPRESSED CURB AND GUTTER, AND NEW BARRIER CURB AND GUTTER (SIZED TO MEET EXISTING ADJACENT CONDITIONS) SHALL BE INSTALLED AND DOWELED INTO THE EXISTING ADJOINING CURB AND GUTTER.
- PRIOR TO INSTALLATION OF UTILITIES, EXISTING UTILITY LINES SCHEDULED FOR REMOVAL SHALL BE PROPERLY DISCONNECTED FROM FACILITIES THAT ARE TO REMAIN, SECURELY PLUGGED AT ALL CONNECTION POINTS, AND EITHER REMOVED OR FILLED WITH FLOWABLE FILL (LEAN CONCRETE MIXTURE) AND ABANDONED IN PLACE (REMOVE IF LOCATED UNDER NEW BUILDING PAD AREAS), I.E. ALL UTILITIES THAT ARE NOT GOING TO BE REUSED MUST BE PROPERLY ABANDONED AT THE RESPECTIVE MAIN LINE PRIOR TO INSTALLATION OF NEW UTILITIES. IN THE CASE OF STRUCTURE ABANDONMENT, CASTINGS AND TOP SLABS AND CONE SECTIONS SHALL BE REMOVED PRIOR TO FILLING THE STRUCTURE (UNLESS THE STRUCTURE IS EASIER TO COMPLETELY REMOVE).

DEMOLITION LEGEND

- REMOVE EXISTING PAVEMENT/SIDEWALK/STRUCTURE/C&G (INCL SAWCUT)
- TREE/BUSH/STRUCTURE REMOVAL
- REMOVE EXISTING UTILITY LINE
- REMOVE EXISTING CURB AND GUTTER

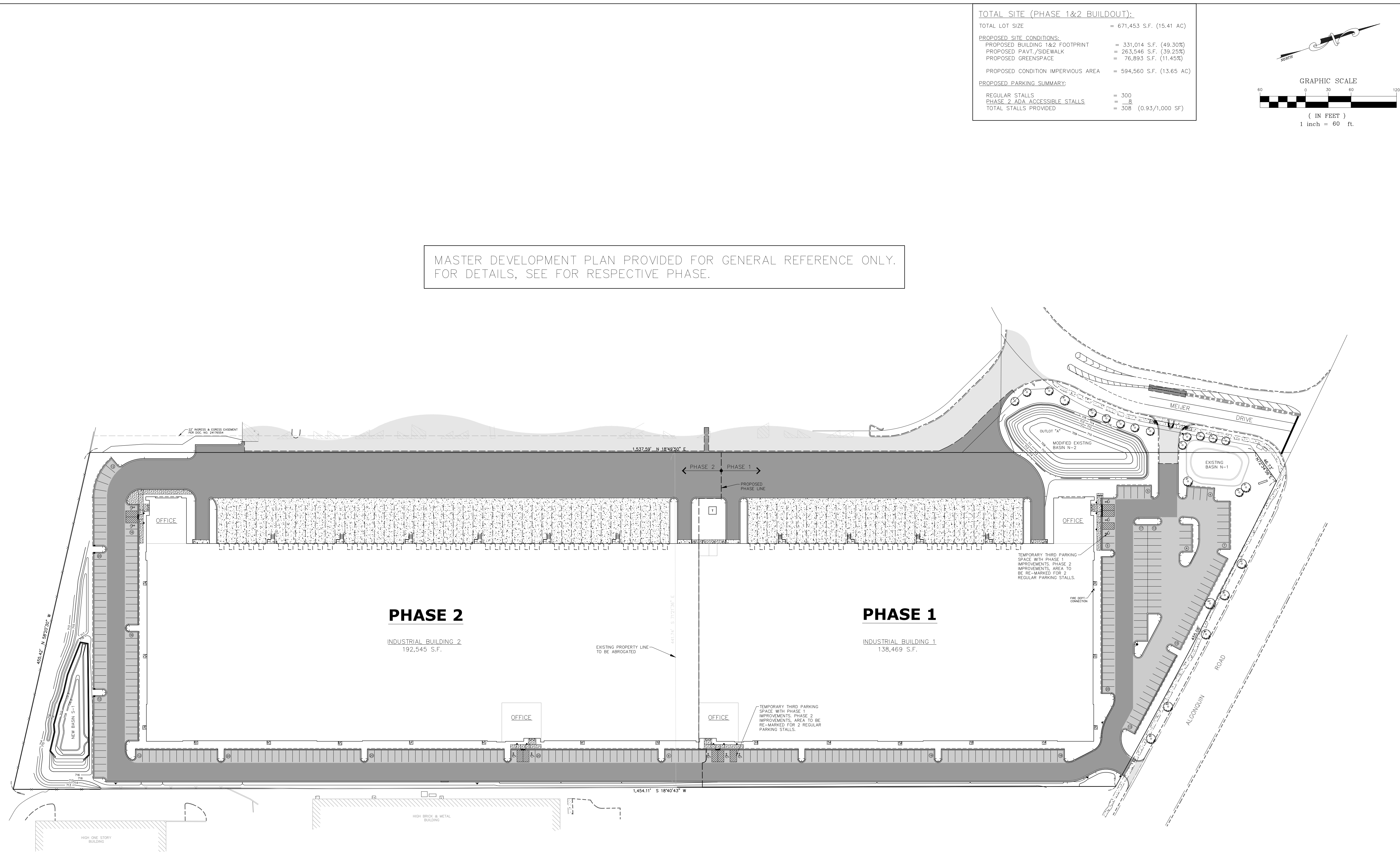


ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
DEMOLITION PLAN - PHASE 2

RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

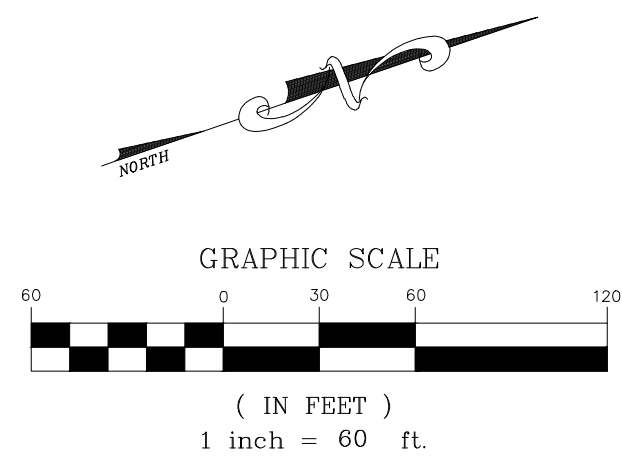
PROJECT NO. 32212717
DATE 10/17/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
5 OF 20



MASTER DEVELOPMENT PLAN PROVIDED FOR GENERAL REFERENCE ONLY.
FOR DETAILS, SEE FOR RESPECTIVE PHASE.

TOTAL SITE (PHASE 1&2 BUILDOUT):	
TOTAL LOT SIZE	= 671,453 S.F. (15.41 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING 1&2 FOOTPRINT	= 331,014 S.F. (49.30%)
PROPOSED PAVT./SIDEWALK	= 263,546 S.F. (39.25%)
PROPOSED GREENSPACE	= 76,893 S.F. (11.45%)
PROPOSED CONDITION IMPEROVUS AREA	= 594,560 S.F. (13.65 AC)
PROPOSED PARKING SUMMARY:	
REGULAR STALLS	= 300
PHASE 2 ADA ACCESSIBLE STALLS	= 8
TOTAL STALLS PROVIDED	= 308 (0.93/1,000 SF)



ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
MASTER DEVELOPMENT PLAN - PHASE 1 & 2

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

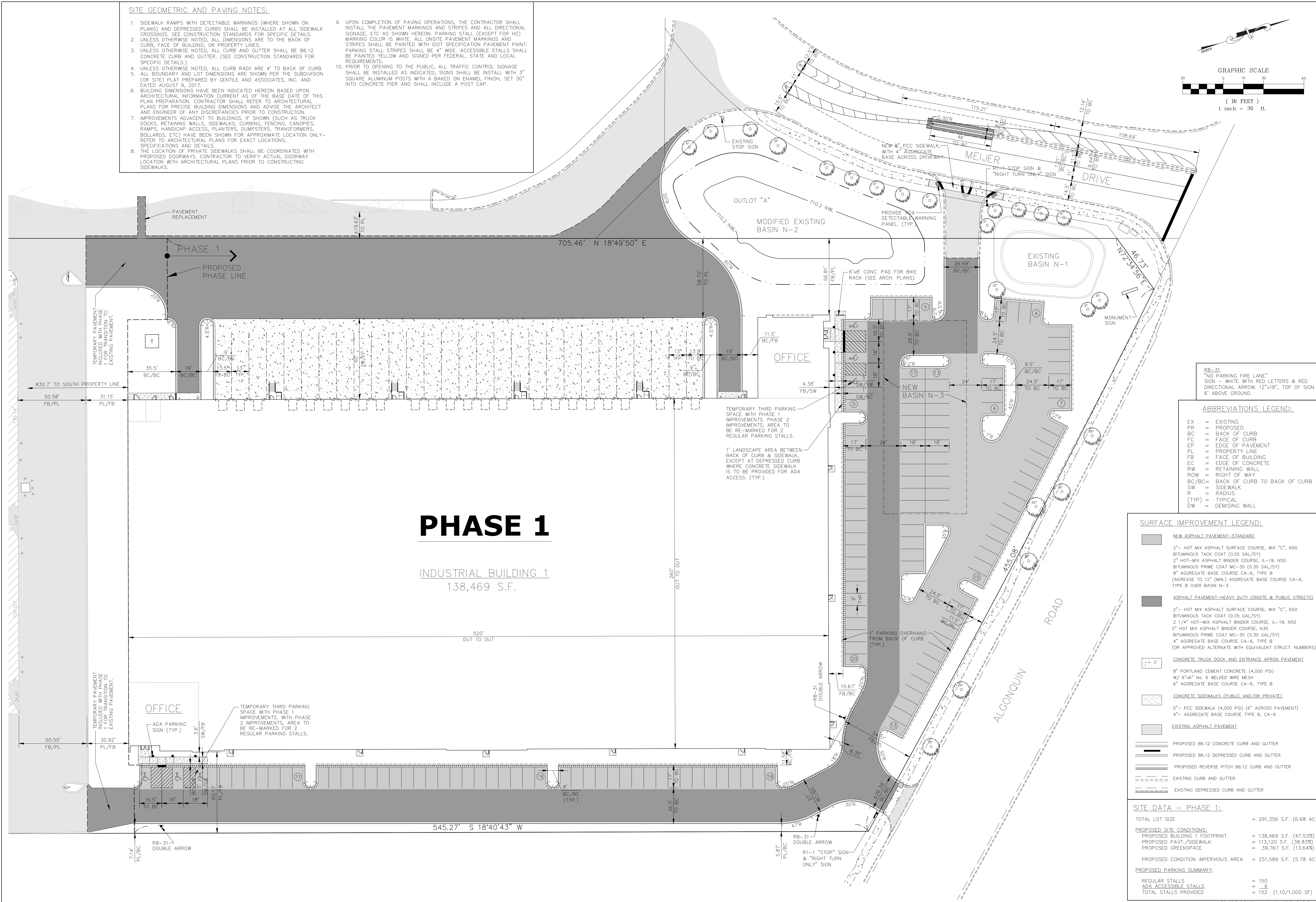
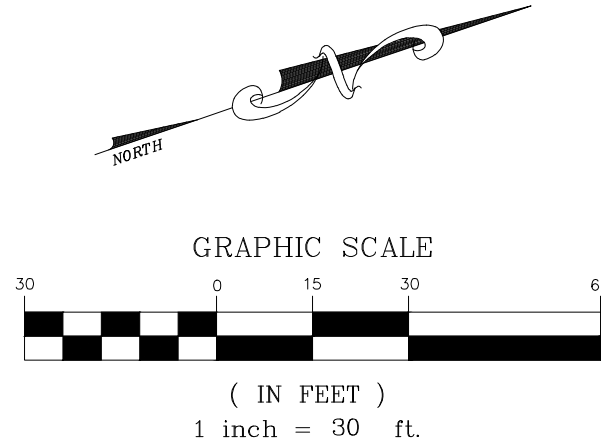
Engineering, LLC
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PROJECT NO. 32212717
DATE 10/17/17
SCALE 1"=60'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
6 OF 20

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS (WHERE SHOWN ON PLANS) AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED AUGUST 9, 2017.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. ACCESSIBLE STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 30" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.



PHASE 1

INDUSTRIAL BUILDING 1
138,469 S.F.

ABBREVIATIONS LEGEND:

- EX = EXISTING
- PR = PROPOSED
- BC = BACK OF CURB
- FC = FACE OF CURB
- EP = EDGE OF PAVEMENT
- PL = PROPERTY LINE
- FB = FACE OF BUILDING
- EC = EDGE OF CONCRETE
- RW = RETAINING WALL
- ROW = RIGHT OF WAY
- BC/BC = BACK OF CURB TO BACK OF CURB
- SW = SIDEWALK
- R = RADIUS
- (TYP) = TYPICAL
- DW = DEMISING WALL

SURFACE IMPROVEMENT LEGEND:

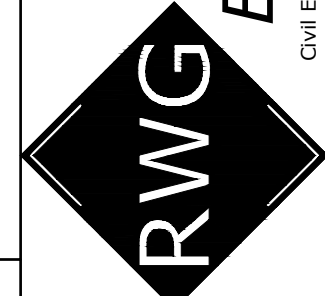
- NEW ASPHALT PAVEMENT-STANDARD
 - 2"- HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50 BITUMINOUS TACK COAT (0.05 GAL/SY)
 - 2" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50 BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
 - 8" AGGREGATE BASE COURSE CA-6, TYPE B (INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA-6, TYPE B OVER BASIN N-3.
- ASPHALT PAVEMENT-HEAVY DUTY (ONSITE & PUBLIC STREETS)
 - 2"- HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50 BITUMINOUS TACK COAT (0.05 GAL/SY)
 - 2 1/4" HOT-MIX ASPHALT BINDER COURSE, IL-19, N50 5" HOT MIX ASPHALT BINDER COURSE, N30 BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
 - 4" AGGREGATE BASE COURSE CA-6, TYPE B (OR APPROVED ALTERNATE WITH EQUIVALENT STRUCT. NUMBERS)
- CONCRETE TRUCK DOCK AND ENTRANCE APRON PAVEMENT
 - 6" PORTLAND CEMENT CONCRETE (4,000 PSI) W/ 6"x6" No. 6 WELDED WIRE MESH
 - 6" AGGREGATE BASE COURSE CA-6, TYPE B
- CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)
 - 5"- PCC SIDEWALK (4,000 PSI) (6" ACROSS PAVEMENT)
 - 4"- AGGREGATE BASE COURSE TYPE B, CA-6
- EXISTING ASPHALT PAVEMENT
- PROPOSED B6.12 CONCRETE CURB AND GUTTER
- PROPOSED B6.12 DEPRESSED CURB AND GUTTER
- PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING DEPRESSED CURB AND GUTTER

SITE DATA - PHASE 1:

- TOTAL LOT SIZE = 291,356 S.F. (6.68 AC)
- PROPOSED SITE CONDITIONS:
 - PROPOSED BUILDING 1 FOOTPRINT = 138,469 S.F. (47.53%)
 - PROPOSED PAVT./SIDEWALK = 113,120 S.F. (38.83%)
 - PROPOSED GREENSPACE = 39,767 S.F. (13.64%)
- PROPOSED CONDITION IMPERVIOUS AREA = 251,589 S.F. (5.78 AC)
- PROPOSED PARKING SUMMARY:
 - REGULAR STALLS = 150
 - ADA ACCESSIBLE STALLS = 6
 - TOTAL STALLS PROVIDED = 152 (1.10/1,000 SF)

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN - PHASE 1

Engineering, LLC
975 E. 22nd St., Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com



PROJECT NO. 32212717
DATE 10/17/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. TLM
DRAWN BY TLM

SHEET
7 OF 20

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS (WHERE SHOWN ON PLAN) AND DERESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE STANDARD SPECIFICATIONS FOR DETECTABLE RAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B612 CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS).
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED AUGUST 9, 2017.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS CONSTRUCTION. PREPARATION OF ARCHITECTURAL INFORMATION AND ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS (E.G. SIDEWALKS, DRIVEWAYS, FENCING, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY. THE ARCHITECT AND ENGINEER ARE RESPONSIBLE FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DRIVEWAYS. CONTRACTOR TO VERIFY ACTUAL LOCATION OF SIDEWALK WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS (WHERE SHOWN ON PLAN) AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS, SEE CONSTRUCTION SPECIFICATIONS FOR DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B612 CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION OF THIS PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED AUGUST 9, 2017.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS ARE SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC.) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY—REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH DOTD SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. ACCESSIBLE STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
9. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED. SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 30" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.

NEW ASPHALT PAVEMENT—STANDARD

2"— HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2"— HOT-MIX ASPHALT BINDER COURSE, IL-19, N50
BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA-6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA-6,
TYPE B OVER BASINS 3-2, S-3, AND S-4.

ASPHALT PAVEMENT—HEAVY DUTY (ONSITE & PUBLIC STREETS)

2"— HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.4"— HOT-MIX ASPHALT BINDER COURSE, IL-19, N50
5" HOT MIX ASPHALT BINDER COURSE, N30
BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
4" AGGREGATE BASE COURSE CA-6, TYPE B
(OR APPROPRIATE ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

NEW ASPHALT PAVEMENT—STANDARD

2"— HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2"— HOT-MIX ASPHALT BINDER COURSE, IL-19, N50
BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA-6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA-6,
TYPE B OVER BASINS 3-2, S-3, AND S-4.

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BITUMINOUS TACK COAT (0.05 GAL/SY)
2.4"— HOT-MIX ASPHALT BINDER COURSE, IL-19, N50
5" HOT MIX ASPHALT BINDER COURSE, N30
BITUMINOUS PRIME COAT MC-30 (0.30 GAL/SY)
4" AGGREGATE BASE COURSE CA-6, TYPE B
(OR APPROPRIATE ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

8" PORTLAND CEMENT CONCRETE (4000 PSI)
W/ 6"x6" No. 6 WELDED MESH
6" AGGREGATE BASE COURSE CA-6, TYPE B

CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)

8" - PCC SIDEWALK (4000 PSI) (6" ACROSS PAVEMENT)
4" - AGGREGATE BASE COURSE TYPE B, CA-6

EXISTING ASPHALT PAVEMENT

PROPOSED B6.12 CONCRETE CURB AND GUTTER

PROPOSED B6.12 DEPRESSIONED CURB AND GUTTER

PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSIONED CURB AND GUTTER

8" PORTLAND CEMENT CONCRETE (4000 PSI)
W/ 6"x6" No. 6 WELDED MESH
6" AGGREGATE BASE COURSE CA-6, TYPE B

CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)

8" - PCC SIDEWALK (4000 PSI) (6" ACROSS PAVEMENT)
4" - AGGREGATE BASE COURSE TYPE B, CA-6

EXISTING ASPHALT PAVEMENT

PROPOSED B6.12 CONCRETE CURB AND GUTTER

PROPOSED B6.12 DEPRESSIONED CURB AND GUTTER

PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER

EXISTING CURB AND GUTTER

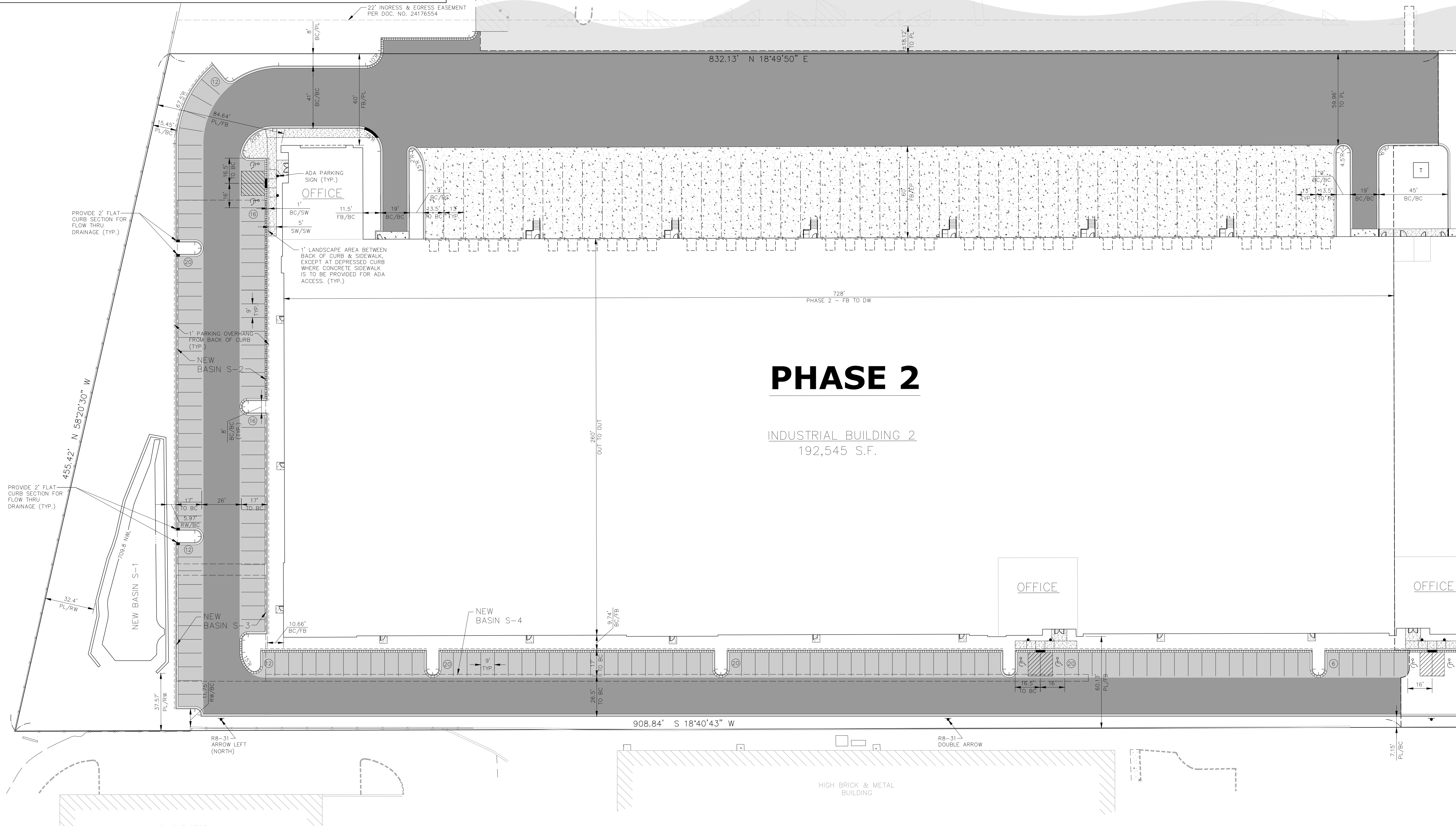
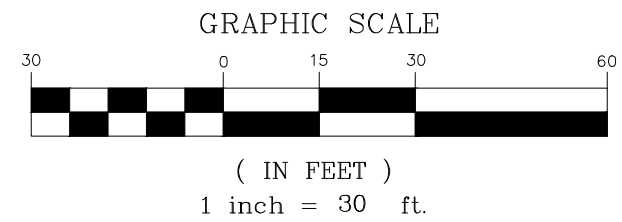
EXISTING DEPRESSIONED CURB AND GUTTER

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(Typ)	=	TYPICAL
DW	=	DEMISING WALL

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
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BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(Typ)	=	TYPICAL
DW	=	DEMISING WALL

TOTAL LOT SIZE	=	380,097 S.F. (8.73 AC)
<u>PROPOSED SITE CONDITIONS:</u>		
PROPOSED BUILDING 2' FOOTPRINT	=	192,545 S.F. (50.66%)
PROPOSED PAVT./SIDEWALK	=	141,957 S.F. (37.34%)
PROPOSED GREENSPACE	=	45,595 S.F. (12.00%)
PROPOSED CONDITION IMPERVIOUS AREA	=	334,502 S.F. (7.68 AC)
<u>PROPOSED PARKING SUMMARY:</u>		
REGULAR STALLS	=	150
PHASE 2 ADA ACCESSIBLE STALLS	=	4
TOTAL STALLS PROVIDED	=	154 (0.80/1,000 SF)

TOTAL LOT SIZE	=	380,097 S.F. (8.73 AC)
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	DATE	REVISIONS	DRAWN BY
1	12/06/17	VILLAGE ROUND ONE COMMENTS	TLM
2	01/09/18	VILLAGE ROUND TWO COMMENTS	TLM

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN - PHASE 2

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

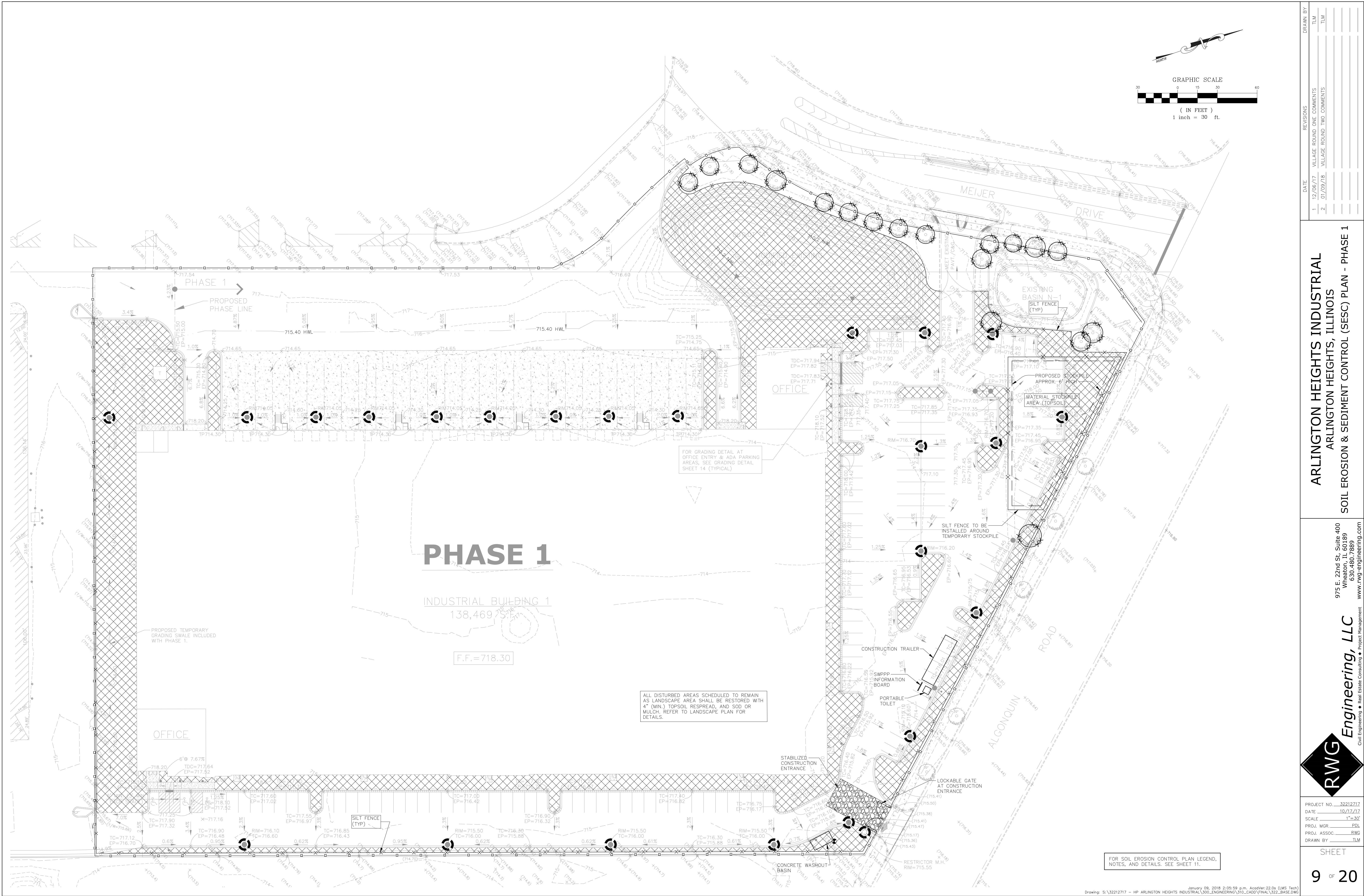


Engineering, LLC
Civil Engineering ♦ Real Estate Consulting ♦ Project Management

PROJECT NO. 32212717
DATE 10/17/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET

8 OF 20



DATE	REVISIONS	DRAWN BY
12/06/17	VILLAGE ROUND ONE COMMENTS	TLM
01/09/18	VILLAGE ROUND TWO COMMENTS	TLM

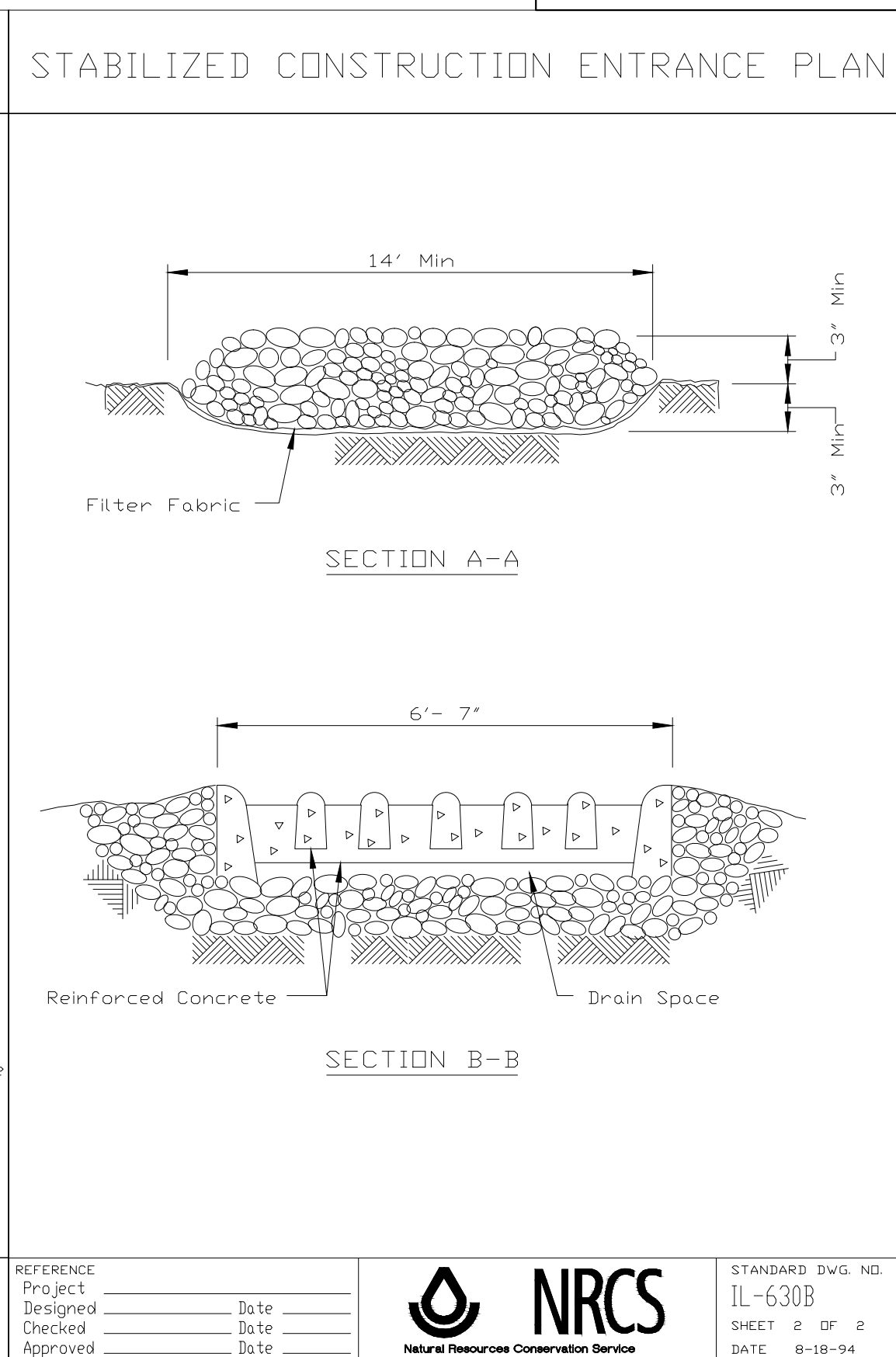
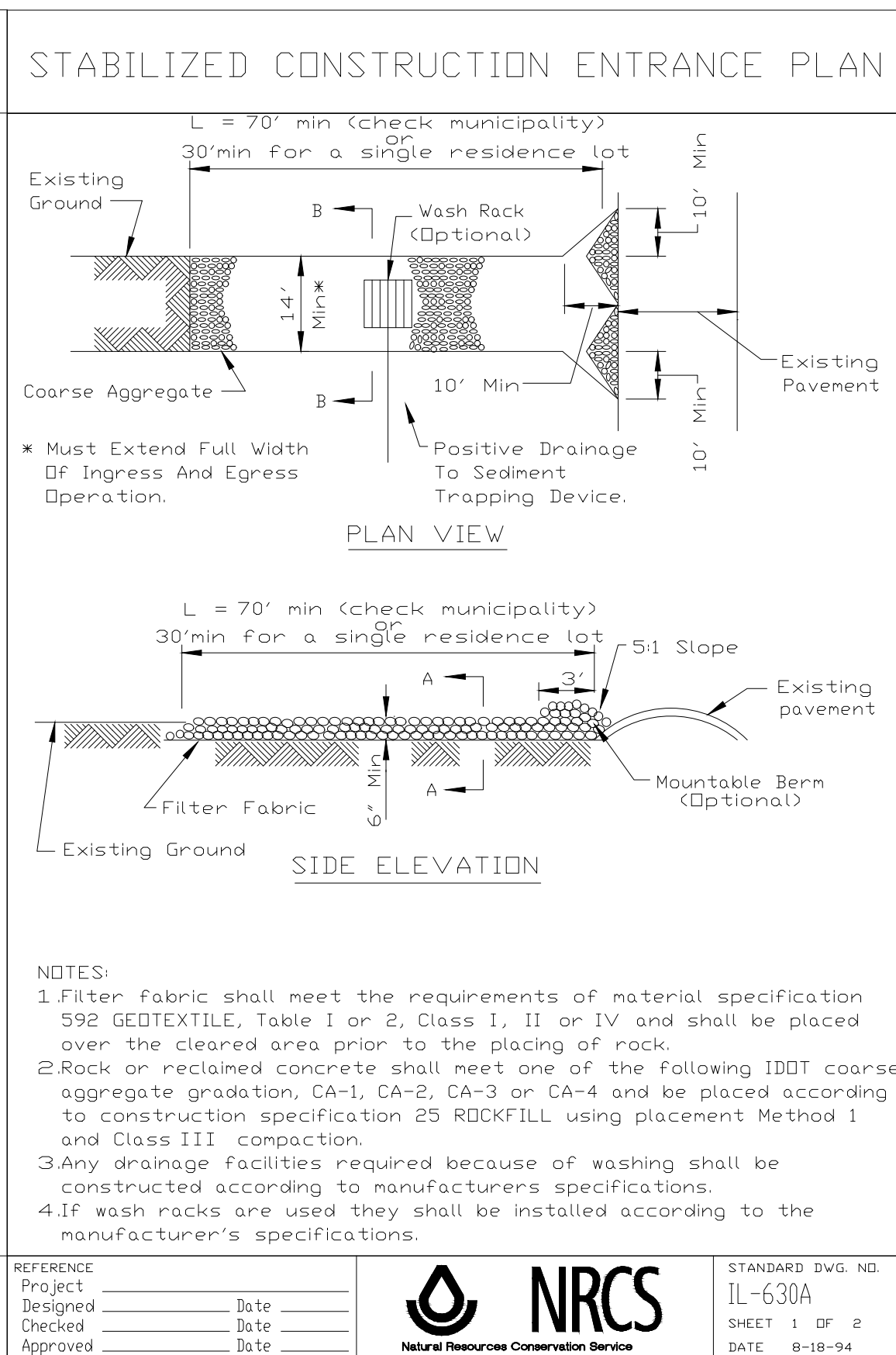
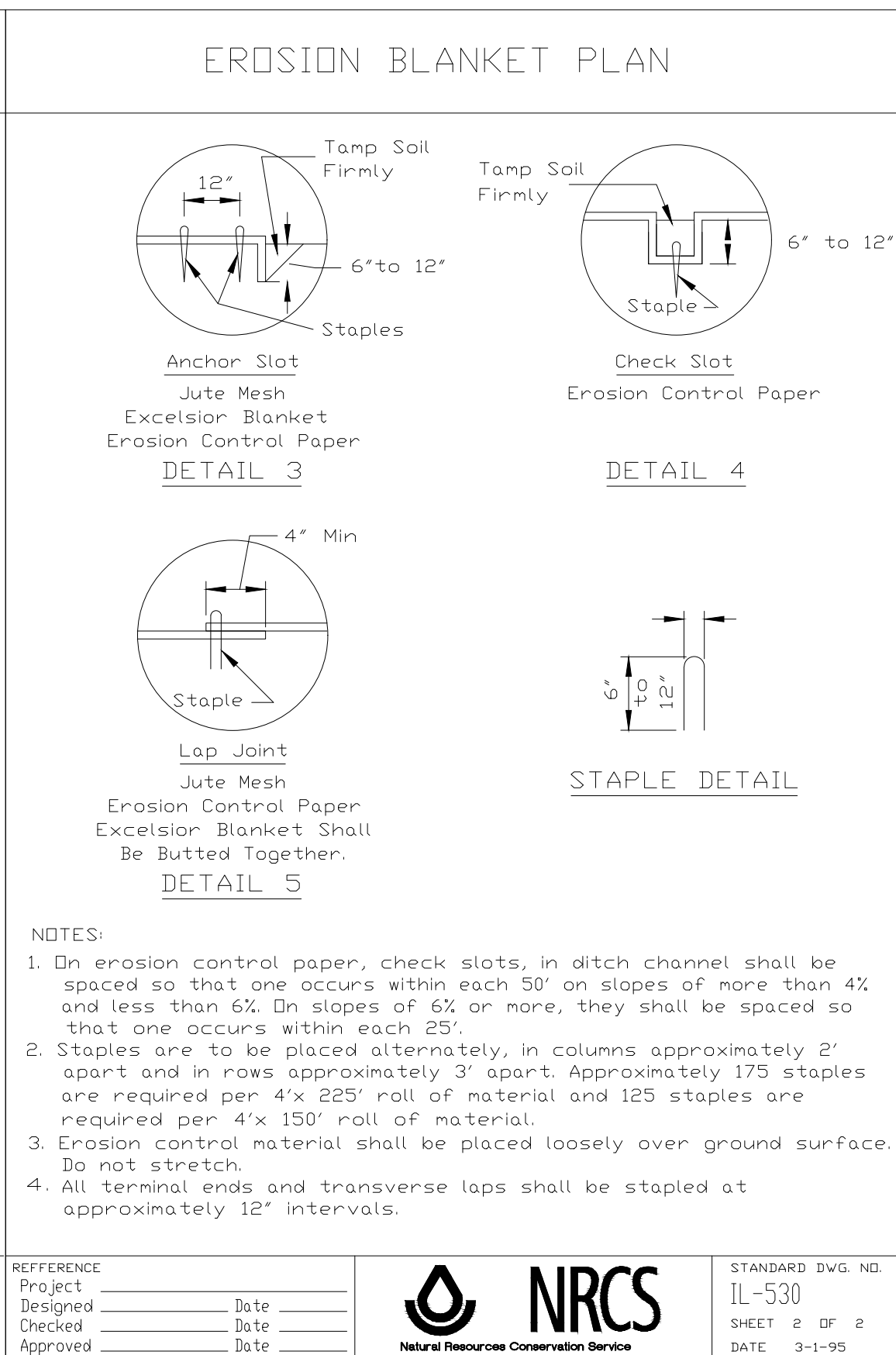
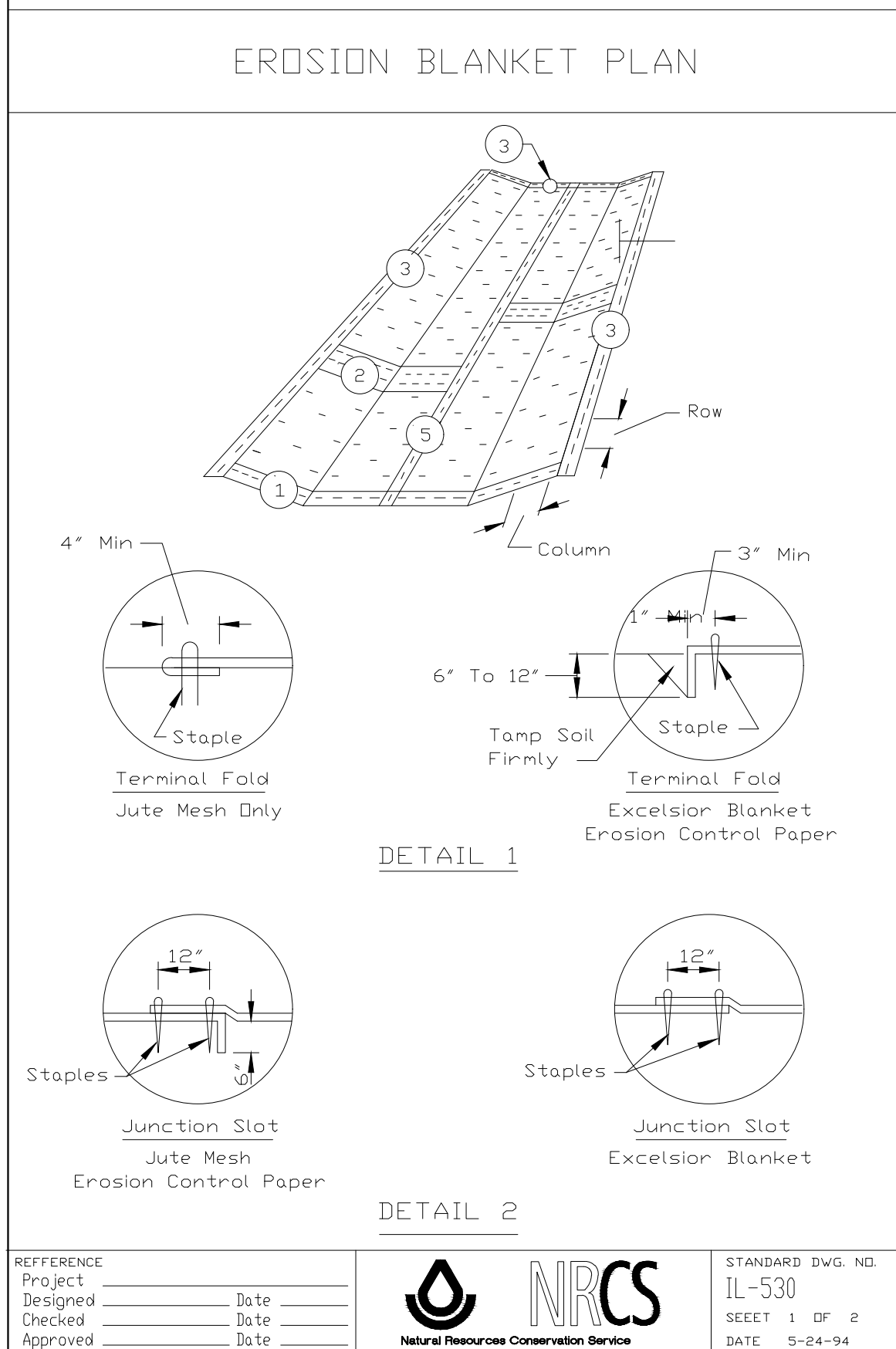
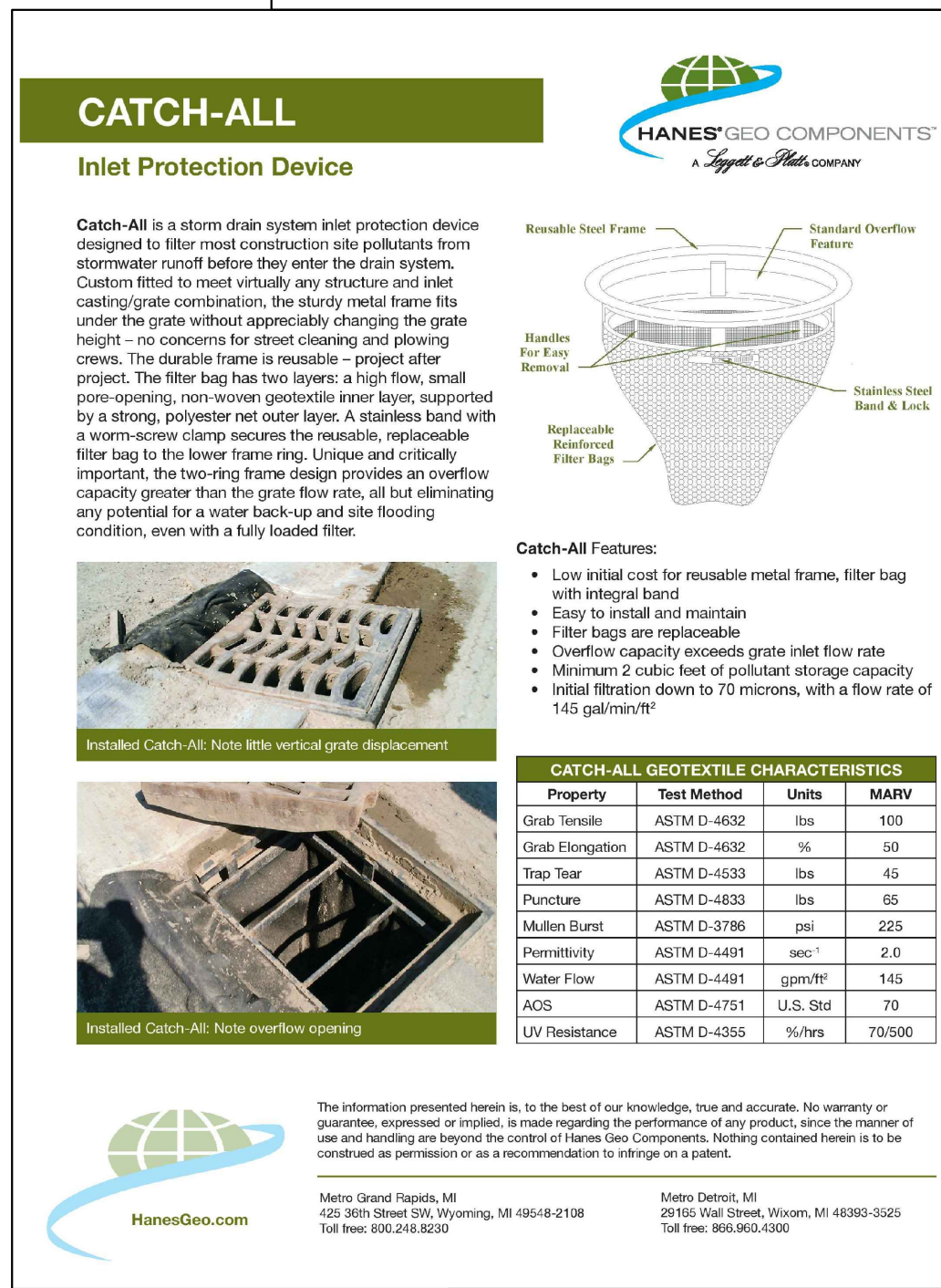
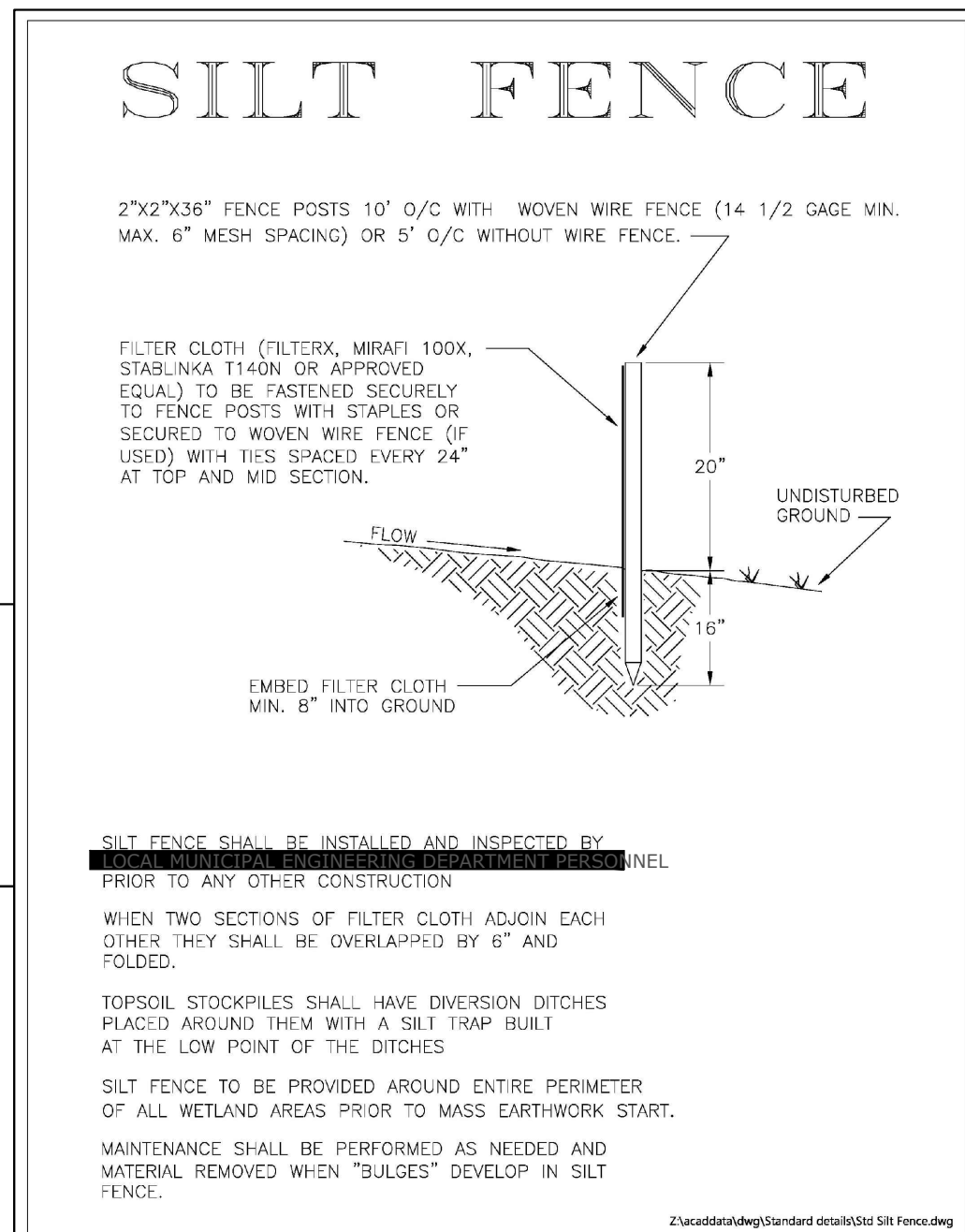
ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SOIL EROSION & SEDIMENT CONTROL (SESC) PLAN - PHASE 1

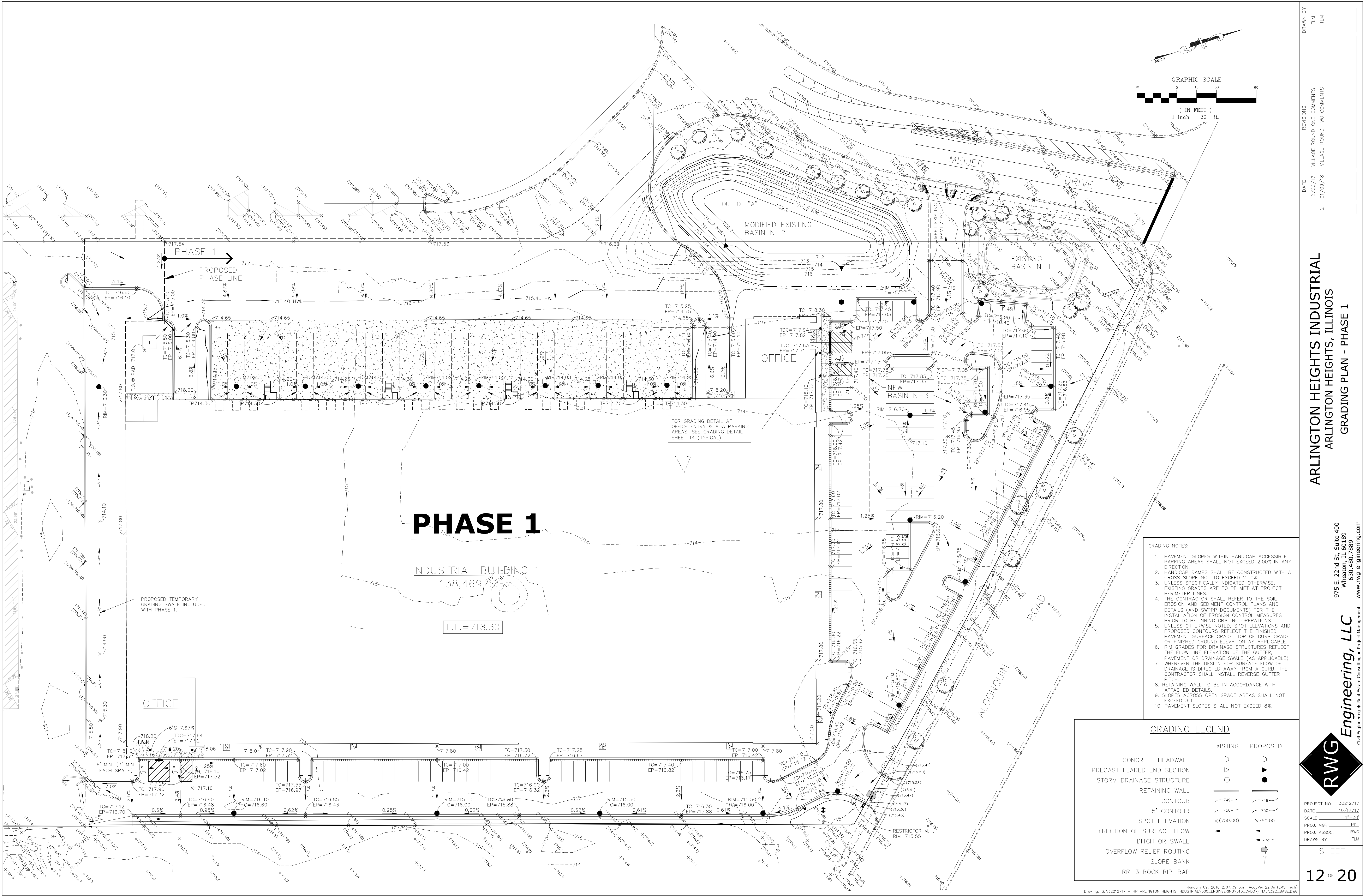
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 132212717
DATE 10/17/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET 9 OF 20

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SOIL EROSION & SEDIMENT CONTROL NOTES & DETAILS





ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
GRADING PLAN - PHASE 1

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Wheaton, IL 60189
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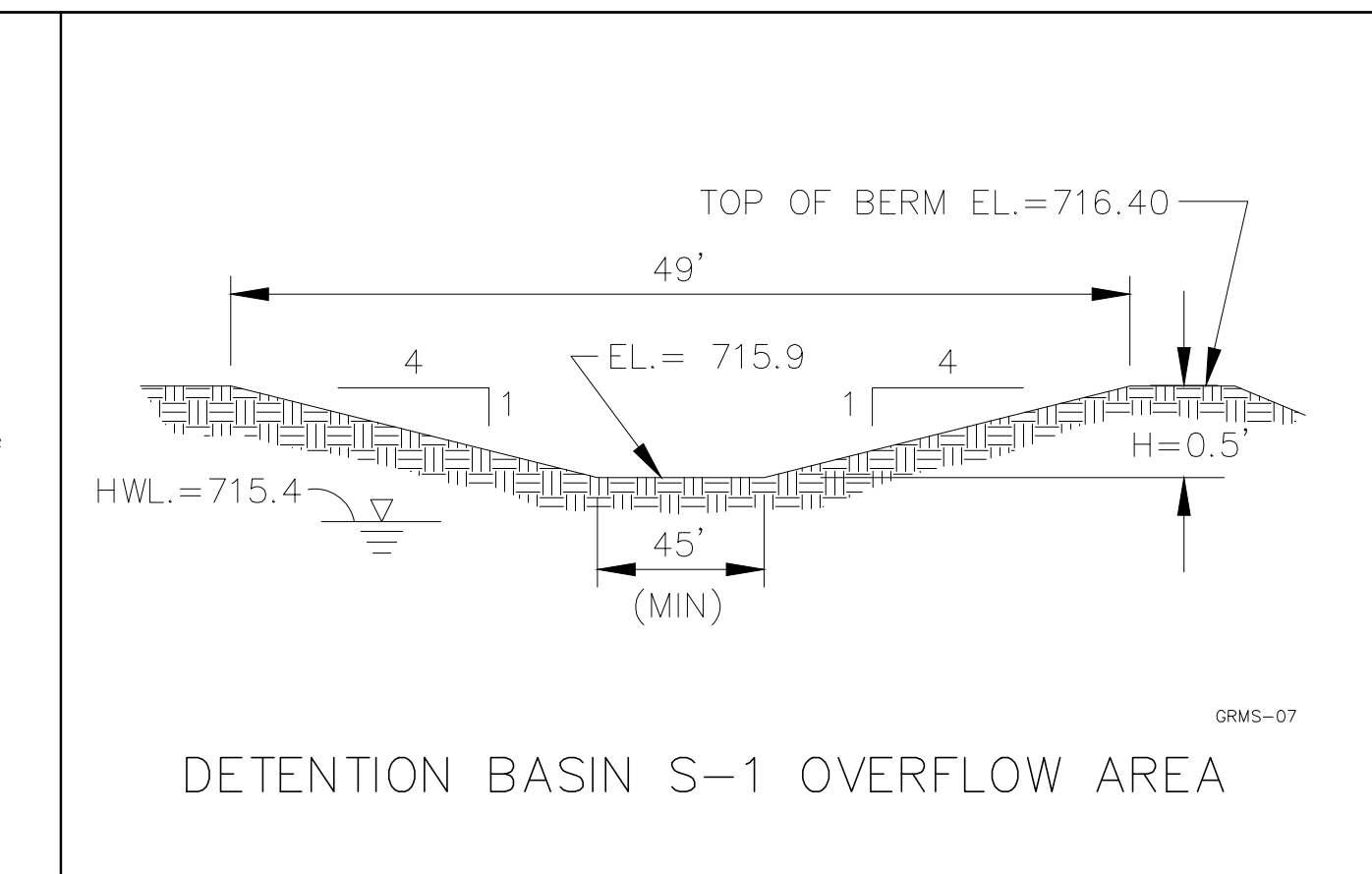
RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 32212717
DATE 10/12/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET

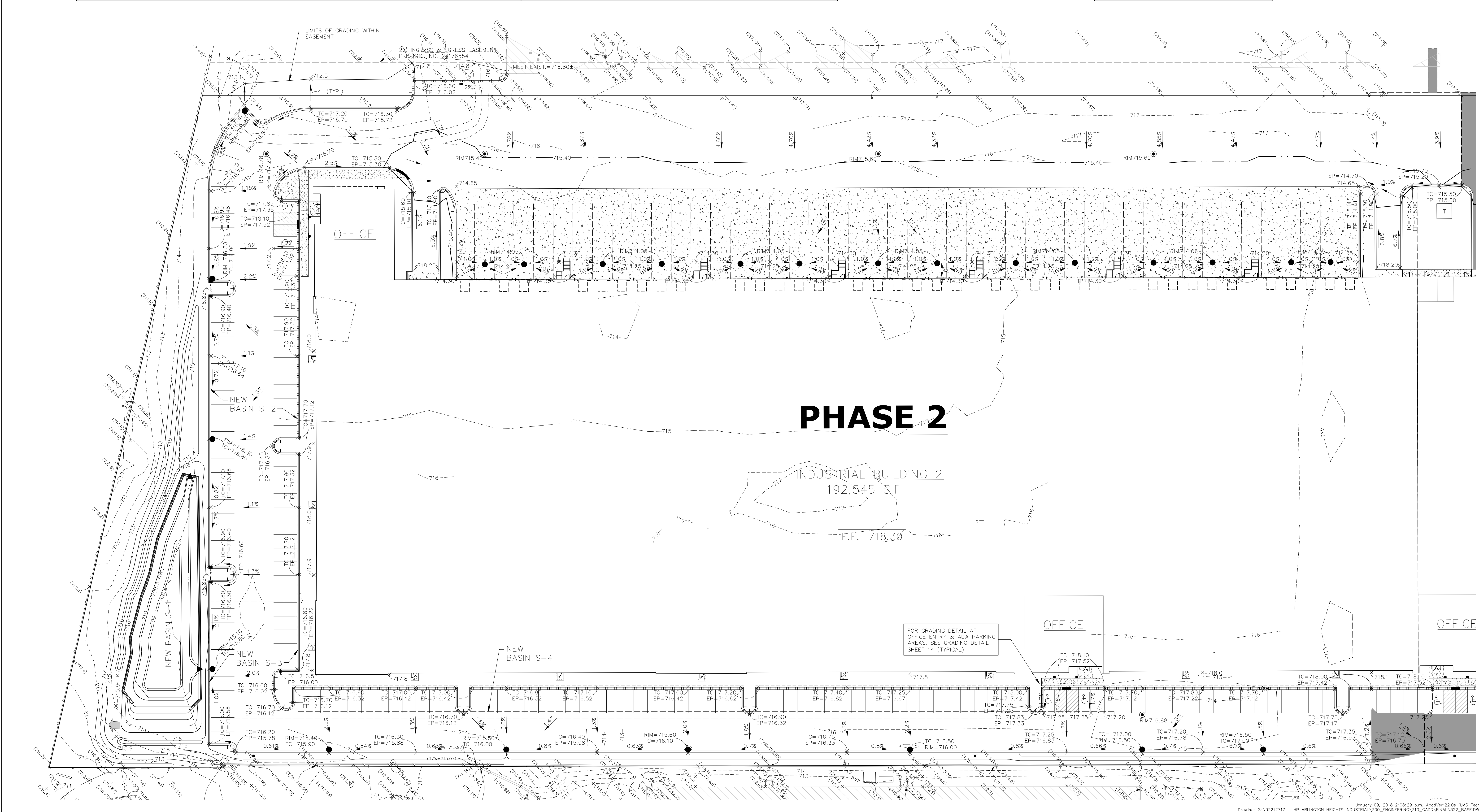
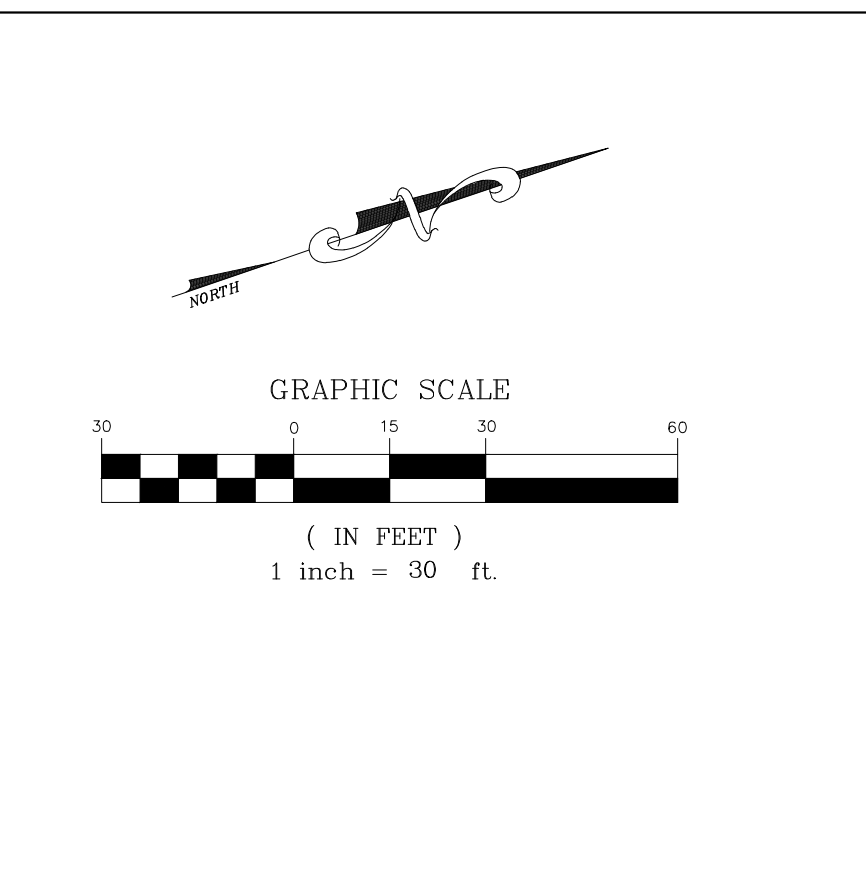
12 OF 20

DATE	REVISIONS	DRAWN BY
12/06/17	VILLAGE ROUND ONE COMMENTS	TLM
01/09/18	VILLAGE ROUND TWO COMMENTS	TLM



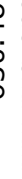
	EXISTING	PROPOSED
CONCRETE HEADWALL	>	>
PRECAST FLARED END SECTION	▷	▶
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL	=====	=====
CONTOUR	-----749-----	-----749-----
5' CONTOUR	-----750-----	-----750-----
SPOT ELEVATION	X(750.00)	750.00
DIRECTION OF SURFACE FLOW	←	←
DITCH OR SWALE		⇨
OVERFLOW RELIEF ROUTING		⇨ ↓
SLOPE BANK		⦿
RR-3 ROCK RIP-RAP		⦿

- GRADING NOTES:
1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
 2. PAVEMENT RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%.
 3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERMITTER LINES.
 4. THE CONTRACTOR SHALL REFER TO THE SOIL ANALYSIS AND SECTOR EROSION CONTROL PLAN AND DETAILS (AND SWPPP DOCUMENTS) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
 5. OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVED SURFACE GRADE, TOP OF CURB GRADE, AND GRADED GROUND ELEVATION AS APPLICABLE.
 6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER.
 7. PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE), DIRECTION OF THE DESIRED SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER BARS.
 8. RETAINING WALL TO BE IN ACCORDANCE WITH ATTACHED DETAILS.
 9. SLOPE ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1.
 10. PAVEMENT SLOPES SHALL NOT EXCEED 8%.



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1	12/06/17	VILLAGE ROUND ONE COMMENTS	TLM
2	01/09/18	VILLAGE ROUND TWO COMMENTS	TLM

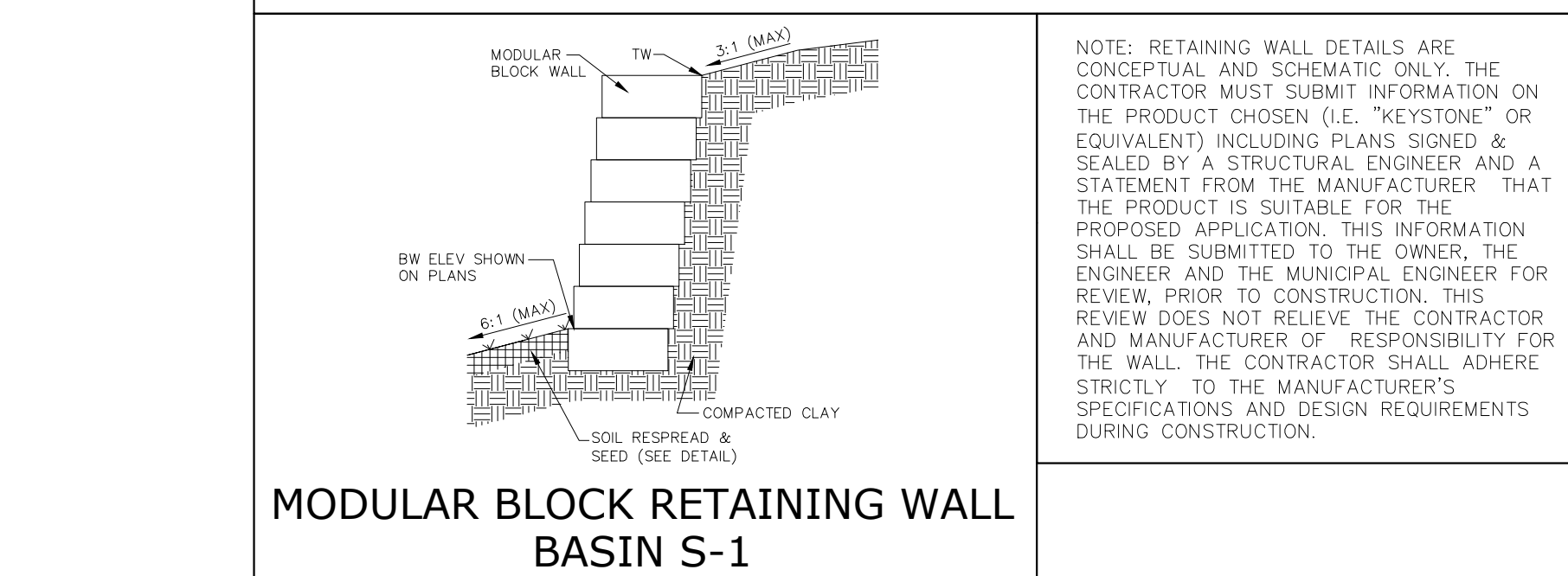
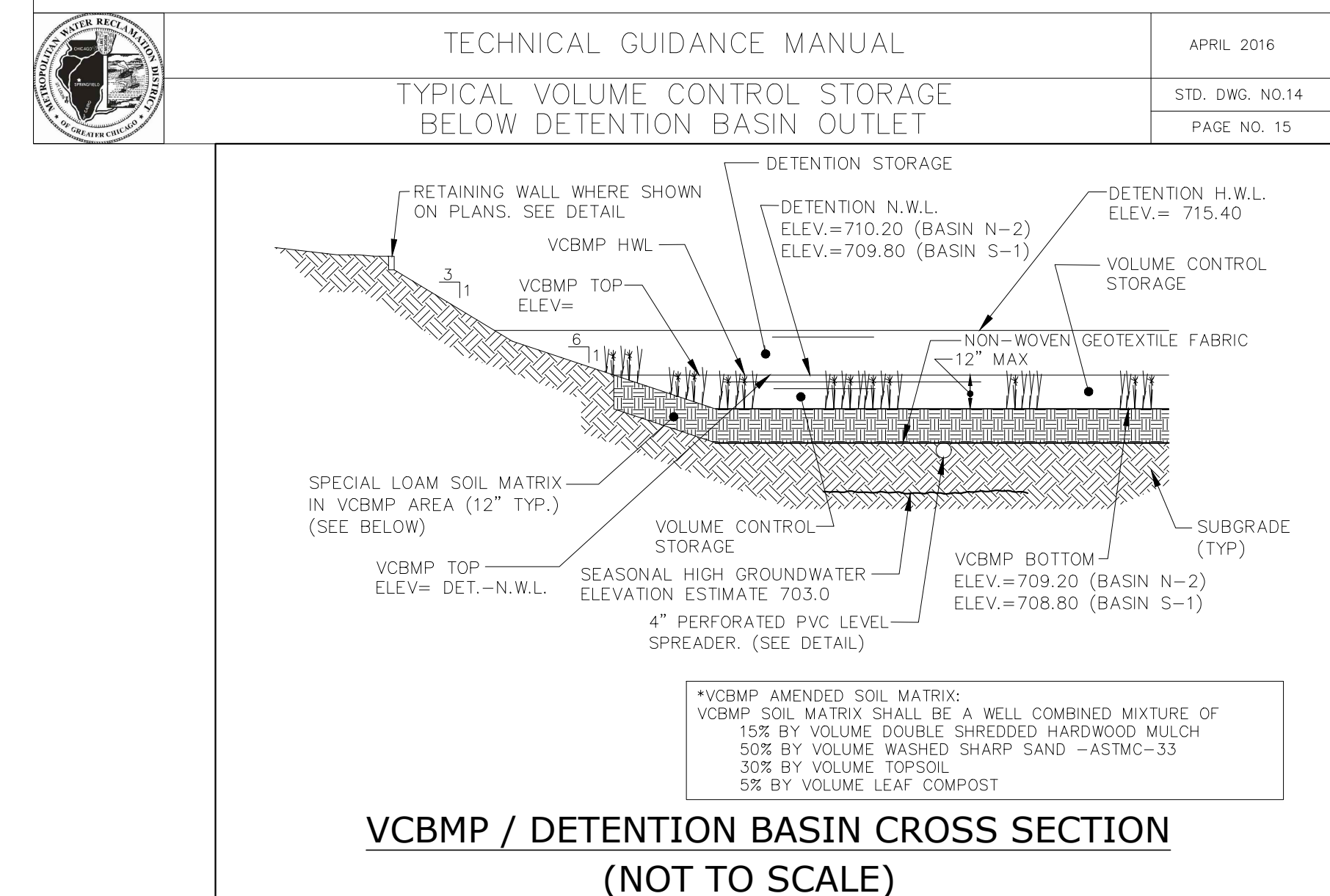
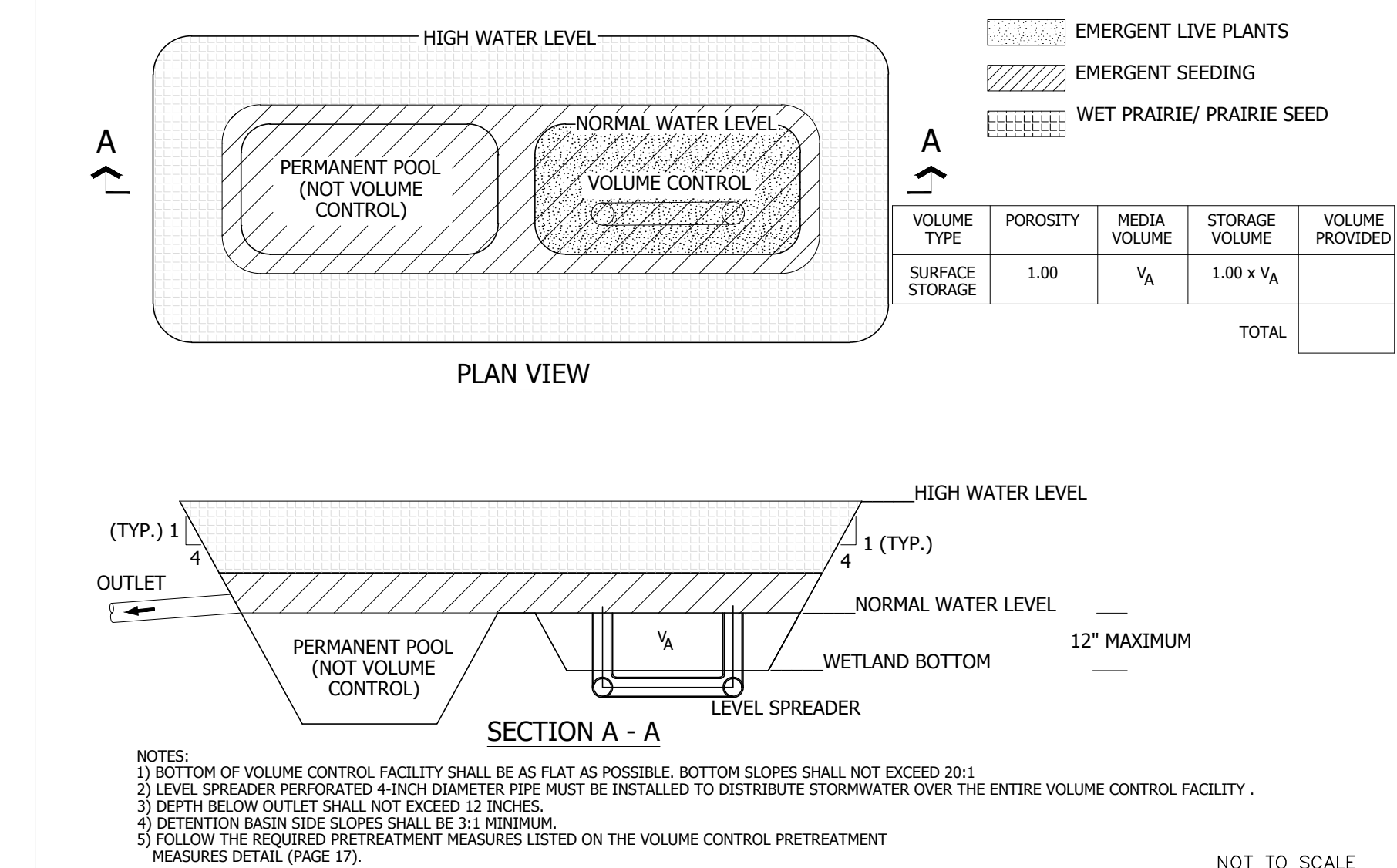
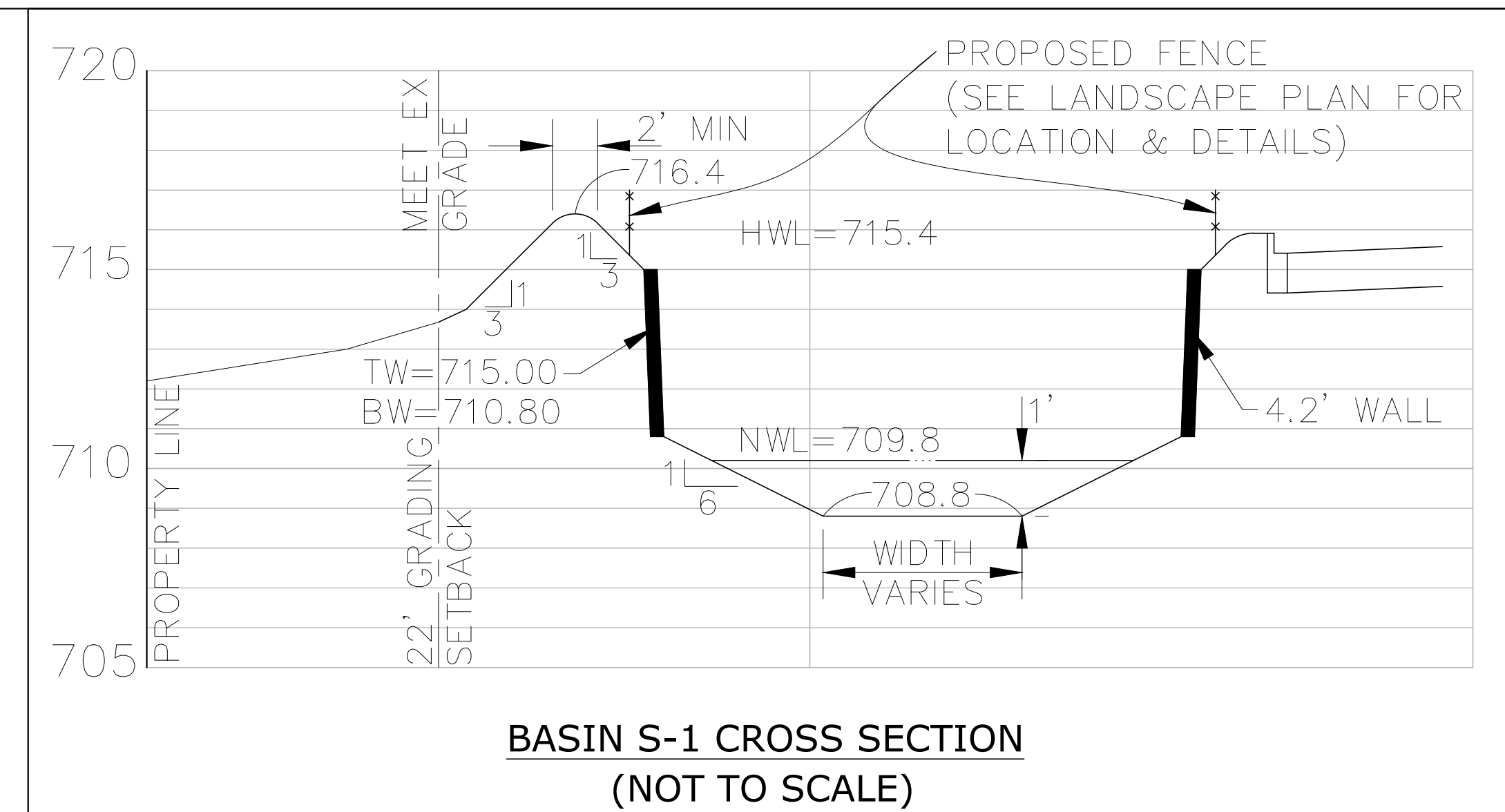
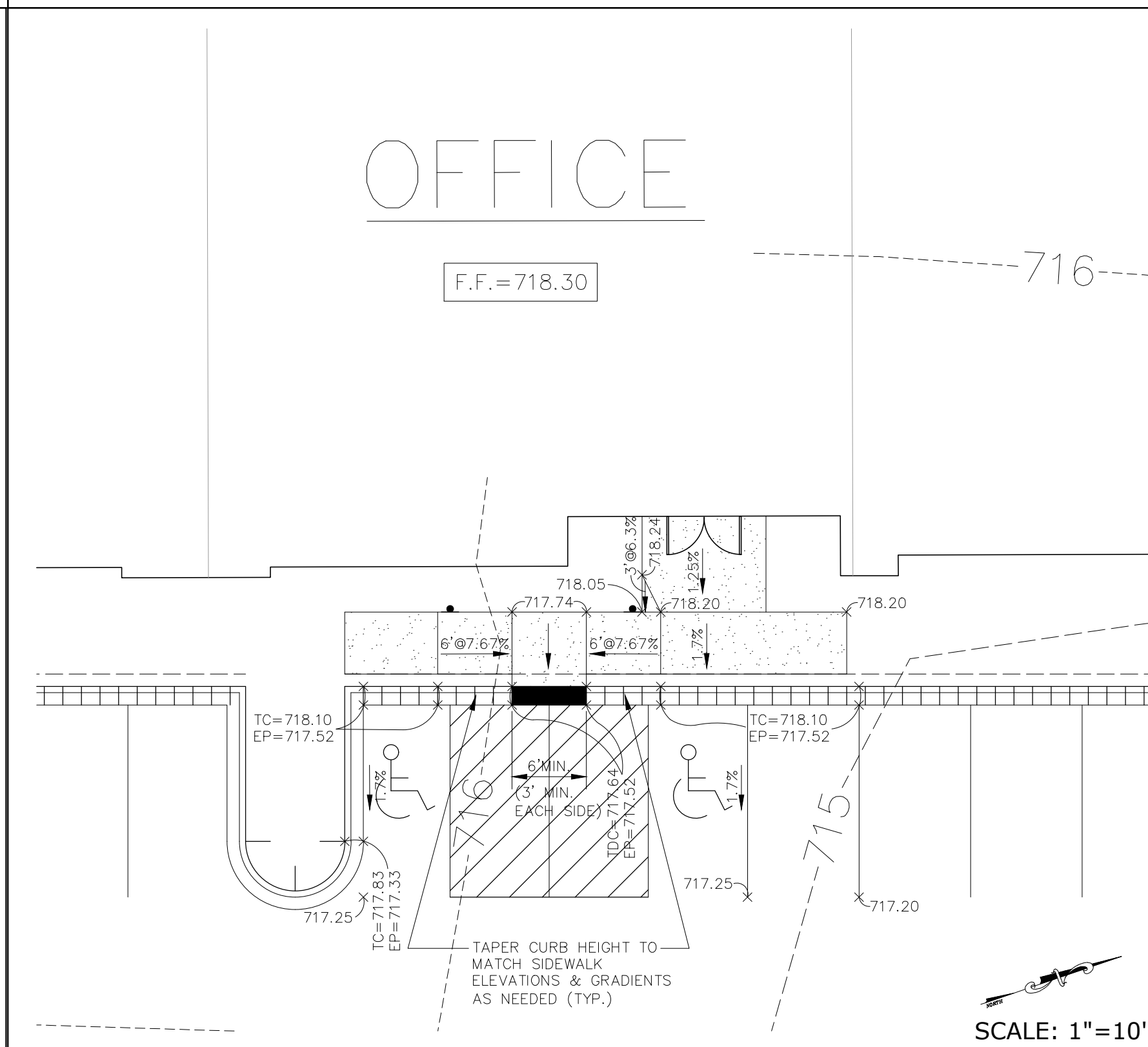
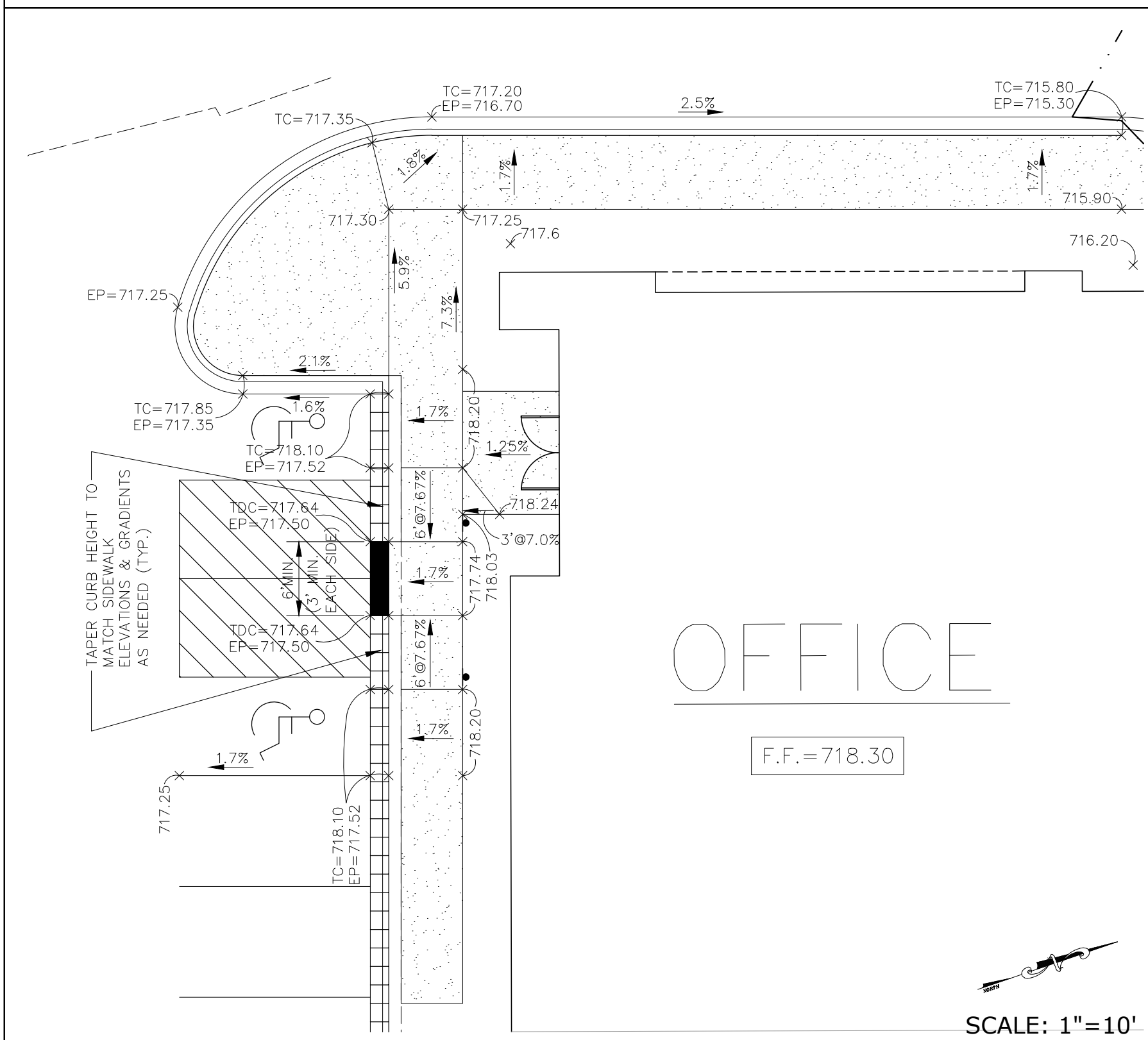
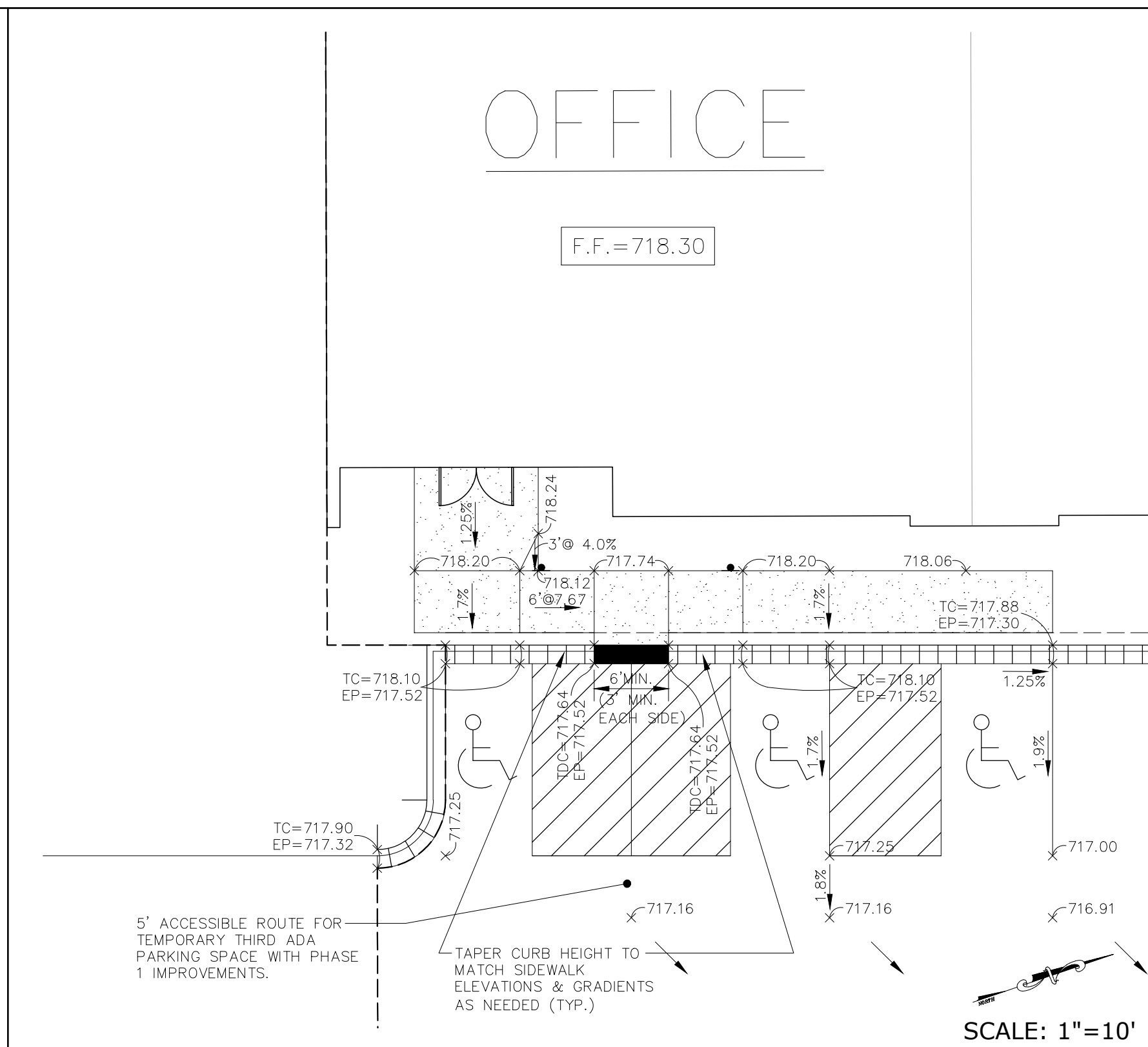
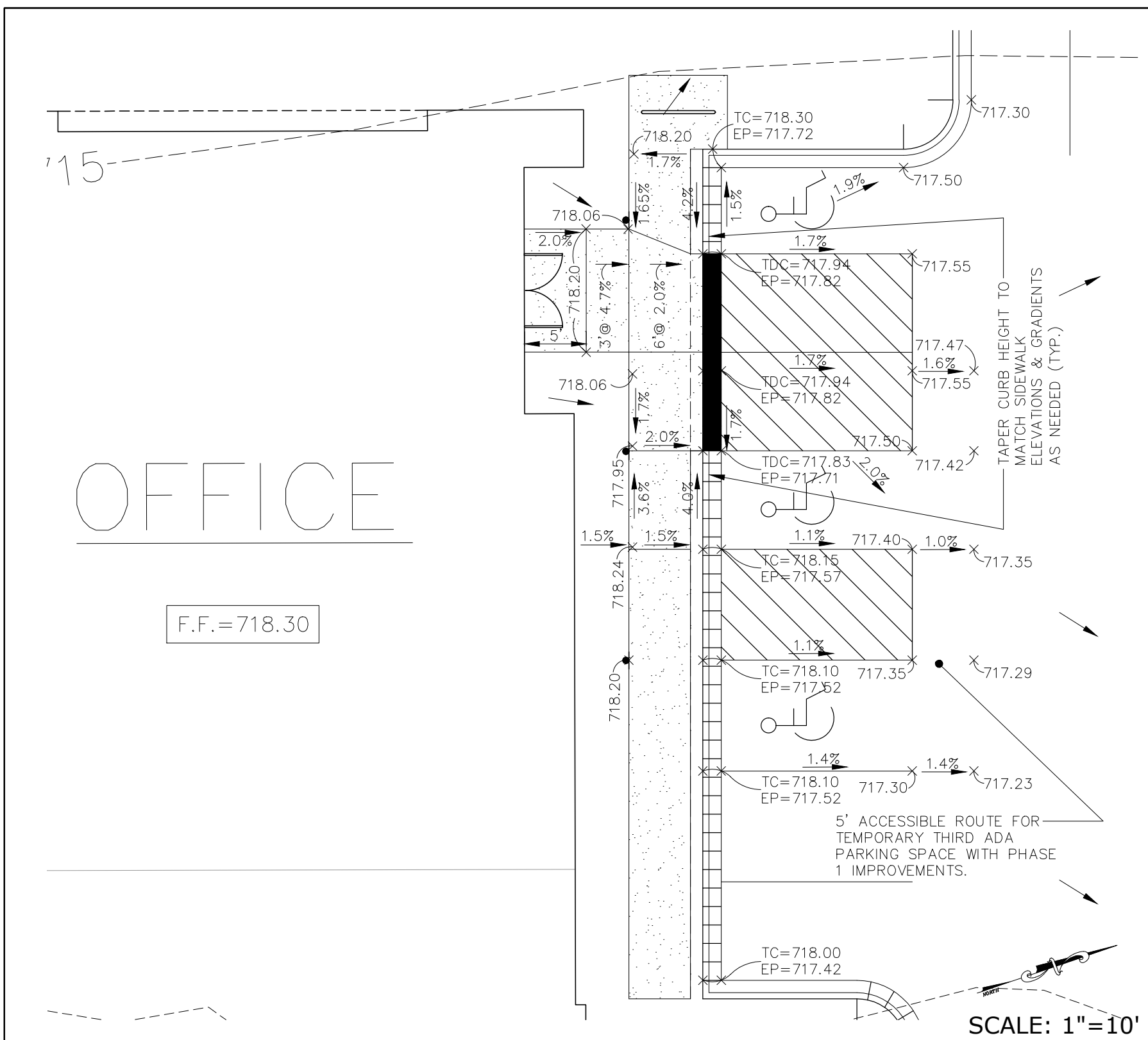
ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
GRADING PLAN - PHASE 2

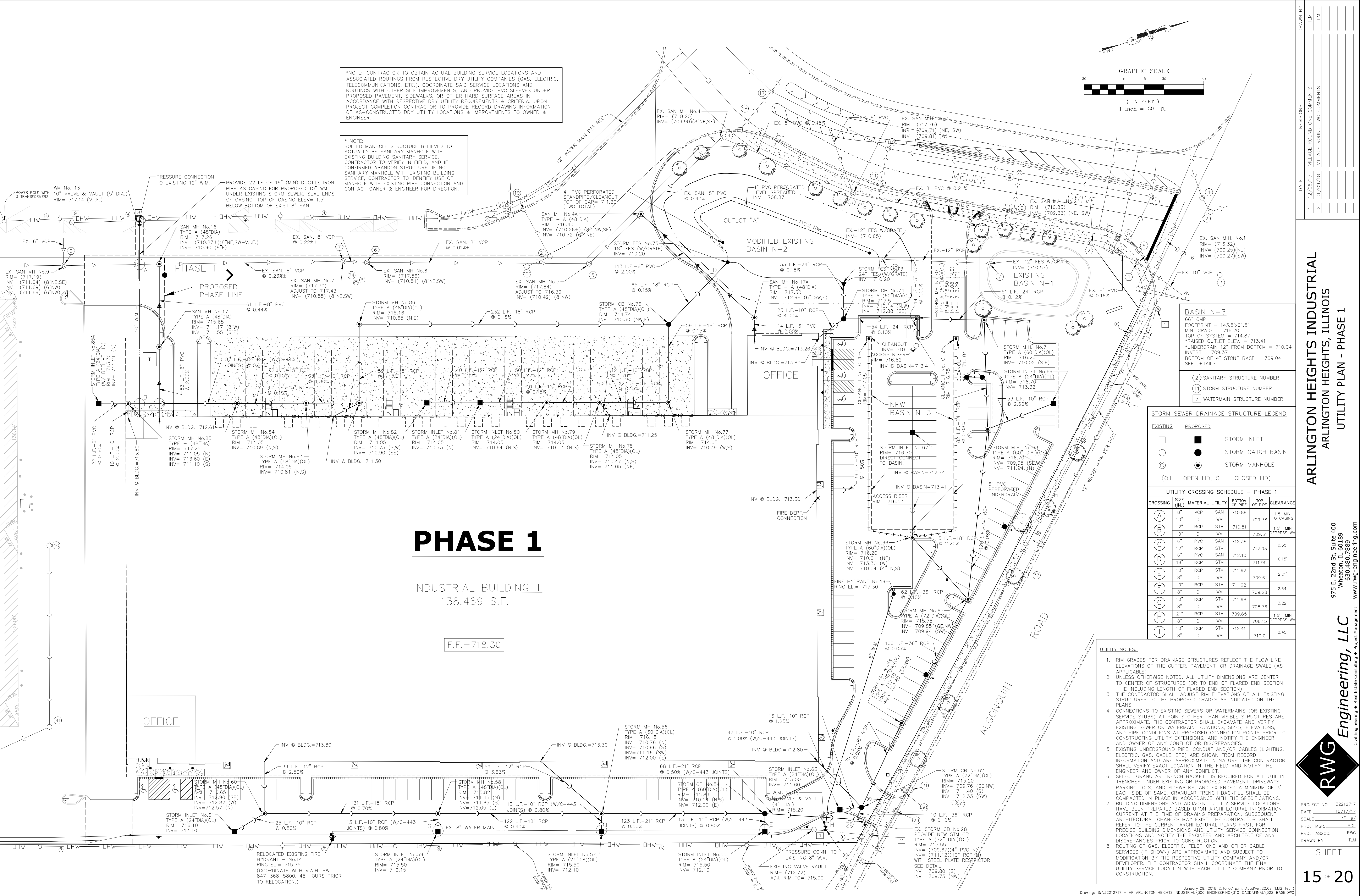


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Civil Engineering • Real Estate Consulting • Project Management

975 E. 22nd St., Suite 400
Wichita, KS 67203
Tel: 316.261.8889
www.rwg-engineering.com

PROJECT NO. <u>3221217</u> DATE <u>10/12/17</u> SCALE <u>1"=30'</u> PROJ. MOR. <u>PDI</u> PROJ. ASSOC. <u>RWG</u> DRAWN BY <u>TLM</u>	SHEET 13 OF 20
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DATE	REVISIONS	BY
12/06/17	1. VILLAGE ROUND ONE COMMENTS	TLM
01/09/18	2. VILLAGE ROUND TWO COMMENTS	TLM

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
UTILITY PLAN - PHASE 1

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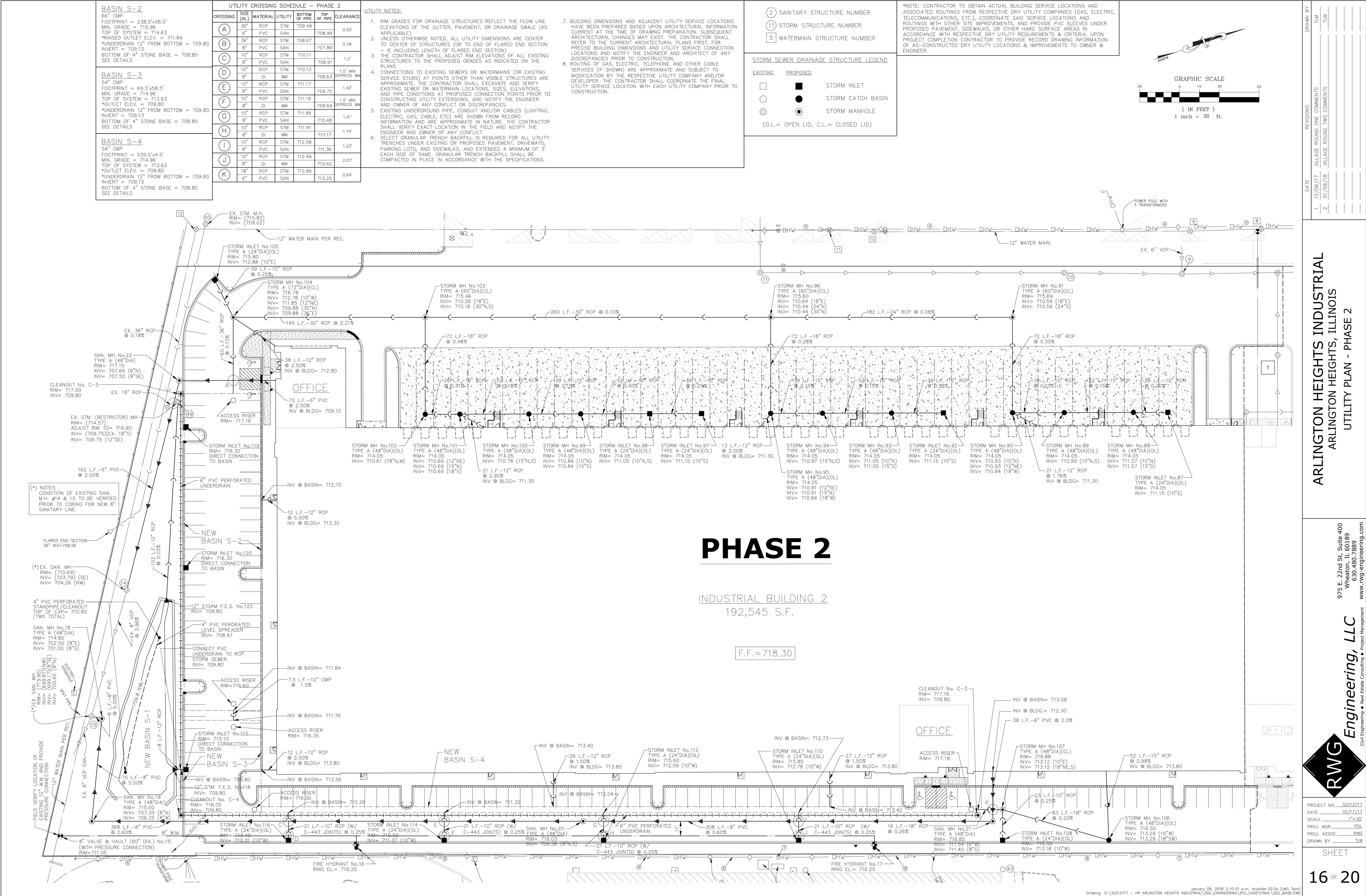
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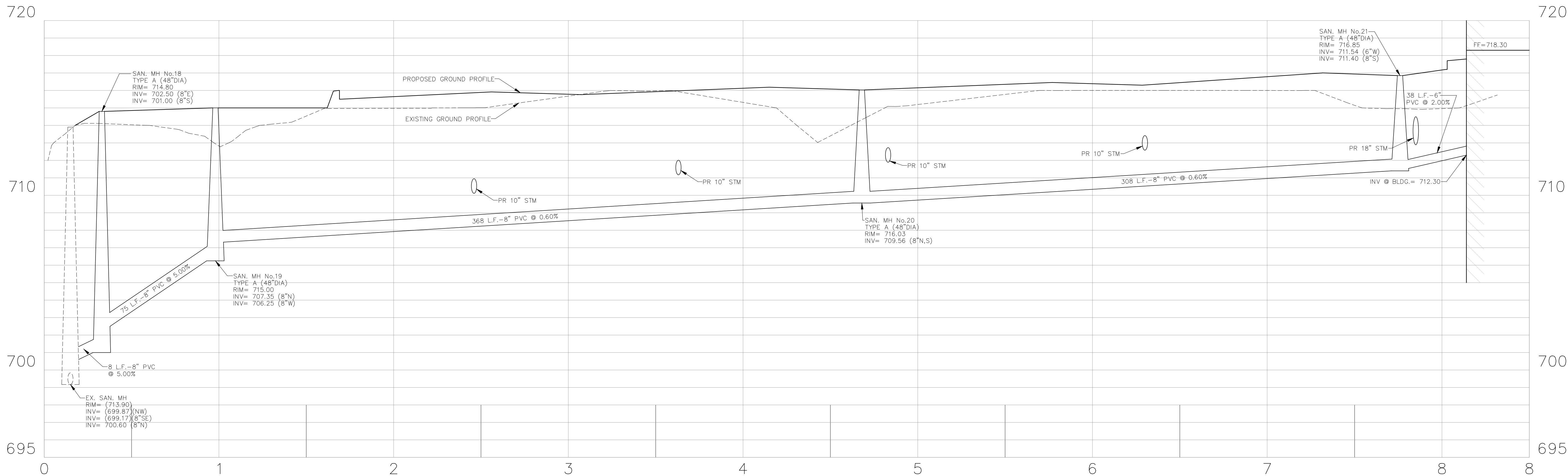
PROJECT NO.	32212717
DATE	10/17/17
SCALE	1"=30'
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET

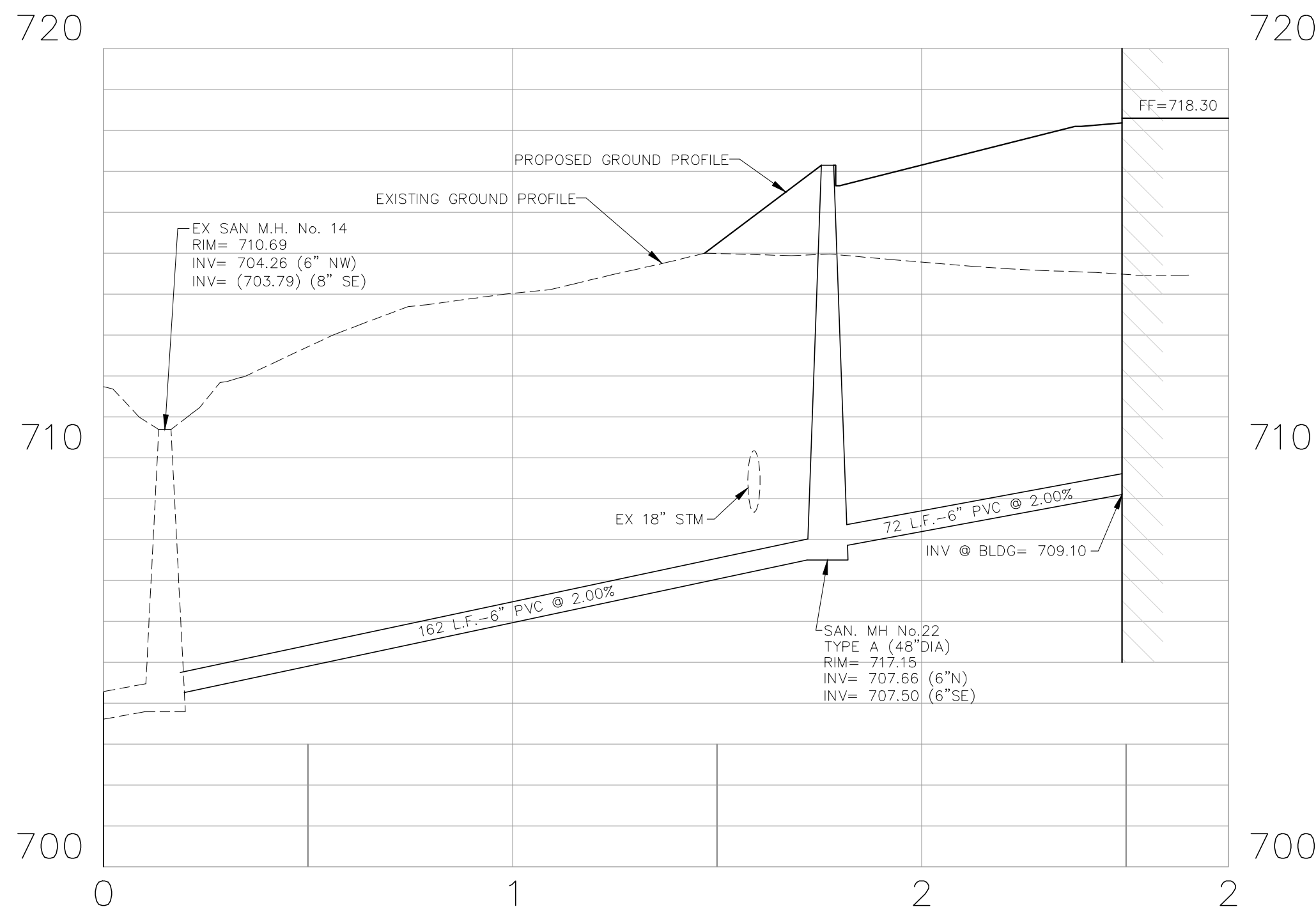
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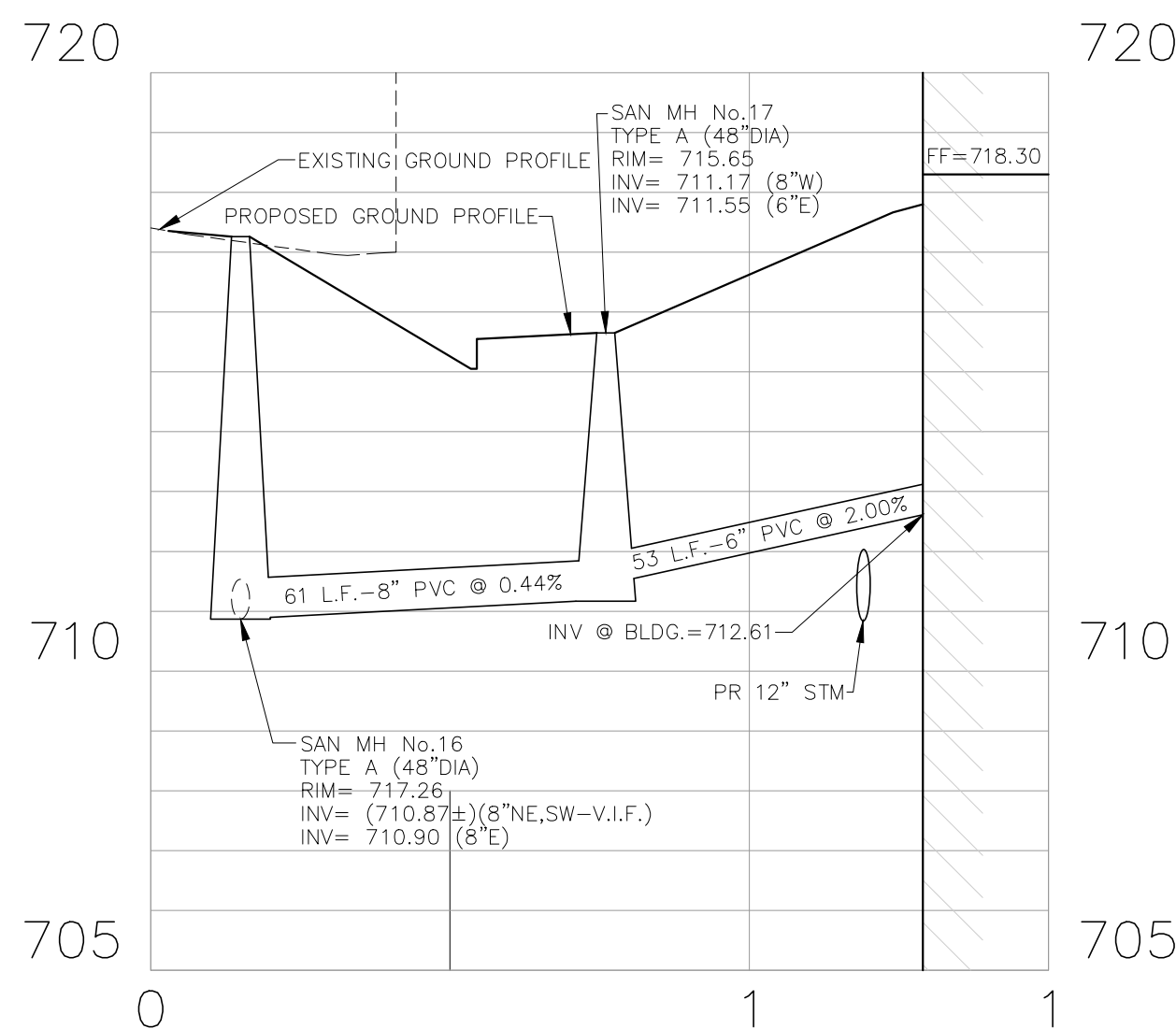




