AGENDA
President and Board of Trustees
Village of Arlington Heights
Virtual Meeting

In response to the COVID-19 pandemic, this meeting will be held virtually, which permits the public to fully participate via their computers or by using their phones.

To participate in the virtual meeting, please review these instructions.

If members of the public prefer, they can comment or ask a question pertaining to the meeting by emailing rhume@vah.com by 3 p.m. on April 19. Please limit your email to 200 words and if your question relates to a specific Agenda item, please note that in the email. Emails will be read at the meeting.

April 19, 2021
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Village Board 04/05/2021

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 04/15/2021

VI. RECOGNITIONS AND PRESENTATIONS

A. Recognition of Outgoing Trustee Greg Padovani and Trustee Bert Rosenberg

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

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. Northwest Highway Beautification - Phase 4 Contract Award

B. Thermoplastic Lane Marking 2021 - Contract Award

C. Manhole Rehabilitation - Contract Extension 2021

D. Water Meter & Backflow Device Services – Contract Extensions 2021

E. Resurfacing Program & Sidewalk Program 2021 - Contract Award

CONSENT APPOINTMENTS

A. Boards & Commissions Reappointments

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Arlington 425 - Highland/Campbell/Chestnut - PC#21-002 Amendment to Planned Unit Development

XIII. LEGAL

A. An Ordinance Amending Chapter 13 of the Municipal Code of the Village of Arlington Heights Regarding Class J Alcoholic Liquor Licensees and a Resolution Authorizing the use of Village Right-of-Way by a Class J Alcoholic Liquor Licensee During the 2021 Calendar Year.

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

A. Closed Session -

Request for Closed Session per 5 ILCA 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

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

Village Board
4/19/2021

Item: Village Board 04/05/2021

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Village Board 04/05/2021	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Virtual Meeting
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
April 5, 2021
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

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

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

IV. APPROVAL OF MINUTES

A. Committee of the Whole 03/08/2021 Approved

Trustee Bert Rosenberg moved to approve. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

B. Village Board 03/15/2021 Approved

Trustee Richard Baldino moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 03/30/2021 Approved

Trustee Bert Rosenberg moved to approve in the amount of $1,527,585.11. Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

A. Report of Committee of the Whole Meeting of April 5, 2021 Approved

Consideration of recommending to the Liquor Commissioner the issuance of Class A and Class N,r liquor licenses to Sonesta International Hotels Corporation dba Sonesta Select Arlington Heights, 3700 N. Wilke Road

Trustee John Scaletta moved to recommend to the Liquor Commissioner the issuance of Class A and Class N, Liquor Licenses to Sonesta International Hotels Corporation, dba Sonesta Select Arlington Heights, contingent upon the submittal and approval of the final menu and plan of sale. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

A. Professional Engineering Services - Scarsdale Estates Drainage — Approved

Trustee Schwingbeck recused himself from this vote as he lives near the proposed improvements.

Trustee Greg Padovani moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Tinaglia

Abstain: Schwingbeck

B. Parkway Tree Removal & Emergency Tree Work - Contract Extension 2021 — Approved

Trustee Greg Padovani moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

C. Water System Improvements 2021 - Award — Approved

Trustee Greg Padovani moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

D. 2021 MFT Street Reconstruction / Rehabilitation Project - Award — Approved

Trustee Greg Padovani moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

E. Roadway Maintenance Materials 2021 - Award Approved

Trustee Greg Padovani moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

F. Downtown Paver Brick Program 2021 - Award Approved

Trustee Greg Padovani moved to approve. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

CONSENT LEGAL

A. Resolution Appointing a Director and Alternate Director to the Solid Waste Agency of Northern Cook County
(2-year appointments: Mayor, Director and Village Manager, Alternate Director) Approved

Trustee Greg Padovani moved to approve R2021-007. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

B. Resolution
(Permit required by Village for all work on IDOT rights-of-way) Approved

Trustee Greg Padovani moved to approve R2021-008. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

C. Resolution for Maintenance Under the Illinois Highway Code (IDOT - 2017 Traffic Signal Maintenance) — Approved

Trustee Greg Padovani moved to approve R2021-009. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

D. Resolution for Maintenance Under the Illinois Highway Code (IDOT - 2018 Traffic Signal Maintenance) — Approved

Trustee Greg Padovani moved to approve R2021-010. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

E. Resolution for Maintenance Under the Illinois Highway Code (IDOT - 2019 Traffic Signal Maintenance) — Approved

Trustee Greg Padovani moved to approve R2021-011. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

F. Resolution for Maintenance Under the Illinois Highway Code (IDOT - 2020 Traffic Signal Maintenance) — Approved

Trustee Greg Padovani moved to approve R2021-012. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta,

Schwingbeck, Tinaglia

G.	Resolution for Maintenance Under the Illinois Highway Code (IDOT - 2021 Traffic Signal Maintenance)	Approved

Trustee Greg Padovani moved to approve R2021-013. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

H.	An Ordinance Amending an Approved Planned Unit Development for the Property at 703-709 and 715-723 Algonquin Road (Hamilton Partners)	Approved

Trustee Greg Padovani moved to approve 2021-010. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

I.	An Ordinance Approving the Transfer of Volume Cap in Connection with Private Activity Bond Issues, and Related Matters	Approved

Trustee Greg Padovani moved to approve 2021-011. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

J.	A Resolution Approving an Employee Leasing Agreement (Senior Engineer Technician)	Approved

Trustee Greg Padovani moved to approve R2021-014/A2021-031. Trustee

Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

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

Resident Melissa Cayer asked for this item to be removed from the Consent Agenda. She asked how much were the fees and questioned why the Park District should have theirs waived. She also wanted to know what the menu was and suggested that the fees could be paid out of profits from the sale of alcohol.

President Hayes said this question has been asked by Ms. Cayer before. Mr. Recklaus said the Park District is required to have a license to serve liquor at the golf courses. As the Park District is also a taxing body, it is not appropriate to tax the tax payer. Any revenue generated by the sale of alcohol offsets property taxes and fees the Park District charges.

President Hayes encouraged residents to vote on Tuesday and wished everyone a Happy Easter.

XVII. ADJOURNMENT

Trustee Mary Beth Canty moved to adjourn at 7:44 p.m. Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Village Board
4/19/2021

Item: Warrant Register 04/15/2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
Warrant Register 04/15/2021	Warrant Register

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 4-15-2021

Fund	Fund Description	Total Transaction Amount
101	General Fund	$295,726.97
215	CDBG Fund	$5,588.58
227	Foreign Fire Ins Tax Fund	$21.99
231	Criminal Investigation Fd	$7,617.45
235	Municipal Parkg Opr Fund	$27,543.69
401	Capital Projects Fund	$5,673.50
426	Storm Water Control Fund	$43,817.18
505	Water and Sewer Fund	$203,412.40
511	Solid Waste Fund SWANCC	$128,779.00
515	Arts,Entert & Events Fund	$67,559.99
605	Health Insurance Fund	$1,999.00
615	Workers Compensation Ins	$100.00
621	Fleet Operations Fund	$23,109.96
625	Technology Fund	$32,399.38
715	Guaranty Deposits Fund	$400.00
TOTAL ALL FUNDS		**$843,749.09**

WARRANT REGISTER - GM0002

Department: 0

Division: 0

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228648	101-0000-421.05-00	DOUGLAS CALHOUN	REFUND VEHICLE STICKERS	$120.00	$120.00
228649	101-0000-421.05-00	DAVID CAMP	REFUND VEHICLE STICKERS	$60.00	$60.00
228661	505-0000-120.80-00	CRAIG, PATRICIA	WATER BILL REFUND	$82.16	$82.16
228700	101-0000-421.05-00	LEAR, JAMES	REFUND VEHICLE STICKERS	$172.00	$172.00
228707	715-0000-220.93-00	MATTIO, MICHAEL 20 122	BOND REFUND	$200.00	$200.00
228712	101-0000-421.99-00	MONARCH CONSTRUCTION	OL REFUNDS	$65.00	$65.00
228726	101-0000-421.05-00	NIGAM PATEL	REFUND VEHICLE STICKERS	$120.00	$120.00
228758	715-0000-220.93-00	TEMPCO HEATING & AIR CONDITIONING	BOND REFUND	$200.00	$200.00
228763	101-0000-421.05-00	PRANAV TRIVEDI	REFUND VEHICLE STICKERS	$60.00	$60.00
901694	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL 2021	$5,177.53	$5,177.53
	101-0000-210.94-00	EMPLOYEE BENEFITS CORP	FSA DEPENDENT CARE 2021	$192.30	$192.30
				Division 0 Total	$6,448.99
				Department 0 Total	$6,448.99

WARRANT REGISTER - GM0002

Department: 2 Integrated Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228638	101-0201-502.21-65	AT & T MOBILITY	ACCT 232106787838	$100.00	$100.00
228682	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS CITY COUNTY M	$15.00	$105.00
			ILLINOIS CITY COUNTY M	$90.00	
	101-0201-502.30-01	HARRIS TRUST & SAVINGS BANK	IL MUNICIPAL LEAGUE	$90.00	$90.00
228722	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	($4.65)	($14.30)
			OFFICE SUPPLIES, GENERAL	($9.65)	
				Division 1 Total	$280.70
				Department 2 Total	$280.70

WARRANT REGISTER - GM0002

Department: 3 Human Resources

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228682	101-0301-503.22-01	HARRIS TRUST & SAVINGS BANK	WORKPLACE DIVERSITY LLC	$200.00	$200.00
	101-0301-503.22-02	HARRIS TRUST & SAVINGS BANK	SOCIETYFORHUMANRESOURCES	$219.00	$219.00
	605-0301-552.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS STATE COUNCIL	$199.00	$199.00
	615-0301-552.22-03	HARRIS TRUST & SAVINGS BANK	SHRM CERTIFICATION	$100.00	$100.00
228695	605-0301-552.20-05	KALEIDOSCOPE GROUP LLC	WORKPLACE DIVERSITY INITIATIVE	$1,800.00	$1,800.00
				Division 1 Total	$2,518.00
				Department 3 Total	$2,518.00

WARRANT REGISTER - GM0002

Department: 4 Legal Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228650	101-0401-503.30-05	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$93.00	$93.00
228738	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	$990.00	$990.00
228762	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGE	$331.81	$331.81
802058	101-0401-503.21-65	E RECORDING PARTNERS	MONTHLY RECORDING FEES	$1,666.00	$1,666.00
				Division 1 Total	$3,080.81
				Department 4 Total	$3,080.81

WARRANT REGISTER - GM0002

Department: 5 Finance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228682	101-0501-503.22-02	HARRIS TRUST & SAVINGS BANK	GOVERNMENT FINANCE OFF	$159.00	$159.00
	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS GOVERNMENT FIN	$15.00	$15.00
	101-0501-503.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US FC39E94E3	$35.93	$134.21
			TRANSACT TECHNOLOGIES	$98.28	
228722	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$64.68	$64.68
228743	505-0501-503.21-65	SEBIS DIRECT INC	PRINTING SERVICES	$1,251.17	$1,251.17
	505-0501-503.22-05	SEBIS DIRECT INC	POSTAGE	$298.58	$298.58
228746	101-0501-503.20-05	SIKICH LLP	SERVICE CONSULTING	$20,000.00	$20,000.00
228756	101-0501-503.33-05	SYLVIA'S FLOWERS INC	FUNERAL FLOWERS	$62.90	$62.90
228767	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	$49.58	$49.58
901696	505-0501-503.22-05	SEBIS DIRECT INC	POSTAGE REIMBURSEMENT	$5,936.00	$5,936.00
				Division 1 Total	$27,971.12
				Department 5 Total	$27,971.12

WARRANT REGISTER - GM0002

Department: 6 Information Technology

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228651	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	$8,272.00	$8,272.00
228689	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	PRINTER SERVICE	$109.00	$109.00
228731	625-0601-572.50-10	PLANTE MORAN LLC	COMPUTERS,DP & WORD PROC.	$3,547.50	$3,547.50
228769	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	$426.50	$426.50
228775	625-0601-553.21-65	VERIZON WIRELESS	ACCT 98726153700001	$1,296.80	$1,296.80
228776	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	$1,371.41	$1,371.41
901693	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	GIS STAFFING SERVICES	$17,376.17	$17,376.17
				Division 1 Total	$32,399.38
				Department 6 Total	$32,399.38

WARRANT REGISTER - GM0002

Department: 10 Boards & Commissions

Division: 8

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228660	101-1008-502.20-75	CONRAD POLYGRAPH INC	INDIVIDUAL ASSESSMENTS	$320.00	$320.00
				Division 8 Total	$320.00
				Department 10 Total	$320.00

WARRANT REGISTER - GM0002

Department: 20 Special Events

Division: 5

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228682	515-2005-525.50-55	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US 186UL60H3	$59.99	$59.99
228709	515-2005-525.40-81	METROPOLIS PERFORMING ARTS CENTRE	OPERATING CONTRIBUTION	$67,500.00	$67,500.00
				Division 5 Total	$67,559.99
				Department 20 Total	$67,559.99

WARRANT REGISTER - GM0002

Department: 30 Police Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228620	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	$612.67	$612.67
228635	101-3001-511.18-03	ARLINGTON HTS SCHOOL DIST 25	CROSSING GUARD REIMBURSEM	$21,374.25	$21,374.25
228644	101-3001-511.21-65	BRIGHTSIDE CLINIC	CARE PROGRAM FEES	$7,575.00	$10,900.00
			SERVICE PROFESSIONAL	$3,325.00	
228656	101-3001-511.22-03	COLLEGE OF DUPAGE	REGISTRATION	$298.00	$298.00
228659	101-3001-511.21-65	COMPASSION FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	$263.75	$837.25
			SERVICE MISCELLANEOUS	$258.50	
			SERVICE MISCELLANEOUS	$315.00	
228664	101-3001-511.21-65	DACRA TECH LLC	SERVICE PROFESSIONAL	$2,931.00	$2,931.00
228668	101-3001-511.21-65	EXPERIAN	SERVICE MISCELLANEOUS	$51.68	$51.68
228680	101-3001-511.21-65	GUARDIAN ALLIANCE TECHNOLOGIES INC	POLICE EQUIPMENT & SUPPLY	$500.00	$600.00
			POLICE EQUIPMENT & SUPPLY	$100.00	
228682	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US E22649803	$67.40	$2,246.12
			AMZN MKTP US FH1UX8DN3	$61.89	
			CIRCLE K # 01409	$40.62	
			DECATUR CONF CENTER AND	$638.40	
			ILLINOIS CITY COUNTY M	$15.00	
			AMERICAN HEART SHOPCPR	$265.15	
			BP#1873421DECATUR HQPS	$35.22	
			CIRCLE K # 01409	$22.61	
			DECATUR CONF CENTER AND	$91.20	
			DECATUR CONF CENTER AND	$182.40	
			DECATUR CONF CENTER AND	$182.40	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228682	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	DECATUR CONF CENTER AND	$638.40	$2,246.12
			NATIONAL ASSOCIATION OF	($345.00)	
			WORLDPOINT ECC INCORPOR	$350.43	
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM Z60JK6ZY3	$8.99	$8.99
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AMAZON.COM DO15M9Z43 A	$149.98	$281.38
			AMAZON.COM FF0TU68P3 A	$28.98	
			BOB BARKER COMPANY INC	$102.42	
228688	101-3001-511.22-03	IL TACTICAL OFFICERS ASSOC	REGISTRATION	$500.00	$500.00
228693	101-3001-511.30-35	J & G UNIFORM	CLOTHING & APPAREL	$1,373.95	$1,373.95
228697	401-3001-572.50-15	KIESLER POLICE SUPPLY & AMMUNITION	POLICE EQUIPMENT & SUPPLY	$1,656.00	$1,656.00
228702	101-3001-511.21-65	LIVE 4 LALI INC	SERVICE PROFESSIONAL	$2,733.28	$2,733.28
228717	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	ANNUAL MEMBERSHIP FEES	$10,925.00	$11,435.00
			REGISTRATION	$510.00	
228719	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	$60,731.07	$60,731.07
228739	101-3001-511.22-02	ROTARY CLUB OF ARLINGTON HTS	DUES	$110.00	$110.00
228755	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	$135.00	$135.00
228762	101-3001-511.21-65	THOMSON REUTERS-WEST	SERVICE PROFESSIONAL	$560.15	$560.15
228768	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	$1,957.50	$1,957.50
228771	235-3001-532.33-05	VERIZON WIRELESS	ACCT 54209747800003	$35.01	$35.01
228780	101-3001-511.22-03	JONATHAN VINSON	DRUG RECOGNITION EXPERT	$100.00	$860.00
			DRUG RECOGNITION EXPERT	$175.00	
			DRUG RECOGNITION EXPERT	$250.00	
			DRUG RECOGNITION EXPERT	$335.00	
				Division 1 Total	$122,228.30

Division: 3

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228631	231-3003-511.40-01	AMERICAN TACTICAL K9 ASSOCIATION	REGISTRATION	$1,500.00	$1,500.00
228732	231-3003-511.40-11	POWERDMS INC	ANNUAL FEE	$5,907.48	$5,907.48
228742	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	POLICE EQUIPMENT & SUPPLY	$69.99	$209.97
			POLICE EQUIPMENT & SUPPLY	$139.98	
				Division 3 Total	$7,617.45
				Department 30 Total	$129,845.75

WARRANT REGISTER - GM0002

Department: 35 Fire

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228626	101-3501-512.31-85	AIR ONE EQUIPMENT	HARDWARE SUPPLIES	$305.00	$305.00
228630	101-3501-512.22-02	AMERICAN SOCIETY OF SAFETY PROF	ANNUAL DUES	$200.00	$200.00
228670	101-3501-512.30-01	FIRE ENGINEERING	SUBSCRIPTION RENEWAL	$34.95	$34.95
228675	101-3501-512.30-35	GALLS LLC	CLOTHING & APPAREL	$1,221.00	$1,808.00
			CLOTHING & APPAREL	$150.00	
			CLOTHING & APPAREL	$272.00	
			CLOTHING & APPAREL	$165.00	
228678	101-3501-512.30-35	GRAINGER W W INC	SAFETY & FIRST AID EQUIP.	$151.20	$151.20
228682	101-3501-512.21-16	HARRIS TRUST & SAVINGS BANK	SONANCE, INC.	$68.85	$68.85
	101-3501-512.22-10	HARRIS TRUST & SAVINGS BANK	4IMPRINT	$717.67	$717.67
	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US A30PL2R33	$194.98	$318.02
			AMZN MKTP US PH0E37603	$123.04	
	101-3501-512.33-45	HARRIS TRUST & SAVINGS BANK	CONFERENCEPASSPORT.COM	$99.00	$99.00
228686	101-3501-512.33-50	HENRY SCHEIN MATRX MEDICAL	MEDICAL EQUIP. & SUPPLY	$356.68	$642.17
			MEDICAL EQUIP. & SUPPLY	$285.49	
228716	101-3501-512.32-80	NATL FIRE PROTECTION ASSOC	OFFICE SUPPLIES, GENERAL	$80.95	$80.95
228719	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT	$20,243.69	$20,243.69
228722	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$12.15	$69.03
			OFFICE SUPPLIES, GENERAL	$56.88	
228730	101-3501-512.22-02	MARC PISCITIELLO	TRAVEL & TRAINING	$25.00	$25.00
228737	101-3501-512.22-03	ROMEOVILLE FIRE DEPARTMENT	TRAVEL & TRAINING	$150.00	$150.00
228744	101-3501-512.21-11	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$13.57	$13.57
	101-3501-512.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$26.52	$34.32

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228744	101-3501-512.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$7.80	$34.32
228752	101-3501-512.21-16	STRYKER SALES CORP	MEDICAL EQUIP. & SUPPLY	$651.95	$651.95
	101-3501-512.33-50	STRYKER SALES CORP	MEDICAL EQUIP. & SUPPLY	$449.84	$449.84
228753	101-3501-512.30-35	SUBURBAN ACCENTS INC	HELMET NUMBERS	$35.00	$35.00
228766	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	$932.78	$932.78
228781	101-3501-512.30-35	VISION MARKETING	NAME TAGS	$92.50	$92.50
				Division 1 Total	$27,123.49
				Department 35 Total	$27,123.49

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Department: 37 Foreign Fire Insurance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228782	227-3701-512.50-15	VOLZ JOHN E	KITCHEN SUPPLIES REIMBURSE	$21.99	$21.99
				Division 1 Total	$21.99
				Department 37 Total	$21.99

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Department: 40 Planning

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228640	101-4001-521.40-40	BANNERVILLE USA	FLAGS, POLES, BANNERS	$2,630.00	$2,630.00
228665	101-4001-521.22-01	DAILY HERALD	ADVERTISING	$472.50	$472.50
228682	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APPLE.COM/BILL	$2.99	$2.99
	101-4001-521.22-02	HARRIS TRUST & SAVINGS BANK	AMERICAN PLANNING ASSOC	$668.00	$668.00
	101-4001-521.40-40	HARRIS TRUST & SAVINGS BANK	AFFORDABLE DISPLAY	$2,769.91	$2,139.91
			ICSC-NY	($630.00)	
228701	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPTS	$122.95	$304.40
			TRANSCRIPTS	$181.45	
228722	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$77.44	$77.44
228770	101-4001-521.21-65	VERIZON WIRELESS	ACCT 38042002700001	$255.45	$255.45
				Division 1 Total	$6,550.69
				Department 40 Total	$6,550.69

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Department: 41 Community Devl Block Grnt

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228634	215-4101-522.41-16	ARLINGTON HTS PARK DISTRICT	CDBG PROGRAM	$2,251.80	$2,251.80
228665	215-4101-522.41-02	DAILY HERALD	ADVERTISING	$200.20	$200.20
228754	215-4101-522.41-44	SUBURBAN PRIMARY HEALTH CARE	CDBG PROGRAM	$1,666.28	$3,136.58
			CDBG PROGRAM	$1,470.30	
				Division 1 Total	$5,588.58
				Department 41 Total	$5,588.58

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Department: 45 Building

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228679	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	ENGINEERING REVIEW	$500.00	$1,375.00
			ENGINEERING REVIEW	$875.00	
228682	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	INTL CODE COUNCIL INC	$69.00	$202.90
			INTL CODE COUNCIL INC	$133.90	
	101-4501-523.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US MC1L248K3	$79.00	$79.00
228687	101-4501-523.22-03	IL FIRE INSPECTORS ASSOC	TRAVEL & TRAINING	$100.00	$100.00
228722	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$221.73	$240.71
			OFFICE SUPPLIES, GENERAL	$18.98	
228729	101-4501-523.22-03	PETTY CASH	IL PLUMBING INSP ASSOC	$20.00	$20.00
228741	101-4501-523.30-05	SAMS CLUB/SYNCHRONY BANK	OFFICE SUPPLIES, GENERAL	$96.64	$96.64
228745	101-4501-523.30-35	SHU BEE	SHOE COVERS	$231.15	$231.15
228761	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	$35.00	$35.00
228772	101-4501-523.21-65	VERIZON WIRELESS	ACCT 10145015232165	$383.49	$383.49
228773	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	$144.04	$144.04
228786	101-4501-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$26.00	$52.00
			OFFICE MACHINES & ACCESS	$26.00	
				Division 1 Total	$2,959.93
				Department 45 Total	$2,959.93

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Department: 70 Health

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228650	101-7001-541.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$12.84	$12.84
228682	101-7001-541.21-65	HARRIS TRUST & SAVINGS BANK	SFAX	$29.00	$29.00
	101-7001-541.22-02	HARRIS TRUST & SAVINGS BANK	NASW ONLINE	$236.00	$329.85
			NASW RISK RETENTION GR	$93.85	
	101-7001-541.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS ENVIRONMENTAL	$50.00	$150.00
			ILLINOIS ENVIRONMENTAL	$50.00	
			ILLINOIS ENVIRONMENTAL	$50.00	
	101-7001-541.30-01	HARRIS TRUST & SAVINGS BANK	CSP CSPI NUTRITIONACTI	$24.00	$24.00
	101-7001-541.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US FN5L88EH3	$36.80	$36.80
	101-7001-541.33-10	HARRIS TRUST & SAVINGS BANK	ARMANDS PIZZERIA	$120.71	$468.89
			SANOFI PASTEUR INC	$348.18	
	101-7001-541.40-53	HARRIS TRUST & SAVINGS BANK	DLX FOR SMALLBUSINESS	($11.18)	($11.18)
228722	101-7001-541.30-05	OFFICE DEPOT	OFFICE MACHINES & ACCESS	$64.80	$64.80
228729	101-7001-541.22-02	PETTY CASH	CPR RENEWAL	$55.00	$55.00
228750	101-7001-541.20-25	STEPHANIE GUREWITZ LCSW CYT	COUNSELING SUBSIDY	$150.00	$1,387.50
			COUNSELING SUBSIDY	$600.00	
			COUNSELING SUBSIDY	$637.50	
228777	101-7001-541.21-65	VERIZON WIRELESS	ACCT 88556712200001	$278.71	$278.71
				Division 1 Total	$2,826.21

Division: 7

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228682	101-7007-541.31-65	HARRIS TRUST & SAVINGS BANK	DOLLAR TREE	$48.00	$822.75

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228682	101-7007-541.31-65	HARRIS TRUST & SAVINGS BANK	JEWEL OSCO 3461	$41.94	$822.75
			SPICE HOUSE, LLC - FIS	$697.84	
			TARGET.COM	($6.97)	
			JEWEL OSCO 3461	$41.94	
				Division 7 Total	$822.75
				Department 70 Total	$3,648.96

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Department: 71 Public Works

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228622	101-7101-531.31-55	ACTIVE ELECTRICAL SUPPLY CO	METROPOLIS TENT SUPPLIES	$1,232.47	$1,232.47
	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL EQUIP. & SUPPLY	$1,638.00	$1,638.00
228623	101-7101-531.31-75	ADDISON BUILDING MATERIAL CO	ELECTRICAL EQUIP. & SUPPLY	$70.84	$351.84
			ELECTRICAL EQUIP. & SUPPLY	$281.00	
	101-7101-531.31-85	ADDISON BUILDING MATERIAL CO	HARDWARE SUPPLIES	$236.66	$236.66
228625	101-7101-531.21-02	AFFILIATED CUSTOMER SERVICE INC	SERVICE BLDG MAINT	$2,878.00	$2,878.00
228628	101-7101-531.31-65	ALEXANDER EQUIPMENT CO INC	HARDWARE SUPPLIES	$74.85	$74.85
228632	101-7101-531.21-02	AQUALAB WATER TREATMENT INC	SERVICE BLDG MAINT	$100.00	$200.00
			SERVICE BLDG MAINT	$100.00	
	101-7101-531.21-11	AQUALAB WATER TREATMENT INC	WATER TREATMENT CHEMICALS	$100.00	$100.00
228636	101-7101-531.22-70	AT & T	ACCT 84759060006156	$1,021.92	$1,021.92
228637	101-7101-531.22-70	AT & T	ACCT 217S667106106	$2,043.37	$2,043.37
228641	101-7101-531.20-05	BAXTER & WOODMAN	GRANT WRITING ASSISTANCE	$146.25	$146.25
228642	101-7101-531.22-02	BELLANGER SCOTT	CDL REIMBURSEMENT	$50.00	$50.00
228650	101-7101-531.22-15	CANON SOLUTIONS AMERICA	COPIER MAINTENANCE	$10.09	$10.09
228653	426-7101-571.50-25	CHRISTOPHER B BURKE LTD	SERVICE CONSULTING	$40,113.50	$43,817.18
			WETLAND MAINTENANCE	$1,232.50	
			WETLAND MAINTENANCE	$1,180.84	
			WETLAND MAINTENANCE	$1,290.34	
228658	101-7101-531.22-70	COMCAST CABLE	ACCT 8771 10 072 0048998	$21.03	$21.03
228662	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINT	$10,025.00	$10,025.00
228663	101-7101-531.21-02	CUMMINS SALES & SERVICE	SERVICE BLDG MAINT	$462.10	$462.10
228669	101-7101-531.31-45	FERGUSON FACILITIES SUPPLY HP#3400	SANITIZER DISPENSERS	$71.48	$110.12

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228669	101-7101-531.31-45	FERGUSON FACILITIES SUPPLY HP#3400	VEH MAINTENANCE SUPPLY	$38.64	$110.12
228671	101-7101-531.21-55	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	$3,462.00	$8,937.50
			SERVICE MISCELLANEOUS	$5,475.50	
228673	101-7101-531.21-02	FOUNTAIN TECHNOLOGIES LTD	FOUNTAIN MAINTENANCE	$876.00	$876.00
228674	101-7101-531.31-65	FOX VALLEY FARMS INC	EVENT SUPPLIES	$110.88	$110.88
228677	101-7101-531.31-45	GLOBAL EQUIPMENT COMPANY	JANITORIAL SUPPLIES	$199.99	$199.99
228681	401-7101-571.50-30	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	$1,400.00	$4,017.50
			SERVICE CONSULTING	$370.00	
			SERVICE CONSULTING	$2,247.50	
228682	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	INTERNATIONAL MUNICIPAL	$680.00	$800.00
			ISA	$120.00	
	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	UNDERGROUND FOCUS	$50.00	$1,045.00
			UWCC REGISTRATIONS	$995.00	
228683	101-7101-531.21-02	HAYES MECHANICAL	HVAC MAINTENANCE	$2,012.24	$8,012.02
			HVAC MAINTENANCE	$70.59	
			HVAC MAINTENANCE	$2,027.45	
			HVAC MAINTENANCE	$783.41	
			HVAC MAINTENANCE	$58.97	
			HVAC MAINTENANCE	$905.65	
			HVAC MAINTENANCE	$851.96	
			HVAC MAINTENANCE	$541.97	
			HVAC MAINTENANCE	$292.77	
			HVAC MAINTENANCE	$467.01	
228685	101-7101-531.21-55	HENDRICKSEN ROBERT W COMPANY	SERVICE TREES	$12,230.00	$12,230.00
228692	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	$60.00	$540.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228692	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	$120.00	$540.00
			PEST CONTROL	$65.00	
			PEST CONTROL	$88.00	
			PEST CONTROL	$88.00	
			PEST CONTROL	$59.00	
			PEST CONTROL	$60.00	
228694	235-7101-571.50-20	J GILL & COMPANY	SERVICE CONSTRUCTION	$5,000.10	$5,000.10
	235-7101-571.50-25	J GILL & COMPANY	SERVICE CONSTRUCTION	$5,499.90	$5,499.90
228699	101-7101-531.30-39	LEAHY WOLF CO	VEH MAINTENANCE SUPPLY	$2,133.66	$2,133.66
228703	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	$117.60	$117.60
	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$103.38	$103.38
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HAND TOOLS-POWER/NON POW	($189.06)	$309.43
			HARDWARE SUPPLIES	$68.32	
			HAND TOOLS-POWER/NON POW	$227.03	
			HAND TOOLS-POWER/NON POW	$80.72	
			HARDWARE SUPPLIES	$113.88	
			HAND TOOLS-POWER/NON POW	$8.54	
228710	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	ELEVATOR MAINTENANCE	$313.00	$939.00
			ELEVATOR MAINTENANCE	$313.00	
			ELEVATOR MAINTENANCE	$313.00	
228714	101-7101-531.21-65	M3V DATA MGMT LLC	SOFTWARE SUBSCRIPTION	$442.50	$442.50
228718	101-7101-531.21-50	NICOR	ACCT 01701843946	$2,146.36	$2,146.36
228722	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$164.56	$200.13
			OFFICE SUPPLIES, GENERAL	$35.57	
228723	101-7101-531.31-90	OZINGA READY MIX CONCRETE INC	ASPHALT	$1,419.93	$1,419.93

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228724	101-7101-531.22-70	PACIFIC TELEMANAGEMENT SERVICES	PAY PHONES	$153.00	$153.00
228725	101-7101-531.21-11	PARENTI & RAFFAELLI LTD	SERVICE BLDG MAINT	$6,155.33	$6,155.33
228728	101-7101-531.31-40	PESCHES FLOWER SHOP	LANDSCAPING	$167.94	$167.94
228729	101-7101-531.31-65	PETTY CASH	EVENT SUPPLIES	$20.75	$58.11
			EVENT SUPPLIES	$37.36	
228733	101-7101-531.22-70	PRECISE MRM LLC	MONTHLY DATA PLAN	$522.50	$522.50
228734	101-7101-531.21-02	PREMIER MECHANICAL INC	SERVICE BLDG MAINT	$523.73	$523.73
228735	101-7101-531.22-10	PR2 BLUEPRINT & SUPPLY	PRINTING SERVICE	$120.00	$120.00
228736	101-7101-531.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$200.00	$861.38
			CLOTHING & APPAREL	$143.96	
			CLOTHING & APPAREL	$195.49	
			CLOTHING & APPAREL	$159.95	
			CLOTHING & APPAREL	$161.98	
228740	101-7101-531.31-85	RUSSO'S POWER EQUIPMENT INC	HARDWARE SUPPLIES	$315.00	$315.00
228744	101-7101-531.31-55	SHERWIN ACE HARDWARE	PLUMBING EQUIP FIXT,SUPP	$32.51	$32.51
	101-7101-531.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$33.95	$183.94
			HAND TOOLS-POWER/NON POW	$149.99	
228747	101-7101-531.31-40	SITEONE LANDSCAPE SUPPLY LLC	AGRICULTURAL SUPPLIES	$101.18	$101.18
228749	101-7101-531.31-75	STEINER ELECTRIC	ELECTRICAL EQUIP. & SUPPLY	$419.83	$419.83
228751	101-7101-531.21-02	STONE GROUP	SERVICE BLDG MAINT	$8,070.00	$8,070.00
228755	101-7101-531.22-10	SUMMIT PRINT SOLUTIONS	PRINTING SERVICE	$96.00	$96.00
228765	101-7101-531.21-11	UNIFIRST CORPORATION	FLOOR MATS	$142.52	$142.52
228778	101-7101-531.22-70	VERIZON WIRELESS	ACCT 64202486400001	$1,474.27	$1,474.27
228779	101-7101-531.22-70	VERIZON WIRELESS	ACCT 58675303500001	$2,016.58	$2,016.58
228784	101-7101-531.30-39	WEX BANK	FUEL,OIL,GREASE, & LUBES	$105.88	$105.88

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228788	101-7101-531.30-35	ZORO TOOLS INC	HARDWARE SUPPLIES	$13.00	$13.00
802054	101-7101-531.22-70	AT & T	ACCT 84725334382001	$105.99	$429.80
			ACCT 84734215365273	$51.51	
			ACCT 84739420624707	$51.51	
			ACCT 84739443682112	$51.51	
			ACCT 84739893361501	$53.93	
			ACCT 84739893901330	$57.43	
			ACCT 84759391411742	$57.92	
802055	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054513	$678.75	$678.75
802056	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	$31.55	$8,295.83
			ACCT 4321662000	$1,007.66	
			ACCT 7363016029	$7,256.62	
802057	101-7101-531.21-50	NICOR	ACCT 06802945268	$38.77	$12,251.74
			ACCT 15839647334	$471.98	
			ACCT 19426400008	$128.18	
			ACCT 25422686599	$3,110.31	
			ACCT 28178600004	$558.86	
			ACCT 38096400007	$1,452.24	
			ACCT 38178600003	$562.08	
			ACCT 40178600009	$242.44	
			ACCT 53278600001	$2,244.70	
			ACCT 58401600000	$762.86	
			ACCT 72489260108	$228.66	
			ACCT 94830700004	$660.87	
			ACCT 97034457784	$1,789.79	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	**$162,688.58**
				Department 71 Total	**$162,688.58**

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Department: 72 Water and Sewer

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228627	505-7201-561.31-60	ALEXANDER CHEMICAL CORP	CHLORINE GAS	$863.00	$863.00
228643	505-7201-561.31-85	BENJAMIN MOORE MT PROSPECT PAINT	HARDWARE SUPPLIES	$57.64	$57.64
228646	505-7201-561.50-15	BURNS MCDONNELL	SERVICE CONSULTING	$37,744.11	$37,744.11
228647	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	$3,838.80	$3,838.80
	505-7201-561.21-62	C C CARTAGE INC	SERVICE DISPOSAL	$991.65	$991.65
	505-7201-561.31-90	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	$4,890.33	$4,890.33
228655	505-7201-561.31-40	CLESEN ARTHUR INC	AGRICULTURAL SUPPLIES	$482.00	$482.00
228657	505-7201-561.22-70	COMCAST CABLE	ACCT 8771 10 072 0048980	$2.10	$2.10
228672	505-7201-561.31-65	FOREMAN JOSEPH D AND CO	HARDWARE SUPPLIES	$216.00	$216.00
228674	505-7201-561.31-65	FOX VALLEY FARMS INC	EVENT SUPPLIES	$110.88	$110.88
228676	505-7201-561.31-65	GASVODA & ASSOC	HARDWARE SUPPLIES	$1,247.47	$1,247.47
228677	505-7201-561.31-65	GLOBAL EQUIPMENT COMPANY	WATER SEWER SYSTEM SUPPLY	$281.73	$281.73
228678	505-7201-561.31-65	GRAINGER W W INC	SAFETY & FIRST AID EQUIP.	$10.80	$10.80
	505-7201-561.31-85	GRAINGER W W INC	WATER SEWER SYSTEM SUPPLY	$169.59	$169.59
228682	505-7201-561.21-65	HARRIS TRUST & SAVINGS BANK	APPLE.COM/BILL	$0.99	$0.99
	505-7201-561.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	$231.00	$462.00
			AWWA.ORG	$231.00	
	505-7201-561.22-03	HARRIS TRUST & SAVINGS BANK	ILLINOIS AWWA	$56.00	$224.00
			ILLINOIS AWWA	$56.00	
			ILLINOIS AWWA	$56.00	
			ILLINOIS AWWA	$56.00	
	505-7201-561.31-55	HARRIS TRUST & SAVINGS BANK	IN JM ENTERPRISES	$952.77	$952.77
228684	505-7201-561.21-35	HBK WATER METER SERVICE INC	METERS SUPPLY	$8,002.98	$12,262.36

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228684	505-7201-561.21-35	HBK WATER METER SERVICE INC	METERS SUPPLY	$784.30	$12,262.36
			METERS SUPPLY	$1,694.41	
			METERS SUPPLY	$928.27	
			METERS SUPPLY	$852.40	
	505-7201-561.31-02	HBK WATER METER SERVICE INC	METERS SUPPLY	$130.00	$130.00
228699	505-7201-561.31-65	LEAHY WOLF CO	WATER SEWER SYSTEM SUPPLY	$1,220.00	$1,220.00
228703	505-7201-561.31-02	LOWES COMMERCIAL SERVICES	PLUMBING EQUIP FIXT,SUPP	$9.30	$9.30
	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$121.38	$121.38
228704	505-7201-561.20-05	M E SIMPSON CO INC	SERVICE CONSULTING	$22,668.75	$22,668.75
228711	505-7201-561.31-02	MIDWEST METER INC	METERS SUPPLY	$931.98	$931.98
228713	505-7201-561.31-01	MUNICIPAL MARKING DIST INC	WATER SEWER SYSTEM SUPPLY	$2,323.83	$2,323.83
228714	505-7201-561.21-65	M3V DATA MGMT LLC	SOFTWARE SUBSCRIPTION	$442.50	$442.50
228720	505-7201-561.31-55	NORTHWEST ELECTRICAL SUPPLY CO	WATER SEWER SYSTEM SUPPLY	$212.28	$212.28
228723	505-7201-561.31-90	OZINGA READY MIX CONCRETE INC	ASPHALT	$1,326.00	$1,326.00
228733	505-7201-561.22-70	PRECISE MRM LLC	MONTHLY DATA PLAN	$522.50	$522.50
228736	505-7201-561.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$144.49	$144.49
228740	505-7201-561.31-85	RUSSO'S POWER EQUIPMENT INC	WATER SEWER SYSTEM SUPPLY	$47.98	$47.98
228744	505-7201-561.31-01	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$5.99	$5.99
	505-7201-561.31-02	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$11.53	$19.52
			BATTERIES	$7.99	
	505-7201-561.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$5.37	$12.36
			HARDWARE SUPPLIES	$6.99	
	505-7201-561.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$35.95	$245.93
			HAND TOOLS-POWER/NON POW	$209.98	
228757	505-7201-561.21-35	TAYLOR PLUMBING	METERS SUPPLY	$5,832.75	$10,621.79

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228757	505-7201-561.21-35	TAYLOR PLUMBING	WATER SEWER SYSTEM SUPPLY	$4,789.04	$10,621.79
228760	505-7201-561.31-02	TEST GAUGE INC	WATER SEWER SYSTEM SUPPLY	$3,128.46	$3,128.46
228764	505-7201-561.31-65	ULINE INC	WATER SEWER SYSTEM SUPPLY	$679.69	$679.69
228774	505-7201-561.22-70	VERIZON WIRELESS	ACCT 78635116200001	$2,745.75	$2,745.75
228779	505-7201-561.22-70	VERIZON WIRELESS	ACCT 58675303500001	$1,344.38	$1,344.38
228783	505-7201-561.31-07	WATER PRODUCTS CO	WATER SEWER SYSTEM SUPPLY	$331.80	$331.80
228787	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	WATER SEWER SYSTEM SUPPLY	$2,266.50	$8,664.10
			WATER SEWER SYSTEM SUPPLY	$2,156.80	
			WATER SEWER SYSTEM SUPPLY	$2,359.80	
			WATER SEWER SYSTEM SUPPLY	$1,881.00	
228788	505-7201-561.30-35	ZORO TOOLS INC	HARDWARE SUPPLIES	$13.00	$13.00
802054	505-7201-561.22-70	AT & T	ACCT 84725301748135	$54.13	$1,323.33
			ACCT 84759021056118	$943.21	
			ACCT 84759080850047	$325.99	
802055	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054511	$415.65	$12,164.17
			ACCT 9205453	$2,892.77	
			ACCT 9205454	$2,410.95	
			ACCT 9205456	$6,444.80	
802056	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0111076085	$165.78	$389.89
			ACCT 0368380009	$31.67	
			ACCT 0684023014	$85.27	
			ACCT 1092085063	$107.17	
802057	505-7201-561.21-50	NICOR	ACCT 04055600003	$152.20	$643.63
			ACCT 19278600002	$214.89	
			ACCT 42567835683	$41.51	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802057	505-7201-561.21-50	NICOR	ACCT 58544400003	$111.77	$643.63
			ACCT 90920700003	$123.26	
				Division 1 Total	$137,243.00
				Department 72 Total	$137,243.00

WARRANT REGISTER - GM0002

Department: 73 Parking

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228619	235-7301-532.21-11	A PLUS QUALITY CLEANING SERVICES	SERVICE BLDG MAINT	$377.40	$377.40
802056	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	$683.54	$779.86
			ACCT 4643715006	$20.17	
			ACCT 5231622008	$76.15	
				Division 1 Total	$1,157.26

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228619	235-7302-532.21-11	A PLUS QUALITY CLEANING SERVICES	SERVICE BLDG MAINT	$1,195.10	$1,195.10
228694	235-7302-532.21-11	J GILL & COMPANY	SERVICE CONSTRUCTION	$4,800.00	$4,800.00
802054	235-7302-532.21-50	AT & T	ACCT 84725309782425	$168.00	$168.00
				Division 2 Total	$6,163.10

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228619	235-7303-532.21-11	A PLUS QUALITY CLEANING SERVICES	SERVICE BLDG MAINT	$1,195.10	$1,195.10
228694	235-7303-532.21-11	J GILL & COMPANY	SERVICE CONSTRUCTION	$4,800.00	$4,800.00
802054	235-7303-532.21-50	AT & T	ACCT 84763200281737	$210.83	$210.83
802055	235-7303-532.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054510	$2,936.55	$2,936.55
802057	235-7303-532.21-50	NICOR	ACCT 12690400002	$40.25	$40.25
				Division 3 Total	$9,182.73

Division: 4

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228619	235-7304-532.21-11	A PLUS QUALITY CLEANING SERVICES	SERVICE BLDG MAINT	$377.40	$377.40
802057	235-7304-532.21-50	NICOR	ACCT 92296400002	$128.19	$128.19
				Division 4 Total	$505.59
				Department 73 Total	$17,008.68

WARRANT REGISTER - GM0002

Department: 74 Solid Waste Dispsl SWANCC

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901695	511-7401-562.21-54	SOLID WASTE AGENCY	MAY TIPPING FEES	$128,779.00	$128,779.00
				Division 1 Total	$128,779.00
				Department 74 Total	$128,779.00

WARRANT REGISTER - GM0002

Department: 75 Municipal Fleet Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228621	621-7501-551.31-51	ACME TRUCK BRAKE & SUPPLY CO	VEH MAINTENANCE SUPPLY	$33.79	$33.79
228624	621-7501-551.31-51	ADVANCE AUTO PARTS	VEH MAINTENANCE SUPPLY	$19.92	$19.92
228628	621-7501-551.31-51	ALEXANDER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	$219.95	$1,172.03
			VEH MAINTENANCE SUPPLY	$952.08	
228629	621-7501-551.31-51	ALTORFER INDUSTRIES	VEH MAINTENANCE SUPPLY	$177.49	$242.53
			VEH MAINTENANCE SUPPLY	$65.04	
228633	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	$9.20	$282.09
			VEH MAINTENANCE SUPPLY	$7.76	
			VEH MAINTENANCE SUPPLY	$269.33	
			VEH MAINTENANCE SUPPLY	($4.20)	
228639	621-7501-551.31-51	ATLAS COMPANIES	VEH MAINTENANCE SUPPLY	$1,646.00	$1,646.00
228645	621-7501-551.31-51	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$25.68	$759.06
			VEH MAINTENANCE SUPPLY	$69.72	
			VEH MAINTENANCE SUPPLY	$41.00	
			VEH MAINTENANCE SUPPLY	$165.84	
			VEH MAINTENANCE SUPPLY	$21.78	
			VEH MAINTENANCE SUPPLY	$148.52	
			VEH MAINTENANCE SUPPLY	$65.34	
			VEH MAINTENANCE SUPPLY	$13.73	
			VEH MAINTENANCE SUPPLY	$128.09	
			VEH MAINTENANCE SUPPLY	$54.18	
			VEH MAINTENANCE SUPPLY	$25.18	
228652	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$76.50	$44.41

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228652	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$37.91	$44.41
			VEH MAINTENANCE SUPPLY	($70.00)	
228654	621-7501-551.21-36	CITY WELDING SALES & SERVICE	CYLINDER RENTAL	$126.99	$126.99
228666	621-7501-551.31-51	EJ EQUIPMENT INCORPORATED	VEH MAINTENANCE SUPPLY	$422.03	$803.51
			VEH MAINTENANCE SUPPLY	$381.48	
228682	621-7501-551.21-07	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY-AUTOREPLENISH	$40.00	$40.00
	621-7501-551.22-02	HARRIS TRUST & SAVINGS BANK	ASE	$65.00	$65.00
	621-7501-551.22-03	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	$150.00	$150.00
	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	NENNO PRODUCTS LLC	$674.11	$674.11
228691	621-7501-551.31-51	INTERSTATE POWER SYSTEMS INC	VEH MAINTENANCE SUPPLY	$234.10	$795.38
			VEH MAINTENANCE SUPPLY	$561.28	
228696	621-7501-551.21-07	KARDS INC	VEH MAINTENANCE SUPPLY	$6,985.50	$6,985.50
228698	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	$39.87	$39.87
228705	621-7501-551.31-51	MACQUEEN EMERGENCY GROUP	VEH MAINTENANCE SUPPLY	$51.64	$1,390.76
			VEH MAINTENANCE SUPPLY	$617.38	
			VEH MAINTENANCE SUPPLY	$60.86	
			VEH MAINTENANCE SUPPLY	$111.03	
			VEH MAINTENANCE SUPPLY	$501.63	
			VEH MAINTENANCE SUPPLY	$48.22	
228706	621-7501-551.31-85	MATCO TOOLS	VEH MAINTENANCE SUPPLY	$176.13	$176.13
228708	621-7501-551.31-51	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	$30.08	$30.08
228715	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	$11.46	$1,565.36
			VEH MAINTENANCE SUPPLY	($11.46)	
			VEH MAINTENANCE SUPPLY	$522.01	
			VEH MAINTENANCE SUPPLY	($100.41)	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228715	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	$46.90	$1,565.36
			VEH MAINTENANCE SUPPLY	$16.40	
			VEH MAINTENANCE SUPPLY	$55.73	
			VEH MAINTENANCE SUPPLY	$36.58	
			VEH MAINTENANCE SUPPLY	$184.96	
			VEH MAINTENANCE SUPPLY	$467.42	
			VEH MAINTENANCE SUPPLY	$51.51	
			VEH MAINTENANCE SUPPLY	$28.62	
			VEH MAINTENANCE SUPPLY	$69.15	
			VEH MAINTENANCE SUPPLY	$3.94	
			VEH MAINTENANCE SUPPLY	$35.46	
			VEH MAINTENANCE SUPPLY	$43.64	
			VEH MAINTENANCE SUPPLY	$68.67	
			VEH MAINTENANCE SUPPLY	$34.78	
228721	621-7501-551.31-51	O'REILLY AUTO PARTS	VEH MAINTENANCE SUPPLY	$279.92	$279.92
228727	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	$895.60	$1,083.76
			VEH MAINTENANCE SUPPLY	$71.73	
			VEH MAINTENANCE SUPPLY	$116.43	
228736	621-7501-551.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$159.95	$351.90
			CLOTHING & APPAREL	$191.95	
228748	621-7501-551.31-51	STANDARD EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$183.38	$3,690.22
			VEH MAINTENANCE SUPPLY	$209.90	
			VEH MAINTENANCE SUPPLY	$486.64	
			VEH MAINTENANCE SUPPLY	$2,810.30	
228759	621-7501-551.31-65	TERRACE SUPPLY CO	VEH MAINTENANCE SUPPLY	$282.85	$282.85

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228765	621-7501-551.30-35	UNIFIRST CORPORATION	CLOTHING & APPAREL	$68.88	$137.76
			CLOTHING & APPAREL	$68.88	
228785	621-7501-551.21-07	WINDSHIELD PROS INC	WINDSHIELD REPAIR	$69.95	$69.95
228788	621-7501-551.31-51	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$171.08	$171.08
				Division 1 Total	$23,109.96
				Department 75 Total	$23,109.96

WARRANT REGISTER - GM0002

Department: 90 Capital

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228667	505-9001-571.50-25	EJ USA INC	GREENBRIER PROJECT	$2,342.36	$2,342.36
228690	505-9001-571.50-25	IMEG CORP	SERVICE CONSULTING	$53,709.13	$56,259.13
			SERVICE CONSULTING	$2,550.00	
				Division 1 Total	$58,601.49
				Department 90 Total	$58,601.49
TOTAL ALL FUNDS:					$843,749.09

Village Board
4/19/2021

Item: Recognition of Trustee Greg Padovani and Trustee Bert Rosenberg

Department: Village Managers Office

Recognition of Outgoing Trustee Greg Padovani and Trustee Bert Rosenberg

Village Board
4/19/2021

Item: Northwest Highway Beautification - Phase 4 Contract Award

Department: Public Works

The Planning & Community Development and the Public Works Departments have developed a comprehensive landscape improvement plan for the Northwest Highway corridor identifying priorities and key focal points. The plan sets forth goals for the corridor and identifies a framework to evaluate improvements based upon minimum maintenance, opportunity, and enhancement areas. The plan is a multi-year, phased approach. The 2021 capital budget includes $101,000 for construction of Phase 4 of this plan.

As part of the fourth phase, plantings are proposed on the east end of Northwest Highway between Waterman Avenue and Arlington Heights Road. The landscaping will be located along Northwest Highway adjacent to the railroad tracks. It is anticipated that the landscaping will be installed in early summer of 2021. The goal is to develop a landscape that is sustainable, requires low maintenance and provides storm water benefits by utilizing primarily native plant material. This project was initially bid out in 2020, but then put on hold due to the pandemic.

On April 5, 2021, a public bid opening was held and two bids were publicly opened and read aloud. The following bids were received:

BIDDER TOTAL BID

Fleck's Landscaping $95,816
Balanced Environments $161,705

The lowest bidder was Flecks Landscaping. The Village has worked with Flecks Landscaping previously and has been satisfied with their quality of work. The bidder has been determined to be responsible and the bid meets specifications.

Funding for these services is available in Account No. 401-7101-571.50-30 (ST1620).

RECOMMENDATION

It is recommended that the Village Board award the Northwest Highway Beautification - Phase 4 contract to Fleck's Landscaping of Wheeling, Illinois, in the amount of $95,816 and authorize Staff to execute the necessary documents.

Village Board
4/19/2021

Item: Thermoplastic Lane Marking 2021- Contract Award

Department: Public Works

The 2021 Operating Budget includes $75,000 to fund the annual Thermoplastic Lane Marking Program. Thermoplastic is a highly reflective material that is used for roadway traffic lane markings. Thermoplastic striping is also an extremely durable pavement marking material and will outlast painted markings. The material comes in bags and is heated to a liquid prior to its application. Glass beads are added to the liquid to improve reflectivity.

The Village participates in the Suburban Purchasing Cooperative (SPC) which is a cooperative of 143 municipalities in the six county area of Northern Illinois. The SPC organizes bids for contractual thermoplastic lane markings. This year, the SPC awarded the contract to Superior Road Striping, Inc. The unit prices for lane markings are listed below.

Description	Units	Cost
4" Line	LF	$0.53
6" Line	LF	$0.75
12" Line	LF	$1.50
24" Line	LF	$3.75
Letters & Symbols	SF	$3.75
Removal	SF	$0.30

The Village's share of the contract is based on striping and lettering unit prices and will not exceed our budget of $75,000. Superior Road Striping, Inc. has previously worked with the Village and has been determined to be responsible. This contract is from April 12, 2021 through April 11, 2022, with three possible one-year contract extensions.

Funds are available for these services in Account No. 101-7101-531.21-15.

RECOMMENDATION

It is recommended that the Village Board award of the 2021 Thermoplastic Lane

Marking services contract approved by the Suburban Purchasing Cooperative to Superior Road Striping, Inc. of Melrose Park, Illinois, for the not-to-exceed budgeted amount of $75,000 and authorize Staff to execute the necessary documents.

Village Board
4/19/2021

Item: Manhole Rehabilitation - Contract Extension 2021

Department: Public Works

The Public Works Department has an existing contract with Culy Contracting of Winchester, Indiana, for Manhole Rehabilitation services. The current contract expired on March 22, 2021. This contract is for the non-destructive repair of manholes which reduces the periodic maintenance of the sanitary and storm sewer manholes over the useful lifespan of the structure. Manhole rehabilitation involves bypassing the existing flow, high pressure cleaning of the walls and floor, application of a grout coating (referred to as cementitious coating) and, in some instances, applying a structurally enhanced epoxy coating. The rebuilding of the floor (or bench and trough) will be performed as the situation requires. All of this work can be done without excavation.

Per Village Policy, contracts can be extended with Board approval, up to the original terms of the contract. The original Board item incorrectly referenced this item as a two-year contract. The contract as signed, had a three-year term. A request to amend the contract approval will be included in the staff recommendation.

Staff has been pleased with Culy Contracting's quality of work. The contractor has offered to extend the contract without an increase in price. Staff is requesting the first of three possible one-year extensions. This extension would begin in March 2021 through March 2022.

Funding is available for these services in Account No. 426-7101-571.50-25 (SW1520).

RECOMMENDATION

It is recommended that the Village Board award a one-year contract extension for Manhole Rehabilitation to Culy Contracting of Winchester, Indiana, at unit bid prices, up to the budgeted amount, and amend the original approval to a three-year contract, and authorize Staff to execute the necessary documents.

Village Board
4/19/2021

Item: Water Meter & Backflow Device Services – Contract Extensions 2021

Department: Public Works

In March 2017, after a competitive bid process, the Village Board awarded a three-year contract to HBK Water Meter Services for our water meter service contract and to Taylor Plumbing for our backflow device service contract. These two services are typically bid together as numerous contractors can perform both services. The original contracts were awarded to these two firms based upon lowest responsible bids.

The water meter service contract is for the calibration and repair of Village owned water meters. This service ensures the accuracy of the water meters. It is the goal of Public Works to have all large commercial meters tested and calibrated every three years, with master meters tested every year.

The backflow device service contract covers the testing and repair of over 1,450 Village maintained backflow devices. This service ensures the protection of the water distribution system from potential cross connections and contamination.

Per Village Policy, contracts can be extended three years with Board approval, up to the original terms of the contract. Staff has been pleased with HBK's and Taylor Plumbing's quality of work. HBK and Taylor Plumbing have requested to extend the contract for one year, and both with an increase of 0.35% per original contract terms.

Staff is requesting approval for the second of three possible one-year contract extensions for the water meter and the backflow device service contracts. These extensions would begin in April 30, 2021 through April 29, 2022.

Funds are available for these services in the Water and Sewer - Account Numbers 505-7201-561.21-35 and 505-7201-561.31-02.

RECOMMENDATION

It is recommended that the Village Board approve one-year contract extensions

to HBK Water Meter Services and Taylor Plumbing for our water meter and backflow device service contracts, and authorize Staff to execute the necessary documents.

Village Board
4/19/2021

Item: Resurfacing Program & Sidewalk Program 2021 - Contract Award

Department: Public Works

The 2021 Resurfacing Program and Sidewalk Program includes the resurfacing of 5.0 miles of asphalt streets, including Forrest Avenue (Kensington Road to Northwest Highway) which is eligible for Community Development Block Grant (CDBG) funds. The program also includes pedestrian improvements and the resurfacing of Evergreen Avenue (Campbell Street to Sigwalt Street).

Bids were duly advertised, and of the three plan holders, two bids were received and publicly opened on April 12, 2021. The bids received and the Engineer's Estimate for the Base Bid, CDBG Streets and Evergreen Avenue pedestrian improvements and resurfacing are as follows:

BIDDER	TOTAL BID
Builders Paving, LLC	$2,418,000.00
Arrow Road Construction	$2,200,228.74

Engineer's Estimate $2,437,919.00

Various funding sources were budgeted for this project, and are as follows:

Available Funding Sources Summary:

401-7101-571.50-30 (ST 9008) (Capital Projects Fund) $1,445,228.74
215-4101-522.41-76 CDBG Block Grant $150,000.00
401-7101-571.50-45 Sidewalk Program $405,000.00
401-4001-571.50-30(ST1535) Downtown Streetscape Improvements $200,000.00

TOTAL (from 2021 Resurfacing Program & Sidewalk Program) $2,200,228.74

Arrow Road Construction was the lowest responsible bidder and has successfully performed the resurfacing program for the Village of Arlington Heights for several years prior to the 2021 Resurfacing Program & Sidewalk Program. Staff recommends award in the amount of $2,200,228.74. Upon approval, this work

could begin in early May.

RECOMMENDATION

It is recommended that the Village Board award the 2021 Resurfacing Program & Sidewalk Program contract to Arrow Road Construction of Elk Grove Village, Illinois, in the amount of $2,200,228.74 and authorize Staff to execute the necessary documents.

Village Board
4/19/2021

Item: Boards & Commissions Reappointments

Department: Village Managers Office

Boards & Commissions Reappointments

ATTACHMENTS:

Description	**Type**
Boards and Commission Reappointments	Exhibits

Boards and Commissions Reappointments

April 19, 2021

Board/Commission	Member Reappointment	Term Ending
Plan Commission	Terrence Ennes	4/30/24
Plan Commission	Susan Dawson	4/30/24
Plan Commission	George Drost	4/30/24
Plan Commission	Mary Jo Warskow	4/30/24
Board of Health	Thomas Harris, DDS	4/30/24
Board of Health	Kristen Brown, MD	4/30/24
Fire & Police Commission	Roberto Cataldo	4/30/24
Board of Local Improvements	David Landeweer	4/30/26
Design Commission	John Fitzgerald	4/30/24
Building Code of Review	Richard Bondarowicz	4/30/24
Building Code of Review	Scott Smith	4/30/24
Building Code of Review	Jim Tinaglia	4/30/24
Environmental Commission, Youth	Lucy Neacy	4/30/22
Housing Commission	William Delea	4/30/24
Arlington Economic Alliance	Andrew Stengren	4/30/24
Arlington Economic Alliance (Auto)	Anthony Guido	4/30/24
Arlington Economic Alliance (Chamber)	Jon Ridler	4/30/24
Senior Citizens Commission	Susan Viecelli	4/30/24
Senior Citizens Commission	George Weber	4/30/24
Youth Commission	Afroz Hafeez	4/30/24
Youth Commission, youth	Anayah Menzies-Thomas	4/30/22
Youth Commission, Youth	Connor Neill	4/30/22
Commission for Citizens w/Disabilities	Brian Harrison	4/30/24
Commission for Citizens w/Disabilities	Sheryl Letwal	4/30/24
Commission for Citizens w/Disabilities	Jaqueline McCarty	4/30/24
Commission for Citizens with Disabilities	Eva Mullinax	4/30/24
Bicycle and Pedestrian Commission	Paul Danko	4/30/24
Special Events Commission (Park)	Steve Neill	4/30/25
Special Events Commission	Chris Fahnoe	4/30/25
Special Events Commission	Steve Fromm	4/30/25
Special Events Commission	David Jaffe	4/30/25
Special Events Commission	Joseph Musolino	4/30/25
Special Events Commission	Scott Rowader	4/30/25
Special Events Commission	Kevin Seifert	4/30/25
Arts Commission	Sara Galla	4/30/24
Arts Commission	Mary T. Seitz-Pagano	4/30/24
Arts Commission	Brian Wolf	4/30/24
Firefighters Pension Fund	Chief Andrew Larson	4/30/24
Police Pension Fund	William Falk	5/09/23

Zoning Board of Appeal	Benjamin Jaffe	5/09/26
Zoning Board of Appeal	Joseph Selbka	5/09/26
Zoning Board of Appeal	Joseph Giesel	

Board and Commission	**Chair Reappointment**	**Term Ending**
Zoning Board of Appeals	Peter Siavelis	4/30/22
Board of Health	Karen VanLandeghem	4/30/22
Board of Local Improvements	John Kazanow	4/30/22
Housing Commission	Andrew Tripp	4/30/22
Arlington Economic Alliance	Andrew Stengren	4/30/22
Cmsn for Citizens w/Disabilities	Michelle Ramsey	4/30/22
Bicycle and Pedestrian Commission	Charolette Obodzinski	4/30/22
Arts Commission Janet Souter	Kristen Schurtz	4/30/22
Environmental Commission	Paul Balga	4/30/22
Special Events	Laurie Mitchell	4/30/22

Board and Commission	**New Chair Appointment**	**Term Ending**
Plan Commission	Susan Dawson	4/30/22
Design Commission	Jonathan Kubow	4/30/22
Building Code Review Board	Tom Hutchison	4/30/22
Senior Citizens Commission	Susan Viecelli	4/30/22

Village Board
4/19/2021

Item: Arlington 425 - Highland/Campbell/Chestnut - PC#21-002

Department: Planning & Community Development

Requested Action

1. An amendment to Planned Unit Development (PUD) Ordinance 19-019, to allow modifications to the previously approved development plan.

2. Special Use Permit to allow a "Private Garage, Customer/Employee" on the subject property.

Variations Required

1. No additional Variations.

Recommendation

A public hearing was held by the Plan Commission on March 31, 2021 where Commissioner Cherwin moved and Commissioner Dawson seconded:

A motion to recommend to the Village Board of Trustees approval of PC #21-002, an amendment to Planned Unit Development Ordinance 19-019 to allow modifications to the previously approved development plan and a special use permit to allow a "private garage, customer/employee" on the subject property.

This recommendation is subject to the modified conditions of approval as outlined below in Exhibit 1, with the following modifications:

• Eliminate Condition #11.

• Condition #12 shall be modified to eliminate paragraph c and to modify paragraph a and b to be as shown: "#12. The Highland parking garage shall be operated as presented within the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21), and as within the written Departmental comment responses provided by the petitioner. Parking

within the PUD shall be subject to the following additional conditions:

a) **Phase One** – Development of Campbell Building with 234 residential rental units, 7,962 square feet of commercial space, and 345 parking stalls within the four-story Highland garage:

i. 56 spaces shall initially be dedicated and reserved on the first floor of the garage for the commercial uses within the Campbell building. Residential guests or residential tenants shall not be permitted to park in these spaces.
ii. 289 spaces shall be initially dedicated and reserved for the residential uses. Of these spaces, 12 shall be open to residential tenants and their guests, and 277 shall be open to residential tenants only.

b) **Phase Two** – Construction of 85 units within the Chestnut Building. Phase Two shall only occur if:

i. A fifth level to the Highland garage is constructed, providing a total of 435 parking spaces within the garage. This may be completed as a separate phase or may be combined with Phase One , or;
ii. 44 parking stalls are constructed in the basement of the Chestnut building.
iii. A minimum of 56 commercial parking spaces and 289 resident parking spaces shall continue to be maintained.

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

ATTACHMENTS:

Description	**Type**
Exhibit 1 - SDC Modified Conditions of Approval amending Ord. 19-019 Conditions	Exhibits
PC Staff Report	Board or Commission Report
PC Minutes 3/31/21 DRAFT	Minutes
DC Staff Report 3/30/21	Board or Commission Report
DC Minutes - 3/30/21	Minutes
Housing Commission Minutes 3/2/21 - DRAFT	Minutes
Staff Memo to Housing Commission & Petitioner Letter	Correspondence
Aerial	Exhibits
Project Narrative	Correspondence
Development Matrix	Exhibits
Plat of Survey	Exhibits
Special Use Justification Letter	Correspondence
Engineering Plans	Exhibits
Architectural Plans	Exhibits

Highland Garage Plan - Level 5 Alternative	Exhibits
Hour by Hour Parking Analysis - From Petitioner	Exhibits
Landscape Plan	Exhibits
Parking Allocation Plan	Exhibits
Parking Management Plan	Exhibits
Renderings	Exhibits
Renderings - 5 Story Garage Alternative	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits
Department Comments - Round 2 - Petitioner Response	Exhibits
Public Commentary Documents - #1	Correspondence
Public Commentary Documents - #2	Correspondence
Petitioner Response to Public Commentary #2	Correspondence
Public Commentary Documents - #3	Correspondence
Petitioner Response to Public Commentary #3	Correspondence
Public Commentary Documents - #4	Correspondence
PC Timeline Tracker	Exhibits

Exhibit 1 – Modified Conditions of Approval

Fire/Safety Conditions

1. The Petitioner shall modify the interior access drives as necessary to comply with all fire lane concerns as outlined by the Building Department-Fire Safety Division and the Fire Department. Details shall be provided on all pavers to assure the Village that the pavers will support fire apparatus load and the point load of any fire apparatus outriggers.

~~2. No structure shall be erected and no obstruction shall be placed in the 26-foot fire lane that runs between the Chestnut Avenue building and the Highland Avenue building, unless approved by the Fire Department.~~

Building Conditions

~~3. If a restaurant is constricted on the 13th floor of the Highland Avenue building, it shall provide a full kitchen with black iron equipment.~~

~~4.~~2. The Petitioner shall enter into an indemnification agreement with the Village should any balcony or portion of the building encroach into the public right- of-way.

~~5.~~3. All building mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) shall be appropriately sited and screened from public view, which shall be at the discretion of the Village. To the best extent possible, these elements shall be internalized within structures.

~~6.~~4. The proposed development shall not damage or threaten the structural integrity of the Vail Avenue garage. Prior to building permit issuance, the Petitioner shall provide a structural analysis and soil borings that addresses potential impacts to the Vail Avenue garage. The Village reserves the right to review any proposed modifications to the Vail Avenue garage and the ability to require certain upgrades to the garage as it determines necessary to facilitate the proposed development. The costs of any required modifications to the Vail Avenue garage shall be borne by the developer, and any required insurance, bonds, and deposits shall be the developer' s responsibility. The Village reserves the right to reject any plans or construction that may negatively impact the Vail Avenue garage.

Site Conditions

~~7.~~5. All utility service lines must be underground. Prior to final plat of subdivision approval, the Petitioner shall provide a plan for any overhead utilities that need to be modified to accommodate for the proposed development.

~~8.~~6. The Petitioner shall provide final details on the Chestnut Avenue building garage ramp wall (materials, height, etc.) prior to final plat of resubdivision approval, for review and approval by the Village.

7. Prior to final plat of resubdivision approval, the Petitioner shall provide details on all site fencing, including the height, style and materials of all fences proposed on the Subject Property. Final fence details shall be subject to review and approval by the Village. Additionally, the loading space screen walls shall be revised to be a solid masonry material to match the buildings. Where applicable, the fence along the southern property line shall be a decorative black metal style open fence.

8. Prior to final plat of resubdivision approval, the petitioner shall incorporate the following revisions to the plans, as identified within the departmental review comments:
    a. The median within the porte cochere shall be extended south, and on the north side shall be revised so that it does not encroach into the pedestrian way.
    b. Additional striping, signage, or other modification shall be added to delineate turning movements near the Highland garage northwest access point.

c. No Right Turn signage shall be added to the Highland garage exit to direct vehicles to the traffic circle/interior motorcourt.
d. If determined necessary to provide a 30" cover for fiber optic and copper cable located in the east parkway of Chestnut Avenue, the petitioner shall further bury said cables.
~~a.~~e. Any other revisions as necessary to address any other comments raised within the departmental review comment.

9. The Petitioner shall explore options to minimize or eliminate the retaining wall along the southern property line, and if it is determined that a retaining wall is necessary, in no case shall this retaining wall exceed three feet in height. Additionally, said wall shall be setback from the southern property line no less than one- foot to allow for maintenance.
10. The Petitioner shall explore further enhancements to the northeast corner of the site to provide a focal point for this prominent corner.
~~10.~~11. The proposed storage/refuse area along the eastern side of the first floor of the Highland garage shall be relocated to the north side of the Highland garage with access from the private drop-off/loading space, or relocated to an area that does not require removal of parking spaces along Highland Avenue, which shall be subject to final review and approval by the Village.

Parking/ Loading Conditions

~~11. The Highland Avenue parking garage parking space allocation and management shall comply with the plan prepared by Briarwood Management LLC, dated April 9, 2019, and shall be subject to the following additional conditions:~~

~~a. The Subject Property shall provide 160 parking spaces in perpetuity for the non-residential uses on the Subject Property, comprised of 134 non-residential only spaces and 26 non-residential/ resident guest parking spaces. These spaces shall be located on the lower level, ground level, level 1. 5, and level 2.~~

~~i. These spaces shall not be individually assigned to specific non-residential tenants/individuals/employees and shall be open to any non-residential user/customer/ employee.~~

~~ii. Leases for non-residential tenants shall specify that parking is provided within the Highland Avenue building garage and that all employees shall park within the Highland Avenue building garage.~~

~~iii. Employee parking rates shall not exceed employee parking rates set by the Village for the Vail Avenue garage.~~

~~iv. Part-time employees of the non-residential uses on the Subject Property shall be provided free parking within the Highland Avenue building garage, consistent with the free parking provided by the Village within the Vail Avenue garage.~~

~~v. Customer parking for customers and patrons of the non-residential uses on the Subject Property shall be free.~~

~~vi. Customer parking shall be restricted to a maximum of four hours. There shall be no long term parking within the 160 non-residential parking spaces.~~

~~b. The Subject Property shall provide no more than 347 parking spaces within the Highland Avenue building garage for the residents within the Highland Avenue, Campbell Street and Chestnut Avenue buildings.~~

~~i. All residential parking within the Highland Avenue building shall be rented separately and shall not automatically be included with a residential lease.~~

~~c. Valet parking for restaurants on the Subject Property shall be provided on Thursday through Saturday within the lower level of the Highland Avenue building garage.~~

~~d. At the request of the Village, the property owner shall provide details and data on the operation and management of the parking within the Highland Avenue building garage. If parking issues arise, the property owner shall work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The property owner shall use good faith efforts to implement and enforce said Highland Avenue garage parking conditions and restrictions, and shall have the ability to adjust the above referenced conditions so long as the project is in substantial conformance and the development continues to adequately accommodate the developments' parking demand to the satisfaction and approval of the Village.~~

12. The Highland parking garage shall be operated as presented within the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21), and as within the written Departmental comment responses provided by the petitioner. Parking within the PUD shall be subject to the following additional conditions:
    a. Phase One – Development of Campbell Building with 234 residential rental units, 7,962 square feet of commercial space, and 345 parking stalls within the four-story Highland garage:
        i. 56 spaces shall be dedicated and reserved on the first floor of the garage for the commercial uses within the Campbell building. Residential guests or residential tenants shall not be permitted to park in these spaces.
        ii. 289 spaces shall be dedicated and reserved for the residential uses. Of these spaces, 12 shall be open to residential tenants and their guests, and 277 shall be open to residential tenants only.
    b. Phase One A – Construction of a fifth level to the Highland garage providing a total of 435 parking spaces within the garage. This may be completed as a separate phase or may be combined with Phase One or Phase Two.
        i. A minimum of 56 commercial parking spaces and 289 resident parking spaces shall continue to be maintained.
    c. Phase Two – Development of Chestnut Building with maximum of 85 residential rental units. This phase shall only proceed if the following has been met:
        i. Minimum number of parking spaces provided for these 85 units shall be at a ratio of 1.3 spaces per unit (105 spaces), for a total of 450 parking onsite spaces within the entire PUD. Parking for the Chestnut Building may be provided within the Phase One A addition to the Highland garage, or within the Chestnut building/underground garage, or a combination of both, or;
        ii. The number of units/bedroom mix within the Chestnut Building is reduced to comply with the 1.3 parking spaces per unit ratio, or:
        iii. Sufficient data on usage within the Highland garage is provided, which demonstrates that parking demand for residential units is less than 1.3 spaces per unit. Should data show a lesser parking demand, then a reduction in the number of parking stalls for the residential units may be allowed, which shall be subject to staff review and shall require Village Board approval, at its sole discretion.
    d. Parking Spaces For Commercial Users
        i. Parking spaces within the Highland garage shall not be individually assigned to specific commercial tenants/individuals/employees and shall be open to any commercial user/customer/employee.
        ii. Leases for commercial tenants shall specify that parking is provided within the Highland garage and that all employees shall park within the Highland garage.

iii. Employee parking rates shall not exceed employee parking rates set by the Village for the Vail Avenue garage.
iv. Part-time employees of the commercial uses on the Subject Property shall be provided free parking within the Highland garage, consistent with the free parking provided by the Village within the Vail Avenue garage.
v. Customer parking for customers and patrons of the commercial uses on the Subject Property shall be free.
vi. Customer parking shall be restricted to a maximum of four hours. There shall be no long term parking within the 56 commercial use parking spaces.
vii. Valet parking for restaurants on the Subject Property shall be provided on Thursday through Saturday within the spaces dedicated for commercial uses.

e. Parking Spaces For Residential Users
i. All residential parking within the Highland Avenue garage shall be rented separately and shall not automatically be included with a residential lease

f. At the request of the Village, the property owner shall provide details and data on the operation, management, and usage of the parking within the Highland garage. If parking issues arise, the property owner shall work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The property owner shall use good faith efforts to implement and enforce said Highland garage parking conditions and restrictions, and shall have the ability to adjust the above referenced conditions so long as the project is in substantial conformance and the development continues to adequately accommodate the developments' parking demand to the satisfaction and approval of the Village.

g. In any areas where the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21, and the petitioners written Departmental comment responses differ from the requirements of 12a through 12f, the requirements of 12a through 12f shall govern.

~~12.~~13. Except for the allowance of one parking permit for each actual affordable housing unit provided, ~~N~~no employee or residential parking permits for parking within the Vail Avenue garage shall be issued to tenants, residents or guests of the Subject Property, unless determined acceptable by the Village.

~~13.~~14. Prior to building permit issuance, the property owner shall provide a parking signage plan outlining how shoppers, employees, and residents will be guided to appropriate parking spaces. Signage shall clearly indicate what spaces are available for public customers. The plan shall also include garage safety measures such as emergency call boxes.

~~14.~~15. Loading operations for the development shall be restricted to the following:

a. Commercial/restaurants/offices: 7:00 am to 3:00 pm on. Monday through Saturday. No loading permitted on Sundays.
b. Residential: 7:00 am to 6:00 pm on Monday through Saturday.
c. Street deliveries shall be prohibited, with exception to the on-street loading space in front of the Chestnut Avenue building.
d. All trash shall be loaded onto trucks within the loading area or within the base of the Chestnut Building ramp. No on-street trash collection shall be permitted.
e. All tenants shall be provided with access to the loading and trash areas.

~~15.~~16. Should portions of the property be sold to separate property owners, the property owner shall draft and record provisions for shared parking, shared access and shared maintenance of common elements and utilities.

Traffic/ Street Infrastructure Conditions

~~16.~~17. Intersection improvements shall be required at the following intersections:

a. Highland Avenue/ Campbell Street. This intersection shall be under three-way stop sign control. The developer shall install high visibility crosswalks across Highland Avenue within this intersection. The Village shall relocate the proposed mid-block crosswalk to the eastern leg of this intersection, which shall extend across Campbell Street.

b. Highland Avenue/ Sigwalt Street. This intersection shall be under four-way stop sign control. The developer shall be responsible for installing high visibility crosswalks within this intersection.

c. The developer shall install bump- outs for the on-street parking spaces along the southern side of Campbell Street between Highland and Chestnut Avenues. This may include the relocation of an existing fire hydrant and installation of required streetscape improvements. Additionally, the developer shall be responsible for installing bump outs for the proposed crosswalk at the eastern leg of the Campbell Street/Highland Avenue intersection.

d. Bump-outs for the on-street parking spaces along the western side of Highland Avenue between Campbell Street and the access drive to the Subject Property.

~~17.~~18. The developer shall be responsible for the expansion of Chestnut Avenue and installation of the parking lane as depicted on the engineering plans, which shall occur as follows:

a. Between Campbell Street and the drive aisle exit of the development as part of phase one.

b. Between the exit drive of the development and the south property line at the earliest of the following:

i. During Phase Two of development.

ii. Concurrent with the widening of Chestnut Avenue from Sigwalt Street to the south property line of the Subject Property. If Phase Two has not commenced, the curb bump out may be omitted (but must be constructed when either 18.b.i or 18.b.iii have occurred).

iii. Within four years of adoption of this Ordinance.

~~18.~~19. Eight feet of land shall be dedicated for public right- of-way along Chestnut Avenue and along a portion of Highland Avenue, as shown on the preliminary plat of resubdivision

~~19.~~20. If it is determined by the Village that there is unsatisfactory circulation and congestion within and through the Subject Property, the property owner shall modify the driveway access along Highland Avenue so that it can accommodate two-way travel. Prior to making this determination, the Village will consult with the property owner.

~~20.~~21. The Petitioner shall provide visible warning beacons on the garage ramp for the Chestnut Avenue building, as well as on the Highland Avenue building garage entrances/exits, determined necessary by the Village.

~~21.~~22. The Petitioner shall ensure full streetscape compatibility with the rest of the downtown and shall ensure that all disturbed public sidewalks shall be restored in conformance to these standards. Furthermore, prior to building permit issuance, a complete site furnishings package shall be required, for review and approval by the Village.

~~22.~~23. The Petitioner shall revise the one-way exit to Chestnut Avenue to bump-out the curb so that the exit tapers down to discourage southbound egress along Chestnut Avenue.

Affordable Housing Conditions

24. Full compliance with Article XVII Inclusionary Zoning Ordinance and the Inclusionary Housing Guidelines, as amended, shall be required:
    a. Compliance with Section 7-1707 b. 1. Downtown B-5 District. Provide 5% actual affordable units (16 units) and 2.5% (8 units) fee-in-lieu payment.
    b. Approval of Development Cost Offsets Section 7-1709 b. proportional fee waiver for the actual provided affordable units.
    c. Approval of Development Cost Offsets Section 7-1709 c. parking requirements to permit one parking permit in the Village garage for each on-site affordable unit provided.
    d. All other provisions of the Inclusionary Zoning Ordinance and the Inclusionary Housing Guidelines as they apply.

~~23. 18 actual affordable units be provided (5% of all units), affordable at 60% Area Median Income (AMI) that are to be affordable in perpetuity. These units will be charged no more than. 60% of the normal parking charges for the market rate units.~~

~~24. A payment in lieu of 9 units (2. 5% of all units) to be paid at $ 25, 000 per unit ($225,000 total) as follows:~~

~~25% at the time of issuance of Garage/ Highland Building Permit.~~
~~25% at the time of issuance of first Garage/ Highland Building Occupancy Certificate.~~
~~50% at the time of issuance of first Campbell Building Occupancy Certificate.~~

~~25. The income eligibility standard for the affordable units is to be 60%- of the Area Median Income (AMI) for the Chicago- Joliet-Naperville area, adjusted for household size as updated annually by HUD.~~

~~26. The maximum rents are to be the rents determined to be affordable to households at 60% of Area Median Income (AMI) for the applicable unit sizes (studio and one- bedroom units) according to the method used by the Illinois Housing Development Authority IHDA) for the Chicago Metro Area.~~

~~27. The affordable units for the Arlington 425 development may be restricted to the Highland and Campbell Buildings. 1/ 3 of the 18 affordable units will be studio units (6 studio units) and 2/ 3 of the affordable units will be one- bedroom units (12 one- bedroom units), which is consistent with the proportions of these units in the development. However, owner may periodically adjust up or down between the studio and 1- bedroom units by no more than three units subject to prior approval from the Village.~~

~~28. Preference for tenancy of the affordable units will be given to current Arlington Heights residents, employees of Arlington Heights businesses or organizations, and/ or veterans~~

~~29. The owner shall submit an annual report concerning compliance with the affordable housing program by March 31 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines..~~

~~30. If the Village' s Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied.~~

General Conditions

25. At time of Final Plat application, the petitioner shall provide a phasing plan, which shall include details on all infrastructure that will be constructed in each phase of development, as well as a phased landscape plan, all for final review and approval by the Village.

~~31.~~26. At time of building permit, the Petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way shall be scheduled to minimize disruption to other businesses and

patrons of the downtown vicinity. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village. Emergency access shall be maintained at all times during each phase.

~~32.~~27. The developer shall install and maintain a gateway sign at the northwest corner of the site within the public right- of-way, as part of the required streetscape improvements within phase one of the development. The design of said sign shall be in substantial compliance to the sign details document dated April 4, 2019.

~~33.~~28. Conversion of any building to condominium units shall require an amendment to the planned unit development and determination of sufficient parking for such change shall be provided to the satisfaction of the Village.

~~34.~~29. Impact fees shall be required in accordance with the requirements of Chapter 29 of the Municipal Code.

~~35.~~30. Compliance with the March 30~~12~~, 2021~~19~~, Design Commission motion shall be required.

~~36.~~31. All restaurants shall be required to apply for a special use permit, or, shall apply for a special use permit waiver if deemed acceptable by the Village.

~~37.~~32. Medical office uses shall only be allowed after review and approval by Village staff of their projected parking impact. If it is determined by staff that parking for medical offices cannot be adequately accommodated on the Subject Property, medical office uses shall not be allowed.

~~38.~~33. The Petitioner shall comply with all Federal, State and Village codes, regulations and policies.

VILLAGE OF ARLINGTON HEIGHTS

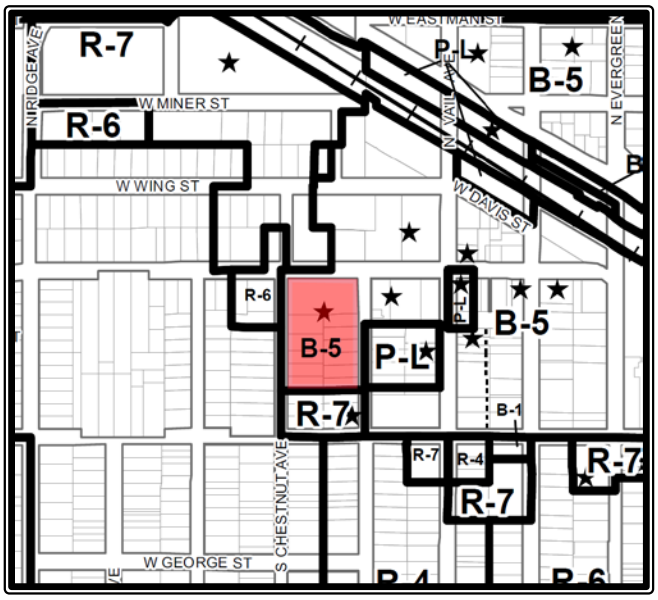
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 21-002*
***Project Title**: Arlington 425 PUD Amendment*
***Address**: 217 W. Campbell St, 13-33 S. Chestnut Ave, and 26-34 S. Highland Ave.*
***PIN**: Multiple PIN's*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: March 31, 2021*
***Date Prepared**: March 26, 2021*

***Petitioner**: CCH LLC*
***Address**: 838 Busse Road*
Park Ridge, IL 60068

***Existing Zoning**: B-5: Downtown District*
***Comprehensive Plan**: Mixed Use*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-5: Downtown District, R-7: Multiple-Family Dwelling District	Multi-family residential building, Mixed-use multi-family residential building	Mixed Use
South	R-7: Multiple-Family Dwelling District	Rowhomes (Under Construction)	High-Density Multi-Family
East	B-5: Downtown District, P-L: Public Lands District	Mixed-use multi-family residential building, Public parking garage	Mixed Use, Government
West	R-6: Multi-Family Dwelling District, R-3: One-Family Dwelling District	Parking Lot, Single-family homes	High-Density Multi-Family, Single-Family Attached

Requested Action:

1. An amendment to Planned Unit Development (PUD) Ordinance 19-019, to allow modifications to the previously approved development plan.
2. Special Use Permit to allow a "Private Garage, Customer/Employee" on the subject property.

Variations Required:

1. No additional Variations.

Project Background:

The subject property is the "Arlington 425" development site, located on the west side of Downtown Arlington Heights. This property was approved as a Planned Unit Development (PUD) in 2019 to allow 361 dwelling units dispersed amongst three proposed buildings on the site. That development was to include a mix of commercial and office uses, primarily on the first two floors of the Campbell building, totaling up to approximately 36,000 square feet of commercial space and approximately 7,500 square feet of office space. The largest building onsite was to include five to six floors of parking with seven stories of apartments above (total of 13 floors). Formal approval of this development was granted by the Village Board on June 3, 2019, and on August 17 of 2020, the Village Board granted an extension to those approvals through June 3, 2021 (for the Preliminary Plat of Subdivision), and June 3, 2022 for the PUD.

The petitioner has stated that since approval of the PUD in 2019, they have worked diligently to obtain financing for the project, but due to the high costs associated with the development, they have not been able to obtain financing. Therefore, they are proposing certain modifications to the approved PUD, which would reduce the overall development cost, reduce the density of the project, and decrease the total number of units from 361 units to 319 units (12% reduction). Commercial uses would only be constructed on the first floor of the Campbell building in a space totaling 7,962 square feet (78% reduction), and all second-floor office areas would be eliminated from the proposal. The 13-story Highland building garage/apartment tower would be reduced to four stories of parking only, with potential for a future one-story addition to include additional parking spaces. One additional floor would be added to the Campbell building, bringing it from nine floors to ten floors, and one additional floor would be added to the Chestnut building, bringing it from four floors to five floors.

The location, setbacks, and footprint of each building remains the same as originally approved, with exception to a minor alteration to the footprint of the Highland garage building. The architecture for each structure would be the same as the previously approved design, with the only difference in appearance being the changes in height of each building. The development would still proceed in two phases; Phase One entailing the construction of the 234-unit Campbell building including 7,962 square feet of commercial space and the 345-parking space Highland garage. An optional Phase One A would involve a one-story addition to this garage, bringing the total height to five stories, which would match the height of the Village-owned Vail Avenue garage to the east. The Phase One A addition would bring the total number of parking spaces within the Highland garage from 345 spaces to 435 spaces and would be constructed by the developer as necessary to accommodate parking demand for the development. Phase Two would be the construction of the 85-unit Chestnut building, which may include a 44-space underground garage below the building, although it should be noted that the developer has indicated if Phase One A is constructed, the 44 underground parking stalls within the Chestnut building would not be constructed. All residential units would be developed as rental units, although the petitioner has stated that when Phase Two is constructed, depending on market conditions it may proceed as a condominium (this would require a PUD amendment as previously required).

Access to the site would be identical to the previously approved PUD. The Campbell building would include the porte-cochere feature that would provide ingress and egress to/from Campbell Street, and there would be a motorcourt within the center of the development, which would be accessed off Highland and Campbell (via the porte cochere) and include a right out only exit onto Chestnut. Within this motorcourt, space for drop-offs/pick-ups would be provided, as well as space for loading, trash collection, and parcel delivery. The Highland garage would have access from the internal motorcourt, as well as an entryway from Highland which would be restricted to residents only. Similar to the 2019 approval, the first floor of

the Highland garage would include parking for the commercial uses within the development, and the upper floors would include parking for the residential tenants within the Campbell building and Chestnut building as described.

Since the 13-story residential tower would be replaced with a four or five story garage, there would no longer be a need for a fire lane between the Highland building and Chestnut building, which was previously proposed to run through the center of the site. Instead, this area would be a landscaped amenity courtyard for residents of the development.

With exception to the one story increase in height within the Campbell and Chestnut buildings, the proposed plan modifications result in an overall less intense development than previously approved. The chart below outlines the primary differences between the existing approval and proposed modifications.

Existing Approval (May 2019)

	Chestnut Building	Campbell Building	Highland Building		Total
Total Number of Units	54	182	125		361
Studio/1-Bdrm	24	140	101		265 (73%)
2-Bdrm	30	42	24		96 (27%)
Commercial (sq. ft.)	-	30,978	5,369		36,348
Office (sq. ft.)	-	7,469	-		7,469
Height	47.5'	101'	140'		-
Overall Number of Bedrooms	84	224	149		457
Bedrooms Per Unit	1.55	1.23	1.19		1.27
Dwelling Units Per Acre		-			131
Parking	58		507		565

Proposed PUD Amendment (March 2021)

	Chestnut Building	Campbell Building	Highland Building		Total
Total Number of Units	85	234	-		319
Studio/1-Bdrm	65	181	-		246 (77%)
2-Bdrm	20	53	-		74 (23%)
Commercial (sq. ft.)	-	7,962	-		7,962
Office (sq. ft.)	-	-	-		0
Height	58'-2"	111'	44'-6" / 54'-6"*		-
Overall Number of Bedrooms	105	287	-		392
Bedrooms Per Unit	1.24	1.23	-		1.23
Dwelling Units Per Acre		-			116
Parking	44		345 / 435*		389 / 435*

*If Phase One A is constructed.

Preliminary Actions:

The developer has undertaken several steps in order to finalize their plans to appear before the Plan Commission. These steps are summarized below:

- Preliminary Staff Review: Since the summer of 2020, the petitioner has worked with staff and presented several different alternatives depicting modifications to the approved PUD. After

evaluating these different scenarios and receiving Village feedback, the developer finalized their modified plans and elected to proceed with a formal preliminary review with the Conceptual Plan Review Committee.

- Conceptual Plan Review Committee: The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on November 18, 2020. The Committee was generally supportive of the plan modifications as the overall development was less intense than what is allowed under the existing approvals. The CPRC encouraged the petitioner to reach out to the surrounding neighbors early on in the process to obtain their feedback and work to address any concerns. The minutes from this meeting are attached.
- Neighborhood Meeting: On December 16, 2020, the developer hosted a virtual meeting for members of the public to introduce the proposed plan modifications to the surrounding community. Invitations for this virtual meeting were mailed to approximately 540 households located within the vicinity of the development. At the meeting, the petitioner presented their plans and answered questions from the attendees.
- Plan Commission Application: A complete Plan Commission application was submitted on January 22, 2021.
- Housing Commission: On March 2, 2021, the petitioner appeared before the Housing Commission to present their revised affordable housing proposal given the proposed reduction in residential units. Staff recommended, and the Housing Commission voted unanimously, to recommend that the petitioner either conform to the previously negotiated affordable housing conditions from 2019 (but taking into account the reduction in overall units), or conform to the newly adopted Inclusionary Housing ordinance. Further details are outlined within the Affordable Housing section below.
- Design Commission: The petitioner is scheduled to meet with the Design Commission on March 30, one day before meeting with the Plan Commission. Staff will provide an update on the outcome of that meeting during the March 31st Plan Commission public hearing. Compliance with the Design Commission approval shall be required. The Design and Plan Commission meetings were scheduled later in March to avoid Spring Break to make it easier for public participation.

Zoning and Comprehensive Plan

During the 2019 approval, a small portion of the site was rezoned into the B-5, Downtown zoning district, which aligned with the existing zoning on the majority of the subject property that was already within the B-5 District. Accordingly, the entire site is now zoned B-5, which allows mixed-use developments including ground floor commercial space and residential units above. The proposed PUD modifications are consistent with the existing zoning on the site. However, an amendment to the 2019 zoning entitlements is necessary to allow for the proposed PUD modifications. Additionally, private garages are classified as a "Special Use" within the B-5 district, and since the residential component of the 13-story Highland tower has been eliminated and the structure has now been proposed as a four or five-story private parking garage, a Special Use Permit is required.

The petitioner has provided a response to each of the three special use approval criteria, which response has been included in the packet for the Plan Commission. For reference, the standards for approval are shown below:

- **That said special use is deemed necessary for the public convenience at this location.**
- **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**

- **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

The Staff Development Committee concurs that the necessary criteria for special use approval has been met, and notes the following:

- Providing a sufficient amount of onsite parking is necessary for the public convenience in this location, and patrons/employees of the commercial uses, as well as the residential tenants and their guests, must be provided with onsite parking options. The previously approved PUD included parking that was integrated within the residential structures on the site, but the developer did not proceed with that layout due to the high cost of construction. As such, a standalone garage has been proposed.
- The proposed garage will abut the existing Vail Avenue garage directly to the east, and will mirror the architectural style of that garage.
- No variations are required for the garage and accordingly, the special use will comply with all regulations of the zoning code.

The subject property is designated as "Mixed Use" on the Comprehensive Plan, and both the currently approved PUD and the proposed modifications include a mix of uses, although the size of the mixed-use component has decreased in the proposed PUD amendment. Given the continued inclusion of a mix of uses, the proposed PUD amendment is compatible with the Comprehensive Plan. Several variations were granted as part of the 2019 zoning entitlements, and no modifications to these variations are required. No additional variations are necessary to allow for the proposed PUD amendment.

The petitioner has requested an additional extension of their Preliminary Plat of Subdivision approval, which is set to expire on June 3rd of this year. As this is the second request for extension, the request must be heard by the Plan Commission. Due to the unique complexities experienced over the last year as a result of the Covid-19 pandemic, staff is supportive of a two-year extension, which would set expiration of the Preliminary Plat approval concurrent with the modified PUD, subject to Village Board approval.

Downtown Master Plan and Building Height:

The Downtown Master Plan, which was originally adopted in 1986 and amended in 2007, outlined several development parameters for each block within Downtown Arlington Heights. This plan calls for Block 425 to be developed in a cohesive manner, with the northern three-quarters of the block (the subject property) designated with a height limit of six to eight stories and the southern quarter of the block to be four to six stories in height. In August of 2019, the southern quarter of the block was rezoned into the R-7, Multiple Family Dwelling district, which allows buildings up to 60 feet in height. The site is currently being developed as a 16-unit four story rowhome development with building heights of approximately 44 feet tall.

The original PUD approval allowed the following building heights, which are compared to the proposed building heights below:

	Approved PUD	Proposed Modifications
Campbell Building	9 Floors	10 Floors
Highland Building	13 Floors	4/5 Floors
Chestnut Building	4 Floors	5 Floors

The Campbell building is consistent with the B-5 Zoning although taller than the proposed height guidelines outlined in the Downtown Master Plan, which call for a maximum building height of eight stories. While the proposed 10-story height is above the recommendation within the Downtown Plan, in the context of the reduction in height of the 13-story Highland Building, the proposed increase in height is acceptable. The proposed height of this building complies with Code. Staff notes that the property directly west of the Campbell building is zoned for multi-family uses, and the properties to the north and east are mid-rise buildings of a compatible scale. The proposed height increase to the Campbell building is harmonious and compatible to the existing building heights within the vicinity.

The proposed one-floor height increase to the Chestnut building, yielding an overall building height of five floors, is reasonable and compatible with the height standards within the Downtown Plan, which calls for building heights in the six to eight story range. Even with this increase, the building remains lower than suggested in the Downtown Master Plan. At five stories in height, the building will be of a similar scale to the four-story rowhomes being developed to the south, as well as the four to five story Highland garage proposed to the east. While the buildings along the west side of Chestnut are single-family homes in the two to two and a half story range, staff notes that the height differential between the Chestnut building and these single-family homes is typical in transitional areas along the edge of Downtown where higher density zoning districts border single-family zoning districts. There are several examples of buildings in the five to six story range that directly abut single-family homes, and staff notes that the proposed five story building on the subject property will not directly abut single family homes but will be located across the street. The height of this building is also compliant with the height maximums allowed within the R-7 district, which is a transitional district that surrounds Downtown. In this sense, the proposed height increase to the Chestnut building is harmonious and compatible to the existing fabric established around the periphery of Downtown Arlington Heights.

Affordable Housing

During the original PUD approval with a total of 361 units within the development, the petitioner agreed to provide 5% of all units (18 units) as on-site affordable units, as well as a $25,000 per unit fee in lieu of providing an additional 2.5% of all units (nine units) as onsite affordable units for a total contribution of $225,000. However, since the 2019 approval, the Village adopted new Inclusionary Housing regulations, which include similar standards for affordability, several new options for cost offsets (e.g. permit fee waivers and the provision of parking spaces within the Village system for affordable units), and additional requirements for unit mix and distribution, as well as housing preferences.

The Housing Commission agreed with staff and recommended that the petitioner either comply entirely with their previously approved affordable housing plan or the newly adopted Inclusionary Housing regulations, but was not allowed to pick and choose the least restrictive parts of both for compliance.

Accordingly, the developer has agreed to comply with the newly adopted Inclusionary Housing regulations and will provide 5% of units (16 units) as on-site affordable units and a $25,225 per unit fee in lieu of providing an additional 2.5% (eight units) as onsite affordable units for a total contribution of $201,800 (this fee will increase annually by a measure of CPI until such time as the fee is paid). The petitioner has also asked that, per the newly adopted Village Inclusionary Housing regulations, one parking permit for each onsite affordable unit be accommodated within the Vail Avenue garage and that certain permit related fees be waived for this project as permitted under the Inclusionary Zoning Ordinance. A condition

of approval has been included to require compliance with the regulations of the Inclusionary Housing Ordinance and associated Inclusionary Housing Guidelines.

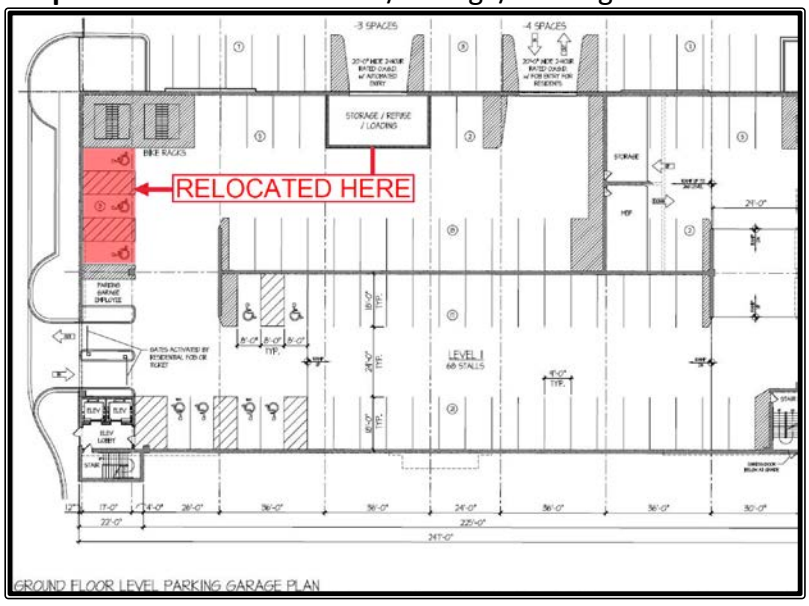
Building and Site:

As previously stated, the only exterior changes to the proposed buildings and site are to the building heights and to the shape/footprint of the Highland garage building. No new variations are needed for the proposed plan modifications. There are several conditions from the 2019 approval relative to the site and additional details that shall be required as the project moves forward with final Plat of Subdivision approval, and these conditions are still applicable. These previous conditions of approval, as well as certain proposed modifications to these conditions, are included in **Exhibit 1** attached to the end this staff report.

The Campbell building qualifies for a 23-foot tall additional height bonus (Section 5.1-14.3f "General Amenities") due to the inclusion of the landscaped courtyard between the Chestnut building and Highland garage. As such, the proposed 111' tall Campbell building is within the 113' height allowance per the B-5 regulations. The onsite structured parking garage also qualified the PUD for additional height bonuses, but the buildings are already code compliant without having to take advantage these. Both the Chestnut building and Highland garage are within the 90' tall base height allowance within the B-5 district. As previously mentioned, the height of the proposed buildings are compatible and harmonious with the existing fabric of Downtown Arlington Heights and surrounding areas.

The petitioner has proposed an interior storage/loading area on east side of the first floor within the Highland garage with access to this storage/loading area coming from Highland Avenue via an overhead door, which would require the removal of four on-street parking spaces within the Vail Avenue garage on Highland Avenue. Staff believes that there are better locations closer to the buildings that are being served that preserve valuable parking spaces. Parking on the lower levels of the Vail garage are the most popular and heavily used parking spaces within the garage, and staff believes that the refuse/storage area could be located on the north side of the first floor, with access coming from the internal motorcourt (see **Graphic 1** below). Additional options for building storage are at the corners of the garage. The SDC has recommended a condition of approval that would require this relocation.

Graphic 1 – Relocated Refuse/Storage/Loading Area



Parking/Traffic:

Parking and traffic were significant components of the development review during the 2019 PUD approval process. The proposed modifications to the plans require a detailed analysis and review of these crucial elements.

Traffic Analysis

Given the reduced number of residential units, the reduced size of commercial floor area, and the elimination of office uses from the development, the overall traffic impact will be less than under the existing PUD approval. However, in order to ensure safe vehicular and pedestrian movements at key intersections adjacent to the development, the petitioner is still required to install stop signs and crosswalks at all four legs of the Sigwalt Street/Highland Avenue intersection, and at all three legs of the Campbell Street/Highland Avenue intersection. Similarly, per the previous conditions of approval, the petitioner is responsible for the installation of curbed bump-outs for parking along the east side of Chestnut adjacent to the subject property, the south side of Campbell adjacent to the subject property, and along the west side of Highland adjacent to the subject property (but not within the Vail Avenue garage). In addition, high visibility crosswalks shall be installed across Campbell on the east leg of the Campbell/Chestnut intersection and the east leg of the Campbell/Highland intersection (concurrent with a curbed bump-out required in this area). From a traffic standpoint, the proposed PUD modifications will result in less traffic than the existing PUD approval, will have a reduced impact on surrounding properties, and the expected traffic volumes will be compatible with the existing uses within the vicinity.

Parking Analysis

The provision of sufficient onsite parking was an important part of the original PUD analysis and subsequent approval. During the 2019 Plan Commission review process, both the petitioner and staff worked together to arrive at an acceptable number of parking spaces, method of management, and appropriate allocation of those spaces between the various uses within the development. Since the proposed number of residential units within the development has decreased and the commercial and office floor area has been reduced, the proposed number of parking stalls within the development has also decreased. The table below outlines the primary changes to the parking:

2019 Approval				
	Phase One	**Phase One A**	**Phase Two**	**Development Total**
Residential Units	307	-	54	361
Commercial Floor Area	36,438 sq. ft.	-	-	36,438 sq. ft.
Office Floor Area	7,469 sq. ft.	-	-	7,469 sq. ft.
Number of Parking Stalls	507	-	58	565
Total Parking Stalls	507	-	565	565

2021 Proposed PUD Amendment				
	Phase One	**Phase One A***	**Phase Two**	**Development Total**
Residential Units	234	-	85	319
Commercial Floor Area	7,962 sq. ft.	-		7,962 sq. ft.
Office Floor Area	-	-	-	
Number of Parking Stalls	345	90	44	389 or 435**
Total Parking Stalls	345	435	389 or 435**	389 or 435**

* The developer has not yet determined if they will proceed with Phase One A

** 435 spaces represent the development total only if the developer proceeds with construction of Phase One A

Similar to the 2019 PUD, the Staff Development Committee has analyzed parking for the development using two methods:

1. The amount of parking required per Code.
2. The amount of parking required per the Institute of Traffic Engineers (ITE) *Parking Generation Manual* on an hour by hour peak parking demand basis for the commercial portion of the development, in combination with an hour by hour peak parking demand basis utilizing 1.3 parking spaces per residential unit for the multi-family component of the development, which is based on demand that the Village has seen within existing rental developments in Downtown Arlington Heights.

The key issues relative to parking are:

- Is there sufficient parking within the development to accommodate for all uses at peak times during each phase of development? If peak demand cannot be accommodated within the development, parking will overflow into the Vail Avenue garage and to on-street parking spaces, which may have a negative impact on the Village's parking system.
- Has an appropriate number of parking stalls been allocated to each use within the development to capture their anticipated peak parking demand on an hour by hour basis.

Code Analysis
Parking for the Campbell building, including all non-residential uses, will be provided within the 345 space Phase One Highland garage. Per the Inclusionary Housing regulations, which allow the developer to receive one parking permit within the Vail Avenue garage for every one onsite affordable unit, 12 parking permits (one for each of the 12 affordable units within Phase One) will be made available within the Vail Avenue garage. Similarly, during Phase Two a total of 16 parking permits (one for each of the 16 onsite affordable units within the PUD) will be made available within the Vail Avenue garage. If a unit owner requires an additional space it would need to either be provided by the developer or the Village can elect to permit additional permits subject to availability.

Relative to code requirements, the Highland garage is proposed at 345 parking spaces where 253 spaces are required by code, for a surplus of 93 parking stalls (shown in **Exhibit 2)**. If Phase One A is built either before or along with Phase Two of the development, a total of 435 parking spaces would be available for the Phase Two development scenario, resulting in a surplus of 96 parking stalls. If Phase One A is not built, Phase Two of the development would provide a total of 389 parking spaces where code requires 339 parking spaces, resulting in a 50-space surplus above to code requirements. However, based on demand that the Village has observed in similar residential and commercial uses within Downtown Arlington Heights, actual peak parking for the residential uses and commercial uses will exceed what is required by code.

ITE Analysis + 1.3 spaces per unit ratio
The weekday and weekend parking demand within the Highland garage will experience peaks on weekday and weekend evenings between 6:00pm and 8:00pm when there is an increase in commercial parking and residential tenants have returned home from work. Estimated peak parking demand for the non-residential uses, as based on the ITE standards, is well above the 19 spaces required by code, with the highest peak requiring 60 spaces during the weekday evening (likely occurring on a Friday evening when

the restaurant uses on the site experience their dinner rush). Since the weekday peak is the highest, this time period was analyzed as a worst-case scenario. The data is summarized below, with the full hour by hour analysis included in **Exhibit 3** at the end of the report:

	Parking Provided	Code Required Parking	ITE Peak Weekday Demand (commercial) + 1.3 Spaces Per Unit
Phase One	345 Spaces	253 Spaces (92 space surplus)	340 Spaces (5 space surplus)
Phase Two (with Phase One A not built)	389 spaces	339 Spaces (50 space surplus)	444 Spaces (55 space deficit)
Phase Two (with Phase One A built)	435 Spaces	339 Spaces (96 space surplus)	444 Spaces (9 space deficit)

The petitioner has worked with staff to allocate spaces within the garage to accommodate the peak demand for each use. Within Phase One, staff requested the petitioner to provide 56 parking spaces to be used by the commercial uses only. The petitioner has proposed the provision of 56 spaces within the ground level of the Highland garage for "all guests, employees, and valet parking", which leaves 289 spaces for residential tenants and additional residential guests. Based on the expected commercial peak of 60 parking stalls, the 56 allocated stalls within the Highland garage would be sufficient to accommodate peak commercial parking demand, however, staff recommends that these spaces be allocated for commercial uses **only** (i.e. the space shall only be used by commercial employees, customers/patrons of the commercial uses within the development, and valet parking). Guests of the residential tenants should not be permitted to parking within these 56 parking stalls. While the 56 stalls are four stalls short of the expected 60 space commercial parking peak, the reality is that certain patrons of the commercial uses will utilize parking within the downtown streets and/or within the Vail Avenue garage. Therefore, staff believes that the 56 allocated spaces for commercial/nonresidential uses only is acceptable.

At 1.3 parking spaces per residential unit, the peak parking demand for residential uses would be 289 parking stalls during Phase One, and 394 parking stalls during Phase Two. The petitioner has allocated 289 parking stalls for the Phase One residential uses, however, neither Phase Two, both with and without the construction of 5th floor Phase One A option, contain sufficient parking to accommodate expected residential demand.

The Staff Development Committee believes that Phase One includes sufficient parking and appropriate allocation to accommodate for the expected peak commercial and residential parking demand, but does not believe that Phase Two includes enough parking to accommodate for the anticipated demand from that phase of development. As such, a condition of approval has been recommended that would not allow construction of Phase Two unless the following provisions have been met:

- Minimum number of parking spaces provided for the 85 units within the Chestnut Building (Phase Two) shall be at a ratio of 1.3 spaces per unit (105 spaces), for a total of 450 parking onsite spaces within the entire PUD. Parking for the Chestnut Building may be provided within the Phase One A addition to the Highland garage, or within the Chestnut building/underground garage, or a combination of both.
- Alternatively, the number of units/bedroom mix within the Chestnut Building must be reduced to comply with the 1.3 parking spaces per unit ratio.

- Or as a final alternative, the petitioner must provide sufficient data on usage within the Highland garage, which demonstrates that parking demand for residential units is less than 1.3 spaces per unit. Should data show a lesser parking demand, then a reduction in the number of parking stalls for the residential units may be allowed, which shall be subject to staff review and shall require Village Board approval.

Conditions of Approval

The 2019 PUD approval included several conditions of approval, many of which outlined further details that were needed as the petitioner finalized engineering related issues and moved forward with final Plat of Subdivision approval. Many of these conditions of approval are still relevant and shall remain applicable as the project continues to develop detailed plans necessary for final engineering and construction permits. Some of these conditions are no longer applicable given the proposed modifications to the development, and some of the conditions must be amended to reflect the proposed alterations to the development plan. A list of all previous conditions of approval is attached as **Exhibit 1**, which includes strike through text to indicate language/conditions that will be deleted, and colored text to indicate new language/modified conditions.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #19-019 to allow modifications to the previously approved development plan and Special Use Permit to allow a "Private Garage, Customer/Employee" on the subject property and recommends **APPROVAL** of the application subject to the modified conditions of approval as outlined in **Exhibit 1**.

_____ March 26, 2021
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Modified Conditions of Approval

Fire/Safety Conditions

1. The Petitioner shall modify the interior access drives as necessary to comply with all fire lane concerns as outlined by the Building Department-Fire Safety Division and the Fire Department. Details shall be provided on all pavers to assure the Village that the pavers will support fire apparatus load and the point load of any fire apparatus outriggers.

~~2. No structure shall be erected and no obstruction shall be placed in the 26-foot fire lane that runs between the Chestnut Avenue building and the Highland Avenue building, unless approved by the Fire Department.~~

Building Conditions

~~3. If a restaurant is constricted on the 13th floor of the Highland Avenue building, it shall provide a full kitchen with black iron equipment.~~

~~4.~~2. The Petitioner shall enter into an indemnification agreement with the Village should any balcony or portion of the building encroach into the public right- of-way.

~~5.~~3. All building mounted and site mechanical equipment (meters, panels, utility connections, fire department connections, transformers, utility pedestals, etc.) shall be appropriately sited and screened from public view, which shall be at the discretion of the Village. To the best extent possible, these elements shall be internalized within structures.

~~6.~~4. The proposed development shall not damage or threaten the structural integrity of the Vail Avenue garage. Prior to building permit issuance, the Petitioner shall provide a structural analysis and soil borings that addresses potential impacts to the Vail Avenue garage. The Village reserves the right to review any proposed modifications to the Vail Avenue garage and the ability to require certain upgrades to the garage as it determines necessary to facilitate the proposed development. The costs of any required modifications to the Vail Avenue garage shall be borne by the developer, and any required insurance, bonds, and deposits shall be the developer' s responsibility. The Village reserves the right to reject any plans or construction that may negatively impact the Vail Avenue garage.

Site Conditions

~~7.~~5. All utility service lines must be underground. Prior to final plat of subdivision approval, the Petitioner shall provide a plan for any overhead utilities that need to be modified to accommodate for the proposed development.

~~8.~~6. The Petitioner shall provide final details on the Chestnut Avenue building garage ramp wall (materials, height, etc.) prior to final plat of resubdivision approval, for review and approval by the Village.

7. Prior to final plat of resubdivision approval, the Petitioner shall provide details on all site fencing, including the height, style and materials of all fences proposed on the Subject Property. Final fence details shall be subject to review and approval by the Village. Additionally, the loading space screen walls shall be revised to be a solid masonry material to match the buildings. Where applicable, the fence along the southern property line shall be a decorative black metal style open fence.

8. Prior to final plat of resubdivision approval, the petitioner shall incorporate the following revisions to the plans, as identified within the departmental review comments:
    a. The median within the porte cochere shall be extended south, and on the north side shall be revised so that it does not encroach into the pedestrian way.
    b. Additional striping, signage, or other modification shall be added to delineate turning movements near the Highland garage northwest access point.

c. No Right Turn signage shall be added to the Highland garage exit to direct vehicles to the traffic circle/interior motorcourt.
d. If determined necessary to provide a 30" cover for fiber optic and copper cable located in the east parkway of Chestnut Avenue, the petitioner shall further bury said cables.
~~a.~~e. Any other revisions as necessary to address any other comments raised within the departmental review comment.

9. The Petitioner shall explore options to minimize or eliminate the retaining wall along the southern property line, and if it is determined that a retaining wall is necessary, in no case shall this retaining wall exceed three feet in height. Additionally, said wall shall be setback from the southern property line no less than one- foot to allow for maintenance.
10. The Petitioner shall explore further enhancements to the northeast corner of the site to provide a focal point for this prominent corner.
~~10.~~11. The proposed storage/refuse area along the eastern side of the first floor of the Highland garage shall be relocated to the north side of the Highland garage with access from the private drop-off/loading space, or relocated to an area that does not require removal of parking spaces along Highland Avenue, which shall be subject to final review and approval by the Village.

Parking/ Loading Conditions

~~11. The Highland Avenue parking garage parking space allocation and management shall comply with the plan prepared by Briarwood Management LLC, dated April 9, 2019, and shall be subject to the following additional conditions:~~

~~a. The Subject Property shall provide 160 parking spaces in perpetuity for the non-residential uses on the Subject Property, comprised of 134 non-residential only spaces and 26 non-residential/ resident guest parking spaces. These spaces shall be located on the lower level, ground level, level 1. 5, and level 2.~~

~~i. These spaces shall not be individually assigned to specific non-residential tenants/individuals/employees and shall be open to any non-residential user/customer/ employee.~~

~~ii. Leases for non-residential tenants shall specify that parking is provided within the Highland Avenue building garage and that all employees shall park within the Highland Avenue building garage.~~

~~iii. Employee parking rates shall not exceed employee parking rates set by the Village for the Vail Avenue garage.~~

~~iv. Part-time employees of the non-residential uses on the Subject Property shall be provided free parking within the Highland Avenue building garage, consistent with the free parking provided by the Village within the Vail Avenue garage.~~

~~v. Customer parking for customers and patrons of the non-residential uses on the Subject Property shall be free.~~

~~vi. Customer parking shall be restricted to a maximum of four hours. There shall be no long term parking within the 160 non-residential parking spaces.~~

~~b. The Subject Property shall provide no more than 347 parking spaces within the Highland Avenue building garage for the residents within the Highland Avenue, Campbell Street and Chestnut Avenue buildings.~~

~~i. All residential parking within the Highland Avenue building shall be rented separately and shall not automatically be included with a residential lease.~~

~~c. Valet parking for restaurants on the Subject Property shall be provided on Thursday through Saturday within the lower level of the Highland Avenue building garage.~~

~~d. At the request of the Village, the property owner shall provide details and data on the operation and management of the parking within the Highland Avenue building garage. If parking issues arise, the property owner shall work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The property owner shall use good faith efforts to implement and enforce said Highland Avenue garage parking conditions and restrictions, and shall have the ability to adjust the above referenced conditions so long as the project is in substantial conformance and the development continues to adequately accommodate the developments' parking demand to the satisfaction and approval of the Village.~~

12. The Highland parking garage shall be operated as presented within the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21), and as within the written Departmental comment responses provided by the petitioner. Parking within the PUD shall be subject to the following additional conditions:
    a. Phase One – Development of Campbell Building with 234 residential rental units, 7,962 square feet of commercial space, and 345 parking stalls within the four-story Highland garage:
        i. 56 spaces shall be dedicated and reserved on the first floor of the garage for the commercial uses within the Campbell building. Residential guests or residential tenants shall not be permitted to park in these spaces.
        ii. 289 spaces shall be dedicated and reserved for the residential uses. Of these spaces, 12 shall be open to residential tenants and their guests, and 277 shall be open to residential tenants only.
    b. Phase One A – Construction of a fifth level to the Highland garage providing a total of 435 parking spaces within the garage. This may be completed as a separate phase or may be combined with Phase One or Phase Two.
        i. A minimum of 56 commercial parking spaces and 289 resident parking spaces shall continue to be maintained.
    c. Phase Two – Development of Chestnut Building with maximum of 85 residential rental units. This phase shall only proceed if the following has been met:
        i. Minimum number of parking spaces provided for these 85 units shall be at a ratio of 1.3 spaces per unit (105 spaces), for a total of 450 parking onsite spaces within the entire PUD. Parking for the Chestnut Building may be provided within the Phase One A addition to the Highland garage, or within the Chestnut building/underground garage, or a combination of both, or;
        ii. The number of units/bedroom mix within the Chestnut Building is reduced to comply with the 1.3 parking spaces per unit ratio, or:
        iii. Sufficient data on usage within the Highland garage is provided, which demonstrates that parking demand for residential units is less than 1.3 spaces per unit. Should data show a lesser parking demand, then a reduction in the number of parking stalls for the residential units may be allowed, which shall be subject to staff review and shall require Village Board approval, at its sole discretion.
    d. Parking Spaces For Commercial Users
        i. Parking spaces within the Highland garage shall not be individually assigned to specific commercial tenants/individuals/employees and shall be open to any commercial user/customer/employee.
        ii. Leases for commercial tenants shall specify that parking is provided within the Highland garage and that all employees shall park within the Highland garage.

iii. Employee parking rates shall not exceed employee parking rates set by the Village for the Vail Avenue garage.
iv. Part-time employees of the commercial uses on the Subject Property shall be provided free parking within the Highland garage, consistent with the free parking provided by the Village within the Vail Avenue garage.
v. Customer parking for customers and patrons of the commercial uses on the Subject Property shall be free.
vi. Customer parking shall be restricted to a maximum of four hours. There shall be no long term parking within the 56 commercial use parking spaces.
vii. Valet parking for restaurants on the Subject Property shall be provided on Thursday through Saturday within the spaces dedicated for commercial uses.

e. Parking Spaces For Residential Users
i. All residential parking within the Highland Avenue garage shall be rented separately and shall not automatically be included with a residential lease

f. At the request of the Village, the property owner shall provide details and data on the operation, management, and usage of the parking within the Highland garage. If parking issues arise, the property owner shall work with the Village to modify the parking plan to address any such issues, to the satisfaction of the Village. The property owner shall use good faith efforts to implement and enforce said Highland garage parking conditions and restrictions, and shall have the ability to adjust the above referenced conditions so long as the project is in substantial conformance and the development continues to adequately accommodate the developments' parking demand to the satisfaction and approval of the Village.

g. In any areas where the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21, and the petitioners written Departmental comment responses differ from the requirements of 12a through 12f, the requirements of 12a through 12f shall govern.

~~12.~~13. Except for the allowance of one parking permit for each actual affordable housing unit provided, ~~N~~no employee or residential parking permits for parking within the Vail Avenue garage shall be issued to tenants, residents or guests of the Subject Property, unless determined acceptable by the Village.

~~13.~~14. Prior to building permit issuance, the property owner shall provide a parking signage plan outlining how shoppers, employees, and residents will be guided to appropriate parking spaces. Signage shall clearly indicate what spaces are available for public customers. The plan shall also include garage safety measures such as emergency call boxes.

~~14.~~15. Loading operations for the development shall be restricted to the following:

a. Commercial/restaurants/offices: 7:00 am to 3:00 pm on. Monday through Saturday. No loading permitted on Sundays.
b. Residential: 7:00 am to 6:00 pm on Monday through Saturday.
c. Street deliveries shall be prohibited, with exception to the on-street loading space in front of the Chestnut Avenue building.
d. All trash shall be loaded onto trucks within the loading area or within the base of the Chestnut Building ramp. No on-street trash collection shall be permitted.
e. All tenants shall be provided with access to the loading and trash areas.

~~15.~~16. Should portions of the property be sold to separate property owners, the property owner shall draft and record provisions for shared parking, shared access and shared maintenance of common elements and utilities.

Traffic/ Street Infrastructure Conditions

~~16.~~17. Intersection improvements shall be required at the following intersections:

a. Highland Avenue/ Campbell Street. This intersection shall be under three-way stop sign control. The developer shall install high visibility crosswalks across Highland Avenue within this intersection. The Village shall relocate the proposed mid-block crosswalk to the eastern leg of this intersection, which shall extend across Campbell Street.

b. Highland Avenue/ Sigwalt Street. This intersection shall be under four-way stop sign control. The developer shall be responsible for installing high visibility crosswalks within this intersection.

c. The developer shall install bump- outs for the on-street parking spaces along the southern side of Campbell Street between Highland and Chestnut Avenues. This may include the relocation of an existing fire hydrant and installation of required streetscape improvements. Additionally, the developer shall be responsible for installing bump outs for the proposed crosswalk at the eastern leg of the Campbell Street/Highland Avenue intersection.

d. Bump-outs for the on-street parking spaces along the western side of Highland Avenue between Campbell Street and the access drive to the Subject Property.

~~17.~~18. The developer shall be responsible for the expansion of Chestnut Avenue and installation of the parking lane as depicted on the engineering plans, which shall occur as follows:

a. Between Campbell Street and the drive aisle exit of the development as part of phase one.

b. Between the exit drive of the development and the south property line at the earliest of the following:

i. During Phase Two of development.

ii. Concurrent with the widening of Chestnut Avenue from Sigwalt Street to the south property line of the Subject Property. If Phase Two has not commenced, the curb bump out may be omitted (but must be constructed when either 18.b.i or 18.b.iii have occurred).

iii. Within four years of adoption of this Ordinance.

~~18.~~19. Eight feet of land shall be dedicated for public right- of-way along Chestnut Avenue and along a portion of Highland Avenue, as shown on the preliminary plat of resubdivision

~~19.~~20. If it is determined by the Village that there is unsatisfactory circulation and congestion within and through the Subject Property, the property owner shall modify the driveway access along Highland Avenue so that it can accommodate two-way travel. Prior to making this determination, the Village will consult with the property owner.

~~20.~~21. The Petitioner shall provide visible warning beacons on the garage ramp for the Chestnut Avenue building, as well as on the Highland Avenue building garage entrances/exits, determined necessary by the Village.

~~21.~~22. The Petitioner shall ensure full streetscape compatibility with the rest of the downtown and shall ensure that all disturbed public sidewalks shall be restored in conformance to these standards. Furthermore, prior to building permit issuance, a complete site furnishings package shall be required, for review and approval by the Village.

~~22.~~23. The Petitioner shall revise the one-way exit to Chestnut Avenue to bump-out the curb so that the exit tapers down to discourage southbound egress along Chestnut Avenue.

Affordable Housing Conditions

24. Full compliance with Article XVII Inclusionary Zoning Ordinance and the Inclusionary Housing Guidelines, as amended, shall be required:
    a. Compliance with Section 7-1707 b. 1. Downtown B-5 District. Provide 5% actual affordable units (16 units) and 2.5% (8 units) fee-in-lieu payment.
    b. Approval of Development Cost Offsets Section 7-1709 b. proportional fee waiver for the actual provided affordable units.
    c. Approval of Development Cost Offsets Section 7-1709 c. parking requirements to permit one parking permit in the Village garage for each on-site affordable unit provided.
    d. All other provisions of the Inclusionary Zoning Ordinance and the Inclusionary Housing Guidelines as they apply.

~~23. 18 actual affordable units be provided (5% of all units), affordable at 60% Area Median Income (AMI) that are to be affordable in perpetuity. These units will be charged no more than. 60% of the normal parking charges for the market rate units.~~

~~24. A payment in lieu of 9 units (2. 5% of all units) to be paid at $ 25, 000 per unit ($225,000 total) as follows:~~

~~25% at the time of issuance of Garage/ Highland Building Permit.~~
~~25% at the time of issuance of first Garage/ Highland Building Occupancy Certificate.~~
~~50% at the time of issuance of first Campbell Building Occupancy Certificate.~~

~~25. The income eligibility standard for the affordable units is to be 60%- of the Area Median Income (AMI) for the Chicago- Joliet-Naperville area, adjusted for household size as updated annually by HUD.~~

~~26. The maximum rents are to be the rents determined to be affordable to households at 60% of Area Median Income (AMI) for the applicable unit sizes (studio and one- bedroom units) according to the method used by the Illinois Housing Development Authority IHDA) for the Chicago Metro Area.~~

~~27. The affordable units for the Arlington 425 development may be restricted to the Highland and Campbell Buildings. 1/ 3 of the 18 affordable units will be studio units (6 studio units) and 2/ 3 of the affordable units will be one- bedroom units (12 one- bedroom units), which is consistent with the proportions of these units in the development. However, owner may periodically adjust up or down between the studio and 1- bedroom units by no more than three units subject to prior approval from the Village.~~

~~28. Preference for tenancy of the affordable units will be given to current Arlington Heights residents, employees of Arlington Heights businesses or organizations, and/ or veterans~~

~~29. The owner shall submit an annual report concerning compliance with the affordable housing program by March 31 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines..~~

~~30. If the Village' s Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied.~~

General Conditions

25. At time of Final Plat application, the petitioner shall provide a phasing plan, which shall include details on all infrastructure that will be constructed in each phase of development, as well as a phased landscape plan, all for final review and approval by the Village.

~~31.~~26. At time of building permit, the Petitioner shall provide a detailed final construction schedule and logistics plan that identifies staging areas, material storage, lane closures and construction worker parking for review and approval by the Village. Any work taking place within the right-of-way shall be scheduled to minimize disruption to other businesses and

patrons of the downtown vicinity. Construction traffic shall be limited to pre-approved lanes and locations to be determined by the Village. Emergency access shall be maintained at all times during each phase.

~~32.~~27. The developer shall install and maintain a gateway sign at the northwest corner of the site within the public right- of-way, as part of the required streetscape improvements within phase one of the development. The design of said sign shall be in substantial compliance to the sign details document dated April 4, 2019.

~~33.~~28. Conversion of any building to condominium units shall require an amendment to the planned unit development and determination of sufficient parking for such change shall be provided to the satisfaction of the Village.

~~34.~~29. Impact fees shall be required in accordance with the requirements of Chapter 29 of the Municipal Code.

~~35.~~30. Compliance with the March 30~~12~~, 2021~~19~~, Design Commission motion shall be required.

~~36.~~31. All restaurants shall be required to apply for a special use permit, or, shall apply for a special use permit waiver if deemed acceptable by the Village.

~~37.~~32. Medical office uses shall only be allowed after review and approval by Village staff of their projected parking impact. If it is determined by staff that parking for medical offices cannot be adequately accommodated on the Subject Property, medical office uses shall not be allowed.

~~38.~~33. The Petitioner shall comply with all Federal, State and Village codes, regulations and policies.

Exhibit 2 – Code Analysis for Parking

Parking At B-5 Requirements (Campbell & Highland Buildings)				Parking At B-5 Requirements - Chestnut Building				TOTAL
Use	Square Footage / # of Units	Parking Ratio	Required Parking	Use	Square Footage / # of Units	Parking Ratio	Required Parking	Required Parking
Residential	234			Residential	85			319 units
Studio/1 Bedroom	181	1 per unit	181.0	1 Bedroom	65	1 per unit	65.0	246.0
2 Bedroom	53	1.25 per unit	66	2 Bedroom	20	1.25 per unit	25.0	91.3
Com./Rest.	7,962							
Restaurant - 1st Flr. (seating area)*	3,000	1 Space per 200 sq. ft. of seating area	15					15.0
Retail (1st Floor)	3,500	1 Space per each 500 sq. ft. of floor area above 1,500 sq. ft.	4					4.0
Retail (Basement)	0	1 Space per each 750 sq. ft. of floor area above 2,000 sq. ft.	0					0.0
		Total Required**	253			**Total Required***	86.0	339
		Total Provided On-site	345.0			**Total Provided On-site**	44.0	389.0
		Surplus / (Deficit)	**92**			**Surplus / (Deficit)*****	-42.0	**50**

* Seating area is 3,000 per petitioner. Remaining 1,462 sq. ft. on 1st floor will be allocated as back of house restaurant (per leftover size of 1st floor commercial space)

** Reduced from 266 to 253 (-13) since parking for 9 studio/one bdrm and 3 two-bdrm affordable units are provided in Vail Ave. garage

* Reduced from 90 to 86 (-4) since parking for 3 one-bdrm and 1 two-bdrm affordable units are provided in Vail Ave. Garage

Exhibit 3 – Village Hour by Hour Parking Analysis

Arlington 425 - Phase 1
Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	5	2	289	296	49	7
7:00 AM	1	5	10	3	260	279	66	19
8:00 AM	2	1	12	6	246	267	78	21
9:00 AM	4	2	15	6	231	258	87	27
10:00 AM	7	3	20	7	217	254	91	37
11:00 AM	9	3	26	7	202	247	98	45
12:00 PM	10	3	35	7	188	243	102	55
1:00 PM	10	3	33	7	202	255	90	53
2:00 PM	10	3	23	7	202	245	100	43
3:00 PM	9	3	17	5	202	236	109	34
4:00 PM	9	3	19	5	217	253	92	36
5:00 PM	10	3	30	7	246	296	49	50
6:00 PM	10	3	35	7	260	315	30	55
7:00 PM	10	3	40	7	280	340	5	60
8:00 PM	8	3	40	7	283	341	4	58
9:00 PM	5	2	32	6	286	331	14	45
10:00 PM	3	1	30	6	289	329	16	40
	Total Parking Provided:				***345 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays

Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 1

Weekend Parking Demand - ITE/ULI and Modified Village

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	2	2	289	293	52	4
7:00 AM	1	1	5	4	260	271	74	11
8:00 AM	1	1	9	4	246	261	84	15
9:00 AM	3	2	14	5	231	255	90	24
10:00 AM	5	3	18	6	217	249	96	32
11:00 AM	7	3	21	6	202	239	106	37
12:00 PM	8	3	30	6	188	235	110	47
1:00 PM	9	3	28	6	202	248	97	46
2:00 PM	10	3	22	6	202	243	102	41
3:00 PM	10	3	17	5	202	237	108	35
4:00 PM	10	3	18	5	217	253	92	36
5:00 PM	9	3	24	7	246	289	56	43
6:00 PM	8	3	32	7	260	310	35	50
7:00 PM	8	2	40	7	280	337	8	57
8:00 PM	7	2	40	7	283	339	6	56
9:00 PM	5	2	24	6	286	323	22	37
10:00 PM	4	1	23	6	289	323	22	34

Total Parking Provided: ***345 Spaces***

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends

Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 2

Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	Retail (Visitor)	Retail (Employee)	Restaurant (Visitor)	Restaurant (Employee)	Residential	**Total Required	Surplus/ Deficit	Commercial Total
6:00 AM	0	0	5	2	394	401	-12	7
7:00 AM	1	1	10	3	355	370	19	15
8:00 AM	2	1	12	6	335	356	33	21
9:00 AM	4	2	15	6	315	342	47	27
10:00 AM	7	3	20	7	296	333	57	37
11:00 AM	9	3	26	7	276	321	68	45
12:00 PM	10	3	35	7	256	311	78	55
1:00 PM	10	3	33	7	276	329	60	53
2:00 PM	10	3	23	7	276	319	70	43
3:00 PM	9	3	17	5	276	310	79	34
4:00 PM	9	3	19	5	296	332	58	36
5:00 PM	10	3	30	7	335	385	4	50
6:00 PM	10	3	35	7	355	410	-21	55
7:00 PM	10	3	40	7	382	442	-53	60
8:00 PM	8	3	40	7	386	444	-55	58
9:00 PM	5	2	32	6	390	435	-46	45
10:00 PM	3	1	30	6	394	434	-45	40
	Total Parking Provided:				***389 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays

Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 2

Weekend Parking Demand - ITE/ULI and Modified Village

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	2	2	394	398	-9	4
7:00 AM	1	1	5	4	355	366	23	11
8:00 AM	1	1	9	4	335	350	39	15
9:00 AM	3	2	14	5	315	339	50	24
10:00 AM	5	3	18	6	296	328	62	32
11:00 AM	7	3	21	6	276	313	76	37
12:00 PM	8	3	30	6	256	303	86	47
1:00 PM	9	3	28	6	276	322	67	46
2:00 PM	10	3	22	6	276	317	72	41
3:00 PM	10	3	17	5	276	311	78	35
4:00 PM	10	3	18	5	296	332	58	36
5:00 PM	9	3	24	7	335	378	11	43
6:00 PM	8	3	32	7	355	405	-16	50
7:00 PM	8	2	40	7	382	439	-50	57
8:00 PM	7	2	40	7	386	442	-53	56
9:00 PM	5	2	24	6	390	427	-38	37
10:00 PM	4	2	23	6	394	429	-40	35
	Total Parking Provided:				***389 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends

Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

PLAN
COMMISSION

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

RE: ARLINGTON 425 - HIGHLAND/CAMPBELL/CHESTNUT - PC #21-002
AMENDMENT TO PLANNED UNIT DEVELOPMENT

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting held virtually in response to the COVID-19 pandemic, which permits the public to fully participate via their computers or using their phones, on the 31st day of March, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRPERSON ENNES: This meeting of the Arlington Heights Plan Commission is called to order. In response to COVID-19 pandemic, this meeting is being held virtually, which permits the public to fully participate via their computers or use of their phones. The way to connect through that can be found on the Village website.

If we could do the pledge? If everyone that is here at this meeting would join us in the Pledge of Allegiance?

(Pledge of Allegiance recited.)

CHAIRPERSON ENNES: Okay, and Sam, would you call the roll please?
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Here.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Here.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Here.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Here.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Here.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Here.
MR. HUBBARD: Commissioner Lorenzini.

(No response.)

MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Here.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Here.

So, our first item of business this evening is the approval of the minutes from the last two projects that we heard on February 24th, the Hamilton Partners and the Greenbrier Detention Pond. All in favor? We'll do a roll call, but do we have anybody abstaining?

COMMISSIONER GREEN: I would like to have those entered in; I make a motion to enter those.

CHAIRPERSON ENNES: Okay.
COMMISSIONER GREEN: Somebody needs to second it.
COMMISSIONER SIGALOS: I'll second that motion.
CHAIRPERSON ENNES: Sam, would you call that roll?
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: 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 Drost.

COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.

So, that's a unanimous approval of the minutes from the last two hearings.

Our item of business this evening is Arlington 425, Highland/ Campbell/Chestnut, PC #21-002, an amendment to the planned unit development, and a special use permit for a private garage for employees and customers.

The Petitioner is here I take it?

MR. HUBBARD: Yes, the Petitioner is here.

Members from the Petitioner's team, if they can raise their hand on the attendee side? Then I can bring them in to be a part of this presentation.

(Slight pause.)

MR. HUBBARD: All right, Chairman Ennes, I believe everyone who had their hand raised has now been brought in, and I see Mike Firsel who is counsel for the Petitioner here in the panelist side.

CHAIRPERSON ENNES: Okay, hi, Mike, good evening.
MR. FIRSEL: Hi, good evening. Good to see you all again.
CHAIRPERSON ENNES: To you and your team.
MR. FIRSEL: Thank you.
CHAIRPERSON ENNES: So, Sam, I take it we will proceed this evening by having the Petitioner present their proposal in regard to the amendment to the PUD and to the private parking garage?
MR. HUBBARD: Correct. The Petitioner will give their proposal. Staff will provide our Staff perspective, and then you can open the floor up for public commentary.
CHAIRPERSON ENNES: Mike, I would like to swear you in and your team, anybody that you anticipate will be speaking in. So, if they will all repeat after me? I think they should open their mics for this.

(Witnesses sworn.)

CHAIRPERSON ENNES: Okay, so let's get started with your presentation.
MR. FIRSEL: Thank you.

Sam, I had a few issues. My computer broke down about 4:00 o'clock, and I was wondering if it is possible for you to allow me to screen share?

MR. HUBBARD: Yes, you should have that ability, if you want to try and connect. That's open to you.
MR. FIRSEL: Share content, okay, except it's on a different computer. Okay, so Sam, I'm going to ask if you could open the site plan for us please?
MR. HUBBARD: Sure. Hold on a couple of moments.
MR. FIRSEL: And I will get this going. Terribly embarrassing, but thank you for your patience everybody.
CHAIRPERSON ENNES: Hey, Mike, I had that same fear this afternoon

that I have computer trouble for this meeting.

MR. FIRSEL: It is unfortunate, but we'll get through it.

CHAIRPERSON ENNES: Yes.

MR. FIRSEL: It's not difficult. So, basically, to bring everybody up to date, this matter was brought up in 2019. The Plan Commission reviewed this project in great detail. We had public meetings. We spent a lot of time on it. I believe we had two Plan Commission meetings, and it was unanimously approved.

Over the course of the last almost two years, we have attempted to obtain appropriate financing, equity participation in this project which costs in excess of $100 million. It seems that over that period of time we had a little blip on our radar called the global pandemic, which put quite a crimp in almost any development. But even before the pandemic, the cost to develop this project far outweighed our ability to generate the income to even break even in developing it. I mean, it wasn't even close.

So, we had our architects, planners and the developer went back, and we determined one of the main reasons that the costs were so enormous is because of the tremendous cost of the parking garage that contained 454 parking spaces, on top of which we added six floors of residential units, 125 residential units, and an amenities floor. The additional cost of just the structure to support the apartments and the 454 spaces were exorbitant.

So, what we are proposing is the removal of all of the residential floors of the Highland building which was 140 feet in height, replace it with a four and perhaps five-story garage which will range in height from 40 to 50 feet, a reduction of about 100 feet on a four-story garage. Those 125 units, we have to replace a portion of them to continue to make the project feasible. So, the easiest way and the least obtrusive way of doing it was to remove all of the retail, office and restaurant space from the second floor of the Highland building and add a 10th story to the Highland building, increasing that height by about 15 feet. That is, you will see from the renderings, there are no, virtually no changes to the architecture of that building. It's as if we had just slipped the floor in the middle of the floor plates of the building.

In addition, we made the units in the Chestnut building smaller and added one story to that building. So, the Chestnut building is now five stories. As you are aware, the B-5 zoning, and even the master plan for the downtown and Block 425, which is how we got our name Arlington 425, calls for six to eight-story buildings. This one is five stories. So, we're certainly within the master plan as well as certainly within the code.

I'd like to also point out that this entire project has no request for any height variances, no density variances, and no parking variances. So, the simple fact of the matter is if you were to compare the two site plans, they would look identical. The site plan just hasn't changed.

Sam, if you could put up one of the renderings? Any one of them, it would be fine.

Okay, so what you have here is a view from the southwest, an aerial view. As you can see, and were you to compare the before and the after, you can see that based, and we tried to put this in context with the surrounding buildings, so the faded lighter look has nothing to do with other than trying to superimpose our renderings into the previous photo we had. As you can see, the mass to which many people objected of the Highland building is completely gone from this project. We had a comment last night about the sunlight going into the Metropolis building, and the removal of the mass of the additional almost 100 feet of two

levels of the Highland garage and the additional seven levels, residential and rooftop level, allows much more sunlight and air openness to appear to the east, in fact all around this project. So, this is a much less massive project.

If my memory serves me right, could you put up the Highland building please, Sam? Not the Highland, the Campbell building please. There we go. This gorgeous building is exactly as it was. Were we to put the two together, the nine-story and the 10-story, the only difference would be the view of one level. Nothing else has changed on the building, at the lower level or the top.

I would like to point out that the second level, as I said, that was retail, office and restaurants, and the western half of the first floor which called for retail, we've had absolutely no, not even nibbles to put retail in that portion of the building over the last year and a half. It is not a retail destination. It is too far out of the downtown area to be attractive to retailers. So, we are using that portion of the first floor for our amenities.

The bottom line is that of the proposed 28,000 plus feet of retail, office, restaurants in this building, we would have approximately 7,500 to 7,600 square feet of leasable square footage. So, it's about 25 percent if not less than the commercial, retail, office parking which takes up a lot of parking spaces. It's very transient and we felt that in order to replace some of the units that we were losing from the rental on top of the Highland building, that space would be much better used for the additional level of residential.

Overall, the whole project contains as much as 36,000 square feet of commercial which includes restaurant, retail, office space. This is the only space, the west half of the Highland building on the first floor that will have any retail or restaurant. There will be no office space anywhere in the building, any of the buildings. There is a small component of retail on the lower level of the Highland building that will no longer be there, and of course there was no commercial component of the Chestnut building.

You can see in the background the four-level garage. It has been designed to match the existing Vail Street Garage. We did receive a unanimous recommendation from the Design Commission last evening who felt that the structure was very symmetrical to the existing Vail Street Garage, and that's what we attempted to do.

Sam, could you please put up the Chestnut Street building at this time?

We can stay on this one for a moment. So, what we have here is the one, two, three, four, this is, one of the alternatives that Staff and we discussed was an alternative to accommodate parking, depending on how we use the Chestnut building, to make that a five-level building. You can see that this is a five-level parking deck. We will have a connection with the Highland building. This one is shown above the ground. It may be cost prohibitive, so we may request that that be put underground, but what we are requesting is approval of this one as you see here. Design Commission made various suggestions as to materials with which we agreed.

As you can see, it is even difficult to tell where this garage ends and the Vail Street Garage, which is off to your left, even begins.

Almost.

MR. HUBBARD: You can look for a different file if you want, or --

MR. FIRSEL: No, that's okay. Basically, if you take a look at the Chestnut building, you have all seen what was in the packet, that building has not changed at all either,

the walk-up type front entrances have absolutely not changed, the landscaping has not changed. The only thing that was changed is the height.

As it relates to height, the tallest building on this plan that was approved was 140 feet tall. The tallest building to the roof deck now is 111 feet. So, that's almost a 30-foot decrease in the overall height of the tallest building. The 10-story building, the Highland building, is in keeping with the height of the surrounding buildings. In fact, there are buildings that are even higher in the downtown.

One of the issues we have and have not come to terms with with Staff is parking. So, I'd very briefly like to mention what the parking requirements for this project are based on the Village Code. The total parking required under code, first of all for just the Highland building, is 255 spaces. That is based on the code requirement, and we are providing in the four-level deck 435 spots which exceeds code by 90 spaces or more than 35 percent above code. We know that's a lot of additional parking, but we wanted to build the parking deck instead of building a three-level deck or 3.5 level deck and keep adding to it. The cost is almost prohibitive.

So, knowing that we will use some of these spaces in this garage for the Chestnut building, we are proposing a 345-space, four-level parking deck. While we're at it, the parking deck will contain the number of spaces that I have stated, it will be four levels. We did receive some e-mails and drawings of a different configuration that we don't agree with. We will work with Staff and verify by the time we go to the Village Board that the representation of the four levels and the 345 spots will in fact be what we will build.

Our parking consultant is Walker Parking. They happened to design the Vail Street Garage. I don't know what other ones they did in the Village, and they are the biggest and the best in the city. They designed this deck. It will be almost identical in layout to the Vail Street Garage which has none of the issues that were brought up by one of the citizens who wrote several e-mails to the Village regarding our parking.

This building will contain 234 units as opposed to 182. The Chestnut building will contain up to 85 units if it's all rental; it will obviously be less if it's condominium. So, we have gone from overall 361 units to 319 units.

The parking demand is less. The density is less. The height is less. The retail, commercial is less. The amount of traffic will be less. So, we are very pleased with this design. Our architects are here; Mr. Adriani, the developer; our engineer is here. I just don't want to take any more time personally, and I would like to turn it over to Rob Losselyoung if you want to know anything about the architect, I may have missed Rob. If not, we'll turn it back to the Plan Commission so Sam can give his report. Thank you.

MR. LOSSELYOUNG: Thanks, Mike.

I think Mike did a fine job of describing the buildings still maintain the same character as the original approved designs. So, I will just pass it off to Sam and he can do his presentation.

MR. FIRSEL: Thanks, Rob.

CHAIRPERSON ENNES: Okay, well, before we go to Sam, Mr. Firsel, I have one additional question of you. You have seen the redlined copies of the conditions from Staff for the amendment?

MR. FIRSEL: Yes, sir.

CHAIRPERSON ENNES: Have the two parties come to agreement on

those? Do you accept all those conditions?

MR. FIRSEL: No, we do not.

CHAIRPERSON ENNES: At what point do you want to get into the conditions that you don't agree with?

MR. FIRSEL: Whenever it please the Chair. I can do it now; I can do it after Sam's report. We can do it after we hear from the public. However you would like to proceed, Mr. Chairman, we are fine with.

CHAIRPERSON ENNES: Okay, let's go to Sam's Staff report. Once we see that, we may hit on some of his concerns in regard to the conditions, and then come back to you on that.

MR. FIRSEL: Sure.

CHAIRPERSON ENNES: Sam?

MR. HUBBARD: Sure. Can everyone see the presentation?

(Chorus of yeses.)

MR. HUBBARD: Excellent.

All right, so everyone should be familiar with the property. It's the northern three-quarters of what we call Block 425 which is bounded by Sigwalt Street on the south, Campbell Street on the north, Chestnut to the west, and Highland to the east. It's been a long vacant lot on the edge of Downtown Arlington Heights. Recently there was approval granted to the Sigwalt 16 townhome/rowhome development on the southern quarter of that block. That project is well under construction and moving forward towards completion.

The action this evening is relative to, again, the northern undeveloped three-quarters of that block which is called Arlington 425. It was approved for a mixed-use development in early 2019. The property was rezoned at that time into the B-5 Downtown District. The majority of the site was already in that district. There was a small, I think it was like two or three single-family homes; the bottom portion of the site that was in the R-3 district. Those were rezoned into the B-5 district in 2019.

The Comprehensive Plan designates this property as suitable for mixed-uses. The proposed mixed-use development that was approved as a PUD in 2019 is compliant with that designation, and the proposed amendment as you've heard about this evening is also compatible with that mixed-use designation.

So, specifically, what the Petitioner is seeking this evening is an amendment to Planned Unit Development Ordinance 19-019 which would allow modifications to the previously approved development plan. Many of those modifications you've already heard from the Petitioner this evening.

Due to some of these modifications, it creates the need for a special use permit. This is in relation to the garage structure referred to as the Highland Garage on the east side of the development that was originally approved as a mixed-use tower. 13 stories that would have had a little bit of retail space, it was going to have residential units, and five to six floors of parking. Now that the tower portion above the parking deck has been removed from the proposal, and instead of 13 stories it's just a four or potentially five-story garage, it becomes a single use garage defined as a private garage for customers and employees, and therefore, requires a special use permit.

There are no additional variations that the plan modifications require. All of the previously approved variations would still apply.

I would mention, too, that the Petitioner received preliminary plat of subdivision approval back in 2019. They did request a year extension on that. A preliminary plat of subdivision approval is only good for a period of one year. So, they had requested and been approved for an extension, a one-year extension for that preliminary plat approval which is going to expire in June of this year.

The first extension request is only required to be granted and heard by the Village Board. Any subsequent request has to go before the Plan Commission, and then ultimately can be approved by the Village Board. So, as part of this PUD amendment, they're also requesting another extension to their preliminary plat approval given some of the hardships that they had finding financing, especially in light of the global pandemic over the last year.

So, that being said, the Petitioner has undergone several actions to date that gets them to the point they are at this evening. Back in November of last year, they appeared before the Conceptual Plan Review Committee to discuss their reduced scope project. I think the CPRC was generally favorable. They recognized that, you know, overall, the development was less intense under the proposed revisions to the plan. So, they encouraged the Petitioner to move forward.

Shortly after the Conceptual Plan Review Committee meeting, the Petitioner sent out over 500 invitations to a virtual neighborhood meeting that occurred on December 16th of last year where they answered questions from some of the neighboring property owners. On March 2nd, they appeared in front of the Housing Commission to review their affordable housing and inclusionary housing proposal. They did receive a unanimous recommendation of approval from the Housing Commission.

Just a quick summary. They will be providing 16 units which is five percent of the overall unit count in the development as affordable in perpetuity, and those 16 units would be within the development. Additionally, they will provide an approximately $25,000 fee in lieu of adding additional units to the development, an additional eight units. They'll be providing that fee for in lieu of those additional eight units, and that will be just a flat contribution to our affordable housing fund. That number is going to go up every year by a measure of inflation until such time as the development has commenced to their obtaining a building permit for that development. So, that's kind of the high-level result of the Housing Commission. They got a recommendation of approval there.

Last night, the project appeared in front of the Design Commission and it also got a recommendation of approval. There were some smaller changes required by the Design Commission. They asked that all of the exterior utility meters be screened and that a larger canopy be added to the parking garage entry door, and some of the materials for the pedestrian roof bridge be revised. So, fairly minor I would say design requirements, but it did receive a recommendation of approval last evening at the Design Commission.

Then, of course, they're before the Plan Commission this evening for the PUD amendment, special use permit approval, and extension of the plat request. Then upon conclusion of this public hearing, they will move forward before the Village Board for final approval at a date to be determined.

So, I just want to outline some of the key changes to the plan from the first proposal compared to the proposal currently on the table. It's a reduction in units. They were approved originally for 361 units; now they're proposing 319 units. The bedroom mix has mostly remained the same, although there is a slightly higher percentage of studio, one-bedroom

units, slightly lower percentage of two-bedroom units. Again, the commercial and office square footage has drastically changed. There was about 36,000 square footage of commercial space under the previous proposal. Now, you're looking at just under 8,000 square footage, and all-office floor area has been removed from the proposal.

The heights of the building, as you heard, the Chestnut building would go up one story to five stories. The Campbell building would go up one story to 10 stories. Then, the Highland Garage would be built as either a four-story garage, or potentially there is an option Phase IA where a fifth story could be built on the garage, yielding a total of 435 parking spaces. Under the four-story scenario, it would be 345 spaces.

When the Chestnut building is built, that would have the option of 44 spaces in the garage, or if the option Phase IA fifth-story addition moves forward with the Highland building garage, then there would be sufficient spaces within that garage to where the spaces within the Chestnut building basement would likely not be constructed. There are still some back and forth as far as which organization and layout of these parking spaces would be provided in the Phase 2. But one thing for certain is we can assure that there would be at least 345 spaces within the Phase 1 construction of the Highland Garage and Campbell building.

So, overall, again, less units, less intense development overall. There's less density, less traffic, less commercial spaces. There's less overall height. The only real change is to the height of the Chestnut and Campbell buildings.

So, again, here is the site bounded by Campbell Street, Chestnut, Sigwalt, and Highland Avenue. Here is the footprint of the site. This is really identical to the previous approval. So, the only change was a minor change in the shape of this Highland Garage tower to Highland Garage building. Otherwise, access to the site is the same. It goes across through the site from Highland to Chestnut. There's a porte cochere feature on Campbell Street, the interior motor court with ample spaces for parcel delivery and drop-off/pickups, and then a landscape courtyard between the two buildings.

The Phase 1 development entails the construction of the Campbell building and the construction of the Highland Avenue Garage. That is what we call the Phase 1 development. The Phase 1A would be again the fifth-story addition to the Highland Garage which will be determined based on need. Then the Phase 2 full build-out would be the construction of the Chestnut building.

So, when we analyzed the changes to the building heights, we did so in the context of the Downtown Master Plan which outlines some key development parameters for Block 425. Specifically, it states that this block should be developed with buildings in the six to eight-story height on the subject property, transitioning down to four to six stories in height on the southern portion of the site which is being developed with the four-story rowhomes currently. In order to evaluate the compatibility of this development and the height changes, we looked at that plan, and we would note that in the context of the change in height of the 13-story Highland building being decreased to a four to five-story garage, the one-story increase in height on the Campbell building to a proposed height of 10 stories is acceptable. It's a little bit over the maximum building height as called for in the Downtown Master Plan, but it is compliant with the underlying B-5 zoning relative to height. It's compatible and harmonious to the buildings in the vicinity at this portion of the site which are both mid-rise structures to the north and to the east, and a vacant site to the west which will be likely developed with an R-7 use at some point in the future.

The one-floor proposed height increase to the Chestnut building which would yield an overall building height of five floors is reasonable and compatible with the height standards within the Downtown Master Plan. Again, it's five stories and then a plan appropriate for between six and eight stories. It's also compliant with the B-5 regulations for height. Given the kind of transitional location of this building being on the edge of downtown right where the B-5 district borders single-family residential districts, the Staff Development Committee would note that the height differential between the single-family homes and the Chestnut building is typical in this kind of transitional areas of downtown where you're going from one high intensity district to a lower intensity single-family district.

The building here is not only compliant with the B-5 district regulations, but it's also compliant with the R-7 district regulations which is an appropriate transition between downtown uses and single-family uses. So, in light of this, we found the height increases to be in the fabric of the downtown and transitional edge of downtown vicinity, and compatible and harmonious to the neighboring property development and land uses.

The developer and the Petitioner presented this exhibit. This shows kind of the lower impact of the height for the 13-story tower. This is as viewed from the western side across Chestnut Street from the development. You can see there is a lower building here but a taller building in the back which would be more visible from more angles across the street as opposed to the one-story height increase here. So, again, we find the height adjustments to be within what's considered acceptable given the location, and compatible and harmonious to the neighboring land uses in the vicinity.

Relative to landscaping, most everything remained as originally approved. One change I would note is this was originally to be used as a fire lane under the previous approval where a 13-story tower was located here. Given that this will be a single-use garage, what's one nice feature is that the courtyard in between the two buildings no longer has to serve as a fire lane and can be enhanced with landscaping.

Again, relative to traffic, not much has changed. I mean, the orientation of the site is still the same. You have a one-way entrance off Highland, two-way entrance to the porte cochere off Campbell. This is a resident-only in and out for the Highland parking garage which will be controlled by an overhead door and key fobs that only residents would have access to. This is one of the egress/one way out options out of the development, and then of course the ramp and the basement entrance to the potential underground parking in the Chestnut building.

I would point out that one of the previous conditions of approval for this development required the Petitioner to provide us with a lot more details on this actual egress point. When they move forward with this proposed Chestnut building, we would require safety features such as warning lights and possible audio sounds when a car is entering or leaving here. But this is something that we're, you know, we'll keep in mind as detailed plans are developed. We want to make sure that this entrance is designed to be safe and compatible with the pedestrian movements in the vicinity.

Again, relative to traffic, it wasn't a huge portion of the overall Staff analysis here, you're seeing a less intense development, less units, less commercial space, no office floor area. So, from a traffic standpoint, the previous proposal versus the current proposal, you can see there's a reduction across the board, less peak morning trips, less peak evening trips, less overall daily trips to and from the site.

So, this really brought us to parking which was one of the key issues when this project first appeared before the Plan Commission. Not only did we want to make sure that the development had enough overall parking for the sum of its uses, but we wanted to make sure that the parking within the development was allocated appropriately to accommodate for the expected peaks from each use within the development. So, the Petitioner has worked with Staff very hard these last several weeks trying to work together and come up with an acceptable allocation plan for the parking. Here is what we think to be acceptable.

So, this illustration shows the ground floor of the Highland parking garage. You see the Petitioner dedicated 56 stalls for “commercial only” parking on the first floor, and then at some point it would transition into “resident only” parking. That's leading out from the first floor throughout the remaining floors of the Highland parking garage. Again, we've heard about the additional phase, Phase 2 would be a potential addition of a fifth floor to the parking garage to bring that parking count up to 435 parking stalls.

But we really wanted to look at this in two ways. First, we analyzed it from a code perspective: Does the development meet code relative to parking requirements? Then, does it meet the expected demand that it will see based on expected peak uses, use times in the commercial, and expected peak uses in the residential portion? Because those peaks, and our code doesn't really, relative to the B-5 and Downtown Parking District, doesn't really capture adequate demand for parking spaces or expected generation of demand for parking compared to what the code requires.

So, based on code, the site and development conforms to code requirements, but code only requires about 1.12 spaces per unit for the development. The Petitioner's own parking study found that, on average, comparable downtown suburban residential rental developments provided parking at about 1.26 parking spaces per unit. Arlington Heights did lengthy studies during the first approval and found that in Downtown Arlington Heights, residential rental properties are typically parked at about 1.3 parking spaces per unit.

So, while it was meeting code, we wanted to see the developer install closer to 1.3 parking spaces per unit which would meet what we saw demand being for residential parking. We asked that they run an hour-by-hour analysis of when the peak demand from parking would occur based on the residential rental units and the commercial uses proposed in the development. At peak demand, we saw that there would be a demand for up to 60 parking spaces, peak demand for their commercial uses. So, we wanted to make sure that the developer had at least that, but then allocated the remaining number of spaces suitable to meet that 1.3 parking spaces per unit demand that we're seeing.

So, again, the Petitioner's allocation plan, you'll see they allocated 56 spaces for commercial only parking. This aligns with what we expect demand to be, close to 60 spaces for commercial only parking. In Phase 1 of development, that leaves, when you dedicate 56 parking spaces for commercial; that leaves 289 parking spaces for the remaining residential units in the Campbell building. That translates to a parking ratio of 1.3 spaces per unit.

So, they've hit the target pretty much right on the head for Phase 1. They have what we would consider to be suitable spaces dedicated for commercial parking and suitable spaces dedicated for residential parking. But things change a little bit as we move forward with Phase 2, as they're not proposing to build out quite as many parking spaces in Phase 2 when they build the Chestnut building. So, based on our models, we're seeing that

there would be at least a 55-space deficit possible under the Phase 2 development. If they were to go forward with the Phase 1 development which is the fifth story addition to the garage, that deficit is lessened because there would be more overall spaces on the property, but still doesn't quite meet what we forecast demand to be.

So, we're recommending approval of this project. One of the most notable conditions relates to proceeding with the parking and development of Phase 2. We're okay again with Phase 1, we think everything is appropriately built out and allocated. It's just when it's time to move forward to Phase 2, we're recommending a condition of approval that says the developer either has to reduce some of the units in the Chestnut building so that their overall on-site parking meets 1.3 parking spaces per residential unit in addition to the 56 parking spaces allocated for the commercial uses, or add additional parking so that they can meet that 1.3 spaces per unit with the 85 residential units proposed in the Chestnut building, or prove up that the demand based on actual usage in Phase 1 is not what Staff expects it to be and projects it to be.

If there is a surplus in parking, then, you know, we would have to present the data to the Village Board, and potentially they could allow less parking than that 1.3 spaces per unit. But it would have to be through an administrative process and would need Staff and Village Board approval so we would be able to, you know, take a look through it to make sure that there is not going to be an adverse impact to our public parking system and on neighboring streets for parking relative to this development.

So, that's probably the most notable condition of approval we're recommending. A lot of the other conditions of approval are going to remain from the previous 2019 approval. Some of them do get changed. I'm happy to go through the details of some of the conditions. They're outlined in the Staff report.

One thing that I'll just talk about real briefly, because I think I know where Mike is going to go with it, is the developer did propose a storage/refuse area on the eastern wall of the first floor building of the Highland Garage. Staff is asking that this be relocated to the north wall of the Highland Garage. We just don't see a real need for it in the location that it's being proposed at, and it would require the removal of some parking spaces within the Highland, or Vail Avenue Garage at that point, ground floor spaces in the Vail Avenue Garage which are some of the most popular and heavily-used spaces in the garage. So, we think there's alternative locations for this storage and refuse area within the Highland building, and we think the Petitioner can work to find a location that would not require removal of spaces from the Vail Avenue Garage.

I'll just show you specifics. This is the area that we're talking about. So, there's existing street parking here in the Vail Avenue Garage. If they were to build this refuse/storage area, it would require the removal of certain spaces. We think that there is suitable space to accommodate for this refuse/storage area here. They could have an entrance out this way if they wanted an exterior entrance that would allow loading inside and out, and it wouldn't require any removal of the storage spaces there.

So, I think Mike is probably going to object to that. I just wanted to state Staff's rationale and reasoning. We think there are viable alternatives, but that's our recommendation. I could go through all these, but otherwise, that will conclude our presentation this evening. Thank you.

CHAIRPERSON ENNES: Sam, thank you very much for the Staff report.

Can we get a motion to approve the Staff report?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER CHERWIN: I'll second.

CHAIRPERSON ENNES: And a second.

Sam, can we do a roll call?

MR. HUBBARD: Sure. Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

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 Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRPERSON ENNES: Yes.

So, thank you again, Sam, on that.

So, Mr. Firsel, I hope that Sam was correct that that's the only point that you have a discrepancy with as far as the conditions.

MR. FIRSEL: No, we have a discrepancy with the parking requirements as well as that one point. Those are really the two areas in which we have any discrepancy. I believe there is a 20-page or so, I don't know how many pages this is, it's quite lengthy. Let's see, he's got conditions total, oh, about eight pages. It's only those conditions relating to parking and the excess in Highland Garage, off of Highland, to which we take exception.

If you would like to go through, as you requested earlier, Mr. Chairman, where we have a disagreement, I can certainly briefly tell you what our issues are.

CHAIRPERSON ENNES: Please.

MR. FIRSEL: Okay, so let's take first things first. So, I believe if we go through the conditions, number 11 which would be on page 13, the proposed storage area along the eastern side of the first floor of the Highland Garage should be relocated to the north side of the Highland Garage with access from the private drop-off area. We strenuously object to that and we're just not going to do it.

Number one, the access to the Highland Garage for loading and unloading, for storage, for refuse removal, for many things, especially the storage area where we have a lot of maintenance equipment for this project is imperative. Staff talks about the removal of three parking spaces from the Highland Garage. Well, first of all, were this building not built up to our property line and to across all the right-of-ways, thereby diminishing the value of the property, limiting our development opportunities, not to mention the views and everything else, this would not be perpendicular parking for 25 spaces which is what they have. So, at most, on parallel parking like you have on most of these streets, there may be 10 or 12 spots. So, taking

away something that isn't yours to begin with is hard for us to swallow.

In addition to that, the Highland Garage was built, and if you go out and look at this particular portion of the garage, the barricades or the western barricades are removable, anticipating that there would be access into this site. To have a loading zone along Highland within this garage is imperative for the operation of our project. Therefore, the loss of three spaces of public parking which by all rights may not have been there to begin with but for the construction of this deck is, it's patently unfair to penalize us. We've been penalized enough by the construction of this garage and/or the property line.

The other point is with regard to the parking. We have given all that we can give on the parking. One of the reasons we were unable to construct this project or afford to construct this project was the massive over-parking required when it was first approved. The reason I say that is that the Village has a code, it has a parking code. The parking code requires, let's start with the commercial.

Staff admits this even on their report, code requires 19 commercial parking spaces. They want 60. That's 60, more than three times the requirement of code. How is that plausible? They want all our guests, all our valet, all our employees for the retail and the restaurant to park in this garage. Where in Downtown Arlington Heights is there any requirement for any restaurant to self-park their entire guests, employees, valet, and to provide parking at their cost? This is a complete discrimination on how we are being treated as it relates to parking for commercial and restaurants by making us park everything on our own site three times more than required by code. It's simply absurd.

If we then go to the residential requirement, I understand where Staff is coming from, that they would like 1.3 to one. What that means is they want us to provide 30 percent more parking than code requires. There is nothing in this Village Code requiring any developer anywhere to provide more parking than your code requires. Voluntarily, to try to get this done, we are providing significant 90 extra spaces in Phase 1, 45 or 46 extra spaces in Phase 2 above code, and that is simply not enough?

So, the parking we propose would be approximately 25 percent more overall than your code requires, and that's not good enough. So, yes, we strenuously, we object to the parking requirements and demands, and we definitely object to the removable of those spaces and the access loading zone or loading point on Highland.

Other than that, the additional demands/requests we've gone through quite thoroughly with the Staff and we will definitely comply with everything else.

CHAIRPERSON ENNES: Okay, so those are your two issues.

MR. FIRSEL: Yes, sir.

CHAIRPERSON ENNES: The original proposal, and I don't want to be going back to that but rather just to address the amendment and the possibility of a fifth floor on the parking garage. But in the original proposal, there was this talk about the, you know, parking facility providing parking, a certain number of parking spots to non-customer residents. Is that still in the parking count?

MR. FIRSEL: No. Non-customer residents?

CHAIRPERSON ENNES: That other people from downtown could park in there.

MR. FIRSEL: No, it's a private parking garage.

CHAIRPERSON ENNES: Okay, Commissioners, do you have any

questions of Mr. Firsel or Sam in regard to these two condition concerns? Just show me a hand. No questions about it?

Yes, Mary Jo? Your mic.

COMMISSIONER WARSKOW: So, when you came up with the 1.31 to compare them against, did you also take into consideration the mix of single to two-bedroom to see whether it matched what they're offering? Because I can imagine a single is not going to need as much parking as a double. So, if they have more single apartments, then what the average is for downtown that results in that 1.3, then I don't think it's necessary to make them go up to 1.3.

MR. HUBBARD: Yes, so the 1.3 ratio was generally consistent based on, I think their unit mix is fairly typical of the downtown area. We don't have a per-bedroom, you know, ratio, but it's, you know, it would not be far off from what we have. Furthermore, I mean, their own parking study found that comparable developments in downtown suburban environments are parked at 1.26 spaces per unit, obviously with some greater than that. So, I mean, the 1.3 is supported by their own traffic and parking study, not only our own experience in downtown.

COMMISSIONER WARSKOW: Can I ask why our code still is at 1.12?

MR. HUBBARD: It probably could use some updates.

CHAIRPERSON ENNES: Any other questions? In regard to the parking?

Mr. Firsel, a question I have in regard to this, the refuse/storage --

MR. FIRSEL: Sure.

CHAIRPERSON ENNES: The refuse/storage is for your commercial customers and your tenants, the residents? Is that what that's for?

MR. FIRSEL: It's for the trash removal in the garage as well as the deliveries. Many deliveries will come through the garage. It also includes loading and unloading equipment. Our project manager who's been with us, Deb Smart, is on with us. She can certainly talk to the necessity of that area, but she has interviewed, she manages many buildings in Downtown Arlington Heights and has spoken to her engineer. Although what I'm saying is what we in the legal professional call hearsay, she can tell you directly that they need a larger area for storage of snow blowers, and this is a large garage. It's going to have several hundred cars in it. We have to keep it clean.

The top level of this garage is a parked area. It will snow. We have to be able to get our snow removal equipment up to that level. We have to store it somewhere. We will have to salt it, we'll have to have a place for salt. We will have a full-time maintenance person on site, so he will have to have a little office and a place to go.

CHAIRPERSON ENNES: So, this is in regard to my question about the refuse/storage, you're indicating that where the Village wants it to go is where you'd be storing equipment for snow removal, maintenance and whatnot?

MR. FIRSEL: Yes, it's not just refuse/storage, that's the point. It's for many, many other things. The refuse/storage will, obviously there will be in the Campbell building for the Campbell building, and the Chestnut building for the Chestnut building.

CHAIRPERSON ENNES: Is your current location for the refuse/storage more suited to the convenience of your tenants, commercial and residential or whoever is using it? Is that a better location for their use?

MR. FIRSEL: Sam, could you let Deb in? I think she can answer that a

little better. She is sworn in.

CHAIRPERSON ENNES: Hi, Ms. Smart.

MS. SMART: Hi, good evening. It is actually convenient both for the residents who will be using it as a spot-on refuse area, but more importantly, if you look at the drawing carefully, where Sam wants us and Staff wants us to relocate the refuse area will also eliminate one of our handicap parking spots. I know how we all feel about handicap parking. So, the reason we placed it there was also to maintain that one handicap parking spot.

But our engineer, they like to have a view of the entire floor. They don't like to be shoved at one end of the building versus the other. The gentleman that Mike was referencing has 30 plus years of engineering experience, and one of the things they like is the fact, if these are in the middle of the floor, they have the ability to go in any direction.

Mike is absolutely correct. We will probably be storing up to 150-pound bags of salt or salt material in the winter season alone. So, being able to have easy egress and ingress to store these kinds of equipments is important for us.

We do not take it lightly in the placement. We had long discussions with Staff. But this is really critical to the really harmonious operation of the garage.

MR. FIRSEL: Thanks, Deb.

CHAIRPERSON ENNES: Okay, any other questions from the Commissioners?

COMMISSIONER GREEN: Yes, just I have a question, Terry.

CHAIRPERSON ENNES: Yes, Bruce.

COMMISSIONER GREEN: Sam, could you pull up the area we're talking about? Could you put the floor plan up there?

MR. HUBBARD: And just so that I'm clear, no one at the Staff level is saying that, you know, this needs to be eliminated. We're just saying that there is plenty of room to put it over here, and yes, it would cause one handicap space to be relocated here, but it's certainly feasible. I mean, we just haven't heard anything that, you know, causes us at the Staff level to understand why this is the best place for this storage/refuse area. We think it could be viable in other places in the building. I mean, that's just, I don't know, I'm not going to argue the point. That's our perspective. I mean, it's a disagreement.

COMMISSIONER GREEN: Okay, my question is when you say refuse/storage, these are roll-out, cans that are rolled out and then picked up and unloaded?

MR. FIRSEL: Yes.

COMMISSIONER GREEN: So, no matter what, they have to leave the building. So, what you're saying is that for convenience, you have a door there that they just pull up to and unload the garbage and they're gone?

MR. FIRSEL: That's correct. They would be able to back in to this loading area, not block Highland Avenue, not going to the interior of the development to collect the garbage or the refuse. They could go in, it will be rolled out by our maintenance person, and it would be much less obtrusive than putting the trash or the refuse containers somewhere else.

COMMISSIONER GREEN: Okay, so if that door was no longer there and they were moved over here, they would be rolled out into the inner drive and loaded on to the truck and gone, isn't that correct?

MR. FIRSEL: As far as it is for refuse, if your question is specifically for refuse, yes.

COMMISSIONER GREEN: Yes, I'm just curious, you know.
MR. FIRSEL: Yes. Yes, that's correct.
COMMISSIONER GREEN: Okay, so if the refuse was rolled out there, how many refuse cans do you anticipate, and how often is the garbage picked up?
MS. SMART: I can answer that if I'm back on.
MR. FIRSEL: You are.
COMMISSIONER GREEN: Yes, you are. Go for it.
MS. SMART: Okay, all right. A building the size of Campbell will have 15 major refuse cans which are the large green cans --
COMMISSIONER GREEN: Right.
MS. SMART: -- that you see in many of the alleys. They will be picked up five days a week. So, this will be a major, major, major inhibitor for us in regards to labor. I also want to point out, we would actually be mimicking the exact activity that is happening for the Village's Metropolis building today across the street. We are actually mimicking what they do which is they actually back into the alley today to pick up their refuse right across the street. So, it's the most efficient and quick way to get it done.
COMMISSIONER GREEN: Okay, so you get it done five times a week then?
MS. SMART: That's correct.
COMMISSIONER GREEN: Okay, and so let me just, I'm just trying to get a handle on it for my own use here. The space that you have allocated there which takes up what, three parking spaces?
MR. FIRSEL: Yes.
COMMISSIONER GREEN: So, that's, you know, roughly 30 feet or less, if they're nine-foot spaces, it's 27 feet, whatever that is. So, in that area, can you put all those refuse cans?
MS. SMART: Yes, we're going to be using what's known as a canister caddy. It's a new technology which allows you almost to stack them. So, yes.
COMMISSIONER GREEN: Okay, no, I'm just trying to figure out the space, that's all. Okay, thank you for that, Debbie.
MS. SMART: Thank you.
COMMISSIONER GREEN: No more questions at this point. I'm just thinking out loud here, thank you.
CHAIRPERSON ENNES: Thanks, Bruce. Bruce, that makes sense to you as an architect?
COMMISSIONER GREEN: It definitely seems to. If there's that amount of stuff being picked up everyday, I can see where you wouldn't want to put it on the inner court. It's just, you know, it's garbage, so, you know.
CHAIRPERSON ENNES: And to have that interfering with people who are parking every day of the week, morning or whatever.
COMMISSIONER GREEN: Yes. In other words, it's always going to be there if it's five days a week. That's why I was asking how often does it get picked up. So, that's a large quantity of material to move and, you know, quite honestly, if you could, it's not a bad idea to unload it onto the Highland side street there instead of rolling it through the inner court.
CHAIRPERSON ENNES: Okay.

COMMISSIONER GREEN: But anyway, that's just my feeling, that's all. I'm just trying to understand it.

CHAIRPERSON ENNES: Okay.

COMMISSIONER JENSEN: Terry? A question, Terry, of Staff.

CHAIRPERSON ENNES: Yes.

COMMISSIONER JENSEN: What does Staff see as the implication for parking in the Vail Street Garage if they lose these three spaces on the first level? How significant is that?

MR. HUBBARD: Well, I mean, when the Vail Avenue Garage is at its peak, the floors, the first floor, second floor and third floor are pretty much fully occupied. It's not until you start getting up to the fourth and fifth floor that you start seeing vacancies. So, you're just removing some of the most convenient and heavily used parking spaces from the garage and making those space usages occur farther and farther away from what's convenient.

COMMISSIONER JENSEN: So, how frequently are we at peak, you know, peak load?

MR. HUBBARD: How frequently are we --

COMMISSIONER JENSEN: Well, let me put it in a different way. So, we're causing, suppose I go over there and you're causing somewhat of an inconvenience to me and I might go over there once every two weeks, or somebody else might go once a week, but they've got an issue that has to be dealt with everyday. So, the question is we're weighing the inconvenience of having people to have to park at upper levels, which I have had to do and others have, too, versus the inconvenience where you have problems we're causing for something that is dealt with everyday by this development.

I'm having a little trouble figuring out the weight of the inconvenience we're causing residents versus the inconvenience on a daily basis or five days a week that we're going to be causing this developer.

MR. HUBBARD: But there is no, from Staff's standpoint, right, there is where it's currently proposed right here, right?

COMMISSIONER JENSEN: Right.

MR. HUBBARD: This is where we think it actually makes the most sense. So, instead of having a garbage truck pull up and block the public street, or back in on the public street to access their load, their dumpsters, that truck could come in here, back in on their own private street and not interfere with the public way, and access their dumpsters and so forth which would actually be closer now to the building that they're alleging it's serving. I would also point out that there are several loading areas and trash rooms inside this building already. So, unless the capacity is going to be so great that they're swapping back and forth containers hourly, then I would expect trash pickup as it was designed to be located for the Campbell building by the Campbell building trash room.

But again, putting it here, I have yet to see a compelling reason that shows it needs to be where it has been proposed. It seems like it could be viable both places. But that's Staff's perspective.

COMMISSIONER JENSEN: Sam, then the other question is on the storage of the equipment, salt and other things. You're proposing that that also be done in the same area or what's Staff's thinking on that?

MR. HUBBARD: The storage of salt?

COMMISSIONER JENSEN: Well, the storage of all the other things. So, let's deal with both the refuse and as well as the storage of equipment and salt and other things, you know, to service this parking garage. So, as I understand --

MR. HUBBARD: The size of a room would be exactly the same. You're talking about three to four spaces across, and you're talking about three to four spaces across. So, the size of the room wouldn't change. The access to the room would. You'd have access from the courtyard, you know, the door, overhead door going out would be here as opposed to there, or there could be an alternative location that they can think of throughout the site.

COMMISSIONER JENSEN: So, the only other point they make is that having it at one end of the building is not optimal compared to having it more centrally located so you can go in all directions as I understand their point.

MR. HUBBARD: Yes, I mean, this is a dead-end, so I don't know.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: I mean, so there's nothing much in this direction they really need to salt.

COMMISSIONER JENSEN: Sam, I appreciate you expanding on Staff's point of view. Thank you.

COMMISSIONER GREEN: The site plan really helps, Sam. I can see it on the site plan here, thank you.

MR. FIRSEL: Is there any chance we can respond to this?

CHAIRPERSON ENNES: Please do.

MR. FIRSEL: Okay, first of all, we're spending millions of dollars on the area. If you could put the overall site plan back up, Sam? If you take a look at the landscaping, the roundabout, the entrances, the money we're spending on the facades of these buildings, and now you're saying let all these garbage trucks go through this area and make the front of our garage a garbage pickup location on the interior of this project? It's absurd. We can't do that.

You're taking away all of the exclusivity of a class A project where the Highland Avenue area should be where it goes to save three public parking spaces because it's more convenient for three people to not have to go up to the fourth level of the Vail Street Garage? What I don't understand, and I've done a lot of work in this Village, how Staff decides how we design our building, where we put our refuse, to the extent it doesn't interfere with the public, where we store things in our building.

Staff says they just don't get it. They don't have to get it. The sole issue is they want their three parking spaces back on to Highland, and that is really, to be quite honest, quite offensive to us. After the 25 spaces that are there building on to our property line, and now we want an entryway off of Highland, there were seven or eight driveways on this street right in this area where there used to be residences. So, the Village has now decided we can't use these three spots because it's inconvenient to three people to not be able to park there? Sorry, Commissioners, we strenuously object to making us go into the interior of this all-paver surface of this very expensive area of our development to drop off and pick up garbage. Thank you.

CHAIRPERSON ENNES: Mr. Firsel, that makes sense to me, but would you tell me on the landscape plan here, on the Campbell Street building, these two loading areas, what are those? Are those going to be trash? How are those going to be taken out to the garbage trucks if they're trash?

MR. FIRSEL: Deb can answer that. That's more loading than just trash. We will have some move-ins/move-outs. We will have FedEx deliveries, we will have UPS.

CHAIRPERSON ENNES: So, elevators and, is there an elevator there?

MR. FIRSEL: Yes, there will be an elevator, sure.

MS. SMART: Yes, there is an elevator there for move-in and move-outs. It also is going to be an area where we're looking to put one of these package distribution centers that you've seen, these hubs for the prime carriers where they'll be delivering packages. That's where we're looking to try to put those trucks off the street and back them in there.

But the other thing I want to point out about this garage issue is there is a safety issue in regards to having those garbage trucks back up at that particular area. We're anticipating a lot of pedestrian traffic going through this nice area, as Mike told you. I would be concerned also of garbage trucks trying to make that turning radius to get into that particular area; I'm just going to be honest with you. But those little areas over there definitely are going to be, we are trying to defuse as much traffic off of the streets as possible, and we are really being quite aggressive regarding our package delivery, I will be honest with you.

CHAIRPERSON ENNES: So, the inlet for the parking for the garbage, will the garbage trucks actually pull back into those spots?

MS. SMART: Exactly what they do over at the Metro Lofts building today, and also at Metropolis.

CHAIRPERSON ENNES: Will they be hanging in the street?

MS. SMART: Yes, they back right in.

CHAIRPERSON ENNES: Ms. Smart, will they be hanging out in the street or are they going to back all the way in?

MS. SMART: They will be pretty much off of the street. I'm not going to guarantee it's going to be a hundred percent, but it will be pretty close.

CHAIRPERSON ENNES: It will be 18-20 feet, the length of a --

MR. FIRSEL: Right, that's correct.

CHAIRPERSON ENNES: Okay, I have to say, Mr. Firsel, I agree with a lot of what you say, it makes sense. This is your building. Functionally, you need to be responsible or make the decisions as to how it operates. I could understand where the Village might want to back those in because then they're totally off the street. But I think it's your building, you need to look at it from a functional standpoint of how you want to run it.

Staff, any other questions regarding, or Commissioners, any other questions regarding this parking issue as far as the garbage, and then in regard to the parking issue before we go to hear what some of the guests that are out there watching this have to bring to us?

COMMISSIONER DROST: Yes, can I speak? I've got a general question.

CHAIRPERSON ENNES: Please, George.

COMMISSIONER DROST: Which really relates to sort of the planning for the developer. On Chestnut, the comment was if we go condominium or if we go apartment, I'm assuming that Campbell is still going to be all apartment, going to be one and two's, and that Chestnut could actually become a condominium project. How would that impact the parking, that's number one question.

The second question with Sigwalt 16, now that we've got some tangible signs as to Sigwalt 16 really building out pretty well, was there any comment from either

Design Commission, this maybe goes to Sam, and how it integrates with the reduction on the proposed site of 425?

So, those are just sort of the general questions. Maybe Mike Firsel can answer the one on the Chestnut, and then does it have something to do with loan ability for the, you know, from your credit, you know, potential financing of this project on the Chestnut? Then on the aesthetics, maybe that goes to Sam.

MR. FIRSEL: Sure, I'm happy to answer that, Commissioner Drost. First of all, we did a comparison of the parking requirements for condos versus apartments. Within one space, if we were to do 50 condos instead of 85 apartments, it would be the exact same requirement within one space. So, if we do do condos, they will obviously be larger than the apartments. Even though we may do as many as 35 less units, it's not going to be any less parking if we go to the condos. So, it's just about the same, it's uncanny, it's about exactly the same number.

This all depends on what the market is, what financing requires. Keep in mind, one of the factors upon which we're going to base the decision on what to do is that when you sell a condo, you get cash, you get paid. You can pay down debt, you can pay back investors. If it's continued to be run as an apartment, you have to show that there will be positive cash flow, there will be continuing interest to be able to keep the rental rates up. So, it's all going to depend on demand.

So, what we have said we would do to accommodate the parking is come back at such time as we know what we're going to do to make sure that we satisfy the Village's parking requirements, but we can't park it 1.3 to one. It's not necessitated, it's not warranted, and it doesn't matter what we did in the past. We couldn't afford to build the building with the requirement that the Staff is putting with as much parking as they want. It would cost us approximately $2.7 million of additional cost for parking spaces not required by your code. That's it in a nutshell.

COMMISSIONER DROST: Good, thanks. Sort of, another sort of tangential question is when you stage this project, are you going to start with the apartments first on Campbell or on Chestnut, you know, basically trying to take the pulse of the market?

MR. FIRSEL: Oh, yes, that's an extremely important and very good question. We are definitely building Highland and we're going to start building the Campbell building first. About maybe halfway through building the Campbell building, we will then start building the parking garage. It goes much faster. It takes about half the time.

So, we will, Phase 1 will be all the infrastructure of the entire site, everything except the area between the Highland building and the Chestnut building and the Chestnut building itself will be built first. We will be staging the project on the pad of the Chestnut building and what I call the parkway. That's why at the time we build Phase 1, we will simply grass over and we'll work with Staff to put some sort of landscaping on the parkway area and likely would fence off the pad for the Chestnut building. But it will be all grass.

Once that is all done, we'll see what our demand is. We'll see how fast we lease up the Campbell building. If there's a huge demand, we'll know it's destined to be apartments and we'll move forward with the apartments.

One thing that we may very well do, and that's why there is a Phase 1A out there, is we may build the five-level deck which will contain 435 parking spaces, okay. That's not enough for Staff. They want 450.

COMMISSIONER DROST: Now, do they know there's a train nearby?

MR. FIRSEL: Well, I'm glad Mr. Aboona is on the line with us and he can verify it. I believe, Luay, and please correct me if I'm wrong if you want to unmute, that in transit-oriented developments, the residential parking varies between 0.9 and 1.2 per unit in a TOD. They want 1.3. Is that correct, Luay?

MR. ABOONA: Yes, Mike.

Luay Aboona with KLOA. That is correct. The ratios could go considerably lower when you have alternative modes of transportation in a transit as well as in a downtown setting.

MR. FIRSEL: Thanks, Luay.

CHAIRPERSON ENNES: Okay, Commissioners, any other questions?

COMMISSIONER DROST: Yes, just for Sam on the aesthetics of 16.

CHAIRPERSON ENNES: Okay.

COMMISSIONER DROST: Yes, so if you can just address that? You know, is this, with the build-out on Sigwalt, this gives you a little bit more tangible, tactile feel for the development, and do you see that as a plus/minus? Any comments there, Sam?

MR. HUBBARD: Yes, I think this development fits in well with what's going on on the southern end of the block. You know, I think that the previous iteration had a, you know, five to six-story garage podium with a 13-story tower on top that would have been directly adjacent to the townhomes that are under construction now. Under the current proposal, it's going to be a four to five-story garage, not a 13-story tower directly abutting those townhomes.

So, I do feel that the proposed PUD modifications are, you know, provide better aesthetics to their neighbors than the previous plans.

COMMISSIONER DROST: Yes, and to that point, the construction site seemed to be very well organized with little interference or congestion to the neighborhood. Do we have any enforcement issues, any complaints?

MR. HUBBARD: I'm not aware of any, but they would probably not go through me if we did get them.

COMMISSIONER DROST: No, but if they were serious you'd know about them?

MR. HUBBARD: Probably, yes.

COMMISSIONER DROST: Good, thank you.

CHAIRPERSON ENNES: One last call, any other questions?

COMMISSIONER CHERWIN: Terry, it's Jay. I've got one, just a point of clarification.

CHAIRPERSON ENNES: Okay.

COMMISSIONER CHERWIN: For Sam, if you would, Sam. So, in the plan, there was, kind of getting back to the parking count here, we're talking about, you know, Mr. Firsel's concern about the number that's being required. If you could explain really quick? My understanding is there's certain parking spots that are being off-loaded to the Vail Garage, maybe to kind of offset the affordable count? I believe there's 13 parking units that will serve this development, but then they're being off-loaded to the Vail Garage, is that correct?

MR. HUBBARD: Code allows 16 spaces will be made available on the Vail Avenue Garage to affordable tenants, one per affordable unit within the development.

COMMISSIONER CHERWIN: Okay, how much, we're talking peak load, if

we're able to add 16 units in the Vail Garage, is there any capacity to add additional ones to off-load some of these concerns you have? Say for instance the commercial, if code will require, you know, 19 spots I believe, don't quote me on that but I think that's what it would be in the development but Staff is going for 56, I mean, can any of those spots be made up in the Vail, say for instance restaurant employees to be parked across the street just like the affordable units so that we can get closer to the parking gap?

MR. HUBBARD: During peak times in our studies, we found that, you know, there are times when the fourth and fifth floor are the only vacancies within the garage, so there is some vacancy. 19 spaces vacancy, it's hard to say. I mean, you're just pushing, you know, farther and farther people away from the destinations they want to go. We'll probably have a better idea as we continue to get data back from our new system that monitors the parking. But my understanding is that there is limited capacity in there. It's not fully used, but the only availability during peak times are in locations that are less ideal.

COMMISSIONER CHERWIN: Well, and I get that and I agree with that. I mean, but for instance, like my wife who used to work in a downtown business, she would have to walk two blocks to park at the top level of a garage in order to, you know, park and work at that job. I'm thinking, you know, while it may be not as convenient for a resident, you know, for additional residents or retail or restaurant consumers, when you're talking about staff that's going to be parked there for eight hours during the day, that may be a solution that gets us to the point where we're not putting, you know, we're continuing to make this feasible and we're not asking the developer to go, you know, beyond, you know, what I guess the range would be as they just described in the traffic study and what our zoning code would require.

I mean, I would think that if we have excess space in the fifth floor, if we can accommodate it for a limited number of residential units, we should be able to accommodate it for staff, maybe even valet because I think it's better than having those spaces go unused. Like you said, they might be inconvenient to the average shopper or restaurant in the Village, but for employees or for valet, it may be a good use of that space. That's all.

CHAIRPERSON ENNES: Okay, anyone else? We're going to move to the public portion of our hearing. I would, Sam, can you give me an idea how many people we have out there and maybe get, if they can show you hands if they want to speak?

MR. HUBBARD: Yes, if there's a member of the public that wants to speak, please click the Raise Your Hand feature in Zoom. If you've dialed in by phone, you can dial *9 and it will raise your hand for me here. Once you make a statement, you know, your statement is into the record. It doesn't turn into a back and forth. If you have questions, you can certainly ask those questions and the Plan Commissioners will hear your questions and may ask Staff to address them. But the way it works is you make your comment and then you're done with your public comment.

I see four hands raised. I do have three items that I would like to read off before we go into public comment. These are other e-mails that were received from residents earlier today. So, if I may read those, Chairman? Then I will open up for public comment from members in Zoom.

CHAIRPERSON ENNES: Okay, so really don't have that many indicating that they would like to speak. There's no reason to set a time limit on each person with just four people out there.

So, yes, Sam, please, if you can read those mail messages that

have been sent in to you.

MR. HUBBARD: Sure.

This was received from Roslyn Ryan, and she states: There is no need for the ordinance to be changed to include new floors and more residences. It will only result in more congestion and more inconvenience to current residents. Arlington Heights receives some of the biggest taxes in the state but has not shown fiscal responsibility on what those taxes pay for, so they don't need more dollars for better management. Density is the issue. I strongly submit there does not need to be an ordinance change for these two reasons. There's too much density in our area currently, and the taxes won't fix that. No more new residents in a one-block area.

Another e-mail comes from Scott Purley. He says: The downtown area is too dense now. Adding more residences will compound the problem. I do not support adding any new residential units to the number already planned. Regards, Scott Purley.

Also got an e-mail from Keith Allen, it says: During the first approval for Arlington 425, the Highland/Chestnut building was discussed and debated at every level of approval, from community meetings to the Design and Plan Commissions to the Village Board, the height of the building and its harmony and compatibility with the adjacent single-family homes being the item of most debate. In the end, the consensus of all vested parties was that a four-story building was most appropriate, and that was approved. There have been no changes to the residences on the west side of Chestnut. Thus, my question is twofold. Why has the Petitioner ignored the previous guidance to propose a five-story building that is not of a height that is harmonious and compatible with adjacent residences? Two, why has Staff ignored the previous guidance recommended for approval of a five-story building? It would be most appreciated if you could also play the video from Aaron Coon that shows the comparison of a four and five-story building as it will allow all those to see the context of the building in relation to the residences. Thank you, Keith Allen.