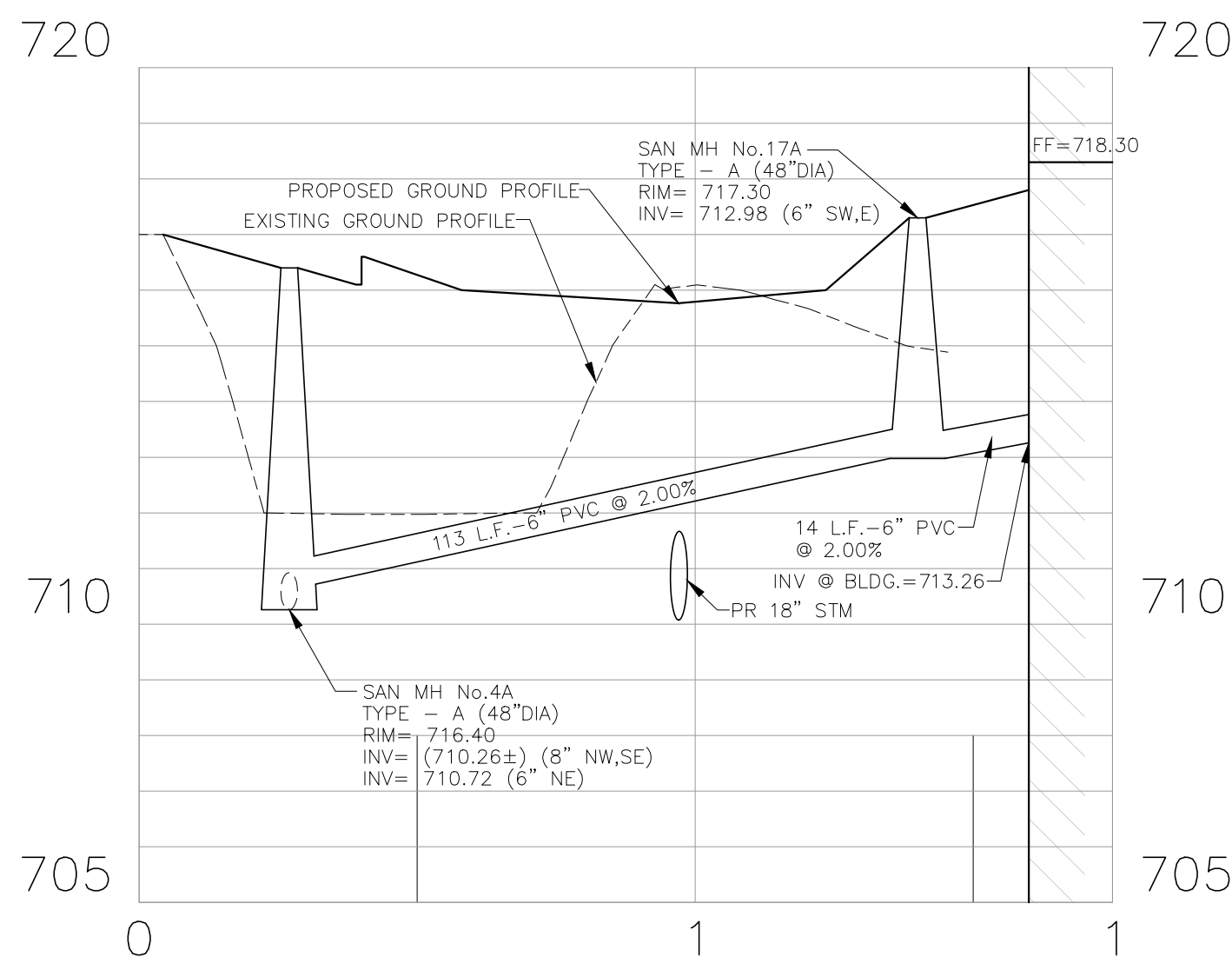
PHASE 2 - EAST SANITARY SERVICE
SCALE: 1"=30' HOR
1"= 3' VER



PHASE 2 - SOUTH SANITARY SERVICE
SCALE: 1"=30' HOR
1"= 3' VER



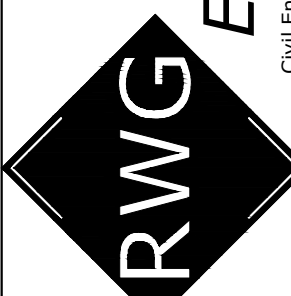
PHASE 1 - SOUTH SANITARY SERVICE
SCALE: 1"=30' HOR
1"= 3' VER



PHASE 1 - NORTH SANITARY SERVICE
SCALE: 1"=30' HOR
1"= 3' VER

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
PLAN AND PROFILE - PHASE 1 & 2

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Wheaton, IL 60189
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PROJECT NO. 32212717
DATE 10/17/17
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

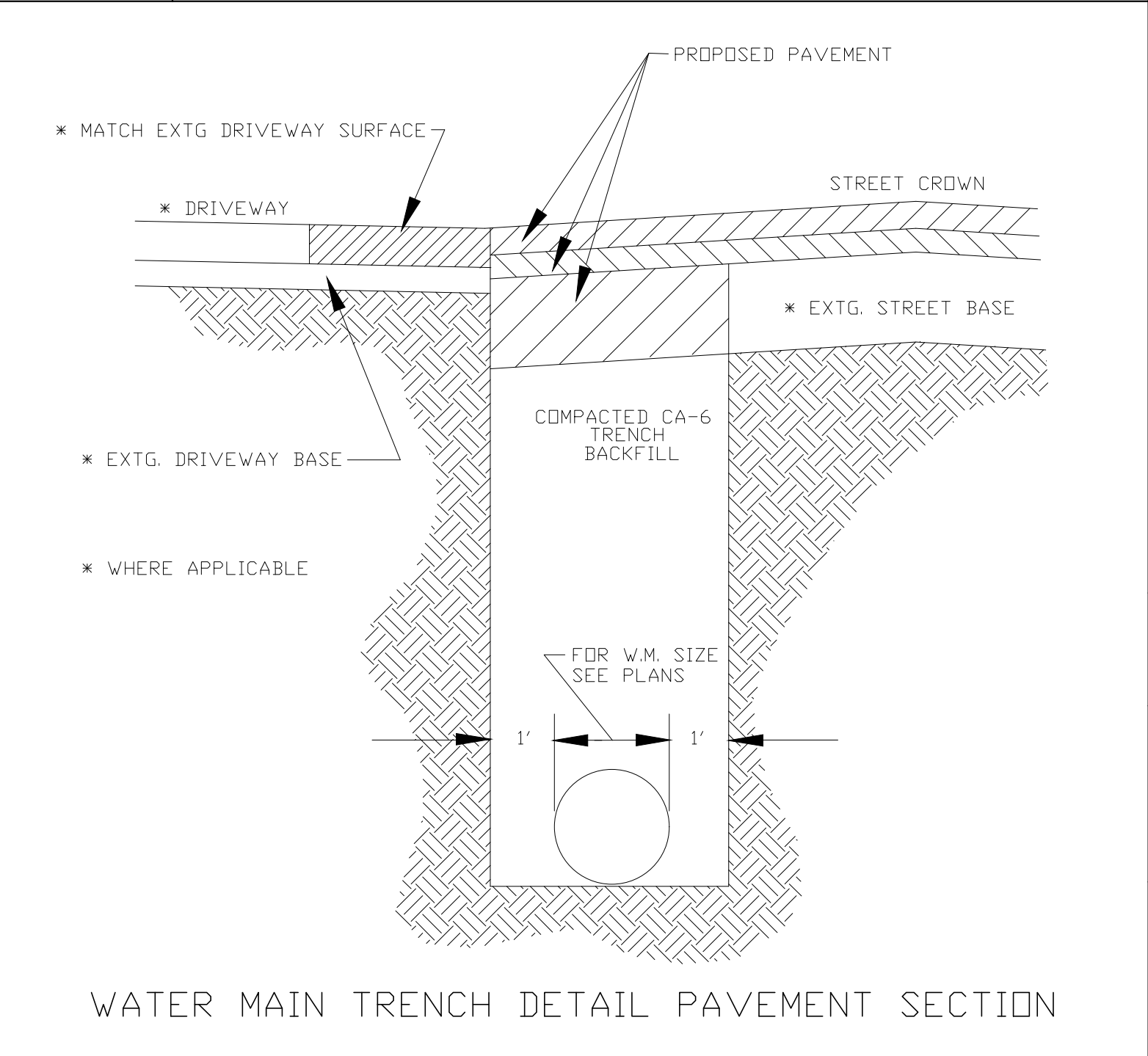
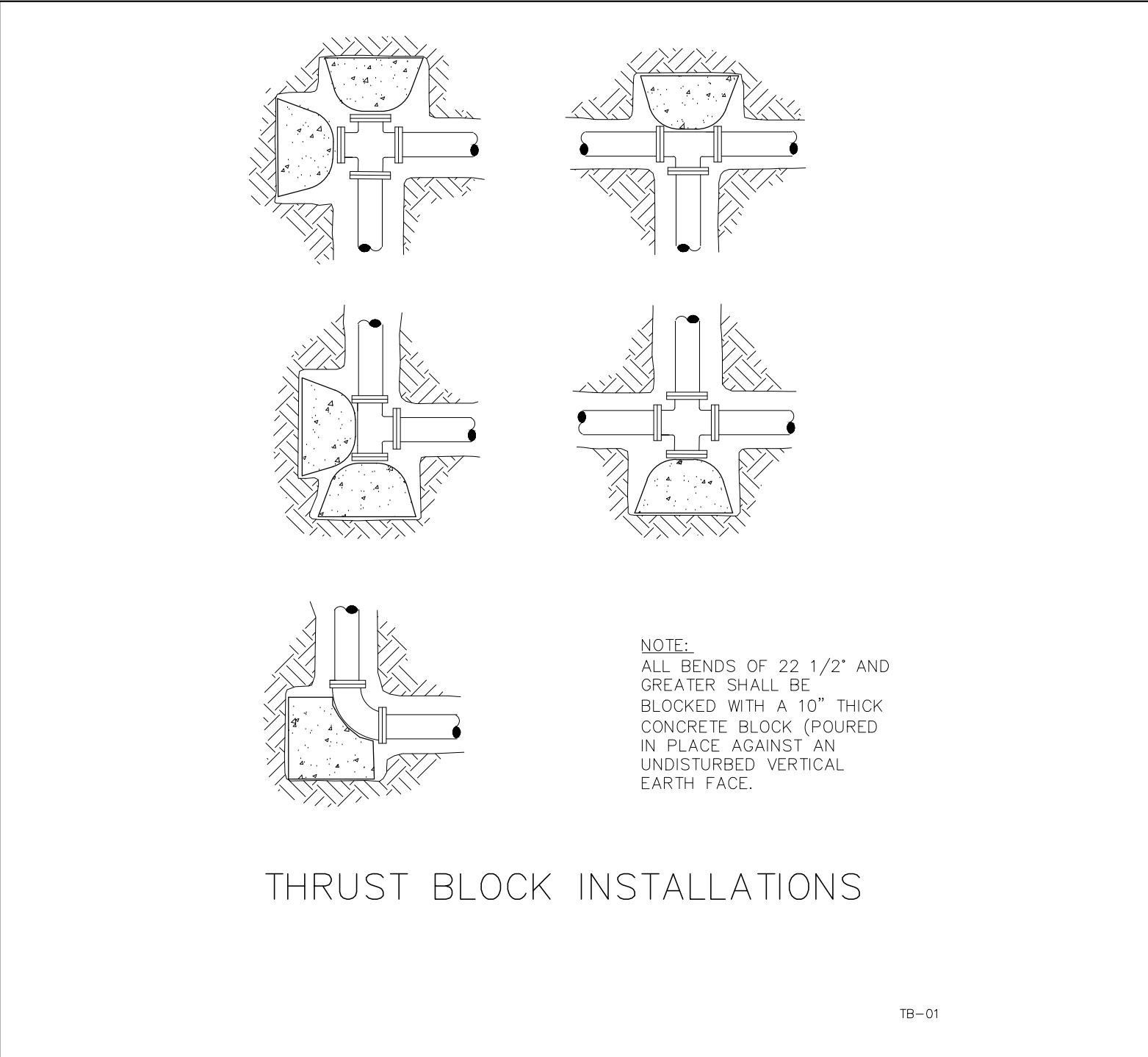
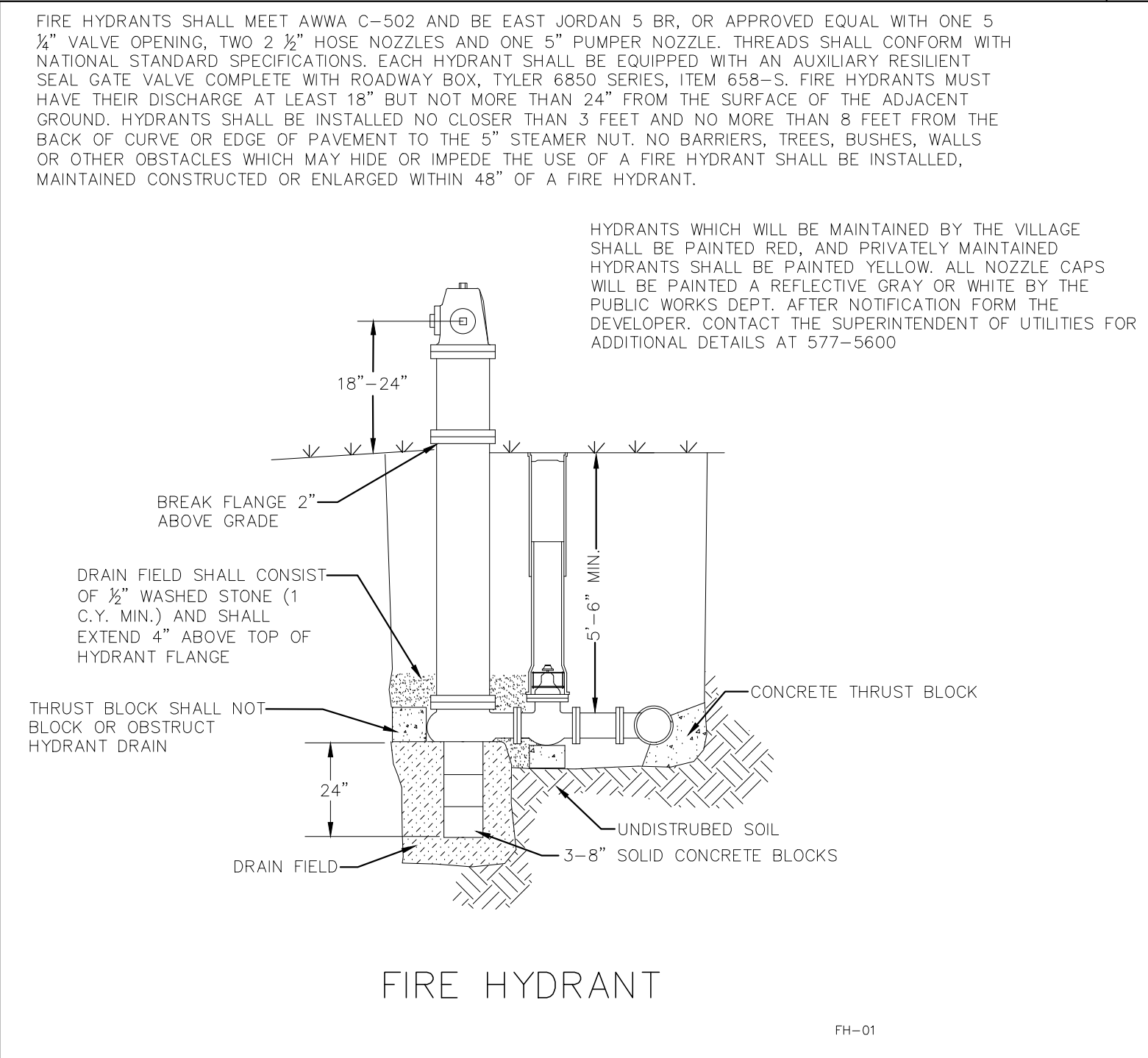
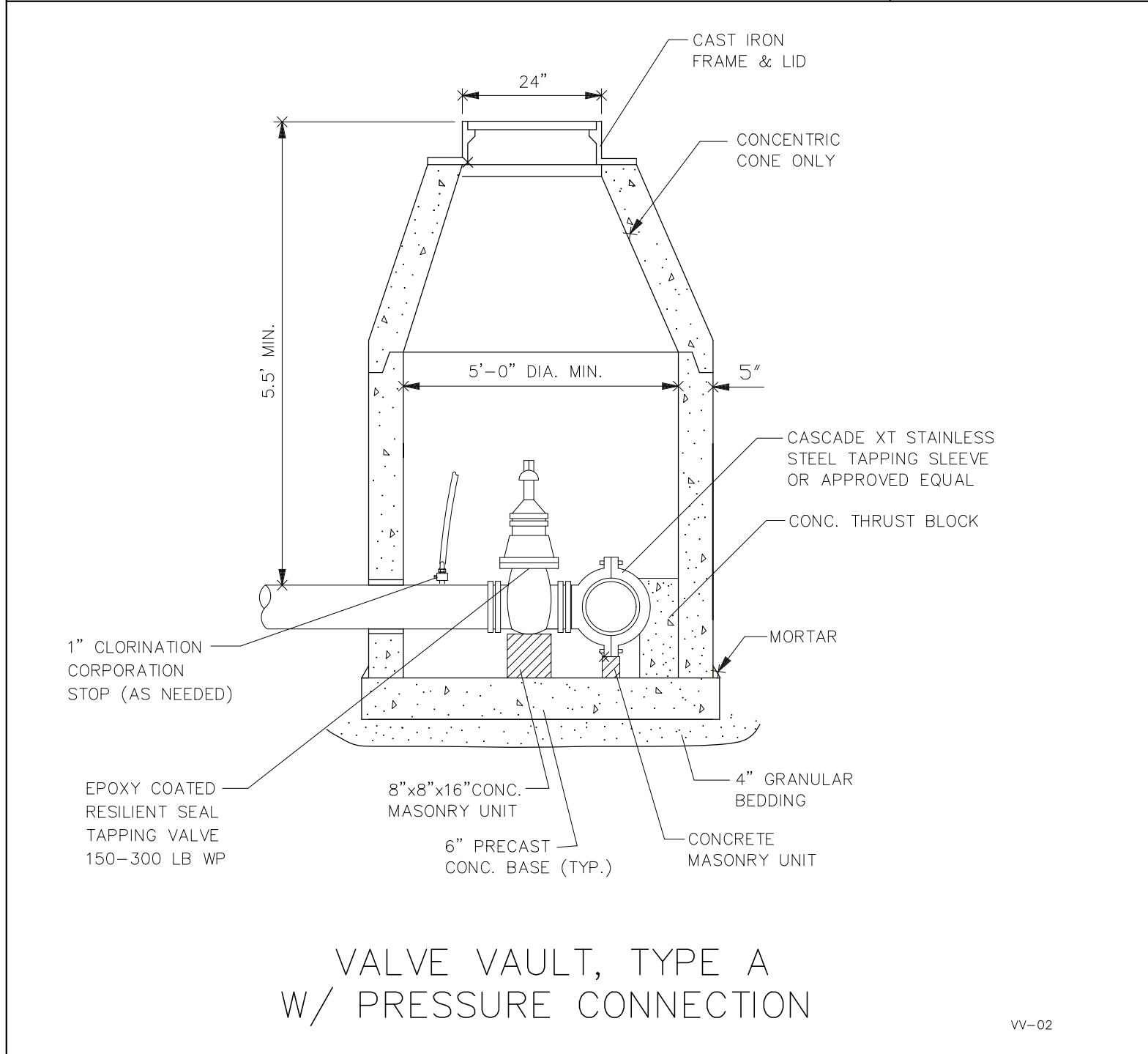
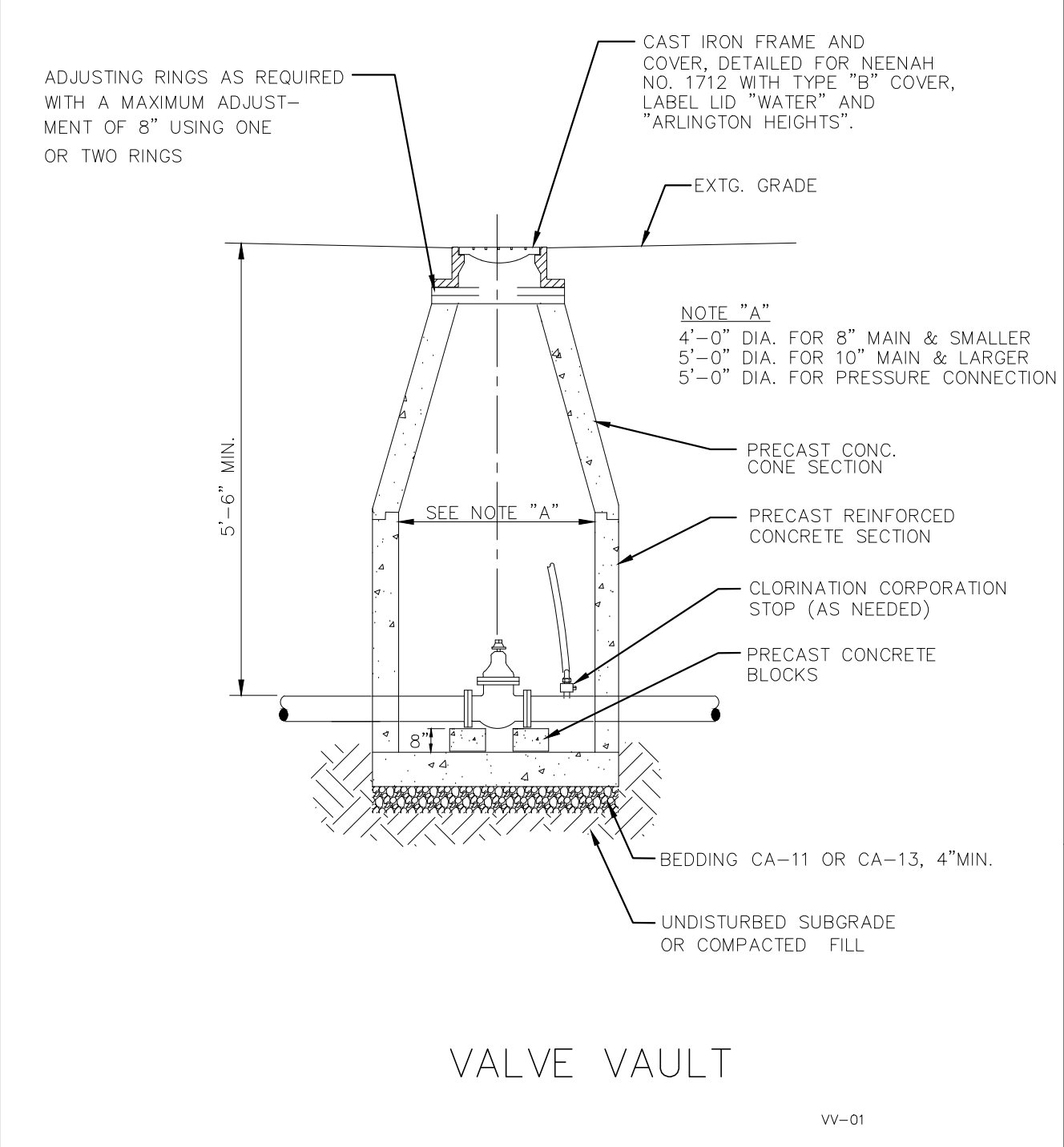
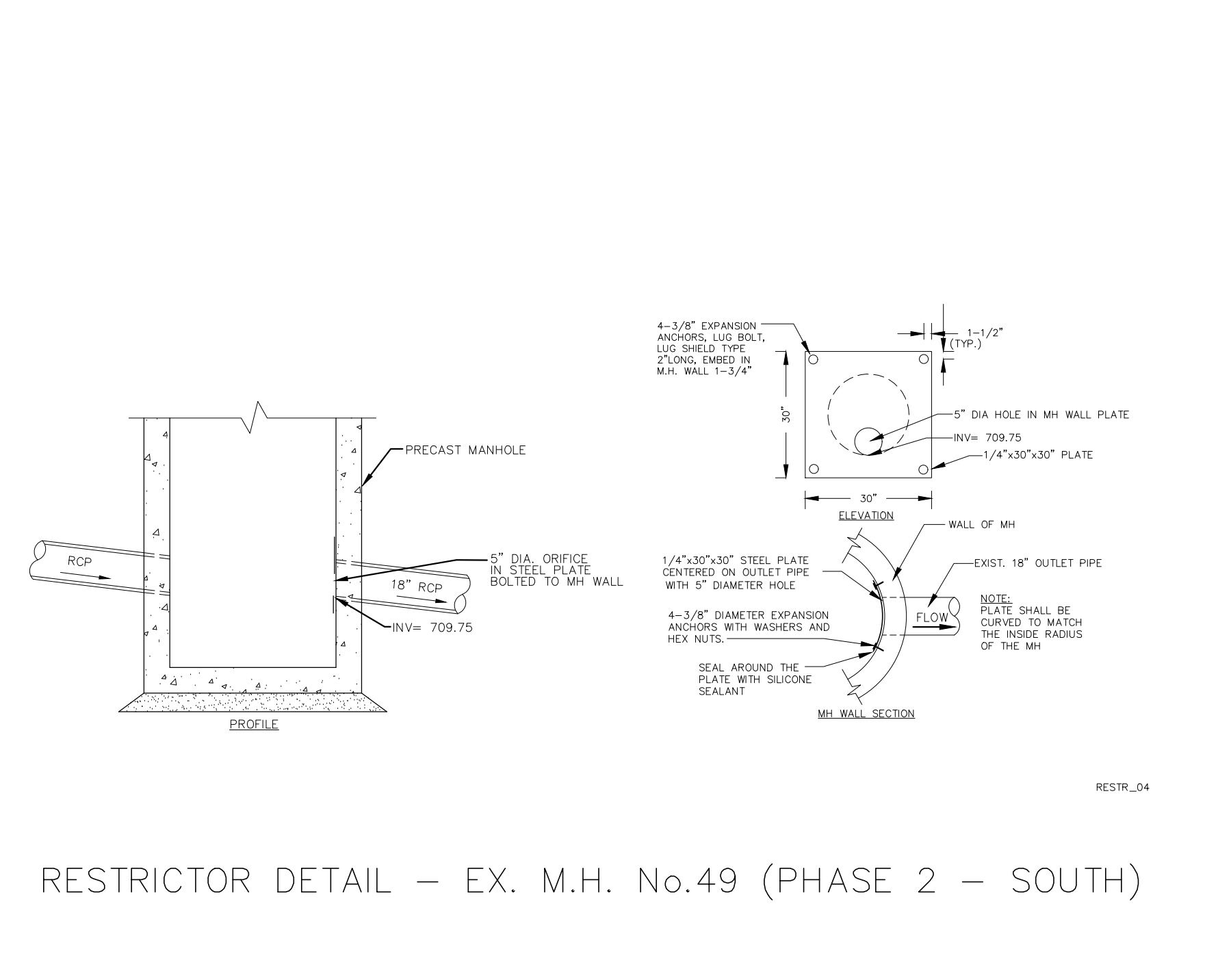
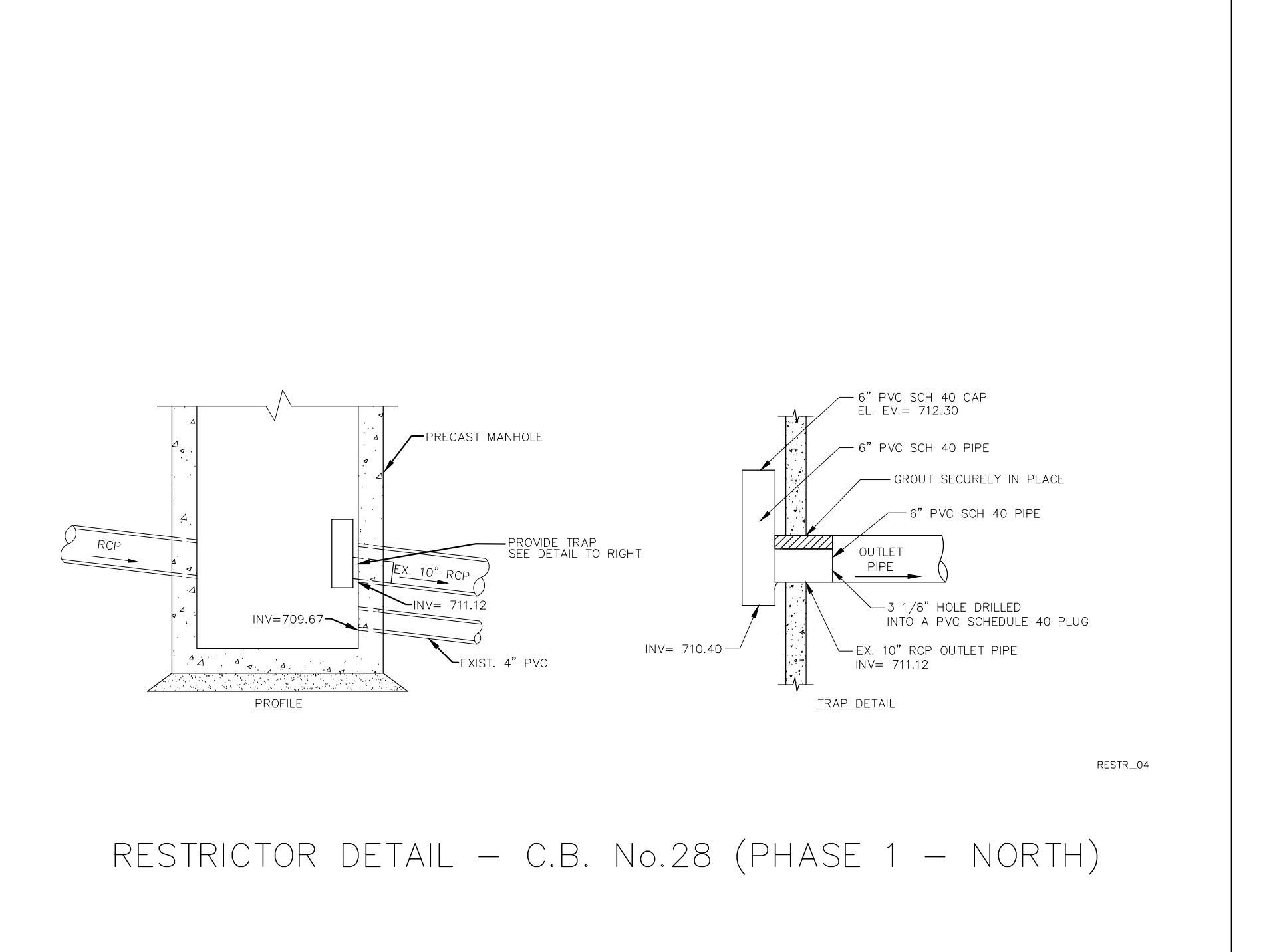
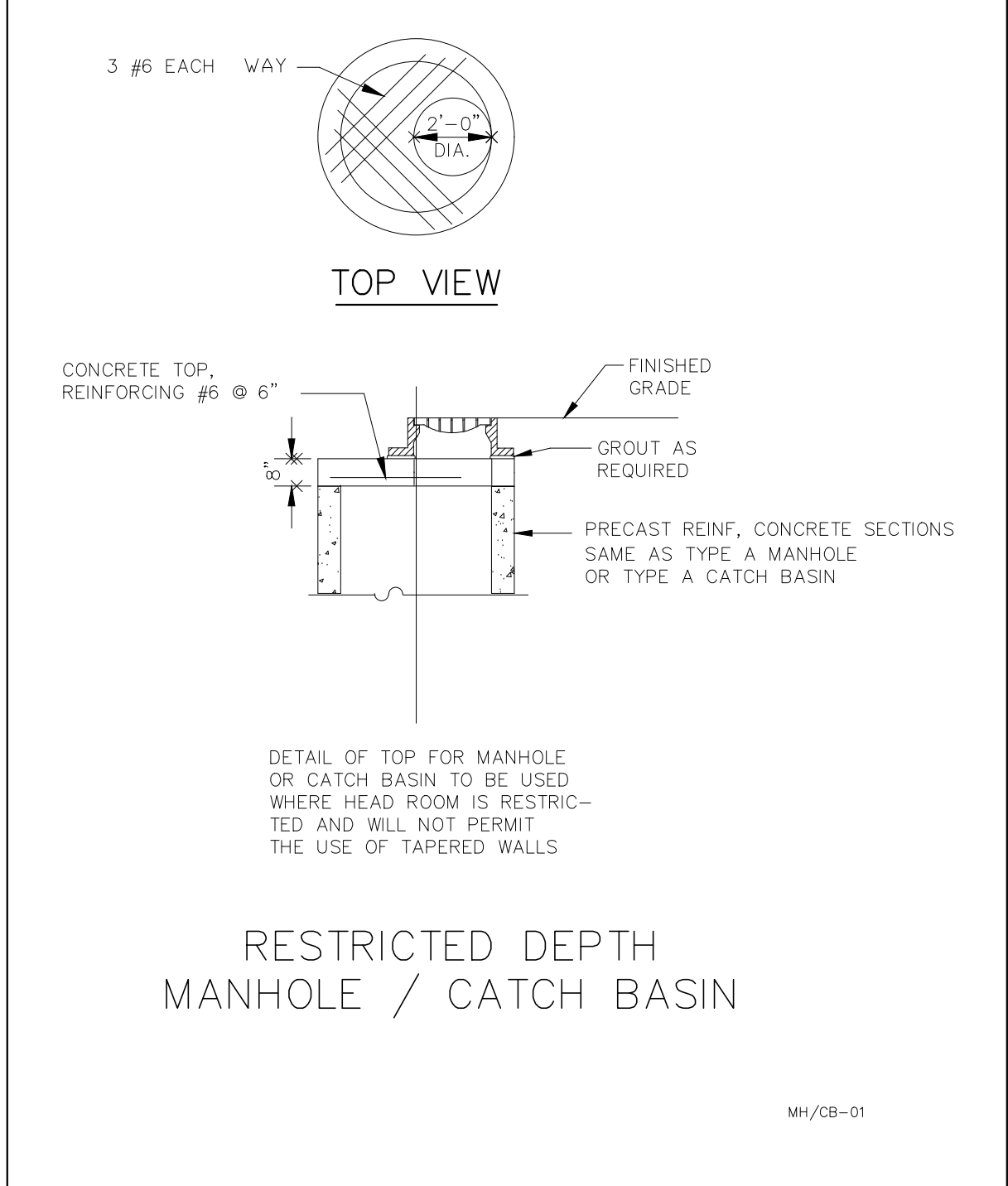
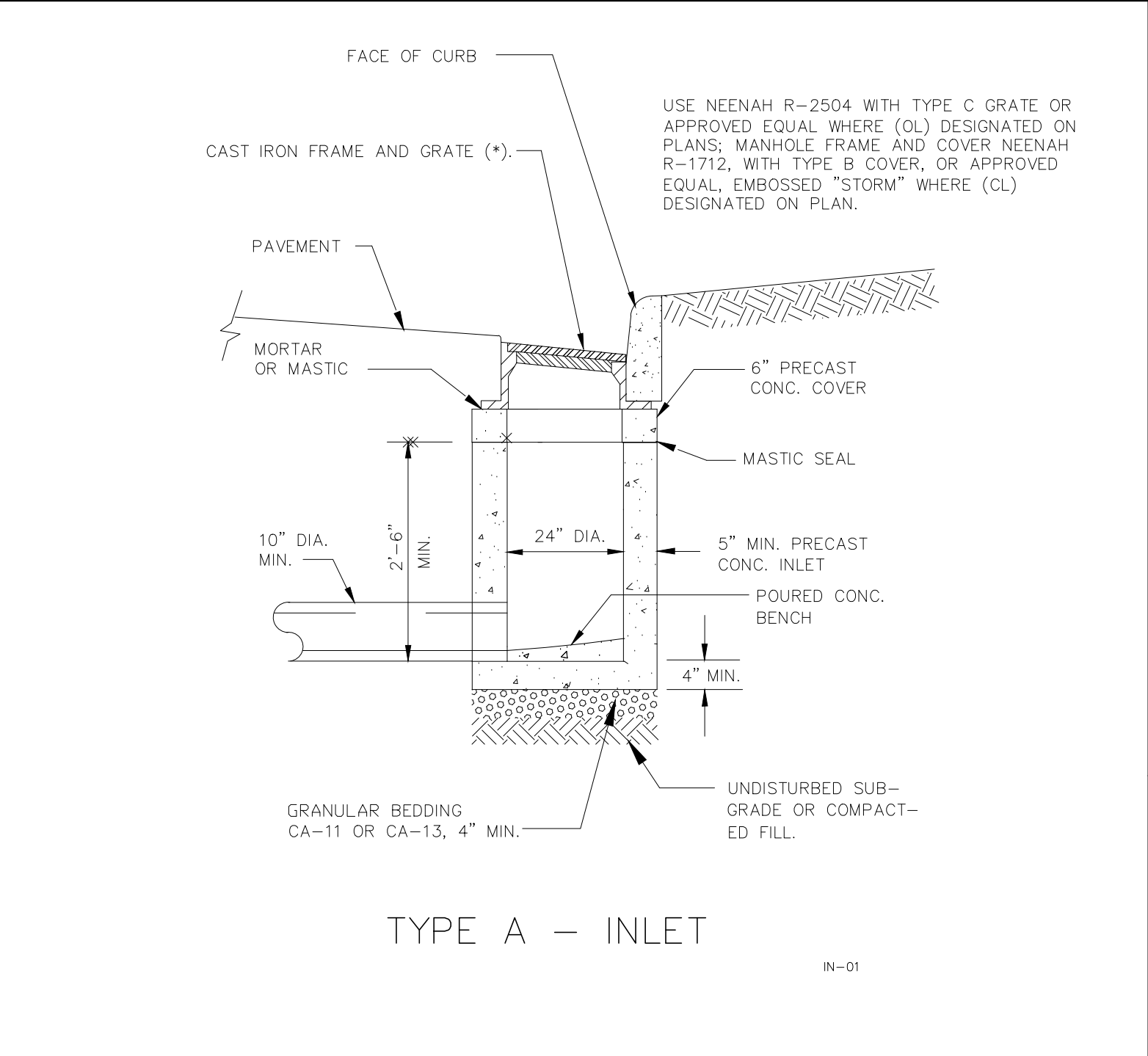
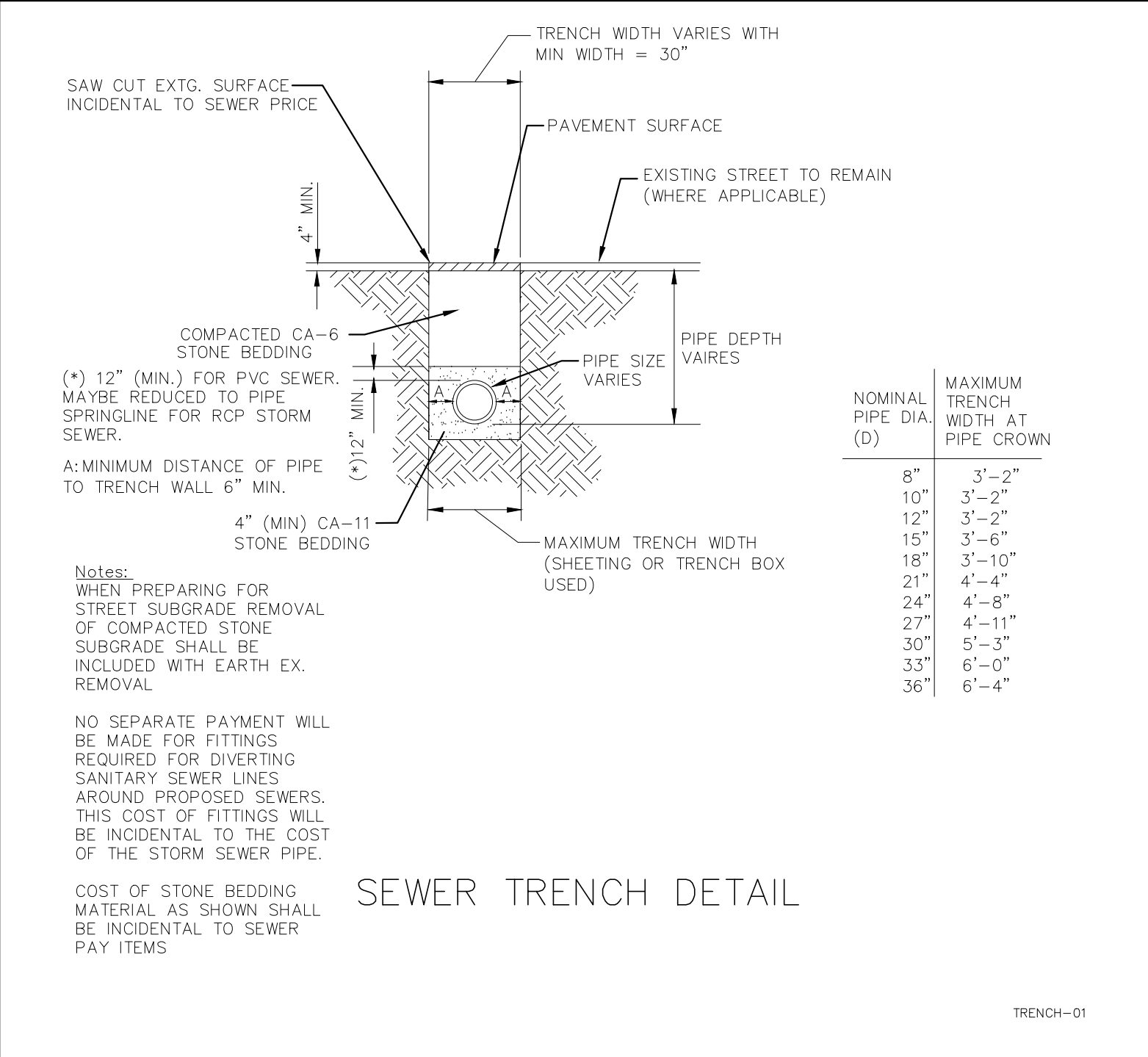
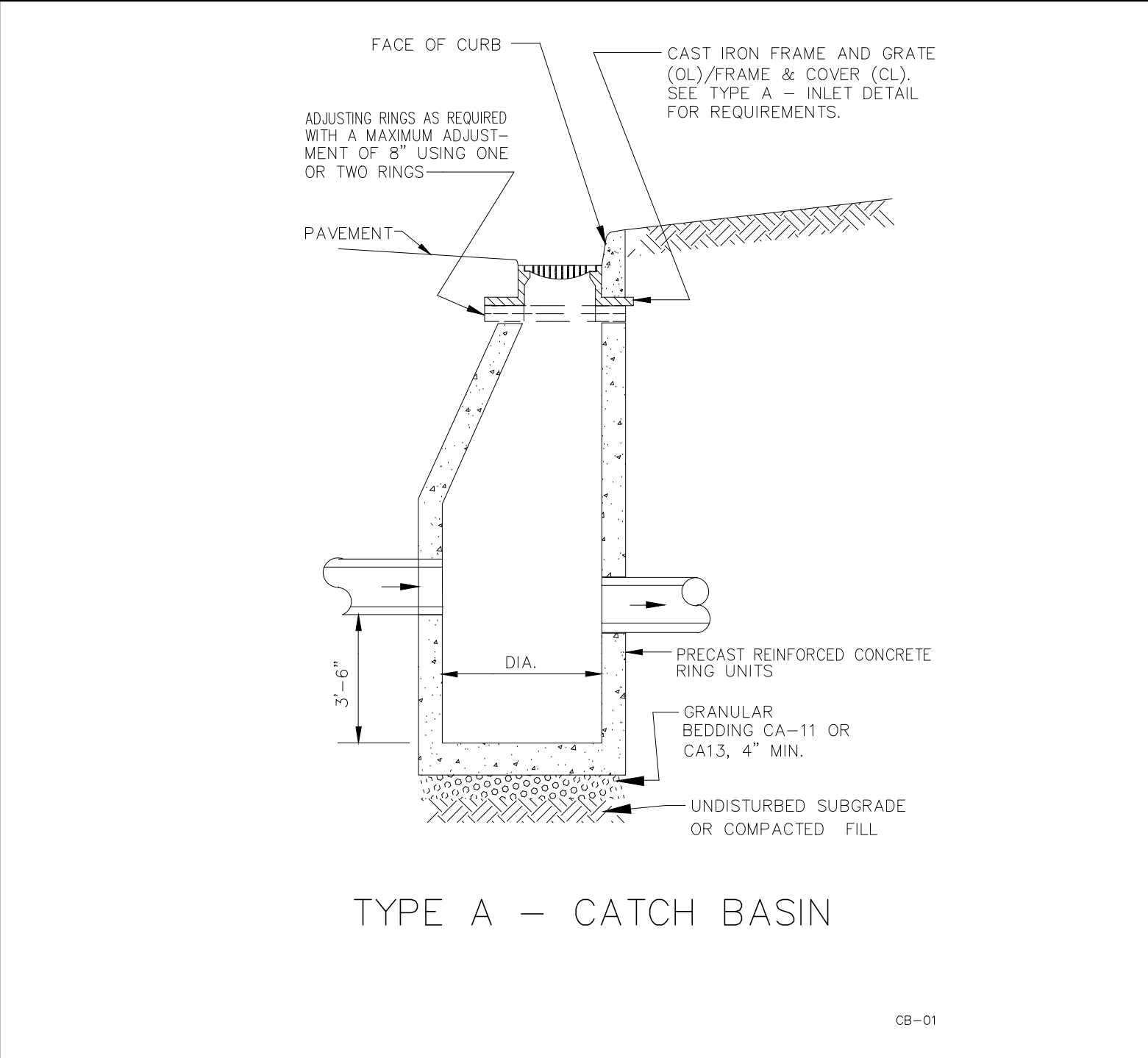
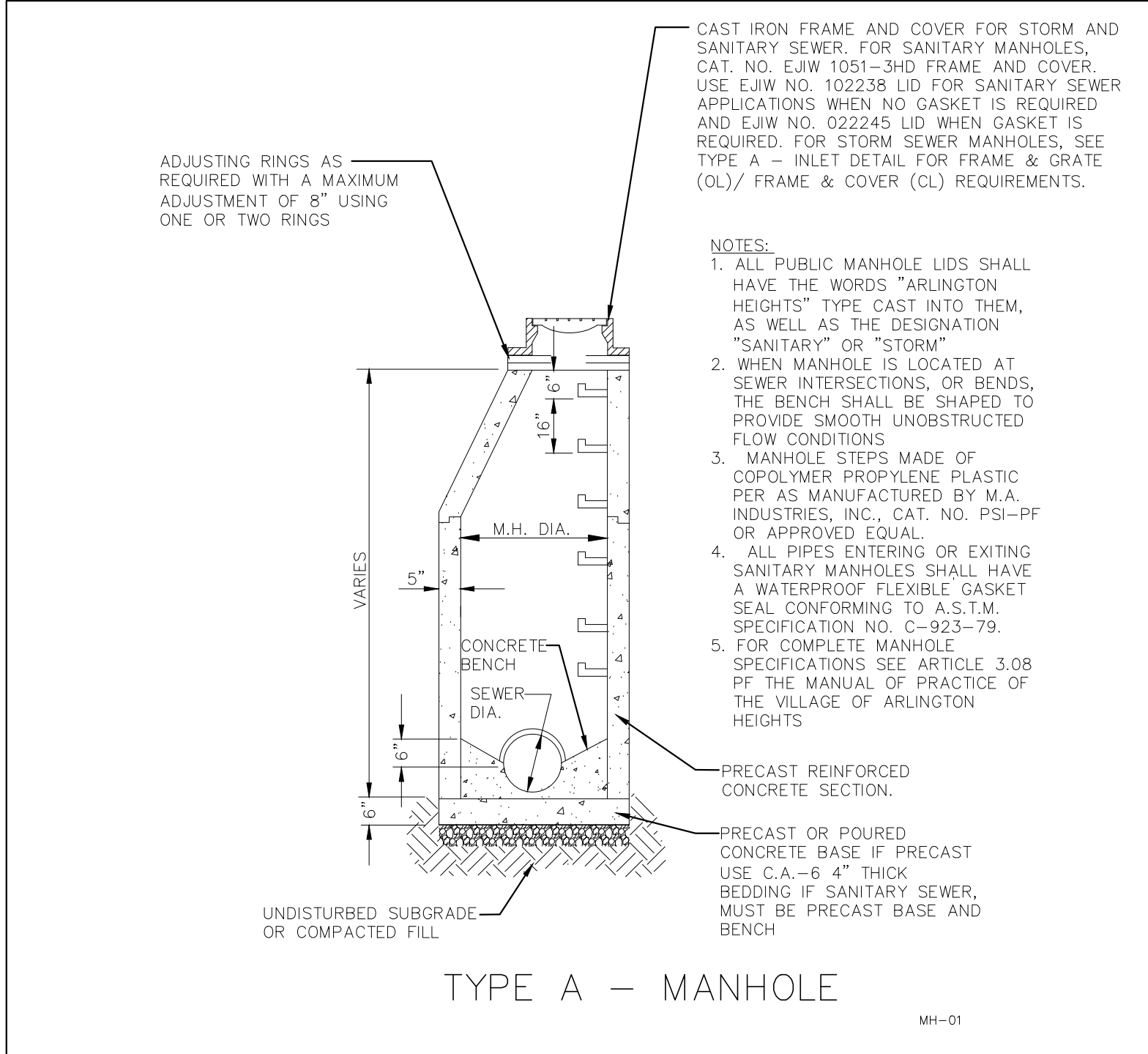
SHEET

17 OF 20

DATE	REVISIONS	DRAWN BY
12/06/17	VILLAGE ROUND ONE COMMENTS	TLM
01/09/18	VILLAGE ROUND TWO COMMENTS	TLM

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[illegible]



DATE	REVISIONS	DRAWN BY
12/06/17	VILLAGE ROUND ONE COMMENTS	TLM
01/09/18	VILLAGE ROUND TWO COMMENTS	TLM

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS

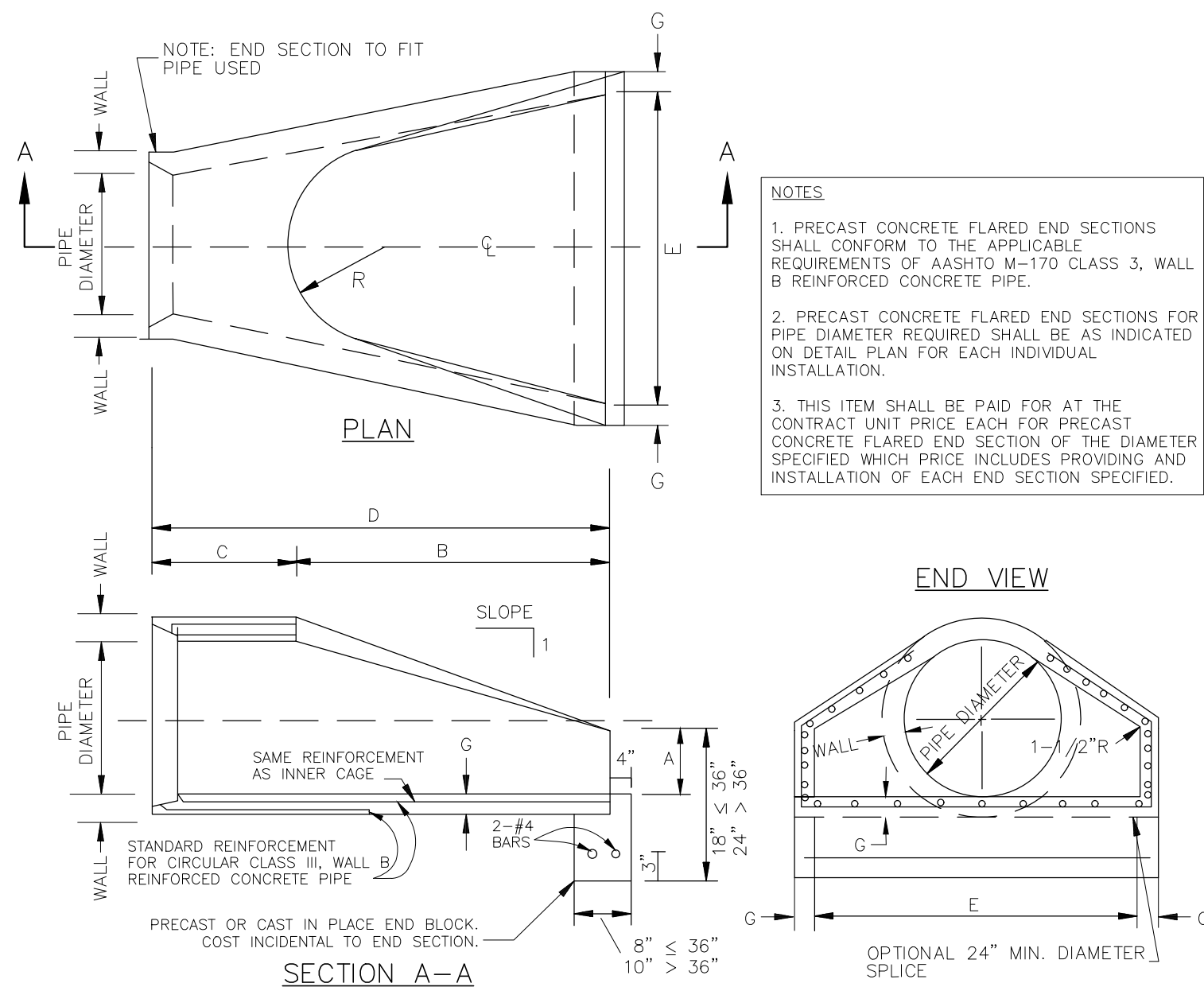
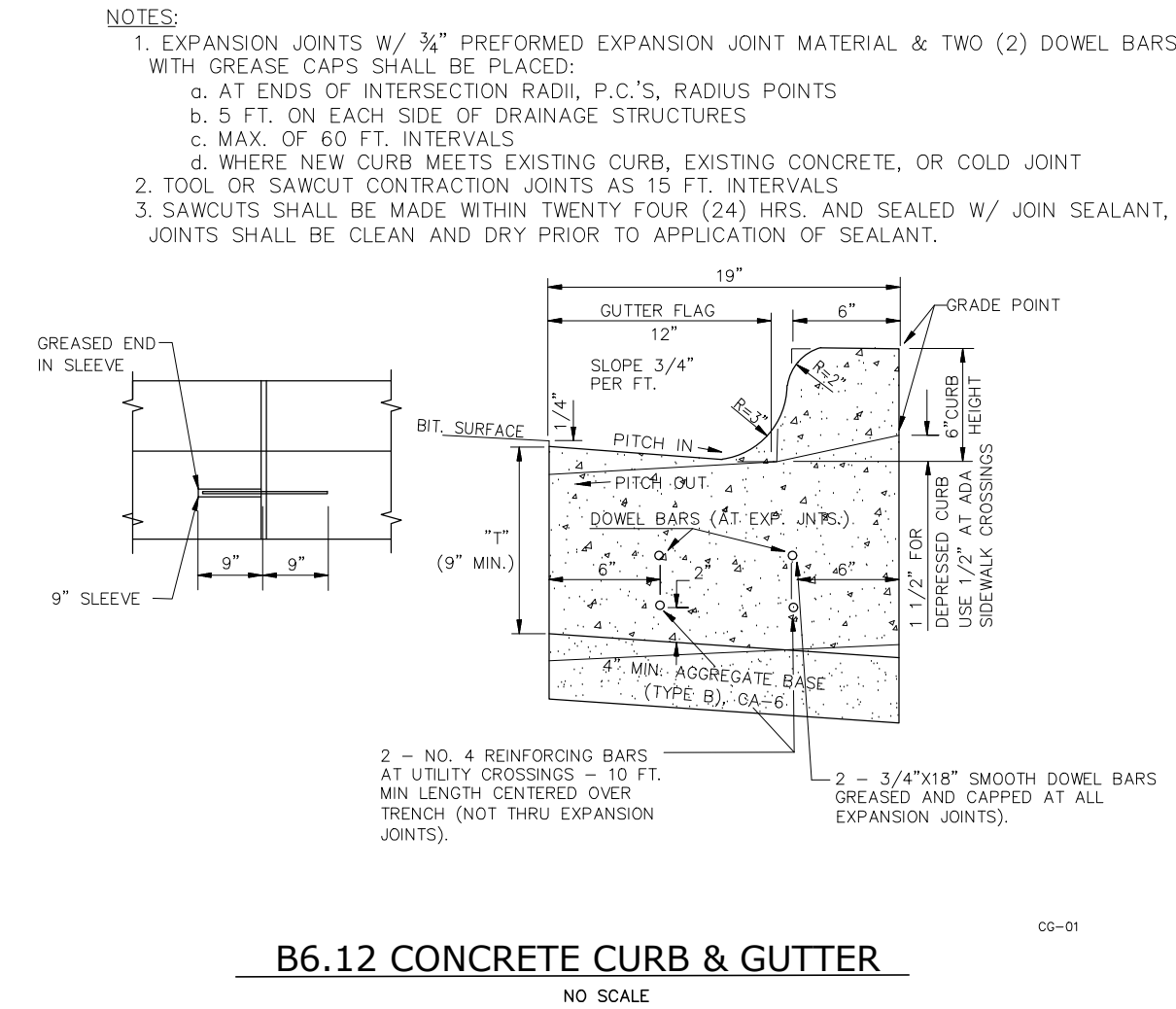
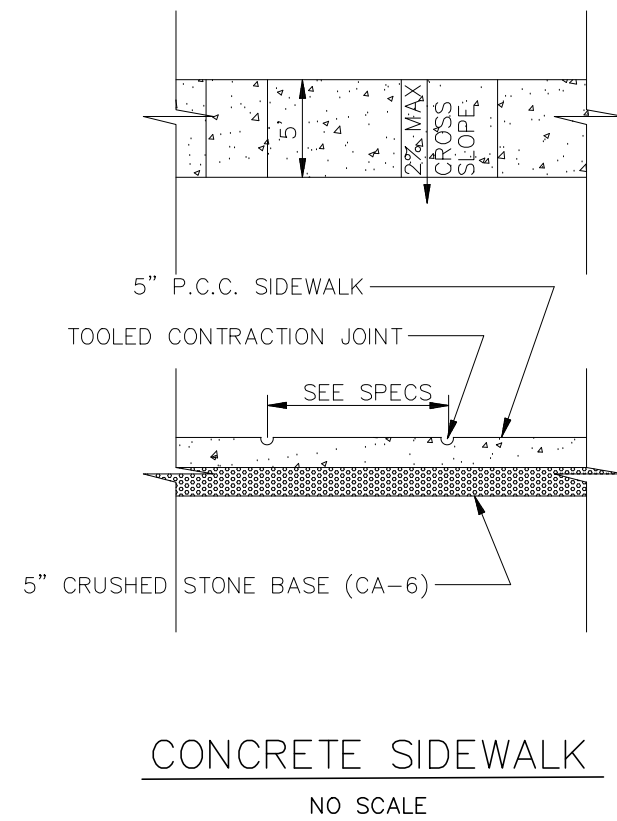
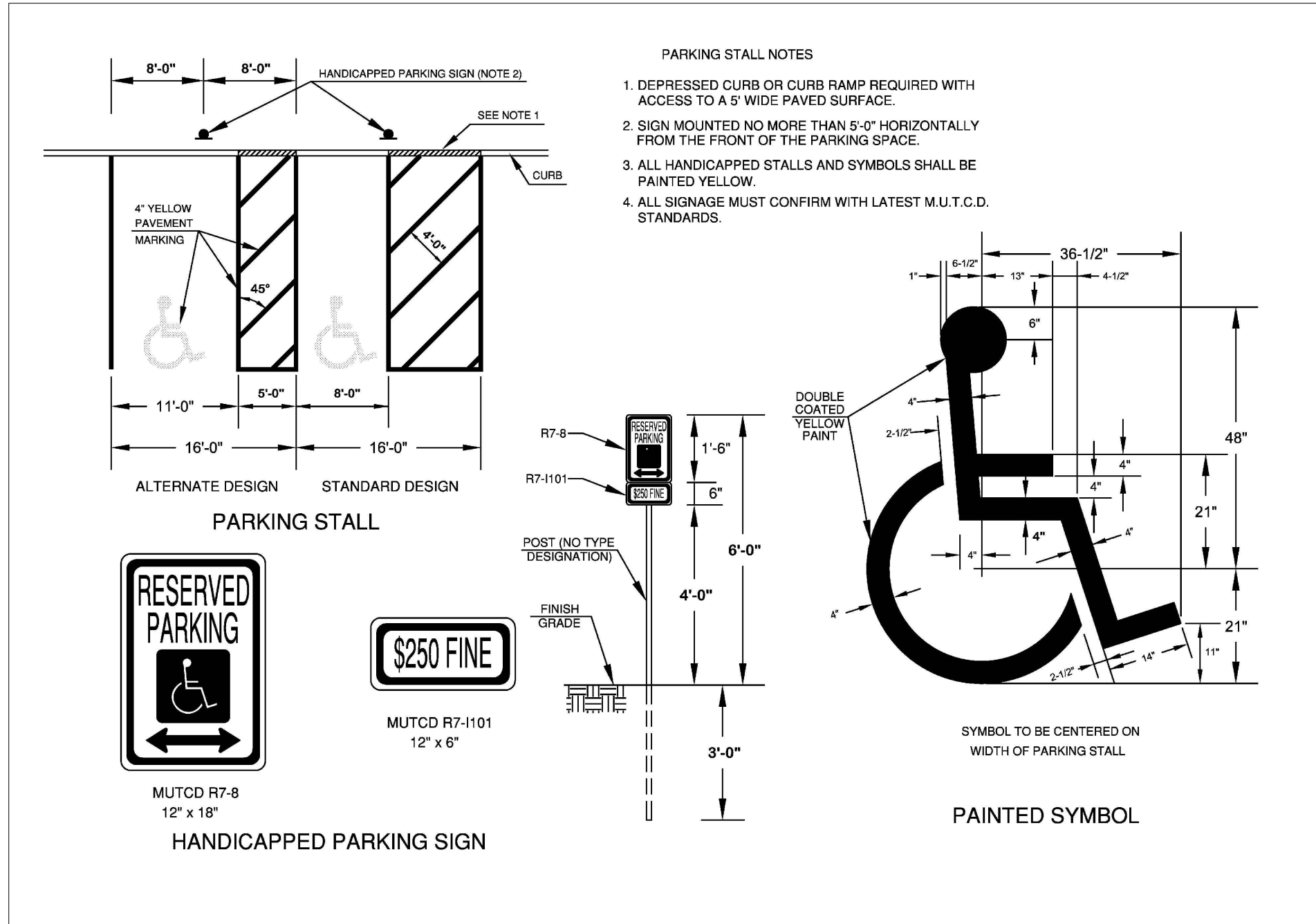
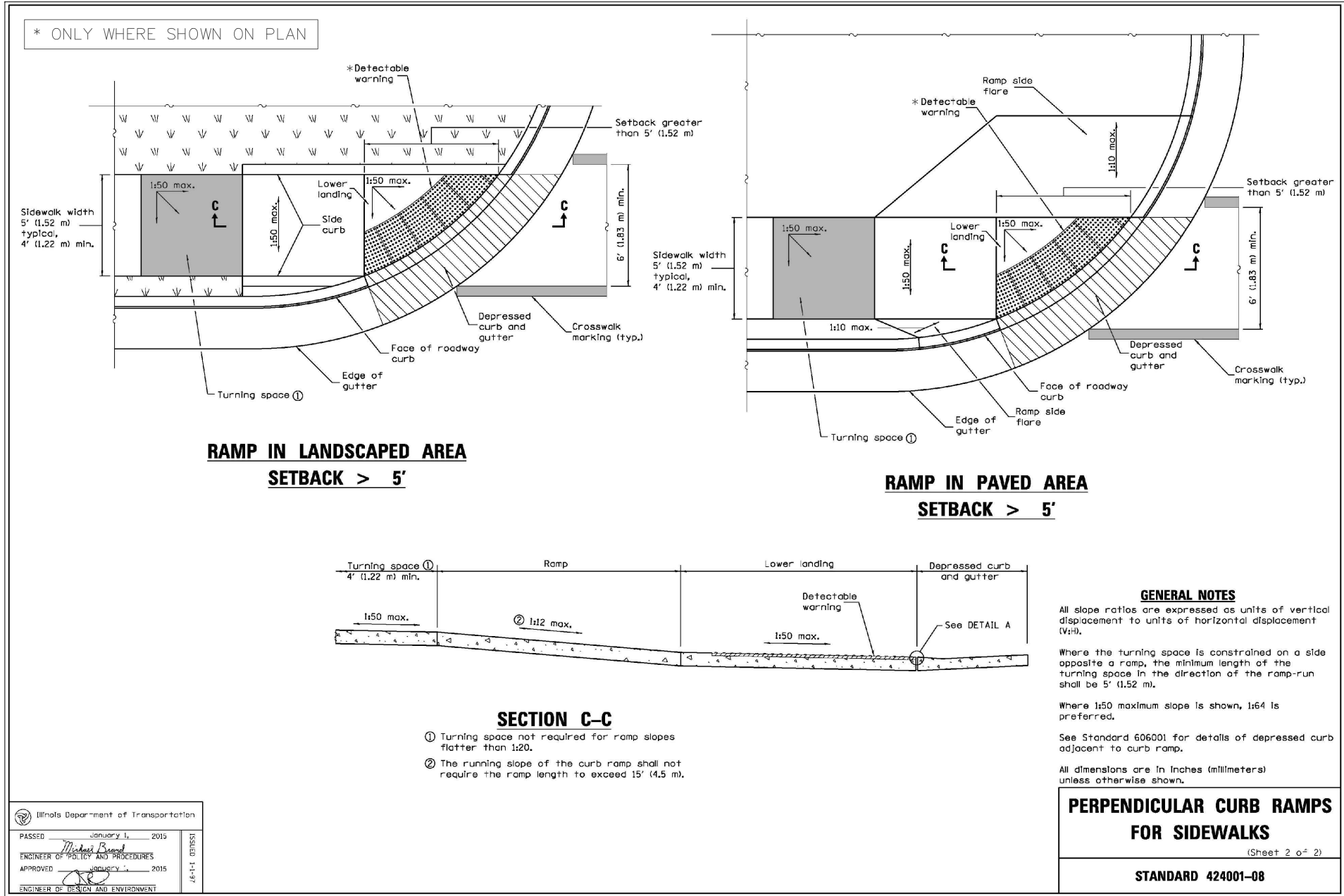
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

RWG
Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 32212717
DATE 10/17/17
SCALE NONE
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET

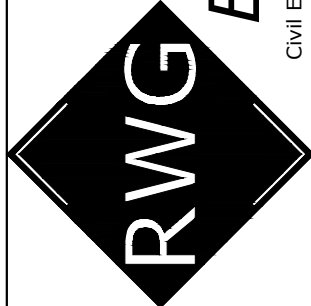
19 OF 20



PIPE DIA.	APPROX. QTY. (lbs)	WALL (in)	A (in)	B (in)	C (in)	D (in)	E (in)	G (in)	R (in)	APPROX. SLOPE
12"	530	2	4	24	4'-0 7/8"	6'-0 7/8"	24	2	9	1:2.4
15"	740	2 1/4	6	27	3'-10"	6'-1"	30	2 1/4"	11	1:2.4
18"	990	2 1/2	9	27	3'-10"	6'-1"	36	2 1/2	12	1:2.4
21"	1280	2 3/4	9	35	38	6'-1"	3'-6"	2 3/4	13	1:2.4
24"	1520	3	9 1/2	3'-7 1/2"	30	6'-1 1/2"	4'-0"	3	14	1:2.5
27"	1930	3 1/4	10 1/2	4'-0"	25 1/2	6'-1 1/2"	4'-6"	3 1/4	14 1/2	1:2.4
30"	2190	3 1/2	12	4'-6"	19 3/4	6'-1 3/4"	5'-0"	3 1/2	15	1:2.5
33"	3200	3 3/4	13 1/2	4'-10 1/2"	39 1/4	8'-1 3/4"	5'-6"	3 3/4	17 1/2	1:2.5
36"	4100	4	15	5'-3"	34 3/4	8'-1 3/4"	6'-0"	4	20	1:2.5
42"	5380	4 1/2	21	5'-3"	35	8'-2"	6'-6"	4 1/2	22	1:2.5
48"	6550	5	24	6'-0"	26	8'-2"	7'-0"	5	22	1:2.5
54"	8240	5 1/2	27	5'-5"	35	8'-4"	7'-6"	5 1/2	24	1:2.0
60"	8730	6	35	5'-0"	39	8'-3"	8'-0"	5	*	1:1.9
66"	10710	6 1/2	30	6'-0"	27	8'-3"	8'-6"	5 1/2	*	1:1.7
72"	12520	7	36	6'-6"	21	8'-3"	9'-0"	6	*	1:1.8
78"	14770	7 1/2	36	7'-6"	21	9'-3"	9'-6"	6 1/2	*	1:1.8
84"	18160	8	36	7'-6 1/2"	21	9'-3 1/2"	10'-0"	6 1/2	*	1:1.6

NOTE: GRATES, WHERE SPECIFIED, SHALL BE PROVIDED FOR ALL PRECAST REINFORCED CONCRETE FLARED END SECTIONS.

FES-02



Engineering, LLC

975 E. 22nd St, Suite 400
Wichita, KS 67203
www.rwg-engineering.com

PROJECT NO. 32212127
DATE 10/17/17
SCALE NONE
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

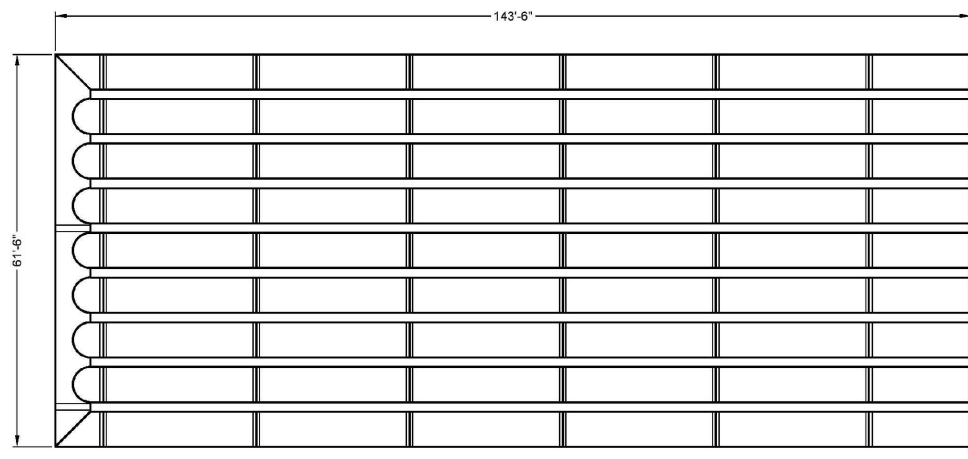
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20 OF 20

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS

DATE	REVISIONS	DRAWN BY
12/09/17	VILLAGE ROUND ONE COMMENTS	TLM
07/09/18	VILLAGE ROUND TWO COMMENTS	TLM

BASIN N-3



ASSEMBLY
SCALE: 1" = 20'

PROJECT SUMMARY	
CALCULATION DETAILS	STORAGE SUMMARY
• LENGTH PER BARREL = 138 FT	• STORAGE VOLUME REQUIRED 39,204 CF
• LENGTH PER HEADS = 161.54 FT	• PIPE STORAGE = 10,986 CF
• LOADING = 100 & 125	• STRUCTURAL BACKFILL STORAGE = 8,233 CF
• APPROX. CMP FOOTAGE = 1,304 FT	• TOTAL STORAGE PROVIDED = 39,222 CF

PIPE DETAILS	
• DIAMETER = 66 IN	• CORRUGATION = 8" X 1" OR 3" X 1"
• GAGE = 16	• COATING = ALUMINIZED STEEL
• WALL TYPE = SOLID WALL WITH EXFILTRATION JOINTS	• BARREL SPACING = 18 IN

BACKFILL DETAILS	
• WIDTH AT ENDS = 12 IN	• ABOVE PIPE = 18 IN
• WIDTH AT SIDES = 12 IN	• BELOW PIPE = 4 IN

NOTES:
1. ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND STUBS SHALL BE SHOWN BY THE DRAWING OR RECORD PRIOR TO RELEASE FOR CONSTRUCTION.
2. ALL FITTINGS AND REINFORCEMENT SHALL COMPLY WITH ASTM A486.
3. ALL REINFORCEMENT SHALL BE 30" X 30" CORRUGATION AND 16 GAUGE UNLESS OTHERWISE NOTED.
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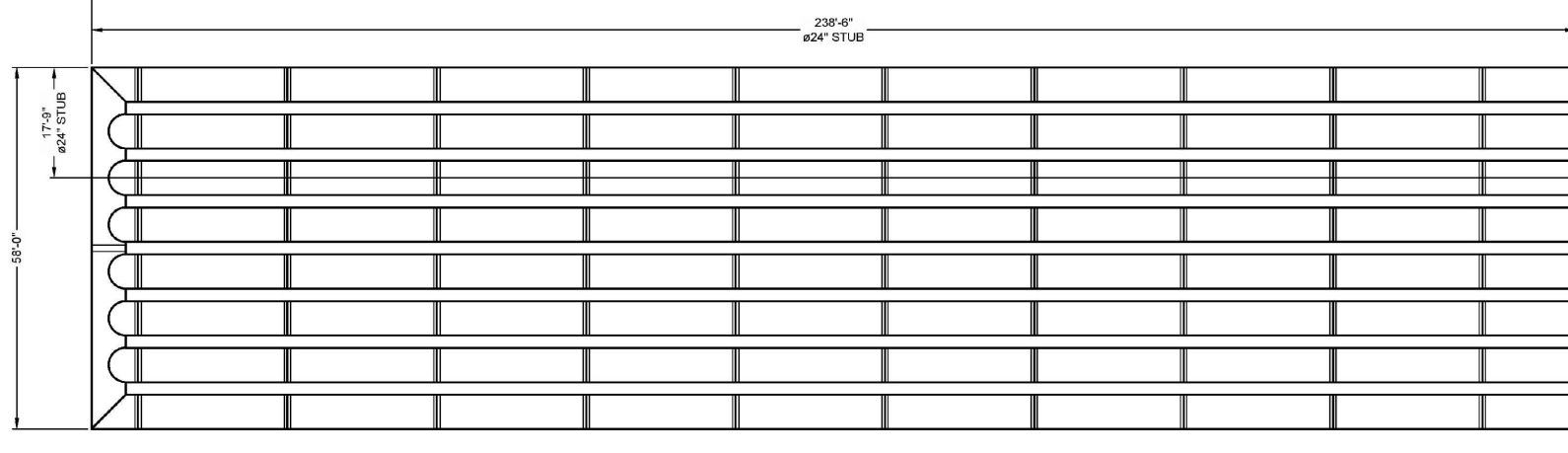
DATE	REVISION DESCRIPTION	BY
08/08/12	01	01

CONTECH ENGINEERING SOLUTIONS LLC	CONTECH CMP DETENTION SYSTEMS
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DIYODS - 5257-1-0	PROJECT NAME: Arlington Heights Industrial
DESCRIPTION: NORTH SYSTEM - PHASE 1	

08/08/12	01	01
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BASIN S-2



ASSEMBLY
SCALE: 1" = 20'

PROJECT SUMMARY	
CALCULATION DETAILS	STORAGE SUMMARY
• LENGTH PER BARREL = 138 FT	• STORAGE VOLUME REQUIRED 50,227 CF
• LENGTH PER HEADS = 161.54 FT	• PIPE STORAGE = 10,986 CF
• LOADING = 100 & 125	• STRUCTURAL BACKFILL STORAGE = 13,884 CF
• APPROX. CMP FOOTAGE = 1,822 FT	• TOTAL STORAGE PROVIDED = 55,257 CF

PIPE DETAILS	
• DIAMETER = 66 IN	• CORRUGATION = 8" X 1" OR 3" X 1"
• GAGE = 16	• COATING = ALUMINIZED STEEL
• WALL TYPE = SOLID WALL WITH EXFILTRATION JOINTS	• BARREL SPACING = 24 IN

NOTES:
1. ALL RISER AND STUB DIMENSIONS ARE TO CENTERLINE. ALL ELEVATIONS, DIMENSIONS, AND LOCATIONS OF RISERS AND STUBS SHALL BE SHOWN BY THE DRAWING OR RECORD PRIOR TO RELEASE FOR CONSTRUCTION.
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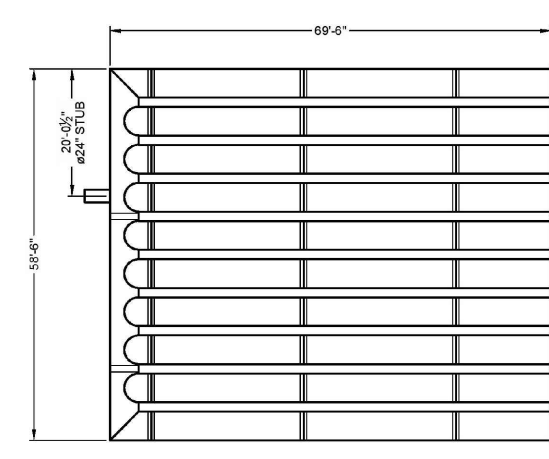
DATE	REVISION DESCRIPTION	BY
08/08/12	01	01

CONTECH ENGINEERING SOLUTIONS LLC	CONTECH CMP DETENTION SYSTEMS
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DIYODS - 5308-2-0	PROJECT NAME: Arlington Heights Industrial
DESCRIPTION: SOUTH SYSTEM - PHASE 2 - 66' PORTION	

08/08/12	01	01
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BASIN S-3



ASSEMBLY
SCALE: 1" = 20'

PROJECT SUMMARY	
CALCULATION DETAILS	STORAGE SUMMARY
• LENGTH PER BARREL = 66 FT	• STORAGE VOLUME REQUIRED 14,675 CF
• LENGTH PER HEADS = 66 FT	• PIPE STORAGE = 1,284 CF
• LOADING = 100 & 125	• STRUCTURAL BACKFILL STORAGE = 1,348 CF
• APPROX. CMP FOOTAGE = 709 FT	• TOTAL STORAGE PROVIDED = 14,675 CF

PIPE DETAILS	
• DIAMETER = 48 IN	• CORRUGATION = 8" X 1" OR 3" X 1"
• GAGE = 16	• COATING = ALUMINIZED STEEL
• WALL TYPE = SOLID WALL WITH EXFILTRATION JOINTS	• BARREL SPACING = 18 IN

NOTES:
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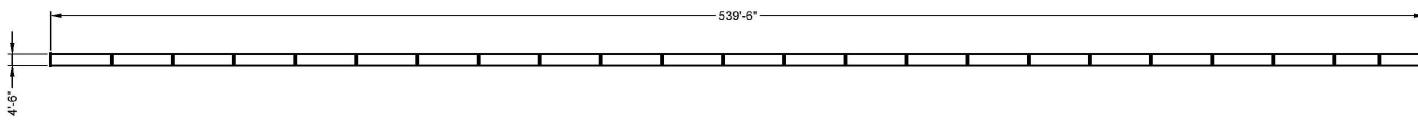
DATE	REVISION DESCRIPTION	BY
08/08/12	01	01

CONTECH ENGINEERING SOLUTIONS LLC	CONTECH CMP DETENTION SYSTEMS
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DIYODS - 5308-2-0	PROJECT NAME: Arlington Heights Industrial
DESCRIPTION: SOUTH SYSTEM - PHASE 2 - 54' PORTION	

08/08/12	01	01
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BASIN S-4



ASSEMBLY
SCALE: 1" = 50'

PROJECT SUMMARY	
CALCULATION DETAILS	STORAGE SUMMARY
• LENGTH PER BARREL = 137.50 FT	• STORAGE VOLUME REQUIRED 11,810 CF
• LENGTH PER HEADS = 161.54 FT	• PIPE STORAGE = 1,284 CF
• LOADING = 100 & 125	• STRUCTURAL BACKFILL STORAGE = 1,333 CF
• APPROX. CMP FOOTAGE = 840 FT	• TOTAL STORAGE PROVIDED = 11,810 CF

PIPE DETAILS	
• DIAMETER = 48 IN	• CORRUGATION = 8" X 1" OR 3" X 1"
• GAGE = 16	• COATING = ALUMINIZED STEEL
• WALL TYPE = SOLID WALL WITH EXFILTRATION JOINTS	• BARREL SPACING = 18 IN

BACKFILL DETAILS	
• WIDTH AT ENDS = 12 IN	• ABOVE PIPE = 18 IN
• WIDTH AT SIDES = 12 IN	• BELOW PIPE = 4 IN

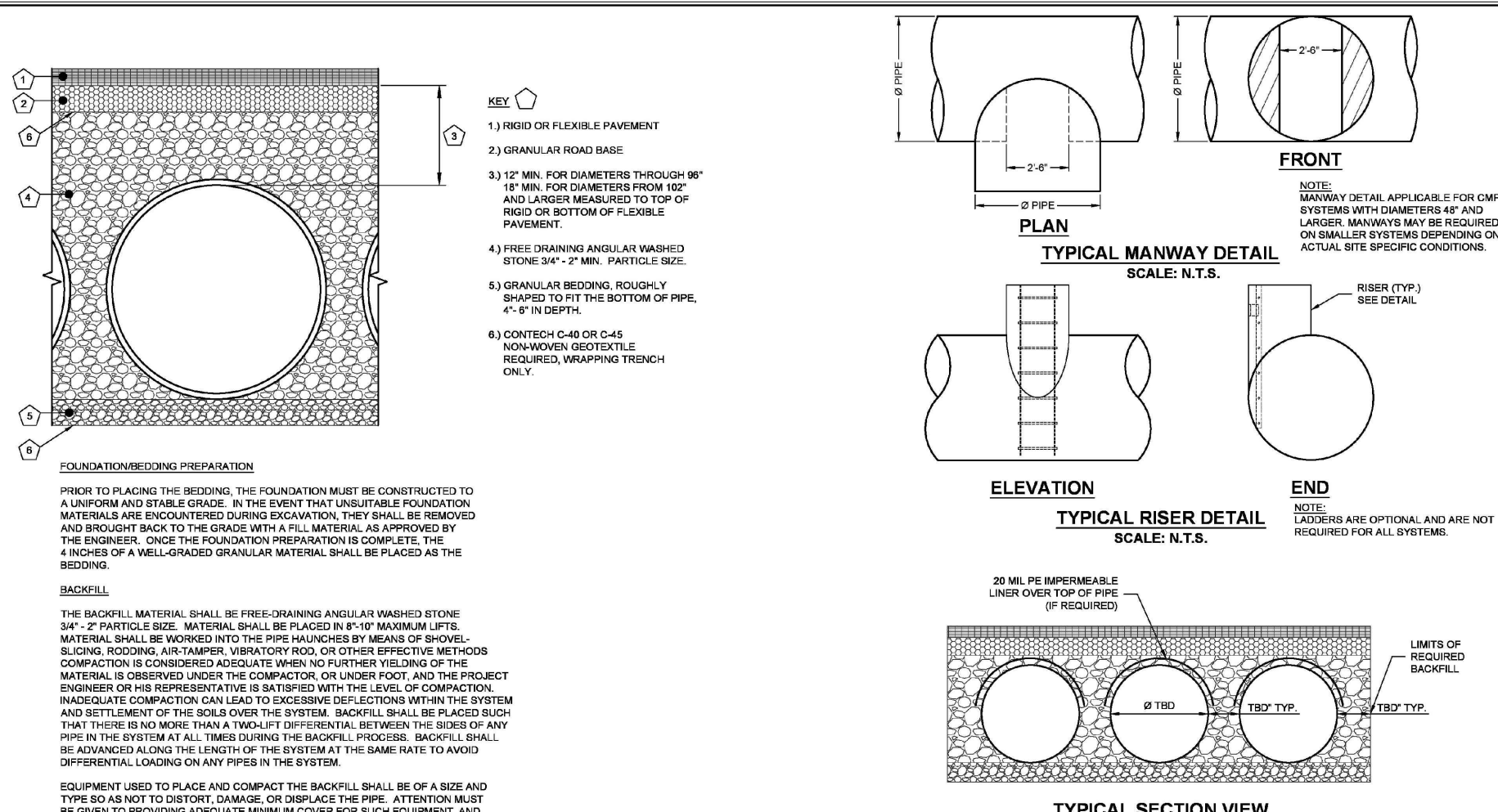
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DATE	REVISION DESCRIPTION	BY
08/08/12	01	01

CONTECH ENGINEERING SOLUTIONS LLC	CONTECH CMP DETENTION SYSTEMS
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DIYODS - 5310-1-0	PROJECT NAME: Arlington Heights Industrial
DESCRIPTION: SOUTHEAST SYSTEM - PHASE 2 - 54' RUN	

08/08/12	01	01
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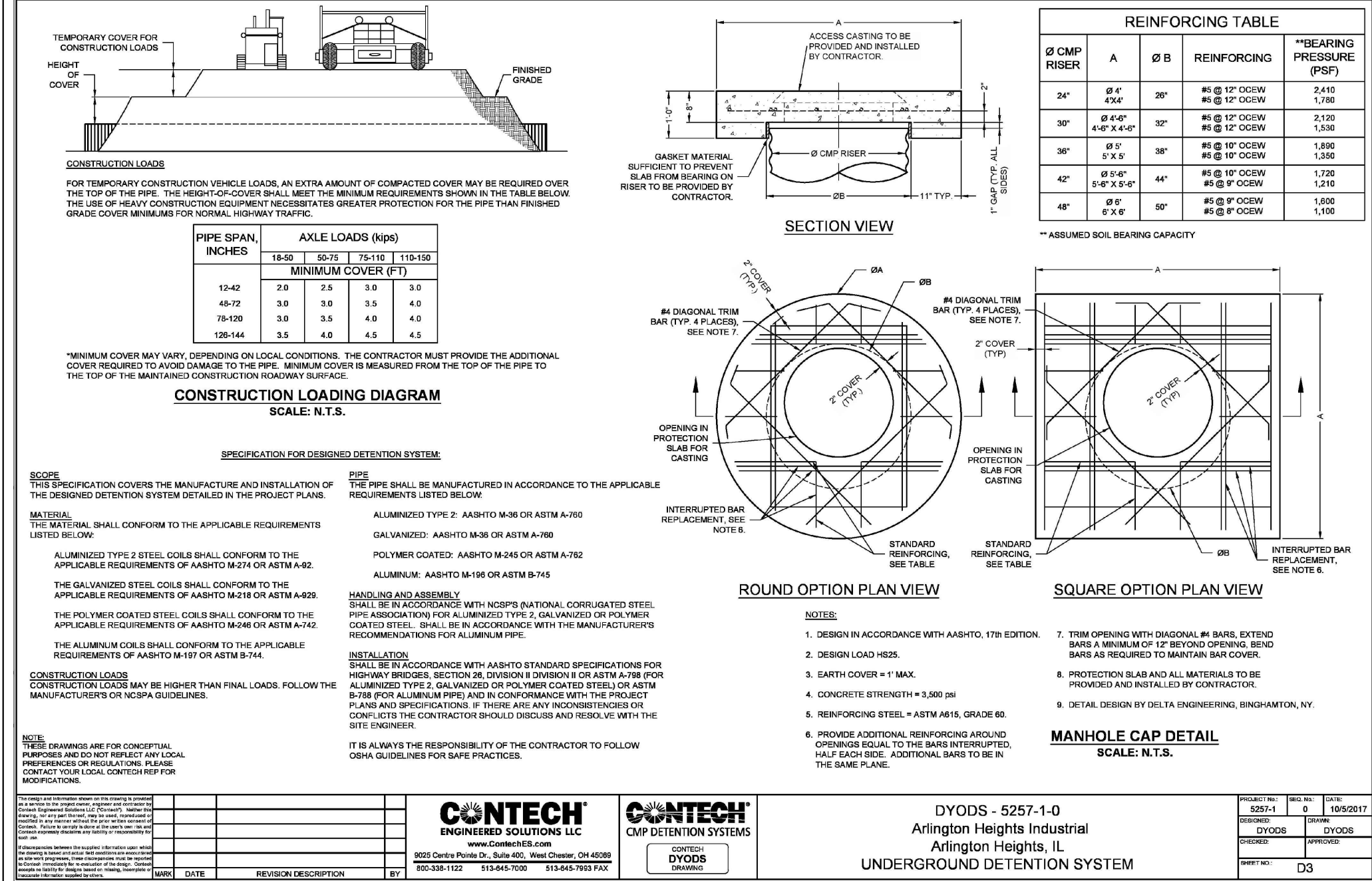
BACKFILL DETAIL	
• WIDTH AT ENDS = 12 IN	• ABOVE PIPE = 18 IN
• WIDTH AT SIDES = 12 IN	• BELOW PIPE = 4 IN

DATE	REVISION DESCRIPTION	BY
08/08/12	01	01

CONTECH ENGINEERING SOLUTIONS LLC	CONTECH CMP DETENTION SYSTEMS
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DIYODS - 5257-1-0	PROJECT NAME: Arlington Heights Industrial
DESCRIPTION: UNDERGROUND DETENTION SYSTEM	

08/08/12	01	01
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DATE	REVISION DESCRIPTION	BY
08/08/12	01	01

CONTECH ENGINEERING SOLUTIONS LLC	CONTECH CMP DETENTION SYSTEMS
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DIYODS - 5257-1-0	PROJECT NAME: Arlington Heights Industrial
DESCRIPTION: UNDERGROUND DETENTION SYSTEM	

08/08/12	01	01
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DATE	REVISIONS	DRAWN BY

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
CONTECH DETAILS

975 E. 22nd St., Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

PROJECT No. 32212717
DATE 10/17/12
SCALE NONE
PROJ. MGR. PDL
PROJ. ASSOC. RWG
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1 OF 1

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ENGINEER'S OPINION OF PROBABLE CONSTRUCTION COST
for
703-723 W. ALGONQUIN ROAD BUILDING
ARLINGTON HEIGHTS, IL
ARLINGTON HEIGHTS, ILLINOIS
(BASED ON PLANS BY RWG ENGINEERING, LLC, LATEST DATE 12/06/17)

DATE: 12/7/2017

FILE: 322-127-17

PHASE 1

<u>ITEM</u>	<u>DESCRIPTION</u>		<u>UNIT</u>		<u>UNIT PRICE</u>		<u>EXTENSION</u>
I. DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL							
1.	SILT FENCE	1,821	L.F.	\$	2.50	\$	4,552.50
2.	CONSTRUCTION ENTRANCE	1	EA.	\$	2,500.00	\$	2,500.00
3.	REMOVE EXISTING ONSITE PAVT/SIDEWALK	16,520	S.Y.	\$	8.00	\$	132,160.00
4.	REMOVE EXISTING CURB & GUTTER	2741	L.F.	\$	8.50	\$	23,298.50
5.	REMOVE/ABANDON EXISTING UTILITY LINES	1805	L.F.	\$	25.00	\$	45,125.00
6.	REMOVE/ASBANDON EXISTING UTILITY STRUCTURES	12	EA.	\$	400.00	\$	4,800.00
7.	REMOVE EXISTING BUIDLING	1	EA.	\$	152,000.00	\$	152,000.00
8.	SITE CLEARING, EXISTING TREE REMOVAL	1	LS	\$	30,000.00	\$	30,000.00
9.	TREE PROTECTION FENCE	18	EA.	\$	90.00	\$	1,620.00
10.	SITE EXCAVATION, GRADING (PAD PREP)	7.4	AC.	\$	15,000.00	\$	111,000.00
11.	SOIL EROSION CONTROL MAINTENANCE	1	LS	\$	2,500.00	\$	2,500.00
12.	TOPSOIL RESPREAD	5,936	S.Y.	\$	2.00	\$	11,872.00
13.	INLET PROTECTION FILTER BASKETS	24	EA.	\$	250.00	\$	6,000.00
TOTAL SCHEDULE I						\$	527,428.00
II. UNDERGROUND IMPROVEMENTS							
A. SANITARY SEWER IMPROVEMENTS							
1.	6" PVC SANITARY SEWER - SDR 26	180	L.F.	\$	35.00	\$	6,300.00
2.	8" PVC SANITARY SEWER - SDR 26	61	L.F.	\$	40.00	\$	2,440.00
3.	48" MANHOLE TYPE A W/FRAME & LID	2	EA.	\$	2,500.00	\$	5,000.00
4.	48" MANHOLE TYPE A W/FRAME & LID - CONSTRUCT OVER EXIST SAN SEWER	2	EA.	\$	4,500.00	\$	9,000.00
5.	ADJUST EXISTING SANITARY MANHOLE RIM	2	EA.	\$	350.00	\$	700.00
6.	SELECT GRANULAR TRENCH BACKFILL (CA-6)	98	L.F.	\$	30.00	\$	2,940.00
7.	TELEWISE SEWER POST CONSTRUCTION	241	L.F.	\$	3.00	\$	723.00
SUBTOTAL A						\$	27,103.00
B. WATERMAIN IMPROVEMENTS							
1.	8" DUCTILE IRON WATERMAIN, INCL FITTINGS AND POLYETHYLENE	185	L.F.	\$	45.00	\$	8,325.00
2.	10" DUCTILE IRON WATERMAIN, INCL FITTINGS AND POLYETHYLENE	148	L.F.	\$	55.00	\$	8,140.00
3.	RELOCATE EX FIRE HYDRANT w/AUX VALVE	1	EA.	\$	2,000.00	\$	2,000.00
4.	FIRE HYDRANT w/AUX VALVE	1	EA.	\$	4,500.00	\$	4,500.00
5.	16" DUCTILE IRON CASING PIPE	22	L.F.	\$	80.00	\$	1,760.00
6.	DIRECT CONNECTION TO EXISTING 8" WM	1	EA.	\$	1,500.00	\$	1,500.00
7.	8" VALVE & VAULT (4' DIA)	1	EA.	\$	3,000.00	\$	3,000.00
8.	10" VALVE IN 60" VAULT PRESSURE CONNECTION	1	EA.	\$	7,500.00	\$	7,500.00
9.	ADJUST EXISTING VAULT RIM	1	EA.	\$	350.00	\$	350.00

10. SELECT GRANULAR TRENCH BACKFILL (CA-6)	255	L.F.	\$	25.00	\$	6,375.00
11. WATER PRESSURE TEST & CHLORINATION	1	L.S.	\$	1,000.00	\$	1,000.00

SUBTOTAL B **\$ 44,450.00**

C. STORM SEWER IMPROVEMENTS

1. 4" PVC PERFORATED LEVEL SPREADER (w/STANDPIPE)	165	L.F.	\$	22.00	\$	3,630.00
2. 6" PVC PERFORATED UNDERDRAIN	355	L.F.	\$	22.00	\$	7,810.00
3. 8" PVC STORM SEWER	22	L.F.	\$	25.00	\$	550.00
4. 10" RCP CL IV STORM SEWER	200	L.F.	\$	25.00	\$	5,000.00
5. 10" RCP CL IV STORM SEWER (w/C-443 JOINTS)	86	L.F.	\$	28.00	\$	2,408.00
6. 12" RCP CL IV STORM SEWER	189	L.F.	\$	30.00	\$	5,670.00
7. 12" RCP CL IV STORM SEWER (w/C-443 JOINTS)	82	L.F.	\$	33.00	\$	2,706.00
8. 15" RCP CL IV STORM SEWER	336	L.F.	\$	35.00	\$	11,760.00
9. 18" RCP CL IV STORM SEWER	535	L.F.	\$	40.00	\$	21,400.00
10. 21" RCP CL IV STORM SEWER	123	L.F.	\$	45.00	\$	5,535.00
11. 21" RCP CL IV STORM SEWER (w/C-443 JOINTS)	68	L.F.	\$	50.00	\$	3,400.00
12. 24" RCP CL IV STORM SEWER	348	L.F.	\$	50.00	\$	17,400.00
13. 36" RCP CL IV STORM SEWER	248	L.F.	\$	60.00	\$	14,880.00
14. 18" FES (w/GRATE)	1	EA.	\$	1,800.00	\$	1,800.00
15. 24" FES (w/GRATE)	1	EA.	\$	2,400.00	\$	2,400.00
16. STORM CLEANOUT	2	EA.	\$	700.00	\$	1,400.00
17. 24" DIA STORM INLET	10	EA.	\$	900.00	\$	9,000.00
18. 48" DIA STORM MANHOLE	10	EA.	\$	2,000.00	\$	20,000.00
19. 60" DIA STORM MANHOLE	6	EA.	\$	2,400.00	\$	14,400.00
20. 72" DIA STORM MANHOLE	2	EA.	\$	3,500.00	\$	7,000.00
21. 48" DIA STORM CATCH BASIN	1	EA.	\$	2,250.00	\$	2,250.00
22. 60" DIA STORM CATCH BASIN	2	EA.	\$	2,700.00	\$	5,400.00
23. 72" DIA STORM CATCH BASIN	1	EA.	\$	3,900.00	\$	3,900.00
24. CONNECT TO EXISTING STORM SEWER	2	EA.	\$	750.00	\$	1,500.00
25. STEEL ORIFICE PLATE RESTRICTOR BOLTED TO MANHOLE WALL	1	EA.	\$	800.00	\$	800.00
26. UNDERGROUND DETENTION VAULT	1	LS	\$	210,000.00	\$	210,000.00
27. SELECT GRANULAR TRENCH BACKFILL (CA-6)	2,592	L.F.	\$	25.00	\$	64,800.00

SUBTOTAL C **\$ 446,799.00**
TOTAL SCHEDULE II **\$ 518,352.00**

III. PAVING, CURB, SIDEWALK, LIGHTING IMPROVEMENTS

1. B6.12 CONCRETE CURB & GUTTER	3,340	L.F.	\$	18.00	\$	60,120.00
2. 2" BITUMINOUS SURFACE COURSE (N50)	10,095	S.Y.	\$	11.00	\$	111,045.00
3. BITUMINOUS TACK COAT (0.05 gal/sy)	505	GAL	\$	2.50	\$	1,261.88
4. 2 " BITUMINOUS BINDER COURSE (N50)	3,675	S.Y.	\$	10.00	\$	36,750.00
5. 2 1/4" BITUMINOUS BINDER COURSE (N50)	6,420	S.Y.	\$	11.25	\$	72,225.00
6. 5" BITUMINOUS BINDER COURSE (N30)	6,420	S.Y.	\$	22.00	\$	141,240.00
7. 4" AGGREGATE BASE COURSE	6,420	S.Y.	\$	6.00	\$	38,520.00
8. 8" AGGREGATE BASE COURSE	3,062	S.Y.	\$	12.00	\$	36,744.00
9. 12" AGGREGATE BASE COURSE	613	S.Y.	\$	18.00	\$	11,034.00
10. BITUMINOUS PRIME COAT (0.30 gal/sy)	3,029	GAL	\$	2.50	\$	7,572.50
11. 8" PCC PAVT ON 6" AGGREGATE BASE (CA-6)	2,436	S.Y.	\$	45.00	\$	109,620.00
12. PAVEMENT MARKING & SIGNAGE	1	L.S.	\$	5,000.00	\$	5,000.00
13. CONCRETE SIDEWALK (5" PCC ON 4" AGG CA-6)	1,373	S.F.	\$	5.00	\$	6,865.00
14. SITE LIGHTING (BUDGET FROM CONTRACTOR/HINSDALE ELECTRIC CO.)	1	L.S.	\$	43,200.00	\$	43,200.00

TOTAL SCHEDULE III **\$ 681,197.38**

IV. LANDSCAPE IMPROVEMENTS

1. BUDGET FROM WINGREN LANDSCAPE	1	LS	\$	108,162.12	\$	108,162.12
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TOTAL SCHEDULE IV **\$ 108,162.12**

PHASE 1 SUMMARY

I. DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL		\$ 527,428.00
II. UNDERGROUND IMPROVEMENTS		\$ 518,352.00
A. SANITARY SEWER IMPROVEMENTS	\$ 27,103.00	
B. WATERMAIN IMPROVEMENTS	\$ 44,450.00	
C. STORM SEWER IMPROVEMENTS	\$ 446,799.00	
III. PAVING, CURB, SIDEWALK, LIGHTING IMPROVEMENTS		\$ 681,197.38
IV. LANDSCAPE IMPROVEMENTS		\$ 108,162.12
TOTAL		\$ 1,835,139.50

PHASE 2

<u>ITEM</u>	<u>DESCRIPTION</u>		<u>UNIT</u>		<u>UNIT PRICE</u>	<u>EXTENSION</u>
I.	DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL					
1.	SILT FENCE	1,667	L.F.	\$	2.50	\$ 4,167.50
2.	CONSTRUCTION ENTRANCE	1	EA.	\$	2,500.00	\$ 2,500.00
3.	REMOVE EXISTING ONSITE PAVT/SIDEWALK	20,618	S.Y.	\$	8.00	\$ 164,944.00
4.	REMOVE EXISTING CURB & GUTTER	2933	L.F.	\$	8.50	\$ 24,930.50
5.	REMOVE/ABANDON EXISTING UTILITY LINES	3104	L.F.	\$	25.00	\$ 77,600.00
6.	REMOVE/ABANDON EXISTING UTILITY STRUCTURES	14	EA.	\$	400.00	\$ 5,600.00
7.	EXIST PAVEMENT REMOVE & REPLACE TO DISCONNECT WAT SERVICE FROM EX MAIN	1	EA.	\$	2,000.00	\$ 2,000.00
8.	REMOVE EXISTING BUILDING	1	EA.	\$	170,000.00	\$ 170,000.00
9.	SITE CLEARING/EXISTING TREE REMOVAL	1	LS	\$	20,000.00	\$ 20,000.00
10.	SITE EXCAVATION, GRADING (PAD PREP)	8.6	AC.	\$	15,000.00	\$ 129,000.00
11.	MODULAR BLOCK RETAINING WALL (WITH LANDSCAPE ITEMS)		S.F.		\$	-
12.	SOIL EROSION CONTROL MAINTENANCE	1	LS	\$	2,500.00	\$ 2,500.00
13.	TOPSOIL RESPREAD	5,040	S.Y.	\$	2.00	\$ 10,080.00
14.	INLET PROTECTION FILTER BASKETS	24	EA.	\$	250.00	\$ 6,000.00
	TOTAL SCHEDULE I					\$ 619,322.00
II.	UNDERGROUND IMPROVEMENTS					
	A. SANITARY SEWER IMPROVEMENTS					
1.	6" PVC SANITARY SEWER - SDR 26	272	L.F.	\$	35.00	\$ 9,520.00
2.	8" PVC SANITARY SEWER - SDR 26	759	L.F.	\$	40.00	\$ 30,360.00
3.	48" MANHOLE TYPE A W/FRAME & LID	5	EA.	\$	2,500.00	\$ 12,500.00
4.	CONNECT TO EXISTING SANITARY MANHOLE	2	EA.	\$	1,500.00	\$ 3,000.00
5.	SELECT GRANULAR TRENCH BACKFILL (CA-6)	728	L.F.	\$	30.00	\$ 21,840.00
6.	TELEWISE SEWER POST CONSTRUCTION	1031	L.F.	\$	3.00	\$ 3,093.00
	SUBTOTAL A					\$ 80,313.00
	B. WATERMAIN IMPROVEMENTS					
1.	8" DUCTILE IRON WATERMAIN, INCL FITTINGS AND POLYETHYLENE	616	L.F.	\$	45.00	\$ 27,720.00
2.	FIRE HYDRANT w/AUX VALVE	2	EA.	\$	4,500.00	\$ 9,000.00
3.	8" VALVE IN 60" VAULT PRESSURE CONNECTION	1	EA.	\$	7,000.00	\$ 7,000.00
4.	SELECT GRANULAR TRENCH BACKFILL (CA-6)	520	L.F.	\$	25.00	\$ 13,000.00
5.	WATER PRESSURE TEST & CHLORINATION	1	L.S.	\$	1,000.00	\$ 1,000.00
	SUBTOTAL B					\$ 57,720.00
	C. STORM SEWER IMPROVEMENTS					
1.	4" PVC PERFORATED LEVEL SPREADER (w/STANDPIPE)	105	L.F.	\$	22.00	\$ 2,310.00
2.	6" PVC PERFORATED UNDERDRAIN	918	L.F.	\$	22.00	\$ 20,196.00

3. 10" RCP CL IV STORM SEWER	218	L.F.	\$	25.00	\$	5,450.00
4. 10" RCP CL IV STORM SEWER (w/C-443 JOINTS)	84	L.F.	\$	28.00	\$	2,352.00
5. 12" RCP CL IV STORM SEWER	332	L.F.	\$	30.00	\$	9,960.00
6. 12" CMP STORM SEWER	8	L.F.	\$	30.00	\$	240.00
7. 15" RCP CL IV STORM SEWER	325	L.F.	\$	35.00	\$	11,375.00
8. 18" RCP CL IV STORM SEWER	341	L.F.	\$	40.00	\$	13,640.00
9. 24" RCP CL IV STORM SEWER	182	L.F.	\$	50.00	\$	9,100.00
10. 30" RCP CL IV STORM SEWER	405	L.F.	\$	55.00	\$	22,275.00
11. 36" RCP CL IV STORM SEWER	60	L.F.	\$	60.00	\$	3,600.00
12. 12" FES (w/GRATE)	2	EA.	\$	1,300.00	\$	2,600.00
13. STORM CLEANOUT	3	EA.	\$	700.00	\$	2,100.00
14. 24" DIA STORM INLET	13	EA.	\$	900.00	\$	11,700.00
15. 48" DIA STORM MANHOLE	12	EA.	\$	2,000.00	\$	24,000.00
16. 60" DIA STORM MANHOLE	3	EA.	\$	2,400.00	\$	7,200.00
17. 72" DIA STORM MANHOLE	1	EA.	\$	3,500.00	\$	3,500.00
18. CONNECT TO EXISTING STORM SEWER	1	EA.	\$	750.00	\$	750.00
19. STEEL ORIFICE PLATE RESTRICTOR BOLTED TO MANHOLE WALL	1	EA.	\$	900.00	\$	900.00
20. UNDERGROUND DETENTION VAULT	1	LS	\$	460,000.00	\$	460,000.00
21. SELECT GRANULAR TRENCH BACKFILL (CA-6)	2,678	L.F.	\$	25.00	\$	66,950.00

SUBTOTAL C	\$	680,198.00
TOTAL SCHEDULE II	\$	818,231.00

III. PAVING, CURB, SIDEWALK, LIGHTING IMPROVEMENTS

1. B6.12 CONCRETE CURB & GUTTER	3,236	L.F.	\$	18.00	\$	58,248.00
2. 2" BITUMINOUS SURFACE COURSE (N50)	11,128	S.Y.	\$	11.00	\$	122,408.00
3. BITUMINOUS TACK COAT (0.05 gal/sy)	556	GAL	\$	2.50	\$	1,390.00
4. 2 " BITUMINOUS BINDER COURSE (N50)	2,586	S.Y.	\$	10.00	\$	25,860.00
5. 2 1/4" BITUMINOUS BINDER COURSE (N50)	8,542	S.Y.	\$	11.25	\$	96,097.50
6. 5" BITUMINOUS BINDER COURSE (N30)	8,542	S.Y.	\$	22.00	\$	187,924.00
7. 4" AGGREGATE BASE COURSE	8,542	S.Y.	\$	6.00	\$	51,252.00
8. 8" AGGREGATE BASE COURSE	1,444	S.Y.	\$	12.00	\$	17,328.00
9. 12" AGGREGATE BASE COURSE	1,142	S.Y.	\$	18.00	\$	20,556.00
10. BITUMINOUS PRIME COAT (0.30 gal/sy)	3,338	GAL	\$	2.50	\$	8,345.00
11. 8" PCC PAVT ON 6" AGGREGATE BASE (CA-6)	3,999	S.Y.	\$	45.00	\$	179,955.00
12. PAVEMENT MARKINGS & SIGNAGE	1	L.S.	\$	5,000.00	\$	5,000.00
13. CONCRETE SIDEWALK (5" PCC ON 4" AGG CA-6)	1,822	S.F.	\$	5.00	\$	9,110.00
14. SITE LIGHTING (BUDGET FROM CONTRACTOR/HINSDALE ELECTRIC CO)	1	L.S.	\$	37,600.00	\$	37,600.00

TOTAL SCHEDULE III	\$	821,073.50
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IV. LANDSCAPE IMPROVEMENTS

1. BUDGET FROM WINGREN LANDSCAPE	1	LS	\$	187,265.33	\$	187,265.33
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TOTAL SCHEDULE IV	\$	187,265.33
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PHASE 2 SUMMARY

I. DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL	\$	619,322.00
II. UNDERGROUND IMPROVEMENTS	\$	818,231.00
A. SANITARY SEWER IMPROVEMENTS	\$	80,313.00
B. WATERMAIN IMPROVEMENTS	\$	57,720.00
C. STORM SEWER IMPROVEMENTS	\$	680,198.00
III. PAVING, CURB, SIDEWALK, LIGHTING IMPROVEMENTS	\$	821,073.50
IV. LANDSCAPE IMPROVEMENTS	\$	187,265.33
TOTAL	\$	2,445,891.83

TOTAL SUMMARY - PHASE 1 & 2

	<u>PHASE 1</u>		<u>PHASE 2</u>		<u>TOTAL</u>
I. DEMOLITION, EXCAVATION, GRADING & EROSION CONTROL	\$ 527,428.00	\$	619,322.00	\$	1,146,750.00
II. UNDERGROUND IMPROVEMENTS	\$ 518,352.00	\$	818,231.00	\$	1,336,583.00
III. PAVING, CURB, SIDEWALK, LIGHTING IMPROVEMENTS	\$ 681,197.38	\$	821,073.50	\$	1,502,270.88
IV. LANDSCAPE IMPROVEMENTS	<u>\$ 108,162.12</u>	\$	<u>187,265.33</u>	\$	<u>295,427.45</u>
TOTALS	\$ 1,835,139.50	\$	2,445,891.83	\$	4,281,031.33

NOTES:

1. EXISTING TOTAL SITE AREA = 15.41 +/- AC. PROPOSED DISTURBANCE BY PHASE (TO INCLUDE MISC WORK IN OFFSITE EAEMENT AREAS): PH1 = 7.4 +/- ACS; PH2 = 8.6 +/- ACS
- 2 THIS ENGINEER'S OPINION OF PROBABLE COST HAS BEEN PREPARED BASED ON THE ENGINEER'S EXPERIENCE AS A DESIGN PROFESSIONAL AND IS FURNISHED FOR INFORMATION ONLY. IT DOES NOT CONSTITUTE A GUARANTEE OF ACTUAL CONSTRUCTION COSTS.



Morgan Harbour Construction
7510 S. Madison Street
Willowbrook, IL 60527

703-723 Algonquin Rd Phase 1
703-723 Algonquin Rd.
Arlington Heights, IL
Proposal # **19722**

Commercial Construction
Proposal

Scope

PH 1 Plant Material w/ Mulch to Code	<u>\$79,841.12</u>
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7.00	6.00ft	Amelanchier Grandiflora
15.00	6.00ft	Malus 'Prairifire'
3.00	2.50in	Syringa Reticulata 'Ivory Silk'
5.00	6 ft. BB	Acer ginnala
6.00	2.50in	Carpinus Betulus 'Fastigiata'
9.00	6.00ft	Viburnum Prunifolium
7.00	4.00in	Quercus Bicolor
6.00	4.00in	Gleditsia Triacan. Inerm 'Skyline'
4.00	4.00in	Acer X Freemanii 'Autumn Blaze'
4.00	6.00ft	Thuja Occ. 'Emerald Green'
45.00	6.00ft	Thuja Occidentalis 'Techny'
20.00	#5 POT	Juniperus Chinensis 'Sea Green'
61.00	30"w	Taxus x media 'Densiformis' (Bergi strain)
18.00	2.50ft	Cotoneaster Acutifolius
22.00	#5 POT	Hydrangea Arborensens 'Annabelle'
17.00	#5 POT	Hydrangea Macrophylla 'Bailmer'
53.00	#3 POT	Rosa 'Radrazz'
5.00	30.00in	Spiraea X Bumalda 'Goldflame'
71.00	36.00in	Syringa Patula 'Miss Kim'
20.00	3.00ft	Viburnum Dentatum 'Synnvestvedt'
15.00	#5 POT	Viburnum Dentatum 'Christom'
144.00	#1	Coreopsis v. 'Zagreb'
132.00	#1	Hemerocallis 'Happy Returns'
8.00	#1	Hosta 'Sum and Substance'
13.00	#1	Hosta sieboldiana 'Frances Williams'
	#1	Perovskia atriplicifolia

18.00		
61.00	#1	Salvia x s. 'May Night'
6.00	24ct Plug Stand	Sedum kamtschaticum
29.00	#1	Geranium 'Rozanne' PP12175
25.00	#1	Heuchera 'Palace Purple' (micrantha var. diversifolia)
7.00	#1	Hosta 'Krossa Regal'
114.00	#1	Calamagrostis a. 'Karl Foerster'
58.00	#1	Schizachyrium scoparium (aka Andropogon scoparius)
25.00	#1 POT	Panicum Virgatum 'Northwind'
35.00	#1	Carex m. 'Ice Dance'
8.00	#1	Panicum v. 'Cheyenne Sky' PP23209

PH 1 Seed and Blanket	<u>\$9,408.00</u>
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35,600.00	SF	Grading, Topsoil, Seed & Blanket
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PH 1 Native Seeding	<u>\$18,549.00</u>
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16,900.00	SF	Native Seed and Blanket
3.00	YR	Native Monitoring & Maintenance

PH 1 Gravel Strip	<u>\$368.00</u>
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92.00	SF	1' Wide DG Strip
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<u>Project Total</u>	<u>\$108,166.12</u>
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Sincerely,
Wingren Landscape, Inc.

James Zumbahlen Jr.

James Zumbahlen Jr.
Project Manager

Acceptance

Signature

Date



Morgan Harbour Construction
7510 S. Madison Street
Willowbrook, IL 60527

703-723 Algonquin Rd Phase 2
703-723 Algonquin Rd.
Arlington Heights, IL
Proposal # **19787**

Commercial Construction
Proposal

Scope

PH 2 Plant Material w/ Mulch to Code	<u>\$54,659.33</u>
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2.00	2.50in	Acer X Freemanii 'Autumn Blaze'
14.00	6.00ft	Amelanchier Grandiflora
2.00	2.50in	Celtis Occidentalis
4.00	2.50in	Gleditsia Triacan. Inerm 'Skyline'
2.00	2.50in	Tilia Americana 'Redmond'
4.00	6.00ft	Malus 'Prairifire'
6.00	2.50in	Syringa Reticulata 'Ivory Silk'
6.00	6.00ft	Thuja Occ. 'Emerald Green'
50.00	6.00ft	Thuja Occidentalis 'Techny'
10.00	30.00in	Buxus X 'Green Velvet'
20.00	#5 POT	Juniperus Chinensis 'Sea Green'
42.00	30"w	Taxus x media 'Densiformis' (Bergi strain)
40.00	2.50ft	Cotoneaster Acutifolius
5.00	#5 POT	Hydrangea Arborensens 'Annabelle'
21.00	#5 POT	Hydrangea Macrophylla 'Bailmer'
32.00	#3 POT	Rosa 'Radrass'
56.00	36.00in	Syringa Patula 'Miss Kim'
21.00	3.00ft	Viburnum Dentatum 'Synnvestedt'
31.00	#1	Coreopsis v. 'Zagreb'
21.00	#1	Geranium 'Rozanne' PP12175
39.00	#1	Hemerocallis 'Happy Returns'
26.00	#1	Salvia x s. 'May Night'
28.00	#1	Panicum v. 'Northwind'

PH 2 Seed and Blanket	<u>\$7,470.00</u>
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41,500.00	SF	Seed and Blanket
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<u>PH 2 Native Seeding</u>			<u>\$16,836.00</u>
11,600.00	SF	Native Seed and Blanket	
3.00	YR	Native Monitoring & Maintenance	
<u>PH 2 Retaining Wall</u>			<u>\$107,980.00</u>
4,560.00	SFF	Retaining Wall	
1.00	LS	Engineering Fees	
<u>PH 2 Gravel Strip</u>			<u>\$320.00</u>
80.00	SF	1' Wide DG Strip	
<u>Project Total</u>			<u>\$187,265.33</u>

Sincerely,
Wingren Landscape, Inc.

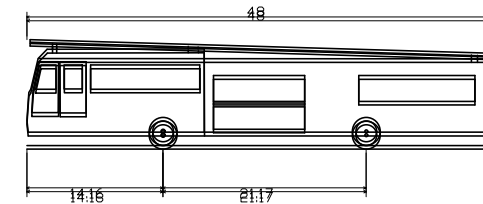
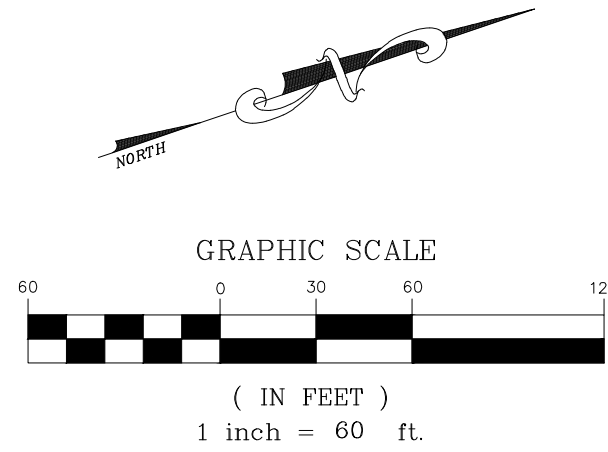
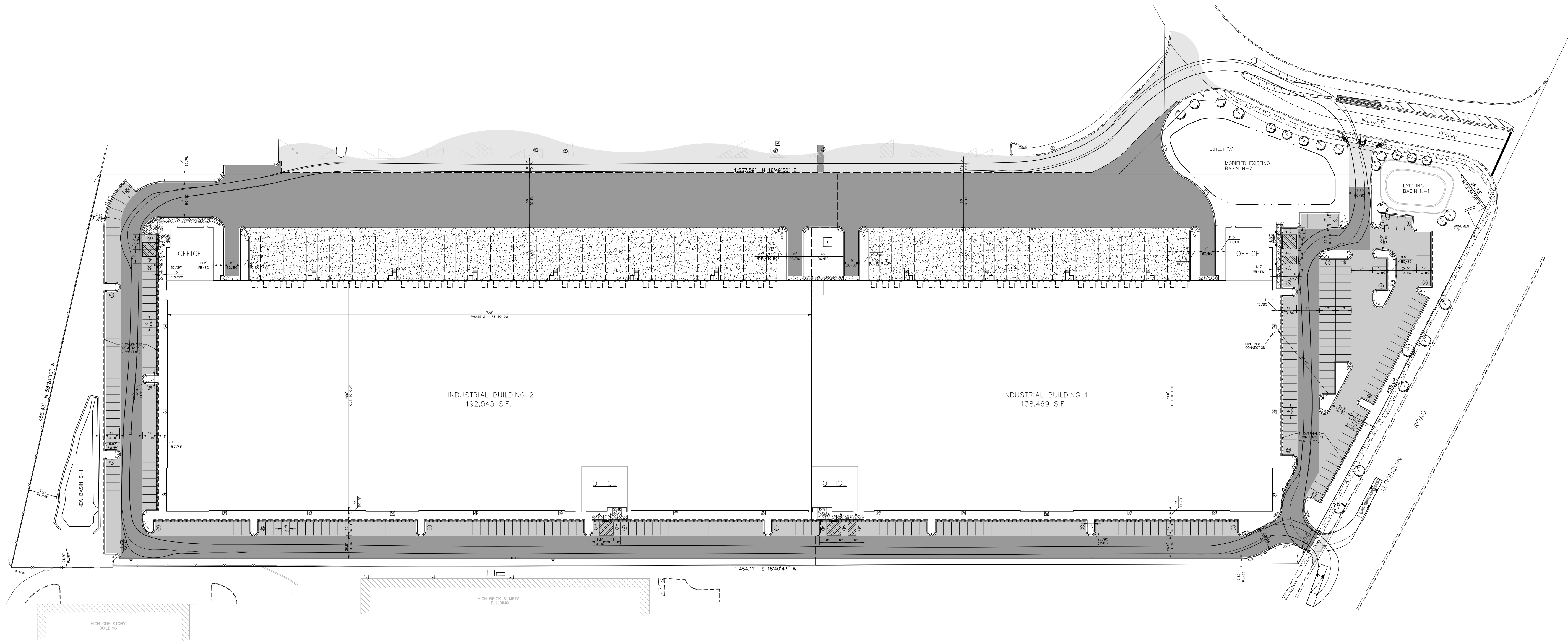
James Zumbahlen Jr.

James Zumbahlen Jr.
Project Manager

Acceptance

Signature

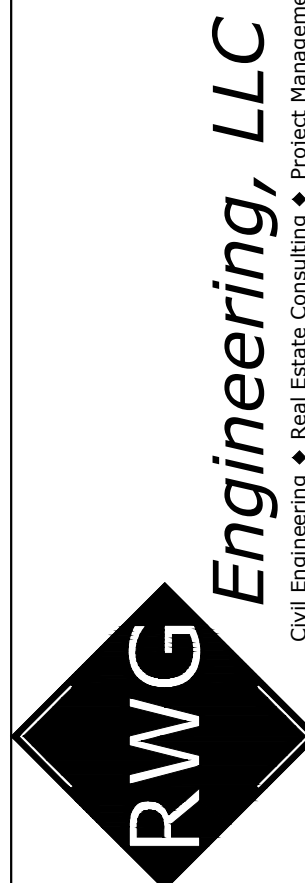
Date



E=ONE HP95 Mid Mount For ArlingtonHeights = Ladder 131
Overall Length 1418
Overall Width 8117
Overall Body Height 1418
Min Body Ground Clearance 1418
Track Width 1418
Lock-to-lock time 1418
Max Wheel Angle 1418

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
FIRE TRUCK MANEUVERING EXHIBIT

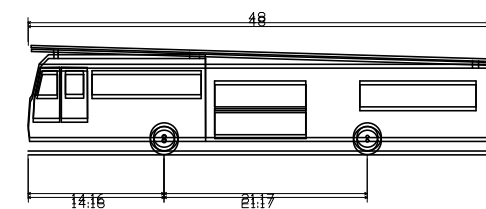
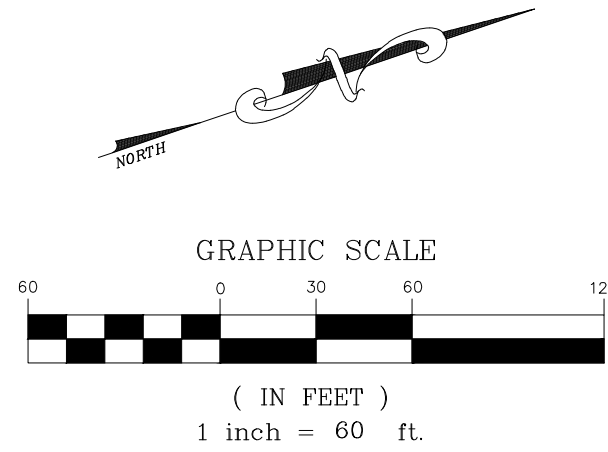
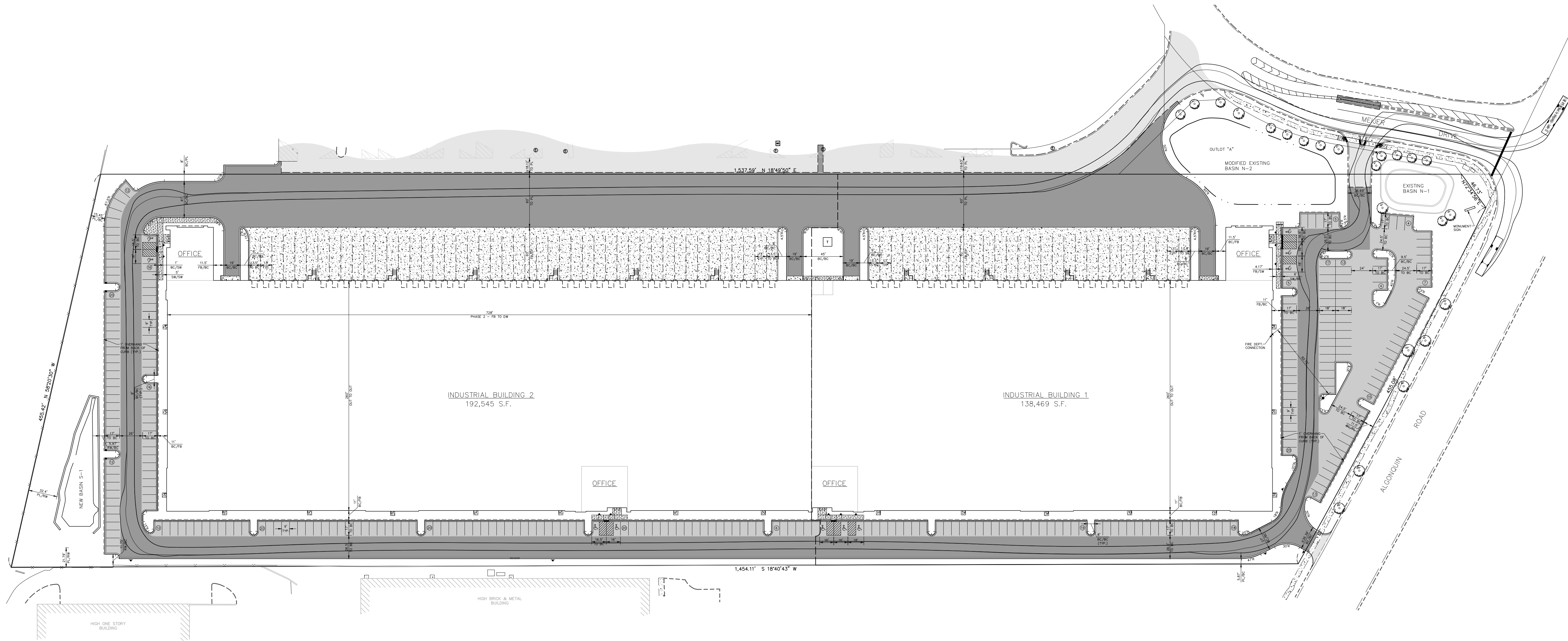
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com



PROJECT NO. 32212717
DATE 01/09/18
SCALE 1"=60'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET

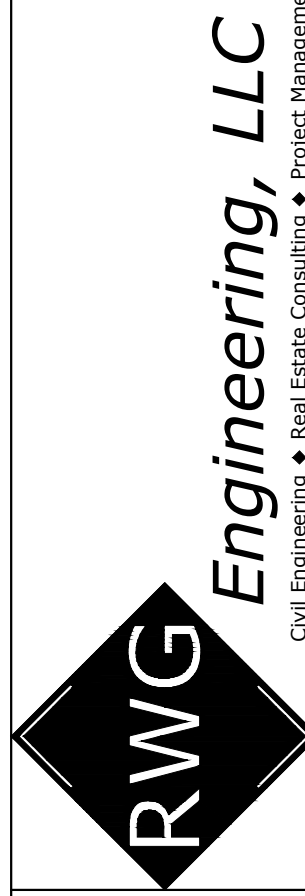
1 OF 2



E-BNE HP95 Mid Mount for Arlington Heights - Ladder 131
Overall Length 40'00"
Overall Width 8'00"
Overall Body Height 11'00"
On Body Ground Clearance 1'00"
Pack Width 8'00"
Lock-to-lock time 6'00"
Max Wheel Angle 40'00"

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
FIRE TRUCK MANEUVERING EXHIBIT

975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com



PROJECT NO. 32212717
DATE 01/09/18
SCALE 1"=60'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET

2 OF 2



D-Series Size 0 LED Area Luminaire



d#series

Specifications

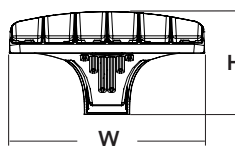
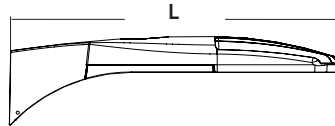
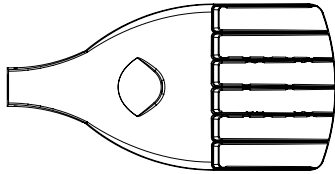
EPA: 0.95 ft²
(.09 m²)

Length: 26"
(66.0 cm)

Width: 13"
(33.0 cm)

Height: 7"
(17.8 cm)

Weight (max): 16 lbs
(7.25 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

DSX0 LED											
Series	LEDs	Drive current		Color temperature		Distribution			Voltage	Mounting	
DSX0 LED	Forward optics	530	530 mA	30K	3000 K	T1S	Type I short	T5S	Type V short	MVOLT ⁴	Shipped included
	20C 20 LEDs (one engine)	700	700 mA	40K	4000 K	T2S	Type II short	T5M	Type V medium	120 ⁵	SPA Square pole mounting
	40C 40 LEDs (two engines)	1000	1000 mA (1 A)	50K	5000 K	T2M	Type II medium	T5W	Type V wide	208 ⁵	RPA Round pole mounting
	Rotated optics					T3S	Type III short	BLC	Backlight control ^{2,3}	240 ⁵	WBA Wall bracket
	30C 30 LEDs (one engine) ¹			AMBPC	Amber phosphor converted ²	T3M	Type III medium	LCCO	Left corner cutoff ^{2,3}	277 ⁵	SPUMBA Square pole universal mounting adaptor ⁷
						T4M	Type IV medium	RCCO	Right corner cutoff ^{2,3}	347 ^{5,6}	RPUMBA Round pole universal mounting adaptor ⁷
						TFTM	Forward throw medium			480 ^{5,6}	Shipped separately
					T5VS	Type V very short				KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸	

Control options				Other options		Finish <i>(required)</i>	
Shipped installed				BL30	Bi-level switched dimming, 30% ^{14,15}	Shipped installed	DDBXD Dark bronze
PER	NEMA twist-lock receptacle only (control ordered separate) ⁹			BL50	Bi-level switched dimming, 50% ^{14,15}	HS House-side shield ¹⁸	DBLXD Black
PER5	Five-wire receptacle only (control ordered separate) ^{9,10}			PNMTDD3	Part night, dim till dawn ¹⁶	SF Single fuse (120, 277, 347V) ⁵	DNAXD Natural aluminum
PER7	Seven-wire receptacle only (control ordered separate) ^{9,10}			PNMT5D3	Part night, dim 5 hrs ¹⁶	DF Double fuse (208, 240, 480V) ⁵	DWHXD White
DMG	0-10V dimming extend out back of housing for external control (no controls)(leads exit fixture) ¹¹			PNMT6D3	Part night, dim 6 hrs ¹⁶	L90 Left rotated optics ¹	DDBTXD Textured dark bronze
PIR	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{12,13}			PNMT7D3	Part night, dim 7 hrs ¹⁶	R90 Right rotated optics ¹	DBLBXD Textured black
PIRH	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{12,13}			FAO	Field adjustable output ¹⁷	DDL Diffused drop lens ¹⁸	DNATXD Textured natural aluminum
PIR1FC3V	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{12,13}					BS Bird spikes	DWHGXD Textured white
PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{12,13}						



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Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

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 DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM®X or XPoint™ 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**¹

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 DLL](#)

Ordering Information Cont.

Accessories

Ordered and shipped separately.

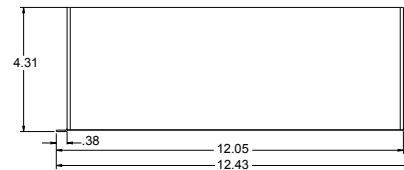
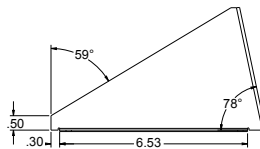
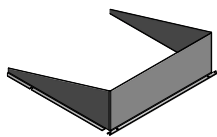
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁹
DSHORT SBK U	Shorting cap ¹⁹
DSXOEGS DDBXD U	External glare shield
DSXOHS 20C U	House-side shield for 20 LED unit ¹⁸
DSXOHS 30C U	House-side shield for 30 LED unit ¹⁸
DSXOHS 40C U	House-side shield for 40 LED unit ¹⁸
DSXODDL U	Diffused drop lens (polycarbonate) ¹⁸
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) ²⁰
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁴

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

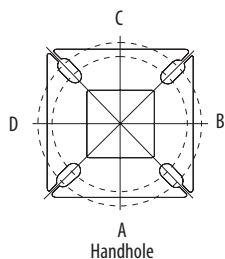
- 30 LEDs (30C option) and rotated options (L90 or R90) only available together.
- AMBPC is not available with BLC, LCCO or RCCO.
- Not available with HS or DDL.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in 20C or 30C at 530mA. Not available with BL30, BL50 or PNMT options.
- Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting Cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- DMG option for 347V or 480V requires 1000mA.
- Reference Motion Sensor table on page 3.
- Reference PER Table on page 3 to see functionality.
- Requires (2) separately switched circuits.
- Not available with 347V, 480V, PNMT, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3.
- Not available with 347V, 480V, PNMT, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3. Separate Dusk to Dawn required.
- Not available with other controls options.
- Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- Requires luminaire to be specified with PER option. See PER Table.
- For retrofit use only.

External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290			
2-7/8"	AST25-190	AST25-280	AST25-290			
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Pole drilling nomenclature: # of heads at degree from handhole (default side A)					
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D

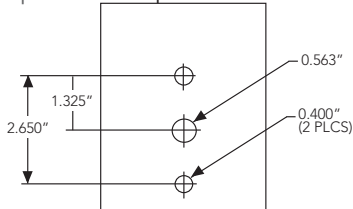
Note: Review luminaire spec sheet for specific nomenclature

Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N

*3 fixtures @120 require round pole top/tenon.

Template #8

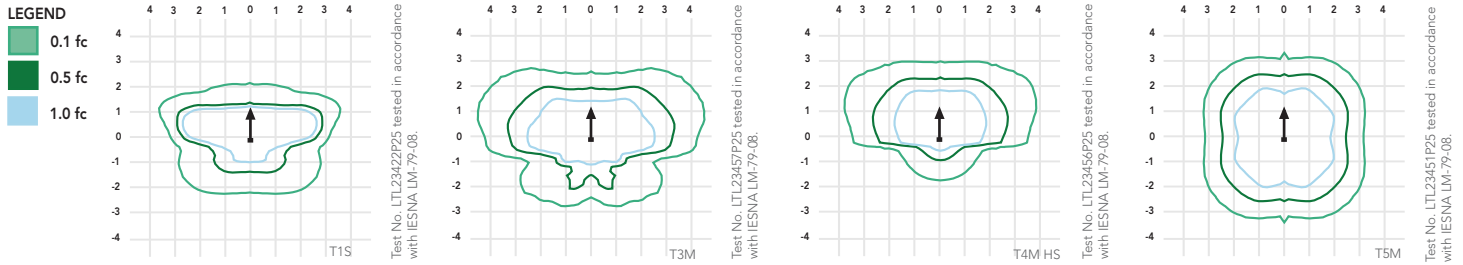
Top of Pole



Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 0 homepage](#).

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	1.00
40°C	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
20C	530	35	0.34	0.22	0.21	0.20	--	--
	700	45	0.47	0.28	0.24	0.22	0.18	0.14
	1000	72	0.76	0.45	0.39	0.36	0.36	0.26
30C	530	52	0.51	0.31	0.28	0.25	--	--
	700	70	0.72	0.43	0.37	0.34	0.25	0.19
	1000	104	1.11	0.64	0.56	0.49	0.47	0.34
40C	530	68	0.71	0.41	0.36	0.33	0.25	0.19
	700	91	0.94	0.55	0.48	0.42	0.33	0.24
	1000	138	1.45	0.84	0.73	0.64	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX0 LED 20C 1000			
	1	0.98	0.96	0.93
	DSX0 LED 40C 1000			
	1	0.98	0.95	0.90
	DSX0 LED 40C 700			
	1	0.99	0.99	0.99

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)	
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture



*Future-proof means: Ability to change controls in the future.



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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35 W	T1S	4,079	1	0	1	117	4,380	1	0	1	125	4,408	1	0	1	126	2,541	1	0	1	73
			T2S	4,206	1	0	1	120	4,516	1	0	1	129	4,544	1	0	1	130	2,589	1	0	1	74
			T2M	4,109	1	0	1	117	4,413	1	0	1	126	4,440	1	0	1	127	2,539	1	0	1	73
			T3S	4,104	1	0	1	117	4,407	1	0	1	126	4,435	1	0	1	127	2,558	1	0	1	73
			T3M	4,142	1	0	1	118	4,447	1	0	2	127	4,475	1	0	2	128	2,583	1	0	1	74
			T4M	4,198	1	0	1	120	4,508	1	0	2	129	4,536	1	0	1	130	2,570	1	0	1	73
			TFTM	4,135	1	0	1	118	4,440	1	0	1	127	4,468	1	0	1	128	2,540	1	0	1	73
			TSVS	4,368	2	0	0	125	4,691	2	0	0	134	4,720	2	0	0	135	2,650	1	0	0	76
			TSS	4,401	2	0	2	126	4,725	2	0	0	135	4,755	2	0	0	136	2,690	1	0	0	77
			TSM	4,408	2	0	1	126	4,734	3	0	1	135	4,763	3	0	1	136	2,658	2	0	0	76
			TSW	4,344	3	0	1	124	4,664	3	0	1	133	4,693	3	0	1	134	2,663	2	0	1	76
			BLC	3,071	1	0	1	88	3,297	1	0	1	94	3,318	1	0	1	95					
			LCCO	2,983	1	0	1	85	3,204	1	0	1	92	3,224	1	0	1	92					
			RCCO	2,983	1	0	1	85	3,204	1	0	1	92	3,224	1	0	1	92					
			T1S	5,181	1	0	1	115	5,563	1	0	1	124	5,598	1	0	1	124	3,144	1	0	1	70
			T2S	5,342	1	0	1	119	5,736	1	0	1	127	5,772	1	0	1	128	3,203	1	0	1	71
			T2M	5,219	1	0	2	116	5,605	1	0	2	125	5,640	1	0	2	125	3,141	1	0	1	70
			T3S	5,213	1	0	1	116	5,598	1	0	1	124	5,633	1	0	1	125	3,165	1	0	1	70
			T3M	5,260	1	0	2	117	5,649	1	0	2	126	5,684	1	0	2	126	3,196	1	0	1	71
			T4M	5,332	1	0	2	118	5,725	1	0	2	127	5,761	1	0	2	128	3,179	1	0	1	71
			TFTM	5,252	1	0	2	117	5,640	1	0	2	125	5,675	1	0	2	126	3,143	1	0	1	70
			TSVS	5,548	2	0	0	123	5,958	2	0	0	132	5,995	2	0	0	133	3,278	2	0	0	73
			TSS	5,589	2	0	0	124	6,002	2	0	0	133	6,039	2	0	0	134	3,328	2	0	0	74
			TSM	5,599	3	0	1	124	6,012	3	0	1	134	6,050	3	0	1	134	3,288	2	0	1	73
			TSW	5,517	3	0	1	123	5,924	3	0	1	132	5,961	3	0	2	132	3,295	2	0	1	73
			BLC	3,909	1	0	1	87	4,198	1	0	1	93	4,224	1	0	1	94					
			LCCO	3,798	1	0	1	84	4,078	1	0	1	91	4,104	1	0	1	91					
			RCCO	3,798	1	0	1	84	4,078	1	0	1	91	4,104	1	0	1	91					
	1000 mA	72 W	T1S	7,085	2	0	2	98	7,608	2	0	2	106	7,656	2	0	2	106					
			T2S	7,305	2	0	2	101	7,845	2	0	2	109	7,894	2	0	2	110					
			T2M	7,138	2	0	2	99	7,665	2	0	2	106	7,713	2	0	2	107					
			T3S	7,129	1	0	2	99	7,656	2	0	2	106	7,704	2	0	2	107					
			T3M	7,194	2	0	2	100	7,725	2	0	2	107	7,773	2	0	2	108					
			T4M	7,292	2	0	2	101	7,830	2	0	2	109	7,879	2	0	2	109					
			TFTM	7,183	1	0	2	100	7,713	2	0	2	107	7,761	2	0	2	108					
			TSVS	7,588	3	0	0	105	8,148	3	0	0	113	8,199	3	0	0	114					
			TSS	7,644	3	0	0	106	8,208	3	0	0	114	8,259	3	0	0	115					
			TSM	7,657	3	0	2	106	8,222	3	0	2	114	8,274	3	0	2	115					
			TSW	7,545	3	0	2	105	8,102	3	0	2	113	8,153	3	0	2	113					
			BLC	5,162	1	0	1	72	5,543	1	0	1	77	5,578	1	0	1	77					
			LCCO	5,015	1	0	2	70	5,386	1	0	2	75	5,419	1	0	2	75					
			RCCO	5,015	1	0	2	70	5,386	1	0	2	75	5,419	1	0	2	75					

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,926	2	0	2	117	8,511	2	0	2	125	8,564	2	0	2	126	4,878	1	0	1	72
			T2S	8,172	2	0	2	120	8,775	2	0	2	129	8,830	2	0	2	130	4,969	1	0	1	73
			T2M	7,985	2	0	2	117	8,574	2	0	2	126	8,628	2	0	2	127	4,874	1	0	1	72
			T3S	7,975	2	0	2	117	8,564	2	0	2	126	8,617	2	0	2	127	4,910	1	0	1	72
			T3M	8,047	2	0	2	118	8,642	2	0	3	127	8,696	2	0	3	128	4,958	1	0	2	73
			T4M	8,157	2	0	2	120	8,759	2	0	2	129	8,813	2	0	2	130	4,932	1	0	2	73
			TFTM	8,035	2	0	2	118	8,628	2	0	2	127	8,682	2	0	2	128	4,876	1	0	2	72
			TSVS	8,488	3	0	0	125	9,115	3	0	1	134	9,172	3	0	1	135	5,086	2	0	0	75
			TSS	8,550	3	0	1	126	9,182	4	0	2	135	9,239	3	0	1	136	5,163	2	0	0	76
			TSM	8,565	3	0	2	126	9,198	3	0	2	135	9,255	3	0	2	136	5,102	3	0	1	75
			TSW	8,440	4	0	2	124	9,063	3	0	2	133	9,120	4	0	2	134	5,112	3	0	1	75
			BLC	6,142	1	0	2	90	6,595	1	0	2	97	6,636	1	0	2	98					
			LCCO	5,967	1	0	2	88	6,407	1	0	2	94	6,447	1	0	2	95					
			RCCO	5,967	1	0	2	88	6,407	1	0	2	94	6,447	1	0	2	95					
	700 mA	91 W	T1S	10,066	2	0	2	111	10,810	2	0	2	119	10,877	2	0	2	120	6,206	2	0	2	68
			T2S	10,379	2	0	2	114	11,145	2	0	2	122	11,215	2	0	2	123	6,322	2	0	2	69
			T2M	10,141	2	0	2	111	10,890	2	0	2	120	10,958	2	0	2	120	6,201	2	0	2	68
			T3S	10,129	2	0	2	111	10,877	2	0	2	120	10,945	2	0	2	120	6,247	1	0	2	69
			T3M	10,221	2	0	3	112	10,975	2	0	3	121	11,044	2	0	3	121	6,308	2	0	2	69
			T4M	10,359	2	0	3	114	11,124	2	0	3	122	11,194	2	0	3	123	6,275	1	0	2	69
			TFTM	10,205	2	0	2	112	10,958	2	0	2	120	11,027	2	0	2	121	6,203	1	0	2	68
			TSVS	10,781	3	0	1	118	11,576	3	0	1	127	11,649	3	0	1	128	6,671	2	0	0	73
			TSS	10,860	3	0	1	119	11,662	3	0	1	128	11,734	3	0	1	129	6,569	2	0	0	72
			TSM	10,879	4	0	2	120	11,682	4	0	2	128	11,755	4	0	2	129	6,491	3	0	1	71
			TSW	10,719	4	0	2	118	11,511	4	0	2	126	11,583	4	0	2	127	6,504	3	0	2	71
			BLC	7,819	1	0	2	86	8,396	1	0	2	92	8,448	1	0	2	93					
			LCCO	7,596	1	0	2	83	8,157	1	0	2	90	8,208	1	0	2	90					
			RCCO	7,596	1	0	2	83	8,157	1	0	2	90	8,208	1	0	2	90					
	1000 mA	138 W	T1S	13,767	3	0	3	100	14,783	3	0	3	107	14,876	3	0	3	108					
			T2S	14,194	3	0	3	103	15,242	3	0	3	110	15,338	3	0	3	111					
			T2M	13,869	3	0	3	101	14,893	3	0	3	108	14,986	3	0	3	109					
			T3S	13,852	2	0	2	100	14,875	3	0	3	108	14,968	3	0	3	108					
			T3M	13,978	3	0	3	101	15,028	3	0	3	109	15,104	3	0	3	109					
			T4M	14,168	3	0	3	103	15,214	3	0	3	110	15,309	3	0	3	111					
			TFTM	13,956	2	0	3	101	14,987	2	0	3	109	15,080	2	0	3	109					
			TSVS	14,744	4	0	1	107	15,832	4	0	1	115	15,931	4	0	1	115					
			TSS	14,852	4	0	1	108	15,948	4	0	1	116	16,048	4	0	1	116					
			TSM	14,878	4	0	2	108	15,976	4	0	2	116	16,076	4	0	2	116					
			TSW	14,660	4	0	2	106	15,742	4	0	2	114	15,840	4	0	2	115					
			BLC	10,325	1	0	2	75	11,087	1	0	2	80	11,156	1	0	2	81					
			LCCO	10,031	2	0	2	73	10,771	2	0	3	78	10,839	2	0	3	79					
			RCCO	10,031	2	0	2	73	10,771	2	0	3	78	10,839	2	0	3	79					

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	6,130	2	0	2	118	6,583	2	0	2	127	6,624	2	0	2	127	3,841	2	0	2	74
			T2S	6,321	2	0	2	122	6,787	2	0	2	131	6,830	2	0	2	131	3,912	2	0	2	75
			T2M	6,176	3	0	3	119	6,632	3	0	3	128	6,673	3	0	3	128	3,837	2	0	2	74
			T3S	6,168	3	0	3	119	6,624	3	0	3	127	6,665	3	0	3	128	3,866	2	0	2	74
			T3M	6,224	3	0	3	120	6,684	3	0	3	129	6,726	3	0	3	129	3,904	2	0	2	75
			T4M	6,309	3	0	3	121	6,775	3	0	3	130	6,817	3	0	3	131	3,884	2	0	2	75
			TFTM	6,215	3	0	3	120	6,673	3	0	3	128	6,715	3	0	3	129	3,839	2	0	2	74
			T5VS	6,565	2	0	0	126	7,050	3	0	0	136	7,094	3	0	0	136	4,005	2	0	0	77
			T5S	6,613	2	0	0	127	7,102	2	0	0	137	7,146	2	0	0	137	4,065	2	0	0	78
			T5M	6,625	3	0	1	127	7,114	3	0	1	137	7,159	3	0	1	138	4,017	2	0	1	77
			T5W	6,528	3	0	2	126	7,010	3	0	2	135	7,054	3	0	2	136	4,025	3	0	1	77
			BLC	4,747	2	0	2	91	5,098	2	0	2	98	5,130	2	0	2	99					
			LCCO	4,612	1	0	2	89	4,953	1	0	2	95	4,984	1	0	2	96					
			RCCO	4,612	1	0	2	89	4,953	1	0	2	95	4,984	1	0	2	96					
	700 mA	70 W	T1S	7,786	3	0	3	111	8,361	3	0	3	119	8,413	3	0	3	120	4,783	2	0	2	68
			T2S	8,028	3	0	3	115	8,620	3	0	3	123	8,674	3	0	3	124	4,873	2	0	2	70
			T2M	7,844	3	0	3	112	8,423	3	0	3	120	8,476	3	0	3	121	4,779	2	0	2	68
			T3S	7,834	3	0	3	112	8,413	3	0	3	120	8,465	3	0	3	121	4,815	2	0	2	69
			T3M	7,905	3	0	3	113	8,489	3	0	3	121	8,542	3	0	3	122	4,862	3	0	3	69
			T4M	8,013	3	0	3	114	8,604	3	0	3	123	8,658	3	0	3	124	4,837	3	0	3	69
			TFTM	7,893	3	0	3	113	8,476	3	0	3	121	8,529	3	0	3	122	4,781	3	0	3	68
			T5VS	8,338	3	0	0	119	8,954	3	0	0	128	9,010	3	0	0	129	4,988	2	0	0	71
			T5S	8,400	3	0	0	120	9,020	3	0	1	129	9,076	3	0	1	130	5,063	2	0	0	72
			T5M	8,414	3	0	2	120	9,036	3	0	2	129	9,092	3	0	2	130	5,003	3	0	1	71
			T5W	8,291	4	0	2	118	8,903	4	0	2	127	8,959	4	0	2	128	5,013	3	0	1	72
			BLC	6,044	2	0	2	86	6,490	3	0	3	93	6,530	3	0	3	93					
			LCCO	5,872	1	0	2	84	6,305	1	0	2	90	6,345	1	0	2	91					
			RCCO	5,872	1	0	2	84	6,305	1	0	2	90	6,345	1	0	2	91					
	1000 mA	104 W	T1S	10,648	3	0	3	102	11,434	3	0	3	110	11,506	3	0	3	111					
			T2S	10,979	3	0	3	106	11,789	3	0	3	113	11,863	3	0	3	114					
			T2M	10,727	3	0	3	103	11,519	3	0	3	111	11,591	3	0	3	111					
			T3S	10,714	3	0	3	103	11,505	3	0	3	111	11,577	3	0	3	111					
			T3M	10,812	3	0	3	104	11,610	4	0	4	112	11,682	4	0	4	112					
			T4M	10,958	4	0	4	105	11,767	4	0	4	113	11,841	4	0	4	114					
			TFTM	10,795	3	0	3	104	11,592	4	0	4	111	11,664	4	0	4	112					
			T5VS	11,404	3	0	0	110	12,245	3	0	1	118	12,322	3	0	1	118					
			T5S	11,487	3	0	1	110	12,336	3	0	1	119	12,413	3	0	1	119					
			T5M	11,508	4	0	2	111	12,357	4	0	2	119	12,434	4	0	2	120					
			T5W	11,339	4	0	2	109	12,176	4	0	2	117	12,252	4	0	2	118					
			BLC	7,981	3	0	3	77	8,570	3	0	3	82	8,624	3	0	3	83					
			LCCO	7,754	1	0	2	75	8,326	2	0	2	80	8,378	2	0	2	81					
			RCCO	7,754	1	0	2	75	8,326	2	0	2	80	8,378	2	0	2	81					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of 20, 30 or 40 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





D-Series Size 0 LED Area Luminaire



Specifications

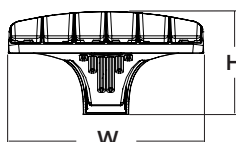
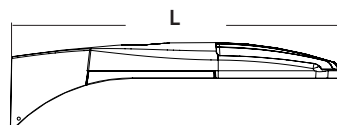
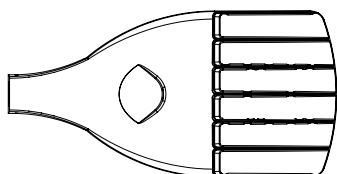
EPA: 0.95 ft²
(.09 m²)

Length: 26"
(66.0 cm)

Width: 13"
(33.0 cm)

Height: 7"
(17.8 cm)

Weight (max): 16 lbs
(7.25 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

Control options		Other options		Finish <i>(required)</i>	
Shipped installed		BL30	Bi-level switched dimming, 30% ^{14,15}	Shipped installed	DDBXD Dark bronze
PER	NEMA twist-lock receptacle only (control ordered separate) ⁹	BL50	Bi-level switched dimming, 50% ^{14,15}	HS House-side shield ¹⁸	DBLXD Black
PER5	Five-wire receptacle only (control ordered separate) ^{9,10}	PNMTDD3	Part night, dim till dawn ¹⁶	SF Single fuse (120, 277, 347V) ⁵	DNAXD Natural aluminum
PER7	Seven-wire receptacle only (control ordered separate) ^{9,10}	PNMT5D3	Part night, dim 5 hrs ¹⁶	DF Double fuse (208, 240, 480V) ⁵	DWHXD White
DMG	0-10V dimming extend out back of housing for external control (no controls)(leads exit fixture) ¹¹	PNMT6D3	Part night, dim 6 hrs ¹⁶	L90 Left rotated optics ¹	DDBTXD Textured dark bronze
PIR	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{12,13}	PNMT7D3	Part night, dim 7 hrs ¹⁶	R90 Right rotated optics ¹	DBLBXD Textured black
PIRH	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{12,13}	FA0	Field adjustable output ¹⁷	DDL Diffused drop lens ¹⁸	DNATXD Textured natural aluminum
PIR1FC3V	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{12,13}			BS Bird spikes	DWHGXD Textured white
PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{12,13}				



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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 DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM®X or XPoint™ 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**¹

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

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately:
[Link to Roam](#); [Link to DTL DLL](#)

Ordering Information Cont.

Accessories

Ordered and shipped separately.

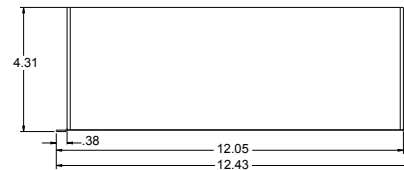
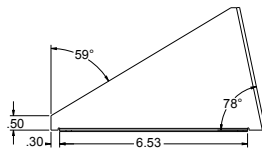
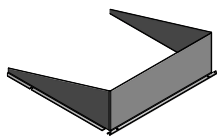
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁹
DSHORT SBK U	Shorting cap ¹⁹
DSXOEGS DDBXD U	External glare shield
DSXOHS 20C U	House-side shield for 20 LED unit ¹⁸
DSXOHS 30C U	House-side shield for 30 LED unit ¹⁸
DSXOHS 40C U	House-side shield for 40 LED unit ¹⁸
DSXODDL U	Diffused drop lens (polycarbonate) ¹⁸
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) ²⁰
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁴

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

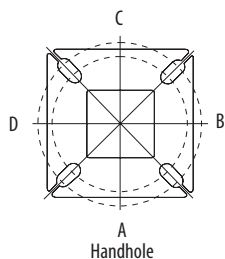
- 30 LEDs (30C option) and rotated options (L90 or R90) only available together.
- AMBPC is not available with BLC, LCCO or RCCO.
- Not available with HS or DDL.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in 20C or 30C at 530mA. Not available with BL30, BL50 or PNMT options.
- Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories, Shorting Cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- DMG option for 347V or 480V requires 1000mA.
- Reference Motion Sensor table on page 3.
- Reference PER Table on page 3 to see functionality.
- Requires (2) separately switched circuits.
- Not available with 347V, 480V, PNMT, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3.
- Not available with 347V, 480V, PNMT, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3. Separate Dusk to Dawn required.
- Not available with other controls options.
- Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- Requires luminaire to be specified with PER option. See PER Table.
- For retrofit use only.

External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290			
2-7/8"	AST25-190	AST25-280	AST25-290			
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Pole drilling nomenclature: # of heads at degree from handhole (default side A)					
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D

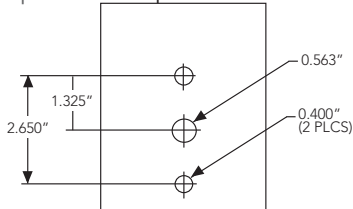
Note: Review luminaire spec sheet for specific nomenclature

Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N

*3 fixtures @120 require round pole top/tenon.

Template #8

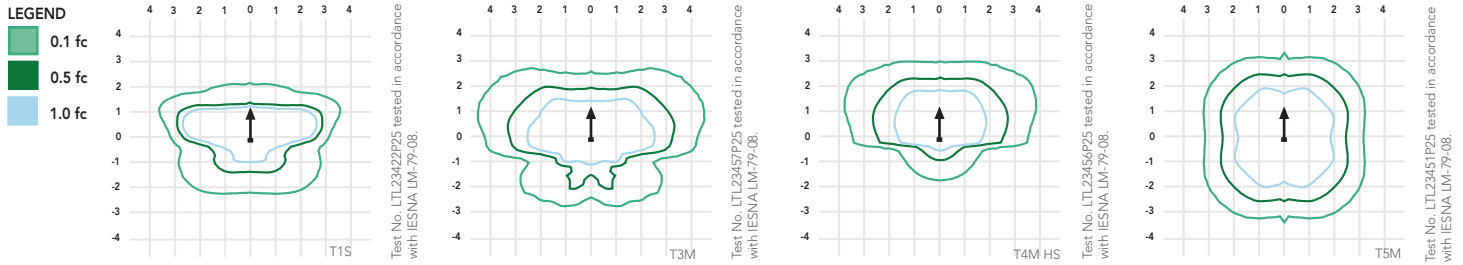
Top of Pole



Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 0 homepage](#).

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	1.00
40°C	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
20C	530	35	0.34	0.22	0.21	0.20	--	--
	700	45	0.47	0.28	0.24	0.22	0.18	0.14
	1000	72	0.76	0.45	0.39	0.36	0.36	0.26
30C	530	52	0.51	0.31	0.28	0.25	--	--
	700	70	0.72	0.43	0.37	0.34	0.25	0.19
	1000	104	1.11	0.64	0.56	0.49	0.47	0.34
40C	530	68	0.71	0.41	0.36	0.33	0.25	0.19
	700	91	0.94	0.55	0.48	0.42	0.33	0.24
	1000	138	1.45	0.84	0.73	0.64	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX0 LED 20C 1000			
	1	0.98	0.96	0.93
	DSX0 LED 40C 1000			
	1	0.98	0.95	0.90
	DSX0 LED 40C 700			
	1	0.99	0.99	0.99

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)	
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture



*Future-proof means: Ability to change controls in the future.



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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35 W	T1S	4,079	1	0	1	117	4,380	1	0	1	125	4,408	1	0	1	126	2,541	1	0	1	73
			T2S	4,206	1	0	1	120	4,516	1	0	1	129	4,544	1	0	1	130	2,589	1	0	1	74
			T2M	4,109	1	0	1	117	4,413	1	0	1	126	4,440	1	0	1	127	2,539	1	0	1	73
			T3S	4,104	1	0	1	117	4,407	1	0	1	126	4,435	1	0	1	127	2,558	1	0	1	73
			T3M	4,142	1	0	1	118	4,447	1	0	2	127	4,475	1	0	2	128	2,583	1	0	1	74
			T4M	4,198	1	0	1	120	4,508	1	0	2	129	4,536	1	0	1	130	2,570	1	0	1	73
			TFTM	4,135	1	0	1	118	4,440	1	0	1	127	4,468	1	0	1	128	2,540	1	0	1	73
			TSVS	4,368	2	0	0	125	4,691	2	0	0	134	4,720	2	0	0	135	2,650	1	0	0	76
			TSS	4,401	2	0	2	126	4,725	2	0	0	135	4,755	2	0	0	136	2,690	1	0	0	77
			TSM	4,408	2	0	1	126	4,734	3	0	1	135	4,763	3	0	1	136	2,658	2	0	0	76
			TSW	4,344	3	0	1	124	4,664	3	0	1	133	4,693	3	0	1	134	2,663	2	0	1	76
			BLC	3,071	1	0	1	88	3,297	1	0	1	94	3,318	1	0	1	95					
			LCCO	2,983	1	0	1	85	3,204	1	0	1	92	3,224	1	0	1	92					
			RCCO	2,983	1	0	1	85	3,204	1	0	1	92	3,224	1	0	1	92					
			T1S	5,181	1	0	1	115	5,563	1	0	1	124	5,598	1	0	1	124	3,144	1	0	1	70
			T2S	5,342	1	0	1	119	5,736	1	0	1	127	5,772	1	0	1	128	3,203	1	0	1	71
			T2M	5,219	1	0	2	116	5,605	1	0	2	125	5,640	1	0	2	125	3,141	1	0	1	70
			T3S	5,213	1	0	1	116	5,598	1	0	1	124	5,633	1	0	1	125	3,165	1	0	1	70
			T3M	5,260	1	0	2	117	5,649	1	0	2	126	5,684	1	0	2	126	3,196	1	0	1	71
			T4M	5,332	1	0	2	118	5,725	1	0	2	127	5,761	1	0	2	128	3,179	1	0	1	71
			TFTM	5,252	1	0	2	117	5,640	1	0	2	125	5,675	1	0	2	126	3,143	1	0	1	70
			TSVS	5,548	2	0	0	123	5,958	2	0	0	132	5,995	2	0	0	133	3,278	2	0	0	73
			TSS	5,589	2	0	0	124	6,002	2	0	0	133	6,039	2	0	0	134	3,328	2	0	0	74
			TSM	5,599	3	0	1	124	6,012	3	0	1	134	6,050	3	0	1	134	3,288	2	0	1	73
			TSW	5,517	3	0	1	123	5,924	3	0	1	132	5,961	3	0	2	132	3,295	2	0	1	73
			BLC	3,909	1	0	1	87	4,198	1	0	1	93	4,224	1	0	1	94					
			LCCO	3,798	1	0	1	84	4,078	1	0	1	91	4,104	1	0	1	91					
			RCCO	3,798	1	0	1	84	4,078	1	0	1	91	4,104	1	0	1	91					
	1000 mA	72 W	T1S	7,085	2	0	2	98	7,608	2	0	2	106	7,656	2	0	2	106					
			T2S	7,305	2	0	2	101	7,845	2	0	2	109	7,894	2	0	2	110					
			T2M	7,138	2	0	2	99	7,665	2	0	2	106	7,713	2	0	2	107					
			T3S	7,129	1	0	2	99	7,656	2	0	2	106	7,704	2	0	2	107					
			T3M	7,194	2	0	2	100	7,725	2	0	2	107	7,773	2	0	2	108					
			T4M	7,292	2	0	2	101	7,830	2	0	2	109	7,879	2	0	2	109					
			TFTM	7,183	1	0	2	100	7,713	2	0	2	107	7,761	2	0	2	108					
			TSVS	7,588	3	0	0	105	8,148	3	0	0	113	8,199	3	0	0	114					
			TSS	7,644	3	0	0	106	8,208	3	0	0	114	8,259	3	0	0	115					
			TSM	7,657	3	0	2	106	8,222	3	0	2	114	8,274	3	0	2	115					
			TSW	7,545	3	0	2	105	8,102	3	0	2	113	8,153	3	0	2	113					
			BLC	5,162	1	0	1	72	5,543	1	0	1	77	5,578	1	0	1	77					
			LCCO	5,015	1	0	2	70	5,386	1	0	2	75	5,419	1	0	2	75					
			RCCO	5,015	1	0	2	70	5,386	1	0	2	75	5,419	1	0	2	75					

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,926	2	0	2	117	8,511	2	0	2	125	8,564	2	0	2	126	4,878	1	0	1	72
			T2S	8,172	2	0	2	120	8,775	2	0	2	129	8,830	2	0	2	130	4,969	1	0	1	73
			T2M	7,985	2	0	2	117	8,574	2	0	2	126	8,628	2	0	2	127	4,874	1	0	1	72
			T3S	7,975	2	0	2	117	8,564	2	0	2	126	8,617	2	0	2	127	4,910	1	0	1	72
			T3M	8,047	2	0	2	118	8,642	2	0	3	127	8,696	2	0	3	128	4,958	1	0	2	73
			T4M	8,157	2	0	2	120	8,759	2	0	2	129	8,813	2	0	2	130	4,932	1	0	2	73
			TFTM	8,035	2	0	2	118	8,628	2	0	2	127	8,682	2	0	2	128	4,876	1	0	2	72
			TSVS	8,488	3	0	0	125	9,115	3	0	1	134	9,172	3	0	1	135	5,086	2	0	0	75
			TSS	8,550	3	0	1	126	9,182	4	0	2	135	9,239	3	0	1	136	5,163	2	0	0	76
			TSM	8,565	3	0	2	126	9,198	3	0	2	135	9,255	3	0	2	136	5,102	3	0	1	75
			TSW	8,440	4	0	2	124	9,063	3	0	2	133	9,120	4	0	2	134	5,112	3	0	1	75
			BLC	6,142	1	0	2	90	6,595	1	0	2	97	6,636	1	0	2	98					
			LCCO	5,967	1	0	2	88	6,407	1	0	2	94	6,447	1	0	2	95					
			RCCO	5,967	1	0	2	88	6,407	1	0	2	94	6,447	1	0	2	95					
	700 mA	91 W	T1S	10,066	2	0	2	111	10,810	2	0	2	119	10,877	2	0	2	120	6,206	2	0	2	68
			T2S	10,379	2	0	2	114	11,145	2	0	2	122	11,215	2	0	2	123	6,322	2	0	2	69
			T2M	10,141	2	0	2	111	10,890	2	0	2	120	10,958	2	0	2	120	6,201	2	0	2	68
			T3S	10,129	2	0	2	111	10,877	2	0	2	120	10,945	2	0	2	120	6,247	1	0	2	69
			T3M	10,221	2	0	3	112	10,975	2	0	3	121	11,044	2	0	3	121	6,308	2	0	2	69
			T4M	10,359	2	0	3	114	11,124	2	0	3	122	11,194	2	0	3	123	6,275	1	0	2	69
			TFTM	10,205	2	0	2	112	10,958	2	0	2	120	11,027	2	0	2	121	6,203	1	0	2	68
			TSVS	10,781	3	0	1	118	11,576	3	0	1	127	11,649	3	0	1	128	6,671	2	0	0	73
			TSS	10,860	3	0	1	119	11,662	3	0	1	128	11,734	3	0	1	129	6,569	2	0	0	72
			TSM	10,879	4	0	2	120	11,682	4	0	2	128	11,755	4	0	2	129	6,491	3	0	1	71
			TSW	10,719	4	0	2	118	11,511	4	0	2	126	11,583	4	0	2	127	6,504	3	0	2	71
			BLC	7,819	1	0	2	86	8,396	1	0	2	92	8,448	1	0	2	93					
			LCCO	7,596	1	0	2	83	8,157	1	0	2	90	8,208	1	0	2	90					
			RCCO	7,596	1	0	2	83	8,157	1	0	2	90	8,208	1	0	2	90					
	1000 mA	138 W	T1S	13,767	3	0	3	100	14,783	3	0	3	107	14,876	3	0	3	108					
			T2S	14,194	3	0	3	103	15,242	3	0	3	110	15,338	3	0	3	111					
			T2M	13,869	3	0	3	101	14,893	3	0	3	108	14,986	3	0	3	109					
			T3S	13,852	2	0	2	100	14,875	3	0	3	108	14,968	3	0	3	108					
			T3M	13,978	3	0	3	101	15,028	3	0	3	109	15,104	3	0	3	109					
			T4M	14,168	3	0	3	103	15,214	3	0	3	110	15,309	3	0	3	111					
			TFTM	13,956	2	0	3	101	14,987	2	0	3	109	15,080	2	0	3	109					
			TSVS	14,744	4	0	1	107	15,832	4	0	1	115	15,931	4	0	1	115					
			TSS	14,852	4	0	1	108	15,948	4	0	1	116	16,048	4	0	1	116					
			TSM	14,878	4	0	2	108	15,976	4	0	2	116	16,076	4	0	2	116					
			TSW	14,660	4	0	2	106	15,742	4	0	2	114	15,840	4	0	2	115					
			BLC	10,325	1	0	2	75	11,087	1	0	2	80	11,156	1	0	2	81					
			LCCO	10,031	2	0	2	73	10,771	2	0	3	78	10,839	2	0	3	79					
			RCCO	10,031	2	0	2	73	10,771	2	0	3	78	10,839	2	0	3	79					

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	6,130	2	0	2	118	6,583	2	0	2	127	6,624	2	0	2	127	3,841	2	0	2	74
			T2S	6,321	2	0	2	122	6,787	2	0	2	131	6,830	2	0	2	131	3,912	2	0	2	75
			T2M	6,176	3	0	3	119	6,632	3	0	3	128	6,673	3	0	3	128	3,837	2	0	2	74
			T3S	6,168	3	0	3	119	6,624	3	0	3	127	6,665	3	0	3	128	3,866	2	0	2	74
			T3M	6,224	3	0	3	120	6,684	3	0	3	129	6,726	3	0	3	129	3,904	2	0	2	75
			T4M	6,309	3	0	3	121	6,775	3	0	3	130	6,817	3	0	3	131	3,884	2	0	2	75
			TFTM	6,215	3	0	3	120	6,673	3	0	3	128	6,715	3	0	3	129	3,839	2	0	2	74
			T5VS	6,565	2	0	0	126	7,050	3	0	0	136	7,094	3	0	0	136	4,005	2	0	0	77
			T5S	6,613	2	0	0	127	7,102	2	0	0	137	7,146	2	0	0	137	4,065	2	0	0	78
			T5M	6,625	3	0	1	127	7,114	3	0	1	137	7,159	3	0	1	138	4,017	2	0	1	77
			T5W	6,528	3	0	2	126	7,010	3	0	2	135	7,054	3	0	2	136	4,025	3	0	1	77
			BLC	4,747	2	0	2	91	5,098	2	0	2	98	5,130	2	0	2	99					
			LCCO	4,612	1	0	2	89	4,953	1	0	2	95	4,984	1	0	2	96					
			RCCO	4,612	1	0	2	89	4,953	1	0	2	95	4,984	1	0	2	96					
	700 mA	70 W	T1S	7,786	3	0	3	111	8,361	3	0	3	119	8,413	3	0	3	120	4,783	2	0	2	68
			T2S	8,028	3	0	3	115	8,620	3	0	3	123	8,674	3	0	3	124	4,873	2	0	2	70
			T2M	7,844	3	0	3	112	8,423	3	0	3	120	8,476	3	0	3	121	4,779	2	0	2	68
			T3S	7,834	3	0	3	112	8,413	3	0	3	120	8,465	3	0	3	121	4,815	2	0	2	69
			T3M	7,905	3	0	3	113	8,489	3	0	3	121	8,542	3	0	3	122	4,862	3	0	3	69
			T4M	8,013	3	0	3	114	8,604	3	0	3	123	8,658	3	0	3	124	4,837	3	0	3	69
			TFTM	7,893	3	0	3	113	8,476	3	0	3	121	8,529	3	0	3	122	4,781	3	0	3	68
			T5VS	8,338	3	0	0	119	8,954	3	0	0	128	9,010	3	0	0	129	4,988	2	0	0	71
			T5S	8,400	3	0	0	120	9,020	3	0	1	129	9,076	3	0	1	130	5,063	2	0	0	72
			T5M	8,414	3	0	2	120	9,036	3	0	2	129	9,092	3	0	2	130	5,003	3	0	1	71
			T5W	8,291	4	0	2	118	8,903	4	0	2	127	8,959	4	0	2	128	5,013	3	0	1	72
			BLC	6,044	2	0	2	86	6,490	3	0	3	93	6,530	3	0	3	93					
			LCCO	5,872	1	0	2	84	6,305	1	0	2	90	6,345	1	0	2	91					
			RCCO	5,872	1	0	2	84	6,305	1	0	2	90	6,345	1	0	2	91					
	1000 mA	104 W	T1S	10,648	3	0	3	102	11,434	3	0	3	110	11,506	3	0	3	111					
			T2S	10,979	3	0	3	106	11,789	3	0	3	113	11,863	3	0	3	114					
			T2M	10,727	3	0	3	103	11,519	3	0	3	111	11,591	3	0	3	111					
			T3S	10,714	3	0	3	103	11,505	3	0	3	111	11,577	3	0	3	111					
			T3M	10,812	3	0	3	104	11,610	4	0	4	112	11,682	4	0	4	112					
			T4M	10,958	4	0	4	105	11,767	4	0	4	113	11,841	4	0	4	114					
			TFTM	10,795	3	0	3	104	11,592	4	0	4	111	11,664	4	0	4	112					
			T5VS	11,404	3	0	0	110	12,245	3	0	1	118	12,322	3	0	1	118					
			T5S	11,487	3	0	1	110	12,336	3	0	1	119	12,413	3	0	1	119					
			T5M	11,508	4	0	2	111	12,357	4	0	2	119	12,434	4	0	2	120					
			T5W	11,339	4	0	2	109	12,176	4	0	2	117	12,252	4	0	2	118					
			BLC	7,981	3	0	3	77	8,570	3	0	3	82	8,624	3	0	3	83					
			LCCO	7,754	1	0	2	75	8,326	2	0	2	80	8,378	2	0	2	81					
			RCCO	7,754	1	0	2	75	8,326	2	0	2	80	8,378	2	0	2	81					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of 20, 30 or 40 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





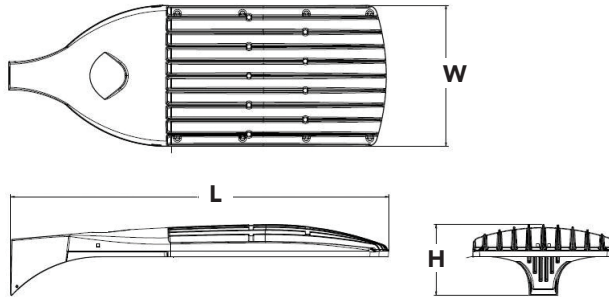
D-Series Size 2 LED Area Luminaire

d^{series}



Specifications

EPA:	1.1 ft ² (0.10 m ²)
Length:	40" (101.6 cm)
Width:	15" (38.1 cm)
Height:	7-1/4" (18.4 cm)
Weight (max):	36 lbs (16.3 kg)



Catalog
Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

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 DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM®X or XPoint™ 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**¹

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

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX2 LED 80C 1000 40K T4M MVOLT SPA DDBXD

DSX2 LED									
Series	LEDs	Drive current		Color temperature		Distribution		Voltage	Mounting
DSX2 LED	Forward optics	530	530 mA	30K	3000 K	T1S	Type I Short	TSVS	Type V Very Short
	80C 80 LEDs (four engine)	700	700 mA	40K	4000 K	T2S	Type II Short	T5S	Type V Short
		1000	1000 mA (1 A)	50K	5000 K	T2M	Type II Medium	T5M	Type V Medium
	100C 100 LEDs (four engines)	1200	1200 mA ^{2,3} (1.2 A)	AMBPC	Amber phosphor converted ^{3,4}	T3S	Type III Short	T5W	Type V Wide
	Rotated optics					T3M	Type III Medium	BLC	Backlight control ^{2,3,5}
	90C 90 LEDs ¹					T4M	Type IV Medium	LCCO	Left corner cutoff ^{2,3,5}
						TFTM	Forward Throw Medium	RCCO	Right corner cutoff ^{2,3,5}
									Shipped included
									SPA Square pole mounting
									RPA Round pole mounting
									WBA Wall bracket
									SPUMBA Square pole universal mounting adaptor ⁸
									RPUMBA Round pole universal mounting adaptor ⁸
									Ordered and shipped separately
									KMA8 DDBXD U Mast arm mounting bracket adaptor (See accessories) ⁹
Control options							Other options		Finish (required)
Shipped installed							Shipped installed		DDBXD Dark bronze
PER NEMA twist-lock receptacle only (controls ordered separate) ¹⁰							HS House-side shield ¹⁹		DBLXD Black
PER5 Five-wire receptacle only (controls ordered separate) ^{10,11}							SF Single fuse (120, 277, 347V) ⁷		DNAXD Natural aluminum
PER7 Seven-wire receptacle only (controls ordered separate) ^{10,11}							DF Double fuse (208, 240, 480V) ⁷		DWHXD White
DMG 0-10V dimming extend out back of housing for external control (leads exit fixture) ¹²							L90 Left rotated optics ¹		DDBTXD Textured dark bronze
DS Dual switching ^{13,14}							R90 Right rotated optics ¹		DBLBXD Textured black
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enable at 5fc ¹⁵							BS Bird spikes		DNATXD Textured natural aluminum
PIRH1FC3V Bi-level, motion sensor, 15'-30' mounting height, ambient sensor enabled at 1fc ¹⁵									DWHGXD Textured white
BL30 Bi-level switched dimming, 30% ^{13,16}									
BL50 Bi-level switched dimming, 50% ^{13,16}									
PNMTDD3 Part night, dim till dawn ¹⁷									
PNMT5D3 Part night, dim 5 hrs ¹⁷									
PNMT6D3 Part night, dim 6 hrs ¹⁷									
PNMT7D3 Part night, dim 7 hrs ¹⁷									
FAO Field Adjustable Output ¹⁸									



Ordering Information Cont.

Accessories

Ordered and shipped separately.

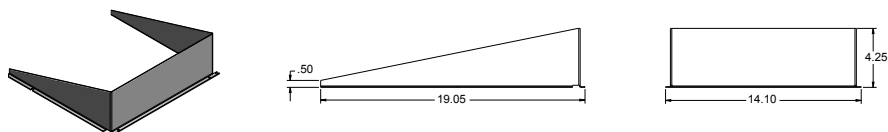
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ²⁰
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ²⁰
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ²⁰
DSHORT SBK U	Shorting cap ²⁰
DSX2EGS DDBXD U	External glare shield
DSX2HS 80C U	House-side shield for 80 LED unit ²
DSX2HS 90C U	House-side shield for 90 LED unit ²
DSX2HS 100C U	House-side shield for 100 LED unit ²
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) ²¹
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ²¹

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

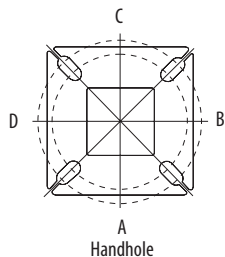
- 1 Rotated optics option (L90 or R90) required for 90C.
- 2 1200mA not available with AMBPC, BLC, LCCO, RCCO or HS.
- 3 Not available with HS.
- 4 AMBPC is not available with BLC, LCCO or RCCO.
- 5 Not available with 1200mA.
- 6 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- 7 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- 8 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- 9 Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- 10 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting Cap be order for correct operation when photocontrol is present. Shorting Cap included.
- 11 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting Cap included.
- 12 DMG option for 347V or 480V requires 1000mA.
- 13 Requires (2) separately switched circuits. See Outdoor Control Technical Guide for details.
- 14 Provides 50/50 fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH.
- 15 Reference Motion Sensor table.
- 16 Not available with 347V, 480V, DS, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3.
- 17 Not available with 347V, 480V, DS, BL30, BL50, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3. Separate Dusk to Dawn required.
- 18 Not available with other controls options.
- 19 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- 20 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.
- 21 For retrofit use only.

External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290			
2-7/8"	AST25-190	AST25-280	AST25-290			
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

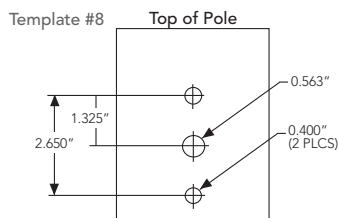
Pole drilling nomenclature: # of heads at degree from handhole (default side A)

DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, & D

Note: Review luminaire spec sheet for specific nomenclature

Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N

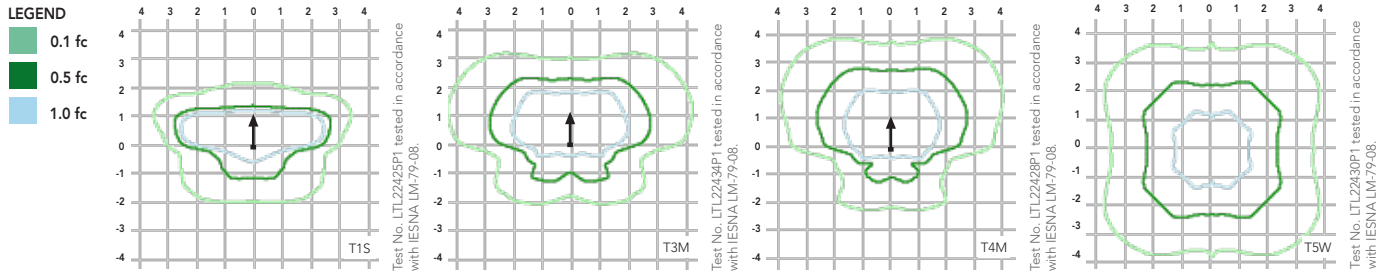
*3 fixtures @120 require round pole top/tenon.



Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 2 homepage](#).

Isofootcandle plots for the DSX2 LED 80C 1000 40K. Distances are in units of mounting height (30').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.04
10°C	1.02
20°C	1.01
25°C	1.00
30°C	0.99
40°C	0.97

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
80	530	137W	1.15	0.66	0.53	0.51	0.39	0.28
	700	188W	1.58	0.92	0.81	0.73	0.55	0.41
	1000	282W	2.37	1.35	1.18	1.04	0.83	0.61
100	530	175W	1.47	0.86	0.76	0.68	0.51	0.38
	700	232W	1.95	1.13	0.99	0.88	0.67	0.49
	1000	360W	3.03	1.72	1.49	1.3	1.05	0.77

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX2 LED 80C 1200			
	1.0	0.98	0.95	0.90
	DSX2 LED 100C 1000			
	1.0	0.98	0.95	0.90
	DSX2 LED 100C 1200			
	1.0	0.97	0.94	0.88

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)	
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture



*Future-proof means: Ability to change controls in the future.



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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80C (80 LEDs)	530 mA	137 W	T1S	15,779	3	0	3	115	16,599	3	0	3	121	16,701	3	0	3	122	10,578	2	0	2	77
			T2S	16,270	3	0	3	119	17,115	3	0	3	125	17,220	3	0	3	126	10,554	2	0	2	77
			T2M	15,897	3	0	3	116	16,723	3	0	3	122	16,826	3	0	3	123	10,571	2	0	2	77
			T3S	15,877	3	0	3	116	16,702	3	0	3	122	16,805	3	0	3	123	10,548	2	0	2	77
			T3M	16,021	3	0	3	117	16,854	3	0	3	123	16,958	3	0	3	124	10,569	2	0	3	77
			T4M	16,239	3	0	3	119	17,083	3	0	3	125	17,188	3	0	3	125	10,547	2	0	3	77
			TFTM	15,996	3	0	3	117	16,827	3	0	3	123	16,931	3	0	3	124	10,741	2	0	2	78
			T5VS	16,899	4	0	1	123	17,776	4	0	1	130	17,886	4	0	1	131	11,155	3	0	1	81
			T5S	17,024	4	0	1	124	17,908	4	0	1	131	18,019	4	0	1	132	11,149	3	0	1	81
			T5M	17,053	4	0	2	124	17,939	4	0	2	131	18,050	4	0	2	132	11,096	4	0	2	81
			T5W	16,802	5	0	3	123	17,675	5	0	3	129	17,784	5	0	3	130	10,957	4	0	2	80
			BLC	12,283	1	0	2	90	13,190	1	0	2	96	13,272	2	0	2	97					
			LCCO	11,933	2	0	3	87	12,814	2	0	3	94	12,894	2	0	3	94					
			RCCO	11,933	2	0	3	87	12,814	2	0	3	94	12,894	2	0	3	94					
	700 mA	188 W	T1S	20,018	3	0	3	106	21,058	3	0	3	112	21,188	3	0	3	113	13,147	3	0	3	70
			T2S	20,640	3	0	3	110	21,712	3	0	3	115	21,846	3	0	3	116	13,116	3	0	3	70
			T2M	20,167	3	0	3	107	21,215	3	0	3	113	21,346	3	0	3	114	13,138	3	0	3	70
			T3S	20,142	3	0	3	107	21,188	3	0	3	113	21,319	3	0	3	113	13,110	2	0	2	70
			T3M	20,325	3	0	4	108	21,381	3	0	4	114	21,513	3	0	4	114	13,135	3	0	3	70
			T4M	20,601	3	0	4	110	21,672	3	0	4	115	21,805	3	0	4	116	13,108	2	0	3	70
			TFTM	20,293	3	0	4	108	21,348	3	0	4	114	21,479	3	0	4	114	13,349	2	0	3	71
			T5VS	21,438	4	0	1	114	22,551	4	0	1	120	22,690	4	0	1	121	13,864	4	0	1	74
			T5S	21,596	4	0	1	115	22,718	4	0	1	121	22,859	4	0	1	122	13,856	3	0	1	74
			T5M	21,634	5	0	3	115	22,758	5	0	3	121	22,898	5	0	3	122	13,790	4	0	2	73
			T5W	21,316	5	0	3	113	22,423	5	0	3	119	22,561	5	0	3	120	13,617	4	0	2	72
			BLC	15,637	2	0	2	83	16,791	2	0	3	89	16,896	2	0	3	90					
			LCCO	15,192	2	0	3	81	16,313	2	0	3	87	16,415	2	0	3	87					
			RCCO	15,192	2	0	3	81	16,313	2	0	3	87	16,415	2	0	3	87					
	1000 mA	282 W	T1S	27,547	3	0	3	98	28,978	3	0	3	103	29,157	3	0	3	103	17,833	3	0	3	63
			T2S	28,403	3	0	3	101	29,879	4	0	4	106	30,063	4	0	4	107	17,791	3	0	3	63
			T2M	27,753	3	0	4	98	29,195	3	0	4	104	29,375	3	0	4	104	17,821	3	0	3	63
			T3S	27,718	3	0	4	98	29,158	3	0	4	103	29,338	3	0	4	104	17,782	3	0	3	63
			T3M	27,970	3	0	5	99	29,423	4	0	5	104	29,605	4	0	5	105	17,817	3	0	3	63
			T4M	28,350	3	0	4	101	29,823	3	0	5	106	30,007	3	0	5	106	17,779	3	0	3	63
			TFTM	27,927	3	0	4	99	29,377	3	0	4	104	29,559	3	0	4	105	18,107	3	0	3	64
			T5VS	29,501	5	0	1	105	31,034	5	0	1	110	31,225	5	0	1	111	18,805	4	0	1	67
			T5S	29,720	5	0	2	105	31,264	5	0	2	111	31,457	5	0	2	112	18,794	4	0	1	67
			T5M	29,772	5	0	3	106	31,318	5	0	3	111	31,512	5	0	3	112	18,705	4	0	2	66
			T5W	29,333	5	0	4	104	30,857	5	0	4	109	31,048	5	0	4	110	18,470	5	0	3	65
			BLC	20,649	2	0	3	73	22,174	2	0	3	79	22,313	2	0	3	79					
			LCCO	20,061	3	0	3	71	21,542	3	0	3	76	21,677	3	0	3	77					
			RCCO	20,061	3	0	3	71	21,542	3	0	3	76	21,677	3	0	3	77					
	1200 mA	322 W	T1S	30,431	3	0	3	95	32,011	4	0	4	99	32,209	4	0	4	100					
			T2S	31,376	4	0	4	97	33,006	4	0	4	103	33,210	4	0	4	103					
			T2M	30,658	4	0	4	95	32,251	4	0	4	100	32,450	4	0	4	101					
			T3S	30,620	3	0	4	95	32,210	3	0	4	100	32,409	3	0	4	101					
			T3M	30,898	4	0	5	96	32,503	4	0	5	101	32,703	4	0	5	102					
			T4M	31,318	3	0	5	97	32,945	3	0	5	102	33,148	3	0	5	103					
			TFTM	30,850	3	0	4	96	32,452	3	0	5	101	32,652	3	0	5	101					
			T5VS	32,589	5	0	1	101	34,282	5	0	1	106	34,494	5	0	1	107					
			T5S	32,830	5	0	2	102	34,536	5	0	2	107	34,749	5	0	2	108					
			T5M	32,888	5	0	4	102	34,596	5	0	4	107	34,810	5	0	4	108					
			T5W	32,404	5	0	4	101	34,087	5	0	4	106	34,297	5	0	4	107					

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics (continued)

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
100C (100 LEDs)	530 mA	175 W	T1S	19,856	3	0	3	113	20,887	3	0	3	119	21,016	3	0	3	120	12,889	3	0	3	74
			T2S	20,473	3	0	3	117	21,537	3	0	3	123	21,670	3	0	3	124	12,859	3	0	3	73
			T2M	20,004	3	0	3	114	21,043	3	0	3	120	21,173	3	0	3	121	12,881	3	0	3	74
			T3S	19,979	3	0	3	114	21,017	3	0	3	120	21,147	3	0	3	121	12,853	2	0	2	73
			T3M	20,161	3	0	4	115	21,208	3	0	4	121	21,339	3	0	4	122	12,878	3	0	3	74
			T4M	20,435	3	0	4	117	21,496	3	0	4	123	21,629	3	0	4	124	12,851	2	0	3	73
			TFTM	20,129	3	0	3	115	21,175	3	0	4	121	21,306	3	0	4	122	13,088	2	0	3	75
			TSVS	21,264	4	0	1	122	22,369	4	0	1	128	22,507	4	0	1	129	13,592	4	0	1	78
			T5S	21,422	4	0	1	122	22,535	4	0	1	129	22,674	4	0	1	130	13,584	3	0	1	78
			T5M	21,459	5	0	3	123	22,574	5	0	3	129	22,713	5	0	3	130	13,520	4	0	2	77
			TSW	21,143	5	0	3	121	22,242	5	0	3	127	22,379	5	0	3	128	13,350	4	0	2	76
			BLC	19,032	2	0	3	109	20,438	2	0	3	117	20,565	2	0	3	118					
			LCCO	18,490	2	0	3	106	19,856	3	0	3	113	19,980	3	0	3	114					
			RCCO	18,490	2	0	3	106	19,856	3	0	3	113	19,980	3	0	3	114					
	700 mA	232 W	T1S	25,219	3	0	3	109	26,529	3	0	3	114	26,692	3	0	3	115	16,176	3	0	3	70
			T2S	26,002	3	0	3	112	27,353	3	0	3	118	27,522	3	0	3	119	16,138	3	0	3	70
			T2M	25,407	3	0	4	110	26,727	3	0	4	115	26,892	3	0	4	116	16,165	3	0	3	70
			T3S	25,375	3	0	3	109	26,693	3	0	4	115	26,858	3	0	4	116	16,130	3	0	3	70
			T3M	25,606	3	0	4	110	26,936	3	0	4	116	27,102	3	0	4	117	16,161	3	0	3	70
			T4M	25,954	3	0	4	112	27,302	3	0	4	118	27,471	3	0	4	118	16,127	3	0	3	70
			TFTM	25,566	3	0	4	110	26,894	3	0	4	116	27,060	3	0	4	117	16,425	3	0	3	71
			TSVS	27,007	5	0	1	116	28,410	5	0	1	122	28,797	5	0	2	124	17,058	4	0	1	74
			T5S	27,207	5	0	2	117	28,621	5	0	2	123	28,797	5	0	2	124	17,048	4	0	1	73
			T5M	27,255	5	0	3	117	28,671	5	0	3	124	28,848	5	0	3	124	16,967	4	0	2	73
			TSW	26,854	5	0	4	116	28,249	5	0	4	122	28,423	5	0	4	123	16,754	5	0	3	72
			BLC	24,229	2	0	3	104	26,018	2	0	4	112	26,181	2	0	4	113					
			LCCO	23,539	3	0	4	101	25,277	3	0	4	109	25,435	3	0	4	110					
			RCCO	23,539	3	0	4	101	25,277	3	0	4	109	25,435	3	0	4	110					
	1000 mA	360 W	T1S	34,490	4	0	4	96	36,281	4	0	4	101	36,505	4	0	4	101	21,838	3	0	3	61
			T2S	35,561	4	0	4	99	37,409	4	0	4	104	37,640	4	0	4	105	21,787	3	0	3	61
			T2M	34,747	4	0	4	97	36,552	4	0	4	102	36,778	4	0	4	102	21,824	3	0	3	61
			T3S	34,704	3	0	4	96	36,507	4	0	4	101	36,732	4	0	4	102	21,776	3	0	3	60
			T3M	35,019	4	0	5	97	36,838	4	0	5	102	37,065	4	0	5	103	21,819	3	0	4	61
			T4M	35,495	4	0	5	99	37,339	4	0	5	104	37,569	4	0	5	104	22,175	3	0	4	62
			TFTM	34,964	3	0	5	97	36,781	3	0	5	102	37,008	3	0	5	103	21,773	3	0	4	60
			TSVS	36,936	5	0	1	103	38,855	5	0	1	108	39,095	5	0	1	109	23,029	4	0	1	64
			T5S	37,209	5	0	2	103	39,142	5	0	2	109	39,384	5	0	2	109	23,016	4	0	1	64
			T5M	37,274	5	0	4	104	39,211	5	0	4	109	39,453	5	0	4	110	22,906	5	0	3	64
			TSW	36,726	5	0	4	102	38,634	5	0	4	107	38,872	5	0	4	108	22,619	5	0	3	63
			BLC	31,996	3	0	4	89	34,358	3	0	4	95	34,573	3	0	4	96					
			LCCO	31,085	3	0	4	86	33,380	3	0	4	93	33,588	3	0	4	93					
			RCCO	31,085	3	0	4	86	33,380	3	0	4	93	33,588	3	0	4	93					
	1200 mA	400 W	T1S	37,667	4	0	4	94	39,623	4	0	4	99	39,868	4	0	4	100					
			T2S	38,837	4	0	4	97	40,855	4	0	4	102	41,107	4	0	4	103					
			T2M	37,948	4	0	5	95	39,919	4	0	5	100	40,166	4	0	5	100					
			T3S	37,901	4	0	4	95	39,869	4	0	4	100	40,116	4	0	4	100					
			T3M	38,244	4	0	5	96	40,231	4	0	5	101	40,480	4	0	5	101					
			T4M	38,765	4	0	5	97	40,778	4	0	5	102	41,030	4	0	5	103					
			TFTM	38,185	3	0	5	95	40,169	4	0	5	100	40,417	4	0	5	101					
			TSVS	40,338	5	0	1	101	42,434	5	0	1	106	42,696	5	0	1	107					
			T5S	40,637	5	0	2	102	42,748	5	0	2	107	43,012	5	0	2	108					
			T5M	40,708	5	0	4	102	42,823	5	0	4	107	43,087	5	0	4	108					
			TSW	40,109	5	0	5	100	42,192	5	0	5	105	42,453	5	0	5	106					

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
90C (90 LEDs)	530 mA	150 W	T1S	17,539	4	0	4	117	18,451	4	0	4	123	18,564	4	0	4	124	11,475	3	0	3	77
			T2S	18,084	4	0	4	121	19,024	4	0	4	127	19,141	4	0	4	128	11,448	3	0	3	76
			T2M	17,670	4	0	4	118	18,588	4	0	4	124	18,703	4	0	4	125	11,467	3	0	3	76
			T3S	17,648	4	0	4	118	18,565	4	0	4	124	18,680	4	0	4	125	11,442	3	0	3	76
			T3M	17,808	4	0	4	119	18,734	4	0	4	125	18,849	4	0	4	126	11,464	4	0	4	76
			T4M	18,051	4	0	4	120	18,988	4	0	4	127	19,106	4	0	4	127	11,440	4	0	4	76
			TFTM	17,781	4	0	4	119	18,704	4	0	4	125	18,820	4	0	4	125	11,651	4	0	4	78
			TSVS	18,783	4	0	1	125	19,759	4	0	1	132	19,881	4	0	1	133	12,288	3	0	1	82
			TSS	18,923	4	0	1	126	19,906	4	0	1	133	20,028	4	0	1	134	11,978	3	0	1	80
			TSM	18,956	4	0	2	126	19,940	4	0	2	133	20,063	4	0	2	134	12,301	4	0	2	82
			TSW	18,677	5	0	3	125	19,647	5	0	3	131	19,768	5	0	3	132	12,109	4	0	2	81
			BLC	16,949	4	0	4	113	18,200	4	0	4	121	18,314	4	0	4	122					
			LCCO	16,466	5	0	5	110	17,682	5	0	5	118	17,793	5	0	5	119					
			RCCO	16,466	3	0	3	110	17,682	3	0	3	118	17,792	3	0	3	119					
			T1S	22,323	4	0	4	108	23,483	4	0	4	114	23,628	4	0	4	115	14,387	3	0	3	70
	700 mA	206 W	T2S	23,017	4	0	4	112	24,213	4	0	4	118	24,362	4	0	4	118	14,354	3	0	3	70
			T2M	22,490	4	0	4	109	23,658	4	0	4	115	23,804	4	0	4	116	14,378	4	0	4	70
			T3S	22,462	4	0	4	109	23,629	4	0	4	115	23,774	4	0	4	115	14,347	4	0	4	70
			T3M	22,666	5	0	5	110	23,843	5	0	5	116	23,990	5	0	5	116	14,374	4	0	4	70
			T4M	22,974	5	0	5	112	24,167	5	0	5	117	24,317	5	0	5	118	14,344	4	0	4	70
			TFTM	22,630	4	0	4	110	23,806	5	0	5	116	23,953	5	0	5	116	15,408	4	0	1	75
			TSVS	23,906	5	0	1	116	25,148	5	0	1	122	25,304	5	0	1	123	15,019	4	0	1	73
			TSS	24,084	4	0	2	117	25,335	5	0	2	123	25,491	5	0	2	124	15,424	4	0	2	75
			TSM	24,126	5	0	3	117	25,379	5	0	3	123	25,536	5	0	3	124	14,609	4	0	4	71
			TSW	23,770	5	0	3	115	25,005	5	0	4	121	25,160	5	0	4	122	15,182	4	0	2	74
			BLC	21,577	4	0	4	105	23,170	4	0	4	112	23,315	4	0	4	113					
			LCCO	20,963	5	0	5	102	22,510	5	0	5	109	22,651	5	0	5	110					
			RCCO	20,962	3	0	3	102	22,510	3	0	3	109	22,650	3	0	3	110					
			T1S	30,621	4	0	4	96	32,212	5	0	4	101	32,411	5	0	4	101	19,288	4	0	4	60
	1000 mA	320 W	T2S	31,573	5	0	4	99	33,213	5	0	4	104	33,418	5	0	4	104	19,243	4	0	4	60
			T2M	30,850	5	0	5	96	32,453	5	0	5	101	32,653	5	0	5	102	19,275	4	0	4	60
			T3S	30,812	5	0	5	96	32,412	5	0	5	101	32,612	5	0	5	102	19,233	4	0	4	60
			T3M	31,091	5	0	5	97	32,706	5	0	5	102	32,908	5	0	5	103	19,270	4	0	4	60
			T4M	31,514	5	0	5	98	33,151	5	0	5	104	33,356	5	0	5	104	19,230	4	0	4	60
			TFTM	31,043	5	0	5	97	32,656	5	0	5	102	32,857	5	0	5	103	19,585	4	0	4	61
			TSVS	32,793	5	0	1	102	34,497	5	0	1	108	34,710	5	0	1	108	20,656	4	0	1	65
			TSS	33,036	5	0	2	103	34,752	5	0	2	109	34,967	5	0	2	109	20,134	4	0	1	63
			TSM	33,094	5	0	4	103	34,813	5	0	4	109	35,028	5	0	4	109	20,677	4	0	2	65
			TSW	32,607	5	0	4	102	34,301	5	0	4	107	34,512	5	0	4	108	20,354	5	0	3	64
			BLC	28,493	4	0	4	89	30,597	5	0	4	96	30,788	5	0	4	96					
			LCCO	27,682	3	0	4	87	29,726	5	0	5	93	29,912	5	0	5	93					
			RCCO	27,682	3	0	4	87	29,725	3	0	4	93	29,911	3	0	4	93					
			T1S	33,523	5	0	4	92	35,265	5	0	5	97	35,483	5	0	5	98					
	1200 mA	363 W	T2S	34,565	5	0	4	95	36,361	5	0	5	100	36,585	5	0	5	101					
			T2M	33,774	5	0	5	93	35,528	5	0	5	98	35,748	5	0	5	98					
			T3S	33,732	5	0	5	93	35,484	5	0	5	98	35,703	5	0	5	98					
			T3M	34,038	5	0	5	94	35,806	5	0	5	99	36,027	5	0	5	99					
			T4M	34,501	5	0	5	95	36,293	5	0	5	100	36,517	5	0	5	101					
			TFTM	33,985	5	0	5	94	35,750	5	0	5	98	35,971	5	0	5	99					
			TSVS	35,901	5	0	1	99	37,766	5	0	1	104	37,999	5	0	1	105					
			TSS	36,167	5	0	2	100	38,046	5	0	2	105	38,281	5	0	2	105					
			TSM	36,230	5	0	4	100	38,112	5	0	4	105	38,348	5	0	4	106					
			TSW	35,697	5	0	4	98	37,551	5	0	4	103	37,783	5	0	4	104					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Area Size 2 reflects the embedded high performance LED technology. It is ideal for applications like car dealerships and large parking lots adjacent to malls, transit stations, grocery stores, home centers, and other big-box retailers.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.1 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K, or 5000 K (70 CRI) configurations. The D-Series Size 2 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of 80, 90 or 100 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L90/100,000 hrs at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 2 to withstand up to a 2.0 G vibration load rating per ANSI C136.31. The D-Series Size 2 utilizes the AERIS™ series pole drilling pattern (Template #8). NEMA photocontrol receptacle is available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D670,857 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.





D-Series Size 0 LED Area Luminaire



d#series

Specifications

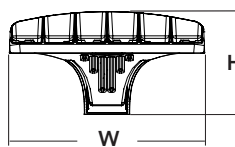
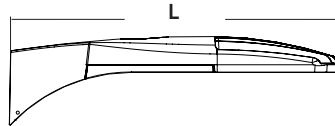
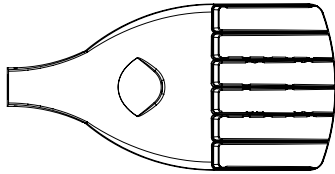
EPA: 0.95 ft²
(.09 m²)

Length: 26"
(66.0 cm)

Width: 13"
(33.0 cm)

Height: 7"
(17.8 cm)

Weight (max): 16 lbs
(7.25 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

DSX0 LED											
Series	LEDs	Drive current		Color temperature		Distribution			Voltage	Mounting	
DSX0 LED	Forward optics	530	530 mA	30K	3000 K	T1S	Type I short	T5S	Type V short	MVOLT ⁴	Shipped included
	20C 20 LEDs (one engine)	700	700 mA	40K	4000 K	T2S	Type II short	T5M	Type V medium	120 ⁵	SPA Square pole mounting
	40C 40 LEDs (two engines)	1000	1000 mA (1 A)	50K	5000 K	T2M	Type II medium	T5W	Type V wide	208 ⁵	RPA Round pole mounting
	Rotated optics					T3S	Type III short	BLC	Backlight control ^{2,3}	240 ⁵	WBA Wall bracket
	30C 30 LEDs (one engine) ¹			AMBPC	Amber phosphor converted ²	T3M	Type III medium	LCCO	Left corner cutoff ^{2,3}	277 ⁵	SPUMBA Square pole universal mounting adaptor ⁷
						T4M	Type IV medium	RCCO	Right corner cutoff ^{2,3}	347 ^{5,6}	RPUMBA Round pole universal mounting adaptor ⁷
						TFTM	Forward throw medium			480 ^{5,6}	Shipped separately
					T5VS	Type V very short				KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) ⁸	

Control options				Other options		Finish <i>(required)</i>			
Shipped installed				BL30	Bi-level switched dimming, 30% ^{14,15}	Shipped installed	DDBXD	Dark bronze	
PER	NEMA twist-lock receptacle only (control ordered separate) ⁹			BL50	Bi-level switched dimming, 50% ^{14,15}	HS	House-side shield ¹⁸	DBLXD	Black
PER5	Five-wire receptacle only (control ordered separate) ^{9,10}			PNMTDD3	Part night, dim till dawn ¹⁶	SF	Single fuse (120, 277, 347V) ⁵	DNAXD	Natural aluminum
PER7	Seven-wire receptacle only (control ordered separate) ^{9,10}			PNMT5D3	Part night, dim 5 hrs ¹⁶	DF	Double fuse (208, 240, 480V) ⁵	DWHXD	White
DMG	0-10V dimming extend out back of housing for external control (no controls)(leads exit fixture) ¹¹			PNMT6D3	Part night, dim 6 hrs ¹⁶	L90	Left rotated optics ¹	DDBTXD	Textured dark bronze
PIR	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{12,13}			PNMT7D3	Part night, dim 7 hrs ¹⁶	R90	Right rotated optics ¹	DBLBXD	Textured black
PIRH	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{12,13}			FAO	Field adjustable output ¹⁷	DDL	Diffused drop lens ¹⁸	DNATXD	Textured natural aluminum
PIR1FC3V	Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{12,13}					BS	Bird spikes	DWHGXD	Textured white
PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{12,13}								

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

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 DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM®X or XPoint™ 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**¹

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 DLL](#)



Ordering Information Cont.

Accessories

Ordered and shipped separately.

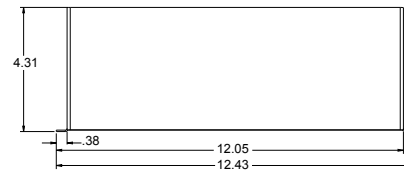
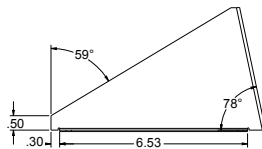
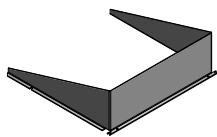
DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ¹⁹
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ¹⁹
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ¹⁹
DSHORT SBK U	Shorting cap ¹⁹
DSXOEGS DDBXD U	External glare shield
DSXOHS 20C U	House-side shield for 20 LED unit ¹⁸
DSXOHS 30C U	House-side shield for 30 LED unit ¹⁸
DSXOHS 40C U	House-side shield for 40 LED unit ¹⁸
DSXODDL U	Diffused drop lens (polycarbonate) ¹⁸
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish) ²⁰
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) ⁴

For more control options, visit [DTL](#) and [ROAM](#) online.

NOTES

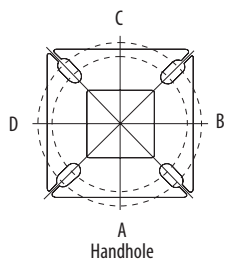
- 30 LEDs (30C option) and rotated options (L90 or R90) only available together.
- AMBPC is not available with BLC, LCCO or RCCO.
- Not available with HS or DDL.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Not available in 20C or 30C at 530mA. Not available with BL30, BL50 or PNMT options.
- Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
- Must order fixture with SPA mounting. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories, Shorting Cap included.
- If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- DMG option for 347V or 480V requires 1000mA.
- Reference Motion Sensor table on page 3.
- Reference PER Table on page 3 to see functionality.
- Requires (2) separately switched circuits.
- Not available with 347V, 480V, PNMT, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3.
- Not available with 347V, 480V, PNMT, PIR1FC3V or PIRH1FC3V. For PER5 or PER7 see PER Table on page 3. Separate Dusk to Dawn required.
- Not available with other controls options.
- Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
- Requires luminaire to be specified with PER option. See PER Table.
- For retrofit use only.

External Glare Shield



Drilling

HANDHOLE ORIENTATION



Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290			
2-7/8"	AST25-190	AST25-280	AST25-290			
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Pole drilling nomenclature: # of heads at degree from handhole (default side A)					
DM19AS	DM28AS	DM29AS	DM32AS	DM39AS	DM49AS
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 120°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Round pole only	Side B, C, & D	Sides A, B, C, D

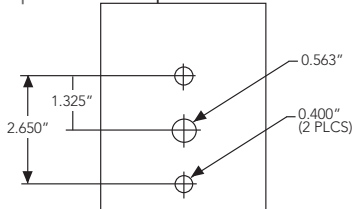
Note: Review luminaire spec sheet for specific nomenclature

Pole top or tenon O.D.	4.5" @ 90°	4" @ 90°	3.5" @ 90°	3" @ 90°	4.5" @ 120°	4" @ 120°	3.5" @ 120°	3" @ 120°
DSX SPA	Y	Y	Y	N	-	-	-	-
DSX RPA	Y	Y	N	N	Y	Y	Y	Y
DSX SPUMBA	Y	N	N	N	-	-	-	-
DSX RPUMBA	N	N	N	N	Y	Y	Y	N

*3 fixtures @120 require round pole top/tenon.

Template #8

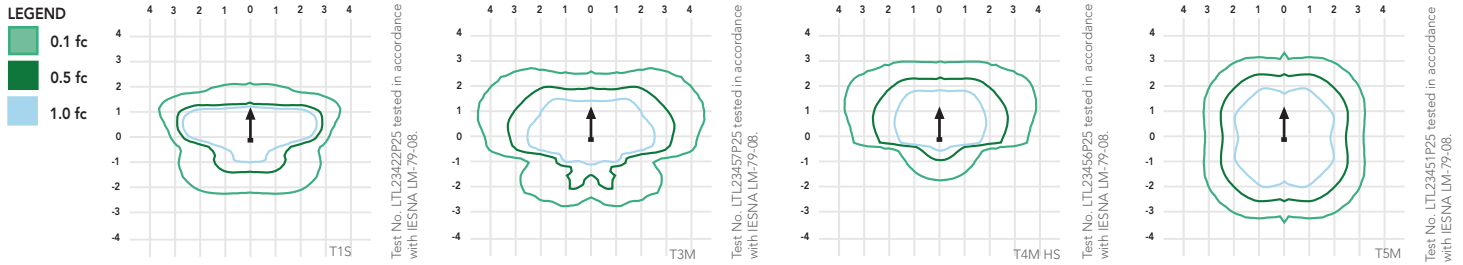
Top of Pole



Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's [D-Series Area Size 0 homepage](#).

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Lumen Multiplier
0°C	1.02
10°C	1.01
20°C	1.00
25°C	1.00
30°C	1.00
40°C	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A)					
			120	208	240	277	347	480
20C	530	35	0.34	0.22	0.21	0.20	--	--
	700	45	0.47	0.28	0.24	0.22	0.18	0.14
	1000	72	0.76	0.45	0.39	0.36	0.36	0.26
30C	530	52	0.51	0.31	0.28	0.25	--	--
	700	70	0.72	0.43	0.37	0.34	0.25	0.19
	1000	104	1.11	0.64	0.56	0.49	0.47	0.34
40C	530	68	0.71	0.41	0.36	0.33	0.25	0.19
	700	91	0.94	0.55	0.48	0.42	0.33	0.24
	1000	138	1.45	0.84	0.73	0.64	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX0 LED 20C 1000			
	1	0.98	0.96	0.93
	DSX0 LED 40C 1000			
	1	0.98	0.95	0.90
	DSX0 LED 40C 700			
	1	0.99	0.99	0.99

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)	
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7
Photocontrol Only (On/Off)	✓	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✗	Wired to dimming leads on driver	Wired to dimming leads on driver	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✗	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture	Wires Capped inside fixture



*Future-proof means: Ability to change controls in the future.



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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35 W	T1S	4,079	1	0	1	117	4,380	1	0	1	125	4,408	1	0	1	126	2,541	1	0	1	73
			T2S	4,206	1	0	1	120	4,516	1	0	1	129	4,544	1	0	1	130	2,589	1	0	1	74
			T2M	4,109	1	0	1	117	4,413	1	0	1	126	4,440	1	0	1	127	2,539	1	0	1	73
			T3S	4,104	1	0	1	117	4,407	1	0	1	126	4,435	1	0	1	127	2,558	1	0	1	73
			T3M	4,142	1	0	1	118	4,447	1	0	2	127	4,475	1	0	2	128	2,583	1	0	1	74
			T4M	4,198	1	0	1	120	4,508	1	0	2	129	4,536	1	0	1	130	2,570	1	0	1	73
			TFTM	4,135	1	0	1	118	4,440	1	0	1	127	4,468	1	0	1	128	2,540	1	0	1	73
			TSVS	4,368	2	0	0	125	4,691	2	0	0	134	4,720	2	0	0	135	2,650	1	0	0	76
			TSS	4,401	2	0	2	126	4,725	2	0	0	135	4,755	2	0	0	136	2,690	1	0	0	77
			TSM	4,408	2	0	1	126	4,734	3	0	1	135	4,763	3	0	1	136	2,658	2	0	0	76
			TSW	4,344	3	0	1	124	4,664	3	0	1	133	4,693	3	0	1	134	2,663	2	0	1	76
			BLC	3,071	1	0	1	88	3,297	1	0	1	94	3,318	1	0	1	95					
			LCCO	2,983	1	0	1	85	3,204	1	0	1	92	3,224	1	0	1	92					
			RCCO	2,983	1	0	1	85	3,204	1	0	1	92	3,224	1	0	1	92					
			T1S	5,181	1	0	1	115	5,563	1	0	1	124	5,598	1	0	1	124	3,144	1	0	1	70
	700 mA	45 W	T2S	5,342	1	0	1	119	5,736	1	0	1	127	5,772	1	0	1	128	3,203	1	0	1	71
			T2M	5,219	1	0	2	116	5,605	1	0	2	125	5,640	1	0	2	125	3,141	1	0	1	70
			T3S	5,213	1	0	1	116	5,598	1	0	1	124	5,633	1	0	1	125	3,165	1	0	1	70
			T3M	5,260	1	0	2	117	5,649	1	0	2	126	5,684	1	0	2	126	3,196	1	0	1	71
			T4M	5,332	1	0	2	118	5,725	1	0	2	127	5,761	1	0	2	128	3,179	1	0	1	71
			TFTM	5,252	1	0	2	117	5,640	1	0	2	125	5,675	1	0	2	126	3,143	1	0	1	70
			TSVS	5,548	2	0	0	123	5,958	2	0	0	132	5,995	2	0	0	133	3,278	2	0	0	73
			TSS	5,589	2	0	0	124	6,002	2	0	0	133	6,039	2	0	0	134	3,328	2	0	0	74
			TSM	5,599	3	0	1	124	6,012	3	0	1	134	6,050	3	0	1	134	3,288	2	0	1	73
			TSW	5,517	3	0	1	123	5,924	3	0	1	132	5,961	3	0	2	132	3,295	2	0	1	73
			BLC	3,909	1	0	1	87	4,198	1	0	1	93	4,224	1	0	1	94					
			LCCO	3,798	1	0	1	84	4,078	1	0	1	91	4,104	1	0	1	91					
			RCCO	3,798	1	0	1	84	4,078	1	0	1	91	4,104	1	0	1	91					
	1000 mA	72 W	T1S	7,085	2	0	2	98	7,608	2	0	2	106	7,656	2	0	2	106					
			T2S	7,305	2	0	2	101	7,845	2	0	2	109	7,894	2	0	2	110					
			T2M	7,138	2	0	2	99	7,665	2	0	2	106	7,713	2	0	2	107					
			T3S	7,129	1	0	2	99	7,656	2	0	2	106	7,704	2	0	2	107					
			T3M	7,194	2	0	2	100	7,725	2	0	2	107	7,773	2	0	2	108					
			T4M	7,292	2	0	2	101	7,830	2	0	2	109	7,879	2	0	2	109					
			TFTM	7,183	1	0	2	100	7,713	2	0	2	107	7,761	2	0	2	108					
			TSVS	7,588	3	0	0	105	8,148	3	0	0	113	8,199	3	0	0	114					
			TSS	7,644	3	0	0	106	8,208	3	0	0	114	8,259	3	0	0	115					
			TSM	7,657	3	0	2	106	8,222	3	0	2	114	8,274	3	0	2	115					
			TSW	7,545	3	0	2	105	8,102	3	0	2	113	8,153	3	0	2	113					
			BLC	5,162	1	0	1	72	5,543	1	0	1	77	5,578	1	0	1	77					
			LCCO	5,015	1	0	2	70	5,386	1	0	2	75	5,419	1	0	2	75					
			RCCO	5,015	1	0	2	70	5,386	1	0	2	75	5,419	1	0	2	75					

Performance Data Cont.