I got a fourth e-mail from Aaron Coon who had several e-mails from earlier today questioning the height of the proposed Highland Garage. Aaron says: In the response letter from the Petitioner with the parking level diagrams, Michael Firsel stated that the first level truly has 75 surface level stalls that do not form any part of a ramp and are not double counted. My question is, in a garage that's a 123 feet by 247 feet, how is it possible to fit 75 cars on a level parking surface and not have any cars within that count located on a ramp up to the second level? Where is the ramp from the first level to the second level located, and how does it provide vehicular access to a full second floor that is 123 feet by 247 feet with 91 parking stalls? The level one plan shows the ramp beginning in the west bay area at the north end of the deck; however, the level two plan shows the ramp going down to level one from the east bay at the north end of the deck. Please share this with the Plan Commission members. I've highlighted the west elevation to correlate with the sketch diagram from the Petitioner that I believe contains the incorrect assumptions of total parking counts.

That concludes all of the public commentary I received via e-mail. Now, I can open it up to residents with their hands raised. I see five individuals with their hands raised.

Let's start with Brian G. Brian, you should be allowed to talk.

QUESTIONS FROM AUDIENCE

MR. GARISH: Can you hear me?
MR. HUBBARD: Yes.
CHAIRPERSON ENNES: Yes, Brian, what's your last name?
MR. GARISH: So, it's Brian Garish, and I live at 1 South Highland directly across the street from the development.
CHAIRPERSON ENNES: Okay.
MR. GARISH: So, first of all, I thank the Chairman and all the Commissioners. Mr. Firsel, I will go on record by saying I'm very supportive of the entire development. I think it all comes back to a couple of questions which I'm only going to just give commentary on the parking and the congestion.

I've heard many different studies, and I even heard Commissioner Warskow, if I'm pronouncing that correctly, ask about codes and is there updating of codes and things like that. One of the most recent developments that is going on in Arlington Heights which is very exciting and I think has put Arlington Heights Downtown on the map a little bit is the Al Fresco dining. I'm just wondering if that is being included in any of the studies since it's so recent. I do understand it's temporary and seasonal, but it does feel like this is going to be something, hopefully and I support that, becomes regular and ongoing. But it does add to the continued congestion that really comes to a head at Campbell and Highland and create the problems that I think a lot of the people are just nervous about, if the Commission is taking everything into account.

So, that's question number one, and I don't know, Mr. Chairman, if I should just list some of the questions I have which is about three of them and then leave it, or would you like to --

CHAIRPERSON ENNES: Let's do that and we'll try to answer those.
MR. GARISH: Okay, so the second part of it is, you know, I actually support, and I live and would here that garbage truck come every morning or everyday, but I do think it does make more sense to have that on Highland than to pull into the newly created area for refuse. As much as I will be hearing it every single morning, it does make sense. But it does take several parking spaces away from what is probably the highest use, the most use commonly, parking spots for the retail area which is those perpendicular spaces underneath the existing Vail Street drive through on Highland Avenue. So, the question really becomes, again I go back to the codes of the existing parking lot on the Vail Street Garage, it does get extremely busy on weekends especially, and it does create a backup where, you know, I'm a permitted residential user on our floors which are two and three, and you commonly have people that illegally park in those spaces. So, I'm just curious, during these peak times, especially during the Al Fresco which again seems to be something that's going to be not just during the COVID, but it feels like it's going to be ongoing that adds to the congestion of Highland and Campbell in particular.

The last thing I have to say which I'm not sure if this is the right format or not, but it does seem like these parking garages are going to continue to be residential parking. I know the city has looked at this before, but it does seem like the future is more and more electric cars and the city has said we're not going to put electric in there. So, for residential users, maybe it's more of a recommendation to the current developer but I think you need to be forward thinking and put electrical charging stations in. Thank you to all of you for your time.

CHAIRPERSON ENNES: Thank you, Brian.

Do we have any comment? Sam, can you provide any input as to the number of parking spots that are being taken up all day long in the Al Fresco because of the al fresco dining? Which is really a block away from this but that does impact the parking demands right downtown in the most important area.

MR. HUBBARD: Right. I mean, now is a very irregular time [due to CoVid] for parking in downtown so it's hard to find a true, you know, indication of what tomorrow's demand is going to be based on how parking is today. But most of the traffic when it leaves during peak times is expected to go southeast or come from the southeast. So, it doesn't necessarily come from the Campbell side where the Al Fresco is, so whether or not that continues into the future or not, shouldn't have the biggest impact on the traffic patterns from this development.

CHAIRPERSON ENNES: Okay, can we go to our next, unless somebody has a comment on the two other two questions for Mr. Garish? Okay, can we go to the next audience member?

MR. HUBBARD: Yes. We have Keith Moens here.

CHAIRPERSON ENNES: Hi, Mr. Moens.

MR. MOENS: Hello, everyone. Thank you, Chairman Ennes. Yes, I just wanted to follow up a little bit on the Staff report on the affordable housing component of the project here. It looks as though the Petitioner has decided to go along with the new affordable housing ordinance and not some hybrid that we're talking about in the Housing Commission. So, I just wanted to verify that, if it's a strict, you know, compliance with our new ordinance.

If those 16 units, are they going to be proportionally between the Campbell and the Chestnut building? How are they going to be divided up in those two buildings? Do you know if the studios or one or two-bedrooms is a part of that affordable housing plan? That's basically my questions, thank you.

CHAIRPERSON ENNES: Mr. Firsel, do you want to answer that one?

MR. FIRSEL: Yes. Thanks for the question, hopefully to your satisfaction, Mr. Moens. We have agreed to comply with all aspects of the code which includes the allocation of the units, it includes the proportionate number of studios, one's and two's. It includes the proportionate locations. I can't say much more than we fully intend to and have committed to comply with the new Village Code in all respects. We have asked for no variations from that code.

Mr. MOENS: Right, I want to thank you for your effort on that. We really appreciate that, thank you.

MR. FIRSEL: You're welcome.

CHAIRPERSON ENNES: Thank you, Mr. Moens.

MR. HUBBARD: Okay, next we have a Tom S.

MR. SAMADA: Hi, this is Tom Samada. I live in the Campbell building, 200 West Campbell. I'm just curious to hear the master plan, I know it's not the Village Code, but the master plan said eight-story buildings. Campbell is eight stories, and I think the Loft, the Metropolis Center is eight stories or seven, seven or eight. You approved nine, and now it seems like you guys are just approving 10 without really too much of a discussion on that. You were discussing the parking but not too much is going on about the extra stories on the Campbell building, and the Chestnut building you're also going higher right across the street

from houses and higher than the current townhomes that are going up over there. I don't see a lot of discussion there and it seems like having a building two stories higher than the neighboring ones is not harmonious, like the word that you guys like to use.

My other question is this refuse area in the parking garage. What garbage is going in there that they're walking and putting it 200 feet from the, or you know, 100 feet from the building into the parking garage to store there? And there's garbage inside the Campbell building, too, that's going to be picked up? I'm confused, what garbage is that? I understand it's storage for snow blowers and salt and all that kind of stuff, but garbage? Where is this garbage coming from?

MS. SMART: I can answer that.

MR. FIRSEL: Deb, please allow me --

MS. SMART: Yes, I got it.

MR. FIRSEL: Please allow me to answer.

MS. SMART: I got it.

MR. FIRSEL: Deb, Deb?

MS. SMART: So, the garbage comes from the common areas, the outside, and the garages themselves. If you go into any garage, whether it be public or private, there's garbage cans where you dispose your garbage. So, it's actually coming from the garage itself and the outside areas where we'll be collecting it.

MR. SAMADA: And you're going to have pick up everyday in five or six days?

MS. SMART: Yes.

MR. SAMADA: All right.

MS. SMART: We actually do recycling everyday in the Village of Arlington Heights six days a week. Just so you're aware.

MR. SAMADA: Seems like a lot of garbage.

MS. SMART: That's actually part of the recycling plan as provided by the Village.

MR. SAMADA: Okay, and do I have another one? No, I guess that's all I had, but I don't like the 10 stories.

CHAIRPERSON ENNES: Thanks, Mr. Samada.

Sam?

MR. HUBBARD: Okay, next we have Kari D.

MS. DWYER: Hi, good evening. My name is Kari Dwyer. We reside at 30 South Chestnut, so we are directly across the street from the Chestnut building that's being proposed. I have two questions.

CHAIRPERSON ENNES: Kari, could you spell your last name for me? I didn't quite hear that.

MS. DWYER: No problem. D-w-y-e-r, Dwyer.

CHAIRPERSON ENNES: Oh, sorry.

MS. DWYER: No, no problem.

So, two topics or two questions, first of which is parking but not related to the parking garage, so no worries there, but more so related to the street parking. So, on Chestnut, and Chestnut is one of the most narrow streets left in the city of Arlington Heights which is very problematic when we have traffic coming to and from on that street, especially if

there's any sort of delivery. I understand that they are being built and this development had agreed to create bump-outs in the street for parking. However, parking before the development that 16 rowhomes were being built, there was two-hour policed parking on our street. It was never policed, it was always a problem. Now, there is no parking on the street because there is construction taking place.

So, my question is what sort of restrictions are going to be in place for those new bump-outs that are being developed? Are those intended for residents? Are they intended for those visiting the downtown area? How is that going to be managed and how are we going to make sure that residents that live on Chestnut can easily get in and out of their driveways?

MR. FIRSEL: I can help there if you'd like.

CHAIRPERSON ENNES: Mr. Firsel, would you field that?

MR. FIRSEL: Yes, sure.

First of all, thank you for your question; it's a very good one. We have had it before. These are not our parking spaces, these are public parking spaces. They're regulated completely by the Village. If the Village chooses to make them two-hour parking, that's certainly the Village's prerogative. If the Village chooses not to do anything, that's also their prerogative. The Village insisted on the bump-outs, so we complied with their request. So, all I can tell you is whatever the Village decides to do with those public parking places which we're constructing, the bump-outs, the landscaping, it's entirely up to the Village.

I do want to clarify they are not for the residents, we can't prohibit or make any member of the public, whether they live at Arlington 425 or not, park or not park there. But certainly, they are not reserved; they are not going to be signalized or anything else related to this project. So, purely public as far as we're concerned.

CHAIRPERSON ENNES: Sam, did you have any comment on that?

MR. HUBBARD: Yes.

So, they are being dedicated as part of the public right-of-way, so they will be public parking. So, the Village, you know, has the authority and jurisdiction to establish whatever regulations are most practical for that area. I don't know if they've been decided at this time. As we move forward through final engineering and final plat of subdivision, you know, we can have those conversations. But certainly, we'll have the jurisdiction to regulate what the most appropriate parking restrictions could be within that right-of-way.

It should improve the flow down the street because, you know, there's going to be a dig out for the parking to occur whereby resulting in larger lanes for travel down the street. Right now, the parking is just right on the side of the street, so hopefully this will improve things. I know there will be a loading zone likely in front of the Chestnut building, but these improvements will need to be implemented.

CHAIRPERSON ENNES: Are those cutouts from out of the Petitioner's property or they're just the regular street right-of-way?

MR. HUBBARD: They're required right-of-way, and the right-of-way is currently too short in that area. So, you know, they're dedicating some right-of-way.

CHAIRPERSON ENNES: Okay, was there something, Jay, did you have a question there? No? Anybody else have a reply?

(No response.)

CHAIRPERSON ENNES: Okay, Sam, was there anyone else in the

audience that wanted to --

MS. DWYER: I had two more things I hadn't gotten to, I apologize.

CHAIRPERSON ENNES: Oh, okay.

MS. DWYER: So, this goes back to traffic pattern. On Chestnut, there is a stop sign. There are no four-way stops between Chestnut and Campbell or Chestnut and Sigwalt. We have seen a significant amount of congestion now with Arlington Al Fresco although it is, you know, a wonderful addition to our downtown area. My question is people fly through that area and stop right before Highland when they realize that now there's a detour. So, is there any consideration from the Village to put four-way stop signs on Chestnut and Campbell and then also Chestnut and Sigwalt to help with that traffic pattern?

We are a short block, but we have over 10 kids that live on our block. So, it's concerning to think that there is not enough protected walkways for our kids to be able to cross over either one of those now very dense streets.

CHAIRPERSON ENNES: Sam, that sounds like a very important question, but is that something that should be taken to the Village for comment --

MS. DWYER: Yes, there's --

CHAIRPERSON ENNES: -- as opposed to this forum?

MR. HUBBARD: Yes, I mean, they will install some high visibility crosswalks at the Chestnut and Campbell intersection, but there is no warranted need for a stop sign. But certainly, if it is warranted, the Village can install it, you know, and we can examine that as part of final engineering as well. But yes, was there another comment you had, Ms. Dwyer?

MS. DWYER: Yes, so my final one is regarding the master plan and the addition of the fifth story on the Chestnut building. I know that we are looking at it in proximity to the overall development and now in proximity to the 16 rowhomes. But what we haven't taken into consideration is that on that master plan, all of our residential properties which are two stories are proposed to be three to four-story rowhomes. So, yes, by way of that master plan, are larger unit building made sense across the street from us. So, we were so pleased, the residents on Chestnut, when this Plan Commission came together and said we would not even consider something above four stories because it's not appropriate for the community and it's not appropriate for the density of this location. Now, to have all of that be reconsidered because it's more convenient for the developer, it's frustrating for the residents.

So, I just wonder is there any comments that the Commissioners can provide as to why you would be reconsidering adding a fifth story when there was so much conversation about why it wasn't appropriate the first time around?

COMMISSIONER WARSKOW: I'm happy to provide my insight in that the developer has already said it's not financially feasible for them to remove the 13-story building and not have any additional units in order to provide revenue to offset the capital costs of building the development.

COMMISSIONER GREEN: Sam, could you just add the, as far as what the code would allow on that side as far as height and stories?

MR. HUBBARD: Yes, I mean, up to 90 feet with bonuses of up to 140 feet. I mean, the largest tower was approved at 140 feet and I think in the context of the reduction in height, you know, Staff looked at the increase in height of the Chestnut and Campbell building in the overall context of the impact from the site with the removal of the tower. So, that was just our perspective.

COMMISSIONER CHERWIN: Sam, wasn't the Comp Plan four to six-story? I'm trying to think, where was the four to six-story suggestion in the Comp Plan?

MR. HUBBARD: That's to the south of the site where the Sigwalt 16 building is.

COMMISSIONER CHERWIN: Yes, okay.

MR. FIRSEL: This was six to eight.

COMMISSIONER CHERWIN: This was six to eight.

CHAIRPERSON ENNES: Six to eight, yes.

COMMISSIONER CHERWIN: Yes, so the four to six, I guess I don't remember saying that, you know, we would have maxed out with four on that when I know that was ultimate plan. But I don't know that I ever felt that it was, you know, infeasible or non-feasible to have something more than four. I think that's just where we ended up when they had a larger building at that spot. Now, that that's going away, as Commissioner Warskow said, in order to make the project feasible, one additional story here is sort of a tradeoff.

MR. FIRSEL: We made our own internal tradeoffs just for the sake of trying to not create a lot of controversy on this. It is, you'll note we had first thought, well, maybe we'll add two stories to the Chestnut building and leave the Highland building as it is. We felt that adding two levels, which would still be at the very minimum of what the Downtown Master Plan and well within the code allows, we felt to add on more level to the Highland building and only one level to this building would be a much more compatible and hopefully reasonable way to approach gaining back some of the units that we lost.

So, I hope, Ms. Dwyer, you understand that it is not our intention to try to negatively impact our neighbors, but we did, I said Highland, I meant Campbell building, it is not our intention to intentionally negatively impact your home. We respect you and hope that you will remain our neighbors, but we do have specific needs in order to make up these as Commissioner Warskow said, and we felt that this was the least impactful way on the residents at Chestnut to do it. Thank you.

MS. DWYER: I appreciate that context. So, just one last thing, and what wasn't mentioned, Sam, in the earlier comments that you made around the Design Commission was that the Design Commission did state that if anything were to change with the Chestnut building prior to being developed, that it would need to come back through Design in order for final approval. I think, you know, as a resident and knowing that this piece of a project is two to three years out, we would politely request that this Commission also give that same due diligence and request that if anything were to change outside of what is being proposed right now, that you would have another review of the project so that this way, you know, we can have these deeper dive of conversations because we'll know more about the density of the building that had been developed on Campbell. That's all, thank you.

CHAIRPERSON ENNES: Okay, and there are specific guidelines that determine every project that comes before us if there's changes that are required. Thank you, Mrs. Dwyer.

I would like to throw out one other question. Sam, I'm not sure if the Village has done this, or Mr. Firsel, if the developer has done this. But this project is so important I think to this neighborhood, that piece of land has been sitting vacant for way too long, and this development is going to, I believe, have such a huge impact and benefit to the Village, all of our community, schools, from the property taxes it will provide, from the sales taxes that it

will provide, from the spending that's going to come from the residents that live there that are going to benefit all the downtown businesses. Has the Village or the developer done any type of an economic benefits plan that would indicate what kind of revenue, what kind of benefit this development is going to bring to town?

MR. FIRSEL: Yes. When we did the initial presentation in 2019, we had a full study done. I had not done an updated one for this project, but at the time it was several hundred thousand dollars of real estate taxes for the schools. It was about a $1million a year at least in additional spending by the people who live there. The financial impact of this was enormous.

So, the good news is that we are reducing the density from 361 units to 319. So, you do the math, 361 to 319 is 43 units. That proportion will not have a very significant impact on what's before you now. So, the current property taxes is right, the estimated real estate taxes will probably be about, oh, 80 percent of that number. The impact fees will be less.

CHAIRPERSON ENNES: Of what number?

MR. FIRSEL: Of the $1.5 million to $1.588 million. Now, that is the Village's number, that's not our number. Our number on the real estate taxes were closer to $2 million, not a $1.5 million to a $1.588 million. That's probably what they'll be now, at least in our estimate.

The impact fees of course will be less, and the residential spending of $5 million within three miles, so that goes down to maybe $4 million. I mean, it's a very significant impact all the way around.

CHAIRPERSON ENNES: Okay, Sam, did you bring this up?

MR. HUBBARD: Yes, that was from the last time of approval, so the numbers are going to be a little bit different. Of course this time, they're going to reduce scope that you had mentioned, Chairman Ennes, and so I brought that up from the last time that --

CHAIRPERSON ENNES: It should, yes, and thank you because it's such a huge, it will be such a huge impact and benefit to our town. Of course we don't want a few neighbors along that street to suffer from that, but I think this developer has done a tremendous job in coming up and meeting so many of the requests of the Village.

But anyways, if there's no other questions --

COMMISSIONER DROST: Terry? Terry, it's George.

CHAIRPERSON ENNES: Yes?

COMMISSIONER DROST: One question.

Is there the possibility, you know, with Mount Prospect development so many apartment units, is there some fear of cannibalization of the project in Arlington Heights, you know, as far as rentals? I know you guys have done your studies, you've done homework, but just to get kind of a pulse and then also looking forward, you know, as there's changes. I like the comment of Mr. Garish about the chargers. We're doing that in our building across the street. We've started putting in chargers in our building, and again, this is sort of getting ahead of the curve is basically what is sort of the direction of my question.

MS. SMART: I can take that actually.

COMMISSIONER DROST: Okay, good.

MS. SMART: Yes. I'm actually working with your building, George.

COMMISSIONER DROST: You are? Good for you.

MS. SMART: We're doing it together. Yes, I'm actually working on that project for the Campbell building also. So, yes, we have planned on putting in the option of charging stations, and that is actively something that this developer has been very aggressive about discussing. So, charging stations are definitely on the agenda for the Campbell building garage.

CHAIRPERSON ENNES: Right, but that's not subject to our approval. That's part of your development.

MS. SMART: Correct, exactly.

COMMISSIONER DROST: No, but it's sort of the evolution of the project.

CHAIRPERSON ENNES: Right, absolutely.

COMMISSIONER DROST: You know, are you going to get the Zipcars and, you know --

MR. FIRSEL: Yes.

MS. SMART: Yes.

MR. FIRSEL: Thank you for bringing that up, Commissioner. We have also discussed in great detail putting in a Zipcar concession in the garage so that people don't have to have their own cars. Being a transit-oriented development, as Luay Aboona brought up, people don't need as many cars. So, if we can have Zipcars for people who rarely drive, in their own building, it would be a huge benefit to them and to us. So, we are also strongly considering that as well.

CHAIRPERSON ENNES: Sam, was there anybody else in the audience?

MR. HUBBARD: Yes, I see three more individuals. Let me bring in Lisa Doty.

Hi, Lisa, did you have a comment? Lisa, are you there? Can you hear us? We cannot hear you or see you. I'm going to try you back on mute and then we can try and bring you in at the end, hold on.

All right, we have a John. Do you have a comment, John?

MR. PACKUM: Yes, this is John Packum at 39 South Mitchell Avenue, which is just one block west of the development. I think one of the things I wanted to comment on was the electric cars, and I know you guys just ended on that. Great discussion, but I mean, it's not part of the plan. You know, you say you're considering it but, you know, I don't think that should be something that should be, you know, part of the influence of whether this is voted yes or no.

But my point is that the first residents mentioned this, and I thought it was a really good one because that's a way to bring in a more diverse age group to Arlington Heights, and I wanted to kind of link this to the parking ratio as well which is currently 1.12 per code but we were talking about 1.3. I think Commissioner Warskow, you brought up, you know, why aren't we changing this to 1.3 to make it part of code, which I agree with. You know, this is something that we've been talking about for at least five years, you know, definitely going back to at least the CA Ventures development which I think we are all familiar with.

My point is though with, you know, increasing that ratio, you know, I think it has a lot to do with, you know, the current trends of people moving out of the city and into the suburbs. We are not the city though. Yes, we do have a Metra Line that goes into the city, but we do not provide all of the amenities of the city. So, while you might not need a car within the, you know, well, a couple might not need two cars within a city, they're more likely to have,

you know, need two cars in a suburb like this. So, I just wanted to kind of reiterate that comment as it would, you know, provide a better diversity in Arlington Heights with our population.

The other comment I wanted to make, and this is a question, is regarding the Design Commission which was last night. You know, their guidelines I think talk about harmony and compatibility to the neighborhood, especially the transitions. We were not, with respect to the height of the buildings, and we were deferred to the Plan Commission to have that discussion about harmony and compatibility with respect to the neighborhoods. I think Keith Allen brought it up in the letter, that was one of the first public comments, and I didn't really get a good feel for what the feedback was from the Plan Commission on what that harmony and compatibility is, specifically with the Chestnut building and the increased stories going from four to five.

So, I'll leave it to you guys, and then I'll follow with one last comment after that.

CHAIRPERSON ENNES: Okay, and that last comment?

MR. PACKUM: About harmony and compatibility of the increased story of the Chestnut building from four to five and how it affects the neighborhood, especially on that side which is single-family homes. I guess maybe I'll kind of elaborate. I was actually part of the earlier meeting, at the Conceptual meeting, and many of you were on that as well. You guys went through lengths to talk about harmony and compatibility of a development behind Northwest Metalcraft which is, you know, kind of just scaled down to that neighborhood and was really, you know, people were really against it including the Commissioners.

CHAIRPERSON ENNES: Okay, well, that's not this hearing. But I can appreciate your concern, but I think the sense that I've gotten from the Commissioners, I'll let them speak for themselves, but I think it's pretty well summed up by the comment of the Petitioner that this change has reduced the overall mass of the property. The additional height on Campbell with the sunlight that comes down with the lower floors, there's very little impact there. The traffic and the density is going to be much lower. So, while there is a slight increase on Campbell, the overall change in the proposal is much less intense.

MR. PACKUM: I guess I'm just more concerned about the Chestnut side. So, I understand the mass on the Highland side, I mean, that's a huge reduction, I get that, but also on a side that's next to a parking garage, it's next to Metropolis. You also have the Campbell building which is going from nine to 10, that's right across from 200 West Campbell which I lived in 10 years ago. You know, that's also I think a nine-story building; I can't remember how tall it is. I know it has 91 units because I was on the board there.

But it's more about the Chestnut building going, you know, from four to five which is right across the street from 1.5-story bungalows, you know, one to two-story houses. It's about the aesthetics.

CHAIRPERSON ENNES: Okay, thank you, Mr. Packum.

Do we have any comments or feedback from the other Commissioners or Petitioner?

COMMISSIONER GREEN: Terry, if I could just make a comment? We get this a lot. Wherever you buy a house and you look across and you see the downtown developing with eight, nine, 10-story, we were going to go with a 14-story building, in other words, you can't, without that line going down the middle of the street, how do you have a downtown connected to a residential area? So, it's not like the downtown has just developed

overnight. It's been there for decades. So, somewhere you have to make the change from residential to the downtown area.

So, it's just, I don't know how to answer that. We have codes that allow us to go up to eight stories. So, I think that a four or five-story building there is well within the limits of what the developer could do and what he is doing. So, just a comment.

MR. PACKUM: I appreciate that. It's just, you know, it's something that as residents, you know, in the area that we've been talking about and going back and forth about it, and you know, when it gets closer to approval, a change is made. It's a bit frustrating.

COMMISSIONER GREEN: Well, I think if I lived across the street from there, I would be happier that the 14-story building was not being built. That would be the first thing. That giant tower back there is one heck of a reduction just for the houses on that street to look at. So, it's an overall improvement, it's a tremendous improvement from a visual standpoint, from your standpoint and those houses across the street.

MR. PACKUM: Why didn't we approve that one in the first place then?

COMMISSIONER GREEN: I'm sorry, what was that?

MR. PACKUM: Why didn't we approve that one in the first place? I don't want to belabor the point. I mean, I'm not going to --

COMMISSIONER GREEN: Yes, it very well could have been five stories the first time around. They had enough units and they thought it was feasible.

MR. PACKUM: I'm talking about the tower. You're pitching it as like this huge benefit, but that was something that was approved. So, but okay.

Yes, my follow-up comment is a little bit of a constructive criticism. You know, as residents, we are here to, you know, listen to you, learn about this, and also provide input. You know, I've been up since 4:00 in the morning. I drove to the Eastern Time Zone to go see my mom. I listened to the first Conceptual meeting. I'm now listening to this meeting all the way to the very end and, you know, I'm looking at all the screens here. I just really question whether we should even have a vote because I'm concerned that some of you haven't even listened to our comments. So, I will just leave it at that.

CHAIRPERSON ENNES: Well, I disagree with that.

MR. PACKUM: Fine, I'll put pictures on Facebook.

COMMISSIONER JENSEN: Mr. Chairman? Mr. Chairman, if I could make a comment?

CHAIRPERSON ENNES: Yes, Commissioner Jensen?

COMMISSIONER JENSEN: We have strayed quite a ways away from the rules.

CHAIRPERSON ENNES: Yes. Correct.

COMMISSIONER JENSEN: The rules were that the people who have a public comment can make a comment, and we shouldn't engage in a back and forth. You know, it's getting kind of late. We're hearing the same thing over and over again.

CHAIRPERSON ENNES: Right, exactly.

MR. PACKUM: You should pay attention to the residents. That's what I'm asking.

CHAIRPERSON ENNES: Okay, well, we do. Sam, are there any other people in the audience that wanted to discuss this?

MR. HUBBARD: Yes, thank you for your comments.

MR. PACKUM: We're just not going to be happy tonight.
CHAIRPERSON ENNES: We do, we do.
MR. HUBBARD: We thank you for your comments.
CHAIRPERSON ENNES: Whether you think we do or not, we do listen to these.
MR. HUBBARD: Okay, I'm going to bring in John. Are you ready to talk, John? Do you have a comment?
MR. PACKUM: I'm pretty sure you don't want to hear from me anymore. So, I'll lower my hand. I am sorry that I got a bit emotional.
MR. HUBBARD: It's okay. We thank you for your comments, John. We thank you for your comments.
All right, Nick, you have the floor.
MR. SARANTAKIS: Thank you.
Good evening. My name is Nick Sarantakis. I live at 1 South Highland Avenue, and I also wanted to ask about the parking garage on Highland Avenue.
Highland Avenue as it is, it's a narrow, high-traffic area with several things that are or will be on it, such as the public parking, the loading dock for Metropolis Place, the Vail Avenue Garage directly across the street, the Sigwalt 16 Townhome entrance, and of course the courtyard for this development. At peak times, summer weeknights, Friday and Saturday nights, the traffic in and out of the Vail Avenue Garage is very heavy. My neighbors and I call it chaotic.
My question is has the developer studied and considered how their garage will affect the other traffic on Highland at peak times with regard to pedestrian and driver safety as well as added noise.
MR. FIRSEL: Yes, we have. Let me point out one of the points we made earlier. Is it okay if I address this, Mr. Chairman?
CHAIRPERSON ENNES: Yes, please, Mr. Firsel.
MR. FIRSEL: Thank you. One of the most emphatic points I raised earlier which has a direct bearing and impact is the reduction in the total amount of retail and restaurant and office use in this project from 36,000 feet to 7,500 feet. Keep in mind that the residents have their own private entrance into the garage on the south portion of Highland that the public will not be able to access. In addition, the most direct way to get into the project off of Campbell will be through the porte cochere and again directly into the garage.
So, by having these two access points away from all the traffic out of Highland, it seems very unlikely that the entrance off the north portion of Highland into the courtyard area will be used to come in, especially if you want to go, if you're a resident which all but 7,500 feet of the users will be, by entering into your own private residential entrance. I think that with the elimination of all this Saturday night, Friday night usage of commercial, retail, restaurant development that will no longer be here, it is a tremendous improvement and stronger likelihood you will not have any traffic from this development interfering with those who want to enjoy all of the tremendous commercial benefits of the downtown on a weekend evening.
MR. SARANTAKIS: Thank you, and what street do you anticipate the majority of traffic coming from?
MR. FIRSEL: To enter into the development?
MR. SARANTAKIS: Yes, on Campbell or Highland?

MR. FIRSEL: I think most of the, if I'm coming from the south, I would turn down Sigwalt, go turn onto Highland, going north on Highland, go right into my private entrance. I would never come down to Campbell to use that access. However, you know, I'm just the lawyer here. We have one of the most experienced traffic consultants in the country, Mr. Aboona, and I think you deserve a professional response. So, Luay, would you care to address that? If I'm wrong, certainly feel free to correct me.

MR. ABOONA: No, Mike, this is Luay Aboona, you are actually correct. We do anticipate quite a bit of traffic coming down Sigwalt. Like you said, they'll be using Highland and then immediately turning at that private entrance off Highland and into the garage. Any traffic coming off Campbell, you know, could easily enter off the porte cochere and doesn't have to necessarily travel on Highland. But yes, the majority would be off Sigwalt.

MR. SARANTAKIS: Okay, I appreciate it. Thank you all for your time.

MR. FIRSEL: You're welcome. Thanks for the question.

CHAIRPERSON ENNES: Thank you.

MR. HUBBARD: Okay, now we have Brad Doty.

CHAIRPERSON ENNES: Brad, could you spell your last name please?

MR. HUBBARD: Brad, do you have a comment? Are you able to unmute yourself?

MR. DOTY: Hello? Hello?

CHAIRPERSON ENNES: Yes, Brad?

MR. DOTY: You go now, Lisa.

MRS. DOTY: Okay, hi. So, my name is Lisa Doty.

CHAIRPERSON ENNES: I'm sorry, could you state your name and spell it?

MRS. DOTY: My name is Lisa Doty, D-o-t-y.

CHAIRPERSON ENNES: Okay, Lisa. We can't hear you.

MR. DOTY: Lisa, you went on mute again.

MRS. DOTY: I don't --

CHAIRPERSON ENNES: We can't hear you.

MRS. DOTY: Can't you hear me?

MR. DOTY: Can you hear me? Hello?

COMMISSIONER GREEN: We can hear you, Brad.

MR. DOTY: You can hear me.

COMMISSIONER CHERWIN: We can hear Lisa, too. She's just --

MR. DOTY: So, now my phone is working, hers has stopped. I think it's her voice on mute.

COMMISSIONER CHERWIN: She's not on mute; she's just very distant. She needs to speak closer to the microphone.

MRS. DOTY: Okay, I'm sorry. Can you hear me now?

COMMISSIONER GREEN: Yes.

COMMISSIONER CHERWIN: Yes.

MRS. DOTY: Okay, I'm very sorry for all the technical difficulties.

So, anyway, I'm a long-term resident of this area is basically what I'm saying. I have looked at that empty lot for all of the time that I have lived here. That lot is a disgrace. It's an eyesore to the Village. With the Arlington Al Fresco, it's embarrassing for people to come from Campbell Street and come down and then be like, whoa, where is Arlington

Al Fresco? All I see is a vacant lot.

So, what I'm saying is I think that this development moves forward. I think that all the discussion over where the refuse goes and who picks up what and all these things, I think that everything has moved beyond this kind of discussion. I think the developer knows what they're doing. The developer, in my mind, I followed this project the entire time with the project proposal to everything. I've been at almost every meeting. I've contributed my voice to everything. This developer has done every single thing that the Village has wanted them to do.

They have gone above and beyond to make everyone happy and to take input, to do what is supposed to be done. To be quibbling with them now over where they're going to place their refuse, and the parking, having them take on $3 million in additional parking when our code doesn't require that, that's the Village's problem for not having the code correct. It's not the developer's, it shouldn't be the onus on the developer to make up for the Village's shortcoming on that.

You know, the project, it needs to go forward. We looked at that economic impact. Look at how much money that project is going to be bringing into our Village. So, are we going to like just keep handicapping the developer and not let them move forward? I'd love to see them break ground on June 1st. I'm really just saying to the Commissioners, I think you should vote to make sure that, you know, this can go forward. Let's not worry about that additional parking that Staff wants. Let's not worry about the refuse problem at this point, and let's move this project forward so it can go to the Board and can be approved. Thank you very much.

CHAIRPERSON ENNES: Thank you for your comments, Lisa.

Sam, anyone else?

MR. FIRSEL: Thank you, Lisa.

MR. HUBBARD: Yes, that's it. There was another individual with the name Lisa, so I'm going to assume that was you, Lisa?

MRS. DOTY: Probably me. Yes, that was me.

MR. HUBBARD: All right, thank you for your comments.

MRS. DOTY: Thanks.

MR. HUBBARD: All right, that's it for public comments. No more hands raised. So, if the Commission so chooses, we can close the public comment portion of the hearing.

CHAIRPERSON ENNES: Before we conclude the public portion, I just want to make one comment back to one of the speakers, John, and I think his last name was Packum. We do care about your questions. That's why we have this portion of the meeting. We do listen to it. We spend countless hours going over all these proposals and documents.

We all live in town. We care about this town which is why we donate our time to be able to sit here and try to make this a better committee. So, I don't want you to think we don't listen and that we don't care about your comments. We do. They help us in so many ways, but thank you for that.

I do want to close the public portion at this time. We're going to go, at this time there will be no other questions taken from the public. but we're going to go to the deliberation from the Commissioners. So, I'm going to open the floor to any Commissioner that wants to raise his hand. Did I see Lynn's hand fly up? Commissioner Jensen, come on.

COMMISSIONER JENSEN: I think we have said everything about each issue that could possibly be said.

CHAIRPERSON ENNES: I agree with you, but Sue's got something to add.

COMMISSIONER DAWSON: Sorry, Lynn, I haven't had a chance to speak yet because I was so busy listening. Anyway, I just wanted to go back to the parking ratio comment that I think, Mr. Firsel, you brought up.

MR. FIRSEL: Yes.

COMMISSIONER DAWSON: On the, maybe, I was taking notes which may, because we're not in-person, it may appear to people in the audience that we're not paying attention but, you know, I've got two screens, I'm looking back over old comments and notes, and I'm taking notes, so my head is not always looking at the screen. But my notes said parking ratio, something about 0.9 versus 1.3 that the Staff is requiring versus what you see in an urban setting, correct?

MR. FIRSEL: Yes. Luay's report indicated that transit-oriented developments on average use between 0.9 and 1.1 or 1.2 spaces, and Luay is certainly welcome to correct me. So, less than one space per unit in a transit-oriented development. In fact, the general rule in the same report is about 15 percent less parking is used in a transit-oriented development than not transit-oriented development. I don't believe there can be any argument that this is not a transit-oriented development.

COMMISSIONER DAWSON: Yes, I brought that up because, you know, this lot, there's the auto project that's next to this project. We went through multiple versions of that project which is not before the Commission now I understand, and that argument was raised and I supported it at the time. I'm just asking for Staff comment on, we've gone round and round and round about this concept of a building in an urban environment close to the train not needing as much parking, why are we still pushing for this higher parking count? Is it just because we haven't updated our code or is there another reason, Sam?

MR. HUBBARD: Yes, we feel it's necessary to capture the expected demand from development. Our code doesn't require as much parking as we think is actually needed. What the Petitioner's parking study also, you know, agrees with us on is the required parking is going to be more than code.

COMMISSIONER DAWSON: Okay, but not to the degree that Staff is requesting is what I'm hearing.

MR. FIRSEL: That's the argument.

MR. HUBBARD: Right, they don't agree that we think parking is what we think it is. We disagree on that.

COMMISSIONER DAWSON: So, when it comes down to it, are we assigning per unit of parking spaces, is that what we're talking about, right?

MR. HUBBARD: Right, we think demand is 1.3 spaces per unit.

COMMISSIONER DAWSON: Okay, and I know that this concept has, I brought this up, and I agree with Mr. Firsel and I agree with the Petitioner, but I know that the Village and I know that it's gone to the Board and they have not agreed with this concept, but I just wanted to reiterate that if people are going to move in knowing they're only going to get one parking spot, you're attracting a type of person who doesn't feel the need to have two parking spots, doesn't feel the need to have two cars. You're attracting a more urban resident in this building.

So, I would agree that we do not need as much parking in these spots that we need to encourage and promote in the downtown area, that urban environment for individuals who will be using the Zipcars, who will be using bikes, which means that we need more bike racks. Commissioner Jensen, I'm just teasing you.

COMMISSIONER JENSEN: I have never complained about bike racks. It's a matter of who pays for them. It's who pays for them.

COMMISSIONER DAWSON: I'm just teasing. I'm just teasing you because you and I always have a back and forth on it. Anyway, so I just wanted to raise that as an issue. It is a very important issue to our community, the parking. The downtown parking is very difficult in itself, and so I don't take that lightly. I don't agree with the comment previously stated that we've spent too much time thinking about where the refuse is being thrown out. Believe me, if it's thrown out the wrong place, we would hear about it, right? So, same as the parking.

But my feeling, I agree with the Petitioner on the situation that we do not need the higher level of parking. So, that was it.

CHAIRPERSON ENNES: Thank you, Ms. Dawson.

COMMISSIONER CHERWIN: I echo what Commissioner Dawson says.

CHAIRPERSON ENNES: Ms. Warskow?

COMMISSIONER WARSKOW: I'd like to just add that maybe the Village should consider, since they do have some spaces open, and whether, you know, it's on the fourth floor or the fifth floor, how about adding a couple of our own Zipcars so that we can provide that kind of service and not everybody has to own a car and pay insurance and pay gas? That if they want to go to just every once in a while someplace a little farther out, that we do have that Zipcar option for them.

CHAIRPERSON ENNES: Okay, I don't think that's in the plan, but a good idea. I think that would be a good private enterprise.

COMMISSIONER JENSEN: Mike, remind us what the ratio is that you are proposing. You're not proposing just the 1.12, right? You're above that or not?

MR. FIRSEL: Yes, we are above that.

CHAIRPERSON ENNES: What are you?

MR. FIRSEL: We are proposing, first of all, we're proposing in Phase 1 we will still build 90 more spaces than code requires. There is no argument or debate on that, okay. We are proposing a 1.14 at a minimum for the Phase 2 because if we build four levels, and we could be 44 spots under Chestnut, that's what it will be. If we build a fifth level and don't put spots under Chestnut, we'll be around 1.2.

So, we haven't decided which to do because if you do condos, there's a stronger likelihood that someone who's plopping down $500,000-$600,000 on a condo would want an underground heated parking place for which they're willing to pay. Doing all apartments, we already know what we would do and that is we'll build a fifth level deck. A five-level deck will have 535 parking spaces for 319 units.

CHAIRPERSON ENNES: Which will put you at one point what? If you went more with apartments?

MR. FIRSEL: You know what, I can give you that answer momentarily. So, we're going to have 535, this is without the --

COMMISSIONER DAWSON: Is it 535 or 435?

MR. FIRSEL: Oh, 435, 435, I'm sorry. Yes, we're not doing 535, sorry, Sam. That will be 1.36. So, we'll be over. The only scenario that we're not over and close to what they want is if we build, first of all, if we provide 56 commercial spaces where code requires 19, to be honest with you that's what's skewing all of this, okay, and that's the problem here. If you were to put no commercial on this site like many of your downtown commercial businesses have, they don't account for their parking. They park on the street, their customers' parking garages, if we were treated like everybody else, we'd be providing 1.36. If we build the five-level deck and if you divide the 389 by 340, it's 1.145.

It is cheaper, by the way, to build a 90-parking space fifth level than it is, it's not cheaper, it's almost the same price within a few hundred thousand dollars, to build 90 spots on a deck than 44 spots underneath the Chestnut building.

COMMISSIONER GREEN: Oh, I agree with that. For sure.

CHAIRPERSON ENNES: Yes.

MR. FIRSEL: And that's what our tendency is to do right now, but we want the flexibility to do either one. Keep in mind that we would be providing 389 where 344 are required, so it's 45 additional spots. Whose problem is that for? Our residents. Ours. It's our problem because we'll have to say we won't rent to people with two cars, we'll put in Zipcars. But I think the part that we probably are having the most difficult time with is the requirement that we not only park all of our commercial, but we park three times the amount of commercial than the code requires.

If the code needs changing, okay. But as an attorney, the first thing I do when I get a zoning case is I read the code. As anybody would. We have a right to go by what's in your code, and a right to rely on it. That's what we were, someone said we're going way, above and beyond. Trust me when I tell you, that's exactly what we're trying to do to get this project to move forward.

I appreciate all the comments, but if I sound a tiny bit frustrated tonight, you now understand why.

CHAIRPERSON ENNES: Well, and you can understand as a Village, one of the difficult things that we face, and that you as a developer faces, is that the economic life on a building like this is 40 to 60 years. When somebody does an appraisal, that's what they'll put on this, 40 to 60 years. We're at a spot in time, and we're saying we think the parking is 1.1, 1.3; 30 years from now all these cars might be gone, what are we going to do with all these parking garages? It's a hard thing to sit here at this point in time and know what the long-term need is.

But it sure looks like now that we're in a situation where we might be a little bit low. But if you fill the fifth floor of the garage in the future with 1A and 2, that Sam, at that point, we might be in pretty good shape, right? We'll still be short.

MR. HUBBARD: Yes, I mean, the developer and Staff see eye to eye on Phase 1. I don't think there's a disagreement there. You know, they want the 345 stalls in Phase 1 and we think that's fine. It's just, and we don't want stalls to be built and not used, but we just want the authority to, if and when they're ready to build the Chestnut building, to prove up that, hey, maybe we were wrong, maybe we thought 1.3 parking spaces per unit was reasonable, but they can show data that shows all they needed was 1.1 or 1.15. We don't want those parking spaces to sit, you know, any different.

So, we just want the authority to, when they're ready to move forward with that Chestnut building, show that their actual demand was less than the 1.3 per unit. If they

can, then here's an administrative process for you, you know, provide that information to Staff, allow review, and we'll bring it to the Village Board and see what they think. At that point, you know, they can construct less. They're still going to be above code requirements but, you know, it's just giving the Village that extra assurance that there couldn't be a parking problem, because if this is as successful as people think and maybe it doesn't move as quickly as people think, at least we have the ability to reevaluate that in the future.

MR. FIRSEL: So, let me distill this for you, if I may, Mr. Chairman. Here is where the difference is. Aside from the Highland drive issue access point which we've beaten to death, and the Commission will do what the Commission is going to do, Phase 1 we agree on. I believe Phase 1A where we would propose 435 spots and the Village says we need 450, the Village would be flexible enough to allow us to do Phase 1A without coming back.

The issue is our Phase 2. We propose 389 spots, 345 in a four-level deck and 44 underneath Chestnut. That's 389 spots. Code requires 340, or 345, I'm sorry. So, we're 44 spots over which is 1.14. That's where Staff --

CHAIRPERSON ENNES: At code?

MR. FIRSEL: It's over code by 14 percent or 44 spots. We believe that's more than enough, and that includes the 19 spots, okay. So, we just simply don't believe that we should be handcuffed if we provide those spots.

So, the only issue that I'm aware of, unless Sam can correct me where we have that difference, is if we build Phase 1 and Phase 2 and not Phase 1 and Phase 1A. Is that accurate, Sam?

MR. HUBBARD: Well, no, I mean, I think even at Phase 1A construction, you're still having a possible deficit. So, we would still want that authority to, if you move forward with that and then you want to build the Chestnut building, you know, we'll want to make sure that your parking still meets demand. Even at 1.3, they're still projecting that there'd possibly be a short.

MR. FIRSEL: Okay, and that's why we wouldn't build this project under those circumstances, I'm telling you straight out. It's absurd.

COMMISSIONER JENSEN: It seems to me that the burden falls on the developer and not the Village. If they haven't provided enough parking and people become frustrated and they talk to other residents and the residents say love this place, but the big problem is there's not enough parking, it's going to correct itself.

Terry, you made a key point. If you look at the long-term trend, the socio-demographics and other things don't suggest we're going to need ever-increasing amounts of parking. It suggests we're probably going to be going the other direction, given family size and given the modes of transportation and so forth. I think we're being overly nitpicky with the developer.

I agree with what Sue said and what Mary Jo said. I think they have taken this all into consideration. I think they've bent over backwards, and I think we ought to give them the latitude to proceed as they have proposed. I'd hate to see this project fail on such a silly idea.

COMMISSIONER WARSKOW: Well, I hate to say that go ahead and start building but then, you know, at some point in time we're going to require you to put out another $2 million some and that's not accounted for in the revenue that they can generate. They've done their numbers now. They know what they can and can't do and what they're presenting to

us, and that's what our code supports.

COMMISSIONER DAWSON: But I have a problem with, they're following or going above and beyond our code, so we want people to meet code, it's always for them best to exceed code, but where are we pulling the support? I get that we're showing in data, but it hasn't gone to the code. If we felt that there is a problem with the way our code is calculating parking, then we as a Village have an obligation to amend the code, not to just make a number and put the burden on the developer who based the project off of the code as presented.

MR. FIRSEL: You just said it better.

COMMISSIONER JENSEN: If the developer has miscalculated, it would adjust itself because people will not become renters or they won't buy the condos or whatever. If parking becomes a big issue, it will be the developer's problem more than the Village's.

COMMISSIONER GREEN: But I would just like to throw out there that the developer is leaving the big 'if' here. If they build this 1A and if they build this and this, and if, if, if. So, it's not definite what they want to do. They're leaving it open-ended.

COMMISSIONER JENSEN: Everything they want to do is above code.

COMMISSIONER DAWSON: What do you mean, Bruce? They're doing Phase 1 and then what's open-ended is whether or not they do Phase 1A and/or Phase 2. So, what are you --

COMMISSIONER GREEN: Right, so it's how they are going to do it. So, you know --

COMMISSIONER DAWSON: Well, they have a proposal in both situations. That is, make sure I'm correct, in both situations, whether or not they do Phase 1A, this is driving me crazy because you can't have an A without a B, but okay, so from Phase 1A to Phase 2. But in both situations, we are above code in the number of parking that is built into it -- no, that's not correct?

COMMISSIONER GREEN: No, no, I think you are correct on that.

COMMISSIONER DAWSON: Okay.

COMMISSIONER GREEN: And I think that we're never going to move forward, and the question is do we go with what code says or do we not? That's the question. So, I think the consensus seems to be, I'm just guessing and we could take a roll on this, that if you make code it should be good. I think that's what I'm hearing from --

COMMISSIONER JENSEN: Yes, and --

COMMISSIONER DAWSON: Let's not go crazy because they've agreed to provide above code and I like that. Let's not take that away but let's not push for more than what has already been presented.

COMMISSIONER JENSEN: If we had any idea that the trends were going to go in the other direction and we were going to need a greatly increased parking down the road five years from now for whatever, you know, then you might then say, you know, Staff made a good point and we really ought to have exacted more than code, but they're going over code. I think we've got to, you know, we've got to give them a chance to develop this thing as they've done the numbers. I agree with Mary Jo, they've been very diligent in everything they've done. I would certainly hate to see this project fail because of this issue around parking.

COMMISSIONER GREEN: I agree with that, and I don't know, what does everybody else think? Maybe we need to --

CHAIRPERSON ENNES: John, we haven't heard from you.

COMMISSIONER DROST: We're getting close to the three-hour period, that's what I'm thinking.
COMMISSIONER DAWSON: We're at the three-hour period.
COMMISSIONER DROST: Yes, because I think maybe, I think there's a consensus here.
CHAIRPERSON ENNES: Right, yes.
COMMISSIONER DROST: I see the direction and I didn't pipe in because I'm basically agreeing with most of the comments of the Commissioners and some of our fine residents in the Village of Arlington Heights.
CHAIRPERSON ENNES: Well, is there a motion out there?
COMMISSIONER GREEN: Well, I think we're going to leave the entrance on Highland, the garbage thing, is that --
CHAIRPERSON ENNES: A non-issue? Is that what you're saying?
COMMISSIONER GREEN: Yes. I mean, is that --
COMMISSIONER DAWSON: Three people. Just as a point of order, do we need to do a motion to extend the meeting after three hours? Is that the rule?
COMMISSIONER GREEN: Yes.
COMMISSIONER CHERWIN: This is Jay, I move to extend.
CHAIRPERSON ENNES: Jay moved to extend. Is there a second?
COMMISSIONER DAWSON: I'll second that, Jay. I'll second.
CHAIRPERSON ENNES: Sue Dawson had seconded that.
COMMISSIONER DAWSON: Extend for one hour? How long are we extending? One hour?
COMMISSIONER CHERWIN: Extend for 30 minutes.
COMMISSIONER DAWSON: Thirty minutes.
CHAIRPERSON ENNES: Thirty minutes.
COMMISSIONER JENSEN: Mr. Chairman, would you like to have a motion on this particular project?
CHAIRPERSON ENNES: I would like to have a motion, but we have to address the motion to extend the meeting which we have a first and a second for. We'll ask Sam to do a roll call.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Yes.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.
So, we have another 30 minutes.
So, Commissioner Jensen?
COMMISSIONER DAWSON: Can I just point out that Sam has --
COMMISSIONER JENSEN: Well, I'd like to ask Staff a question.
COMMISSIONER DAWSON: -- tonight by doing things out of order all the time? But way to go, Sam, you're keeping us awake.
COMMISSIONER JENSEN: Sam, a question. If we don't want to go with Staff's recommendations on those two items, do we just drop the last sentence in your proposed language for the motion?
MR. HUBBARD: Well, in condition number 12, that's pretty much all wrapped up in one. I mean, let's see, let me bring it up. Hold on.
MR. FIRSEL: I think it's item 11 that we would strike.
MR. HUBBARD: Right.
CHAIRPERSON ENNES: Yes, the proposed storage/refuse area along the eastern side.
COMMISSIONER GREEN: Right, that would be gone.
COMMISSIONER JENSEN: Does that handle the parking issue, too?
MR. FIRSEL: No.
COMMISSIONER GREEN: No.
COMMISSIONER JENSEN: If we want to make a motion that basically allows things to stand in the way that the developer is proposing, what change do we need to make to your motion, Sam?
MR. HUBBARD: Well, what's your consensus? Is your consensus that --
COMMISSIONER JENSEN: Well, let's say you find out, you have a proposal and somebody seconds it and then you take a vote. If you don't have it, then you do it again.
COMMISSIONER DAWSON: Well, I think if you're proposing that we remove this obligation, and I think Mr. Firsel would be able to more specifically point us to what you're looking for, but this obligation that they could only go to Phase 2 if they meet certain criteria on the parking, that is Section 12C.
MR. HUBBARD: Yes.
COMMISSIONER DAWSON: I don't know if we need that for 12B though, for the Phase 1A. I'm getting a little, is that, do we need that for, for Phase A, that's okay, right, that language? It's just --
MR. HUBBARD: So, I guess, I mean, I will clarify with Mr. Firsel. You're proposing 345 spaces in Phase 1, and then you're proposing Phase 1A which is construction of a fifth level to the Highland Garage for a total of 435 spaces?
MR. FIRSEL: That is correct.
MR. HUBBARD: You want the ability, once you build that Phase 1A addition to the garage, you want to have the ability to go Phase 2 at 85 units without having to come back before the Plan Commission?
MR. FIRSEL: Yes, because your own number, Sam, says 450 is what would be needed. We're providing 435. So, the answer is yes. It is the Phase 2 that we need to

correct. Phase 1A is that if we build 435 spots for the 319 units and the proposed restaurant and retail, we would not have to come back.

COMMISSIONER DAWSON: So, really it's under 12C, Phase 2, where it says this phase shall only proceed if the following has been met. That would say instead this phase shall only proceed if Phase 1A has been completed?

MR. FIRSEL: No, Phase 2 would be if Phase 1A is not implemented.

COMMISSIONER DAWSON: Okay.

MR. FIRSEL: And we only implement Phase 2, that 345 spaces in the parking garage and 44 spaces under Chestnut will be satisfactory.

MR. HUBBARD: Okay, now you're saying something different. Now, you want the 389 spaces to be suitable for the entire --

CHAIRPERSON ENNES: 389?

MR. FIRSEL: My proposal, Sam, our proposal, Sam, is presented to which the Staff did not agree before we even introduced this Phase 1A, is that Phase 2 would have 345 spots in the garage and 44 spots under Chestnut. That was in our very first submittal to Staff for this project, of 389 spots for 319 units and the square footage of the parking of the restaurants and retail in the Campbell building. That's what we would like to see.

MR. HUBBARD: Well, you propose a different alternative to your alternative.

COMMISSIONER DAWSON: Okay, so the Phase 1 is 345 parking stalls.

MR. FIRSEL: Yes.

MR. HUBBARD: Yes.

COMMISSIONER DAWSON: Where does this 44 stalls that are going underneath come into play?

MR. FIRSEL: Okay, in our original submission, we submitted a proposed plan for the entire project of 319 units, 234 in the Campbell building, 89 in the Chestnut building. We would build a four-level parking deck containing 345 spaces and 44 parking spaces underneath the Chestnut building, for a total of 389 parking spaces for 319 units, to which the Staff has continued to object. That is what we had originally proposed. We've never varied from that proposal.

Phase 1A is an option that, quite candidly, we may very well adopt unless the trend leaves us that we must build condos. We don't know what the future brings. So, we want to either build, let's call Phase 2 the Phase 1B. 1A is you build the fifth level deck to accommodate 319 units. The other option is we build 389 spaces to accommodate the same number of units except 44 of the spots would be under the Chestnut building with 345 on the four-level parking deck and would not build the fifth level. That's the proposal.

COMMISSIONER DAWSON: So, really to proceed to Phase 2, you either have to do Phase 1A which is the fifth level, or you have to include 44 underground spots under Chestnut when you're proceeding, that's what you're saying?

MR. FIRSEL: That is exactly what we have proposed, yes.

COMMISSIONER DAWSON: Okay, can you tell me where our ratios are at? Right, so at the 345 spaces, we're at 1.3?

MR. FIRSEL: No, no.

COMMISSIONER DAWSON: No, that's what I need to know.

MR. FIRSEL: Okay, for which, for the whole project?

COMMISSIONER DAWSON: So, Phase 1, we're getting 345 spaces of which 56 are commercial. So, we've got 289 spaces for the 234 units, correct?

MR. FIRSEL: Yes, except I look at it, we have looked at it, we compare what we're providing to what code requires, okay.

COMMISSIONER DAWSON: I understand that, but I'm just asking based on what you've presented, what's my ratio at that point?

MR. FIRSEL: The whole ratio is we're building, it's 1.36.

COMMISSIONER DAWSON: Okay.

MR. FIRSEL: And Staff and we have concurred that, maybe we get to the conclusion a little differently, but we have concurred that that is adequate for Phase 1, a four-level deck, period, end of story.

COMMISSIONER DAWSON: If we add in 85 units on top of that, but also increased the residential parking by 44, where does that leave us in our ratio?

MR. FIRSEL: 1.14.

COMMISSIONER DAWSON: Okay, I'm comfortable with that.

CHAIRPERSON ENNES: And that's if they're apartments.

MR. FIRSEL: Yes.

COMMISSIONER DAWSON: Well, that's saying they can't go to Phase 2 unless they either put a fifth floor up or they include 44 parking spaces in Campbell. Right?

MR. FIRSEL: Yes.

COMMISSIONER WARSKOW: The 44 parking spaces underground is more likely for condos. The fifth floor of the parking deck is more likely if Chestnut is apartments.

MR. FIRSEL: That is absolutely right; we're all on the same page now.

COMMISSIONER DAWSON: I'm comfortable with that.

COMMISSIONER JENSEN: So, Mr. Firsel, what are the changes that maybe we make to this motion that takes care of where you want to place the refuse pickup and the parking? What do we need to do this to get to the point where, because I believe you probably have the general agreement of the Plan Commission. What modifications do we need to make in the motion?

MR. FIRSEL: Okay, I think that although it says 56, let's go through 12.a(i), 56 to be dedicated and reserved for commercial uses, okay. Now, we're okay with that, but if we find we need more, what I'd like to see that say is we'll be initially reserved and dedicated, the 289 will be initially reserved and dedicated to residential subject to variance based on usage. We'll come back and if we need to vary that and add a few more commercial and less residential or a few more residential and less commercial, we'll come back and talk about it. We're okay with a(i), a(ii), b(i), we're fine with, so long as we have the flexibility to work with the Village, mutually agree on adjusting those allocations. We're fine with that. C is that the minimum number of parking spaces will be if we build a fifth level, we'll be 435, and if we don't build a fifth level, we must build 44 spaces underneath the Chestnut building.

COMMISSIONER DAWSON: So, we've got to take these as two separate issues because you're raising a different issue than what we were talking about. So, you're saying that under A, you want us to add a romanette (iii) that says that if you feel that a different ratio of residential to commercial is more appropriate, you will come to the Village and we'll work with you?

MR. FIRSEL: Yes, all I would say is (i) and (ii) are subject to a reallocation

upon, you know, request of the Petitioner and review by the Village. I mean, it's that, the ordinance would say, as Sam pointed out before, if we can prove up that we don't need this many commercial, but we need more residential, that's fine. We are not at all suggesting we will build less parking spaces. Once the garage is up, it's up. We're not taking any away.

MR. HUBBARD: I would argue that that's already in there, Mike, under F. It's just basically saying you provide us with the data and we, if it's still in substantial conformance, then we'll adjust the ratio essentially.

MR. FIRSEL: Great. Then forget everything I said and let's move on to C. If Sam says it's already in there, then he's right, it is in there. I'm great with it. That's fine.

CHAIRPERSON ENNES: So, I'm scratching my head here. If we're going to have apartments, we're going to have a fifth floor the parking garage which adds 90 spots, but if we are going to have condos, which there's going to be fewer of because they'll be bigger, right?

MR. FIRSEL: Yes, but we didn't specify, there's a chance we could build the apartments and still want to put parking underneath.

CHAIRPERSON ENNES: No, I understand that.

COMMISSIONER DAWSON: Yes, he's just giving us an example of when it might happen. I don't think he's --

CHAIRPERSON ENNES: What I'm saying is --

MR. FIRSEL: Sure.

CHAIRPERSON ENNES: So, if it's condos, what I'm hearing you say is that in addition to the four floors, 345 spaces, we're just going to add 44 spaces underground, which the condo people are going to want more parking.

MR. FIRSEL: Yes.

CHAIRPERSON ENNES: So, if we're going to go from 90 spots with the fifth floor extra to just 44 spots, how is that working out?

MR. FIRSEL: Well, yes, I think I touched on it earlier, Mr. Chairman, that if we do condos, we'll probably do around 50. Based on a 1.7 to one ratio for condos, it's the same response as it is if we're building 85 apartments. It's the same number.

CHAIRPERSON ENNES: Okay, okay, because they're bigger.

MR. FIRSEL: Yes. Yes, you demand more parking. We agree with Staff on that issue.

COMMISSIONER DAWSON: Would the adding of the 44, this is a question for Sam. Would the adding of the 44 spots underground require an amendment to the plan that has to come back before us? That is a change.

MR. HUBBARD: No, they've provided the plan showing the 44-space garage for the alternatives they're proposing.

COMMISSIONER DAWSON: Great. So, we can approve that as an alternative and not make them come back to us for that permission, great.

MR. FIRSEL: Correct.

MR. HUBBARD: If you're comfortable with that parking ratio, then yes.

COMMISSIONER CHERWIN: Then I think in the setup here, Mike, is it right that, I think C(ii) and C(iii) would be struck, correct?

MR. HUBBARD: Yes, I would say the best way to do it would be strike c(ii) and c(iii), and then c(i) would say this development shall only proceed if Phase 1A is constructed

or if 44 spaces are constructed underneath, you know, the Chestnut building for the maximum of 85 units.

MR. FIRSEL: That's all you need to say, I think so.

COMMISSIONER DAWSON: I think we've got to move that B, I mean, not to be overly complicated, but it reads really odd. I think you've just to get rid of B and just make Phase 2 be B, and then it says this phase shall only proceed if the following has been meet. Move the language of B to romanette (i) under that, and then add the 44 spaces as (ii), because otherwise it doesn't make any sense. What is this Phase 1A thing that's hanging out there? I mean, that's just what I think.

MR. FIRSEL: Yes, just make it Phase 2.

MR. HUBBARD: That's fine. That's fine.

MR. FIRSEL: Just make that Phase 2. I agree with Sam. I agree with the Commissioner. Sam, that's probably the right way to do it.

MR. HUBBARD: Yes, that's fine with me.

CHAIRPERSON ENNES: Then if we don't want to move the refuse area, we eliminate 11?

MR. FIRSEL: That's correct.

COMMISSIONER GREEN: Get rid of 11, yes.

CHAIRPERSON ENNES: So, our attorneys agree with these changes, c(ii) and c(iii)?

COMMISSIONER DAWSON: I don't know that I can speak for everyone whether or not they'll vote for it. It's just a matter of the language of the motion. I'm comfortable with it.

CHAIRPERSON ENNES: Right.

MR. FIRSEL: Yes, okay.

COMMISSIONER DAWSON: I'm not going to speak for George and Jay.

CHAIRPERSON ENNES: George, you're still out there, right?

COMMISSIONER DROST: I am, and I'm listening just like Sue has taught me to do.

CHAIRPERSON ENNES: Okay.

COMMISSIONER DROST: And through the different iterations of it, you know, basically you're creating the flexibility that you need as the development goes forward. I think that's what we're trying to state in that motion. So, and 11 is easy, just delete that.

CHAIRPERSON ENNES: Jay?

COMMISSIONER CHERWIN: Yes. No, I think we're on the same page. I didn't necessarily get that because I was taking notes. Then that's probably where we eliminate B. So, I don't know if Susan wants to kind of read it off. I think conceptually we're on the same page, but how that reads under the new format, you know, however you guys decide that works is fine with me. We're on the same page conceptually.

MR. FIRSEL: Yes, so I agree that B should be Phase 2, we should get rid of C, and B would say either we build a parking deck with an additional 90 spots for 435 or we put 44 additional spaces under Chestnut to accommodate the 85 Chestnut units. It's that simple.

COMMISSIONER DAWSON: And you can't move to Phase 2 unless you do one of those two.

MR. FIRSEL: That is correct. We are in complete agreement with that.
COMMISSIONER DROST: All right.
CHAIRPERSON ENNES: Okay, do we have a motion?
COMMISSIONER DROST: I think Commissioner Jensen was --
COMMISSIONER JENSEN: Well, I couldn't begin to make a motion based on that. But Sue can.
COMMISSIONER DAWSON: I don't think you have to read any of that. You just say with the changes.
COMMISSIONER JENSEN: Go right ahead.
COMMISSIONER DAWSON: I have to find the motion sheet.
COMMISSIONER CHERWIN: I can do it.
COMMISSIONER DAWSON: You have it? Thanks, Jay.
COMMISSIONER CHERWIN: I'll pull up the motion.
CHAIRPERSON ENNES: Thanks, Jay, okay.
COMMISSIONER CHERWIN: I had it up, I don't know where it went of course. Where did this thing go? Here you go.
CHAIRPERSON ENNES: Very good.
COMMISSIONER CHERWIN: Here we go, all right, hold on. All right, Commissioner Cherwin, I make a motion.

A motion to recommend to the Village Board of Trustees approval of Application No. PC #21-002, an amendment to Planned Unit Development Ordinance 19-019 to allow modifications to the previously approved development plan and a special use permit to allow a "private garage, customer/employee" on the subject property.

This recommendation is subject to the modified conditions of approval as outlined below in Exhibit 1, with the following modifications:

- **Eliminate Condition #11.**
- **Condition #12 shall be modified to eliminate paragraph c and to modify paragraph a and b to be as shown: "#12. The Highland parking garage shall be operated as presented within the Arlington 425 "Managing from the Inside Out" document (dated March 2021), the Parking Allocation Diagram (dated 3/12/21) and Highland Alt. Garage w/5th Fl. plan (dated 3/22/21), and as within the written Departmental comment responses provided by the petitioner. Parking within the PUD shall be subject to the following additional conditions:**
    - **a) Phase One – Development of Campbell Building with 234 residential rental units, 7,962 square feet of commercial space, and 345 parking stalls within the four-story Highland garage:**
        - **i. 56 spaces shall initially be dedicated and reserved on the first floor of the garage for the commercial uses within the Campbell building. Residential guests or residential tenants shall not be permitted to park in these spaces.**
        - **ii. 289 spaces shall be initially dedicated and reserved for the residential uses. Of these spaces, 12 shall be open to**

residential tenants and their guests, and 277 shall be open to residential tenants only.

b) Phase Two – Construction of 85 units within the Chestnut Building. Phase Two shall only occur if:

i. A fifth level to the Highland garage is constructed, providing a total of 435 parking spaces within the garage. This may be completed as a separate phase or may be combined with Phase One , or;

ii. 44 parking stalls are constructed in the basement of the Chestnut building.

iii. A minimum of 56 commercial parking spaces and 289 resident parking spaces shall continue to be maintained.

CHAIRPERSON ENNES: Is there a second?
COMMISSIONER DAWSON: I'll second.
CHAIRPERSON ENNES: Any questions?
(No response.)
CHAIRPERSON ENNES: Okay, seeing none, can we take a roll?
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
CHAIRPERSON ENNES: So, you have all of us? So, you have a 100 percent approval. I know it's been a long process, but all the best of luck.
MR. FIRSEL: We can't thank you enough. Thank you, Mr. Chairman. I also want to say having sat in your chair for a period of eight years, and I do want to say that this Plan Commission works extremely hard. I appreciate all that you do. The volume of materials on just this project have been overwhelming. So, it does not get lost on me, Mr. Adriani or any of us how hard you work. Every time I appear before you, it is a pleasure because you are knowledgeable, you're thorough, you consider the public, the Staff, as well as the Petitioner, and treat everybody with the respect they're entitled to. For that, I sincerely thank you all.
CHAIRPERSON ENNES: Well, thank you and good luck.

MR. FIRSEL: Thank you.
CHAIRPERSON ENNES: Sam, do you have a date when they're going to go to Village Board?
MR. HUBBARD: I don't, but we'll work with them on the dates. I think it still has yet to be determined with the scheduling.
CHAIRPERSON ENNES: Okay.
MR. FIRSEL: Thank you all so much.
CHAIRPERSON ENNES: Best of luck.
MR. FIRSEL: Have a good evening and a good morning.
CHAIRPERSON ENNES: So, is there any other business?
COMMISSIONER DAWSON: Yes, I want Sam to start going in order again because he's confusing us.
CHAIRPERSON ENNES: What? Oh, you mean up and down the row? We're not on our seats. Well, based on where your picture is here.
COMMISSIONER DAWSON: Just kidding.
CHAIRPERSON ENNES: Okay, is there a motion to adjourn?
COMMISSIONER CHERWIN: I'll make that motion.
CHAIRPERSON ENNES: Second?
COMMISSIONER GREEN: Second.
CHAIRPERSON ENNES: Okay, and Sam, could you take the roll?
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.
Thank you all. Have a good evening.
(Whereupon, the above-mentioned petition was adjourned at 10:57 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
RON LeGRAND

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2021.

_____
NOTARY PUBLIC

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name:	Arlington 425
Project Address:	33 S. Chestnut Avenue 225 W. Campbell Street 44 S. Highland Avenue
Prepared By:	Steve Hautzinger
Date Prepared:	March 19, 2021

PETITIONER INFORMATION:

DC Number:	21-017
Petitioner Name:	Michael Firsel
Petitioner Address:	Firsel Ross 2801 Lakeside Drive, Suite 207 Bannockburn, IL 60015
Meeting Date:	March 30, 2021

Requested Action(s):
Approval for design revisions of two previously approved new multi-story buildings and design approval for a new parking garage in the Downtown.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for Rezoning, PUD, Land Use Variation, and other variations. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is proposing two new buildings and a new parking garage on the vacant northern three-fourths of Block 425 in the Downtown. This project previously received Design Commission approval on March 12, 2019, as well as zoning approval on June 3, 2019 per Ordinance 19-019. At this time, the petitioner has made changes to the project, so Design Commission re-review and zoning amendments are required.

In 2019, the project was comprised of a 4-story apartment building facing Chestnut Avenue, a 9-story mixed-use building facing Campbell Street, and a 13-story apartment building with parking garage facing Highland Avenue.

A summary of the primary design changes to the project are as follows:

- **Highland Building**. The entire residential tower above the parking garage has been omitted. The garage has been redesigned as a 4-story structure abutting the existing municipal garage. Similar to the 2019 approval, the architectural style, materials, and details have been designed to match the existing municipal garage.
- **Chestnut Building**. The Chestnut building has been changed from a four-story building to a five-story building. The exterior design and materials remain the same as approved in 2019.
- **Campbell Building**. The Campbell building has been changed from a nine-story building to a ten-story building. The exterior design and materials remain the same as approved in 2019, except for some minor changes to the window arrangement at the second floor. Also, a pedestrian bridge connection to the parking garage has been added on the back of the building at the second floor level.

2019 Design Commission Requirements:
All requirements from the 2019 Design Commission approval have been addressed in the current plans. Please refer to the attached "2019 Design Commission Conditions of Approvals" for a detailed summary.

Staff Comments:
The designs of the Chestnut and Campbell buildings have not changed since the 2019 approval, and the addition of one additional story to each building is nicely integrated and does not create any aesthetic design concerns regarding the appearance of the buildings.

In 2019, the garage design was approved to match the existing garage. The current redesigned smaller version with stair towers at each corner is nicely done to match the detailing of the existing garage. The only comment regarding the proposed garage design is that the small green awning above the pedestrian entry into the main stair tower has a random and understated appearance. A more substantial canopy is recommended in lieu of the small fabric awning to better fit with the overall garage design.

Mechanical Equipment, Utility Equipment, and Utility Meter Screening:
All mechanical equipment, utility equipment, and utility meters are required to be screened from public view. The Chestnut and Campbell buildings include perimeter parapet walls to screen the rooftop mechanical equipment.

All wall-mounted equipment and meters must also be screened from view. The site plan indicates preliminary meter locations on the side and rear of the buildings. Where possible, all equipment and meters should be inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the public walks, and enclosed with decorative metal screens.

Signage:
Each building has wall-mounted street addresses above the main building entrance. The parking garage also has a "ARLINGTON 425" wall sign above the vehicular entry. The proposed signs are nicely designed and appear to be code compliant. However, the petitioner should clarify the proposed sign materials and if/how the signs will be illuminated.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed design revisions for the two previously approved new multi-story buildings and the new parking garage design for Arlington 425. This recommendation is based on, and subject to compliance with, the plans received 2/26/21, revised drawings CA.3 & CA.4 received 3/19/21, material boards and material lists received 3/1/21, revised material list for 225 W. Campbell received 3/19/21, 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. All applicable conditions of approval from March 12, 2019 as summarized in the attached "2019 Design Commission Conditions of Approvals".
2. A recommendation to provide a more substantial canopy above the pedestrian entry into the parking garage in lieu of the small, understated fabric awning to better fit with the overall garage design.
3. Where possible, all equipment and meters should be located inside the buildings. For equipment that is required to be on the exterior, it shall be located on the side or rear elevations, away from the public walks, and enclosed with decorative metal screens.
4. Clarify the sign materials and if/how the signs will be illuminated for the proposed wall mounted street addresses and "ARLINGTON 425" wall sign.
5. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

March 19, 2021

Steve Hautzinger AIA, Design Planner
Department of Planning & 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, Petitioner, DC File 21-017

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION
VIRTUAL MEETING

MARCH 30, 2021

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present:	John Fitzgerald, Chair Scott Seyer Kirsten Kingsley Ted Eckhardt
Members Absent:	Jonathan Kubow
Also Present:	Mike Firsel, Firsel & Ross for *Arlington 425* Rob Losselyoung & Kelli Bruckbauer, Tinaglia Architects for *Arlington 425* Bruce Adreani for *Arlington 425* Jason Bergwerff, Apex Design Build for *Hawkeye Chiropractic* Steve Hautzinger, Staff Liaison

Chair Fitzgerald read the following statement: I find that the public health concerns related to the coronavirus pandemic render in-person attendance at the regular meeting location not feasible.

Chair Fitzgerald also reminded those speaking tonight to state their names before speaking. Mr. Hautzinger added instructions for public attendees that want to speak tonight, as well as muting when not speaking.

REVIEW OF MEETING MINUTES FOR MARCH 9, 2021

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF MARCH 9, 2021. MOTION CARRIED.

ITEM 1. CBD MIXED-USE REVIEW

DC#21-017 – Arlington 425 – Sigwalt/Chestnut/Highland Ave.

Mike Firsel, representing *Firsel Ross,* Bruce Adreani, the developer, and Rob Losselyoung and Kelli Bruckbauer, representing *Tinaglia Architects* were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing two new buildings and a new parking garage on the vacant northern three-fourths of Block 425 in the Downtown. This project previously received Design Commission approval on March 12, 2019, as well as zoning approval on June 3, 2019 per Ordinance 19-019. At this time, the petitioner has made changes to the project, so Design Commission re-review and zoning amendments are required.

In 2019, the project was comprised of a 4-story apartment building facing Chestnut Avenue, a 9-story mixed-use building facing Campbell Street, and a 13-story apartment building with parking garage facing Highland Avenue.

A summary of the primary design changes to the project are as follows:

- Highland Building. The entire residential tower above the parking garage has been omitted. The garage has been redesigned as a 4-story structure abutting the existing municipal garage. Similar to the 2019 approval, the architectural style, materials, and details have been designed to match the existing municipal garage.
- Chestnut Building. The Chestnut building has been changed from a four-story building to a five-story building. The exterior design and materials remain the same as approved in 2019.
- Campbell Building. The Campbell building has been changed from a nine-story building to a ten-story building. The exterior design and materials remain the same as approved in 2019, except for some minor changes to the window arrangement at the second floor. Also, a pedestrian bridge connection to the parking garage has been added on the back of the building at the second-floor level.

Mr. Hautzinger explained for clarification to those participating in tonight's meeting, including the public, that the purview of the Design Commission is to review the building designs and signage. The Design Commission will be looking at the appearance of the the buildings in terms of aesthetics, architectural design, and style. The height of the buildings will not be reviewed by this commission tonight; however, this project is scheduled for Plan Commission review tomorrow night, and all matters regarding zoning, building heights, parking, site design, will be reviewed then. Mr. Hautzinger welcomed public attendance and comment at tonight's meeting, but encouraged that the comments should be focused on the design of the buildings.

Mr. Hautzinger continued with Staff comments. All requirements from the 2019 Design Commission approval have been addressed and incorporated in the current plans. A detailed summary titled "2019 Design Commission Conditions of Approvals" has been included in the Design Commission packet.

In regards to the architectural designs, the designs of the Chestnut and Campbell buildings have not changed since the 2019 approval, except for the addition of one additional story to the body of each building which is nicely integrated and does not create any aesthetic design concerns regarding the appearance of the buildings.

In 2019, the garage design was approved to match the existing garage. The current redesigned smaller version with stair towers at each corner is nicely done to match the detailing of the existing garage. The only comment regarding the proposed garage design is that the small green awning above the pedestrian entry into the main stair tower has a random and understated appearance. A more substantial canopy is recommended in lieu of the small fabric awning to better fit with the overall garage design.

All mechanical equipment, utility equipment, and utility meters are required to be screened from public view. The

Chestnut and Campbell buildings include perimeter parapet walls to screen the rooftop mechanical equipment. All wall-mounted equipment and meters must also be screened from view. Where possible, all equipment and meters should be inside the buildings. For equipment that is required to be on the exterior, it is recommended to be located on the side or rear elevations, away from the public walks, and enclosed with decorative metal screens.

With regards to signage, each building has wall-mounted street addresses above the main building entrance. The parking garage also has an "ARLINGTON 425" wall sign above the vehicular entry. The proposed signs are nicely designed and appear to be code compliant. However, the petitioner should clarify the proposed sign materials and if/how the signs will be illuminated.

Staff recommends approval of the project with recommended conditions as summarized in the Staff Report.

Chair Fitzgerald asked if the petitioner had any comments at this time.

Mike Firsel presented an additional rendering showing an optional 5-story parking garage, which will be almost perfectly symmetrical to the existing Vail Street garage, making it difficult to tell the difference between the two buildings. They fully agree with all of Staff's recommendations tonight and will work with Staff to modify the awning above the pedestrian entry into the main stair tower of the garage, as well as with the signage. The lack of change in the architecture of these 2 buildings was intentional because they love the design of the buildings previously approved and feel they fit in with the downtown and surrounding area extremely well. The glass tower building proved to be such an exorbitant cost, which caused the plan to be modified. To mitigate some of the loss of the 125 units in the Highland building, one level each was added in the other 2 buildings. He and his team were happy to answer any questions.

Chair Fitzgerald asked if there was any public comment on the project and Mr. Hautzinger said that there was.

PUBLIC COMMENT

John Peck and Maria Venewitz, 39 S. Mitchell Avenue. Mr. Peck wanted to understand why the Design Commission is not evaluating the height of the buildings, particularly the height of the Chestnut building and how it meets the guidelines for harmony and compatibility, especially since there is now high-density residential boarding with single-family homes.

Mr. Hautzinger replied that in terms of harmony and compatibility, the Design Commission should be considering how the proposed designs relate to the context and the surroundings; however, the Municipal Code regarding Boards and Commissions are set up by purview and responsibilities, with the height and zoning being under the purview of the Plan Commission and ultimately the Village Board, and the Design Commission purview being to review how the building style and design fits in with the surrounding context.

Mr. Peck said that from previous experience, he was unsure if the Plan Commission knew this. He said that a lot has changed since developments started to gain attraction on this site, starting with the CA Ventures project a few years ago where the Design Commission evaluated height and the impact of its transition on the surrounding neighborhood. The community was satisfied with the previously approved design of the Chestnut building and its 4-story height. The guidelines appear to have changed because when these same issues come up at the Plan Commission review, they say the issues are under the purview of the Design Commission. Mr. Peck also said that Staff has said a lot tonight about being on board with the changes, yet there is no mention of the community. The only recent community event regarding this development was in December, which he felt was basically a check the box type of event that allowed the developer to say that they have met with the community, but nobody could speak freely and only allowed to put their questions in through the chat, and even then, they were not all answered, and they were often paraphrased to the advantage of the developer. Mr. Peck asked how the community can be incorporated into these decisions, again, coming back to the original design of this development which the community finally got to an agreement on what the transition should look like, specifically with the Chestnut building.

Mr. Hautzinger said that these meetings are the public's primary opportunity to participate and provide input. Written input in advance of the meetings is also welcome, and the Planning Department is always available to answer any questions. The public meetings are hosted so the Boards and Commissions can hear the community's input directly. The public has every right to give input tonight on the designs, and the Plan Commission will be meeting tomorrow to hear any comments about the height or other zoning concerns. Once the Design Commission and Plan Commission reviews are completed, the project will be scheduled for Village Board review, which allows another public meeting opportunity to provide input from the public. Mr. Peck said he will be attending the Plan Commission review tomorrow and he hoped that his comments tonight will be shared with the Plan Commission because he was probably not the only resident who had these same concerns.

Melissa Cayer, 1207 S. Ridge Avenue. She asked if there are townhomes located at the south end of this site along Sigwalt. Mr. Hautzinger replied that the aerial image being shown tonight does not include the 3 new townhome buildings that are currently under construction at the south end of the site (Sigwalt 16).

Brian Garrish, lives in the Metropolis building at 1 S. Highland Avenue, directly across from this site. He pointed out the shadows that are shown in the rendering and asked if they are an accurate depiction of where sunlight will fall on each building. He asked if a study was done regarding sun/shadows in the future. Mr. Losselyoung replied that the shadows shown on the rendering were for effect only, and a study on sun exposure/shadows has not been done. Mr. Garrish suggested super-imposing a rendering of the new townhomes at the south end of this site to help understand and visualize the traffic flow because of the already busy traffic flow on Highland. He said that both the outdoor dining in the downtown and this new development are fantastic for the Village; however, he is very interested in the circulation pattern because of the new density coming on Highland Avenue, which is already very very busy. He was also curious how this has been addressed in the overall design, which could be a question for the Plan Commission. Mr. Firsel said they are happy to address these concerns tomorrow night at Plan Commission; traffic and parking is a major component of the development of this project.

There was no further public comment.

The commissioners summarized their comments. Commissioner Eckhardt agreed with Staff's representation that the buildings have not substantially changed in major elements. He said that this commission previously spent a significant amount of time reviewing the Chestnut building, and he is okay with it as proposed tonight because it is not much different. He agreed with the resident's suggestion that a contextual rendering showing how this development relates to the new townhomes at the south end of the site be prepared for tomorrow night's Plan Commission review, because a lot of people will be interested to see the entire site. Commissioner Eckhardt said he was okay with the revised design of the buildings, and the parking garage that mimics the neighboring building. He preferred the 5-story option for the parking garage because it matches up with its neighbor, and he asked if the new bridge connection is a dark bronze color, and the petitioner confirmed that it is. Commissioner Eckhardt also said that the canopy at the parking garage entrance needs more strength and to be more substantial. He had no further comments.

Commissioner Kingsley agreed with most of the comments made by Commissioner Eckhardt. She asked to see the east facade of the Chestnut building to confirm if it mimics the other façade. The 5 stacked bays were pointed out and she asked if that was the same as previously approved, which Mr. Losselyoung confirmed. Commissioner Kingsley liked the new stair towers on the parking garage, and she asked about the type of glass being proposed. Mr. Losselyoung said the tower will be a combination of clear glass and spandrel panels because there are elevator shafts behind some of the glass in the tower. Commissioner Kingsley also asked if the metal color of the bridge is going to match the cap and the metal of the garage. Mr. Losselyoung said they envision most of the bridge base to be the bronze color to match the new buildings, and a roof cap that matches the parapet areas of the existing garage and the new parking garage. He added that the roof structure of the pedestrian bridge will be the darker color to match the towers of the parking garage, and the sides and structure of the pedestrian bridge will be the bronze color. Commissioner Kingsley asked why the bronze color was not proposed on the parking garage and Mr. Losselyoung

replied that they want to match the existing parking garage colors, which is black. Commissioner Kingsley had some hesitation with that; having the bronze and the black; however, she wanted to hear how the other commissioners felt about that. She agreed with the suggestion for some type of canopy over the door into the parking garage, and she suggested something to match the cornice material, although black might be too overbearing with the bronze connection. Lastly, Commissioner Kingsley felt the previous comments about sun exposure and context elevations are good points, and she felt that a context elevation in all four directions of the surrounding area would really help people understand the density of this development, as well as a section through it. It might even help residents to embrace some of the green space and things that this development might be offering. Commissioner Kingsley had no further comments.

Commissioner Seyer agreed with the comments made by the other commissioners. When it came to any exposed metal on the bridge, he preferred a darker color. He was very much in favor of the new design and did not see any noticeable difference with respect to the increased height, and the removal of the third building is a great improvement on the overall massing of this development. So far, he is in favor of the revised design from an aesthetic point of view, which is really the goal of this commission; to look at it from a design perspective and how it is a positive architectural impact to the neighborhood. He is in favor of the revisions being presented tonight.

Chair Fitzgerald agreed with the comments made so far. His comments are specific to the parking garage. He asked if the new parking garage will be used by the public or strictly for residents, and Mr. Firsel replied that the parking garage is for residential use only; for the residents' guests and customers of Arlington 425. Chair Fitzgerald was in favor of something nicer above the entrance door to the parking garage, something matching the top of the stair tower would be appropriate, and he was okay if it coordinates with the bridge that connects the two buildings together. Something metal to mimic the cornice at the top would be nice. If the covering remains canvas as shown, he preferred a dark color and felt the covering should be larger to cover both the entrance door and the two windows on each side. Chair Fitzgerald was also in agreement that all utilities on the outside of the building would be somehow hidden. He had no further comments.

Commissioner Seyer commented on the aerial rendering that shows a grey color tone on top of the garage that is a bit confusing with regards to what is proposed and what is existing. The grey color looks like a portion of the existing garage, and he encouraged more realism with regards to what is actually on top of the garage roof, so it does not unnecessarily bog down questions and negative weight to the project. Mr. Firsel understood the point made and suggested revising the aerial rendering to show the striping of the parking spaces on top of the parking garage.

Mr. Hautzinger commented that there are hands raised from the public at this time.

PUBLIC COMMENT

Brian Garrish asked if any changes were made on the ground floor of the buildings facing Campbell Street. Mr. Firsel said that east of the Porte cochiere will be approximately 7,900 sf of retail, hopefully a restaurant with outdoor seating on the corner, and further west between the Porte cochiere and the corner will be general retail. The retail component from the west portion of the Porte cochiere has been removed due to lack of interest as well as the close proximity to residential. This portion of the ground-floor is now intended for building amenities, rather than retail use. They did not want to alter the overall appearance of the building, so it will be finished as shown tonight. Mr. Garrish asked if this area will ever become retail and Mr. Firsel replied never say never; if a tenant is interested and the necessary parking can be accommodated, they would consider it. Mr. Garrish asked if the top floor of the building is an amenity to the residents of the building, or part of a future restaurant, and Mr. Firsel said it is strictly amenities for residents of Arlington 425; as of today, it is not a public space. Mr. Garrish asked if Highland Avenue will remain a two-way street and Mr. Firsel said that it will. Mr. Garrish pointed out that the additional parking for residents only, with increased traffic in this area, needs to be taken into consideration. Mr. Firsel said that they will be expanding on that discussion at the Plan Commission review tomorrow night. Mr. Garrish said that it is a very good-looking project.

Tom Smatta, lives in the 200 W. Campbell building. He said that the height of the 4-story parking garage looks short and squatty, and he suggested carrying the walls up higher, so it matches the existing garage. There does not need to be a 5-story garage, just 5-stories of wall.

Deborah Steven, 421 W. Campbell Street. She missed a lot of the meeting so far, but she asked how many units will be in each of the new buildings on Campbell and Chestnut, and whether the units will be condos or rentals. Mr. Firsel said the Campbell building will have 234 units, and right now the Chestnut building will have 85 units; however, that is the maximum number allowed and the market demand will determine the size of those units and whether they are rentals or condos. The Campbell building will be all apartments, with 12 of the units being affordable units.

John Peck, 39 S. Mitchell Avenue. He asked for clarification on the amount of retail space on the ground-floor of the Campbell building because he was excited when the project was originally presented with a lot more than what is shown tonight. Although the petitioner indicated tonight that things could change prior to construction with regards to the amount of retail, he asked if that was possible once the building is built and handed over to a building management company. He felt that retail space was important to the vitality of the neighborhood and the downtown area. Mr. Firsel replied that there is a very strong likelihood that the space will remain as amenities as shown tonight. He added that the entire project originally contained 36,000 sf of retail and office space, which was changed to 7,500 sf of retail space and no office space.

Kerry Dwyer, 30 S. Chestnut Avenue, lives directly across from the building that will be developed on Chestnut. She referred to the Chestnut building rendering and asked if there is a plan to widen the street, because with construction of the new townhomes at the south end of this site, that side of Chestnut is being widened to create niches for parking cars, but the street is not being widened. At present, parking is not allowed on Chestnut because of the construction. She asked what the intended purpose is for traffic flow, and how will residents living across the street from this development to be able to easily get in and out of their driveway. Mr. Firsel replied that there will be parking along Chestnut as well as pull-off-to-the-side parking, although not the entire length of the street. There will also be accommodations for several vehicles to park along Chestnut pulling off the main roadway so it will still be a 2-way street. Ms. Dwyer asked if there will be parking restrictions for those spaces or will residents of the new Chestnut building be allowed to park in these spaces overnight; what is the plan to monitor street parking once those bump-outs are available again. Mr. Firsel said the Village would make this decision and they would agree with that decision. Mr. Hautzinger reiterated his comments from the beginning of this meeting regarding the purview of the Design Commission versus the Plan Commission. Matters being raised about parking are under the purview of the Plan Commission and he encouraged the resident to attend both the Plan Commission and Village Board meeting to provide her input. Ms. Dwyer also asked if the height and density of the Chestnut building is under this commission's purview and Mr. Hautzinger said that height, density, and number of units will all be discussed tomorrow night at the Plan Commission review.

Ed Morris, 1 N. Chestnut Avenue, with his unit on Campbell street. He asked about the new building being increased to 10-stories and whether there will still be a restaurant on the top floor. Mr. Firsel said there will no longer be a restaurant on top of the building.

There was no further public comment.

Chair Fitzgerald asked if there was any other comments or discussion from the commissioners, and there was none.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER SEYER, TO RECOMMEND APPROVAL OF THE PROPOSED DESIGN REVISIONS FOR THE TWO PREVIOUSLY APPROVED NEW MULTI-STORY BUILDINGS AND THE NEW PARKING DESIGN FOR *ARLINGTON 425*. THIS RECOMMENDATION IS BASED ON AND SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 2/26/21, REVISED DRAWINGS CA.3 & CA.4 RECEIVED 3/19/21, MATERIAL BOARDS AND MATERIAL LISTS RECEIVED 3/1/21, REVISED MATERIAL LIST FOR 225 W. CAMPBELL RECEIVED 3/19/21, 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 LARGER ENTRANCE CANOPY AT THE GARAGE ENTRANCE, TO BE A MINIMUM OF THE ENTRANCE DOOR PLUS THE 2 SIDELIGHTS, AND BE A NOBLE MATERIAL.
2. A REQUIREMENT THAT ALL EXTERIER UTILITY METERS BE SCREED APPROPRIATELY AND BE REVIEWED BY STAFF.
3. A REQUIREMENT THAT ANY CHANGES TO THE CHESTNUT BUILDING; DETAILS, ELEVATIONS, OR CONFIGURATIONS, THAT OCCUR BETWEEN NOW AND PRIOR TO THE FINAL PLAN, MUST RETURN TO THE DESIGN COMMISSION FOR A RE-REVIEW.
4. A REQUIREMENT THAT THE BRIDGE DESIGN TO THE PARKING GARAGE HAVE DARKER METAL TONES AND THE ROOF OF THE BRIDGE BE FURTHER EXPLORED BY THE ARCHITECT TO CREATE A DECORATIVE PATTERN, BECAUSE OF ITS VISIBILITY FROM THE RESIDENTS FROM ABOVE.
5. 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 RESPONSIBILTY 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.

Mr. Hautzinger asked for clarification on Condition #3. Commissioner Eckhardt said the Chestnut building will be the last building to be constructed, which could be 2 years from now, and right now the petitioner is undecided if the building will be condos or rentals; however, since that decision is not under the purview of the Design Commission, he wanted the approval of the Chestnut building tonight to include a requirement that once the petitioner finalizes the use of this building, any changes to the exterior of the building, no matter how minor, must return to the Design Commission.

Mr. Hautzinger also said that Staff included a condition that all applicable conditions of approval from the previous March 12, 2019 approval still pertain. Commissioner Eckhardt said he would amend the motion to include this condition.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT TO AMEND THE MOTION TO INCLUDE THE FOLLOWING:

6. ALL APPLICABLE CONDITIONS OF APPROVAL FROM MARCH 12, 2019 AS SUMMARIZED IN THE '2019 DESIGN COMMISSION CONDITIONS OF APPROVALS' SHOULD APPLY.

COMMISSIONER SEYER SECONDED THE AMENDED MOTION.

SEYER, AYE; KINGSLEY, AYE; FITZGERALD, AYE.
(THERE WAS NO AUDIO RESPONSE FROM COMMISSIONER ECKHARDT, POSSIBLE TECHNICAL ISSUE)
ALL WERE IN FAVOR. MOTION CARRIED.

Mr. Firsel thanked everyone for their time and the questions from the public. He said that tomorrow night will be a much more expansive meeting, covering many of the other issues raised tonight.

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MINUTES OF A MEETING OF
THE ARLINGTON HEIGHTS HOUSING COMMISSION
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
March 2, 2021

IN ATTENDANCE:

Commissioners Present:	Andrew Tripp	Ken Kiefer	John Eggum
	David Miller	Jennifer Sweis	
Commissioners Absent:	Alex Hageli	William Delea	
Staff Present:	Nora Boyer, Housing Planner/Staff Liaison		

I. CALL TO ORDER
The meeting was called to order at 7:00 p.m.

II. Roll Call
The following Commissioners responded to roll: Tripp, Kiefer, Eggum, Miller & Sweis.

III. APPROVAL OF MINUTES

A motion was made by Commissioner Eggum, seconded by Commissioner Kiefer to approve the minutes of the February 2, 2021 meeting with the correction of one typographical error.

The motion was approved
Ayes: Tripp, Kiefer, Eggum, Miller & Sweis
Nays: 0.

IV. REPORTS
None

V. NEW BUSINESS

New Business was moved ahead of Old Business by Chairman Tripp for the convenience of the persons presenting at the meeting and the public.

A. Arlington 425

Ms. Boyer stated that the affordable housing aspect of the Arlington 425 development was approved in 2019, but the developer has returned due to changes being made in the project, including a reduction in

the total number of units. The developer is seeking a decrease in the number of affordable units required and the fee-in-lieu of units to be paid proportional to the decrease in the number of total units. There are also some requests for changes in other conditions approved for the affordable housing aspect of the program. Staff does not have an issue with the proportional decrease in the number of affordable units or the decrease in the fee-in-lieu, but states that the project should comply with the approved conditions from the 2019 project ordinance or the requirements of the (2020) Inclusionary Housing Ordinance and Guidelines, but not a combination of the two.

Chairman Tripp invited the development team to make their presentation. Mr. Firsel spoke first and introduced Mr. Adriani (owner and developer) and Mr. Messutta (attorney).

Mr. Adriani thanked the Housing Commission for reviewing the changes to the proposal. He said that due to conditions such as COVID-19, it was necessary to adjust the project and they are doing so by reducing the number of residential units, the shared office space component, commercial space, and parking garage area. He commented that this development was one of the first to engage with the development of the affordable housing requirements that the Village was working on at the time. He said that at that time, they agreed to some of the affordable housing conditions that were approved, but also had issues with some of them. Since the approvals, they tried to get financing for the project but could not due to the anticipated costs, and he said that the economics were just not there, which is the reason for the proposed changes. He said they are here to look at the affordable housing conditions and want to be able to move forward with something everyone will be happy with.

Mr. Firsel reiterated the point that the project could not move forward as approved based on the costs. He commented that the parking garage (which had 125 residential units on top) was the overbearing cost. The proposed changes include there being no residential units over the garage; one floor would be added to the Chestnut building; and 1 floor added to the Campbell building. The total number of units is 319, with 85 in the Chestnut building.

With respect to the affordable housing conditions, Mr. Firsel stated that they are not proposing to do any less; however, when they were involved in the final discussion on the affordable housing, it was agreed that if the affordable housing requirements were relaxed in the new affordable housing ordinance, that the project would be able to take advantage of the relaxed standards. He said that the developer and staff have a difference of opinion with regard to the last of the affordable housing conditions in the Arlington 425 ordinance. He said the discussion at that time included, for example, if there was a relaxation of the parking requirements in the Inclusionary Housing Ordinance, that the developer would be able to take advantage of those – and that is what happened.

Mr. Firsel stated that the developer and staff agree on most of the affordable housing conditions. There are three basic differences:

1. Payment of for the fee-in-lieu. The conditions of approval provide for payment in three stages. He said this was negotiated because the developer must pay for the large up-front costs of building the parking garage before anything else is built, and having to pay the full fee-in-lieu at the time of permit for the garage would be a burden. The developer is requesting, as approved in the 2019 conditions, that there be a phasing of the payment of the fee-in-lieu.

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2. Parking. The developer had agreed to discount the charge for parking spaces for the affordable units. With the change in requirements, they proposing to not offer the discount. They seeking to take advantage of the new provisions concerning parking for the affordable units, at the option of the Village Board as presented in the Inclusionary Housing Ordinance, by asking for the "credit" of 1 parking space per affordable unit. The Inclusionary Zoning Ordinance offers, at the option of the Village Board, one parking space per affordable unit in the Village's Vail garage. This would bring the developer's parking requirement down from a total of 247 spaces to 235 spaces for the Campbell building.

   Mr. Firsel elaborated on the phasing of the development which would be in two parts: 1) the construction of the Campbell building, parking garage, all infrastructure, and most of the landscaping; and 2) construction of the Chestnut building and the parkway between the Chestnut and Campbell buildings. He commented that the up-front costs are enormous. He said that 12 affordable units would be provided in the Campbell building and 4 in the Chestnut building. If the Chestnut building is changed to a condo building, they will comply with Code on that building.

3. Number of Affordable Units. The developer agrees to provide 5% actual affordable units (16 affordable units).

4. Affordability period. The developer is asking to reduce the minimum affordability period on the affordable units from in-perpetuity to 20 years. Mr. Firsel said that they would address this with the Village Board if they need to do so.

5. Fee-in-Lieu. There is no issue.

6. Income qualification. The developer proposed no change from the 2019 conditions.

7. Maximum rent. The developer proposed no change from the 2019 conditions.

8. Unit mix. The developer seeks to keep the 1/3 studio unit and 2/3 one-bedroom mix as approved in the 2019 conditions. This would mean a revision to 4 studio units and 8 one-bedroom units. The unit mix under the Inclusionary Housing Ordinance would be 3 studios, 9 one-bedrooms; and 4 two-bedroom.

9. Preferences. The developer agreed to the preferences requested at the time of the 2019 approval. They have no issue with changing to the preferences included in the new policy.

10. Reporting. The developer agreed at the time of the 2019 approval to submit an annual report on March 31. They have no problem with reporting on March 1st as per the new policy.

Mr. Firsel said that even with the modified proposal, this is still a thin deal with minimal profit. He pointed out that construction costs have gone up and the availability of materials has decreased due to COVID-19. He said that the developer's intent is to follow the spirit and intent of the Village on the affordable housing component. He pointed out that they are not getting any incentives from the Village. He said this will be a high-end development and that the affordable units will be the same as the market rate units, and the affordable unit tenants will benefit from all of the high-quality aspects of the project. He asked for approval of

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the affordable housing component as submitted in his letter.

Commissioner Eggum asked about the value of the utility allowance called for in the Inclusionary Housing Ordinance for this project. It was reported that the units will be metered and billed individually for electric. It is not certain yet if water and gas will be individually metered, and it is not certain which utilities will be divided and charged to the tenants. Some of these points are building design decisions that have not been finalized.

Ms. Boyer reiterated that staff is okay with the proportional reduction in the number of affordable units and the fee-in-lieu, but not with the going back and forth between the 2019 conditions of approval and the Inclusionary Housing Ordinance. She pointed out that with respect to the parking and fee waiver cost off-sets, the Inclusionary Housing Ordinance states that these cost off-sets may be available for projects that meet the other requirements of the Inclusionary Housing Ordinance, which this proposal would not – particularly with respect to the new, proposed affordability period and the unit mix (which was adjusted in the original approval as a cost off-set). She repeated that staff's position is that the development should comply with the 2019 conditions of approval, or the Affordable Housing Ordinance and Guidelines, but not a combination of the two.

Mr. Firsel disagreed saying that is not what the 2019 approval ordinance says. It says the development should be afforded all relaxed provisions; otherwise the language in the last condition of the 2019 approval ordinance is meaningless.

Commissioner Miller asked about the developer's statement about paying the fee-in-lieu being a burden and about the proposed phasing of the development.

Mr. Firsel responded said that a phased payment of the fee is requested. The following scenario was discussed:

Campbell Building:
25% of the proportional fee for the Campbell building at issuance of permit
25% of the proportional fee for the Campbell building at the issuance of the garage permit
50% of the proportional fee for the Campbell building at issuance of first occupancy permit

Chestnut Building:
50% of the proportional fee for the Chestnut building at issuance of permit
50 % of the proportional fee for the Chestnut building at issuance of first occupancy permit

Mr. Firsel said that it is not known when the Chestnut building would be built, although it is hoped right away, but it is difficult to know due to the COVID impact, other things going on in the Village, etc.

Commissioner Miller asked about the portions of the fees to be paid for the Campbell building and the Chestnut building. He said that he understands that many things are impacting the project, but the fees-in-llieu going into the Trust Fund are important and every dollar counts. He is concerned that this is coming back again with regards to the fee. He said that he is okay with the majority of what has been asked for, but is concerned about a delay in the payment of the fee into the Trust Fund.

Mr. Adriani asked how much is in the Trust Fund now, and the response was about $500,000. Mr. Adriani asked if it would be possible to borrow funds from the Trust Fund (to be repaid with interest) to jump start this

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program. Chairman Tripp said the Housing Commission is developing a formal process for application for Trust Fund monies, and cannot act on such a request tonight, but it may be a good idea.

Commissioner Eggum said that he looked up the 2019 approval ordinance (2019-010) for Arlington 425 and he screen shared the affordable housing requirements. He read condition #31 which states:

> "If the Village's Affordable Housing Guidelines applicable to this project are revised prior to 12 months after the issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied."

Commissioner Eggum stated that the paragraph references paragraphs 24 – 30 as being "this requirement" and the new guidelines (what is the Inclusionary Housing Ordinance) as "the other of the two standards." He said that he does not read this as meaning that if any aspect of any part of the Ordinance (Inclusionary Housing Ordinance) is less restrictive than the 2019 approval ordinance then it will apply. He said that the Inclusionary Housing ordinance was passed by the Village Board and requires strict compliance of provisions such as the affordability in perpetuity, the proportional bedroom mix (which would require 2-bedroom units), inclusion of utility costs in the rent, etc. He said that he believes the developer has two options: 1) to comply with the 2019 approval ordinance (2019-019); or 2) the Inclusionary Housing Ordinance (2020-025).

The meeting was opened for public comment. Mr. Moens stated that he is concerned about what the Village will end up getting in affordable housing. He referenced letters from Mr. Firsel; one letter said that all 16 affordable units would be in the Campbell building, which violates the requirement that the units be evenly distributed in the development; and the second letter said that the affordable units will be in the Campbell and Highland buildings, but the new plan is to not have units in the Highland building. He said that proportionally, if there are 16 affordable units, 12 should be in the Campbell building and 4 should be in the Chestnut building. He agreed that they should follow one ordinance or the other, and said that with an inclusionary housing ordinance in place, they should simply follow that ordinance.

Ms. Lane asked about profitability and the project. Mr. Firsel said that the developer is entitled to a reasonable return on his risk and investment. Ms. Lane said that she does not think that anyone thinks that there should be no profit but she asked if the developer could be more specific on that. Mr. Adriani replied that he cannot be more specific because there are still too many unknowns. Ms. Lane asked how much the interest would be on a loan from the Trust Fund. An answer to that question is also not known at this time.

Mr. Firsel requested a few minutes to talk with the development team privately.

VI. OTHER BUSINESS

While they were having their consultation, the Housing Commissioners addressed Item VII. on the agenda and decided to try having their meetings on the third Wednesday of the month at 7 pm rather than the first Tuesday since several commissioners have conflicts on Tuesday evenings. Due to the lateness of the evening, it was also decided to table Agenda V.A. Affordable Housing Trust Fund Discussion to the next meeting when it may be possible for more commissioners to be present.

The meeting was opened to any other public comment. Dr. Motto stated that the Senior Commission was dismayed that senior housing was removed from the Inclusionary Housing Ordinance. He said that affordable housing is a big issue for seniors. He agreed that the Arlington 425 project should be done in strict compliance

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with the ordinance. He mentioned that the age-friendly initiative action plan has affordable senior housing as a high priority issue. He said they will be sending a letter; however, some kind of education or collaboration is needed in the area of affordable senior housing. He would like to see this conversation continue, including the exemption of senior housing from the IZ ordinance. Commissioner Eggum responded that the Housing Commission is not looking to take up the IZ again since it is so new, but that could be something the Senior Commission could possibly address with the Village Board. Comm Eggum pointed out that the developers for 310 Arlington project seemed interested in working with the local community and maybe that could be an opportunity for seniors. He is looking forward to more dialogue between the commission in the future.

VII. ITEMB V (B) NEW BUSINESS DISCUSSION OF ARLINGTON 425 RESUMED

The developers for Arlington 425 returned to the meeting. Mr. Firsel said they understand staff's interpretation and they don't believe that was the intent of what was negotiated. They are open to discussing the timing of the payment of the fee- in-lie as brought up by Commissioner Miller.

Mr. Firsel stated that if the Housing Commission adopts staff's recommendation, they will respectfully take that up again at the Village Board level. He said that if the Housing Commission is willing to adopt the developer's proposal, they are willing to accelerate payment of the fees-in-lieu.

Commissioner Eggum said the Inclusionary Housing Ordinance was created through an extensive process, with public comment, with consideration of multiple versions, and the Village Board ultimately adopted the final Ordinance that included various staff and commission recommendations. He said that the Housing Commission put forth its positions when the Ordinances was reviewed by the Village Board, and the Village Board indicated through the approved Ordinance how they wish for the Housing Commission to proceed. He said that he cannot speak to the 2019 project approval ordinance (2019-019), and if it was incorrect the Village Board can amend that if it sees fit. However, as a Commissioner he does not see that the Housing Commission can act in a way other than how the 2019 ordinance was enacted.

Mr. Firsel said that he respected Commissioner Eggum's points. He said the Inclusionary Housing Ordinance does not strip away the 2019 ordinance, but agreed that the Village Board approved exceptions to Inclusionary Housing Ordinance. He said he appreciates the Housing Commission's respect for the developer's position.

Chairman Tripp said that he agreed with Commissioner Eggum's position that the Housing Commission is bound to follow the Inclusionary Housing Ordinance which was the product of a lot of work and input. He said the Ordinance was adopted so that there would be clarity and certainty with regard to the affordable housing requirements. However, speaking as a citizen of Arlington Heights, he said that if there is a project that deserves consideration due to its complexities, this is the one, and he encouraged the development team to raise their issues at the Village Board level.

Mr. Firsel asked Chairman Tripp if the Housing Commission is obligated to make recommendations to the Village Board. Chairman Tripp responded that the developers have asked for relief that he does not think Housing Commission can offer. Commission Eggum asked if this was a request to staff to amend the affordable housing conditions, and Ms. Boyer said the requests for modifications to the project are made to the Village, and the aspects of the project are routed to the Village commissions as appropriate. Ms. Boyer also stated that it is the role of the Housing Commission to advise the Village Board, and that is what they are asked to do with regard to this matter.

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A motion was made by Commissioner Eggum, seconded by Commissioner Miller, to concur with the staff's reading of both ordinances *(Arlington 425 Ordinance (19-019) and the Inclusionary Housing Ordinance (20-025))*, as enacted, that the options available as written to the developer are to comply with one Ordinance or the other or otherwise exercise their right to seek direct relief from the Village Board.

Ayes: Tripp, Eggum, Sweis, Kiefer, & Miller

Nays: None

The Housing Commission and the development team thanked each other for their time and consideration.

A motion was made by Chairman Tripp, seconded by Commissioner Eggum to postpone the Affordable Housing Trust Fund Discussion item to the next meeting.

Ayes: Tripp, Eggum, Sweis, Kiefer, & Miller

Nays: None

VI. ADJOURNMENT

A motion was made by Commissioner Kiefer, seconded by Commissioner Eggum, to adjourn the meeting. The motion was approved.

Ayes: Tripp, Kiefer, Eggum, & Miller
Nays: 0.

NEXT MEETING: The next meeting be held on April 21, 2021 at 7 pm.

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Staff Report to the Housing Commission

To:	The Chairman and Members of the Housing Commission
From:	Nora Boyer, Housing Planner
Re:	310 Arlington – Affordable Housing Plan Housing Guidelines
Report Prepared:	February 25, 2021
Meeting Date:	March 2, 2021

In 2019, the Village Board approved the Arlington 425 development project for downtown Arlington Heights. This approval was prior to the Village's adoption of the Inclusionary Housing Ordinance in 2020.

Arlington 425 – Affordable Housing – Approved Condition (2019)
The approved project was to be composed of a total of 361 units. The developer is now proposing to amend the approval and include a total of 322 units. There will be 234 units in the Campbell Building, 88 units in the Chestnut building and no (0) units in the Highland Building.

The existing approval for Arlington 425 provides for:

- A total of 18 affordable units (5% of the total number of units).
- The affordable units to be affordable in perpetuity.
- Charges to the affordable unit tenants of no more than 60% of the normal parking charge on the market rate units.
- Fee-in-lieu payment for 9 units (2.5% of the total) at $25,000 per unit (totaling $225,000) is to be paid.
- Fee-in-lie is to be paid in three installments.
- An Income eligibility standard of 60% of area median income (AMI).
- Maximum rents are those determined affordable to households at 60% of AMI as calculated by the Illinois Housing Development Authority (IHDA) according to the unit size (number of bedrooms).
- A unit mix of 1/3 studio or 6 studio units and 2/3 one-bedroom units or 12 one-bedroom units.*
- Preference in tenancy for Arlington Heights residents, employees of Arlington Heights businesses and organizations, and veterans.
- Reporting required annually, on March 31st.

*This unit mix does not reflect the unit mix of the overall development as was required by the Village's Affordable Housing Toolkit. More studio and one-bedroom units (and no two-bedroom units) were permitted as a cost off-set for the developer.

At the time this project was approved in 2019, the Village was researching and considering amendments to its inclusionary affordable housing program. The final condition of the original Arlington 425 approval was:

"If the Village's Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied." The intent of this condition

was that the developer would be to not be held to a set of requirements that are higher than adopted a relatively short time later. This provision does not mean, nor was it intended, that the best or least restrictive of both standards can be picked at the discretion of the developer.

Developer's Proposed (New) Affordable Housing Conditions (2/2021)

The new proposal is presented as a mixture of the most favorable provisions from the conditions approved in 2019 and the favorable incentives or requirements of the Inclusionary Housing Ordinance. It was not the intent to "cherry pick" requirements that are most advantageous from the two sets of conditions/requirements. In fact, some of the incentives requested specifically require compliance with the adopted Inclusionary Housing Ordinance.

Developer's New Proposal:

- Reduces the total number of affordable units from 18 to 16 unit.
    - This complies with the Inclusionary Housing Ordinance at 5% of the total (reduced) number of units in the development.
- Reduces the fee in lieu amount from 9 units at $25,000 per unit to 8 units at $25,000 per unit.
    - This complies with the Inclusionary Housing Ordinance at 2.5% of the total (revised) number of units.
- Does not address the requirement that no more than 60% of the normal parking charge on the market rate units. Therefore, it is assumed the developer intended to leave this requirement unchanged.
    - The Inclusionary Housing Ordinance does not contain this requirement.
- Does not address the requirement that the affordable units be affordable in perpetuity. Therefore, it is assumed the developer intended to leave this requirement unchanged.
    - In order to comply with the Inclusionary Housing Ordinance the affordable units must be affordable in perpetuity.
- Leaves unchanged the 3-stage payment of the fee-in-lie.
    - This does not comply with the Inclusionary Affordable Housing Ordinance which does not provide for a staged payment.
- Leaves unchanged the income eligibility for units at 60% of the Area Median Income for the Chicago-Joliet-Naperville area as determined by HUD.
    - This standard complies with the standard in the Inclusionary Housing Ordinance.
- Leaves unchanged the maximum rents at rents affordable to households at 60% of Area Median Income (AMI) for the applicable unit sizes (studio and one-bedroom units) according to the method used by the Illinois Housing Development Authority (IHDA) for the Chicago Metro Area.
    - This standard does not comply with the Inclusionary Housing Ordinance which adds a requirement for a utility allowance for the affordable units.
- Leaves unchanged the bedroom mix at 1/3 studio units and 2/3 one-bedroom units.
    - This does not comply with the Inclusionary Housing Ordinance that requires that the bedroom mix for the affordable units be proportional with the bedroom mix for the project overall. The mix for the revised project would be 3 studio units; 9 one-bedroom units; and 4 two-bedroom units to be proportional with the overall project unit mix.
- Leaves unchanged the preferences for tenancy.

    - The preference categories partially comply with the preferences in the Inclusionary Housing Ordinance.
- Leaves unchanged the annual reporting requirement.
    - The reporting partially complies with the Inclusionary Housing Ordinance - with the only exception being the date of the annual report.
- Proposes to utilize the parking and permit fee waivers contained in the Inclusionary Housing Ordinance as cost offsets.
    - The Inclusionary Housing Ordinance contains these options as cost offsets at the option of the Village only if the proposed development is in compliance with the adopted Inclusionary Housing Ordinance. The developer was already granted cost offsets and considerations through the bedroom mix conditions and the staged payment of the fee-in-lieu of affordable units.

The result of the above is that the developer is proposing to select between the affordable housing conditions approved in the ordinance and the Inclusionary Housing Ordinance. The Village is pleased to see the continued commitment to affordable housing and it is recommended that the Housing Commission review the differences as outlined and recommend full compliance with either the approved conditions or the approved Inclusionary Zoning Ordinance but not a combination of some of each.

Recommendation:
It is recommended that the developer of Arlington 425 either fully comply with the previously approved (2019) conditions for Arlington 425 or fully comply with the requirements of the Inclusionary Housing Ordinance and Guidelines. Staff does to object to the original approved conditions as modified by the reduced units. However, for consistency moving forward, full compliance with the Inclusionary Zoning Ordinance is recommended.

Attachment A

Arlington 425 Comparisons Chart

Requirements	**Arlington 425 Original Approval**	**Arlington 425 Revised Proposal (2/2021)**	**Inclusionary Housing Ordinance/Guidelines Requirements**
Actual Affordable Units	18 5% of total # of units	16 5% of total # of units *Changed*	16 5% of total # of units
Parking Spaces	Affordable parking spaces to be charged at 60% of the rate for market rate parking spaces	Not addressed – assumed *Unchanged*	Parking not addresses in this way
Affordability period	Affordable housing units to be affordable in perpetuity	Not addressed – assumed *Unchanged*	Affordable units required to be affordable in perpetuity
Fee in Lieu of Affordable Units	9 units at $25,000 each for $225,000 – 2.5% of total # of units	8 units at $25,000 each for $200,000 – 2.5% of total # of units *Changed*	8 units at $25,000 each for $200,000 – 2.5% of total # of units
Payment of Fee in Lieu	Paid over three stages of construction	Paid over three stages of construction *Unchanged*	Fee to be paid at the time of first permit application
Income Eligibility	60% of Chicago-Joliet-Naperville AMI adjusted for household size	60% of Chicago-Joliet-Naperville AMI adjusted for household size *Unchanged*	60% of Chicago-Joliet-Naperville AMI, adjusted for household size
Maximum Rents	IHDA determined affordable rents for the Chicago Metro area at 60% AMI, adjusted by number of bedrooms in the unit	IHDA determined affordable rents for the Chicago Metro area at 60% AMI, adjusted by number of bedrooms in the unit. *Unchanged*	Maximum gross rent, including a <u>utility allowance for utilities not provided with the rent</u>, shall be the gross rent affordable to households with annual incomes at 60% of area median income as devoting no more than 30 percent of their gross income to monthly housing expenses as calculated annually by the Illinois Housing Development Authority based on number of bedrooms in the unit
Unit Mix	1/3 studios/6 studio units 2/3 one-bedroom/12 one-bedroom units	1/3 studios/6 studio units 2/3 one-bedroom/12 one-bedroom units *Unchanged*	The bedroom mix of affordable units shall be in equal proportion to the bedroom mix of the market rate units within the covered development project unless otherwise approved by the Village. Arlington 425 proportional to market rate units (new proposal): 3 studio units

			9 one-bedroom 4 two-bedroom
Preferences	-Arlington Heights residents, -employees of Arlington Heights businesses or organizations, and/or -veterans	-Arlington Heights residents, -employees of Arlington Heights businesses or organizations, and/or -veterans *Unchanged*	As per Guidelines: -Veterans ***-Persons with disabilities*** -Arlington Heights residents ***who have resided in Arlington Heights for at least the past two years*** -People who are employees of Arlington Heights business or organizations
Reporting	Annually on March 31	Annually on March 31 *Unchanged*	Annually on March 1
Guidelines	Inclusionary Housing Tool Kit Guidelines applied	If the Village's Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied.	Mandatory compliance with Inclusionary Housing Ordinance Guidelines
Developer Cost Offsets	Developer received an unit mix adjustment resulting in mix that is not proportional with the mix of the development overall	Unit mix adjustment that is not proportional to the mix of the development overall *Unchanged* Developer is requesting reduction fee waivers and parking costs (spaces in public garages).	An applicant that fully <u>complies with providing actual affordable units in accordance with the requirements</u> of this Article shall, upon written request, receive from the Village a waiver of all of the otherwise applicable application fees and building permit fees imposed by the Village, but only with regard to the affordable units in the Covered Development Project. The fees charged for the total development shall be adjusted proportionally to reflect this waiver of fees for the affordable dwelling units, but in no instance will more than 50% of the permit fees be waived. Under no circumstances will any out-of-pocket fees or impact fees be waived.

			Parking Requirements in the Downtown Only. Subject to availability, at the discretion of the Village, parking requirements for affordable on-site units may be partially satisfied using parking permits in downtown Village parking garages at a rate not-to-exceed one parking permit per affordable on-site affordable unit at a monthly parking fee to be determined by the Village.

Attachment B

Arlington 425 Approval - Affordable Housing Conditions
Excerpted from Village of Arlington Heights Ordinance: 19-019

24. 18 actual affordable units be provided (5% of all units), affordable at 60% Area Median Income (AMI) that are to be affordable in perpetuity. These units will be charged no more than. 60% of the normal parking charges for the-market-rate units.

25. A payment in lieu of 9 units (2.5% of all units) to be paid at $25, 000 per unit ($225,000 total) as follows:

25% at the time of issuance of Garage/Highland Building Permit.
25% at the time of issuance of first Garage/ Highland Building Occupancy Certificate.
50% at the time of issuance of first Campbell Building Occupancy Certificate.

26. The income eligibility standard for the affordable units is to be 60%- of the Area Median Income (AMI) for the Chicago- Joliet-Naperville area, adjusted for household size as updated annually by HUD.

27. The maximum rents are to be the rents determined to be affordable to households at 60% of Area Median Income (AMI) for the applicable unit sizes (studio and one- bedroom units) according to the method used by the Illinois Housing Development Authority IHDA) for the Chicago Metro Area.

28. The affordable units for the Arlington 425 development may be restricted to the Highland and Campbell Buildings. 1/3 of the 18 affordable units will be studio units (6 studio units) and 2/3 of the affordable units will be one-bedroom units (12 one-bedroom units), which is consistent with the proportions of these units in the development. However, owner may periodically adjust up or down between the studio and 1-bedroom units by no more than three units subject to prior approval from the Village.

29. Preference for tenancy of the affordable units will be given to current Arlington Heights residents, employees of Arlington Heights businesses or organizations, and/or veterans.

30. The owner shall submit an annual report concerning compliance with the affordable housing program by March 31 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines.

31. If the Village' s Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied.

FR Firsel Ross
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February 23, 2021

Mr. Andrew Tripp, Chairman
and all other members of the
Arlington Heights Housing Commission
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

Re: Inclusionary Housing Proposal – Amendment to Arlington 425 Planned Unit Development

Dear Mr. Tripp,

As you might recall, the Village Board passed Ordinance 19-019 on June 3rd, 2018 (the "PUD Ordinance"). CCH LLC, the developer of Arlington 425 ("Petitioner") is proposing modifications to the PUD Ordinance. Petitioner is aware that the Village's Inclusionary Housing Ordinance was amended by the Village since the PUD Ordinance was passed (the "Amended Ordinance"). Based on our review of the PUD Ordinance and Amended Ordinance, we find that what Petitioner is now proposing, and what the Village has previously approved, are consistent with the Amended Ordinance. The PUD Ordinance included the following provisions relating to Inclusionary Housing to which the Petitioner has commented below each paragraph as to the Petitioner's current proposal for Inclusionary Housing::

24. 18 actual affordable units be provided (5% of all units), affordable at 60% Area Median Income (AMI) that are to be affordable in perpetuity. These units be charged no more than 60% of the normal parking charges for the market-rate units.

Current Proposal: Petitioner has reduced the total of all proposed units in the Project. Petitioner is proposing 234 units in the Campbell Building, up to 88 in the Chestnut Building, and there will be no units in the Highland Building (now the "Highland Garage"). 12 actual affordable units (5% of 234 units rounds up) will be provided in the Highland Building. Petitioner will also provide 5% of all units in the Chestnut Building as actual affordable units. Assuming 88 Units are included in the Chestnut Building, 5% of the total units would be 4 actual affordable units.

25. A payment in lieu of 9 units (2.5% of all units) to be paid at $25,000 per unit ($225,000 total) as follows:

25% at the time of issuance of Garage/Highland Building Permit.
25% at the time of issuance of first Garage/Highland Building Occupancy Certificate.
50% at the time of issuance of first Campbell Building Occupancy Certificate.

Current Proposal: Petitioner will pay fully comply, and pay $25,000.00 per unit for 2.5% of all units in each building. The total cash payment for the Campbell, building will be $150,000. Assuming 88 Units are included in the Chestnut Building, the payment of $25,000 for 2.5% of the Units would be $50,000.

The timing of the payments as originally proposed will not change.

26. The income eligibility standard for the affordable units is to be 60% of the Area Median Income (AMI) for the Chicago-Joliet-Naperville area, adjusted for household size as updated annually by HUD.

Current Proposal: No change

27. The maximum rents are to be the rents determined to be affordable to households at 60% of Area Median Income (AMI) for the applicable unit sizes (studio and one-bedroom units) according to the method used by the Illinois Housing Development Authority (IHDA) for the Chicago Metro Area.

Current Proposal: No change.

28. The affordable units for the Arlington 425 development may be restricted to the Highland and Campbell Buildings. 1/3 of the 18 affordable units will be studio units (6 studio units) and 2/3 of the affordable units will be one-bedroom units (12 one-bedroom units), which is consistent with the proportions of these units in the development. However, owner may periodically adjust up or down between the studio and 1-bedroom units by no more than three units subject to prior approval from the Village.

Current Proposal: No change, other than the total number of actual affordable units required.

29. Preference for tenancy of the affordable units will be given to current Arlington Heights residents, employees of Arlington Heights businesses or organizations, and/or veterans.

Current Proposal: No change.

30. The owner shall submit an annual report concerning compliance with the affordable housing program by March 31 of each year in a form as determined by the Village and in compliance with all other elements of the guidelines.

Current Proposal: No change.

31. If the Village's Affordable Housing Guidelines applicable to this project are revised prior to 12 months after issuance of the first Certificate of Occupancy to standards that are less restrictive than this requirement, than the least restrictive of the two standards will be applied.

Current Proposal: Sections 7-1709b. and c. of the Amended Ordinance provide for development cost offsets relating to fee waivers, as well as parking space offsets for Downtown developments. Since these are both less restrictive provisions than the former ordinance, Petitioner is requesting that it be granted the fee waivers set forth in Section 7-1709b., and a one parking space credit for each actual affordable unit as set forth in Section 7-1709c. of the Amended Ordinance.

Based on the fact that Petitioner proposes no changes to what was contained in the PUD Ordinance, and that the current proposal is consistent with the Amended Ordinance, Petitioner requests that the Inclusionary Housing Commission issue a positive recommendation to the Village Board for approval.

Thank you for your cooperation and consideration in this matter.

Sincerely,

Michael D. Firsel

Michael D. Firsel

Arlington425 – Site Aerial



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December 30, 2020

Mr. Terrence Ennes and Members of
the Plan Commission of the
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

Re: Request for Modification of Arlington 425 Preliminary Plat and Planned Unit Development

Chairman Ennes and Members of the Plan Commission,

Please consider this letter the formal request of CCH LLC (the "Petitioner") to modify the previously approved preliminary plat and Planned Unit Development for the project commonly known as "Arlington 425".

As you are aware, on June 3, 2019, the Village Board unanimously adopted Ordinance No. 19-019 (the "Ordinance") approving a Planned Unit Development, a Preliminary Plat of Subdivision, a Land Use Variance, and certain other variations from Chapters 28 and 29 of the Arlington Heights Municipal Code (the "Current Entitlements"). The project, known as "Arlington 425", consists of a Class A mixed-use development on the 2.868 acre parcel of vacant land identified as "Block 425" in the Village of Arlington Heights Downtown Master Plan (the "Project"), located between Campbell Street on the north, Highland Avenue (and the Vail Street parking garage) on the east, Chestnut Avenue on the west, and 150' north of Sigwalt Street on the south. The undersigned has been authorized to submit this letter to the Village for and on behalf of the Owner/Petitioner of Project.

Since the adoption of the Ordinance, Petitioner has pursued construction and development pricing as well as debt and equity financing. Unfortunately, due to the high costs of construction, the potential return on investment, as well as other factors, the Project as currently configured could only not be built to make a profit, it could not be built to break even. Petitioner remains keenly interested in moving forward with the Project, but in light of the issues

referenced above, Petitioner believes that the Project can be successfully developed by reducing the size, scale, and density.

Rather than go through the matter as if it were a new project, set forth below are the most significant changes being requested.

1. **44 S. Highland Building** – The most significant changes in the Project are in the Highland Building which include the following:

    a. the removal of all 125 residential units;
    b. elimination of the rooftop and first floor commercial uses comprising a total of 4,119 square feet; and
    c. reduction in the size of the Parking Deck to 3.25-4.5 levels.

    Thus, a 13-story building that was 140 feet in height will be reduced to a parking garage ("Parking Deck") with a height of approximately 41 feet.

2. **225 W. Campbell Building**. In order to achieve economic viability of the Project, 52 of the residential units eliminated from the Highland Building will be relocated in the Campbell Building. The significant changes to the Campbell Building are as follows:

    a. one additional floor of 26 residential units has been added, increasing the Campbell Building from 9 stories to 10 stories;
    b. the retail, restaurant and office uses on the second floor have been eliminated and replaced with 26 residential units; and
    c. retail uses on the first floor have been eliminated, except for the approximately 7,500 square feet on the east side of the first floor designated primarily as restaurant space.

    The remainder of the first floor space is currently designated as Project amenity space; however, Petitioner will reserve the right to use the west half of the first floor for commercial purposes should it become usable by one or more commercial tenants in the future.

    In summary, Petitioner is adding 52 residential units to the Campbell Building which will now consist of 234 units. The previously approved 33,660 square feet of restaurant, retail and office space has been reduced to approximately 7,500 square feet.

3. **33 S. Chestnut Building**. In order to retain the economic viability of the Project up to 31 of the residential units eliminated from the Highland Building will be relocated in the Chestnut Building. The significant changes to the Chestnut building are as follows:

    a. one additional floor will be added to the Chestnut building, which will now go from 4 to 5 floors;
    b. the Chestnut Building will consist of a maximum of 85 units on 5 floors; and
    c. the proposed below ground parking will now be 44 spaces, as opposed to the 84 underground spaces that were previously approved, with Petitioner reserving the right to move some or all of the underground parking into the Parking Deck.

4. **Parking**

Project Parking. As previously stated the Highland Building will now be primarily the Parking Deck with no residential or retail components. The initial phase of the Parking Deck will consist of 273 vehicles on 3.25 levels. The parking required for the Chestnut Building will be located in a combination of the Parking Deck, that will be expanded to 4 levels, as well as below the Chestnut Building. Petitioner shall have the option to locate all of the parking in the Parking Deck, in which case the Parking Deck will be expanded to 4.5 levels

Campbell Building Parking. As can be seen from the parking matrix, Village Code requires 248 residential parking spaces and 19 restaurant parking spaces for a total of 267 spaces. However, Petitioner is requesting a credit of one parking space for each occupied affordable unit as provided in the Village's Affordable Housing Ordinance. Since Petitioner will be providing 12 affordable units in the Campbell Building, the total Code required parking will be 255 spaces.

There will be 273 spaces provided in the currently proposed 3+ level Parking Deck, which exceeds Code by 18 spaces, or 7%. Petitioner proposes to provide additional parking on the existing vacant parcel owned by Petitioner located at the southwest corner of Campbell and Chestnut that can accommodate 48 surface spaces, if necessary, to satisfy parking demand. In such case, this lot will be privatized for the residents and employees of Arlington 425. Upon completion of the Chestnut Building, the use of the surface lot will be eliminated, and all required parking for the Project will be located on site in the expanded Parking Deck, and/or below the Chestnut Building.

Chestnut Building Parking. Based on the proposal of a maximum of 85 units in the Chestnut Building, 86 parking spaces will be required (which includes a 4 space credit for the additional required Affordable Housing units). 44 of hose spaces will be located under the Chestnut Building, with the remaining spaces located in the expanded Parking Deck, or all 86 spaces will be located in the Parking Deck. The existing Parking Deck will be expanded to 4 levels that will accommodate 341 vehicles, with 44 spaces under the Chestnut Building, for a total of 385 spaces. The total residential spaces required by code for residential use will be 341 spaces, with an additional 19 required by Code for the retail use, for a grand total of 360 required spaces. the total number of additional spaces will be 25. When all spaces are added for both buildings there will be a total of 384 spaces in the Project with required parking for 344 vehicles. There will be 44 spaces, approximately 14% more spaces than required by Village Code.

5. **Commercial Use**. The existing approved plan includes a total of approximately 38,000 square feet of retail, restaurant and office uses. The revised plan proposes a total of 7,500 square feet, or a reduction of 80%. The traffic and required parking generated by commercial uses will be significantly reduced.

6. **Courtyard**. Due to the necessity of a heavy weight-bearing foundation, the area between the Highland Building and the Chestnut Building (the "Courtyard"), the Petitioner was unable to use that area to provide significant green space and project amenities, Since there will not likely be a continuing requirement for a hard heavy load-bearing surface in the Courtyard, Petitioner is proposing a restoration of its previously proposed plan for green space and park-like amenities in the Courtyard.

7. **What is Not Changing**. The above items are limited to what is being proposed as changes. It should be noted and clarified as to what is not:

    a. The architectural design features and style of both the Campbell Building and the Chestnut Building remain the same.
    b. All points of ingress and egress remain the same.
    c. The overall site plan and building locations remain the same.
    d. No additional variances are being requested.
    e. Petitioner's commitment to Affordable Housing remains the same.
    f. All sustainable characteristics of the Project remain in place

Petitioner strongly believes that proposed modifications to the current plan enhance the viability of this Project without losing the style and character of what was previously approved. The three areas of density, parking and height have all been significantly reduced.

Criteria	Existing Plan	Revised Plan
Density	361 Units 38,000sf of Commercial	319 Units 7,500sf of Commercial
Parking	544 total spaces	388 total spaces
Max. Height	140'	117'

Lastly, as recommended by the Concept Plan Review Committee, we held a (virtual) public meeting on December 16, 2020. We sent out 540 letters to neighbors within 250' of the project, and approximately 20 people signed up and attended the virtual meeting. A presentation of the changes enumerated in this letter was made by Mr. Adreani, and all posed questions were answered.

Petitioner looks forward to presenting these proposed changes to the project before the Village Plan Commission and Board of Trustees for review and approval.

Thank you for your cooperation and consideration in this matter.

Sincerely,

Michael D. Firsel

Michael D. Firsel

Arlington 425 Unit Mix and Parking
12.7.20

PHASE I

225 W. Campbell Building

10 Stories = 1/2 Story Retail + 9 Stories Residential

Floor	Area (S.F.)	Retail (1st Floor East)	Amenity (1st Floor West)	Common Sq. Ft.	Rentable Sq. Ft.	Studio (1 Stall Per)	1 Bed (1 Stall Per)	2 Bed (1.25 Stalls Per)	Total DU	Parking Required	Height
B	24,515										-11'-8"
1	18,300	7,962	7,032	3,306							0'-0"
2	24,733			3,696	21,037	6	14	6	26	27.5	18'-0"
3	24,429			3,696	20,733	6	14	6	26	27.5	30'-0"
4	24,429			3,696	20,733	6	14	6	26	27.5	40'-0"
5	24,429			3,696	20,733	6	14	6	26	27.5	50'-0"
6	24,429			3,696	20,733	6	14	6	26	27.5	60'-0"
7	24,429			3,696	20,733	6	14	6	26	27.5	70'-0"
8	24,429			3,696	20,733	6	14	6	26	27.5	80'-0"
9	24,429			3,696	20,733	6	14	6	26	27.5	90'-0"
10	24,429			3,696	20,733	6	14	6	26	27.5	100'-0"
Roof	7,382		5,905								111'-0"
Parapet											117'-0"
Total DU						54	126	54	234		
Area/DU						300	300	400			
Total DU SF						16,200	37,800	21,600	**75,600**		
Total SF	270,362	7,962	12,937	36,570	186,901						

Typical Residential Floor Average Unit Sizes (26 Units Per Floor)

Average Studio Size Per Floor (6):	534 Sq. Ft.
Average One Bedroom Size Per Floor (11):	768 Sq. Ft.
Average One Bedroom + Den Size Per Floor (3):	981 Sq. Ft.
Average Two Bedroom Size Per Floor (6):	1,002 Sq. Ft.

Arlington 425 Unit Mix and Parking
12.7.20

PHASE I - PARKING

Initial Required Residential Parking Stalls:	**248**	
Less Affordable Housing Credit-12 Units	**-12**	
Total Required by Code	**236**	
RETAIL PARKING		
1st Floor - East: 3,000 sf of Restaurant Seating (1/200=15)		
and 3,500 sf of Retail (3,500-1,500=2,000; 1/500=4)	**Total Retail Stalls Required:**	**19**
Total Required Phase I Parking Stalls:	**255**	

44 S. Highland Building

Initial 3+ Story Parking Gdeck

Floor	Area (S.F.)	Initial Parking Stalls	Height
1	30,600	75	0'-0"
2	30,600	89	11'-0"
3	30,600	90	21'-0"
Top		19	
	Total Initial Deck Parking Stalls:	**273**	
	Lot 2 Additional Parking	**48**	
	Total Phase I Parking Stalls	**321**	
	Total Stalls above Code		**74**
	Parking Stalls Per Unit Ratio:		**29.0%**

Arlington 425 Unit Mix and Parking
12.7.20

PHASE II

33 S. Chestnut Building

5 Stories Residential

Floor	Area (S.F.)	Amenity	Common Sq. Ft.	Rentable Sq. Ft.	Studio (1 Stall Per)	1 Bed (1 Stall Per)	2 Bed (1.25 Stalls Per)	Total DU	Parking Required	Potential Parking Stalls	Height
-1	17,095									44	-14'-0"
1	17,184		3,132	14,052	2	11	4	17	18		4'-0"
2	17,244		2,341	14,903	0	13	4	17	18		14'-8"
3	17,244		2,341	14,903	0	13	4	17	18		25'-4"
4	17,244		2,341	14,903	0	13	4	17	18		36'-0"
5	17,212		2,341	14,871	0	13	4	17	18		46'-8
Roof	8,442	6,660									58'-2"
Parapet											61'-8"
Total DU					2	63	20	85			
Area/DU					300	300	400				
Total DU SF					600	18,900	8,000	**27,500**			
Total SF	111,665	6,660	12,496	73,632							

Total Required Residential Parking Stalls:	**90.00**	
Less Affordable Housing Credit-4 Units	**-4.00**	
Total Required	**86.00**	
Total Potential Parking Stalls:		**44**

Typical Residential Floor Average Unit Sizes (17 Units Per Floor)

Average One Bedroom Size Per Floor (11):	837 Sq. Ft.
Average One Bedroom + Den Size Per Floor (2):	984 Sq. Ft.
Average Two Bedroom Size Per Floor (4):	932 Sq. Ft.
Average Studio Size Per 1st Floor Only (2):	566 Sq. Ft.

44 S. Highland Building

4 Story Parking Deck

Floor	Area (S.F.)	Parking Stalls
1	30,600	75
2	30,600	89
3	30,600	90
4	30,600	90

Total Required Development Parking Stalls:	**344**
Total Parking Stalls:	**388**
Total Stalls above Code	**44**
Parking Stalls Per Unit Ratio:	**13%**

Arlington 425 Unit Mix and Parking
12.7.20

DEVELOPMENT UNIT AND PARKING SUMMARY

		Studio (1 Stall Per)	1 Bed (1 Stall Per)	2 Bed (1.25 Stalls Per)	Total DU	Required Residential Parking	Total Parking Stalls
225 W Campbell	270,362	54	126	54	234	236	0
226 W Campbell	Retail					19	19
33 S Chestnut	111,665	2	63	20	85	86	44
44 S Highland		0	0	0	0	0	344
						341	**388**
Total Units		56	189	74	**319**		
Total SF	382,027	16,800	56,700	29,600	**103,100**		
% Mix		17.55%	59.25%	23.20%	**100.00%**		

Arlington 425 Unit Mix and Parking
2.26.21

PHASE I

225 W. Campbell Building

10 Stories = Retail / Amenity + 9 Stories Residential

Floor	Area (S.F.)	Retail (1st Floor East)	Amenity (1st Floor West)	Common Sq. Ft.	Rentable Sq. Ft.	Studio (1 Stall Per)	1 Bed (1 Stall Per)	2 Bed (1.25 Stalls Per)	Total DU	Parking Required	Height
B	24,515										-11'-8"
1	18,300	7,962	7,032	3,306							0'-0"
2	24,733			3,696	21,037	6	15	5	26	27.25	18'-0"
3	24,429			3,696	20,733	6	14	6	26	27.5	30'-0"
4	24,429			3,696	20,733	6	14	6	26	27.5	40'-0"
5	24,429			3,696	20,733	6	14	6	26	27.5	50'-0"
6	24,429			3,696	20,733	6	14	6	26	27.5	60'-0"
7	24,429			3,696	20,733	6	14	6	26	27.5	70'-0"
8	24,429			3,696	20,733	6	14	6	26	27.5	80'-0"
9	24,429			3,696	20,733	6	14	6	26	27.5	90'-0"
10	24,429			3,696	20,733	6	14	6	26	27.5	100'-0"
Roof	7,382										111'-0"
Parapet											117'-0"
Total DU						54	127	53	234	247.25	
Area/DU						300	300	400			
Total DU SF						16,200	38,100	21,200	**75,500**		

Required Residential Parking Stalls:	**247**
Less Affordable Housing Credit (12 Units):	-12
Total Stalls Required by Code:	**235**

RETAIL PARKING

1st Floor - East: 3,000 sf of Restaurant Seating (1/200=15)
and 3,500 sf of Retail (3,500-1,500=2,000; 1/500=4)

Total Retail Stalls Required By Code:	**19**
Total Required Phase 1 Parking Stalls:	**254**

44 S. Highland Building

4 Story Parking Deck

Floor	Area (S.F.)	Parking Stalls	Height
1	30,600	75	0'-0"
2	30,600	91	11'-0"
3	30,600	89	21'-0"
4	30,600	90	31'-0"

Total Phase I Parking Stalls:	345
Total Stalls above Code:	91
Parking Stalls Per Unit Ratio Above Code:	35.8%

RECEIVED
FEB 26 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Arlington 425 Unit Mix and Parking
2.26.21

PHASE II

33 S. Chestnut Building
5 Stories Residential

Floor	Area (S.F.)	Amenity	Common Sq. Ft.	Rentable Sq. Ft.	Studio (1 Stall Per)	1 Bed (1 Stall Per)	2 Bed (1.25 Stalls Per)	Total DU	Parking Required	Parking Provided	Height
-1	17,095									44	-14'-0"
1	17,184		3,132	14,052	2	11	4	17	18		4'-0"
2	17,244		2,341	14,903	0	13	4	17	18		14'-8"
3	17,244		2,341	14,903	0	13	4	17	18		25'-4"
4	17,244		2,341	14,903	0	13	4	17	18		36'-0"
5	17,212		2,341	14,871	0	13	4	17	18		46'-8
Roof	8,442	6,660									58'-2"
Parapet											61'-8"
Total DU					2	63	20	85			
Area/DU					300	300	400				
Total DU SF					600	18,900	8,000	**27,500**			
	111,665										

Total Required Residential Parking Stalls:	**90.00**	
Less Affordable Housing Credit (4 Units):	-4.00	
Total Chestnut Building Stalls Required By Code:	**86.00**	
Parking Stalls Provided in Chestnut Building:		**44**

44 S. Highland Building
4 Story Parking Deck

Floor	Area (S.F.)	Parking Stalls	Height
1	30,600	75	0'-0"
2	30,600	91	11'-0"
3	30,600	89	21'-0"
4	30,600	90	31'-0"

Total Parking Garage Stalls:	**345**
Total Phase II Parking Stalls:	**389**
Total Stalls above Code:	49
Parking Stalls Per Unit Ratio Above Code:	14%

DEVELOPMENT UNIT AND PARKING SUMMARY

Building	Area (S.F.)	Studio (1 Stall Per)	1 Bed (1 Stall Per)	2 Bed (1.25 Stalls Per)	Total DU	Required Residential Parking	Total Parking Stalls
225 W Campbell	270,362	54	127	53	234	235	0
226 W Campbell	Retail					19	0
33 S Chestnut	111,665	2	63	20	85	86	44
44 S Highland		0	0	0	0	0	345
						340	**389**
Total Units		56	190	73	**319**		
Total DU SF		16,800	57,000	29,200	**103,000**		
% Mix		17.55%	59.56%	22.88%	**100%**		

ALTA/NSPS LAND TITLE SURVEY

BY

JOHN M. HENRIKSEN

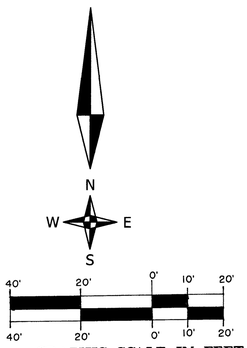
415 E. GOLF ROAD - SUITE 103 ARLINGTON HEIGHTS, ILLINOIS 60005
TEL. 224-875-7633 FAX. 224-875-7634
WWW.HENRIKSENSURVEY.COM

OF

PARCEL 1:
LOTS 1 TO 10 AND LOTS 18 TO 23 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSOR'S DIVISION OF SECTION 30, TOWNHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

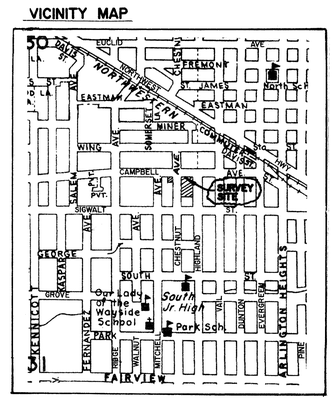
PARCEL 3:
LOT 11 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSORS DIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

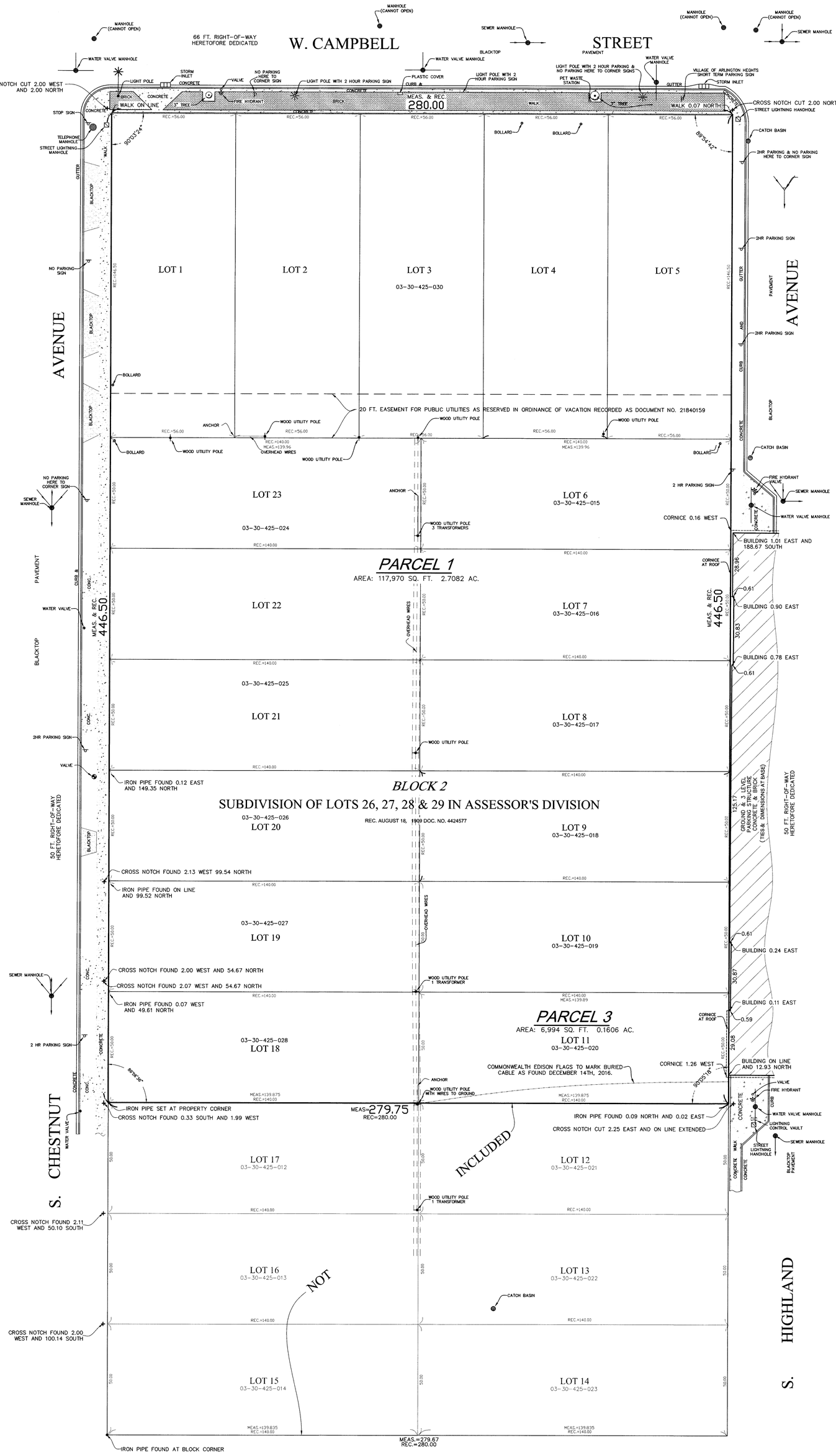
TOTAL AREA OF SURVEY: 124,964 SQ. FEET OR 2.8688 ACRES



GRAPHIC SCALE IN FEET
1 INCH = 20 FEET

VICINITY MAP





ORDER NUMBER: 160326-R

SCALE: 1 INCH = 20 FEET

ORDERED BY: *CCH LLC AN ILLINOIS LIMITED LIABILITY CO.*

BUILDING LINES AND EASEMENTS, IF ANY, SHOWN HEREON ARE BUILDING LINES AND EASEMENTS AS SHOWN ON THE RECORDED SUBDIVISION PLAT. CONSULT LOCAL AUTHORITIES FOR BUILDING LINES ESTABLISHED BY LOCAL ORDINANCES.

PLEASE CHECK LEGAL DESCRIPTION WITH DEED.

COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DISCREPANCY IMMEDIATELY.

DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

NOTES:

UTILITY INFORMATION IS BASED UPON FIELD MEASURMENTS, AND THE BEST AVAILABLE RECORDS. FIELD DATA IS LIMITED TO THAT WHICH IS VISIBLE AND CAN BE MEASURED . THIS DOES NOT PRECLUDE THE EXISTANCE OF OTHER UNDERGROUND ITEMS. RECORD INFORMATION IS BASED UPON DATA COLLECTED FROM BOTH PUBLIC AND PRIVATE SOURCES. THE COMPLETENESS AND/OR ACCURACY OF THESE RECORDS CANNOT BE GUARANTEED, EXCEPT INSOFAR AS THEY CAN BE VERIFIED BY FIELD MESUREMENT.

WARNING
GAS MAINS ARE CONSIDERED "CLASSIFIED INFORMATION" PLEASE CALL "JULIE" AT 1-800-892-0123 TO HAVE UTILITIES MARKED ON THE GROUND AT THIS LOCATION AND WE WILL ADD THAT INFORMATION TO THIS DRAWNING

NO BUILDINGS OR FOUNDATIONS ARE VISIBLE ON THE SURVEYED PROPERTY. THIS DOES NOT PRECLUDE THE EXISTENCE OF BURIED FOUNDATIONS OR OTHER STRUCTURES NOT VISIBLE.

REFERENCE HAS BEEN MADE TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT NUMBER 1410 008965884 UL HAVING AN EFFECTIVE DATE OF OCTOBER 24, 2016 IN THE PREPARATION OF THIS SURVEY.

IN REGARDS TO SCHEDULE "B" EXCEPTIONS OF SAID TITLE COMMITMENT:

ITEM 13

EASEMENT GRANTED TO COMMONWEALTH EDISION RECORDED OCTOBER 5,1984 AS DOCUMENT 27283996. (SHOWN ON SURVEY)

ITEM 14

EASEMENT FOR PUBLIC UTILITES IN FAVOR OF COMMONWEALTH EDISION COMPANY AND ILLINOIS BELL TELEPHONE COMPANY AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AS RESERVED IN ORDINANCE OF VACATION RECORDED MARCH 29, 1973 AS DOCUMENT 21840159. (SHOWN ON SURVEY)

FRACTIONAL INCH EQUIVALENTS OF HUNDREDTHS OF A FOOT

0.01=1/8"	0.25=3"
0.02=1/4"	0.33=4"
0.03=3/8"	0.37=4-1/2"
0.04=1/2"	0.38=4-1/2"
0.05=5/8"	0.42=5"
0.06=3/4"	0.50=6"
0.07=7/8"	0.58=7"
0.08=1"	0.62=7-1/2"
0.09=1-1/8"	0.63=7-1/2"
0.10=1-1/4"	0.67=8"
0.11=1-3/8"	0.75=9"
0.12=1-1/2"	0.83=10"
0.13=1-1/2"	0.87=10-1/2"
0.14=1-5/8"	0.88=10-1/2"
0.15=1-3/4"	0.92=11"
0.16=1-7/8"	1.00=12"
0.17=2"	

IN REGARDS TO TABLE "A" ITEMS OF THE MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS:

ITEM 2 OF TABLE "A"

217 W. CAMPBELL	***03-30-425-015-0000***
217 W. CAMPBELL	***03-30-425-016-0000***
217 W. CAMPBELL	***03-30-425-017-0000***
26 S. HIGHLAND	***03-30-425-018-0000***
30 S. HIGHLAND	***03-30-425-019-0000***
34 S. HIGHLAND	***03-30-425-020-0000***
13 S. CHESTNUT	***03-30-425-024-0000***
17 S. CHESTNUT	***03-30-425-025-0000***
25 S. CHESTNUT	***03-30-425-026-0000***
29 S. CHESTNUT	***03-30-425-027-0000***
33 S. CHESTNUT	***03-30-425-028-0000***
217 W. CAMPBELL	***03-30-425-030-0000***

ITEM 3 OF TABLE "A"
ACCORDING TO THE FLOOD INSURANCE RATE MAP OF THE NATIONAL FLOOD INSURANCE PROGRAM FOR THIS AREA OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, BEING COMMUNITY NUMBER 170056, PANEL 0203, MAP NUMBER 17031C0203J, MAP REVISED AUGUST 19, 2008, THE NATIONAL FLOOD INSURANCE PROGRAM HAS DETERMINED THAT THE AREA WITHIN THE PROPERTY HEREON DRAWN LIES WITHIN ITS:
UNSHADED ZONE "X", WHICH IS DEFINED AS AN AREA DETERMINED TO BE OUTSIDE THE 0.2 PERCENT ANNUAL CHANCE FLOODPLAIN.
SHADED ZONE "X", WHICH IS DEFINED AS AREAS OF 0.2 PERCENT ANNUAL CHANCE FLOOD; AREAS OF 1 PERCENT ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1 PERCENT ANNUAL CHANCE FLOOD.

ITEM 11 OF TABLE "A"

NOTE TO CLIENT, INSURER, AND LENDER - WITH REGARD TO TABLE "A", ITEM 11, SOURCE INFORMATION FROM PLANS AND MARKINGS WILL BE COMBINED WITH OBSERVED EVIDENCE OF UTILITIES PURSUANT TO SECTION 5.E.iv. TO DEVELOP A VIEW OF THE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. IN ADDITION, IN SOME JURISDICTIONS, 811 OR OTHER SIMILAR UTILITY LOCATE REQUESTS FROM SURVEYORS MAY BE IGNORED OR RESULT IN AN INCOMPLETE RESPONSE, IN WHICH CASE THE SURVEYOR SHALL NOTE ON THE PLAT OR MAP HOW THIS AFFECTED THE SURVEYOR'S ASSESSMENT OF THE LOCATION OF THE UTILITIES. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION AND/OR A PRIVATE UTILITY LOCATE REQUEST MAY BE NECESSARY.

CERTIFICATION REVISED JANUARY 11, 2017

ALTA/NSPS LAND TITLE CERTIFICATE

STATE OF ILLINOIS}
COUNTY OF COOK}SS

HEREBY CERTIFIED TO: **CCH LLC**

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, 8, AND 11 OF TABLE "A" THEREOF.

THE FIELD WORK WAS COMPLETED ON DECEMBER 16, 2016.

DATE OF PLAT OR MAP DECEMBER 20, 2016.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2668
LICENSE EXPIRES NOVEMBER 30, 2018.

Firsel Ross
ATTORNEYS AT LAW

MICHAEL D. FIRSEL
MICHAEL E. ROSS
CHRISTINE S. BOLGER
KAREN JERWOOD
JESSICA T. COOPER

2801 LAKESIDE DRIVE, SUITE 207
BANNOCKBURN, IL 60015

O 847-582-9900
F 847-582-9933

www.firselross.com

February 26, 2021

Mr. Terrence Ennes and Members of
the Plan Commission of the
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005-1403

Re: Arlington 425 / CCH LLC - Special Use for a parking garage in B-5 Zoning District

SPECIAL USE CRITERIA

1. *That said special use is deemed necessary for the public convenience at this location.*

   Correct. Providing parking for this development is required by Village Code and is essential for the proposed residents, guests, invitees and other utilizing this property. As such, the limited size of the property requires either an above-ground parking garage, below-ground parking garage, or a combination of the two. The proposed plan includes a combination of both, while satisfying the requirements of the Village Code as to required parking, and providing a logical and most convenient experience for the occupants of this development.

2. *That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, moral or general welfare of persons residing or working in the vicinity.*

   Petitioner cannot identify any circumstance or condition relating to the proposed special use that would be detrimental to the health, safety, moral or general welfare of persons residing or working in the vicinity.

3. *That the proposed use will comply with the regulations and conditions specified in this ordinance for such, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.*

   Petitioner is seeking the passage of an ordinance approving the amended PUD Ordinance 19-019, which will continue to comply with the regulations and conditions specified in the applicable zoning ordinance, with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

We look forward to presenting this matter before you for review and approval.

Sincerely,

Michael D. Firsel

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

January 14, 2021

Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, IL 60005-1499

RE: ARLINGTON 425
AMENDED PUD
PRELIMINARY ENGINEERING REVISIONS
ARLINGTON HEIGHTS, ILLINOIS
(SPACECO Project No. 3514.02)

The following summarizes the revisions made to the preliminary engineering plans, last revised 04/03/19, per the current architectural site plan and landscape plans for the amended Arlington 425 PUD:

01/14/21 PRELIMINARY GEOMETRIC PLAN:

The preliminary geometric plan has been updated per the current architectural site plan and preliminary landscape/hardscape plan.

01/14/21 PRELIMINARY GRADING PLAN:

The proposed grades within the landscaped courtyard and along the south property line have been adjusted per the current hardscape from the preliminary landscape / hardscape plans. The limits and height of the proposed retaining wall along the south project property line have been reduced.

01/14/21 PRELIMINARY UTILITY PLAN:

The detention vault storage volume has been increased per the MWRDGC Ordinance changes that became effective in 2020, including Bulletin 75 rainfall data. The detention vault has been placed under the ground level speed ramp of the proposed Highland parking garage.

The storm sewer on the west side of the Chestnut building has been re-directed north. This revision will reduce the area tributary to the storm lift station for the Chestnut Building down ramp. The sanitary and water services for the Highland parking garage have been shifted southerly to enter the building near the proposed MEP and Storage rooms.

The site storm sewer systems have been revised per the new site plan and the relocated detention vault.

Sincerely,

SPACECO, Inc.



James Kapustiak, PE, PLS
Senior Project Manager

PRELIMINARY SITE IMPROVEMENT PLANS
for
ARLINGTON 425

VILLAGE OF ARLINGTON HEIGHTS
COOK COUNTY, ILLINOIS
PROJECT NO:3514.02

DEVELOPER
CCH, L.L.C.
7458 N. HARLEM AVE.
CHICAGO, IL 60631
PH: 773-775-5400
FAX: 773-775-4433

ARCHITECT
TINAGLIA ARCHITECTS, INC.
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, IL 60004
PH: 847-253-0002

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:
COUNTY COOK
CITY, TOWNSHIP VILLAGE OF ARLINGTON HEIGHTS, WHEELING TOWNSHIP
SEC. & ¼ SEC. NO. SE ¼ OF SEC. 30, T42N, R11E
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

BENCHMARK
ELEVATION:
DESCRIPTION: **SEE SHEET P-ET FOR BENCHMARK INFORMATION**

INDEX

SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	P-CS	COVER SHEET
2	P-EC	EXISTING CONDITIONS
3	P-GM	PRELIMINARY GEOMETRIC PLAN
4	P-GR	PRELIMINARY GRADING PLAN
5	P-UT	PRELIMINARY UTILITY PLAN

LOCATION MAP



REVISIONS

ORIGINAL PLAN DATE: SEPTEMBER 21, 2018

#	SHEET #	REMARKS	DATE
1	3-5	REVISED SITE LAYOUT	11/08/18
2	3-5	REVISED SITE PLAN FROM ARCHITECT	01/16/19
3	3-5	REVISED SITE PLAN FROM ARCHITECT	02/18/19
4	3-5	REVISED SITE PLAN FROM ARCHITECT	03/14/19
5	3-5	PER ROUND 3 VILLAGE COMMENTS	04/03/19
6	3-5	PER AMENDED PUD	01/14/21
7	3-5	PER AMENDED PUD VILLAGE COMMENTS	02/25/21

ARLINGTON 425
DEVELOPMENT

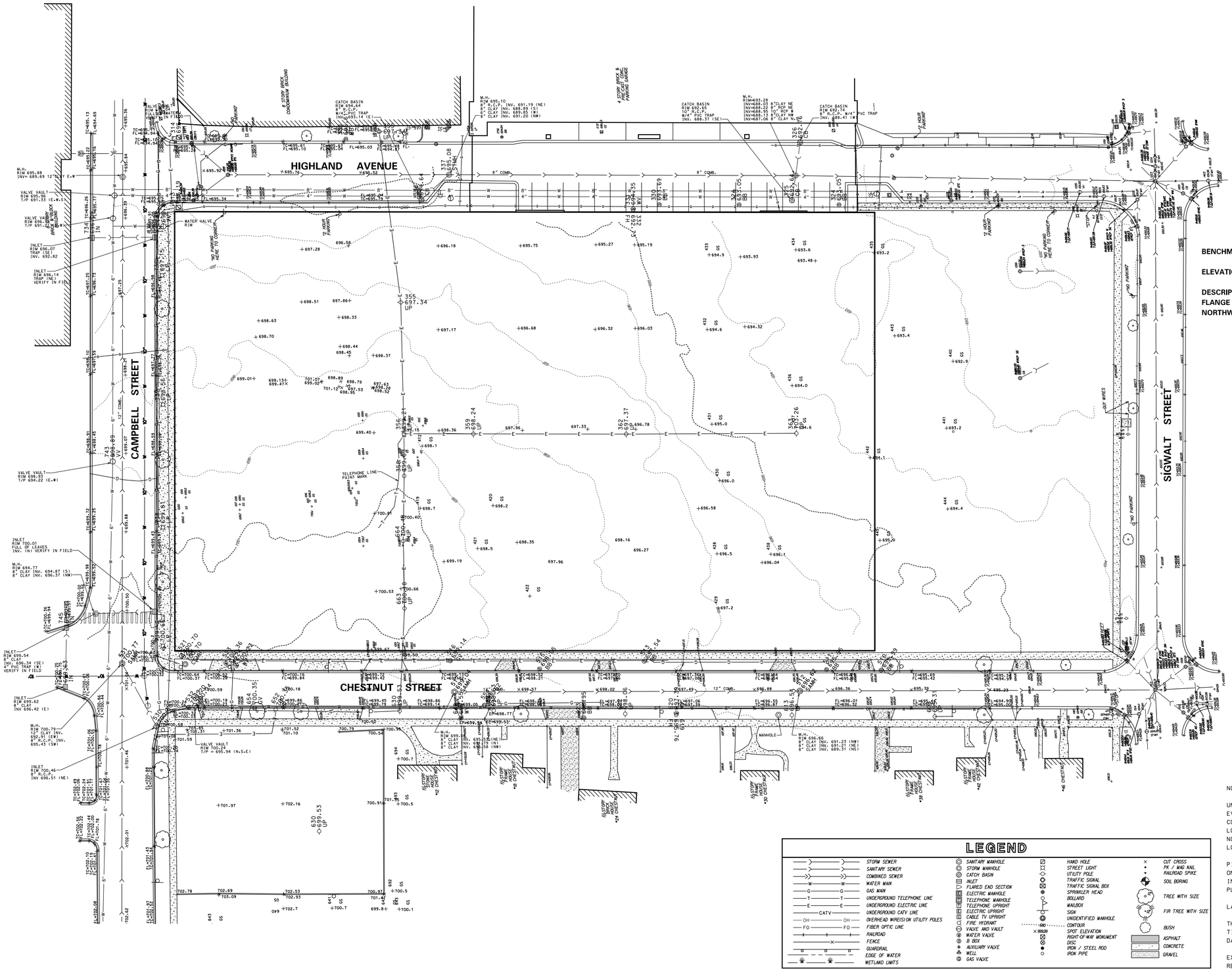
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

SPACECO INC.

FILENAME: 3514.02P-TITLE
DATE: 09/21/18
JOB NO. 3514.02
SHEET P-CS
1 OF 5

N:\Projects\3514.02\PRELIM\3514.02P-TITLE.dgn Default User=jckapustiak



NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DAY OF FIELD WORK: SEPT. 23, 2002

THE BOUNDARY SHOWN IS FROM AN A.L.T.A. / A.C.S.M. LAND TITLE SURVEY COMPLETED BY CE DESIGN, LTD. DATED OCTOBER 25, 1995

EXISTING ON-SITE IMPROVEMENTS NOT SHOWN AT REQUEST OF CLIENT.

NO.	DATE	REMARKS

NO.	DATE	REMARKS

EXISTING CONDITIONS

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 3514.02P-SE03

DATE: 09/21/18

JOB NO. 3514.02

SHEET P-EC 2 OF 5

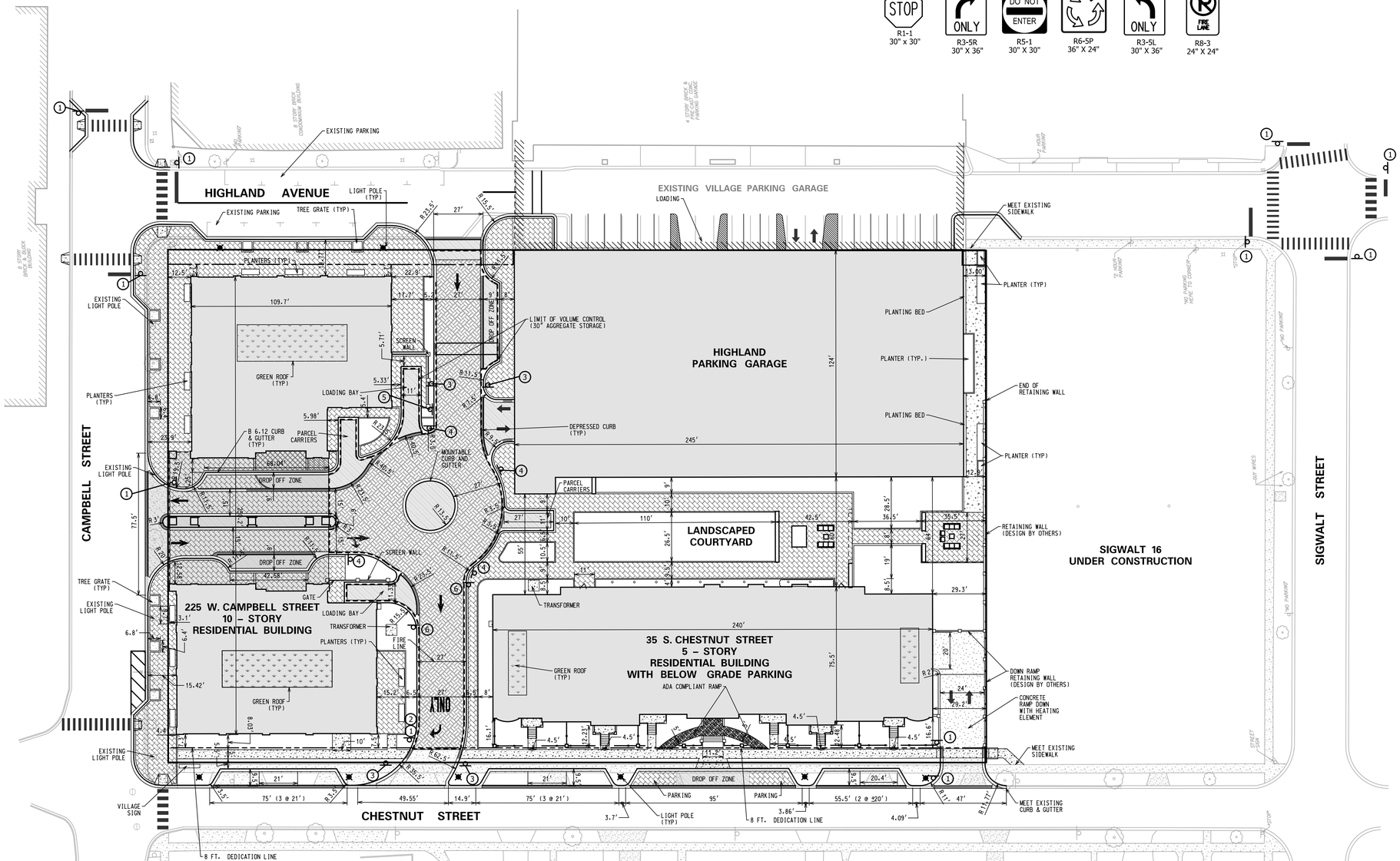
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SIGN LEGEND:

1	2	3	4	5	6
STOP	ONLY	DO NOT ENTER		ONLY	FIRE LANE
R1-1 30" x 30"	R3-5R 30" X 36"	R5-1 30" X 30"	R6-5P 36" X 24"	R3-5L 30" X 36"	R8-3 24" X 24"

N

SCALE 1" = 30'
0 30 60



LEGEND

- BUILDING FOOTPRINT
- CONCRETE PAVEMENT OR APRON
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT WITH HEATING ELEMENTS (GARAGE RAMP)
- BRICK PAVERS
- PERMEABLE PAVEMENT
- GREEN ROOF
- CONCRETE SIDEWALK HC RAMP (5' WIDE UNLESS NOTED)
- CONCRETE CURB AND GUTTER
- DEPRESSED CURB & GUTTER
- LIGHT POLE
- FENCE

NO.	DATE	REMARKS
7	02/25/21	PER AMENDED PUD VILLAGE COMMENTS
6	01/14/21	PER AMENDED PUD

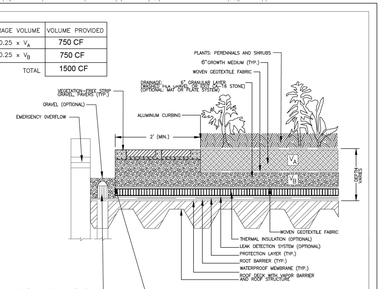
NO.	DATE	REMARKS
5	04/03/19	PER ROUND 3 VILLAGE COMMENTS
4	03/14/19	REVISED SITE PLAN FROM ARCHITECT
3	02/18/19	REVISED SITE PLAN FROM ARCHITECT
2	01/16/19	REVISED SITE PLAN FROM ARCHITECT
1	11/08/18	REVISED SITE LAYOUT

PRELIMINARY GEOMETRIC PLAN

ARLINGTON 425

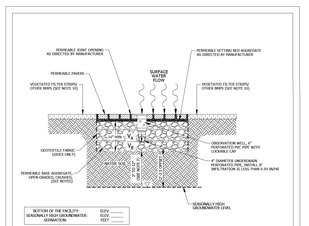
ARLINGTON HEIGHTS, ILLINOIS

VOLUME TYPE	POROSITY	MEDIA VOLUME	STORAGE VOLUME	VOLUME PROVIDED
GROWTH MEDIUM	0.25	3000 CF	0.25 × V_A	750 CF
DRAINAGE LAYER	0.25	3000 CF	0.25 × V_B	750 CF
			TOTAL	1500 CF



NOTES:
1) WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF SPECIFICATION ILM 592 GEOTEXTILE, TABLE 1, CLASS I, WITH AN APPARENT OPENING SIZE OF 50.
2) PLANTINGS SHALL BE SELECTED ACCORDING TO ASTM E2400–06 *GUIDE FOR SELECTION, INSTALLATION AND MAINTENANCE OF PLANTS FOR GREEN (VEGETATED) ROOF SYSTEMS.*
3) GROWTH MEDIUM SHALL CONSIST OF 80% BY VOLUME EXPANDED SHALE AND 20% COMPOST.
4) WHERE SHALL BE A MINIMUM SETBACK OF 2–FEET FROM ROOF PERIMETER AND ROOF PENETRATIONS.

TECHNICAL GUIDANCE MANUAL — T/7/09
GREEN ROOF TYPICAL DETAIL — STD. DWG. NO.5 — PAGE NO. 6



VOLUME TYPE	SURFACE AREA	DEPTH	POROSITY	STORAGE VOLUME	VOLUME PROVIDED
V_A - COARSE AGGREGATE (WEIR SHORT)			0.36	0.50 X 0.36 X V_A	
V_B - COARSE AGGREGATE (BELOW SHORT)			0.36	0.36 X V_B	
				TOTAL	

NOTES:
1. THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10-FEET FROM FOUNDATIONS, UNLESS WATERPROOFED; 10-FEET FROM ROADWAY GRAVEL SHOULDER; AND 100-FEET FROM WELLS, UNLESS THE WELL IS PROTECTED BY AN IMPERMEABLE LAYER.
2. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS REQUIRE THAT SANITARY OR COMBINED SEWERS BE LOCATED WITHIN 100-FEET OF THE FACILITY, THEY SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. EXCAVATION SHALL BE DEEPER THAN 3.00'. AVOID COMPACTING NATIVE SOILS. SCARIFY ANY COMPACTED SOIL.
4. GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF ILM MATERIAL SPECIFICATION 592, FOR WOVEN: APPARENT OPENING SIZE OF 0.60 MM (TABLE 3, CLASS I), FOR NON WOVEN: APPARENT OPENING SIZE OF 0.30 MM (TABLE 2, CLASS II).
5. AGGREGATE STORAGE OPTIONS ARE EIGHT CA-1, CA-3, CA-13, DISTRICT KULCAN POX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
6. MINIMUM DISTANCE OF 2 FEET (1.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
7. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. MAXIMUM OF 1 UNDERDRAIN PER 30 FEET. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO DETERMINE REQUIREMENT.
8. MINIMUM UNDERDRAIN BEDDING OF TWO INCHES, MAXIMUM OF 12 INCHES.
9. ONE OBSERVATION WELL REQUIRED PER 6,000 SQUARE FEET OF SURFACE AREA.
10. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED IN THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
11. PERMEABLE PAVEMENT SURFACES SHALL BE KEPT CLEAN AND MAINTAINED USING HIGH POWER WASHING OF PAVEMENT SURFACE. ADJACENT VEGETATED AREAS SHALL BE WELL-MONITORED, BARE SPOTS AND ERODED AREAS SHALL BE REPLANTED AND STABILIZED IMMEDIATELY. DO NOT SEALCOAT OR APPLY DE-ICING SAND/GRAVEL/SALT.
12. APPROPRIATE SIGNAGE REQUIRED FOR FACILITY, REFER TO THE TYPICAL SIGNAGE FOR PERMEABLE PAVEMENT DETAIL.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL — A/5A/09
PERMEABLE PAVERS DETAIL — STD. DWG. NO.9 — PAGE NO. 10 + P1

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
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SPACECO INC.

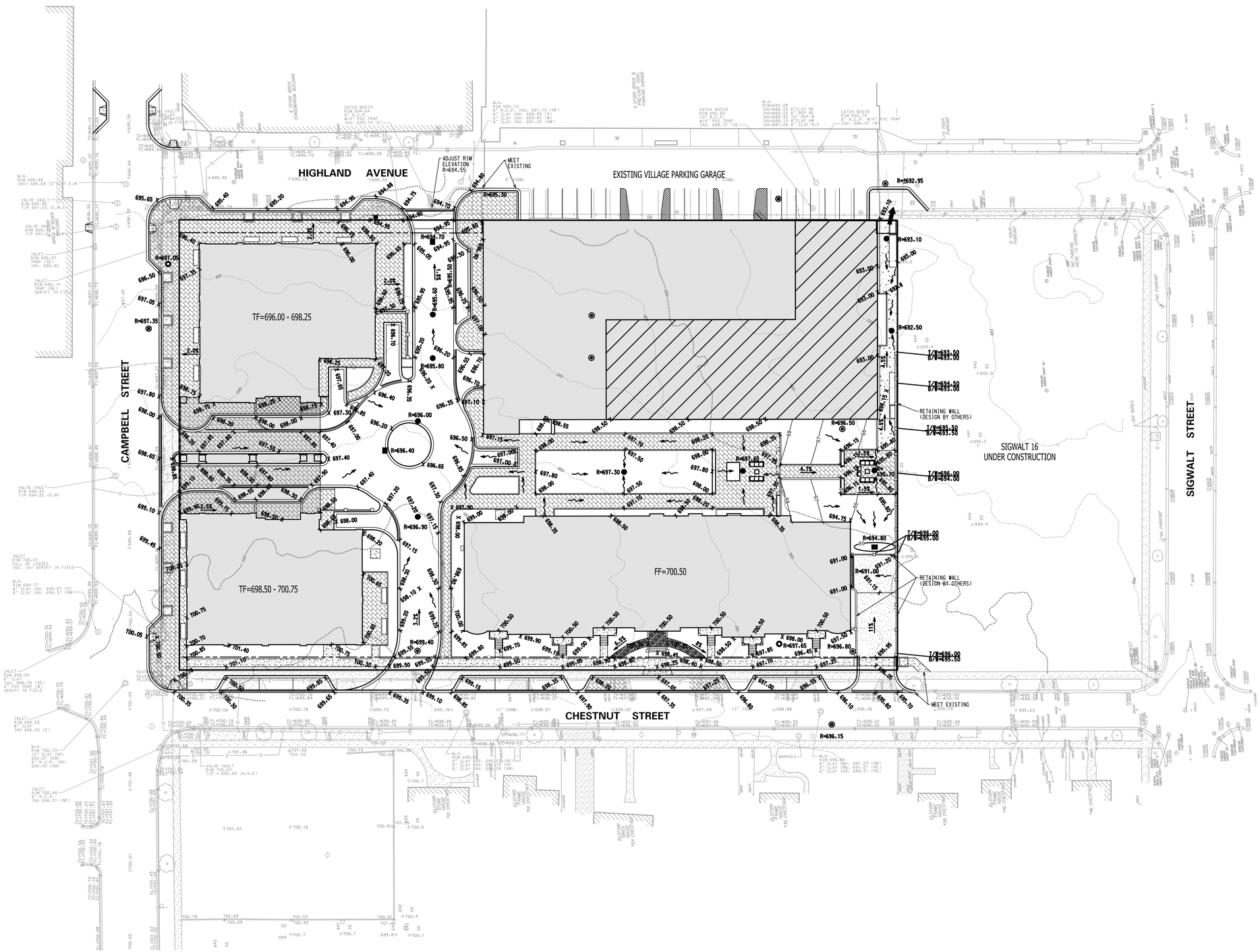
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DATE: 09/21/18

JOB NO. 3514.02

SHEET P-GM 3 OF 5

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LEGEND

F/F	FINISHED FLOOR
T/F	FINISHED FLOOR
	LOCAL DRAINAGE
	100-YEAR OVERLAND FLOW ROUTE
	LOCAL DRAINAGE DIVIDE
XX.XX / XX.XX	TOP OF CURB / EDGE OF PAVEMENT
T/W=XXX.XX B/W=XXX.XX	TOP OF WALL / BOTTOM OF WALL

NO.	DATE	REMARKS
7	02/25/21	PER AMENDED PUD VILLAGE COMMENTS
6	01/14/21	PER AMENDED PUD
5	04/03/19	PER ROUND 3 VILLAGE COMMENTS
4	03/14/19	REVISED SITE PLAN FROM ARCHITECT
3	02/18/19	REVISED SITE PLAN FROM ARCHITECT
2	01/16/19	REVISED SITE PLAN FROM ARCHITECT
1	11/08/18	REVISED SITE LAYOUT

PRELIMINARY GRADING PLAN

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
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FILENAME: 3514.02P-GR

DATE: 09/21/18

JOB NO. 3514.02

SHEET **P-GR** 4 OF 5

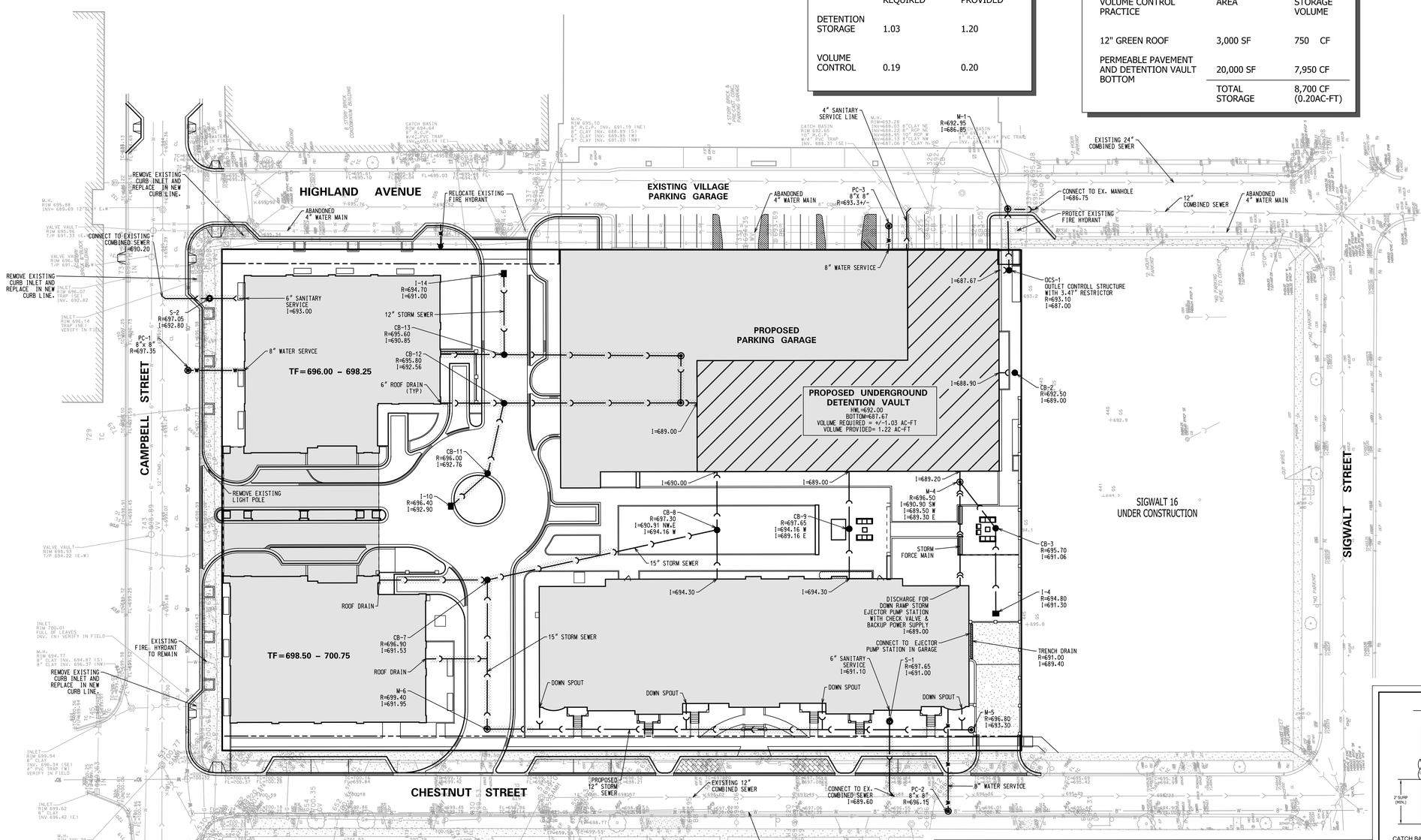
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SITE STORMWATER MANAGEMENT SUMMARY

	REQUIRED	PROVIDED
DETENTION STORAGE	1.03	1.20
VOLUME CONTROL	0.19	0.20

VOLUME CONTROL SUMMARY
(PER MWRD)

VOLUME CONTROL PRACTICE	AREA	STORAGE VOLUME
12" GREEN ROOF	3,000 SF	750 CF
PERMEABLE PAVEMENT AND DETENTION VAULT BOTTOM	20,000 SF	7,950 CF
	TOTAL STORAGE	8,700 CF (0.20AC-FT)



STORM STRUCTURE LEGEND

STRUCTURE ABBREVIATION
STRUCTURE NUMBER
M-100
A4D,1P
FRAME AND LID TYPE
DIAMETER & SIZE OF STRUCTURE
TYPE OF STRUCTURE

LEGEND

- M = MANHOLE
- CB = CATCH BASIN/DRY WELL
- I = INLET
- LS = STORM LIFT STATION
- S = SANITARY MANHOLE
- PC = PRESSURE CONNECTION
- TRENCH BACKFILL
- STORM MANHOLE
- CATCH BASIN/DRY WELL
- YARD DRAIN/INLET
- PRESSURE CONNECTION
- SANITARY MANHOLE
- STORM SEWER
- STORM FORCE MAIN
- SANITARY SEWER
- WATER MAIN
- LIGHT POLE
- STORMWATER DETENTION VAULT

SCALE 1" - 30'
0 30 60

NO.	DATE	REMARKS
7	02/25/21	PER AMENDED PUD VILLAGE COMMENTS
6	01/14/21	PER AMENDED PUD

NO.	DATE	REMARKS
5	04/03/19	PER ROUND 3 VILLAGE COMMENTS
4	03/14/19	REVISED SITE PLAN FROM ARCHITECT
3	02/18/19	REVISED SITE PLAN FROM ARCHITECT
2	01/16/19	REVISED SITE PLAN FROM ARCHITECT
1	11/08/18	REVISED SITE LAYOUT

PRELIMINARY UTILITY PLAN

ARLINGTON 425
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

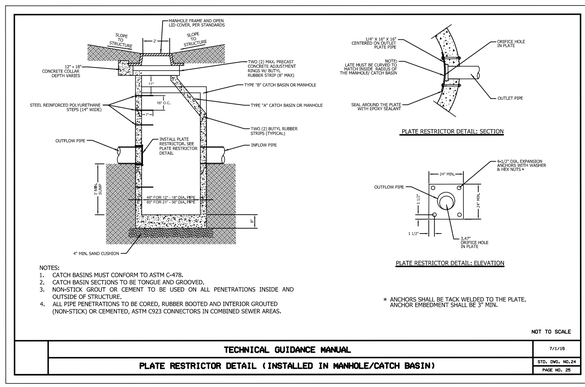
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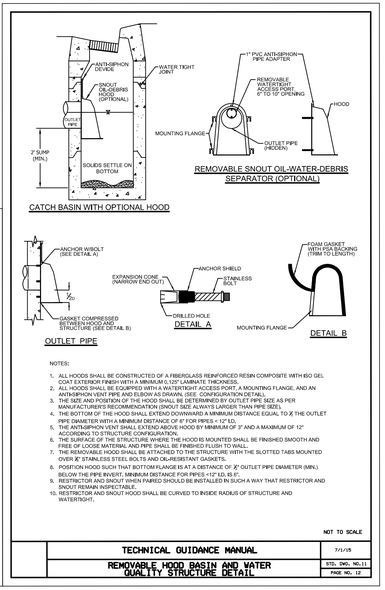
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DATE: 09/21/18

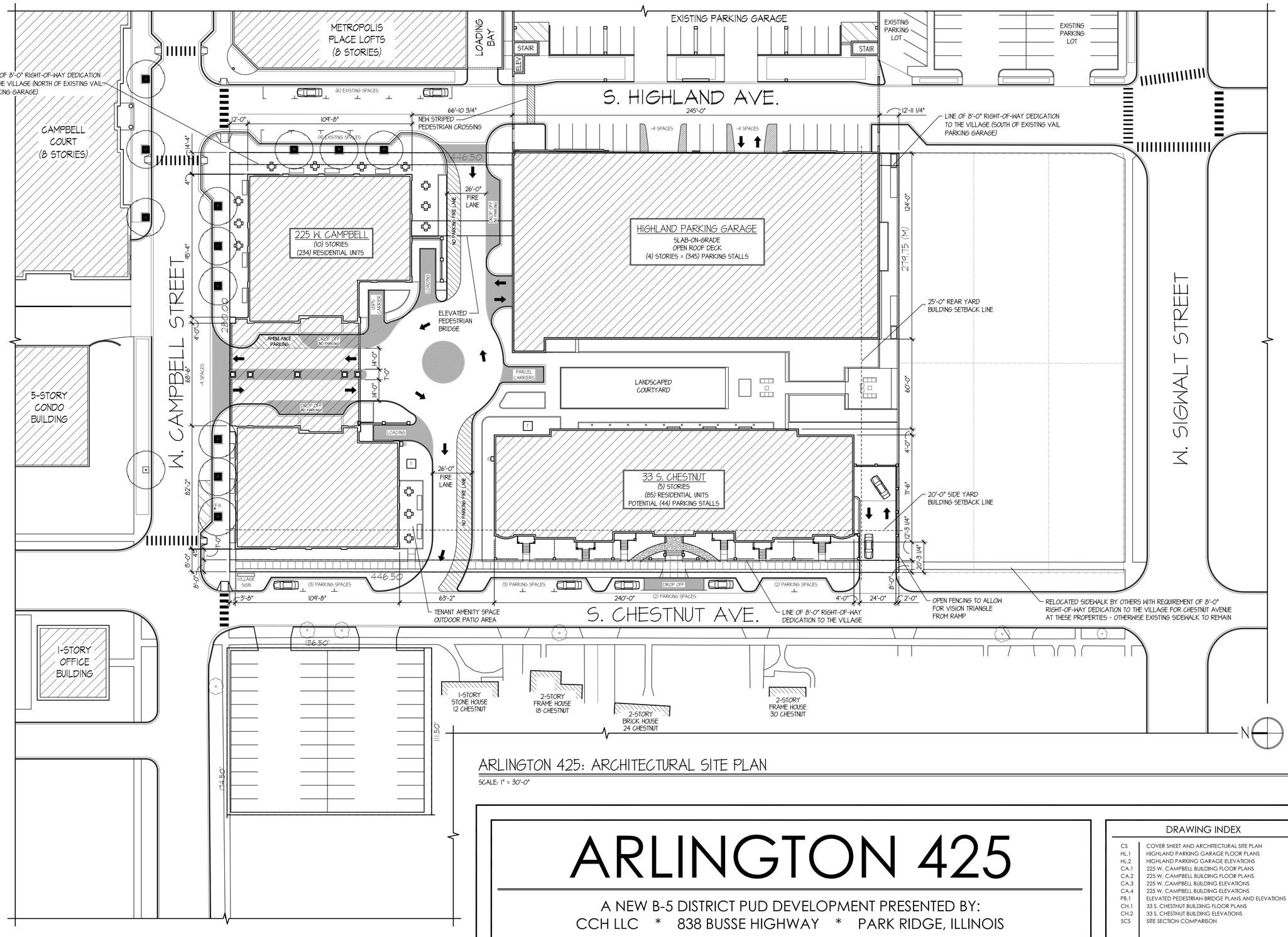
JOB NO. 3514.02

SHEET P-UT 5 OF 5





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ARLINGTON 425: ARCHITECTURAL SITE PLAN

SCALE: 1" = 30'-0"

ARLINGTON 425

A NEW B-5 DISTRICT PUD DEVELOPMENT PRESENTED BY:
CCH LLC * 838 BUSSE HIGHWAY * PARK RIDGE, ILLINOIS

DRAWING INDEX

CS	COVER SHEET AND ARCHITECTURAL SITE PLAN
HL.1	HIGHLAND PARKING GARAGE FLOOR PLANS
HL.2	HIGHLAND PARKING GARAGE ELEVATIONS
CA.1	225 W. CAMPBELL BUILDING FLOOR PLANS
CA.2	225 W. CAMPBELL BUILDING FLOOR PLANS
CA.3	225 W. CAMPBELL BUILDING ELEVATIONS
CA.4	225 W. CAMPBELL BUILDING ELEVATIONS
PB.1	ELEVATED PEDESTRIAN BRIDGE PLANS AND ELEVATIONS
CH.1	33 S. CHESTNUT BUILDING FLOOR PLANS
CH.2	33 S. CHESTNUT BUILDING ELEVATIONS
SCS	SITE SECTION COMPARISON

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814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS•IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA ARCHITECTS

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS
MIXED-USE DEVELOPMENT

DRAWING TITLE

ARCHITECTURAL SITE PLAN

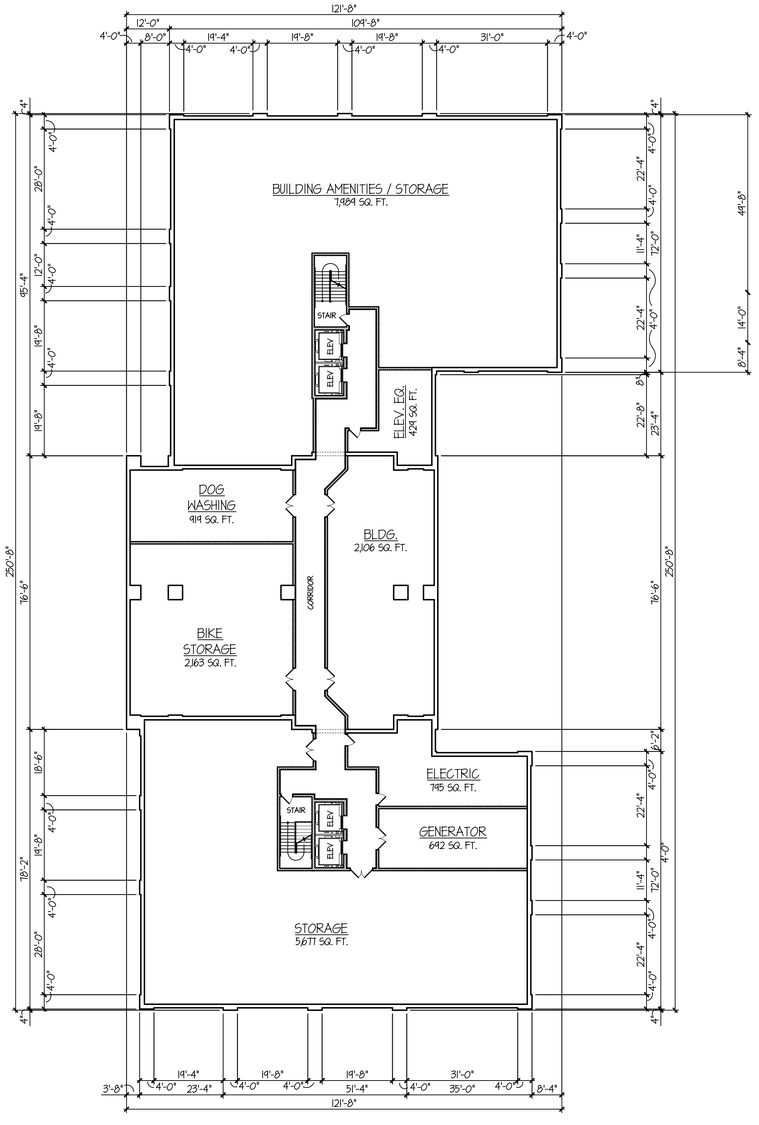
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2	DESIGN DEVELOPMENT	12.21.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

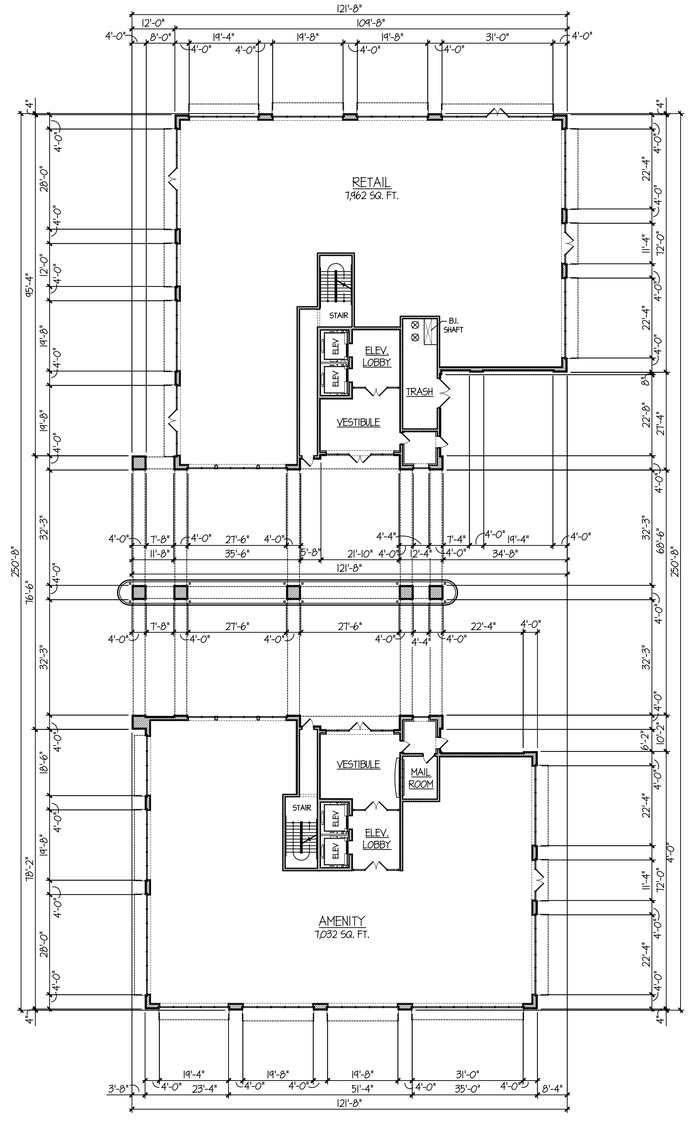
SHEET NO. CS
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



FOUNDATION PLAN

24,515 SQ. FT. FOOTPRINT



FIRST FLOOR PLAN

18,300 SQ. FT.