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40C (40 LEDs)	530 mA	68 W	T1S	7,926	2	0	2	117	8,511	2	0	2	125	8,564	2	0	2	126	4,878	1	0	1	72
			T2S	8,172	2	0	2	120	8,775	2	0	2	129	8,830	2	0	2	130	4,969	1	0	1	73
			T2M	7,985	2	0	2	117	8,574	2	0	2	126	8,628	2	0	2	127	4,874	1	0	1	72
			T3S	7,975	2	0	2	117	8,564	2	0	2	126	8,617	2	0	2	127	4,910	1	0	1	72
			T3M	8,047	2	0	2	118	8,642	2	0	3	127	8,696	2	0	3	128	4,958	1	0	2	73
			T4M	8,157	2	0	2	120	8,759	2	0	2	129	8,813	2	0	2	130	4,932	1	0	2	73
			TFTM	8,035	2	0	2	118	8,628	2	0	2	127	8,682	2	0	2	128	4,876	1	0	2	72
			TSVS	8,488	3	0	0	125	9,115	3	0	1	134	9,172	3	0	1	135	5,086	2	0	0	75
			TSS	8,550	3	0	1	126	9,182	4	0	2	135	9,239	3	0	1	136	5,163	2	0	0	76
			TSM	8,565	3	0	2	126	9,198	3	0	2	135	9,255	3	0	2	136	5,102	3	0	1	75
			TSW	8,440	4	0	2	124	9,063	3	0	2	133	9,120	4	0	2	134	5,112	3	0	1	75
			BLC	6,142	1	0	2	90	6,595	1	0	2	97	6,636	1	0	2	98					
			LCCO	5,967	1	0	2	88	6,407	1	0	2	94	6,447	1	0	2	95					
			RCCO	5,967	1	0	2	88	6,407	1	0	2	94	6,447	1	0	2	95					
	700 mA	91 W	T1S	10,066	2	0	2	111	10,810	2	0	2	119	10,877	2	0	2	120	6,206	2	0	2	68
			T2S	10,379	2	0	2	114	11,145	2	0	2	122	11,215	2	0	2	123	6,322	2	0	2	69
			T2M	10,141	2	0	2	111	10,890	2	0	2	120	10,958	2	0	2	120	6,201	2	0	2	68
			T3S	10,129	2	0	2	111	10,877	2	0	2	120	10,945	2	0	2	120	6,247	1	0	2	69
			T3M	10,221	2	0	3	112	10,975	2	0	3	121	11,044	2	0	3	121	6,308	2	0	2	69
			T4M	10,359	2	0	3	114	11,124	2	0	3	122	11,194	2	0	3	123	6,275	1	0	2	69
			TFTM	10,205	2	0	2	112	10,958	2	0	2	120	11,027	2	0	2	121	6,203	1	0	2	68
			TSVS	10,781	3	0	1	118	11,576	3	0	1	127	11,649	3	0	1	128	6,671	2	0	0	73
			TSS	10,860	3	0	1	119	11,662	3	0	1	128	11,734	3	0	1	129	6,569	2	0	0	72
			TSM	10,879	4	0	2	120	11,682	4	0	2	128	11,755	4	0	2	129	6,491	3	0	1	71
			TSW	10,719	4	0	2	118	11,511	4	0	2	126	11,583	4	0	2	127	6,504	3	0	2	71
			BLC	7,819	1	0	2	86	8,396	1	0	2	92	8,448	1	0	2	93					
			LCCO	7,596	1	0	2	83	8,157	1	0	2	90	8,208	1	0	2	90					
			RCCO	7,596	1	0	2	83	8,157	1	0	2	90	8,208	1	0	2	90					
	1000 mA	138 W	T1S	13,767	3	0	3	100	14,783	3	0	3	107	14,876	3	0	3	108					
			T2S	14,194	3	0	3	103	15,242	3	0	3	110	15,338	3	0	3	111					
			T2M	13,869	3	0	3	101	14,893	3	0	3	108	14,986	3	0	3	109					
			T3S	13,852	2	0	2	100	14,875	3	0	3	108	14,968	3	0	3	108					
			T3M	13,978	3	0	3	101	15,028	3	0	3	109	15,104	3	0	3	109					
			T4M	14,168	3	0	3	103	15,214	3	0	3	110	15,309	3	0	3	111					
			TFTM	13,956	2	0	3	101	14,987	2	0	3	109	15,080	2	0	3	109					
			TSVS	14,744	4	0	1	107	15,832	4	0	1	115	15,931	4	0	1	115					
			TSS	14,852	4	0	1	108	15,948	4	0	1	116	16,048	4	0	1	116					
			TSM	14,878	4	0	2	108	15,976	4	0	2	116	16,076	4	0	2	116					
			TSW	14,660	4	0	2	106	15,742	4	0	2	114	15,840	4	0	2	115					
			BLC	10,325	1	0	2	75	11,087	1	0	2	80	11,156	1	0	2	81					
			LCCO	10,031	2	0	2	73	10,771	2	0	3	78	10,839	2	0	3	79					
			RCCO	10,031	2	0	2	73	10,771	2	0	3	78	10,839	2	0	3	79					

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30C (30 LEDs)	530 mA	52 W	T1S	6,130	2	0	2	118	6,583	2	0	2	127	6,624	2	0	2	127	3,841	2	0	2	74
			T2S	6,321	2	0	2	122	6,787	2	0	2	131	6,830	2	0	2	131	3,912	2	0	2	75
			T2M	6,176	3	0	3	119	6,632	3	0	3	128	6,673	3	0	3	128	3,837	2	0	2	74
			T3S	6,168	3	0	3	119	6,624	3	0	3	127	6,665	3	0	3	128	3,866	2	0	2	74
			T3M	6,224	3	0	3	120	6,684	3	0	3	129	6,726	3	0	3	129	3,904	2	0	2	75
			T4M	6,309	3	0	3	121	6,775	3	0	3	130	6,817	3	0	3	131	3,884	2	0	2	75
			TFTM	6,215	3	0	3	120	6,673	3	0	3	128	6,715	3	0	3	129	3,839	2	0	2	74
			T5VS	6,565	2	0	0	126	7,050	3	0	0	136	7,094	3	0	0	136	4,005	2	0	0	77
			T5S	6,613	2	0	0	127	7,102	2	0	0	137	7,146	2	0	0	137	4,065	2	0	0	78
			T5M	6,625	3	0	1	127	7,114	3	0	1	137	7,159	3	0	1	138	4,017	2	0	1	77
			T5W	6,528	3	0	2	126	7,010	3	0	2	135	7,054	3	0	2	136	4,025	3	0	1	77
			BLC	4,747	2	0	2	91	5,098	2	0	2	98	5,130	2	0	2	99					
			LCCO	4,612	1	0	2	89	4,953	1	0	2	95	4,984	1	0	2	96					
			RCCO	4,612	1	0	2	89	4,953	1	0	2	95	4,984	1	0	2	96					
	700 mA	70 W	T1S	7,786	3	0	3	111	8,361	3	0	3	119	8,413	3	0	3	120	4,783	2	0	2	68
			T2S	8,028	3	0	3	115	8,620	3	0	3	123	8,674	3	0	3	124	4,873	2	0	2	70
			T2M	7,844	3	0	3	112	8,423	3	0	3	120	8,476	3	0	3	121	4,779	2	0	2	68
			T3S	7,834	3	0	3	112	8,413	3	0	3	120	8,465	3	0	3	121	4,815	2	0	2	69
			T3M	7,905	3	0	3	113	8,489	3	0	3	121	8,542	3	0	3	122	4,862	3	0	3	69
			T4M	8,013	3	0	3	114	8,604	3	0	3	123	8,658	3	0	3	124	4,837	3	0	3	69
			TFTM	7,893	3	0	3	113	8,476	3	0	3	121	8,529	3	0	3	122	4,781	3	0	3	68
			T5VS	8,338	3	0	0	119	8,954	3	0	0	128	9,010	3	0	0	129	4,988	2	0	0	71
			T5S	8,400	3	0	0	120	9,020	3	0	1	129	9,076	3	0	1	130	5,063	2	0	0	72
			T5M	8,414	3	0	2	120	9,036	3	0	2	129	9,092	3	0	2	130	5,003	3	0	1	71
			T5W	8,291	4	0	2	118	8,903	4	0	2	127	8,959	4	0	2	128	5,013	3	0	1	72
			BLC	6,044	2	0	2	86	6,490	3	0	3	93	6,530	3	0	3	93					
			LCCO	5,872	1	0	2	84	6,305	1	0	2	90	6,345	1	0	2	91					
			RCCO	5,872	1	0	2	84	6,305	1	0	2	90	6,345	1	0	2	91					
	1000 mA	104 W	T1S	10,648	3	0	3	102	11,434	3	0	3	110	11,506	3	0	3	111					
			T2S	10,979	3	0	3	106	11,789	3	0	3	113	11,863	3	0	3	114					
			T2M	10,727	3	0	3	103	11,519	3	0	3	111	11,591	3	0	3	111					
			T3S	10,714	3	0	3	103	11,505	3	0	3	111	11,577	3	0	3	111					
			T3M	10,812	3	0	3	104	11,610	4	0	4	112	11,682	4	0	4	112					
			T4M	10,958	4	0	4	105	11,767	4	0	4	113	11,841	4	0	4	114					
			TFTM	10,795	3	0	3	104	11,592	4	0	4	111	11,664	4	0	4	112					
			T5VS	11,404	3	0	0	110	12,245	3	0	1	118	12,322	3	0	1	118					
			T5S	11,487	3	0	1	110	12,336	3	0	1	119	12,413	3	0	1	119					
			T5M	11,508	4	0	2	111	12,357	4	0	2	119	12,434	4	0	2	120					
			T5W	11,339	4	0	2	109	12,176	4	0	2	117	12,252	4	0	2	118					
			BLC	7,981	3	0	3	77	8,570	3	0	3	82	8,624	3	0	3	83					
			LCCO	7,754	1	0	2	75	8,326	2	0	2	80	8,378	2	0	2	81					
			RCCO	7,754	1	0	2	75	8,326	2	0	2	80	8,378	2	0	2	81					

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and pedestrian areas.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.95 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K or 5000 K (70 CRI) or optional 3000 K (70 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of 20, 30 or 40 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L99/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an

expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern (template #8). Optional terminal block and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



FEATURES & SPECIFICATIONS

INTENDED USE

Provides maintenance-free general illumination for outdoor use in residential and commercial applications such as retail, education, multi-unit housing and storage. Ideal for lighting building facades, parking areas, walkways, garages, loading areas and any other outdoor space requiring reliable security lighting.

CONSTRUCTION

Sturdy weather-resistant aluminum housing with a dark bronze finish.

High performance LEDs are powered by an MVOLT driver providing 2720 and 3970 delivered lumens at 5000K. 100,000 hours LED lifespan based on IESNA LM-80-08 results and calculated per IESNA TM-21-11 methodology. Fixture is maintenance-free.

Rated for outdoor installations -40°C minimum ambient.

Adjustable Dusk-to-Dawn, photocell standard automatically turns light on at dusk and off at dawn for convenience and energy savings.

Photocell can be disabled by rotating the photocell cover.

OPTICS

Precision-molded acrylic lenses provide optimal luminaire spacing with Type 3 distribution.

Nighttime Friendly™ full cutoff above 90° angle, standard.

INSTALLATION

Wall or arm mount (mounting arm sold separately).

All mounting hardware included.

LISTINGS

UL Certified to US safety standards. C-UL Certified to Canadian safety standards. Wet location listed.

Tested in accordance with IESNA LM-79 and LM-80 standards. DLC qualified product.

WARRANTY

5-year limited warranty. Complete warranty terms located at

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

NOTE: Specifications are subject to change without notice.

Catalog Number
Notes
Type

Outdoor General Purpose

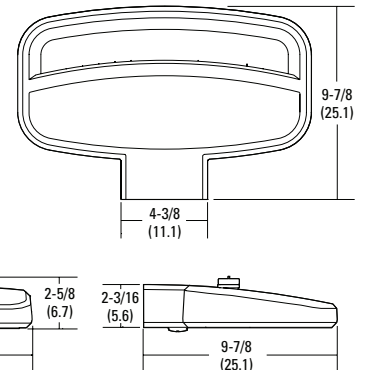
OLW

LED WALL PACK



Specifications

All dimensions are inches (centimeters)



ORDERING INFORMATION

For shortest lead times, configure products using **bolded options**.

Example: OLW 23

OLW									
Series		Lumens / Color temperature (CCT)		Voltage		Features		Finish	
OLW	LED Wall Light	23	2720 delivered lumens / 5000K ¹	(blank)	MVOLT (120V-277V)	(blank)	Photocell included	(blank)	DDB Dark Bronze
		31	3970 delivered lumens / 5000K ¹						

Accessories: Order as separate catalog number.

OMA 18 DDB U 18" Steel mounting arm

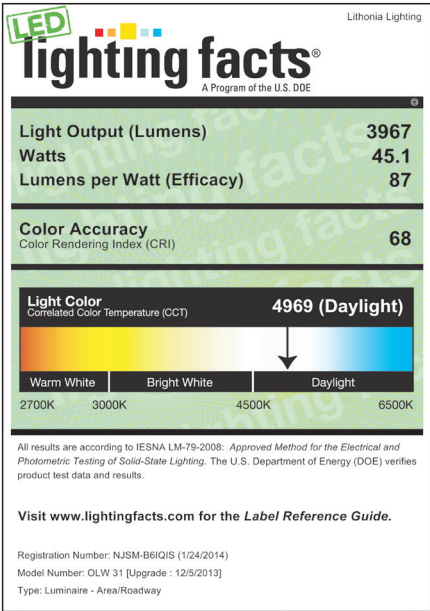
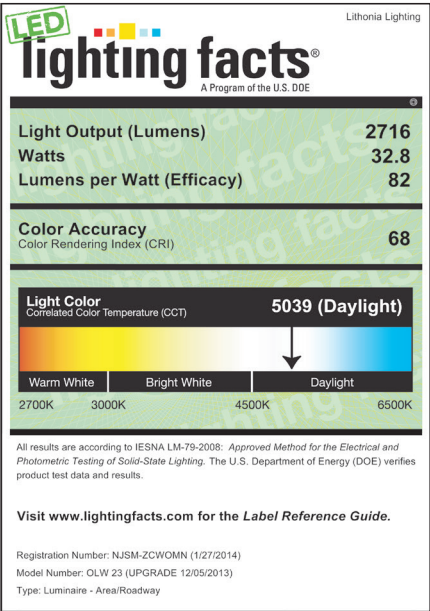
Notes

1 Correlated Color Temperature (CCT) shown is nominal per ANSI C78.377-2008.

OLW LED Wall Light

PHOTOMETRICS

Full photometric data report available within 2 weeks from request. Consult factory.
Tested in accordance with IESNA LM-79 and LM-80 standards.



PHILIPS LIGHTOLIER

Downlighting

SlimSurface LED

5" and 7" round aperture
surface mount downlight



Project: _____
Location: _____
Cat.No: _____
Type: _____
Lamps: _____ Qty: _____
Notes: _____

SlimSurface LED is a 5/8" thick surface mounted luminaire with the appearance of a recessed downlight. Easy to install into most standard j-boxes, the SlimSurface LED round apertures are available as a 5" 650lm & 7" 1000lm fixture.

Ordering guide

example: S5R830K7AL

Family	CRI	CCT	Lumens	Finish	Dimming
S5R SlimSurface 5" Round	8 80 9 90 ¹	27K 2700K	7 650lm	blank White	blank ELV / Triac (120V)
		30K 3000K		AL Aluminum	
		35K 3500K		BK Black	
		40K 4000K		W White	
S7R SlimSurface 7" Round	8 80 9 90 ¹	27K 2700K	10 1000lm	blank White	blank ELV / Triac (120V)
		30K 3000K		AL Aluminum	
		35K 3500K		BK Black	
		40K 4000K		W White	
				AL Aluminum	Z10U 0-10V (120V-277V)
				BK Black	

1. Configurations using 90 CRI are only available with 2700K and 3000K CCT.



White



Black



Aluminum

Features

- Flange:** One piece plastic flange. Injection molded white, applied aluminum or black.
- Lens:** High transmittance lens allowing for smooth, comfortable light pattern.
- Power supply:** Integral class 2 driver. Factory wired electronic LED driver (see Electrical section for specifications)
- LED Strip:** Utilizes Philips LEDs.
- Lifetime:** Expected lifetime 50,000 hours and backed by a 5-year warranty (see Philips.com/warranties for details).
- Compliance:** Non-conductive fixture for shower light application.

Electrical

Electronic power supply: RoHS compliant. Class 2 power unit. Unit tolerates sustained open circuit and short circuit output conditions without damage.

Dimming: Intended for ELV/Triac (120V) or 0-10V dimming (120V-277V) based on the configuration. Min 90°C supply conductors.

Electrical specifications	Dimming	Input volts	Input frequency	Input current	Input Power	THD Factor	Power Factor	Minimum Operating Temp.
Slim 5" 650lm	Triac	120V	50/60Hz	0.08A	9.5W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.09A	10.1W	<20%	>0.9	-20°C
		277V	50/60Hz	0.04A	10.2W	<20%	>0.9	-20°C
Slim 7" 1000lm	Triac	120V	50/60Hz	0.13A	14.2W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.12A	14.4W	<20%	>0.9	-20°C
		277V	50/60Hz	0.06A	14.7W	<20%	>0.9	-20°C

For more details, please see LED-Dim spec sheet.

Labels

cULus listed.
Wall-mounted: damp location only.
Ceiling-mounted: wet location.
Title 24 (JA8-2016) on 90CRI S7R models.
ENERGY STAR® certified.



S5R & S7R SlimSurface LED

5" and 7" round aperture surface mount downlight

Compatibility

Installs into standard J-box applications:



3 1/2" round (plastic)



4" square (plastic)
Not compatible with S5R



4" octagonal (metal)



4" square (metal)
Not compatible with S5R

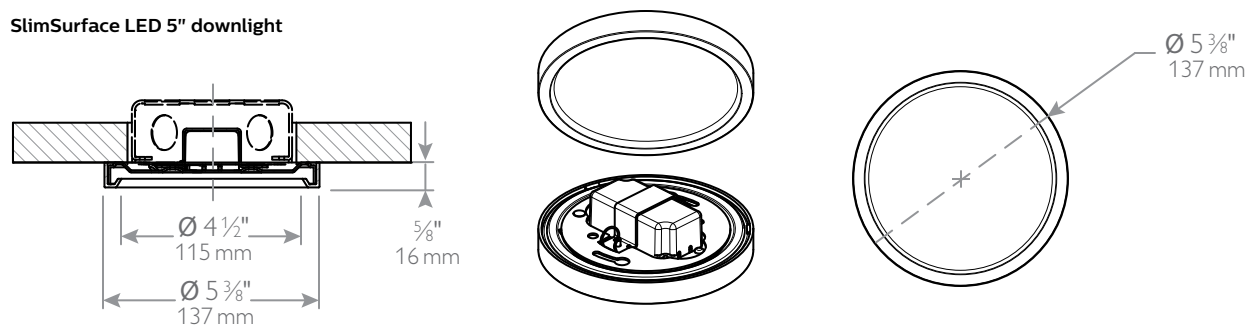


Fire rated J-box
Fire rated classification is per the ceiling and junction box ratings.

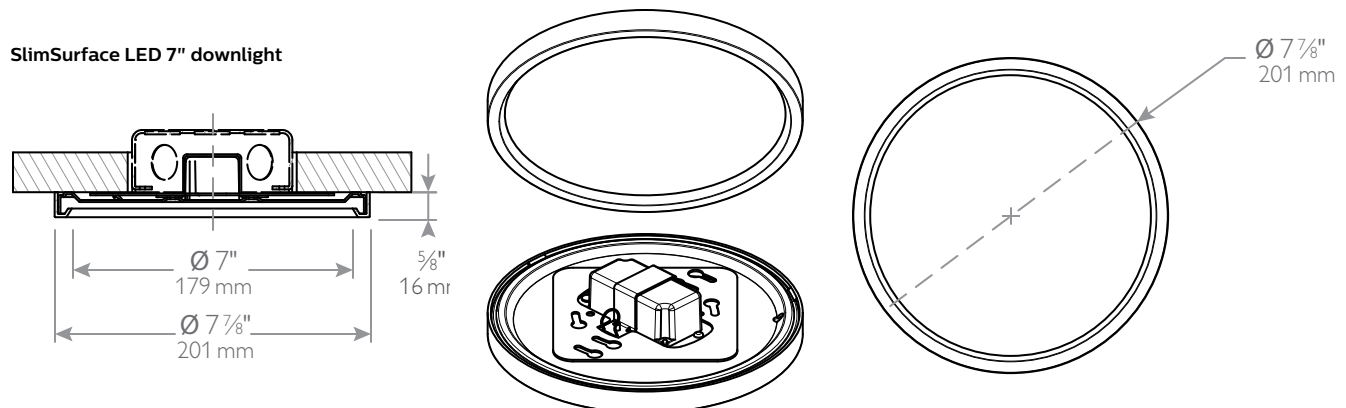
Note: A 2 1/8" deep octagon junction box is recommended for through circuit wiring applications.

Dimensions

SlimSurface LED 5" downlight



SlimSurface LED 7" downlight

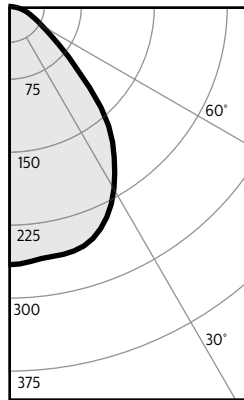


S5R & S7R SlimSurface LED

5" and 7" round aperture surface mount downlight

S5R927K7 • 10 W LED, 90CRI, 2700K

Candela Curves



Report: 1053GFR

Output lumens: 523lm
Spacing Criterion: 1.2
Beam Angle: 87°
Input Watts: 9.1W

Angle	Mean CP	Lumens
0	266	
5	263	25
10	261	
15	260	736
20	254	
25	239	110
30	217	
35	190	118
40	160	
45	118	91
50	81	
55	55	51
60	40	
65	30	31
70	23	
75	18	18
80	11	
85	4	5
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	11	6.0'
6'	7	7.2'
7'	5	8.4'
8'	4	9.6'
9'	3	10.8'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	21.8	0.40
6'	14.2	0.26
7'	10.2	0.19
8'	8.5	0.16
9'	6.8	0.13

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%		50%		30%		0%	
Wall	70	50	30	10	50	10	50	10	50	10	0	
RCR	Zonal cavity method - Effective floor reflectance = 20%											
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	106	106	100
	1	111	107	103	100	105	98	100	95	97	92	88
	2	102	96	90	85	94	84	90	82	87	80	77
	3	95	86	79	73	84	73	82	72	79	70	67
	4	88	78	70	64	76	64	74	63	72	62	60
	5	82	71	63	57	70	57	68	56	66	56	53
	6	76	64	57	51	64	51	62	50	60	50	48
	7	71	59	51	46	58	46	57	45	56	45	43
	8	67	54	47	42	54	41	53	41	51	41	39
	9	63	50	43	38	50	38	49	38	48	37	36
10	59	47	40	35	46	35	45	34	44	34	33	

Zonal lumens & percentages

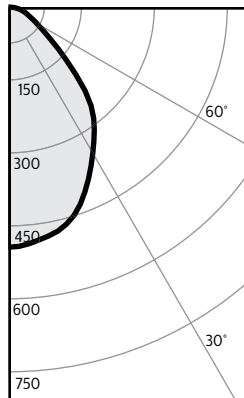
Zone	Lumens	%Luminaire
0-30	208	39.8%
0-40	326	62.5%
0-60	469	89.7%
0-90	522	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

S7R927K10 • 14 W LED, 90 CRI, 2700 K

Candela Curves



Report: 962GFR

Output lumens: 880lm
Spacing Criterion: 1.1
Beam Angle: 83°
Input Watts: 13.5W

Angle	Mean CP	Lumens
0	496	
5	490	46
10	479	
15	464	130
20	433	
25	391	180
30	348	
35	309	193
40	265	
45	197	152
50	135	
55	92	85
60	68	
65	51	52
70	40	
75	30	32
80	21	
85	9	10
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	20	5.5'
6'	14	6.6'
7'	10	7.7'
8'	8	8.8'
9'	6	9.9'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	21.8	2.89
6'	14.2	1.90
7'	10.2	1.35
8'	8.5	1.13
9'	6.8	0.90

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%		50%		30%		0%	
Wall	70	50	30	10	50	10	50	10	50	10	0	
RCR	Zonal cavity method - Effective floor reflectance = 20%											
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	106	106	100
	1	111	107	103	100	104	98	100	95	96	92	88
	2	102	96	90	85	94	84	90	82	87	80	77
	3	95	86	79	74	85	73	82	72	79	71	67
	4	88	78	70	65	77	64	74	63	72	62	60
	5	82	71	63	57	70	57	68	56	66	56	53
	6	76	65	57	51	64	51	62	51	61	50	48
	7	71	59	52	46	59	46	57	46	56	45	43
	8	67	55	47	42	54	42	53	42	52	41	39
	9	63	51	43	38	50	38	49	38	48	38	36
10	59	47	40	35	47	35	46	35	45	35	33	

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	356	40.5%
0-40	549	62.4%
0-60	786	89.3%
0-90	880	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

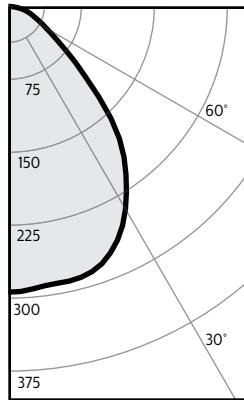
1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSLG C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

S5R & S7R SlimSurface LED

5" and 7" round aperture surface mount downlight

S5R827K7 • 10 W LED, 80 CRI, 2700 K

Candela Curves



Report #: 1054GFR

Output lumens: 581lm
Spacing Criterion: 1.2
Beam Angle: 87°
Input Watts²: 9.3W

Angle	Mean CP	Lumens
0	294	
5	291	28
10	289	
15	288	81
20	281	
25	265	121
30	241	
35	211	131
40	178	
45	131	102
50	91	
55	62	57
60	45	
65	34	34
70	26	
75	20	21
80	13	
85	4	5
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	12	6.0'
6'	8	7.2'
7'	6	8.4'
8'	5	9.6'
9'	4	10.8'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	24.2	2.77
6'	15.8	1.82
7'	11.3	1.30
8'	9.5	1.08
9'	7.5	0.87

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%		50%		30%		0%	
Wall	70	50	30	10	50	10	50	10	50	10	0	
RCR	Zonal cavity method - Effective floor reflectance = 20%											
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	106	106	100
	1	111	107	103	100	105	105	100	95	97	92	88
	2	102	96	90	85	94	94	90	82	87	80	77
	3	95	86	79	73	84	84	82	72	79	70	67
	4	88	78	70	64	76	76	74	63	72	62	60
	5	82	71	63	57	70	70	68	56	66	56	53
	6	76	64	57	51	64	64	62	50	60	50	48
	7	71	59	51	46	58	58	57	45	56	45	43
	8	67	54	47	42	54	54	53	41	51	41	39
	9	63	50	43	38	50	50	49	38	48	37	36
10	59	47	40	35	46	46	45	34	44	34	33	

Zonal lumens & percentages

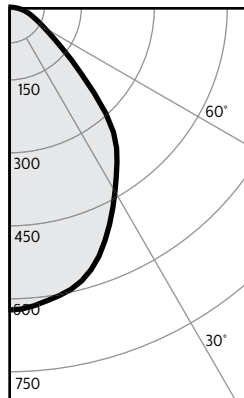
Zone	Lumens	%Luminaire
0-30	231	39.7%
0-40	362	62.3%
0-60	521	89.6%
0-90	581	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

S7R827K10 • 14 W LED, 80 CRI, 2700 K

Candela Curves



Report #: 964GFR

Output lumens: 1113lm
Spacing Criterion: 1.1
Beam Angle: 83°
Input Watts²: 13.4W

Angle	Mean CP	Lumens
0	625	
5	618	59
10	604	
15	584	164
20	546	
25	494	227
30	440	
35	390	244
40	337	
45	250	193
50	170	
55	117	108
60	85	
65	65	65
70	51	
75	39	41
80	27	
85	12	13
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	25	5.5'
6'	17	6.6'
7'	13	7.7'
8'	10	8.8'
9'	8	9.9'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	24.2	3.68
6'	15.8	2.42
7'	11.3	1.73
8'	9.5	1.44
9'	7.5	1.15

38'x38'x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%		50%		30%		0%	
Wall	70	50	30	10	50	10	50	10	50	10	0	
RCR	Zonal cavity method - Effective floor reflectance = 20%											
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	106	106	100
	1	111	107	103	100	104	98	100	95	96	92	88
	2	102	96	90	85	94	84	90	82	87	80	77
	3	95	86	79	74	85	73	82	72	79	71	67
	4	88	78	70	65	77	64	74	63	72	62	60
	5	82	71	63	57	70	57	68	56	66	56	53
	6	76	65	57	51	64	51	62	51	61	50	48
	7	71	59	52	46	59	46	57	46	56	45	43
	8	67	55	47	42	54	42	53	42	52	41	39
	9	63	51	43	38	50	38	49	38	48	38	36
10	59	47	40	35	47	35	46	35	45	35	33	

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	449	40.4%
0-40	693	62.3%
0-60	994	89.3%
0-90	1113	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

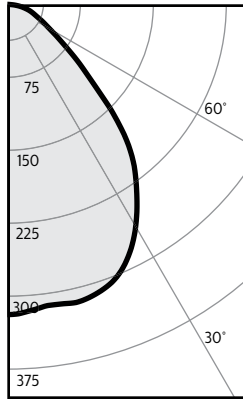
1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSLG C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

S5R & S7R SlimSurface LED

5" and 7" round aperture surface mount downlight

S5R830K7 • 10 W LED, 80 CRI, 3000 K

Candela Curves



Angle	Mean CP	Lumens
0	319	
5	315	30
10	313	
15	313	88
20	306	
25	290	131
30	264	
35	231	142
40	197	
45	146	109
50	100	
55	69	62
60	50	
65	38	37
70	29	
75	22	22
80	15	
85	6	6
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	13	6.0'
6'	9	7.2'
7'	7	8.4'
8'	5	9.6'
9'	4	10.8'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	26.2	3.06
6'	17.1	2.01
7'	12.2	1.43
8'	10.2	1.19
9'	8.1	0.96

38"x38"x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%		50%		30%		0%
Wall	70	50	30	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%										

Room Cavity Ratio	0	1	2	3	4	5	6	7	8	9	10
119	119	107	96	88	82	76	70	64	58	52	46
119	107	96	88	82	76	70	64	58	52	46	40
107	96	88	82	76	70	64	58	52	46	40	35
96	88	82	76	70	64	58	52	46	40	35	30
88	82	76	70	64	58	52	46	40	35	30	25
82	76	70	64	58	52	46	40	35	30	25	20
76	70	64	58	52	46	40	35	30	25	20	15
70	64	58	52	46	40	35	30	25	20	15	10
64	58	52	46	40	35	30	25	20	15	10	5
58	52	46	40	35	30	25	20	15	10	5	0
52	46	40	35	30	25	20	15	10	5	0	

Zonal lumens & percentages

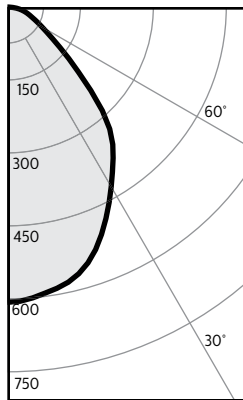
Zone	Lumens	%Luminaire
0-30	249	39.7%
0-40	391	62.3%
0-60	562	89.6%
0-90	628	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

S7R830K10 • 14 W LED, 80 CRI, 3000 K

Candela Curves



Angle	Mean CP	Lumens
0	607	
5	601	57
10	588	
15	568	159
20	531	
25	480	221
30	427	
35	379	237
40	328	
45	243	187
50	165	
55	113	105
60	83	
65	63	63
70	49	
75	37	39
80	26	
85	12	13
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	24	5.5'
6'	17	6.6'
7'	12	7.7'
8'	9	8.8'
9'	7	9.9'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	26.2	3.55
6'	17.1	2.33
7'	12.2	1.66
8'	10.2	1.39
9'	8.1	1.11

38"x38"x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%		50%		30%		0%
Wall	70	50	30	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%										

Room Cavity Ratio	0	1	2	3	4	5	6	7	8	9	10
119	119	107	96	88	82	76	70	64	58	52	46
119	107	96	88	82	76	70	64	58	52	46	40
107	96	88	82	76	70	64	58	52	46	40	35
96	88	82	76	70	64	58	52	46	40	35	30
88	82	76	70	64	58	52	46	40	35	30	25
82	76	70	64	58	52	46	40	35	30	25	20
76	70	64	58	52	46	40	35	30	25	20	15
70	64	58	52	46	40	35	30	25	20	15	10
64	58	52	46	40	35	30	25	20	15	10	5
58	52	46	40	35	30	25	20	15	10	5	0
52	46	40	35	30	25	20	15	10	5	0	

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	437	40.4%
0-40	674	62.3%
0-60	966	89.4%
0-90	1081	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

Report: 961GFR

Output lumens:	1081lms	Efficacy:	80.0lm/w
Spacing Criterion:	1.1	CCT ³ :	3000 K
Beam Angle:	83°	CRI:	80 min
Input Watts ² :	13.5W		

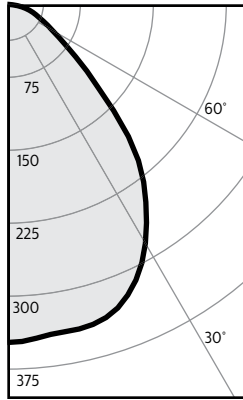
1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSLG C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

S5R & S7R SlimSurface LED

5" and 7" round aperture surface mount downlight

S5R835K7 • 10W LED, 80CRI, 3500K

Candela Curves



Report#: 1056GFR

Output lumens: 685lm
Spacing Criterion: 1.2
Beam Angle: 87°
Input Watts: 9.1W

Angle	Mean CP	Lumens
0	347	
5	344	
10	341	33
15	340	
20	332	96
25	312	
30	283	143
35	248	
40	209	155
45	154	
50	107	119
55	74	
60	53	68
65	41	
70	31	41
75	23	
80	15	25
85	5	
90	0	7

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	14	6.0'
6'	10	7.2'
7'	7	8.4'
8'	5	9.6'
9'	4	10.8'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	28.6	3.34
6'	18.7	2.19
7'	13.3	1.56
8'	11.2	1.30
9'	8.9	1.04

38"x38"x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%				50%				30%				0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%																
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	111	106	106	100	95	92	88	88
1	111	107	103	100	105	98	100	95	95	92	88	88	82	80	77	77	77
2	102	96	90	85	94	84	90	82	82	80	77	77	72	70	67	67	67
3	95	86	79	73	84	73	82	72	72	70	67	67	63	62	60	60	60
4	88	78	70	64	76	64	74	63	63	62	60	60	56	56	53	53	53
5	82	71	63	57	70	57	68	56	56	56	53	53	50	50	48	48	48
6	76	64	57	51	64	51	62	50	50	50	48	48	45	45	43	43	43
7	71	59	51	46	58	46	57	45	45	45	43	43	41	41	39	39	39
8	67	54	47	42	54	41	53	41	41	41	39	39	38	37	36	36	36
9	63	50	43	38	50	38	49	38	38	38	37	36	34	34	33	33	33
10	59	47	40	35	46	35	45	34	34	34	33	33	32	31	30	30	30

Zonal lumens & percentages

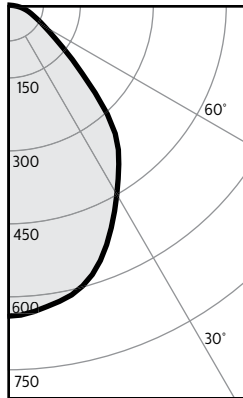
Zone	Lumens	%Luminaire
0-30	272	39.6%
0-40	426	62.2%
0-60	613	89.5%
0-90	685	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

S7R835K10 • 14W LED, 80CRI, 3500K

Candela Curves



Report#: 965GFR

Output lumens: 1139lm
Spacing Criterion: 1.1
Beam Angle: 83°
Input Watts: 13.5W

Angle	Mean CP	Lumens
0	639	
5	632	
10	618	60
15	597	
20	558	167
25	505	
30	449	232
35	399	
40	345	249
45	255	
50	174	197
55	120	
60	88	111
65	67	
70	52	67
75	40	
80	28	42
85	12	
90	0	13

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	26	5.5'
6'	18	6.6'
7'	13	7.7'
8'	10	8.8'
9'	8	9.9'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	28.6	3.74
6'	18.7	2.45
7'	13.3	1.75
8'	11.2	1.46
9'	8.9	1.17

38"x38"x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%				50%				30%				0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%																
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	111	106	106	100	95	92	88	88
1	111	107	103	100	104	98	100	95	95	92	88	88	82	80	77	77	77
2	102	96	90	85	94	84	90	82	82	80	77	77	72	70	67	67	67
3	95	86	79	74	84	73	82	72	72	70	67	67	63	62	60	60	60
4	88	78	70	65	76	64	74	63	63	62	60	60	56	56	53	53	53
5	82	71	63	57	70	57	68	56	56	56	53	53	50	50	48	48	48
6	76	65	57	51	64	51	62	50	50	50	48	48	45	45	43	43	43
7	71	59	52	46	59	46	57	46	46	46	43	43	41	41	39	39	39
8	67	55	47	42	54	42	53	42	42	42	39	39	38	37	36	36	36
9	63	51	43	38	50	38	49	38	38	38	37	36	34	34	33	33	33
10	59	47	40	35	47	35	46	35	35	35	33	33	32	31	30	30	30

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	459	40.3%
0-40	708	62.2%
0-60	1016	89.2%
0-90	1139	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

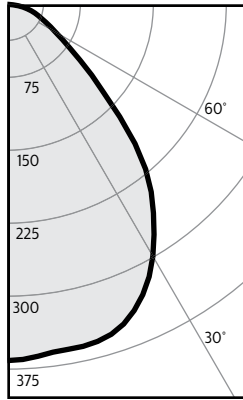
1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSLG C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

S5R & S7R SlimSurface LED

5" and 7" round aperture surface mount downlight

S5R840K7 • 10 W LED, 80 CRI, 4000 K

Candela Curves



Report #: 1057GFR

Output lumens: 726lm
Spacing Criterion: 1.2
Beam Angle: 87°
Input Watts²: 9.1W

Angle	Mean CP	Lumens
0	366	
5	363	35
10	360	
15	359	101
20	350	
25	329	151
30	299	
35	262	163
40	221	
45	163	126
50	113	
55	79	72
60	57	
65	44	44
70	34	
75	25	27
80	16	
85	6	7
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	15	6.0'
6'	10	7.2'
7'	7	8.4'
8'	6	9.6'
9'	5	10.8'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	30.3	3.54
6'	19.8	2.32
7'	14.1	1.66
8'	11.8	1.38
9'	9.4	1.10

38"x38"x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%				50%				30%				0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%																
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	106	106	100	106	106	100	100	0
1	111	107	103	100	105	98	100	95	97	92	88	88	87	80	77	77	
2	102	96	90	85	94	84	90	82	87	80	77	77	79	70	67	67	
3	95	86	79	73	84	73	82	72	79	70	67	67	72	62	60	60	
4	88	78	70	64	76	64	74	63	72	62	60	60	66	56	53	53	
5	82	71	63	57	70	57	68	56	66	56	53	53	60	50	48	48	
6	76	64	57	51	64	51	62	50	60	50	48	48	56	45	43	43	
7	71	59	51	46	58	46	57	45	56	45	43	43	51	41	39	39	
8	67	54	47	42	54	41	53	41	51	41	39	39	48	37	36	36	
9	63	50	43	38	50	38	49	38	48	37	36	36	44	34	33	33	
10	59	47	40	35	46	35	45	34	44	34	33	33					

Zonal lumens & percentages

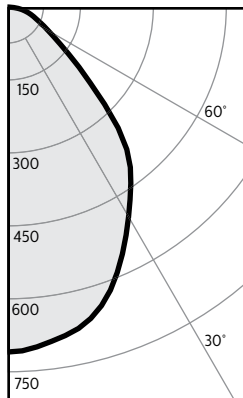
Zone	Lumens	%Luminaire
0-30	286	39.5%
0-40	450	62.0%
0-60	648	89.3%
0-90	726	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

S7R840K10 • 14 W LED, 90 CRI, 2700 K

Candela Curves



Report #: 963GFR

Output lumens: 1262lm
Spacing Criterion: 1.1
Beam Angle: 83°
Input Watts²: 13.4W

Angle	Mean CP	Lumens
0	710	
5	702	66
10	686	
15	663	186
20	620	
25	560	258
30	499	
35	443	276
40	382	
45	283	218
50	193	
55	133	122
60	97	
65	74	74
70	57	
75	44	46
80	30	
85	14	15
90	0	

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (ft)*
5'	28	5.5'
6'	20	6.6'
7'	14	7.7'
8'	11	8.8'
9'	9	9.9'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	30.3	4.17
6'	19.8	2.74
7'	14.1	1.96
8'	11.8	1.63
9'	9.4	1.30

38"x38"x10' Room, Workplane 2.5' above floor, 80/50/20% Reflectances

Coefficients of utilization

Ceiling	80%				70%				50%				30%				0%
Wall	70	50	30	10	50	10	50	10	50	10	50	10	50	10	50	10	0
RCR	Zonal cavity method - Effective floor reflectance = 20%																
Room Cavity Ratio	0	119	119	119	119	116	116	111	111	106	106	100	106	106	100	100	0
1	111	107	103	100	104	98	100	95	96	92	88	88	87	80	77	77	
2	102	96	90	85	94	84	90	82	87	80	77	77	79	70	67	67	
3	95	86	79	74	85	73	82	72	79	71	67	67	72	62	60	60	
4	88	78	70	65	77	64	74	63	72	62	60	60	66	56	53	53	
5	82	71	63	57	70	57	68	56	66	56	53	53	60	50	48	48	
6	76	65	57	51	64	51	62	51	61	50	48	48	56	45	43	43	
7	71	59	52	46	59	46	57	46	56	45	43	43	51	41	39	39	
8	67	55	47	42	54	42	53	42	52	41	39	39	48	37	36	36	
9	63	51	43	38	50	38	49	38	48	37	36	36	44	34	33	33	
10	59	47	40	35	47	35	46	35	45	34	33	33					

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	510	40.4%
0-40	786	62.3%
0-60	1127	89.3%
0-90	1262	100.0%

CRI and CCT adjustment factors

90 CRI 2700K = 84%
80 CRI 2700K = 100%
80 CRI 3000K = 100%
80 CRI 3500K = 105%
80 CRI 4000K = 109%

1. Tested using absolute photometry as specified in LM79: IESNA Approved Method for the Electrical and Photometric Measurements of Solid-State Lighting Products.
2. Wattage: controlled to within 5%
3. Correlated Color Temperature: within specs as defined in ANSI_NEMA_ANSI C78.377-2008: Specifications for the Chromaticity of Solid State Lighting Products.

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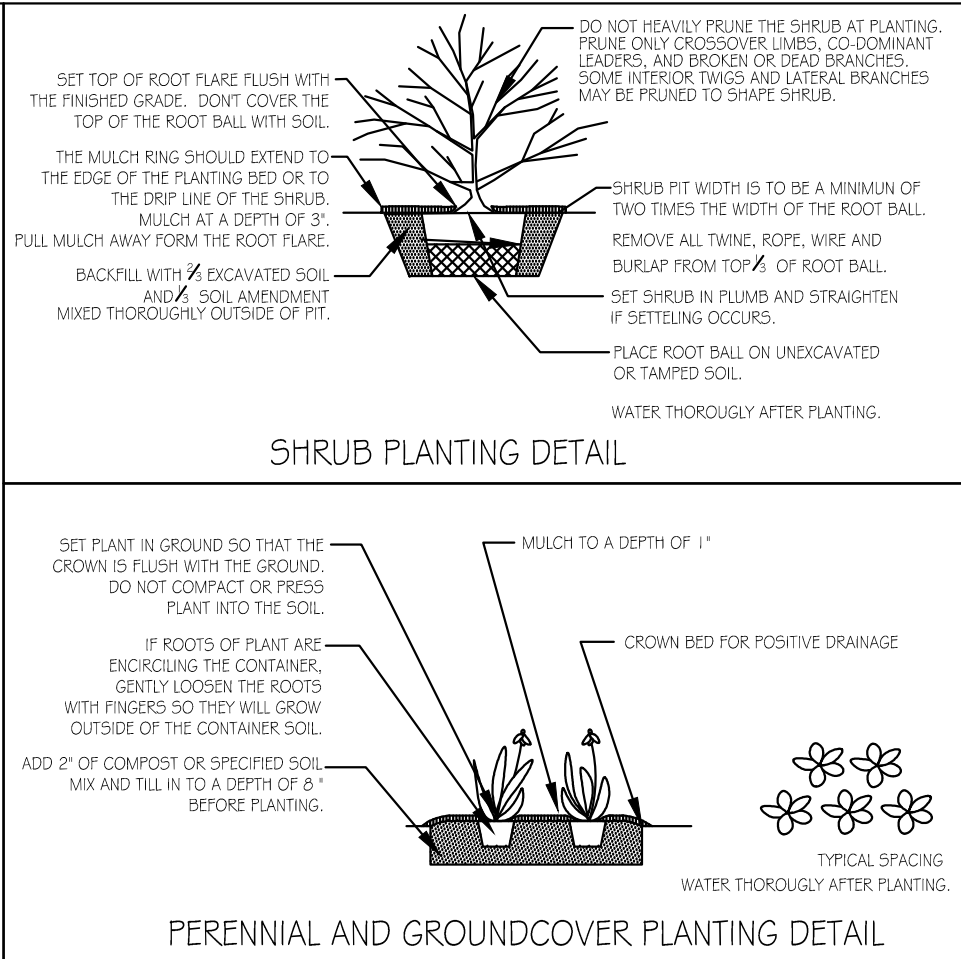
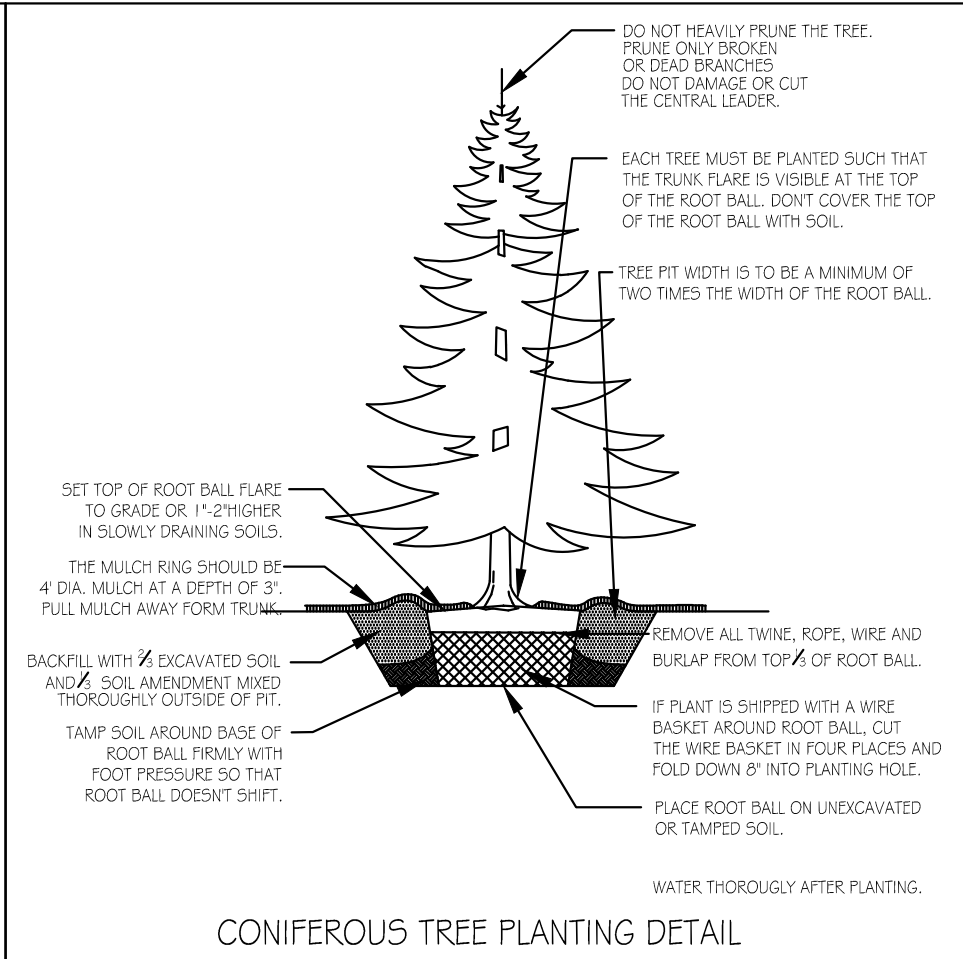
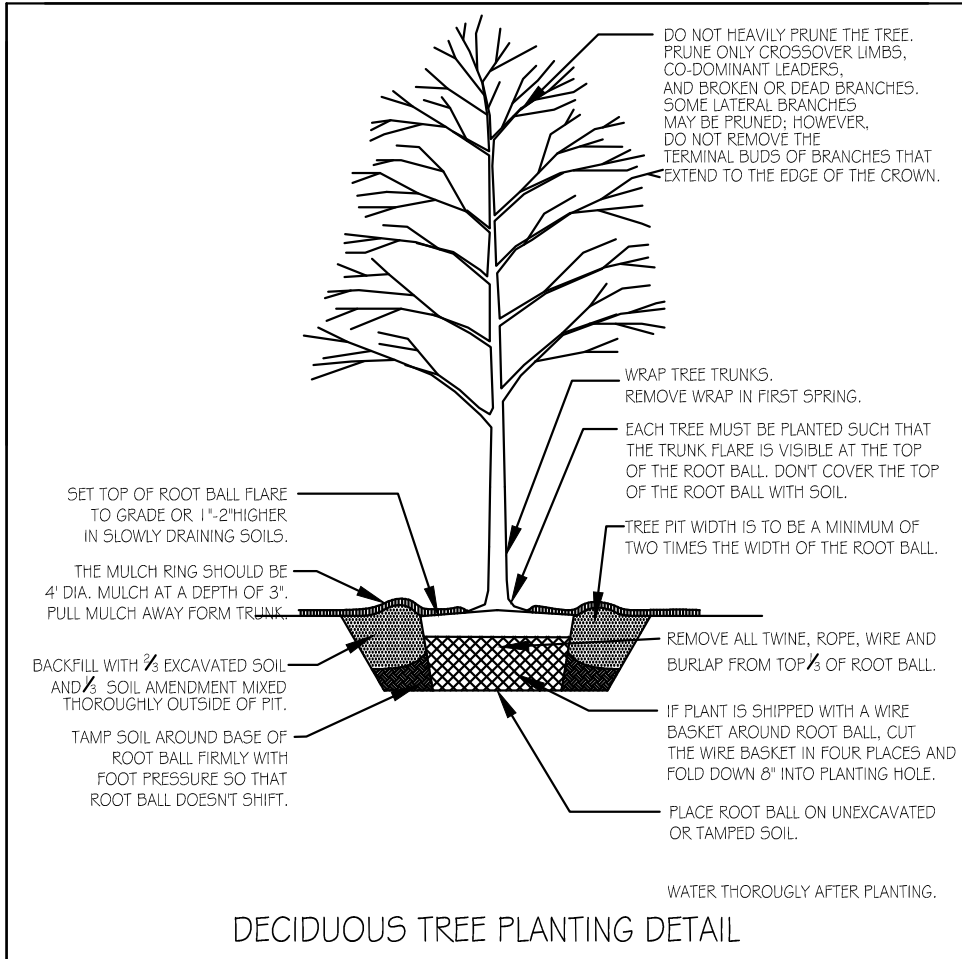
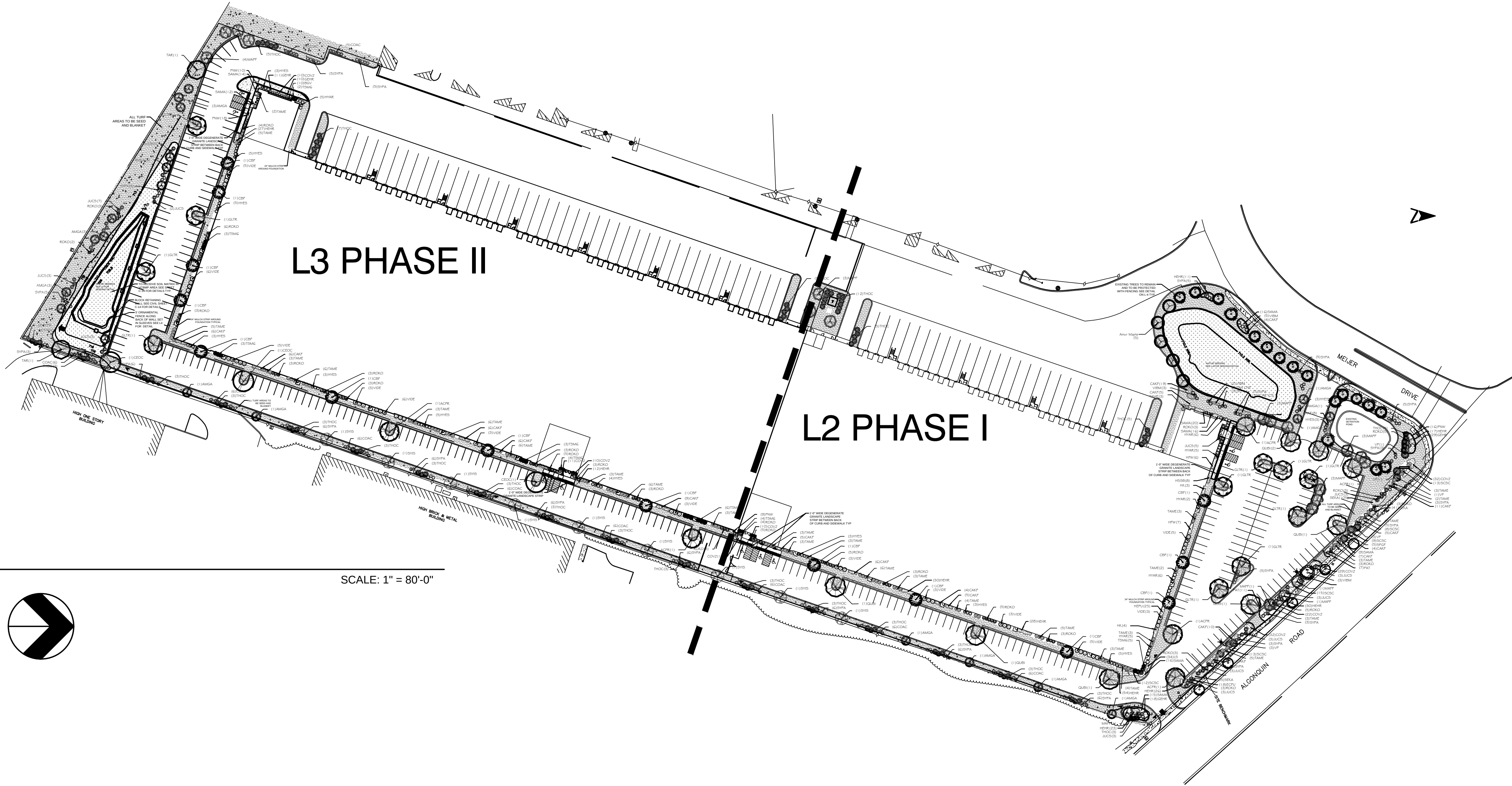
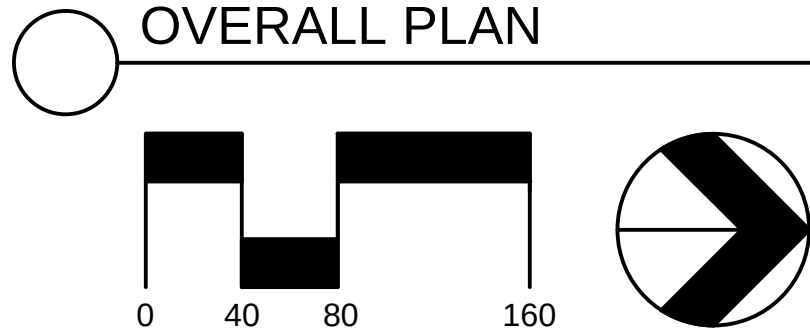


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All base information & dimensions are approximate only. All layout to be verified in the field.

This plan is PRELIMINARY ONLY. It is subject to change pending final design and review with Owner.

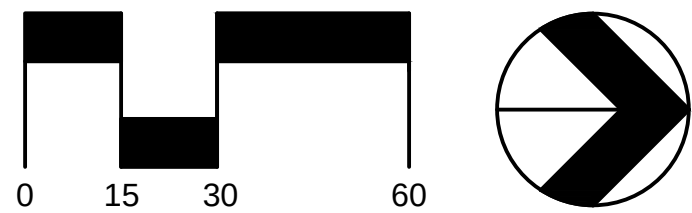
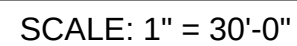


- GENERAL NOTES
1. Species and sizes of plants listed in the plant list are subject to availability at time of installation. If substitutions are necessary, the landscape contractor shall submit all requests to the owner for approval.
 2. All underground utilities are to be located prior to digging. If utilities or other obstructions are discovered to conflict with grading or plant placement, notify the landscape architect so that adjustments can be made.
 3. Backfill trees and shrubs with amended topsoil mixed thoroughly outside of the planting pit. Mulch trees and shrubs with 3" hardwood mulch and pull mulch away from the base.
 4. Perennial and groundcover beds are to be amended with 2" planting mix and tilled in to a depth of 8". Perennials and groundcovers are to be top dressed with 1" mulch.
 5. Provide positive drainage flow. Do not obstruct the natural or engineered drainage flow patterns. Notify the landscape architect or owner of any drainage concerns.
 6. The landscape contractor shall take all precautions to protect existing plants, lawn, and paved areas to remain. Any damage to these areas shall be repaired or replaced by the landscape contractor. Damaged lawn areas are to be re-graded and restored with sod.
 7. All bed edges are to be well shaped 'spade cut' edges, 3" deep, formed in lines or curves as shown on the drawings.
 8. Apply a pre-emergent for grassy and broadleaf weeds to all shrub beds and tree rings. Do not apply pre-emergent to beds of groundcovers or annuals.
 9. The contractor is to provide finished grade to a tenth of a foot with sufficient quality top soil. Topsoil to be 4" min. in all lawn areas. The landscape contractor is to provide fine grade only.

ADDITIONAL NOTES

1. ALL TURF AREAS TO BE SEED AND BLANKET
2. ALL TREES SHALL NOT BE PLANTED WITHIN 10' OF UTILITY STRUCTURES.

This plan is PRELIMINARY ONLY. It is subject to change pending final design and review with Owner.



TREES	Quantity	Botanical	Common	Size	EVERGREEN SHRUBS	Quantity	Botanical	Common	Size	
ACFR	2	Acer freemanii 'Jeffersred'	Autumn Blaze Maple	4' BB	BGV	10	Buxus microphylla koreana 'Green Velvet'	Green Velvet Korean Boxwood	5 gal	
AMGA	14	Amelanchier grandiflora 'Autumn Brilliance'	'Autumn Brilliance' Serviceberry	6' BB	JUCS	20	Juniperus chinensis 'Sea Green'	Sea Green Juniper	5 gal	
CBF	8	Capinus betulus 'Fastigiatu'	Pyramidal European Hornbeam	2.5' BB	TAME	48	Taxus media 'Densiformis'	Dense Yew	5 gal	
CEOC	3	Celtis occidentalis	Common Hackberry	4' BB	GROUND COVERS					Spading
GLTR	4	Gleditsia tria. v. inermis 'Skyline'	Skyline Thornless Honey Locust	4' BB	COVZ	31	Conocarpus verticillata 'Zagreb'	Zagreb Thread Leaf Conocarpus	1 gal 18" o.c.	
MAPF	4	Malus hybrid 'Prairie Fire'	Prairie Crabapple	6' BB	GEHR	31	Geranium hybrid 'Rozanne' TM	Hybrid Cranesbill	1 gal 18" o.c.	
SYIS	6	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	2.5' BB	HEHR	29	Hemerocallis hybrid 'Happy Returns'	Happy Returns Daylily	1 gal 18" o.c.	
TAR	2	Tilia americana 'Redmond'	Redmond American Linden	2.5' BB	SAMA	26	Salvia nemorosa 'May Night'	May Night Salvia	1 gal 18" o.c.	
EVERGREEN TREES					ORNAMENTAL GRASSES					
TSM6	21	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	6' BB	CAKF	33	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	1 gal 30" o.c.	
THOC	50	Thuja occidentalis 'Tectron'	Tectron Arborvitae	6' BB	PNW	28	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 gal 18" o.c.	
SHRUBS										
COAC	40	Cotoneaster acutifolius	Peking Cotoneaster	5 gal						
HYAR	5	Hydrangea aborescens 'Annabelle'	Annabelle Smooth Hydrangea	5 gal						
HYES	28	Hydrangea macrophylla 'Endless Summer'	Balmer Hydrangea	5 gal						
ROKO	44	Rosa x 'Radrazz'	Knock Out Shrub Rose	3 gal						
SYPA	56	Syringa patula 'Miss Kim'	Miss Kim Lilac	5 gal						
VIDE	31	Viburnum dentatum 'Chicago Luster'	Chicago Luster Arrowwood	5 gal						

SHEET TITLE:
PHASE III
LANDSCAPE
PLAN

REVISIONS:

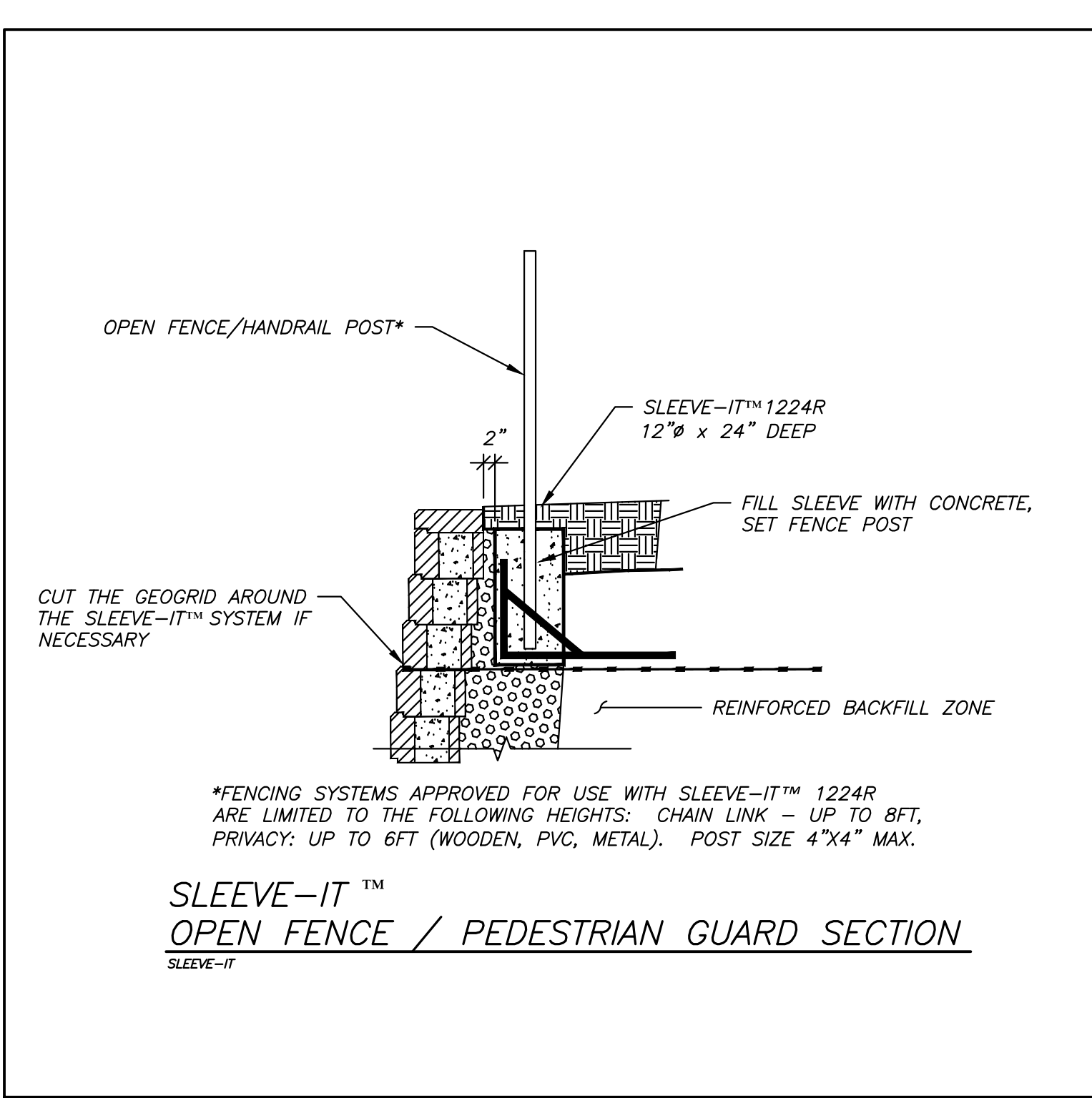
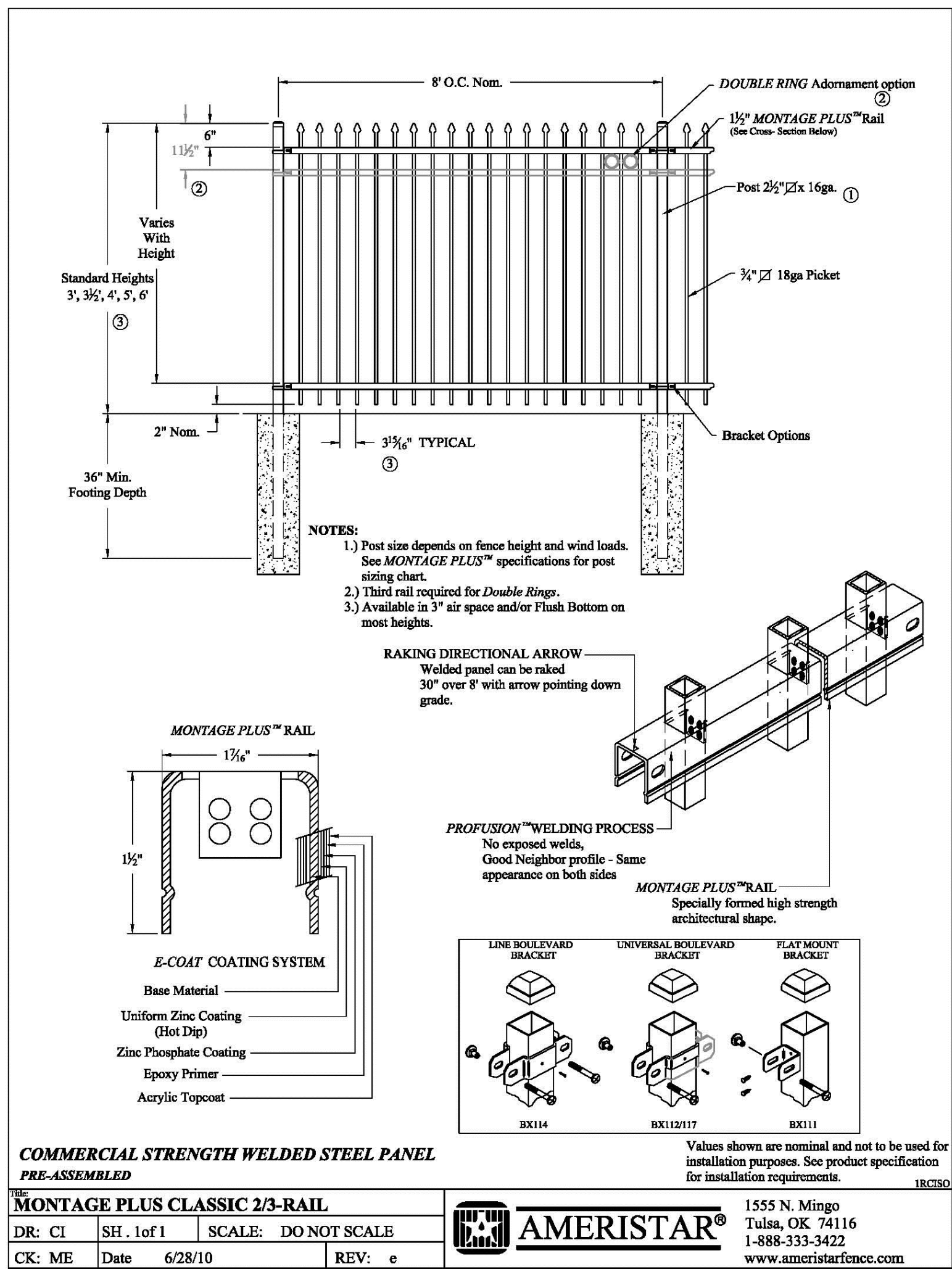
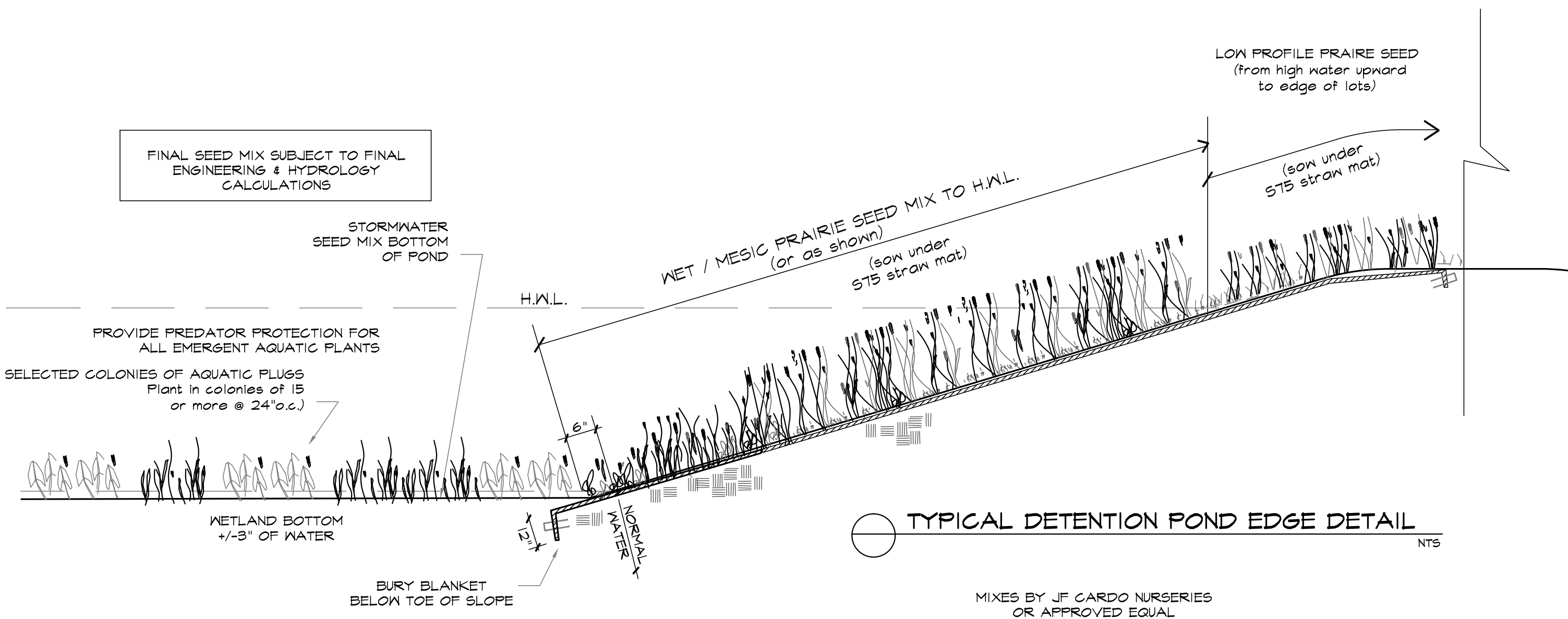
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5126 Walnut Ave.
Downers Grove, IL 60515
TEL 630.759.8100
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WINGREN LANDSCAPE



Wet-To-Mesic Prairie

This prairie seed mix offers a broad spectrum of prairie grasses, sedges, and wildflower species for sites with medium-to-wet soils. This dynamic grouping of plants features a variety of colors and textures while tolerating a wide range of conditions with several *Silphium* and *Solidago* species to provide late-season food sources for native pollinators. This seed mix includes at least 8 of 10 native permanent grass and sedge species and 28 of 33 forb species. Apply at 38.88 PLS pounds per acre.

Botanical Name	Common Name	PLS Qz/Acre
Permanent Grasses/Sedges		
<i>Andropogon gerardi</i>	Big Bluestem	20.00
<i>Chamaecrista canadensis</i>	Bluejoint Grass	1.00
<i>Carex spp.</i>	Prairie Sedge Mix	4.00
<i>Carex lurida</i>	Bottlebrush Sedge	3.00
<i>Carex vulpinoidea</i>	Brown Fox Sedge	1.00
<i>Elymus virginicus</i>	Virginia Wild Rye	24.00
<i>Panicum virgatum</i>	Switch Grass	2.00
<i>Scirpus cyperinus</i>	Wool Grass	0.50
<i>Sorghastrum nutans</i>	Indian Grass	6.00
<i>Spartina pectinata</i>	Prairie Cord Grass	2.00
Total		64.50
Temporary Cover		
<i>Avena sativa</i>	Common Oat	360.00
<i>Lolium multiflorum</i>	Annual Rye	100.00
Total		460.00
Forbs		
<i>Asclepias syriaca</i>	Common Milkweed	2.00
<i>Baptisia alba</i>	White Wild Indigo	0.75
<i>Chamaecrista fasciculata</i>	Partridge Pea	12.00
<i>Coreopsis lanceolata</i>	Sand Coreopsis	3.50
<i>Coreopsis tripteris</i>	Tall Coreopsis	3.00
<i>Desmodium illinoense</i>	Illinois Tick Trefoil	0.50
<i>Echinacea purpurea</i>	Broad-Leaved Purple Coneflower	3.50
<i>Eryngium yuccifolium</i>	Hairfennel Master	2.00
<i>Helenium autumnale</i>	Sneezeweed	2.50
<i>Helianthus grosseserratus</i>	Sawtooth Sunflower	0.50
<i>Lespedeza capitata</i>	Round-Headed Bush Clover	1.50
<i>Liatris spicata</i>	Marsh Blazing Star	1.00
<i>Monarda fistulosa</i>	Wild Bergamot	1.00
<i>Oligoneuron rigidum</i>	Stiff Goldenrod	1.00
<i>Parthenium integrifolium</i>	Wild Quinine	1.00
<i>Physostegia virginiana</i>	Obedient Plant	0.25
<i>Pycnanthemum virginianum</i>	Common Mountain Mint	1.00
<i>Ratibida pinnata</i>	Yellow Coneflower	1.00
<i>Rudbeckia hirta</i>	Black-Eyed Susan	4.00
<i>Rudbeckia laciniata</i>	Wild Golden Glow	1.00
<i>Rudbeckia subtomentosa</i>	Sweet Black-Eyed Susan	0.50
<i>Senna hebecarpa</i>	Wild Senna	2.25
<i>Silphium integrifolium</i>	Roam Weed	1.00
<i>Silphium laciniatum</i>	Compass Plant	2.00
<i>Silphium perfoliatum</i>	Cup Plant	1.00
<i>Silphium terebinthaceum</i>	Prairie Dock	6.00
<i>Solidago juncea</i>	Early Goldenrod	0.25
<i>Solidago rigosa</i>	Rough Goldenrod	0.25
<i>Symphoricarum novae-angliae</i>	New England Aster	0.25
<i>Tradescantia ohnsia</i>	Common Spiderwort	1.25
<i>Veronica spp.</i>	Ironweed Mix	3.00
<i>Veronicastrum virginicum</i>	Culver's Root	0.25
<i>Zizia aurea</i>	Golden Alexanders	0.50
Total		65.50

Prairie Seed Mixes



Established Wet-To-Mesic Prairie Mix



Spartina pectinata, Prairie Cord Grass



Echinacea purpurea, Broad-Leaved Purple Coneflower

For current pricing, availability, and information on our full installation and management services, visit cardnonativeplantnursery.com

Low-Profile Prairie

This prairie seed mix provides a wide range of shorter prairie grass, sedge, and wildflower species. Most species will grow to 4 feet or less, making this an ideal mix for areas where taller forbs and grasses are not appropriate. Once established, this wildflower community displays a variety of colors, blooming from early spring to fall, creating a diverse habitat for birds, butterflies, moths, and other pollinators. This seed mix is suitable for medium-to-dry sites. This seed mix includes at least 5 of 6 native permanent grass and sedge species and 29 of 34 native forb species. Apply at 38.87 PLS pounds per acre.

Botanical Name	Common Name	PLS Qz/Acre
Permanent Grasses/Sedges		
<i>Bouteloua curtipendula</i>	Side Oats Grama	16.00
<i>Carex spp.</i>	Prairie Sedge Mix	4.00
<i>Elymus canadensis</i>	Canada Wild Rye	32.00
<i>Koeleria pyramidata</i>	June Grass	1.00
<i>Panicum virgatum</i>	Switch Grass	1.00
<i>Schizanthium cespitosum</i>	Little Bluestem	36.00
Total		90.00
Temporary Cover		
<i>Avena sativa</i>	Common Oat	360.00
<i>Lolium multiflorum</i>	Annual Rye	100.00
Total		460.00
Forbs		
<i>Alnora canescens</i>	Lead Plant	0.50
<i>Anemone cylindrica</i>	Thimbleweed	0.50
<i>Asclepias syriaca</i>	Common Milkweed	2.00
<i>Asclepias tuberosa</i>	Butterfly Weed	2.00
<i>Baptisia alba</i>	White Wild Indigo	2.00
<i>Chamaecrista fasciculata</i>	Partridge Pea	12.00
<i>Coreopsis lanceolata</i>	Sand Coreopsis	5.00
<i>Coreopsis palmata</i>	Prairie Coreopsis	1.00
<i>Dalea candida</i>	White Prairie Clover	1.50
<i>Dalea purpurea</i>	Purple Prairie Clover	1.50
<i>Desmanthus illinoensis</i>	Illinois Sensitive Plant	3.00
<i>Echinacea purpurea</i>	Broad-Leaved Purple Coneflower	7.00
<i>Eryngium yuccifolium</i>	Rattlesnake Master	3.00
<i>Lespedeza capitata</i>	Round-Head Bush Clover	2.00
<i>Liatris aspera</i>	Rough Blazing Star	0.50
<i>Lupinus perennis</i>	Wild Lupine	4.00
<i>Monarda fistulosa</i>	Wild Bergamot	0.75
<i>Oligoneuron rigidum</i>	Stiff Goldenrod	1.00
<i>Parthenium integrifolium</i>	Wild Quinine	1.00
<i>Penstemon digitalis</i>	Foxglove Beard Tongue	0.50
<i>Penstemon hybridus</i>	Hairy Beard Tongue	0.50
<i>Pycnanthemum virginianum</i>	Common Mountain Mint	1.00
<i>Ratibida pinnata</i>	Yellow Coneflower	4.00
<i>Rudbeckia hirta</i>	Black-Eyed Susan	5.00
<i>Rudbeckia subtomentosa</i>	Sweet Black-Eyed Susan	1.00
<i>Silphium terebinthaceum</i>	Prairie Dock	0.50
<i>Solidago speciosa</i>	Shiny Goldenrod	0.50
<i>Symphoricarum encicoides</i>	Heath Aster	0.25
<i>Symphoricarum laeve</i>	Smooth Blue Aster	1.00
<i>Symphoricarum novae-angliae</i>	New England Aster	0.50
<i>Tradescantia ohnsia</i>	Common Spiderwort	0.75
<i>Verbena stricta</i>	Hairy Vervain	1.00
<i>Veronica spp.</i>	Ironweed Mix	1.75
<i>Veronicastrum virginicum</i>	Culver's Root	0.25
Total		66.75

Prairie Seed Mixes



Dalea purpurea, Purple Prairie Clover



Oligoneuron rigidum, Stiff Goldenrod



Tradescantia ohnsia, Common Spiderwort

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Stormwater

A wetland seed mix for saturated soils in a detention pond or for seeding a saturated basin, this mix will tolerate highly fluctuating water levels and poor water quality associated with urban stormwater wetlands and ponds. For detention basins that experience long, dry periods, use the Economy Prairie seed mix in the upper third to half of the basin area in combination with this mix. This seed mix includes at least 10 of 12 native permanent grass and sedge species and 12 of 16 native forb species. Apply at 32.81 PLS pounds per acre.

Botanical Name	Common Name	PLS Qz/Acre
Permanent Grasses/Sedges		
<i>Bouteloua curtipendula</i>	River Bulrush	0.25
<i>Carex cristatella</i>	Crested Oval Sedge	2.00
<i>Carex lurida</i>	Bottlebrush Sedge	3.00
<i>Carex vulpinoidea</i>	Brown Fox Sedge	6.00
<i>Elymus virginicus</i>	Virginia Wild Rye	13.50
<i>Glyceria striata</i>	Frost Manna Grass	1.25
<i>Juncus effusus</i>	Common Rush	2.00
<i>Leersia oryzoides</i>	Rice Cut Grass	1.00
<i>Panicum virgatum</i>	Switch Grass	2.00
<i>Sclerostachya holmiana-montana</i>	Schlotheimia Bulrush	3.00
<i>Scirpus atrovirens</i>	Dark Green Rush	2.00
<i>Scirpus cyperinus</i>	Wool Grass	1.00
Total		37.00
Temporary Cover		
<i>Avena sativa</i>	Common Oat	360.00
<i>Lolium multiflorum</i>	Annual Rye	100.00
Total		460.00
Forbs		
<i>Alisma spp.</i>	Water Plantain Mix	4.25
<i>Asclepias incarnata</i>	Swamp Milkweed	1.50
<i>Bidens spp.</i>	Bidens Mix	2.00
<i>Helenium autumnale</i>	Sneezeweed	2.00
<i>Iris virginica</i>	Blue Flag	4.00
<i>Lysichiton americanus</i>	Common Water Horehound	0.25
<i>Mimulus ringens</i>	Monkey Flower	1.00
<i>Oligoneuron rigidum</i>	Riddell's Goldenrod	0.50
<i>Penthorum sedoides</i>	Ditch Stonecrop	0.50
<i>Polygonum spp.</i>	Pinkweed Mix	4.00
<i>Rudbeckia subtomentosa</i>	Sweet Black-Eyed Susan	1.00
<i>Rudbeckia triloba</i>	Brown-Eyed Susan	1.50
<i>Sagittaria latifolia</i>	Common Arrowhead	1.00
<i>Senna hebecarpa</i>	Wild Senna	1.00
<i>Symphoricarum novae-angliae</i>	New England Aster	1.50
<i>Thalictrum dasycarpum</i>	Purple Meadow Rue	2.00
Total		28.50

Specialty Seed Mixes



Carex cristatella, Crested Oval Sedge

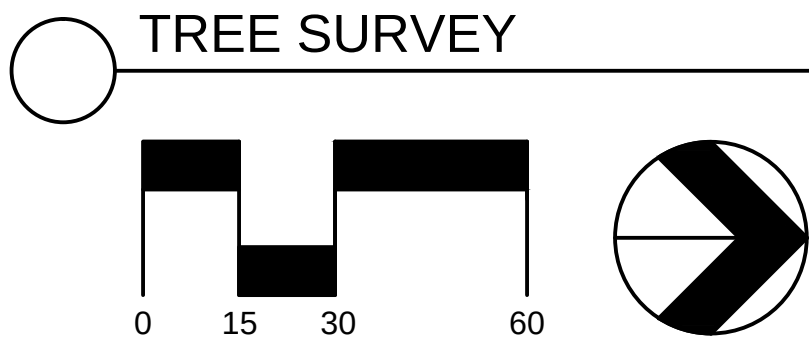
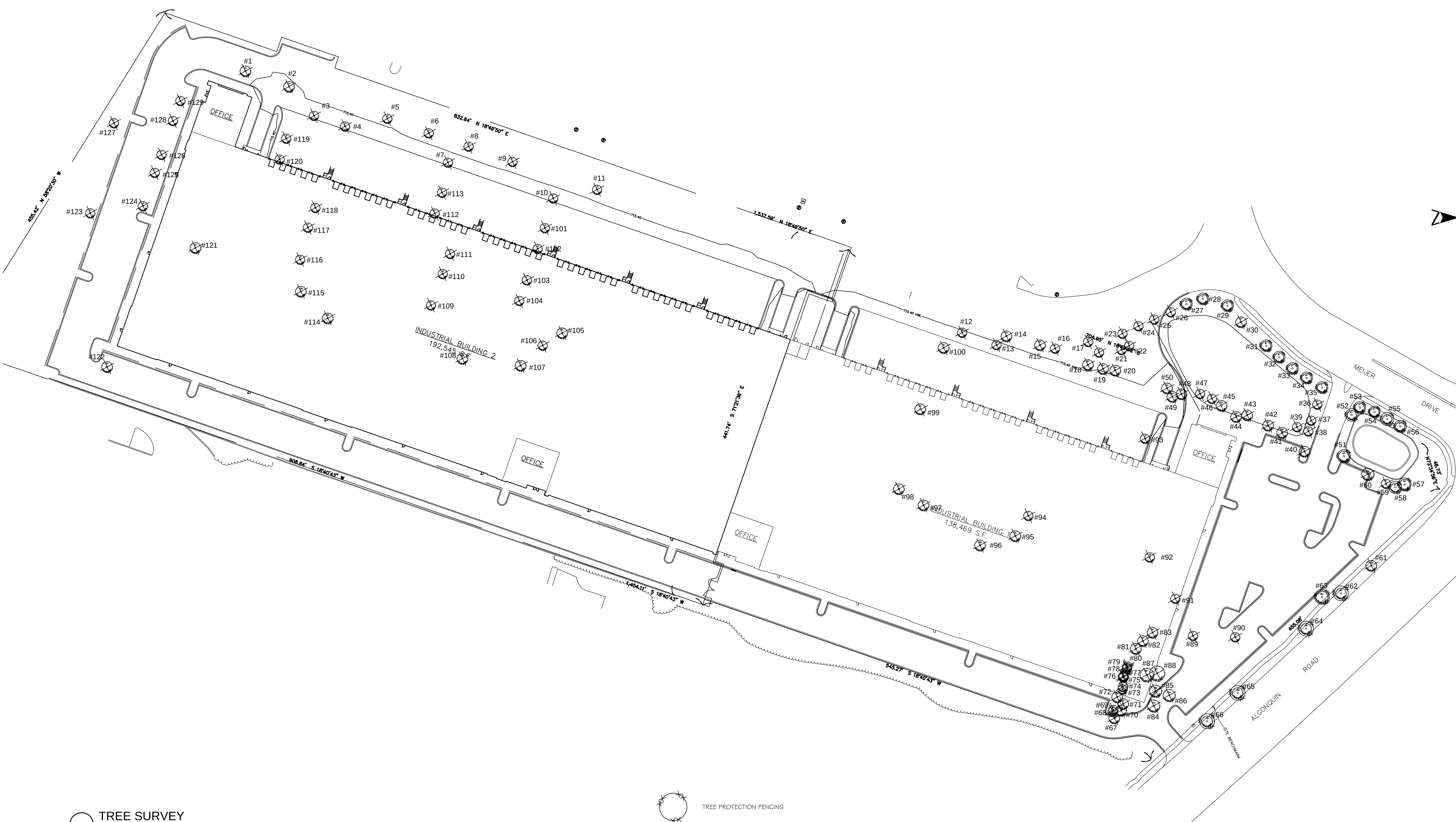


Mimulus ringens, Monkey Flower



Rudbeckia subtomentosa, Sweet Black-Eyed Susan

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DATE: 10.31.17 JOB: P. SCALE: 1"=30' BY: JZIEB SHEET T1	SHEET TITLE: TREE SURVEY	REVISIONS: REVISED PER CITY COMMENTS REVISED PER CITY COMMENTS A.M.N.	703-723 Algonquin Rd. Arlington Heights, IL	Copyright Wingren Landscape, all rights reserved. This plan, drawing and all ideas contained herein are the sole property of Wingren Landscape. No part of this plan, drawing or information may be reproduced, stored in a retrieval system, or transmitted in any form, or by any means, or in part, without the consent of Wingren Landscape is prohibited.	5126 Walnut Ave. Downers Grove, IL 60515 TEL 630.759.8100 www.wingrenlandscape.com WINGREN LANDSCAPE A L L F E H I N G S O U T D O O R
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TREE PRESERVATION NOTES

ALL WORK MUST BE PERFORMED ACCORDING TO THE APPROVED TREE PRESERVATION PLAN.

AN APPROVED TREE PRESERVATION PLAN MUST BE AVAILABLE ON THE BUILDING SITE.

NO TRENCHING SHALL BE DONE WITHIN THE TREE PROTECTION ZONES FOR INSTALLATION OF SILT FENCING. THE SILT FENCE SHOULD BE SECURED WITH SAND BAGS OR HAY BALES WITHIN THE TPZ.

INSTALL TREE PROTECTION FENCE AND PERFORM ROOT PRUNING PER PLAN FOR ALL PROTECTED TREES PRIOR TO ANY CONSTRUCTION ACTIVITY.

SHOULD IT BE NECESSARY TO TRENCH WITHIN THE TPZ FOR UTILITIES, INCLUDING DISCONNECTION OR CAPPING OF EXISTING UTILITIES, ALL TRENCHES SHALL BE HAND DUG. NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT UNLESS NO OTHER ALTERNATIVE IS FEASIBLE. ALL SMALLER ROOTS THAT REQUIRE CUTTING SHALL BE CUT WITH PRUNING SAWS. CUTS SHALL BE MADE FLUSH WITH THE SIDE OF THE TRENCH. IF AT ANY TIME TWENTY-FIVE PERCENT (25%) OF THE AREA WITHIN THE TPZ IS BEING SEPARATED FROM THE TREE BY A TRENCH, THEN THE LINE SHALL EITHER BE RELOCATED OR INSTALLED BY USING TRENCHLESS METHODS.

REMOVAL OF ANY HARDSCAPE AND/OR EXCAVATION WITHIN THE TREE PROTECTION ZONE(S) WILL BE DONE BY HAND. ALL ROOTS LARGER THAN 2" WILL NOT BE CUT UNLESS THERE IS NO ALTERNATIVE. CUTS WILL BE MADE WITH A SHARP PRUNING SAW TO AVOID TEARING AND WILL BE FLUSH WITH THE TREE SIDE OF THE TRENCH.

TREE PROTECTION ZONE(S) SHOULD BE MULCHED DURING CONSTRUCTION TO IMPROVE THE GROWING CONDITIONS FOR TREE ROOTS BY REDUCING COMPACTION, IMPROVE AERATION, ENHANCE MOISTURE RETENTION, AND REDUCE TEMPERATURE EXTREMES.

NO TRENCHING SHALL BE DONE WITHIN THE TREE PROTECTION ZONES FOR ANY CONSTRUCTION ACTIVITY UNLESS PRE-APPROVED BY BUILDING DEPARTMENT AND FORESTRY STAFF.

NO GRADE CHANGES SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES OF PARKWAY TREES FOR ANY CONSTRUCTION ACTIVITY.

LOCATE THE PROPOSED WATER AND SEWER LINES OUTSIDE OF THE TREE PROTECTION ZONE OR INSTALL THE SEWER AND WATER UTILITIES USING TRENCH-LESS METHODS. AUGER THROUGH THE ENTIRE TREE PROTECTION ZONE, LOCATE PITS OUTSIDE OF THE TREE PROTECTION ZONE.

NO MECHANIZED EQUIPMENT, MATERIALS, OR SUPPLIES SHOULD BE ALLOWED WITHIN THE TREE PROTECTION ZONES OF PROTECTED TREES IN ORDER TO MINIMIZE DAMAGE THROUGHOUT THE CONSTRUCTION PROCESS (IF APPLICABLE).

NO EQUIPMENT SHALL BE DRIVEN OVER OR MATERIAL STORED ON THE CRITICAL ROOT ZONES OF PROTECTED TREES.

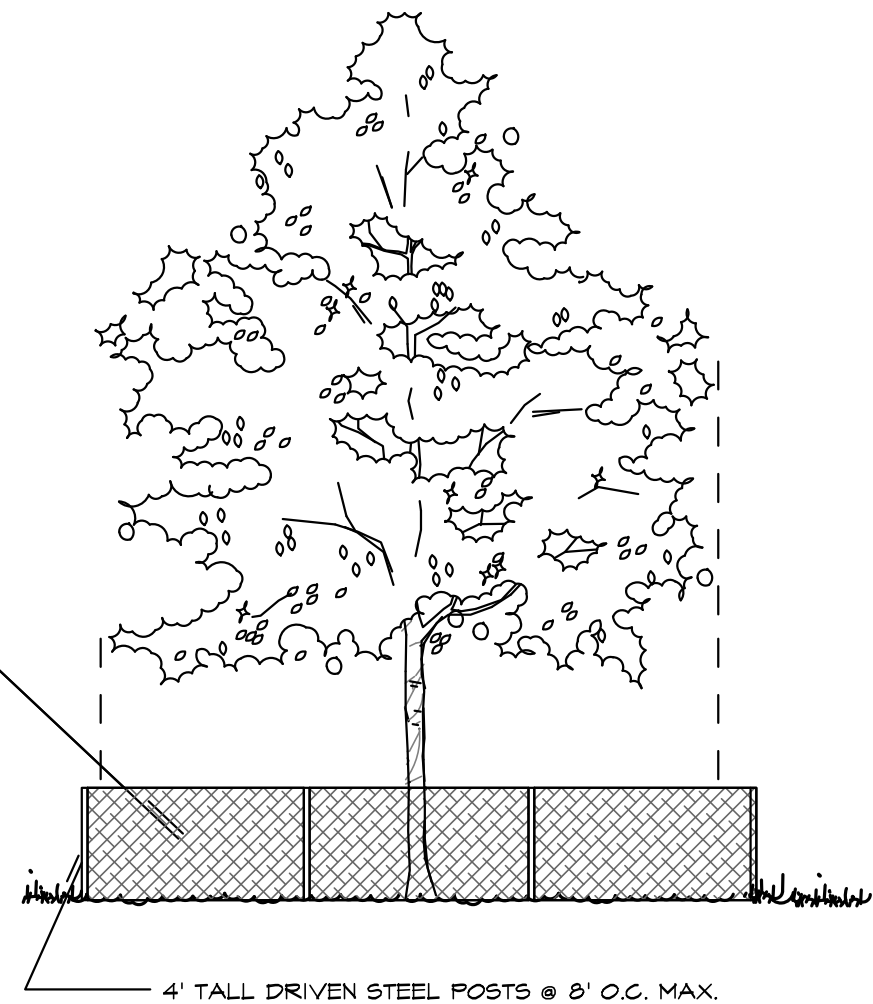
ALL REQUIRED TREE PRESERVATION FENCING SHALL REMAIN IN PLACE UNTIL THE TIME OF FINISH GRADING AND LANDSCAPING.

SEE DRAWINGS FOR LOCATIONS

SEE DRAWINGS FOR LOCATION OF TREE PROTECTIVE FENCING
PLASTIC SAFETY FENCING SHALL BE 4' HIGH AND ATTACHED TO STEEL DRIVEN POSTS SET NO FARTHER THAN 8' O.C.
IF POSSIBLE IT SHALL BE INSTALLED AT THE PERIPHERY OF THE DRIP LINE OF EXISTING PLANT MATERIAL OR BEYOND TO PREVENT STORAGE OF VEHICLES OR MATERIALS AND THE ENCROACHMENT OF GRADING AND CONSTRUCTION

CONSTRUCTION FENCING SHALL BE ERECTED PRIOR TO ANY GRADING OR CONSTRUCTION ACTIVITIES-PREVENTING COMPACTION OF ROOT SYSTEMS OF EXISTING TREES AND SHRUBS. THE FENCING SHALL ENCLOSE THE AREA BENEATH THE DRIPLINE OF THE TREE CANOPY AND SHALL REMAIN IN PLACE UNTILL ALL CONSTRUCTION IS COMPLETED. NO PARKING, MATERIAL STORAGE OR CONSTRUCTION ACTIVITIES SHALL BE PERMITTED WITHIN THE FENCED AREA.

ORANGE POLYETHYLENE SAFETY FENCING
PLACED AT OR BEYOND DRIP-LINE



TREE PRESERVATION DETAIL
NTS

Tree #	Common Name	Scientific Name	Dia./Size	Condition	Action
1	Norway Maple	Acer platanoides	14"	Poor	REMOVE
2	Norway Maple	Acer platanoides	14"	Poor	REMOVE
3	Bradford Pear	Pyrus calleryana	6"	Poor	REMOVE
4	Locust	Gleditsia triacanthos	2"	Good	REMOVE
5	Locust	Gleditsia triacanthos	2"	Good	REMOVE
6	Locust	Gleditsia triacanthos	2"	Good	REMOVE
7	Red Maple	Acer rubrum	6"	Poor	REMOVE
8	Locust	Gleditsia triacanthos	2"	Good	REMOVE
9	Locust	Gleditsia triacanthos	4"	Good	REMOVE
10	Red Maple	Acer rubrum	6"	Good	REMOVE
11	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
12	Locust	Gleditsia triacanthos	2"	Poor	REMOVE
13	Locust	Gleditsia triacanthos	2"	Poor	REMOVE
14	Scots Pine	Pinus sylvestris	10"	Dead	REMOVE
15	Austrian Pine	Pinus nigra	10"	Fair	REMOVE
16	Austrian Pine	Pinus nigra	8"	Fair	REMOVE
17	Servicberry	Amelanchier grandiflora	2"	Dead	REMOVE
18	Austrian Pine	Pinus nigra	10"	Poor	REMOVE
19	Austrian Pine	Pinus nigra	10"	Poor	REMOVE
20	Locust	Gleditsia triacanthos	16"	Fair	REMOVE
21	Colorado Spruce	Picea pungens	6"	Poor	REMOVE
22	Colorado Spruce	Picea pungens	8"	Fair	REMOVE
23	Servicberry	Amelanchier grandiflora	2"	Poor	REMOVE
24	Servicberry	Amelanchier grandiflora	4"	Poor	REMOVE
25	Servicberry	Amelanchier grandiflora	4"	Poor	REMOVE
26	Servicberry	Amelanchier grandiflora	4"	Poor	REMOVE
27	Servicberry	Amelanchier grandiflora	4"	Fair	SAVE
28	Servicberry	Amelanchier grandiflora	4"	Fair	SAVE
29	Red Maple	Acer rubrum	6"	Fair	SAVE
30	Green Ash	Fraxinus pennsylvanica	10"	Dead	REMOVE
31	Freeman Maple	Acer x freemanii	8"	Fair	SAVE
32	Freeman Maple	Acer x freemanii	8"	Fair	SAVE
33	Swamp White Oak	Quercus bicolor	6"	Good	SAVE
34	Swamp White Oak	Quercus bicolor	8"	Good	SAVE
35	Red Maple	Acer rubrum	6"	Good	SAVE
36	Swamp White Oak	Quercus bicolor	4"	Good	REMOVE
37	Swamp White Oak	Quercus bicolor	8"	Good	REMOVE
38	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
39	Colorado Spruce	Picea pungens	4"	Poor	REMOVE
40	Washington Hawthorn	Crataegus phaenopyrum	14"	Poor	REMOVE
41	Austrian Pine	Pinus nigra	12"	Poor	REMOVE
42	Norway Maple	Acer platanoides	10"	Fair	REMOVE
43	Austrian Pine	Pinus nigra	10"	Poor	REMOVE
44	Austrian Pine	Pinus nigra	12"	Poor	REMOVE
45	Washington Hawthorn	Crataegus phaenopyrum	12"	Poor	REMOVE
46	Colorado Spruce	Picea pungens	8"	Poor	REMOVE
47	Colorado Spruce	Picea pungens	8"	Poor	REMOVE
48	Austrian Pine	Pinus nigra	10"	Poor	REMOVE
49	Austrian Pine	Pinus nigra	12"	Poor	REMOVE
50	Austrian Pine	Pinus nigra	12"	Poor	REMOVE
51	Norway Maple	Acer platanoides	12"	Good	SAVE
52	Red Maple	Acer rubrum	6"	Good	SAVE
53	Red Maple	Acer rubrum	4"	Good	SAVE
54	Red Maple	Acer rubrum	6"	Good	SAVE
55	Swamp White Oak	Quercus bicolor	6"	Good	SAVE
56	Swamp White Oak	Quercus bicolor	6"	Good	SAVE
57	Colorado Spruce	Picea pungens	10"	Fair	SAVE
58	Colorado Spruce	Picea pungens	8"	Fair	SAVE
59	Colorado Spruce	Picea pungens	8"	Fair	REMOVE
60	Locust	Gleditsia triacanthos	24"	Good	REMOVE
61	Green Ash	Fraxinus pennsylvanica	20"	Dead	REMOVE
62	Locust	Gleditsia triacanthos	16"	Fair	SAVE
63	Locust	Gleditsia triacanthos	22"	Fair	SAVE
64	Locust	Gleditsia triacanthos	18"	Fair	SAVE
65	Locust	Gleditsia triacanthos	20"	Fair	SAVE
66	Locust	Gleditsia triacanthos	20"	Fair	SAVE
67	Amur Maple	Acer ginnata	10"	Poor	REMOVE
68	Amur Maple	Acer ginnata	6"	Poor	REMOVE
69	Amur Maple	Acer ginnata	6"	Poor	REMOVE
70	Amur Maple	Acer ginnata	20"	Poor	REMOVE
71	Amur Maple	Acer ginnata	12"	Poor	REMOVE
72	Amur Maple	Acer ginnata	10"	Poor	REMOVE
73	Amur Maple	Acer ginnata	6"	Poor	REMOVE
74	Amur Maple	Acer ginnata	6"	Poor	REMOVE
75	Amur Maple	Acer ginnata	6"	Poor	REMOVE
76	Amur Maple	Acer ginnata	6"	Poor	REMOVE
77	Amur Maple	Acer ginnata	6"	Poor	REMOVE
78	Amur Maple	Acer ginnata	4"	Poor	REMOVE
79	Amur Maple	Acer ginnata	4"	Poor	REMOVE
80	Amur Maple	Acer ginnata	8"	Poor	REMOVE
81	Amur Maple	Acer ginnata	12"	Poor	REMOVE
82	Amur Maple	Acer ginnata	12"	Poor	REMOVE
83	Amur Maple	Acer ginnata	14"	Poor	REMOVE
84	Burr Oak	Quercus macrocarpa	24"	Good	REMOVE
85	Burr Oak	Quercus macrocarpa	28"	Good	REMOVE
86	Burr Oak	Quercus macrocarpa	24"	Good	REMOVE
87	Burr Oak	Quercus macrocarpa	32"	Good	REMOVE
88	Burr Oak	Quercus macrocarpa	42"	Good	REMOVE
89	Red Maple	Acer rubrum	6"	Poor	REMOVE
90	Red Maple	Acer rubrum	6"	Poor	REMOVE
91	Locust	Gleditsia triacanthos	4"	Fair	REMOVE
92	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
93	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
94	Locust	Gleditsia triacanthos	6"	Dead	REMOVE
95	Washington Hawthorn	Crataegus phaenopyrum	12"	Poor	REMOVE
96	Norway Spruce	Picea abies	20"	Poor	REMOVE
97	Norway Maple	Acer platanoides	10"	Dead	REMOVE
98	Norway Maple	Acer platanoides	14"	Poor	REMOVE
99	European Alder	Alnus glutinosa	12"	Poor	REMOVE
100	Norway Maple	Acer platanoides	14"	Fair	REMOVE
101	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
102	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
103	Locust	Gleditsia triacanthos	4"	Good	REMOVE
104	Locust	Gleditsia triacanthos	4"	Good	REMOVE
105	Norway Maple	Acer platanoides	10"	Poor	REMOVE
106	Locust	Gleditsia triacanthos	4"	Fair	REMOVE
107	Horse Chestnut	Aesculus hippocastanum	10"	Fair	REMOVE
108	Norway Maple	Acer platanoides	16"	Good	REMOVE
109	Locust	Gleditsia triacanthos	4"	Fair	REMOVE
110	Locust	Gleditsia triacanthos	2"	Fair	REMOVE
111	Locust	Gleditsia triacanthos	4"	Fair	REMOVE
112	Locust	Gleditsia triacanthos	4"	Fair	REMOVE
113	Locust	Gleditsia triacanthos	4"	Fair	REMOVE
114	Norway Maple	Acer platanoides	18"	Fair	REMOVE
115	Norway Maple	Acer platanoides	20"	Fair	REMOVE
116	Locust	Gleditsia triacanthos	2"	Poor	REMOVE
117	Locust	Gleditsia triacanthos	4"	Poor	REMOVE
118	Locust	Gleditsia triacanthos	4"	Poor	REMOVE
119	Locust	Gleditsia triacanthos	2"	Poor	REMOVE
120	Locust	Gleditsia triacanthos	2"	Poor	REMOVE
121	Locust	Gleditsia triacanthos	16"	Fair	REMOVE
122	European Alder	Alnus glutinosa	10"	Poor	REMOVE
123	Locust	Gleditsia triacanthos	4"	Good	REMOVE
124	Locust	Gleditsia triacanthos	2"	Good	REMOVE
125	Locust	Gleditsia triacanthos	4"	Good	REMOVE
126	Locust	Gleditsia triacanthos	4"	Good	REMOVE
127	Locust	Gleditsia triacanthos	4"	Good	REMOVE
128	Locust	Gleditsia triacanthos	4"	Good	REMOVE
129	Locust	Gleditsia triacanthos	4"	Fair	REMOVE

Sample Material List

1. Petitioner Name: Joshua Spinks, Morgan/Harbour Construction LLC
2. Date: 12/06/2017
3. Project: Hamilton Partners 703-723 W. Algonquin Road Industrial Building
4. Location: 703-723 W. Algonquin Road, Arlington Heights, IL

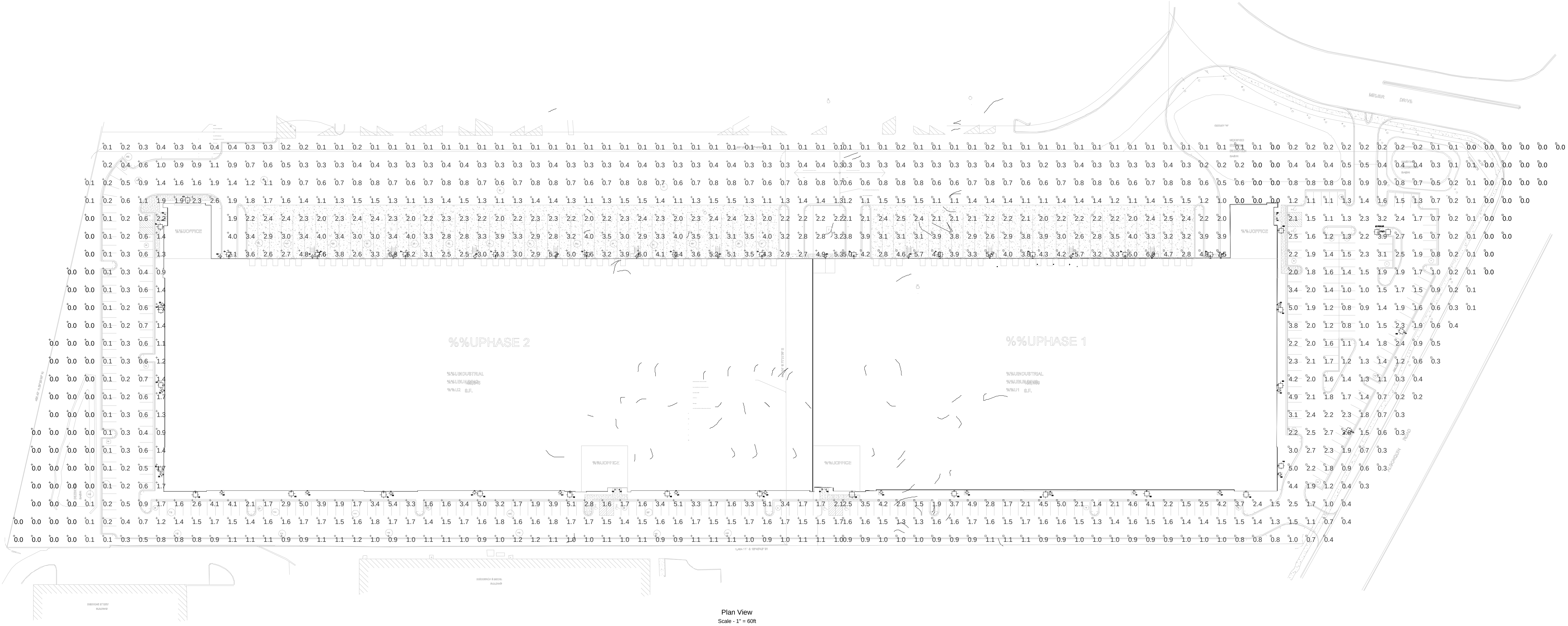
Commercial/Industrial Building:

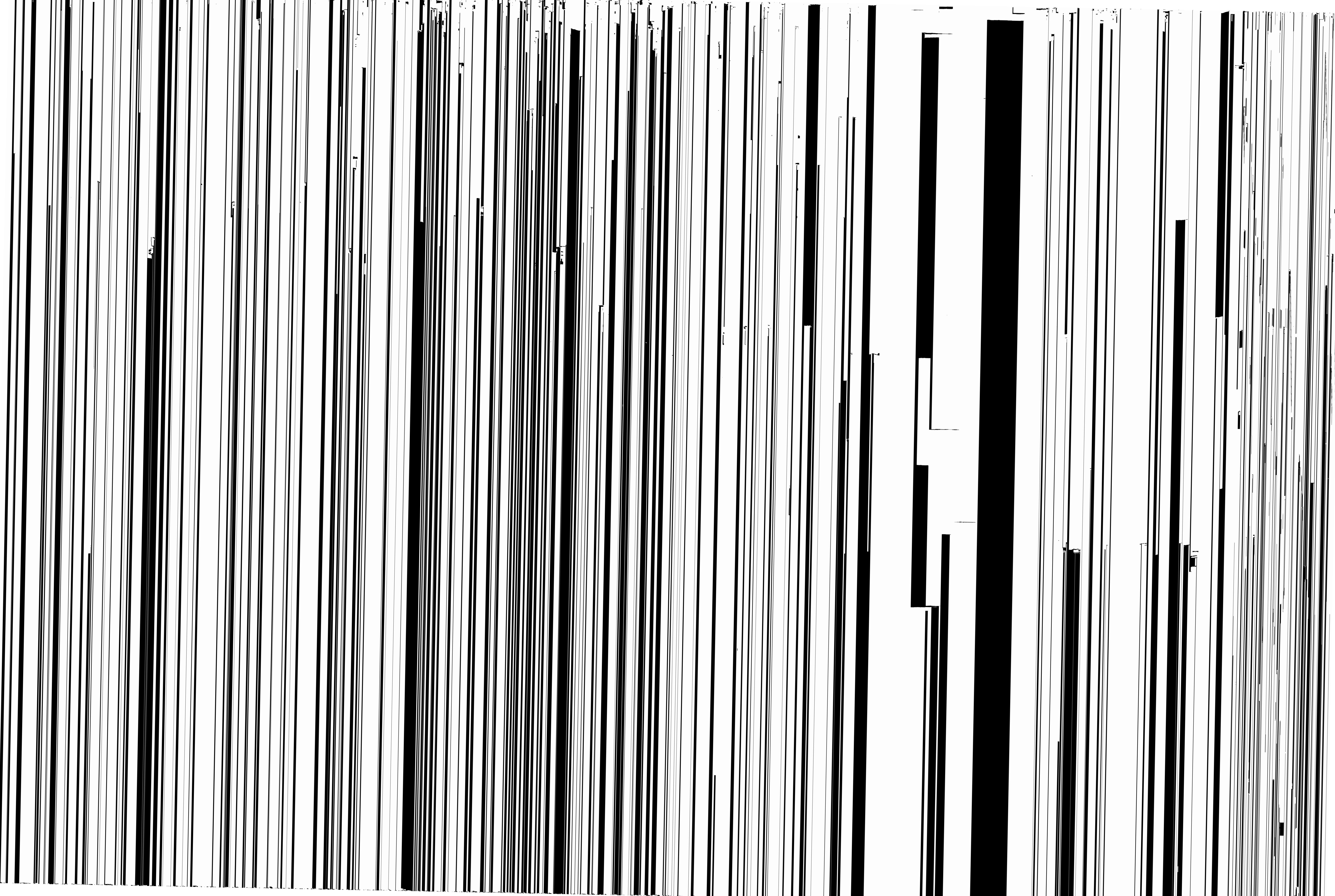
- | | |
|---------------------------------|--|
| A. Precast Concrete Panels: | 12' and 13' wide insulated load bearing panels, painted finish |
| B. Composite Wood Siding: | TruGrain 6" planks in color stain Mahogany C64 |
| C. Glazing: | 1" insulated low-e with grey tint |
| D. Aluminum Storefront Framing: | Clear anodized finish |

Schedule											
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	S1	12	Lithonia Lighting	DSX2 LED 80C 1000 50K TFTM MVOLT	DSX2 LED WITH 80 LEDs @1000mA, 5000K, TYPE FORWARD THROW MEDIUM OPTICS	LED	1	DSX2_LED_80C_1000_50K_TFTM_MVOLT.ies	29557	0.95	282
	S2	23	Lithonia Lighting	DSX0 LED 40C 1000 50K T3M MVOLT	DSX0 LED with 40 LEDs @1000 mA , 5000K, Type 3 Medium Optics	LED	1	DSX0_LED_40C_1000_50K_T3M_MVOLT.ies	15103	0.95	138
	S3	2	Lithonia Lighting	DSX0 LED 40C 1000 50K T3M MVOLT	DSX0 LED with 40 LEDs @1000 mA , 5000K, Type 3 Medium Optics	LED	1	DSX0_LED_40C_1000_50K_T3M_MVOLT.ies	15103	0.95	138
	S3T	1	Lithonia Lighting	DSX0 LED 40C 1000 50K T3M MVOLT	DSX0 LED with 40 LEDs @1000 mA , 5000K, Type 3 Medium Optics	LED	1	DSX0_LED_40C_1000_50K_T3M_MVOLT.ies	15103	0.95	276
	S4	30	Lithonia Lighting	OLW 23	Wall mounted LED updated optics	LED	1	OLW_23.ies	2613	0.95	32.98
	S5	11	Lithonia Lighting	KBAB LED 12C 350 50K ASY MVOLT	KBAB WITH 3 LIGHT BOARDS (12 LEDs), 350mA DRIVER, 5000K COLOR TEMP. AND ASYMMETRIC OPTIC	LED	1	KBAB_LED_12C_350_50K_ASY_MVOLT.ies	870	0.95	16

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone Phase 1		1.5 fc	7.5 fc	0.0 fc	N/A	N/A
Calc Zone Phase 2		1.4 fc	7.6 fc	0.0 fc	N/A	N/A

Luminaire Locations						
		Location				
No.	Label	X	Y	MH	Orientation	Tilt
1	S3T	635.00	311.50	27.00	90.00	0.00
1	S1	346.55	283.35	28.00	0.00	0.00
2	S1	242.60	283.35	28.00	0.00	0.00
3	S1	138.65	283.10	28.00	0.00	0.00
4	S1	42.05	283.35	28.00	0.00	0.00
5	S1	441.80	283.35	28.00	0.00	0.00
6	S1	-60.95	283.35	28.00	0.00	0.00
7	S1	-157.95	283.35	28.00	0.00	0.00
8	S1	-257.95	283.35	28.00	0.00	0.00
9	S1	-359.95	283.35	28.00	0.00	0.00
1	S2	202.95	271.80	28.00	0.00	0.00
2	S2	292.75	271.70	28.00	0.00	0.00
8	S2	518.00	224.00	28.00	90.00	0.00
9	S2	518.00	139.50	28.00	90.00	0.00
1	S3	652.77	85.30	27.00	299.05	0.00
2	S3	661.77	197.18	27.00	299.05	0.00
1	S5	11.35	22.25	3.50	180.00	0.00
2	S5	6.50	22.40	3.50	180.00	0.00
4	S5	247.95	274.30	3.50	0.00	0.00
5	S5	266.25	274.30	3.50	0.00	0.00
6	S5	284.15	274.20	3.50	0.00	0.00
7	S5	516.75	326.40	3.50	90.00	0.00
8	S5	516.75	331.40	3.50	90.00	0.00
9	S5	-220.90	21.75	3.50	180.00	0.00
10	S1	-460.95	283.35	28.00	0.00	0.00
11	S1	-559.95	283.35	28.00	0.00	0.00
12	S1	-658.95	283.35	28.00	0.00	0.00
10	S2	518.75	49.00	28.00	90.00	0.00
11	S2	482.00	19.50	28.00	180.00	0.00
12	S2	370.50	20.25	28.00	180.00	0.00
13	S2	257.25	19.50	28.00	180.00	0.00
14	S2	154.75	20.25	28.00	180.00	0.00
15	S2	39.75	19.50	28.00	180.00	0.00
16	S2	519.00	313.00	28.00	90.00	0.00
17	S2	-63.25	19.50	28.00	180.00	0.00
18	S2	-167.25	19.50	28.00	180.00	0.00
19	S2	-276.25	18.50	28.00	180.00	0.00
20	S2	-377.25	19.50	28.00	180.00	0.00
21	S2	-485.25	18.50	28.00	180.00	0.00
22	S2	-589.25	19.50	28.00	180.00	0.00
23	S2	-696.25	18.50	28.00	180.00	0.00
24	S2	-705.25	345.50	28.00	0.00	0.00
25	S2	-734.25	45.00	28.00	90.00	0.00
26	S2	-733.25	139.00	28.00	90.00	0.00
27	S2	-733.25	223.00	28.00	90.00	0.00
28	S2	-734.25	316.00	28.00	90.00	0.00
10	S4	9.75	282.70	10.00	0.00	0.00
11	S4	103.30	282.75	10.00	0.00	0.00
12	S4	194.15	282.85	10.00	0.00	0.00
13	S4	285.50	282.90	10.00	0.00	0.00
14	S4	376.50	282.90	10.00	0.00	0.00
15	S4	453.50	282.90	10.00	0.00	0.00
16	S4	517.75	229.75	10.00	90.00	0.00
17	S4	517.75	133.75	10.00	90.00	0.00
18	S4	518.50	39.75	10.00	90.00	0.00
19	S4	356.25	20.50	10.00	180.00	0.00
20	S4	262.25	19.50	10.00	180.00	0.00
21	S4	168.75	20.50	10.00	180.00	0.00
22	S4	72.50	20.50	10.00	180.00	0.00
23	S4	452.50	20.50	10.00	180.00	0.00
24	S4	-110.25	282.70	10.00	0.00	0.00
25	S4	-201.25	282.70	10.00	0.00	0.00
26	S4	-292.25	282.70	10.00	0.00	0.00
27	S4	-474.25	282.70	10.00	0.00	0.00
28	S4	-565.25	282.70	10.00	0.00	0.00
29	S4	-668.25	282.70	10.00	0.00	0.00
30	S4	-57.50	20.50	10.00	180.00	0.00
31	S4	-157.50	20.50	10.00	180.00	0.00
32	S4	-287.50	20.50	10.00	180.00	0.00
33	S4	-383.50	20.50	10.00	180.00	0.00
34	S4	-477.50	19.50	10.00	180.00	0.00
35	S4	-571.50	20.50	10.00	180.00	0.00
36	S4	-667.50	20.50	10.00	180.00	0.00
37	S4	-722.50	38.75	10.00	90.00	0.00
38	S4	-731.50	132.75	10.00	90.00	0.00
39	S4	-731.50	228.75	10.00	90.00	0.00
10	S5	-225.75	21.90	3.50	180.00	0.00
11	S5	-730.75	325.65	3.50	270.00	0.00
12	S5	-730.60	330.50	3.50	270.00	0.00





ALTA/NSPS LAND TITLE SURVEY

Table "A" Notes

1. MONUMENTS HAVE BEEN PLACED, AS SHOWN HERON.
2. SITE ADDRESS: 703, 705, 707 AND 709 ALGONQUIN ROAD, ARLINGTON HTS, IL. 60005.
3. THIS PROPERTY IS LOCATED WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO MAP NUMBER 1700560211J, HAVING AN EFFECTIVE DATE OF AUGUST 19TH, 2008.
4. AREA OF PROPERTY SURVEYED: 306,870 SQ. FT., 7.04 ACRES
6. PROPERTY IS ZONED M-2, LIMITED HEAVY MANUFACTURING DISTRICT SETBACKS PER VILLAGE OF ARLINGTON HEIGHTS ZONING OFFICE
FRONT: 15'
SIDE: 10'
REAR: 30'
MAX BUILDING HEIGHT=17'
PARKING REQUIREMENTS: 1 SPACE PER 2 EMPLOYEES PLUS ONE PER COMPANY VEHICLE.
- 7(a): EXTERIOR DIMENSIONS OF BUILDING SHOWN HEREON
7(b): SQUARE FOOTAGE OF BUILDING = 98,726 SQ. FT.
7(c): BUILDING HEIGHT = 17 FEET
8. SUBSTANTIAL VISIBLE IMPROVEMENTS SHOWN HEREON
9. PARKING SUMMARY = 309 REGULAR SPACES AND 8 HANDICAP SPACES.
11. VISIBLE UTILITIES AND UNDERGROUND UTILITIES MARKED BY JULIE, HAVE BEEN SHOWN HEREON.
13. NAMES OF ADJOINING OWNERS SHOWN HEREON
14. NEAREST INTERSECTING STREET SHOWN HEREON
16. THERE IS NO EVIDENCE OF RECENT EARTH MOVING WORK OR BUILDING CONSTRUCTION
17. THERE ARE NO PROPOSED CHANGES TO STREET RIGHT OF WAY LINES PER DEPARTMENT OF TRANSPORTATION, DISTRICT 1, ARLINGTON HEIGHTS AREA PROGRAMMER (847)-705-4000 OPTION 7.
18. NO FIELD DELINEATION OF WETLANDS WERE PERFORMED.