ARLINGTON 425 DEVELOPMENT: 225 W. CAMPBELL FLOOR PLANS

SCALE: 1" = 20'-0"

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TINAGLIA ARCHITECTS

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL
FLOOR PLANS

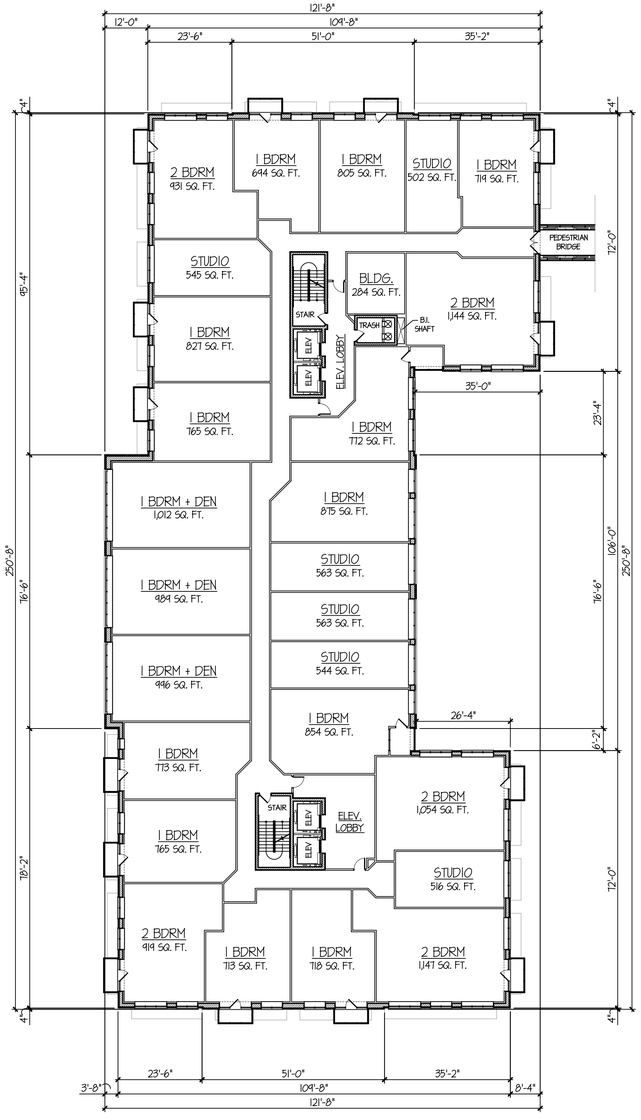
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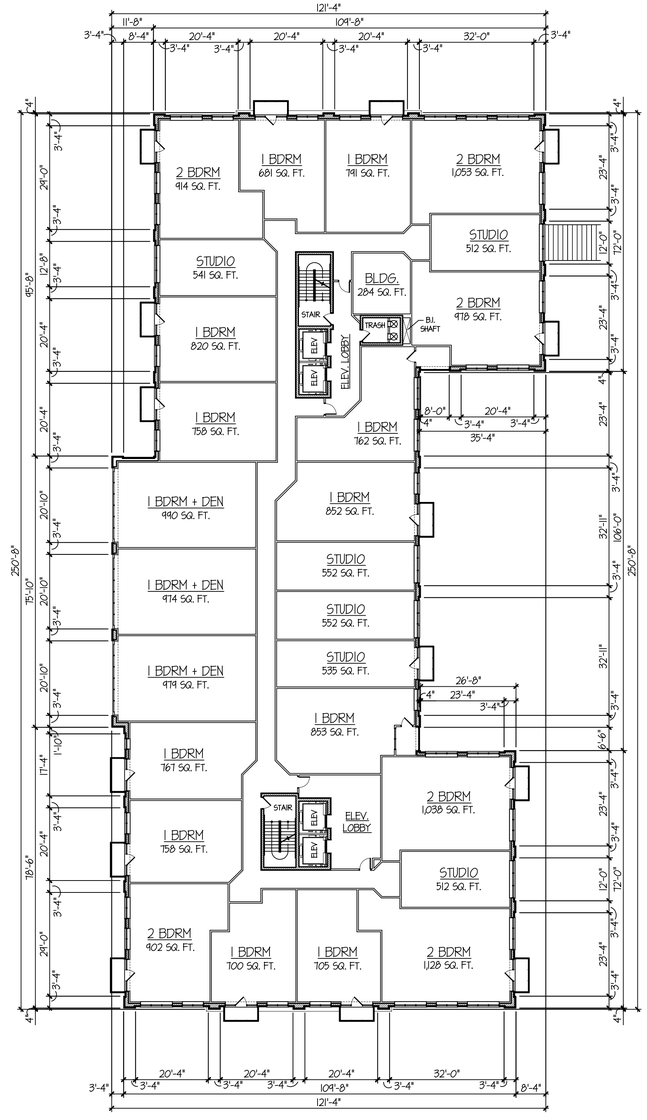
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OF 11

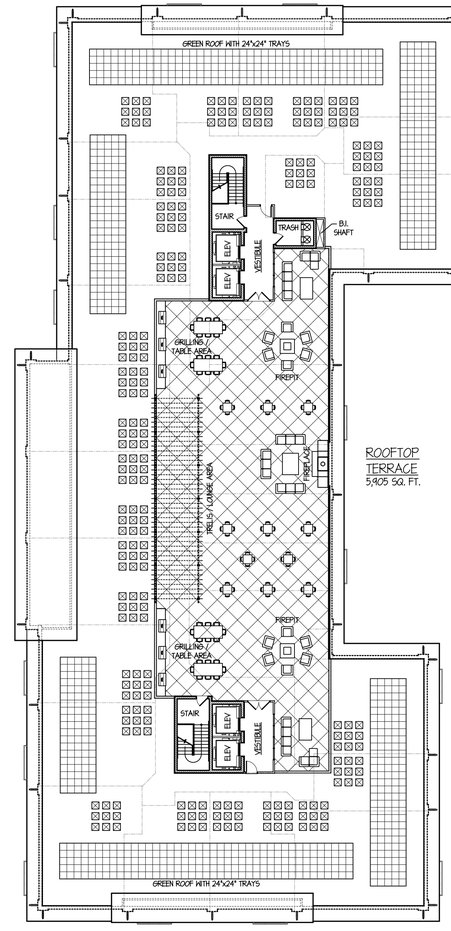
PROFESSIONAL DESIGN FIRM LICENSE #184-002934



SECOND FLOOR PLAN 24,733 SQ. FT.



TYPICAL RESIDENTIAL FLOOR PLAN (FLOORS 3-10) 24,424 SQ. FT.



ROOF TERRACE PLAN 7,302 SQ. FT.

ARLINGTON 425 DEVELOPMENT: 225 W. CAMPBELL FLOOR PLANS

SCALE: 1" = 20'-0"

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TINAGLIA ARCHITECTURE & DESIGN

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL FLOOR PLANS

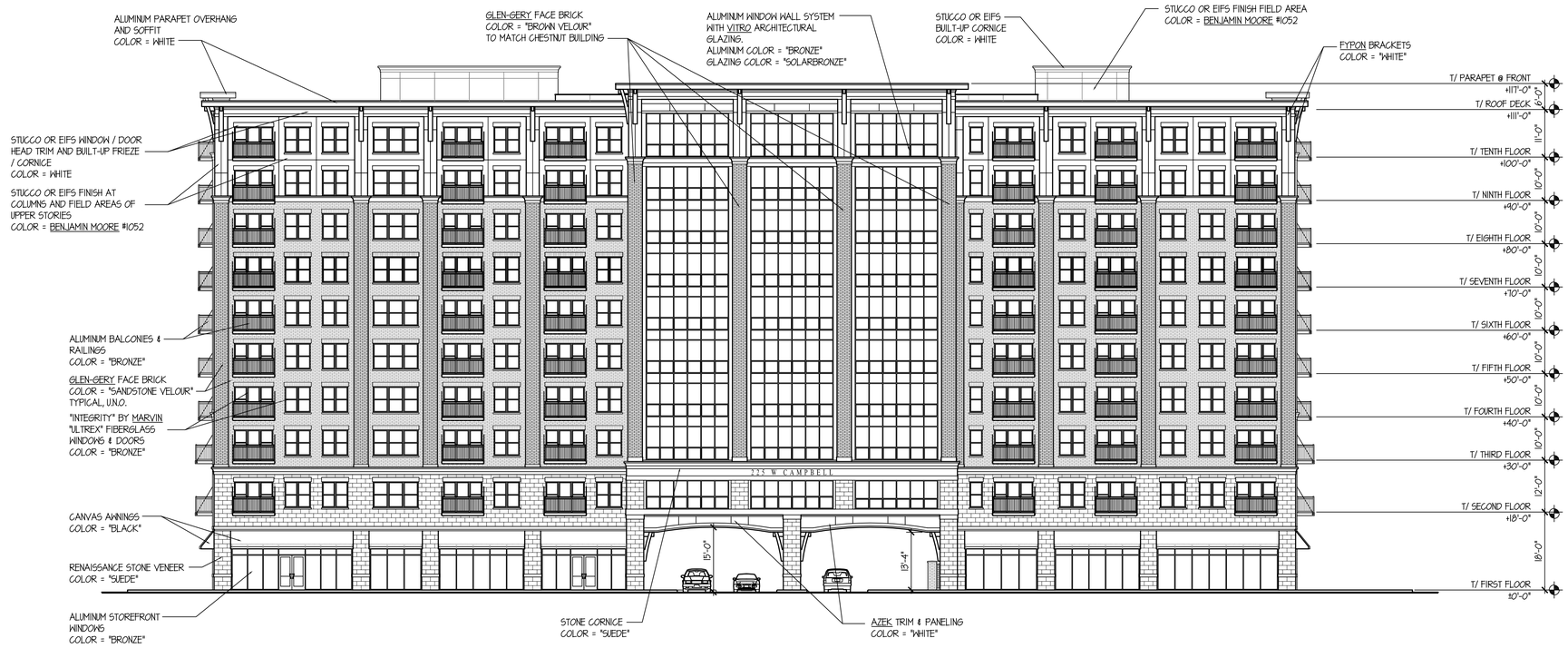
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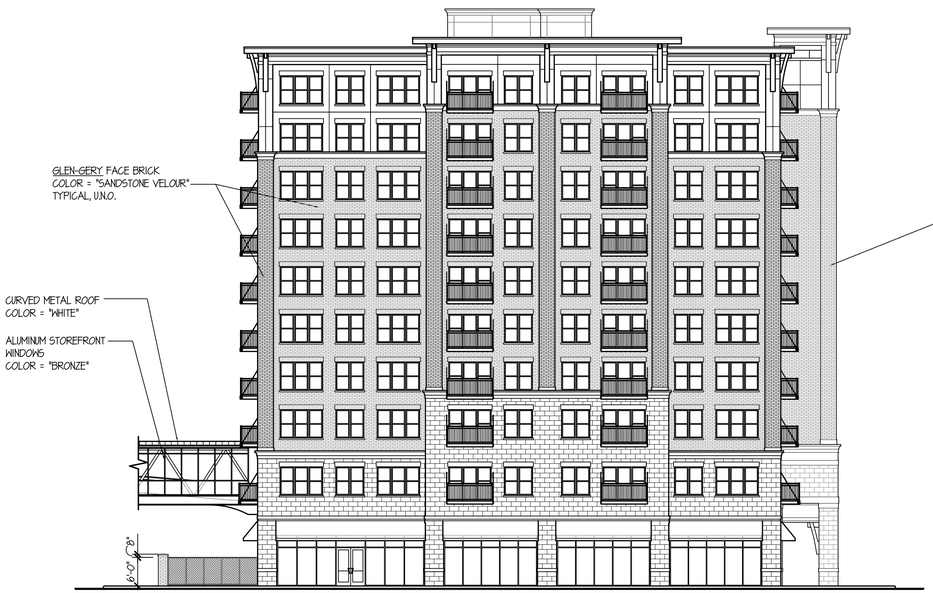
SHEET NO. CA.2
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



ARLINGTON 425: 225 W. CAMPBELL NORTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL EAST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL WEST ELEVATION

SCALE: 1" = 15'-0"

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TINAGLIA ARCHITECTS

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL ELEVATIONS

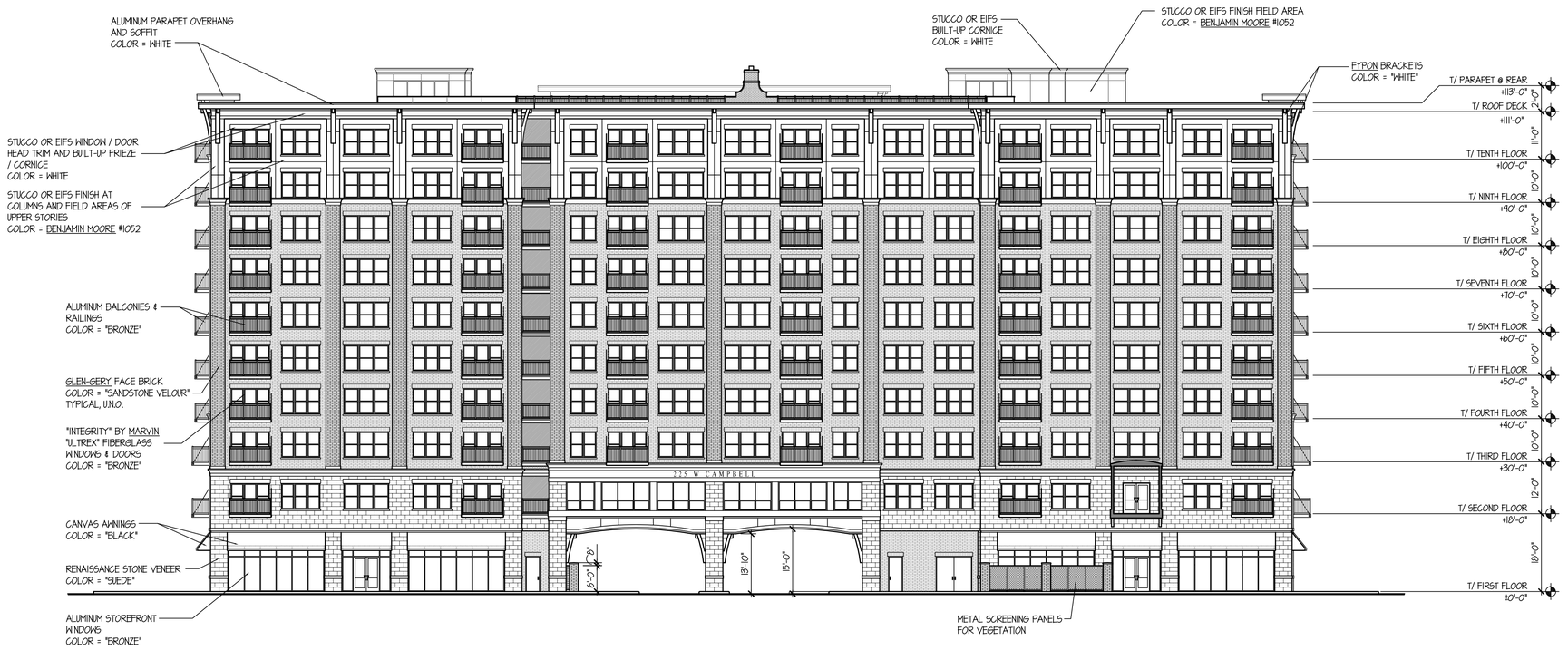
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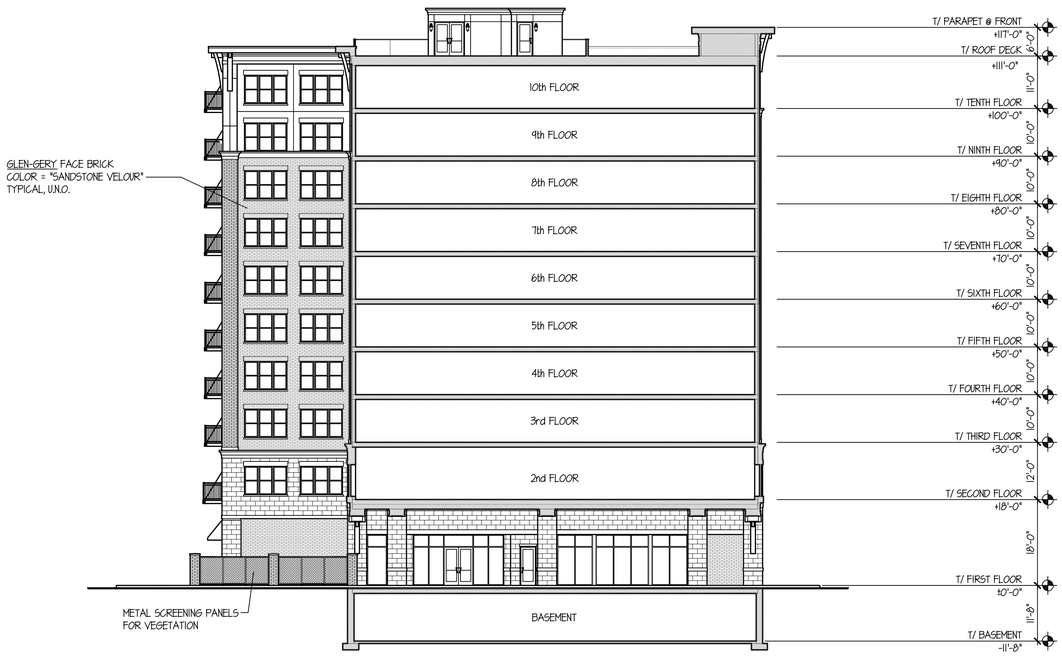
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OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



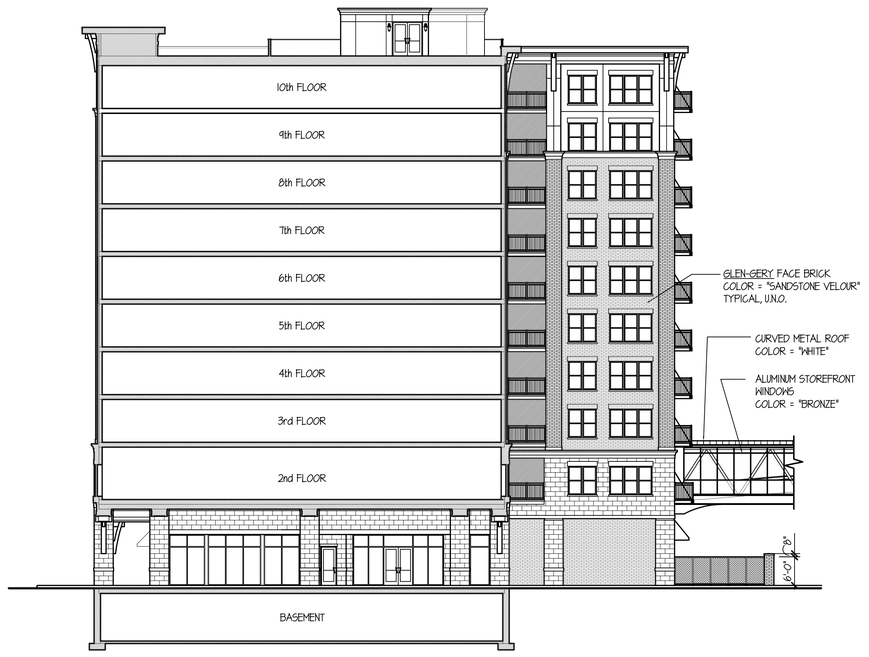
ARLINGTON 425: 225 W. CAMPBELL SOUTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. CAMPBELL DRIVE-THRU UNDERPASS LOOKING WEST SECTION ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 225 W. DRIVE-THRU UNDERPASS LOOKING EAST SECTION ELEVATION

SCALE: 1" = 15'-0"

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838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

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ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL ELEVATIONS

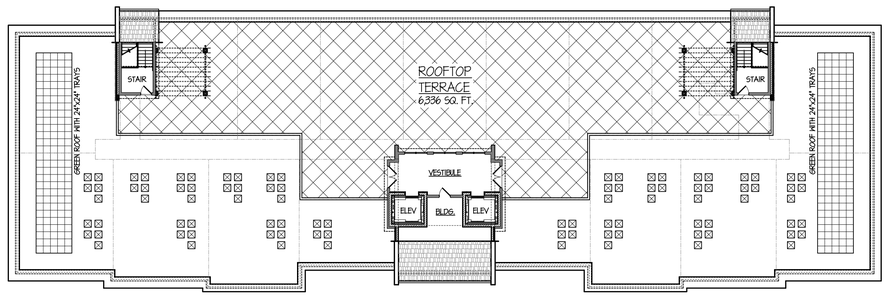
FILE NAME 3883-33P CAMPBELL
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

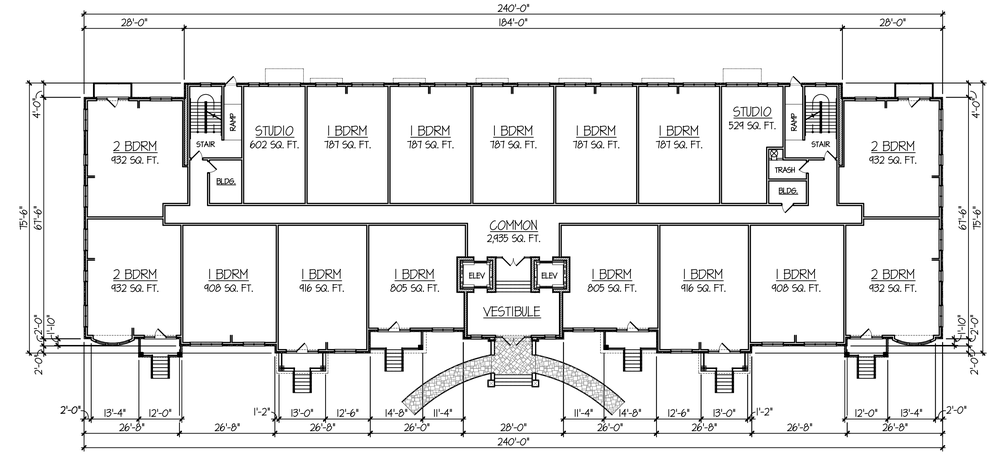
SHEET NO. CA.4
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



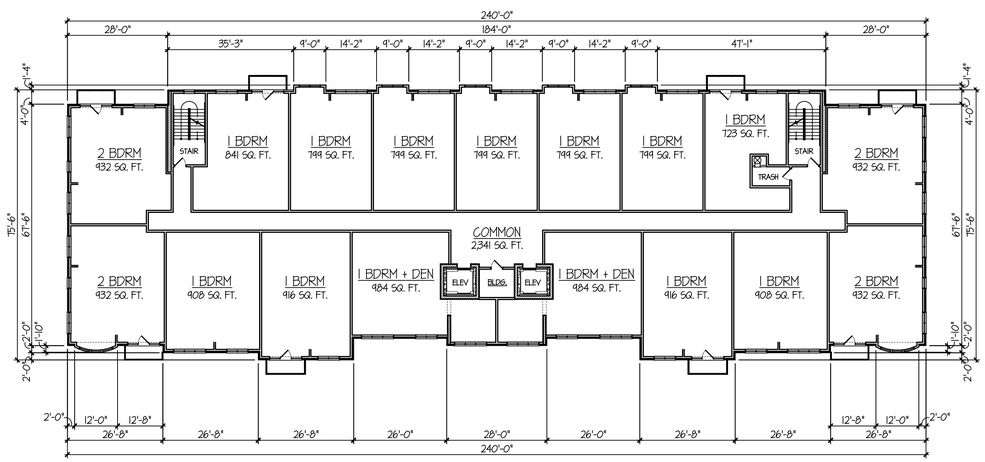
ROOF / ROOFTOP TERRACE PLAN

7,123 SQ. FT.



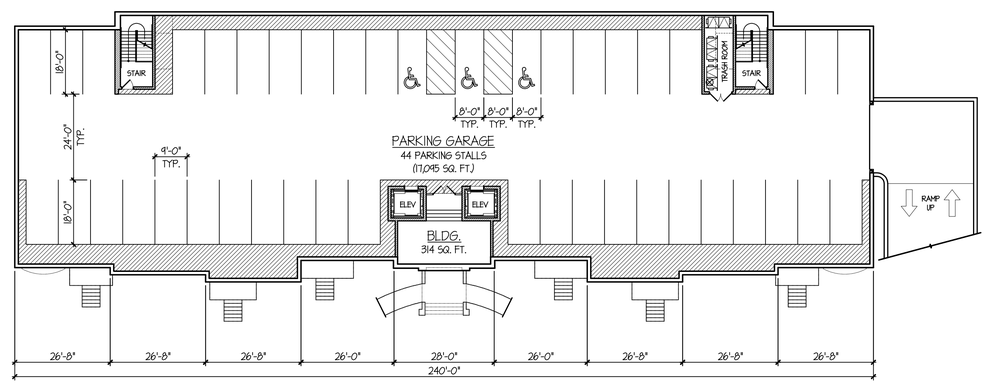
FIRST FLOOR PLAN

17,184 SQ. FT.



TYPICAL 2nd, 3rd, 4th & 5th RESIDENTIAL LEVEL FLOOR PLANS

17,212 SQ. FT. AT FLOOR 5
17,244 SQ. FT. AT FLOOR5 2, 3 AND 4



UNDERGROUND PARKING GARAGE PLAN

17,161 SQ. FT. FOOTPRINT

ARLINGTON 425 DEVELOPMENT: 33 S. CHESTNUT FLOOR PLANS

SCALE: 1" = 20'-0"

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ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

33 S. CHESTNUT
FLOOR PLANS

FILE NAME 3883-33P Chestnut
DRAWN BY RDL DATE 12.8.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. CH.1
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



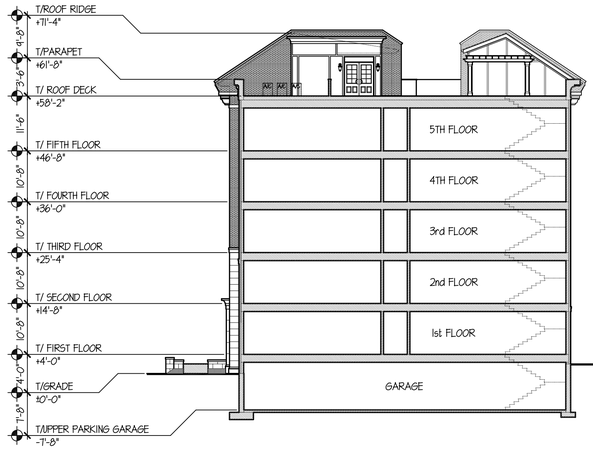
ARLINGTON 425: 33 S. CHESTNUT WEST ELEVATION

SCALE: 1" = 15'-0"



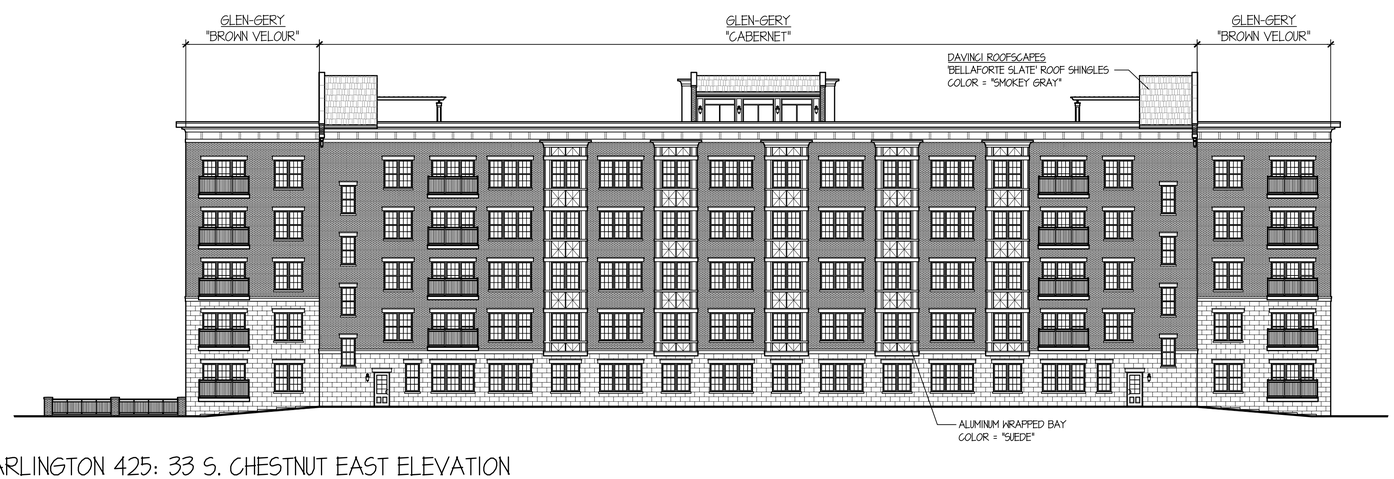
ARLINGTON 425: 33 S. CHESTNUT SOUTH ELEVATION

SCALE: 1" = 15'-0"



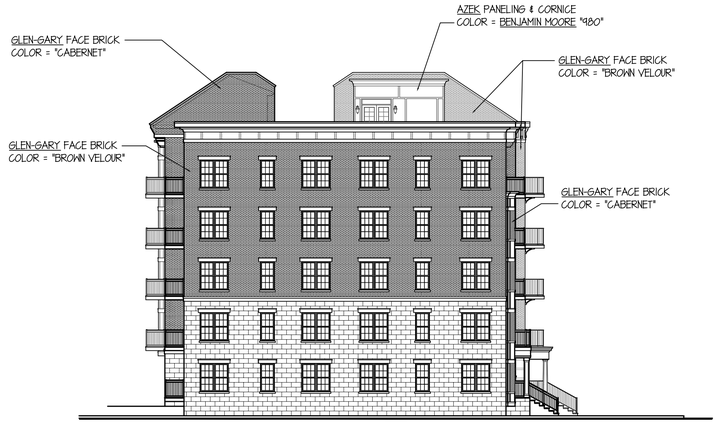
ARLINGTON 425: 33 S. CHESTNUT EAST-WEST SECTION ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT EAST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: 33 S. CHESTNUT NORTH ELEVATION

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

33 S. CHESTNUT ELEVATIONS

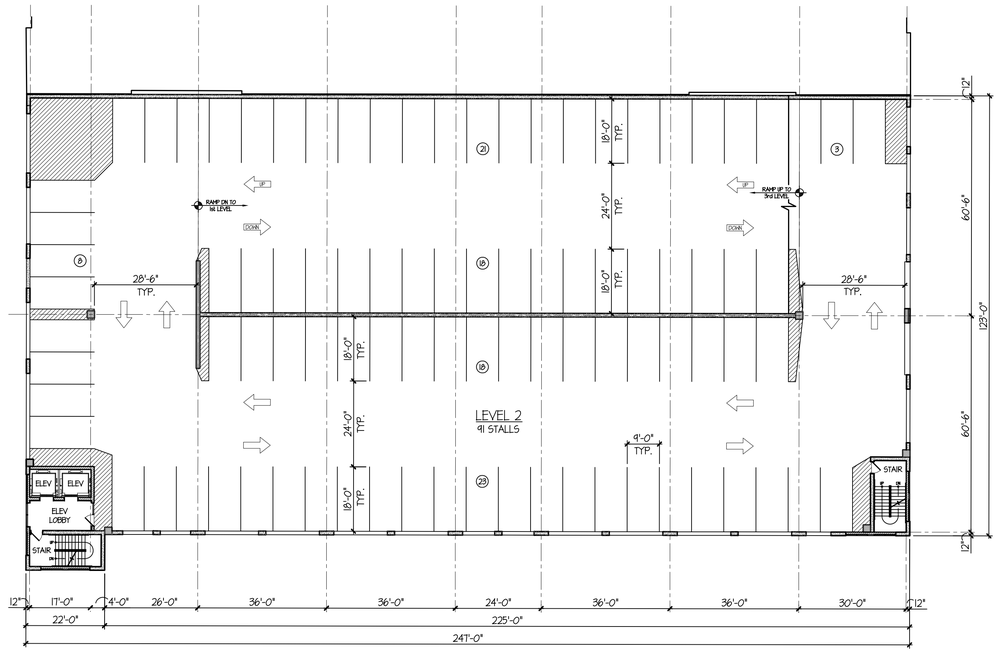
FILE NAME 3883-33P Chestnut
DRAWN BY RDL DATE 12.8.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

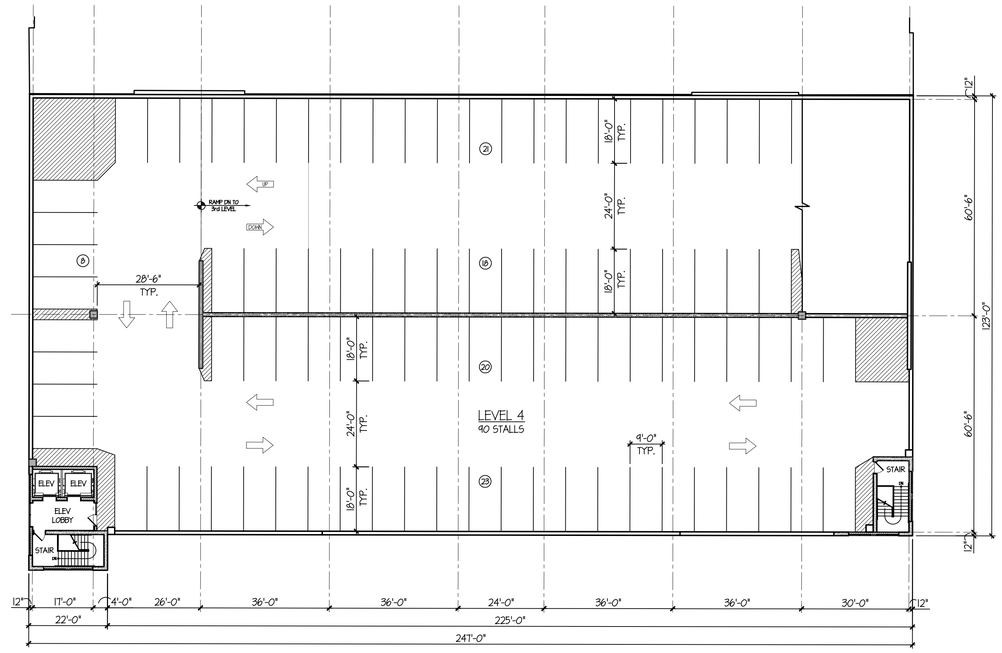
JOB NO. 388315

SHEET NO. OF 11 CH.2

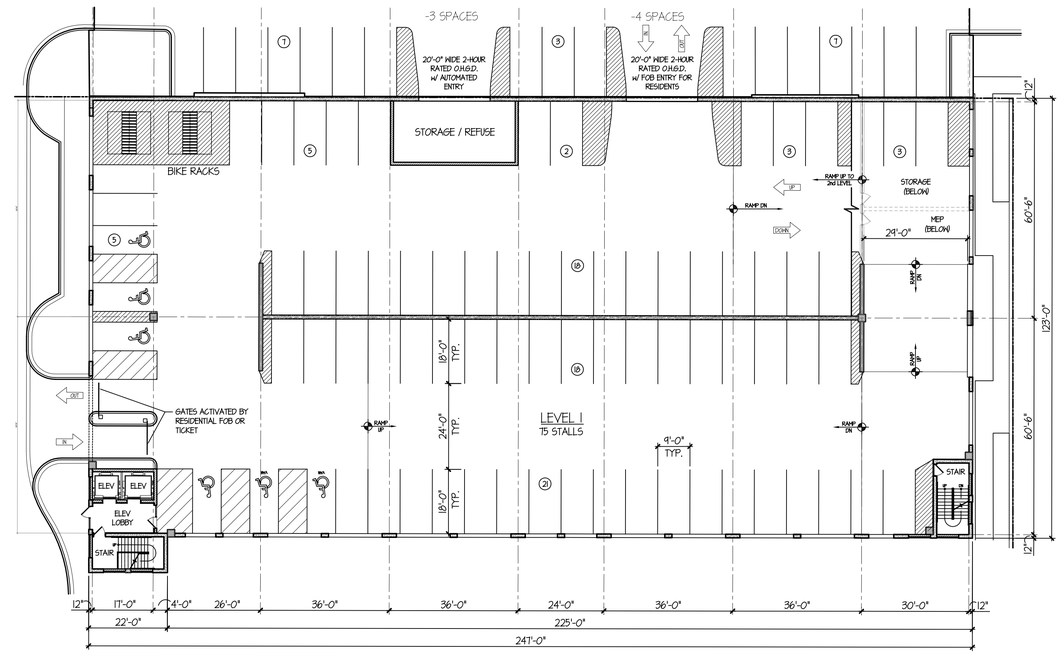
PROFESSIONAL DESIGN FIRM LICENSE #184-002934



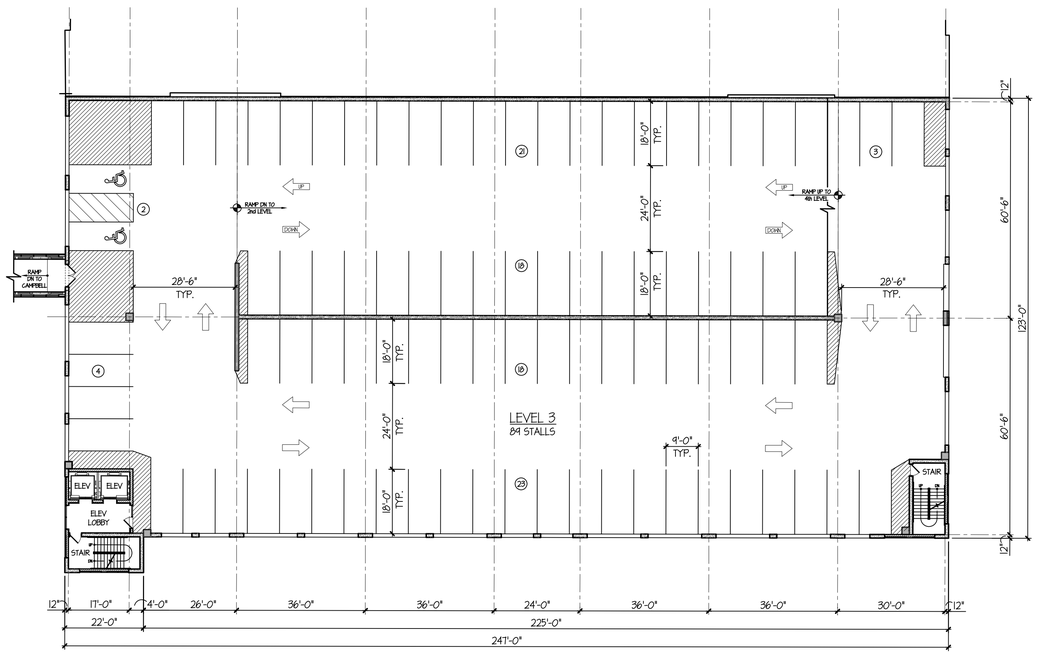
SECOND LEVEL PARKING GARAGE PLAN — 30,600 SQ. FT.



FOURTH LEVEL PARKING GARAGE PLAN — 30,600 SQ. FT.



GROUND FLOOR LEVEL PARKING GARAGE PLAN — 30,600 SQ. FT.



THIRD LEVEL PARKING GARAGE PLANS — 30,600 SQ. FT.

ARLINGTON 425: HIGHLAND PARKING GARAGE FLOOR PLANS

SCALE: 1" = 20'-0"

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DRAWING TITLE

HIGHLAND GARAGE PLANS

FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 12.4.20

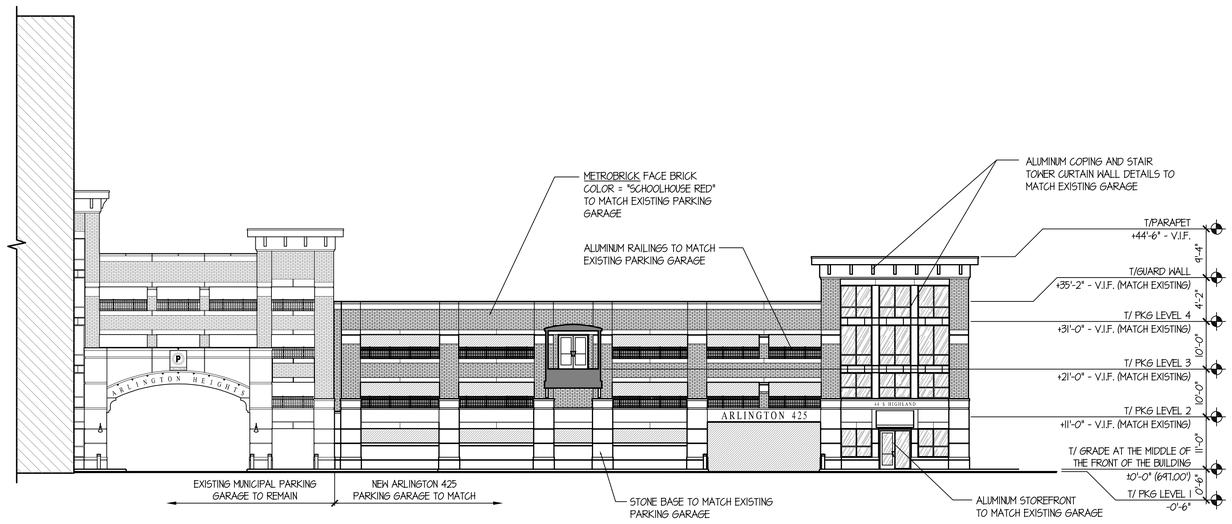
NO.	REVISED PER	DATE	BY
1	DC SUBMITTAL	2.10.21	KQB
2	PC REVISIONS	2.19.21	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.1
OF 11

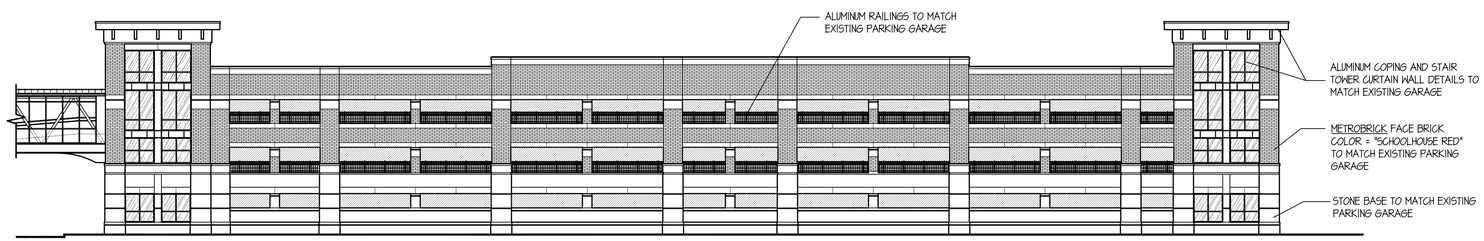
PROFESSIONAL DESIGN FIRM LICENSE #184-002934

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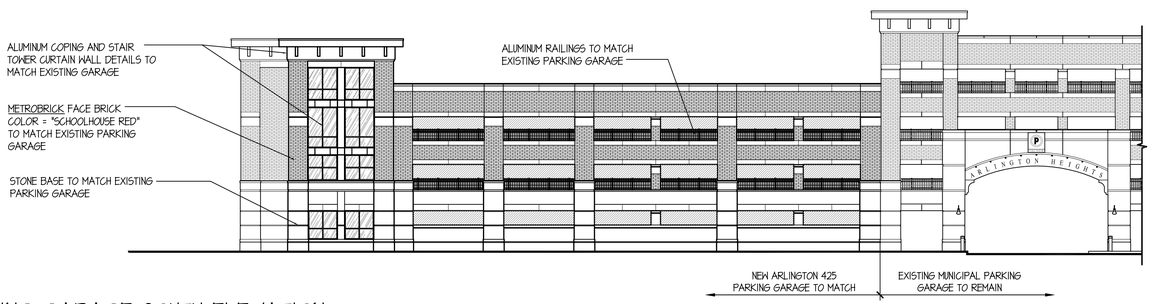
ARLINGTON 425: HIGHLAND PARKING GARAGE NORTH ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: HIGHLAND PARKING GARAGE WEST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: HIGHLAND PARKING GARAGE SOUTH ELEVATION

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND
GARAGE ELEV'S

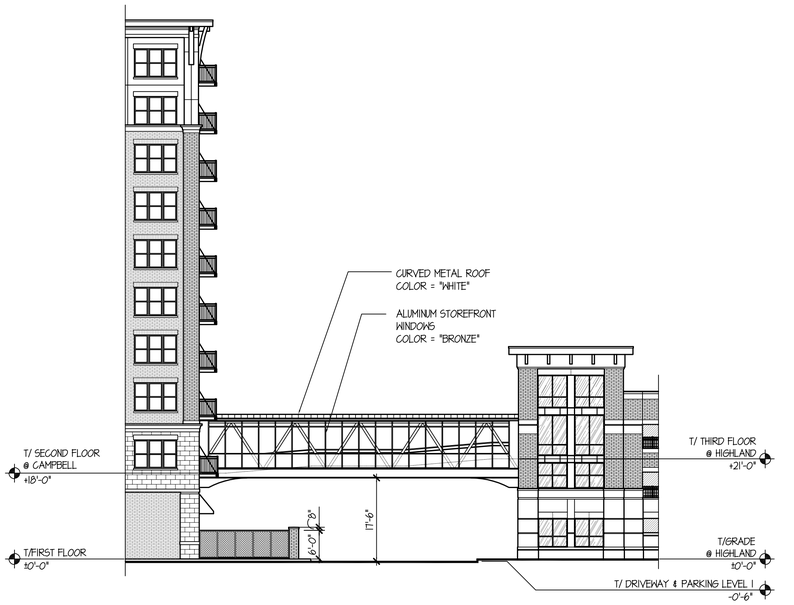
FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
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3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

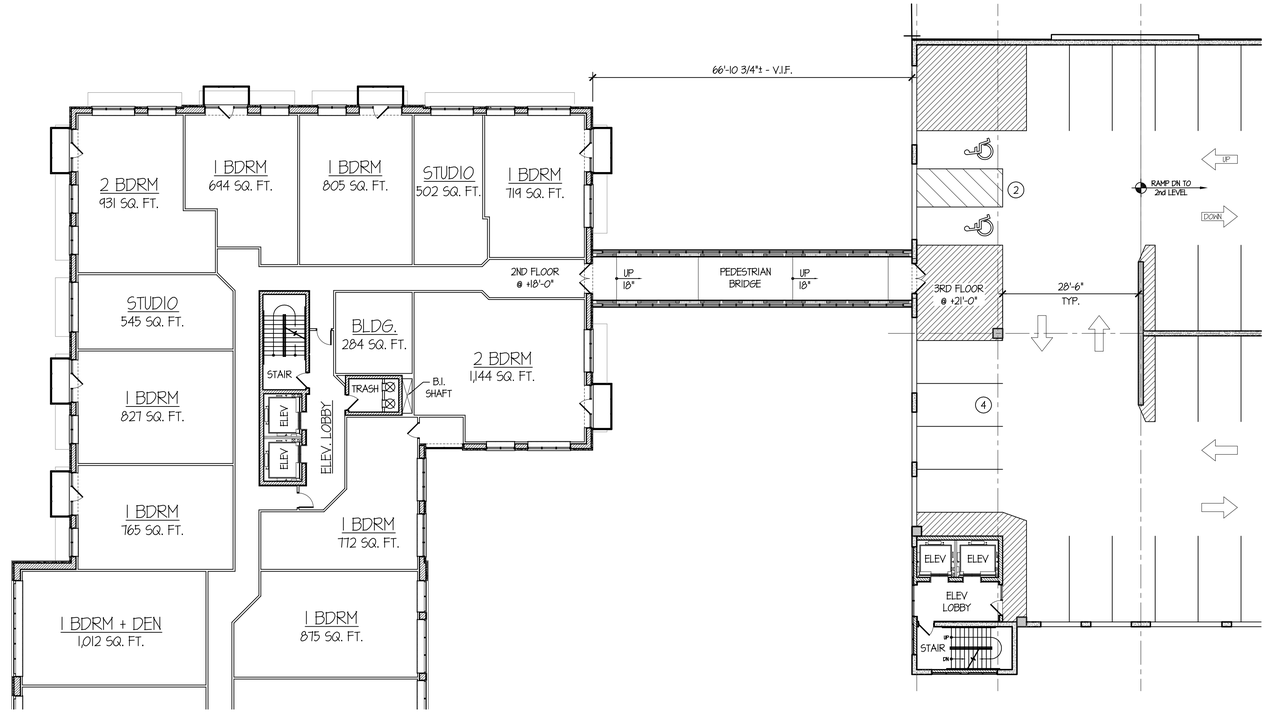
SHEET NO. HL.2
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



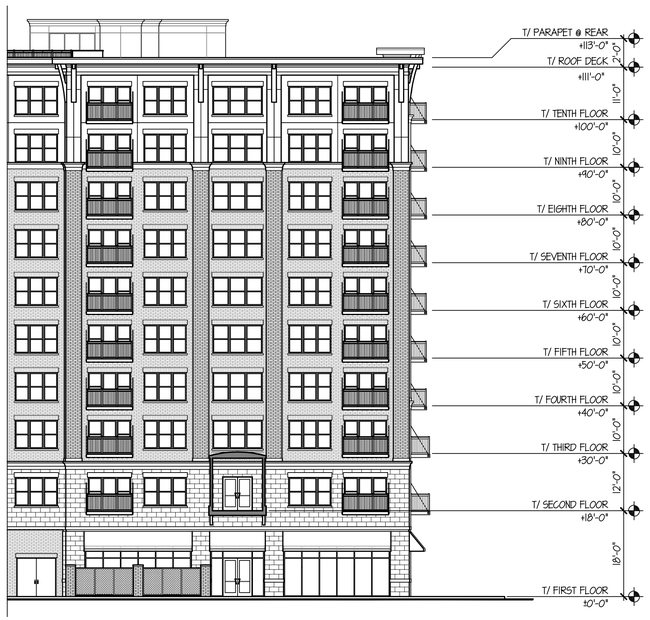
PARTIAL CAMPBELL/HIGHLAND WEST ELEVATION W/ PEDESTRIAN BRIDGE

SCALE: 1" = 15'-0"



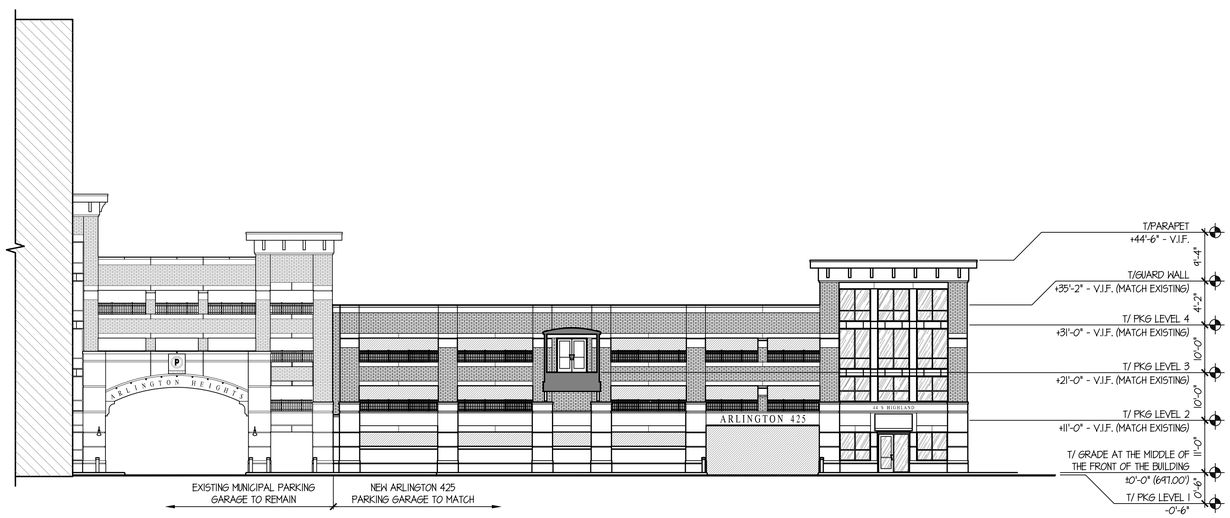
ARLINGTON 425: PARTIAL 2ND FLOOR CAMPBELL / 3RD FLOOR HIGHLAND PLAN WITH PEDESTRIAN BRIDGE

SCALE: 1" = 15'-0"



PARTIAL CAMPBELL SOUTH ELEVATION W/ PEDESTRIAN BRIDGE

SCALE: 1" = 15'-0"



HIGHLAND NORTH ELEVATION W/ PEDESTRIAN BRIDGE

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

PED. BRIDGE
PLANS & ELEVS.

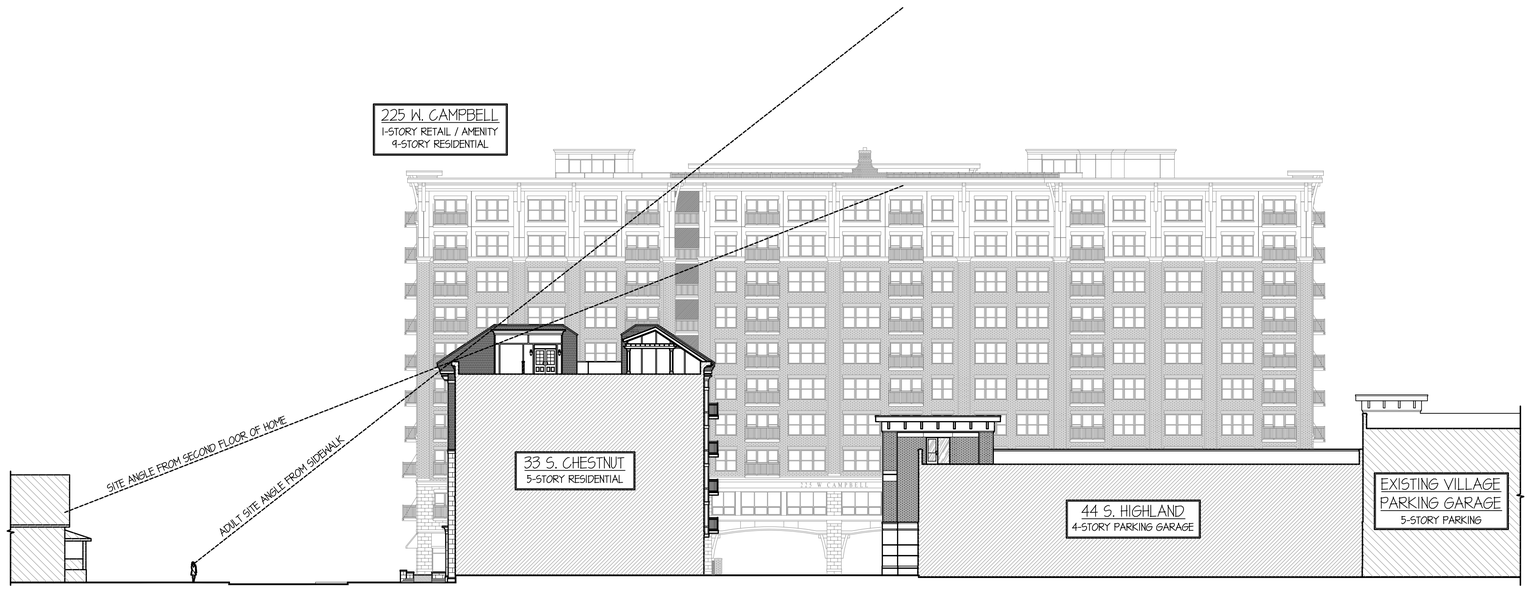
FILE NAME 3883-PedBridge_2-19-21
DRAWN BY RDL DATE 2.19.21

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

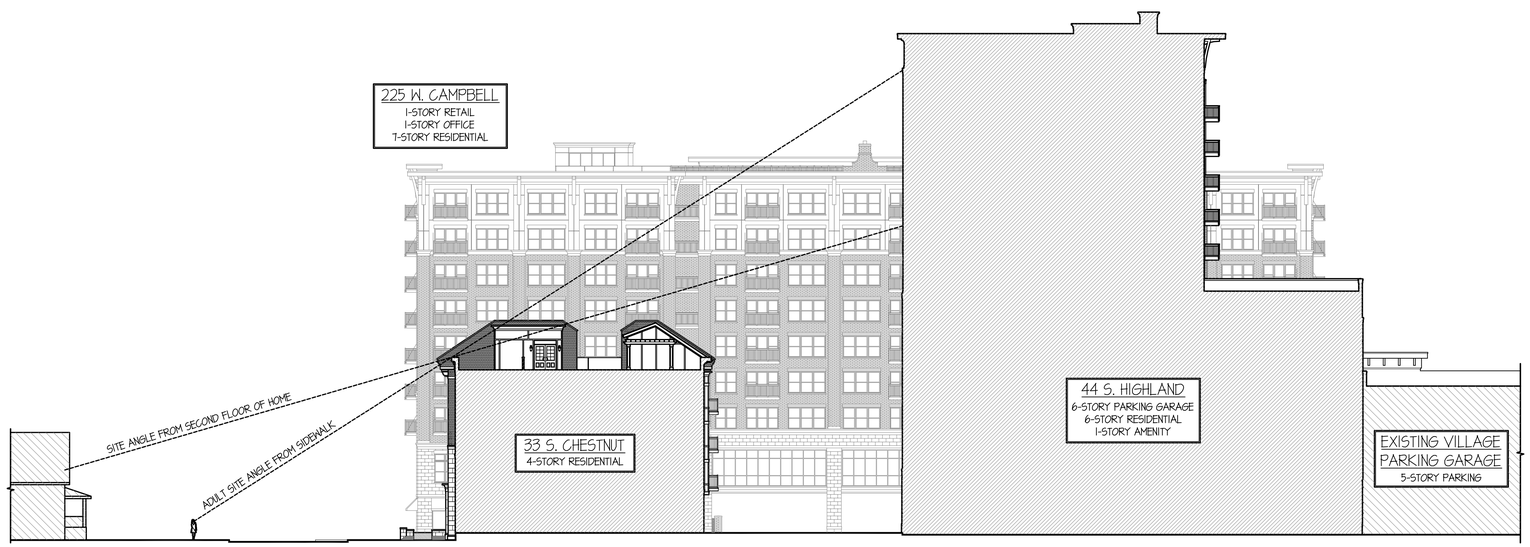
SHEET NO. PB.1
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



ARLINGTON 425 DEVELOPMENT: EAST - WEST SITE CROSS SECTION - REVISED DESIGN

SCALE: 1" = 20'-0"



ARLINGTON 425 DEVELOPMENT: EAST - WEST SITE CROSS SECTION - ORIGINAL DESIGN

SCALE: 1" = 20'-0"

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PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

SITE SECTION COMPARISON

FILE NAME 3883-31P Site Plan
DRAWN BY RDL DATE 11.20.20

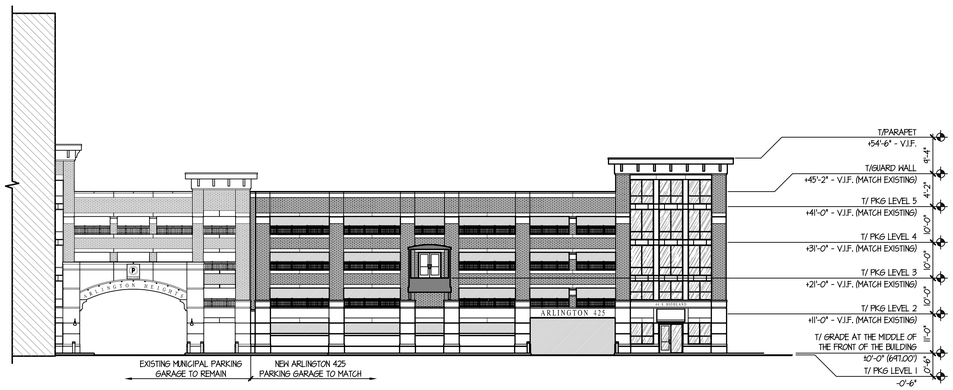
NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. OF 11

SCS

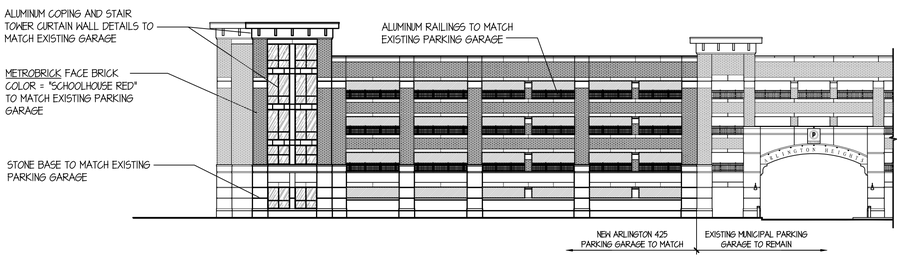
PROFESSIONAL DESIGN FIRM LICENSE #184-002934



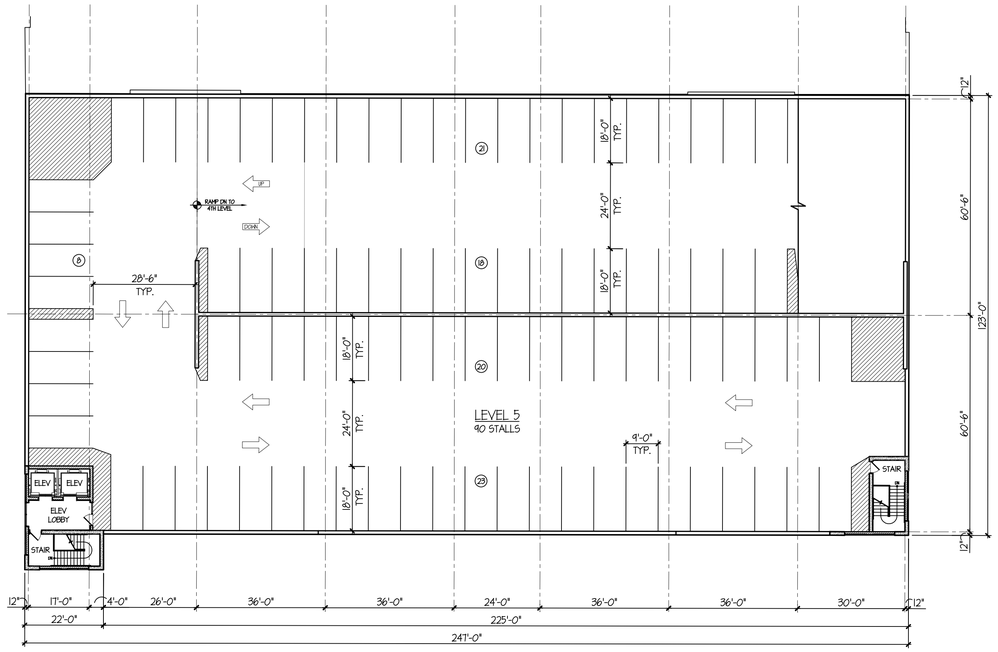
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION

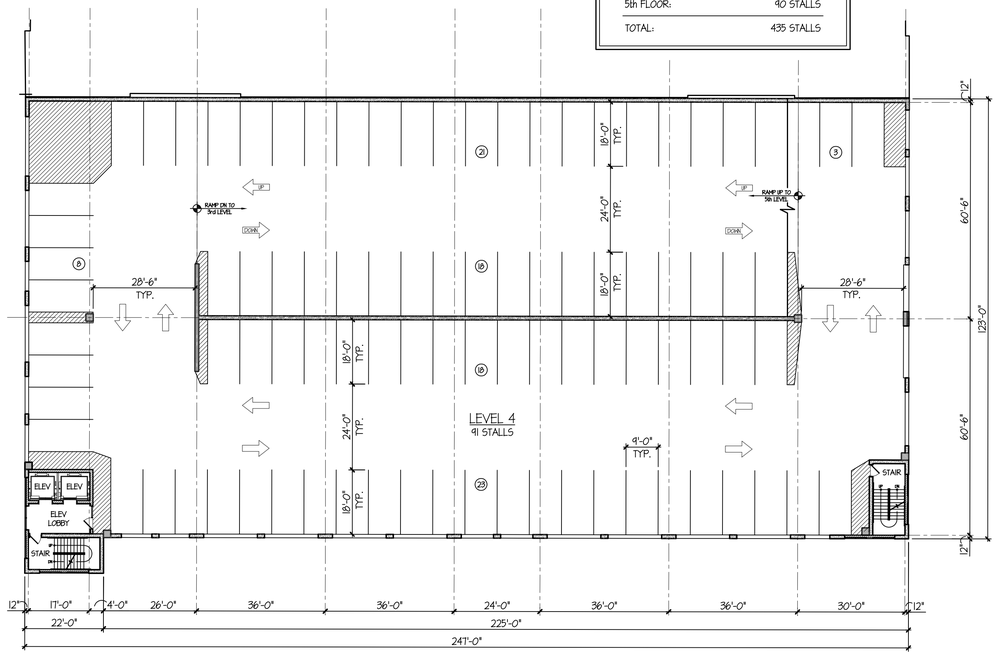


FIFTH LEVEL PARKING GARAGE PLAN

30600 SQ. FT.

5-LEVEL PARKING GARAGE

1st FLOOR:	75 STALLS
2nd FLOOR:	91 STALLS
3rd FLOOR:	88 STALLS
4th FLOOR:	91 STALLS
5th FLOOR:	90 STALLS
TOTAL:	435 STALLS



FOURTH LEVEL PARKING GARAGE PLAN

30600 SQ. FT.

ARLINGTON 425: HIGHLAND PARKING GARAGE ELEVATIONS & FLOOR PLANS FOR ALTERNATE 5-STORY DESIGN

SCALE: 1" = 20'-0"

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PROJECT

ARLINGTON 425

ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND ALT.
GARAGE w/ 5th FL.

FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 3.22.21

NO.	REVISED PER	DATE	BY

JOB NO. 388315

SHEET NO. HL.A
OF

PROFESSIONAL DESIGN FIRM LICENSE # 184-002934

Table A
Shared Parking Analysis - Arlington 425
Weekday - Arlington Heights Zoning Code

Land Use/Density	Parking Spaces Required
Retail	
3,500 s.f.	4
Restaurant Seating	
3,000 s.f.	15
225 Campbell Residential	
234 Units	235
33 South Chestnut Residential	
85 Units	86

Total Peak Parking Demand based on Individual Land Use:	340
Total Peak Parking Space Demand based on Shared Parking:	292
Parking Spaces Proposed:	425
Parking Surplus/(Deficit):	133

Time	Retail	Restaurant	Residential (225 Campbell)	Residential (33 S. Chestnut)	Total
6:00 AM	1	2	195	71	198
7:00 AM	1	4	167	61	172
8:00 AM	1	10	143	52	154
9:00 AM	1	11	129	47	141
10:00 AM	2	12	127	46	141
11:00 AM	3	12	125	46	140
12:00 PM	4	15	118	43	137
1:00 PM	4	14	115	42	133
2:00 PM	4	8	115	42	127
3:00 PM	3	6	118	43	127
4:00 PM	3	6	136	50	145
5:00 PM	3	10	150	55	163
6:00 PM	3	13	157	58	173
7:00 PM	3	12	165	60	180
8:00 PM	3	10	179	65	192
9:00 PM	0	6	195	71	272
10:00 PM	0	3	212	77	292
				Provided[1]	**425**

Table B
Shared Parking Analysis - Arlington 425
Weekday - ITE Parking Generation Manual, 5th Edition

Land Use/Density	Average Peak Parking Demand
Retail	
3,500 s.f.	7
Restaurant	
4,462 s.f.	42
225 Campbell Residential	
234 Units	307
33 South Chestnut Residential	
85 Units	111

Total Peak Parking Demand based on Individual Land Use:	467
Total Peak Parking Space Demand based on Shared Parking:	385
Parking Spaces Proposed:	425
Parking Surplus/(Deficit):	40

Time	Retail	Restaurant	Residential (225 Campbell)	Residential (33 S. Chestnut)	Total
6:00 AM	1	4	255	92	352
7:00 AM	1	11	218	79	309
8:00 AM	1	29	187	68	285
9:00 AM	2	30	169	61	262
10:00 AM	4	32	166	60	262
11:00 AM	5	35	163	59	262
12:00 PM	7	42	154	56	259
1:00 PM	7	38	150	54	249
2:00 PM	6	24	150	54	234
3:00 PM	6	18	154	56	234
4:00 PM	6	18	178	64	266
5:00 PM	6	27	196	71	300
6:00 PM	6	37	206	74	323
7:00 PM	6	33	215	78	332
8:00 PM	4	27	233	84	348
9:00 PM	0	18	255	92	365
10:00 PM	0	9	276	100	385
				Provided[1]	**425**

Table C
Shared Parking Analysis - Arlington 425
Weekday - Village Code and ITE (All Other Uses)

Land Use/Density	Average Peak Parking Demand
Retail	
3,500 s.f.	7
Restaurant	
4,462 s.f.	42
225 Campbell Residential	
234 Units	235
33 South Chestnut Residential	
85 Units	86

Total Peak Parking Demand based on Individual Land Use:	370
Total Peak Parking Space Demand based on Shared Parking:	298
Parking Spaces Proposed:	425
Parking Surplus/(Deficit):	127

Time	Retail	Restaurant	Residential (225 Campbell)	Residential (33 S. Chestnut)	Total
6:00 AM	1	4	195	71	200
7:00 AM	1	11	167	61	179
8:00 AM	1	29	143	52	173
9:00 AM	2	30	129	47	161
10:00 AM	4	32	127	46	163
11:00 AM	5	35	125	46	165
12:00 PM	7	42	118	43	167
1:00 PM	7	38	115	42	160
2:00 PM	6	24	115	42	145
3:00 PM	6	18	118	43	142
4:00 PM	6	18	136	50	160
5:00 PM	6	27	150	55	183
6:00 PM	6	37	157	58	200
7:00 PM	6	33	165	60	204
8:00 PM	4	27	179	65	210
9:00 PM	0	18	195	71	284
10:00 PM	0	9	212	77	298
				Provided[1]	**425**

Table D
Shared Parking Analysis - Arlington 425
Weekend - ITE Parking Generation Manual, 5th Edition

Land Use/Density	Average Peak Parking Demand
Retail	
3,500 s.f.	10
Restaurant	
4,462 s.f.	55
225 Campbell Residential	
234 Units	285
33 South Chestnut Residential	
85 Units	104

Total Peak Parking Demand based on Individual Land Use:	454
Total Peak Parking Space Demand based on Shared Parking:	391
Parking Spaces Proposed:	425
Parking Surplus/(Deficit):	34

Time	Retail	Restaurant	Residential (225 Campbell)	Residential (33 S. Chestnut)	Total
6:00 AM	0	8	276	101	385
7:00 AM	7	14	271	99	391
8:00 AM	7	29	251	92	379
9:00 AM	8	41	237	86	372
10:00 AM	8	50	214	78	350
11:00 AM	9	55	202	74	340
12:00 PM	10	50	194	71	325
1:00 PM	10	44	188	69	311
2:00 PM	10	37	200	73	320
3:00 PM	10	25	197	72	304
4:00 PM	9	21	205	75	310
5:00 PM	8	22	211	77	318
6:00 PM	6	22	211	77	316
7:00 PM	6	31	208	76	321
8:00 PM	5	22	214	78	319
9:00 PM	0	19	222	81	322
10:00 PM	0	18	234	85	337
				Provided[1]	**425**

Table E
Shared Parking Analysis - Arlington 425
Weekend - Village Code and ITE (All Other Uses)

Land Use/Density	Average Peak Parking Demand
Retail	
3,500 s.f.	10
Restaurant	
4,462 s.f.	55
225 Campbell Residential	
234 Units	235
33 South Chestnut Residential	
85 Units	86

Total Peak Parking Demand based on Individual Land Use:	386
Total Peak Parking Space Demand based on Shared Parking:	326
Parking Spaces Proposed:	425
Parking Surplus/(Deficit):	99

Time	Retail	Restaurant	Residential (225 Campbell)	Residential (33 S. Chestnut)	Total
6:00 AM	0	8	228	83	319
7:00 AM	7	14	223	82	326
8:00 AM	7	29	207	76	319
9:00 AM	8	41	195	71	315
10:00 AM	8	50	176	65	299
11:00 AM	9	55	167	61	292
12:00 PM	10	50	160	58	278
1:00 PM	10	44	155	57	266
2:00 PM	10	37	165	60	272
3:00 PM	10	25	162	59	256
4:00 PM	9	21	169	62	261
5:00 PM	8	22	174	64	268
6:00 PM	6	22	174	64	266
7:00 PM	6	31	172	63	272
8:00 PM	5	22	176	65	268
9:00 PM	0	19	183	67	269
10:00 PM	0	18	193	71	282
				Provided[1]	**425**

HITCHCOCK DESIGN GROUP
creating better places

January 14, 2021

Sam Hubbard
Development Planner
Village of Arlington Heights
33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499

RE: CCH Block 425 Site Plan, Arlington Heights, Illinois

Dear Mr. Hubbard,

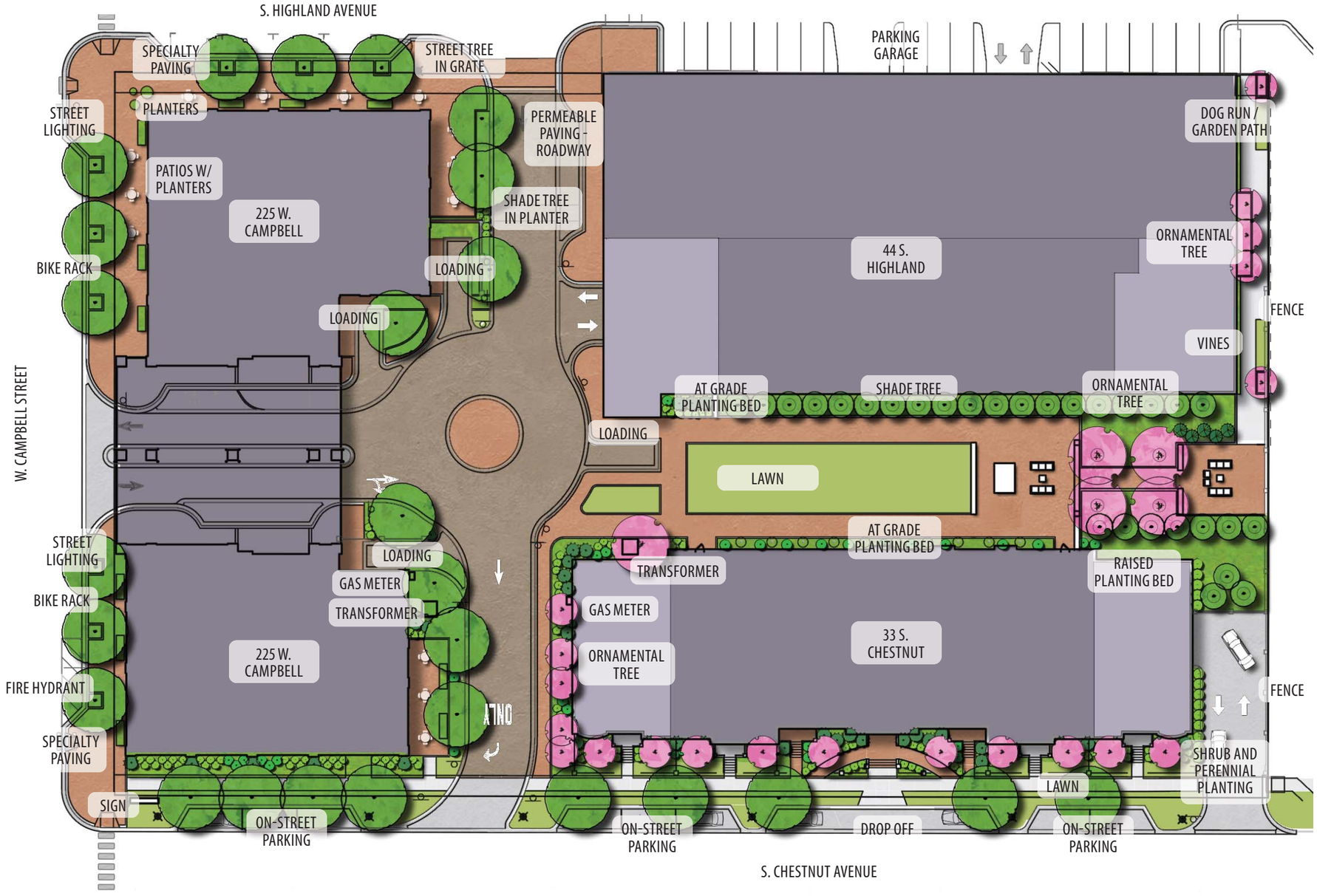
Per your request, we have revised our previously approved landscape plans because the courtyard fire lane is no longer a part of the proposal. We have addressed this and modified our Overall Plan and Landscape Plan as needed.

If you have any questions or wish to discuss this further, please let us know.

Sincerely,
Hitchcock Design Group

Joel Baldin, ASLA
Principal

enc: Overall Plan and Landscape Plan



Overall Plan

Arlington 425

Arlington Heights, Illinois

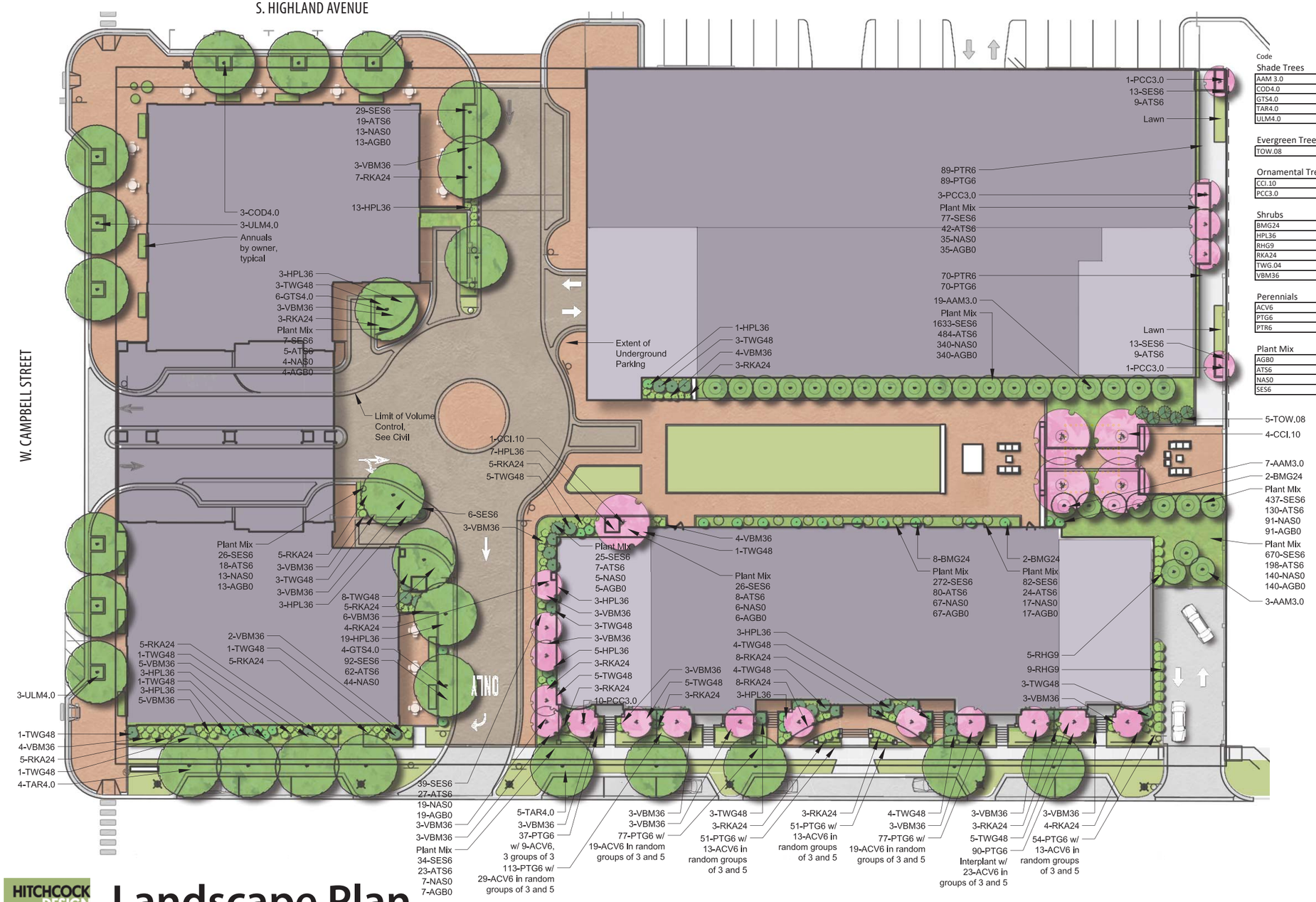
NORTH

SCALE: 1"=20'

0' 10' 20' 40'

ISSUE DATE: February 26, 2021
All drawings are preliminary and subject to change.
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PREPARED FOR:
CCH LLC



Code	Botanical Name	Common Name	Size	Qty	Notes
Shade Trees					
AAM 3.0	Acer x freemanii 'Armstrong'	Armstrong Red Maple	3" C	29	
COD4.0	Celtis occidentalis	Common Hackberry	4" C	3	
GTS4.0	Gleditsia triacanthos var. inermis	Shademaster Honeylocust	4" C	10	
TAR4.0	Tilia americana 'Redmond'	Redmond American Linden	4" C	9	
ULM4.0	Ulmus japonica x wilsoniana 'Morton'	Accolade Elm	4" C	6	
Evergreen Trees					
TOW.08	Thuja occidentalis 'Hetz Wintergreen'	Wintergreen Eastern Arborvitae	8' HT	10	
Ornamental Trees					
CCI.10	Crataegus crusgalli var. inermis	Thornless Cockspur Hawthorn	10' HT	5	Multi-stem
PCC3.0	Pyrus calleryana 'Chanticleer'	Chanticleer Callery Pear	3" C	15	
Shrubs					
BMG24	Buxus x Glencoe	Chicagoland Green Boxwood	24" HT	12	Per plan
HPL36	Hydrangea paniculata 'Jane'	Little Lime Hydrangea	36" HT	66	Per plan
RHG9	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac	5 GAL	14	Per plan
RKA24	Rhododendron x Karen	Karen Gable Hybrid Azalea	24" HT	85	Per plan
TWG.04	Thuja occidentalis 'Woodwardii'	Woodward Globe Arborvitae	4' HT	64	Per plan
VBM36	Viburnum carlesii 'compactum'	Koreanspice viburnum	24" HT	81	Per plan
Perennials					
ACV6	Astilbe chinensis 'Vision in White'	Vision in White Astilbe	1 GAL	138	18" O.C.
PTG6	Pachysandra terminalis 'Green Carpet'	Green Carpet Chinese Pachysandra	1 GAL	709	12" O.C.
PTR6	Parthenocissus tricuspidata	Boston Ivy	1 GAL	159	12" O.C.
Plant Mix					
AGB0	Allium 'Globemaster'	Globemaster Flowering Onion	BULB	721	24" O.C.
ATS6	Allium tanguticum 'Summer Beauty'	Summer Beauty Ornamental Chive	1 GAL	1145	40% @ 18" O.C.
NAS0	Narcissus 'All Spring Mix'	All Spring' Daffodil Mix	BULB	801	24" O.C.
SES6	Sesleria autumnalis	Autumn Moor Grass	1 GAL	3481	60% @ 18" O.C.

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Landscape Plan

Arlington 425

Arlington Heights, Illinois

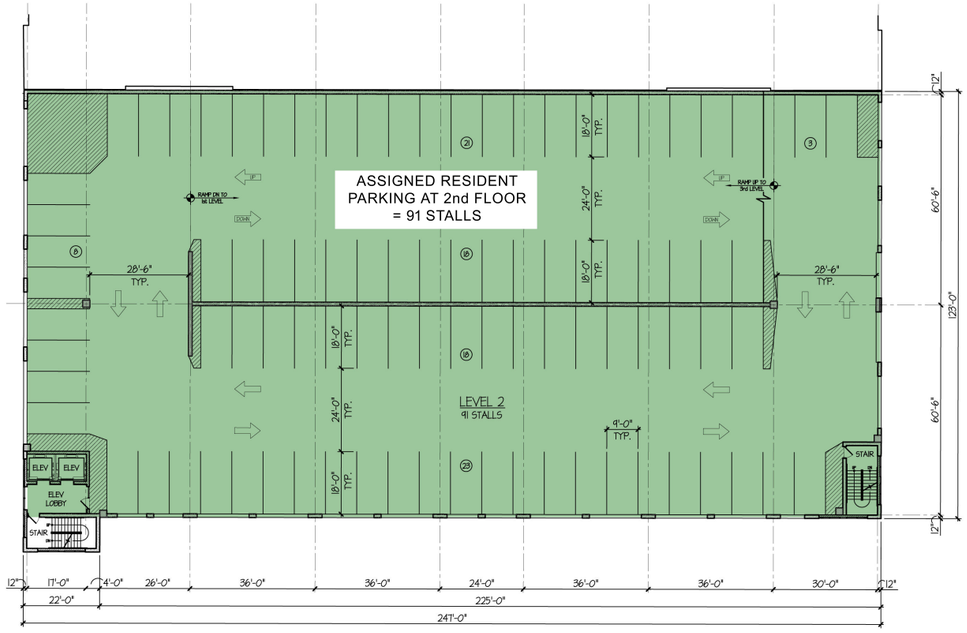
NORTH

SCALE: 1"=20'

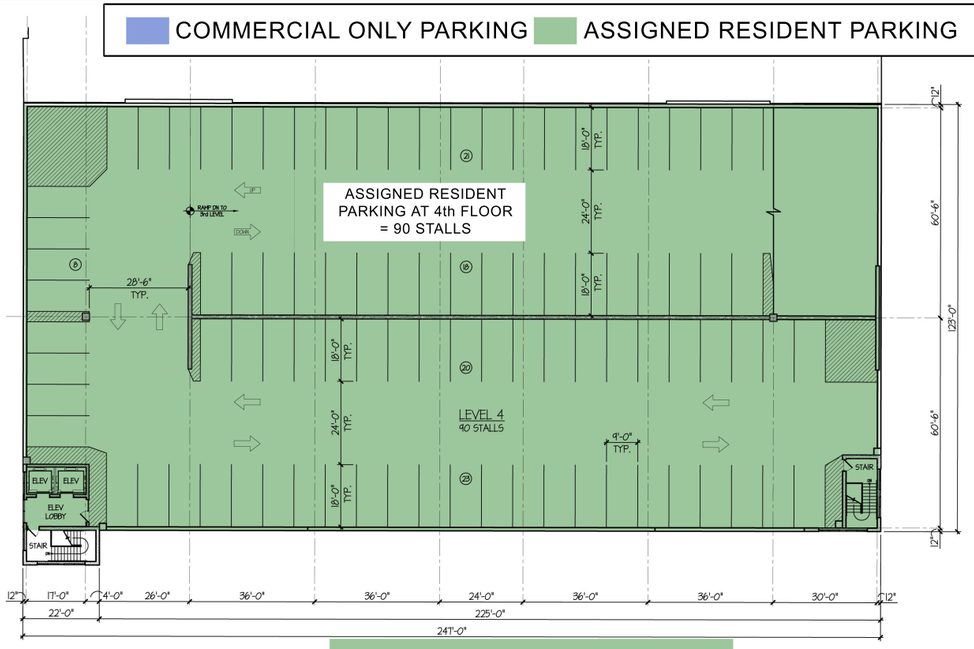
0' 10' 20' 40'

PREPARED FOR:
CCH LLC

ISSUE DATE: February 26, 2021
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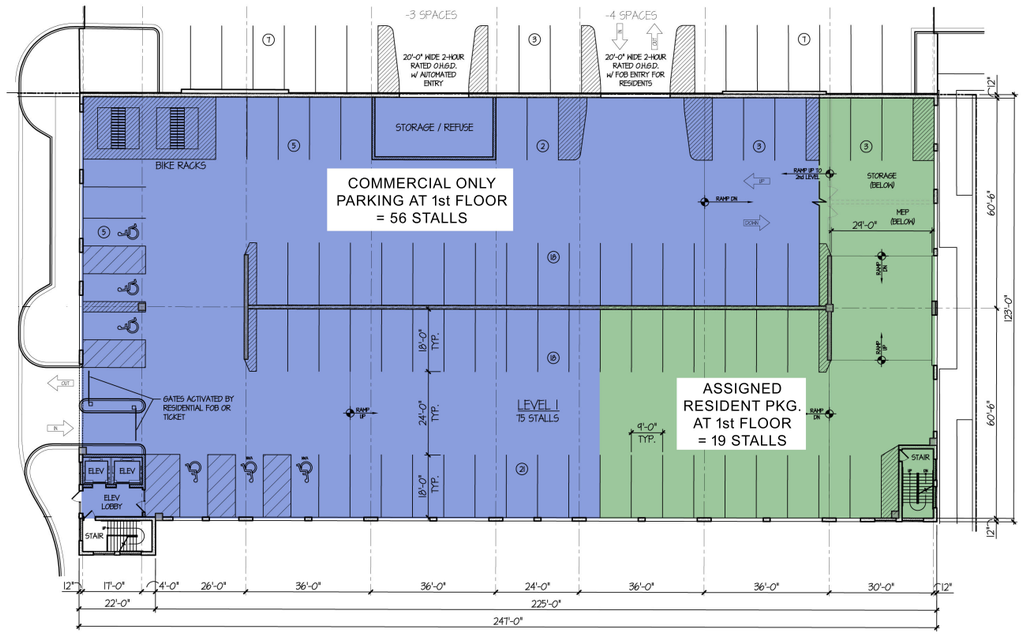


SECOND LEVEL PARKING GARAGE PLAN — 30600 SQ. FT.

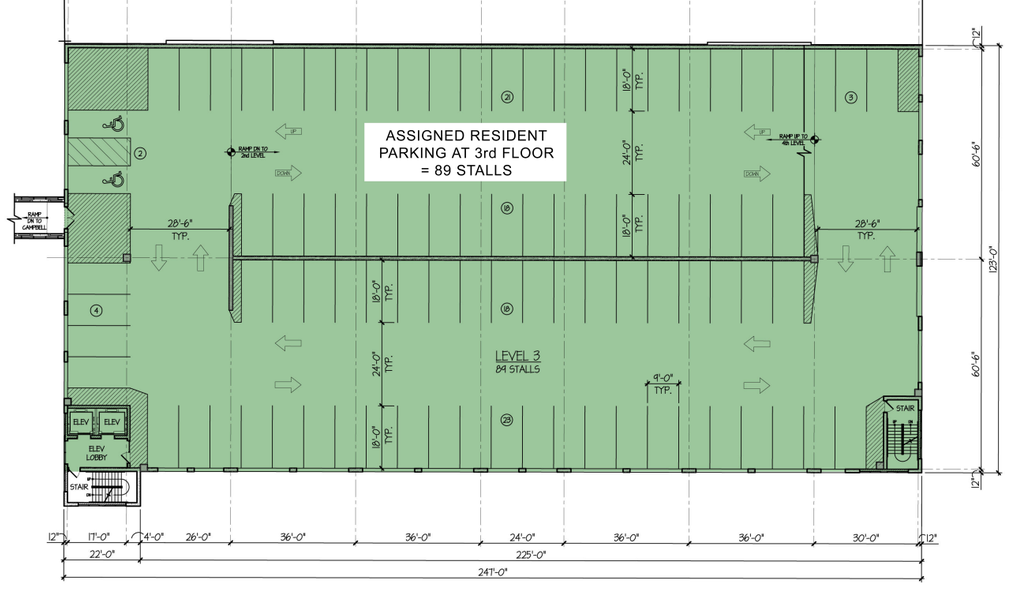


FOURTH LEVEL PARKING GARAGE PLAN — 30600 SQ. FT.

PHASE 2:
POTENTIAL ADDITIONAL ASSIGNED RESIDENT PARKING STALLS TO MEET 25% ABOVE CODE REQUIREMENT WILL BE ADDED AT PARTIAL 5th LEVEL
= 36 STALLS MINIMUM



GROUND FLOOR LEVEL PARKING GARAGE PLAN — 30600 SQ. FT.



THIRD LEVEL PARKING GARAGE PLANS — 30600 SQ. FT.

ARLINGTON 425: HIGHLAND PARKING GARAGE - PARKING ALLOCATION DIAGRAM

SCALE: 1" = 20'-0"

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ARLINGTON HEIGHTS•IL 60004
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TINAGLIA ARCHITECTS

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

PARKING ALLOCATION DIAG.

FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 12.4.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB
4	PC RESUBMITTAL	3.12.21	KQB

JOB NO. 388315

SHEET NO. PA.1
OF --

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

Arlington 425

Managing from the Inside Out

March, 2021

Major Focus on Site Management

- Staffing is planned to include 3-4 full-time employees, including on-site property manager, engineer, and maintenance personnel.
- Only minimum 1 year leases will be allowed.
- Rules and Regulations will be developed similar to surrounding buildings that will have a code of conduct, pet policy and vehicle registration policy.
- All move in/outs will require advanced scheduling within the hours of 8:00-4:00. Monday through Friday. Saturdays 8:00-1:00, and will be supervised by a staff member.

- Dedicated bike storage in Campbell building will promote bike usage within the Village.
- Dedicated floor recycling stage areas will encourage recycling.
- All delivery vendors will complete building orientation prior to opening.
- Compliance to rules and regulations will require all vehicles to be properly licensed, permitted and provide proof of insurance.
- Residents will be required to provide proof of renter's insurance.
- Pets will require yearly pet fee, proof of rabies vaccination, and a Village tag.
- Building staff will be ensuring full-time compliance.

- The top three floors of the Highland garage will be reserved and accessible to residential tenants only (270 spaces). If usage and experience dictates that more or less are needed for residents, such number will be adjusted accordingly.
- An additional 19 spaces on the first floor will be available for residential use, and the remaining 56 spaces on the first floor will be available to all guests, employees, and valet parking, via ticketed entry and exit gates. Validation tickets will be given upon entry and must be validated by a retailer, resident, employer, etc. for free parking. Many of the users are at the property daily and will be able to enter or exit by a scanned parking pass. Any other person will need to pay a feefor parking in the Highland garage if they enter the garage and take a ticket.
- The Highland Avenue entry and exit to and from the garage will be for residents only. There will be no access to commercial parking from Highland Avenue.
- All project restaurant valet parkers, if any, will be required to use the Highland garage.
- All project employees will be instructed to park in the Highland garage.
- All full-time or part-time commercial tenants will be asked to park in the Highland garage.
- There will be a full-time employee to monitor the Highland garage and make adjustment to parking allocations as deemed necessary.
- Surveillance cameras will be installed in the Highland garage to monitor activity in real time.


44 S HIGHLAND


225 W CAMPBELL








33 S. CHESTNUT


ARLINGTON 425
44 S HIGHLAND




225 W CAMPBELL





Traffic and Parking Impact Study
Proposed Arlington 425 Residential Development

Arlington Heights, Illinois



Prepared For:

CCH LLC

Kenig, Lindgren, O'Hara, Aboona, Inc.

February 25, 2021

1. Introduction

This report summarizes the methodologies, results and findings of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Arlington 425 residential development to be located in Arlington Heights, Illinois. The site is located on the south side of Campbell Street and is bounded by Highland Avenue on the east and Chestnut Avenue on the west.

The concept plans call for three separate buildings to be developed as follows:

- 225 West Campbell Street. Located at the north end of the site, is proposed to include approximately 234 residential apartment units, and 7,962 square feet of retail/restaurant space on the first floor.

- 44 South Highland Avenue. Located on the east side of the site, is a proposed parking garage. The parking will serve the residents of the 225 West Campbell Street building and some of the residents of the 33 South Chestnut building, and will be an extension of the existing parking garage located on the east side of Highland Avenue. Access to the garage will be from two access drives off Highland Avenue and an access drive off Campbell Street. A pedestrian tunnel will connect the two buildings.

- 33 South Chestnut Avenue. Located on the west side of the site, is proposed to include approximately 85 residential apartment units and an integrated parking garage on a lower level containing 44 parking spaces. Access to and from the garage will be from one access drive off Chestnut Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. Additionally, the adequacy of the proposed parking supply of the proposed development was also evaluated.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

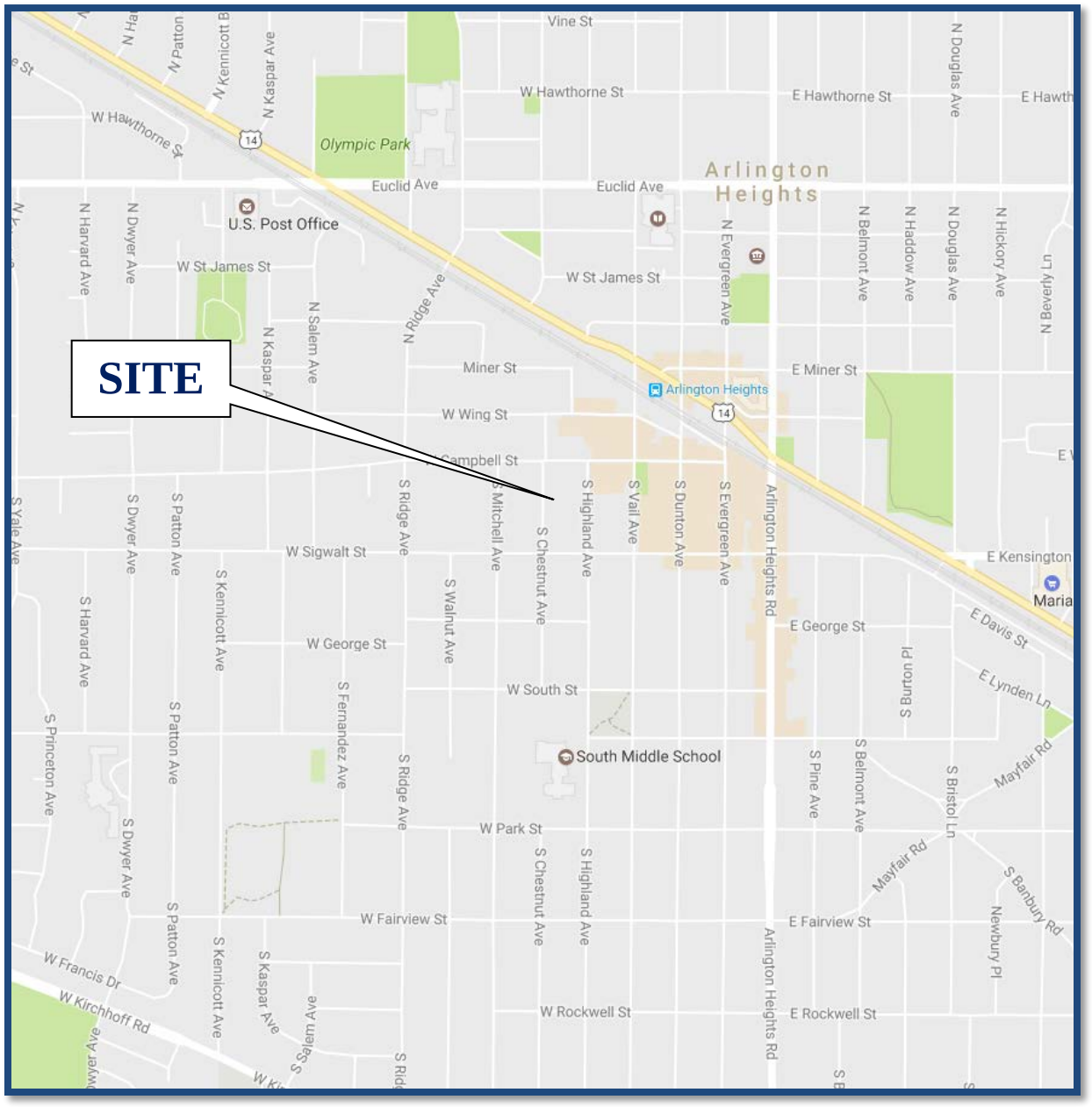
The sections of this report present the following.

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Recommendations regarding the adequacy of the parking supply.

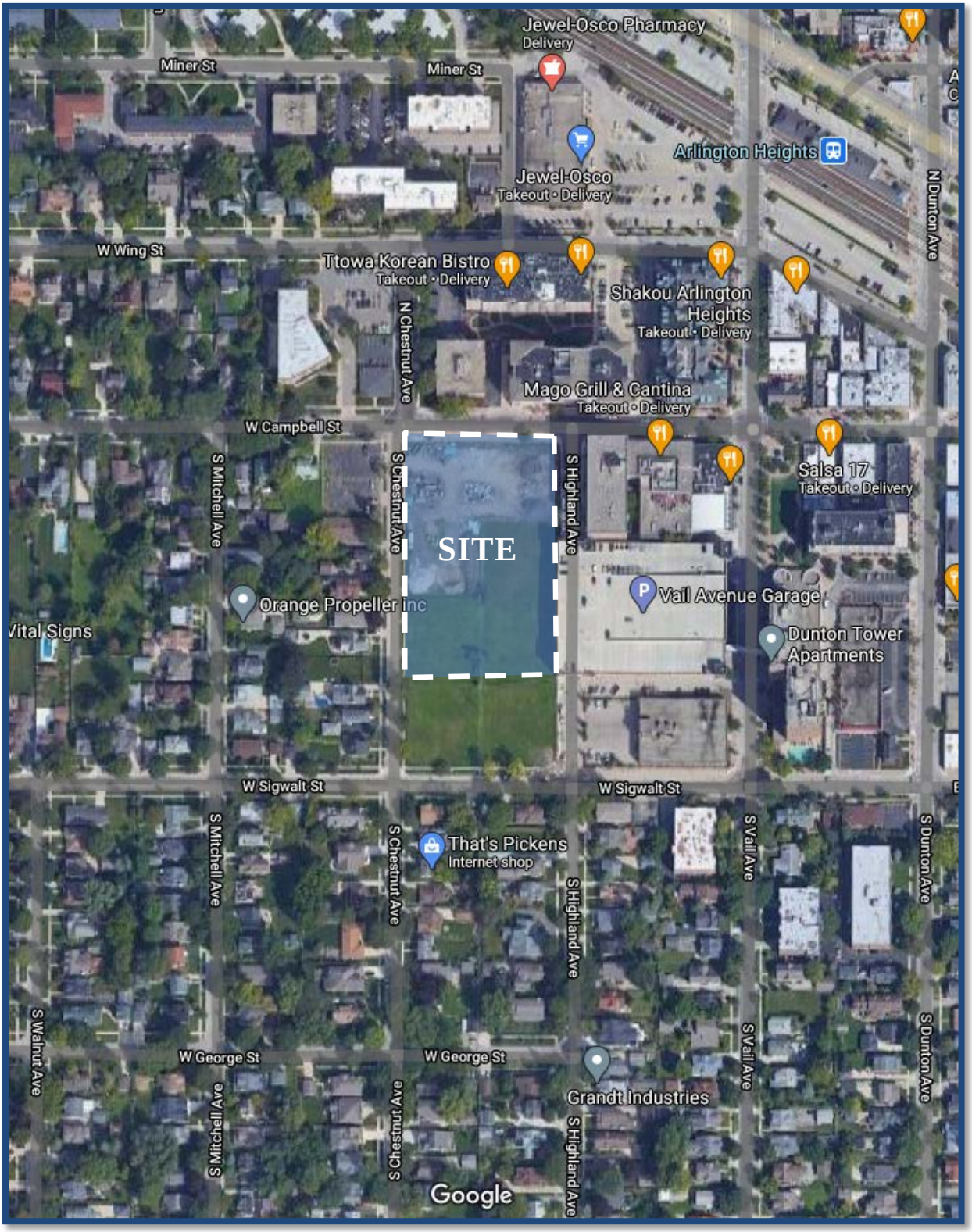
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing (Year 2018/2019) Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Future (Year 2026) Conditions - The future projected traffic volumes include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed subject development.



Site Location **Figure 1**



Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices and existing peak hour traffic volumes.

Site Location

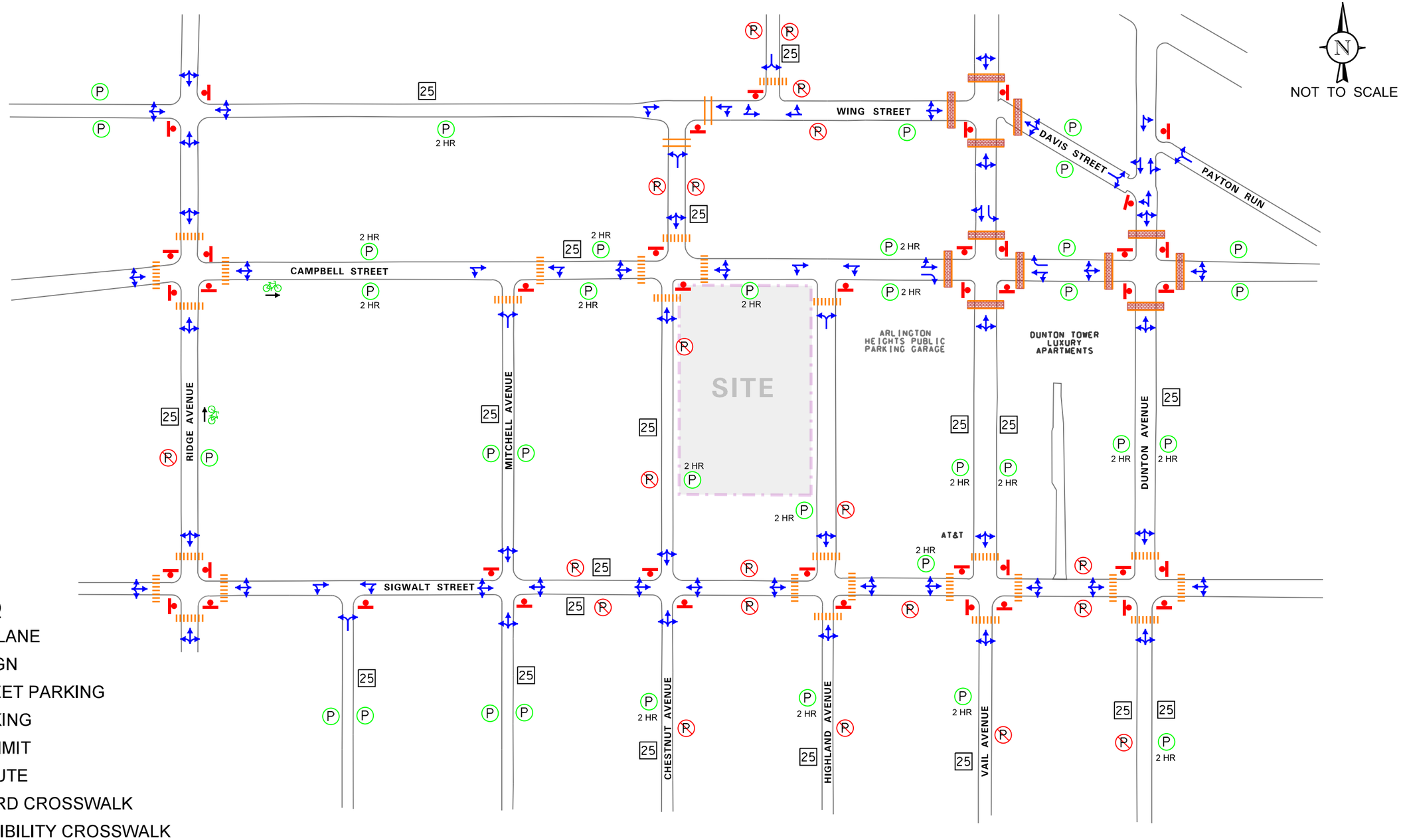
The site is located to the west of downtown Arlington Heights and referred to in the Downtown Master Plan as a portion of "Block 425". It is bounded by Campbell Street to the north, undeveloped land/Sigwalt Street to the south, Chestnut Avenue to the west, and Highland Avenue to the east. The site is currently undeveloped and is within walking distance to the Arlington Heights Metra Station for the Union Pacific – Northwest (UP-NW) Metra Rail Line. Land uses in the vicinity of the site are residential to the north, west, and south and include the Arlington Heights Vail Street public parking garage and the AT&T and Dunton Tower Luxury Apartments to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics. All roadways have a posted speed limit of 25 mph and are under the jurisdiction of the Village of Arlington Heights, unless otherwise noted.

Campbell Street is an east west local roadway that provides one lane in each direction and extends from Rohlwing Road to Evergreen Avenue. At its unsignalized intersection with Chestnut Avenue and Highland Avenue, Campbell Street provides a shared left/through/right-turn lane in both directions. High visibility crosswalks are provided on both legs at its intersection with Chestnut Avenue. Parking is generally provided on both sides of the roadway and is restricted to two-hours. Campbell Street is a designated bicycle route (signage only).

Chestnut Avenue is a north-south local roadway that provides one lane in each direction and extends from Wing Street south to South Street. At its intersection with Campbell Street both the northbound and southbound approaches provide a single lane allowing left-through-, and right-turning movements. At its unsignalized intersection with Sigwalt Street, Chestnut Avenue provides a shared left/through/right-turn lane under stop-sign control on both legs. North of Sigwalt Street, parking is prohibited on the west side of the roadway and is restricted to two-hours on the east side of the roadway. South of Sigwalt Street, parking is prohibited on the east side of the roadway and is restricted to two hours on the west side of the roadway. At its stop sign controlled intersection with Wing Street, a single lane approach is provided. A standard crosswalk is provided on the south leg at Wing Street, high visibility crosswalks are provided on both the north and south legs at Campbell Street, and no crosswalks are provided at its intersection with Sigwalt Street.



LEGEND

- TRAVEL LANE
- STOP SIGN
- ON-STREET PARKING
- NO PARKING
- XX - SPEED LIMIT
- BIKE ROUTE
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- PAVED CROSSWALK

ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING ROADWAY CHARACTERISTICS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 3

Highland Avenue is a north-south local roadway that provides one lane in each direction and extends from Campbell Street south to Central Road. At its unsignalized intersection with Sigwalt Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on both legs. At its unsignalized intersection with Campbell Street, Highland Avenue provides a shared left/through/right-turn lane under stop-sign control and a high visibility crosswalk on the south leg. It should be noted that between Campbell Street and Sigwalt Street, Highland Avenue traverses through the Arlington Heights Public Parking Garage, which provides parking on the west side of Highland Avenue and has two ramp access drives off Highland Avenue. Parking is prohibited on the east side of the roadway and is restricted to two-hours on the west side of the roadway.

Sigwalt Street is an east-west local roadway that in the vicinity of the site provides one lane in each direction. At its all-way stop-sign controlled intersection with Vail Avenue, Sigwalt Street provides a shared left/through/right-turn lane and high visibility crosswalks on both legs. At its unsignalized intersection with Highland Avenue, Sigwalt Street provides a shared left/through/right-turn lane and a high visibility crosswalk on both legs. At its unsignalized intersection with Chestnut Avenue, Sigwalt Street provides a shared left/through/right-turn lane on both legs. Parking is prohibited on both sides of the roadway except along the north side of Sigwalt Street between Highland Avenue and Vail Avenue which is restricted to two hours.

Vail Avenue is a north-south local roadway is that provides one lane in each direction and extends from Euclid Avenue south to Central Road. At its all-way stop sign-controlled intersection with Campbell Street, Vail Avenue provides a shared through/left-turn lane and a right-turn lane on the southbound approach, and a shared left/through/right turn lane on the northbound approach. Paver brick crosswalks are provided on all four legs of the intersection. On-street parking is restricted to two hours on both sides of the roadway. At its all-way stop sign-controlled intersection with Sigwalt Street, single lane approaches are provided on both the northbound and southbound approaches.

Dunton Avenue is a north-south local roadway that provides one lane in each direction. At its all-way stop sign controlled intersection with Campbell Street, a shared left/through/right-turn lane and a paver brick crosswalk is provided on all four approaches. On-street parking is restricted to two hours on both sides of the roadway.

Wing Street is an east-west local roadway that provides one lane in each direction. A standard crosswalk is provided on the east leg at its intersection with Chestnut Avenue. Parking is restricted to two hours on the south side of the roadway, west of Chestnut Avenue, and is restricted on both sides of the roadway east of Chestnut Avenue.

Mitchell Avenue is a north-south local roadway that provides one lane in each direction. At its stop sign controlled intersection with Campbell Street, a shared left/right-turn lane and a high-visibility crosswalk is provided on the northbound approach.

Ridge Avenue is a north-south local roadway that provides one lane in each direction. At its all-way stop sign controlled intersection with Campbell Street, a shared left/through/right-turn lane and a high-visibility crosswalk are provided on all four approaches. Ridge Avenue is designated as a bicycle route (signage only).

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted manual peak period vehicle, pedestrian, and bicycle traffic counts using Miovision Scout Collection Units during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following twelve (12) intersections:

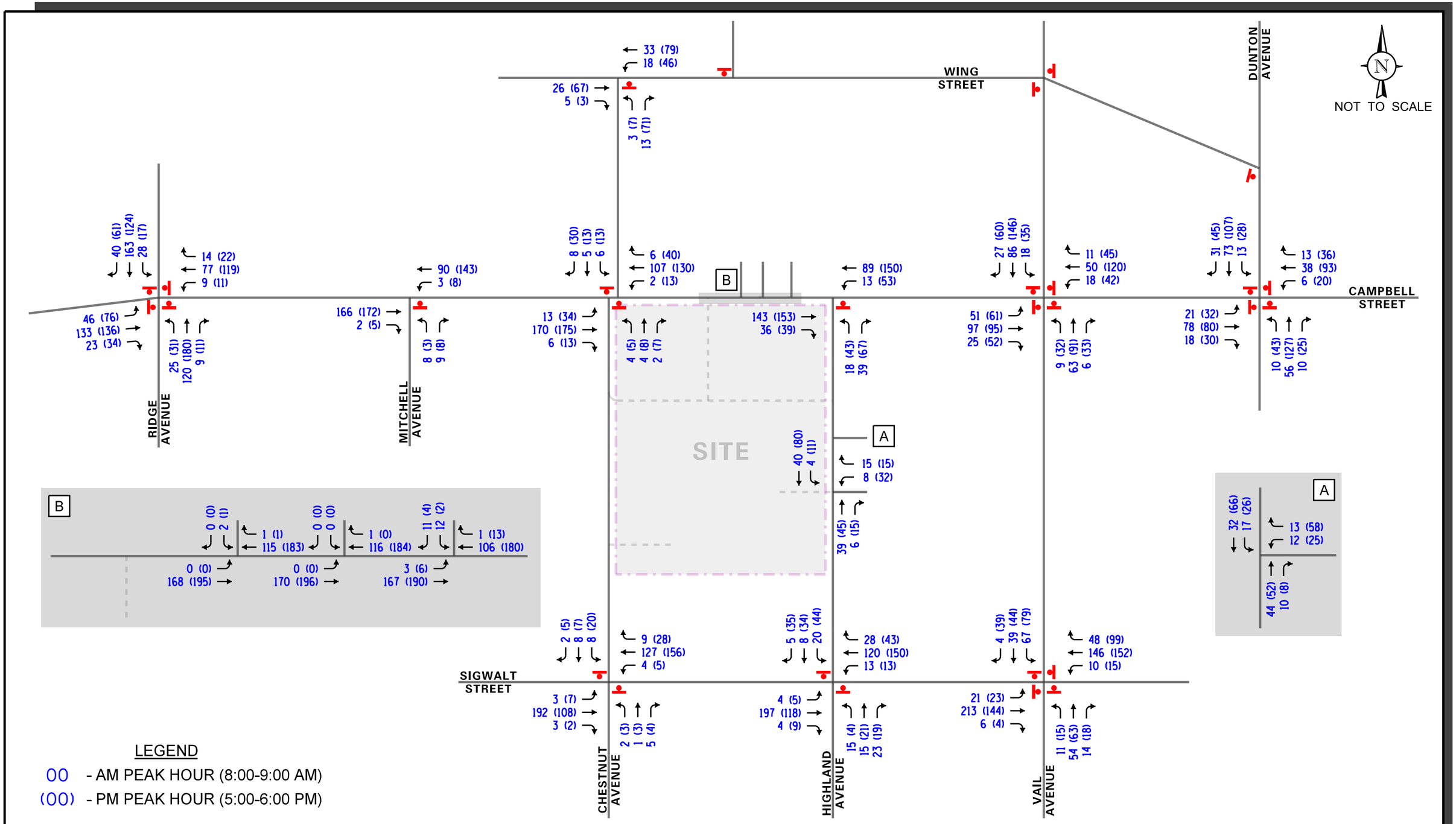
1. Highland Avenue and Campbell Street (AM – June 26, 2018; PM – February 7, 2019)
2. Chestnut Avenue and Campbell Street (AM – August 8, 2017; PM – February 7, 2019)
3. Highland Avenue and Sigwalt Street (AM – June 26, 2018; PM – February 7, 2019)
4. Chestnut Avenue and Sigwalt Street (June 26, 2018)
5. Vail Avenue and Campbell Street (AM – June 26, 2018; PM – February 7, 2019)
6. Vail Avenue and Sigwalt Street (May 18, 2017)
7. Dunton Avenue and Campbell Street (June 26, 2018)
8. Ridge Avenue and Campbell Street (June 26, 2018)
9. Mitchell Avenue and Campbell Street (June 26, 2018)
10. Chestnut Avenue and Wing Street (June 26, 2018)
11. Highland Avenue and North Garage Ramp (June 27, 2018)
12. Highland Avenue and South Garage Ramp (June 27, 2018)

The results of the traffic counts showed that the weekday morning peak hour of traffic generally occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic generally occurs from 5:00 P.M. to 6:00 P.M. It is important to note that traffic counts were previously conducted at the intersections of Sigwalt Street at its intersections with Chestnut Avenue and Highland Avenue in May 2017 when school was in session. A comparison of these traffic counts to the current counts conducted for the weekday morning during the summer when school is not in session shows that the traffic along Sigwalt Street is comparable. Further, a comparison of the above-noted traffic counts for the intersection of Highland Avenue and Campbell Street conducted in February 2019 compared to former traffic counts conducted during the summer months in June 2018 shows that both the vehicle and pedestrian traffic at this intersection during the weekday evening peak hour is higher in the February counts than what was counted in the June counts. Lastly, the existing traffic volumes are increased by a regional growth factor for projected conditions (to be discussed later in this report), thereby providing for a conservative analysis for projected traffic conditions.

Traffic counts were also conducted for the four access driveways on the north side of Campbell Street between Chestnut Avenue and Highland Avenue that serve two residential developments. The access driveways to the far east are actually separate garage doors providing one inbound and one outbound access to the residential development. For the purposes of this study, these two separate garage doors are illustrated as one access drive.

It should be noted that due to the ongoing COVID-19 pandemic it is anticipated that new traffic counts conducted at the study are intersections would not reflect typical traffic conditions. As such, the traffic counts previously conducted in 2017, 2018 and 2019 were utilized as a basis of the traffic study.

Figure 4 illustrates the existing peak hour vehicle traffic volumes. **Figure 5** illustrates the existing peak hour pedestrian and bicycle traffic volumes.

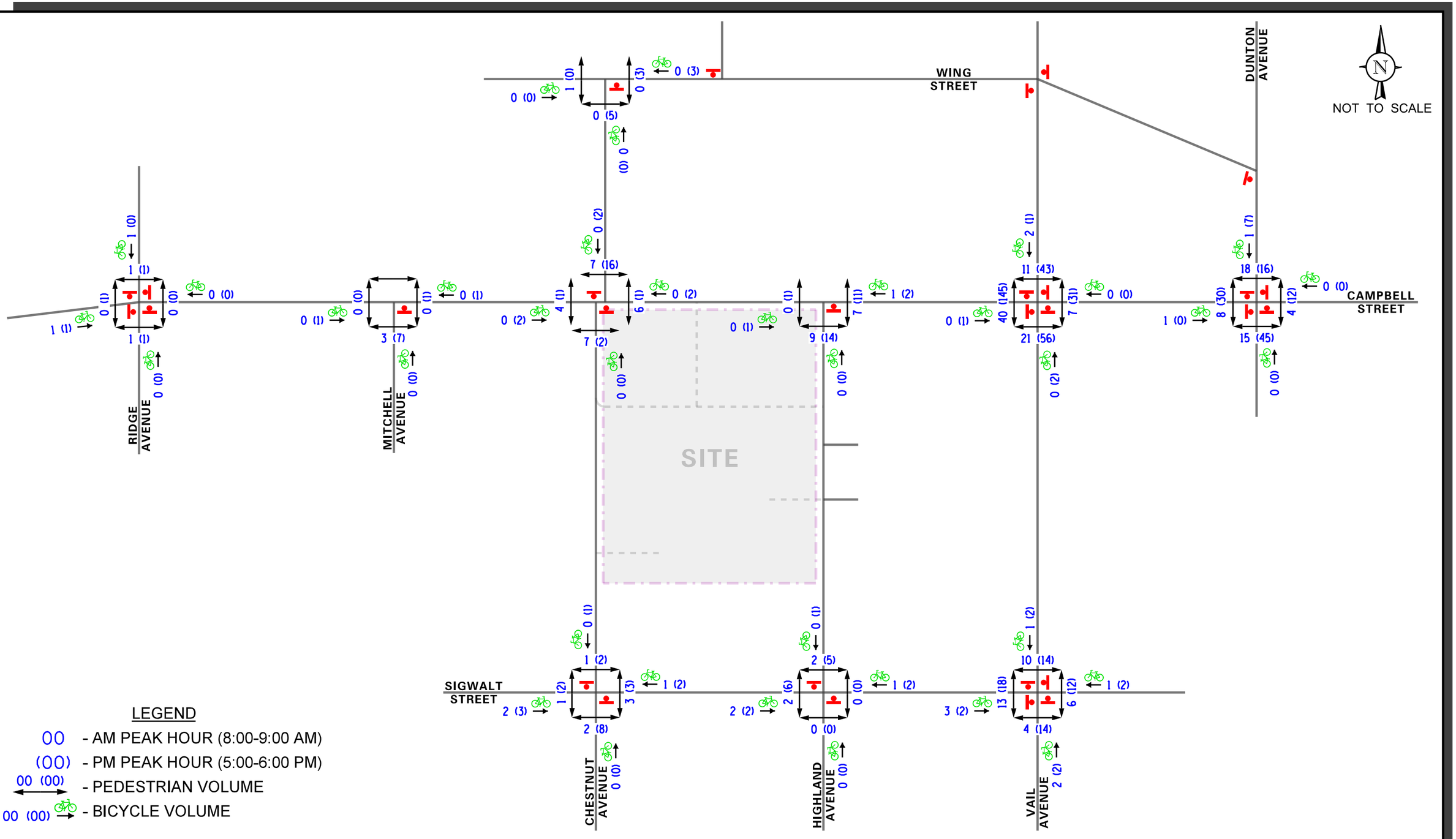


ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 4



ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 5

Weekday Evening and Saturday Evening Traffic Volumes

Traffic counts were also conducted at the intersections of Campbell with Chestnut, Highland, and Vail, and at the Highland and Sigwalt intersection on Thursday, February 7, Friday, February 8, and Saturday, February 9, 2019 from 4:00 P.M. to 10:00 P.M. each day. **Tables A through C** (located in the Appendix of this report) show the volume of traffic by hour traversing each intersection highlighting the peak hour of each intersection. As shown in the respective tables, the weekday evening peak hour analyzed in this study is higher than the nighttime hours. Further, the Saturday volumes are lower than the weekday volumes. As such, the weekday evening peak hour analyzed in this traffic study represents the peak traffic conditions in the area.

Accident Analysis

KLOA, Inc. obtained accident data from the Village of Arlington Heights and IDOT for the most recent available five years (2012 to 2016) for all of the studied intersections. **Table 1** summarizes the accident data for the intersections[1]. A review of the data showed that the intersections are not high accident locations and that no fatalities were reported.

Table 1
ACCIDENT DATA SUMMARY

Intersection	Year				
	2012	2013	2014	2015	2016
Highland Avenue with Campbell Street	0	4	1	0	2
Chestnut Avenue with Campbell Street	1	0	1	0	2
Vail Avenue with Campbell Street	0	0	1	0	2
Highland Avenue with Sigwalt Street	1	1	1	0	1
Chestnut Avenue with Sigwalt Street	2	0	0	0	3
Ridge Avenue with Campbell Street	3	0	0	1	1
Mitchell Avenue with Campbell Street	0	0	0	0	0
Dunton Avenue with Campbell Street	1	0	0	0	3
Chestnut Avenue with Wing Street	0	0	0	0	0

[1] **Disclaimer: The motor vehicle crash data referenced herein was partly provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.**

Public Transportation

Sidewalks are provided on the surrounding roadway network and high-visibility or standard crosswalks are generally provided, as noted above. The intersection of Chestnut Avenue with Sigwalt Street does not provide crosswalks. Furthermore, the site is located approximately one-third of a mile walking distance from the Arlington Heights UP-NW Metra Station which offers daily service between Harvard/McHenry and Chicago.

The site is also within the vicinity of Pace Bus Route 696 (Randhurst/Woodfield/Harper College) which provides weekday service from Mt. Prospect to Palatine. Service operates from Randhurst Mall to Harper College. Rush hour service runs every 30 minutes and mid-day service runs every hour. This bus route serves the following major destinations: Randhurst Mall, Prospect H.S., Metra Union Pacific Northwest Line (Arlington Heights), Cook County Courthouse, Rolling Meadows Shopping Center, East Park, Mallard Cove, Woodfield Gardens, Motorola Headquarters, Schaumburg Convention Center, IKEA, Roosevelt University, Woodfield Mall, Pace Northwest Transportation Center, and Harper College.

3. Traffic Characteristics of the 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 development will generate during the weekday morning and the weekday evening peak hours and then determine the directions from which this traffic will approach and depart the individual sites.

Proposed Development Plan

The overall proposed development plan is included in the Appendix of this report and is detailed below.

- 225 West Campbell Street. Located at the north end of the site, is proposed to include approximately 234 residential apartment units, and 7,962 square feet of retail/restaurant space on the first floor. There will be no occupied area in the basement that would require additional parking stalls.

- 44 South Highland Avenue. Located on the east side of the site, is a proposed parking garage. The parking will serve the residents of the 225 West Campbell Street building and some of the residents of the 33 South Chestnut building, and will be an extension of the existing parking garage located on the east side of Highland Avenue. Access to the garage will be from two access drives off Highland Avenue and an access drive off Campbell Street. A pedestrian tunnel will connect the two buildings.

- 33 South Chestnut Avenue. Located on the west side of the site, is proposed to include approximately 85 residential apartment units and an underground parking garage on one lower level containing 44 parking stalls. Access to and from the garage will be from one access drive off Chestnut Avenue.

Vehicle Access and Parking

Internal Circulation

An internal access drive is proposed to provide access to the 44 South Highland Avenue parking garage, as well as to allow drop-off/pick-up of residents and guests. The access drive will have a traffic circle in the center providing drop-off/pick-up of pedestrians and providing vehicle circulation within the site and access to the parking garage, two loading docks, and two loading areas for USPS and parcel carriers. North of the traffic circle, the access provides two-way traffic flow and will T-intersect Campbell Street from the south providing one lane inbound and one lane outbound under stop sign control. West of the traffic circle, the access drive becomes one-way westbound (exit) only and will T-intersect Chestnut Avenue under stop sign control, restricted to right-out only turning movements. East of the traffic circle, the access drive will provide one lane inbound only from Highland Avenue.

Internal Access Drive Garage Access

Access to the 44 South Highland Avenue garage will be from both Highland Avenue as well as from the internal access drive at the north end of the building. Because of the one-way westbound orientation of the internal access drive between the garage access and Highland Avenue, turning movements to/from the garage access will be restricted to left-in/right-in/left-out only. Vehicles turning left into the garage from the east and turning right into the garage from the west will be under free flow conditions. Vehicles exiting the garage will be under stop sign control and will be restricted to left-out only turning movements. Signage indicating the turning restriction and one-way travel will be provided.

Proposed Access and Campbell Street

Located approximately 130 feet east of Chestnut Avenue, this proposed access will provide one lane inbound and one lane outbound under stop sign control. The proposed access drive is located just to the west of the four access drives located on the north side of Campbell Street. Up to eight, on-street parking spaces could be provided on the south side of Campbell Street between Chestnut Avenue and Highland Avenue with the introduction of the new access drive. If permitted, these spaces should be striped so as to maintain existing sight lines at Highland Avenue and to provide adequate sight lines at the proposed access drive. A sight distance diagram is included in the Appendix, which indicates that if strictly adhered to, these eight on-street spaces will not be available.

44 South Highland Avenue and 225 West Campbell Street

As noted, an approximate 345-space parking garage will be at 44 South Highland Avenue and will be accessible to the residents and commercial customers and employees of the 225 West Campbell Street building and some of the residents of the 33 S. Chestnut building. Access to the garage will be from the proposed access drives off Campbell Street and Highland Avenue, as described above, in addition to a full access driveway off Highland Avenue, located in alignment with the southerly access ramp serving the public parking garage on the east side of the roadway. This access driveway will be restricted to residents only. Visual warning devices should be posted at this location to warn pedestrians of exiting traffic.

33 South Chestnut Avenue

Access to the underground parking garage will be from a single driveway off Chestnut Avenue, approximately 220 feet north of Sigwalt Street. The access drive will provide one lane inbound and one lane outbound under stop sign control. Visual warning devices should be posted at this location to warn pedestrians of exiting traffic.

In conjunction with the proposed development, Chestnut Avenue will be widened approximately eight feet on the east side of the roadway along the site frontage to accommodate approximately ten on-street parking spaces.

Directional Distribution

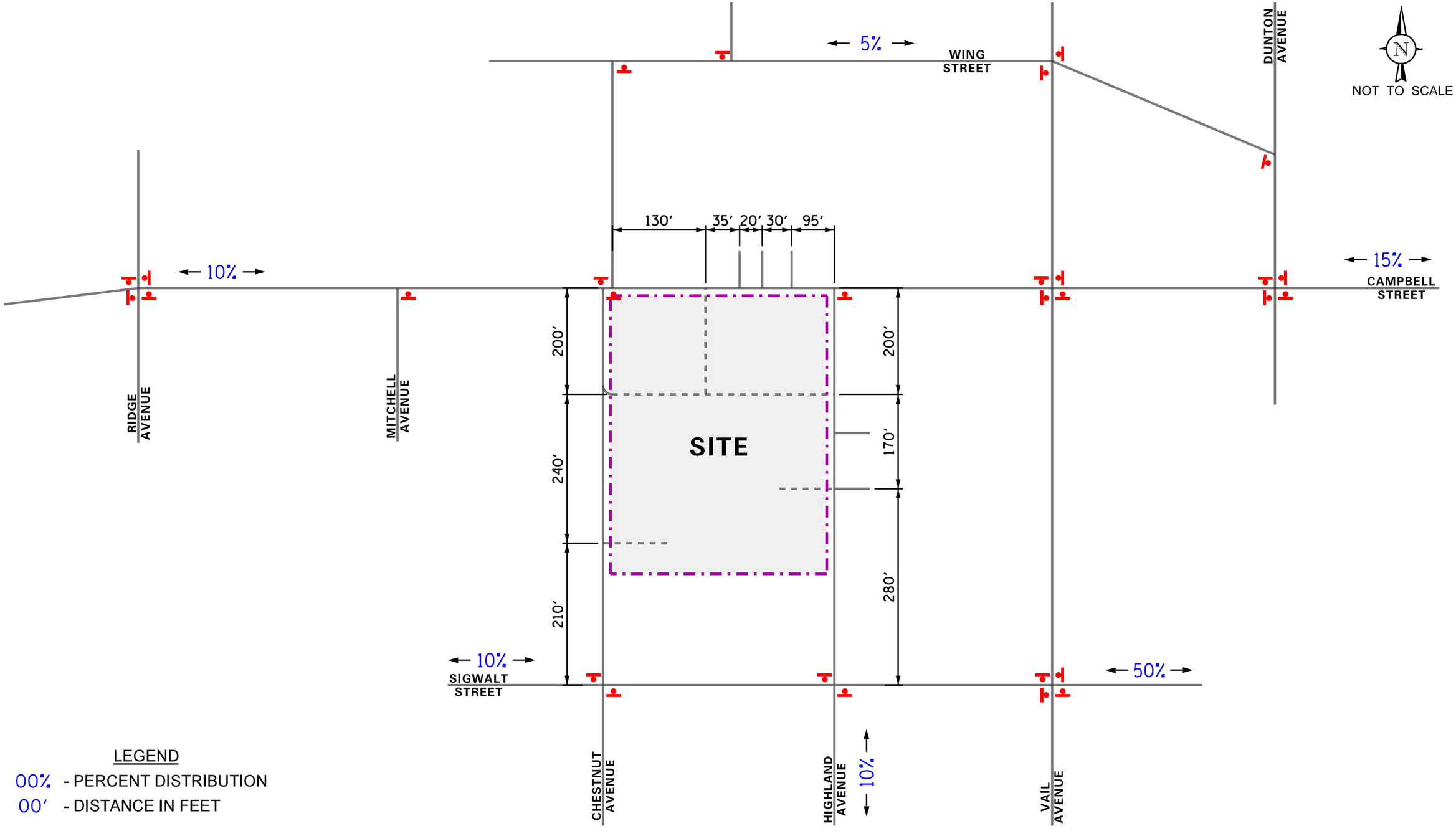
The directions from which vehicles will approach and depart the overall site were estimated based on existing travel patterns, as determined from the traffic counts, as well as the type and location of the access drives proposed to serve the development. **Figure 6** illustrates the directional distribution of the development generated traffic. Figure 6 also shows the distance, in feet, between existing and proposed roadways.

Estimated Site Traffic Generation

The estimates of vehicle traffic to be generated by the development are based upon the proposed land use types and sizes. The volume of traffic generated was estimated using data published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition. However, the ITE trip rates are based on suburban rates where the primary mode of transportation is the automobile.

As previously indicated, the proposed development is located within one-third mile of the Arlington Heights Milwaukee District- Northwest Metra Station. A review of the census data indicates that approximately 15 percent of the residents located within one-quarter mile of the Metra station utilize alternative modes of transportation to get to work. As a result, the estimated number of generated trips was reduced by 15 percent to account for the residents that will use means of transportation other than the automobile to commute to work and or patron the proposed retail land uses. Further, the overall development is located in the heart of a major retail, entertainment, and commercial district that has pedestrian accessibility and provides nearby goods and services so that the residents need not drive.

Table 2 tabulates the total trips anticipated from this proposed development for the weekday morning and weekday evening peak hours, as well as the daily (two-way) traffic volumes.



LEGEND

00% - PERCENT DISTRIBUTION

00′ - DISTANCE IN FEET

ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED DIRECTIONAL DISTRIBUTION

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 6

Table 2
ESTIMATED VEHICLE TRIP GENERATION FOR THE PROPOSED DEVELOPMENT

Development/Size	Weekday Morning Peak Hour In	Weekday Morning Peak Hour Out	Weekday Evening Peak Hour In	Weekday Evening Peak Hour Out	Weekday Daily Trips
Residential					
225 West Campbell Street					
LUC 220 – 234 rental units	25	82	79	47	1,728
33 South Chestnut Avenue					
LUC 220 – 85 rental units	9	30	30	18	564
Less 15% Reduction:	*-5*	*-17*	*-16*	*-10*	*-344*
Total Residential Vehicle Trips:	**29**	**95**	**93**	**55**	**1,948**
Non-Residential Uses					
225 West Campbell Street					
LUC 820 – 4,962 s.f. Retail	3	2	9	10	188
LUC 931 – 3,000 s.f. Restaurant	1	1	15	8	252
Less 15% Reduction:	--	--	-4	-3	-66
Total Non-Residential Vehicle Trips:	**4**	**3**	**20**	**15**	**374**
Total Development Traffic Volumes:					

Trip Generation Comparison

The volume of traffic estimated to be generated by the proposed development was compared to the volume of traffic estimated to be generated by the previous proposal for this development. As summarized in the traffic impact study prepared by KLOA, Inc. dated March 15, 2019 for the previous proposal for the development, the previous proposal included 361 residential units, 16,897 square-feet of retail space, 12,075 square-feet of restaurant space, and 7,500 square-feet of office space. **Table 3** summarizes the trip generation comparison. As can be seem from Table 3, the proposed development is projected to generate approximately 24 percent less trips during the weekday morning peak hour, approximately 41 percent less trips during weekday evening peak hour, and approximately 36 percent less trips daily.

Table 3
TRIP GENERATION COMPARISON

Development/Size	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Weekday Daily Trips
	In	Out	In	Out	
Total Traffic Volumes Proposed Development	**33**	**98**	**113**	**70**	**2,322**
Total Traffic Volumes Previous Proposal	**53**	**118**	**190**	**125**	**3,653**
Difference	**-20**	**-20**	**-77**	**-55**	**-1,331**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). The traffic assignment for the total development traffic is illustrated in **Figure 7**. Separate traffic assignments for the residential uses and the non-residential uses are shown in **Figure 7A** and **Figure 7B**, respectively, and are included in the Appendix of this report.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on the Village of Arlington Heights 2015 Comprehensive Plan, an increase of one-half percent per year over eight years (four percent total) was applied to project Year 2026 conditions.

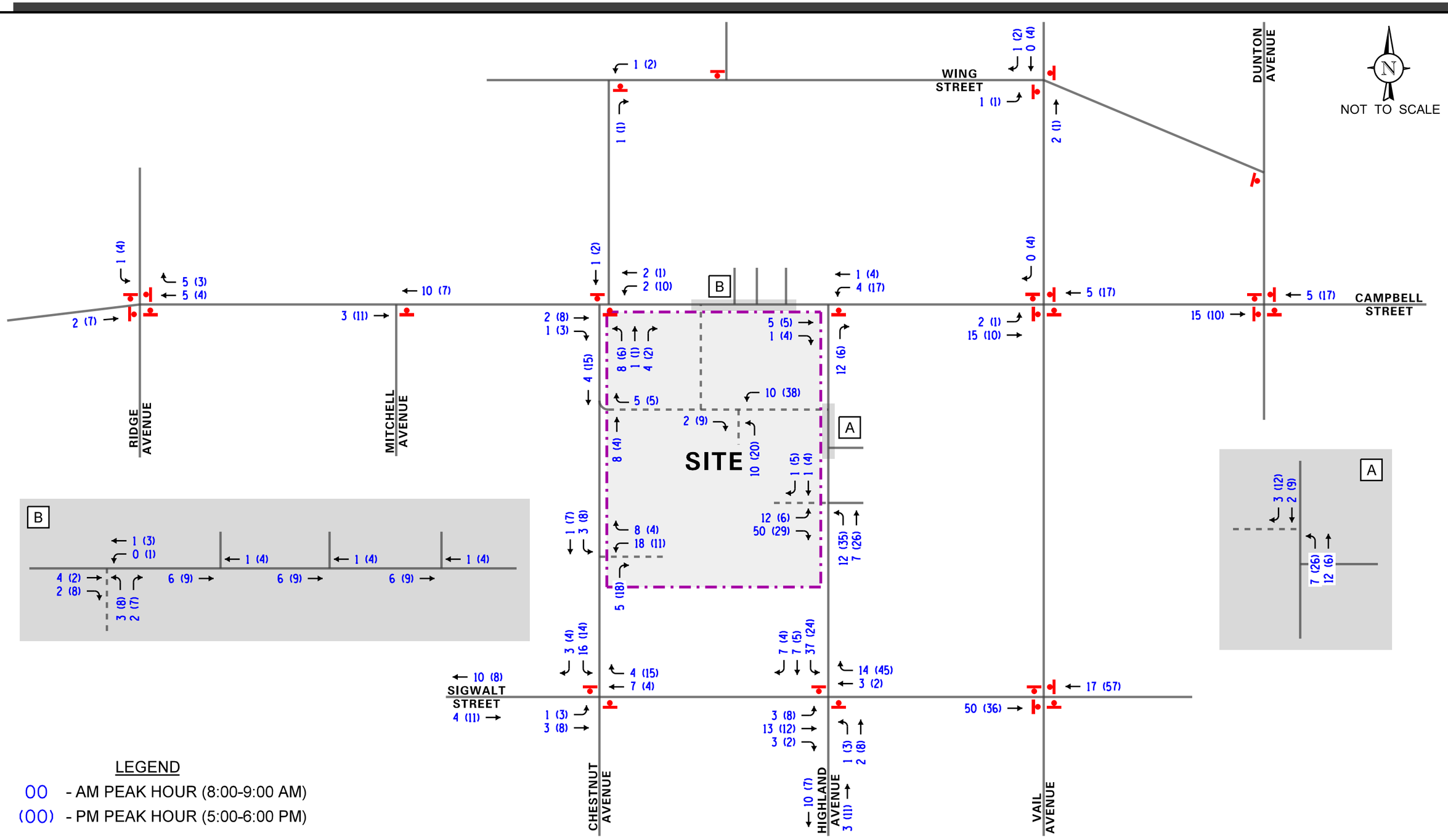
Furthermore, the traffic estimated to be generated by the recently constructed rowhome development located just south of the site which is bound by Sigwalt Street on the south, Chestnut Avenue on the west, and Highland Avenue on the east was in included in the Year 2026 background conditions. This development consists of 16 rowhomes with access provided via a single access drive off Highland Avenue.

Figure 8 shows the Year 2026 Base (No-Build) traffic volumes.

Total Projected Traffic Volumes

Total projected traffic volumes include the Year 2026 Base traffic volumes (Figure 8) and the traffic estimated to be generated by the proposed overall development (Figure 7). It is important to note that the existing pedestrian and bicycle traffic volumes (Figure 5) were increased to account for projected pedestrian activity in this area.

Figure 9 shows the total projected vehicle traffic volumes.



ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED SITE-GENERATED TRAFFIC ASSIGNMENT
(TOTAL TRAFFIC)

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Job No: 18-127 Figure: 7

NOT TO SCALE

WING STREET

DUNTON AVENUE

CAMPBELL STREET

RIDGE AVENUE

MITCHELL AVENUE

SITE

SIGWALT STREET

CHESTNUT AVENUE

HIGHLAND AVENUE

VAIL AVENUE

B

A

LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

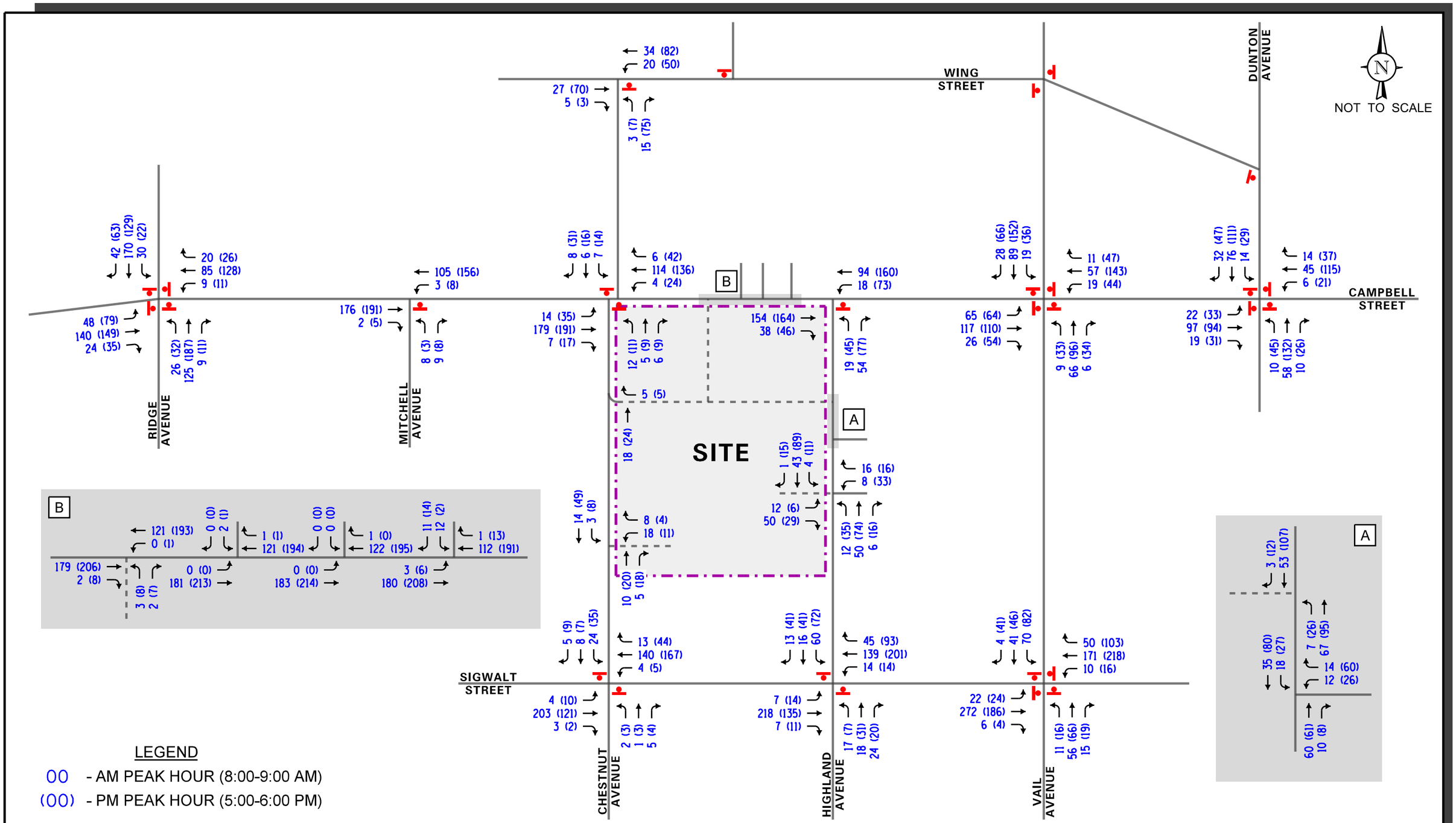
(00) - PM PEAK HOUR (5:00-6:00 PM)

ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2026 BASE (NO BUILD) TRAFFIC VOLUMES

KLOA
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Job No: 18-127 Figure: 8



ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 9

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hour periods for the existing (Year 2018/2019) and future projected (Year 2026) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using Synchro/SimTraffic computer software.

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.

Pedestrian and bicycle impacts are factored into the resulting levels of service and delay for each respective intersection. As noted, the existing pedestrian volumes were increased under projected traffic conditions to account for increased pedestrian activity in the area resulting from the proposed development.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing (Year 2018/2019) and Year 2026 total projected conditions are presented in **Tables 4** and **5**, respectively. **Table 6** shows the LOS and delay for the proposed access intersections for future conditions. A discussion of the intersections follows.

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Highland Avenue and Campbell Street				
• Northbound Approach	B	10.1	B	12.3
Chestnut Avenue and Campbell Street				
• Northbound Approach	B	11.1	B	12.7
• Southbound Approach	B	10.5	B	12.3
Highland Avenue and Sigwalt Street				
• Northbound Approach	B	12.9	B	11.9
• Southbound Approach	B	14.1	B	13.8
Chestnut Avenue and Sigwalt Street				
• Northbound Approach	B	10.2	B	11.0
• Southbound Approach	B	11.3	B	11.9
Vail Avenue and Campbell Street				
• Overall	A	9.5	B	11.3
• Eastbound Approach	A	9.9	B	11.3
• Westbound Approach	A	8.9	B	11.0
• Northbound Approach	A	9.8	B	11.8
• Southbound Approach	A	9.2	B	11.3
Vail Avenue and Sigwalt Street				
• Overall	A	9.8	B	10.1
• Eastbound Approach	B	10.3	A	9.9
• Westbound Approach	A	9.6	B	10.6
• Northbound Approach	A	9.0	A	9.3
• Southbound Approach	A	9.5	B	10.1

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Dunton Avenue and Campbell Street				
• Overall	A	8.3	B	10.1
• Eastbound Approach	A	8.5	A	9.9
• Westbound Approach	A	7.9	A	9.9
• Northbound Approach	A	8.3	B	10.4
• Southbound Approach	A	8.3	B	10.1
Ridge Avenue and Campbell Street				
• Overall	B	10.5	B	11.7
• Eastbound Approach	B	10.8	B	12.4
• Westbound Approach	B	9.5	B	10.7
• Northbound Approach	B	10.0	B	11.9
• Southbound Approach	B	10.9	B	11.2
Mitchell Avenue and Campbell Street				
• Northbound Approach	A	9.9	B	10.3
Chestnut Avenue and Wing Street				
• Northbound Approach	A	8.7	A	9.7
Highland Avenue and North Garage Ramp				
• Westbound Approach	A	9.0	A	9.3
Highland Avenue and South Garage Ramp				
• Westbound Approach	A	8.8	A	9.5

LOS = Level of Service
Delay is measured in seconds.

Table 5
CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Highland Avenue and Campbell Street				
• Northbound Approach	B	12.1	C	15.0
Highland and Campbell (All-Way Stop)				
• *Overall*	*A*	*8.2*	*A*	*9.3*
• *Eastbound Approach*	*A*	*8.5*	*A*	*9.1*
• *Westbound Approach*	*A*	*8.1*	*A*	*9.7*
• *Northbound Approach*	*A*	*7.7*	*A*	*8.7*
Chestnut Avenue and Campbell Street				
• Northbound Approach	B	13.3	C	15.9
• Southbound Approach	B	12.6	B	14.7
Highland Avenue and Sigwalt Street				
• Northbound Approach	C	18.7	C	16.3
• Southbound Approach	D	28.4	C	24.4
Highland Ave and Sigwalt St (All-Way Stop)				
• *Overall*	*B*	*10.9*	*B*	*10.4*
• *Eastbound Approach*	*B*	*11.7*	*A*	*9.6*
• *Westbound Approach*	*B*	*10.7*	*B*	*11.3*
• *Northbound Approach*	*A*	*9.3*	*A*	*8.9*
• *Southbound Approach*	*B*	*10.1*	*B*	*10.0*
Chestnut Avenue and Sigwalt Street				
• Northbound Approach	B	12.1	B	12.5
• Southbound Approach	B	14.2	B	14.2

Table 5
CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Vail Avenue and Campbell Street				
• Overall	B	10.0	B	12.4
• Eastbound Approach	B	10.7	B	12.2
• Westbound Approach	A	9.2	B	12.5
• Northbound Approach	B	10.0	B	12.9
• Southbound Approach	A	9.5	B	12.3
Vail Avenue and Sigwalt Street				
• Overall	B	10.7	B	11.7
• Eastbound Approach	B	11.6	B	11.2
• Westbound Approach	B	10.3	B	13.0
• Northbound Approach	A	9.4	B	10.0
• Southbound Approach	B	10.0	B	10.9
Dunton Avenue and Campbell Street				
• Overall	A	8.5	B	10.6
• Eastbound Approach	A	8.7	B	10.4
• Westbound Approach	A	8.1	B	10.5
• Northbound Approach	A	8.5	B	11.0
• Southbound Approach	A	8.5	B	10.5
Ridge Avenue and Campbell Street				
• Overall	B	10.8	B	12.4
• Eastbound Approach	B	11.2	B	13.3
• Westbound Approach	A	9.8	B	11.2
• Northbound Approach	B	10.3	B	12.6
• Southbound Approach	B	11.4	B	11.9

Table 5
CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Mitchell Avenue and Campbell Street				
• Northbound Approach	B	11.6	B	11.4
Chestnut Avenue and Wing Street				
• Northbound Approach	A	9.9	B	10.9
Highland Avenue and North Garage Ramp				
• Westbound Approach	B	10.4	B	11.0

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS FOR PROPOSED INTERSECTIONS
FUTURE (YEAR 2026) CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Campbell Street and Proposed Access				
• Northbound Approach	B	11.6	B	12.4
Chestnut Avenue and Exit Access				
• Westbound Approach	A	8.9	A	8.9
Chestnut Avenue and 33 West Chestnut Access				
• Westbound Approach	A	9.9	B	10.2
Highland Avenue and South Garage Ramp/Access				
• Eastbound Approach	B	10.4	B	10.8
• Westbound Approach	B	10.5	B	12.9

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

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

Highland Avenue and Campbell Street

The northbound approach currently operates at a LOS B or better during the peak hours. Under future conditions, the northbound approach will continue to operate at acceptable levels of service during the peak hours with minimal increases in overall delay. The queue analysis shows that the northbound queue on Highland Avenue will not exceed one to two vehicles during peak hours. Furthermore, westbound left-turn movements from Campbell Street onto Highland Avenue are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. Although a review of peak hour traffic volumes shows that an all-way stop sign-controlled intersection is not warranted, consideration should be given for this intersection to be under all-way stop sign control. The analyses show that this intersection will continue to operate at good levels of service as an all-way stop sign controlled intersection. Regardless of the traffic control at this intersection, the proposed development traffic will have a limited impact on the operations of this intersection. High-visibility crosswalks should be provided on the east, west and south legs of the intersection.

Chestnut Avenue and Campbell Street

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B or better during the peak hours. Under future conditions, the northbound and southbound approaches are projected to operate at LOS C or better during the peak hours with minimal increases in delay. Further, a review of peak hour traffic volumes shows that an all-way stop sign controlled intersection is not warranted. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required. The existing high-visibility crosswalks on all four legs should be restriped due to weathering/fading.

Highland Avenue and Sigwalt Street

The results of the capacity analyses indicate that the northbound and southbound approach will operate at the acceptable LOS D or better during the weekday morning and weekday evening peak hours. However, the queue analysis shows that the southbound traffic on Highland Avenue will not exceed two to three vehicles. Although a review of peak hour traffic volumes shows that an all-way stop sign-controlled intersection is not warranted, this intersection was also analyzed assuming all-way stop sign control. The analyses show that the overall intersection, as well as the individual approaches, will operate at a LOS B or better for both peak hours under projected conditions. The existing high-visibility crosswalks on all four legs should be restriped due to weathering/fading.

Chestnut Avenue and Sigwalt Street

The results of the capacity analyses indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. Under future conditions, the northbound and southbound approaches are projected to continue operating at LOS B during the peak hours with minimal increases in delay. Further, a review of peak hour traffic volumes shows that an all-way stop sign controlled intersection is not warranted. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required. High-visibility crosswalks are recommended on all four legs of the intersection. No crosswalks currently exist on any leg.

Vail Avenue and Campbell Street

The intersection will continue operating at a LOS B or better during both peak hours under projected conditions. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Vail Avenue and Sigwalt Street

The intersection will continue operating at a LOS B or better during both peak hours under projected conditions. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Dunton Avenue and Campbell Street

The intersection will continue operating at a LOS B or better during both peak hours under projected conditions. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Ridge Avenue and Campbell Street

The intersection will continue operating at a LOS B or better during both peak hours under projected conditions. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Mitchell Avenue and Campbell Street

The intersection will continue operating at a LOS B or better during both peak hours under projected conditions. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Chestnut Avenue and Wing Street

The intersection will continue operating at a LOS A during both peak hours under projected conditions. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Highland Avenue with North Garage Ramp

As noted, the Arlington Heights Public Parking Garage is located on the east side of Highland Avenue, between Campbell Street and Sigwalt Street. The garage extends to the west side of Highland Avenue providing parking on the west side of the roadway and two access drives on the east side of the roadway that provide access to the garage ramps. The analyses show that the northerly garage ramp will continue operating at good levels of service under projected conditions, which includes the introduction of two new access drives on the west side of Highland Avenue serving the proposed development. No roadway or traffic control improvements are recommended on Highland Avenue in conjunction with the proposed development.

Proposed Access and Campbell Street

As noted, the development proposes an internal access drive system that will bifurcate the site, separating the Campbell Street building from the Chestnut and Highland Avenue buildings to the south. A traffic circle will be provided at the front of the Campbell Street building to allow access to Highland Avenue, Campbell Street, and Chestnut Avenue, in addition to providing internal circulation and access to drop-off/pick-up loading areas, short-term parking, and access to the parking garage. North of the traffic circle will be a two-lane access drive that will T-intersect Campbell Street from the south, approximately 130 feet east of Chestnut Avenue. Drop off areas will be located off to the side of the drive aisle, similar to on-street parking. There is adequate room for vehicles to pass by vehicles that are stopped to allow for the boarding and alighting of passengers, which will occur on the curb side. Further, pedestrian movements across the lanes will be minimal since each building will have its own designated drop-off lane. "No parking or standing" signage will be posted.

At its intersection with Campbell Street, this proposed access will provide one lane inbound and one lane outbound under stop sign control. The proposed access drive is located just to the west of the four access drives located on the north side of Campbell Street. Both the capacity analysis and the traffic simulation along the Campbell Street corridor between Chestnut Avenue and Highland Avenue show that through traffic will not be impeded along this corridor with the introduction of this proposed access drive. Further, the access drives on the north side of Campbell Street have very low volumes of traffic during the peak hour periods. As such, turning movement conflicts between these access driveways and the proposed access driveway to the south will be low. Therefore, no roadway improvements are needed with respect to providing a westbound left-turn lane or an eastbound right-turn lane. A sight distance diagram included in the Appendix indicates that if strictly adhered to, the on-street parking spaces on the south side of Campbell Street should be removed. Field observations during peak periods show that the existing parking spaces on the south side of Campbell Street are not used during the weekday morning peak hour but are occupied during the weekday evening peak hour.

Providing access on Campbell Street with an entrance access only on Highland Avenue and a right-out only on Chestnut Avenue will ensure that an adequate and flexible access system is provided. It will reduce the traffic movements on Highland Avenue, particularly at its intersection with Campbell Street, thereby ensuring that efficient traffic operations are maintained at the access drives and adjacent intersections.

Highland Avenue with Proposed (Inbound) Access Drive

East of the traffic circle, the access drive will have a one-way westbound/inbound orientation only from Highland Avenue providing one lane of traffic. The results of the capacity analyses show that introducing an inbound only access drive off Highland Avenue at this location will not impede through traffic operations along Highland Avenue or turning movements to/from the two garage ramps serving the parking garage located on the east side of Highland Avenue. Further, the analyses show that there is reserved capacity along Highland Avenue to accommodate additional traffic under projected conditions. As such, the proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will have a limited impact on the operations of Highland Avenue. A high-visibility crosswalk should be provided across the driveway.

Chestnut Avenue and Exit Access

West of the proposed traffic circle, the proposed east-west roadway will be narrowed to one-way westbound only and will serve as an exit only from the development at its T-intersection with Chestnut Avenue. The exit will be designed to physically restrict exiting turning movements to right-turns only and will be under stop sign control. As such, any vehicle desiring to exit the development from this access drive must travel northbound to Campbell Street, thereby minimizing its impact on Chestnut Avenue between Campbell Street and Sigwalt Street. As shown in Figure 8, the outbound turning movements projected to exit during peak hours are less than 10 vehicles. Therefore, this proposed access will have a low impact on the existing operations along Chestnut Avenue. A high visibility crosswalk should be provided across the driveway. Do Not Enter signage should be posted at the exit to deter opposing vehicles from entering the one-way westbound/exit orientation.

Highland Avenue with Proposed Access/South Garage Ramp

An access drive is proposed on the west side of Highland Avenue in alignment with the southerly garage ramp on the east side of Highland Avenue. The access will provide direct access to the parking garage proposed at 44 South Highland Avenue. The access drive will be restricted to resident traffic only and will provide one lane inbound and one lane outbound under stop sign control. Further, the traffic estimated to access this drive during peak hours is low and will have a very low impact on the traffic and parking operations along Highland Avenue.

Visual warning devices should be posted at the access drive to alert both pedestrians and approaching vehicles of exiting traffic. Further, additional lighting should be considered within the public garage, including during the daytime, to improve visibility of both the proposed access drive as well as the two existing ramp driveways serving the public parking garage. A sight distance diagram is included in the Appendix.

Chestnut Avenue and 33 South Chestnut Access

An access driveway is proposed off Chestnut Avenue to provide access to the parking garage for the proposed 33 South Chestnut residential building. The access driveway will be located approximately 220 feet north of Sigwalt Street and will provide one lane inbound and one lane outbound under stop sign control. A high visibility crosswalk should be provided across the driveway. Further, visual warning devices should be considered to warn passing pedestrians of exiting vehicles.

As noted, on-street parking is prohibited on the west side of the roadway and is restricted to two hours on the east side of the roadway. Given the limited width of the roadway and with a car parked on the east side of the roadway, when two opposing vehicles approach, the northbound vehicle must yield to southbound traffic before bypassing the parked vehicle. In addition, given the low volumes of vehicles estimated to utilize the proposed access drive on Chestnut Avenue, it will have a low impact on the traffic and parking operations on Chestnut Avenue between Campbell Street and Sigwalt Street.

It is important to note that approximately six access driveways serving single-family homes were previously located on the east side of Chestnut Avenue, in addition to a surface parking lot that had two full access drives off Chestnut Avenue, near Campbell Street. The subject development is proposing two access drives off Chestnut Avenue, of which the northerly access drive will be restricted to exiting right-turns only and the southerly access drive will be a full access drive that will only serve the residents of 33 South Chestnut Avenue, which is shown to have low traffic volumes during peak hours.

Chestnut Avenue Widening

In conjunction with the proposed development, Chestnut Avenue will be widened approximately eight feet on the east side of the roadway along the site frontage to accommodate approximately 10 on-street parking spaces. The proposed widening will improve through traffic flow for both directions of travel on Chestnut Avenue since currently northbound vehicles must yield to opposing southbound vehicles when there is a parked vehicle on the east side of the roadway.

Fire/Emergency and Truck Circulation

Fire/Emergency vehicles will access the development via the Highland Avenue access drive and proceed west and then south to exit via the proposed access drives off Campbell Street or Chestnut Street. Single-unit trucks and garbage trucks will utilize the internal access driveway to access the three proposed buildings included in the overall development.

Internal Circulation

- As noted, the development proposes an internal access drive system that will connect to Highland Avenue, Chestnut Avenue, and Campbell Street. This proposed access driveway has been designed to maximize traffic functions to occur on-site rather than requiring redundant circulation on the surrounding roadway system.

- Residents and guests can access the 44 South Highland Avenue parking garage from the proposed northerly access drive off Highland Avenue or the proposed access off Campbell Street. Vehicles exiting the garage can either turn left and head west to exit via Chestnut Avenue or Campbell Street.

- Loading areas will be provided on-site to allow for small unit truck deliveries, as well as the pick-up/drop-off of pedestrians. A two-bay loading area will also be provided off Highland Avenue between the two proposed access drives.

- As noted, small delivery trucks and trash trucks will utilize the access driveway, thereby removing these standing/loading functions from the surrounding roadways.

Internal Access Drive Garage Access

Access to the 44 South Highland Avenue garage will be from both Highland Avenue as well as from the internal access drive at the north end of the building. Because of the one-way westbound orientation of the internal access drive between the garage access and Highland Avenue, turning movements to/from the garage access will be restricted to left-in/right-in/left-out only. Vehicles turning left into the garage from the east and turning right into the garage from the west will be under free flow conditions. Vehicles exiting the garage will be under stop sign control and will be restricted to left out only turning movements. Signage indicating the turning restriction and one-way travel will be provided.

Pedestrian Mobility

The development proposes a pedestrian network system both within the development, as well as along the site frontage of the surrounding roadways (Chestnut Avenue, Campbell Street, and Highland Avenue). Further, it is our understanding that a pedestrian crossing study conducted by others for the Village of Arlington Heights to determine where mid-block pedestrian crossings are desired. The study recommended a mid-block pedestrian crossing on Campbell Street on the west leg of its intersection with the Public Alley that T-intersects Campbell Street from the north, just east of Highland Avenue. Further, high-visibility crosswalks should be provided on surrounding intersections, as identified earlier in this study.

As part of the proposed development curb extension/bump outs will be provided along the south side of Campbell Street between Highland Avenue and Chestnut Avenue, at the proposed crosswalk on the east leg of the intersection on Campbell Street with Highland Avenue, and along the west side of Highland Avenue between Campbell Street and the proposed access drive serving the site.

Sight Distance Evaluation

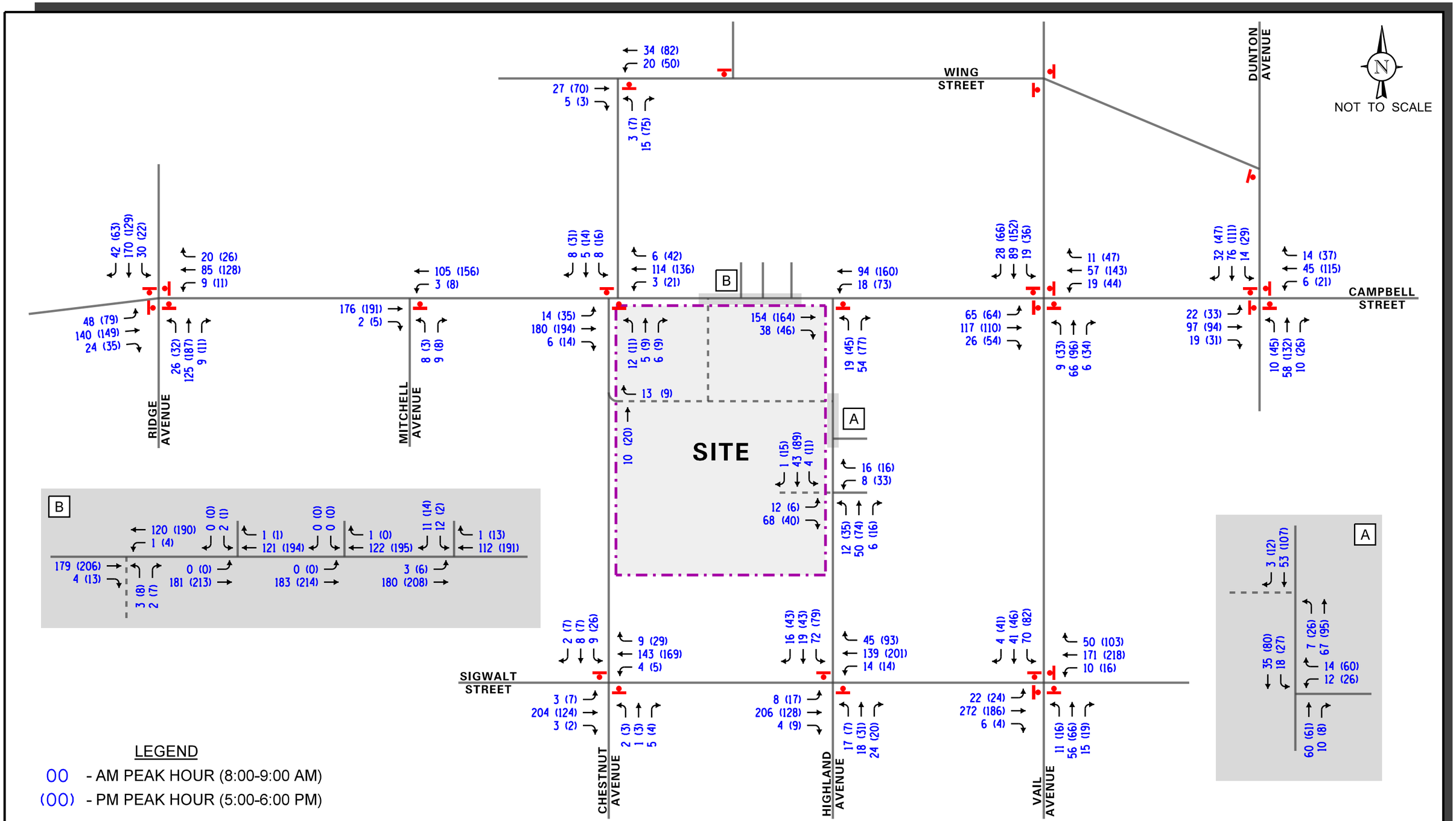
A sight distance evaluation was conducted at Campbell Street with Chestnut Avenue, Highland Avenue, and the proposed full access drive, as well as the proposed garage access drive off Highland Avenue using Village standards. Sight distance diagrams (**Figure F** and **Figure G**, respectively) are included in the Appendix of this report. As shown in Figure F, to comply with sight distance standards as outlined in Village Code, and as noted earlier, all on-street parking on the south side of Campbell Street from west of Chestnut Avenue to east of Highland Avenue will need to be removed, resulting in a loss of eight to ten on-street parking spaces.

Alternate Site Plan Evaluation

It should be noted that there is an alternate proposal for this development, in which no parking is provided within the 33 S. Chestnut building and an additional level is constructed to the 44 South Highland Avenue parking garage to accommodate the parking demand of the residents of 33 S. Chestnut residential building. With this proposal, the proposed full movement access drive serving the 33 S. Chestnut residential building will be eliminated and these vehicles will access the Highland Avenue parking garage with the proposed access system as previously described.

Figure 10 illustrates the Year 2026 total projected traffic volumes with the reassignment of the 33 S. Chestnut building residents to the Highland Avenue parking garage and **Tables 7** and **8** summarizes the results of the capacity analyses with this reassignment.

As can be seen from Table 7, the study area intersections are projected to continue operating at acceptable levels of service during the weekday morning and weekday evening peak hours and the proposed access system will continue to be adequate in accommodating the traffic estimated to be generated by the proposed development.



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (5:00-6:00 PM)

ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

TOTAL PROJECTED TRAFFIC VOLUMES - ALTERNATE SITE PLAN

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 10

Table 7
CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Highland Avenue and Campbell Street				
• Northbound Approach	B	12.1	C	15.0
Highland and Campbell (All-Way Stop)				
• *Overall*	*A*	*8.2*	*A*	*9.3*
• *Eastbound Approach*	*A*	*8.5*	*A*	*9.1*
• *Westbound Approach*	*A*	*8.1*	*A*	*9.7*
• *Northbound Approach*	*A*	*7.7*	*A*	*8.7*
Chestnut Avenue and Campbell Street				
• Northbound Approach	B	13.3	C	15.8
• Southbound Approach	B	12.6	B	14.7
Highland Avenue and Sigwalt Street				
• Northbound Approach	C	18.4	C	16.3
• Southbound Approach	D	31.3	D	25.7
Highland Ave and Sigwalt St (All-Way Stop)				
• *Overall*	*B*	*11.0*	*B*	*10.5*
• *Eastbound Approach*	*B*	*11.7*	*A*	*9.7*
• *Westbound Approach*	*B*	*11.0*	*B*	*11.4*
• *Northbound Approach*	*A*	*9.3*	*A*	*8.9*
• *Southbound Approach*	*B*	*10.5*	*B*	*10.2*
Chestnut Avenue and Sigwalt Street				
• Northbound Approach	B	12.1	B	12.4
• Southbound Approach	B	13.9	B	13.7

Table 7
CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Vail Avenue and Campbell Street				
• Overall	B	10.0	B	12.4
• Eastbound Approach	B	10.7	B	12.2
• Westbound Approach	A	9.2	B	12.5
• Northbound Approach	B	10.0	B	12.9
• Southbound Approach	A	9.5	B	12.3
Vail Avenue and Sigwalt Street				
• Overall	B	10.7	B	11.7
• Eastbound Approach	B	11.6	B	11.2
• Westbound Approach	B	10.3	B	13.0
• Northbound Approach	A	9.4	B	10.0
• Southbound Approach	B	10.0	B	10.9
Dunton Avenue and Campbell Street				
• Overall	A	8.5	B	10.6
• Eastbound Approach	A	8.7	B	10.4
• Westbound Approach	A	8.1	B	10.5
• Northbound Approach	A	8.5	B	11.0
• Southbound Approach	A	8.5	B	10.5
Ridge Avenue and Campbell Street				
• Overall	B	10.8	B	12.4
• Eastbound Approach	B	11.2	B	13.3
• Westbound Approach	A	9.8	B	11.2
• Northbound Approach	B	10.3	B	12.6
• Southbound Approach	B	11.4	B	11.9

Table 7
CAPACITY ANALYSIS RESULTS – FUTURE TRAFFIC CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Mitchell Avenue and Camp bell Street				
• Northbound Approach	B	11.6	B	11.4
Chestnut Avenue and Wing Street				
• Northbound Approach	A	9.9	B	10.9
Highland Avenue and North Garage Ramp				
• Westbound Approach	B	10.4	B	11.0

LOS = Level of Service
Delay is measured in seconds.

Table 8
CAPACITY ANALYSIS RESULTS FOR PROPOSED INTERSECTIONS
FUTURE (YEAR 2026) CONDITIONS

Intersection/Approach	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Campbell Street and Proposed Access				
• Northbound Approach	B	11.6	B	12.4
Chestnut Avenue and Exit Access				
• Westbound Approach	A	8.9	A	8.9
Highland Avenue and South Garage Ramp/Access				
• Eastbound Approach	B	10.5	B	10.8
• Westbound Approach	B	10.6	B	13.1

LOS = Level of Service
Delay is measured in seconds.

6. Parking Evaluation

The overall completed development proposes a total of 389 parking spaces, resulting in a 1.14 parking spaces per residential unit parking ratio. Further, the overall development proposes a total of 392 bedrooms, resulting in a 0.99 parking spaces per bedroom parking ratio. As such, the proposed parking supply is adequate to accommodate peak parking demands based on industry standards, as noted below.

Parking Based on ITE Data

In reviewing the survey data published in the 5th Edition of the ITE *Parking Generation Manual* for Land Use Code 220, the following was determined:

- The average peak parking demand ratio based on the number of bedrooms ranged between 0.9 and 1.0 spaces per bedroom. The development proposes 389 parking spaces for a total of approximately 392 bedrooms (0.99 spaces per bedroom ratio).

- The rate shows a direct correlation between the number of bedrooms and the peak parking demand. Developments with less than 1.5 bedrooms per unit had a peak parking demand of 92 percent of the average peak parking demand. This will apply to the proposed development since the development proposes an average of 1.23 bedrooms per unit.

Parking Based on Transit-Oriented Development Data

The proposed development is considered a Transit-Oriented Development (TOD) due to its close proximity to the Metra station, other nearby modes of travel, and the availability of goods and services within a walkable distance.

Parking studies conducted of similar TOD developments in the area show that car ownership is approximately 15 percent less for residents in a TOD development. Further, studies have also found that the peak parking demand ranged from 0.9 vehicles per unit to 1.05 vehicles per unit. Also, the close proximity of commuter parking that can be used in the evening will also benefit the development with respect to visitors for the residential development.

Lastly, the proposed final parking ratio of 1.14 spaces per unit is consistent with other apartment developments (built or planned) in the Chicago area that are located within proximity to train stations. A review of the parking supply at similar developments indicates that approximately 60 percent of the reviewed apartment developments provide less than 1.25 spaces per unit. A summary table of the location, number of units, and parking spaces provided for these developments is shown in **Table 6**.

Table 6
PARKING RATIOS OF APARTMENT DEVELOPMENTS (NEAR PUBLIC TRANSIT)

Development	Location	Units	Parking	Parking Ratio
River 595	Des Plaines	60	104	1.73
Kingston Pointe	Des Plaines	144	228	1.58
Walker & Parker	Clarendon Hills	42	42	1.00
Forest & Gilbert	Downers Grove	89	102	1.15
Adriatic Grove	Downers Grove	48	64	1.33
Residences at the Grove	Downers Grove	294	345	1.17
100 North Addison	Elmhurst	165	199	1.21
1717 Ridge	Evanston	175	205	1.17
AMLI Evanston	Evanston	214	312	1.46
Central Station	Evanston	80	80	1.00
E2	Evanston	356	371	1.04
The Reserve at Evanston	Evanston	195	219	1.12
Midtown Square	Glenview	138	160	1.16
The Reserve at Glenview	Glenview	239	333	1.39
Uptown La Grange	La Grange	254	336	1.32
Ninety7Fifty on the Park	Orland Park	295	300	1.02
Wheaton 121	Wheaton	306	400	1.31
The Residences of Wilmette	Wilmette	75	117	1.56
	Average	**185**	**224**	**1.26**

7. Conclusion

The proposed Arlington 425 Development, which consists of three separate buildings, 225 West Campbell Street, 33 South Chestnut Avenue, and 44 South Highland Avenue, proposes a total of approximately 319 residential rental units and up to approximately 7,962 square feet of retail/restaurant space. A total of 389 parking spaces will be provided in two separate garages. Access to the development is proposed from two access drives on Highland Avenue, an access drive on Campbell Street, and two access drives on Chestnut Avenue. Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed overall development is located on the west portion of the Village of Arlington Height's downtown district, which provides retail, entertainment, and commercial uses, and experiences high pedestrian mobility and interactivity. A residential development in this area is considered a complementary land use to further support these convenient and nearby goods and services without requiring the use of an automobile.

- Accessibility to and from the individual sites and surrounding area is enhanced by the various alternative modes of transportation serving the area, including bus transit and pedestrian and bicycle amenities.

- The amount of traffic generated by the overall proposed development will be reduced due to the alternative modes of transportation serving the area and the convenience and accessibility of nearby goods and services.

- The development-generated traffic can be accommodated without significant impact to the external roadway system. All of the intersections within the study limits are generally projected to operate at current levels of service with the addition of the subject development-generated traffic and regional growth in traffic.

- All-way stop sign control should be considered for the intersections of Highland Avenue with Campbell Street and Sigwalt Street. Both Sigwalt Street traffic and Campbell Street traffic is currently under free flow conditions.

- The proposed access off Campbell Street will not conflict with the turning movements with the four access drives intersecting Campbell Street from the north, east of the proposed access drive. Traffic counts show that there are low volumes of traffic turning to/from these access drives during peak hours.

- A review of projected peak hour traffic volumes shows that an all-way stop sign control is not warranted on Chestnut Avenue at its intersections with Campbell Street or Sigwalt Street.