PARCEL 1:

"A":

A PORTION OF LOT 2 IN CAUDILL'S SUBDIVISION OF PART OF THE NORTHWEST ¼ OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD, AS DEDICATED BY INSTRUMENT RECORDED FEBRUARY 2, 1933 AS DOCUMENT 11195785; AND THE NORTHERLY LINE OF LOT 10 IN THE DIVISION OF THE EAST ½ OF SAID NORTHWEST ¼; THENCE NORTHWESTERLY ON SAID NORTHERLY LINE, BEING IDENTICAL WITH A BOUNDARY LINE OF SAID LOT 2, 36.36 FEET TO THE WESTERLY LINE OF SAID LOT 10; BEING ALSO THE EASTERLY LINE OF SAID LOT 2; THENCE SOUTHWESTERLY ON SAID LINE AND CONTINUING ALONG THE WESTERLY LINE OF LOT 11 IN SAID DIVISION, 784.12 FEET; THENCE NORTHWESTERLY ALONG A LINE, THAT FORMS AN ANGLE OF 90 DEGREES, 09 MINUTES WITH THE LAST DESCRIBED COURSE, AS MEASURED FROM NORTHEAST TO NORTHWEST, 8.50 FEET; THENCE NORTHEASTERLY 812.46 FEET TO SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD; THENCE SOUTHEASTERLY ON SAID LINE, BEING CURVED AND CONVEX TO THE NORTH AND HAVING A RADIUS OF 9499.34 FEET, A DISTANCE OF 50.04 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS (EXCEPTING THEREFROM THAT PORTION DEDICATED FOR ROAD PURPOSES, DESCRIBED BELOW)

"B":

A PORTION OF LOTS 10 AND 11 IN THE DIVISION OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO, A PORTION OF LOT 7 IN JOSEPH A. BARNES' FARM IN SECTION 9, 15, AND 16 TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1 IN ENGELHARDT'S SUBDIVISION OF PART OF SAID LOT 7; THENCE SOUTHWESTERLY ON THE WESTERLY LINE OF SAID LOT, 580.24 FEET; THENCE NORTHWESTERLY AT RIGHT ANGLES TO SAID LINE, 433.08 FEET TO THE WESTERLY LINE OF AFORESAID LOT 11; THENCE NORTHEASTERLY ON SAID LINE AND CONTINUING ON THE WESTERLY LINE OF SAID LOT 10, 784.12 FEET TO THE NORTHERLY LINE OF SAID LOT 10; THENCE SOUTHEASTERLY ON SAID LINE, 36.36 FEET TO THE SOUTHEASTERLY LINE OF ALGONQUIN ROAD AS DEDICATED BY INSTRUMENT RECORDED FEBRUARY 2, 1933, AS DOCUMENT 11195785; THENCE SOUTHEASTERLY ON SAID LINE, BEING CURVED AND CONVEX TO THE NORTH AND HAVING A RADIUS OF 9499.34 FEET, A CHORD DISTANCE OF 447.46 FEET, TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS. (EXCEPTING FROM SAID PARCELS "A" AND "B" THAT PORTION DEDICATED FOR ROAD PURPOSES BY PLAT OF DEDICATION RECORDED JANUARY 16, 2003 AS DOCUMENT 0030079992, DESCRIBED AS FOLLOWS: THAT PART OF LOT 10 IN COUNTY CLERKS DIVISION, BEING A SUBDIVISION OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND THAT PART OF LOT 2 IN CAUDILL'S SUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST ¼ OF SAID SECTION 16; DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWESTERLY CORNER OF WEBER ATRIUM SUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST ¼ OF SAID SECTION 16; THENCE SOUTHEASTERLY ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF ALGONQUIN ROAD (IL. ROUTE 62) AS RECORDED FEBRUARY 2, 1933 AS DOCUMENT 11195785 AND 1119782, SAID SOUTHWESTERLY RIGHT-OF-WAY LINE BEING A TANGENTIAL CURVE CONCAVE TO THE NORTHEAST RADIUS 9499.34 FEET, CENTRAL ANGLE 01 DEGREES 02 MINUTES, 14 SECONDS, 171.96 FEET (THE CHORD BEARS A ILLINOIS EAST GRID BEARING OF SOUTH 45 DEGREES 31 MINUTES 18 SECONDS WEST 171.96 FEET) TO THE NORTHEASTERLY CORNER OF LOT "B" IN WEBER ATRIUM SUBDIVISION, SAID NORTHEASTERLY CORNER, BEING THE POINT OF BEGINNING; THENCE SOUTH 18 DEGREES 41 MINUTES 30 SECONDS WEST 46.26 FEET ALONG SAID EASTERLY LINE; THENCE SOUTH 72 DEGREES 30 MINUTES 08 SECONDS EAST TO A POINT OF INTERSECTION WITH THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID ALGONQUIN ROAD (IL. ROUTE 62); THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE BEING A TANGENTIAL CURVE CONCAVE TO THE NORTHEAST RADIUS 9499.34 FEET, CENTRAL ANGLE 00 DEGREES 15 MINUTES 13 SECONDS, 42.04 FEET, (THE CHORD BEARS NORTH 44 DEGREES 52 MINUTES 35 SECONDS WEST 42.04 FEET) TO THE POINT OF BEGINNING).

"C":

PERPETUAL EASEMENT FOR THE BENEFIT OF PARCELS "A" AND "B", FOR INGRESS AND EGRESS, CREATED BY GRANT MADE BY WEBER MARKING SYSTEMS, INC., A CORPORATION OF ILLINOIS TO CENTRAL NATIONAL BANK IN CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 22481 AND WEBER ADDRESSING MACHINE COMPANY, INC., A CORPORATION OF ILLINOIS DATED OCTOBER 20, 1977 AND RECORDED NOVEMBER 2, 1977 AS DOCUMENT 24176555 AND MODIFIED BY EASEMENT MODIFICATION RECORDED MARCH 26, 1982 AS DOCUMENT 26183698 OVER, UNDER, ACROSS THE FOLLOWING LAND: THE EAST 22 FEET OF THE FOLLOWING DESCRIBED LAND: THAT PART OF LOT 2 IN CAUDILL'S SUBDIVISION OF PART OF THE NORTHWEST ¼ OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WESTERLY OF THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD, AS WIDENED, EXCEPT THAT PART THEREOF DEDICATED FOR PUBLIC STREET BY DOCUMENT 19756910 AND ALSO EXCEPT THAT PART LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT A POINT IN THE EASTERLY LINE OF THE NORTHERLY PART OF SAID LOT 2, 784.12 FEET SOUTHWESTERLY OF THE NORTHERLY CORNER THEREOF; THENCE NORTHWESTERLY ALONG A LINE THAT FORMS AN ANGLE OF 90 DEGREES, 09 MINUTES WITH THE LAST DESCRIBED COURSE (AS MEASURED FROM NORTH TO WEST) TO THE WESTERLY LINE OF SAID LOT 2; ALSO EXCEPTING THAT PART OF SAID LOT DESCRIBED AS FOLLOWS: BEGINNING AT SAID POINT IN THE EASTERLY LINE OF THE NORTHERLY PART OF SAID LOT 2, 784.12 FEET SOUTHWESTERLY OF THE NORTHERLY CORNER THEREOF; THENCE NORTHWESTERLY ALONG SAID LINE, THAT FORMS AN ANGLE OF 90 DEGREES, 09 MINUTES, AFORESAID, A DISTANCE OF 8.50 FEET; THENCE NORTHWESTERLY 812.46 FEET TO A POINT IN THE SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD; THENCE SOUTHEASTERLY ON SAID LINE, BEING CURVED AND CONVEX TO THE NORTH AND HAVING A RADIUS OF 9499.34 FEET, A DISTANCE OF 50.04 FEET TO A POINT IN THE NORTHERLY LINE OF LOT 10 IN THE DIVISION OF THE EAST 1/2 OF SAID NORTHWEST ¼; THENCE NORTHWESTERLY ON SAID LINE, BEING IDENTICAL WITH A BOUNDARY LINE OF SAID LOT 2, 36.36 FEET TO THE NORTHERLY CORNER OF THE SAID EASTERLY LINE OF THE NORTHERLY PART OF SAID LOT; THENCE SOUTHWESTERLY ON SAID LINE, 784.12 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

"D":

NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS A AND B FOR STORM WATER DRAINAGE, DETENTION AND RETENTION IN, OVER, UNDER, ACROSS, ALONG, THROUGH AND UPON OUTLOT A IN THE FINAL WEBER'S RESUBDIVISION RECORDED AS DOCUMENT 0030435526.

"E":

NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS A AND B FOR INGRESS AND EGRESS OVER AND UPON OUTLOT B AND A PORTION OF LOT 2 AS CREATED AND DEPICTED ON THE FINAL WEBER'S RESUBDIVISION RECORDED AS DOCUMENT 0030435526 AND AS GRANTED IN THE EASEMENT AGREEMENT RECORDED AS DOCUMENT 0608244082.

THIS SURVEY ADDRESSES ONLY THOSE MATTERS OF RECORD AS DISCLOSED IN CHICAGO TITLE INSURANCE COMPANY COMMITMENT NO. 17006767NS, HAVING AN EFFECTIVE DATE OF APRIL 18TH, 2017.

Schedule "B" Notes

- 20 — RESERVATION OF AN EASEMENT FOR THE USE OF SANITARY SEWERS PRESENTLY LOCATED ON PARCEL "A" TO WEBER MARKING SYSTEMS, INC., GRANTOR IN THE WARRANTY DEED TO JOHN E. ROBERTS, RECORDED NOVEMBER 2, 1977 AS DOCUMENT 24176551, AS DISCLOSED BY SAID DEED OF CONVEYANCE. (BLANKET IN NATURE OVER EXISTING SANITARY SEWER LOCATED ON PARCEL A)
- 21 — EASEMENT RECORDED NOVEMBER 2, 1977 AS DOCUMENT 24176554 MADE BY CENTRAL NATIONAL BANK IN CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 22481 TO WEBER ADDRESSING MACHINE COMPANY, INC., TO WEBER MARKING SYSTEMS, INC., OF A PERPETUAL EASEMENT FOR INGRESS AND EGRESS OVER, UNDER AND ACROSS THE EAST 25 FEET OF PARCEL "B" AND THE CONDITIONS CONTAINED THERE IN. (AS SHOWN)
- 22 — EASEMENT RECORDED NOVEMBER 2, 1977 AS DOCUMENT 24176553 MADE BY CENTRAL NATIONAL BANK IN CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 22481 TO WEBER MARKING SYSTEMS, INC., AND WEBER ADDRESSING MACHINE COMPANY, INC., OF AN EASEMENT FOR INGRESS AND EGRESS OVER, UNDER AND ACROSS THE WEST 22 FEET OF PARCELS "A" AND "B", AS A TRACT AND THE CONDITIONS AND RESTRICTIONS CONTAINED THERE IN. (AS SHOWN)
- 23 — EASEMENT IN FAVOR OF THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED AS DOCUMENT 24339866, AFFECTING THE NORTH 10 FEET OF THE SOUTH 30 FEET (EXCEPT THE EAST 79 FEET THEREOF) AND; ALSO THE WEST 10 FEET OF THE EAST 89 FEET OF THE SOUTH 191 FEET (EXCEPT THE SOUTH 30 FEET THEREOF) AND; ALSO THE NORTH 10 FEET OF THE SOUTH 191 FEET OF THE EAST 79 FEET (EXCEPT THE EAST 25 FEET THEREOF) AND; ALSO THE WEST 10 FT OF THE EAST 25 FEET (EXCEPT THE NORTH 67.5 FEET, AS MEASURED ON THE EAST LINE OF SAID PROPERTY) AND; ALSO A STRIP OF LAND 10 FEET IN WIDTH, THE EAST LINE BEGINNING AT A POINT MEASURED 15 FEET WEST OF THE EAST LINE AND 67.5 FEET SOUTH OF THE NORTHEAST CORNER; THENCE EXTENDING IN A NORTHWESTERLY DIRECTION TO A POINT IN THE NORTHERLY LINE 50 FEET NORTHWESTERLY OF THE NORTHEAST CORNER OF THE LAND. (AS SHOWN)
- 24 — EASEMENT IN FAVOR IF THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED AS DOCUMENT 24391507, AFFECTING A STRIP OF LAND 5 FEET IN WIDTH ADJACENT TO PARALLEL WITH AND LYING SOUTHWESTERLY OF THE SOUTHWESTERLY RIGHT OF WAY LINE OF ALGONQUIN ROAD. (AS SHOWN)
- 25 — EASEMENT IN FAVOR OF NORTHERN ILLINOIS GAS COMPANY, AND ITS SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE AND MAINTAIN ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY, TOGETHER WITH THE RIGHT OF ACCESS TO SAID EQUIPMENT, AND THE PROVISIONS RELATING THERETO CONTAINED IN THE GRANT RECORDED AS DOCUMENT 24413979, AFFECTING THE SOUTHERLY 10 FEET OF PARCEL "A" AND THE SOUTHERLY 10 FEET AND THE EASTERLY 10 FEET OF PARCEL "B" OF THE LAND. (AS SHOWN)
- 26 — EASEMENT RECORDED AUGUST 16, 1966 AS DOCUMENT 19917611 AS CONTAINED IN THE PLAT OF SURVEY OVER: THAT PART OF LOT 2 IN CAUDULL'S SUBDIVISION AFORESAID LYING NORTH OF THE NORTH LINE OF ILLINOIS TOLL HIGHWAY AND WESTERLY OF THE WEST LINE OF ALGONQUIN ROAD, STATE ROUTE NO. 62, WIDENED PER DOCUMENT 11195782, BEGINNING AT A POINT ON THE NORTH LINE OF LOT 2 WITH THE INTERSECTION OF THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD, AS WIDENED; THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD, A DISTANCE OF 126.40 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING SOUTHEASTERLY ALONG SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD A DISTANCE OF 44.27 FEET TO THE EASTERLY LINE OF SAID LOT 2, EXTENDED NORTH, THENCE SOUTHWESTERLY ALONG SAID EASTERLY LINE OF LOT 2 A DISTANCE OF 1335.07 FEET TO AN ANGLE POINT IN SAID LOT, THENCE NORTHWESTERLY ALONG A LINE PARALLEL WITH THE SOUTHEASTERLY LINE OF SAID LOT 2 A DISTANCE OF 1335.07 FEET TO THE POINT OF BEGINNING; THENCE SOUTHEASTERLY 7 FEET (MEASURED AT RIGHT ANGLES) OF DESCRIBED LAND TO BE AN EASEMENT FOR GAS AND SEWERS, THE NORTHWESTERLY 22 FEET OF THE SOUTHEASTERLY 29 FEET (BOTH MEASURED AT RIGHT ANGLES) OF DESCRIBED LAND TO BE AN EASEMENT FOR INGRESS AND EGRESS AND NORTHWESTERLY 11 FEET (MEASURED AT RIGHT ANGLES) OF DESCRIBED LAND TO BE AN EASEMENT FOR WATER AND ELECTRIC. (AS SHOWN)
- 27 — EASEMENTS, TERMS, PROVISIONS AND CONDITIONS CONTAINED IN THE EASEMENT AGREEMENT EXECUTED BY AND BETWEEN JOSEPH A. WEBER, JR., TRUSTEE OF THE JOSEPH A. WEBER, JR. DECLARATION OF TRUST DATED MAY 1, 1975, AS AMENDED; ARLINGTON OAK POINTE L.L.C., AN ILLINOIS LIMITED LIABILITY COMPANY; WEBER MARKING SYSTEMS, INC., AN ILLINOIS CORPORATION AND LASALLE BANK NATIONAL ASSOCIATION, AS SUCCESSOR TRUSTEE TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE KNOWN AS TRUST NUMBER 795, RECORDED MARCH 23, 2006 AS DOCUMENT 0608244082. (AS SHOWN)

Statement of encroachments

- A WALL FALLS ON PROPERTY BY AT MOST 2.3'.
- B SIDEWALK CROSSES ONTO PROPERTY BY AT MOST 1.2'.

STATE OF ILLINOIS }
COUNTY OF KENDALL }SS DTS PROPERTIES, LLC, AN ILLINOIS LIMITED LIABILTY COMPANY,
ARLINGTON HEIGHTS 1, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
AND CHICAGO TITLE INSURANCE 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, 7A, 7B, 7C, 8, 9, 11, 13, 14, 16, 17 AND 18 OF TABLE A THEREOF. FIELDWORK WAS COMPLETED ON MAY 11TH, 2017.

WITNESS MY HAND AND SEAL AT OSWEGO, ILLINOIS THIS 7TH DAY OF JUNE, 2017.

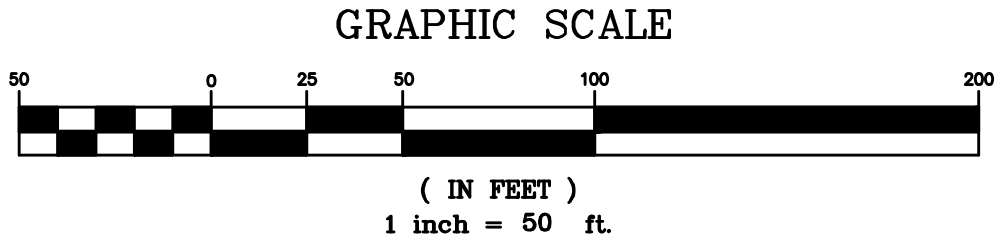
L. A. Doogs

LESLIE AARON DOOGS
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3833
LICENSE EXPIRATION DATE: NOVEMBER 30TH, 2018



BOUNDARY AND TOPOGRAPHIC SURVEY

BY
GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS



PARCEL 1:
"A":
A PORTION OF LOT 2 IN CAUDILL'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTHWESTERLY LINE OF ALGONQUIN ROAD, AS DEDICATED BY INSTRUMENT RECORDED FEBRUARY 2, 1933 AS DOCUMENT 11195785; AND THE NORTHERLY LINE OF LOT 10 IN THE DIVISION OF THE EAST 1/2 OF SAID NORTHWEST 1/4; THENCE NORTHWESTERLY ON SAID NORTHERLY LINE, BEING IDENTICAL WITH A BOUNDARY LINE OF SAID LOT 2, 36.36 FEET TO THE WESTERLY LINE OF SAID LOT 10; BEING ALSO THE EASTERLY LINE OF SAID LOT 2; THENCE SOUTHWESTERLY ON SAID LINE AND CONTINUING ALSO THE WESTERLY LINE OF LOT 11 IN SAID DIVISION, 784.12 FEET; THENCE NORTHWESTERLY ALONG A LINE, THAT FORMS AN ANGLE OF 90 DEGREES,09 MINUTES WITH THE LAST DESCRIBED COURSE, AS MEASURED FROM NORTHWEST, 8.50 FEET; THENCE NORTHEASTERLY 812.46 FEET TO SAID SOUTHWESTERLY LINE OF ALGONQUIN ROAD; THENCE SOUTHEASTERLY ON SAID LINE, BEING CURVED AND CONVEX TO THE NORTH AND HAVING A RADIUS OF 9499.34 FEET, A DISTANCE OF 50.04 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS (EXCEPTING THEREFROM THAT PORTION DEDICATED FOR ROAD PURPOSES).

"B":
A PORTION OF LOTS 10 AND 11 IN THE DIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND ALSO, A PORTION OF LOT 7 IN JOSEPH A. BARNES' FARM IN SECTIONS 9, 15, AND 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1 IN ENGELHARDT'S SUBDIVISION OF PART OF SAID LOT 7; THENCE SOUTHWESTERLY ON THE WESTERLY LINE OF SAID LOT, 580.24 FEET; THENCE NORTHWESTERLY AT RIGHT ANGLES TO SAID LINE, 433.08 FEET TO THE WESTERLY LINE OF AFORESAID LOT 11; THENCE NORTHEASTERLY ON SAID LINE AND CONTINUING ON THE WESTERLY LINE OF SAID LOT 10, 784.12 FEET TO THE NORTHERLY LINE OF SAID LOT 10; THENCE SOUTHEASTERLY ON SAID LINE, 36.36 FEET TO THE SOUTHEASTERLY LINE OF ALGONQUIN ROAD AS DEDICATED BY INSTRUMENT RECORDED FEBRUARY 2, 1933 AS DOCUMENT 11195785; THENCE SOUTHEASTERLY ON SAID LINE, BEING CURVED AND CONVEX TO THE NORTH AND HAVING A RADIUS OF 9499.34 FEET, A CHORD DISTANCE OF 447.46 FEET, TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS. (EXCEPTING FROM SAID PARCEL "A" AND "B" THAT PORTION DEDICATED FOR ROAD PURPOSES BY PLAT OF DEDICATION RECORDED JANUARY 16, 2003 AS DOCUMENT 0030078992, DESCRIBED AS FOLLOWS: THAT PART OF LOT 10 IN COUNTY CLERK'S DIVISION, BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND THAT PART OF LOT 2, IN CAUDILL'S SUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST 1/4 OF SAID SECTION 16; DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWESTERLY CORNER OF WEBER ATRIUM SUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST 1/4 OF SAID SECTION 16; THENCE SOUTHEASTERLY ALONG THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF ALGONQUIN ROAD (IL ROUTE 62) AS RECORDED FEBRUARY 2, 1933 AS DOCUMENT 11195785 AND 1119782, SAID SOUTHWESTERLY RIGHT-OF-WAY LINE BEING A TANGENTIAL CURVE CONVEX TO THE NORTHEAST RADIUS 9499.34 FEET, CENTRAL ANGLE 01 DEGREES 02 MINUTES, 14 SECONDS 171.96 FEET (THE CHORD BEARS A ILLINOIS EAST GRID BEARING OF SOUTH 45 DEGREES 31 MINUTES 18 SECONDS WEST 171.96 FEET) TO THE NORTHEASTERLY CORNER OF LOT "B" IN WEBER ATRIUM SUBDIVISION, SAID NORTHEASTERLY CORNER, BEING THE POINT OF BEGINNING; THENCE SOUTH 18 DEGREES 41 MINUTES 30 SECONDS WEST 46.26 FEET ALONG SAID EASTERLY LINE; THENCE SOUTH 72 DEGREES 30 MINUTES 06 SECONDS EAST TO A POINT OF INTERSECTION WITH THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID ALGONQUIN ROAD (IL ROUTE 62); THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE BEING A TANGENTIAL CURVE CONVEX TO THE NORTHEAST RADIUS 9499.34 FEET, CENTRAL ANGLE 00 DEGREES 13 SECONDS, 42.04 FEET, (THE CHORD BEARS NORTH 44 DEGREES 52 MINUTES 35 SECONDS WEST 42.04 FEET) TO THE POINT OF BEGINNING).

PARCEL 2:
LOT "A" IN WEBER ATRIUM RESUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY ILLINOIS.

CONTAINING: 671,461.46 sq. ft. (15.41 acres)

LEGEND

- TREE WITH TRUNK DIAM. SIZE
- UTILITY POLE
- LIGHT POLE
- SIGN POST
- UTILITY PEDESTAL
- CLOSED COVER DRAINAGE STRUCTURE
- FIRE HYDRANT
- OPEN COVER DRAINAGE STRUCTURE
- SANITARY SEWER MANHOLE
- WATER SHUTOFF VALVE
- WITH 8" CASING
- CURB INLET/CATCH BASIN
- GAS SERVICE SHUTOFF VALVE
- TELEPHONE SERVICE VAULT
- TRAFFIC SIGNAL LIGHT
- TRAFFIC SIGNAL CONTROL VAULT
- GUY WIRE (ANCHOR)
- BOLLARD
- SOIL BORING
- OVERHEAD WIRES (# OF WIRES)
- UNDERGROUND ELECTRIC
- STORM SEWER
- SANITARY SEWER
- WATER MAIN
- GROUND ELEVATION
- PAVEMENT ELEVATION
- FIN/FL = FINISHED FLOOR ELEVATION
- T/FDN = TOP OF FOUNDATION ELEVATION
- T/W = TOP OF WALL
- ASPHALT PAVEMENT
- CONCRETE PAVEMENT
- 11' EASEMENT FOR WATER & ELECTRICAL PER DOC. NO. 19977407, COMED & ILLINOIS BEL. TELEPHONE PER DOC. NO. 20063955 & 10' EASEMENT FOR WATERMAIN PER DOC. NO. 20922014
- NON-EXCLUSIVE INGRESS & EGRESS EASEMENT PER DOC. NO. 30435526 & 0606244082
- 7' EASEMENT FOR GAS & SEWER PER DOC. NO. 19917611
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24176553
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091 & 0606244082
- 10' TELEPHONE EASEMENT PER DOC. NO. 24339865
- 20' INGRESS & EGRESS EASEMENT PER DOC. NO. 24176554
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091 & 0606244082
- STORM WATER DRAINAGE & DETENTION EASEMENT PER DOC. NO. 30435526 (OUTLOT "A")

STATE OF ILLINOIS S.S.
COUNTY OF DuPAGE

WE, GENTILE AND ASSOCIATES, INC., HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY DESCRIBED ABOVE, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDARD REQUIREMENTS FOR A BOUNDARY SURVEY.

JULY 27, A.D. 2017

BY :
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2018
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

NO.	DATE	DESCRIPTION	BY
3	8/09/2017	WATER MAIN, GAS & TELE. LINES ADDED (SHEET 2 AND 3 ONLY)	MMG
2	8/04/2017	STRUCTURES NUMBERING REVISED ON DETAIL OF THE NE ENTRANCE (SHEET 2 OF 3 ONLY)	MMG
1	8/03/2017	CATCH BASIN #28 CHANGED TO #38 (TYPO) (SHEET 3 OF 3 ONLY)	MMG

BASE SCALE : 1 INCH = 50 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF

ORDERED BY : RWG ENGINEERING LLC

DRAWN BY : MMG

CHECKED BY : _____

SURVEYED BY : LR-RB-JG

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

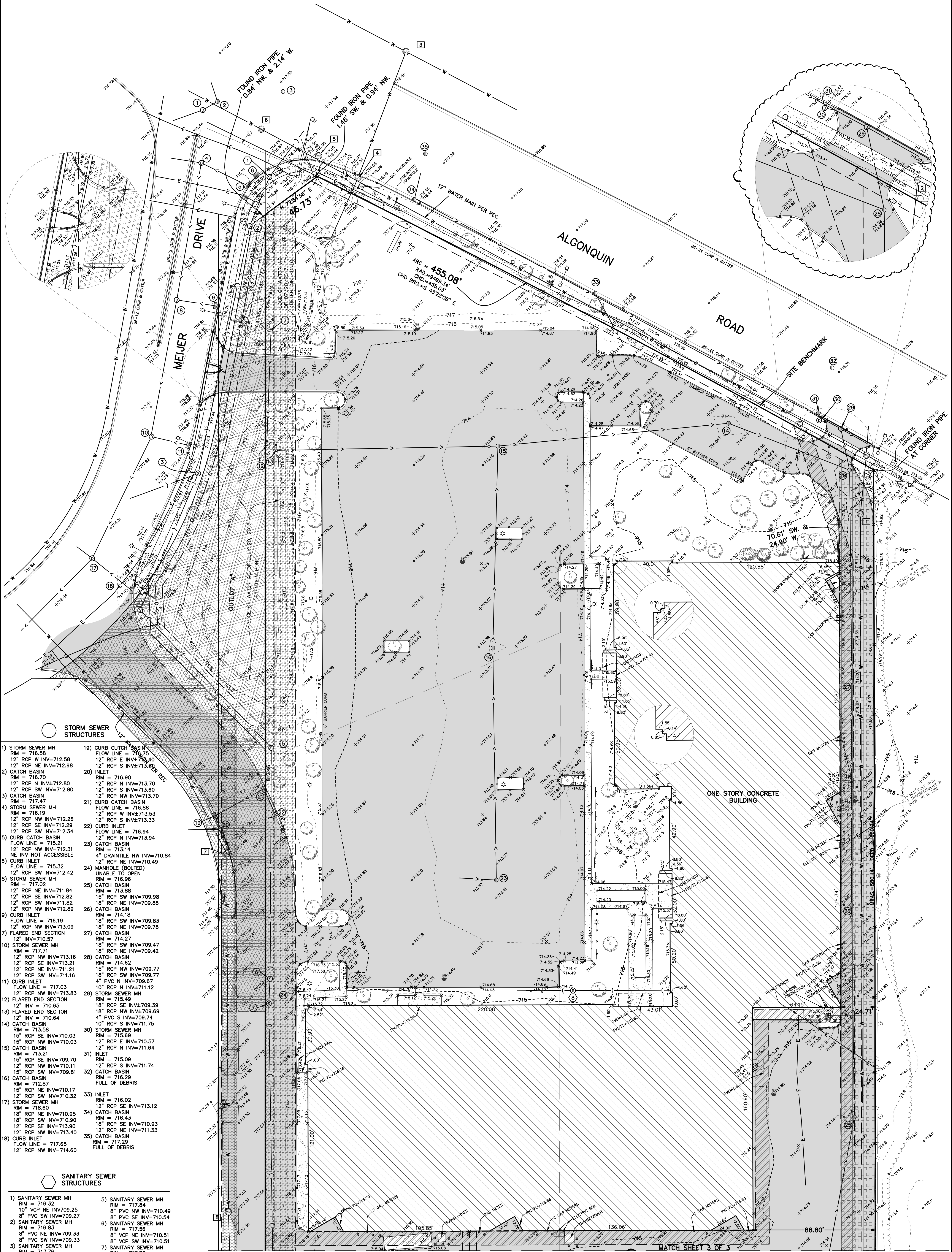
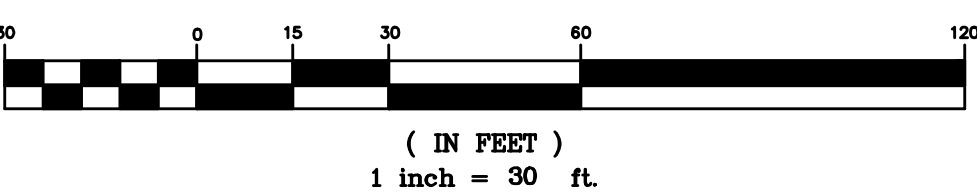
ORDER NO. 17-20813- REV 3
SHEET 1 OF 3

BOUNDARY AND
TOPOGRAPHIC SURVEY

BY
GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262

GRAPHIC SCALE



- 1) STORM SEWER MH
RIM = 716.58
12" RCP W INV=712.58
12" RCP NE INV=712.98
- 2) CATCH BASIN
RIM = 716.70
12" RCP N INV=712.80
12" RCP SW INV=712.80
12" RCP NW INV=713.70
RIM = 717.47
- 3) STORM SEWER MH
RIM = 716.19
12" RCP NW INV=712.26
12" RCP SE INV=712.29
12" RCP SW INV=712.34
12" RCP NW INV=712.31
NE INV NOT ACCESSIBLE
- 4) CURB INLET
FLOW LINE = 715.32
12" RCP SW INV=712.42
- 5) STORM SEWER MH
RIM = 717.02
12" RCP NE INV=711.84
12" RCP SE INV=712.82
12" RCP SW INV=711.82
12" RCP NW INV=712.89
- 6) CURB INLET
FLOW LINE = 716.19
12" RCP NW INV=713.09
- 7) FLARED END SECTION
12" INV=710.57
- 8) STORM SEWER MH
RIM = 717.71
12" RCP NW INV=713.16
12" RCP SE INV=713.21
12" RCP NE INV=711.21
12" RCP SW INV=711.16
- 9) CURB INLET
FLOW LINE = 717.03
12" RCP NW INV=713.83
- 10) FLARED END SECTION
12" INV = 710.65
- 11) FLARED END SECTION
12" INV = 710.64
- 12) CATCH BASIN
RIM = 713.58
15" RCP SE INV=710.03
15" RCP NW INV=710.03
RIM = 713.21
- 13) 15" RCP SE INV=709.70
12" RCP NW INV=710.11
15" RCP SW INV=709.81
- 14) CATCH BASIN
RIM = 712.87
15" RCP NE INV=710.17
12" RCP SW INV=710.32
- 15) STORM SEWER MH
RIM = 718.60
18" RCP NE INV=710.95
18" RCP SW INV=710.90
12" RCP SE INV=713.90
12" RCP NW INV=713.40
- 16) CURB INLET
FLOW LINE = 717.65
12" RCP NW INV=714.60
- 17) CURB CATCH BASIN
FLOW LINE = 716.75
12" RCP E INV=710.40
12" RCP S INV=713.80
12" RCP NW INV=713.70
- 18) CATCH BASIN
RIM = 716.90
12" RCP N INV=713.70
12" RCP S INV=713.80
12" RCP NW INV=713.70
- 19) CURB CATCH BASIN
FLOW LINE = 716.88
12" RCP W INV=713.53
12" RCP NW INV=713.33
- 20) CURB INLET
FLOW LINE = 716.94
12" RCP N INV=713.94
- 21) CATCH BASIN
RIM = 713.14
4" DRAIN TILE NW INV=710.84
12" RCP NE INV=710.49
- 22) MANHOLE (BOLTED)
UNABLE TO OPEN
RIM = 716.96
- 23) CATCH BASIN
RIM = 713.88
15" RCP SW INV=709.98
18" RCP NE INV=709.88
- 24) CATCH BASIN
RIM = 714.18
18" RCP SW INV=709.83
18" RCP NE INV=709.78
- 25) CATCH BASIN
RIM = 714.27
18" RCP SW INV=709.47
18" RCP NE INV=709.42
- 26) CATCH BASIN
RIM = 714.62
15" RCP NW INV=709.77
15" RCP SW INV=709.77
4" PVC N INV=709.67
- 27) STORM SEWER MH
RIM = 717.12
12" RCP N INV=711.12
- 28) STORM SEWER MH
RIM = 716.24
18" RCP SE INV=709.39
18" RCP NW INV=709.69
4" PVC S INV=709.74
10" RCP S INV=711.75
- 29) STORM SEWER MH
RIM = 715.69
12" RCP E INV=710.57
12" RCP N INV=711.64
- 30) INLET
RIM = 715.09
12" RCP S INV=711.74
- 31) CATCH BASIN
RIM = 716.29
FULL OF DEBRIS
- 32) INLET
RIM = 716.02
12" RCP SE INV=713.12
- 33) CATCH BASIN
RIM = 716.43
18" RCP SE INV=710.93
12" RCP NE INV=711.33
- 34) CATCH BASIN
RIM = 717.29
FULL OF DEBRIS
- 35) CATCH BASIN
RIM = 717.29
FULL OF DEBRIS

- 1) SANITARY SEWER MH
RIM = 716.32
10" VCP NE INV=709.25
8" PVC SW INV=709.27
- 2) SANITARY SEWER MH
RIM = 716.83
8" PVC NE INV=709.33
8" PVC SW INV=709.33
- 3) SANITARY SEWER MH
RIM = 717.76
8" PVC NE INV=709.71
8" PVC SW INV=709.71
8" PVC SW INV=709.81
- 4) SANITARY SEWER MH
RIM = 718.20
8" PVC NE INV=709.90
8" PVC SE INV=709.90
- 5) SANITARY SEWER MH
RIM = 717.84
8" PVC NW INV=710.49
8" PVC SE INV=710.54
- 6) SANITARY SEWER MH
RIM = 717.56
8" PVC NE INV=710.51
8" VCP SW INV=710.51
- 7) SANITARY SEWER MH
RIM = 717.70
8" VCP NE INV=710.55
8" VCP SW INV=710.55
- 8) SANITARY SEWER MH
RIM = 714.47
8" VCP NE INV=711.37
6" VCP SW INV=711.37

WATER VALVE VAULT

- 1) WATER VALVE VAULT
RIM = 712.72
TOP OF PIPE ± 706.57
- 2) WATER VALVE VAULT
RIM = 715.56
TOP OF PIPE = 710.66
- 3) WATER VALVE VAULT
(FULL OF WATER)
RIM = 715.19
TOP OF PIPE = 708.99
- 4) WATER VALVE VAULT
(FULL OF WATER)
RIM = 716.93
TOP OF PIPE = 711.83
- 5) WATER VALVE VAULT
(FULL OF WATER)
RIM = 716.58
TOP OF PIPE = 711.19
- 6) WATER VALVE VAULT
RIM = 715.57
TOP OF PIPE = 712.75
- 7) WATER VALVE VAULT
RIM = 717.45
TOP OF PIPE = 712.75
- 8) WATER VALVE VAULT
RIM = 717.14
TOP OF PIPE = 711.84

NOTES:

THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE ANY EXCAVATION BEGINS ALL UTILITY COMPANIES SERVING THE PROPERTY SHOULD BE CONTACTED FOR VERIFICATION OF FIELD LOCATION.

BASIS OF BEARING:
ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE.

BENCHMARK: NGS PID DM3900

SURVEY DISK SET ON THE TOP OF THE SOUTH END OF THE EAST ABUTMENT OF THE GOLF ROAD BRIDGE NO 016-0349 OVER SALT CREEK, APPROXIMATELY 0.3 MI (0.5 KM) WEST OF THE INTERSECTION OF GOLF ROAD WITH NEW WALK ROAD, 3 FT (0.9 M) SOUTH OF A CHAIN LINK FENCE. THE STATION IS LOCATED ABOUT 7.4 MI (11.9 KM) SOUTHWEST OF WHEELING, 4.3 MI (6.9 KM) SOUTH-SOUTHWEST OF PALATINE AND 3.0 MI (4.8 KM) SOUTH-SOUTHWEST OF ARLINGTON HEIGHTS. OWNERSHIP—ROAD RIGHT-OF-WAY.

ELEV. ±695.85 (NAVD 88 DATUM)

SITE BENCHMARK:

CROSS CUT IN WALK ON THE SOUTH SIDE OF ALGONQUIN ROAD IN FRONT OF SUBJECT PROPERTY.

ELEV. ± 616.17

ORDER NO. 17-20813- REV 3
SHEET 2 OF 3

NO.	DATE	DESCRIPTION	BY
3	8/09/2017	WATER MAIN, GAS & TELE. LINES ADDED (SHEET 2 AND 3 ONLY)	MMG
2	8/04/2017	STRUCTURES NUMBERING REVISOR ON DETAIL OF THE NE ENTRANCE (SHEET 2 OF 3 ONLY)	MMG
1	8/03/2017	CATCH BASIN #28 CHANGED TO #38 (TYPO)	MMG

BOUNDARY AND TOPOGRAPHIC SURVEY

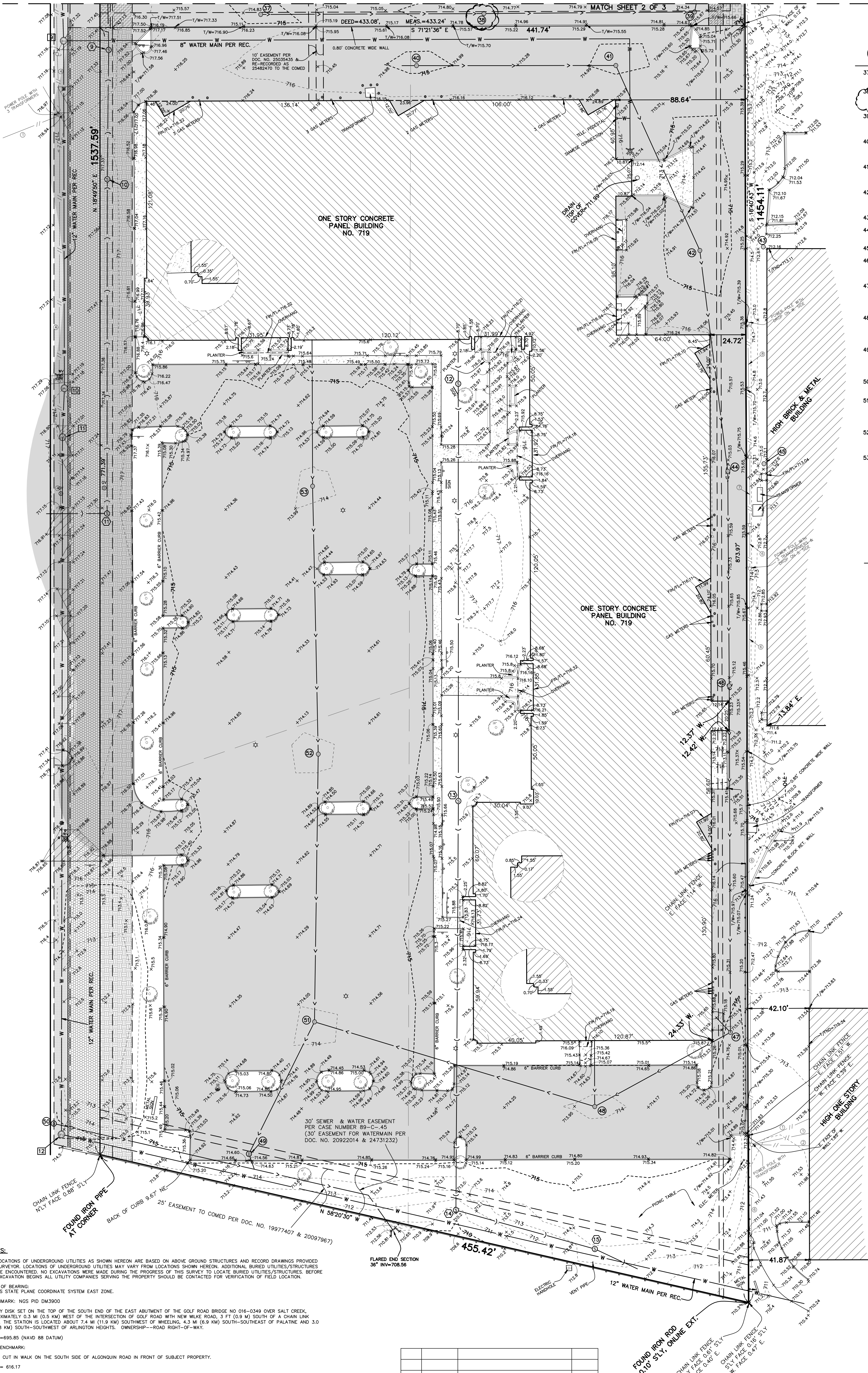
BY
GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262

GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.



STORM SEWER STRUCTURES

- 37) CATCH BASIN
RIM = 714.48
12" RCP SE INV=710.88
- 38) CATCH BASIN
RIM = 714.27
NW INV NOT ACCESSIBLE
15" RCP SE INV=710.82
- 39) CATCH BASIN
RIM = 714.23
15" RCP NW INV=710.18
15" RCP NE INV=709.88
- 40) CATCH BASIN
RIM = 714.66
6" PVC NW INV=711.56
15" RCP SE INV=711.11
- 41) CATCH BASIN
RIM = 714.66
15" RCP NW INV=711.01
15" RCP S INV=711.21
- 42) CATCH BASIN
RIM = 714.11
18" RCP NW INV=710.51
18" RCP SW INV=710.51
- 43) CATCH BASIN
RIM = 712.21
- 44) CATCH BASIN
RIM = 714.88
FULL OF DEBRIS
- 45) CATCH BASIN
RIM = 712.09
- 46) CATCH BASIN
RIM = 714.91
18" RCP NE INV=709.71
18" RCP SW INV=709.86
- 47) CATCH BASIN
RIM = 714.69
18" RCP NE INV=709.84
18" RCP SW INV=709.89
4" DUCTILE NW INV=712.09
- 48) CATCH BASIN
RIM = 714.75
18" RCP NE INV=710.15 (WITH DEBRIS)
21" RCP NW INV=710.30
18" RCP NE INV=710.10
- 49) CATCH BASIN
(RESTRICTOR MH)
RIM = 714.57
18" RCP SE INV=709.75
18" RCP NE INV=709.75
- 50) STORM SEWER MH
RIM = 715.82
36" RCP SE INV=709.02
- 51) CATCH BASIN
RIM = 713.62
18" RCP SW INV=709.62
21" RCP SE INV=709.52
18" RCP NE INV=709.52
- 52) CATCH BASIN
RIM = 713.72
18" RCP NE INV=709.97
18" RCP SW INV=709.90
- 53) CATCH BASIN
RIM = 713.70
18" RCP SW INV=710.10
(PIPE COLLAPSED)
12" RCP NE INV=710.30

SANITARY SEWER STRUCTURES

- 9) SANITARY SEWER MH
RIM = 717.19
8" VCP NE INV=711.04
8" VCP SE INV=711.04
6" VCP NW INV=711.69
- 10) SANITARY SEWER MH
RIM = 717.29
8" VCP NE INV=711.37
8" VCP SW INV=711.37
- 11) SANITARY SEWER MH
RIM = 717.22
8" VCP NE INV=712.02
8" VCP NW INV=712.02
- 12) SANITARY SEWER MH
RIM = 715.63
8" VCP NE INV=710.14
6" VCP SW INV=710.11
- 13) SANITARY SEWER MH
RIM = 715.49
8" VCP NE INV=707.69
8" VCP SW INV=707.69
- 14) SANITARY SEWER MH
RIM = 710.69
8" VCP NE INV=703.84
8" VCP SE INV=703.79
- 15) SANITARY SEWER MH
RIM = 713.90
8" VCP NW INV=699.87
8" VCP SE INV=699.17

WATER VALVE VAULT

- 9) WATER VALVE VAULT
RIM = 717.12
TOP OF PIPE = 712.12
- 10) WATER VALVE VAULT
RIM = 717.00
TOP OF PIPE = 709.70
- 11) WATER VALVE VAULT
RIM = 717.05
TOP OF PIPE = 709.40
- 12) WATER VALVE VAULT
RIM = 715.24
TOP OF PIPE = 707.24

NOTES:

THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES AND RECORD DRAWINGS PROVIDED THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE ANY EXCAVATION BEGINS ALL UTILITY COMPANIES SERVING THE PROPERTY SHOULD BE CONTACTED FOR VERIFICATION OF FIELD LOCATION.

BASIS OF BEARING:
ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE.

BENCHMARK:
NGS PID DM3900

SURVEY DISK SET ON THE TOP OF THE SOUTH END OF THE EAST ABUTMENT OF THE GOLF ROAD BRIDGE NO 016-0349 OVER SALT CREEK, APPROXIMATELY 0.3 MI (0.5 KM) WEST OF THE INTERSECTION OF GOLF ROAD WITH NEW MILK ROAD, 3 FT (0.9 M) SOUTH OF A CHAIN LINK FENCE. THE STATION IS LOCATED ABOUT 7.4 MI (11.9 KM) SOUTHWEST OF WHEELING, 4.3 MI (6.9 KM) SOUTH-SOUTHEAST OF PALATINE AND 3.0 MI (4.8 KM) SOUTH-SOUTHWEST OF ARLINGTON HEIGHTS. OWNERSHIP--ROAD RIGHT-OF-WAY.

ELEV. =695.85 (NAVD 88 DATUM)

SITE BENCHMARK:
CROSS CUT IN WALK ON THE SOUTH SIDE OF ALGONQUIN ROAD IN FRONT OF SUBJECT PROPERTY.

ELEV. = 616.17

ORDER NO. 17-20813- REV 3
SHEET 3 OF 3

NO.	DATE	DESCRIPTION	BY
3	8/09/2017	WATER MAIN, GAS & TELE. LINES ADDED (SHEET 2 AND 3 ONLY)	MMG
2	8/04/2017	STRUCTURES NUMBERING REVISED ON DETAIL OF THE NE ENTRANCE (SHEET 2 OF 3 ONLY)	MMG
1	8/03/2017	CATCH BASIN #28 CHANGED TO #38 (TYPG) (SHEET 3 OF 3 ONLY)	MMG

BEING PART OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11,
EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS,

(IN FEET)
1 inch = 50 ft

LAGE DIRECTOR OF ENGINEERING

ILLINOIS PROFESSIONAL LAND SURVEYOR NO
MY LICENSE EXPIRES NOVEMBER 30, 2018

SEND TAX BILL TO:
NAME: HAMILTON PARTNERS INC
ADDRESS: 300 PARK BLVD #201
ITASCA, IL 60143

FOUND IRON ROD
0.10' S'LY, ONLINE EXT.



Engineering, LLC

**PROJECT NARRATIVE
AND
STORM DRAINAGE ANALYSIS
FOR**

**ARLINGTON HEIGHTS INDUSTRIAL
703-723 ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL**

PREPARED FOR:

**MORGAN/HARBOUR CONSTRUCTION LLC
7510 SOUTH MADISON STREET
WILLOWBROOK, IL 60527
630-734-7737**

PREPARED BY:

RWG Engineering, LLC

975 E. 22nd Street
Suite 400
Wheaton, Illinois 60189
(630) 480-7889

**JOB# 322-127-17-301
OCTOBER 18, 2017**

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975 E. 22nd Street, Suite 400,
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October 18, 2017

File: 322-127-17

Arlington Heights Industrial

703-723 Algonquin Road
Arlington Heights, IL
15.41 Acre Property

Narrative Description of Proposed Development

(Refer Also to Final Engineering Plans, Notes and Exhibits.)

General:

The subject parcel is located southeasterly of Algonquin Road and Meijer Drive in Arlington Heights, Illinois. The Jane Adams Memorial Tollway (I-90) is along the southern boundary of the property. Currently, two light industrial/office buildings are on the site. The northern building is on existing Parcel 1, which consists of 7.04 acres. The southern building is on existing Parcel 2, which consists of 8.37 acres. The proposed improvements include one building of approximately 331,000 sq ft for warehousing/distribution. Construction is to proceed in two phases. The first phase would be on existing Parcel 1, during which time the existing building on Parcel 2 would remain operational. With the Phase 2 improvements, the Phase 1 building would extend into the Parcel 2 area. Since the site currently consists of two parcels, a Plat of Subdivision combining the site into one lot is proposed.

Stormwater Management:

The existing Parcel 1 drains to the north with a storm drain connection at the northeast corner of the parcel to the existing 18" storm sewer along the southerly side of Algonquin Road. Storm water discharge from the site is controlled by an existing 4" PVC pipe, as well as a secondary 10" RCP pipe at a higher elevation. The existing overland flow from Parcel 1 to Algonquin Rd is within the easterly driveway at an approximate elevation of 715.43. No improvements to this existing driveway are proposed within the Algonquin Rd right-of- way. Therefore, for design purposes an overflow elevation of 715.4 is used. At the 715.4 elevation, the existing 4" PVC has a release of approximately 0.69 cfs and the 10" RCP has a release of 4.44 cfs, for a total of 5.13 cfs.

The existing Parcel 2 drains to the south, via an existing 18" RCP pipe, which connects to an existing 36" storm sewer with discharge to an open waterway along the north side of I-90. No restrictor was located within the existing 18" RCP storm sewer. The existing overland flow from parcel 2 is to the south at an approximate elevation of 715.0. At this 715.0 overflow elevation, the existing release thru the 18" RCP is approximately 21.17". Since there is no offsite area tributary to Parcel 2 which would be impacted by a slight rise in the overflow elevation, a 715.4 high water level (HWL)/overflow elevation is used for both the Phase 1 and Phase 2 site improvements.

Stormwater detention requirements were reviewed for both the Village of Arlington Heights, and the Metropolitan Water Reclamation District of Greater Chicago (MWRD) criteria. Also, the MWRD volume control requirements were reviewed. Since there are some slight deviations in the Phase 2 improvements draining to the north from the proposed site improvements with Phase 1, both conditions were reviewed. In consideration of the worst case scenario, the proposed design implements the more restrictive criteria. A Drainage Summary Sheet, Table 1, is attached which provides a summary of the allowable release rate, as well as the detention, and volume control requirements for the various scenarios.

For the north drainage area in the proposed condition, the existing 4" PVC is to remain, and a 3-1/8" orifice plate is to be provided in the existing 10" RCP. This results in a total release of 1.21 cfs at the 715.4 elevation. For the south drainage area, a 5" orifice plate is proposed for the 18" RCP, restricting the release to 1.53 cfs at the 714.4 HWL.

The detention volumes associated with the above design release rates were reviewed. Per the attached calculations, using these design release rates, the detention storage volume for the north area would be 2.69 ac-ft, and 3.16 ac-ft for the south, phase 2 area.

A Summary of Storage Provided, Table 2, is attached outlining the storage volumes provided in the respective basins and locations. Although, there may be some minor refinement of allocations between detention and volume control storage in the underground basins, the total volumes provided are appropriate based on both the Village of Arlington Heights and the MWRD criteria. As noted, stormwater storage is provided in a combination of areas, including vegetated/open water basins, underground storage, pipe storage, and surface ponding in the truck dock areas. It is noted the ponding in the truck dock areas will occur during the more intense storms only, with the proposed rims at a 714.05 elevation. Therefore, at the upper elevations of the detention storage system, a maximum water depth of 1.35' would be expected at the 715.4 HWL/overflow elevation.

TABLE 1 -- ARLINGTON HEIGHTS INDUSTRIAL - DRAINAGE SUMMARY SHEET

VILLAGE OF ARLINGTON HEIGHTS CRITERIA:

Temp. DRAINAGE AREA (Ac.)	Offsite DRAINAGE AREA (Ac.)	Temp. TOTAL AREA (Ac.)	DRAINAGE AREA (Ac.)	Offsite DRAINAGE AREA (Ac.)	TOTAL AREA (Ac.)	IMPERVIOUS AREA (Ac.) onsite only	IMPERVIOUS AREA (Ac.) Total w/ offsite	% Impervious	COMPOSITE "C"	ALLOWABLE RELEASE (cfs)	Detention Required (ac- ft)
7.04	0.396	7.436				5.843	5.902	80%	0.86	1.33	2.60
			6.875	0.396	6.934	5.957	6.016	87%	0.89	1.24	2.55
			8.540	0.016	8.556	7.498	7.514	88%	0.90	1.54	3.16

PHASE 2: full build out

PHASE 1: full build out

PHASE 1: first phase only
(temporary condition)

MMWRD CRITERIA:

Temp. DRAINAGE AREA (Ac.)	Offsite DRAINAGE AREA (Ac.)	Temp. TOTAL AREA (Ac.)	DRAINAGE AREA (Ac.)	Offsite DRAINAGE AREA (Ac.)	TOTAL AREA (Ac.)	IMPERVIOUS AREA (Ac.) onsite only	IMPERVIOUS AREA (Ac.) Total w/ offsite	% Impervious	COMPOSITE "C"	ALLOWABLE RELEASE (cfs)	Detention Required (ac- ft)
7.04	0.396	7.436				5.843	5.902	80%	93	2.23	1.75
			6.875	0.396	6.934	5.957	6.016	87%	95	2.08	1.70
			8.540	0.016	8.556	7.498	7.514	88%	95	2.57	2.09

PHASE 1: first phase only
(temporary condition)

PHASE 1: full build out

PHASE 2: full build out

MMWRD VOLUME CONTROL:

PHASE 1 (full build out-max impervious)	1" of volume over total impervious area of -----	6.016	Ac	Required Volume =	0.50	Ac-Ft
PHASE 2 (full build out)	1" of volume over total impervious area of -----	7.514	Ac	Required Volume =	0.63	Ac-Ft

RESTRICTIVE CULVERT WORKSHEET

JOB DATA:

Job Name:	ALGONQUIN RD INDUSTRIAL-PH 1
Job Number:	322-127-17
Designer:	PDL
Description	EXIST STORM OUTFALL-4" PRIMARY

FLows ARE BASED ON THE FOLLOWING EQUATION:

$$Q = A \sqrt{\frac{H}{\frac{K_e + K_o}{2g} + \frac{2.87(n)^2 L}{3\sqrt{\phi^4}}}}$$

Q = FLOW (cfs)

A = AREA (sqr.ft.)

H = Head (ft.)

K_e & K_o = Entrance & Outlet Loss Coefficients

n = Manning's Roughness Coefficient

g = 32.2 ft/sec²

= diameter

ϕ

PIPE DATA:

Pipe Diameter (feet)	0.33	ft.
Pipe Area (sqr. ft)	0.087	sqr. ft.
Slope (ft./ft.)	-0.0023	
Length of Pipe (ft.)	30	ft.
Existing Invert Elevation	709.67	ft.
Backwater Elevation	710.07	ft. (Top of 4" pipe @ outlet)
Manning's "n" value	0.013	
Entrance Loss Coefficient	0.50	
Outlet Loss Coefficient	1.00	

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)
715.00	4.93	0.66
715.10	5.03	0.67
715.20	5.13	0.67
715.30	5.23	0.68
715.40	5.33	0.69
715.50	5.43	0.69
715.60	5.53	0.70
715.70	5.63	0.70
715.80	5.73	0.71
715.90	5.83	0.72
716.00	5.93	0.72

*Water elevation must be higher than backwater elevation.

RESTRICTIVE CULVERT WORKSHEET

JOB DATA:

Job Name:	ALGONQUIN RD INDUSTRIAL-PH 1
Job Number:	322-127-17
Designer:	PDL
Description	EXIST STM OUTFALL-10" SECONDARY

FLows ARE BASED ON THE FOLLOWING EQUATION:

$$Q = A \sqrt{\frac{H}{\frac{K_e + K_o}{2g} + \frac{2.87(n)^2 L}{\sqrt[3]{\phi^4}}}}$$

Q = FLOW (cfs)

A = AREA (sqr.ft.)

H = Head (ft.)

K_e & K_o = Entrance & Outlet Loss Coefficients

n = Manning's Roughness Coefficient

g = 32.2 ft/sec²

= diameter

ϕ

PIPE DATA:

Pipe Diameter (feet)	0.83	ft.
Pipe Area (sqr. ft)	0.541	sqr. ft.
Slope (ft./ft.)	-0.021	
Length of Pipe (ft.)	30	ft.
Existing Invert Elevation	711.12	ft.
Backwater Elevation	712.58	ft. (Top of 10" pipe @ outlet)
Manning's "n" value	0.013	
Entrance Loss Coefficient	0.50	
Outlet Loss Coefficient	1.00	

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)
715.00	2.42	4.11
715.10	2.52	4.19
715.20	2.62	4.28
715.30	2.72	4.36
715.40	2.82	4.44
715.50	2.92	4.51
715.60	3.02	4.59
715.70	3.12	4.67
715.80	3.22	4.74
715.90	3.32	4.81
716.00	3.42	4.89

*Water elevation must be higher than backwater elevation.

RESTRICTIVE CULVERT WORKSHEET

JOB DATA:

Job Name:	ALGONQUIN RD INDUSTRIAL-PH 2
Job Number:	322-127-17
Designer:	PDL
Description	EXIST STM OUTFALL-18"

FLows ARE BASED ON THE FOLLOWING EQUATION:

$$Q = A \sqrt{\frac{H}{\frac{K_e + K_o}{2g} + \frac{2.87(n)^2 L}{\sqrt[3]{\phi^4}}}}$$

Q = FLOW (cfs)

A = AREA (sqr.ft.)

H = Head (ft.)

K_e & K_o = Entrance & Outlet Loss Coefficients

n = Manning's Roughness Coefficient

g = 32.2 ft/sec²

ϕ = diameter

ϕ

PIPE DATA:

Pipe Diameter (feet)	1.50	ft.
Pipe Area (sqr. ft)	1.767	sqr. ft.
Slope (ft./ft.)	0	
Length of Pipe (ft.)	10	ft.
Existing Invert Elevation	709.75	ft.
Backwater Elevation	711.25	ft. (Top of 18" pipe)
Manning's "n" value	0.013	
Entrance Loss Coefficient	0.50	
Outlet Loss Coefficient	1.00	

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)
714.60	3.35	20.01
714.70	3.45	20.31
714.80	3.55	20.60
714.90	3.65	20.89
715.00	3.75	21.17
715.10	3.85	21.45
715.20	3.95	21.73
715.30	4.05	22.00
715.40	4.15	22.27
715.50	4.25	22.54
715.60	4.35	22.80

*Water elevation must be higher than backwater elevation.

ORIFICE WORKSHEET

Job Name:	ALGONQUIN RD INDUSTRIAL-PH 1
Job Number:	322-127-17
Designer:	PDL
Description	PROPOSED ORIFICE IN EXIST 10" RCP

FLOWS ARE BASED ON THE FOLLOWING EQUATION:

$$Q = AC\sqrt{2gH}$$

Q = FLOW (cfs)
 A = AREA (sqr.ft.)
 C = Orifice Coefficient
 g = 32.2 ft/sec²
 H = Head (ft.)

ORIFICE DATA:

Orifice diameter(inches)	3.125 inches
Orifice area(square feet)	0.053 sqr. ft.
Proposed invert elevation	711.12 ft.
Centerline of flow	711.25 ft
Orifice coefficient	0.6

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)
715.00	3.75	0.50
715.10	3.85	0.50
715.20	3.95	0.51
715.30	4.05	0.52
715.40	4.15	0.52
715.50	4.25	0.53
715.60	4.35	0.53
715.70	4.45	0.54
715.80	4.55	0.55
715.90	4.65	0.55
716.00	4.75	0.56
716.10	4.85	0.56

*Water elevation must be higher than centerline of flow

ORIFICE WORKSHEET

Job Name:	ALGONQUIN RD INDUSTRIAL-PH 2
Job Number:	322-127-17
Designer:	PDL
Description	PROPOSED ORIFICE IN EXIST 18" RCP

FLows ARE BASED ON THE FOLLOWING EQUATION:

$$Q = AC\sqrt{2gH}$$

Q = FLOW (cfs)
A = AREA (sqr.ft.)
C = Orifice Coefficient
g = 32.2 ft/sec²
H = Head (ft.)

ORIFICE DATA:

Orifice diameter(inches)	5.000 inches
Orifice area(square feet)	0.136 sqr. ft.
Proposed invert elevation	709.75 ft.
Centerline of flow	709.96 ft
Orifice coefficient	0.6

RATING TABLE:

Water Elevation (ft.)*	Head (ft.)	Q (cfs)
715.00	5.04	1.47
715.10	5.14	1.49
715.20	5.24	1.50
715.30	5.34	1.52
715.40	5.44	1.53
715.50	5.54	1.55
715.60	5.64	1.56
715.70	5.74	1.57
715.80	5.84	1.59
715.90	5.94	1.60
716.00	6.04	1.61
716.10	6.14	1.63

*Water elevation must be higher than centerline of flow

RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

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Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501			DESCRIPTION		Arlington Heights - BASIN CALCULATION SHEETS		
					Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)		
					STORAGE VOLUME WITH ALLOWABLE RELEASE RATE-PHASE 1 TEMPORARY		
DURATION	TIME	100 YR. INT	INFLOW RATE	STORED RATE	VOLUME		
(HOURS)	(MIN)	(IN/HR)	(CFS)	(CFS)	(ACRE-FT)		
0.50	30	5.60	35.81	34.48	1.44	Area of site in acres:	7.44
0.67	40	4.92	31.46	30.13	1.67	Trapped water area in acres:	0.00
0.83	50	4.24	27.11	25.78	1.79	Net area for release computation in acres:	0.00
1.00	60	3.56	22.77	21.44	1.79	Allowable release rate in CFS:	1.33
1.50	90	2.90	18.55	17.22	2.15	Unrestricted release rate in CFS:	0.00
2.00	120	2.24	14.32	12.99	2.17	Bypass release rate in CFS:	0.00
3.00	180	1.62	10.36	9.03	2.26	Total allowable release in CFS:	1.33
4.00	240	1.40	8.93	7.60	2.53	Developed runoff coefficient:	0.86
5.00	300	1.17	7.50	6.17	2.57		
6.00	360	0.95	6.08	4.75	2.37	Maximum volume in Acre-Ft =	2.60
7.00	420	0.88	5.65	4.32	2.52		
8.00	480	0.82	5.22	3.89	2.60		
9.00	540	0.75	4.80	3.47	2.60	<===	
10.00	600	0.68	4.37	3.04	2.53		
11.00	660	0.62	3.94	2.61	2.40		
12.00	720	0.55	3.52	2.19	2.19		
13.00	780	0.52	3.35	2.02	2.18		
14.00	840	0.50	3.18	1.85	2.15		
15.00	900	0.47	3.01	1.68	2.09	Phase 1:	
16.00	960	0.44	2.84	1.51	2.01	Total Tributary Area after Phase 1 = 7.436 ac.	
17.00	1020	0.42	2.66	1.33	1.89	Release rate = 1.33 cfs	
18.00	1080	0.39	2.49	1.16	1.75		
19.00	1140	0.38	2.42	1.09	1.72		
20.00	1200	0.37	2.34	1.01	1.69		
21.00	1260	0.36	2.27	0.94	1.65		
22.00	1320	0.34	2.20	0.87	1.59		
23.00	1380	0.33	2.12	0.79	1.52		
24.00	1440	0.32	2.05	0.72	1.43		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		80.00	0.95	0.76			
Pervious Area		20.00	0.50	0.10			
Total :		100.00		0.86			

RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

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Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501		DESCRIPTION		Arlington Heights - BASIN CALCULATION SHEETS			
				Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)			
				STORAGE VOLUME WITH ALLOWABLE RELEASE RATE-PHASE 1 BUILD-OUT			
DURATION (HOURS)	TIME (MIN)	100 YR. INT (IN/HR)	INFLOW RATE (CFS)	STORED RATE (CFS)	VOLUME (ACRE-FT)		
						Area of site in acres:	6.93
						Trapped water area in acres:	0.00
0.50	30	5.60	34.62	33.38	1.39	Net area for release computation in acres:	0.00
0.67	40	4.92	30.41	29.17	1.62	Allowable release rate in CFS:	1.24
0.83	50	4.24	26.21	24.97	1.73	Unrestricted release rate in CFS:	0.00
1.00	60	3.56	22.01	20.77	1.73	Bypass release rate in CFS:	0.00
1.50	90	2.90	17.93	16.69	2.09	Total allowable release in CFS:	1.24
2.00	120	2.24	13.85	12.61	2.10	Developed runoff coefficient:	0.89
3.00	180	1.62	10.01	8.77	2.19		
4.00	240	1.40	8.63	7.39	2.46		
5.00	300	1.17	7.25	6.01	2.51	Maximum volume in Acre-Ft =	2.55
6.00	360	0.95	5.87	4.63	2.32		
7.00	420	0.88	5.46	4.22	2.46		
8.00	480	0.82	5.05	3.81	2.54		
9.00	540	0.75	4.64	3.40	2.55	<===	
10.00	600	0.68	4.22	2.98	2.49		
11.00	660	0.62	3.81	2.57	2.36		
12.00	720	0.55	3.40	2.16	2.16		
13.00	780	0.52	3.24	2.00	2.16		
14.00	840	0.50	3.07	1.83	2.14		
15.00	900	0.47	2.91	1.67	2.08	Phase 1:	
16.00	960	0.44	2.74	1.50	2.00	Total Tributary Area after development = 6.934 ac.	
17.00	1020	0.42	2.58	1.34	1.89	Release rate = 1.24 cfs	
18.00	1080	0.39	2.41	1.17	1.76		
19.00	1140	0.38	2.34	1.10	1.74		
20.00	1200	0.37	2.27	1.03	1.71		
21.00	1260	0.36	2.19	0.95	1.67		
22.00	1320	0.34	2.12	0.88	1.62		
23.00	1380	0.33	2.05	0.81	1.55		
24.00	1440	0.32	1.98	0.74	1.48		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		87.00	0.95	0.83			
Pervious Area		13.00	0.50	0.07			
Total :		100.00		0.89			

RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

(630) 774-9501

Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501			DESCRIPTION			Arlington Heights - BASIN CALCULATION SHEETS	
						Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)	
						STORAGE VOLUME WITH ALLOWABLE RELEASE RATE-PHASE 2	
DURATION	TIME	100 YR. INT	INFLOW RATE	STORED RATE	VOLUME		
(HOURS)	(MIN)	(IN/HR)	(CFS)	(CFS)	(ACRE-FT)		
0.50	30	5.60	42.93	41.39	1.72	Area of site in acres:	8.56
0.67	40	4.92	37.72	36.18	2.01	Trapped water area in acres:	0.00
0.83	50	4.24	32.50	30.96	2.15	Net area for release computation in acres:	0.00
1.00	60	3.56	27.29	25.75	2.15	Allowable release rate in CFS:	1.54
1.50	90	2.90	22.23	20.69	2.59	Unrestricted release rate in CFS:	0.00
2.00	120	2.24	17.17	15.63	2.61	Bypass release rate in CFS:	0.00
3.00	180	1.62	12.42	10.88	2.72	Total allowable release in CFS:	1.54
4.00	240	1.40	10.71	9.17	3.06	Developed runoff coefficient:	0.90
5.00	300	1.17	8.99	7.45	3.11		
6.00	360	0.95	7.28	5.74	2.87	Maximum volume in Acre-Ft =	3.16
7.00	420	0.88	6.77	5.23	3.05		
8.00	480	0.82	6.26	4.72	3.15		
9.00	540	0.75	5.75	4.21	3.16	<===	
10.00	600	0.68	5.24	3.70	3.08		
11.00	660	0.62	4.73	3.19	2.92		
12.00	720	0.55	4.22	2.68	2.68		
13.00	780	0.52	4.01	2.47	2.68		
14.00	840	0.50	3.81	2.27	2.65		
15.00	900	0.47	3.60	2.06	2.58	Phase 2:	
16.00	960	0.44	3.40	1.86	2.48	Total Tributary Area after development = 8.556 ac.	
17.00	1020	0.42	3.19	1.65	2.34	Release rate = 1.54 cfs	
18.00	1080	0.39	2.99	1.45	2.17		
19.00	1140	0.38	2.90	1.36	2.15		
20.00	1200	0.37	2.81	1.27	2.12		
21.00	1260	0.36	2.72	1.18	2.07		
22.00	1320	0.34	2.63	1.09	2.00		
23.00	1380	0.33	2.54	1.00	1.92		
24.00	1440	0.32	2.45	0.91	1.83		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		88.00	0.95	0.84			
Pervious Area		12.00	0.50	0.06			
Total :		100.00		0.90			

RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

(630) 774-9501

Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501			DESCRIPTION		Arlington Heights - BASIN CALCULATION SHEETS		
					Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)		
					STORAGE VOLUME WITH DESIGN RELEASE RATE-PHASE 1 TEMPORARY		
DURATION	TIME	100 YR. INT	INFLOW RATE	STORED RATE	VOLUME		
(HOURS)	(MIN)	(IN/HR)	(CFS)	(CFS)	(ACRE-FT)		
0.50	30	5.60	35.81	34.60	1.44	Area of site in acres:	7.44
0.67	40	4.92	31.46	30.25	1.68	Trapped water area in acres:	0.00
0.83	50	4.24	27.11	25.90	1.80	Net area for release computation in acres:	0.00
1.00	60	3.56	22.77	21.56	1.80	Design release rate in CFS:	1.21
1.50	90	2.90	18.55	17.34	2.17	Unrestricted release rate in CFS:	0.00
2.00	120	2.24	14.32	13.11	2.19	Bypass release rate in CFS:	0.00
3.00	180	1.62	10.36	9.15	2.29	Total allowable release in CFS:	1.21
4.00	240	1.40	8.93	7.72	2.57	Developed runoff coefficient:	0.86
5.00	300	1.17	7.50	6.29	2.62		
6.00	360	0.95	6.08	4.87	2.43	Maximum volume in Acre-Ft =	2.69
7.00	420	0.88	5.65	4.44	2.59		
8.00	480	0.82	5.22	4.01	2.68		
9.00	540	0.75	4.80	3.59	2.69	<===	
10.00	600	0.68	4.37	3.16	2.63		
11.00	660	0.62	3.94	2.73	2.51		
12.00	720	0.55	3.52	2.31	2.31		
13.00	780	0.52	3.35	2.14	2.31		
14.00	840	0.50	3.18	1.97	2.29		
15.00	900	0.47	3.01	1.80	2.24	Phase 1:	
16.00	960	0.44	2.84	1.63	2.17	Total Tributary Area after Phase 1 = 7.436 ac.	
17.00	1020	0.42	2.66	1.45	2.06	Release rate = 1.21 cfs	
18.00	1080	0.39	2.49	1.28	1.93		
19.00	1140	0.38	2.42	1.21	1.91		
20.00	1200	0.37	2.34	1.13	1.89		
21.00	1260	0.36	2.27	1.06	1.86		
22.00	1320	0.34	2.20	0.99	1.81		
23.00	1380	0.33	2.12	0.91	1.75		
24.00	1440	0.32	2.05	0.84	1.67		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		80.00	0.95	0.76			
Pervious Area		20.00	0.50	0.10			
Total :		100.00		0.86			

RWG ENGINEERING, LLC.

975 E. 22nd Street

Wheaton, IL 60189

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Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501			DESCRIPTION			Arlington Heights - BASIN CALCULATION SHEETS	
						Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)	
						STORAGE VOLUME WITH DESIGN RELEASE RATE-PHASE 1 BUILD-OUT	
DURATION	TIME	100 YR. INT	INFLOW RATE	STORED RATE	VOLUME		
(HOURS)	(MIN)	(IN/HR)	(CFS)	(CFS)	(ACRE-FT)		
0.50	30	5.60	34.62	33.41	1.39	Area of site in acres:	6.93
0.67	40	4.92	30.41	29.20	1.62	Trapped water area in acres:	0.00
0.83	50	4.24	26.21	25.00	1.74	Net area for release computation in acres:	0.00
1.00	60	3.56	22.01	20.80	1.73	Design release rate in CFS:	1.21
1.50	90	2.90	17.93	16.72	2.09	Unrestricted release rate in CFS:	0.00
2.00	120	2.24	13.85	12.64	2.11	Bypass release rate in CFS:	0.00
3.00	180	1.62	10.01	8.80	2.20	Total allowable release in CFS:	1.21
4.00	240	1.40	8.63	7.42	2.47	Developed runoff coefficient:	0.89
5.00	300	1.17	7.25	6.04	2.52		
6.00	360	0.95	5.87	4.66	2.33	Maximum volume in Acre-Ft =	2.57
7.00	420	0.88	5.46	4.25	2.48		
8.00	480	0.82	5.05	3.84	2.56		
9.00	540	0.75	4.64	3.43	2.57	<===	
10.00	600	0.68	4.22	3.01	2.51		
11.00	660	0.62	3.81	2.60	2.39		
12.00	720	0.55	3.40	2.19	2.19		
13.00	780	0.52	3.24	2.03	2.19		
14.00	840	0.50	3.07	1.86	2.17		
15.00	900	0.47	2.91	1.70	2.12	Phase 1:	
16.00	960	0.44	2.74	1.53	2.04	Total Tributary Area after development = 6.934 ac.	
17.00	1020	0.42	2.58	1.37	1.93	Release rate = 1.21 cfs	
18.00	1080	0.39	2.41	1.20	1.80		
19.00	1140	0.38	2.34	1.13	1.79		
20.00	1200	0.37	2.27	1.06	1.76		
21.00	1260	0.36	2.19	0.98	1.72		
22.00	1320	0.34	2.12	0.91	1.67		
23.00	1380	0.33	2.05	0.84	1.61		
24.00	1440	0.32	1.98	0.77	1.54		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		87.00	0.95	0.83			
Pervious Area		13.00	0.50	0.07			
Total :		100.00		0.89			

RWG ENGINEERING, LLC.
975 E. 22nd Street
Wheaton, IL 60189
(630) 774-9501

Detention Calculator
Modified Rational Method

TELEPHONE (630) 774-9501			DESCRIPTION			Arlington Heights - BASIN CALCULATION SHEETS	
						Technical Bulletin 70 (7.58 in. - 100 Year Rainfall)	
						STORAGE VOLUME WITH DESIGN RELEASE RATE-PHASE 2	
DURATION	TIME	100 YR. INT	INFLOW RATE	STORED RATE	VOLUME		
(HOURS)	(MIN)	(IN/HR)	(CFS)	(CFS)	(ACRE-FT)		
0.50	30	5.60	42.93	41.40	1.73	Area of site in acres:	8.56
0.67	40	4.92	37.72	36.19	2.01	Trapped water area in acres:	0.00
0.83	50	4.24	32.50	30.97	2.15	Net area for release computation in acres:	0.00
1.00	60	3.56	27.29	25.76	2.15	Design release rate in CFS:	1.53
1.50	90	2.90	22.23	20.70	2.59	Unrestricted release rate in CFS:	0.00
2.00	120	2.24	17.17	15.64	2.61	Bypass release rate in CFS:	0.00
3.00	180	1.62	12.42	10.89	2.72	Total allowable release in CFS:	1.53
4.00	240	1.40	10.71	9.18	3.06	Developed runoff coefficient:	0.90
5.00	300	1.17	8.99	7.46	3.11		
6.00	360	0.95	7.28	5.75	2.88	Maximum volume in Acre-Ft =	3.16
7.00	420	0.88	6.77	5.24	3.06		
8.00	480	0.82	6.26	4.73	3.15		
9.00	540	0.75	5.75	4.22	3.16	<===	
10.00	600	0.68	5.24	3.71	3.09		
11.00	660	0.62	4.73	3.20	2.93		
12.00	720	0.55	4.22	2.69	2.69		
13.00	780	0.52	4.01	2.48	2.69		
14.00	840	0.50	3.81	2.28	2.66		
15.00	900	0.47	3.60	2.07	2.59	Phase 2:	
16.00	960	0.44	3.40	1.87	2.49	Total Tributary Area after development = 8.556 ac.	
17.00	1020	0.42	3.19	1.66	2.36	Release rate = 1.53 cfs	
18.00	1080	0.39	2.99	1.46	2.19		
19.00	1140	0.38	2.90	1.37	2.17		
20.00	1200	0.37	2.81	1.28	2.13		
21.00	1260	0.36	2.72	1.19	2.09		
22.00	1320	0.34	2.63	1.10	2.02		
23.00	1380	0.33	2.54	1.01	1.94		
24.00	1440	0.32	2.45	0.92	1.85		
		% of site	"C" Factor	Composite "C"			
Open Water Area		0.00	1.00	0.00			
Impervious Area		88.00	0.95	0.84			
Pervious Area		12.00	0.50	0.06			
Total :		100.00		0.90			

Runoff Curve Number

Project: Phase 1 - Final
 Location: Arlington Heights, Cook County, IL
 File: CN 101217.xlsx

By: mrm Date: 10/12/2017
 Checked: mrm Date: 10/12/2017

Circle One: Present Developed Description: 7.436-Acre Site - Phase 1 - temp cond

Soil Name and Hydrologic Group (Appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	Curve Number	Area	Product of Curve Number and Area
			☒ acres ☐ sq. mi. ☐ %	
C	Pervious Area - Open Space, Good Condition	74	1.534	113.516
C	Permeable Pavement	91	0.000	0
C	Impervious Area - Building	98	5.848	573.104
C	Impervious Area - Open Water	100	0.054	5.4
Totals =			7.436	692.02

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{692.02}{7.436} = \underline{93.063}$$

Use CN =

93

RUNOFF CURVE NUMBER ADJUSTMENT CALCULATOR

Site Information:

Total Site Area, A_w (ac) = 7.436

Total Impervious Area, A_i (ac) = 5.902

Runoff, R (in) = 6.75

P = rainfall depth (in) = 7.58

CN = 93

S = 0.75

Runoff Volume Over Watershed, V_w (ac-ft) = 4.18

Volume of GI Provided:

Volume Control Storage, V_r = 0.49 ac-ft

1" of volume over impervious area

Additional Volume, V_{GI} = 0.00 ac-ft

Additional volume over the required 1"

Adjusted Volume Over Watershed, $V_{ADJ} = V_w - V_r - V_{GI}$

V_{ADJ} (ac-ft) = 3.69

Adjusted Runoff Over Watershed, $R_{ADJ} = V_{ADJ} \frac{A_w}{A_i}$

R_{ADJ} (in) = 5.95

S_{ADJ} = 1.60

Adjusted CN for detention calcs, CN_{ADJ} =

86.22

*Blue values are entered by user

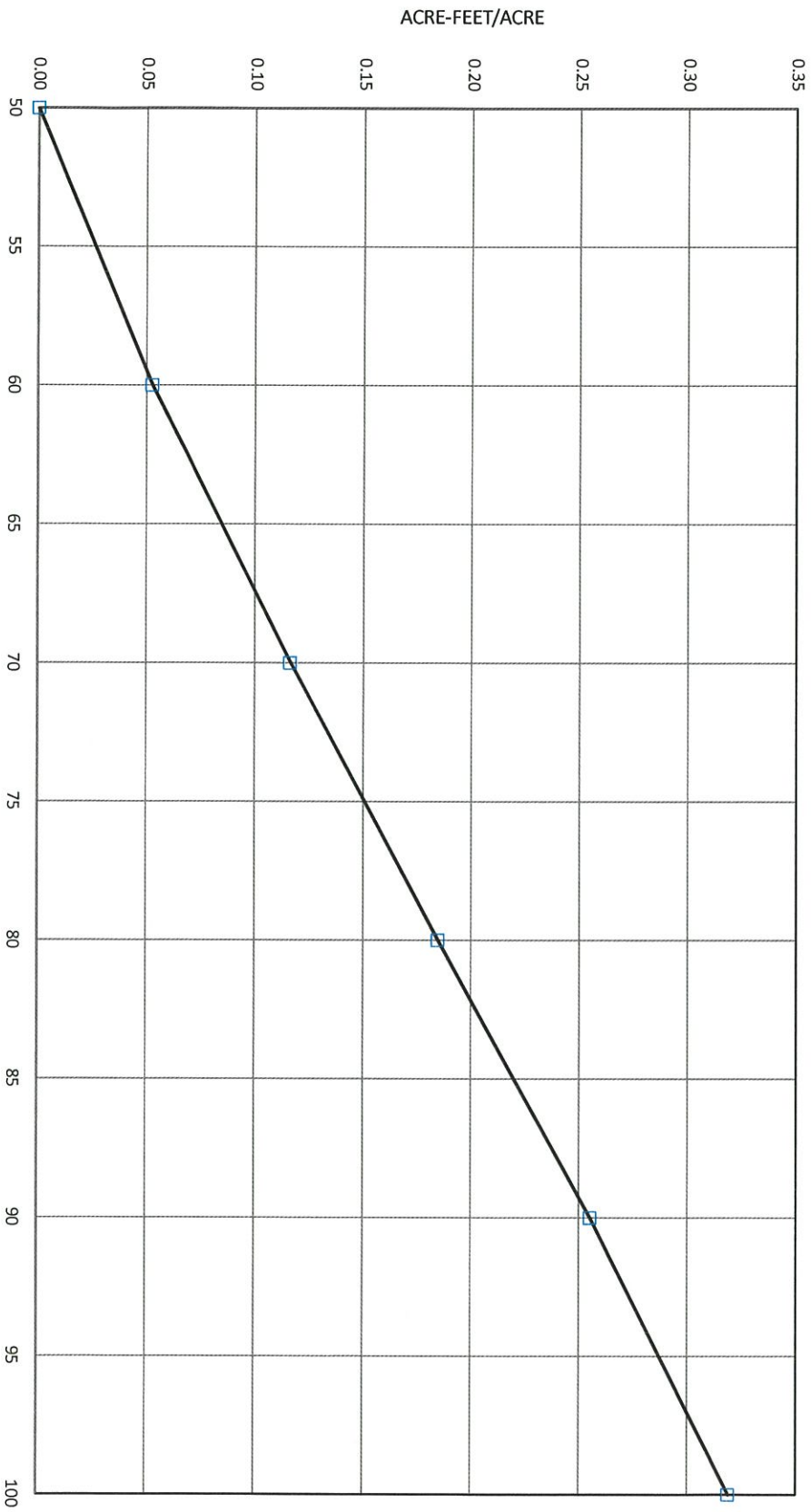
Enter Site Area: acres

*Blue Values are entered by user

Enter Reduced Curve Number for Site:

Estimated Required Detention Volume: acre-feet

DETENTION VOLUME VS REDUCED CURVE NUMBER*



*ADJUSTED FOR VOLUME CONTROL STORAGE PROVIDED, BASED ON RELEASE RATE OF 0.30 CFS/ACRE

Runoff Curve Number

Project:	Phase 1 - Final
Location:	Arlington Heights, Cook County, IL
File:	CN 101217.xlsx

By: mrm Date: 10/12/2017
Checked: mrm Date: 10/12/2017

Circle One: Present Developed

Description: 6.934-Acre Site - Phase 1 - build out

Soil Name and Hydrologic Group (Appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connected impervious area ratio)	Curve Number	Area	Product of Curve Number and Area
			☒ acres	
			☐ sq. mi.	
			☐ %	
C	Pervious Area - Open Space, Good Condition	74	0.918	67.932
C	Permeable Pavement	91	0.000	0
C	Impervious Area - Building	98	5.962	584.276
C	Impervious Area - Open Water	100	0.054	5.4
Totals =			6.934	657.608

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{657.608}{6.934} = \underline{94.838}$$

Use CN =

95

RUNOFF CURVE NUMBER ADJUSTMENT CALCULATOR

Site Information:

Total Site Area, A_w (ac) = 6.934

Total Impervious Area, A_i (ac) = 6.016

Runoff, R (in) = 6.98

P = rainfall depth (in) = 7.58

CN = 95

S = 0.53

Runoff Volume Over Watershed, V_w (ac-ft) = 4.04

Volume of GI Provided:

Volume Control Storage, V_r = 0.50 ac-ft

1" of volume over impervious area

Additional Volume, V_{GI} = 0.00 ac-ft

Additional volume over the required 1"

Adjusted Volume Over Watershed, $V_{ADJ} = V_w + V_r + V_{GI}$

V_{ADJ} (ac-ft) = 3.53

Adjusted Runoff Over Watershed, $R_{ADJ} = V_{ADJ} \frac{A_w}{A_w}$

R_{ADJ} (in) = 6.12

S_{ADJ} = 1.41

Adjusted CN for detention calcs, $CN_{ADJ} =$

87.68

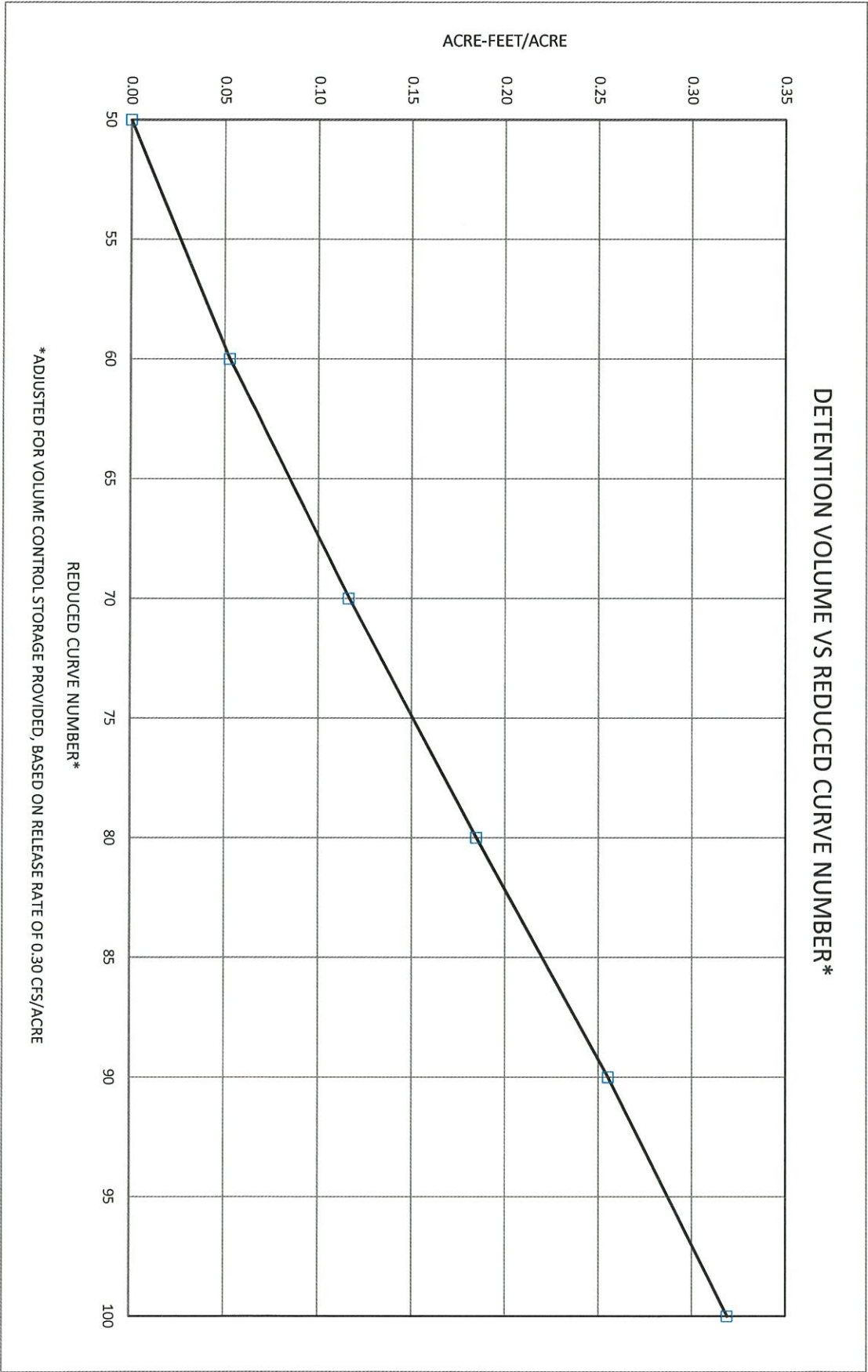
*Blue values are entered by user

Enter Site Area: acres

*Blue Values are entered by user

Enter Reduced Curve Number for Site:

Estimated Required Detention Volume: acre-feet



Runoff Curve Number

Project:	Phase 2 - Final
Location:	Arlington Heights, Cook County, IL
File:	CN 101217.xlsx

By: mrm Date: 10/12/2017
Checked: mrm Date: 10/12/2017

Circle One: Present Developed

Description: 8.556-Acre Site - Phase 2 - build out

Soil Name and Hydrologic Group (Appendix A)	Cover Description (cover type, treatment, and hydrologic condition; percent impervious; unconnected/connecting impervious area ratio)	Curve Number	Area	Product of Curve Number and Area
			☒ acres	
			☐ sq. mi.	
			☐ %	
C	Pervious Area - Open Space, Good Condition	74	1.042	77.108
C	Permeable Pavement	91	0.000	0
C	Impervious Area - Building	98	7.514	736.372
C	Impervious Area - Open Water	100	0.000	0
Totals =			8.556	813.48

$$\text{CN (weighted)} = \frac{\text{total product}}{\text{total area}} = \frac{813.48}{8.556} = \underline{95.077}$$

Use CN =

95

RUNOFF CURVE NUMBER ADJUSTMENT CALCULATOR

Site Information:

Total Site Area, A_w (ac) = 8.556

Total Impervious Area, A_i (ac) = 7.514

Runoff, R (in) = 6.98

P = rainfall depth (in) = 7.58

CN = 95

S = 0.53

Runoff Volume Over Watershed, V_w (ac-ft) = 4.98

Volume of GI Provided:

Volume Control Storage, V_r = 0.63 ac-ft

1" of volume over impervious area

Additional Volume, V_{GI} = 0.00 ac-ft

Additional volume over the required 1"

Adjusted Volume Over Watershed, $V_{ADJ} = V_w + V_r + V_{GI}$

V_{ADJ} (ac-ft) = 4.35

Adjusted Runoff Over Watershed, $R_{ADJ} = \frac{V_{ADJ}}{A_w}$

R_{ADJ} (in) = 6.10

S_{ADJ} = 1.43

Adjusted CN for detention calcs, $CN_{ADJ} =$

87.51

* Blue values are entered by user

Enter Site Area: acres

*Blue Values are entered by user

Enter Reduced Curve Number for Site:

Estimated Required Detention Volume: acre-feet

DETENTION VOLUME VS REDUCED CURVE NUMBER *

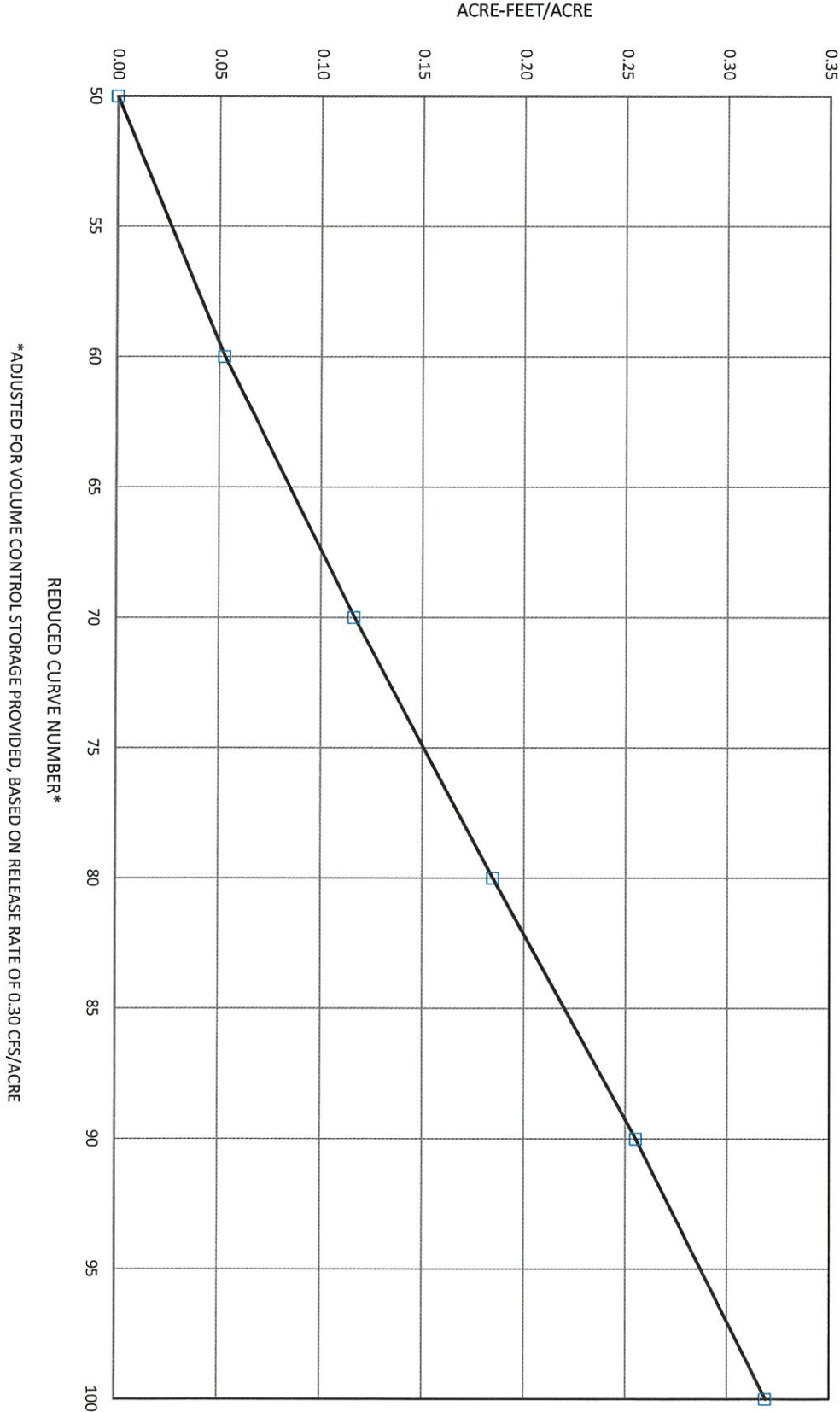


TABLE 2
ARLINGTON HEIGHTS INDUSTRIAL
SUMMARY OF STORMWATER STORAGE PROVIDED

PHASE 1 - NORTH

<u>Basin</u>	<u>Description</u>	Det Storage (Ac-Ft)	Volume Control Storage (Ac-Ft)
N-1	Existing Pond	0.370	0
N-2	Modified Pond	1.115	0.095
N-3	Underground	0.500	0.400
N-4?	Truck Dock Area	0.579	0
	Pipe Storage	<u>0.117</u>	<u>0</u>
	Total Volume:	2.681	0.495

PHASE 2 - SOUTH

<u>Basin</u>	<u>Description</u>	Det Storage (Ac-Ft)	Volume Control Storage (Ac-Ft)
S-1	New Pond	0.704	0.049
S-2	Underground-W	0.938	0.429
S-3	Underground-SE	0.286	0.051
S-4	Underground-E	0.226	0.041
	Truck Dock Area	0.953	0
	Pipe Storage	<u>0.101</u>	<u>0</u>
	Total Volume:	3.208	0.569

Cut/Fill Report-- *STORAGE VOLUMES PROVIDED*

Generated: 2017-10-18 09:59:53

By user: RWGENGSTA07

Drawing: S:\32212717 - HP Arlington Heights Industrial\300_Engineering\310_CADD\Exhibits\S\32212717 - HP Arlington Heights Industrial\300_Engineering\310_CADD\Exhibits\322_BASE_Basin.dwg

Volume Summary							
Name	Type	Cut Factor	Fill Factor	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
EX Basin N-1 (Det) NWL 710.65	full	0.000	1.000	4405.29	0.00*	597.51	597.51*
Basin N-2 (Det) NWL 710.2	full	0.000	1.000	12790.21	0.00*	1798.88	1798.88*
Basin N-2 (Vol Control)	full	0.000	1.000	5316.58	0.00*	152.88	152.88*
North Truck Dock	full	0.000	1.000	52639.96	0.00*	934.61	934.61*
Basin S-1 (Det) NWL 709.8	full	0.000	1.000	9218.35	0.00*	1134.98	1134.98*
Basin S-1 (Vol Control)	full	0.000	1.000	3112.46	0.00*	78.87	78.87*
South Truck Dock	full	0.000	1.000	85783.42	0.00*	1537.32	1537.32*

Ac - Ft.