Appendix

Site Plan
Site Traffic Assignment Figures
Sight Distance Exhibits
Traffic Counts
Capacity Analysis

Site Plan

SIGN LEGEND:

1 STOP R1-1 30" x 30"

2 ONLY R3-5R 30" X 36"

3 DO NOT ENTER R5-1 30" X 30"

4 R6-5P 36" X 24"

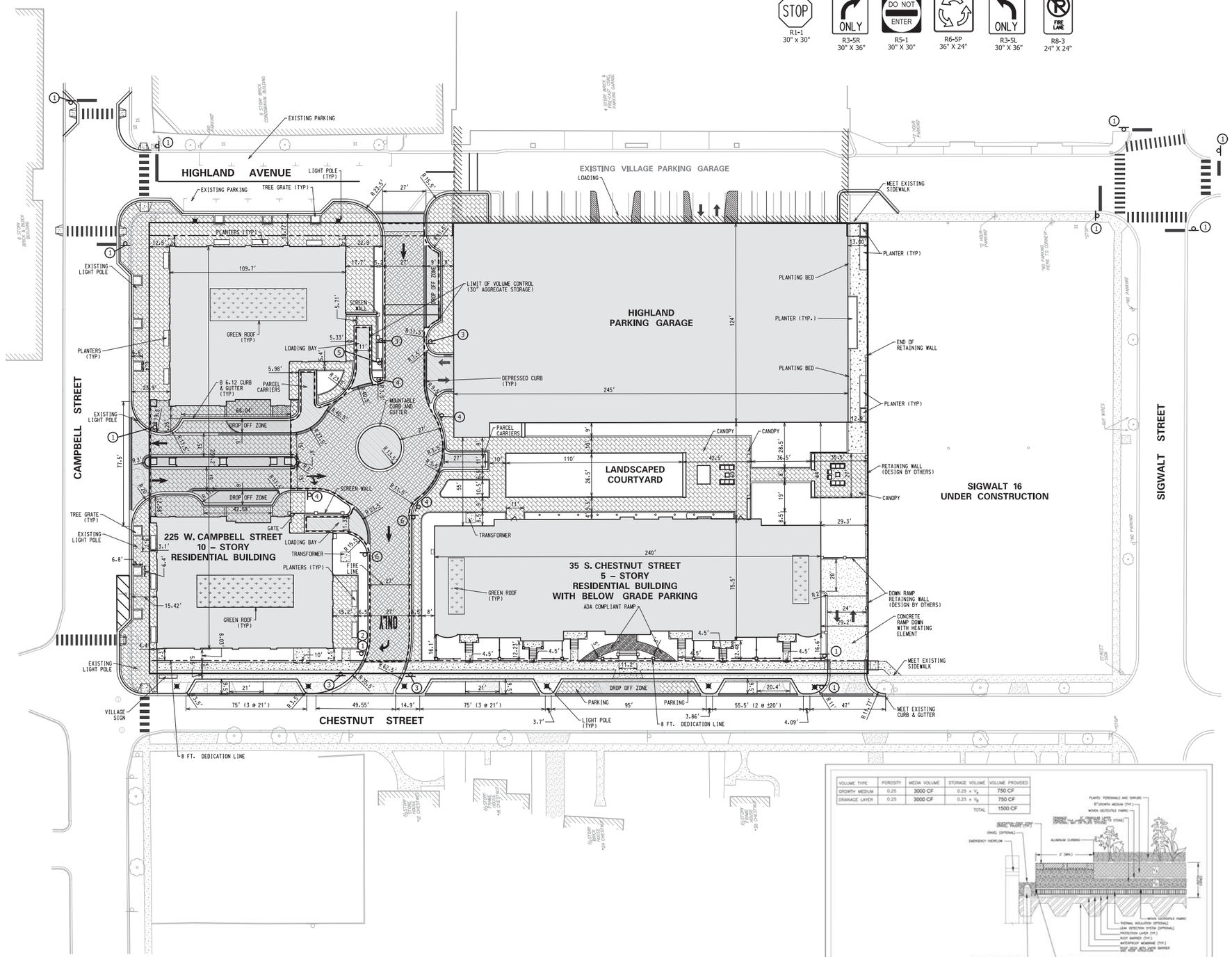
5 ONLY R3-5L 30" X 36"

6 FIRE LANE R8-3 24" X 24"

N

SCALE 1" - 30'

0 30 60

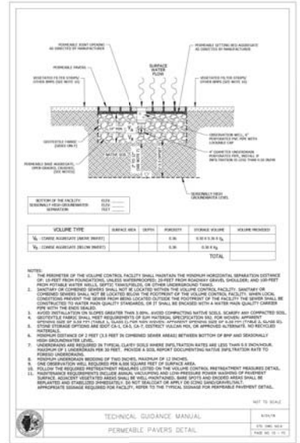


LEGEND

- BUILDING FOOTPRINT
- CONCRETE PAVEMENT OR APRON
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT WITH HEATING ELEMENTS (GARAGE RAMP)
- BRICK PAVERS
- PERMEABLE PAVEMENT
- GREEN ROOF
- CONCRETE SIDEWALK HC RAMP (5' WIDE UNLESS NOTED)
- CONCRETE CURB AND GUTTER
- DEPRESSED CURB & GUTTER
- LIGHT POLE
- FENCE

VOLUME TYPE	POROSITY	MEDIA VOLUME	STORAGE VOLUME	VOLUME PROVIDED
GROWTH MEDIUM	0.25	3000 CF	0.25 x V_A	750 CF
DRAINAGE LAYER	0.25	3000 CF	0.25 x V_B	750 CF
			TOTAL	1500 CF

TECHNICAL GUIDANCE MANUAL — GREEN ROOF TYPICAL DETAIL



TECHNICAL GUIDANCE MANUAL — PERMEABLE PAVERS DETAIL

NO.	DATE	REMARKS
7	02/25/21	PER AMENDED PUD VILLAGE COMMENTS
6	01/14/21	PER AMENDED PUD

NO.	DATE	REMARKS
5	04/03/19	PER ROUND 3 VILLAGE COMMENTS
4	03/14/19	REVISED SITE PLAN FROM ARCHITECT
3	02/18/19	REVISED SITE PLAN FROM ARCHITECT
2	01/16/19	REVISED SITE PLAN FROM ARCHITECT
1	11/08/18	REVISED SITE LAYOUT

PRELIMINARY GEOMETRIC PLAN

ARLINGTON 425
ARLINGTON HEIGHTS, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 3514.02P-GM

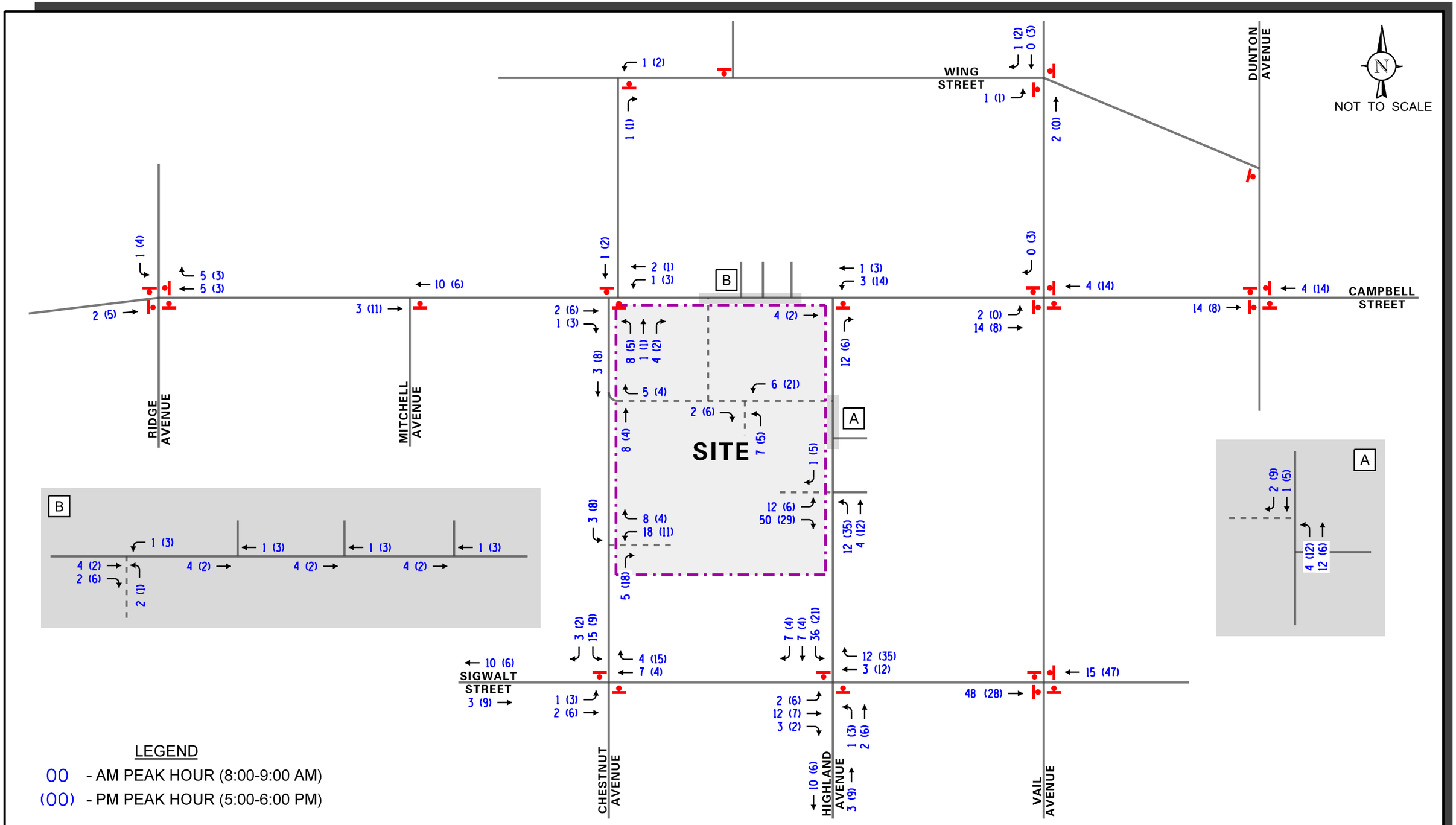
DATE: 09/21/18

JOB NO. 3514.02

SHEET P-GM 3 OF 5

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Site Traffic Assignment Figures



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

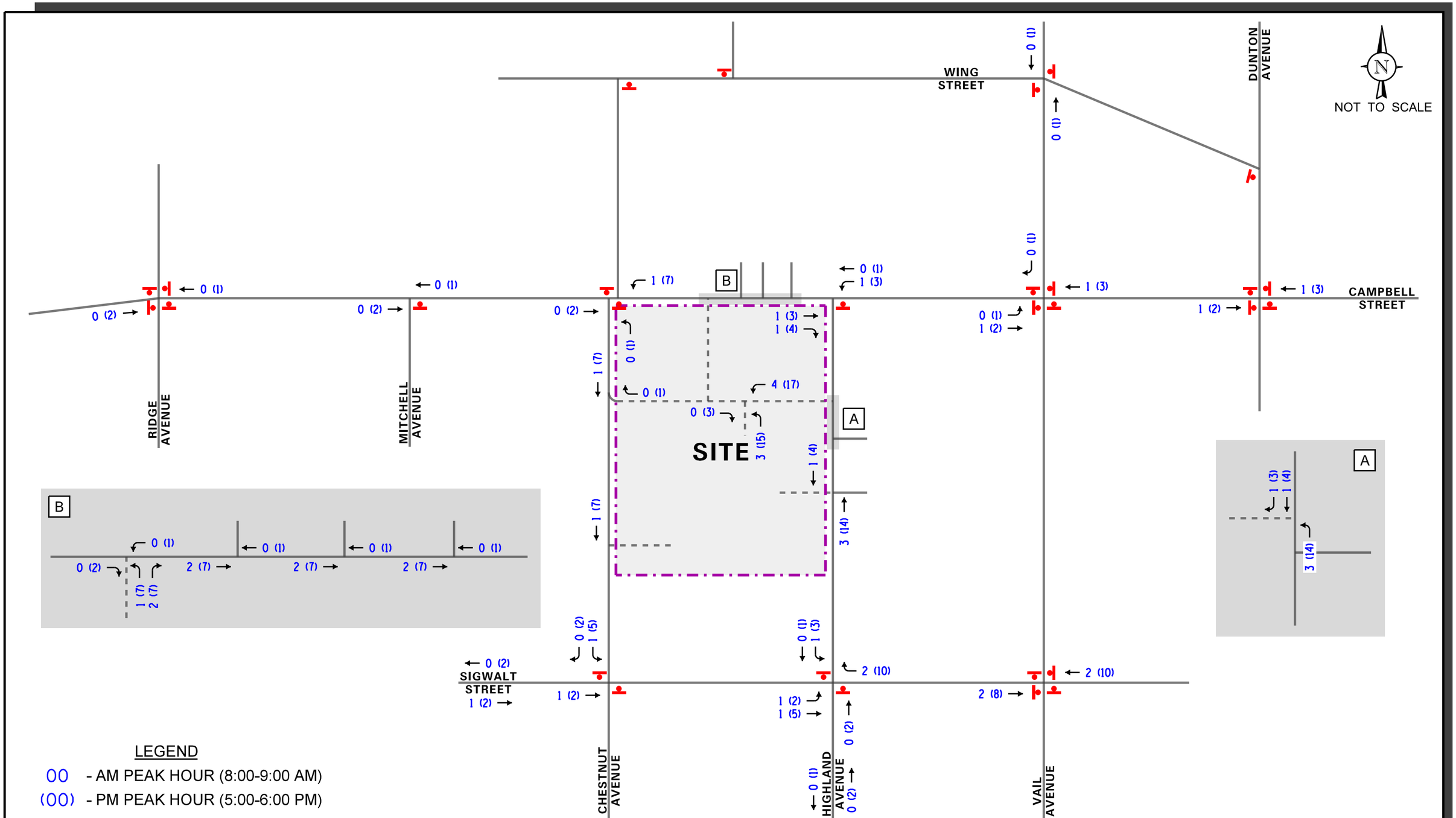
(00) - PM PEAK HOUR (5:00-6:00 PM)

ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED SITE-GENERATED TRAFFIC ASSIGNMENT
(RESIDENTIAL USES)

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 7A



ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

ESTIMATED SITE-GENERATED TRAFFIC ASSIGNMENT
(NON-RESIDENTIAL USES)

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

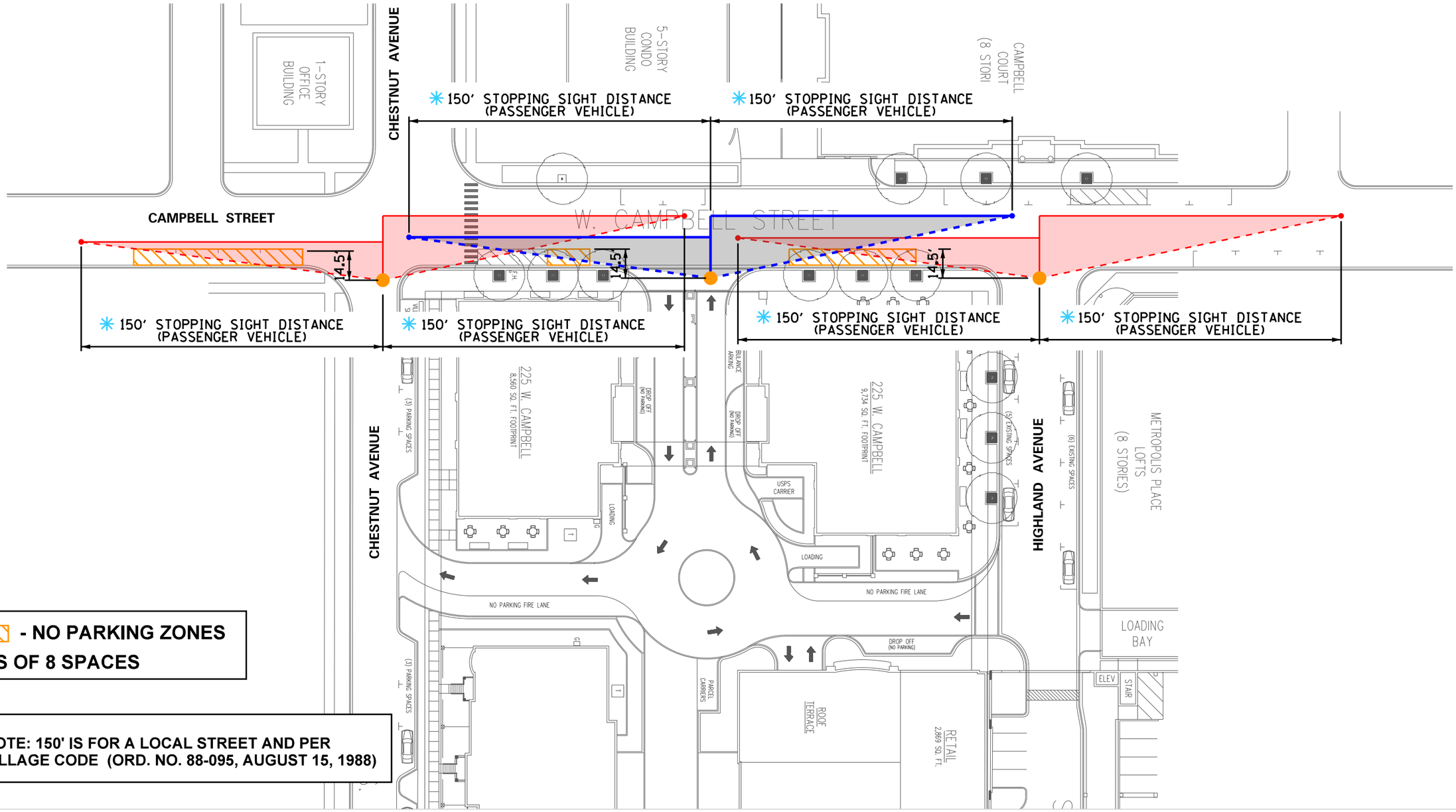
Job No: 18-127 Figure: 7B

Sight Distance Exhibits

Arlington 425 Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

SCALE: 1" = 50'



- NO PARKING ZONES
LOSS OF 8 SPACES

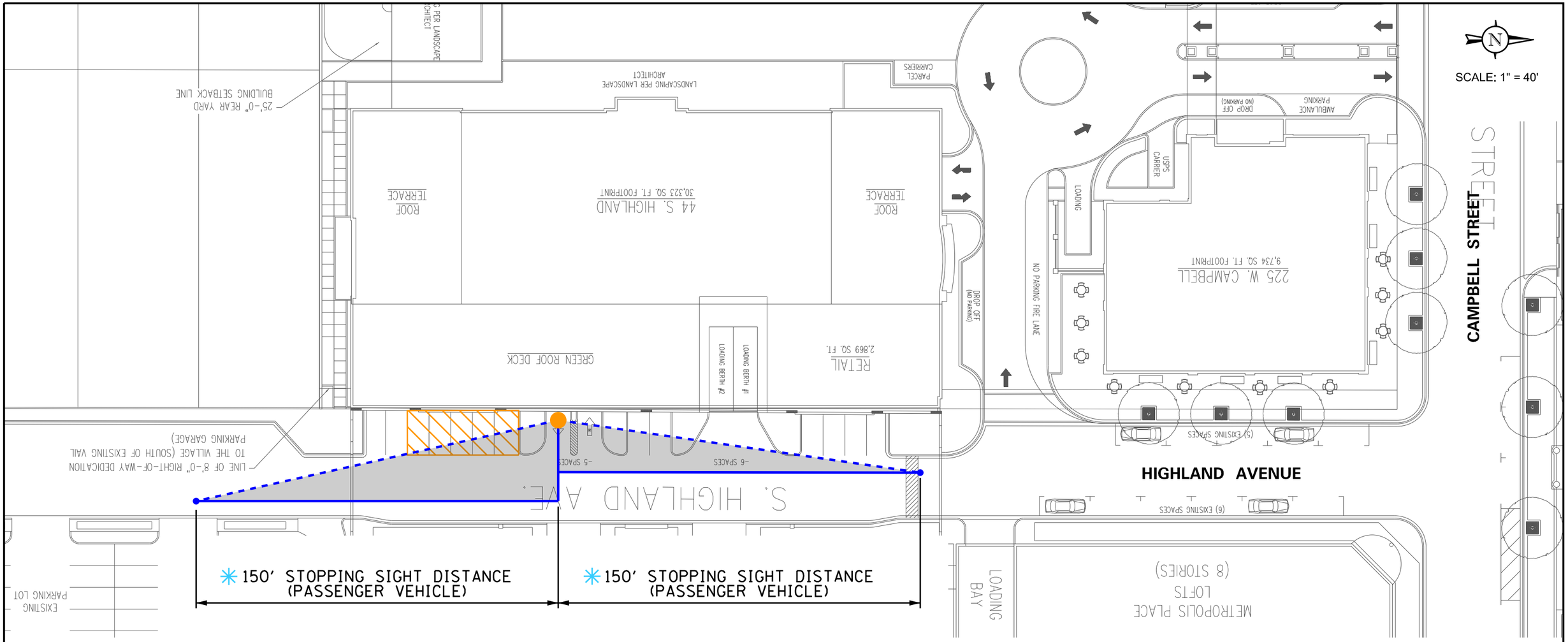
✳ **NOTE: 150' IS FOR A LOCAL STREET AND PER VILLAGE CODE (ORD. NO. 88-095, AUGUST 15, 1988)**

ARLINGTON 425
ARLINGTON HEIGHTS, ILLINOIS

SIGHT DISTANCE STUDY ALONG CAMPBELL STREET

DRAWN: MD CHECKED: LA
DATE: 02-19-19 REV: 03-14-19
PROJECT # 18-127
FIGURE: F

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



- NO PARKING ZONES
LOSS OF 5 SPACES

✳ NOTE: 150' IS FOR A LOCAL STREET AND PER VILLAGE CODE (ORD. NO. 88-095, AUGUST 15, 1988)

ARLINGTON 425
ARLINGTON HEIGHTS, ILLINOIS

SIGHT DISTANCE STUDY ALONG HIGHLAND AVENUE

DRAWN: MD
DATE: 02-19-19
PROJECT # 18-127
FIGURE: G
CHECKED: LA
REV: 03-14-19

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Traffic Counts

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

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

Count Name: Campbell Street and Highland Avenue
Site Code:
Start Date: 06/26/2018
Page No: 1

Turning Movement Data

Start Time	Campbell Street Eastbound					Campbell Street Westbound					Highland Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	9	11	0	20	0	0	15	1	15	0	8	5	4	13	48
7:15 AM	0	17	8	0	25	0	0	14	3	14	0	7	8	3	15	54
7:30 AM	0	20	13	0	33	0	2	16	5	18	0	7	4	1	11	62
7:45 AM	0	27	17	0	44	0	3	18	4	21	0	6	4	2	10	75
Hourly Total	0	73	49	0	122	0	5	63	13	68	0	28	21	10	49	239
8:00 AM	0	22	8	0	30	1	1	16	3	18	0	3	5	1	8	56
8:15 AM	0	39	13	0	52	0	4	18	1	22	0	8	8	0	16	90
8:30 AM	0	38	5	0	43	0	4	17	1	21	0	6	12	3	18	82
8:45 AM	0	41	10	0	51	0	3	16	2	19	0	1	14	5	15	85
Hourly Total	0	140	36	0	176	1	12	67	7	80	0	18	39	9	57	313
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	37	5	1	42	0	6	30	3	36	0	5	9	6	14	92
4:15 PM	0	40	5	2	45	4	1	22	2	27	0	2	5	5	7	79
4:30 PM	0	38	6	0	44	0	3	40	0	43	0	2	9	6	11	98
4:45 PM	0	36	12	3	48	3	3	24	0	30	0	2	7	3	9	87
Hourly Total	0	151	28	6	179	7	13	116	5	136	0	11	30	20	41	356
5:00 PM	0	36	7	0	43	0	10	38	3	48	0	8	17	5	25	116
5:15 PM	0	23	7	0	30	0	10	35	2	45	0	6	16	0	22	97
5:30 PM	0	36	6	0	42	0	9	31	1	40	0	10	18	1	28	110
5:45 PM	0	43	8	1	51	1	18	16	5	35	0	7	9	8	16	102
Hourly Total	0	138	28	1	166	1	47	120	11	168	0	31	60	14	91	425
Grand Total	0	502	141	7	643	9	77	366	36	452	0	88	150	53	238	1333
Approach %	0.0	78.1	21.9	-	-	2.0	17.0	81.0	-	-	0.0	37.0	63.0	-	-	-
Total %	0.0	37.7	10.6	-	48.2	0.7	5.8	27.5	-	33.9	0.0	6.6	11.3	-	17.9	-
Lights	0	500	140	-	640	9	75	356	-	440	0	87	147	-	234	1314
% Lights	-	99.6	99.3	-	99.5	100.0	97.4	97.3	-	97.3	-	98.9	98.0	-	98.3	98.6
Buses	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.2	-	1.1	0.0	-	0.4	0.2
Single-Unit Trucks	0	0	1	-	1	0	0	4	-	4	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.7	-	0.2	0.0	0.0	1.1	-	0.9	-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.3	-	0.2	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	2	0	-	2	0	2	4	-	6	0	0	3	-	3	11
% Bicycles on Road	-	0.4	0.0	-	0.3	0.0	2.6	1.1	-	1.3	-	0.0	2.0	-	1.3	0.8
Pedestrians	-	-	-	7	-	-	-	-	36	-	-	-	-	53	-	-
% 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: Campbell Street and Highland Avenue
Site Code:
Start Date: 06/26/2018

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Campbell Street Eastbound					Campbell Street Westbound					Highland Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
8:00 AM	0	22	8	0	30	1	1	16	3	18	0	3	5	1	8	56
8:15 AM	0	39	13	0	52	0	4	18	1	22	0	8	8	0	16	90
8:30 AM	0	38	5	0	43	0	4	17	1	21	0	6	12	3	18	82
8:45 AM	0	41	10	0	51	0	3	16	2	19	0	1	14	5	15	85
Total	0	140	36	0	176	1	12	67	7	80	0	18	39	9	57	313
Approach %	0.0	79.5	20.5	-	-	1.3	15.0	83.8	-	-	0.0	31.6	68.4	-	-	-
Total %	0.0	44.7	11.5	-	56.2	0.3	3.8	21.4	-	25.6	0.0	5.8	12.5	-	18.2	-
PHF	0.000	0.854	0.692	-	0.846	0.250	0.750	0.931	-	0.909	0.000	0.563	0.696	-	0.792	0.869
Lights	0	140	35	-	175	1	12	63	-	76	0	18	39	-	57	308
% Lights	-	100.0	97.2	-	99.4	100.0	100.0	94.0	-	95.0	-	100.0	100.0	-	100.0	98.4
Buses	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	1.5	-	1.3	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	-	1	0	0	2	-	2	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	2.8	-	0.6	0.0	0.0	3.0	-	2.5	-	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	1.5	-	1.3	-	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	-	0	-	-	-	-	7	-	-	-	-	9	-	-
% 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: Campbell Street and Highland Avenue
Site Code:
Start Date: 06/26/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Campbell Street Eastbound					Campbell Street Westbound					Highland Avenue Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
5:00 PM	0	36	7	0	43	0	10	38	3	48	0	8	17	5	25	116
5:15 PM	0	23	7	0	30	0	10	35	2	45	0	6	16	0	22	97
5:30 PM	0	36	6	0	42	0	9	31	1	40	0	10	18	1	28	110
5:45 PM	0	43	8	1	51	1	18	16	5	35	0	7	9	8	16	102
Total	0	138	28	1	166	1	47	120	11	168	0	31	60	14	91	425
Approach %	0.0	83.1	16.9	-	-	0.6	28.0	71.4	-	-	0.0	34.1	65.9	-	-	-
Total %	0.0	32.5	6.6	-	39.1	0.2	11.1	28.2	-	39.5	0.0	7.3	14.1	-	21.4	-
PHF	0.000	0.802	0.875	-	0.814	0.250	0.653	0.789	-	0.875	0.000	0.775	0.833	-	0.813	0.916
Lights	0	137	28	-	165	1	45	120	-	166	0	31	60	-	91	422
% Lights	-	99.3	100.0	-	99.4	100.0	95.7	100.0	-	98.8	-	100.0	100.0	-	100.0	99.3
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	1	0	-	1	0	2	0	-	2	0	0	0	-	0	3
% Bicycles on Road	-	0.7	0.0	-	0.6	0.0	4.3	0.0	-	1.2	-	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	1	-	-	-	-	11	-	-	-	-	14	-	-
% 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: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Data

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	24	0	0	28	0	0	24	2	3	26	0	0	1	2	3	3	0	0	5	2	2	7	64
7:15 AM	0	2	24	1	0	27	0	0	18	3	2	21	0	0	2	0	3	2	0	2	4	1	3	7	57
7:30 AM	0	5	26	0	1	31	0	0	22	2	1	24	0	1	1	0	0	2	0	1	3	2	5	6	63
7:45 AM	0	0	43	5	3	48	0	1	25	2	4	28	0	2	4	0	2	6	0	0	4	1	5	5	87
Hourly Total	0	11	117	6	4	134	0	1	89	9	10	99	0	3	8	2	8	13	0	3	16	6	15	25	271
8:00 AM	0	2	34	1	1	37	0	1	25	1	1	27	0	0	1	0	2	1	0	2	1	2	1	5	70
8:15 AM	0	3	38	1	1	42	0	0	28	2	3	30	0	2	0	0	1	2	0	2	2	2	3	6	80
8:30 AM	0	6	38	1	1	45	0	1	28	1	0	30	0	1	1	0	2	2	0	1	2	2	1	5	82
8:45 AM	0	2	43	3	1	48	0	0	26	2	2	28	0	1	2	2	2	5	0	1	0	2	2	3	84
Hourly Total	0	13	153	6	4	172	0	2	107	6	6	115	0	4	4	2	7	10	0	6	5	8	7	19	316
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	53	0	2	60	0	0	29	1	1	30	0	3	0	0	5	3	0	1	2	6	0	9	102
4:15 PM	0	4	35	0	1	39	0	0	38	2	1	40	0	6	1	0	0	7	0	0	2	7	2	9	95
4:30 PM	0	6	24	0	1	30	1	2	30	5	0	38	0	2	2	0	2	4	0	3	1	6	0	10	82
4:45 PM	0	3	33	4	0	40	0	0	31	2	0	33	0	2	2	3	2	7	0	1	3	3	2	7	87
Hourly Total	0	20	145	4	4	169	1	2	128	10	2	141	0	13	5	3	9	21	0	5	8	22	4	35	366
5:00 PM	0	2	40	3	0	45	0	0	34	0	0	34	0	4	2	2	2	8	0	1	1	9	2	11	98
5:15 PM	0	7	41	2	0	50	2	2	26	3	0	33	0	4	2	0	0	6	0	1	1	5	0	7	96
5:30 PM	0	5	29	4	0	38	1	5	35	6	2	47	0	4	1	2	4	7	0	5	2	3	4	10	102
5:45 PM	0	6	50	3	1	59	2	1	31	3	4	37	0	2	8	3	6	13	0	3	4	2	10	9	118
Hourly Total	0	20	160	12	1	192	5	8	126	12	6	151	0	14	13	7	12	34	0	10	8	19	16	37	414
Grand Total	0	64	575	28	13	667	6	13	450	37	24	506	0	34	30	14	36	78	0	24	37	55	42	116	1367
Approach %	0.0	9.6	86.2	4.2	-	-	1.2	2.6	88.9	7.3	-	-	0.0	43.6	38.5	17.9	-	-	0.0	20.7	31.9	47.4	-	-	-
Total %	0.0	4.7	42.1	2.0	-	48.8	0.4	1.0	32.9	2.7	-	37.0	0.0	2.5	2.2	1.0	-	5.7	0.0	1.8	2.7	4.0	-	8.5	-
Lights	0	60	564	27	-	651	6	13	440	35	-	494	0	34	27	13	-	74	0	24	34	53	-	111	1330
% Lights	-	93.8	98.1	96.4	-	97.6	100.0	100.0	97.8	94.6	-	97.6	-	100.0	90.0	92.9	-	94.9	-	100.0	91.9	96.4	-	95.7	97.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	6.7	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	7	0	-	7	0	0	5	2	-	7	0	0	1	1	-	2	0	0	1	2	-	3	19
% Single-Unit Trucks	-	0.0	1.2	0.0	-	1.0	0.0	0.0	1.1	5.4	-	1.4	-	0.0	3.3	7.1	-	2.6	-	0.0	2.7	3.6	-	2.6	1.4
Articulated Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	1.6	0.2	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	3	3	1	-	7	0	0	5	0	-	5	0	0	0	0	-	0	0	0	2	0	-	2	14
% Bicycles on Road	-	4.7	0.5	3.6	-	1.0	0.0	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	5.4	0.0	-	1.7	1.0
Pedestrians	-	-	-	-	13	-	-	-	-	-	24	-	-	-	-	-	36	-	-	-	-	-	42	-	-

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Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	2	34	1	1	37	0	1	25	1	1	27	0	0	1	0	2	1	0	2	1	2	1	5	70
8:15 AM	0	3	38	1	1	42	0	0	28	2	3	30	0	2	0	0	1	2	0	2	2	2	3	6	80
8:30 AM	0	6	38	1	1	45	0	1	28	1	0	30	0	1	1	0	2	2	0	1	2	2	1	5	82
8:45 AM	0	2	43	3	1	48	0	0	26	2	2	28	0	1	2	2	2	5	0	1	0	2	2	3	84
Total	0	13	153	6	4	172	0	2	107	6	6	115	0	4	4	2	7	10	0	6	5	8	7	19	316
Approach %	0.0	7.6	89.0	3.5	-	-	0.0	1.7	93.0	5.2	-	-	0.0	40.0	40.0	20.0	-	-	0.0	31.6	26.3	42.1	-	-	-
Total %	0.0	4.1	48.4	1.9	-	54.4	0.0	0.6	33.9	1.9	-	36.4	0.0	1.3	1.3	0.6	-	3.2	0.0	1.9	1.6	2.5	-	6.0	-
PHF	0.000	0.542	0.890	0.500	-	0.896	0.000	0.500	0.955	0.750	-	0.958	0.000	0.500	0.500	0.250	-	0.500	0.000	0.750	0.625	1.000	-	0.792	0.940
Lights	0	13	151	6	-	170	0	2	104	5	-	111	0	4	4	2	-	10	0	6	5	7	-	18	309
% Lights	-	100.0	98.7	100.0	-	98.8	-	100.0	97.2	83.3	-	96.5	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	87.5	-	94.7	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	3	1	-	4	0	0	0	0	-	0	0	0	0	1	-	1	7
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.2	-	0.0	2.8	16.7	-	3.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	12.5	-	5.3	2.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	7	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Campbell St and Chestnut Ave
Site Code:
Start Date: 08/08/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Campbell Ave Eastbound						Campbell St Westbound						Chestnut Ave Northbound						Chestnut Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	2	40	3	0	45	0	0	34	0	0	34	0	4	2	2	2	8	0	1	1	9	2	11	98
5:15 PM	0	7	41	2	0	50	2	2	26	3	0	33	0	4	2	0	0	6	0	1	1	5	0	7	96
5:30 PM	0	5	29	4	0	38	1	5	35	6	2	47	0	4	1	2	4	7	0	5	2	3	4	10	102
5:45 PM	0	6	50	3	1	59	2	1	31	3	4	37	0	2	8	3	6	13	0	3	4	2	10	9	118
Total	0	20	160	12	1	192	5	8	126	12	6	151	0	14	13	7	12	34	0	10	8	19	16	37	414
Approach %	0.0	10.4	83.3	6.3	-	-	3.3	5.3	83.4	7.9	-	-	0.0	41.2	38.2	20.6	-	-	0.0	27.0	21.6	51.4	-	-	-
Total %	0.0	4.8	38.6	2.9	-	46.4	1.2	1.9	30.4	2.9	-	36.5	0.0	3.4	3.1	1.7	-	8.2	0.0	2.4	1.9	4.6	-	8.9	-
PHF	0.000	0.714	0.800	0.750	-	0.814	0.625	0.400	0.900	0.500	-	0.803	0.000	0.875	0.406	0.583	-	0.654	0.000	0.500	0.500	0.528	-	0.841	0.877
Lights	0	20	157	11	-	188	5	8	123	12	-	148	0	14	13	7	-	34	0	10	6	19	-	35	405
% Lights	-	100.0	98.1	91.7	-	97.9	100.0	100.0	97.6	100.0	-	98.0	-	100.0	100.0	100.0	-	100.0	-	100.0	75.0	100.0	-	94.6	97.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Single-Unit Trucks	-	0.0	1.3	0.0	-	1.0	0.0	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	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	1	1	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	2	0	-	2	6
% Bicycles on Road	-	0.0	0.6	8.3	-	1.0	0.0	0.0	1.6	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	25.0	0.0	-	5.4	1.4
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	-	-	16	-	-
% 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: Sigwalt Street and Highland Avenue
Site Code:
Start Date: 06/26/2018

Turning Movement Data

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	9	30	1	4	40	0	4	35	5	1	44	0	0	6	3	0	9	0	3	1	2	4	6	99
7:15 AM	0	5	28	0	0	33	0	1	21	2	0	24	0	0	2	2	0	4	0	6	0	2	1	8	69
7:30 AM	0	7	31	0	1	38	0	2	20	7	0	29	0	1	2	2	0	5	0	7	2	3	0	12	84
7:45 AM	0	10	16	1	2	27	0	2	29	3	2	34	0	1	8	3	0	12	0	7	0	1	0	8	81
Hourly Total	0	31	105	2	7	138	0	9	105	17	3	131	0	2	18	10	0	30	0	23	3	8	5	34	333
8:00 AM	0	0	25	2	1	27	0	1	14	3	0	18	0	3	3	3	0	9	0	3	1	2	2	6	60
8:15 AM	0	2	23	0	0	25	0	3	28	7	0	38	0	2	5	1	0	8	0	4	2	1	0	7	78
8:30 AM	0	2	26	0	0	28	0	1	26	9	0	36	0	2	2	4	0	8	0	8	2	1	0	11	83
8:45 AM	0	0	32	2	1	34	0	8	36	9	0	53	0	8	5	15	0	28	0	5	3	1	0	9	124
Hourly Total	0	4	106	4	2	114	0	13	104	28	0	145	0	15	15	23	0	53	0	20	8	5	2	33	345
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	25	1	2	26	0	3	41	4	0	48	0	0	5	3	0	8	0	5	3	0	0	8	90
4:15 PM	0	1	25	1	3	27	0	2	30	3	0	35	0	0	1	2	0	3	0	2	2	0	2	4	69
4:30 PM	0	0	32	0	0	32	0	0	38	3	2	41	0	1	1	5	0	7	0	6	2	4	2	12	92
4:45 PM	0	2	29	1	2	32	0	0	42	6	0	48	0	0	5	7	0	12	0	2	0	2	0	4	96
Hourly Total	0	3	111	3	7	117	0	5	151	16	2	172	0	1	12	17	0	30	0	15	7	6	4	28	347
5:00 PM	0	0	28	2	2	30	0	2	48	4	0	54	0	1	3	1	0	5	0	6	6	5	2	17	106
5:15 PM	0	2	29	3	1	34	0	1	28	3	0	32	0	1	7	2	0	10	0	7	4	5	0	16	92
5:30 PM	0	3	25	0	2	28	0	2	48	4	0	54	0	0	4	1	0	5	0	13	8	13	1	34	121
5:45 PM	0	5	26	1	1	32	0	2	43	5	0	50	0	2	2	7	0	11	0	7	7	3	2	17	110
Hourly Total	0	10	108	6	6	124	0	7	167	16	0	190	0	4	16	11	0	31	0	33	25	26	5	84	429
Grand Total	0	48	430	15	22	493	0	34	527	77	5	638	0	22	61	61	0	144	0	91	43	45	16	179	1454
Approach %	0.0	9.7	87.2	3.0	-	-	0.0	5.3	82.6	12.1	-	-	0.0	15.3	42.4	42.4	-	-	0.0	50.8	24.0	25.1	-	-	-
Total %	0.0	3.3	29.6	1.0	-	33.9	0.0	2.3	36.2	5.3	-	43.9	0.0	1.5	4.2	4.2	-	9.9	0.0	6.3	3.0	3.1	-	12.3	-
Lights	0	48	421	14	-	483	0	31	516	77	-	624	0	22	57	60	-	139	0	90	40	45	-	175	1421
% Lights	-	100.0	97.9	93.3	-	98.0	-	91.2	97.9	100.0	-	97.8	-	100.0	93.4	98.4	-	96.5	-	98.9	93.0	100.0	-	97.8	97.7
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	2
% Buses	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	1.6	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	6	0	-	6	0	0	7	0	-	7	0	0	0	1	-	1	0	1	0	0	-	1	15
% Single-Unit Trucks	-	0.0	1.4	0.0	-	1.2	-	0.0	1.3	0.0	-	1.1	-	0.0	0.0	1.6	-	0.7	-	1.1	0.0	0.0	-	0.6	1.0
Articulated Trucks	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	2	1	-	3	0	3	1	0	-	4	0	0	3	0	-	3	0	0	3	0	-	3	13
% Bicycles on Road	-	0.0	0.5	6.7	-	0.6	-	8.8	0.2	0.0	-	0.6	-	0.0	4.9	0.0	-	2.1	-	0.0	7.0	0.0	-	1.7	0.9
Pedestrians	-	-	-	-	22	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	16	-	-

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

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

Count Name: Sigwalt Street and Highland Avenue
Site Code:
Start Date: 06/26/2018

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
8:00 AM	0	0	25	2	1	27	0	1	14	3	0	18	0	3	3	3	0	9	0	3	1	2	2	6	60
8:15 AM	0	2	23	0	0	25	0	3	28	7	0	38	0	2	5	1	0	8	0	4	2	1	0	7	78
8:30 AM	0	2	26	0	0	28	0	1	26	9	0	36	0	2	2	4	0	8	0	8	2	1	0	11	83
8:45 AM	0	0	32	2	1	34	0	8	36	9	0	53	0	8	5	15	0	28	0	5	3	1	0	9	124
Total	0	4	106	4	2	114	0	13	104	28	0	145	0	15	15	23	0	53	0	20	8	5	2	33	345
Approach %	0.0	3.5	93.0	3.5	-	-	0.0	9.0	71.7	19.3	-	-	0.0	28.3	28.3	43.4	-	-	0.0	60.6	24.2	15.2	-	-	-
Total %	0.0	1.2	30.7	1.2	-	33.0	0.0	3.8	30.1	8.1	-	42.0	0.0	4.3	4.3	6.7	-	15.4	0.0	5.8	2.3	1.4	-	9.6	-
PHF	0.000	0.500	0.828	0.500	-	0.838	0.000	0.406	0.722	0.778	-	0.684	0.000	0.469	0.750	0.383	-	0.473	0.000	0.625	0.667	0.625	-	0.750	0.696
Lights	0	4	104	4	-	112	0	13	103	28	-	144	0	15	15	22	-	52	0	19	8	5	-	32	340
% Lights	-	100.0	98.1	100.0	-	98.2	-	100.0	99.0	100.0	-	99.3	-	100.0	100.0	95.7	-	98.1	-	95.0	100.0	100.0	-	97.0	98.6
Buses	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	1	-	1	0	1	0	0	-	1	3
% Single-Unit Trucks	-	0.0	0.9	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	4.3	-	1.9	-	5.0	0.0	0.0	-	3.0	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% 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: Sigwalt Street and Highland Avenue
Site Code:
Start Date: 06/26/2018

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Sigwalt Street Eastbound						Sigwalt Street Westbound						Highland Avenue Northbound						Highland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:00 PM	0	0	28	2	2	30	0	2	48	4	0	54	0	1	3	1	0	5	0	6	6	5	2	17	106
5:15 PM	0	2	29	3	1	34	0	1	28	3	0	32	0	1	7	2	0	10	0	7	4	5	0	16	92
5:30 PM	0	3	25	0	2	28	0	2	48	4	0	54	0	0	4	1	0	5	0	13	8	13	1	34	121
5:45 PM	0	5	26	1	1	32	0	2	43	5	0	50	0	2	2	7	0	11	0	7	7	3	2	17	110
Total	0	10	108	6	6	124	0	7	167	16	0	190	0	4	16	11	0	31	0	33	25	26	5	84	429
Approach %	0.0	8.1	87.1	4.8	-	-	0.0	3.7	87.9	8.4	-	-	0.0	12.9	51.6	35.5	-	-	0.0	39.3	29.8	31.0	-	-	-
Total %	0.0	2.3	25.2	1.4	-	28.9	0.0	1.6	38.9	3.7	-	44.3	0.0	0.9	3.7	2.6	-	7.2	0.0	7.7	5.8	6.1	-	19.6	-
PHF	0.000	0.500	0.931	0.500	-	0.912	0.000	0.875	0.870	0.800	-	0.880	0.000	0.500	0.571	0.393	-	0.705	0.000	0.635	0.781	0.500	-	0.618	0.886
Lights	0	10	105	6	-	121	0	7	163	16	-	186	0	4	16	11	-	31	0	33	24	26	-	83	421
% Lights	-	100.0	97.2	100.0	-	97.6	-	100.0	97.6	100.0	-	97.9	-	100.0	100.0	100.0	-	100.0	-	100.0	96.0	100.0	-	98.8	98.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	3	0	-	3	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	-	0.0	2.8	0.0	-	2.4	-	0.0	1.8	0.0	-	1.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	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	1	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	4.0	0.0	-	1.2	0.5
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Arlington Heights, IL Weather: Warm and Dry 07/02/18
Highland Ave and Lower Level Garage Access 11:39:45
Wednesday June 27, 2018

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 1 highland/lowerlevelgar

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	59	38	25	0	5	25	52	0	0	0	0	204
715	0	56	38	20	0	7	20	45	0	0	0	0	186
730	0	53	37	13	0	8	21	35	0	0	0	0	167
745	0	52	32	14	0	11	12	42	0	0	0	0	163
800	0	35	17	13	0	12	10	52	0	0	0	0	139
815	0	25	9	12	0	8	7	46	0	0	0	0	107*
830	0	15	3	10	0	6	5	41	0	0	0	0	80*
845	0	9	2	4	0	3	3	22	0	0	0	0	43*
1600	0	45	18	18	0	17	2	53	0	0	0	0	153
1615	0	51	22	23	0	19	3	68	0	0	0	0	186
1630	0	54	23	19	0	20	7	67	0	0	0	0	190
1645	0	61	25	24	0	19	6	74	0	0	0	0	209
1700	0	65	26	39	0	25	8	97	0	0	0	0	260
1715	0	52	20	31	0	21	7	73	0	0	0	0	204*
1730	0	42	15	28	0	18	3	58	0	0	0	0	164*
1745	0	21	7	16	0	9	3	32	0	0	0	0	88*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 1 highland/lowerlevelgar

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	97	30	77	0	77	63	64	0	204
715	94	27	65	0	65	58	63	0	186
730	90	21	56	0	48	58	61	0	167
745	84	25	54	0	56	44	63	0	163
800	52	25	62	0	65	27	47	0	139
815	34	20	53	0	58	16	33	0	107*
830	18	16	46	0	51	8	21	0	80*
845	11	7	25	0	26	5	12	0	43*
1600	63	35	55	0	71	20	62	0	153
1615	73	42	71	0	91	25	70	0	186
1630	77	39	74	0	86	30	74	0	190
1645	86	43	80	0	98	31	80	0	209
1700	91	64	105	0	136	34	90	0	260
1715	72	52	80	0	104	27	73	0	204*
1730	57	46	61	0	86	18	60	0	164*
1745	28	25	35	0	48	10	30	0	88*

Arlington Heights, IL Weather: Warm and Dry 07/02/18
Highland Ave and Garage Ramp Access 11:42:01
Wednesday June 27, 2018

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 2 highland/garageramp

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	9	19	0	22	25	0	0	0	0	0	75
715	0	0	7	17	0	18	20	0	0	0	0	0	62
730	0	0	7	12	0	14	22	0	0	0	0	0	55
745	0	0	8	13	0	10	17	0	0	0	0	0	48
800	0	0	4	15	0	8	6	0	0	0	0	0	33
815	0	0	3	12	0	5	6	0	0	0	0	0	26*
830	0	0	1	12	0	3	2	0	0	0	0	0	18*
845	0	0	0	6	0	1	2	0	0	0	0	0	9*
1600	0	0	9	7	0	13	8	0	0	0	0	0	37
1615	0	0	9	10	0	18	10	0	0	0	0	0	47
1630	0	0	10	9	0	18	14	0	0	0	0	0	51
1645	0	0	11	10	0	25	10	0	0	0	0	0	56
1700	0	0	11	15	0	32	15	0	0	0	0	0	73
1715	0	0	10	10	0	26	13	0	0	0	0	0	59*
1730	0	0	8	9	0	22	8	0	0	0	0	0	47*
1745	0	0	3	6	0	11	7	0	0	0	0	0	27*

TURNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 2 highland/garageramp

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	9	41	25	0	19	34	22	0	75
715	7	35	20	0	17	27	18	0	62
730	7	26	22	0	12	29	14	0	55
745	8	23	17	0	13	25	10	0	48
800	4	23	6	0	15	10	8	0	33
815	3	17	6	0	12	9	5	0	26*
830	1	15	2	0	12	3	3	0	18*
845	0	7	2	0	6	2	1	0	9*
1600	9	20	8	0	7	17	13	0	37
1615	9	28	10	0	10	19	18	0	47
1630	10	27	14	0	9	24	18	0	51
1645	11	35	10	0	10	21	25	0	56
1700	11	47	15	0	15	26	32	0	73
1715	10	36	13	0	10	23	26	0	59*
1730	8	31	8	0	9	16	22	0	47*
1745	3	17	7	0	6	10	11	0	27*

Table A
Thursday, February 7, 2019

Time	Campbell/ Chestnut	Campbell/ Highland	Campbell/ Vail	Sigwalt/ Highland	Total
4:00 PM	342	338	554	358	1592
5:00 PM	**471**	**502**	**773**	**449**	**2195**
6:00 PM	361	439	712	386	1898
7:00 PM	244	310	568	286	1408
8:00 PM	161	187	326	180	854
9:00 PM	130	178	253	124	685

Table B
Friday, February 8, 2019

Time	Campbell/ Chestnut	Campbell/ Highland	Campbell/ Vail	Sigwalt/ Highland	Total
4:00 PM	355	366	579	395	1695
5:00 PM	**419**	**451**	**740**	**465**	**2075**
6:00 PM	394	469	812	376	2051
7:00 PM	316	430	682	257	1685
8:00 PM	179	263	472	199	1113
9:00 PM	163	227	376	166	932

Table C
Saturday, February 9, 2019

Time	Campbell/ Chestnut	Campbell/ Highland	Campbell/ Vail	Sigwalt/ Highland	Total
4:00 PM	277	329	583	258	1447
5:00 PM	**382**	**486**	**763**	**305**	**1936**
6:00 PM	337	465	789	316	1907
7:00 PM	316	422	699	293	1730
8:00 PM	154	287	428	156	1025
9:00 PM	163	228	371	139	901

Capacity Analysis – Existing Conditions

Arlington 425 Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	143	36	13	89	18	39
Future Vol, veh/h	143	36	13	89	18	39
Conflicting Peds, #/hr	0	9	9	0	0	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	6	0	0
Mvmt Flow	164	41	15	102	21	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	326	201
Stage 1	-	-	-	-	194	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1368	-	672	845
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	899	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	658	832
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	768	-	-	1356	-
HCM Lane V/C Ratio	0.085	-	-	0.011	-
HCM Control Delay (s)	10.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	170	6	2	107	6	4	4	2	6	5	8
Future Vol, veh/h	13	170	6	2	107	6	4	4	2	6	5	8
Conflicting Peds, #/hr	7	0	7	7	0	7	4	0	6	6	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	185	7	2	116	7	4	4	2	7	5	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	199	0	0	359	358	202	357	358	131
Stage 1	-	-	-	-	-	-	224	224	-	131	131	-
Stage 2	-	-	-	-	-	-	135	134	-	226	227	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1455	-	-	1373	-	-	596	568	839	598	568	919
Stage 1	-	-	-	-	-	-	779	718	-	873	788	-
Stage 2	-	-	-	-	-	-	868	785	-	777	716	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1364	-	-	574	553	829	579	553	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	574	553	-	579	553	-
Stage 1	-	-	-	-	-	-	765	705	-	857	781	-
Stage 2	-	-	-	-	-	-	849	778	-	757	703	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	11.1	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	602	1445	-	-	1364	-	-	674
HCM Lane V/C Ratio	0.018	0.01	-	-	0.002	-	-	0.031
HCM Control Delay (s)	11.1	7.5	0	-	7.6	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	197	4	13	120	28	15	15	23	20	8	5
Future Vol, veh/h	4	197	4	13	120	28	15	15	23	20	8	5
Conflicting Peds, #/hr	2	0	0	0	0	2	2	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	2	0	0	1	0	0	0	4	5	0	0
Mvmt Flow	6	281	6	19	171	40	21	21	33	29	11	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	213	0	0	287	0	0	536	547	284	554	530	195
Stage 1	-	-	-	-	-	-	296	296	-	231	231	-
Stage 2	-	-	-	-	-	-	240	251	-	323	299	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	7.15	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.336	3.545	4	3.3
Pot Cap-1 Maneuver	1369	-	-	1287	-	-	459	447	750	438	457	851
Stage 1	-	-	-	-	-	-	717	672	-	765	717	-
Stage 2	-	-	-	-	-	-	768	703	-	683	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1366	-	-	1287	-	-	438	436	750	396	446	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	438	436	-	396	446	-
Stage 1	-	-	-	-	-	-	713	669	-	760	703	-
Stage 2	-	-	-	-	-	-	735	690	-	629	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	12.9	14.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	534	1366	-	-	1287	-	-	444
HCM Lane V/C Ratio	0.142	0.004	-	-	0.014	-	-	0.106
HCM Control Delay (s)	12.9	7.6	0	-	7.8	0	-	14.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	192	3	4	127	9	2	1	5	8	8	2
Future Vol, veh/h	3	192	3	4	127	9	2	1	5	8	8	2
Conflicting Peds, #/hr	1	0	2	2	0	1	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	209	3	4	138	10	2	1	5	9	9	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	214	0	0	377	376	216	375	372	145
Stage 1	-	-	-	-	-	-	219	219	-	152	152	-
Stage 2	-	-	-	-	-	-	158	157	-	223	220	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1432	-	-	1356	-	-	580	555	824	582	558	902
Stage 1	-	-	-	-	-	-	783	722	-	850	772	-
Stage 2	-	-	-	-	-	-	844	768	-	780	721	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1431	-	-	1353	-	-	568	551	820	573	554	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	551	-	573	554	-
Stage 1	-	-	-	-	-	-	780	719	-	847	769	-
Stage 2	-	-	-	-	-	-	829	765	-	770	718	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	10.2	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	700	1431	-	-	1353	-	-	588
HCM Lane V/C Ratio	0.012	0.002	-	-	0.003	-	-	0.033
HCM Control Delay (s)	10.2	7.5	0	-	7.7	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	97	25	18	50	11	9	63	6	18	86	27
Future Vol, veh/h	51	97	25	18	50	11	9	63	6	18	86	27
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	6	0	11	3	0	0	8	4
Mvmt Flow	62	118	30	22	61	13	11	77	7	22	105	33
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	9.9	8.9	9.8	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	12%	34%	0%	26%	0%	17%	0%
Vol Thru, %	81%	66%	0%	74%	0%	83%	0%
Vol Right, %	8%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	148	25	68	11	104	27
LT Vol	9	51	0	18	0	18	0
Through Vol	63	97	0	50	0	86	0
RT Vol	6	0	25	0	11	0	27
Lane Flow Rate	95	180	30	83	13	127	33
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.15	0.274	0.039	0.128	0.018	0.194	0.044
Departure Headway (Hd)	5.68	5.464	4.585	5.551	4.814	5.497	4.843
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	628	655	776	643	738	649	735
Service Time	3.745	3.219	2.34	3.315	2.578	3.256	2.601
HCM Lane V/C Ratio	0.151	0.275	0.039	0.129	0.018	0.196	0.045
HCM Control Delay	9.8	10.3	7.5	9.1	7.7	9.6	7.8
HCM Lane LOS	A	B	A	A	A	A	A
HCM 95th-tile Q	0.5	1.1	0.1	0.4	0.1	0.7	0.1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	213	6	10	146	48	11	54	14	67	39	4
Future Vol, veh/h	21	213	6	10	146	48	11	54	14	67	39	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	232	7	11	159	52	12	59	15	73	42	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	9.6	9	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	9%	5%	61%
Vol Thru, %	68%	89%	72%	35%
Vol Right, %	18%	3%	24%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	240	204	110
LT Vol	11	21	10	67
Through Vol	54	213	146	39
RT Vol	14	6	48	4
Lane Flow Rate	86	261	222	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.123	0.343	0.286	0.175
Departure Headway (Hd)	5.15	4.73	4.649	5.272
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	690	757	767	674
Service Time	3.23	2.787	2.708	3.348
HCM Lane V/C Ratio	0.125	0.345	0.289	0.178
HCM Control Delay	9	10.3	9.6	9.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.4	1.5	1.2	0.6

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	133	23	9	77	14	25	120	9	28	163	40
Future Vol, veh/h	46	133	23	9	77	14	25	120	9	28	163	40
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	1	4	0	4	0	0	1	0	0	1	3
Mvmt Flow	52	151	26	10	88	16	28	136	10	32	185	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	9.5	10	10.9
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	23%	9%	12%
Vol Thru, %	78%	66%	77%	71%
Vol Right, %	6%	11%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	202	100	231
LT Vol	25	46	9	28
Through Vol	120	133	77	163
RT Vol	9	23	14	40
Lane Flow Rate	175	230	114	262
Geometry Grp	1	1	1	1
Degree of Util (X)	0.254	0.332	0.169	0.368
Departure Headway (Hd)	5.215	5.2	5.346	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	690	691	670	717
Service Time	3.247	3.233	3.384	3.043
HCM Lane V/C Ratio	0.254	0.333	0.17	0.365
HCM Control Delay	10	10.8	9.5	10.9
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	1	1.5	0.6	1.7

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	166	2	3	90	8	9
Future Vol, veh/h	166	2	3	90	8	9
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	198	2	4	107	10	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	203	0	317	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	115	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1381	-	680	844
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	676	842
Mov Cap-2 Maneuver	-	-	-	-	676	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1377	-
HCM Lane V/C Ratio	0.027	-	-	0.003	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	5	18	33	3	13
Future Vol, veh/h	26	5	18	33	3	13
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	3	0	8
Mvmt Flow	29	5	20	36	3	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	109	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1591	-	893	1025
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1591	-	880	1025
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	938	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	994	-	-	1591	-
HCM Lane V/C Ratio	0.018	-	-	0.012	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	78	18	6	38	13	10	56	10	13	73	31
Future Vol, veh/h	21	78	18	6	38	13	10	56	10	13	73	31
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	1	0	0	3	0	10	2	10	0	4	3
Mvmt Flow	26	95	22	7	46	16	12	68	12	16	89	38
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.9	8.3	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	18%	11%	11%
Vol Thru, %	74%	67%	67%	62%
Vol Right, %	13%	15%	23%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	117	57	117
LT Vol	10	21	6	13
Through Vol	56	78	38	73
RT Vol	10	18	13	31
Lane Flow Rate	93	143	70	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.177	0.087	0.173
Departure Headway (Hd)	4.666	4.465	4.491	4.362
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	769	805	798	823
Service Time	2.691	2.488	2.517	2.385
HCM Lane V/C Ratio	0.121	0.178	0.088	0.174
HCM Control Delay	8.3	8.5	7.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.3	0.6

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	13	44	10	17	32
Future Vol, veh/h	12	13	44	10	17	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	14	48	11	18	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	125	54	0	0	59	0
Stage 1	54	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	870	1013	-	-	1545	-
Stage 1	969	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	860	1013	-	-	1545	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	933	1545	-
HCM Lane V/C Ratio	-	-	0.029	0.012	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	8	0	15	0	39	6	4	40	0
Future Vol, veh/h	0	0	0	8	0	15	0	39	6	4	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	9	0	16	0	42	7	4	43	0

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	97	97	46	-	0	0	49	0	0
Stage 1	46	46	-	-	-	-	-	-	-
Stage 2	51	51	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	902	793	1023	0	-	-	1558	-	0
Stage 1	976	857	-	0	-	-	-	-	0
Stage 2	971	852	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	899	0	1023	-	-	-	1558	-	-
Mov Cap-2 Maneuver	899	0	-	-	-	-	-	-	-
Stage 1	976	0	-	-	-	-	-	-	-
Stage 2	968	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	976	1558	-
HCM Lane V/C Ratio	-	-	0.026	0.003	-
HCM Control Delay (s)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	153	39	53	150	43	67
Future Vol, veh/h	153	39	53	150	43	67
Conflicting Peds, #/hr	0	25	25	0	25	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	42	58	163	47	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	233	0	516	237
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	304	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1335	-	519	802
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1303	-	470	764
Mov Cap-2 Maneuver	-	-	-	-	470	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	614	-	-	1303	-
HCM Lane V/C Ratio	0.195	-	-	0.044	-
HCM Control Delay (s)	12.3	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	175	13	13	130	40	4	8	7	13	13	30
Future Vol, veh/h	34	175	13	13	130	40	4	8	7	13	13	30
Conflicting Peds, #/hr	25	0	25	25	0	25	25	0	25	25	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	190	14	14	141	43	4	9	8	14	14	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	209	0	0	229	0	0	535	533	247	521	519	213
Stage 1	-	-	-	-	-	-	296	296	-	216	216	-
Stage 2	-	-	-	-	-	-	239	237	-	305	303	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1362	-	-	1339	-	-	456	453	792	466	461	827
Stage 1	-	-	-	-	-	-	712	668	-	786	724	-
Stage 2	-	-	-	-	-	-	764	709	-	705	664	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1307	-	-	393	413	755	418	420	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	413	-	418	420	-
Stage 1	-	-	-	-	-	-	674	632	-	744	698	-
Stage 2	-	-	-	-	-	-	692	683	-	651	628	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.6	12.7	12.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1330	-	-	1307	-	-	559
HCM Lane V/C Ratio	0.042	0.028	-	-	0.011	-	-	0.109
HCM Control Delay (s)	12.7	7.8	0	-	7.8	0	-	12.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	118	9	13	150	43	4	21	19	44	34	35
Future Vol, veh/h	5	118	9	13	150	43	4	21	19	44	34	35
Conflicting Peds, #/hr	25	0	25	25	0	25	25	0	25	25	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	133	10	15	169	48	4	24	21	49	38	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	242	0	0	168	0	0	462	447	188	446	428	243
Stage 1	-	-	-	-	-	-	175	175	-	248	248	-
Stage 2	-	-	-	-	-	-	287	272	-	198	180	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1324	-	-	1410	-	-	510	506	854	523	519	796
Stage 1	-	-	-	-	-	-	827	754	-	756	701	-
Stage 2	-	-	-	-	-	-	720	685	-	804	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1376	-	-	427	474	814	461	486	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	427	474	-	461	486	-
Stage 1	-	-	-	-	-	-	803	732	-	734	676	-
Stage 2	-	-	-	-	-	-	621	660	-	736	728	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	11.9	13.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	571	1292	-	-	1376	-	-	534
HCM Lane V/C Ratio	0.087	0.004	-	-	0.011	-	-	0.238
HCM Control Delay (s)	11.9	7.8	0	-	7.6	0	-	13.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	108	2	5	156	28	3	3	4	20	7	5
Future Vol, veh/h	7	108	2	5	156	28	3	3	4	20	7	5
Conflicting Peds, #/hr	25	0	25	25	0	25	25	0	25	25	0	25
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	117	2	5	170	30	3	3	4	22	8	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	144	0	0	386	394	168	383	380	235
Stage 1	-	-	-	-	-	-	159	159	-	220	220	-
Stage 2	-	-	-	-	-	-	227	235	-	163	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1344	-	-	1438	-	-	573	542	876	575	552	804
Stage 1	-	-	-	-	-	-	843	766	-	782	721	-
Stage 2	-	-	-	-	-	-	776	710	-	839	766	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1312	-	-	1404	-	-	532	511	835	538	520	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	532	511	-	538	520	-
Stage 1	-	-	-	-	-	-	817	742	-	758	701	-
Stage 2	-	-	-	-	-	-	741	690	-	806	742	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	11	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	613	1312	-	-	1404	-	-	560
HCM Lane V/C Ratio	0.018	0.006	-	-	0.004	-	-	0.062
HCM Control Delay (s)	11	7.8	0	-	7.6	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	83	34	39	103	33	32	91	33	35	146	60
Future Vol, veh/h	67	83	34	39	103	33	32	91	33	35	146	60
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	93	38	44	116	37	36	102	37	39	164	67
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	11.3	11	11.8	11.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	21%	45%	0%	27%	0%	19%	0%
Vol Thru, %	58%	55%	0%	73%	0%	81%	0%
Vol Right, %	21%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	150	34	142	33	181	60
LT Vol	32	67	0	39	0	35	0
Through Vol	91	83	0	103	0	146	0
RT Vol	33	0	34	0	33	0	60
Lane Flow Rate	175	169	38	160	37	203	67
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.298	0.3	0.058	0.281	0.056	0.346	0.1
Departure Headway (Hd)	6.117	6.398	5.46	6.331	5.481	6.123	5.317
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	587	561	654	566	652	588	673
Service Time	4.165	4.144	3.206	4.079	3.228	3.866	3.06
HCM Lane V/C Ratio	0.298	0.301	0.058	0.283	0.057	0.345	0.1
HCM Control Delay	11.8	11.9	8.5	11.6	8.6	12.1	8.7
HCM Lane LOS	B	B	A	B	A	B	A
HCM 95th-tile Q	1.2	1.3	0.2	1.1	0.2	1.5	0.3

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	144	4	15	152	99	15	63	18	79	44	39
Future Vol, veh/h	23	144	4	15	152	99	15	63	18	79	44	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	157	4	16	165	108	16	68	20	86	48	42
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	10.6	9.3	10.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	13%	6%	49%
Vol Thru, %	66%	84%	57%	27%
Vol Right, %	19%	2%	37%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	171	266	162
LT Vol	15	23	15	79
Through Vol	63	144	152	44
RT Vol	18	4	99	39
Lane Flow Rate	104	186	289	176
Geometry Grp	1	1	1	1
Degree of Util (X)	0.155	0.259	0.376	0.257
Departure Headway (Hd)	5.333	5.122	4.678	5.251
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	706	758	688
Service Time	3.339	3.122	2.772	3.251
HCM Lane V/C Ratio	0.154	0.263	0.381	0.256
HCM Control Delay	9.3	9.9	10.6	10.1
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	1	1.8	1

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	136	34	11	119	22	31	180	11	17	124	61
Future Vol, veh/h	76	136	34	11	119	22	31	180	11	17	124	61
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	149	37	12	131	24	34	198	12	19	136	67
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	10.7	11.9	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	31%	7%	8%
Vol Thru, %	81%	55%	78%	61%
Vol Right, %	5%	14%	14%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	222	246	152	202
LT Vol	31	76	11	17
Through Vol	180	136	119	124
RT Vol	11	34	22	61
Lane Flow Rate	244	270	167	222
Geometry Grp	1	1	1	1
Degree of Util (X)	0.375	0.413	0.261	0.334
Departure Headway (Hd)	5.538	5.495	5.628	5.422
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	654	636	661
Service Time	3.59	3.546	3.685	3.475
HCM Lane V/C Ratio	0.378	0.413	0.263	0.336
HCM Control Delay	11.9	12.4	10.7	11.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.7	2	1	1.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	172	5	8	143	3	8
Future Vol, veh/h	172	5	8	143	3	8
Conflicting Peds, #/hr	0	25	25	0	25	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	5	9	154	3	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	215	0	410	238
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1355	-	598	801
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	836	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1323	-	566	763
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	697	-	-	1323	-
HCM Lane V/C Ratio	0.017	-	-	0.007	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	3	46	79	4	71
Future Vol, veh/h	67	3	46	79	4	71
Conflicting Peds, #/hr	0	25	25	0	25	25
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	4	55	94	5	85

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	336	132
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	659	917
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	809	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	602	874
Mov Cap-2 Maneuver	-	-	-	-	602	-
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	-	-	1446	-
HCM Lane V/C Ratio	0.105	-	-	0.038	-
HCM Control Delay (s)	9.7	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	80	30	20	93	36	43	127	25	28	107	45
Future Vol, veh/h	32	80	30	20	93	36	43	127	25	28	107	45
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	91	34	23	106	41	49	144	28	32	122	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	9.9	10.4	10.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	23%	13%	16%
Vol Thru, %	65%	56%	62%	59%
Vol Right, %	13%	21%	24%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	142	149	180
LT Vol	43	32	20	28
Through Vol	127	80	93	107
RT Vol	25	30	36	45
Lane Flow Rate	222	161	169	205
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.234	0.244	0.286
Departure Headway (Hd)	5.096	5.223	5.18	5.038
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	687	694	716
Service Time	3.112	3.254	3.205	3.056
HCM Lane V/C Ratio	0.314	0.234	0.244	0.286
HCM Control Delay	10.4	9.9	9.9	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.3	0.9	1	1.2

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	58	52	8	26	66
Future Vol, veh/h	25	58	52	8	26	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	63	57	9	28	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	190	62	0	0	66	0
Stage 1	62	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	799	1003	-	-	1536	-
Stage 1	961	-	-	-	-	-
Stage 2	898	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	784	1003	-	-	1536	-
Mov Cap-2 Maneuver	784	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	925	1536	-
HCM Lane V/C Ratio	-	-	0.098	0.018	-
HCM Control Delay (s)	-	-	9.3	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	32	0	15	0	45	15	11	80	0
Future Vol, veh/h	0	0	0	32	0	15	0	45	15	11	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	35	0	16	0	49	16	12	87	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	176	176	87	168	168	57	87	0	0	65	0	0
Stage 1	111	111	-	57	57	-	-	-	-	-	-	-
Stage 2	65	65	-	111	111	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	786	717	971	796	725	1009	1509	-	-	1537	-	-
Stage 1	894	804	-	955	847	-	-	-	-	-	-	-
Stage 2	946	841	-	894	804	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	769	711	971	791	719	1009	1509	-	-	1537	-	-
Mov Cap-2 Maneuver	769	711	-	791	719	-	-	-	-	-	-	-
Stage 1	894	798	-	955	847	-	-	-	-	-	-	-
Stage 2	931	841	-	887	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.5	0	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	-	850	1537	-	-
HCM Lane V/C Ratio	-	-	-	-	0.06	0.008	-	-
HCM Control Delay (s)	0	-	-	0	9.5	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

Capacity Analysis – Future Conditions

Arlington 425 Development
Arlington Heights, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	38	18	94	19	54
Future Vol, veh/h	154	38	18	94	19	54
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	6	0	0
Mvmt Flow	177	44	21	108	22	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	469	319
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1293	-	556	726
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	485	645
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	594	-	-	1219	-
HCM Lane V/C Ratio	0.141	-	-	0.017	-
HCM Control Delay (s)	12.1	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	179	7	4	114	6	12	5	6	7	6	8
Future Vol, veh/h	14	179	7	4	114	6	12	5	6	7	6	8
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	195	8	4	124	7	13	5	7	8	7	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	263	0	0	493	488	319	491	489	248
Stage 1	-	-	-	-	-	-	289	289	-	196	196	-
Stage 2	-	-	-	-	-	-	204	199	-	295	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1383	-	-	1301	-	-	486	480	722	488	480	791
Stage 1	-	-	-	-	-	-	719	673	-	806	739	-
Stage 2	-	-	-	-	-	-	798	736	-	713	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1304	-	-	1227	-	-	416	420	642	420	420	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	416	420	-	420	420	-
Stage 1	-	-	-	-	-	-	669	627	-	750	694	-
Stage 2	-	-	-	-	-	-	733	691	-	651	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	459	1304	-	-	1227	-	-	496
HCM Lane V/C Ratio	0.054	0.012	-	-	0.004	-	-	0.046
HCM Control Delay (s)	13.3	7.8	0	-	7.9	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	218	7	14	139	45	17	18	24	60	16	13
Future Vol, veh/h	7	218	7	14	139	45	17	18	24	60	16	13
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	2	0	0	1	0	0	0	4	5	0	0
Mvmt Flow	10	311	10	20	199	64	24	26	34	86	23	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	381	0	0	748	759	436	757	732	351
Stage 1	-	-	-	-	-	-	396	396	-	331	331	-
Stage 2	-	-	-	-	-	-	352	363	-	426	401	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	7.15	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.336	3.545	4	3.3
Pot Cap-1 Maneuver	1248	-	-	1189	-	-	331	338	616	320	351	697
Stage 1	-	-	-	-	-	-	633	607	-	676	649	-
Stage 2	-	-	-	-	-	-	669	628	-	601	604	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1121	-	-	263	291	548	243	303	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	263	291	-	243	303	-
Stage 1	-	-	-	-	-	-	591	567	-	631	599	-
Stage 2	-	-	-	-	-	-	576	580	-	502	564	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	18.7	28.4
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1177	-	-	1121	-	-	278
HCM Lane V/C Ratio	0.244	0.008	-	-	0.018	-	-	0.457
HCM Control Delay (s)	18.7	8.1	0	-	8.3	0	-	28.4
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	2.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	203	3	4	140	13	2	1	5	24	8	5
Future Vol, veh/h	4	203	3	4	140	13	2	1	5	24	8	5
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	221	3	4	152	14	2	1	5	26	9	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	226	0	0	284	0	0	525	525	343	521	519	279
Stage 1	-	-	-	-	-	-	291	291	-	227	227	-
Stage 2	-	-	-	-	-	-	234	234	-	294	292	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1342	-	-	1278	-	-	463	458	700	466	461	760
Stage 1	-	-	-	-	-	-	717	672	-	776	716	-
Stage 2	-	-	-	-	-	-	769	711	-	714	671	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1205	-	-	399	404	622	407	407	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	404	-	407	407	-
Stage 1	-	-	-	-	-	-	673	631	-	729	672	-
Stage 2	-	-	-	-	-	-	707	668	-	664	630	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.1	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	515	1265	-	-	1205	-	-	430
HCM Lane V/C Ratio	0.017	0.003	-	-	0.004	-	-	0.094
HCM Control Delay (s)	12.1	7.9	0	-	8	0	-	14.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	117	26	19	57	11	9	66	6	19	89	28
Future Vol, veh/h	65	117	26	19	57	11	9	66	6	19	89	28
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	6	0	11	3	0	0	8	4
Mvmt Flow	79	143	32	23	70	13	11	80	7	23	109	34
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	10.7	9.2	10	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	11%	36%	0%	25%	0%	18%	0%
Vol Thru, %	81%	64%	0%	75%	0%	82%	0%
Vol Right, %	7%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	182	26	76	11	108	28
LT Vol	9	65	0	19	0	19	0
Through Vol	66	117	0	57	0	89	0
RT Vol	6	0	26	0	11	0	28
Lane Flow Rate	99	222	32	93	13	132	34
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.16	0.34	0.041	0.145	0.018	0.207	0.047
Departure Headway (Hd)	5.841	5.522	4.637	5.636	4.906	5.652	4.995
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	648	766	631	722	631	711
Service Time	3.922	3.288	2.402	3.417	2.686	3.425	2.768
HCM Lane V/C Ratio	0.163	0.343	0.042	0.147	0.018	0.209	0.048
HCM Control Delay	10	11.1	7.6	9.4	7.8	9.9	8
HCM Lane LOS	A	B	A	A	A	A	A
HCM 95th-tile Q	0.6	1.5	0.1	0.5	0.1	0.8	0.1

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	272	6	10	171	50	11	56	15	70	41	4
Future Vol, veh/h	22	272	6	10	171	50	11	56	15	70	41	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	296	7	11	186	54	12	61	16	76	45	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	10.3	9.4	10
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	4%	61%
Vol Thru, %	68%	91%	74%	36%
Vol Right, %	18%	2%	22%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	300	231	115
LT Vol	11	22	10	70
Through Vol	56	272	171	41
RT Vol	15	6	50	4
Lane Flow Rate	89	326	251	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.136	0.436	0.334	0.195
Departure Headway (Hd)	5.509	4.813	4.784	5.621
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	740	741	642
Service Time	3.514	2.902	2.879	3.623
HCM Lane V/C Ratio	0.136	0.441	0.339	0.195
HCM Control Delay	9.4	11.6	10.3	10
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.5	2.2	1.5	0.7

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	140	24	9	85	20	26	125	9	30	170	42
Future Vol, veh/h	48	140	24	9	85	20	26	125	9	30	170	42
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	1	4	0	4	0	0	1	0	0	1	3
Mvmt Flow	55	159	27	10	97	23	30	142	10	34	193	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	9.8	10.3	11.4
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	23%	8%	12%
Vol Thru, %	78%	66%	75%	70%
Vol Right, %	6%	11%	18%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	212	114	242
LT Vol	26	48	9	30
Through Vol	125	140	85	170
RT Vol	9	24	20	42
Lane Flow Rate	182	241	130	275
Geometry Grp	1	1	1	1
Degree of Util (X)	0.27	0.355	0.195	0.391
Departure Headway (Hd)	5.339	5.304	5.426	5.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	677	661	701
Service Time	3.374	3.338	3.466	3.157
HCM Lane V/C Ratio	0.27	0.356	0.197	0.392
HCM Control Delay	10.3	11.2	9.8	11.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.1	1.6	0.7	1.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	176	2	3	105	8	9
Future Vol, veh/h	176	2	3	105	8	9
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	210	2	4	125	10	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	464	331
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1303	-	560	715
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	497	636
Mov Cap-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	562	-	-	1229	-
HCM Lane V/C Ratio	0.036	-	-	0.003	-
HCM Control Delay (s)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	5	20	34	3	15
Future Vol, veh/h	27	5	20	34	3	15
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	3	0	8
Mvmt Flow	30	5	22	37	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	234	153
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1512	-	759	878
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	664	781
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	759	-	-	1426	-
HCM Lane V/C Ratio	0.026	-	-	0.015	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	97	19	6	45	14	10	58	10	14	76	32
Future Vol, veh/h	22	97	19	6	45	14	10	58	10	14	76	32
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	1	0	0	3	0	10	2	10	0	4	3
Mvmt Flow	27	118	23	7	55	17	12	71	12	17	93	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.1	8.5	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	16%	9%	11%
Vol Thru, %	74%	70%	69%	62%
Vol Right, %	13%	14%	22%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	138	65	122
LT Vol	10	22	6	14
Through Vol	58	97	45	76
RT Vol	10	19	14	32
Lane Flow Rate	95	168	79	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.211	0.1	0.184
Departure Headway (Hd)	4.765	4.511	4.555	4.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	796	786	805
Service Time	2.796	2.54	2.589	2.484
HCM Lane V/C Ratio	0.126	0.211	0.101	0.185
HCM Control Delay	8.5	8.7	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	0.3	0.7

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	14	60	10	18	35
Future Vol, veh/h	12	14	60	10	18	35
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	65	11	20	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	269	191	0	0	136	0
Stage 1	131	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	720	851	-	-	1448	-
Stage 1	895	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	631	757	-	-	1365	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	693	1365	-
HCM Lane V/C Ratio	-	-	0.041	0.014	-
HCM Control Delay (s)	-	-	10.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	50	8	0	16	12	50	6	4	43	1
Future Vol, veh/h	12	0	50	8	0	16	12	50	6	4	43	1
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	54	9	0	17	13	54	7	4	47	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	268	263	168	287	260	178	108	0	0	121	0	0
Stage 1	116	116	-	144	144	-	-	-	-	-	-	-
Stage 2	152	147	-	143	116	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	685	642	876	665	645	865	1483	-	-	1467	-	-
Stage 1	889	800	-	859	778	-	-	-	-	-	-	-
Stage 2	850	775	-	860	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	564	779	545	566	769	1398	-	-	1383	-	-
Mov Cap-2 Maneuver	589	564	-	545	566	-	-	-	-	-	-	-
Stage 1	829	752	-	801	727	-	-	-	-	-	-	-
Stage 2	775	724	-	752	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.5	1.3	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	733	676	1383	-	-
HCM Lane V/C Ratio	0.009	-	-	0.092	0.039	0.003	-	-
HCM Control Delay (s)	7.6	0	-	10.4	10.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	2	0	121	3	2
Future Vol, veh/h	179	2	0	121	3	2
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	2	0	132	3	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	448	316
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	568	724
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1233	-	505	644
Mov Cap-2 Maneuver	-	-	-	-	505	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	553	-	-	1233	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	11.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	18	0	0	17
Future Vol, veh/h	0	5	18	0	0	17
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	20	0	0	18

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	80	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	980	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	924	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	924	-
HCM Lane V/C Ratio	-	0.006	-
HCM Control Delay (s)	-	8.9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	8	10	5	3	14
Future Vol, veh/h	18	8	10	5	3	14
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	9	11	5	3	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	155	134	0	0	76	0
Stage 1	74	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	836	915	-	-	1523	-
Stage 1	949	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	742	813	-	-	1436	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1436	-
HCM Lane V/C Ratio	-	-	0.037	0.002	-
HCM Control Delay (s)	-	-	9.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	46	73	160	45	77
Future Vol, veh/h	164	46	73	160	45	77
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	50	79	174	49	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	655	323
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1274	-	431	718
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	355	638
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	493	-	-	1201	-
HCM Lane V/C Ratio	0.269	-	-	0.066	-
HCM Control Delay (s)	15	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	191	17	24	136	42	11	9	9	14	16	31
Future Vol, veh/h	35	191	17	24	136	42	11	9	9	14	16	31
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	208	18	26	148	46	12	10	10	15	17	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	286	0	0	662	659	337	646	645	291
Stage 1	-	-	-	-	-	-	353	353	-	283	283	-
Stage 2	-	-	-	-	-	-	309	306	-	363	362	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1311	-	-	1276	-	-	375	384	705	385	391	748
Stage 1	-	-	-	-	-	-	664	631	-	724	677	-
Stage 2	-	-	-	-	-	-	701	662	-	656	625	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1203	-	-	290	322	627	315	328	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	290	322	-	315	328	-
Stage 1	-	-	-	-	-	-	604	574	-	659	623	-
Stage 2	-	-	-	-	-	-	595	609	-	578	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1	15.9	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	361	1236	-	-	1203	-	-	436
HCM Lane V/C Ratio	0.087	0.031	-	-	0.022	-	-	0.152
HCM Control Delay (s)	15.9	8	0	-	8.1	0	-	14.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	135	11	14	201	93	7	31	20	72	41	41
Future Vol, veh/h	14	135	11	14	201	93	7	31	20	72	41	41
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	152	12	16	226	104	8	35	22	81	46	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	224	0	0	666	672	278	649	626	398
Stage 1	-	-	-	-	-	-	250	250	-	370	370	-
Stage 2	-	-	-	-	-	-	416	422	-	279	256	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1169	-	-	1345	-	-	373	377	761	383	401	652
Stage 1	-	-	-	-	-	-	754	700	-	650	620	-
Stage 2	-	-	-	-	-	-	614	588	-	728	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1102	-	-	1268	-	-	267	325	677	295	345	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	267	325	-	295	345	-
Stage 1	-	-	-	-	-	-	700	650	-	603	575	-
Stage 2	-	-	-	-	-	-	482	546	-	618	646	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	16.3	24.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1102	-	-	1268	-	-	355
HCM Lane V/C Ratio	0.17	0.014	-	-	0.012	-	-	0.487
HCM Control Delay (s)	16.3	8.3	0	-	7.9	0	-	24.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	2.6

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	121	2	5	167	44	3	3	4	35	7	9
Future Vol, veh/h	10	121	2	5	167	44	3	3	4	35	7	9
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	132	2	5	182	48	3	3	4	38	8	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	290	0	0	194	0	0	500	515	253	495	492	326
Stage 1	-	-	-	-	-	-	215	215	-	276	276	-
Stage 2	-	-	-	-	-	-	285	300	-	219	216	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1272	-	-	1379	-	-	481	464	786	485	478	715
Stage 1	-	-	-	-	-	-	787	725	-	730	682	-
Stage 2	-	-	-	-	-	-	722	666	-	783	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	1300	-	-	411	407	699	421	419	636
Mov Cap-2 Maneuver	-	-	-	-	-	-	411	407	-	421	419	-
Stage 1	-	-	-	-	-	-	734	677	-	681	640	-
Stage 2	-	-	-	-	-	-	660	625	-	723	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.2	12.5	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	1199	-	-	1300	-	-	447
HCM Lane V/C Ratio	0.022	0.009	-	-	0.004	-	-	0.124
HCM Control Delay (s)	12.5	8	0	-	7.8	0	-	14.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	110	54	44	143	47	33	96	34	36	152	66
Future Vol, veh/h	64	110	54	44	143	47	33	96	34	36	152	66
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	124	61	49	161	53	37	108	38	40	171	74
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	12.2	12.5	12.9	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	37%	0%	24%	0%	19%	0%
Vol Thru, %	59%	63%	0%	76%	0%	81%	0%
Vol Right, %	21%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	174	54	187	47	188	66
LT Vol	33	64	0	44	0	36	0
Through Vol	96	110	0	143	0	152	0
RT Vol	34	0	54	0	47	0	66
Lane Flow Rate	183	196	61	210	53	211	74
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.333	0.36	0.097	0.382	0.084	0.383	0.118
Departure Headway (Hd)	6.546	6.63	5.73	6.551	5.718	6.527	5.719
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	546	540	621	546	623	549	623
Service Time	4.622	4.402	3.501	4.323	3.49	4.296	3.487
HCM Lane V/C Ratio	0.335	0.363	0.098	0.385	0.085	0.384	0.119
HCM Control Delay	12.9	13.1	9.1	13.4	9	13.3	9.3
HCM Lane LOS	B	B	A	B	A	B	A
HCM 95th-tile Q	1.5	1.6	0.3	1.8	0.3	1.8	0.4

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	186	4	16	218	103	16	66	19	82	46	41
Future Vol, veh/h	24	186	4	16	218	103	16	66	19	82	46	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	202	4	17	237	112	17	72	21	89	50	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	13	10	10.9
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	11%	5%	49%
Vol Thru, %	65%	87%	65%	27%
Vol Right, %	19%	2%	31%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	214	337	169
LT Vol	16	24	16	82
Through Vol	66	186	218	46
RT Vol	19	4	103	41
Lane Flow Rate	110	233	366	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.344	0.506	0.287
Departure Headway (Hd)	5.743	5.326	4.969	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	675	725	637
Service Time	3.791	3.364	3.002	3.671
HCM Lane V/C Ratio	0.176	0.345	0.505	0.289
HCM Control Delay	10	11.2	13	10.9
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	1.5	2.9	1.2

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	149	35	11	128	26	32	187	11	22	129	63
Future Vol, veh/h	79	149	35	11	128	26	32	187	11	22	129	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	164	38	12	141	29	35	205	12	24	142	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.3	11.2	12.6	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	30%	7%	10%
Vol Thru, %	81%	57%	78%	60%
Vol Right, %	5%	13%	16%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	263	165	214
LT Vol	32	79	11	22
Through Vol	187	149	128	129
RT Vol	11	35	26	63
Lane Flow Rate	253	289	181	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.4	0.452	0.29	0.365
Departure Headway (Hd)	5.699	5.627	5.766	5.584
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	636	618	640
Service Time	3.766	3.692	3.841	3.652
HCM Lane V/C Ratio	0.402	0.454	0.293	0.367
HCM Control Delay	12.6	13.3	11.2	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.9	2.3	1.2	1.7

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	5	8	156	3	8
Future Vol, veh/h	191	5	8	156	3	8
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	5	9	168	3	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	270	0	514	328
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1293	-	521	713
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	460	634
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1219	-
HCM Lane V/C Ratio	0.021	-	-	0.007	-
HCM Control Delay (s)	11.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	4	49	81	8	75
Future Vol, veh/h	69	4	49	81	8	75
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	5	58	96	10	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	417	205
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	592	836
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	503	743
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1353	-
HCM Lane V/C Ratio	0.139	-	-	0.043	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	94	31	21	115	37	45	132	26	29	111	47
Future Vol, veh/h	33	94	31	21	115	37	45	132	26	29	111	47
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	107	35	24	131	42	51	150	30	33	126	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	10.5	11	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	21%	12%	16%
Vol Thru, %	65%	59%	66%	59%
Vol Right, %	13%	20%	21%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	158	173	187
LT Vol	45	33	21	29
Through Vol	132	94	115	111
RT Vol	26	31	37	47
Lane Flow Rate	231	180	197	212
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.267	0.29	0.307
Departure Headway (Hd)	5.259	5.362	5.307	5.204
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	670	676	691
Service Time	3.293	3.4	3.344	3.239
HCM Lane V/C Ratio	0.338	0.269	0.291	0.307
HCM Control Delay	11	10.4	10.5	10.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	1.1	1.2	1.3

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	60	61	8	27	80
Future Vol, veh/h	26	60	61	8	27	80
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	65	66	9	29	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	336	191	0	0	135	0
Stage 1	131	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	659	851	-	-	1449	-
Stage 1	895	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	573	757	-	-	1366	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	690	1366	-
HCM Lane V/C Ratio	-	-	0.135	0.021	-
HCM Control Delay (s)	-	-	11	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	29	33	0	16	35	74	16	11	89	15
Future Vol, veh/h	6	0	29	33	0	16	35	74	16	11	89	15
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	32	36	0	17	38	80	17	12	97	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	422	422	225	430	422	209	173	0	0	157	0	0
Stage 1	189	189	-	225	225	-	-	-	-	-	-	-
Stage 2	233	233	-	205	197	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	542	523	814	535	523	831	1404	-	-	1423	-	-
Stage 1	813	744	-	778	718	-	-	-	-	-	-	-
Stage 2	770	712	-	797	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	447	724	441	447	739	1324	-	-	1342	-	-
Mov Cap-2 Maneuver	456	447	-	441	447	-	-	-	-	-	-	-
Stage 1	744	695	-	712	657	-	-	-	-	-	-	-
Stage 2	688	651	-	712	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	12.9	2.2	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	658	508	1342	-	-
HCM Lane V/C Ratio	0.029	-	-	0.058	0.105	0.009	-	-
HCM Control Delay (s)	7.8	0	-	10.8	12.9	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	8	1	193	8	7
Future Vol, veh/h	206	8	1	193	8	7
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	9	1	210	9	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	293	0	561	349
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1269	-	489	694
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1196	-	434	617
Mov Cap-2 Maneuver	-	-	-	-	434	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	504	-	-	1196	-
HCM Lane V/C Ratio	0.032	-	-	0.001	-
HCM Control Delay (s)	12.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	24	0	0	57
Future Vol, veh/h	0	5	24	0	0	57
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	26	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	86	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	973	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	917	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	917	-
HCM Lane V/C Ratio	-	0.006	-
HCM Control Delay (s)	-	8.9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	20	18	8	49
Future Vol, veh/h	11	4	20	18	8	49
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	4	22	20	9	53

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	223	152	0	0	102	0
Stage 1	92	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	765	894	-	-	1490	-
Stage 1	932	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	795	-	-	1405	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	879	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	703	1405	-
HCM Lane V/C Ratio	-	-	0.023	0.006	-
HCM Control Delay (s)	-	-	10.2	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	38	18	94	19	54
Future Vol, veh/h	154	38	18	94	19	54
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	0	6	0	0
Mvmt Flow	177	44	21	108	22	62
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.1	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	26%	0%	16%
Vol Thru, %	0%	80%	84%
Vol Right, %	74%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	192	112
LT Vol	19	0	18
Through Vol	0	154	94
RT Vol	54	38	0
Lane Flow Rate	84	221	129
Geometry Grp	1	1	1
Degree of Util (X)	0.099	0.247	0.152
Departure Headway (Hd)	4.259	4.027	4.25
Convergence, Y/N	Yes	Yes	Yes
Cap	847	878	830
Service Time	2.259	2.109	2.344
HCM Lane V/C Ratio	0.099	0.252	0.155
HCM Control Delay	7.7	8.5	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1	0.5

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	218	7	14	139	45	17	18	24	60	16	13
Future Vol, veh/h	7	218	7	14	139	45	17	18	24	60	16	13
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	2	0	0	1	0	0	0	4	5	0	0
Mvmt Flow	10	311	10	20	199	64	24	26	34	86	23	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	10.7	9.3	10.1
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	3%	7%	67%
Vol Thru, %	31%	94%	70%	18%
Vol Right, %	41%	3%	23%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	232	198	89
LT Vol	17	7	14	60
Through Vol	18	218	139	16
RT Vol	24	7	45	13
Lane Flow Rate	84	331	283	127
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.441	0.373	0.201
Departure Headway (Hd)	5.457	4.792	4.746	5.684
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	660	742	747	634
Service Time	3.463	2.888	2.845	3.688
HCM Lane V/C Ratio	0.127	0.446	0.379	0.2
HCM Control Delay	9.3	11.7	10.7	10.1
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.4	2.3	1.7	0.7

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	46	73	160	45	77
Future Vol, veh/h	164	46	73	160	45	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	50	79	174	49	84
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	9.7	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	37%	0%	31%
Vol Thru, %	0%	78%	69%
Vol Right, %	63%	22%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	122	210	233
LT Vol	45	0	73
Through Vol	0	164	160
RT Vol	77	46	0
Lane Flow Rate	133	228	253
Geometry Grp	1	1	1
Degree of Util (X)	0.173	0.279	0.321
Departure Headway (Hd)	4.699	4.403	4.56
Convergence, Y/N	Yes	Yes	Yes
Cap	763	815	788
Service Time	2.737	2.434	2.591
HCM Lane V/C Ratio	0.174	0.28	0.321
HCM Control Delay	8.7	9.1	9.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	1.1	1.4

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	135	11	14	201	93	7	31	20	72	41	41
Future Vol, veh/h	14	135	11	14	201	93	7	31	20	72	41	41
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	152	12	16	226	104	8	35	22	81	46	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	11.3	8.9	10
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	9%	5%	47%
Vol Thru, %	53%	84%	65%	27%
Vol Right, %	34%	7%	30%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	160	308	154
LT Vol	7	14	14	72
Through Vol	31	135	201	41
RT Vol	20	11	93	41
Lane Flow Rate	65	180	346	173
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.246	0.442	0.249
Departure Headway (Hd)	5.331	4.931	4.598	5.171
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	676	721	775	687
Service Time	3.331	3.017	2.67	3.261
HCM Lane V/C Ratio	0.096	0.25	0.446	0.252
HCM Control Delay	8.9	9.6	11.3	10
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1	2.3	1

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	38	18	94	19	54
Future Vol, veh/h	154	38	18	94	19	54
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	3	0	6	0	0
Mvmt Flow	177	44	21	108	22	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	469	319
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1293	-	556	726
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	485	645
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	594	-	-	1219	-
HCM Lane V/C Ratio	0.141	-	-	0.017	-
HCM Control Delay (s)	12.1	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	180	6	3	114	6	12	5	6	8	5	8
Future Vol, veh/h	14	180	6	3	114	6	12	5	6	8	5	8
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	196	7	3	124	7	13	5	7	9	5	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	263	0	0	491	487	320	490	487	248
Stage 1	-	-	-	-	-	-	290	290	-	194	194	-
Stage 2	-	-	-	-	-	-	201	197	-	296	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1383	-	-	1301	-	-	488	481	721	489	481	791
Stage 1	-	-	-	-	-	-	718	672	-	808	740	-
Stage 2	-	-	-	-	-	-	801	738	-	712	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1304	-	-	1227	-	-	419	421	641	421	421	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	419	421	-	421	421	-
Stage 1	-	-	-	-	-	-	668	626	-	752	696	-
Stage 2	-	-	-	-	-	-	738	694	-	650	624	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	13.3	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	1304	-	-	1227	-	-	497
HCM Lane V/C Ratio	0.054	0.012	-	-	0.003	-	-	0.046
HCM Control Delay (s)	13.3	7.8	0	-	7.9	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	206	4	14	139	45	17	18	24	72	19	16
Future Vol, veh/h	8	206	4	14	139	45	17	18	24	72	19	16
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	0	2	0	0	1	0	0	0	4	5	0	0
Mvmt Flow	11	294	6	20	199	64	24	26	34	103	27	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	360	0	0	735	742	417	740	713	351
Stage 1	-	-	-	-	-	-	379	379	-	331	331	-
Stage 2	-	-	-	-	-	-	356	363	-	409	382	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	7.15	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.15	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.336	3.545	4	3.3
Pot Cap-1 Maneuver	1248	-	-	1210	-	-	338	346	632	329	360	697
Stage 1	-	-	-	-	-	-	647	618	-	676	649	-
Stage 2	-	-	-	-	-	-	666	628	-	613	616	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	1141	-	-	264	298	562	250	310	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	298	-	250	310	-
Stage 1	-	-	-	-	-	-	603	577	-	630	599	-
Stage 2	-	-	-	-	-	-	565	580	-	513	575	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	18.4	31.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	352	1177	-	-	1141	-	-	285
HCM Lane V/C Ratio	0.239	0.01	-	-	0.018	-	-	0.536
HCM Control Delay (s)	18.4	8.1	0	-	8.2	0	-	31.3
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	2.9

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	204	3	4	143	9	2	1	5	9	8	2
Future Vol, veh/h	3	204	3	4	143	9	2	1	5	9	8	2
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	222	3	4	155	10	2	1	5	10	9	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	285	0	0	524	523	344	521	519	280
Stage 1	-	-	-	-	-	-	290	290	-	228	228	-
Stage 2	-	-	-	-	-	-	234	233	-	293	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1344	-	-	1277	-	-	464	459	699	466	461	759
Stage 1	-	-	-	-	-	-	718	672	-	775	715	-
Stage 2	-	-	-	-	-	-	769	712	-	715	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1204	-	-	402	405	621	408	407	675
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	405	-	408	407	-
Stage 1	-	-	-	-	-	-	675	632	-	729	671	-
Stage 2	-	-	-	-	-	-	711	669	-	665	632	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	12.1	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	516	1267	-	-	1204	-	-	425
HCM Lane V/C Ratio	0.017	0.003	-	-	0.004	-	-	0.049
HCM Control Delay (s)	12.1	7.8	0	-	8	0	-	13.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	117	26	19	57	11	9	66	6	19	89	28
Future Vol, veh/h	65	117	26	19	57	11	9	66	6	19	89	28
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	6	0	11	3	0	0	8	4
Mvmt Flow	79	143	32	23	70	13	11	80	7	23	109	34
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	10.7	9.2	10	9.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	11%	36%	0%	25%	0%	18%	0%
Vol Thru, %	81%	64%	0%	75%	0%	82%	0%
Vol Right, %	7%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	81	182	26	76	11	108	28
LT Vol	9	65	0	19	0	19	0
Through Vol	66	117	0	57	0	89	0
RT Vol	6	0	26	0	11	0	28
Lane Flow Rate	99	222	32	93	13	132	34
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.16	0.34	0.041	0.145	0.018	0.207	0.047
Departure Headway (Hd)	5.841	5.522	4.637	5.636	4.906	5.652	4.995
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	648	766	631	722	631	711
Service Time	3.922	3.288	2.402	3.417	2.686	3.425	2.768
HCM Lane V/C Ratio	0.163	0.343	0.042	0.147	0.018	0.209	0.048
HCM Control Delay	10	11.1	7.6	9.4	7.8	9.9	8
HCM Lane LOS	A	B	A	A	A	A	A
HCM 95th-tile Q	0.6	1.5	0.1	0.5	0.1	0.8	0.1

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	272	6	10	171	50	11	56	15	70	41	4
Future Vol, veh/h	22	272	6	10	171	50	11	56	15	70	41	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	296	7	11	186	54	12	61	16	76	45	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	10.3	9.4	10
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	4%	61%
Vol Thru, %	68%	91%	74%	36%
Vol Right, %	18%	2%	22%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	300	231	115
LT Vol	11	22	10	70
Through Vol	56	272	171	41
RT Vol	15	6	50	4
Lane Flow Rate	89	326	251	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.136	0.436	0.334	0.195
Departure Headway (Hd)	5.509	4.813	4.784	5.621
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	654	740	741	642
Service Time	3.514	2.902	2.879	3.623
HCM Lane V/C Ratio	0.136	0.441	0.339	0.195
HCM Control Delay	9.4	11.6	10.3	10
HCM Lane LOS	A	B	B	A
HCM 95th-tile Q	0.5	2.2	1.5	0.7

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	140	24	9	85	20	26	125	9	30	170	42
Future Vol, veh/h	48	140	24	9	85	20	26	125	9	30	170	42
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	1	4	0	4	0	0	1	0	0	1	3
Mvmt Flow	55	159	27	10	97	23	30	142	10	34	193	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	9.8	10.3	11.4
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	23%	8%	12%
Vol Thru, %	78%	66%	75%	70%
Vol Right, %	6%	11%	18%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	212	114	242
LT Vol	26	48	9	30
Through Vol	125	140	85	170
RT Vol	9	24	20	42
Lane Flow Rate	182	241	130	275
Geometry Grp	1	1	1	1
Degree of Util (X)	0.27	0.355	0.195	0.391
Departure Headway (Hd)	5.339	5.304	5.426	5.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	677	661	701
Service Time	3.374	3.338	3.466	3.157
HCM Lane V/C Ratio	0.27	0.356	0.197	0.392
HCM Control Delay	10.3	11.2	9.8	11.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.1	1.6	0.7	1.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	176	2	3	105	8	9
Future Vol, veh/h	176	2	3	105	8	9
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	210	2	4	125	10	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	272	0	464	331
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1303	-	560	715
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	845	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1229	-	497	636
Mov Cap-2 Maneuver	-	-	-	-	497	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	794	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	562	-	-	1229	-
HCM Lane V/C Ratio	0.036	-	-	0.003	-
HCM Control Delay (s)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	5	20	34	3	15
Future Vol, veh/h	27	5	20	34	3	15
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	3	0	8
Mvmt Flow	30	5	22	37	3	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	234	153
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	-	-	4.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	1512	-	759	878
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	664	781
Mov Cap-2 Maneuver	-	-	-	-	664	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	759	-	-	1426	-
HCM Lane V/C Ratio	0.026	-	-	0.015	-
HCM Control Delay (s)	9.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	97	19	6	45	14	10	58	10	14	76	32
Future Vol, veh/h	22	97	19	6	45	14	10	58	10	14	76	32
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	1	0	0	3	0	10	2	10	0	4	3
Mvmt Flow	27	118	23	7	55	17	12	71	12	17	93	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.1	8.5	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	16%	9%	11%
Vol Thru, %	74%	70%	69%	62%
Vol Right, %	13%	14%	22%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	138	65	122
LT Vol	10	22	6	14
Through Vol	58	97	45	76
RT Vol	10	19	14	32
Lane Flow Rate	95	168	79	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.211	0.1	0.184
Departure Headway (Hd)	4.765	4.511	4.555	4.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	796	786	805
Service Time	2.796	2.54	2.589	2.484
HCM Lane V/C Ratio	0.126	0.211	0.101	0.185
HCM Control Delay	8.5	8.7	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	0.3	0.7