0.370

1.115

0.095

0.579

0.704

0.049

0.953

Totals				
	2d Area (Sq. Ft.)	Cut (Cu. Yd.)	Fill (Cu. Yd.)	Net (Cu. Yd.)
Total	173266.27	0.00*	6235.04	6235.04*

* Value adjusted by cut or fill factor other than 1.0

ARLINGTON HEIGHTS INDUSTRIAL
DETENTION STORAGE IN STORM SEWER SYSTEM
BELOW 715.4 HWL

PHASE 1 - NORTH

Pipe Storage:

Pipe Size (Inches)	Length (Feet)	Area (Sq Ft)	Volume (Cu Ft)
10	284	0.545	154.819
12	353	0.785	277.105
15	334	1.227	409.672
18	535	1.766	944.944
21	191	2.404	459.176
24	348	3.140	1092.720
30	0	4.906	0.000
36	251	7.065	<u>1773.315</u>

Total Pipe Storage: 5111.751 0.117 Ac-Ft

PHASE 2 - SOUTH

Pipe Storage:

Pipe Size (Inches)	Length (Feet)	Area (Sq Ft)	Volume (Cu Ft)
10	302	0.545	164.632
12	301.5	0.785	236.678
15	325	1.227	398.633
18	341	1.766	602.291
21	0	2.404	0.000
24	182	3.140	571.480
30	405	4.906	1987.031
36	60	7.065	<u>423.900</u>

Total Pipe Storage: 4384.645 0.101 Ac-Ft

WEIR FLOW CALCULATIONS ARLINGTON HEIGHTS INDUSTRIAL

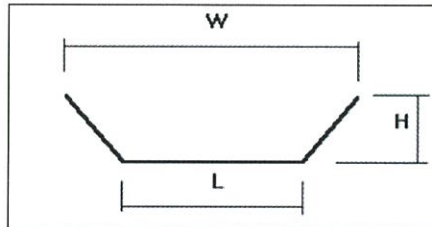
Designer:	PDL
Description:	100 YEAR-PHASE 1

BASED ON THE FOLLOWING EQUATION:

$$Q = \left[K \times \frac{2}{3} \times L \times (2g)^{0.5} \times H^{1.5} \right] + \frac{1}{2} \left[K \times \frac{8}{15} \times (2g)^{0.5} \times S_1 \times H^{2.5} \right] + \frac{1}{2} \left[K \times \frac{8}{15} \times (2g)^{0.5} \times S_2 \times H^{2.5} \right]$$

WHERE:

Q = DISCHARGE IN CFS
K = WEIR COEFFICIENT
L = LENGTH IN FEET
g = 32.2 FT/SEC
H = HEAD IN FEET
S1 = LEFT SIDE SLOPE
S2 = RIGHT SIDE SLOPE



WEIR DATA: OVERFLOW CHANNEL AA-AA

- | | | |
|--------------------------------|------|------|
| 1. LENGTH, L | 26.0 | FEET |
| 2. WEIR COEFFICIENT, K (K<1.0) | 0.57 | |
| 3. LEFT SIDE SLOPE, S (H:V) | 1 | : 1 |
| 4. RIGHT SIDE SLOPE, S (H:V) | 1 | : 1 |

5. RATING TABLE

HEAD (FEET)	DISCHARGE (CFS)
0.20	7.14
0.25	9.99
0.30	13.15
0.35	16.59
0.40	20.31
0.45	24.27
0.50	28.46
0.55	32.89
0.60	37.53
0.65	42.38

WEIR FLOW CALCULATIONS ARLINGTON HEIGHTS INDUSTRIAL

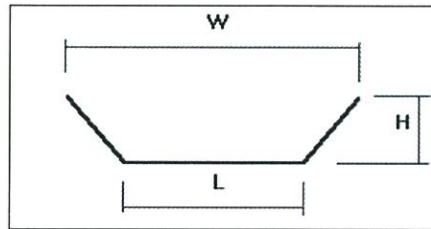
Designer:	PDL
Description:	100 YEAR-PHASE 2

BASED ON THE FOLLOWING EQUATION:

$$Q = \left[K \times \frac{2}{3} \times L \times (2g)^{0.5} \times H^{1.5} \right] + \frac{1}{2} \left[K \times \frac{8}{15} \times (2g)^{0.5} \times S_1 \times H^{2.5} \right] + \frac{1}{2} \left[K \times \frac{8}{15} \times (2g)^{0.5} \times S_2 \times H^{2.5} \right]$$

WHERE:

Q = DISCHARGE IN CFS
K = WEIR COEFFICIENT
L = LENGTH IN FEET
g = 32.2 FT/SEC
H = HEAD IN FEET
S1 = LEFT SIDE SLOPE
S2 = RIGHT SIDE SLOPE



WEIR DATA: OVERFLOW CHANNEL AA-AA

- | | | |
|--------------------------------|------|------|
| 1. LENGTH, L | 20.0 | FEET |
| 2. WEIR COEFFICIENT, K (K<1.0) | 0.50 | |
| 3. LEFT SIDE SLOPE, S (H:V) | 1 | : 4 |
| 4. RIGHT SIDE SLOPE, S (H:V) | 1 | : 4 |

5. RATING TABLE

HEAD (FEET)	DISCHARGE (CFS)
----------------	--------------------

0.30	8.90
0.35	11.23
0.40	13.75
0.45	16.44
0.50	19.29
0.55	22.30
0.60	25.46
0.65	28.77
0.70	32.21
0.75	35.79
0.80	39.51
0.85	43.35
0.90	47.32
0.95	51.42
1.00	55.64

STORM SEWER WORKSHEET

Designer: PDLDate: 09-22-17
Update:10-12-17

Description: PROPOSED ALGONQUIN ROAD
INDUSTRIAL PARCEL-PH 1 (NORTH)
ARLINGTON HEIGHTS, IL

FREQUENCY: 10 YR.* ROUGH. COEFF. 0.013 RUNOFF COEFF: Varies (See Below)

* TYPICAL 10 YR FREQUENCY, EXCEPT RUN FROM EX STR 28 TO UNDERGROUND
BASIN WHICH IS A 100 YEAR FREQUENCY-SEE BELOW

MH-MH	ADDED		TOTAL		C X A	TIME		I IN/HR	Q CFS	PIPE DIA IN	PIPE SLOPE %	VEL FPS	L FT	CAP CFS	COMMENTS
	"C"	AREA AC	"C"	AREA AC		FLOW MIN	T/C MIN								
East Run															
60-61	0.87	0.208	0.87	0.208	0.18	0.1	10.0	5.88	1.06	10.00	0.80	3.59	25	1.96	N13-Build-Out (Ph 2)
58-60	0.95	0.717	0.93	0.925	0.86	0.5	10.1	5.88	5.07	15.00	0.70	4.40	131	5.40	Add B8
56-58	0.85	0.201	0.92	1.126	1.03	0.5	10.6	5.88	6.07	18.00	0.40	3.76	122	6.64	N12/Str 59
54-56	0.84	0.153	0.91	1.279	1.16										N11/Str57
	0.95	0.719	0.92	1.998	1.84	0.4	11.2	5.68	10.48	21.00	0.50	4.66	123	11.20	Add B7
Ex28-54	0.83	0.098	0.92	2.096	1.93	0.2	11.6	5.68	10.94	21.00	0.50	4.66	68	11.20	N10/Str 55
Tributary Lateral Runs From South Curb Line															
58-59	0.85	0.201	0.85	0.201	0.171	0.1	10.0	5.88	1.00	10.00	0.80	3.59	13	1.96	N12
56-57	0.84	0.153	0.84	0.153	0.129	0.1	10.0	5.88	0.76	10.00	0.80	3.59	13	1.96	N11
54-55	0.83	0.098	0.83	0.098	0.081	0.1	10.0	5.88	0.48	10.00	0.80	3.59	13	1.96	N10
62-63	0.78	0.093	0.78	0.093	0.073	0.1	10.0	5.88	0.43	10.00	1.25	4.49	16	2.45	N9
North Parking Area-Restrictor MH to Basin N-2 -10 Year Frequency															
Ex 28-62	0.92	2.096	0.92	2.096	1.93	0.1	11.6	5.68	10.94	36.00	0.03	1.63	10	11.55	From Str 54
62-64	0.77	0.093	0.91	2.189	2.00										N9
	0.95	0.261	0.92	2.450	2.25	0.6	11.7	5.68	12.75	36.00	0.04	1.89	70	13.34	Add B11
64-65	0.82	0.283	0.91	2.733	2.48	0.8	12.3	5.47	13.55	36.00	0.05	2.11	106	14.91	N8
65-68	0.84	0.186	0.90	2.919	2.63	0.5	13.2	5.26	13.85	24.00	0.38	4.44	128	13.95	N6
68-71	0.82	0.054	0.90	2.973	2.68										N4
	0.76	0.096	0.90	3.069	2.75	0.3	13.6	5.26	14.47	24.00	0.41	4.61	82	14.49	Add N1
71-70	0.93	0.088	0.90	3.157	2.83	0.2	13.9	5.26	14.90	24.00	0.44	4.78	51	15.01	N2
70-74	0.89	0.086	0.90	3.243	2.91	0.2	14.1	5.05	14.69	24.00	0.44	4.78	54	15.01	N3
74-73	0.95	0.073	0.90	3.316	2.98	0.1	14.3	5.05	15.04	24.00	0.45	4.83	33	15.18	Add B9
North Parking Area-Restrictor MH to Basin N-3 -100 Year Frequency															
Ex 28-62	0.92	2.096	0.92	2.096	1.93	0.1	11.6	9.66	18.60	36.00	0.08	2.67	10	18.86	From Str 54
62-64	0.77	0.093	0.91	2.189	2.00										N9
	0.95	0.261	0.92	2.450	2.25	0.4	11.7	9.66	21.69	36.00	0.11	3.13	70	22.12	Add B11
64-65	0.82	0.283	0.91	2.733	2.48	0.5	12.0	9.29	23.02	36.00	0.12	3.27	106	23.10	N8
65-66	0.84	0.186	0.90	2.919	2.63	0.3	12.6	9.29	24.47	36.00	0.13	3.40	65	24.05	N6
66-Basins	0.88	0.215	0.90	3.134	2.82		12.9	9.29	26.23	18.00	6.25	14.86	5	26.26	N7

Req'd H	Total H	Elev
0.003	1.517	713.72 OK, Rim @ 715.55
	1.514	713.71
0.028	1.514	713.71 OK, Rim @ 715.20
0.053	1.486	713.69
0.486	1.433	713.63 (Flow to Basin N-3 Begins at 713.41-
	0.947	713.15 Would Reduce Flow To Basin N-2
0.336	0.947	713.15 Not Considered)
0.224	0.611	712.81
0.238	0.386	712.59
0.149	0.149	712.35 712.20 (Pipe Crown @ FES)

Req'd H	Total H	Elev
0.008	0.609	715.48 OK, Rim @ 715.55
	0.601	715.47
0.077	0.601	715.47 Rim @ 715.20 (Overflow @ 715.4)
0.127	0.524	715.39
0.085	0.397	715.27
0.313	0.313	715.18 714.87 Crown Basin N-3

FREQUENCY: 10 YR.* ROUGH. COEFF. 0.013 RUNOFF COEFF: Varies (See Below)

* TYPICAL 10 YR FREQUENCY, EXCEPT RUN FROM EX STR 28 TO UNDERGROUND
BASIN WHICH IS A 100 YEAR FREQUENCY-SEE BELOW

MH-MH	ADDED		TOTAL		C X A	TIME		I IN/HR	Q CFS	PIPE DIA IN	PIPE SLOPE %	VEL FPS	L FT	CAP CFS	COMMENTS
	"C"	AREA AC	"C"	AREA AC		FLOW MIN	T/C MIN								
North Parking-Tributary lateral Runs From Curb Line															
68-69	0.76	0.096	0.76	0.096	0.07	0.1	10.0	5.88	0.43	10.00	2.60	6.48	53	3.53	N1
Str 67	0.93	0.119	0.93	0.119	0.11		10.0	5.88	0.65						N5-Direct to Basin
West Dock - Parallel Run (Design Gradients)															
85-85A	0.50	0.230	0.50	0.230	0.12	0.1	10.0	5.88	0.68	8.00	0.50	2.45	22	0.85	N22-Temp-Ph 1 only
84-85	0.95	0.131	0.66	0.361	0.24	0.7	10.0	5.88	1.41	12.00	0.20	2.03	82	1.59	Add B6-Temp
84-85	0.95	0.262	0.95	0.262	0.25	0.7	10.0	5.88	1.46	12.00	0.20	2.03	82	1.59	B6 Build Out-Use
83-84	0.89	0.363	0.92	0.625	0.57	0.4	10.7	5.88	3.36	15.00	0.15	2.04	52	2.50	N21
82-83	0.95	0.120	0.92	0.745	0.69	0.3	11.1	5.68	3.90	15.00	0.15	2.04	40	2.50	N20
86-82	0.95	0.130	0.93	0.875	0.81										N19
	0.95	0.524	0.93	1.399	1.31	0.5	11.4	5.68	7.43	15.00	0.17	2.17	59	2.66	Add B7
76-86									7.43	18.00	0.15	2.30	232	4.07	
80-81	0.95	0.121	0.95	0.121	0.11	0.3	10.0	5.88	0.68	12.00	0.22	2.13	40	1.67	N18
79-80	0.95	0.130	0.95	0.251	0.24	0.4	10.3	5.88	1.40	12.00	0.22	2.13	50	1.67	N17
78-79	0.95	0.122	0.95	0.373	0.35	0.3	10.7	5.88	2.08	15.00	0.15	2.04	40	2.50	N16
77-78	0.95	0.168	0.95	0.541	0.51										N15
	0.95	0.485	0.95	1.026	0.97	0.4	11.0	5.68	5.54	18.00	0.15	2.30	52	4.07	Add B8
76-77	0.92	0.210	0.94	1.236	1.17	0.4	11.4	5.68	6.63	18.00	0.15	2.30	59	4.07	N14
75-76	0.87	1.498	0.90	2.734	2.47	0.5	11.8	5.68	14.04	18.00	0.15	2.30	65	4.07	Add Run 76-86
West Dock - Parallel Run (Required Gradients)															
84-85	0.95	0.262	0.95	0.262	0.25	0.7	10.0	5.88	1.46	12.00	0.17	1.87	82	1.47	B6 Bild Out- Use
83-84	0.89	0.363	0.92	0.625	0.57	0.3	10.7	5.88	3.36	15.00	0.27	2.74	52	3.36	N21
82-83	0.95	0.120	0.92	0.745	0.69	0.2	11.0	5.68	3.90	15.00	0.37	3.20	40	3.93	N20
86-82	0.95	0.130	0.93	0.875	0.81										N19
	0.95	0.524	0.93	1.399	1.31	0.2	11.3	5.68	7.43	15.00	1.33	6.07	59	7.45	Add B2
76-86									7.43	18.00	0.50	4.20	232	7.43	
80-81	0.95	0.121	0.95	0.121	0.11	0.7	10.0	5.88	0.68	12.00	0.04	0.91	40	0.71	N18
79-80	0.95	0.130	0.95	0.251	0.24	0.5	10.7	5.88	1.40	12.00	0.16	1.81	50	1.43	N17
78-79	0.95	0.122	0.95	0.373	0.35	0.4	11.2	5.68	2.01	15.00	0.10	1.66	40	2.04	N16
77-78	0.95	0.168	0.95	0.541	0.51										N15
	0.95	0.485	0.95	1.026	0.97	0.3	11.6	5.68	5.54	18.00	0.28	3.15	52	5.56	Add B3

Above worst case. Allowabe/design release rate from site, as well as
flow to Basin N-2 via 24" RCP not deducted from above flow review to
Basin N-3

Req'd H	Total H	Elev	
0.140	2.202	713.90	OK, Rim @ 714.05
0.148	2.062	713.76	
0.000	1.914	713.61	
0.785	1.914	713.61	
	1.129	712.83	(Str 76 below)
0.016	1.646	713.35	
0.080	1.630	713.33	
0.040	1.550	713.25	
0.000	1.510	713.21	
0.146	1.510	713.21	

FREQUENCY: 10 YR.* ROUGH. COEFF. 0.013 RUNOFF COEFF: Varies (See Below)

* TYPICAL 10 YR FREQUENCY, EXCEPT RUN FROM EX STR 28 TO UNDERGROUND
BASIN WHICH IS A 100 YEAR FREQUENCY-SEE BELOW

MH-MH	ADDED		TOTAL		C X A	TIME		I IN/HR	Q CFS	PIPE DIA IN	PIPE SLOPE %	VEL FPS	L FT	CAP CFS	COMMENTS
	"C"	AREA AC	"C"	AREA AC		FLOW MIN	T/C MIN								
76-77	0.92	0.210	0.94	1.236	1.17	0.3	11.9	5.68	6.63	18.00	0.40	3.76	59	6.64	N14
75-76	0.87	1.498	0.90	2.734	2.47	0.1	12.1	5.47	13.52	18.00	1.66	7.66	68	13.53	Add Run 76-86
Review Full Flow Velocity (Design Gradients) For Min 2.0 fps Velocity:										12.00	0.20	2.03		1.59	
										15.00	0.15	2.04		2.50	
										18.00	0.15	2.30		4.07	
										24.00	0.10	2.28		7.15	
										36.00	0.10	2.98		21.09	
Roof Drains															
B6	0.95	0.131	0.95	0.131	0.124	0.0	10.0	5.88	0.73	10.00	2.00	5.68	10	3.10	
B7	0.95	0.524	0.95	0.524	0.498	0.1	10.0	5.88	2.93	10.00	1.80	5.39	22	2.94	
B8	0.95	0.485	0.95	0.485	0.461	0.0	10.0	5.88	2.71	10.00	1.70	5.24	12	2.86	
B9	0.95	0.073	0.95	0.073	0.069	0.0	10.0	5.88	0.41	10.00	4.00	8.03	23	4.38	
B10	0.95	0.270	0.95	0.270	0.257	0.1	10.0	5.88	1.51	10.00	1.50	4.92	37	2.68	
B11	0.95	0.261	0.95	0.261	0.248	0.2	10.0	5.88	1.46	10.00	1.00	4.02	47	2.19	
B12	0.95	0.719	0.95	0.719	0.683	0.1	10.0	5.88	4.02	12.00	3.57	8.57	60	6.73	
B13	0.95	0.717	0.95	0.717	0.681	0.1	10.0	5.88	4.01	12.00	2.50	7.17	39	5.63	

0.236 1.365 713.06

1.129 1.129 712.83 711.70 (Pipe Crown @FES)

STORM SEWER WORKSHEET

Designer:

Description:Phase 2 East Section

FREQUENCY:10YR.

ROUGH. COEFF.0.013

RUNOFF COEFF:0.50

MH-MH	ADDED		TOTAL		C X A	TIME		I IN/HR	Q CFS	PIPE DIA IN	PIPE SLOPE %	VEL FPS	L FT	CAP CFS	UPPER MH			LOWER MH			COMMENTS	
	"C"	AREA	"C"	AREA		FLOW	T/C								RIM	CROWN	INV	RIM	CROWN	INV		
		AC		AC		MIN	MIN															
B14-106	0.95	0.718																				
106-107	0.84	0.140	0.93	0.858	0.800	0.5	10.0	5.88	4.70	18	0.20	2.66	83	4.70	716.50	714.79	713.29	716.88	714.62	713.12		
108-107	0.86	0.114	0.86	0.114	0.098	0.2	10.5	5.88	0.58	10	0.25	2.01	21	1.10	716.50	714.01	713.18	716.88	713.96	713.12		
107- S-4	0.00	0.000	0.92	0.972	0.898	0.1	10.7	5.88	5.28	18	0.26	3.03	16	5.36	716.88	714.62	713.12		714.58	713.08		
110-S-4	0.86	0.180	0.86	0.180	0.155	0.2	10.0	5.88	0.91	10	0.25	2.01	21	1.10	715.85	713.61	712.78		713.56	712.73		
112-S-4	0.85	0.206	0.85	0.206	0.175	0.2	10.0	5.88	1.03	10	0.25	2.01	21	1.10	715.60	712.92	712.09		712.87	712.04		
114-S-4	0.84	0.150	0.84	0.150	0.126	0.2	10.0	5.88	0.74	10	0.25	2.01	21	1.10	715.50	712.20	711.37		712.15	711.32		
116-S-4	0.86	0.118	0.86	0.118	0.101	0.2	10.0	5.88	0.60	10	0.25	2.01	21	1.10	715.40	711.14	710.31		711.09	710.26		

tc	i	
	10	5.88
	11	5.68
	12	5.47
	13	5.26
	14	5.05
	15	4.84
	16	4.74
	17	4.63
	20	4.33

STORM SEWER WORKSHEET

Designer:

Description:Phase 2 West Section

FREQUENCY:10YR.

ROUGH. COEFF.0.013

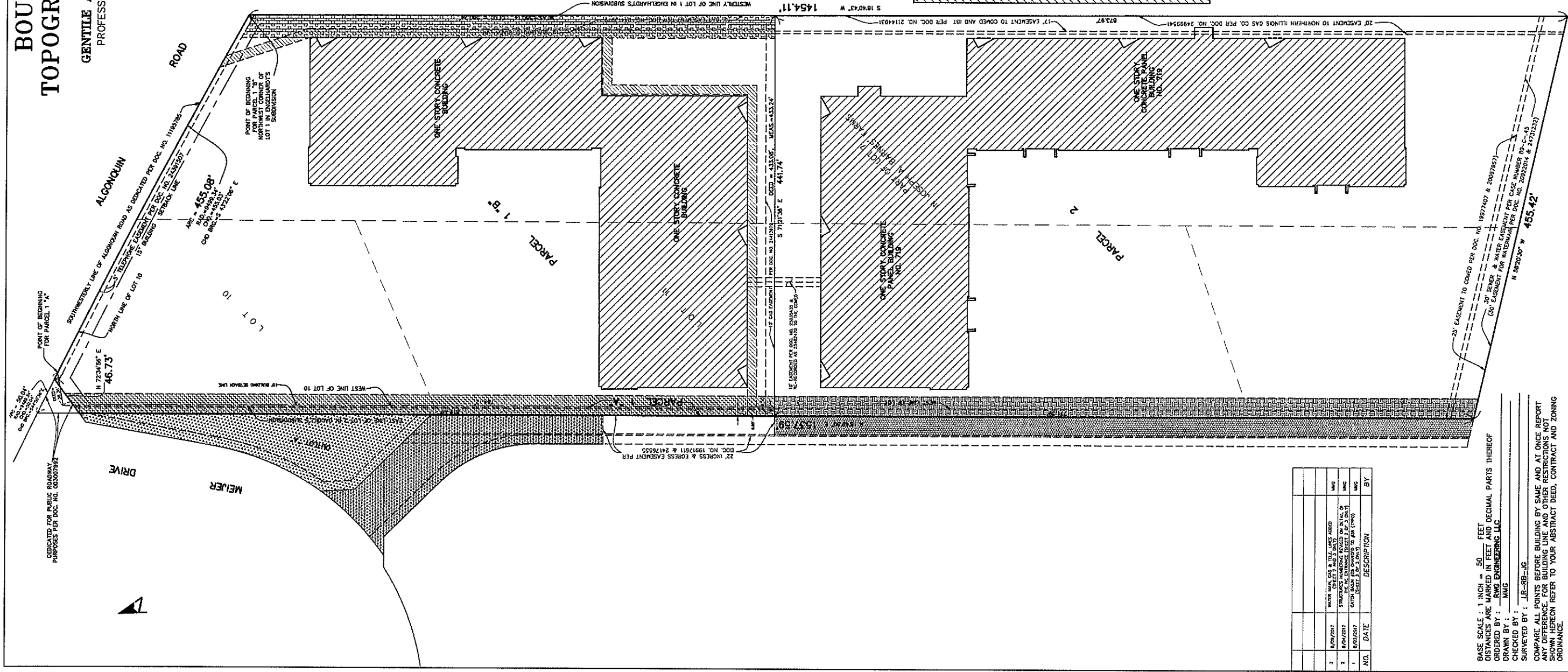
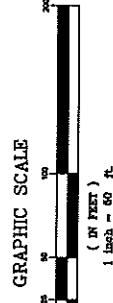
RUNOFF COEFF:0.50

MH-MH	ADDED		TOTAL		C X A	TIME		I IN/HR	Q CFS	PIPE DIA IN	PIPE SLOPE %	VEL FPS	L FT	CAP CFS	UPPER MH			LOWER MH			COMMENTS
	"C"	AREA AC	"C"	AREA AC		FLOW MIN	T/C MIN								RIM	CROWN	INV	RIM	CROWN	INV	
87-88	0.87	0.230	0.87	0.230	0.200	0.2	10	5.88	1.18	10.00	0.30	2.20	26	1.20	714.05	711.98	711.15	714.05	711.90	711.07	
88-89	0.95	0.116	0.90	0.346	0.310	0.4	10.2	5.88	1.82	15.00	0.15	2.04	52	2.50	714.05	712.32	711.07	714.05	712.24	710.99	
89-90	0.95	0.117	0.91	0.463	0.421	0.3	10.6	5.88	2.48	15.00	0.15	2.04	39	2.50	714.05	712.24	710.99	714.05	712.18	710.93	
B5-90	0.95	0.524																			
90-91	0.95	0.134	0.93	1.121	1.047	0.3	10.9	5.88	6.15	18.00	0.35	3.52	72	6.21	714.05	712.34	710.84	715.69	712.09	710.59	
91-96	0.00	0.000	0.93	1.121	1.047			5.88	6.15	24.00	0.08	2.04	182	6.40	715.69	712.59	710.59	715.60	712.44	710.44	
92-93	0.95	0.117	0.95	0.117	0.111	0.3	10	5.88	0.65	10.00	0.25	2.01	39	1.10	714.05	711.98	711.15	714.05	711.88	711.05	
93-94	0.95	0.134	0.95	0.251	0.238	0.4	10.3	5.88	1.40	15.00	0.15	2.04	52	2.50	714.05	712.30	711.05	714.05	712.22	710.97	
94-95	0.95	0.117	0.95	0.368	0.350	0.3	10.7	5.88	2.06	15.00	0.15	2.04	39	2.50	714.05	712.22	710.97	714.05	712.16	710.91	
B4-95	0.95	0.524																			
95-96	0.95	0.134	0.95	1.026	0.975	0.4	11.1	5.68	5.54	18.00	0.28	3.15	72	5.56	714.05	712.34	710.84	715.60	712.14	710.64	
96-103	0.00	0.000	0.94	2.147	2.021	1.6	11.4	5.68	11.48	30.00	0.10	2.64	260	12.97	715.60	712.94	710.44	715.46	712.68	710.18	
97-98	0.95	0.115	0.95	0.115	0.109	0.3	10	5.88	0.64	10.00	0.25	2.01	39	1.10	714.05	711.98	711.15	714.05	711.88	711.05	
98-99	0.95	0.134	0.95	0.249	0.237	0.3	10.3	5.88	1.39	10.00	0.40	2.54	52	1.39	714.05	711.88	711.05	714.05	711.68	710.84	
99-100	0.95	0.117	0.95	0.366	0.348	0.3	10.7	5.88	2.04	15.00	0.15	2.04	39	2.50	714.05	712.09	710.84	714.05	712.03	710.78	
100-101	0.95	0.134	0.95	0.500	0.475	0.4	11.0	5.68	2.70	15.00	0.18	2.23	52	2.74	714.05	712.03	710.78	714.05	711.94	710.69	
B3-101	0.95	0.486																			
101-102	0.95	0.099	0.95	1.085	1.031	0.1	11.4	5.68	5.85	18.00	0.31	3.31	26	5.85	714.05	712.19	710.69	714.05	712.11	710.61	
102-103	0.89	0.269	0.94	1.354	1.270	0.3	11.5	5.68	7.21	18.00	0.48	4.12	72	7.28	714.05	712.11	710.61	715.46	711.76	710.26	
103-104	0.00	0.000	0.94	3.501	3.291	0.6	11.8	5.68	18.70	30.00	0.21	3.83	145	18.80	715.46	712.68	710.18	716.78	712.38	709.88	
105-104	0.95	0.082	0.95	0.082	0.078	0.3	10	5.88	0.46	10.00	0.25	2.01	39	1.10	715.88	713.71	712.88	716.78	713.62	712.78	
B1-104	0.95	0.073																			
104-V	0.00	0.000	0.94	3.656	3.439	0.3	12.4	5.47	18.81	36.00	0.13	3.40	60	24.05	716.78	712.88	709.88	N/A	712.80	709.80	

tc	i
10	5.88
11	5.68
12	5.47
13	5.26
14	5.05
15	4.84
16	4.74
17	4.63
20	4.33

BOUNDARY AND TOPOGRAPHIC SURVEY

BY
GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

[illegible]

BASE SCALE : 1 INCH = 50 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF
ORDERED BY : RWG ENGINEERING LLC

DRAWN BY : MMG
CHECKED BY :
SURVEYED BY : LR-RB-JG

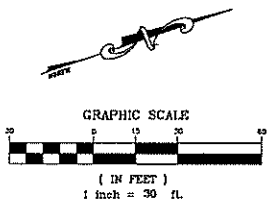
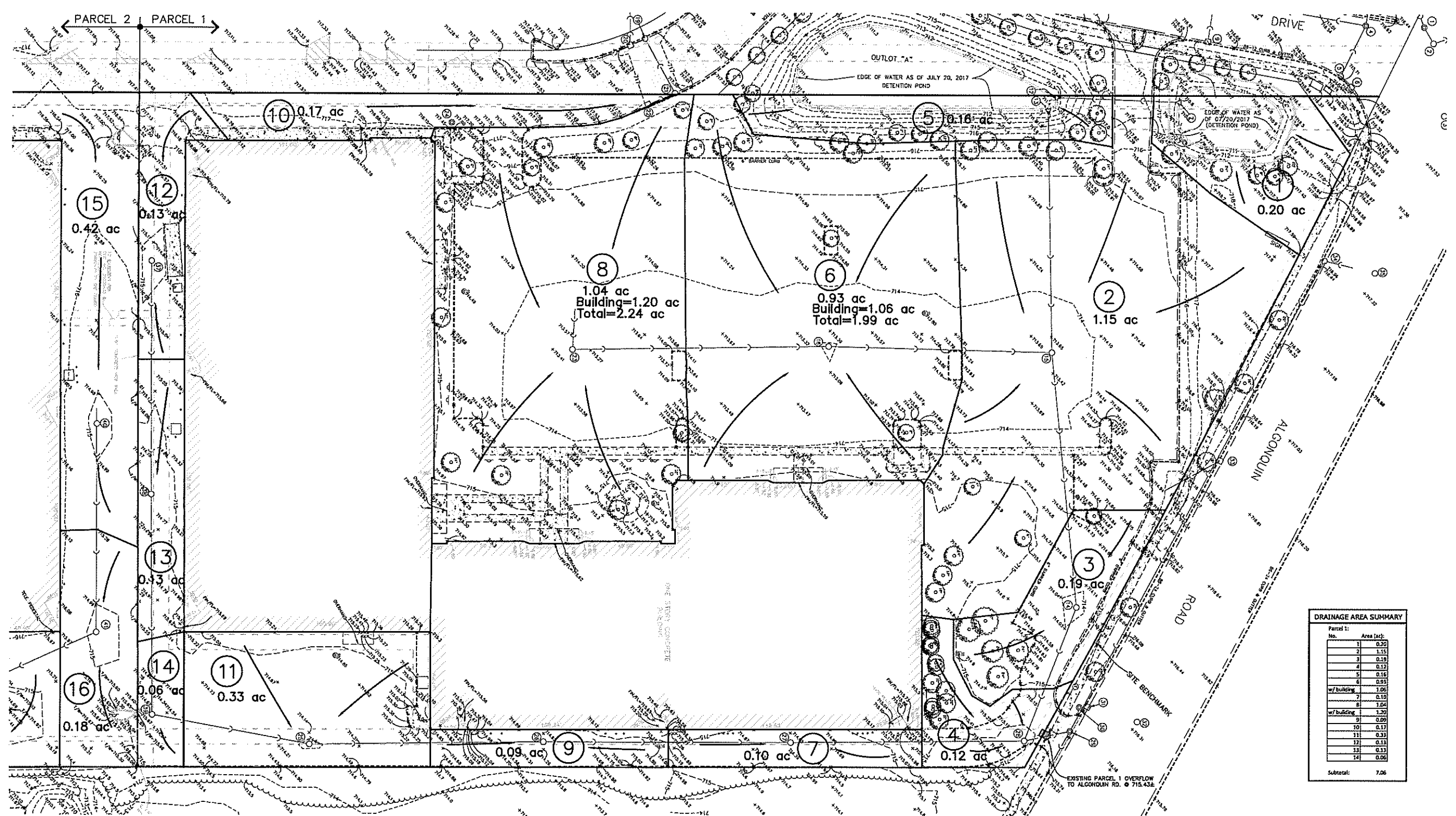
ORDER NO. 17-20813- REV 3
SHEET 1 OF 3

STATE OF ILLINOIS
COUNTY OF DUPAGE
S.S.

WE, GENTILE AND ASSOCIATES, INC., HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY DESCRIBED ABOVE, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDARD REQUIREMENTS FOR A BOUNDARY SURVEY.

_____ JULY 27, _____ A.D. 2017 _____

BY : _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2018
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870



DRAINAGE AREA SUMMARY	
Parcel 1:	
No.	Area (ac)
1	0.20
2	1.15
3	0.19
4	0.12
5	0.16
6	0.93
7	0.10
8	1.04
9	0.09
10	0.17
11	0.33
12	0.13
13	0.13
14	0.06
15	0.42
16	0.18
Subtotal:	
7.06	

DATE

REVISIONS

DRAWN BY

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL

ARLINGTON HEIGHTS, ILLINOIS

EXISTING DRAINAGE EXHIBIT - PARCEL 1 / PHASE 1

975 E. 22nd St. Suite 400

Wheaton, IL 60189

630.480.7889

WWW.RWG-ENGINEERING.COM

RWG

Engineering, LLC

Civil Engineering • Road Estimating • Project Management

PROJECT NO. 32227212

DATE 10/18/17

SCALE 1"=30'

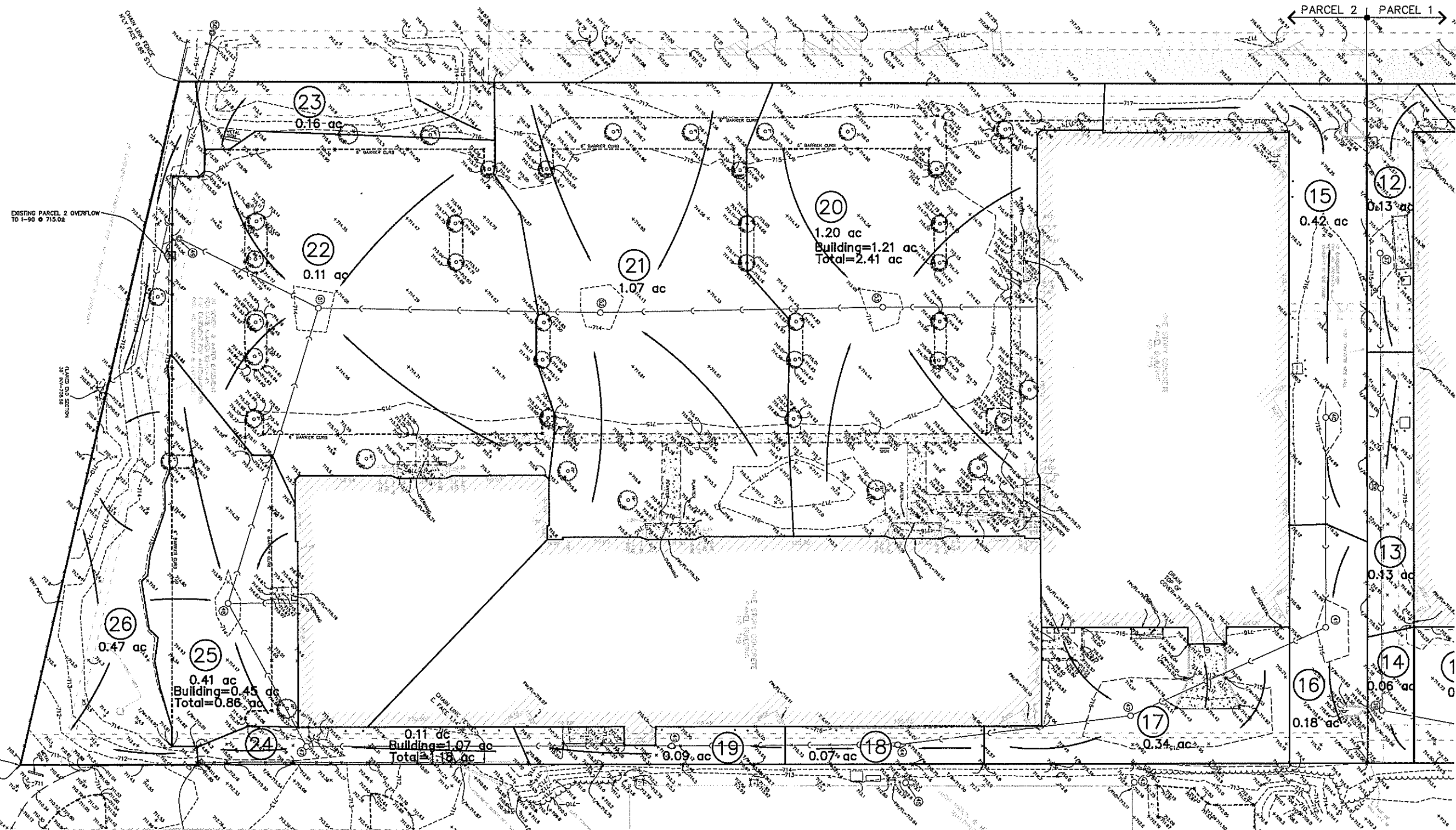
PROJ. MGR. PHL

PROJ. ASSOC. RWG

DRAWN BY TMS

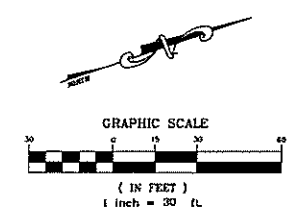
SHEET

1 OF 2



EXISTING PARCEL 2 OVERFLOW
TO I-90 @ 715.02

DRAINAGE AREA SUMMARY			
Parcel 1:		Parcel 2: (cont.)	
No.	Area (ac):		
15	0.42	22	1.11
	0.18	23	0.16
17	0.34	24	0.13
18	0.07	w/ building	1.07
19	0.09	25	0.41
20	1.20	w/ building	0.45
w/ building	1.21	26	0.47
21	1.07	Subtotal:	8.36



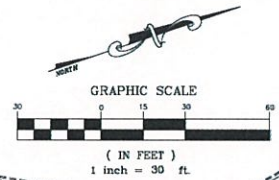
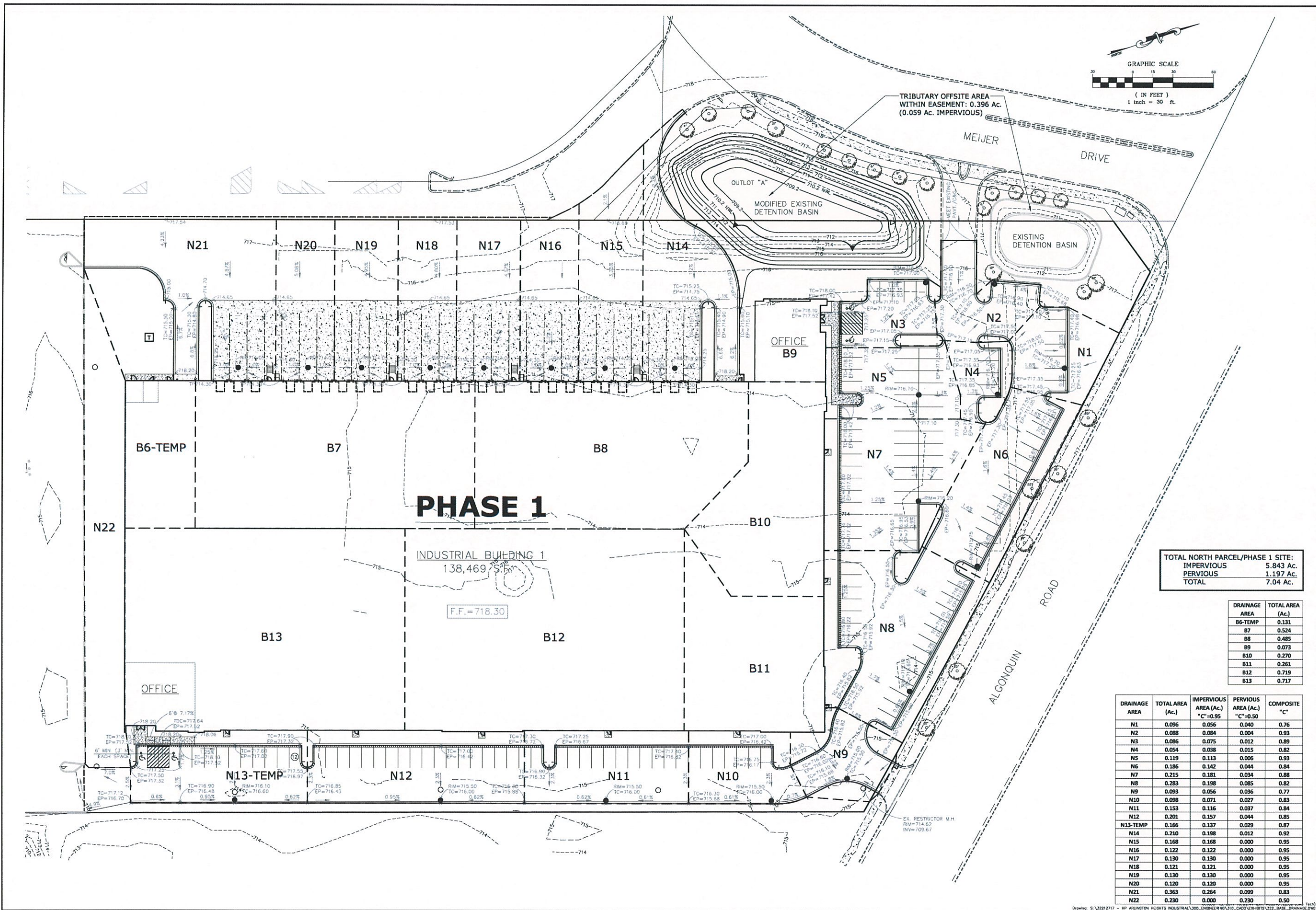
DRAWN BY: _____
REVISIONS: _____
DATE: _____

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
EXISTING DRAINAGE EXHIBIT - PARCEL 2 / PHASE 2

RWG
Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management
975 E. 22nd St. Suite 400
Waukegan, IL 60089
630.480.7889
www.rwg-engineering.com

PROJECT NO. 3221217
DATE 10/18/17
SCALE 1"=30'
PROJ. VOR. PDS
PROJ. ASSOC. RAS
DRAWN BY 314

SHEET
2 OF 2



TOTAL NORTH PARCEL/PHASE 1 SITE:	
IMPERVIOUS	5.843 Ac.
PERVIOUS	1.197 Ac.
TOTAL	7.04 Ac.

DRAINAGE AREA	TOTAL AREA (Ac.)
B6-TEMP	0.131
B7	0.524
B8	0.485
B9	0.073
B10	0.270
B11	0.261
B12	0.719
B13	0.717

DRAINAGE AREA	TOTAL AREA (Ac.)	IMPERVIOUS AREA (Ac.) "C"=0.95	PERVIOUS AREA (Ac.) "C"=0.50	COMPOSITE "C"
N1	0.096	0.056	0.040	0.76
N2	0.088	0.084	0.004	0.93
N3	0.086	0.075	0.012	0.89
N4	0.054	0.038	0.015	0.82
N5	0.119	0.113	0.006	0.93
N6	0.196	0.142	0.044	0.84
N7	0.215	0.181	0.034	0.88
N8	0.283	0.198	0.085	0.82
N9	0.093	0.056	0.036	0.77
N10	0.098	0.071	0.027	0.83
N11	0.153	0.116	0.037	0.84
N12	0.201	0.157	0.044	0.85
N13-TEMP	0.166	0.137	0.029	0.87
N14	0.210	0.198	0.012	0.92
N15	0.168	0.168	0.000	0.95
N16	0.122	0.122	0.000	0.95
N17	0.130	0.130	0.000	0.95
N18	0.121	0.121	0.000	0.95
N19	0.130	0.130	0.000	0.95
N20	0.120	0.120	0.000	0.95
N21	0.363	0.264	0.099	0.83
N22	0.230	0.000	0.230	0.50

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
PHASE 1 (NORTH) DRAINAGE AREA EXHIBIT

975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.460.7889
www.rwg-engineering.com

Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management



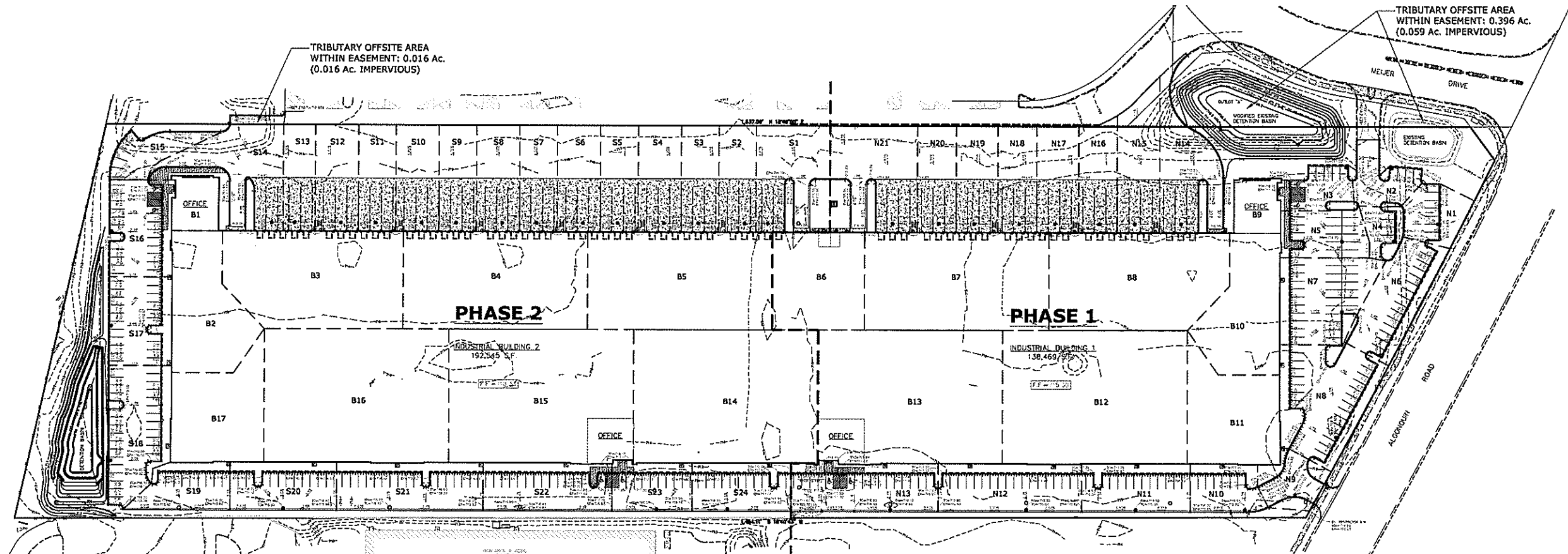
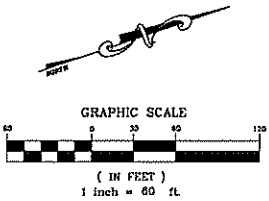
PROJECT NO. 3221217
DATE 09/22/17
SCALE 1"=30'
PROJ. MGR. BDL
PROJ. ASSOC. RWG
DRAWN BY. AYS

SHEET
1 OF 1

DRAINAGE AREA	TOTAL AREA (Ac.)	IMPERVIOUS AREA (Ac.) "C"=0.95	PERVIOUS AREA (Ac.) "C"=0.50	COMPOSITE "C"
N1	0.096	0.096	0.040	0.76
N2	0.088	0.088	0.004	0.93
N3	0.086	0.075	0.012	0.89
N4	0.054	0.038	0.015	0.82
N5	0.119	0.113	0.006	0.93
N6	0.186	0.142	0.044	0.84
N7	0.215	0.181	0.034	0.88
N8	0.283	0.198	0.085	0.82
N9	0.093	0.056	0.036	0.77
N10	0.098	0.071	0.027	0.83
N11	0.153	0.116	0.037	0.84
N12	0.201	0.157	0.044	0.85
N13	0.208	0.168	0.039	0.87
N14	0.210	0.198	0.012	0.92
N15	0.168	0.168	0.000	0.95
N16	0.122	0.122	0.000	0.95
N17	0.130	0.130	0.000	0.95
N18	0.121	0.121	0.000	0.95
N19	0.130	0.130	0.000	0.95
N20	0.120	0.120	0.000	0.95
N21	0.271	0.232	0.039	0.88

DRAINAGE AREA	TOTAL AREA (Ac.)	IMPERVIOUS AREA (Ac.) "C"=0.95	PERVIOUS AREA (Ac.) "C"=0.50	COMPOSITE "C"
S1	0.230	0.190	0.040	0.87
S2	0.116	0.116	0.000	0.95
S3	0.117	0.117	0.000	0.95
S4	0.134	0.134	0.000	0.95
S5	0.117	0.117	0.000	0.95
S6	0.134	0.134	0.000	0.95
S7	0.117	0.117	0.000	0.95
S8	0.134	0.134	0.000	0.95
S9	0.117	0.117	0.000	0.95
S10	0.134	0.134	0.000	0.95
S11	0.117	0.117	0.000	0.95
S12	0.134	0.134	0.000	0.95
S13	0.099	0.099	0.000	0.95
S14	0.269	0.236	0.033	0.89
S15	0.082	0.082	0.000	0.95
S16	0.178	0.153	0.025	0.89
S17	0.163	0.132	0.031	0.86
S18	0.226	0.188	0.038	0.87
S19	0.118	0.093	0.024	0.86
S20	0.150	0.114	0.037	0.84
S21	0.206	0.159	0.046	0.85
S22	0.180	0.145	0.036	0.86
S23	0.114	0.092	0.023	0.86
S24	0.140	0.105	0.035	0.84

DRAINAGE AREA	TOTAL AREA (Ac.)
B1	0.073
B2	0.269
B3	0.486
B4	0.524
B5	0.524
B6	0.262
B7	0.524
B8	0.485
B9	0.073
B10	0.270
B11	0.261
B12	0.719
B13	0.717
B14	0.718
B15	0.717
B16	0.719
B17	0.261



TOTAL SITE AREA:		
NORTH		
IMPERVIOUS	259,489 SF	(5.957 Ac.)
PERVIOUS	39,983 SF	(0.918 Ac.)
TOTAL	299,472 SF	(6.875 Ac.)
SOUTH		
IMPERVIOUS	326,595 SF	(7.498 Ac.)
PERVIOUS	45,394 SF	(1.042 Ac.)
TOTAL	371,989 SF	(8.540 Ac.)

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
MASTER DRAINAGE AREA EXHIBIT

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Wheaton, IL 60189
630-480-7889
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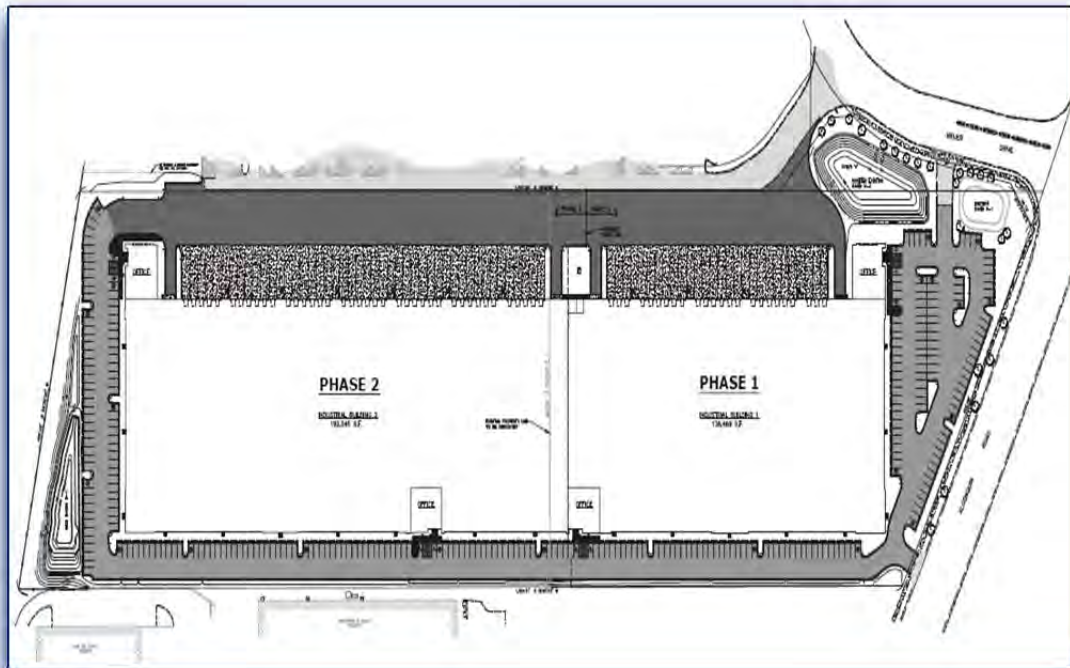
Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

PROJECT NO. 221217
DATE 09/22/17
SCALE 1"=60'
PROJ. MGR. DR
PROJ. ASSOC. RWG
DRAWN BY. AJS

SHEET
1 of 1

Traffic Impact Study

Proposed Arlington Heights Industrial Arlington Heights, Illinois



Prepared for

HAMILTON
PARTNERS

Prepared by



October 25, 2017
Revised December 15, 2017



Executive Summary

A traffic impact study was conducted for the proposed Arlington Heights Industrial development to be located in the southeast quadrant of the signalized intersection of Algonquin Road (IL 62) and Meijer Drive in Arlington Heights, Illinois.

The plans call for the site to be developed in two phases, with the ultimate/final phase to include an approximate 331,014 square-foot warehouse/distribution center. For the purposes of this study, only the final phase of the site development was analyzed.

Truck access to the development will be from a proposed full access drive on Meijer Drive. Access to the development for passenger vehicles will be from a restricted access drive on Meijer Drive, as well as from an existing full access drive on Algonquin Road, east of Meijer Drive.

Traffic projections include the existing weekday morning and weekday afternoon peak hour traffic volumes, and the traffic estimated to be generated by the proposed ultimate buildout of the development.

Based on the proposed development and the related traffic capacity analyses, the findings and recommendations of this study are outlined below.

- Overall, the development will have a low impact on the surrounding roadway network.
- The traffic generated by the existing land uses on the site was retained in the projected traffic volumes, thereby providing for a conservative analysis.
- IL 62 (Algonquin Road), IL 58 (Golf Road), and Arlington Heights Road are all established truck routes and all are under the jurisdiction and maintained by IDOT. Truck traffic will primarily be oriented along IL 62 to the north of Golf Road (IL 58) and to the east of Arlington Heights Road. Further, truck traffic is anticipated to arrive to/from the west on IL 58 and to/from the south on Arlington Heights Road. This derived directional distribution is supported by existing truck traffic counts conducted as part of this study and further supported by IDOT truck traffic volume ADTs on surrounding roadways.
- The traffic signals along IL 62 that includes the intersections at IL 58, Meijer Drive, and Arlington Heights Road, are part of a traffic signal interconnect network that includes 21 traffic signals/intersections and is maintained by the Illinois Department of Transportation (IDOT). The IL 62/Arlington Heights Road traffic signal is the master controller of this system.

- The signalized intersections on IL 62 at IL 58 and Arlington Heights Road will continue to operate at the same level of service and delay under existing conditions. As such, no traffic control or roadway improvements are recommended or needed at these two intersections in conjunction with the proposed development.
- At the signalized intersection of IL 62 and Meijer Drive, it is recommended that three additional seconds of green time be given to Meijer Drive for both peak hour periods. The three seconds can be taken from the access drive located on the east side of IL 62 in alignment with Meijer Drive that operates under a split-phase condition and has a low volume of exiting traffic during the peak hours. Reallocation of greentime from the minor approaches does not typically require the recalibration and optimization of the traffic signal interconnect system along IL 62. The three additional seconds of greentime is shown to improve the level of service and reduce the exiting queue for the dual left-turn lanes on Meijer Drive.
- Meijer Drive at IL 58 is restricted to right-turn only exiting movements onto eastbound IL 58; however, traffic observations show that left-turn and through traffic movements are occurring during peak hours from both Meijer Drive and the access on the north side of IL 58, which is also restricted to right-out only turning movements. No improvements are recommended at this intersection in conjunction with the proposed development.
- The proposed full access drive on IL 62, east of Meijer Drive will serve passenger vehicles only. The access should provide one lane inbound and one lane outbound under stop sign control. No improvements are recommended on IL 62. On IL 62, there is an existing center lane striped as a continuous two-way left-turn lane to accommodate the proposed northbound left-turning vehicles. Based on the projected right-turn volumes, a right-turn lane on IL 62 is neither warranted nor needed.
- The proposed southerly access drive on Meijer Drive will be for truck usage and should provide one lane inbound and one lane outbound under stop sign control. There is an existing left-turn lane on Meijer Drive at the location of this proposed access drive. A northbound right-turn lane is not needed given the low volume of peak hour turning volumes anticipated.

- The proposed northerly access drive on Meijer Drive will be for passenger vehicles only. Further, the access should be designed to restrict turning movements to right-in/right-out only because of the access drive's close proximity to IL 62, in addition to the dual left-turn lanes on Meijer Drive at its approach to IL 62. The access drive should provide one lane inbound and one lane outbound under stop sign control. No improvements on Meijer Drive at this intersection are needed.

Introduction

A traffic impact study was conducted for the proposed Arlington Heights Industrial development to be located in the southeast quadrant of the signalized intersection of Algonquin Road (IL 62) and Meijer Drive in Arlington Heights, Illinois.

The plans call for the site to be developed in two phases, with the ultimate/final phase to include an approximate 331,014 square-foot warehouse/distribution center. For the purposes of this study, only the final phase of the site development was analyzed.

Truck access to the development will be from a proposed full access drive on Meijer Drive. Access to the development for passenger vehicles will be from a restricted access drive on Meijer Drive, as well as from an existing full access drive on Algonquin Road, east of Meijer Drive.

The following sections of this report present the following.

- Existing roadway conditions including vehicle, pedestrian, and bicycle traffic volumes for the weekday morning and weekday afternoon peak hours
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Directional distribution of development-generated traffic
- Future transportation conditions including access to and from the development

Traffic capacity analyses were conducted for the weekday morning and weekday afternoon peak hours for the following two conditions.

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Condition – Traffic projections include the existing peak hour traffic volumes and the traffic estimated to be generated by the proposed development.

The purpose of this study is as follows:

- Determine the existing vehicular (passenger vehicle and heavy vehicle), pedestrian, and bicycle conditions in the study area to establish a base condition.
- Assess the impact that the proposed development will have on transportation conditions in the area.
- Determine any roadway, traffic control, or access improvements that may be necessary to effectively accommodate and mitigate future conditions.

Existing Conditions

Transportation conditions in the vicinity of the site were inventoried to obtain a basis for projecting future conditions. Three components of existing conditions were considered:

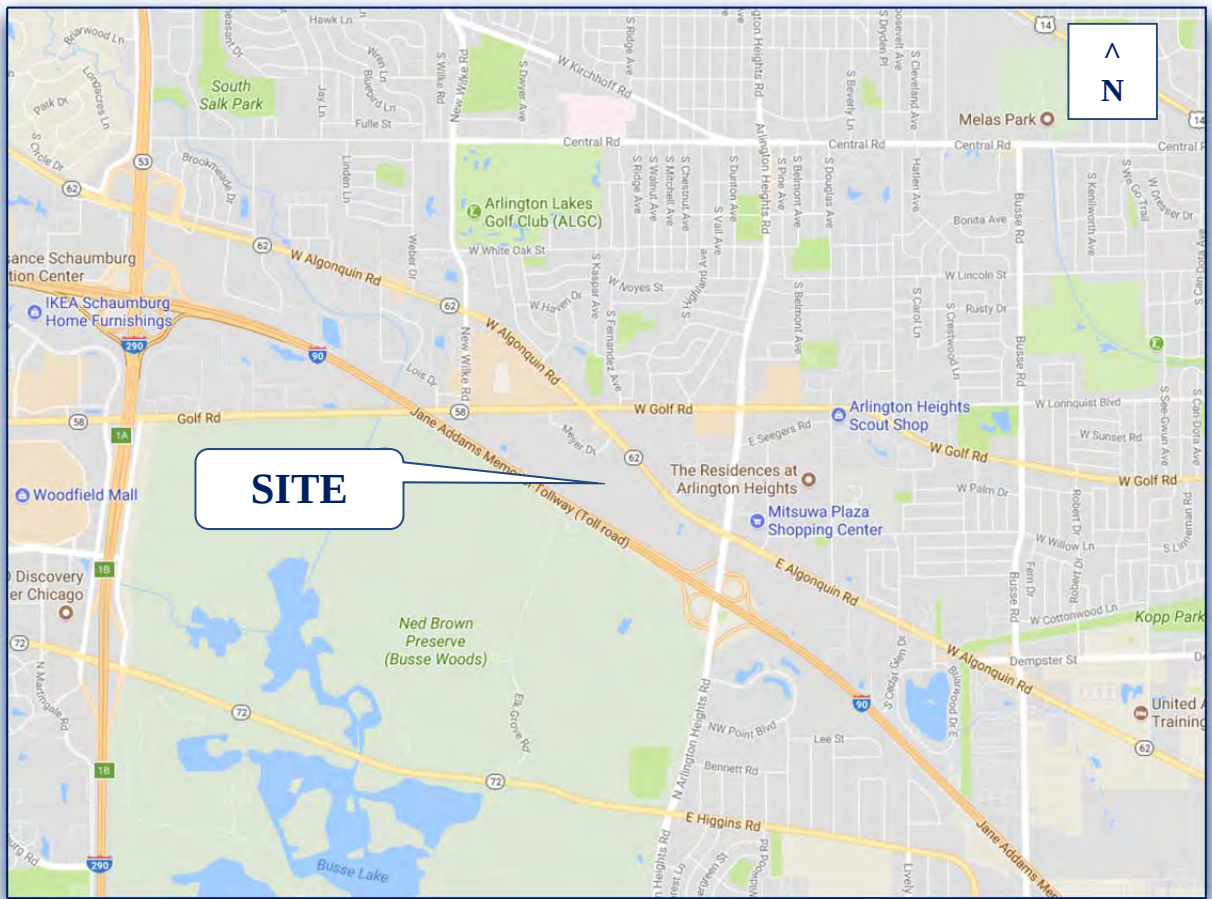
1. The geographic location of the site
2. The characteristics of the adjacent roadway system, including lane geometry and intersection traffic controls
3. The weekday peak-hour vehicle (passenger vehicles and trucks), bicycle, and pedestrian traffic volumes at the study intersections

Site Location

The development site is located in the southeast quadrant of the signalized intersection of Meijer Drive and IL 62 in Arlington Heights, Illinois. The site is currently developed as office/industrial space, and approximately half of the space is currently vacant. As noted, the phased development will result in an ultimate buildout of razing all of the existing structures on the site.

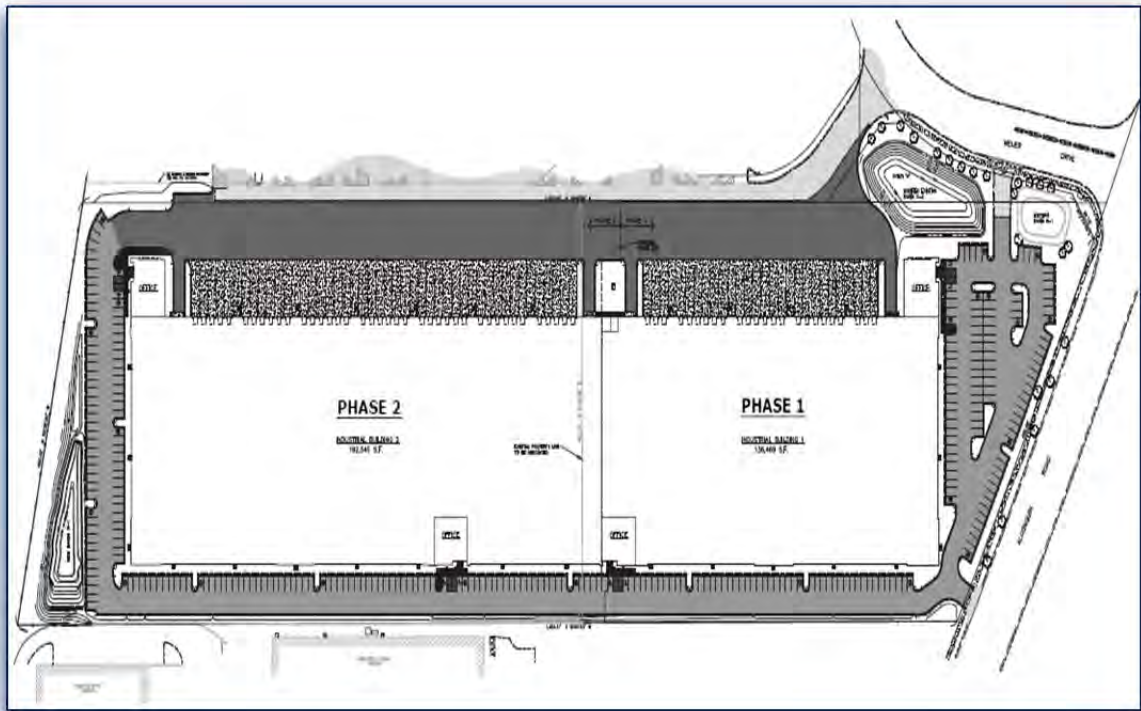
Figure 1 shows the site location on an aerial with respect to the surrounding roadway system.

Figure 2 shows the conceptual site plan for ultimate buildout. The site plan is also included in the Appendix of this report.



SITE LOCATION

Figure 1



CONCEPTUAL SITE PLAN

Figure 2

Existing Roadway System Characteristics

The characteristics of the existing roadways in the study area are illustrated in **Figure 3** and described below.

Algonquin Road (IL 62). IL 62 is a four-lane, northwest/southeast major arterial roadway that is under the jurisdiction of IDOT and is not classified as a Strategic Regional Arterial (SRA). The posted speed limit is 35 mph, and parking is restricted on both sides of the roadway. According to IDOT's website, IL 62 carries an average daily traffic (ADT) volume of 29,900 in the vicinity of Meijer Drive.

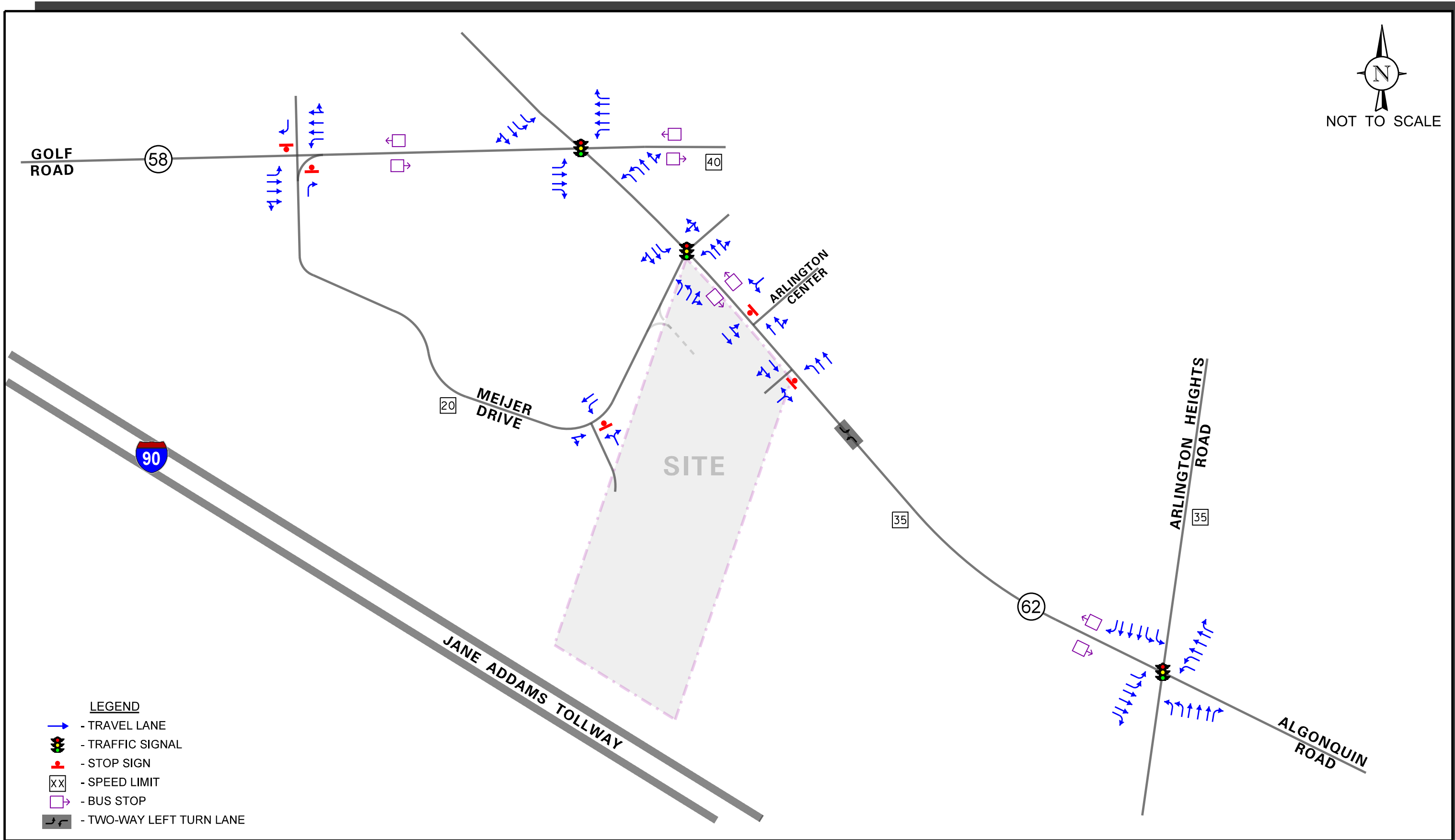
Golf Road (IL 58) is a six-lane, east-west major arterial that is under the jurisdiction of IDOT and is not classified as a SRA. The posted speed limit is 40 mph in the vicinity of IL 62, and parking is restricted on both sides of the roadway. According to IDOT's website, IL 58 carries an ADT volume of 30,900 vehicles in the vicinity of IL 62.

Arlington Heights Road is a six-lane north-south major arterial roadway that is a non-numbered route and is maintained by IDOT. It is not classified as a SRA. The posted speed limit is 35 mph, and parking is restricted on both sides of the roadway. According to IDOT's website, Arlington Heights Road carries an ADT volume of 25,700 vehicles in the vicinity of IL 62.

Meijer Drive is a three-lane boulevard that extends between IL 58 to the north/west to IL 62 to the east/south. The boulevard provides one lane in each direction with a center lane striped as a continuous two-way left-turn lane. Parking is restricted on both sides of the roadway and the posted speed limit is 20 mph. At its stop sign controlled intersection with Golf Road, vehicles are restricted to right-in/right-out/left-in turning movements only. Dual left-turn lanes and a right-turn lane are provided on its eastbound approach with its signalized intersection with IL 62. Meijer Drive and the access drive on the east side of IL 62 in alignment with Meijer Drive operate as a split-phase condition when the respective approaches receive greentime successively rather than concurrently. Meijer Drive provides access to the retail outlots fronting IL 58 and IL 62, the Meijer store, and the existing/remaining warehouse/industrial developments behind the Meijer store. Meijer Drive is under the jurisdiction of the Village of Arlington Heights.

Traffic Signal Interconnect

The traffic signals along IL 62 that includes the intersections at IL 58, Meijer Drive, and Arlington Heights Road, are part of a traffic signal interconnect network that includes 21 traffic signals/intersections and is maintained by IDOT. The IL 62/Arlington Heights Road traffic signal is the master controller of this system.



ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Job No: 17-173

Figure: 3

Existing Traffic Volumes

Turning movement vehicle (passenger, truck, and bus), pedestrian, and bicycle traffic counts were conducted during the morning (7:00 to 9:00 A.M.), and the afternoon (4:00 to 6:00 P.M.) on Tuesday, July 25, 2017 at the following five intersections.

1. Golf Road (IL 58) and Algonquin Road (IL 62) (signalized)
2. Meijer Drive and IL 62 (signalized)
3. Arlington Heights Road and IL 62 (signalized)
4. Meijer Drive and IL 58 (unsignalized)
5. Arlington Center Access Drive and IL 62 (unsignalized)

From the turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:30 and 8:30 A.M. and the weekday afternoon peak hour generally occurs between 4:30 and 5:30 P.M. These two respective peak hours will be used for the traffic capacity analyses and are presented later in this report. Pedestrian and bicycle activity was observed and was reported to be relatively low at the study intersections.

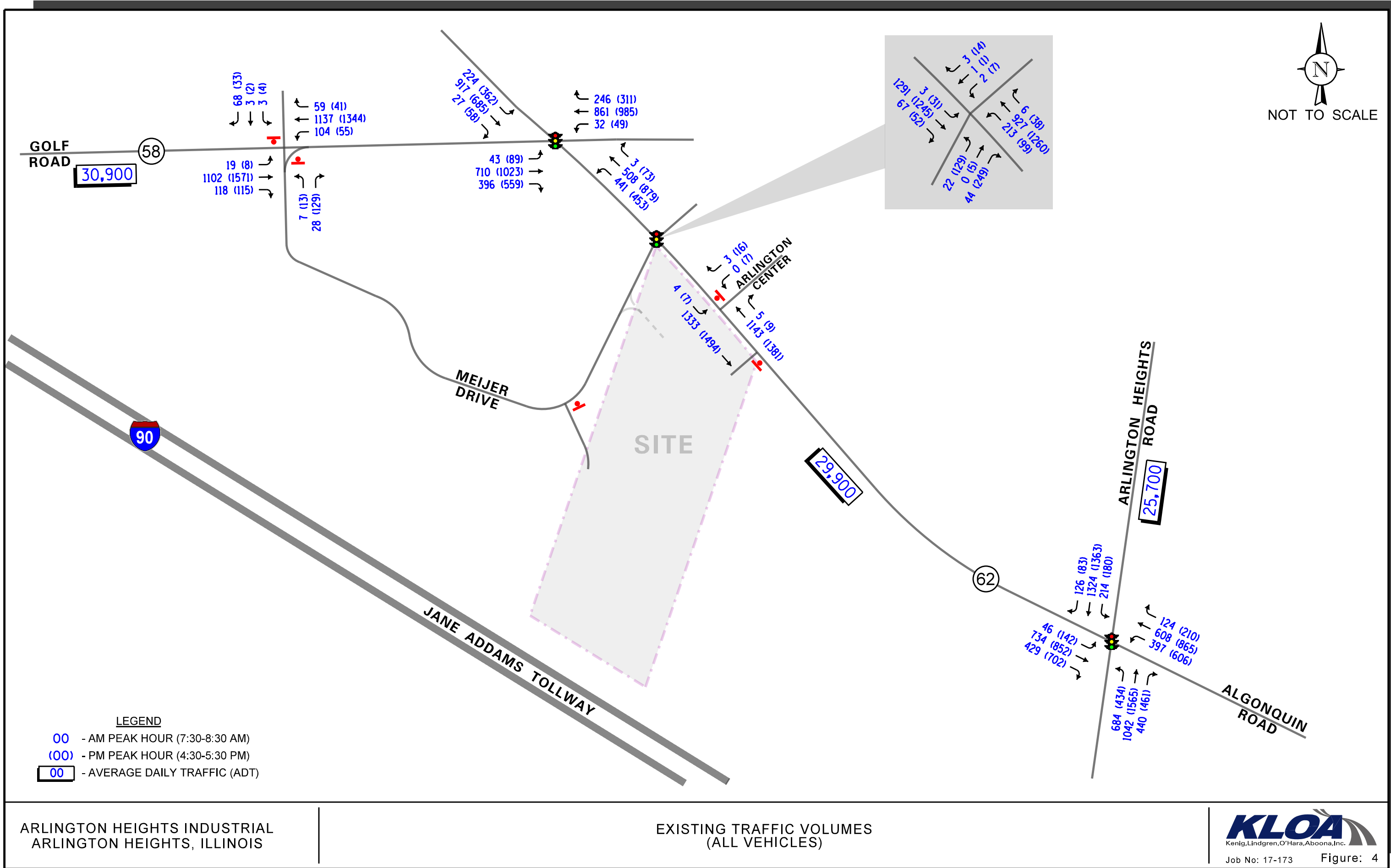
The existing peak hour vehicle traffic volumes (all vehicles) are shown in **Figure 4**.

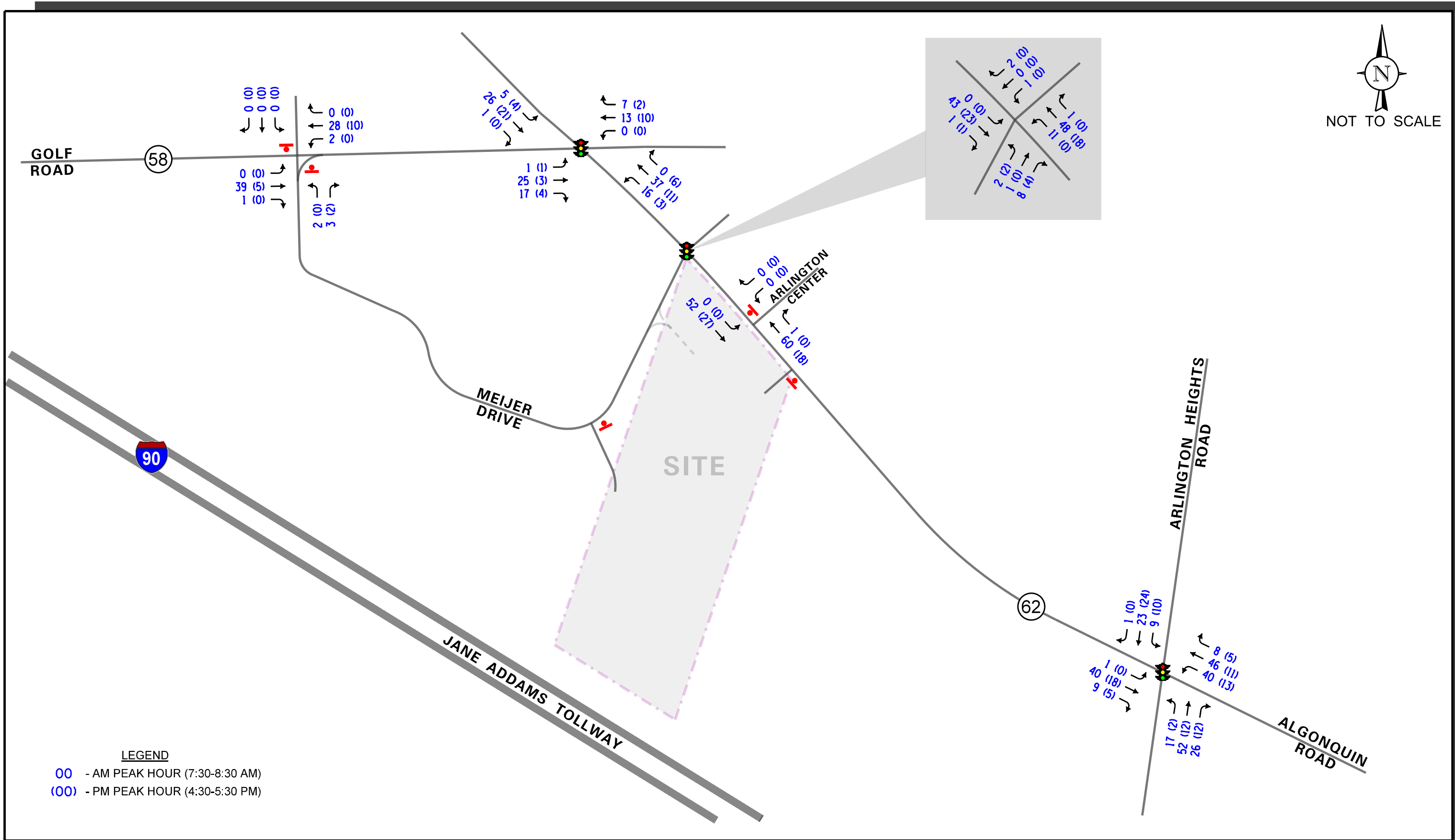
The existing peak hour truck traffic (heavy vehicles) volumes are shown in **Figure 5**.

Observations

Based on a review of the existing traffic volumes and field reconnaissance of the surrounding environs, the following observations are noted.

- Meijer Drive at IL 58 is restricted to right-turn only exiting movements onto eastbound IL 58; however, traffic observations show that left-turn and through traffic movements are occurring during peak hours from both Meijer Drive and the access on the north side of IL 58, which is also restricted to right-out only turning movements.
- The access driveway to the PACE corporate building on IL 62, located approximately 635 feet southeast from the proposed access drive to the subject development and approximately one-fourth of a mile from Meijer Drive is under police officer traffic control to facilitate the exiting traffic during the weekday afternoon peak hours. Officers stop the through traffic on IL 62 in both directions to allow exiting traffic protected passage onto IL 62. Although stopping the vehicles on IL 62 results in a temporary queuing of vehicles, southeastbound through vehicles on IL 62 were not observed to extend to the proposed full access serving the subject development. Further, stopping the through traffic at this access drive results in additional gaps in through traffic along IL 62 at the proposed access drive.





ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS

EXISTING TRAFFIC VOLUMES
(HEAVY VEHICLES)



Job No: 17-173

Figure: 5

Traffic Characteristics of Proposed Development

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

Proposed Site and Development Plan

The plans call for the site to be developed in two phases, with the ultimate/final phase to include an approximate 331,014 square-foot warehouse/distribution center. For the purposes of this study, only the final phase of the site development was analyzed.

Truck (Heavy Vehicle) Access

The proposed southerly access drive on Meijer Drive will be for truck usage and should provide one lane inbound and one lane outbound under stop sign control. There is an existing left-turn lane on Meijer Drive at the location of this proposed access drive.

Passenger Vehicle Access

Two access drives are proposed to serve passenger vehicles, as described below.

Full Access and IL 62. Located east of Meijer Drive, this access will serve passenger vehicles only. The access should provide one lane inbound and one lane outbound under stop sign control. On IL 62, there is an existing center lane striped as a continuous two-way left-turn lane to accommodate the proposed northbound left-turning vehicles.

Restricted Access and Meijer Drive. The proposed northerly access drive on Meijer Drive should be designed to restrict turning movements to right-in/right-out only because of its close proximity to IL 62, in addition to the dual left-turn lanes on Meijer Drive at its approach to IL 62. The access drive should provide one lane inbound and one lane outbound under stop sign control.

Directional Distribution of Development-Generated Traffic

Two separate directional distributions were prepared: one for the truck traffic, and one for the private passenger vehicle traffic. The respective directional distributions of how development traffic will approach and depart the site was estimated based on a combination of existing travel patterns (both passenger vehicle and truck traffic), the location of the site relative to arterial roadways in the area, and the orientation and physical restrictions of the surrounding roadway system.

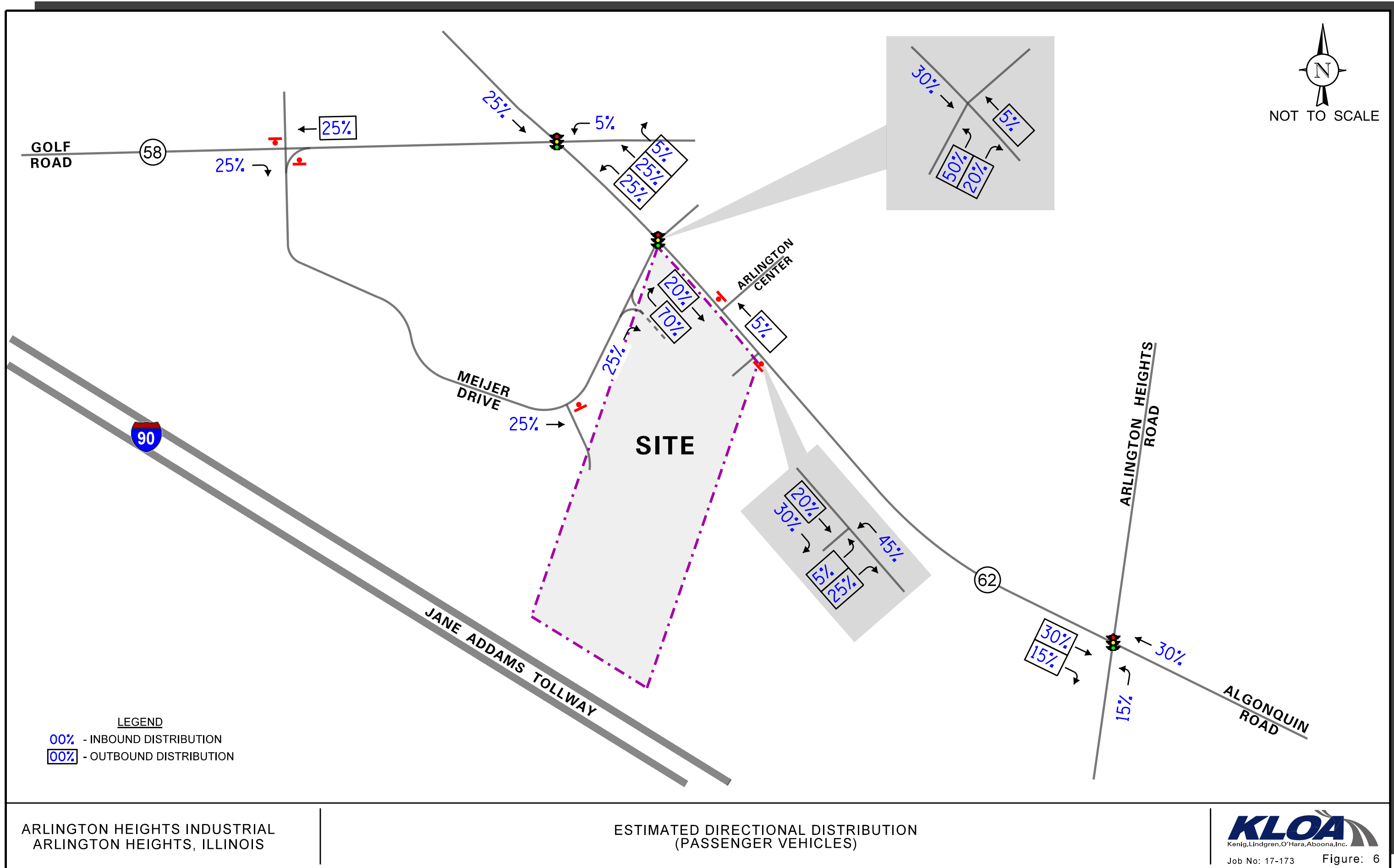
The passenger vehicle estimated directional distribution for the proposed development is illustrated in **Figure 6**.

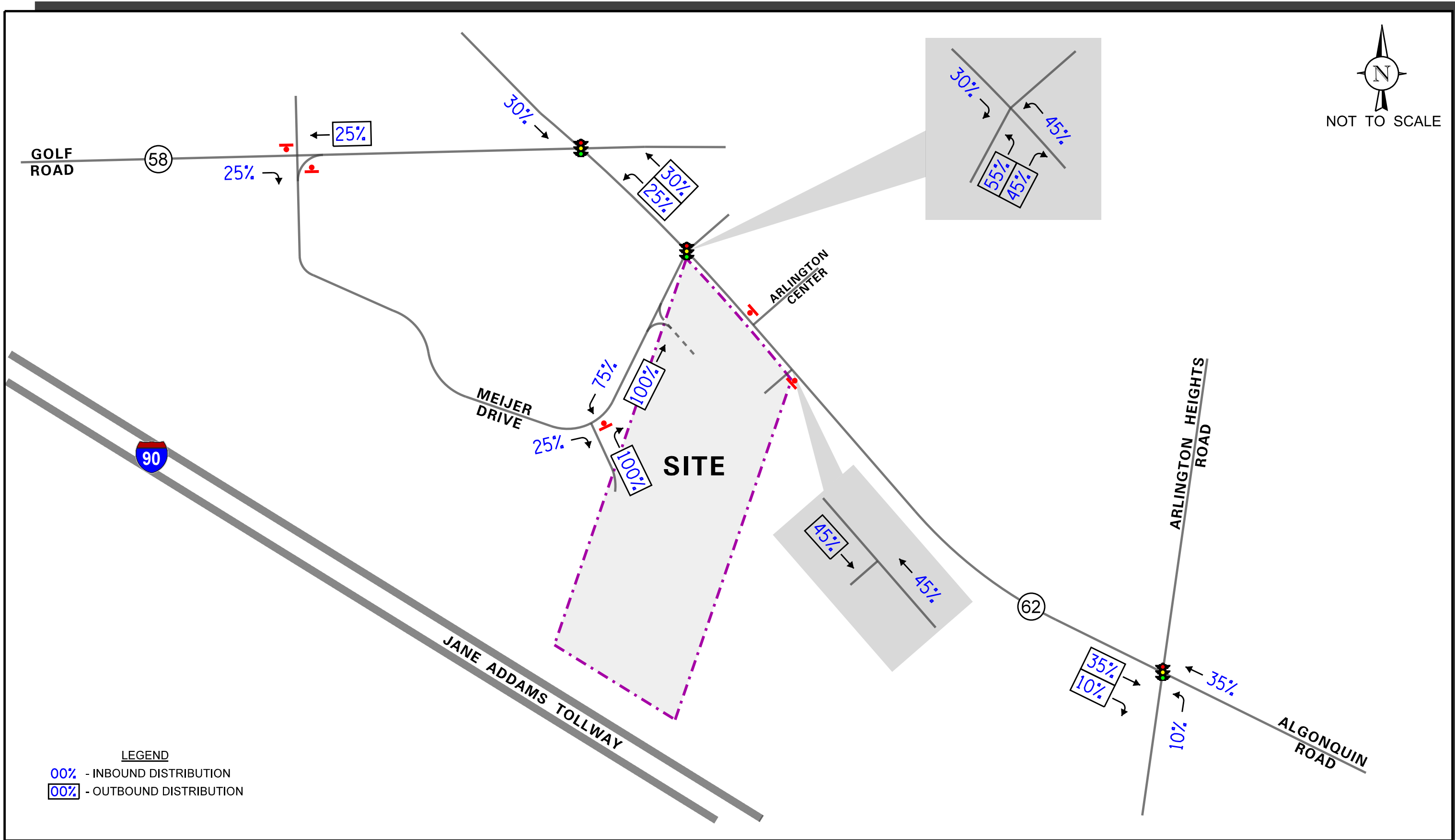
The truck, or heavy vehicle, estimated directional distribution for the proposed development is illustrated in **Figure 7**.

Development Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Further, based on other studies of warehouse/distribution centers, it is estimated that approximately 10 to 20 percent of the traffic approaching and departing the development during the peak hours of the day will be trucks, with the remaining 80 to 90 percent being passenger vehicles.

Table 1 shows the truck and passenger vehicle trips estimated to be generated for the proposed ultimate buildout of the development during the weekday morning and weekday afternoon peak hours, in addition to the weekday daily (two-way) volumes.





ARLINGTON HEIGHTS INDUSTRIAL
 ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED DIRECTIONAL DISTRIBUTION
 (HEAVY VEHICLES)



Job No: 17-173

Figure: 7

Table 1

ESTIMATED VEHICLE TRIP GENERATION FOR PROPOSED DEVELOPMENT

Development	Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Weekday Daily
	In	Out	In	Out	
Warehouse/Distribution 331,014 s.f. (LUC 150) TOTAL	126	33	32	96	1,380
Truck Traffic (20%) ¹	25	7	6	19	276
Passenger Vehicle Traffic (80%)	101	26	26	77	1,104

¹Maximum 20 percent assumed in study for conservative analysis purposes.

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development (refer to Table 1) were assigned to the area roadways based on the directional distributions established (Figure 6).

Figure 8 shows the assignment of the development-generated passenger traffic volumes.

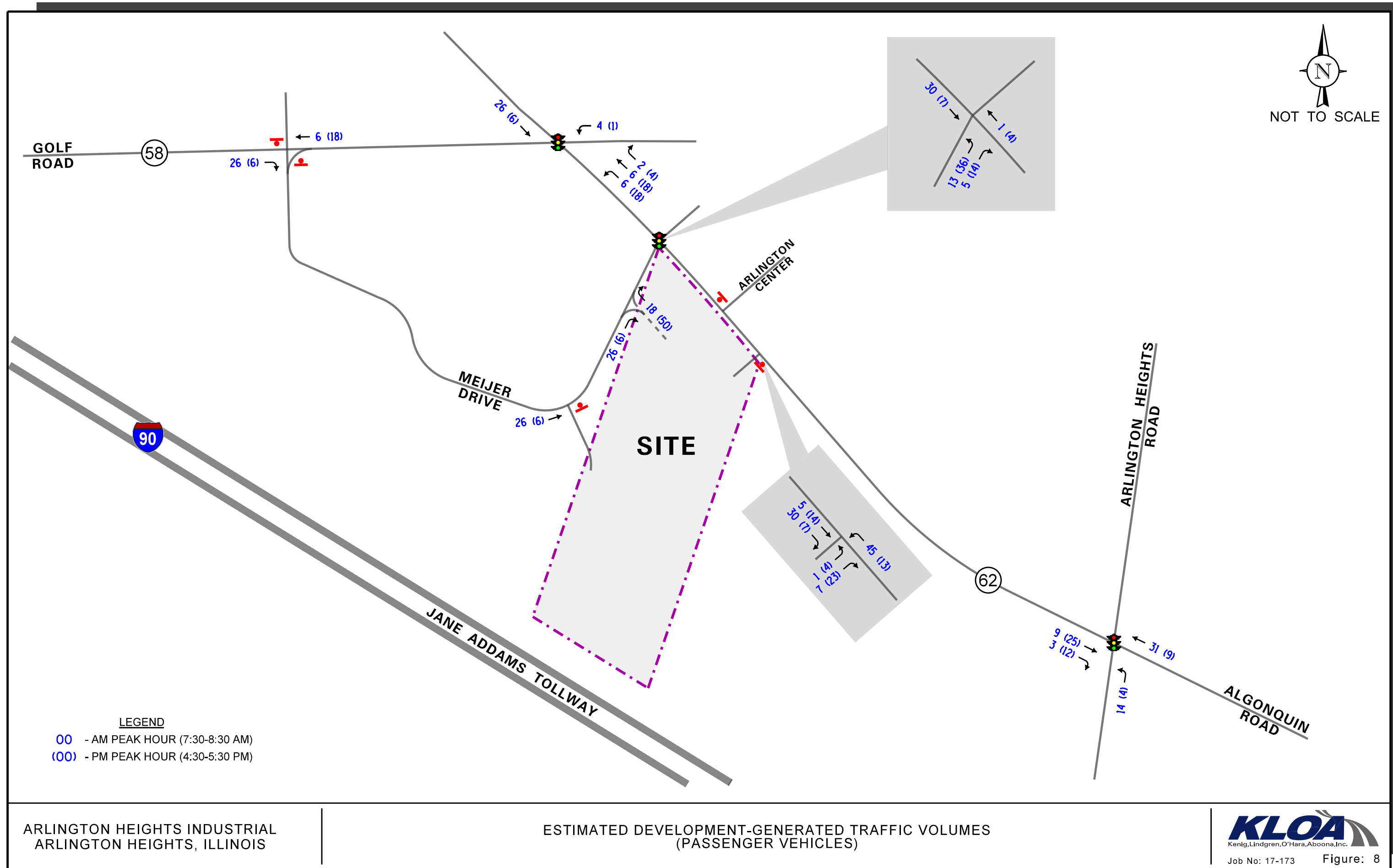
Figure 9 shows the assignment of the development-generated truck traffic volumes.

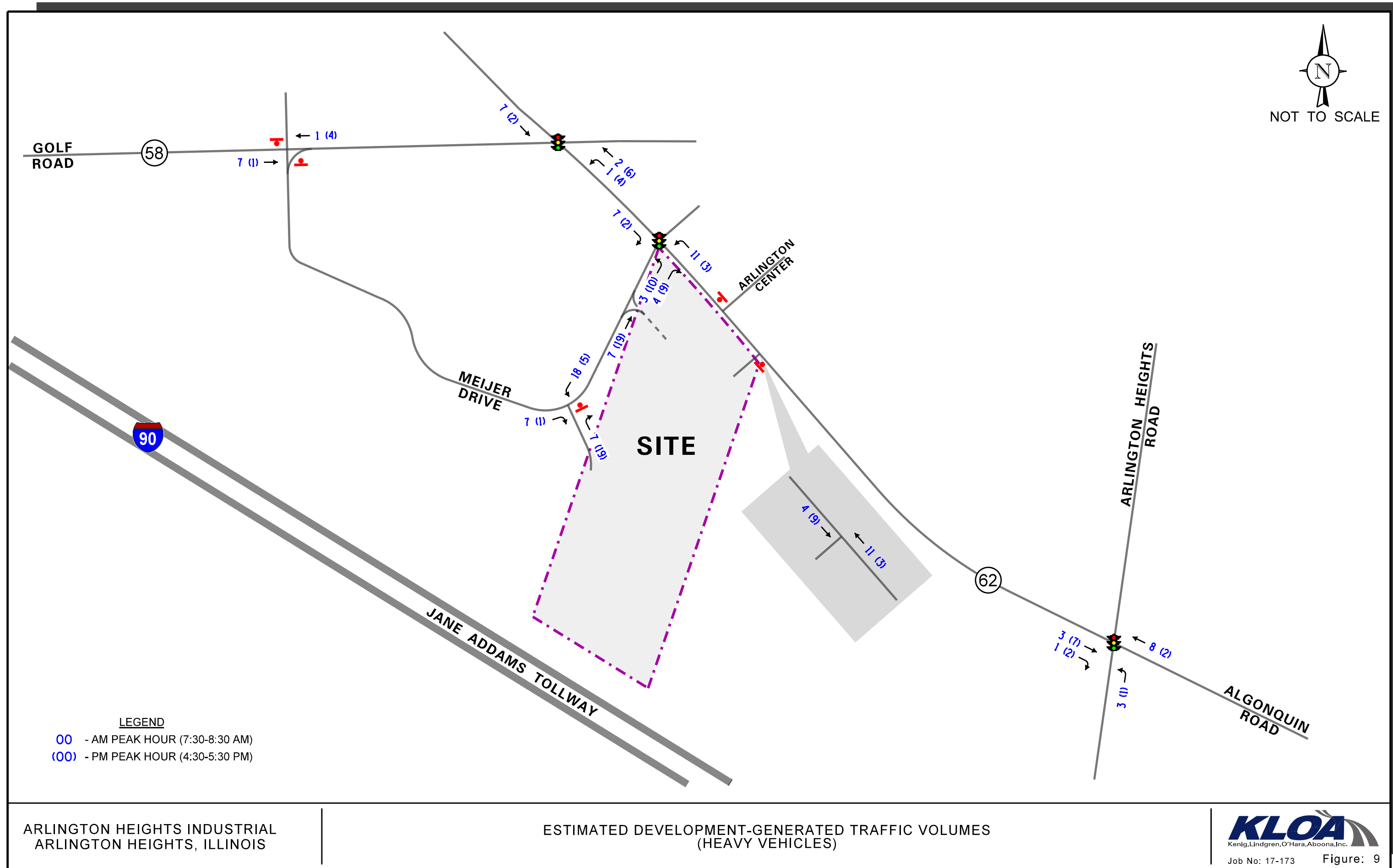
Total Projected Traffic Conditions

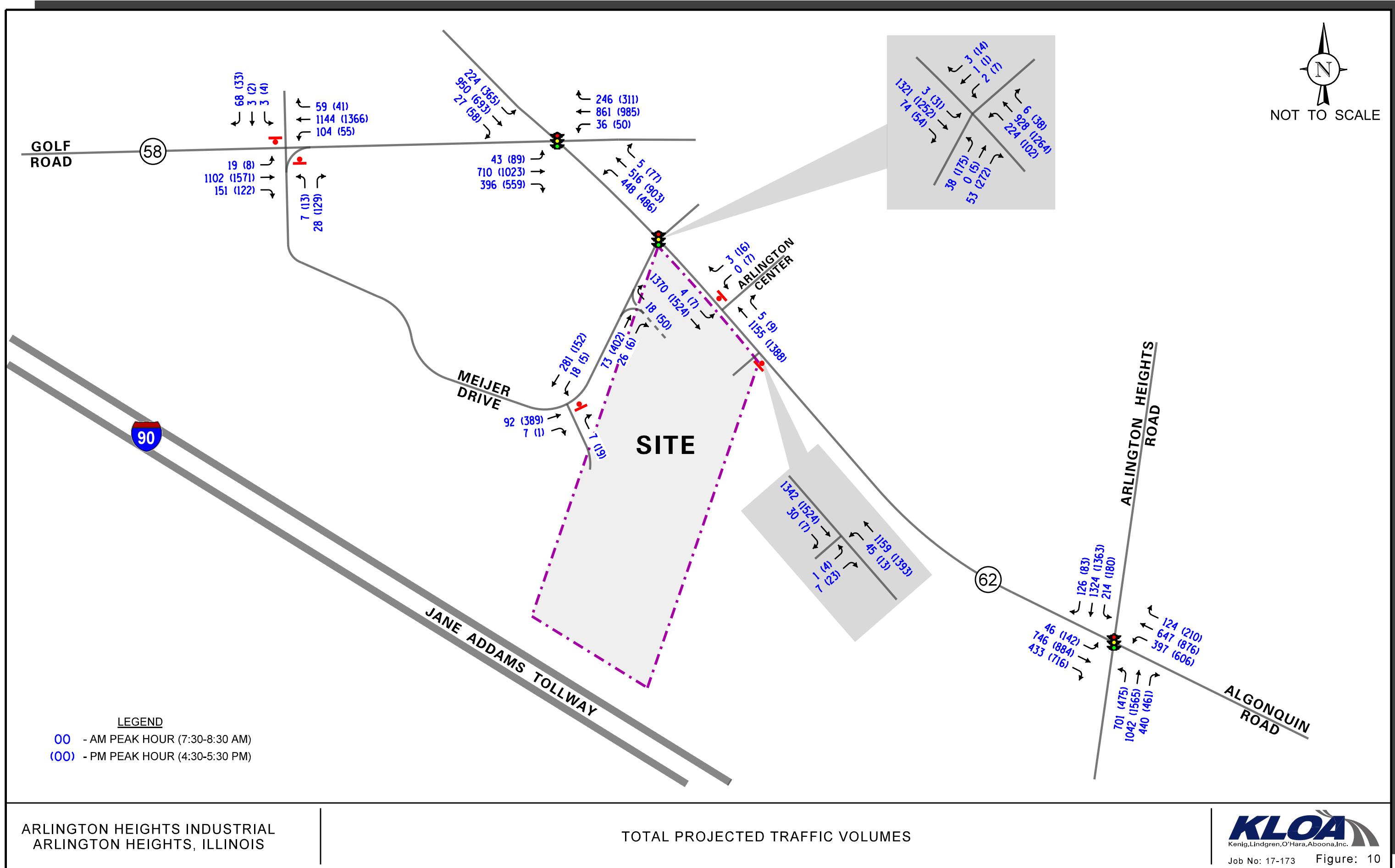
Traffic projections include the existing weekday morning and weekday afternoon peak hour traffic volumes (Figure 4), and the traffic estimated to be generated by the proposed ultimate buildout of the development (Figure 8 and Figure 9).

Based on Year 2040 traffic projections received by the Chicago Metropolitan Area for Planning (CMAP), the average daily traffic volumes (ADT) on the surrounding roadways are anticipated to see a slight decline from existing ADTs due to the resulting add-lanes on the Jane Addams Tollway (I-90). As such, no increase in regional growth was applied to the existing peak hour traffic volumes.

Figure 10 shows the total projected traffic volume conditions. As noted, the traffic currently generated by the existing land uses on the site was not redacted from the existing peak hour traffic volumes to provide for a conservative study.







Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning and weekday afternoon peak hours for both existing and future conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and using Synchro-SimTraffic analysis software.

The analysis for the traffic-signal controlled intersections along IL 62 were completed using existing cycle lengths (150 seconds for both weekday morning and weekday afternoon), phasings, and offsets to determine the average overall vehicle delay, volume-to-capacity ratios, 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.

A summary of the level of service/delay results for both existing and future conditions for each analyzed intersection are presented in **Tables 2 through 6**, respectively.

A discussion of the capacity analysis results and recommendations follows.

Table 2

CAPACITY ANALYSES RESULTS – MEIJER DRIVE AND ALGONQUIN ROAD (IL 62)

Peak Hour	Condition	Operating Conditions by Approach												Overall
		Eastbound Meijer Drive			Westbound Access Drive			Northbound IL 62			Southbound IL 62			
		L	T	R	L	T	R	L	T	R	L	T	R	
Wkdy AM	Existing	E 70.6	E 70.9	A 7.0	--	E 57.7	--	C 21.8	A 5.0	--	A 4.3	B 18.1	A 7.8	B – 13.7
		B – 17.5			E – 57.7			C – 28.2			A – 8.1			
	Future ¹	E 78.6	E 78.6	B 10.9	--	E 57.7	--	C 28.7	A 5.2	--	A 6.0	C 22.8	B 10.5	B – 17.4
		D – 39.1			E – 57.7			C – 22.1			A – 9.7			
Wkdy PM	Existing	F 96.5	F 95.3	C 28.0	--	D 44.3	--	A 7.9	B 11.8	--	A 5.7	B 16.7	A 6.7	B – 18.6
		D – 51.8			D – 44.3			B – 11.5			B – 16.0			
	Future ¹	F 94.1	F 94.3	D 42.7	--	D 45.9	--	A 9.8	B 12.6	--	A 6.6	B 18.3	A 6.3	C – 21.9
		E – 63.5			D – 45.9			B – 12.4			B – 17.5			
¹ Includes reallocation of greentime of 3 additional seconds for eastbound approach; 3 less seconds for westbound approach.														

Table 3

CAPACITY ANALYSES RESULTS – GOLF ROAD (IL 58) AND ALGONQUIN ROAD (IL 62)

Peak Hour	Condition	Operating Conditions by Approach												Overall
		Eastbound IL 58			Westbound IL 58			Northbound IL 62			Southbound IL 62			
		L	T	R	L	T	R	L	T	R	L	T	R	
Wkdy AM	Existing	E 78.4	E 62.9	C 26.5	E 76.7	E 55.4	C 33.6	E 68.2	C 26.3	--	E 68.2	E 59.8	--	D – 52.7
		D – 50.2			D – 50.6			E – 61.4			D – 45.7			
	Future	E 78.4	E 62.0	C 26.1	E 77.2	D 54.6	C 33.0	E 67.9	C 26.7	--	E 68.1	E 67.8	--	D – 54.1
		D – 50.2			D – 50.6			E – 67.9			D – 45.8			
Wkdy PM	Existing	F 80.6	D 48.7	C 33.3	E 79.0	D 44.6	C 27.4	E 79.1	D 48.5	--	F 117.4	E 56.3	--	D – 54.9
		D – 45.3			D – 41.9			E – 58.5			E – 76.0			
	Future	F 80.6	D 48.8	C 33.4	E 78.9	D 44.6	C 27.4	E 79.4	D 48.8	--	F 137.1	E 57.1	--	E – 57.2
		D – 45.3			D – 41.9			E – 58.7			F – 83.6			

Table 4

CAPACITY ANALYSES RESULTS – ARLINGTON HEIGHTS ROAD AND ALGONQUIN ROAD (IL 62)

Peak Hour	Condition	Operating Conditions by Approach												Overall
		Eastbound IL 62			Westbound IL 62			Northbound Arlington Heights Rd			Southbound Arlington Heights Rd			
		L	T	R	L	T	R	L	T	R	L	T	R	
Wkdy AM	Existing	E 60.5	D 39.2	D 41.1	F 300.8	C 33.6	C 21.5	F 100.7	D 43.5	D 36.3	F 95.9	F 161.3	D 41.3	F – 91.0
		D – 38.2			F – 126.2			E – 60.1			F – 143.8			
	Future	E 60.9	C 34.6	D 42.1	F 300.8	C 34.0	C 21.5	F 108.6	D 43.5	D 36.3	F 95.9	F 161.3	D 41.3	F – 91.0
		D – 38.2			F – 126.4			E – 63.0			F – 143.8			
Wkdy PM	Existing	E 66.6	E 58.1	D 36.5	F 430.8	D 38.0	C 26.5	E 71.9	D 52.0	C 33.1	F 99.7	F 94.5	C 32.4	F – 88.6
		D – 49.9			F – 178.1			D – 51.9			F – 91.9			
	Future	E 66.5	E 58.5	D 37.6	F 430.8	D 38.1	C 26.5	E 75.2	D 52.0	C 33.1	F 99.7	F 101.9	C 32.7	F – 89.8
		D – 50.1			F – 178.5			D – 52.9			F – 98.1			

Table 5
CAPACITY ANALYSIS RESULTS FOR EXISTING CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Meijer Drive and Golf Road (IL 58) (two-way stop)				
• Eastbound IL 58 Left-turn	A	9.7	B	10.8
• Westbound IL 58 Left-turn	B	13.3	C	17.7
• Northbound Meijer Right-turn	B	12.1	C	17.2
• Southbound Access Right-turn	A	9.2	A	9.0
Delay is measured in seconds.				

Table 6
CAPACITY ANALYSIS RESULTS FOR FUTURE CONDITIONS
UNSIGNALIZED INTERSECTIONS

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour	
	LOS	Delay	LOS	Delay
Meijer Drive and Golf Road (IL 58) (two-way stop)				
• Eastbound IL 58 Left-turn	A	9.8	B	10.9
• Westbound IL 58 Left-turn	B	13.6	C	17.8
• Northbound Meijer Right-turn	B	12.3	C	17.3
• Southbound Access Right-turn	A	9.2	A	9.0
Access and Algonquin Road (IL 62) (two-way stop)				
• Eastbound Access Approach	B	11.6	B	14.8
• Northbound IL 62 Left-turn	B	12.5	B	13.7
Truck Access and Meijer Drive (two-way stop)				
• Westbound Meijer Left-turn	A	8.5	A	8.2
• Northbound Truck Access Approach	A	9.9	B	10.9
Restricted Access and Meijer Drive (two-way stop)				
• Northbound Access Right-turn	A	8.8	B	11.3
Delay is measured in seconds.				

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.

Meijer Drive and Algonquin Road (IL 62)

This intersection will continue to operate at an overall acceptable LOS and delay under future projected conditions. As noted, dual left-turn lanes and a right-turn lane are provided on its eastbound approach with its signalized intersection with IL 62. The capacity analysis shows that the outbound queue during the weekday evening peak hour extends to the existing/proposed access drive that will be restricted to right-in/right-out turning movements. The future capacity analysis takes into consideration the addition of the trucks from the proposed facility by having increased the heavy vehicle percentages for the turning movements at this signalized intersection.

Meijer Drive and the access drive opposite Meijer Drive operate as a split phase operation where each receives greentime successively, rather than concurrently. Further, the cycle length is 150 seconds during the weekday evening peak hour. As such, the combination of a long cycle length, split phase operation, and the limited greentime given to Meijer Drive all contribute to the less than desirable LOS/delay for the outbound movements on Meijer Drive, particularly during the weekday evening peak hour. It is recommended that three additional seconds of green time be given to Meijer Drive for both peak hour periods. The three seconds can be taken from the access drive greentime since the access drive has a low volume of exiting traffic during the peak hours. Reallocation of greentime from the minor approaches does not typically require the recalibration and optimization of the traffic signal interconnect system along IL 62. The three additional seconds of greentime as shown in Table 2 above, is shown to improve the level of service and reduce the exiting queue for the dual left-turn lanes on Meijer Drive. Further, the traffic simulation shows that vehicles (a combination of both passenger vehicles and heavy vehicles) will be able to exit Meijer Drive without extensive queuing.

No further roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Golf Road (IL 58) and Algonquin Road (IL 62)

The signalized intersection of two major arterial highways results in a high volume of traffic traversing through this intersection. A comparison of the existing and future traffic capacity analysis results shows that this intersection will continue to operate at the same overall LOS and delay with the addition of the subject development. As such, no roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Arlington Heights Road and Algonquin Road (IL 62)

Similar to its intersection at Golf Road (IL 58), this signalized intersection of two major arterial highways results in a high volume of traffic traversing through this intersection. The intersection provides dual left-turn lanes, three through lanes, and a right-turn lane on all four approaches. The intersection currently operates at an undesirable LOS and delay during the peak hours, which can be attributed to the high cycle length (150 seconds), the high volume of vehicles traversing the intersection from all directions and therefore demanding equal greentime, and the protected-only left-turn movements, which receive limited greentime. A comparison of the existing and future traffic capacity analysis results shows that this intersection will continue to operate at the same overall LOS and delay with the addition of the subject development traffic. Further, the subject development traffic represents approximately one percent of the total traffic traversing this intersection during the peak hours and will have a low impact on the overall operations at this intersection. As such, no roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Meijer Drive and Golf Road (IL 58)

Meijer Drive and the access drive to the north, are restricted to right-in/right-out/left-in exiting movements only. Exiting left-turn movements onto Golf Road are restricted via a shallow raised median and posted signage. Traffic observations show that left-turn and through traffic movements are occurring during peak hours from both Meijer Drive and the access on the north side of IL 58. The intersection will continue to operate at an acceptable LOS and delay under projected traffic conditions. No roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the proposed development.

Full Access and Algonquin Road (IL 62)

The proposed full access drive on IL 62, southeast of Meijer Drive will serve passenger vehicles only. The access should provide one lane inbound and one lane outbound under stop sign control. No improvements are recommended on IL 62. On IL 62, there is an existing center lane striped as a continuous two-way left-turn lane to accommodate the proposed northbound left-turning vehicles. Based on the projected right-turn volumes, a right-turn lane on IL 62 is neither warranted nor needed.

As noted, the police-controlled intersection at the PACE access drive during the weekday afternoon peak periods helps create additional gaps in through traffic on IL 62 in the vicinity of the proposed access drive. As such, between this traffic regulator and the traffic signal at Meijer Drive, effective gaps in traffic were observed at the location of this proposed access drive, which will allow left-turning movements to occur with minimal delay.

Truck Access and Meijer Drive

The proposed southerly access drive on Meijer Drive will be for truck usage and should provide one lane inbound and one lane outbound under stop sign control. There is an existing left-turn lane on Meijer Drive at the location of this proposed access drive. A northbound right-turn lane is not needed given the low volume of peak hour turning volumes anticipated.

Passenger Vehicle Access and Meijer Drive

The proposed northerly access drive on Meijer Drive will be for passenger vehicles only. The capacity analyses show that the eastbound queue on Meijer Drive at its signalized intersection with IL 62 will extend beyond the location of this proposed access drive during the weekday peak hours. Further, there are dual left-turn lanes on Meijer Drive, which are difficult to crossover. As such, the access should be designed to restrict turning movements to right-in/right-out only. The existing access drive that served the former development on the site was designed to also restrict turning movements to right-in/right-out only turning movements. The access drive should provide one lane inbound and one lane outbound under stop sign control. No improvements on Meijer Drive at this intersection are needed.

Truck Routes

IL 62 (Algonquin Road), IL 58 (Golf Road), and Arlington Heights Road are all established truck routes and all are under the jurisdiction and maintained by IDOT. Truck traffic will primarily be oriented along IL 62 to the north of Golf Road (IL 58) and to the east of Arlington Heights Road. Further, truck traffic is anticipated to arrive to/from the west on IL 58 and to/from the south on Arlington Heights Road. This derived directional distribution is supported by existing truck traffic counts conducted as part of this study and further supported by IDOT truck traffic volume ADTs on surrounding roadways.

Conclusion

A traffic impact study was conducted for the proposed Arlington Heights Industrial development to be located in the southeast quadrant of the signalized intersection of Meijer Drive and Algonquin Road (IL 62) in Arlington Heights, Illinois. The plans call for the site to be developed in two phases, with the ultimate/final phase to include an approximate 331,014 square-foot warehouse/distribution center. For the purposes of this study, only the final phase of the site development was analyzed.

Based on the preceding analyses and recommendations, the following conclusions have been made.

- Overall, the development will have a low impact on the surrounding roadway network.
- The traffic generated by the existing land uses on the site was retained in the projected traffic volumes, thereby providing for a conservative analysis.
- IL 62 (Algonquin Road), IL 58 (Golf Road), and Arlington Heights Road are all established truck routes and all are under the jurisdiction and maintained by IDOT. Truck traffic will primarily be oriented along IL 62 to the north of Golf Road (IL 58) and to the east of Arlington Heights Road. Further, truck traffic is anticipated to arrive to/from the west on IL 58 and to/from the south on Arlington Heights Road. This derived directional distribution is supported by existing truck traffic counts conducted as part of this study and further supported by IDOT truck traffic volume ADTs on surrounding roadways.
- The traffic signals along IL 62 that includes the intersections at IL 58, Meijer Drive, and Arlington Heights Road, are part of a traffic signal interconnect network that includes 21 traffic signals/intersections and is maintained by the Illinois Department of Transportation (IDOT). The IL 62/Arlington Heights Road traffic signal is the master controller of this system.
- The signalized intersections on IL 62 at IL 58 and Arlington Heights Road will continue to operate at the same level of service and delay under existing conditions. As such, no traffic control or roadway improvements are recommended or needed at these two intersections in conjunction with the proposed development.

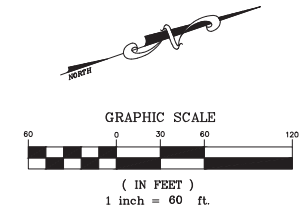
- At the signalized intersection of IL 62 and Meijer Drive, it is recommended that three additional seconds of green time be given to Meijer Drive for both peak hour periods. The three seconds can be taken from the access drive located on the east side of IL 62 in alignment with Meijer Drive that operates under a split-phase condition and has a low volume of exiting traffic during the peak hours. Reallocation of greentime from the minor approaches does not typically require the recalibration and optimization of the traffic signal interconnect system along IL 62. The three additional seconds of greentime is shown to improve the level of service and reduce the exiting queue for the dual left-turn lanes on Meijer Drive.
- Meijer Drive at IL 58 is restricted to right-turn only exiting movements onto eastbound IL 58; however, traffic observations show that left-turn and through traffic movements are occurring during peak hours from both Meijer Drive and the access on the north side of IL 58, which is also restricted to right-out only turning movements. No improvements are recommended at this intersection in conjunction with the proposed development.
- The proposed full access drive on IL 62, east of Meijer Drive will serve passenger vehicles only. The access should provide one lane inbound and one lane outbound under stop sign control. No improvements are recommended on IL 62. On IL 62, there is an existing center lane striped as a continuous two-way left-turn lane to accommodate the proposed northbound left-turning vehicles. Based on the projected right-turn volumes, a right-turn lane on IL 62 is neither warranted nor needed.
- The proposed southerly access drive on Meijer Drive will be for truck usage and should provide one lane inbound and one lane outbound under stop sign control. There is an existing left-turn lane on Meijer Drive at the location of this proposed access drive. A northbound right-turn lane is not needed given the low volume of peak hour turning volumes anticipated.
- The proposed northerly access drive on Meijer Drive will be for passenger vehicles only. Further, the access should be designed to restrict turning movements to right-in/right-out only because of the access drive's close proximity to IL 62, in addition to the dual left-turn lanes on Meijer Drive at its approach to IL 62. The access drive should provide one lane inbound and one lane outbound under stop sign control. No improvements on Meijer Drive at this intersection are needed.

Appendix

*Arlington Heights Industrial
Arlington Heights, Illinois*

Site Plan

PROPOSED LOT SIZE	=	671,453 S.F. (15.41 AC)
<u>PROPOSED SITE CONDITIONS:</u>		
PROPOSED BUILDING 1&2 FOOTPRINT	=	331,014 S.F. (49.30%)
PROPOSED PAVT./SIDEWALK	=	263,778 S.F. (39.28%)
PROPOSED GREENSPACE	=	76,661 S.F. (11.42%)
PROPOSED CONDITION IMPERVIOUS AREA	=	594,792 S.F. (13.65 AC)
<u>PROPOSED PARKING SUMMARY:</u>		
REGULAR STALLS	=	300
PHASE 2 ADA ACCESSIBLE STALLS	=	8
TOTAL STALLS PROVIDED	=	308 (0.93/1,000 SF)



1537.50' N 18°40'00" E

PHASE 2 PHASE 1

PROPOSED PHASE LINE

OFFICE

PHASE 2

INDUSTRIAL BUILDING 2
192,545 S.F.

EXISTING PROPERTY LINE TO BE ABROGATED

PHASE 1

INDUSTRIAL BUILDING 1
138,469 S.F.

OFFICE

OFFICE

NEW BASIN N-1

MODIFIED EXISTING BASIN N-2

EXISTING BASIN N-1

ALGONQUIN ROAD

MEIJER DRIVE

1454.11' S 18°40'43" W

HIGH BRIDGE & METAL BUILDING

HIGH ONE STORY BUILDING

22' HURDLE & EGRESS ASSEMBLY
FPI DOC. NO. 24176024

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
MASTER DEVELOPMENT PLAN - PHASE 1 & 2

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PROJ. ASSOC. RWG
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SHEET

6 OF 20

Traffic Count Data

*Arlington Heights Industrial
Arlington Heights, Illinois*



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

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

Count Name: Algonquin and Golf
Site Code:
Start Date: 07/25/2017
Page No: 1

Turning Movement Data

Start Time	Golf Road Eastbound					App. Total	Golf Road Westbound					App. Total	Algonquin Road Northbound					App. Total	Algonquin Road Southbound					Int. Total	
	U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Right	Peds		U-Turn	Left	Thru	Peds	U-Turn		Left	Thru	Right	Peds			
7:00 AM	0	4	160	78	0	242	0	8	139	47	0	194	0	74	103	0	177	0	42	185	8	0	235	848	
7:15 AM	2	7	179	99	0	287	0	6	187	48	0	241	0	102	112	0	214	0	54	223	7	0	284	1026	
7:30 AM	0	11	170	95	0	276	0	5	216	65	0	286	0	111	141	0	252	0	58	223	6	0	287	1101	
7:45 AM	1	10	165	124	0	300	0	8	238	64	0	310	0	104	124	0	228	0	61	251	8	0	320	1158	
Hourly Total	3	32	674	396	0	1105	0	27	780	224	0	1031	0	391	480	0	871	0	215	882	29	0	1126	4133	
8:00 AM	0	8	183	97	0	288	0	10	195	53	0	258	0	109	123	0	232	0	54	240	7	0	301	1079	
8:15 AM	0	13	192	80	0	285	0	9	212	64	0	285	0	117	120	0	237	0	51	203	6	0	260	1067	
8:30 AM	0	4	174	80	0	258	0	6	199	57	0	262	0	97	130	0	229	0	68	185	7	1	260	1007	
8:45 AM	1	11	177	72	0	261	0	11	178	75	0	264	0	76	133	0	209	0	67	179	8	0	254	988	
Hourly Total	1	36	726	329	0	1092	0	36	784	249	0	1069	0	399	506	0	905	0	240	807	28	1	1075	4141	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	2	15	221	148	0	386	0	6	234	91	0	331	0	132	216	0	348	2	95	163	13	0	273	1338	
4:15 PM	0	27	281	126	0	434	0	14	267	105	0	386	0	142	211	0	353	0	77	152	16	0	245	1418	
4:30 PM	2	28	217	157	0	404	0	16	232	86	0	334	0	127	197	0	324	2	78	159	15	0	254	1316	
4:45 PM	1	21	272	150	0	444	0	15	262	76	1	353	0	101	218	1	319	1	85	167	16	0	269	1385	
Hourly Total	5	91	991	581	0	1668	0	51	995	358	1	1404	0	502	842	1	1344	5	335	641	60	0	1041	5457	
5:00 PM	4	17	252	148	0	421	0	5	236	71	0	312	0	114	229	0	343	0	101	179	12	0	292	1368	
5:15 PM	3	13	282	104	0	402	0	13	255	78	0	346	0	111	235	0	346	0	95	180	15	0	290	1384	
5:30 PM	2	21	226	101	0	350	0	14	268	85	0	367	0	110	209	0	319	0	94	181	15	0	290	1326	
5:45 PM	0	20	204	100	1	324	1	6	270	92	0	369	0	105	214	0	319	0	108	161	11	1	280	1292	
Hourly Total	9	71	964	453	1	1497	1	38	1029	326	0	1394	0	440	887	0	1327	0	398	701	53	1	1152	5370	
Grand Total	18	230	3355	1759	1	5362	1	152	3588	1157	1	4898	0	1732	2715	1	4447	5	1188	3031	170	2	4394	19101	
Approach %	0.3	4.3	62.6	32.8	-	-	-	0.0	3.1	73.3	23.6	-	-	0.0	38.9	61.1	-	-	0.1	27.0	69.0	3.9	-	-	-
Total %	0.1	1.2	17.6	9.2	-	28.1	0.0	0.8	18.8	6.1	-	25.6	0.0	9.1	14.2	-	23.3	0.0	6.2	15.9	0.9	-	23.0	-	
Lights	18	226	3284	1698	-	5226	1	149	3526	1138	-	4814	0	1688	2612	-	4300	5	1171	2931	169	-	4276	18616	
% Lights	100.0	98.3	97.9	96.5	-	97.5	100.0	98.0	98.3	98.4	-	98.3	-	97.5	96.2	-	96.7	100.0	98.6	96.7	99.4	-	97.3	97.5	
Buses	0	0	15	19	-	34	0	1	12	0	-	13	0	16	13	-	29	0	1	4	0	-	5	81	
% Buses	0.0	0.0	0.4	1.1	-	0.6	0.0	0.7	0.3	0.0	-	0.3	-	0.9	0.5	-	0.7	0.0	0.1	0.1	0.0	-	0.1	0.4	
Single-Unit Trucks	0	2	44	32	-	78	0	1	35	16	-	52	0	19	60	-	79	0	5	67	0	-	72	281	
% Single-Unit Trucks	0.0	0.9	1.3	1.8	-	1.5	0.0	0.7	1.0	1.4	-	1.1	-	1.1	2.2	-	1.8	0.0	0.4	2.2	0.0	-	1.6	1.5	
Articulated Trucks	0	2	12	10	-	24	0	1	15	3	-	19	0	9	30	-	39	0	11	29	1	-	41	123	
% Articulated Trucks	0.0	0.9	0.4	0.6	-	0.4	0.0	0.7	0.4	0.3	-	0.4	-	0.5	1.1	-	0.9	0.0	0.9	1.0	0.6	-	0.9	0.6	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	2	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-	



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

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

Count Name: Algonquin and Golf
Site Code:
Start Date: 07/25/2017
Page No: 2

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Algonquin Road Northbound						Algonquin Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:30 AM	0	11	170	95	0	276	0	5	216	65	0	286	0	111	141	0	252	0	58	223	6	0	287	1101	
7:45 AM	1	10	165	124	0	300	0	8	238	64	0	310	0	104	124	0	228	0	61	251	8	0	320	1158	
8:00 AM	0	8	183	97	0	288	0	10	195	53	0	258	0	109	123	0	232	0	54	240	7	0	301	1079	
8:15 AM	0	13	192	80	0	285	0	9	212	64	0	285	0	117	120	0	237	0	51	203	6	0	260	1067	
Total	1	42	710	396	0	1149	0	32	861	246	0	1139	0	441	508	0	949	0	224	917	27	0	1168	4405	
Approach %	0.1	3.7	61.8	34.5	-	-	0.0	2.8	75.6	21.6	-	-	0.0	46.5	53.5	-	-	0.0	19.2	78.5	2.3	-	-	-	-
Total %	0.0	1.0	16.1	9.0	-	26.1	0.0	0.7	19.5	5.6	-	25.9	0.0	10.0	11.5	-	21.5	0.0	5.1	20.8	0.6	-	-	26.5	-
PHF	0.250	0.808	0.924	0.798	-	0.958	0.000	0.800	0.904	0.946	-	0.919	0.000	0.942	0.901	-	0.941	0.000	0.918	0.913	0.844	-	-	0.913	0.951
Lights	1	41	681	376	-	1099	0	32	846	239	-	1117	0	419	468	-	887	0	219	890	26	-	-	1135	4238
% Lights	100.0	97.6	95.9	94.9	-	95.6	-	100.0	98.3	97.2	-	98.1	-	95.0	92.1	-	93.5	-	97.8	97.1	96.3	-	-	97.2	96.2
Buses	0	0	4	3	-	7	0	0	2	0	-	2	0	6	3	-	9	0	0	1	0	-	-	1	19
% Buses	0.0	0.0	0.6	0.8	-	0.6	-	0.0	0.2	0.0	-	0.2	-	1.4	0.6	-	0.9	-	0.0	0.1	0.0	-	-	0.1	0.4
Single-Unit Trucks	0	1	20	13	-	34	0	0	8	7	-	15	0	10	26	-	36	0	2	18	0	-	-	20	105
% Single-Unit Trucks	0.0	2.4	2.8	3.3	-	3.0	-	0.0	0.9	2.8	-	1.3	-	2.3	5.1	-	3.8	-	0.9	2.0	0.0	-	-	1.7	2.4
Articulated Trucks	0	0	5	4	-	9	0	0	5	0	-	5	0	6	11	-	17	0	3	8	1	-	-	12	43
% Articulated Trucks	0.0	0.0	0.7	1.0	-	0.8	-	0.0	0.6	0.0	-	0.4	-	1.4	2.2	-	1.8	-	1.3	0.9	3.7	-	-	1.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Algonquin and Golf
Site Code:
Start Date: 07/25/2017
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Algonquin Road Northbound						Algonquin Road Southbound						App. Total	Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
4:30 PM	2	28	217	157	0	404	0	16	232	86	0	334	0	127	197	0	324	2	78	159	15	0	254	1316		
4:45 PM	1	21	272	150	0	444	0	15	262	76	1	353	0	101	218	1	319	1	85	167	16	0	269	1385		
5:00 PM	4	17	252	148	0	421	0	5	236	71	0	312	0	114	229	0	343	0	101	179	12	0	292	1368		
5:15 PM	3	13	282	104	0	402	0	13	255	78	0	346	0	111	235	0	346	0	95	180	15	0	290	1384		
Total	10	79	1023	559	0	1671	0	49	985	311	1	1345	0	453	879	1	1332	3	359	685	58	0	1105	5453		
Approach %	0.6	4.7	61.2	33.5	-	-	0.0	3.6	73.2	23.1	-	-	0.0	34.0	66.0	-	-	0.3	32.5	62.0	5.2	-	-	-		
Total %	0.2	1.4	18.8	10.3	-	30.6	0.0	0.9	18.1	5.7	-	24.7	0.0	8.3	16.1	-	24.4	0.1	6.6	12.6	1.1	-	20.3	-		
PHF	0.625	0.705	0.907	0.890	-	0.941	0.000	0.766	0.940	0.904	-	0.953	0.000	0.892	0.935	-	0.962	0.375	0.889	0.951	0.906	-	0.946	0.984		
Lights	10	78	1019	548	-	1655	0	48	971	309	-	1328	0	445	864	-	1309	3	355	663	58	-	1079	5371		
% Lights	100.0	98.7	99.6	98.0	-	99.0	-	98.0	98.6	99.4	-	98.7	-	98.2	98.3	-	98.3	100.0	98.9	96.8	100.0	-	97.6	98.5		
Buses	0	0	1	7	-	8	0	1	4	0	-	5	0	5	4	-	9	0	0	1	0	-	1	23		
% Buses	0.0	0.0	0.1	1.3	-	0.5	-	2.0	0.4	0.0	-	0.4	-	1.1	0.5	-	0.7	0.0	0.0	0.1	0.0	-	0.1	0.4		
Single-Unit Trucks	0	0	1	3	-	4	0	0	8	1	-	9	0	2	5	-	7	0	2	13	0	-	15	35		
% Single-Unit Trucks	0.0	0.0	0.1	0.5	-	0.2	-	0.0	0.8	0.3	-	0.7	-	0.4	0.6	-	0.5	0.0	0.6	1.9	0.0	-	1.4	0.6		
Articulated Trucks	0	1	2	1	-	4	0	0	2	1	-	3	0	1	6	-	7	0	2	8	0	-	10	24		
% Articulated Trucks	0.0	1.3	0.2	0.2	-	0.2	-	0.0	0.2	0.3	-	0.2	-	0.2	0.7	-	0.5	0.0	0.6	1.2	0.0	-	0.9	0.4		
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0	-	0	0		
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0		
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	0	-	-		
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-		



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

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

Count Name: Meijer and Algonquin
Site Code:
Start Date: 07/25/2017
Page No: 1

Turning Movement Data

Start Time	Meijer Drive Eastbound						Access Drive Westbound						Algonquin Road Northbound						Algonquin Road Southbound						App. Total	Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total		
7:00 AM	0	7	0	13	1	20	0	0	0	0	0	0	0	25	183	1	0	209	0	0	262	10	0	272	501	
7:15 AM	0	1	0	16	0	17	0	0	0	0	0	0	0	41	212	1	0	254	0	0	314	9	0	323	594	
7:30 AM	0	5	0	9	1	14	0	0	0	0	1	0	0	53	259	0	1	312	0	0	317	12	0	329	655	
7:45 AM	0	6	1	9	0	16	0	1	1	1	0	3	0	59	234	4	0	297	1	1	355	9	0	366	682	
Hourly Total	0	19	1	47	2	67	0	1	1	1	1	3	0	178	888	6	1	1072	1	1	1248	40	0	1290	2432	
8:00 AM	0	5	0	13	0	18	0	0	0	1	0	1	0	48	207	0	0	255	1	0	323	20	0	344	618	
8:15 AM	0	6	0	13	0	19	0	1	0	1	0	2	0	53	227	2	1	282	0	0	296	26	0	322	625	
8:30 AM	0	4	0	17	0	21	0	0	0	1	0	1	0	34	220	0	0	254	0	1	263	11	0	275	551	
8:45 AM	0	2	0	10	0	12	0	0	0	0	0	0	0	51	206	1	0	258	1	0	250	11	0	262	532	
Hourly Total	0	17	0	53	0	70	0	1	0	3	0	4	0	186	860	3	1	1049	2	1	1132	68	0	1203	2326	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	25	2	54	2	81	0	2	0	6	0	8	0	34	345	5	0	384	1	5	303	18	0	327	800	
4:15 PM	0	22	2	50	0	74	0	6	1	2	2	9	0	29	318	4	0	351	1	4	269	16	0	290	724	
4:30 PM	0	28	2	60	0	90	0	2	0	7	0	9	0	24	297	6	0	327	1	2	307	17	0	327	753	
4:45 PM	0	30	0	58	0	88	0	2	0	4	0	6	0	20	309	10	1	339	1	10	310	14	0	335	768	
Hourly Total	0	105	6	222	2	333	0	12	1	19	2	32	0	107	1269	25	1	1401	4	21	1189	65	0	1279	3045	
5:00 PM	0	44	3	76	0	123	0	1	1	2	1	4	0	27	313	6	0	346	0	8	333	9	0	350	823	
5:15 PM	0	27	0	55	0	82	0	2	0	1	2	3	0	28	341	16	0	385	2	7	295	12	0	316	786	
5:30 PM	0	15	0	47	0	62	0	1	1	4	2	6	0	23	321	12	0	356	0	8	286	12	0	306	730	
5:45 PM	0	23	0	45	1	68	0	4	1	5	3	10	0	24	304	7	0	335	2	5	256	11	2	274	687	
Hourly Total	0	109	3	223	1	335	0	8	3	12	8	23	0	102	1279	41	0	1422	4	28	1170	44	2	1246	3026	
Grand Total	0	250	10	545	5	805	0	22	5	35	11	62	0	573	4296	75	3	4944	11	51	4739	217	2	5018	10829	
Approach %	0.0	31.1	1.2	67.7	-	-	0.0	35.5	8.1	56.5	-	-	0.0	11.6	86.9	1.5	-	-	0.2	1.0	94.4	4.3	-	-	-	
Total %	0.0	2.3	0.1	5.0	-	7.4	0.0	0.2	0.0	0.3	-	0.6	0.0	5.3	39.7	0.7	-	45.7	0.1	0.5	43.8	2.0	-	46.3	-	
Lights	0	245	9	516	-	770	0	20	5	32	-	57	0	547	4137	71	-	4755	11	51	4581	212	-	4855	10437	
% Lights	-	98.0	90.0	94.7	-	95.7	-	90.9	100.0	91.4	-	91.9	-	95.5	96.3	94.7	-	96.2	100.0	100.0	96.7	97.7	-	96.8	96.4	
Buses	0	0	0	1	-	1	0	1	0	0	-	1	0	1	33	2	-	36	0	0	27	0	-	27	65	
% Buses	-	0.0	0.0	0.2	-	0.1	-	4.5	0.0	0.0	-	1.6	-	0.2	0.8	2.7	-	0.7	0.0	0.0	0.6	0.0	-	0.5	0.6	
Single-Unit Trucks	0	1	0	9	-	10	0	1	0	3	-	4	0	6	78	2	-	86	0	0	96	3	-	99	199	
% Single-Unit Trucks	-	0.4	0.0	1.7	-	1.2	-	4.5	0.0	8.6	-	6.5	-	1.0	1.8	2.7	-	1.7	0.0	0.0	2.0	1.4	-	2.0	1.8	
Articulated Trucks	0	4	1	18	-	23	0	0	0	0	-	0	0	19	48	0	-	67	0	0	35	2	-	37	127	
% Articulated Trucks	-	1.6	10.0	3.3	-	2.9	-	0.0	0.0	0.0	-	0.0	-	3.3	1.1	0.0	-	1.4	0.0	0.0	0.7	0.9	-	0.7	1.2	
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	
% Bicycles on Road	-	0.0	0.0	0.2	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	5	-	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	2	-	-	



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Count Name: Meijer and Algonquin
Site Code:
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Meijer Drive Eastbound					Access Drive Westbound					Algonquin Road Northbound					Algonquin Road Southbound					App. Total	Int. Total			
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total							
7:30 AM	0	5	0	9	1	14	0	0	0	0	1	0	0	53	259	0	1	312	0	317	12	0	329	655	
7:45 AM	0	6	1	9	0	16	0	1	1	1	0	3	0	59	234	4	0	297	1	355	9	0	366	682	
8:00 AM	0	5	0	13	0	18	0	0	0	1	0	1	0	48	207	0	0	255	1	0	323	20	0	344	618
8:15 AM	0	6	0	13	0	19	0	1	0	1	0	2	0	53	227	2	1	282	0	0	296	26	0	322	625
Total	0	22	1	44	1	67	0	2	1	3	1	6	0	213	927	6	2	1146	2	1	1291	67	0	1361	2580
Approach %	0.0	32.8	1.5	65.7	-	-	0.0	33.3	16.7	50.0	-	-	0.0	18.6	80.9	0.5	-	-	0.1	0.1	94.9	4.9	-	-	-
Total %	0.0	0.9	0.0	1.7	-	2.6	0.0	0.1	0.0	0.1	-	0.2	0.0	8.3	35.9	0.2	-	44.4	0.1	0.0	50.0	2.6	-	52.8	-
PHF	0.000	0.917	0.250	0.846	-	0.882	0.000	0.500	0.250	0.750	-	0.500	0.000	0.903	0.895	0.375	-	0.918	0.500	0.250	0.909	0.644	-	0.930	0.946
Lights	0	20	0	34	-	54	0	1	1	1	-	3	0	202	866	4	-	1072	2	1	1244	66	-	1313	2442
% Lights	-	90.9	0.0	77.3	-	80.6	-	50.0	100.0	33.3	-	50.0	-	94.8	93.4	66.7	-	93.5	100.0	100.0	96.4	98.5	-	96.5	94.7
Buses	0	0	0	1	-	1	0	0	0	0	-	0	0	0	13	1	-	14	0	0	4	0	-	4	19
% Buses	-	0.0	0.0	2.3	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	1.4	16.7	-	1.2	0.0	0.0	0.3	0.0	-	0.3	0.7
Single-Unit Trucks	0	0	0	1	-	1	0	1	0	2	-	3	0	2	28	1	-	31	0	0	31	1	-	32	67
% Single-Unit Trucks	-	0.0	0.0	2.3	-	1.5	-	50.0	0.0	66.7	-	50.0	-	0.9	3.0	16.7	-	2.7	0.0	0.0	2.4	1.5	-	2.4	2.6
Articulated Trucks	0	2	1	7	-	10	0	0	0	0	-	0	0	9	20	0	-	29	0	0	12	0	-	12	51
% Articulated Trucks	-	9.1	100.0	15.9	-	14.9	-	0.0	0.0	0.0	-	0.0	-	4.2	2.2	0.0	-	2.5	0.0	0.0	0.9	0.0	-	0.9	2.0
Bicycles on Road	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	2.3	-	1.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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

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

Count Name: Meijer and Algonquin
Site Code:
Start Date: 07/25/2017
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Meijer Drive Eastbound						Access Drive Westbound						Algonquin Road Northbound						Algonquin Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	28	2	60	0	90	0	2	0	7	0	9	0	24	297	6	0	327	1	2	307	17	0	327	753
4:45 PM	0	30	0	58	0	88	0	2	0	4	0	6	0	20	309	10	1	339	1	10	310	14	0	335	768
5:00 PM	0	44	3	76	0	123	0	1	1	2	1	4	0	27	313	6	0	346	0	8	333	9	0	350	823
5:15 PM	0	27	0	55	0	82	0	2	0	1	2	3	0	28	341	16	0	385	2	7	295	12	0	316	786
Total	0	129	5	249	0	383	0	7	1	14	3	22	0	99	1260	38	1	1397	4	27	1245	52	0	1328	3130
Approach %	0.0	33.7	1.3	65.0	-	-	0.0	31.8	4.5	63.6	-	-	0.0	7.1	90.2	2.7	-	-	0.3	2.0	93.8	3.9	-	-	-
Total %	0.0	4.1	0.2	8.0	-	12.2	0.0	0.2	0.0	0.4	-	0.7	0.0	3.2	40.3	1.2	-	44.6	0.1	0.9	39.8	1.7	-	42.4	-
PHF	0.000	0.733	0.417	0.819	-	0.778	0.000	0.875	0.250	0.500	-	0.611	0.000	0.884	0.924	0.594	-	0.907	0.500	0.675	0.935	0.765	-	0.949	0.951
Lights	0	127	5	245	-	377	0	6	1	14	-	21	0	99	1235	37	-	1371	4	27	1214	51	-	1296	3065
% Lights	-	98.4	100.0	98.4	-	98.4	-	85.7	100.0	100.0	-	95.5	-	100.0	98.0	97.4	-	98.1	100.0	100.0	97.5	98.1	-	97.6	97.9
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	7	1	-	8	0	0	8	0	-	8	17
% Buses	-	0.0	0.0	0.0	-	0.0	-	14.3	0.0	0.0	-	4.5	-	0.0	0.6	2.6	-	0.6	0.0	0.0	0.6	0.0	-	0.6	0.5
Single-Unit Trucks	0	1	0	2	-	3	0	0	0	0	-	0	0	0	13	0	-	13	0	0	15	1	-	16	32
% Single-Unit Trucks	-	0.8	0.0	0.8	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.9	0.0	0.0	1.2	1.9	-	1.2	1.0
Articulated Trucks	0	1	0	2	-	3	0	0	0	0	-	0	0	0	5	0	-	5	0	0	8	0	-	8	16
% Articulated Trucks	-	0.8	0.0	0.8	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.6	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Algonquin Road and Arlington Heights Road
Site Code: 07/25/2017
Start Date: 07/25/2017
Page No: 1

Turning Movement Data

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	1	8	139	86	0	234	0	88	108	27	0	223	3	112	220	111	0	446	0	41	262	30	1	333	1236
7:15 AM	0	8	212	103	0	323	0	91	131	36	0	258	0	160	207	123	0	490	0	35	322	17	0	374	1445
7:30 AM	0	13	189	108	0	310	0	137	157	33	0	327	0	167	251	101	0	519	0	51	317	32	0	400	1556
7:45 AM	1	10	194	112	1	317	0	86	151	29	0	266	2	189	279	126	0	596	0	67	356	37	1	460	1639
Hourly Total	2	39	734	409	1	1184	0	402	547	125	0	1074	5	628	957	461	0	2051	0	194	1257	116	2	1567	5876
8:00 AM	0	14	185	110	0	309	0	90	133	35	1	258	1	153	237	102	0	493	0	42	330	24	2	396	1456
8:15 AM	0	8	166	99	0	273	0	84	167	27	0	278	2	170	275	111	0	558	0	54	321	33	0	408	1517
8:30 AM	0	13	175	84	0	272	0	69	147	45	0	261	0	143	256	118	0	517	1	47	248	25	0	321	1371
8:45 AM	3	12	141	77	0	233	0	69	133	46	0	248	0	138	253	90	0	481	1	55	266	26	1	348	1310
Hourly Total	3	47	667	370	0	1087	0	312	580	153	1	1045	3	604	1021	421	0	2049	2	198	1165	108	3	1473	5654
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	4	31	194	191	1	420	0	154	225	45	1	424	0	114	280	107	1	501	0	40	333	23	1	396	1741
4:15 PM	2	26	191	156	1	375	0	150	222	43	1	415	3	97	358	89	2	547	0	49	388	30	0	467	1804
4:30 PM	3	36	200	184	0	423	0	147	198	54	0	399	0	106	345	104	0	555	0	46	374	25	1	445	1822
4:45 PM	2	34	229	165	2	430	0	142	210	42	0	394	1	102	431	106	0	640	0	45	300	18	1	363	1827
Hourly Total	11	127	814	696	4	1648	0	593	855	184	2	1632	4	419	1414	406	3	2243	0	180	1395	96	3	1671	7194
5:00 PM	1	38	219	181	0	439	0	174	242	62	0	478	2	105	386	121	2	614	0	39	357	18	0	414	1945
5:15 PM	1	27	204	172	1	404	0	143	215	52	0	410	0	118	403	130	0	651	0	50	332	22	0	404	1869
5:30 PM	2	31	188	140	0	361	0	126	212	59	0	397	1	109	368	110	1	588	0	38	303	16	1	357	1703
5:45 PM	3	26	174	121	2	324	0	106	182	60	0	348	3	112	377	113	1	605	0	46	283	21	0	350	1627
Hourly Total	7	122	785	614	3	1528	0	549	851	233	0	1633	6	444	1534	474	4	2458	0	173	1275	77	1	1525	7144
Grand Total	23	335	3000	2089	8	5447	0	1856	2833	695	3	5384	18	2095	4926	1762	7	8801	2	745	5092	397	9	6236	25868
Approach %	0.4	6.2	55.1	38.4	-	-	0.0	34.5	52.6	12.9	-	-	0.2	23.8	56.0	20.0	-	-	0.0	11.9	81.7	6.4	-	-	-
Total %	0.1	1.3	11.6	8.1	-	21.1	0.0	7.2	11.0	2.7	-	20.8	0.1	8.1	19.0	6.8	-	34.0	0.0	2.9	19.7	1.5	-	24.1	-
Lights	23	327	2855	2055	-	5260	0	1763	2695	653	-	5111	18	2049	4795	1685	-	8547	2	708	4995	388	-	6093	25011
% Lights	100.0	97.6	95.2	98.4	-	96.6	-	95.0	95.1	94.0	-	94.9	100.0	97.8	97.3	95.6	-	97.1	100.0	95.0	98.1	97.7	-	97.7	96.7
Buses	0	2	29	2	-	33	0	4	29	6	-	39	0	10	3	3	-	16	0	3	2	3	-	8	96
% Buses	0.0	0.6	1.0	0.1	-	0.6	-	0.2	1.0	0.9	-	0.7	0.0	0.5	0.1	0.2	-	0.2	0.0	0.4	0.0	0.8	-	0.1	0.4
Single-Unit Trucks	0	4	64	20	-	88	0	41	61	30	-	132	0	25	71	33	-	129	0	22	72	5	-	99	448
% Single-Unit Trucks	0.0	1.2	2.1	1.0	-	1.6	-	2.2	2.2	4.3	-	2.5	0.0	1.2	1.4	1.9	-	1.5	0.0	3.0	1.4	1.3	-	1.6	1.7
Articulated Trucks	0	1	49	12	-	62	0	46	48	6	-	100	0	11	57	41	-	109	0	12	22	1	-	35	306
% Articulated Trucks	0.0	0.3	1.6	0.6	-	1.1	-	2.5	1.7	0.9	-	1.9	0.0	0.5	1.2	2.3	-	1.2	0.0	1.6	0.4	0.3	-	0.6	1.2
Bicycles on Road	0	1	3	0	-	4	0	2	0	0	-	2	0	0	0	0	-	0	0	0	1	0	-	1	7
% Bicycles on Road	0.0	0.3	0.1	0.0	-	0.1	-	0.1	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	9	-	-

% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-
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Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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

Count Name: Algonquin Road and Arlington
Heights Road
Site Code: 07/25/2017
Start Date: 07/25/2017
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	13	189	108	0	310	0	137	157	33	0	327	0	167	251	101	0	519	0	51	317	32	0	400	1556
7:45 AM	1	10	194	112	1	317	0	86	151	29	0	266	2	189	279	126	0	596	0	67	356	37	1	460	1639
8:00 AM	0	14	185	110	0	309	0	90	133	35	1	258	1	153	237	102	0	493	0	42	330	24	2	396	1456
8:15 AM	0	8	166	99	0	273	0	84	167	27	0	278	2	170	275	111	0	558	0	54	321	33	0	408	1517
Total	1	45	734	429	1	1209	0	397	608	124	1	1129	5	679	1042	440	0	2166	0	214	1324	126	3	1664	6168
Approach %	0.1	3.7	60.7	35.5	-	-	0.0	35.2	53.9	11.0	-	-	0.2	31.3	48.1	20.3	-	-	0.0	12.9	79.6	7.6	-	-	-
Total %	0.0	0.7	11.9	7.0	-	19.6	0.0	6.4	9.9	2.0	-	18.3	0.1	11.0	16.9	7.1	-	35.1	0.0	3.5	21.5	2.0	-	27.0	-
PHF	0.250	0.804	0.946	0.958	-	0.953	0.000	0.724	0.910	0.886	-	0.863	0.625	0.898	0.934	0.873	-	0.909	0.000	0.799	0.930	0.851	-	0.904	0.941
Lights	1	43	688	420	-	1152	0	356	553	112	-	1021	5	660	988	413	-	2066	0	204	1301	124	-	1629	5868
% Lights	100.0	95.6	93.7	97.9	-	95.3	-	89.7	91.0	90.3	-	90.4	100.0	97.2	94.8	93.9	-	95.4	-	95.3	98.3	98.4	-	97.9	95.1
Buses	0	1	6	0	-	7	0	1	9	4	-	14	0	2	2	1	-	5	0	1	0	1	-	2	28
% Buses	0.0	2.2	0.8	0.0	-	0.6	-	0.3	1.5	3.2	-	1.2	0.0	0.3	0.2	0.2	-	0.2	-	0.5	0.0	0.8	-	0.1	0.5
Single-Unit Trucks	0	0	21	6	-	27	0	18	28	8	-	54	0	11	34	10	-	55	0	4	15	1	-	20	156
% Single-Unit Trucks	0.0	0.0	2.9	1.4	-	2.2	-	4.5	4.6	6.5	-	4.8	0.0	1.6	3.3	2.3	-	2.5	-	1.9	1.1	0.8	-	1.2	2.5
Articulated Trucks	0	1	19	3	-	23	0	22	18	0	-	40	0	6	18	16	-	40	0	5	8	0	-	13	116
% Articulated Trucks	0.0	2.2	2.6	0.7	-	1.9	-	5.5	3.0	0.0	-	3.5	0.0	0.9	1.7	3.6	-	1.8	-	2.3	0.6	0.0	-	0.8	1.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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

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

Count Name: Algonquin Road and Arlington Heights Road
Site Code: 07/25/2017
Start Date: 07/25/2017
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						Arlington Heights Road Northbound						Arlington Heights Road Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
4:30 PM	3	36	200	184	0	423	0	147	198	54	0	399	0	106	345	104	0	555	0	46	374	25	1	445
4:45 PM	2	34	229	165	2	430	0	142	210	42	0	394	1	102	431	106	0	640	0	45	300	18	1	363
5:00 PM	1	38	219	181	0	439	0	174	242	62	0	478	2	105	386	121	2	614	0	39	357	18	0	414
5:15 PM	1	27	204	172	1	404	0	143	215	52	0	410	0	118	403	130	0	651	0	50	332	22	0	404
Total	7	135	852	702	3	1696	0	606	865	210	0	1681	3	431	1565	461	2	2460	0	180	1363	83	2	1626
Approach %	0.4	8.0	50.2	41.4	-	-	0.0	36.0	51.5	12.5	-	-	0.1	17.5	63.6	18.7	-	-	0.0	11.1	83.8	5.1	-	-
Total %	0.1	1.8	11.4	9.4	-	22.7	0.0	8.1	11.6	2.8	-	22.5	0.0	5.8	21.0	6.2	-	33.0	0.0	2.4	18.3	1.1	-	21.8
PHF	0.583	0.888	0.930	0.954	-	0.966	0.000	0.871	0.894	0.847	-	0.879	0.375	0.913	0.908	0.887	-	0.945	0.000	0.900	0.911	0.830	-	0.913
% Lights	7	134	825	696	-	1662	0	590	849	205	-	1644	3	428	1553	448	-	2432	0	170	1339	81	-	1590
% Lights	100.0	99.3	96.8	99.1	-	98.0	-	97.4	98.2	97.6	-	97.8	100.0	99.3	99.2	97.2	-	98.9	-	94.4	98.2	97.6	-	97.8
Buses	0	1	7	1	-	9	0	1	5	0	-	6	0	1	0	1	-	2	0	0	0	2	-	2
% Buses	0.0	0.7	0.8	0.1	-	0.5	-	0.2	0.6	0.0	-	0.4	0.0	0.2	0.0	0.2	-	0.1	-	0.0	0.0	2.4	-	0.1
Single-Unit Trucks	0	0	12	3	-	15	0	5	8	5	-	18	0	2	5	6	-	13	0	7	21	0	-	28
% Single-Unit Trucks	0.0	0.0	1.4	0.4	-	0.9	-	0.8	0.9	2.4	-	1.1	0.0	0.5	0.3	1.3	-	0.5	-	3.9	1.5	0.0	-	1.7
Articulated Trucks	0	0	6	2	-	8	0	8	3	0	-	11	0	0	7	6	-	13	0	3	3	0	-	6
% Articulated Trucks	0.0	0.0	0.7	0.3	-	0.5	-	1.3	0.3	0.0	-	0.7	0.0	0.0	0.4	1.3	-	0.5	-	1.7	0.2	0.0	-	0.4
Bicycles on Road	0	0	2	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0.0	0.0	0.2	0.0	-	0.1	-	0.3	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



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

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

Count Name: Golf and Meijer
Site Code:
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Turning Movement Data

Start Time	Golf Road Eastbound					Golf Road Westbound					Meijer Drive Northbound					Access Drive Southbound				
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:00 AM	0	9	238	19	0	266	0	16	195	14	0	225	0	0	0	4	1	4	509	
7:15 AM	0	3	292	21	0	316	0	28	234	15	0	277	0	1	1	7	0	9	624	
7:30 AM	0	6	297	30	0	333	0	23	293	15	0	331	0	1	0	6	0	7	690	
7:45 AM	0	4	279	32	0	315	0	31	288	11	0	330	0	2	0	7	0	9	671	
Hourly Total	0	22	1106	102	0	1230	0	98	1010	55	0	1163	0	4	1	24	1	29	2494	
8:00 AM	0	4	267	31	0	302	0	24	266	18	0	308	0	0	0	6	0	6	633	
8:15 AM	0	5	259	25	0	289	0	26	290	15	0	331	0	4	0	9	0	13	654	
8:30 AM	0	9	254	18	1	281	0	23	245	15	0	283	0	2	1	10	0	13	591	
8:45 AM	0	7	251	25	0	283	0	20	226	13	2	259	0	3	1	4	0	8	568	
Hourly Total	0	25	1031	99	1	1155	0	93	1027	61	2	1181	0	9	2	29	0	40	2446	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4:00 PM	0	2	380	24	0	406	0	10	352	9	1	371	0	2	1	30	1	33	818	
4:15 PM	0	0	380	21	0	401	0	18	401	7	0	426	0	2	0	36	1	38	872	
4:30 PM	0	0	361	37	0	398	0	16	328	8	0	352	0	1	0	32	0	33	789	
4:45 PM	0	4	406	25	0	435	1	9	336	13	0	359	0	1	3	29	0	33	836	
Hourly Total	0	6	1527	107	0	1640	1	53	1417	37	1	1508	0	6	4	127	2	137	3315	
5:00 PM	0	1	437	30	0	468	0	12	338	8	0	358	0	3	1	37	0	41	880	
5:15 PM	0	3	367	23	0	393	0	17	342	12	0	371	0	4	0	31	0	35	810	
5:30 PM	0	4	334	31	0	369	0	23	337	9	0	369	0	3	1	22	0	26	772	
5:45 PM	0	2	342	30	0	374	2	21	334	16	0	373	0	1	1	24	1	26	778	
Hourly Total	0	10	1480	114	0	1604	2	73	1351	45	0	1471	0	11	3	114	1	128	3240	
Grand Total	0	63	5144	422	1	5629	3	317	4805	198	3	5323	0	30	10	294	4	334	11495	
Approach %	0.0	1.1	91.4	7.5	-	-	0.1	6.0	90.3	3.7	-	-	0.0	9.0	3.0	88.0	-	-	-	
Total %	0.0	0.5	44.7	3.7	-	49.0	0.0	2.8	41.8	1.7	-	46.3	0.0	0.3	0.1	2.6	-	2.9	1.8	
Lights	0	62	5021	419	-	5502	3	309	4699	198	-	5209	0	27	8	286	-	321	209	
% Lights	-	98.4	97.6	99.3	-	97.7	100.0	97.5	97.8	100.0	-	97.9	-	90.0	80.0	97.3	-	96.1	100.0	
Buses	0	0	31	0	-	31	0	1	24	0	-	25	0	1	0	0	-	1	0	
% Buses	-	0.0	0.6	0.0	-	0.6	0.0	0.3	0.5	0.0	-	0.5	-	3.3	0.0	0.0	-	0.3	0.0	
Single-Unit Trucks	0	1	76	3	-	80	0	5	54	0	-	59	0	2	0	3	-	5	0	
% Single-Unit Trucks	-	1.6	1.5	0.7	-	1.4	0.0	1.6	1.1	0.0	-	1.1	-	6.7	0.0	1.0	-	1.5	0.0	
Articulated Trucks	0	0	16	0	-	16	0	1	27	0	-	28	0	0	0	5	-	5	0	
% Articulated Trucks	-	0.0	0.3	0.0	-	0.3	0.0	0.3	0.6	0.0	-	0.5	-	0.0	0.0	1.7	-	1.5	0.0	
Bicycles on Road	0	0	0	0	-	0	0	1	1	0	-	2	0	0	2	0	-	2	0	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	0.0	-	0.0	-	0.0	20.0	0.0	-	0.6	0.0	
Pedestrians	-	-	-	-	1	-	-	-	-	-	-	4	-	-	-	-	-	6	-	



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Count Name: Golf and Meijer
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Meijer Drive Northbound						Access Drive Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:30 AM	0	6	297	30	0	333	0	23	293	15	0	331	0	1	0	0	6	0	7	0	0	0	19	0	19	690
7:45 AM	0	4	279	32	0	315	0	31	288	11	0	330	0	2	0	0	7	0	9	0	1	2	14	0	17	671
8:00 AM	0	4	267	31	0	302	0	24	266	18	0	308	0	0	0	0	6	0	6	0	0	0	17	0	17	633
8:15 AM	0	5	259	25	0	289	0	26	290	15	0	331	0	4	0	0	9	0	13	0	2	1	18	0	21	654
Total	0	19	1102	118	0	1239	0	104	1137	59	0	1300	0	7	0	0	28	0	35	0	3	3	68	0	74	2648
Approach %	0.0	1.5	88.9	9.5	-	-	0.0	8.0	87.5	4.5	-	-	0.0	20.0	0.0	80.0	-	-	-	0.0	4.1	4.1	91.9	-	-	-
Total %	0.0	0.7	41.6	4.5	-	46.8	0.0	3.9	42.9	2.2	-	49.1	0.0	0.3	0.0	1.1	-	-	1.3	0.0	0.1	0.1	2.6	-	2.8	-
PHF	0.000	0.792	0.928	0.922	-	0.930	0.000	0.839	0.970	0.819	-	0.982	0.000	0.438	0.000	0.778	-	-	0.673	0.000	0.375	0.375	0.895	-	0.881	0.959
Lights	0	19	1056	117	-	1192	0	102	1104	59	-	1265	0	5	0	25	-	-	30	0	3	3	68	-	74	2561
% Lights	-	100.0	95.8	99.2	-	96.2	-	98.1	97.1	100.0	-	97.3	-	71.4	-	89.3	-	-	85.7	-	100.0	100.0	100.0	-	100.0	96.7
Buses	0	0	7	0	-	7	0	0	5	0	-	5	0	0	0	0	-	-	0	0	0	0	0	-	0	12
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	35	1	-	36	0	1	16	0	-	17	0	2	0	0	-	-	2	0	0	0	0	-	0	55
% Single-Unit Trucks	-	0.0	3.2	0.8	-	2.9	-	1.0	1.4	0.0	-	1.3	-	28.6	-	0.0	-	-	5.7	-	0.0	0.0	0.0	-	0.0	2.1
Articulated Trucks	0	0	4	0	-	4	0	1	12	0	-	13	0	0	0	3	-	-	3	0	0	0	0	-	0	20
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	-	1.0	1.1	0.0	-	1.0	-	0.0	-	10.7	-	-	8.6	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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

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

Count Name: Golf and Meijer
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Meijer Drive Northbound						Access Drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	361	37	0	398	0	16	328	8	0	352	0	1	0	32	0	33	0	1	1	4	1	6	789
4:45 PM	0	4	406	25	0	435	1	9	336	13	0	359	0	1	3	29	0	33	0	1	0	8	2	9	836
5:00 PM	0	1	437	30	0	468	0	12	338	8	0	358	0	3	1	37	0	41	0	0	1	12	0	13	880
5:15 PM	0	3	367	23	0	393	0	17	342	12	0	371	0	4	4	31	0	35	0	2	0	9	0	11	810
Total	0	8	1571	115	0	1694	1	54	1344	41	0	1440	0	9	4	129	0	142	0	4	2	33	3	39	3315
Approach %	0.0	0.5	92.7	6.8	-	-	0.1	3.8	93.3	2.8	-	-	0.0	6.3	2.8	90.8	-	-	0.0	10.3	5.1	84.6	-	-	-
Total %	0.0	0.2	47.4	3.5	-	51.1	0.0	1.6	40.5	1.2	-	43.4	0.0	0.3	0.1	3.9	-	4.3	0.0	0.1	0.1	1.0	-	1.2	-
PHF	0.000	0.500	0.899	0.777	-	0.905	0.250	0.794	0.982	0.788	-	0.970	0.000	0.563	0.333	0.872	-	0.866	0.000	0.500	0.500	0.688	-	0.750	0.942
Lights	0	8	1557	115	-	1680	1	53	1326	41	-	1421	0	8	3	127	-	138	0	4	2	33	-	39	3278
% Lights	-	100.0	99.1	100.0	-	99.2	100.0	98.1	98.7	100.0	-	98.7	-	88.9	75.0	98.4	-	97.2	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	9	0	-	9	0	1	8	0	-	9	0	1	0	0	-	1	0	0	0	0	-	0	19
% Buses	-	0.0	0.6	0.0	-	0.5	0.0	1.9	0.6	0.0	-	0.6	-	11.1	0.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	2	0	-	2	0	0	7	0	-	7	0	0	0	2	-	2	0	0	0	0	-	0	11
% Single-Unit Trucks	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.0	1.6	-	1.4	-	0.0	0.0	0.0	-	0.0	0.3
Articulated Trucks	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Articulated Trucks	-	0.0	0.2	0.0	-	0.2	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	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	1	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	25.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	100.0



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Algonquin and Divided Access
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Start Date: 07/25/2017
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Turning Movement Data

Start Time	Westbound Approach				Algonquin Northbound				Algonquin Southbound			
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left
7:00 AM	0	0	0	0	0	0	214	1	0	215	0	1
7:15 AM	0	0	1	0	1	0	263	3	0	266	0	2
7:30 AM	0	0	0	0	0	0	322	1	2	323	0	0
7:45 AM	0	0	0	0	0	0	309	1	0	310	0	2
Hourly Total	0	0	1	0	1	0	1108	6	2	1114	0	5
8:00 AM	0	0	1	2	1	0	247	0	0	247	0	1
8:15 AM	0	0	2	0	2	0	313	3	0	316	0	1
8:30 AM	0	1	2	1	3	0	265	5	0	270	0	2
8:45 AM	0	0	1	2	1	0	256	1	0	257	0	3
Hourly Total	0	1	6	5	7	0	1081	9	0	1090	0	7
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	4	2	4	0	378	3	0	381	0	1
4:15 PM	0	1	6	2	7	0	342	2	0	344	0	3
4:30 PM	0	2	6	0	8	0	351	0	0	351	0	2
4:45 PM	0	4	1	1	5	0	344	2	0	346	0	0
Hourly Total	0	7	17	5	24	0	1415	7	0	1422	0	6
5:00 PM	0	1	3	0	4	0	374	4	0	378	0	3
5:15 PM	0	0	6	5	6	0	348	3	0	351	0	2
5:30 PM	0	3	10	1	13	0	339	0	0	339	0	3
5:45 PM	0	2	1	1	3	0	319	1	0	320	0	0
Hourly Total	0	6	20	7	26	0	1380	8	0	1388	0	8
Grand Total	0	14	44	17	58	0	4984	30	2	5014	0	26
Approach %	0.0	24.1	75.9	-	-	0.0	99.4	0.6	-	-	0.0	0.5
Total %	0.0	0.1	0.4	-	0.6	0.0	48.1	0.3	-	48.4	0.0	0.3
Lights	0	13	44	-	57	0	4781	29	-	4810	0	26
% Lights	-	92.9	100.0	-	98.3	-	95.9	96.7	-	95.9	-	100.0
Buses	0	0	0	-	0	0	39	0	-	39	0	0
% Buses	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.8	-	0.0
Single-Unit Trucks	0	0	0	-	0	0	99	1	-	100	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	2.0	3.3	-	2.0	-	0.0
Articulated Trucks	0	0	0	-	0	0	65	0	-	65	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.3	0.0	-	1.3	-	0.0
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0
% Bicycles on Road	-	7.1	0.0	-	1.7	-	0.0	0.0	-	0.0	-	0.0
Pedestrians	-	-	-	17	-	-	-	-	2	-	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-



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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Westbound Approach					Algonquin Northbound					Algonquin Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total
7:30 AM	0	0	0	0	0	0	322	1	2	323	0	0	360	0	360
7:45 AM	0	0	0	0	0	0	309	1	0	310	0	2	367	0	369
8:00 AM	0	0	1	2	1	0	247	0	0	247	0	1	307	0	308
8:15 AM	0	0	2	0	2	0	313	3	0	316	0	1	302	0	303
Total	0	0	3	2	3	0	1191	5	2	1196	0	4	1336	0	1340
Approach %	0.0	0.0	100.0	-	-	0.0	99.6	0.4	-	-	0.0	0.3	99.7	-	-
Total %	0.0	0.0	0.1	-	0.1	0.0	46.9	0.2	-	47.1	0.0	0.2	52.6	-	52.8
PHF	0.000	0.000	0.375	-	0.375	0.000	0.925	0.417	-	0.926	0.000	0.500	0.910	-	0.908
Lights	0	0	3	-	3	0	1109	4	-	1113	0	4	1280	-	1284
% Lights	-	-	100.0	-	100.0	-	93.1	80.0	-	93.1	-	100.0	95.8	-	95.8
Buses	0	0	0	-	0	0	10	0	-	10	0	0	4	-	4
% Buses	-	-	0.0	-	0.0	-	0.8	0.0	-	0.8	-	0.0	0.3	-	0.3
Single-Unit Trucks	0	0	0	-	0	0	44	1	-	45	0	0	39	-	39
% Single-Unit Trucks	-	-	0.0	-	0.0	-	3.7	20.0	-	3.8	-	0.0	2.9	-	2.9
Articulated Trucks	0	0	0	-	0	0	28	0	-	28	0	0	12	-	12
% Articulated Trucks	-	-	0.0	-	0.0	-	2.4	0.0	-	2.3	-	0.0	0.9	-	0.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	0	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-



Kenig, Lindgren, O'Hara, Aboona, Inc.
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Count Name: Algonquin and Divided Access
Site Code:
Start Date: 07/25/2017
Page No: 3

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Westbound Approach					Algonquin Northbound					Algonquin Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total
4:30 PM	0	2	6	0	8	0	351	0	0	351	0	2	376	0	378
4:45 PM	0	4	1	1	5	0	344	2	0	346	0	0	365	0	365
5:00 PM	0	1	3	0	4	0	374	4	0	378	0	3	429	0	432
5:15 PM	0	0	6	5	6	0	348	3	0	351	0	2	339	0	341
Total	0	7	16	6	23	0	1417	9	0	1426	0	7	1509	0	1516
Approach %	0.0	30.4	69.6	-	-	0.0	99.4	0.6	-	-	0.0	0.5	99.5	-	-
Total %	0.0	0.2	0.5	-	0.8	0.0	47.8	0.3	-	48.1	0.0	0.2	50.9	-	51.1
PHF	0.000	0.438	0.667	-	0.719	0.000	0.947	0.563	-	0.943	0.000	0.583	0.879	-	0.877
Lights	0	7	16	-	23	0	1389	9	-	1398	0	7	1476	-	1483
% Lights	-	100.0	100.0	-	100.0	-	98.0	100.0	-	98.0	-	100.0	97.8	-	97.8
Buses	0	0	0	-	0	0	10	0	-	10	0	0	8	-	8
% Buses	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	-	0.0	0.5	-	0.5
Single-Unit Trucks	0	0	0	-	0	0	13	0	-	13	0	0	14	-	14
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.9	0.0	-	0.9	-	0.0	0.9	-	0.9
Articulated Trucks	0	0	0	-	0	0	5	0	-	5	0	0	11	-	11
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.4	0.0	-	0.4	-	0.0	0.7	-	0.7
Bicycles on Road	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
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-

Capacity Analyses – Existing Conditions

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	3	1291	67	213	927	6	22	0	44	2	1	3
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		140	275		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	130			185			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999				0.850		0.932	
Flt Protected	0.950			0.950			0.950	0.950			0.984	
Satd. Flow (prot)	1805	3654	1583	1719	3365	0	1573	1573	1313	0	1158	0
Flt Permitted	0.292			0.153			0.950	0.950			0.984	
Satd. Flow (perm)	555	3654	1583	277	3365	0	1573	1573	1313	0	1158	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)									91		3	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			361			215			250	
Travel Time (s)		15.5			7.0			7.3			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	5%	7%	33%	9%	0%	23%	50%	2%	67%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	3	1359	71	224	982	0	11	12	46	0	6	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2					4			
Detector Phase	1	6	4	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	13.0	90.0	26.0	16.0	93.0		26.0	26.0	26.0	18.0	18.0	
Total Split (%)	8.7%	60.0%	17.3%	10.7%	62.0%		17.3%	17.3%	17.3%	12.0%	12.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	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	None	None	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	119.7	111.6	124.4	131.0	126.7		6.8	6.8	6.8		6.2	
Actuated g/C Ratio	0.80	0.74	0.83	0.87	0.84		0.05	0.05	0.05		0.04	
v/c Ratio	0.01	0.50	0.05	0.61	0.35		0.16	0.17	0.32		0.12	

Weekday AM - Existing
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	4.3	17.6	7.8	21.8	5.0		70.6	70.9	7.0		57.7	
Queue Delay	0.0	0.4	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	4.3	18.1	7.8	21.8	5.0		70.6	70.9	7.0		57.7	
LOS	A	B	A	C	A		E	E	A		E	
Approach Delay		17.5			8.1			28.2			57.7	
Approach LOS		B			A			C			E	
Queue Length 50th (ft)	0	521	17	74	119		9	11	1		3	
Queue Length 95th (ft)	m1	674	m60	m113	m148		m23	m27	m4		19	
Internal Link Dist (ft)		714			281			135			170	
Turn Bay Length (ft)	85		140	275								
Base Capacity (vph)	536	2719	1452	384	2841		209	209	253		95	
Starvation Cap Reductn	0	770	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.01	0.70	0.05	0.58	0.35		0.05	0.06	0.18		0.06	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 39 (26%), Referenced to phase 2:NWTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 13.7

Intersection LOS: B

Intersection Capacity Utilization 62.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)

			
ø1	ø2 (R)	ø4	ø8
13 s	93 s	26 s	18 s
			
ø5	ø6		
16 s	90 s		

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		 			  		 	 		 	 	
Volume (vph)	43	710	396	32	861	246	224	917	27	441	508	3
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	270		115	420		0	335		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	185			105			240			190		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.996			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3654	1538	1805	5353	1568	3433	3490	0	3335	3340	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3654	1538	1805	5353	1568	3433	3490	0	3335	3340	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		707			953			921			794	
Travel Time (s)		12.1			16.2			17.9			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	5%	0%	2%	3%	2%	3%	4%	5%	8%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	747	417	34	906	259	236	993	0	464	538	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5		9.0	22.5	
Total Split (s)	31.0	45.0	19.0	33.0	47.0	15.0	15.0	53.0		19.0	57.0	
Total Split (%)	20.7%	30.0%	12.7%	22.0%	31.3%	10.0%	10.0%	35.3%		12.7%	38.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5	5.0	5.0	6.5	5.0	5.0	6.5		5.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	9.2	36.5	79.4	8.3	35.7	60.2	18.0	47.9		36.4	66.3	
Actuated g/C Ratio	0.06	0.24	0.53	0.06	0.24	0.40	0.12	0.32		0.24	0.44	
v/c Ratio	0.42	0.84	0.51	0.34	0.71	0.41	0.57	0.89		0.57	0.36	

Weekday AM - Existing
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Control Delay	78.4	62.9	26.4	76.7	55.4	33.6	68.2	59.8		68.2	26.3	
Queue Delay	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	78.4	62.9	26.5	76.7	55.4	33.6	68.2	59.8		68.2	26.3	
LOS	E	E	C	E	E	C	E	E		E	C	
Approach Delay	50.9			51.3			61.4			45.7		
Approach LOS	D			D			E			D		
Queue Length 50th (ft)	43	366	264	33	298	180	114	488		238	127	
Queue Length 95th (ft)	85	417	377	70	330	235	159	#620		#317	350	
Internal Link Dist (ft)	627			873			841			714		
Turn Bay Length (ft)	220				270	115	420				335	
Base Capacity (vph)	306	970	814	336	1460	629	411	1113		808	1475	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	24	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.77	0.53	0.10	0.62	0.41	0.57	0.89		0.57	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 127 (85%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 52.7

Intersection LOS: D

Intersection Capacity Utilization 79.9%

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: 2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

 p1	 p2 (R)	 p3	 p4
15 s	57 s	33 s	45 s
 p5	 p6 (R)	 p7	 p8
19 s	53 s	31 s	47 s

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	734	429	397	608	124	684	1042	440	214	1324	126
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	115		400	360		210	335		385	270		270
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			205			290			260		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5151	1583	3183	5009	1468	3400	5200	1524	3335	5353	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	5151	1583	3183	5009	1468	3400	5200	1524	3335	5353	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1230			1043			925			1183	
Travel Time (s)		24.0			20.3			18.0			23.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	6%	2%	10%	9%	10%	3%	5%	6%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	781	456	422	647	132	728	1109	468	228	1409	134
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0
Total Split (s)	31.0	58.0	36.0	18.0	45.0	17.0	36.0	57.0	18.0	17.0	38.0	31.0
Total Split (%)	20.7%	38.7%	24.0%	12.0%	30.0%	11.3%	24.0%	38.0%	12.0%	11.3%	25.3%	20.7%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Act Effect Green (s)	7.6	52.0	89.0	13.0	57.4	75.4	31.0	51.0	70.0	12.0	32.0	45.6
Actuated g/C Ratio	0.05	0.35	0.59	0.09	0.38	0.50	0.21	0.34	0.47	0.08	0.21	0.30
v/c Ratio	0.29	0.44	0.49	1.53	0.34	0.18	1.04	0.63	0.66	0.86	1.23	0.28

Weekday AM - Existing
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	60.5	39.2	41.1	300.8	33.6	21.5	100.7	43.5	36.3	95.9	161.3	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.5	39.2	41.1	300.8	33.6	21.5	100.7	43.5	36.3	95.9	161.3	41.3
LOS	E	D	D	F	C	C	F	D	D	F	F	D
Approach Delay	40.7			126.2			60.1			143.8		
Approach LOS	D			F			E			F		
Queue Length 50th (ft)	25	273	413	~296	163	69	~393	333	347	115	~622	100
Queue Length 95th (ft)	41	302	571	#408	203	115	#522	384	479	#189	#720	157
Internal Link Dist (ft)	1150			963			845			1103		
Turn Bay Length (ft)	115		400	360		210	335		385	270		270
Base Capacity (vph)	583	1785	939	275	1916	737	702	1768	711	266	1141	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44	0.49	1.53	0.34	0.18	1.04	0.63	0.66	0.86	1.23	0.20

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 91.0

Intersection LOS: F

Intersection Capacity Utilization 86.9%

ICU Level of Service E

Analysis Period (min) 15

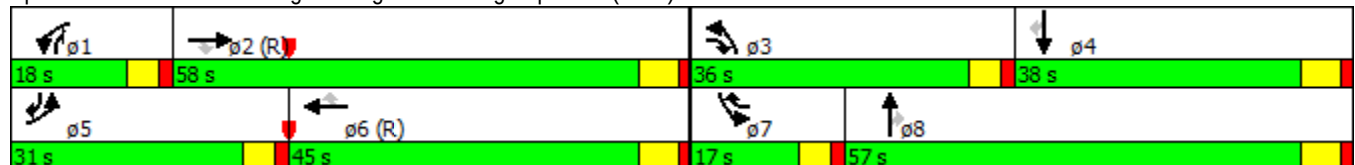
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Arlington Heights Rd & Algonquin Rd (IL 62)



HCM Unsignalized Intersection Capacity Analysis

4: Meijer Dr & Golf Rd (IL 58)

10/25/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (veh/h)	19	1102	118	104	1137	59	0	0	28	0	0	68
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	20	1148	123	108	1184	61	0	0	29	0	0	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					707							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	1246			1271			1931	2711	444	1883	2742	426
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	692			1271			1494	2407	444	1437	2443	0
tC, single (s)	4.1			4.1			8.1	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.8	4.0	3.4	3.5	4.0	3.3
p0 queue free %	97			80			100	100	95	100	100	92
cM capacity (veh/h)	780			542			43	22	537	64	21	932
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	20	459	459	352	108	474	474	298	29	71		
Volume Left	20	0	0	0	108	0	0	0	0	0		
Volume Right	0	0	0	123	0	0	0	61	29	71		
cSH	780	1700	1700	1700	542	1700	1700	1700	537	932		
Volume to Capacity	0.03	0.27	0.27	0.21	0.20	0.28	0.28	0.18	0.05	0.08		
Queue Length 95th (ft)	2	0	0	0	18	0	0	0	4	6		
Control Delay (s)	9.7	0.0	0.0	0.0	13.3	0.0	0.0	0.0	12.1	9.2		
Lane LOS	A				B				B	A		
Approach Delay (s)	0.1				1.1				12.1	9.2		
Approach LOS									B	A		
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			36.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Algonquin Rd (IL 62) & Arlington Ctr

10/25/2017



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑	
Volume (veh/h)	4	1333	1143	5	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	4	1433	1229	5	0	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh			2			
Upstream signal (ft)		361				
pX, platoon unblocked					0.82	
vC, conflicting volume	1234				1957	617
vC1, stage 1 conf vol					1232	
vC2, stage 2 conf vol					725	
vCu, unblocked vol	1234				1731	617
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	571				225	438
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	482	956	819	415	3	
Volume Left	4	0	0	0	0	
Volume Right	0	0	0	5	3	
cSH	571	1700	1700	1700	438	
Volume to Capacity	0.01	0.56	0.48	0.24	0.01	
Queue Length 95th (ft)	1	0	0	0	1	
Control Delay (s)	0.2	0.0	0.0	0.0	13.3	
Lane LOS	A				B	
Approach Delay (s)	0.1		0.0		13.3	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			49.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	31	1245	52	99	1260	38	129	5	249	7	1	14
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		140	275		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	130			185			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996				0.850		0.912	
Flt Protected	0.950			0.950			0.950	0.956			0.985	
Satd. Flow (prot)	1805	3725	1583	1805	3524	0	1681	1694	1583	0	1637	0
Flt Permitted	0.164			0.166			0.950	0.956			0.985	
Satd. Flow (perm)	312	3725	1583	315	3524	0	1681	1694	1583	0	1637	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)									242		15	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			361			215			250	
Travel Time (s)		15.5			7.0			7.3			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	0%	2%	3%	2%	0%	2%	14%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	33	1311	55	104	1366	0	71	70	262	0	23	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2					4			
Detector Phase	1	6	4	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	13.0	100.0	16.0	18.0	105.0		16.0	16.0	16.0	16.0	16.0	
Total Split (%)	8.7%	66.7%	10.7%	12.0%	70.0%		10.7%	10.7%	10.7%	10.7%	10.7%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	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	None	None	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	118.2	109.7	125.1	121.4	112.7		9.5	9.5	9.5		6.7	
Actuated g/C Ratio	0.79	0.73	0.83	0.81	0.75		0.06	0.06	0.06		0.04	
v/c Ratio	0.11	0.48	0.04	0.32	0.52		0.67	0.66	0.80		0.26	

Weekday PM - Existing
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	5.7	16.3	6.7	7.9	11.8		96.5	95.3	28.0		44.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	5.7	16.7	6.7	7.9	11.8		96.5	95.3	28.0		44.3	
LOS	A	B	A	A	B		F	F	C		D	
Approach Delay		16.0			11.5			51.8			44.3	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	11	412	20	16	324		71	71	12		8	
Queue Length 95th (ft)	m16	457	m34	m43	375		m#138	m#135	m#135		39	
Internal Link Dist (ft)		714			281			135			170	
Turn Bay Length (ft)	85		140	275								
Base Capacity (vph)	347	2723	1326	402	2648		112	112	331		123	
Starvation Cap Reductn	0	722	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.66	0.04	0.26	0.52		0.63	0.63	0.79		0.19	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 59 (39%), Referenced to phase 2:NWTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 18.6

Intersection LOS: B

Intersection Capacity Utilization 66.4%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)

			
ø1	ø2 (R)	ø4	ø8
13 s	105 s	16 s	16 s
			
ø5	ø6		
18 s	100 s		

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	89	1023	559	49	985	311	362	685	58	453	879	73
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	270		115	420		0	335		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	185			105			240			190		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.988			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3762	1583	1770	5406	1599	3433	3497	0	3467	3474	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3762	1583	1770	5406	1599	3433	3497	0	3467	3474	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		707			953			921			794	
Travel Time (s)		12.1			16.2			17.9			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%	2%	2%	2%	1%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	1044	570	50	1005	317	369	758	0	462	971	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5		9.0	22.5	
Total Split (s)	36.0	47.0	15.0	34.0	45.0	15.0	15.0	54.0		15.0	54.0	
Total Split (%)	24.0%	31.3%	10.0%	22.7%	30.0%	10.0%	10.0%	36.0%		10.0%	36.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5	5.0	5.0	6.5	5.0	5.0	6.5		5.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	13.0	52.7	78.6	9.6	47.1	73.0	19.4	47.5		19.4	47.5	
Actuated g/C Ratio	0.09	0.35	0.52	0.06	0.31	0.49	0.13	0.32		0.13	0.32	
v/c Ratio	0.59	0.79	0.69	0.44	0.59	0.41	0.83	0.68		1.03	0.88	

Weekday PM - Existing
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Control Delay	80.6	48.7	33.3	79.0	44.6	27.4	79.1	48.5		117.4	56.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	80.6	48.7	33.3	79.0	44.6	27.4	79.1	48.5		117.4	56.3	
LOS	F	D	C	E	D	C	E	D		F	E	
Approach Delay	45.3			41.9			58.5			76.0		
Approach LOS	D			D			E			E		
Queue Length 50th (ft)	87	486	419	48	300	195	186	341		~256	530	
Queue Length 95th (ft)	144	547	600	92	337	295	#373	415		#475	#600	
Internal Link Dist (ft)	627			873			841			714		
Turn Bay Length (ft)	220				270	115	420				335	
Base Capacity (vph)	369	1321	829	342	1698	778	443	1107		447	1100	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.25	0.79	0.69	0.15	0.59	0.41	0.83	0.68		1.03	0.88	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 2 (1%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 54.9

Intersection LOS: D

Intersection Capacity Utilization 86.3%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

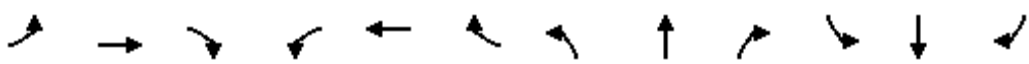
Splits and Phases: 2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

			
15 s	54 s	34 s	47 s
			
15 s	54 s	36 s	45 s

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	852	702	606	865	210	434	1565	461	180	1363	83
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	115		400	360		210	335		385	270		270
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			205			290			260		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5301	1599	3400	5353	1583	3467	5406	1568	3335	5353	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5301	1599	3400	5353	1583	3467	5406	1568	3335	5353	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1230			1043			925			1183	
Travel Time (s)		24.0			20.3			18.0			23.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	1%	3%	2%	2%	1%	1%	3%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	888	731	631	901	219	452	1630	480	188	1420	86
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0
Total Split (s)	33.0	57.0	31.0	20.0	44.0	15.0	31.0	58.0	20.0	15.0	42.0	33.0
Total Split (%)	22.0%	38.0%	20.7%	13.3%	29.3%	10.0%	20.7%	38.7%	13.3%	10.0%	28.0%	22.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Act Effect Green (s)	11.8	51.0	81.4	15.0	54.2	70.2	24.4	52.0	73.0	10.0	37.6	55.4
Actuated g/C Ratio	0.08	0.34	0.54	0.10	0.36	0.47	0.16	0.35	0.49	0.07	0.25	0.37
v/c Ratio	0.55	0.49	0.84	1.86	0.47	0.30	0.80	0.87	0.63	0.85	1.06	0.15

Weekday PM - Existing
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	66.6	58.1	36.5	430.8	38.0	26.5	71.9	52.0	33.1	99.7	94.5	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	58.1	36.5	430.8	38.0	26.5	71.9	52.0	33.1	99.7	94.5	32.4
LOS	E	E	D	F	D	C	E	D	C	F	F	C
Approach Delay	49.9			178.1			51.9			91.9		
Approach LOS	D			F			D			F		
Queue Length 50th (ft)	75	318	373	~481	247	130	219	546	341	95	~577	57
Queue Length 95th (ft)	m106	369	567	#606	301	201	282	610	468	#163	#675	96
Internal Link Dist (ft)	1150			963			845			1103		
Turn Bay Length (ft)	115		400	360		210	335		385	270		270
Base Capacity (vph)	647	1802	884	340	1935	741	600	1874	763	222	1341	755
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.49	0.83	1.86	0.47	0.30	0.75	0.87	0.63	0.85	1.06	0.11

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 77 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.86

Intersection Signal Delay: 88.6

Intersection LOS: F

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

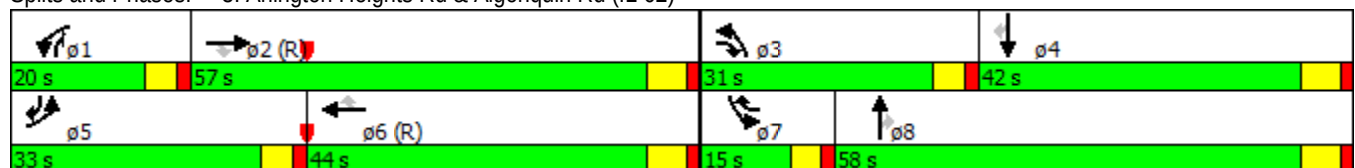
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Arlington Heights Rd & Algonquin Rd (IL 62)



HCM Unsignalized Intersection Capacity Analysis

4: Meijer Dr & Golf Rd (IL 58)

10/25/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1571	115	55	1344	41	0	0	129	0	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	1671	122	59	1430	44	0	0	137	0	0	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					707							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	1473			1794			2378	3340	618	2280	3379	498
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	931			1794			1998	3132	618	1882	3178	0
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			83			100	100	68	100	100	96
cM capacity (veh/h)	630			341			22	8	432	22	7	925
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	9	669	669	457	59	572	572	330	137	35		
Volume Left	9	0	0	0	59	0	0	0	0	0		
Volume Right	0	0	0	122	0	0	0	44	137	35		
cSH	630	1700	1700	1700	341	1700	1700	1700	432	925		
Volume to Capacity	0.01	0.39	0.39	0.27	0.17	0.34	0.34	0.19	0.32	0.04		
Queue Length 95th (ft)	1	0	0	0	15	0	0	0	34	3		
Control Delay (s)	10.8	0.0	0.0	0.0	17.7	0.0	0.0	0.0	17.2	9.0		
Lane LOS	B				C				C	A		
Approach Delay (s)	0.1				0.7				17.2	9.0		
Approach LOS									C	A		
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			47.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Algonquin Rd (IL 62) & Arlington Ctr

10/25/2017



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑	
Volume (veh/h)	7	1494	1381	9	7	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	8	1642	1518	10	8	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh			2			
Upstream signal (ft)		361				
pX, platoon unblocked					0.84	
vC, conflicting volume	1527				2359	764
vC1, stage 1 conf vol					1523	
vC2, stage 2 conf vol					836	
vCu, unblocked vol	1527				2235	764
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	95
cM capacity (veh/h)	442				158	351
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	555	1095	1012	516	25	
Volume Left	8	0	0	0	8	
Volume Right	0	0	0	10	18	
cSH	442	1700	1700	1700	256	
Volume to Capacity	0.02	0.64	0.60	0.30	0.10	
Queue Length 95th (ft)	1	0	0	0	8	
Control Delay (s)	0.5	0.0	0.0	0.0	20.6	
Lane LOS	A				C	
Approach Delay (s)	0.2		0.0		20.6	
Approach LOS					C	
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			56.2%		ICU Level of Service	B
Analysis Period (min)			15			

Capacity Analyses- Future Conditions

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	3	1321	74	224	928	6	38	0	53	2	1	3
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		140	275		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	130			185			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.999				0.850		0.932	
Flt Protected	0.950			0.950			0.950	0.950			0.984	
Satd. Flow (prot)	1805	3654	1538	1641	3365	0	1491	1491	1262	0	1158	0
Flt Permitted	0.291			0.135			0.950	0.950			0.984	
Satd. Flow (perm)	553	3654	1538	233	3365	0	1491	1491	1262	0	1158	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)									91		3	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			361			194			250	
Travel Time (s)		15.5			7.0			6.6			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	5%	10%	7%	33%	15%	0%	28%	50%	2%	67%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	3	1391	78	236	983	0	20	20	56	0	6	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2					4			
Detector Phase	1	6	4	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	13.0	90.0	29.0	16.0	93.0		29.0	29.0	29.0	15.0	15.0	
Total Split (%)	8.7%	60.0%	19.3%	10.7%	62.0%		19.3%	19.3%	19.3%	10.0%	10.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	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	None	None	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	113.4	105.3	118.9	130.2	125.8		7.6	7.6	7.6		6.2	
Actuated g/C Ratio	0.76	0.70	0.79	0.87	0.84		0.05	0.05	0.05		0.04	
v/c Ratio	0.01	0.54	0.06	0.62	0.35		0.27	0.27	0.37		0.12	

Weekday AM - Future
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	6.0	22.3	10.5	28.7	5.2		78.6	78.6	10.9		57.7	
Queue Delay	0.0	0.6	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	6.0	22.8	10.5	28.7	5.2		78.6	78.6	10.9		57.7	
LOS	A	C	B	C	A		E	E	B		E	
Approach Delay		22.1			9.7			39.1			57.7	
Approach LOS		C			A			D			E	
Queue Length 50th (ft)	1	559	26	94	119		18	18	1		3	
Queue Length 95th (ft)	m1	m709	m0	m148	m146		m43	m43	m10		19	
Internal Link Dist (ft)		714			281			114			170	
Turn Bay Length (ft)	85		140	275								
Base Capacity (vph)	511	2566	1377	378	2822		228	228	270		72	
Starvation Cap Reductn	0	681	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.01	0.74	0.06	0.62	0.35		0.09	0.09	0.21		0.08	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 39 (26%), Referenced to phase 2:NWTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 63.8%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)

													
ø1	ø2 (R)							ø4				ø8	
13 s	93 s							29 s				15 s	
													
ø5	ø6												
16 s	90 s												

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		 			  		 	 		 	 	
Volume (vph)	43	710	396	36	861	246	224	950	27	448	516	5
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	270		115	420		0	335		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	185			105			240			190		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.996			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3654	1538	1805	5353	1568	3433	3490	0	3335	3341	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3654	1538	1805	5353	1568	3433	3490	0	3335	3341	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		707			953			921			794	
Travel Time (s)		12.1			16.2			17.9			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	5%	0%	2%	3%	2%	3%	4%	5%	8%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	747	417	38	906	259	236	1028	0	472	548	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5		9.0	22.5	
Total Split (s)	31.0	45.0	19.0	33.0	47.0	15.0	15.0	53.0		19.0	57.0	
Total Split (%)	20.7%	30.0%	12.7%	22.0%	31.3%	10.0%	10.0%	35.3%		12.7%	38.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5	5.0	5.0	6.5	5.0	5.0	6.5		5.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	9.2	36.9	80.4	8.6	36.4	60.9	18.0	46.6		37.0	65.6	
Actuated g/C Ratio	0.06	0.25	0.54	0.06	0.24	0.41	0.12	0.31		0.25	0.44	
v/c Ratio	0.42	0.83	0.51	0.37	0.70	0.41	0.57	0.95		0.57	0.38	

Weekday AM - Future
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Control Delay	78.4	62.0	25.9	77.2	54.6	33.0	68.1	67.8		67.9	26.7	
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	78.4	62.0	26.1	77.2	54.6	33.0	68.1	67.8		67.9	26.7	
LOS	E	E	C	E	D	C	E	E		E	C	
Approach Delay	50.2			50.6			67.9			45.8		
Approach LOS	D			D			E			D		
Queue Length 50th (ft)	43	366	261	37	298	179	114	519		242	132	
Queue Length 95th (ft)	85	417	380	76	328	234	159	#657		#329	349	
Internal Link Dist (ft)	627			873			841			714		
Turn Bay Length (ft)	220			270			115			420		
Base Capacity (vph)	306	970	824	336	1464	636	412	1084		821	1460	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	55	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.77	0.54	0.11	0.62	0.41	0.57	0.95		0.57	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 127 (85%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 54.1

Intersection LOS: D

Intersection Capacity Utilization 81.0%

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: 2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

			
ø1	ø2 (R)	ø3	ø4
15 s	57 s	33 s	45 s
			
ø5	ø6 (R)	ø7	ø8
19 s	53 s	31 s	47 s

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Volume (vph)	46	746	433	397	647	124	704	1042	440	214	1324	126
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	115		400	360		210	335		385	270		270
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			205			290			260		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	5151	1583	3183	5009	1468	3400	5200	1524	3335	5353	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	5151	1583	3183	5009	1468	3400	5200	1524	3335	5353	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1230			1043			925			1183	
Travel Time (s)		24.0			20.3			18.0			23.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	6%	2%	10%	9%	10%	3%	5%	6%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	794	461	422	688	132	749	1109	468	228	1409	134
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0
Total Split (s)	31.0	58.0	36.0	18.0	45.0	17.0	36.0	57.0	18.0	17.0	38.0	31.0
Total Split (%)	20.7%	38.7%	24.0%	12.0%	30.0%	11.3%	24.0%	38.0%	12.0%	11.3%	25.3%	20.7%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Act Effect Green (s)	7.6	52.0	89.0	13.0	57.4	75.4	31.0	51.0	70.0	12.0	32.0	45.6
Actuated g/C Ratio	0.05	0.35	0.59	0.09	0.38	0.50	0.21	0.34	0.47	0.08	0.21	0.30
v/c Ratio	0.29	0.44	0.49	1.53	0.36	0.18	1.07	0.63	0.66	0.86	1.23	0.28

Weekday AM - Future
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	60.9	34.6	42.1	300.8	34.0	21.5	108.6	43.5	36.3	95.9	161.3	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	34.6	42.1	300.8	34.0	21.5	108.6	43.5	36.3	95.9	161.3	41.3
LOS	E	C	D	F	C	C	F	D	D	F	F	D
Approach Delay	38.2			123.3			63.0			143.8		
Approach LOS	D			F			E			F		
Queue Length 50th (ft)	22	279	455	~296	175	69	~415	333	347	115	~622	100
Queue Length 95th (ft)	m40	253	578	#408	217	115	#545	384	479	#189	#720	157
Internal Link Dist (ft)	1150			963			845			1103		
Turn Bay Length (ft)	115		400	360		210	335		385	270		270
Base Capacity (vph)	583	1785	939	275	1916	737	702	1768	711	266	1141	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.44	0.49	1.53	0.36	0.18	1.07	0.63	0.66	0.86	1.23	0.20

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.53

Intersection Signal Delay: 91.0

Intersection LOS: F

Intersection Capacity Utilization 87.7%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

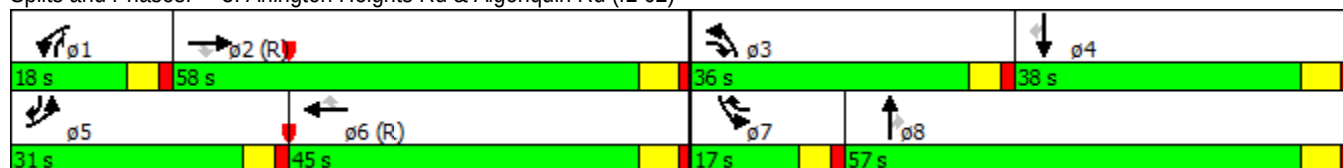
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Arlington Heights Rd & Algonquin Rd (IL 62)



HCM Unsignalized Intersection Capacity Analysis

4: Meijer Dr & Golf Rd (IL 58)

10/25/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1102	151	104	1144	59	0	0	28	0	0	68
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	20	1148	157	108	1192	61	0	0	29	0	0	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					707							
pX, platoon unblocked	0.86						0.86	0.86		0.86	0.86	0.86
vC, conflicting volume	1253			1305			1951	2736	461	1890	2784	428
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	704			1305			1520	2438	461	1449	2494	0
tC, single (s)	4.1			4.1			8.1	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.8	4.0	3.4	3.5	4.0	3.3
p0 queue free %	97			79			100	100	94	100	100	92
cM capacity (veh/h)	772			526			41	21	523	62	20	933
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	20	459	459	387	108	477	477	300	29	71		
Volume Left	20	0	0	0	108	0	0	0	0	0		
Volume Right	0	0	0	157	0	0	0	61	29	71		
cSH	772	1700	1700	1700	526	1700	1700	1700	523	933		
Volume to Capacity	0.03	0.27	0.27	0.23	0.21	0.28	0.28	0.18	0.06	0.08		
Queue Length 95th (ft)	2	0	0	0	19	0	0	0	4	6		
Control Delay (s)	9.8	0.0	0.0	0.0	13.6	0.0	0.0	0.0	12.3	9.2		
Lane LOS	A				B				B	A		
Approach Delay (s)	0.1				1.1				12.3	9.2		
Approach LOS									B	A		
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			37.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Algonquin Rd (IL 62) & Arlington Ctr

10/25/2017



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑	
Volume (veh/h)	4	1370	1155	5	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	4	1473	1242	5	0	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh			2			
Upstream signal (ft)		361				
pX, platoon unblocked					0.79	
vC, conflicting volume	1247				1990	624
vC1, stage 1 conf vol					1245	
vC2, stage 2 conf vol					745	
vCu, unblocked vol	1247				1721	624
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	565				223	433
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	495	982	828	419	3	
Volume Left	4	0	0	0	0	
Volume Right	0	0	0	5	3	
cSH	565	1700	1700	1700	433	
Volume to Capacity	0.01	0.58	0.49	0.25	0.01	
Queue Length 95th (ft)	1	0	0	0	1	
Control Delay (s)	0.2	0.0	0.0	0.0	13.4	
Lane LOS	A				B	
Approach Delay (s)	0.1		0.0		13.4	
Approach LOS					B	
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			50.7%		ICU Level of Service	A
Analysis Period (min)			15			

Weekday AM - Future
17-173; Arlington Heights, IL

Synchro 8 Report

HCM Unsignalized Intersection Capacity Analysis

6: Access & Algonquin Rd (IL 62)

10/25/2017

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	1342	30	45	1159	1	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1413	32	47	1220	1	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)	550					
pX, platoon unblocked			0.79		0.79	0.79
vC, conflicting volume			1444		2133	722
vC1, stage 1 conf vol					1428	
vC2, stage 2 conf vol					705	
vCu, unblocked vol			1027		1901	111
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			91		99	99
cM capacity (veh/h)			530		209	726
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	NE 1
Volume Total	942	502	47	610	610	8
Volume Left	0	0	47	0	0	1
Volume Right	0	32	0	0	0	7
cSH	1700	1700	530	1700	1700	554
Volume to Capacity	0.55	0.30	0.09	0.36	0.36	0.02
Queue Length 95th (ft)	0	0	7	0	0	1
Control Delay (s)	0.0	0.0	12.5	0.0	0.0	11.6
Lane LOS			B			B
Approach Delay (s)	0.0		0.5			11.6
Approach LOS						B
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			48.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Meijer Dr & Truck Access

10/25/2017

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	0	7	92	8	18	281
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	7	97	8	19	296
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)						374
pX, platoon unblocked	0.99					
vC, conflicting volume	435	101			105	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423	101			105	
tC, single (s)	7.4	7.2			5.1	
tC, 2 stage (s)						
tF (s)	4.4	4.2			3.1	
p0 queue free %	100	99			98	
cM capacity (veh/h)	427	742			1046	
Direction, Lane #	NW 1	NE 1	SW 1	SW 2		
Volume Total	7	105	19	296		
Volume Left	0	0	19	0		
Volume Right	7	8	0	0		
cSH	742	1700	1046	1700		
Volume to Capacity	0.01	0.06	0.02	0.17		
Queue Length 95th (ft)	1	0	1	0		
Control Delay (s)	9.9	0.0	8.5	0.0		
Lane LOS	A		A			
Approach Delay (s)	9.9	0.0	0.5			
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			24.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Meijer Dr & RIRO Access

10/25/2017

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	0	18	73	26	0	299
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	19	77	27	0	315
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						194
pX, platoon unblocked	0.97					
vC, conflicting volume	405	91			104	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	373	91			104	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			100	
cM capacity (veh/h)	610	967			1487	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	19	104	315			
Volume Left	0	0	0			
Volume Right	19	27	0			
cSH	967	1700	1700			
Volume to Capacity	0.02	0.06	0.19			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		19.1%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	31	1252	54	102	1264	38	175	5	272	7	1	14
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	85		140	275		0	0		0	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	130			185			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.996				0.850		0.912	
Flt Protected	0.950			0.950			0.950	0.955			0.985	
Satd. Flow (prot)	1805	3725	1538	1719	3524	0	1633	1646	1538	0	1637	0
Flt Permitted	0.160			0.160			0.950	0.955			0.985	
Satd. Flow (perm)	304	3725	1538	290	3524	0	1633	1646	1538	0	1637	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)									219		15	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			361			183			250	
Travel Time (s)		15.5			7.0			6.2			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	5%	5%	2%	3%	5%	0%	5%	14%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							49%					
Lane Group Flow (vph)	33	1318	57	107	1371	0	94	95	286	0	23	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2					4			
Detector Phase	1	6	4	5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	8.0	22.0	22.0	8.0	22.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	13.0	100.0	19.0	18.0	105.0		19.0	19.0	19.0	13.0	13.0	
Total Split (%)	8.7%	66.7%	12.7%	12.0%	70.0%		12.7%	12.7%	12.7%	8.7%	8.7%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	3.5	6.0	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	None	None	None	C-Max		None	None	None	None	None	
Act Effect Green (s)	115.7	107.1	125.2	119.3	110.4		12.2	12.2	12.2		6.2	
Actuated g/C Ratio	0.77	0.71	0.83	0.80	0.74		0.08	0.08	0.08		0.04	
v/c Ratio	0.11	0.50	0.04	0.35	0.53		0.71	0.71	0.88		0.28	

Weekday PM - Future
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings
1: Meijer Dr & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Control Delay	6.6	17.9	6.3	9.8	12.6		94.1	94.3	43.2		45.9	
Queue Delay	0.0	0.3	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	6.6	18.3	6.3	9.8	12.6		94.1	94.3	43.2		45.9	
LOS	A	B	A	A	B		F	F	D		D	
Approach Delay		17.5			12.4			63.5			45.9	
Approach LOS		B			B			E			D	
Queue Length 50th (ft)	13	417	19	22	338		93	94	58		8	
Queue Length 95th (ft)	m17	461	m32	m53	382		m#173	m#176	m#215		40	
Internal Link Dist (ft)		714			281			103			170	
Turn Bay Length (ft)	85		140	275								
Base Capacity (vph)	336	2659	1292	371	2593		141	142	333		90	
Starvation Cap Reductn	0	682	0	0	0		0	0	0		0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.67	0.04	0.29	0.53		0.67	0.67	0.86		0.26	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 59 (39%), Referenced to phase 2:NWTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 21.9

Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)

			
ø1	ø2 (R)	ø4	ø8
13 s	105 s	19 s	13 s
			
ø5	ø6		
18 s	100 s		

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (vph)	89	1023	559	50	985	311	362	693	58	486	903	77
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	220		0	270		115	420		0	335		0
Storage Lanes	1		1	1		1	2		0	2		0
Taper Length (ft)	185			105			240			190		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Ped Bike Factor												
Frt			0.850			0.850		0.988			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3762	1583	1770	5406	1599	3433	3497	0	3467	3471	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3762	1583	1770	5406	1599	3433	3497	0	3467	3471	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		707			953			921			794	
Travel Time (s)		12.1			16.2			17.9			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	2%	2%	1%	1%	2%	2%	2%	1%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	1044	570	51	1005	317	369	766	0	496	1000	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4	5	3	8	1	1	6		5	2	
Permitted Phases			4			8						
Detector Phase	7	4	5	3	8	1	1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5		9.0	22.5	
Total Split (s)	36.0	47.0	15.0	34.0	45.0	15.0	15.0	54.0		15.0	54.0	
Total Split (%)	24.0%	31.3%	10.0%	22.7%	30.0%	10.0%	10.0%	36.0%		10.0%	36.0%	
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.5	5.0	5.0	6.5	5.0	5.0	6.5		5.0	6.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	13.0	52.7	78.5	9.7	47.2	73.0	19.3	47.5		19.3	47.5	
Actuated g/C Ratio	0.09	0.35	0.52	0.06	0.31	0.49	0.13	0.32		0.13	0.32	
v/c Ratio	0.59	0.79	0.69	0.45	0.59	0.41	0.83	0.69		1.11	0.91	

Weekday PM - Future
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Synchro 8 Report

Lanes, Volumes, Timings
2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Control Delay	80.6	48.8	33.4	78.9	44.6	27.4	79.4	48.8		137.1	57.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	80.6	48.8	33.4	78.9	44.6	27.4	79.4	48.8		137.1	57.0	
LOS	F	D	C	E	D	C	E	D		F	E	
Approach Delay	45.3			41.9			58.7			83.6		
Approach LOS	D			D			E			F		
Queue Length 50th (ft)	87	486	419	49	300	195	186	345		~294	546	
Queue Length 95th (ft)	144	548	602	94	337	295	#373	421		#512	#635	
Internal Link Dist (ft)	627			873			841			714		
Turn Bay Length (ft)	220				270	115	420				335	
Base Capacity (vph)	369	1320	828	342	1700	778	442	1107		446	1099	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.25	0.79	0.69	0.15	0.59	0.41	0.83	0.69		1.11	0.91	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 2 (1%), Referenced to phase 2:NWT and 6:SET, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 57.2

Intersection LOS: E

Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Algonquin Rd (IL 62) & Golf Rd (IL 58)

 p1	 p2 (R)	 p3	 p4
15 s	54 s	34 s	47 s
 p5	 p6 (R)	 p7	 p8
15 s	54 s	36 s	45 s

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	884	716	606	876	210	475	1565	461	180	1363	83
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	115		400	360		210	335		385	270		270
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			205			290			260		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5301	1599	3400	5353	1583	3467	5406	1568	3335	5353	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3467	5301	1599	3400	5353	1583	3467	5406	1568	3335	5353	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1230			1043			925			1183	
Travel Time (s)		24.0			20.3			18.0			23.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	3%	1%	3%	2%	2%	1%	1%	3%	5%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	921	746	631	912	219	495	1630	480	188	1420	86
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0	9.0	22.5	9.0
Total Split (s)	33.0	57.0	31.0	20.0	44.0	15.0	31.0	58.0	20.0	15.0	42.0	33.0
Total Split (%)	22.0%	38.0%	20.7%	13.3%	29.3%	10.0%	20.7%	38.7%	13.3%	10.0%	28.0%	22.0%
Yellow Time (s)	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5	3.5	4.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Act Effect Green (s)	11.8	51.0	82.2	15.0	54.2	70.2	25.2	52.0	73.0	10.0	36.8	54.6
Actuated g/C Ratio	0.08	0.34	0.55	0.10	0.36	0.47	0.17	0.35	0.49	0.07	0.25	0.36
v/c Ratio	0.55	0.51	0.85	1.86	0.47	0.30	0.85	0.87	0.63	0.85	1.08	0.15

Weekday PM - Future
17-173; Arlington Heights, IL

Synchro 8 Report

Lanes, Volumes, Timings

3: Arlington Heights Rd & Algonquin Rd (IL 62)

10/25/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	66.5	57.5	37.8	430.8	38.2	26.5	75.2	52.0	33.1	99.7	101.9	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	57.5	37.8	430.8	38.2	26.5	75.2	52.0	33.1	99.7	101.9	32.7
LOS	E	E	D	F	D	C	E	D	C	F	F	C
Approach Delay	50.1			177.3			52.9			98.1		
Approach LOS	D			F			D			F		
Queue Length 50th (ft)	75	329	427	~481	251	130	243	546	341	95	~577	57
Queue Length 95th (ft)	m106	376	601	#606	305	201	#314	610	468	#163	#675	96
Internal Link Dist (ft)	1150			963			845			1103		
Turn Bay Length (ft)	115		400	360		210	335		385	270		270
Base Capacity (vph)	647	1802	884	340	1935	741	600	1874	763	222	1314	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.51	0.84	1.86	0.47	0.30	0.82	0.87	0.63	0.85	1.08	0.12

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 77 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.86

Intersection Signal Delay: 89.8

Intersection LOS: F

Intersection Capacity Utilization 100.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

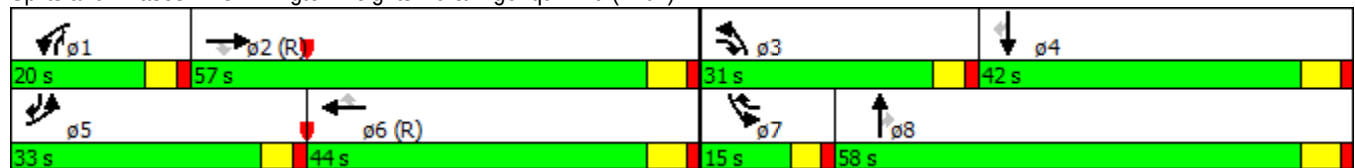
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Arlington Heights Rd & Algonquin Rd (IL 62)



HCM Unsignalized Intersection Capacity Analysis

4: Meijer Dr & Golf Rd (IL 58)

10/25/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1571	122	55	1366	41	0	0	129	0	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	9	1671	130	59	1453	44	0	0	137	0	0	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					707							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	1497			1801			2390	3367	622	2303	3410	506
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	960			1801			2012	3164	622	1911	3215	0
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			83			100	100	68	100	100	96
cM capacity (veh/h)	615			338			22	7	430	21	7	925
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1		
Volume Total	9	669	669	464	59	581	581	334	137	35		
Volume Left	9	0	0	0	59	0	0	0	0	0		
Volume Right	0	0	0	130	0	0	0	44	137	35		
cSH	615	1700	1700	1700	338	1700	1700	1700	430	925		
Volume to Capacity	0.01	0.39	0.39	0.27	0.17	0.34	0.34	0.20	0.32	0.04		
Queue Length 95th (ft)	1	0	0	0	15	0	0	0	34	3		
Control Delay (s)	10.9	0.0	0.0	0.0	17.8	0.0	0.0	0.0	17.3	9.0		
Lane LOS	B				C				C	A		
Approach Delay (s)	0.1				0.7				17.3	9.0		
Approach LOS									C	A		
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization			47.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Algonquin Rd (IL 62) & Arlington Ctr

10/25/2017



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑		↑↑	
Volume (veh/h)	7	1524	1388	9	7	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	8	1675	1525	10	8	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh			2			
Upstream signal (ft)		361				
pX, platoon unblocked					0.83	
vC, conflicting volume	1535				2383	768
vC1, stage 1 conf vol					1530	
vC2, stage 2 conf vol					853	
vCu, unblocked vol	1535				2254	768
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				95	95
cM capacity (veh/h)	439				156	349
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	SW 1	
Volume Total	566	1116	1017	518	25	
Volume Left	8	0	0	0	8	
Volume Right	0	0	0	10	18	
cSH	439	1700	1700	1700	254	
Volume to Capacity	0.02	0.66	0.60	0.30	0.10	
Queue Length 95th (ft)	1	0	0	0	8	
Control Delay (s)	0.5	0.0	0.0	0.0	20.8	
Lane LOS	A				C	
Approach Delay (s)	0.2		0.0		20.8	
Approach LOS					C	
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			57.0%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

6: Access & Algonquin Rd (IL 62)

10/25/2017

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↑		↵	↑↑	↵	
Volume (veh/h)	1524	7	13	1393	4	23
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1604	7	14	1466	4	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLT			TWLT		
Median storage (veh)	2			2		
Upstream signal (ft)	550					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			1612		2368	806
vC1, stage 1 conf vol					1608	
vC2, stage 2 conf vol					761	
vCu, unblocked vol			1324		2237	351
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		97	95
cM capacity (veh/h)			429		159	535
Direction, Lane #	SE 1	SE 2	NW 1	NW 2	NW 3	NE 1
Volume Total	1069	542	14	733	733	28
Volume Left	0	0	14	0	0	4
Volume Right	0	7	0	0	0	24
cSH	1700	1700	429	1700	1700	396
Volume to Capacity	0.63	0.32	0.03	0.43	0.43	0.07
Queue Length 95th (ft)	0	0	2	0	0	6
Control Delay (s)	0.0	0.0	13.7	0.0	0.0	14.8
Lane LOS			B			B
Approach Delay (s)	0.0		0.1			14.8
Approach LOS						B
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			52.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: Meijer Dr & Truck Access

10/25/2017

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	0	19	389	1	5	152
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	423	1	5	165
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (ft)					380	
pX, platoon unblocked						
vC, conflicting volume	599	423			424	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	599	423			424	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	462	631			1135	
Direction, Lane #	NW 1	NE 1	SW 1	SW 2		
Volume Total	21	424	5	165		
Volume Left	0	0	5	0		
Volume Right	21	1	0	0		
cSH	631	1700	1135	1700		
Volume to Capacity	0.03	0.25	0.00	0.10		
Queue Length 95th (ft)	3	0	0	0		
Control Delay (s)	10.9	0.0	8.2	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.9	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			30.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Meijer Dr & RIRO Access

10/25/2017

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (veh/h)	0	50	402	6	0	157
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	53	423	6	0	165
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						183
pX, platoon unblocked	0.99					
vC, conflicting volume	592	426			429	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	583	426			429	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	470	628			1130	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	53	429	165			
Volume Left	0	0	0			
Volume Right	53	6	0			
cSH	628	1700	1700			
Volume to Capacity	0.08	0.25	0.10			
Queue Length 95th (ft)	7	0	0			
Control Delay (s)	11.3	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	11.3	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			31.5%	ICU Level of Service		A
Analysis Period (min)			15			



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: 703-723 W Algonquin Rd., PUD Preliminary/Final Plat of Subdivision
PC#: 17-013 – Round 1
Date: November 16, 2017

Sam:

I have reviewed the documents for the project indicated above and have the following comments:

1. Provide the proposed construction type of the new buildings.
2. Provide details of the items to be stored, and the average length of time they will be stored. Based on the type of items and their packaging materials provide the Use Group of the warehouse (S-1 or S-2).
3. Provide a height and area calculation based on the construction type and Use.
4. Where the electrical room contains equipment rated 1,200 amps or more, there shall be two exits on opposite corners of the room. The doors and door hinges shall have a fire-rating equal to the rating of the electrical room. Doors shall swing out and have panic hardware. The electrical room shall have the same rating as the building.
5. Permanent roof access is required.



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division



Date: 11/2/2017

P.C. Number: 17-013

Project Name: Hamilton Partners PUD and Subdivision

Project Location: 703-723 W. Algonquin 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. A complete NFPA-13 compliant fire suppression system is required.
2. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.
3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
4. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
5. Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads.
6. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
7. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
8. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.
9. Fire protection equipment and service rooms shall be identified in an approved manner.
10. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

11. Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.
12. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
13. Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements.
14. Exit signs shall be illuminated at all times and have emergency power backup.
15. Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.
16. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.
17. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.
18. At least one of the required access routes meeting shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.
19. Buildings shall have approved address numbers.
20. Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
21. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible Location.
22. Signs shall be posted on both sides of an approach of any fire lane stating NO PARKING – FIRE LANE”. Signs shall have arrows indicating the area of parking restriction.

23. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.
24. Tenant build-outs may result in additional requirements being met such as control rooms, storage of hazardous materials, etc.
25. Construction shall comply with all adopted codes.

Date November 2, 2017

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: November 10, 2017
Subject: 703-723 W Algonquin Rd, PC #17-013 Round 1



Regarding the proposed utility installation, PW has the following comments:

1. Verify the condition of the sidewalk fronting the property after the construction. If damage has occurred as a result of the construction, or drainage is not adequate (ponding), permittee must replace the affected squares.
2. The proposed 12" x 10" connection #8 must be a pressure connection.
3. The hydrant relocation #14 must be coordinated with VAHPW 847-368-5800, 48 hours prior to relocation.
4. All utilities that are not going to be reused must be properly abandoned at the respective main lines prior to installation of new utilities.
5. What is the potable water source for the proposed building at Phase 2?
6. There must be proper separation between the water service and the existing sewer line. Refer to the standard specifications of water and sewer installation for the State of Illinois 6th edition or newer.
7. All methods of construction and materials must conform to the most recent version of "A Manual of Practice for the Design of Public & Private Improvements" as published by the Village of Arlington Heights Engineering Department.
8. Water meter and RPZ's will be specified once architectural plans have been submitted.
9. A fence will be required around the detention facilities to protect public from a 4.2' fall.
10. Verify condition of manhole #15 prior to coring new 8" line.

CC: Scott T. Shirley, Director of Public Works

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-013
 Petitioner: Morgan Harbour Construction, L.L.C.
 Owner: Arlington Heights 1, LLC
 Contact Person: Joshua Spinks
 Address: 7510 S. Madison St. Willowbrook, IL 60527
 Phone #: 630-601-8096
 Fax #: 630-734-8099
 E-Mail: jspinks@morganharbour.com

P.I.N.# 08-16-102 } 008-0000
 Location: 703-723-W. Algonquin Rd
 Rezoning: NO Current: m-2 Proposed: m-2
 Subdivision: Consolidation
 # of Lots: 2 Current: 2 Proposed: 1
 PUD: YES For: Distribution
 Special Use: — For: —
 Land Use Variation: NO For: —
 Land Use: — Current: Multi-tenant
 Proposed: off. / industrial
 Site Gross Area: 15.41 Acres
 # of Units Total: —
 1BR: — 2BR: — 3BR: — 4BR: —

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

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OCT 31 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

1. PUBLIC IMPROVEMENTS

REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water			<u>X</u>
Sanitary Sewer			<u>X</u>
Storm Sewer			<u>X</u>
b. Surface Improvement			
Pavement			<u>X</u>
Curb & Gutter			<u>X</u>
Sidewalks			<u>X</u>
Street Lighting			<u>X</u>
c. Easements			
Utility & Drainage	<u>X</u>		
Access	<u>X</u>		
2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC	<u>X</u>	b. IDOT	<u>X</u>
c. ARMY CORP		d. IEPA	
e. CCHD			

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NOV 17 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

- | | YES | NO | COMMENTS |
|---|----------|----------|-------------------------------------|
| 3. R.O.W. DEDICATIONS? | | <u>X</u> | |
| 4. SITE PLAN ACCEPTABLE? | | <u>X</u> | <u>SEE COMMENTS</u> |
| 5. PRELIMINARY PLAT ACCEPTABLE? | | <u>X</u> | |
| 6. TRAFFIC STUDY ACCEPTABLE? | | <u>X</u> | |
| 7. STORM WATER DETENTION REQUIRED? | <u>X</u> | | |
| 8. CONTRIBUTION ORDINANCE EXISTING? | <u>X</u> | | <u>#66-111 PAID IN FULL IN 1978</u> |
| 9. FLOOD PLAIN OR FLOODWAY EXISTING? ... | | <u>X</u> | |
| 10. WETLAND EXISTING? | | <u>X</u> | |

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RWG ENGINEERING, LLC.
 DATE OF PLANS: 10-17-17

James J. Mull 11/16/17
 Director Date

PLAN COMMISSION PC #17-013
Hamilton Partners – Arlington Heights Subdivision
703-723 W. Algonquin Road
PUD, Prelim/Final Plat of Subdivision
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Since a subdivision is being proposed the plans must meet all subdivision requirements. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. This estimate should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. 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

14. The Final Plat of Subdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.
15. The proposed detention facilities will be a private system and as such will not be the Village's responsibility to maintain. The basins require a 1-foot freeboard with an overflow weir at the 6" line. An Onsite Utility Maintenance Agreement must be executed prior to final engineering

approval. See attachment. Contact the Engineering Department for an editable Word version of the document.

16. The stormwater report outlines the proposed detention facilities and satisfactorily addressed the Village's stormwater detention volume requirements: Phase 1 North provides 2.681 ac-ft., Phase 2 South provides 3.208 ac-ft. The total of 5.889 ac-ft exceeds the required 5.76 ac-ft by 0.129 ac-ft.
17. The plan shows proposed surface detention at the truck docks. It is our understanding that the drains from the dock area must go through an oil separator or triple basin. There are concerns about whether or not the oil separator or triple basin would function properly if, say, the stormwater flow happened to reverse through the basin. Check with the MWRD to see if they will allow this setup. The depth of water is not as concerning, given the height and length of semi-trucks.
18. The detail showing the restrictor catch basin for Phase 1 North does not show the existing 4" pipe as described in the stormwater report. Please revise.
19. The Fire Truck Maneuvering Exhibit does not utilize the Village's fire vehicle specifications. Show the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus. The exhibit must show the vehicle driving down the aisle closest to the building along the north side of the building.
20. 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-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick. Proposed heavy duty pavement cross section can be used if it can be demonstrated that the structural number of the proposed pavement section meets or exceeds the structural number of the Village's required pavement section.
21. Public sidewalk, 8" thick, to be established across the existing Meijer Drive driveway. Sidewalk takes precedence through the driveway, with curb stopping on either side of the sidewalk. Detectable warning panels are required for sidewalks at stop controlled driveways.
22. ADA requires a full 18' parking stall depth. Cannot specify 16.5' stall depth for handicap spaces.
23. The plans show offsite pavement improvements. Written permission, whether in the form of an existing easement that allows pavement construction or a letter from the property owner must be provided before this work can be allowed.

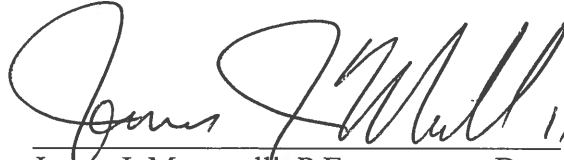
Traffic:

24. How is the proposed operation of this facility structured, on a 7:00 a.m. – 5:00 p.m. work day or will the building be operated in shifts around the clock?
25. The existing Meijer Drive pavement geometry at the intersection of Rt 62 provides a dual left turn bay and single through/right turn bay. What is the current occupancy of these lanes, and during the peak hour, are there loaded cycles where these lanes do not clear? Also with the introduction of tractor-trailer combination trucks in the traffic stream, this will displace passenger cars, possibly aggravating this condition. Please provide a capacity analysis to verify adequate storage length for the south leg of this intersection under the proposed condition.
26. The existing raised barrier median in the center of Meijer Drive must be extended to the end of the striped dual left turn bay markings. This will extend south of the right turn in/out passenger car driveway into the north parking lot of the site.
27. Please provide all proposed lighting photometric site illumination plans, along with catalog cuts for all parking lot pole fixtures, as well as any exterior lights proposed to be mounted to the exterior of the building.
28. Please clarify the orientation of the directions identified in the Capacity analyses tables 2-6 that better defines mainline, and cross traffic legs of the intersection.
29. How is the proposed recommendation to increase traffic signal cycle length along Route 62 being implemented? Have discussions with I.D.O.T. taken place, is there correspondence that the State has approved this request? Please provide documentation.
30. There is no discussion of the parking analysis for this site. Code required parking verses supplied parking should be identified. With the 308 stalls being provided, the projected arrival and departure of employees would seem to suggest much higher peak hour volumes. Is the site over capacity in the number of parking stalls being provided?

Final Plat of Subdivision:

31. Many of the easements shown on the ALTA surveys along Outlot A and Meijer Drive, continuing from the south, are not shown on the Final Plat.
32. There are public utilities (water mains, sanitary sewer) that do not appear to be located within public utility easements. Do any of the Ingress/Egress easements contain language to also allow public utilities? For clarity, please prepare a detail to larger scale of the easements and property lines in the vicinity of Outlot A and the access road off Meijer Drive.
33. Attached is the Final Plat of Subdivision Checklist. Please follow each item and modify the plat as necessary.

34. What are the Parcel designations for? It is unclear whether they are existing or proposed. Parcel 1 "A" is bold indicating proposed, but Parcel 1 "B" and Parcel 2 are not bold, indicating existing. Where is the demarcation line between the parcels?
35. Parcel 1 "A" is shown on the Sidwell Atlas as PIN 08-16-102-030-0000, which is not included in the list of PIN numbers shown on the Plat. Is this piece of property included in the proposed ownership/development?


James J. Massarelli, P.E. Date 11/16/17
Director of Engineering

Attachments:

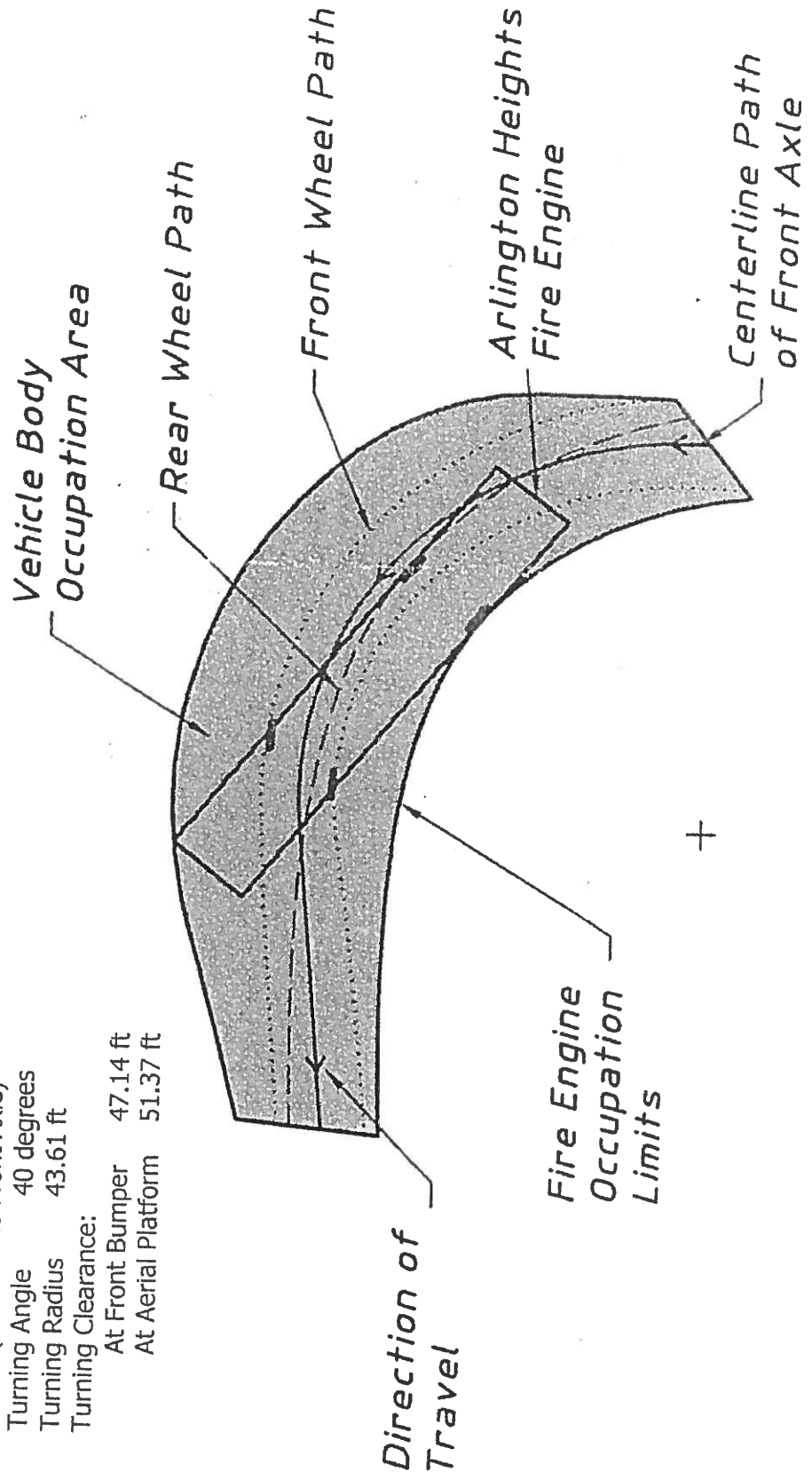
- Fire Apparatus Tower 131 Specifications (1 page)
- Final Plat of Subdivision Checklist (3 pages)
- Contacts for Plat Signatures (1 page)
- Sample Onsite Utility Maintenance Agreement (4 pages)

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

Scale: 1"=15'

Overall Height	11 ft - 8 in
Overall Length	48 ft - 0 in
Overall Width	8 ft - 6 in
Overall Wheelbase	21 ft - 2 in
Front Overhang	14 ft - 0 in
(Platform to Front Axle)	
Turning Angle	40 degrees
Turning Radius	43.61 ft
Turning Clearance:	
At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft



Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidity of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 ____.

Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

Chairman

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

President

Village Clerk

APPROVED by the Village Collector _____

APPROVED by the Director of Engineering _____

- ☐ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

(SURVEYOR'S SEAL) Signature
Illinois Land Surveyor
No. _____"

- ☐ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☐ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☐ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Contacts for Plat Signatures

Mr. Frank Gautier
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60125

630/600-6348
frank_gautier@cable.comcast.com

Alternate: Martha Gieras 630/600-6352
Martha_gieras@cable.comcast.net

Ms. Mark Cozzi
ComEd
Three Lincoln Center – 4th Floor
Oakbrook Terrace, IL 60181

630/576-6530
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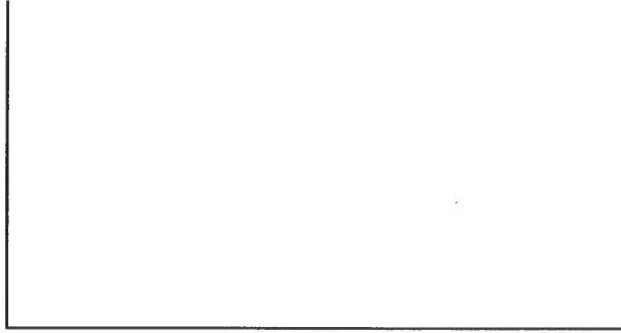
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IDOT Permits
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Schaumburg, IL 60196

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Mr. Michael Sterr, P.E.
Permit Office
Cook County Highway Department
69 West Washington Street
23rd Floor, Suite 2354
Chicago, IL 60602

312/603-1670



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/or stormwater management facilities, domestic water mains; and

WHEREAS, the sanitary sewers, storm sewers and/or 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/or stormwater management facilities, or domestic water mains on privately owned property; 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 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 water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention/retention basins, located upon said premises.
- d. Maintain the 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 sanitary sewers or domestic water mains in accordance with the requirements of the VILLAGE, 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 should the RESPONSIBLE ENTITY not properly maintain the aforementioned storm sewers and/or stormwater management facilities 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

Title: _____

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-013

Project Name Hamilton Partners PUD and Subdivision

Project Location 703-723 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 1

General Comments:

- 1) Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of any building or portion of the building more than 30 feet in height.
- 2) Building is to be sprinkled per code.
- 3) The Fire Department Connection shall be located at the main front entrance of the building and be fully visible. It shall be located within a maximum travel distance of 100 feet to the nearest fire hydrant.
- 4) A Knox Box (key safe) shall be located at the main front entrance.
- 6) A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.

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

Date November 14, 2017 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

RECEIVED

NOV 15 2017

ARLINGTON HEIGHTS POLICE DEPARTMENT

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

703-723 W. Algonquin Rd.
PC#17-013

Round 1 Review Comments

11/13/2017

1. Character of use:

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

2. Are lighting requirements adequate?

3. Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and any secluded areas on the property. These areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, drug use and other criminal activity.

4. Present traffic problems?

There are no traffic problems at this location.

5. Traffic accidents at particular location?

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

6. Traffic problems that may be created by the development.

There should be traffic control signage in the parking lot and right turn only designed exit lanes to discourage left turns onto Algonquin Road.

7. General comments:

- Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.
- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.
- Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.
- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.
- Install cameras (with recording capabilities) on the exterior and interior of building, to include a monitor at the reception/ or office area so employees have ability to monitor interior and exterior.

#272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #557

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Print Form (To Mail)

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐

No

☐

Yes

Phone number:

Alarm Company Name

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.

Petitioner: Morgan Harbour Construction, LLCOwner: Arlington Heights I, LLCContact Person: Joshua SpinksAddress: 7510 W. Madison St.
Willowbrook, IL 60527Phone #: 630-601-8096Fax #: 630-734-8099E-Mail: j.spinks@morganharbour.com

P.I.N.#

08-16-102Location: 703-723 W. Algonquin Rd.Rezoning: NO Current: M-2 Proposed: M-2Subdivision: Consolidation# of Lots: 2 Current: 2 Proposed: 1PUD: YES For: DistributionSpecial Use: — For: —Land Use Variation: NO For: —Land Use: — Current: Multi-tenantProposed: off/industrialSite Gross Area: 15.41 Acres# of Units Total: —1BR: — 2BR: — 3BR: — 4BR: —

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

1. GENERAL COMMENTS:No comments

RECEIVED

OCT 31 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT[Signature]
Environmental Health Officer11-15-17
Date[Signature] 11/15/17 Direc
tor Date

Planning & Community Development Dept. Review

November 14, 2017



REVIEW ROUND 1

Project: 703-723 W. Algonquin Rd

Case Number: PC 17-013

General:

7. Please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval. If you end up proceeding with Preliminary Plat approval only, a copy of the Plat which reads "Preliminary" will be required one week prior to the Plan Commission hearing.
8. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.
9. Section 5.1-17.2(d) of the Zoning Code restricts the storage of flammable and explosive materials. Please confirm that all materials stored within the warehouse portions of the building will comply with the regulations of Section 5.1-17.2(d).
10. Please provide a photometric plan and catalog cut sheet for all parking lot and wall mounted light fixtures.
11. Please provide an estimated number of employees that will be working out of the building in both Phase I and Phase II. Additionally, please provide the expected hours of operation of the facility.
12. Section 9.8(i) of the Zoning Code requires that all PUD's include a construction schedule and phasing plan. Please provide the required construction schedule, which includes information on the approximate date of construction start, the number of construction phases and the starting and completion date for each phase, as well as a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.
13. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.
14. Please provide details on all proposed retaining walls, including information on maximum wall height and wall materials.

Easements

15. The southern parking row and detention area encroach on the 30' Water & Sewer easement as established in Document 20922014 & 24731232. Please clarify if the provisions of this easement allow for this encroachment.
16. The southwestern most parking spaces encroach into the 22' wide Access Easement as established in Document 24738091 & 0608244082. Please clarify if the provisions of this easement allow for parking spaces to be located within the easement area.
17. A 25' wide Access Easement exists on the northeast portion of the property. To whose benefit is this easement? If the easement is for the benefit of the 715-723 W. Algonquin property, it should be vacated as part of this subdivision as both properties will be consolidated and under unified ownership.
18. Development within Phase I proposes the expansion of the driveway/paved area into "Outlot A", which outlot is not owned by the petitioner. Please confirm that the provisions of Document 0030435526 allow for the use of this area for ingress/egress. Of note, Document 0030435526 appears to be a Stormwater and Drainage Detention Easement.
19. Please clarify if detention basin "N-1" serves only the subject property or whether it serves as a detention area for other properties. It is noted that this detention area falls outside of "Outlot A" and overlaps onto the privately owned subject property with no easement. If the detention area serves properties outside of the subject property, an easement for the benefit of those properties shall be required as part of this development.
20. The various access easements should be cleaned up as part of this subdivision. Please propose a solution to consolidate the five access easements on the western side of the property, which may include the modification of certain access easements that are no longer needed (such as the easement established via Document 24176553, which appears to traverse over one of the detention basins).

Site Plan

21. Please revise the architectural "Conceptual Site Plan" so that it is printed to-scale.
22. Please revise the architectural "Conceptual Site Plan" so that the table titled "Development Standards" includes another column outlining the proposed values for each of the code requirements (F.A.R., setbacks, and Off-Street parking) as based on the proposed development.
23. Please correct the following inconsistencies between the architectural site plan and the engineering site plans:
 - a. The architectural site plan shows the setback of the rear parking area as 30' and the engineering site plan shows this setback area as 15.45'.
 - b. There are retaining walls shown in basin "N-2" on the architectural site plan, which are not shown on the engineering plans.
24. Please include a measurement on the engineering Phase I and Phase II plans (sheets 7 and 8) that show the proposed setback of the building, at its closes point, to the north, south, east, and west property lines.
25. 17' deep stalls are allowed where a 1.5' overhang area is provided. However, when this overhang area encroaches on a servicewalk, the overhang is not allowed. Please revise the 17' deep parking stalls that include an overhang area encroaching on a servicewalk by either pushing back the servicewalk or providing the full depth for the parking stall.
26. Other than the transformer proposed on the west side of the building and the rooftop mechanical units, are any above ground utility or mechanical units proposed on the site (HVAC equipment, generators, utility pedestals, transformers, etc.).

27. Are any exterior dumpsters proposed, or will all dumpsters/refuse equipment be stored indoors?

Plat of Subdivision:

28. Is PIN 08-16-102-030 part of the subject property? Cook County records show this PIN is owned by Hamilton Partners. If this PIN is part of the subject property, please add it to the PIN list on the Plat of Subdivision.

29. Please extend the side yard setback lines to "Parcel 2" as delineated on the Plat of Subdivision.

30. Please clarify why the three parcels "1A, 1B, and 2" are delineated on the plat. They do not appear to be necessary on the Plat and should be removed if unnecessary as they may be construed as separate lots in the proposed subdivision. Alternatively, language can be added to the title to indicate that the Plat of Subdivision is to consolidate parcels 1A, 1B, and 2.

31. Please remove all references to the Village of Palatine.

32. Are any Covenants or Bylaws proposed in conjunction with the subdivision?

Landscaping:

33. There are two parking lot landscape islands proposed as concrete. These islands appear to contain a tree as required by code. Please clarify how a tree will be planted in the concrete landscape island.

Parking and Traffic:

34. The parking requirements are shown below. Please confirm that all data is accurate.

PHASE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF VEHICLES	SQUARE FEET	PARKING RATIO	PARKING REQUIRED
Phase I	Office	N/A	N/A	5,460	1 space per classroom plus two space per employee	18.2
	Warehouses and Storage	Unknown	45	N/A	1 space per vehicle plus 1 space per every two employees	45
Phase II	Office	N/A	N/A	5,460	1 space per classroom plus two space per employee	18.2
	Warehouses and Storage	Unknown	61	N/A	1 space per vehicle plus 1 space per every two employees	61
Total Parking Required						142
Total Parking Provided						308
Parking Surplus /(Deficit)						166

Note: Phase I provides 154 parking spaces, but may be reduced to 153 based on the need to add 1 handicap accessible stall.

35. The parking requirement for warehouse/distribution uses is calculated based, in part, on the number of employees during peak shift. While it is understood that no tenants have been signed, please provide an estimated number of employees for both Phase I and Phase II. Additionally, please acknowledge that, pending the actual number of employees, a non-compliant parking situation may be created that the property owner would need to resolve.

36. Please acknowledge that the office areas generate their own parking requirement per the Zoning Code "Collective Provision", and a non-compliant parking situation may be created that the property owner would need to resolve should the actual size of the office spaces be larger than proposed.
37. Phase I must be self sufficient relative to handicap parking requirements. A parking lot with 150 parking stalls is required to provide 5 handicap accessible stalls. Please add an additional handicap accessible stall to Phase I. As the combination of Phase I and Phase II requires a total of 8 handicap accessible stalls, one handicap accessible stall can therefore be removed from Phase II.
38. Section 11.8 of the Zoning Code requires the provision of bicycle parking spaces in new development. The number of bicycle parking spaces is based on the overall number of employees within a warehouse/storage facility. Bicycle parking spaces are required at a rate of one space per every 40 employees, with a minimum of two bicycle parking spaces required. Please provide an estimated number of employees for both Phase I and Phase II and add the corresponding number of bicycle parking spaces to each phase.
39. The traffic study recommended the northern passenger vehicle access drive at Meijer Drive adjacent to detention basin N-2 be R-in and R-out only with a stop sign. The addition of a stop sign at this location will be required. Additionally, is the current configuration of the R-in/R-out suitable to control these movements, or does the porkchop curb need to be raised and/or the median on Meijer Drive extended south to prevent outbound left turn movements and inbound right turn movements?
40. A stop sign will be required for egress at the intersection of the full access drive and Algonquin Road.
41. Has IDOT been approached relative to their initial perspective on adjusting the signal timing at Meijer Drive and Algonquin Road? Please provide any correspondence with IDOT relative to this proposed change.
42. There appear to be errors in Table 2 relative to the overall LOS grade for each leg of the weekday AM future conditions for NB and SB movements. The level of delay is shown as increasing in the future conditions, however, the overall LOS grade for each leg is shown as improving despite the increase in delay time relative to the existing condition. Please correct this table or clarify why the LOS has improved given an increased delay.
43. In order to avoid an unsignalized left turn across Algonquin Road into the full access drive from westbound Algonquin Road, passenger vehicles may opt for the signalized intersection at Meijer Drive. As the northerly access drive is restricted to R-in movements only, these passenger vehicles may traverse thru the truck access drive to reach the southern, eastern and northern passenger parking areas. Did the traffic analysis consider this possibility? Would these movements be safe given the potential truck movements adjacent to the loading areas and truck access drive?

Prepared by:



Hamilton Partners PUD Subdivision
702-723 W. Algonquin Road
PC 17-013
November 15, 2017

Tree Preservation

- 1) There are five Bur Oak trees ranging in size from 24-42 inch caliper in the east corner of the site that are identified for removal. The Oak trees are in good condition.

Landscape Issues

- 2) The ends of all parking rows and every twenty spaces must include a landscape island which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Increase the size of the proposed trees from 2.5 inch to 4 inch caliper. In addition, provide trees in the island along the front elevation where the tree is absent.
- 3) Per Chapter 28, Section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Extend the proposed screen to the west in order to screen the northwest corner of the parking lot.
- 4) Per Chapter 28, landscaping must be provided at the perimeter of the detention basin. In addition to the proposed trees, include a mix of shrubs and perennials.
- 5) Provide foundation plantings adjacent to the proposed building. The proposed plantings are minimal and should consist of a mix of understory trees, shrubs and perennials. The plantings for the phase one building must be continuous at the base of the building along the front and side elevations.
- 6) Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening. Identify the location of any trash enclosures. The enclosure must be fully screened with a fence/wall and landscaping.
- 7) A landscape compliance bond in the amount of 30% of the landscaping costs will be required and a tree fee of \$200 is required for each tree identified for preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.



MORGAN / HARBOUR
CONSTRUCTION

December 14, 2017

Attn: Sam Hubbard

Development Planner

Department of Planning and Community Development

Village of Arlington Heights

33 S. Arlington Heights Road

Arlington Heights, IL 60005

Tel: 847-368-5223

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DEC 15 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Review Letter received on November 20, 2017 regarding the aforementioned project:

PUD PRELIMINARY/FINAL PLAT OF SUBDIVISION:

1. *Provide the proposed construction type of the new buildings.*

RESPONSE: Type IIB (load-bearing, insulated precast concrete panels with steel columns and bar joist roof framing)

2. *Provide details of the items to be stored, and the average length of time they will be stored. Based on the type of items and their packaging materials provide the Use Group of the warehouse (S-1 or S-2).*

RESPONSE: Exact items unknown until tenants selected. Designed to accommodate S-1 occupancy type in warehouse for high-pile storage.

3. *Provide a height and area calculation based on the construction type and Use.*

RESPONSE: Building designed as unlimited area building with minimum of 60' clear from building foundation wall to adjacent property line or centerline of public R.O.W. and an ESFR sprinkler system. Building Height is 2 stories or less and under 55' tall.

4. *Where the electrical room contains equipment rated 1,200 amps or more, there shall be two exits on opposite corners of the room. The doors and door hinges shall have a fire-rating equal to the rating of the electrical room. Doors shall swing out and have panic hardware. The electrical room shall have the same rating as the building.*

RESPONSE: Electrical equipment size unknown at this time, but anticipated to be less than 1200 amps. Design plans for panic hardware and rated walls/doors as required by code. If the size of equipment increases then a 2nd door will be added as required.

5. *Permanent roof access is required.*

RESPONSE: Roof access ladder and roof hatch to be located in Fire Sprinkler Room.



FIRE SAFETY:

1. *A complete NFPA-13 compliant fire suppression system is required.*

RESPONSE: ESFR sprinkler system planned for building – GC to provide design-build drawings for permit submittal.

2. *Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant.*

RESPONSE: The fire department connection (FDC) is to be located on the front of the building (north side), a fire hydrant is provided within 100' of the FDC ((easterly of the FDC location). Please see Engineering Plan Sheet 15.

3. *An approved water supply capable of supplying the required fire flow for fire protection shall be provided.*

RESPONSE: Refer to civil, plumbing and sprinkler drawings.

4. *Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.*

RESPONSE: Sprinkler/ FP room indicated on plans, fire ingress doors spaced at less than 100' at high pile storage areas – Fire apparatus access is reflected on the site Final Engineering Plans (see Heavy Duty Pavement Section on Sheets 7 & 8), as well as the Fire Truck Exhibit.

5. *Buildings or facilities having a gross building area of more than 62,000 square feet shall be provided with two separate and approved fire apparatus access roads.*

RESPONSE: fire access accommodated on east and west side of site accessed from Algonquin Rd and Meijer Drive (referenced in No 4 above)

6. *A fully functioning fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.*

RESPONSE: will be provided (FA Contractor to submit dwgs).

7. *Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.*

RESPONSE: will be provided (FA Contractor to submit dwgs).

8. *Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.*

RESPONSE: will be provided (FA Contractor to submit dwgs).

9. *Fire protection equipment and service rooms shall be identified in an approved manner.*

RESPONSE: project will comply (FA Contractor to submit dwgs).

10. *A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.*

RESPONSE: project will comply (FA Contractor to submit dwgs).



11. *Buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.*

RESPONSE: project will comply (FA Contractor to submit dwgs).

12. *A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.*

RESPONSE: project will comply (FA Contractor to submit dwgs).

13. *Fire pumps, if provided, shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements.*

RESPONSE: project will comply (FA Contractor to submit dwgs).

14. *Exit signs shall be illuminated at all times and have emergency power backup.*

RESPONSE: project will comply (Design-Build Elec Engineer/Contractor to submit dwgs).

15. *Indicate the maneuvering capability of the Fire Department Tower Truck to confirm that the truck can negotiate the turns on pavement avoiding any dead-ends and identify any overhead wires that may be within the airspace of the truck set-up.*

RESPONSE: refer to civil engineering truck turn exhibits (Civil to respond) - See the Fire Truck Exhibit for maneuvering capability. Existing overhead utility lines are located along Algonquin Rd., which are not expected to be a concern. No overhead lines for the proposed building are anticipated.

16. *Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access road.*

RESPONSE: Civil to respond - Noted, see response to No 15 above.

17. *Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of building more than 30 feet in height.*

RESPONSE: Civil to respond - Noted, the fire apparatus access routes have an unobstructed width of 26'. See also above, as well as the Site Geometric and Paving Plans (Shts 7 & 8) of the Final Engineering Plans

18. *At least one of the required access routes meeting shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building.*

RESPONSE: Civil to respond - Noted, please see response to above items, and the referenced Site Geometric and Paving Plans (Shts 7 & 8) of the Final Engineering Plans

19. *Building shall have approved address numbers.*

RESPONSE: Owner to respond - Noted and we will comply

20. *Fire department connections shall be installed in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.*

RESPONSE: project will comply (FA Contractor to submit dwgs).



21. Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved a visible location.

RESPONSE: Civil to responds - Noted – please see Civil Drawings

22. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.

RESPONSE: Civil to respond - Noted, see Sheets 7 & 8

23. Fire lane signs shall be red with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is not less than 6 feet nor more than 6 feet above grade.

RESPONSE: Civil to respond - Noted, see Sheets 7 & 8

24. Tenant build-outs may result in additional requirements being met such as control rooms, storage of hazardous materials, etc.

RESPONSE: Noted.

25. Construction shall comply with all adopted codes.

RESPONSE: Noted.

PUBLIC WORKS:

PUBLIC WORKS DEPT – From Cris Papierniak, dated Nov 10, 2017

RESPONSES:

1. Comment is noted; however, no construction activity is anticipated in the Algonquin Rd ROW, or offsite areas which would impact the existing sidewalk. As referenced in the comment, replacement of any existing sidewalk would be the result of projection construction, and the project contractor(s) are not responsible for the maintenance or repair of a pre-existing condition.

2. Noted, please see Utility Plan – Ph 1, Sht 15

3. Noted, a note has been added to the plans, please see Sht 15

4. Noted, there are only a couple situations where a utility will need to be abandoned at the main line. Note 11 on the Demolition Plans, Shts 4 & 5, addresses this situation.

5. Internal. The Phase 2 portion of the building will be served from the water serviced to the building provided with the Phase 1 improvements.

6. Since there is not adequate depth for the water main to cross over the existing sanitary sewer it is to go below the sanitary sewer. For appropriate protection the water main is to be installed in a ductile iron casing 1.5' minimum below the bottom of the existing sanitary sewer. Information in the Utility Crossing Schedule (Sht 15) has been updated to better clarify details of this crossing.



7. Noted, information has been added to Note No 8, on Sht 1 of the Engineering Plans specifically referencing this document.
8. Noted
9. Noted, reference to a proposed fence has been reflected on the S-1 Cross Section detail on Sht 14. Details of the fence are included with the Landscape Plans.
10. Noted, a note has been added to Sht 16 addressing this item for existing sanitary manhole nos. 14 & 1

PUD, RELIM/FINAL PLAT OF SUBDIVISION:

RESPONSES:

11. Noted
12. Noted-An Engineer's Opinion of Probable Construction Cost to be provided
13. Noted, information is reflected on the Cover Sheet of the Final Engineering Plans, Sht 1
14. Noted
15. Noted. The Onsite Utility Maintenance Agreement will follow. Per previous discussions, the north overflow with Phase 1 is located at the existing driveway and based on existing elevations of the driveway and surrounding Algonquin Rd, etc. The proposed elevations and width of the south overflow with Phase 2, located at Basin S-1, have been modified to reflect the requested criteria.
16. Noted
17. We are not aware of any criteria, including that of MWRD, requiring the external truck dock drains go thru an oil separator or a triple basin. The proposed design concept has been used on other recent projects elsewhere, and received the appropriate approvals, including the MWRD permits. Remaining items in this comment are noted.
18. The referenced detail, on Sht 19, has been updated to reflect the existing 4" pipe
19. Noted, see updated Fire Truck Exhibit
20. Noted, a 26' pavement width is provided for the fire lanes. The proposed heavy-Duty Pavement section has been modified to reflect the required section and designated for the applicable fire lanes.



21. Since this an offsite area with no proposed site improvements at this location, it is not believed this should be a requirement of this project.

22. The Illinois Accessibility Code is silent in regards to the depth of a parking stall depth. The Illinois Capital Development Board was contacted to check on a possible requirement for depth of an ADA parking stall. They indicated they have no depth requirement, only width to accommodate movements for the individual's accessibility to the vehicle. Based on this criterion, as well as the detrimental impact of changing the parking stall depth to site constructability, geometrics, and ADA parking area & accessible route grading, the proposed stall depths for the ADA parking spaces have not been modified.

23. Noted

TRAFFIC:

24. Hours of operation is 7:00 am – 5:00 pm but please note that this will be determined by future tenants at a later date.

25. RESPONSE:

- The capacity analysis shows that the outbound queue during the weekday evening peak hour extends to the existing/proposed access drive that will be restricted to right-in/right-out turning movements.
- Future capacity analysis takes into consideration the addition of the trucks from the proposed facility by having increased the heavy vehicle percentages for the turning movements at this signalized intersection.
- Meijer Drive and the access drive opposite Meijer Drive operate as a split phase operation where each receives greentime successively, rather than concurrently. Further, the cycle length is 150 seconds during the weekday evening peak hour. As such, the combination of a long cycle length, split phase operation, and the limited greentime given to Meijer Drive all contribute to the less than desirable LOS/delay for the outbound movements on Meijer Drive, particularly during the weekday evening peak hour.
- As noted, it is recommended to petition IDOT to increase the amount of greentime allocated to Meijer Drive to improve the outbound queuing. This reallocation will improve traffic operations on Meijer Drive while maintaining good levels of service for the through traffic flow along IL 62.
- The traffic simulation shows that vehicles (a combination of both passenger vehicles and heavy vehicles) will be able to exit Meijer Drive without extensive queuing.

26. RESPONSE:

- We will continue to work with Village staff as to whether extending the barrier median on Meijer Drive, or modifying the existing pork chop island on the access driveway is more beneficial because of emergency vehicle access feasibility.
- The access drive proposed on Meijer Drive to serve the passenger vehicles accessing the development will be restricted to right-in/right-out only turning movements.



27. Please see the Photometric drawing as prepared by Hinsdale Electric along with corresponding Spec. Sheets.
28. The study assumes an orientation of IL 62 being in a north-south orientation. The study will be revised accordingly.
29. The traffic study was submitted to IDOT for their review and coordination.
30. See page below that includes a table of Code required parking.

FINAL PLAT OF SUBDIVISION:

31. Per the certificate appended to the Final Weber's Resubdivision vacation note "B" those easements falling in Outlot "A" "are hereby abrogated, vacated and abolished upon the completion of the construction of Meijer Drive."
32. We find no language which calls for public utility easements in any of the documents creating the Ingress/Egress easements.
33. We have reviewed and addressed the Final Plat of Subdivision Checklist.
34. We have drawn leaders to hopefully clarify the limits of each parcel.
35. The PIN number has been added.

FIRE DEPARTMENT:

1. *Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of any building or portion of the building more than 30 feet in height.*
RESPONSE: Civil to respond - Noted, a fire access road with a 26' unobstructed width is provided in the vicinity of the building. Please see previous comments and updated site engineering plans.
2. *Building is to be sprinkled per code.*
RESPONSE: Yes – project will comply.
3. *The Fire Department Connection shall be located at the main front entrance of the building to be fully visible. It shall be located within a maximum travel distance of 100 feet to the nearest fire hydrant.*
RESPONSE: Building will be subdivided into multiple tenants with multiple entrances – recommend locating centrally on building near sprinkler room. And still comply with proximity to hydrant spacing.
4. *A Knox Box (key safe) shall be located at the main front entrance.*
RESPONSE: Building will be subdivided into multiple tenants with multiple entrances – recommend locating centrally on building near sprinkler room.



6. *A fire alarm zoning indicator panel and associated controls or fire alarm control panel (full functioning auxiliary panel) shall be located within the closest proximity to the front main entrance of the building.*

RESPONSE: Building will be subdivided into multiple tenants with multiple entrances – recommend locating centrally on building near sprinkler room.

7. *Note: Plan is conceptual only subject to detailed plan review.*

RESPONSE: Noted – will comply with additional jurisdictional reviews during building permit submittal.

POLICE DEPARTMENT:

1. *Character of use: The character of use is consistent with the area and is not a concern.*

RESPONSE: Noted.

2. *Are lighting requirements adequate? Lighting should be up to Village of Arlington Heights code. Special attention should be given to illuminating parking lot areas, and any secluded areas on the property. These areas should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, drug use and other criminal activity.*

RESPONSE: Building and site lighting will comply with code required minimum lighting levels.

4. *Present traffic problems? There are no traffic problems at this location.*

RESPONSE: Noted.

5. *Traffic accidents at particular location? This is not a problem area in relation to traffic accidents.*

RESPONSE: Noted.

6. *Traffic problems that may be created by the development. There should be traffic control signage in the parking lot and right turn only designed exit lanes to discourage left turns onto Algonquin Road.*

RESPONSE: Noted (refer to civil dwgs) - The existing access at the northeast corner of the parcel is currently a full access which functions appropriately, and is consistent with numerous other full access locations along Algonquin Road. With the proposed project, this access will serve passenger vehicles only. The traffic signal at Meijer Drive will allow appropriate gaps for left turn movements from this access location. In accordance with the Traffic Report and discussions with the Traffic Consultant, the overall traffic movements for the proposed project will function better if this remains a full access rather than limiting to right turn exit movements only.

7. *General Comments:*

- a. *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.*



- b. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.
- c. Consider posting no trespassing/loitering/ no un authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.
- d. Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations.
- e. Install cameras (with recording abilities) on the exterior and interior of buildings, to include a monitor and the reception/ or office area so employees have ability to monitor interior and exterior.

RESPONSE:

a. Please see the completed (Arlington Police Department – Emergency Information Card)

b. Noted

c. Noted

d. Noted

e. Noted

PLANNING AND COMMUNITY DEVELOPMENT

GENERAL

7. Please note that the Final Plat, as approved by the Engineering Dept., must be printed on Mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval. If you end up proceeding with Preliminary Plat approval only, a copy of the Plat which reads "Preliminary" will be required one week prior to the Plan Commission hearing.

RESPONSE: Noted

8. Please note that final engineering must be approved by the Engineering Dept. no less than one week prior to appearance before the Plan Commission, which will include the payment of all engineering fees and the provision of all surety bonds, public improvement deposits, and engineering fee's. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval.

RESPONSE: Noted.

9. Section 5.1-17.2(d) of the Zoning Code restricts the storage of flammable and explosive materials. Please confirm that all materials stored within the warehouse portions of the building will comply with the regulations of Section 5.1-17.2(d).

RESPONSE: Storage requirements of tenants is unknown until building occupied, but will comply with applicable codes.



10. Please provide a photometric plan and catalog cut sheet for all parking lot and wall mounted light fixtures.

RESPONSE: MEP to respond – Please see the Photometric Drawing as prepared by Hinsdale Electric along with the corresponding Spec. Sheets.

11. Please provide an estimated number of employees that will be working out of the building in both Phase I and Phase II. Additionally, please provide the expected hours of operation of the facility.

RESPONSE: Rough approximate of employees 60-65 in each phase of building (+/- 120-130 total). Exact number unknown until building to be occupied by future tenants. Hours of operation unknown – will comply with all Village code requirements and restrictions.

12. Section 9.8(i) of the Zoning Code requires that all PUD's include a construction schedule and phasing plan. Please provide the required construction schedule, which includes information on the approximate date of construction start, the number of construction phases and the starting and completion date for each phase, as well as a construction staging plan. The construction phasing plan shall include the anticipated number of construction workers and where they will park during each phase of construction, the type and amount of construction vehicles per phase and where they will be staged, the location of material storage, and information on anticipated lane closures, including info on where the closures will take place and the timeframe for each closure.

RESPONSE: GC to respond – Please see the attached Schedule and Staging/Phasing Plan.

13. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

RESPONSE: Noted.

14. Please provide details on all proposed retaining walls, including information on maximum wall height and wall materials.

RESPONSE: Civil to respond - Information for the site related retaining wall at Detention Basin S-1 is reflected on Sht 14. As indicated the wall is to be modular block. As indicated with the Retaining Wall Detail, the contractor is to submit detailed information regarding the specific wall product chosen. The Municipal Engineer is to receive copies of this submittal information.

EASEMENTS:

15. The southern parking row and detention area encroach on the 30' Water and Sewer easement as established in Document 20922014 & 24731232. Please clarify if the provisions of this easement allow for this encroachment.

RESPONSE: Civil to respond - The referenced documents pertaining to the 30' Water & Sewer easement are not available at this time. Document 20922041 does not relate to the subject property and Document 24731232 is a cover sheet only. Additional information has been requested from the Title Company to clarify this matter; however, as of this date the additional items have not been received. 975 E. 22nd Street, Suite 400, Wheaton IL 60189 (630)480-7889 www.rwg-engineering.com The proposed parking is consistent with the existing use and existing parking within the easement. The proposed grading for the back side of the detention basin will not interfere with the operation of the existing water main and sewers within the easement.



16. *The southwestern most parking spaces encroach into the 22' wide Access Easement as established in Documents 24738091 & 0608244082. Please clarify if the provisions of this easement allow for parking spaces to be located within the easement area.*

RESPONSE: Civil to respond - The subject ingress and egress easements allow the owner of a parcel to use the easement on its own property for any and all purposes as long as it does not unreasonably interfere with another Party's use of easement for ingress and egress. The proposed couple of parking spaces at the far southwest corner of the parcel, adjacent to an offsite open space/stormwater management area, will not interfere with any intended ingress or egress for the adjoining parcel. The small amount of proposed offsite pavement within the easement is for truck ingress & egress purposes to the dock area and not for vehicle parking.

17. *A 25' wide Access Easement exists on the northeast portion of the property. To whose benefit is this easement? If the easement is for the benefit of the 715-723 W. Algonquin property, it should be vacated as part of this subdivision as both properties will be consolidated and under unified ownership.*

RESPONSE: Civil to respond - The referenced 25' Access Easement was granted per Document 24176554. The Grantees with this easement include parcels immediately to the west of the subject property, as well as portions of the south parcel of the subject property. It is noted the Parties to a sequent agreement, Document 0608244082, appear to have abrogated their rights in the subject Document 24176554.

18. *Development within Phase I proposes the expansion of the driveway/paved area into "Outlot A", which outlot is not owned by the petitioner. Please confirm that the provisions of Document 0030435526 allow for the use of this area for ingress/egress. Of note, Document 0030435526 appears to be a Stormwater and Drainage Detention Easement.*

RESPONSE: Civil to respond - The Property Owner is having discussions with the adjacent property owner to provide information regarding the proposed project and corresponding site improvements, as well as to confirm the adjacent property owner's concurrence with the proposed improvements in the Outlot A area.

19. *Please clarify if detention basin "N-1" serves only the subject property or whether it serves as a detention area for other properties. It is noted that this detention area falls outside of "Outlot A" and overlaps onto the privately owned subject property with no easement. If the detention area serves properties outside of the subject property, an easement for the benefit of those properties shall be required as part of this development.*

RESPONSE: Civil to respond - Extensive research and investigation to date indicates the subject basin N-1 serves only the subject parcel. Therefore, no additional easement for the benefit of an offsite parcel is necessary. It should also be noted, Basin N-2, as well as Basin N-1 serve only the subject parcel in both the existing and proposed conditions.

20. *The various access easements should be cleaned up as part of this subdivision. Please propose a solution to consolidate the five access easements on the western side of the property, which may include the modification of certain access easements that are no longer needed (such as the easement established via Document 24176553, which appears to traverse over one of the detention basins).*

RESPONSE: Civil to respond - Discussions and coordination are proceeding to identify an appropriate approach to possibly "clean up" the various easements associated with this parcel.



It should be noted, modifications to the existing access easement documents involve parcels other than the subject site.

SITE PLAN:

21. Please revise the architectural "Conceptual Site Plan" so that it is printed to-scale.

RESPONSE: Noted – see revised architectural site plan.

22. Please revise the architectural "Conceptual Site Plan" so that the table titled "Development Standards" includes another column outlining the proposed values for each of the code requirements (F.A.R., setbacks, and Off-Street parking) as based on the proposed development.

RESPONSE: Noted – see revised architectural site plan.

23. Please correct the following inconsistencies between the architectural site plan and the engineering site plans:

- a. The architectural site plan shows setback of the rear parking area as 30' and the engineering site plan shows this setback as 15.45'.
- b. There are retaining walls shown in basin "N-2" on the architectural site plan, which are not shown on the engineering plans.

RESPONSE: Noted – see revised architectural & civil site plans. Civil - Item a-Not Applicable; Item b-there are not retaining walls included with the design of Basin N-2

24. Please include a measurement on the engineering Phase I and Phase II plans (sheets 7 and 8) that show the proposed setback of the building, at its closest point, to the north, south, east and west property lines.

RESPONSE: Building shall be no closer than 60' to any property line (or centerline of public R.O.W. to comply with unlimited area building code provisions - refer to civil dwgs.

25. 17' deep stalls are allowed where a 1.5' overhang area is provided. However, when this overhang area encroaches on a service walk, the overhang is not allowed. Please revise the 17' deep parking stalls that include an overhang encroaching on a service walk by either pushing back the service walk or providing the full depth for the parking stall.

RESPONSE: Civil to respond - Where the parking overhang is provided, the proposed 6' sidewalk has been modified to a 5' walk and a 1' landscape median between the back of curb and the 5' service walk; therefore, there is no overhang over the proposed service walk. Please see Shts 12-14 of the Engineering Plans, and Landscape Plans.

26. Other than the transformer proposed on the west side of the building and the rooftop mechanical units, are any above ground utility or mechanical units proposed on the site (HVAC equipment, generators, utility pedestals, transformers, etc.)

RESPONSE: None are planned at this time.

27. Are any exterior dumpsters proposed, or will all dumpsters/refuse equipment be stored indoors?

RESPONSE: No – trash will be handled indoors.



PLAT OF SUBDIVISION:

28. *Is PIN 08-16-102-030 part of the subject property? Cook County records show this PIN is owned by Hamilton Partners. If this PIN is part of the subject property, please add it to the PIN list on the Plat of Subdivision.*

RESPONSE: Civil to respond – Gentile – PIN 08-16-102-030 was added

29. *Please extend the side yard setback lines to "Parcel 2" as delineated on the Plat of Subdivision.*

RESPONSE: Civil to respond – The side yard setback line shown on the first draft of the subdivision was inadvertently taken off a prior survey and has been removed. If it deemed necessary to add front, rear or side yard setbacks to the Plat of Subdivision then some direction as to the sizes will be required.

30. *Please clarify why the three parcels "1A, 1B, and 2" are delineated on the plat. They do not appear to be necessary on the Plan and should be removed if unnecessary as they may be construed as separate lots in the proposed subdivision. Alternatively, language can be added to the title to indicate that the Plat of Subdivision is to consolidate parcels 1A, 1B and 2.*

RESPONSE: Civil to respond – Labelling of parcels has been addressed.

31. *Please remove all references to the Village of Palatine.*

RESPONSE: Civil to respond – All references to the Village of Palatine have been removed.

32. *Are any Covenants or Bylaws proposed in conjunction with the subdivision?*

RESPONSE: Civil to respond – we are not aware of any Covenants or Bylaws.

LANDSCAPING:

33. *There are two parking lot landscape islands proposed as concrete. These islands appear to contain a tree as required by code. Please clarify how a tree will be planted in the concrete landscape island.*

RESPONSE: Concrete is proposed in these islands for pedestrian access from the parking area to the building. Please see modified Landscape Plans



PARKING AND TRAFFIC:

34. The parking requirements are shown below. Please confirm that all data is accurate.

Phase	Parking Code Use	Number of Employees	Number of Vehicles	Square Feet	Parking Ratio	Parking Required
Phase 1	Office	N/A	N/A	5,460	1 space per classroom plus two spaces per employee	18.2
Phase 1	Warehouse	Unknown	45	N/A	1 space per vehicle plus 1 space per every two employees	45
Phase 2	Office	N/A	N/A	5,460	1 space per classroom plus two spaces per employee	18.2
Phase 2	Warehouse	Unknown	61	N/A	1 space per vehicle plus 1 space per every two employees	61
					Total Parking Required	142
					Total Parking Provided	308
					Parking Surplus/(Deficit)	166

Note: Phase 1 provides 154 parking spaces, but may be reduced to 153 based on the need to add 1 handicap accessible stall.

RESPONSE: no classrooms anticipated, but agree with count for 1/300 SF parking for the proposed amount of office area shown (for speculative building prior to known tenant requirements) equal to 36 stalls total. One space for every dock door (vehicles used to conduct the enterprise) comes out to 68 parking spaces total. As for employee count in the warehouse/storage areas that is difficult to say until a tenant is identified. We assume approximately a maximum of 20-25 employees per tenant (building currently shown as 4 tenant split), but we do not anticipate ever exceeding the total number of parking spaces provided since the industry standard for this market is approximately 0.75/1000 to 1/1000 sf of total building area which would equal between 250-300 parking stalls. So, based on the city's requirements which are less, we don't think that any user that Hamilton Partner finds for the building will provide less parking than the Village Code requires.

35. The parking requirement for warehouse/distribution uses is calculated based, in part, on the number of employees during peak shift. While it I understood that no tenants have been signed, please provide an estimated number of employees for both Phase 1 and Phase 2. Additionally, please acknowledge that, pending the actual number of employees, a non-compliant parking situation may be created that the property owner would need to resolve.

RESPONSE: Noted. Rough approximate of employees 60-65 in each phase of building (+/- 120-130 total). Exact number unknown until building to be occupied by future tenants. Parking will comply for any tenant to occupy the building, even if that means stripping some stalls in the west truck court area along the dock wall and disabling some dock doors.



36. Please acknowledge that the office areas generate their own parking requirement per the Zoning Code "Collective Provision", and a non-compliant parking situation may be created that the property owner would need to resolve should the actual size of the office spaces be larger than proposed.

RESPONSE: Noted. Refer to item 35 response.

37. Phase 1 must be self-sufficient relative to handicap parking requirements. A parking lot with 150 parking stalls is required to provide 5 handicap accessible stalls. Please add an additional handicap accessible stall to Phase 1. As the combination of Phase 1 and phase 2 requires a total of 8 handicap accessible stalls, one handicap accessible stall can therefore be removed from Phase 2.

RESPONSE: Noted – project will comply – see civil dwgs.

38. Section 11.8 of the Zoning Code required the provision of bicycle parking spaces in the new development. The number of bicycle parking spaces is based on the overall number of employees within a warehouse/storage facility. Bicycle parking spaces are required at a rate of one space per every 40 employees, with a minimum of two bicycle parking spaces required. Please provide an estimated number of employees for both Phase 1 and Phase 2 and add the corresponding number of bicycle parking spaces to each phase.

RESPONSE: Rough estimate of total employees in building to be +/- 130 divided by 40 equals 3 bike stalls. Refer to revised architectural plan for proposed bike rack location.

39. The traffic study recommended the northern passenger vehicle access drive at Meijer Drive adjacent to detention basin N-2 be R-in and R-out only with a stop sign. The addition of a stop sign at this location will be required. Additionally, is the current configuration of the R-in/R-out suitable to control these movements, or does the porkchop curb need to be raised and/or the median on Meijer Drive extended south to prevent outbound left turn movements and inbound right turn movements?

RESPONSE: civil to respond - A Stop Sign is provided, as well as a "Right Turn Only" sign. Please see Sht 7

40. A stop sign will be required for egress at the intersection of the full access drive and Algonquin Road.

RESPONSE: civil to respond - A Stop Sign is provided, please see Sht 7

41. Has IDOT been approached relative to their initial perspective on adjusting the signal timing at Meijer Drive and Algonquin Road? Please provide any correspondence with IDOT relative to this proposed change.

RESPONSE: Civil to respond - IDOT has been contacted and information submitted to IDOT regarding the proposed project and adjustment to traffic signal timing at Meijer Drive and Algonquin Rd. A corresponding response is pending.

42. There appear to be errors in Table 2 relative to the overall LOS grade for each leg of the weekday AM future conditions for NB and SB movements. The level of delay is shown as increasing in the future conditions, however, the overall LOS grade for each leg is shown as improving despite the increase in delay time relative to the existing condition. Please correct this table or clarify why the LOS has improved given any increased delay.

RESPONSE: Civil to respond – Noted and table will be corrected.



43. In order to avoid an un-signalized left turn across Algonquin Road into the full access drive from westbound Algonquin Road, passenger vehicles may opt for the signalized intersection at Meijer Drive. As the northerly access drive is restricted to R-in movements only, these passenger vehicles may traverse thru the truck access drive to reach the southern, eastern and northern passenger parking areas. Did the traffic analysis consider this possibility? Would these movements be safe given the potential truck movements adjacent to the loading areas and truck access drive?

RESPONSE:

- With the exception of the possibility of signage restricting access at the driveways or internally, there are no restrictions that would prevent 360-degree circulation of the building for passenger vehicles. Passenger vehicles may also choose to exit onto Meijer Drive via the truck access drive.
- Because a majority, if not all, of the traffic accessing the development are employees, they will be familiar with the site access and internal circulation.
- Truck activity represents approximately 20 percent or less of the total peak hour development-generated traffic.
- Truck turning movements within the site occur at low rates of speed.
- The developed scenario is similar to trucks and cars sharing turning movements at any roadway intersection.

TREE PRESERVATION AND LANDSCAPE ISSUES:

Tree Preservation

1. There are five Bur Oak trees ranging in size from 24-42-inch caliper in the east corner of the site that are identified for removal. The Oak trees are in good condition.

RESPONSE: Under Review

Landscape Issues

2. The ends of all parking rows and every twenty spaces must include a landscape island which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Increase the size of the proposed trees from 2.5 inch to 4-inch caliper. In addition, provide trees in the island along the front elevation where the tree is absent.

RESPONSE: The proposed trees in the islands have been upsized to 4" cal., and trees in the islands could not be placed since these are continuous concrete islands used for pedestrian ingress & egress. We have relocated the trees next to the detention pond.

3. Per Chapter 28, Section 6.15-1.2a, a three-foot-high screen must be provided in order to screen the parking/paved areas that are adjacent to the public way. Extend the proposed screen to the west in order to screen the northwest corner of the parking lot.

RESPONSE: Additional plantings were added to provide a three-foot-high screen and additional plantings were also extended to the west to provide screening at NW corner of the parking lot.

4. Per Chapter 28, landscaping must be provided at the perimeter of the detention basin. In addition to the proposed trees, include a mix of shrubs and perennials.

RESPONSE: Additional trees, shrubs and perennials were added at the perimeter of the detention pond.



5. Provide foundation plantings adjacent to the proposed building. The proposed plantings are minimal and should consist of a mix of understory trees, shrubs and perennials. The plantings for the phase one building must be continuous at the base of the building along the front and side elevations.

RESPONSE: A continuous line of columnar trees, shrubs, and perennials have been added to the front and side foundation of the building.

6. Any utility meters or mechanical units must be screened with landscaping or another appropriate method of screening. Identify the location of any trash enclosures. The enclosure must be fully screened with a fence/wall and landscaping.

RESPONSE: Trash receptacle will be inside building.

7. A landscape compliance bond in the amount of 30% of the landscaping costs will be required and a tree fee of \$200 is required for each tree identified for preservation. In addition, a \$4 tree fee is required for each lineal foot of frontage.

RESPONSE: A landscape compliance bond and fees will be provided by owner.

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,

A handwritten signature in black ink, appearing to read "Joshua Spinks", with a long horizontal line extending to the right.

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.



**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: 703-723 W Algonquin Rd., PUD Preliminary/Final Plat of Subdivision
PC#: 17-013 – Round 2
Date: January 2, 2018
Sam:

I have reviewed the revised documents for the project indicated above and have no additional comments.

RECEIVED

JAN - 3 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**



Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division



Date: 12/19/2017

P.C. Number: 17-013 Round 2

Project Name: Hamilton Partners PUD and Subdivision

Project Location: 703-723 W. Algonquin 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. The site plan provided does not clearly show certain items because of the black and white rendition. A clear site plan showing the following is requested to be submitted for additional review:
 - The location of the FDC
 - Fire Department apparatus proposed access to the FDC
 - Location of the fire hydrant closest to the FDC and the distance.
 - Proposed width of the fire department apparatus travel lanes.
2. Placement of the electric (transformer) equipment on the proposed plan in front of the access door to the fire sprinkler/pump room is not acceptable: hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be *approved* by the fire chief.

A working space of not less than 36 inches in width, 36 inches in depth and 78 inches in height shall be provided and maintained in front of and to the sides of wall-mounted fire department connections and around the circumference of free-standing fire department connections, except as otherwise required or *approved* by the fire chief.

3. Indicate is emergency power systems for continuous operation of emergency systems will be provided and how it will be fueled

Date December 19, 2017

Reviewed By: _____


Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 28, 2017
Subject: 703-723 W Algonquin Rd, PC #17-013 Round 2



Regarding the proposed utility installation, PW has the following comments:

1. The proposed hydrant addition on the north east corner of the property must originate from a pressure connection that is encompassed within a vault with a minimum diameter of 60".
2. Edit Note #11 on the demolition plans to specify "all utilities that are not going to be reused must be properly abandoned at the respective main lines prior to installation of new utilities". The revised note is not specific enough.
3. Remove the brand "Traverse City Hydrant" from the hydrant detail.
4. Ensure that all dumpsters and material piles during construction do not drain into ditches or detention basins.
5. Provide a maintenance plan for all existing and proposed detention systems.
6. Water meter and RPZ's will be specified once architectural plans have been submitted.

CC: Scott T. Shirley, Director of Public Works

RECEIVED

DEC 29 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #17-013
Hamilton Partners – Arlington Heights Subdivision
703-723 W. Algonquin Road
PUD, Prelim/Final Plat of Subdivision
Round 2

36. The response by the petitioner to comments #11-14, 16, 17, 20, 27-32 & 35 are acceptable.
37. The response provided by the petitioner to Comment #15 is acceptable. The OUMA must be provided by the petitioner and reviewed by the Village. The petitioner must then provide a signed original for the Village to execute and record. This signed original must be provided to the Engineering Department before any building permit will be approved.
38. The response provided by the petitioner to Comment #18 is acceptable. Per Village requirements, please add a trap for the upper restrictor, since it is less than 4" in diameter.
39. The response provided by the petitioner to Comment #19 is noted. Also provide an exhibit showing the vehicle entering in the Meijer Drive driveway and turning to the front entrance of the building, basically the reverse of what was provided.
40. The response provided by the petitioner to Comment #21 is not acceptable. The comment stands as a requirement for approval. To reiterate: Public sidewalk, 8" thick, to be established across the existing Meijer Drive driveway. Sidewalk takes precedence through the driveway, with curb stopping on either side of the sidewalk. Detectable warning panels are required for sidewalks at stop controlled driveways.
41. The response provided by the petitioner to Comment #22 is noted. We are following up internally about these requirements.
42. The response provided by the petitioner to Comment #23 is not acceptable. None of the required documents have been provided. To reiterate: The plans show offsite pavement improvements. Written permission, whether in the form of an existing easement that allows pavement construction or a letter from the property owner must be provided before this work can be allowed.

Traffic:

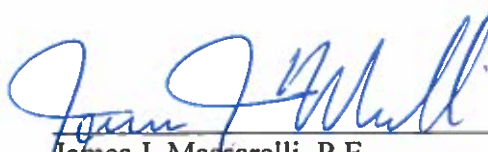
43. The response provided by the petitioner to Comment #24 is noted. Provide hours of operation once a tenant is selected.
44. The response provided by the petitioner to Comment #25 is not acceptable. Under full operation, is truck traffic going to result in lane storage being exceeded? Will the queue result in NB traffic stacking past the private Weber Drive driveway? What is the required storage length for the turn lanes? Provide updated capacity analysis.

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JAN 02 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

45. The response provided by the petitioner to Comment #26 is not acceptable. The turning movement exhibits do not show any emergency vehicles entering the RIRO driveway from southbound Meijer Drive. To reiterate: The existing raised barrier median in the center of Meijer Drive must be extended to the end of the striped dual left turn bay markings.
46. Show the existing/proposed pavement striping on Meijer Drive on Sheet 7: Geometric and Paving. Include dimensioning for storage lengths, taper lengths, etc.

Final Plat of Subdivision:

47. The response provided by the petitioner to Comment #33 is noted. The following items from the Final Plat of Subdivision Checklist have not been satisfactorily addressed:
 - h. Include signature blocks for Comcast and WOW cable.
 - m. Include any building setback lines.
 - n. Include the Deed of Dedication as provided.
 - o. Include the Village certificate as provided. Eliminate duplicate certificates.
 - t. Add a block stating "Send Tax Bill To:".
48. The response provided by the petitioner to Comment #34 is acceptable. One of the leader lines for Parcel 1 "B" overlaps Parcel 1 "A". Please fix.


James J. Massarelli, P.E. 1/2/18
Director of Engineering Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-013

Project Name

Hamilton Partners PUD & Subdivision

Project Location

703-723 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 2

- 1) Please provide an auto turn diagram using the specs that engineering provides for Tower 131.
- 2) The Fire Department Connection (FDC) shall be located at the main front entrance and be fully visible. A fire hydrant is to be located within 100' of the FDC.
- 3) A fully operational annunciator panel or alarm panel is to be located at the main front entrance.
- 4) A Knox Box is to be located at the main front entrance. In addition a Knox Box is to be located at each tenant entrance.

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

Date Dec. 28, 2017

Reviewed By: _____

LT. Mark Aleckson

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

703-723 W. Algonquin Rd.
PC#17-013

Round 2 Review Comments

12/19/2017

1. **Character of use:**
The character of use is consistent with the area and is not a concern.
2. **Are lighting requirements adequate?**
Nothing further.
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.**
There should be traffic control signage in the parking lot and right turn only designed exit lanes to discourage left turns onto Algonquin Road.
6. **General comments:**
Nothing further.

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #557

Supervisor's Signature

Planning & Community Development Dept. Review

January 2, 2018



REVIEW ROUND 2

Project: 703-723 W. Algonquin Rd

Case Number: PC 17-013

44. The response to comments #9 - #11, #13 - #14, #16, #19, #21, #23 - #28, #31, #32, #36, #37, and #43 are acceptable.
45. The responses to #7 and #8 are noted. If the signed mylar and payment of all engineering fees and deposits cannot be provided one week prior to the scheduled Plan Commission meeting, an electronic and paper copy of the Plat document must be provided, which shall be revised to read "Preliminary Plat".
46. The response to #12 is noted. Please revise the construction staging plan to include information on construction entrances and construction fence locations.
47. The response to comment #15 is noted. Please provide a copy of documents #20922014, #24731232, #19977407, & #20097967 to verify that the provisions of the water and sewer easements allow the proposed parking lot and detention area encroachments. If the documentation provided does not clearly illustrate how these encroachments are permitted, a letter granting permission for these encroachments shall be required by the parties which hold rights to these easements.
48. The response to comment #17 is noted. Please provide document #24176554 and #0608244082 to verify that this easement has been abrogated. If the easement has already been abrogated, then why is it shown on the plat and Alta survey? If only the rights to the easement, but not the actual easement, have been abrogated, then the easement shall formally be vacated as part of this development, which would likely required all parties with rights to that easement to sign off on the Plat to authorize its vacation.
49. The response to comment #18 is noted. Since the existing easement provisions do not allow for the construction of pavement and vehicular travel within that easement, permission from the property owner to allow for the proposed improvements shall be required. Please provide this written permission.
50. The response to comment #20 is noted. Prior to appearing before the Plan Commission, the petitioner shall propose a solution to address the multitude access easements along the western edge of the property and immediately abutting the property to the west.
51. The response to comment #22 is not acceptable. The required table has not been added to the plan. Please add the following tables to the conceptual site plan and fill in the corresponding information.

Phase I

	M-2 District Code Required	Proposed
Setbacks		
North (front)		
South (rear)		
East (side)		

West (side)		
South (rear - parking areas)		
F.A.R.		
Building Lot Coverage	None	
Impervious Surface Coverage	None	
Building Height	None	
Off-street Parking Spaces		

Phase I and II

	M-2 District Code Required	Proposed
Lot Size		
Lot Width		
Setbacks		
North (front)		
South (rear)		
East (side)		
West (side)		
South (rear - parking areas)		
F.A.R.		
Building Lot Coverage	None	
Impervious Surface Coverage	None	
Building Height	None	
Off-street Parking Spaces		

52. The response to comment #29 is not acceptable. Section 29-201(b)12 of the Subdivision Code requires the setback lines be shown on all Plats of Subdivision. Please add setback lines showing the required front, side, and rear yard setbacks.
53. The response to comment #30 is not acceptable. There is no reason why the three parcels are shown on the Plat. The purpose of the Plat is to consolidate the entire property into one recorded lot. Therefore, showing these parcels obscures the Plat. Please remove these parcels from the Plat.
54. The response to comment #33 is not acceptable. Section 6.15-1.2(b) of the Zoning Code requires that all parking rows terminate with a landscape island that includes a shade tree. Please incorporate a shade tree into all parking lot islands.
55. The response to comment #34 is noted. The adjusted parking requirement is shown below.

PHASE	PARKING CODE USE	NUMBER OF EMPLOYEES	NUMBER OF VEHICLES	SQUARE FEET	PARKING RATIO	PARKING REQUIRED
Phase I	Office	N/A	N/A	5,460	1 space per 300 sq. ft.	18.2
	Warehouses and Storage	65	26	N/A	1 space per vehicle plus 1 space per every two employees	58.5

Phase II	Office	N/A	N/A	5,460	1 space per 300 sq. ft	18.2
	Warehouses and Storage	65	42	N/A	1 space per vehicle plus 1 space per every two employees	74.5
Total Parking Required						169
Total Parking Provided						308
Parking Surplus/(Deficit)						139

56. The response to comment #35 is noted. Village review and approval would be required for any additional parking area proposed on the site.
57. The response to #38 is noted. The office portion of the development requires 2 bicycle parking spaces, the warehouse portion requires 5 bicycle parking spaces, for a total of 5 bicycle parking spaces. Please confirm that the proposed bicycle parking area on the plans has sufficient room for 5 bicycle parking spaces and please adjust the note on the plan to specify that the bicycle parking area will contain at least 5 bicycle parking spaces.
58. The response to comment #39 is noted. Please note that the Engineering Dept. is requiring a southern extension of the median curb within Meijer Dr.
59. The response to comment #41 is not acceptable. Prior to scheduling a meeting with the Plan Commission, staff must have record of correspondence with IDOT relative to their preliminary review of the timing change.
60. The response to comment #42 is noted. However, no revised traffic study/table was provided.
61. The proposed bike rack location is not shown on the civil plans or the landscape plans. Please revise those plans to incorporate the proposed bike rack.
62. The response to comment #9 from the Public Works Department indicates that there will be a fence around the retaining ponds, with a note that the fence is shown on the landscape plan. However, there is no fence shown on the landscape plan. Please show the location of the proposed fence on all applicable plans and provide a detail for said fence, including height, style, and materials.
63. Please revise plans to address the Design Commission motion from November 28, 2017 as follows: A requirement to provide a minimum of eight feet of space between the northeast corner of the building and the driveway curb to allow for more landscaping at the corner of the building. A requirement to provide additional foundation plantings adjacent to the building, especially along the north and south walls adjacent to the roadways. The plantings should include layering of understory trees, shrubs, and perennials.

Prepared by:


1.2.18

Hamilton Partners PUD Subdivision
702-723 W. Algonquin Road
PC 17-013
December 22, 2017

Tree Preservation

- 1) There are five Bur Oak trees ranging in size from 24-42 inch caliper in the east corner of the site that are identified for removal. The Oak trees are in good condition.

Landscape Issues

- 2) The ends of all parking rows and every twenty spaces must include a landscape island which contains a 4" caliper shade tree. (Chapter 28, section 6.15-1.2b). Increase the size of the proposed trees from 2.5 inch to 4 inch caliper. In addition, provide trees in islands where the trees are absent.
- 3) Continue the code required three foot high screen to the east near the northeast corner adjacent to the drive aisle (west of the drive aisle). The landscaping should not obstruct site lines.
- 4) Provide foundation plantings adjacent to the proposed building. There are areas where the foundation plantings are absent. Infill any areas with shrubs and/or perennials along the base of the building.



MORGAN / HARBOUR
CONSTRUCTION

January 10, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – (Round 2)

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Review Letter received on January 03, 2018 regarding the aforementioned project:

PLANNING & COMMUNITY DEVELOPMENT DEPT. From Sam Hubbard, dated Jan 2, 2018

44. Noted
45. Noted. The Plat document has been revised to read "Preliminary Plat"
46. Noted. Please see Soil Erosion and Sediment Control Plans (Shts 9 & 10) of the Final Engineering Plans for construction entrance and construction fence locations.
47. A copy of the requested documents is provided. The Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these easement rights
48. A copy of the requested documents is provided. As indicated above the Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these various easements
49. As noted above, the Owner is working a plan that would clarify/confirm the easement rights.
50. As noted above, the Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these easement rights
- 51.

	<i>M-2 District Code Required</i>	<i>Proposed</i>
<i>Setbacks</i>		
<i>North (front)</i>	<i>15'</i>	<i>54.88'</i>
<i>South (rear)</i>	<i>15'</i>	<i>132.47' from existing building to south property line 81.73' between phase 1 and existing building</i>
<i>East (side)</i>	<i>10' or 10% of lot width (whichever is less)</i>	<i>60'</i>
<i>West (side)</i>	<i>10' or 10% of lot width</i>	<i>56.94'</i>

	<i>(whichever is less)</i>	
<i>South (rear – parking areas)</i>	<i>15'</i>	<i>N/A - existing conditions</i>
F.A.R.	<i>2.50 maximum</i>	<i>.38</i>
Building Lot Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>38.24%</i>
Impervious Surface Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>81.58%</i>
Building Height	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>39'-0"</i>
Off-street Parking Spaces	<i>77 (new building only)</i>	<i>152 (new building only)</i>

	M-2 District Code Required	Proposed
Lot Size	<i>N/A</i>	<i>671,453 SF (15.41 AC)</i>
Lot Width	<i>N/A</i>	<i>441.74'</i>
Setbacks		
<i>North (front)</i>	<i>15'</i>	<i>54.88'</i>
<i>South (rear)</i>	<i>15'</i>	<i>84.18'</i>
<i>East (side)</i>	<i>10' or 10% of lot width (whichever is less)</i>	<i>60'</i>
<i>West (side)</i>	<i>10' or 10% of lot width (whichever is less)</i>	<i>56.94'</i>
<i>South (rear-parking areas)</i>	<i>15'</i>	<i>15.45'</i>
F.A.R.	<i>2.50 maximum</i>	<i>.49</i>
Building Lot Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>49.30%</i>
Impervious Surface Coverage	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>88.55%</i>
Building Height	<i>No zoning requirement, refer to building code for additional requirements</i>	<i>39'-0"</i>
Off-street Parking Spaces	<i>169</i>	<i>308</i>

RESPONSE: Noted – see revised architectural site plan and tables above.



52. Copies of the (2) documents requested are included with this submittal. The easement was originally shown on the plat and most likely on the ALTA Surveys by others because it was listed as an exception in the title commitment.
53. Legal lines and labelling of parcels has been removed.
54. The concrete for pedestrian access has been removed and a shade tree provided (see Landscape Plan)
- 55.

<i>Phase</i>	<i>Parking Code Use</i>	<i>Number of Employees</i>	<i>Number of Vehicles</i>	<i>Square Feet</i>	<i>Parking Ratio</i>	<i>Parking Required</i>
<i>Phase 1</i>	<i>Office</i>	<i>N/A</i>	<i>N/A</i>	<i>5,460</i>	<i>1 space per 300 sq. ft.</i>	<i>18.2</i>
<i>Phase 1</i>	<i>Warehouse</i>	<i>65</i>	<i>26</i>	<i>N/A</i>	<i>1 space per vehicle plus 1 space per every two employees</i>	<i>58.5</i>
<i>Phase 2</i>	<i>Office</i>	<i>N/A</i>	<i>N/A</i>	<i>5,460</i>	<i>1 space per 300 sq. ft.</i>	<i>18.2</i>
<i>Phase 2</i>	<i>Warehouse</i>	<i>65</i>	<i>42</i>	<i>N/A</i>	<i>1 space per vehicle plus 1 space per every two employees</i>	<i>74.5</i>
					<i>Total Parking Required</i>	<i>169</i>
					<i>Total Parking Provided</i>	<i>308</i>
					<i>Parking Surplus/(Deficit)</i>	<i>139</i>

RESPONSE: Noted.

56. Noted
57. Noted-Final Engineering Plans updated for bicycle parking per latest Architectural Plan, which will provide minimum of (7) bicycle parking spaces in area noted on plans.
58. Noted. Engineering Plan updated per Engineering Dept. comment
59. Please see letter from IDOT, dated 12-19-2017, is attached for reference.
60. Please see the KLOA Traffic Study, dated 12-15-17, is attached for reference.
61. The concrete pad for the proposed bike rack is shown on the Final Engineering Plans-front of northwest office area. (Please see specifically sht 7)
62. Fence details to be included with landscape plans. When fence location is determined, it will be reflected on engineering plans for reference.
63. The plans were previously modified to obtain the requested additional space for landscaping at the northeast corner of the building. (A minimum distance of 8.35' is provided.) Please see Final Engineering Plans, Sht 7 (Phase 1 Site Geometric Plan). Additional items with this comment to be addressed with Landscape Plans.



TREE PRESERVATION:

1. The trees have been reviewed by the project team and a significant portion of the building will impact the design and function of this building for its intended use.

LANDSCAPE ISSUES:

2. NOTED – Please reference Landscape Plans.
3. NOTED – Please reference Landscape Plans.
4. NOTED – Please reference Landscape Plans.

ENGINEERING DEPARTMENT – From James Massarelli, dated Jan 2, 2018

36. Noted
37. Noted. The OUMA will be provided
38. Noted. The Restrictor Detail for C.B. No. 28, on Sht 19, has been modified to include a trap
39. Noted. A second exhibit is provided reflecting the vehicle entering from Meijer Drive. To avoid the barrier median, the fire truck is shown entering the outbound lanes of Meijer Drive. The wheels are within the pavement area, with the overhang extending over the existing low height median within the driveway access to Meijer Dr.
40. The requested sidewalk is included with the updated Final Engineering Plans. Please see Sht 7, et al
41. Noted
42. Noted. The Owner is working on a plan that in conjunction with other applicable parties would clean-up and clarify these easement rights.
43. Noted and will comply.
44. The dual left-turn lanes on Meijer Drive at their approach to Algonquin Road provides approximately 190 feet of storage. Please refer to the attached capacity analyses for projected conditions, which assumes additional truck traffic on Meijer Drive as a result of the proposed development. The attached queue analysis shows that the exiting queue on Meijer Drive will not exceed the existing storage of 190 feet (36-foot 95th percentile queue in the weekday AM peak hour and 130-foot 95th percentile queue in the weekday PM peak hour). As such, the existing storage will not need to be extended to accommodate the proposed development.
45. The engineering plans have been updated to include the requested raised barrier median extension in the center of Meijer Drive.
46. The existing/proposed pavement striping on Meijer Drive and associated dimensions have been shown on Sht 7

Final Plat of Subdivision – Items 47, 48, the requested items have been addressed.

COMMUNITY SERVICES BUREAU

1. Noted
2. Noted
3. Noted
4. Noted
5. A "Right Turn Only Sign" has been included for the driveway access to Algonquin Rd. (It should be noted that pending comments by IDOT, additional restrictions to this driveway may be incorporated to make this a right-in, right-out, left-in access.)
6. Noted



FIRE DEPARTMENT - From Lt. Mark Aleckson, dated Dec 28, 2017

1. The vehicle used for the auto turn analysis as reflected on the attached Fire Truck Exhibit was prepared based on the specifications provided by the Village Engineering Dept. as reflected on the "Fire Engine Turning Template Village of Arlington Heights Tower 131"
2. The Fire Department Connection (FDC) is located on the north side of the building, facing Algonquin Rd, and proposed Fire Hydrant No 19 is within 100' of the FDC location. Please see Sht 15 of the Final Engineering Plans, as well as the Fire Truck Maneuvering Exhibit
3. Noted and will comply.
4. Noted and will comply.

FIRE SAFETY DIVISION - From Don Lay, dated Dec 19, 2017

1. Please see attached Fire Truck Maneuvering Exhibit, which includes the requested information. For reference, the FDC is located on the north side of the building adjacent to Algonquin Rd.
2. To minimize possible obstructed access to the pump room, the proposed transformer location has been relocated more to the west (closer to the driveway and farther from the building.) If there are still questions regarding the transformer location, we will discuss and work with the Village to identify an acceptable location; however, it is noted that there are several constraints impacting the location of the electrical transformer pad.
3. The emergency lighting battery back-up system will be addressed during the building permit submittal.

PUBLIC WORKS DEPT - From Cris Papierniak, dated Dec 28, 2017

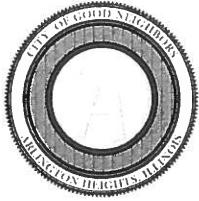
1. The referenced water main connection has been modified to a pressure connection. The Valve Vault with Pressure Connection Detail on Sht 19 reflects the minimum 60" diameter vault
2. The referenced Note 11 on the Demolition Plans has been updated as requested.
3. The reference to a "Traverse City Hydrant" has been removed from the detail.
4. Note 7 on Sht 11 (Soil Erosion & Sediment Control Notes & Details) has been included with the engineering plans to address this item.
5. A Maintenance Plan will be provided
6. Noted and will comply.

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joshua Spinks", with a long horizontal flourish extending to the right.

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.



Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division



Date: 1/11/2018

P.C. Number: 17-013 Round 3

Project Name: Hamilton Partners PUD and Subdivision

Project Location: 703-723 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

No additional comments.

RECEIVED
JAN 12 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Date January 11, 2018

Reviewed By: 

Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: January 23, 2018
Subject: 703-723 W Algonquin Rd, PC #17-013 Round 3



Regarding the proposed utility installation, PW has the following comments:

1. As noted in 1/10/18 responses from MHC, please provide a maintenance plan for all existing and proposed detention systems.
2. As noted in 1/10/18 responses from MHC, VAHPW will specify Water Meter and RPZ's once architectural plans have been submitted.
3. The proposed sanitary line starting with sanitary manhole #22 to existing will be considered private. Therefore, the Village will not maintain it. It will be within an existing public easement.
4. The perforated drainage tile (starting with cleanout C-5) that runs within the existing public easement needs to be maintained by the owner.
5. Any future maintenance that disturbs curb or asphalt that lies within the existing 30' easement on the south side of the property adjacent to the tollway will result in the owners' responsibility to restore concrete, asphalt or landscaping.

CC: Scott T. Shirley, Director of Public Works

PLAN COMMISSION PC #17-013
Hamilton Partners – Arlington Heights Subdivision
703-723 W. Algonquin Road
PUD, Prelim/Final Plat of Subdivision
Round 3

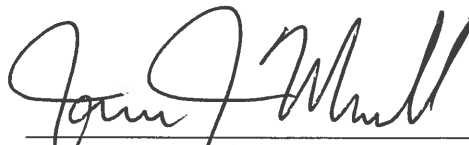
- 49. The response by the petitioner to comments #37, 39, 43 & 45-48 are acceptable.
- 50. The response provided by the petitioner to Comment #38 is noted. The trap configuration shown is not recommended. The restrictor should be a drilled stainless steel plate, similar to the one proposed for MH#49. The trap should be a removable hood to provide easy maintenance of the restrictor opening. This can be finalized for the permit.
- 51. The response provided by the petitioner to Comment #40 is noted. Sidewalk takes precedence through the driveway, with curb stopping on either side of the sidewalk. This can be finalized for the permit.
- 52. The response provided by the petitioner to Comment #41 is acceptable. We obtained confirmation that the ADA rules do not specify the depth of the parking stall. A 16.5' depth is acceptable.
- 53. The response provided by the petitioner to Comment #42 is noted. The easement rights for the offsite pavement improvements must be cleared up before Plan Commission approval can be recommended.

Traffic:

- 54. The response provided by the petitioner to Comment #44 is noted. This comment is directly linked to some of the IDOT permit review comments dated December 19, 2017. Please provide us with copies of all correspondence to and from IDOT on this matter.

Final Plat of Subdivision:

- 55. The "Village Engineer" certificate can be removed, since the Director of Engineering signs in the Village certificate.
- 56. The plat provided is labeled "Preliminary Plat". Provide a final plat.

 1/17/18
James J. Massarelli, P.E. Date
Director of Engineering

Items needed for Village permit:

OUMA

Provide hours of operation when tenant is selected



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 17-013

Project Name

Hamilton Partners PUD & Subdivision

Project Location

703-723 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 3

1) Please provide a signage for Fire Department Connection so that it can easily be located.

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

Date January 11, 2018

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

Planning & Community Development Dept. Review

January 24, 2018



REVIEW ROUND 3

Project: 703-723 W. Algonquin Rd
Hamilton Partners Distribution Facility

Case Number: PC 17-013

64. The response to comments #44, #45, #51, #53, #55-57, #60, #61, #62 and #63 are acceptable.
65. The response to comment #46 is noted. Please coordinate with IDOT relative to the proposed construction entrance along Algonquin Road, as well as with Weber Marking Packaging Solutions (711 W. Algonquin Rd.) relative to the construction fence within the shared access drive.
66. Per approval Ordinance #02-094 (attached), approval condition #6 requires that the ownership and maintenance of "Outlot A" be transferred to Oak Pointe. Please reach out to Weber Packaging Solutions to arrange the transfer of this outlot.
67. The response to comments #47-#50 is not acceptable. Document #0608244082 states that no parking is allowed within the easement area. Therefore, please remove the two parking spaces that are proposed within the easement area at the southwest corner of the site.
Prior to a building permit being issued for this development, the easement for "Outlot A" must be revised to allow the proposed driveway encroachment within the stormwater easement.
The petitioner shall provide a written statement acknowledging that they have analyzed all of the easement agreements related to the subject property and proposed development and that the proposed development will comply with all applicable easement conditions and restrictions.
Prior to Final Plat of Subdivision approval, the petitioner shall cite the provisions of all applicable easements that clearly outlines the allowance for any proposed improvement within the specific easement areas.
It should be noted that the petitioner is proposing improvements that fall outside of the subject property and onto land owned by Weber Packaging Solutions. All improvements on their land shall be subject to their review and approval.
68. The response to comment #54 is noted. However, there is still one landscape island that is shown as concrete with no shade tree (located at the southwest corner of Phase II). This island shall be converted to greenspace and the required shade tree shall be incorporated.
69. The response to comment #58 is noted. Please note that Meijer Drive is under the jurisdiction of the Village of Rolling Meadows and any proposed improvements to the Meijer Drive ROW must be reviewed and approved by the City of Rolling Meadows and IDOT.
70. The response to the comment #59 is noted. Final Plat of Subdivision approval will be conditioned upon IDOT's review and approval.
71. Please revise the traffic study and plans to reflect the changes required by IDOT in their preliminary review letter. In addition, please provide an update on the status of the IDOT review process, including information on when the revisions requested by IDOT were provided to IDOT for their further consideration.

72. Please provide a summary of the outcome of the meeting with Weber Packaging Solutions.

Prepared by:

SAM JUREK

City of Rolling Meadows
Meijer Drive
Weber's Resubdivision

0030279492

5487/0156 41 001 Page 1 of 7

2003-02-27 10:07:40

Cook County Recorder 36.50



0030279492

**AN ORDINANCE AMENDING THE ZONING ORDINANCE
OF THE VILLAGE OF ARLINGTON HEIGHTS,
GRANTING PRELIMINARY APPROVAL OF A
PLANNED UNIT DEVELOPMENT AND GRANTING A
PRELIMINARY APPROVAL OF A PLAT OF RESUBDIVISION**

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition Number 02-026, pursuant to notice, has on October 9, 2002, conducted a public hearing on a request for rezoning a portion of the property to a B-2 General Business District, preliminary approval of a planned unit development and preliminary approval of a plat of resubdivision, for the property located at 711 W. Algonquin Road, Arlington Heights, Illinois; and

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

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

SECTION ONE: That the Zoning Ordinance of the Village of Arlington Heights be and it is hereby amended by reclassifying from an M-2 Limited Manufacturing District to a B-2 General Business District, the property legally described in Exhibit "A" attached hereto and made a part hereof, and commonly described as proposed Lot 1 in Weber's Resubdivision, Arlington Heights, Illinois.

SECTION TWO: That preliminary approval is hereby granted for a planned unit development to permit an existing industrial facility for the property legally described in Exhibit "B" attached hereto and made a part hereof. Said property is commonly known as proposed Lot 2 in Weber's Resubdivision, Arlington Heights, Illinois, which property is hereby designated as a planned unit development and the Zoning Map is hereby amended accordingly.

SECTION THREE: That a preliminary plat of resubdivision for Weber's Resubdivision, prepared by Christopher B. Burke Engineering, Ltd., Illinois registered land surveyors, dated January 31, 2002 with revisions through October 24, 2002, is hereby approved for the following property legally described in Exhibit "C," attached hereto and made a part hereof, and commonly known as 711 W. Algonquin Road, Arlington Heights, Illinois.

**RETURN TO:
BOX 111**

**LEGAL DEPARTMENT
VILLAGE OF ARLINGTON HEIGHTS
33 South Arlington Heights Rd.
Arlington Heights, IL 60007**

30279492

02-094

02-094

SECTION FOUR: That development of the property shall be in substantial compliance with the following plans:

The following plans have been prepared by Christopher B. Burke Engineering, Ltd.:

Title Sheet, consisting of one sheet;
Summary of Quantities, dated October 1, 2002, consisting of sheet G-02;
General Notes, dated October 1, 2002, consisting of sheets G-03 & G-04;
Typical Sections, dated October 1, 2002, consisting of sheet TYP-1;
Meijer Drive Overall Plan, dated October 26, 2002, consisting of sheet PLN-01;
Meijer Road Existing Conditions and Removal Plan, dated October 1, 2002, consisting of sheets REM-01 & REM-02;
Meijer Drive Roadway Plan and Profile, dated October 11, 2002, consisting of sheet RPP-01;
Meijer Drive Roadway Plan and Profile, dated October 1, 2002, consisting of sheet RPP-02;
Meijer Drive Roadway Plan and Profile, dated October 26, 2002, consisting of sheet RPP-03;
Meijer Drive Roadway Plan and Profile, dated October 1, 2002, consisting of sheet RPP-04;
Weber Drive Roadway Plan and Profile, dated October 1, 2002, consisting of sheet RPP-05;
Meijer Drive Utility Plan and Profile, dated October 15, 2002, consisting of sheet DPP-01;
Meijer Drive Utility Plan and Profile, dated October 11, 2002, consisting of sheet DPP-02;
Meijer Drive Utility Plan and Profile, dated October 26, 2002, consisting of sheet DPP-03;
Meijer Drive Utility Plan and Profile, dated October 1, 2002, consisting of sheet DPP-04;
Weber Drive Utility Plan and Profile, dated October 1, 2002, consisting of sheet DPP-05;
Pond Plan and Grading, dated October 1, 2002, consisting of sheet GRA-01;
Proposed Landscaping Plan dated October 26, 2002, consisting of one sheet;
Tree Preservation Plan, dated September 30, 2002, consisting of one sheet;
Meijer Drive Lighting General Notes, dated September 27, 2002, consisting of sheet GE-01;
Meijer Drive Lighting Plan, dated September 27, 2002, consisting of sheets E-01, E-02, E-03 and E-04;
Meijer Drive Lighting Details, dated September 3, 2002, consisting of sheet EDET-01, EDET-02, EDET-03, and EDET-04;
Meijer Drive Construction Details, dated October 11, 2002, consisting of sheet DET-01;
Meijer Drive Construction Details, dated September 3, 2002, consisting of sheet DET-02;
Meijer Drive Cross-Sections, dated September 27, 2002, consisting of sheets XS-01 through XS-08;

30279492

Intersection Design Study, dated June 24, 2002 with revisions through August 15, 2002, consisting of five sheets;

Geometric Plan – Weber Marking Systems, dated October 1, 2002 consisting of one sheet;

Geometric Plan – Pappadeaux, dated October 8, 2002, consisting of one sheet;

Geometric Plan – Oak Pointe Office Park, dated October 1, 2002 consisting of one sheet;

Golf/Algonquin & Meijer Drive Improvements Overall Exhibit, dated October 1, 2002, consisting of one sheet,

copies of which shall be on file and available for inspection in the Village Clerk's office.

SECTION FIVE: That the rezoning, preliminary approval of the planned unit development and preliminary plat of resubdivision granted by this ordinance are subject to the following conditions, to which the petitioner has agreed:

1. The petitioner shall submit for and obtain approval of a final plat of resubdivision.

2. The petitioner shall submit for and obtain approval of a final planned unit development for proposed Lot 2 of the resubdivision (Weber Marking).

3. Prior to Village Board approval of the final plat of resubdivision and final planned unit development, the Pearle Vision and Midas parcels shall be disconnected from the City of Rolling Meadows and annexed into the Village of Arlington Heights.

4. The petitioner shall submit for and obtain approval of a plat of dedication for the segment of Meijer Drive that is located on the Oak Pointe Office Center property.

5. Any future development on proposed Lot 1 of the resubdivision shall be required to be heard by the Plan Commission and approved by the Village Board of Trustees.

6. Ownership and maintenance responsibilities for Outlot A shall be conveyed to the owner(s) of the Oak Pointe Office Center located to the east.

7. Ownership and maintenance responsibilities for Outlot B shall be conveyed to the owner(s) of proposed Lot 2 (Weber Marking).

8. A non-exclusive cross-access easement shall be provided along the western property line of proposed Lot 2.

9. The petitioner shall provide a non-exclusive detention easement agreement so that the owner(s) of Lot 1 and the parcels pending annexation have perpetual access to the detention pond that is located immediately west of Lot 1 and located in the City of Rolling Meadows.

10. A detention easement along the western property line of Lot 1 shall be provided in order to accommodate the embankments of the adjacent detention pond.

30279492

11. Prior to final engineering approval, the petitioner shall continue to work with the Village to attempt to minimize the amount of land area on Lot 1 needed for the detention embankments.

12. Prior to Village Board consideration, the landscape plan shall be revised as follows:

- a. To include a three-foot high row of shrubs to screen the reconfigured parking lot near the northeast corner of proposed Lot 2 (Weber Marking) from Meijer Drive and the realigned private drive located on Outlot B.
- b. To include one curbed island in the reconfigured row of parking and loading area located along the northern property line of proposed Lot 2 (Weber Marking). Each of the new islands on the proposed Lot 2 shall also include a four-inch caliper shade tree.

13. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies, as well as the terms and conditions that are outlined in the intergovernmental agreement (R01-051/A01-036) between the City of Rolling Meadows and the Village of Arlington Heights.

SECTION SIX: That the approval of the preliminary plan granted in SECTION TWO of this ordinance shall continue in effect for a period of twelve months from the approval of this ordinance, during which period the petitioner may submit to the Plan Commission the materials required by the Zoning Ordinance for final approval of the planned unit development.

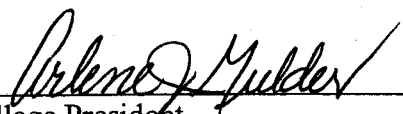
SECTION SEVEN: That the approval of the preliminary plat of resubdivision granted in SECTION THREE of this ordinance authorizes the submission and detailed plans for the proposed resubdivision and detailed plans and specifications for the public improvements therein; and further, that approval of the preliminary plat shall be effective for a period no longer than twelve months, unless extended by the President and Board of Trustees during that period.

SECTION EIGHT: That this ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded by the Village Clerk in the office of the Recorder of Cook County.

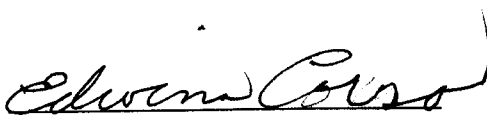
AYES: **STENGREN, FARWELL, HAYES, ROSENBERG, TOLJANIC, JENSEN, KUCERA, DADAY, MULDER**

NAYS: **NONE**

PASSED AND APPROVED this 2nd day of December, 2002.


Village President

ATTEST:


Village Clerk

LEGLB:PUD.Rolling Meadows Meijer Dr.

EXHIBIT "A"

LEGAL DESCRIPTION
(PROPOSED WEBER RESUBDIVISION)

LOT 1:

THAT PART OF LOT "B" IN WEBER ATRIUM RESUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 21, 1978 AS DOCUMENT NO. 24731232 IN COOK COUNTY, ILLINOIS, AND THAT PART OF (VACATED) ELK GROVE ROAD AS PER DOCUMENT NO. 93782809 RECORDED SEPTEMBER 30, 1993 IN COOK COUNTY, ILLINOIS; DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF SAID VACATED ELK GROVE ROAD (SAID NORTHWEST CORNER ALSO BEING THE NORTHEAST CORNER OF LOT 1 IN CAUDILL'S SUBDIVISION BEING A SUBDIVISION IN THAT PART OF SAID NORTHWEST QUARTER ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1943 AS DOCUMENT NO. 13160398.); THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID (VACATED) ELK GROVE ROAD HAVING A ILLINOIS EAST ZONE GRID BEARING OF SOUTH 18 DEGREES 35 MINUTES 34 SECONDS WEST 365.77 FEET; THENCE SOUTHEASTERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE NORTH RADIUS 217.00 FEET, CENTRAL ANGLE 01 DEGREES 45 MINUTES 35 SECONDS, 6.66 FEET, (THE CHORD BEARS SOUTH 70 DEGREES 31 MINUTES 56 SECONDS EAST 6.66 FEET); THENCE SOUTH 71 DEGREES 24 MINUTES 43 SECONDS EAST 233.49 FEET ALONG TANGENT; THENCE SOUTHEASTERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE NORTHWEST RADIUS 217.00 FEET, CENTRAL ANGLE 43 DEGREES 10 MINUTES 08 SECONDS, 163.50 FEET, (THE CHORD BEARS NORTH 87 DEGREES 00 MINUTES 13 SECONDS EAST 159.66 FEET); THENCE NORTH 24 DEGREES 34 MINUTES 51 SECONDS WEST 7.00 FEET ALONG THE RADIAL OF SAID CURVE; THENCE NORTHEASTERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE NORTHWEST RADIUS 210.00 FEET, CENTRAL ANGLE 36 DEGREES 29 MINUTES 37 SECONDS, 133.76 FEET, (THE CHORD BEARS NORTH 47 DEGREES 10 MINUTES 19 SECONDS EAST 131.51 FEET); THENCE NORTH 28 DEGREES 55 MINUTES 30 SECONDS EAST 189.79 FEET ALONG TANGENT; THENCE NORTH 08 DEGREES 17 MINUTES 44 SECONDS WEST 31.84 FEET; THENCE NORTHWESTERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE SOUTHWEST RADIUS 9489.34 FEET, CENTRAL ANGLE 00 DEGREES 31 MINUTES 08 SECONDS, 85.95 FEET (THE CHORD BEARS NORTH 45 DEGREES 52 MINUTES 03 SECONDS WEST 85.95 FEET), TO A POINT OF INTERSECTION WITH THE SOUTHERLY LINE OF BORKE'S SUBDIVISION BEING A SUBDIVISION IN THE AFORESAID NORTHWEST QUARTER ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 11, 1981 AS DOCUMENT NO. 25965232 (SAID SOUTHERLY LINE ALSO BEING THE SOUTHERLY LINE OF HEISE'S SUBDIVISION BEING A SUBDIVISION IN THAT PART OF THE AFORESAID NORTHWEST QUARTER, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 23, 1971 AS DOCUMENT NO. 24119807); THENCE NORTH 80 DEGREES 59 MINUTES 29 SECONDS WEST 394.32 FEET ALONG SAID SOUTHERLY LINE TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

LEGAL DESCRIPTION
(PROPOSED WEBER RESUBDIVISION)

LOT 2:

THAT PART OF LOT "B" IN WEBER ATRIUM RESUBDIVISION, BEING A SUBDIVISION IN THAT PART OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 21, 1978 AS DOCUMENT NO. 24731232 IN COOK COUNTY, ILLINOIS, AND THAT PART OF (VACATED) ELK GROVE ROAD AS PER DOCUMENT NO. 93782809 RECORDED SEPTEMBER 30, 1993 IN COOK COUNTY, ILLINOIS; DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID VACATED ELK GROVE ROAD (SAID NORTHWEST CORNER ALSO BEING THE NORTHEAST CORNER OF LOT 1 IN CAUDILL'S SUBDIVISION BEING A SUBDIVISION IN THAT PART OF SAID NORTHWEST QUARTER ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 18, 1943 AS DOCUMENT NO. 13160398.); THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID (VACATED) ELK GROVE ROAD HAVING AN ILLINOIS EAST ZONE GRID BEARING OF SOUTH 18 DEGREES 35 MINUTES 34 SECONDS WEST 431.79 FEET, TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 18 DEGREES 35 MINUTES 34 SECONDS WEST 1029.83 FEET, TO A POINT OF INTERSECTION WITH THE NORTHERLY RIGHT OF WAY LINE OF INTERSTATE-90 TOLLWAY; THENCE SOUTH 58 DEGREES 25 MINUTES 06 SECONDS EAST 581.89 FEET, TO A POINT OF INTERSECTION WITH THE EASTERLY LINE OF SAID LOT "B"; THENCE NORTH 18 DEGREES 41 MINUTES 30 SECONDS EAST 773.63 FEET ALONG SAID EASTERLY LINE; THENCE NORTH 71 DEGREES 27 MINUTES 57 SECONDS WEST 8.50 FEET, ALONG SAID EASTERLY LINE; THENCE NORTH 18 DEGREES 41 MINUTES 30 SECONDS EAST 378.85 FEET, ALONG SAID EASTERLY LINE; THENCE NORTH 25 DEGREES 52 MINUTES 33 SECONDS WEST 71.54 FEET; THENCE NORTH 70 DEGREES 58 MINUTES 11 SECONDS WEST 118.42 FEET, TO A POINT ON A 283.00 FEET CURVE, THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 13 DEGREES 44 MINUTES 05 SECONDS WEST FROM SAID POINT; THENCE SOUTHWESTERLY ALONG SAID CURVE 159.65 FEET, CENTRAL ANGLE 32 DEGREES 19 MINUTES 22 SECONDS (THE CHORD BEARS NORTH 87 DEGREES 34 MINUTES 24 SECONDS WEST 157.54 FEET); THENCE NORTH 71 DEGREES 24 MINUTES 43 SECONDS WEST ALONG TANGENT 233.49 FEET; THENCE NORTHWESTERLY ALONG A TANGENTIAL CURVE CONCAVE TO THE NORTH RADIUS 283.00 FEET, CENTRAL ANGLE 01 DEGREES 21 MINUTES 01 SECONDS, 6.67 FEET, (THE CHORD BEARS NORTH 70 DEGREES 44 MINUTES 13 SECONDS WEST 6.67 FEET), TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

P.I.N. 08-16-102-033

08-16-102-034

EXHIBIT C

That part of Lot B in the Weber Atrium Resubdivision, being a subdivision in that part of the northwest quarter of Section 16, Township 41 North, Range 11 East of the third principal meridian, according to the plat thereof recorded November 21, 1978 as Document Number 24731232 in Cook County, Illinois, and that part of (vacated) Elk Grove Road as per Document Number 93782809 recorded September 30, 1993 in Cook County, Illinois; described as follows:

Beginning at the northwest corner of said vacated Elk Grove Road (said northwest corner also being the northeast corner of Lot 1 in Caudill's Subdivision being a subdivision in part of said northwest quarter according to the plat thereof recorded October 18, 1943 as Document Number 13160398.); thence southerly along the westerly line of said (vacated) Elk Grove Road having an Illinois east zone grid bearing south 18 degrees 35 minutes 34 seconds west 431.79 feet; thence southeasterly along a tangential curve concave to the north radius 283.00 feet, central angle 01 degrees 21 minutes 01 seconds, 6.67 feet, (the cord bears south 70 degrees 38 minutes 53 seconds east 6.67 feet); thence south 71 degrees 24 minutes 43 seconds east 233.49 feet along tangent; thence southeasterly along a tangential curve concave to the north radius 283.00 feet, central angle 32 degrees 19 minutes 22 seconds, 159.65 feet, (the cord bears south 87 degrees 34 minutes 24 seconds east 157.54 feet); thence south 70 degrees 58 minutes 11 seconds east 118.42 feet, along a not tangent line; thence south 25 degrees 52 minutes 33 seconds east 71.54 feet to a point intersection with the easterly line of said Lot B; thence north 18 degrees 41 minutes 30 seconds east 433.43 feet along said easterly line to a point of intersection with the southwesterly right of way line of Algonquin Road (Il. Route 62) as recorded February 2, 1933 as Document Numbers 11195785 and 1119782; thence northwesterly along said southwesterly right of way line being a tangential curve concave to the northeast radius 9499.34 feet, central angle 01 degrees 02 minutes 14 seconds, 171.96 feet, (the cord bears north 45 degrees 31 minutes 18 seconds west 171.96 feet) to a point of intersection with the southwesterly line of Borke's Subdivision being a subdivision in the aforesaid northwest quarter according to the plat thereof recorded August 11, 1981 as Document Number 25965232 (said southerly line also being the southerly line of Heise's Subdivision being a subdivision in that part of aforesaid northwest quarter according to the plat thereof recorded September 23, 1971 as Document Number 24119807); thence north 80 degrees 59 minutes 29 seconds west 411.79 feet along said southerly line to the point of beginning in Cook County, Illinois.

P.I.N. 08-16-102-031, -032, -033, -034

Hamilton Partners PUD Subdivision
702-723 W. Algonquin Road
PC 17-013
January 17, 2018

Landscape Comments

- 1) Must provide a four inch caliper shade tree in the island located in the southwest corner adjacent to the building.
- 2) A landscape compliance bond in the amount of 30% of the landscaping costs is required at time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



MORGAN / HARBOUR
CONSTRUCTION

RECEIVED

FEB 06 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

February 06, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – (Round 3)

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Review email received on January 25, 2018 regarding the aforementioned project:

FIRE SAFETY DIVISION – From Don Lay, dated Jan 11, 2018:

Noted- No additional comments

PUBLIC WORKS DEPT – From Cris Papierniak, dated Jan 23, 2018:

1. A Maintenance Plan is provided. (Please see Exhibit - R)
2. Noted
3. Noted
4. Noted
5. The existing easement document does not prohibit parking within the easement nor does it require the owner to be responsible for the restoration of landscaping, pavement, or curbs disturbed as a result of maintenance work on the existing public utilities. It is also noted the existing parking area is also within this easement and provides more of an obstruction to possible future maintenance than the proposed parking configuration. Ownership does not agree with this request.

ENGINEERING DEPARTMENT – From James Massarelli, dated Jan 17, 2018:

49. Noted
50. Noted-this will be coordinated at permit, or prior
51. Noted-this will be coordinated at permit or prior
52. Noted
53. Noted- easement rights are being discussed with property owner to the west



Traffic:

54. A copy of a response letter to IDOT, dated Feb. 5, 2018, is attached.

Plat of Subdivision:

55. Noted-the "Village Engineer Certificate" has been removed

56. The project is still proceeding only with Preliminary Plat approval at this time; therefore, the plat is still labeled as "Preliminary Plat".

FIRE DEPARTMENT - From Lt. Mark Aleckson, dated Jan 11, 2018:

1. The requested signage for the Fire Department Connection is indicated on the Final Engineering Plans – see Shts 7 & 15

PLANNING & COMMUNITY DEVELOPMENT DEPT. From Sam Hubbard, dated Jan 24, 2018:

64. Noted
65. Noted
66. The referenced transfer of Outlot A has been discussed with Weber Packaging Solutions.
67. The project team for the subject parcel has a different understanding of the easement provisions and believes the two parking spaces are permissible within the easement. This item will be clarified, in addition to the other items outlined within this Comment # 67, in conjunctions with discussions with Weber Packaging Solutions.
68. Noted. The referenced island has been converted to greenspace
69. Noted
70. Noted
71. Please see revised Traffic Impact Study by KLOA, and attached response letter to IDOT dated Feb 5, 2018.
72. Arlington Heights 1, L.L.C. is currently working on these issues between their property and the Weber Property. Arlington Heights 1, L.L.C. will keep the Village of Arlington Heights – Planning & Community Development Department update throughout this process.

LANDSCAPE COMMENTS:

1. NOTED – We will comply
2. NOTED – We will comply

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,



Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: February 21, 2018
Subject: 703-723 W Algonquin Rd, PC #17-013 Round 4

Regarding the proposed utility installation, PW has the following comments:

1. As noted in 1/10/18 responses for MHC, VAHPW will specify Water Meter and RPZ's one architectural plans have been submitted.
2. Any future maintenance that disturbs curb or asphalt that lies within the existing 30' easement on the south side of the property adjacent to the tollway will result in the owners' responsibility to restore concrete, asphalt or landscaping. The Village is not responsible for any maintenance or restoration of improvements built within our easement. This will need to be added to final plat of survey.

C: file

PLAN COMMISSION PC #17-013
Hamilton Partners – Arlington Heights Subdivision
703-723 W. Algonquin Road
PUD, Prelim/Final Plat of Subdivision
Round 4

57. The response by the petitioner to comments #50-52, 55 & 56 are acceptable.
58. The response provided by the petitioner to Comment #53 is noted. The easement rights for the offsite pavement improvements must be cleared up before Plan Commission approval can be recommended.
59. Clearly show the site's drainage overflow routes for the north and south drainage areas. If the inlets were covered with leaves, where would water overflow? Designate primary overflow route for fully functional conditions, and designate secondary overflow for clogged conditions.
60. Sheet 12: Although not delineated, it appears that the overflow point for the north area is at the curb structure MH64, with a T/C elev of 715.60. It also appears that basin N-1 overflows to the south toward the truck docks, although the elevation is unclear. The pooling water at the truck docks appears to overflow to the south between the building phases at elev 715.20. Please clarify.
61. Sheet 13: The south basin (S-1) overflow elevation is 715.9 for the HWL=715.4. However, at the southeast corner of the Phase 2 building, there is a curb structure with a T/C elevation of 715.90. As the basin begins to overflow above elev 715.9, the curb will also overflow east toward the adjacent property. At elevation 716.0 there are multiple locations where the T/C is also 716.0, resulting in multiple spillover points at only 0.2 feet of head at the basin weir. This must be addressed to provide the 1-foot freeboard for the 100-yr flow.

Traffic:

62. The response provided by the petitioner to Comment #54 is not satisfactory. The following items need to be addressed:
 - a. The question about allowing additional green time to the traffic signal at Algonquin Road and Meijer Drive has not been answered.
 - b. According to the capacity analysis, the amount of lane stacking for the left turn and through movements for Meijer Drive at Algonquin Road is below standard. Address the impact this will have on the number of loaded cycles and the possible back-up across and blocking the shared driveway south to the Weber property.
 - c. Address the possibility of lengthening the green extension times for Meijer Drive leg of the traffic signal to account for the increased gap times due to the high percentage of heavy truck traffic.

RECEIVED
FEB 13 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Preliminary Plat of Subdivision

63. According to Ordinance 02-094, Section 5(6), "Ownership and maintenance responsibilities for Outlot A shall be conveyed to the owner(s) of the Oak Pointe Office Center located to the east." The current project should not move forward until this condition is satisfied.

 2/13/18
James J. Massarelli, P.E. Date
Director of Engineering

Items needed for Village permit:

OUMA
Provide hours of operation when tenant is selected
Revise restrictor and trap
Public sidewalk configuration

Planning & Community Development Dept. Review

February 14, 2018



REVIEW ROUND 4

Project: 703-723 W. Algonquin Rd
Hamilton Partners Distribution Facility

Case Number: PC 17-013

73. The response to comments #64-66, and #68-72 are acceptable.

74. The response to comment #67 is not acceptable. Section #7 of Document #0608244082 clearly states that "The Parties covenant that vehicles shall not be parked on any of the Easement Premises." Please cite language within the agreement that supports the proposed parking spaces within the easement. These parking spaces shall be eliminated.

Additionally, the petitioner shall provide a written statement acknowledging that they have analyzed all of the easement agreements related to the subject property and proposed development and that the proposed development will comply with all applicable easement conditions and restrictions.

Prior to Final Plat of Subdivision approval, the petitioner shall cite the provisions of all applicable easements that clearly outlines the allowance for any proposed improvement within the specific easement areas.

All improvements on the Weber Packaging Solution property shall be subject to their review and approval.

Prepared by:



MORGAN / HARBOUR
CONSTRUCTION

February 20, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – (Round 4)

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Review email received on February 15, 2018 regarding the aforementioned project:

ENGINEERING DEPARTMENT – From James Massarelli, dated February 13, 2018:

- 57. Noted
- 58. Noted
- 59. Noted and will be addressed with Village Engineer
- 60. Noted and will be addressed with Village Engineer
- 61. Noted and will be addressed with Village Engineer

Traffic:

62. The updated traffic study (dated February 5, 2018) that was included in the last submittal includes the information requested (parts a, b, and c). This updated study was submitted to IDOT for their further review and comments.

Plat of Subdivision:

63. Arlington Heights 1, LLC will comply with Ordinance 02-094, Section 5(6), "Ownership and maintenance responsibilities for Outlot A shall be conveyed to the owner (s) of the Oak Pointe Office Center located to the east.



FIRE DEPARTMENT - From Lt. Mark Aleckson, dated February 14, 2018:

1. Noted – “The Fire Department has no comments at this time”

PLANNING & COMMUNITY DEVELOPMENT DEPT. From Sam Hubbard, dated February 14, 2018:

73. Noted – “The response to comments #64-66, and #68-72 are acceptable”
74. We will comply as appropriate.

Additional Email from Sam Hubbard dated 02.15.18 from the Director of Planning (PLEASE SEE EMAIL ATTACHED FOR REFERENCE)

- Please see the enclosed Table ‘A’ – “Estimated Vehicle Trip Generation Comparison” as prepared by KLOA
- Please see the enclosed Truck Turning Exhibit as prepared by RWG Engineering.

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

Sincerely,

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.



MORGAN / HARBOUR
CONSTRUCTION

February 26, 2018

Attn: Sam Hubbard

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

Tel: 847-368-5223

**Re: 703-723 W. Algonquin Road Project – Planning Commission – Response Letter – (Round 3) –
PUBLIC WORKS DEPARTMENT**

Mr. Hubbard,

The following is our Planning Commission Response Letter addressing the comments as outlined in the VAH Review memorandum dated on February 21, 2018 regarding the aforementioned project:

PUBLIC WORKS DEPT – Memorandum as prepared by Cris Papierniak, dated February 21, 2018:

1. Noted
2. Noted – Owner will comply with the additional language as it pertains to the Owner will be responsible for any maintenance or restoration of improvements built within the easement.

Please contact me directly if any of these responses are insufficient or if any further clarification is required in order to obtain jurisdictional approval.

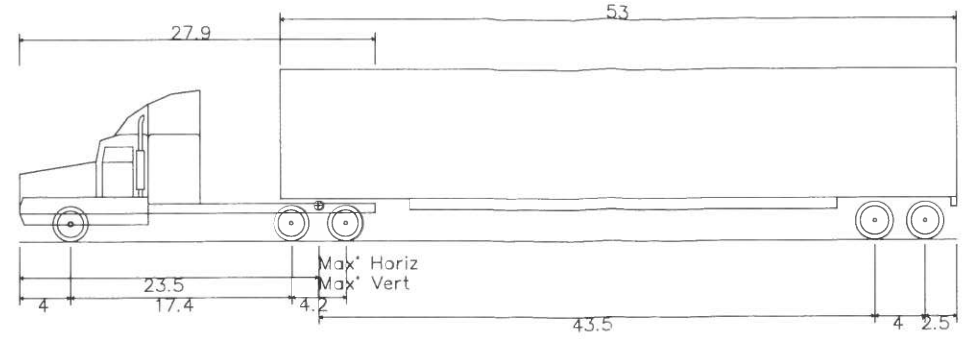
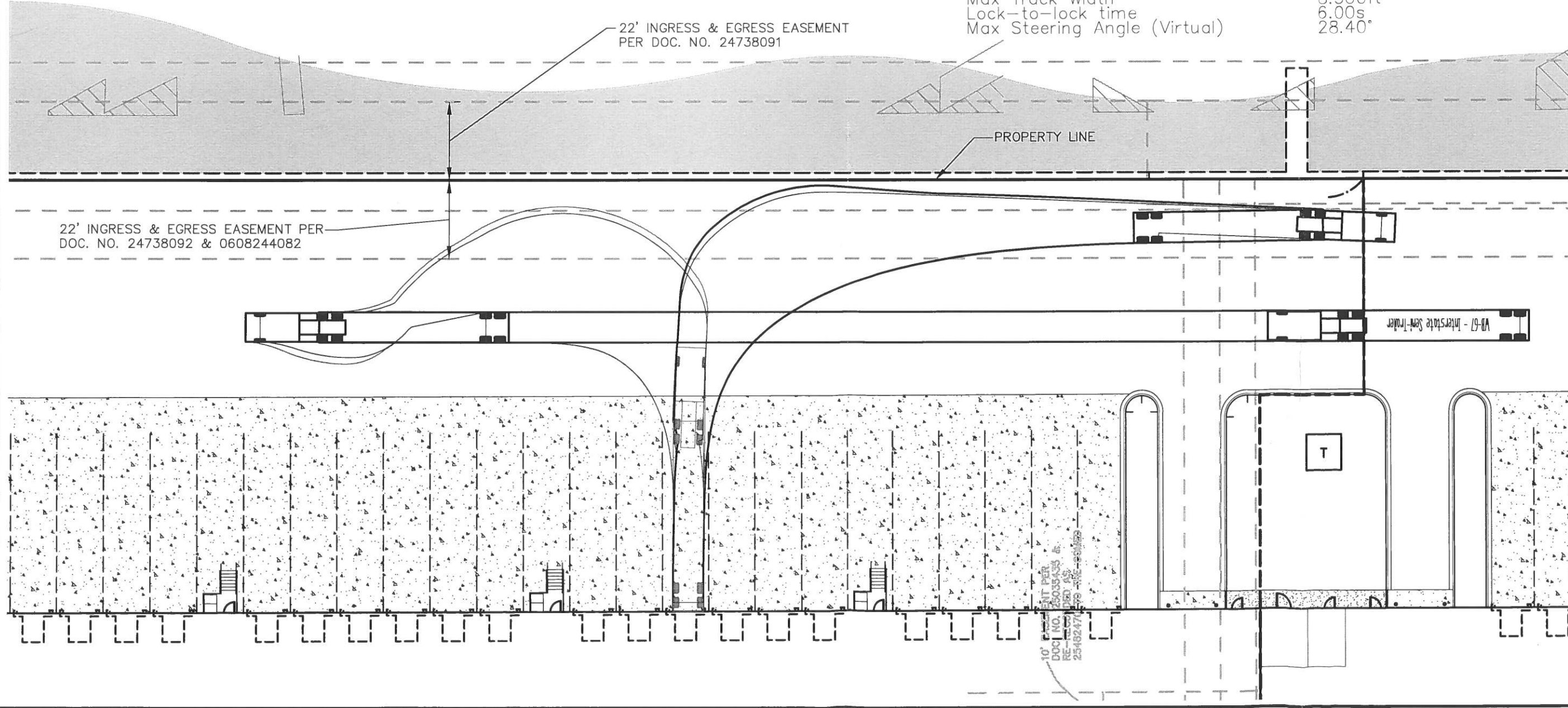
Sincerely,

Joshua Spinks
Senior Project Manager
Morgan / Harbour Construction, L.L.C.

Table A

ESTIMATED VEHICLE TRIP GENERATION COMPARISON

Development	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Weekday Daily
	In	Out	In	Out	
Proposed Warehouse/Distribution 331,014 s.f. (LUC 150) TOTAL	126	33	32	96	1,380
Existing Development 216,221 s.f. (LUC 710) TOTAL	<u>312</u>	<u>43</u>	<u>54</u>	<u>266</u>	<u>2,360</u>
Vehicle Trip Generation Difference¹:	+186	+10	+22	+170	+980
¹ The existing development, at 100% occupancy, will generate more traffic during the weekday morning and weekday evening peak hours, as well as the weekday daily, compared to the total buildout of the proposed development.					



WB-67 - Interstate Semi-Trailer
Overall Length 73.500ft
Overall Width 8.500ft
Overall Body Height 13.500ft
Min Body Ground Clearance 1.334ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°

22' INGRESS & EGRESS EASEMENT
PER DOC. NO. 24738091

22' INGRESS & EGRESS EASEMENT PER
DOC. NO. 24738092 & 0608244082

PROPERTY LINE

WB-67 - Interstate Semi-Trailer

10' EASEMENT PER
DOC NO. 25003435 &
RE-LOCATED AS
25462471 PER A/E-051053

PROJECT NO. 32212717	DATE 02/20/18	SCALE 1"=30'	PROJ. MGR. PDL	PROJ. ASSOC. RWG
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ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
TRUCK ROUTING EXHIBIT

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Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management



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PLAN COMMISSION PROJECT TIMELINE

Project Name: 703-709 & 715-723 W. Algonquin Rd. PUD

PC Number: 17-013

Location: 703-709 & 715-723 W. Algonquin Rd.

Requested Action:

1. Planned Unit Development.
2. Preliminary Plat of Subdivision to consolidate all lots into one lot.

	Date	# of Business Days
Preliminary Meeting with Petitioner	01/12/17	-
Petitioner Provides Plans needed for CPRC	03/09/17	39
Conceptual Plan Review Meeting (CPRC)	03/22/17	9
Awaiting Petitioner PC Application	10/31/17	156
PC Application Submittal Date	10/31/17	-
1 st Round Department Comments	11/15/17	10
Petitioner's Response – 1 st Round	12/15/17	20
2 nd Round Department Comments	01/02/18	9
Petitioner's Response – 2 nd Round	01/10/18	6
1 st PC Hearing (resulted in a continuance)	01/24/18	54 days from application date
3 rd Round Department Comments	01/25/18	10
Petitioner's Response – 3 rd Round	02/06/18	8
4 th Round Department Comments	02/15/18	7
Petitioner's Response – 4 th Round	02/20/18	3
Village Meeting With Rolling Meadows	02/22/18	-
Weber Provides Memo Outlining Concerns	03/02/18	-
Petitioner Responds to Weber Memo	03/09/18	-
Village Meeting with Petitioner	03/19/18	-
Village Meeting with Weber Packaging	03/20/18	-
Final PC Hearing	03/28/18	45 days from 1 st PC Hearing
Village Board	05/07/18	28*
Anticipated Village Board Ord. Adoption	05/21/18	10

* Appearance before Village Board was delayed to allow time for further discussion between the petitioner and Weber.