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	14	60	10	18	35
Future Vol, veh/h	12	14	60	10	18	35
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	15	65	11	20	38

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	269	191	0	0	136	0
Stage 1	131	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	720	851	-	-	1448	-
Stage 1	895	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	631	757	-	-	1365	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	826	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	2.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	693	1365	-
HCM Lane V/C Ratio	-	-	0.041	0.014	-
HCM Control Delay (s)	-	-	10.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	68	8	0	16	12	50	6	4	43	1
Future Vol, veh/h	12	0	68	8	0	16	12	50	6	4	43	1
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	74	9	0	17	13	54	7	4	47	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	268	263	168	297	260	178	108	0	0	121	0	0
Stage 1	116	116	-	144	144	-	-	-	-	-	-	-
Stage 2	152	147	-	153	116	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	685	642	876	655	645	865	1483	-	-	1467	-	-
Stage 1	889	800	-	859	778	-	-	-	-	-	-	-
Stage 2	850	775	-	849	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	564	779	522	566	769	1398	-	-	1383	-	-
Mov Cap-2 Maneuver	589	564	-	522	566	-	-	-	-	-	-	-
Stage 1	829	752	-	801	727	-	-	-	-	-	-	-
Stage 2	775	724	-	722	752	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.6	1.3	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	743	664	1383	-	-
HCM Lane V/C Ratio	0.009	-	-	0.117	0.039	0.003	-	-
HCM Control Delay (s)	7.6	0	-	10.5	10.6	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	4	1	120	3	2
Future Vol, veh/h	179	4	1	120	3	2
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	195	4	1	130	3	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	259	0	449	317
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1306	-	568	724
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1231	-	504	644
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	552	-	-	1231	-
HCM Lane V/C Ratio	0.01	-	-	0.001	-
HCM Control Delay (s)	11.6	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	10	0	0	14
Future Vol, veh/h	0	13	10	0	0	14
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	11	0	0	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	71	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	991	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	934	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	934	-
HCM Lane V/C Ratio	-	0.015	-
HCM Control Delay (s)	-	8.9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	46	73	160	45	77
Future Vol, veh/h	164	46	73	160	45	77
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	50	79	174	49	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	655	323
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1274	-	431	718
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1201	-	355	638
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	736	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	493	-	-	1201	-
HCM Lane V/C Ratio	0.269	-	-	0.066	-
HCM Control Delay (s)	15	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	35	194	14	21	136	42	11	9	9	16	14	31
Future Vol, veh/h	35	194	14	21	136	42	11	9	9	16	14	31
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	211	15	23	148	46	12	10	10	17	15	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	254	0	0	286	0	0	657	655	339	642	639	291
Stage 1	-	-	-	-	-	-	355	355	-	277	277	-
Stage 2	-	-	-	-	-	-	302	300	-	365	362	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1311	-	-	1276	-	-	378	386	703	387	394	748
Stage 1	-	-	-	-	-	-	662	630	-	729	681	-
Stage 2	-	-	-	-	-	-	707	666	-	654	625	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1203	-	-	295	324	625	317	331	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	324	-	317	331	-
Stage 1	-	-	-	-	-	-	602	573	-	663	628	-
Stage 2	-	-	-	-	-	-	604	614	-	576	569	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.8	15.8	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	1236	-	-	1203	-	-	438
HCM Lane V/C Ratio	0.086	0.031	-	-	0.019	-	-	0.151
HCM Control Delay (s)	15.8	8	0	-	8.1	0	-	14.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	128	9	14	201	93	7	31	20	79	43	43
Future Vol, veh/h	17	128	9	14	201	93	7	31	20	79	43	43
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	144	10	16	226	104	8	35	22	89	48	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	390	0	0	214	0	0	665	669	269	646	622	398
Stage 1	-	-	-	-	-	-	247	247	-	370	370	-
Stage 2	-	-	-	-	-	-	418	422	-	276	252	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1169	-	-	1356	-	-	374	379	770	385	403	652
Stage 1	-	-	-	-	-	-	757	702	-	650	620	-
Stage 2	-	-	-	-	-	-	612	588	-	730	698	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1102	-	-	1279	-	-	265	325	685	296	346	580
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	325	-	296	346	-
Stage 1	-	-	-	-	-	-	700	649	-	601	575	-
Stage 2	-	-	-	-	-	-	477	546	-	618	646	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.4	16.3	25.7
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	384	1102	-	-	1279	-	-	355
HCM Lane V/C Ratio	0.17	0.017	-	-	0.012	-	-	0.522
HCM Control Delay (s)	16.3	8.3	0	-	7.8	0	-	25.7
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	2.9

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	124	2	5	169	29	3	3	4	26	7	7
Future Vol, veh/h	7	124	2	5	169	29	3	3	4	26	7	7
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	135	2	5	184	32	3	3	4	28	8	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	197	0	0	490	498	256	486	483	320
Stage 1	-	-	-	-	-	-	212	212	-	270	270	-
Stage 2	-	-	-	-	-	-	278	286	-	216	213	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	-	1376	-	-	489	474	783	492	483	721
Stage 1	-	-	-	-	-	-	790	727	-	736	686	-
Stage 2	-	-	-	-	-	-	728	675	-	786	726	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1213	-	-	1297	-	-	420	417	696	429	425	641
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	417	-	429	425	-
Stage 1	-	-	-	-	-	-	739	680	-	689	644	-
Stage 2	-	-	-	-	-	-	668	634	-	728	680	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	12.4	13.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	498	1213	-	-	1297	-	-	455
HCM Lane V/C Ratio	0.022	0.006	-	-	0.004	-	-	0.096
HCM Control Delay (s)	12.4	8	0	-	7.8	0	-	13.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	110	54	44	143	47	33	96	34	36	152	66
Future Vol, veh/h	64	110	54	44	143	47	33	96	34	36	152	66
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	124	61	49	161	53	37	108	38	40	171	74
Number of Lanes	0	1	1	0	1	1	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	12.2	12.5	12.9	12.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	20%	37%	0%	24%	0%	19%	0%
Vol Thru, %	59%	63%	0%	76%	0%	81%	0%
Vol Right, %	21%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	174	54	187	47	188	66
LT Vol	33	64	0	44	0	36	0
Through Vol	96	110	0	143	0	152	0
RT Vol	34	0	54	0	47	0	66
Lane Flow Rate	183	196	61	210	53	211	74
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.333	0.36	0.097	0.382	0.084	0.383	0.118
Departure Headway (Hd)	6.546	6.63	5.73	6.551	5.718	6.527	5.719
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	546	540	621	546	623	549	623
Service Time	4.622	4.402	3.501	4.323	3.49	4.296	3.487
HCM Lane V/C Ratio	0.335	0.363	0.098	0.385	0.085	0.384	0.119
HCM Control Delay	12.9	13.1	9.1	13.4	9	13.3	9.3
HCM Lane LOS	B	B	A	B	A	B	A
HCM 95th-tile Q	1.5	1.6	0.3	1.8	0.3	1.8	0.4

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	186	4	16	218	103	16	66	19	82	46	41
Future Vol, veh/h	24	186	4	16	218	103	16	66	19	82	46	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	202	4	17	237	112	17	72	21	89	50	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	13	10	10.9
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	11%	5%	49%
Vol Thru, %	65%	87%	65%	27%
Vol Right, %	19%	2%	31%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	214	337	169
LT Vol	16	24	16	82
Through Vol	66	186	218	46
RT Vol	19	4	103	41
Lane Flow Rate	110	233	366	184
Geometry Grp	1	1	1	1
Degree of Util (X)	0.175	0.344	0.506	0.287
Departure Headway (Hd)	5.743	5.326	4.969	5.628
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	624	675	725	637
Service Time	3.791	3.364	3.002	3.671
HCM Lane V/C Ratio	0.176	0.345	0.505	0.289
HCM Control Delay	10	11.2	13	10.9
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.6	1.5	2.9	1.2

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	149	35	11	128	26	32	187	11	22	129	63
Future Vol, veh/h	79	149	35	11	128	26	32	187	11	22	129	63
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	164	38	12	141	29	35	205	12	24	142	69
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.3	11.2	12.6	11.9
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	30%	7%	10%
Vol Thru, %	81%	57%	78%	60%
Vol Right, %	5%	13%	16%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	230	263	165	214
LT Vol	32	79	11	22
Through Vol	187	149	128	129
RT Vol	11	35	26	63
Lane Flow Rate	253	289	181	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.4	0.452	0.29	0.365
Departure Headway (Hd)	5.699	5.627	5.766	5.584
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	629	636	618	640
Service Time	3.766	3.692	3.841	3.652
HCM Lane V/C Ratio	0.402	0.454	0.293	0.367
HCM Control Delay	12.6	13.3	11.2	11.9
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.9	2.3	1.2	1.7

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	191	5	8	156	3	8
Future Vol, veh/h	191	5	8	156	3	8
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	5	9	168	3	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	270	0	514	328
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1293	-	521	713
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1219	-	460	634
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	575	-	-	1219	-
HCM Lane V/C Ratio	0.021	-	-	0.007	-
HCM Control Delay (s)	11.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	69	4	49	81	8	75
Future Vol, veh/h	69	4	49	81	8	75
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	5	58	96	10	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	417	205
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	272	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	592	836
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	503	743
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1353	-
HCM Lane V/C Ratio	0.139	-	-	0.043	-
HCM Control Delay (s)	10.9	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	94	31	21	115	37	45	132	26	29	111	47
Future Vol, veh/h	33	94	31	21	115	37	45	132	26	29	111	47
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	107	35	24	131	42	51	150	30	33	126	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	10.5	11	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	21%	12%	16%
Vol Thru, %	65%	59%	66%	59%
Vol Right, %	13%	20%	21%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	158	173	187
LT Vol	45	33	21	29
Through Vol	132	94	115	111
RT Vol	26	31	37	47
Lane Flow Rate	231	180	197	212
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.267	0.29	0.307
Departure Headway (Hd)	5.259	5.362	5.307	5.204
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	670	676	691
Service Time	3.293	3.4	3.344	3.239
HCM Lane V/C Ratio	0.338	0.269	0.291	0.307
HCM Control Delay	11	10.4	10.5	10.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	1.1	1.2	1.3

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	60	61	8	27	80
Future Vol, veh/h	26	60	61	8	27	80
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	65	66	9	29	87

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	336	191	0	0	135	0
Stage 1	131	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	659	851	-	-	1449	-
Stage 1	895	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	573	757	-	-	1366	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	764	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	690	1366	-
HCM Lane V/C Ratio	-	-	0.135	0.021	-
HCM Control Delay (s)	-	-	11	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	40	33	0	16	35	74	16	11	89	15
Future Vol, veh/h	6	0	40	33	0	16	35	74	16	11	89	15
Conflicting Peds, #/hr	60	0	60	60	0	60	60	0	60	60	0	60
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	43	36	0	17	38	80	17	12	97	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	422	422	225	436	422	209	173	0	0	157	0	0
Stage 1	189	189	-	225	225	-	-	-	-	-	-	-
Stage 2	233	233	-	211	197	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	542	523	814	531	523	831	1404	-	-	1423	-	-
Stage 1	813	744	-	778	718	-	-	-	-	-	-	-
Stage 2	770	712	-	791	738	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	456	447	724	430	447	739	1324	-	-	1342	-	-
Mov Cap-2 Maneuver	456	447	-	430	447	-	-	-	-	-	-	-
Stage 1	744	695	-	712	657	-	-	-	-	-	-	-
Stage 2	688	651	-	694	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.8	13.1	2.2	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	672	498	1342	-	-
HCM Lane V/C Ratio	0.029	-	-	0.074	0.107	0.009	-	-
HCM Control Delay (s)	7.8	0	-	10.8	13.1	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	13	4	190	8	7
Future Vol, veh/h	206	13	4	190	8	7
Conflicting Peds, #/hr	0	60	60	0	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	14	4	207	9	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	566	351
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1263	-	486	692
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	431	615
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	1191	-
HCM Lane V/C Ratio	0.033	-	-	0.004	-
HCM Control Delay (s)	12.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	20	0	0	57
Future Vol, veh/h	0	9	20	0	0	57
Conflicting Peds, #/hr	60	60	0	60	60	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	22	0	0	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	82	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	978	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	922	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	922	-
HCM Lane V/C Ratio	-	0.011	-
HCM Control Delay (s)	-	8.9	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	154	38	18	94	19	54
Future Vol, veh/h	154	38	18	94	19	54
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	3	0	6	0	0
Mvmt Flow	177	44	21	108	22	62
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	8.1	7.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	26%	0%	16%
Vol Thru, %	0%	80%	84%
Vol Right, %	74%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	73	192	112
LT Vol	19	0	18
Through Vol	0	154	94
RT Vol	54	38	0
Lane Flow Rate	84	221	129
Geometry Grp	1	1	1
Degree of Util (X)	0.099	0.247	0.152
Departure Headway (Hd)	4.259	4.027	4.25
Convergence, Y/N	Yes	Yes	Yes
Cap	847	878	830
Service Time	2.259	2.109	2.344
HCM Lane V/C Ratio	0.099	0.252	0.155
HCM Control Delay	7.7	8.5	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	1	0.5

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	206	4	14	139	45	17	18	24	72	19	16
Future Vol, veh/h	8	206	4	14	139	45	17	18	24	72	19	16
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	0	2	0	0	1	0	0	0	4	5	0	0
Mvmt Flow	11	294	6	20	199	64	24	26	34	103	27	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.7	11	9.3	10.5
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	4%	7%	67%
Vol Thru, %	31%	94%	70%	18%
Vol Right, %	41%	2%	23%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	218	198	107
LT Vol	17	8	14	72
Through Vol	18	206	139	19
RT Vol	24	4	45	16
Lane Flow Rate	84	311	283	153
Geometry Grp	1	1	1	1
Degree of Util (X)	0.128	0.431	0.386	0.24
Departure Headway (Hd)	5.48	4.982	4.908	5.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	653	726	735	634
Service Time	3.521	2.991	2.917	3.691
HCM Lane V/C Ratio	0.129	0.428	0.385	0.241
HCM Control Delay	9.3	11.7	11	10.5
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.4	2.2	1.8	0.9

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	46	73	160	45	77
Future Vol, veh/h	164	46	73	160	45	77
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	50	79	174	49	84
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	9.1	9.7	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	37%	0%	31%
Vol Thru, %	0%	78%	69%
Vol Right, %	63%	22%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	122	210	233
LT Vol	45	0	73
Through Vol	0	164	160
RT Vol	77	46	0
Lane Flow Rate	133	228	253
Geometry Grp	1	1	1
Degree of Util (X)	0.173	0.279	0.321
Departure Headway (Hd)	4.699	4.403	4.56
Convergence, Y/N	Yes	Yes	Yes
Cap	763	815	788
Service Time	2.737	2.434	2.591
HCM Lane V/C Ratio	0.174	0.28	0.321
HCM Control Delay	8.7	9.1	9.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	1.1	1.4

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	128	9	14	201	93	7	31	20	79	43	43
Future Vol, veh/h	17	128	9	14	201	93	7	31	20	79	43	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	144	10	16	226	104	8	35	22	89	48	48
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	11.4	8.9	10.2
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	11%	5%	48%
Vol Thru, %	53%	83%	65%	26%
Vol Right, %	34%	6%	30%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	154	308	165
LT Vol	7	17	14	79
Through Vol	31	128	201	43
RT Vol	20	9	93	43
Lane Flow Rate	65	173	346	185
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.239	0.445	0.266
Departure Headway (Hd)	5.344	4.98	4.625	5.168
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	713	772	688
Service Time	3.344	3.067	2.697	3.26
HCM Lane V/C Ratio	0.096	0.243	0.448	0.269
HCM Control Delay	8.9	9.7	11.4	10.2
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.3	0.9	2.3	1.1

Village of Arlington Heights
Building & Life Safety Department

RECEIVED
FEB 0 2021
DEVELOPMENT DEPARTMENT

Interoffice Memorandum

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

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

Subject: **Arlington 425 – Amendment to PUD Ordinance #19-019, to allow modifications to the previously approved development plan**

PC#: **21-002 – Round 1**

Date: **February 4, 2021**

General Comments:

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

The following comments apply to **225 W. Campbell**:

1. Compliance with the current Village adopted codes, as well as 2015 NFPA 101-Life Safety Code, and the 2018 Illinois Accessibility Code is required.
2. Each building shall be classified as high-rise, and meet all the requirements in 2018 IBC Section 403 and 420.
3. Based on the number of stories above grade (10) the construction type shall be I-B with sprinklers per 2018 IBC Table 504.4.
4. Exterior wall ratings shall meet the requirements of 2018 IBC Table 602 for I-B.
5. Indicate if the buildings will be separated or non-separated mixed use of M (retail spaces), and R-2.
6. Separation for incidental use areas shall follow the requirements of 2018 IBC Table 509.
7. Provide a height and area calculation for each building.
8. A Fire Command Center shall be provided for each building per 2018 IBC Sections 403.4.6 and 911.
9. The elevated pedestrian walk way and underground tunnel shall comply with 2018 IBC Section 3104.
10. At least one elevator in each building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.
11. One elevator in each building shall be part of the accessible means of egress. 2018 IAC 506.2.1. Stand-by power is required per 2018 IAC 506.4
12. The trash termination rooms shall comply with the requirements of 2018 IBC Table 509 and Section 713.

13. Each building shall have a Fire Command Center that complies with 2018 IBC Sections 403.4.6 and 911.
14. Each building shall have a protected fire pump room that complies with 2018 IBC 913 and NFPA 20.

Note: This is not a complete and all-inclusive list.

The following comments apply to 33 S Chestnut:

1. Compliance with the current Village adopted codes, as well as 2015 NFPA 101-Life Safety Code, and the 2018 Illinois Accessibility Code is required.
2. Indicate if the buildings will be separated or non-separated mixed use of S-2 and R-2.
3. Separation for incidental use areas shall follow the requirements of 2018 IBC Table 509.
4. Provide a height and area calculation for each building.
5. At least one elevator in the building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.
6. One elevator in each building shall be part of the accessible means of egress. 2018 IAC 506.2.1. Stand-by power is required per 2018 IAC 506.4
7. The trash termination rooms shall comply with the requirements of 2018 IBC Table 509 and Section 713.

Note: This is not a complete and all-inclusive list.

The following comments apply to the Highland Parking Garage

1. The parking garage shall have a stand pipe system per 2018 IBC 406.5.
2. At least one elevator in the building shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

Note: This is not a complete and all-inclusive list.

Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division

Date: 1/25/2021	P.C. Number: 21-002 Round 1
Project Name:	Planned Unit Development – Amended
Project Location:	Block 425
Planning Department Contact:	Sam Hubbard, Planning and Community Development

General Comments:

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

Some comments below were listed on the original review; however, the items are not indicated on the submitted drawings.

1. Where required and in **all buildings classified as high-rise** buildings by the International Building Code, a fire command center for fire department operations shall be provided.

2. Indicate the proposed location of the fire command center and the fire pump room.

3. The location and accessibility of the fire command center shall be located on the first floor and approved by the fire chief. The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier or horizontal assembly or both.

4. The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation.

5. The fire command center shall comply with NFPA 72 and shall contain the following features:
   a. The emergency voice/alarm communication system control unit.
   b. The fire department communications system.
   c. Fire detection and alarm system annunciator.
   d. Annunciator unit visually indicating the location of the elevators and whether they are operational.
   e. Status indicators and controls for air distribution systems.
   f. The fire-fighter's control panel required for smoke control systems installed in the building.
   g. Controls for unlocking stairway doors simultaneously.
   h. Sprinkler valve and water-flow detector display panels.
   i. Emergency and standby power status indicators.
   j. A telephone for fire department use with controlled access to the public telephone system.
   k. Fire pump status indicators.
   l. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access, and the location of fire walls, fire barriers, fire partitions, smoke barriers and smoke partitions.
   m. Work table.

n. Generator supervision devices, manual start and transfer features.
o. Public address system, where specifically required.
p. Elevator fire recall switch in accordance with ASMEAI7.1.
q. Elevator emergency or standby power selector switch (es), where emergency or standby power is provided.

6. All new fire alarm systems shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch.

7. The parking garage shall have sprinkler standpipe protection.

Date 01-25-21 Reviewed By: _____
Fire Safety Supervisor

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

03-30-425-(B-3D)

Petition #: P.C. 21-002
Petitioner: CCH LLC
838 Busse Rd., Park Ridge, IL 60068

Owner: CCH LLC
838 Busse Rd., Park Ridge, IL 60068

Contact Person: Michael Firsel
Address: 2801 Lakeside Drive, Suite 207
Bannockburn, IL 60015
Phone #: (847) 582-9910
Fax #: (847) 307-7970
E-Mail: mfirsel@firselross.com

P.I.N.# 13 PINs
Location: Block 425 of Downtown Master Plan
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: ✔ For: Amendment
Special Use: _____ For: _____
Land Use Variation: _____ For: _____

Land Use: _____ Current: Vacant
Proposed: mixed-use
Site Gross Area: 124,964 square feet
# of Units Total: 319 Total Studios: 56
1BR: 189 2BR: 3BR: 4BR: 74

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

	YES	NO	COMMENTS
1. PUBLIC IMPROVEMENTS REQUIRED:			
a. Underground Utilities			
Water	NO		
Sanitary Sewer	NO		
Storm Sewer	NO		
b. Surface Improvement			
Pavement			
Curb & Gutter	YES		
Sidewalks	YES		
Street Lighting	YES		
c. Easements			
Utility & Drainage	NO		
Access	NO		

2. PERMITS REQUIRED OTHER THAN VILLAGE:
a. MWRDGC X b. IDOT ____
c. ARMY CORP ____ d. IEPA ____
e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?	X		
4. SITE PLAN ACCEPTABLE?			
5. PRELIMINARY PLAT ACCEPTABLE?			N/A
6. TRAFFIC STUDY ACCEPTABLE?			
7. STORM WATER DETENTION REQUIRED?	X		
8. CONTRIBUTION ORDINANCE EXISTING?		X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?		X	(500 YEAR)
10. WETLAND EXISTING?		X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: SPACE 00
DATE OF PLANS: _____

_____
Director Date

PLAN COMMISSION PC #21-002
Arlington 425 PUD Amendment
Block 425 of Downtown Master Plan
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. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be sidewalk, brick sidewalk, curb and gutter, widening of Chestnut Ave for parking, street lighting, bump outs at Highland Ave and Campbell St, bump outs at Chestnut Ave and Campbell St, installation of a 3 way stop control at Highland Ave and Campbell St, and all way stop control at Highland Ave and Sigwalt St. These estimates 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 Engineering 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 site storm water management summary and volume control summary appear acceptable.

    a. The storm water management report, detention calculations and restrictor calculations shall be updated at final engineering.
    b. The detention storage system under the garage must be designed to AASHTO HS-25 loading standard.
    c. In the event the project is constructed in phases, the underground detention must be installed during Phase I.
    d. A maintenance plan shall be provided for the permeable pavers and underground detention.

16. Final subdivision approval will require final engineering plans.

17. A site photometric lighting diagram indicating lighting intensities and associated catalog cut sheets for all site and building mounted luminaires must be provided. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. This can be provided at final engineering.

18. An existing street light on Campbell St just west of the entrance may need to be relocated. This can be addressed at final engineering.

19. There are concerns with the current layout of the median under the porte cochere:

    a. The median should be extended south, stopping just short the outer radius of the roundabout to help guide entering and exiting vehicles, and prevent prohibited movements.
    b. The north end of the median may encroach into the pedestrian access route along Campbell St. The median should be shifted south such that the pedestrian access route is maintained through the driveway.
    c. These items can be addressed at final engineering.

20. Per the original approval, crosswalks are required to be installed on all legs at the intersections of Highland Ave and Campbell St, and Highland Ave and Sigwalt St. The original approval also required bump outs to be constructed on Campbell St between Highland Ave and Chestnut Ave, and on the western side of Highland Ave between Campbell St and the access drive. Revise the plans to include the conditions as noted in the previous approval. This can be addressed at final engineering.

21. The all-way stop control at the intersections of Highland Ave and Campbell St, and Highland Ave and Sigwalt shall be completed. This can be addressed at final engineering.

22. Sidewalk shall carry through all driveways, curb shall stop on either side of the sidewalk. For driveways that are under stop control, detectable warning panels are required.

23. The fire lanes are to be constructed of permeable pavers. The structural number of the proposed cross section of the fire lane shall meet or exceed the Village's heavy-duty asphalt pavement cross section consisting of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick. This can be addressed at final engineering.

24. The AutoTurn exhibits submitted do not include turning movements for an inbound tower engine entering from the Campbell St driveway. Submit AutoTurn exhibit showing the inbound and outbound turning movements for a tower engine entering from Campbell St. This can be addressed at final engineering.

25. The existing conditions survey is from the year 2002 and does not show the existing Vail Garage structure over Highland Avenue. Other surface and/or underground improvements have been made in the interim. The existing conditions must be checked and updated to enable cogent comments.

26. Currently, westbound vehicles from Highland Ave are aligned with vehicles attempting to enter the parking garage from the roundabout. Additional striping, signage or other modifications that help delineate turning movements are required near the Highland parking garage's northwest access in order to reduce potential conflicts. This can be addressed at final engineering.

27. A "no right turn" sign is needed for the Highland Parking garage exit to direct vehicles to the traffic circle. This can be addressed at final engineering.

28. Both the Highland Ave Parking Garage and the underground parking for the Chestnut Ave building have parking stalls located in areas that could be problematic to the residents. The two parking spaces that flank the storage/refuse/loading area on the ground level of the Highland St. parking garage will face sight obstructions when attempting to leave their parking spaces, while also being in close proximity to both entrances and exits where traffic may be more frequent. The northern most spaces in the Chestnut Ave building abut a wall and restrict turning movements for vehicles attempting to leave these parking spaces. Alternative layouts should be considered for these locations.

29. A maintenance plan for the underground parking for the Chestnut Ave building shall be provided. This can be addressed at final engineering.

30. A snow removal plan for the top deck of the parking garage shall be provided. This can be addressed at final engineering.

31. Regarding the proposed use of the surface lot located at the southwest corner of Chestnut Ave and Campbell St, additional information shall be provided at final engineering on the parking lot and on the phasing of construction on when the use of the lot would be eliminated.

32. The Village has an underground conduit for fiber optic and copper cable located in the east parkway of Chestnut Ave between the sidewalk and curb. The bump outs will not leave the minimum 30" cover over the conduit, which will require lowering the conduit from Sigwalt St to Campbell St. The conduit must be shown on the site plan. Details on how the conduit will be lowered can be addressed at final engineering.

33. Regarding the proposed pressure connections:

    a. All pressure connections must utilize an epoxy coated full circumference tapping sleeve with stainless steel bolts.
    b. The size of the pressure connection for PC-1 should show 8"x8", not 8'x8'.
    c. This can be addressed at final engineering.

34. The Village completed an extensive combined sewer project in the downtown in 2019. The plans must be updated to reflect the new utilities. This can be addressed at final engineering.

35. The Sigwalt 16 development located in the southern portion of Block 425 is currently under construction. The final engineering plans for Arlington 425 shall be updated to reflect the as-built conditions along the south property line and along Chestnut Ave.

36. A structural review and field verification of the existing Vail Garage footings is to be included in the design of the Highland Ave garage. This can be addressed at final engineering.

37. The Village needs plans and structural approval of all modifications needed to existing garage. It appears that changes are needed to accommodate the loading bays and south entrance onto Highland. This can be addressed at final engineering.

38. The proposed bump out parking located on Chestnut will not be maintained by the Village. This shall be in the maintenance agreement.

2/9/21

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

_____

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_____

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
FEB 02 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

Arlington 425 (amended)
Block 425 – Northern Portion

Round 1 Review Comments

02/01/2021

1. **Character of use:**
   The character of use is consistent with the area. It will be necessary to limit access to the grounds, especially the pergola / firepit / courtyard. This is recommended to limit access and loitering. The addition of Trespass signs is recommended.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- ie courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

3. **Present traffic problems?**
   A new parking impact study is recommended for this project due to the amended site plans.

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.**
   -The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

6. **General comments:**
   -Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.
   - Emergency telephones and call boxes should be installed in the parking area for added safety.
   -The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

A. O #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt R 569

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-002
Petitioner: CCH LLC
838 Busse Rd., Park Ridge, IL 60068

Owner: CCH LLC
838 Busse Rd., Park Ridge, IL 60068

Contact Person: Michael Firsel
Address: 2801 Lakeside Drive, Suite 207
Bannockburn, IL 60015
Phone #: (847) 582-9910
Fax #: (847) 307-7970
E-Mail: mfirsel@firselross.com

P.I.N.# 13 PINs
Location: Block 425 of Downtown Master Plan
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: _____ Current: _____ Proposed: _____
PUD: ✔ For: Amendment
Special Use: _____ For: _____
Land Use Variation: _____ For: _____

Land Use: _____ Current: Vacant
Proposed: mixed-use
Site Gross Area: 124,964 square feet
# of Units Total: 319 Total Studios: 56
1BR: 189 2BR: 3BR: 4BR: 74

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

1. GENERAL COMMENTS:

All owners of multi-family properties shall make recycling services available to all residents residing in the property. The owners must develop and implement a recycling plan with adequate procedures and management in order to stimulate participation. The recycling plan shall be submitted for approval to the Villages Health Department prior to residents moving in. If you have any questions please contact Terese Biskner, Environmental Health Officer at 847-368-5785.

See David Robb's comments attached.

2-2-21
Environmental Health Officer — Date

2/2/21
for Director — Date

Plan Review for Accessibility

Addresses:	Arlington 425 PUD Amendment Amendment to PUD Ord. #19-019, to allow modifications to the previously approved development plan Block 425 Northern Portion P.C. #21-002 Round 1
Submitted to:	Sam Hubbard, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	February 1, 2021
Re:	New Illinois Accessibility Code (IAC): https://www2.illinois.gov/cdb/announcements/2018/Pages/New-Illinois-Accessibility-Code.aspx Fair Housing Amendments Act, (42 U.S.C. §3601 et seq.) http://www.fairhousingfirst.org/fairhousing/requirements.html

David Robb

Sheet HI1 Parking Garage:

1. A minimum of 8 Reserved Accessible parking Spaces are required in parking facilities with more than 301 parking spaces per IAC Section 208.2 and in accordance with 208.3 Location.

2. For every six or fraction of six parking spaces required by 208.2 to comply with 502 at least one shall have a vertical clearance complying with 502.5. (98-inches)

3. Comments from P.C. 19-001 Round 1 still apply.

Planning & Community Development Dept. Review

February 12, 2021

REVIEW ROUND 1

Project: Northern 2/3rds Of Block 425
Arlington 425

Case Number: PC 21-002

General:

7. The Plan Commission must review and approve the following actions:
    a) **Amendment to Planned Unit Development Ordinance #19-019 to allow modifications to the approved development plan.**
    b) **Special Use Permit to allow a "Private Garage, Customer/Employee" for the Highland garage.**
    c) **Variation to Chapter 28, Section 6.5-2, to allow accessory structures (pergola and fire pits) within a side yard where accessory structures are only allowed within a rear yard.**
    d) **A variation may be required for the proposed pergola size, height, and setback.**

8. The proposed amendment to the PUD involves several different development alternatives and plans showing these alternatives must be provided:
    a) Floorplans and elevations for the Highland garage at 3 stories with 273 parking spaces. Elevations must show details on the east side appearance of the Highland garage.
    b) Floorplans and elevations for the Highland garage at 4.5 stories with 388 parking spaces. Elevations must show details on the east side appearance of the Highland garage.
    c) Floorplans for the Chestnut building if no basement/garage is built, which is necessary to understand where refuse and building structural/mechanical elements would be located.

9. There are several conditions of approval from Ordinance #19-019 that will need to be amended or eliminated as a result of this proposal. Please note that all conditions not amended or eliminated will remain applicable.

10. Submitted paper plansets show Highland garage at 4 stories with 344 parking stalls, submitted PDF plansets show Highland garage at 5 stories with 431 parking stalls. Please coordinate plans on forthcoming resubmission.

11. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, all revised plans must incorporate any changes as recommended by the Design Commission.

12. Impact Fee's will be required for the residential portion of the development, in accordance with Village Code.

13. To identify all PIN's within 250' (with all ROW's omitted), will you be working with a title company to compile the PIN list, or are you expecting to work through a PIN list provided by the Township Assessor?

14. Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please outline, specifically, all infrastructure (both onsite and off-site) and site improvements that would be constructed in Phase 1 and full buildout.

15. A photometric plan shall be required at time of building permit. All photometric levels shall conform to code requirements.

16. Design Commission review and Housing Commission review shall be completed prior to appearing before the Plan Commission. Please provide an update on the status of the Design Commission applications and required Affordable Housing Plan necessary for Housing Commission appearance.

17. Please note that all future restaurants will be required to receive a Special Use Permit or will be required to obtain a Special Use Permit Waiver, if eligible.

18. Please ensure that all plans are coordinated. Engineering plans do not appear to match Landscape and Architectural plans with regards to paving at the southern end of the Highland garage.

19. There were several public improvements required by Ordinance 19-019 (bumped-out crosswalk at the eastern leg of Campbell/Highland, parking bump-outs on Campbell and Highland, crosswalks, modifications to the Chestnut egress curb, Village gateway sign, etc.). Please revise the plans to reflect these required improvements. Additionally, please provide final details on the proposed Chestnut building garage ramp wall (materials, height, etc.) as was required in Ordinance 19-019.

20. Details are needed on all proposed fences, retaining walls, dumpster enclosure walls (height, material, etc.). Dumpster enclosure walls are required to be masonry to match the building materials. The southern retaining wall is required to be reduced/eliminated and if determined necessary, shall be setback 1' minimum from the southern property line.

21. Please provide details on the connection to the Highland garage in a Highland garage basement floorplan.

22. If parking for the Chestnut Building is contained entirely in the Highland garage, will an underground connection be proposed?

23. How would trash collection occur within the Chestnut Building? Will a scavenger truck access the underground garage to load trash, and if so, how would it fit/maneuver? If not, where would trash be stored on pick-up days? If the underground garage is eliminated, where would trash be stored and where would collection occur on pick-up days?

24. Architectural sheet "CS" indicates max number of spaces in Highland garage to be 344, project narrative indicates max number to be 388.

25. Garages with 300-400 parking spaces are required to have 8 handicap accessible parking stalls.

26. The Arlington 425 Unit Mix and Parking document does not reflect the 7,376 sq. ft. of retail space in the basement of the Campbell building.

27. Where will bike parking for the Chestnut building be located?

28. For all variations identified in these review comments, please provide a written response to the hardship criteria for variation approval, as outlined on page 2B of the zoning application and summarized below:

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

29. For the required Special Use Permit, please provide a response to the approval criteria as outlined on page 2B of the zoning application and summarized below:
    - That said special use is deemed necessary for the public convenience at this location.
    - That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.
    - That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

30. Please revise the plans to include details (height, size, setbacks) on the proposed pergola at the southern end of the property. Additionally, please note that pergolas are considered accessory structures, and as such must be located in a rear yard only (i.e. completely behind the rear of the building). Pergolas are also restricted to 300 square feet in size, 15' in height, and must be setback 5' from a rear lot line. Please clarify if a variation is requested and provide the necessary written justification for any such variation.

31. Please revise the plans to provide additional details on the proposed fireplace/firepits within the landscaped courtyard (setback, size, height, open fire pit? fireplace with chimney? outdoor grilling station? Permanent structure or moveable?).

Parking and Traffic:

32. It appears that the current plan does not provide sufficient parking. At a minimum, parking shall be provided as per the ratios within the approved PUD. Parking for both Phase 1 and full build-out fall short of the 1.3 parking spaces per unit approved within the 2019 PUD, and parking demand for commercial uses has not been factored in (see attached chart). Allocation of the affordable parking spaces in the Vail garage as noted is subject to Board approval. Per comment #37 below, provide hourly data on commercial demand, including basement space and the overall size of the restaurant space.

33. A detailed Parking Allocation and Management plan shall be required. This plan must provide a detailed explanation of how parking within the Highland garage will function for the commercial uses and residential tenants/guests, including details on the following:
    - Where will spaces be located for commercial employees, commercial patrons, residential guests, and residential tenants and how many specifically for each use/group.
    - How spaces and access will be restricted/identified/assigned/segregated to each use type.
    - Rates and time limits for commercial usage.
    - Valet parking for restaurant.
    - Shared parking amongst the various users.
    - Will residential spaces be assigned or on a first come first served basis? Please note that the Rich & Associates 2018 parking study recommended that residential parking spaces are not assigned to specific units (i.e. they are unbundled).

34. The KLOA study does not include the proposed 7,376 sq. ft. of retail space within the basement and must be revised to reflect this space. Furthermore, the project narrative indicates that the restaurant seating area size will be 3,000 sq. ft., meaning that the overall size of the restaurant will be greater than 3,000 sq. feet. A total

size for the restaurant is needed for accurate parking and traffic projection purposes. Absent of this, the following assumptions were made:

- 7,962 sq. ft. retail/restaurant on 1st floor with 3,500 sq. ft. for retail, 3,000 sq. ft. for restaurant seating area, leaving 1,462 sq. ft. left for "back of house" restaurant size.
- 7,376 sq. ft. basement retail.

If these assumptions are incorrect, please clarify actual sizes of both restaurant space (overall size ***and*** seating area size) and retail spaces. Additionally, please clarify how the basement "auxiliary retail" space is intended to be utilized.

35. Staff does not support the use of the southwest corner of Chestnut/Campbell for parking, either on a temporary basis or permanent basis. As such, the usage of parking here was not factored into our analysis of onsite parking. This property would need to have certain zoning approvals for offsite parking and no detailed plans have been submitted.

36. Page 40 of the KLOA study concludes that parking is provided at a ratio of 1.22 spaces per unit, however, this does not factor in parking assigned to non-residential uses. Will all parking be shared? A similar ratio is provided for parking per bedroom. These ratio's must be revised to reflect parking assigned to non-residential uses.

37. Similar to pages 37-43 in the 2019 KLOA study, a shared parking/hourly parking analysis must be provided. Please use the correct size for non-residential uses based on the utilization of the basement space and overall size of the restaurant space.

38. The parking study does not match the plans submitted. The study references 390 spaces within the garage, whereas the project narrative references 388 spaces. The study also references the Chestnut Building as including two levels of underground parking.

39. The proposed two-bay loading zone within the Highland garage is too far removed from the residential portions of the development and negatively impacts public parking given the loss of spaces along Highland. It shall be relocated to the north side of the garage to be closer to the buildings it serves with access from the internal motorcourt.

40. Figure G within the Appendix should be updated to coordinate with the civil/architectural plans.

41. Ordinance 19-019 required infrastructure improvements that are not reflected in the commentary of the study, such as curbed parking bump-outs, a crosswalk bump-out on Campbell east of Highland, and curbed bump-outs on Highland. These improvements should be referenced in the study and included within Figures G and F in the appendix.
    - Page 29: No reference to Campbell crosswalk east of Highland.
    - Page 31 & 32: Provide number of spaces that will be lost on Campbell and Highland. Take into consideration required curbed bump-outs, crosswalks, and Highland garage access modifications.
    - Page 34: Per comment #39, Highland loading zone should be relocated to the north side of the building with access from the internal motorcourt.
    - Figure F and G should be revised to show curbed bump-outs, number of street parking spaces, and removal of Highland loading zone.

42. Should the Chestnut Building be proposed as a condominium, a PUD amendment shall be required. Alternatively, if a viable plan showing parking provided at a minimum ratio of 1.7 parking spaces per unit for this building, staff will evaluate the ability for administrative review for this request.

43. It is not cost effective to construct the Highland garage in phases and phased construction will impact the ability to provide the necessary parking during construction. It is encouraged to construct the entire garage as one phase/buildout to avoid future costs and disruptions to parking.

Prepared by: 

Arlington 425

Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail*	*Restaurant*	*Office*	*Residential*	*Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	-	-	-	292	292	-19	-
7:00 AM	-	-	-	262	262	11	-
8:00 AM	-	-	-	246	246	27	-
9:00 AM	-	-	-	231	231	42	-
10:00 AM	-	-	-	216	216	57	-
11:00 AM	-	-	-	201	201	72	-
12:00 PM	-	-	-	186	186	87	-
1:00 PM	-	-	-	201	201	72	-
2:00 PM	-	-	-	201	201	72	-
3:00 PM	-	-	-	201	201	72	-
4:00 PM	-	-	-	216	216	57	-
5:00 PM	-	-	-	246	246	27	-
6:00 PM	-	-	-	262	262	11	-
7:00 PM	-	-	-	283	283	-10	-
8:00 PM	-	-	-	286	286	-13	-
9:00 PM	-	-	-	289	289	-16	-
10:00 PM	-	-	-	292	292	-19	-
Method:	*ITE/ULI*	*ITE/ULI*	*ITE/ULI*	*1.3 Sp./Unit**	-	-	*ITE/ULI*
	Total Parking Provided:			***273 Spaces***			

**1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekdays - Residential (Resident) factors*

Scenario: Campbell Building and Highland Garage Constructed (234 units with parking for 12 affordable units within the Vail Garage, 273 parking spaces with 37 spaces reserved for commercial)

ULI Recommended Time-of-Day Factors for Weekdays	
Time	***Factor***
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425

Weekend Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail*	*Restaurant*	*Office*	*Residential*	*Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	-	-	-	292	292	-19	-
7:00 AM	-	-	-	262	262	11	-
8:00 AM	-	-	-	246	246	27	-
9:00 AM	-	-	-	231	231	42	-
10:00 AM	-	-	-	216	216	57	-
11:00 AM	-	-	-	201	201	72	-
12:00 PM	-	-	-	186	186	87	-
1:00 PM	-	-	-	201	201	72	-
2:00 PM	-	-	-	201	201	72	-
3:00 PM	-	-	-	201	201	72	-
4:00 PM	-	-	-	216	216	57	-
5:00 PM	-	-	-	246	246	27	-
6:00 PM	-	-	-	262	262	11	-
7:00 PM	-	-	-	283	283	-10	-
8:00 PM	-	-	-	286	286	-13	-
9:00 PM	-	-	-	289	289	-16	-
10:00 PM	-	-	-	292	292	-19	-
Method:	*ITE/ULI*	*ITE/ULI*	*ITE/ULI*	*1.3 Sp./Unit**	-	-	*ITE/ULI*
	Total Parking Provided:			***273 Spaces***			

**1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekends - Residential (Resident) factors*

Scenario: Campbell Building and Highland Garage Constructed (234 units with parking for 12 affordable units within the Vail Garage, 273 parking spaces with 37 spaces reserved for commercial)

ULI Recommended Time-of-Day Factors for Weekends	
Time	***Factor***
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425

Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail*	*Restaurant*	*Office*	*Residential*	*Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	-	-	-	399	399	-11	-
7:00 AM	-	-	-	358	358	31	-
8:00 AM	-	-	-	337	337	51	-
9:00 AM	-	-	-	316	316	72	-
10:00 AM	-	-	-	295	295	93	-
11:00 AM	-	-	-	275	275	114	-
12:00 PM	-	-	-	254	254	134	-
1:00 PM	-	-	-	275	275	114	-
2:00 PM	-	-	-	275	275	114	-
3:00 PM	-	-	-	275	275	114	-
4:00 PM	-	-	-	295	295	93	-
5:00 PM	-	-	-	337	337	51	-
6:00 PM	-	-	-	358	358	31	-
7:00 PM	-	-	-	387	387	1	-
8:00 PM	-	-	-	391	391	-3	-
9:00 PM	-	-	-	395	395	-7	-
10:00 PM	-	-	-	399	399	-11	-
Method:	*ITE/ULI*	*ITE/ULI*	*ITE/ULI*	*1.3 Sp./Unit**	-	-	*ITE/ULI*
	Total Parking Provided:			***388 Spaces***			

**1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekdays - Residential (Resident) factors*

Scenario: Campbell Building and Highland Garage Constructed (319 units with parking for 16 affordable units within the Vail Garage, 388 parking spaces with 37 spaces reserved for commercial)

ULI Recommended Time-of-Day Factors for Weekdays	
Time	***Factor***
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425

Weekend Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail*	*Restaurant*	*Office*	*Residential*	*Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	-	-	-	399	399	-11	-
7:00 AM	-	-	-	358	358	31	-
8:00 AM	-	-	-	337	337	51	-
9:00 AM	-	-	-	316	316	72	-
10:00 AM	-	-	-	295	295	93	-
11:00 AM	-	-	-	275	275	114	-
12:00 PM	-	-	-	254	254	134	-
1:00 PM	-	-	-	275	275	114	-
2:00 PM	-	-	-	275	275	114	-
3:00 PM	-	-	-	275	275	114	-
4:00 PM	-	-	-	295	295	93	-
5:00 PM	-	-	-	337	337	51	-
6:00 PM	-	-	-	358	358	31	-
7:00 PM	-	-	-	387	387	1	-
8:00 PM	-	-	-	391	391	-3	-
9:00 PM	-	-	-	395	395	-7	-
10:00 PM	-	-	-	399	399	-11	-
Method:	*ITE/ULI*	*ITE/ULI*	*ITE/ULI*	*1.3 Sp./Unit**	-	-	*ITE/ULI*
	Total Parking Provided:			***388 Spaces***			

**1.3 spaces per unit, multiplied by the ULI Recommended Time-of-Day Factors for Weekends - Residential (Resident) factors*

Scenario: Campbell Building and Highland Garage Constructed (319 units with parking for 16 affordable units within the Vail Garage, 388 parking spaces with 37 spaces reserved for commercial)

ULI Recommended Time-of-Day Factors for Weekends	
Time	***Factor***
6:00 AM	100%
7:00 AM	90%
8:00 AM	85%
9:00 AM	80%
10:00 AM	75%
11:00 AM	70%
12:00 PM	65%
1:00 PM	70%
2:00 PM	70%
3:00 PM	70%
4:00 PM	75%
5:00 PM	85%
6:00 PM	90%
7:00 PM	97%
8:00 PM	98%
9:00 PM	99%
10:00 PM	100%

Arlington 425
PC 21-002
February 9, 2021

Landscaping

1) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.

2) It is recommended that the corner space at Campbell and Highland be evaluated. This is a focal point and the space should be further developed. The proposed planters appear small and insignificant.

3) Provide an interim landscape plan for each phase.

4) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape. Please provide a site furnishings package.

5) Provide additional landscaping on the east elevation of 33 S. Chestnut.

6) Along the south property line adjacent to the parking garage provide a decorative metal fence. This may require a variation and staff is supportive of the variation. Provide a detail of the fence and the retaining wall.

7) Along Campbell Street please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.

8) As more detailed plans are provided additional comments may be forthcoming.

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February 26, 2021

Mr. Charles Witherington-Perkins
Director of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

Re: Response to Staff comments - Proposed Amendment to Arlington 425 Planned Unit Development Ordinance 19-019 (the "Ordinance")

Dear Charles,

Submitted herewith are the responses and additional revised materials based on the staff comments received earlier this month. I am pleased to report that we have made many significant adjustments based on the staff comments. I want to highlight some of the more significant ones here.

1. The Petitioner will not be constructing the Highland Garage in phases. Petitioner is proposing to construct a 4-story parking garage containing 345 total parking stalls.

2. Petitioner will include an underground garage containing 44 parking stalls as part of the Chestnut Building. No parking, temporary or otherwise, is being proposed on the west side of Chestnut.

3. The pergola and firepits have been removed from the plans. As these may require variations and would not be constructed until Phase II is built, should Petitioner choose to include these amenities, Petitioner will seek approval of the required variations at that time.

4. There will be no underground connections between buildings. Petitioner is proposing a walkway between the Campbell Building and the Highland Garage as shown on the revised plans.

5. No portion of the basement level of the Campbell Building will be used for any residential or commercial occupancy This level will be used strictly for building amenities, storage, and building mechanical, electric, plumbing , elevator and other systems.

Petitioner believes that it has gone the extra mile to satisfy and alleviate many of the various staff concerns. In light of our major compliance to Staff's comments and requests, we urge you to

include this matter on the March 31, 2021 agenda for public hearing. We have all of our mail notices ready to go and our sign installer is simply waiting to insert the date on the signs for posting.

Should you have any questions, please do not hesitate to contact the undersigned.

Thank you in advance for your cooperation and consideration in this matter.

Very Truly Yours,

Michael D. Firsel

Michael D. Firsel

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO BUILDING & LIFE SAFETY DEPARTMENT COMMENTS

The following comments apply to **225 W. Campbell**:

1. Compliance with the current village adopted codes, as well as 2015 NFPA 101-Life Safety Code, and the 2018 Illinois Accessibility Code is required.

   Response: Petitioner will comply.

2. Each building shall be classified as high-rise, and meet all the requirements in 2018 IBC Section 403 and 420.

   Response: Petitioner will comply.

3. Based on the number of stories above grade (10) the construction type shall be I-B with sprinklers per 2018 IBC Table 504.4.

   Response: Petitioner will comply.

4. Exterior wall ratings shall meet the requirements of 2018 IBC Table 602 for I-B.

   Response: Petitioner will comply.

5. Indicate if the buildings will be separated or non-separated mixed use of M (retail spaces), and R-2.

   Response: Separated.

6. Separation for incidental use areas shall follow the requirements of 2018 IBC Table 509.

   Response: Petitioner will comply.

7. Provide a height and area calculation for each building.

   Response: Then height to the top of the roof deck is 111'. The height to the top of the parapet is 117'. The total area is 270,362 square feet.

8. A Fire Command Center shall be provided for each building per 2018 IBC Sections 403.4.6 and 911.

   Response: A Fire Command Center will be provided on the east side on the ground floor and shown at Final Engineering.

9. The elevated pedestrian walk way and underground tunnel shall comply with 2018 IBC Section 3104.

Response: Underground walkway is no longer a part of the project, and any references will be removed from the plans. The elevated pedestrian walkway will comply.

10. At least one elevator in each building shall be provided for the fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

Response: Petitioner will comply.

11. One elevator in each building shall be part of the accessible means of egress. 2018 IAC 506.2.1. Stand-by power is required per 2018 IAC 506.4.

Response: Petitioner will comply.

12. The trash termination rooms shall comply with the requirements of 2018 IBC Table 509 and Section 713.

Response: Petitioner will comply.

13. Each building shall have a fire command Center that complies with 2018 IBC Sections 403.4.5 and 911.

Response: Comment #8 above references 2018 IBC Sections **403.4.6** and 911. Petitioner will comply.

14. Each building shall have a protected fire pump room that complies with 2018 IBC 913 and NFPA 20.

Response: Petitioner will comply.

Note: This is not a complete and all-inclusive list.

Response: Please provide additional items as soon as possible.

The following comments apply to 33 S. Chestnut:

1. Compliance with the current village adopted codes, as well as 2015 NFPA 101-Life Safety code, and the 2018 Illinois Accessibility Code is required.

Response: Petitioner will comply.

2. Indicate if the buildings will be separated or non-separated mixed use of S-2 and R-2.

Response: Not applicable; building is all residential. Floor area between underground parking and residential units above will be fire rated per code

3. Separation for incidental use areas shall follow the requirements of 2018 IBC Table 509.

Response: Petitioner will comply.

4. Provide a height and area calculation for each building.

   Response: Then height to the top of the roof deck is 58'2". The height to the top of the parapet is 61'8". The total area is 111,665 square feet.

5. At least one elevator in the building shall be provided for the fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

   Response: Petitioner will comply.

6. One elevator in each building shall be part of the accessible means of egress. 2018 IAC 506.21. Stand-by power is required per 2018 IAC 506.4.

   Response: Petitioner will comply.

7. The trash termination rooms shall comply with the requirements of 2018 IBC Table 509 and Section 713.

   Response: Petitioner will comply.

Note: This is not a complete and all-inclusive list.

Response: Please provide additional items as soon as possible.

The following comments apply to the **Highland Parking Garage**:

1. The parking garage shall have a stand pipe system per 2018 IBC 406.5.

   Response: Petitioner will comply.

2. At least one elevator in the building shall be provided for the fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the interior cab size shall not be less than **60 inches by 85 inches**, and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.

   Response: Petitioner will comply.

Note: This is not a complete and all-inclusive list.

Response: Please provide additional items as soon as possible.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO FIRE SAFETY DIVISION COMMENTS

Some comments below were listed on the original review; however, the items are not indicated on the submitted drawings.

1. Where required and in all buildings classified as high-rise buildings by the International Building Code, a fire command center for fire department operations shall be provided.

   Response: Petitioner will comply.

2. Indicate the proposed location of the fire command center and the fire pump room.

   Response: To be provided during Construction Documents. Will meet all code requirements and coordinate with the Fire Chief, as necessary.

3. The location and accessibility of the fire command center shall be located on the first floor and approved by the fire chief. The fire command center shall be separated form the remainder of the building by not less than a 1 hour fire barrier or horizontal assembly or both.

   Response: Petitioner will comply.

4. The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation.

   Response: Petitioner will comply.

5. The fire command center shall comply with NFPA 72 and shall contain the following features:
   a. The emergency voice/alarm communication system control unit.
   b. The fire department communication system.
   c. Fire detection and alarm system annunciator.
   d. Annunciator unit visually indicating the location of the elevators and whether they are operational.
   e. Status indicators and controls for air distribution systems.
   f. The fire-fighter's control panel required for smoke control systems installed in the building.
   g. Controls for unlocking stairway doors simultaneously.
   h. Sprinkler valve and water-flow detector display panels.
   i. Emergency and standby power status indicators.
   j. A telephone for fire department use with controlled access to the public telephone system.
   k. Fire pump status indicators.
   l. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access,

and the location of fire walls, fire barriers, fire partitions, smoke barriers and smoke partitions.

m. Work table.
n. Generator supervision devices, annual start and transfer features.
o. Public address system, where specifically required.
p. Elevator fire recall switch in accordance with ASMEA17.1.
q. Elevator emergency or standby power selector switch(es), where emergency or standby power is provided.

Response: Petitioner will comply.

6. All new fire alarm systems shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch.

Response: Petitioner will comply.

7. The parking garage shall have a full fire sprinkler system installed.

Response: The parking garage will comply with all Code requirements relating to sprinkler system in parking garages.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO ENGINEERING DEPARTMENT COMMENTS

1-10. No response required. Part of Engineering Department form.

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

    Response: Understood and agreed.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineers estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineers estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be sidewalk, brick sidewalk, curb and gutter, widening of Chestnut Ave for parking, street lighting, bump outs at Highland Ave and Campbell St, bump outs at Chestnut Ave and Campbell St, installation of a 3 way stop control at Highland Ave and Campbell St, and all way stop control at Highland Ave and Sigwalt St. These estimates 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.

    Response: Comment duly noted. The requested engineer's opinions of probable construction cost will be provided as part of the final engineering submittal.

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

Response: Understood and agreed.

14. The Final Plat of Subdivision must be reviewed and approved by Engineering 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.

    Response: Petitioner agrees with the first sentence. The Petitioner does not agree with the second sentence as the executed plat as requested will be submitted with Petitioner's final engineering. A digital copy of the plat will be provided on disk to the Village.

15. The site storm water management summary and volume control summary appear acceptable.

    a. The storm water management report, detention calculations and restrictor calculations shall be updated at final engineering.
    b. The detention storage system under the garage must be designed to AASHTO HS-25 loading standard.
    c. In the event the project is constructed in phases, the underground detention must be installed during Phase I.
    d. A maintenance plan shall be provided for the permeable pavers and underground detention.

    Response: Understood and agreed.

16. Final subdivision approval will require final engineering plans.

    Response: Understood and agreed.

17. A site photometric lighting diagram indicating lighting intensities and associated catalog cut sheets for all site and building mounted luminaires must be provided. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. This can be provided at final engineering.

    Response: This comment has been noted and the requested lighting information will be provided at final engineering.

18. An existing street light on Campbell St just west of the entrance may need to be relocated. This can be addressed at final engineering.

    Response: This comment has been noted and the requested lighting information will be provided at final engineering.

19. There are concerns with the current layout of the median under the porte cochere:

    a. The median should be extended south, stopping just short the outer radius of the roundabout to help guide entering and exiting vehicles, and prevent prohibited movements.
    b. The north end of the median may encroach into the pedestrian access route along Campbell St. The median should be shifted south such that the pedestrian access route is maintained through the driveway.

c. These items can be addressed at final engineering.

Response: These comments have been noted and will be addressed at final engineering.

20. Per the original approval, crosswalks are required to be installed on all legs at the intersections of Highland Ave. and Campbell St., and Highland Ave. and Sigwalt St. The original approval also required bump outs to be constructed on Campbell St. between Highland Ave. and Chestnut Ave., and on the western side of Highland Ave. between Campbell St. and the access drive. Revise the plans to include the conditions as noted in the previous approval. This can be addressed at final engineering.

Response: These comments have been noted and will be addressed at final engineering.

21. The all-way stop control at the intersections of Highland Ave. and Campbell St., and Highland Ave. and Sigwalt shall be completed. This can be addressed at final engineering.

Response: This comment has been noted and will be addressed at final engineering.

22. Sidewalk shall carry through all driveways, curb shall stop on either side of the sidewalk. For driveways that are under stop control, detectable warning panels are required.

Response: This comment has been noted and will be addressed at final engineering.

23. The fire lanes are to be constructed of permeable pavers. The structural number of the proposed cross section of the fire lane shall meet or exceed the Village's heavy-duty asphalt pavement cross section consisting of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick. This can be addressed at final engineering.

Response: These comments have been noted and will be addressed at final engineering.

24. The AutoTurn exhibits submitted do not include turning movements for an inbound tower engine entering from the Campbell St. driveway. Submit AutoTurn exhibit showing the inbound and outbound turning movements for a tower engine entering from Campbell St. This can be addressed at final engineering.

Response: Tower engine entering from the Campbell Street Drive is not included, and was not included in original approval.

25. The existing conditions survey is from the year 2002 and does not show the existing Vail Garage structure over Highland Avenue. Other surface and/or underground improvements have been made in the interim. The existing conditions must be checked and updated to enable cogent comments.

Response: This comment has been noted. An updated existing conditions survey will be prepared and included in the final engineering documents for Village review and comment.

26. Currently, westbound vehicles from Highland Ave. are aligned with vehicles attempting to enter the parking garage from the roundabout. Additional striping, signage or other modifications that help delineate turning movements are required near the Highland parking garage's northwest access in order to reduce potential conflicts. This can be addressed at final engineering.

Response: This comment has been noted and will be addressed at final engineering.

27. A "no right tum" sign is needed for the Highland Parking garage exit to direct vehicles to the traffic circle. This can be addressed at final engineering.

    Response: This comment has been noted and will be addressed at final engineering.

28. Both the Highland Ave. Parking Garage and the underground parking for the Chestnut Ave. building have parking stalls located in areas that could be problematic to the residents. The two parking spaces that flank the storage/refuse/loading area on the ground level of the Highland St. parking garage will face sight obstructions when attempting to leave their parking spaces, while also being in close proximity to both entrances and exits where traffic may be more frequent. The northern most spaces in the Chestnut Ave. building abut a wall and restrict turning movements for vehicles attempting to leave these parking spaces. Alternative layouts should be considered for these locations.

    Response: The parking spaces in question are no different than parking next to a large vehicle. Parking layout in those areas to remain as submitted.

29. A maintenance plan for the underground parking for the Chestnut Ave building shall be provided. This can be addressed at final engineering.

    Response: This comment has been noted and will be addressed at final engineering.

30. A snow removal plan for the top deck of the parking garage shall be provided. This can be addressed at final engineering.

    Response: This comment has been noted and will be addressed at final engineering.

31. Regarding the proposed use of the surface lot located at the southwest comer of Chestnut Ave and Campbell St, additional information shall be provided at final engineering on the parking lot and on the phasing of construction on when the use of the lot would be eliminated.

    Response: The use of the referenced surface lot is no longer being proposed.

32. The Village has an underground conduit for fiber optic and copper cable located in the east parkway of Chestnut Ave between the sidewalk and curb. The bump outs will not leave the minimum 30" cover over the conduit, which will require lowering the conduit from Sigwalt St. to Campbell St. The conduit must be shown on the site plan. Details on how the conduit will be lowered can be addressed at final engineering.

    Response: The existing fiber optic and copper cable locations based on JULIE markings will be shown on the updated existing conditions survey that will be included in the final engineering documents. The requested lowering details will be addressed at final engineering.

33. Regarding the proposed pressure connections:

    a. All pressure connections must utilize an epoxy coated full circumference tapping sleeve with stainless steel bolts.
    b. The size of the pressure connection for PC- I should show 8"x8", not 8'x8'.
    c. This can be addressed at final engineering.

Response: These comments have been noted and will be addressed at final engineering.

34. The Village completed an extensive combined sewer project in the downtown in 2019. The plans must be updated to reflect the new utilities. This can be addressed at final engineering.

    Response: This comment has been noted. These new utilities will be shown on the updated existing conditions survey that will be included in the final engineering documents.

35. The Sigwalt 16 development located in the southern portion of Block 425 is currently under construction. The final engineering plans for Arlington 425 shall be updated to reflect the as-built conditions along the south property line and along Chestnut Ave.

    Response: This comment has been noted. Please provide Petitioner with the approved Sigwalt development plans. The Sigwalt 16 existing conditions along the south property line of the Arlington 425 project will be shown on the updated existing conditions survey that will be included in the final engineering documents.

36. A structural review and field verification of the existing Vail Garage footings is to be included in the design of the Highland Ave. garage. This can be addressed at final engineering.

    Response: This was addressed in the original approved plans, but will be updated and included as part of the final design for the Highland Avenue garage.

37. The Village needs plans and structural approval of all modifications needed to existing garage. It appears that changes are needed to accommodate the loading bays and south entrance onto Highland. This can be addressed at final engineering.

    Response: This comment has been noted and will be addressed as part of the final design drawings for the Highland Avenue parking garage.

38. The proposed bump out parking located on Chestnut will not be maintained by the Village. This shall be in the maintenance agreement.

    Response: Chestnut is a Village street and is the Village's responsibility to maintain. Due to the difficulty removing snow from the parking areas, the Petitioner will be responsible for the removal of snow from the bump out parking areas. The balance of the maintenance shall be the responsibility of the Village.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO FIRE DEPARTMENT COMMENTS

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1. The apartment buildings are to be fully sprinkled. The Parking garage is to have a standpipe system with two FDC connections. One at the main front entrance and the second on the southeast corner of the parking garage near the Highland Ave hydrant.

   Response: Petitioner will comply.

2. A Knox Box containing keys to access necessary parts of the building shall be at the main front entrance of the buildings and for each commercial/office space. Another Knox Box by the Chestnut underground garage with keys or key card to open garage door.

   Response: Petitioner will Comply

3. The Fire Department Connections shall be located at the main front entrance of the buildings, be fully visible, and accessible. It shall be located within a maximum travel distance of 100 feet to the nearest accessible fire hydrant capable of delivering the required fire flows. See above for parking garage.

   Response: Petitioner will comply.

4. Install a fully operational annunciator panel or alarm panel at the main front entrance of each building.

   Response: Petitioner will comply.

5. Please provide status of current hydrant on Campbell near the northwest corner of the lot. It does not show up on current plans like the others on the property.

   Response: Will be clarified and more clearly shown as part of the final engineering

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO POLICE DEPARTMENT COMMUNITY SERVICES BUREAU COMMENTS

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1. **Character of use:**
The character of use is consistent with the area. It will be necessary to limit access to the grounds, especially the pergola / firepit / courtyard. This is recommended to limit access and loitering. The addition of trespass signs is recommended.

Response: Agreed and Petitioner will comply.

2. **Are lighting requirements adequate?**
Lighting should be up to Village of Arlington Heights Code. Special attention should be given to those outside common areas- i.e. courtyard and parking garage. Landscaping must not create hiding locations and should provide for natural surveillance.

Response: Willy comply.

3. **Present traffic problems?**
A new parking impact study is recommended for this project due to the amended site plans.

Response: A revised parking impact study has been completed and is included in the current information being provided

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

Response: No response required.

5. **Traffic problems that may be created by the development.**
The area around the vehicle entrance/exit should be clear of obstructions. Vehicle traffic entering and exiting the available covered parking must be able to view other vehicles and pedestrians. Street parking adjacent to the entrances/exits should be prohibited. Warning lights/audible signals could be used to signal that vehicles are exiting.

Response: Will comply as part of final engineering.

6. **General comments:**

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

- Emergency telephones and call boxes should be installed in the parking area for added safety.

- The storage area, lower level, should be secure and accessible only to residents. There should be signage to encourage users to lock their storage lockers and video surveillance of the area to deter theft and help identify potential offenders.

Response: Petitioner will comply.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO HEALTH SERVICES DEPARTMENT COMMENTS

General Comment:

1. All owners of multi-family properties shall make recycling services available to all residents residing in the property. The owners must develop and implement a recycling plan with adequate procedures and management in order to stimulate participation. The recycling plan shall be submitted for approval to the Villages Health Department prior to residents moving in.

   Response: Petitioner will comply.

Sheet HI1 Parking Garage:

1. A minimum of 8 Reserved Accessible parking Spaces are required in parking facilities with more than 301 parking spaces per IAC Section 208.2 and in accordance with 208.3 Location.

   Response: Petitioner will comply.

2. For every six or fraction of six parking spaces required by 208.2 to comply with 502 at least one shall have a vertical clearance complying with 502.5 (98-inches).

   Response: Petitioner will comply.

3. Comments from P.C. 19-001 Round 1 still apply.

   Response: Petitioner will comply with those comments to P.C. 19-001 that form a part of Village Ordinance 19-019.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 1 COMMENTS

FEBRUARY 26, 2021

RESPONSES TO PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT COMMENTS

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7. The Plan Commission must review and approve the following actions:

   a) Amendment to Planned Unit Development Ordinance #19-019 to allow modifications to the approved development plan.
   b) Special Use Permit to allow a "Private Garage, Customer/Employee" for the Highland garage.
   c) Variation to Chapter 28, Section 6.5-2, to allow accessory structures (pergola and fire pits) within a side yard where accessory structures are only allowed within a rear yard.
   d) A variation may be required for the proposed pergola size, height, and setback.

   Response: a) Agreed.
   b) Agreed. Petitioner will submit written justification for this Special Use.
   c) Accessory structures have been removed from the plan.
   d) Pergola has been eliminated

8. The proposed amendment to the PUD involves several different development alternatives and plans showing these alternatives must be provided:

   a) Floorplans and elevations for the Highland garage at 3 stories with 273 parking spaces. Elevations must show details on the east side appearance of the Highland garage.
   b) Floorplans and elevations for the Highland garage at 4.5 stories with 388 parking spaces. Elevations must show details on the east side appearance of the Highland garage.
   c) Floorplans for the Chestnut building if no basement/garage is built, which is necessary to understand where refuse and building structural/mechanical elements would be located.

   Response: Petitioner has decided to show only one plan. That plan is a 4-story garage containing 345 spaces, and 44 spaces under the Chestnut building for a total of 389 parking spaces for the project.

9. There are several conditions of approval from Ordinance #19-019 that will need to be amended or eliminated as a result of this proposal. Please note that all conditions not amended or eliminated will remain applicable.

   Response: Understood.

10. Submitted paper plansets show Highland garage at 4 stories with 344 parking stalls, submitted PDF plansets show Highland garage at 5 stories with 431 parking stalls. Please coordinate plans on forthcoming resubmission.

    Response: Only one 4-story garage is being proposed which now contains 345 parking stalls. Revised plans submitted herewith reflects the foregoing.

11. Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 review comments include a revision date. Additionally, all revised plans must incorporate any changes as recommended by the Design Commission.

    Response: Understood and Petitioner will comply.

12. Impact Fee's will be required for the residential portion of the development, in accordance with Village Code.

    Response: Understood.

13. To identify all PIN's within 250' (with all ROW's omitted), will you be working with a title company to compile the PIN list, or are you expecting to work through a PIN list provided by the Township Assessor?

    Response: Obtained PINs from Title Company and searched each PIN individually within 250' (with all ROW's omitted) for changes in ownership since original approval.

14. Section 9.8(i) of the Zoning Code requires that all PUD's include a preliminary construction schedule and phasing plan. Please outline, specifically, all infrastructure (both onsite and off-site) and site improvements that would be constructed in Phase 1 and full buildout.

    Response: Will be provided with final engineering for Phase I.

15. A photometric plan shall be required at time of building permit. All photometric levels shall conform to code requirements.

    Response: Will be provided as part of final engineering. All photometric levels will conform to code requirements.

16. Design Commission review and Housing Commission review shall be completed prior to appearing before the Plan Commission. Please provide an update on the status of the Design Commission applications and required Inclusionary Housing Plan necessary for Housing Commission appearance.

    Response: Design Commission and Housing Commission applications are being contemporaneously submitted.

17. Please note that all future restaurants will be required to receive a Special Use Permit or will be required to obtain a Special Use Permit Waiver, if eligible.

    Response: Understood.

18. Please ensure that all plans are coordinated. Engineering plans do not appear to match Landscape and Architectural plans with regards to paving at the southern end of the Highland garage.

    Response: Petitioner will coordinate as part of final engineering.

19. There were several public improvements required by Ordinance 19-019 (bumped-out crosswalk at the eastern leg of Campbell/Highland, parking bump-outs on Campbell and Highland, crosswalks, modifications to the Chestnut egress curb, Village gateway sign, etc.). Please revise the plans to reflect

these required improvements. Additionally, please provide final details on the proposed Chestnut building garage ramp wall (materials, height, etc.) as was required in Ordinance 19-019.

Response: Will comply per previously approved plans. Plans submitted herewith have been revised to show these items. Final detail on materials for Chestnut Building garage ramp wall will be submitted with final engineering plans for Chestnut Building.

20. Details are needed on all proposed fences, retaining walls, dumpster enclosure walls (height, material, etc.). Dumpster enclosure walls are required to be masonry to match the building materials. The southern retaining wall is required to be reduced/eliminated and if determined necessary, shall be setback 1' minimum from the southern property line.

Response: There are no dumpster enclosures. All details on southern retaining wall, if necessary, will be provided as part of final engineering.

21. Please provide details on the connection to the Highland garage in a Highland garage basement floorplan.

Response: Highland basement connection to parking garage is being eliminated. Connection will be via overhead walkway shown on revised plans.

22. If parking for the Chestnut Building is contained entirely in the Highland garage, will an underground connection be proposed?

Response: Parking for Chestnut Building is no longer going to be contained entirely in the Highland garage. There will be no underground connection between the Chestnut Building and Highland Garage.

23. How would trash collection occur within the Chestnut Building? Will a scavenger truck access the underground garage to load trash, and if so, how would it fit/maneuver? If not, where would trash be stored on pick-up days? If the underground garage is eliminated, where would trash be stored and where would collection occur on pick-up days?

Response: Garbage truck will be back down ramp or into loading area, and trash bins will be wheeled to end of ramp or loading area on pick-up day. There will be an onsite maintenance engineer and a property manager to coordinate.

24. Architectural sheet "CS" indicates max number of spaces in Highland garage to be 344, project narrative indicates max number to be 388.

Response: Revised plans show 345 spaces.

25. Garages with 300-400 parking spaces are required to have 8 handicap accessible parking stalls.

Response: Petitioner will comply.

26. The Arlington 425 Unit Mix and Parking document does not reflect the 7,376 sq. ft. of retail space in the basement of the Campbell building.

Response: No portion of the Highland Building basement will be used for anything other than building amenities and storage. Therefore, no parking spaces are required.

27. Where will bike parking for the Chestnut building be located?

Response: Bike parking will be located on the ground level of the Highland Garage.

28. For all variations identified in these review comments, please provide a written response to the hardship criteria for variation approval, as outlined on page 2B of the zoning application and summarized below:

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

Response: No additional variations are being requested at this time.

29. For the required Special Use Permit, please provide a response to the approval criteria as outlined on page 2B of the zoning application and summarized below:

- That said special use is deemed necessary for the public convenience at this location.
- That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.
- That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

Response: Counsel for Petitioner will provide in separate a letter.

30. Please revise the plans to include details (height, size, setbacks) on the proposed pergola at the southern end of the property. Additionally, please note that pergolas are considered accessory structures, and as such must be located in a rear yard only (i.e. completely behind the rear of the building). Pergolas are also restricted to 300 square feet in size, 15' in height, and must be setback 5' from a rear lot line. Please clarify if a variation is requested and provide the necessary written justification for any such variation.

Response: The pergola has been removed from the current plans.

31. Please revise the plans to provide additional details on the proposed fireplace/firepits within the landscaped courtyard (setback, size, height, open fire pit? fireplace with chimney? outdoor grilling station? Permanent structure or moveable?).

Response: The proposed fireplace/firepits have been removed from the current plans.

Parking and Traffic:

32. It appears that the current plan does not provide sufficient parking. At a minimum, parking shall be provided as per the ratios within the approved PUD. Parking for both Phase 1 and full build-out fall short of the 1.3 parking spaces per unit approved within the 2019 PUD, and parking demand for commercial uses has not been factored in (see attached chart). Allocation of the affordable parking spaces in the Vail garage as noted is subject to Board approval. Per comment #37 below, provide hourly data on commercial demand, including basement space and the overall size of the restaurant space.

Response: All parking will be provided in accordance with Village Code requirements. Phase I, which includes only the Campbell Building, will be parked in the Highland garage which will contain 345 spaces. Required residential parking for the Campbell Building is now 247 spaces. Petitioner is requesting that 1 space for each of the 12 Inclusionary Housing unit be eliminated from the Parking requirements per Village's Inclusionary Housing Ordinance, leaving a required 235 residential parking space requirement. 19 spaces are required per Code for the commercial uses in the Campbell Building. Therefore that will leave 326 spaces available for residential parking of which 235 residential spaces for the Campbell Building are required. That will be an approximately 1.28:1 residential parking ratio, and an overall 1.36:1 parking ratio.

The Chestnut Building will contain 85 units requiring 90 parking stalls. The same request will be made to reduce the parking requirement for the 4 Inclusionary Housing units, leaving a requirement of 86 parking stalls. 44 parking stalls are being constructed under the Chestnut Building. The 345 spaces in the Highland garage plus the 44 spaces in the Chestnut garage total 389 total parking spaces. The total Code requirement for the project will then be 340 parking stalls (254 for the Campbell Building plus 86 parking stalls for the Chestnut Building. Since a total of 389 total parking stalls are being constructed, there will be an additional 49 parking stalls required over the Code requirement, for an overall parking ratio of 1.14:1.

No parking in the Highland Building basement is required. Petitioner will not be providing hourly data on commercial demand in addition to what was initially presented. Due to the Corona virus quarantine, current traffic and parking patterns for the last 12 months would not reflect normal conditions. The size of the restaurant space, including the seating area has not changed.

33. A detailed Parking Allocation and Management plan shall be required. This plan must provide a detailed explanation of how parking within the Highland garage will function for the commercial uses and residential tenants/guests, including details on the following:

- Where will spaces be located for commercial employees, commercial patrons, residential guests, and residential tenants and how many specifically for each use/group.
- How spaces and access will be restricted/identified/assigned/segregated to each use type.
- Rates and time limits for commercial usage.
- Valet parking for restaurant.
- Shared parking amongst the various users.
- Will residential spaces be assigned or on a first come first served basis? Please note that the Rich & Associates 2018 parking study recommended that residential parking spaces are not assigned to specific units (i.e. they are unbundled).

Response: Please see the attached proposed parking allocation plan. The Highland garage will be operated as previously proposed and approved. Petitioner is requiring that valet parking be included in any restaurant lease. As of this date, Landlord has not determined whether or not it will assign residential parking spaces or not. Since this will be a privately owned and operated garage, and restricted to use only by the tenants, their guests, and the commercial employees and customers, Petitioner reserves the right to determine whether or not it will allocate specific residential parking spaces in the Highland garage.

34. The KLOA study does not include the proposed 7,376 sq. ft. of retail space within the basement and must be revised to reflect this space. Furthermore, the project narrative indicates that the restaurant seating area size will be 3,000 sq. ft., meaning that the overall size of the restaurant will be greater than 3,000 sq. feet. A total size for the restaurant is needed for accurate parking and traffic projection purposes. Absent of this, the following assumptions were made:

- 7,962 sq. ft. retail/restaurant on 1st floor with 3,500 sq. ft. for retail, 3,000 sq. ft. for restaurant seating area, leaving 1,462 sq. ft. left for "back of house" restaurant size, all of which is consistent with and the same as in the existing Ordinance.

- 7,376 sq. ft. basement retail.

If these assumptions are incorrect, please clarify actual sizes of both restaurant space (overall size and seating area size) and retail spaces. Additionally, please clarify how the basement "auxiliary retail" space is intended to be utilized.

Response: Assumptions are correct as to the 7,962 square feet on the first floor. The basement of the Campbell Building will not be used for commercial use, and does not require any parking stalls.

35. Staff does not support the use of the southwest corner of Chestnut/Campbell for parking, either on a temporary basis or permanent basis. As such, the usage of parking here was not factored into our analysis of onsite parking. This property would need to have certain zoning approvals for offsite parking and no detailed plans have been submitted.

Response: Petitioner concurs. This request has been withdrawn.

36. Page 40 of the KLOA study concludes that parking is provided at a ratio of 1.22 spaces per unit, however, this does not factor in parking assigned to non-residential uses. Will all parking be shared? A similar ratio is provided for parking per bedroom. These ratio's must be revised to reflect parking assigned to non-residential uses.

Response: See response to question #32 above.

37. Similar to pages 37-43 in the 2019 KLOA study, a shared parking/hourly parking analysis must be provided. Please use the correct size for non-residential uses based on the utilization of the basement space and overall size of the restaurant space.

Response: Due to the very small amount of commercial usage, and the impact of the Corona virus, Petitioner will not be providing an updated shared parking/hourly parking analysis. Parking analysis has been done according to Village Code. Petitioner will provide parking for the commercial space required by Village Code.

38. The parking study does not match the plans submitted. The study references 390 spaces within the garage, whereas the project narrative references 388 spaces. The study also references the Chestnut Building as including two levels of underground parking.

Response: To clarify, the revised plans show 345 parking stalls in the Highland garage and only one level of underground parking containing 44 parking stalls in the Chestnut Building.

39. The proposed two-bay loading zone within the Highland garage is too far removed from the residential portions of the development and negatively impacts public parking given the loss of spaces along Highland. It shall be relocated to the north side of the garage to be closer to the buildings it serves with access from the internal motorcourt.

Response: This area will not be used for tenant or commercial loading. It will primarily be used for refuse and storage for the Highland garage.

40. Figure G within the Appendix should be updated to coordinate with the civil/architectural plans.

Response: This is reflected in the updated traffic study concurrently submitted.

41. Ordinance 19-019 required infrastructure improvements that are not reflected in the commentary of the study, such as curbed parking bump-outs, a crosswalk bump-out on

Campbell east of Highland, and curbed bump- outs on Highland. These improvements should be referenced in the study and included within Figures G and F in the appendix.

.

- Page 29: No reference to Campbell crosswalk east of Highland.
- Page 31 & 32: Provide number of spaces that will be lost on Campbell and Highland.
- Take into consideration required curbed bump-outs, crosswalks, and Highland garage access modifications.
- Page 34: Per comment #39, Highland loading zone should be relocated to the north side of the building with access from the internal motorcourt.
- Figure F and G should be revised to show curbed bump-outs, number of street parking spaces, and removal of Highland loading zone.

Response: All of the above items are reflected in the revised traffic study concurrently submitted

42. Should the Chestnut Building be proposed as a condominium, a PUD amendment shall be required. Alternatively, if a viable plan showing parking provided at a minimum ratio of 1.7 parking spaces per unit for this building, staff will evaluate the ability for administrative review for this request.

Response: Understood. At the present time, Petitioner is not proposing condominiums in the Chestnut Building.

43. It is not cost effective to construct the Highland garage in phases and phased construction will impact the ability to provide the necessary parking during construction. It is encouraged to construct the entire garage as one phase/buildout to avoid future costs and disruptions to parking.

Response: Petitioner concurs. A full four-story Highland garage will be constructed as a part of Phase I.

Landscaping Comments

1) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.

Response: Petitioner concurs. This is now shown on the revised landscape plan concurrently submitted.

2) It is recommended that the corner space at Campbell and Highland be evaluated. This is a focal point and the space should be further developed. The proposed planters appear small and insignificant.

Response: This will remain as previously approved.

3) Provide an interim landscape plan for each phase.

Response: The Landscape Plan for both phases is attached. A landscape plan for Phase I comply with Code and will be submitted for approval prior to the completion of the Highland garage. Due to the use of the courtyard area west of the Highland garage being used for excavation and staging for the construction of the Chestnut

building, any landscaping done in that area will be destroyed. It is currently the Petitioner's intention to plant grass in the Phase II area.

4) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape. Please provide a site furnishings package.

Response: Petitioner will comply with approved plans. The streetscape along Campbell and Highland will be consistent with the Downtown details/streetscape.

5) Provide additional landscaping on the east elevation of 33 S. Chestnut.

Response: This will be a part of the courtyard plan that will be submitted for approval for Phase II.

6) Along the south property line adjacent to the parking garage provide a decorative metal fence. This may require a variation and staff is supportive of the variation. Provide a detail of the fence and the retaining wall.

Response: Petitioner will comply. A detail of the fence was included in the original landscape drawings. It will be an ornamental fence, four feet high, with vertical pickets four inches apart, a double rail on the top, and a single rail on the bottom.

7) Along Campbell Street please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.

Response: Petitioner will comply.

8) As more detailed plans are provided additional comments may be forthcoming.

Response: Understood. Please submit as soon as possible.

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: Arlington 425 – Amendment to PUD Ordinance #19-019, to allow modifications to the previously approved development plan

PC#: 21-002 – Round 2

Date: March 8, 2021

General Comments:

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

Sam...

I do not have any additional comments for the project.

Village of Arlington Heights, IL
Department of Building & Life Safety

Fire Safety Division

Date: 3/1/2021 P.C. Number: 21-002 Round 2

Project Name: Planned Unit Development – Amended

Project Location: Block 425

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

The information provided is conceptual only and subject to a formal plan review. The following is provided for informational purposes, no response is required.

High-rise buildings shall be provided with an automatic smoke detection system, a fire department communication system, and an emergency voice/alarm communication as required by the International Fire Code.

Fire Safety permits shall be obtained for the following: Fire suppression systems, fire alarm systems, generators for emergency backup systems.

Overhead utilities shall not interfere with tower/aerial fire operations.

The fire command center is not indicated on the submitted drawings. For confirmation, a fire command center shall be located on the first floor with the location to be approved.

Plans show the roof has a proposed fireplace. The fire code prohibits open flame on a combustible deck unless the deck is protected by fire sprinkler. The fireplace would not be permitted.

Date 03-1-21

Reviewed By: _____

Fire Safety Supervisor

PLAN COMMISSION PC #21-002
Arlington 425 PUD Amendment
Block 425 of Downtown Master Plan
Round 2

39. The petitioner's response to Comment Nos. 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 29, 31, 33, 34, 36, and 37 are acceptable.

40. The petitioner's response to Comment No. 14 is unacceptable. 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.

41. The petitioner's response to Comment No. 24 is unacceptable. The AutoTurn exhibit showing the inbound and outbound turning movements for a tower engine entering from Campbell St shall be provided at final engineering. The prior Plan Commission approval for the PUD and preliminary plat does not exempt the Engineering Division from requiring additional information for final engineering. The petitioner shall acknowledge that they accept this understanding.

42. The petitioner's response to Comment No. 28 is unacceptable. The parking spaces in question would be problematic for residents attempting to leave the parking space. Alternative layouts should be considered. This can be addressed at final engineering.

43. The petitioner's response to Comment No. 32 is noted. Fiber optic is not included in the requests for JULIE as it is a private utility. The conduit must be shown on the site plan. Details on how the conduit will be lowered can be addressed at final engineering.

44. The petitioner's response to Comment No. 35 is noted. Prior to final plat and final engineering, the petitioner shall be responsible for acquiring the as-built conditions from the developer of Sigwalt 16. This can be addressed at final engineering.

45. The petitioner's response to Comment No. 38 is noted. An agreement addressing the snow removal in the parking area of the bump outs along Chestnut Ave shall be provided. The petitioner shall acknowledge that they accept this understanding.

MLP

Mike Pagones 3/8/2021

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-002

Project Name Arlington 425 Pud Amendment

Project Location Block 425-Northern portion

Planning Department Contact Sam Hubbard

General Comments

Round 2:
The Fire Department has no additional comments at this time.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date March 4, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Arlington 425 (amended)
Block 425 – Northern Portion

Round 2 Review Comments **03/02/2021**



1. **Character of use:**
   Nothing further.

2. **Are lighting requirements adequate?**
   Nothing further.

3. **Present traffic problems?**
   Nothing further.

4. **Traffic accidents at particular location?**
   Nothing further.

5. **Traffic problems that may be created by the development.**
   Nothing further.

6. **General comments:**
   Nothing further.

A. Ov #330
Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

Sgt Ry 569
Supervisor's Signature

Memorandum

To: Sam Hubbard, Development Planner

From: Terese Biskner, Environmental Officer TB

CC: James McCalister, Director of Health and Human Services

Date: 3/5/2021

Re: Arlington 425 PUD Amendment

Please see the attached comment from David Robb.

Plan Review for Accessibility

Addresses:	Arlington 425 PUD Amendment Amendment to PUD Ord. #19-019, to allow modifications to the previously approved development plan P.C. #21-002 Round 2
Submitted to:	Sam Hubbard, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	March 5, 2021 David Robb
Re:	Illinois Accessibility Code (IAC) Eff. October 23, 2018 https://www2.illinois.gov/cdb/announcements/2018/Pages/New-Illinois-Accessibility-Code.aspx Fair Housing Amendments Act, (42 U.S.C. §3601 et seq.) http://www.fairhousingfirst.org/fairhousing/requirements.html

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1. At time of building permit petitioner shall supply a unit by unit listing of the 20 percent Adaptable/Accessible dwelling units distributed throughout each building to provide a variety of sizes and locations as required by Illinois Accessibility Code Section 233.6 Multi-story thru 233.6.5.7.

2. It is recommended that the above citation be added to the ordinance when amended.

Planning & Community Development Dept. Review

March 10, 2021

REVIEW ROUND 2

Project: Northern 2/3rds Of Block 425
Arlington 425

Case Number: PC 21-002

44. The response to comments #8-#12, #15-#18, #21, #22, #24-#26, #28-#31, #34, #35, #38, and #42 and #43 is acceptable.

45. The response to comment #7 is noted. Based on the revised plans, the Plan Commission must review and approve the following actions:

    a) **Amendment to Planned Unit Development Ordinance #19-019 to allow modifications to the approved development plan.**
    b) **Special Use Permit to allow a "Private Garage, Customer/Employee" for the Highland garage.**

46. The response to comment #13 is noted. Please ensure that the notice will be sent to the current property owners/taxpayers of record at time of mailing, not the property owner/taxpayer of record that were of record prior to the application being submitted. Please submit a draft of the notification letter as soon as possible to allow sufficient time to review to ensure that the necessary language is included within the letter.

47. The response to comment #14 is noted. As no preliminary construction schedule and phasing plan was submitted, staff is recommending a condition of approval that would require a construction schedule and phasing plan be submitted at time of Final Plat of Subdivision, for review and approval by staff. Said phasing plan shall include details on all infrastructure that will be constructed in each phase of development, as well as a phased landscape plan.

48. The response to comment #19 is noted. These items shall still be required per Ordinance 19-019, although many of them have now been shown on the plans. Please note that the 1-year extension granted by the Village Board for Preliminary Plat of Subdivision approval is set to expire on June 3, 2021. Any future request to extend the Preliminary Plat approval must first be discussed by the Plan Commission. As such, please acknowledge that, along with the proposed PUD amendment, you wish to request another 1-year extension to the Preliminary Plat of Subdivision approval for expiration on June 3rd of 2022.

49. The response to comment #20 is noted. Since no details were provided on the retaining walls, fences, or loading zone (dumpster) enclosure walls, staff is recommending a condition of approval that would require these details be submitted at time of Final Plat of Subdivision, for review and approval by staff.

50. The response to comment #23 is not sufficient. Trash collection at the base of the ramp does not appear viable as it would require the refuse truck to stop and stage on the public street for reversal into ramp, and collection on the ramp may not be possible due to grade differentials. Furthermore, the Chestnut Building does not contain a screened "loading area" for trash collection. Please clarify, specifically, where trash collection would occur, and how the dumpsters would be relocated to the loading area on collection days.

51. The response to comment #27 is noted. There appear to be well over 50 bike storage stalls within the Highland garage for the 85 units within the Chestnut building. Bike parking regulations would only recommend around

1 stalls per 10 multi-family units. A reduction in the number of bike stalls within the Highland garage may allow an additional parking space.

52. The response to comments #32 and #37 is not acceptable. Since no hourly parking data was provided, staff has prepared an hour by hour parking analysis. Please see the attached charts and revise the allocation plan as indicated below:

    a) Phase 1 appears to contain an adequate number of overall parking spaces, however, the allocation of those spaces needs some adjustments based on the modeling:
        i. The 277 allocated spaces for "Restricted Residential" can remain as is.
        ii. The 32 "Restaurant/Retail & Residential Guest" parking spaces should be allocated as "Non-Residential Only".
        iii. 24 of the 36 "Residential & Resident Guest" parking spaces should be allocated as "Non-Residential Only". This would bring the total number of "Non-Residential Only" spaces to 56, which should be viable to capture anticipated non-residential parking demand.
        iv. The remaining 12 spaces can remain as "Resident & Resident Guest" spaces.
    b) Based on the modeling, parking for Phase 2 does not appear to be sufficient. In order to move forward with construction of the Phase 2 Chestnut building, the developer would have to demonstrate that there is sufficient capacity within the Highland Garage to accommodate for the expected demand from the Chestnut building. Alternatively, at time of construction, the number of units could be decreased or the onsite parking supply could be increased.

53. The response to comment #33 does not address include enough detail. Please provide an updated Management and Allocation description, similar to what was provided within the 2019 PUD. Please ensure that the plan include details on the following:
    a) How spaces and access will be restricted/identified/assigned/segregated to each use type.
    b) Rates and time limits for commercial usage.
    c) Valet parking for restaurant.
    d) How will shared parking spaces function?
    e) Will residential spaces be assigned or on a first come first served basis? Will commercial employee spaces be assigned or on a first come first served basis?

54. The response to comment #36 is noted, however, it is unclear how the study arrived at the 1.14 parking spaces per residential unit figure.

55. The response to comment #39 is not acceptable. There has been no demonstrated need to have an additional tenant/commercial loading zone within the garage, and refuse can be accommodated within a loading zone on the north side of the garage with access from the internal courtyard, or potentially elsewhere on the site. Parking spaces are key to the success of this project, both internal and external along Highland, and staff is recommending a condition of approval that the loading/storage area within the Highland garage be eliminated and replaced with parking spaces, or relocated to the north side of the garage with access from the internal courtyard.

56. The response to comments #40 and #41 is noted. Staff notes that Figures G and F were not updated. Per comment #55, if the Highland loading/storage area is necessary, it should be relocated to the north side of the of the garage building with access from the internal motorcourt.

Prepared by: 

Arlington 425 - Phase 1

Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	5	2	289	296	49	7
7:00 AM	1	5	10	3	260	279	66	19
8:00 AM	2	1	12	6	246	267	78	21
9:00 AM	4	2	15	6	231	258	87	27
10:00 AM	7	3	20	7	217	254	91	37
11:00 AM	9	3	26	7	202	247	98	45
12:00 PM	10	3	35	7	188	243	102	55
1:00 PM	10	3	33	7	202	255	90	53
2:00 PM	10	3	23	7	202	245	100	43
3:00 PM	9	3	17	5	202	236	109	34
4:00 PM	9	3	19	5	217	253	92	36
5:00 PM	10	3	30	7	246	296	49	50
6:00 PM	10	3	35	7	260	315	30	55
7:00 PM	10	3	40	7	280	340	5	60
8:00 PM	8	3	40	7	283	341	4	58
9:00 PM	5	2	32	6	286	331	14	45
10:00 PM	3	1	30	6	289	329	16	40
	Total Parking Provided:				***345 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays

Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 1

Weekend Parking Demand - ITE/ULI and Modified Village

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	2	2	289	293	52	4
7:00 AM	1	1	5	4	260	271	74	11
8:00 AM	1	1	9	4	246	261	84	15
9:00 AM	3	2	14	5	231	255	90	24
10:00 AM	5	3	18	6	217	249	96	32
11:00 AM	7	3	21	6	202	239	106	37
12:00 PM	8	3	30	6	188	235	110	47
1:00 PM	9	3	28	6	202	248	97	46
2:00 PM	10	3	22	6	202	243	102	41
3:00 PM	10	3	17	5	202	237	108	35
4:00 PM	10	3	18	5	217	253	92	36
5:00 PM	9	3	24	7	246	289	56	43
6:00 PM	8	3	32	7	260	310	35	50
7:00 PM	8	2	40	7	280	337	8	57
8:00 PM	7	2	40	7	283	339	6	56
9:00 PM	5	2	24	6	286	323	22	37
10:00 PM	4	1	23	6	289	323	22	34
	Total Parking Provided:				***345 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends

Scenario: Campbell Building and Highland Garage Constructed (222 units parking on-site with 12 units parking in Vail Garage, 345 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 2

Weekday Parking Demand - ITE/ULI and Modified Village Code

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	5	2	394	401	-12	7
7:00 AM	1	1	10	3	355	370	19	15
8:00 AM	2	1	12	6	335	356	33	21
9:00 AM	4	2	15	6	315	342	47	27
10:00 AM	7	3	20	7	296	333	57	37
11:00 AM	9	3	26	7	276	321	68	45
12:00 PM	10	3	35	7	256	311	78	55
1:00 PM	10	3	33	7	276	329	60	53
2:00 PM	10	3	23	7	276	319	70	43
3:00 PM	9	3	17	5	276	310	79	34
4:00 PM	9	3	19	5	296	332	58	36
5:00 PM	10	3	30	7	335	385	4	50
6:00 PM	10	3	35	7	355	410	-21	55
7:00 PM	10	3	40	7	382	442	-53	60
8:00 PM	8	3	40	7	386	444	-55	58
9:00 PM	5	2	32	6	390	435	-46	45
10:00 PM	3	1	30	6	394	434	-45	40
	Total Parking Provided:				***389 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekdays

Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425 - Phase 2

Weekend Parking Demand - ITE/ULI and Modified Village

Time	*Retail (Visitor)*	*Retail (Employee)*	*Restaurant (Visitor)*	*Restaurant (Employee)*	*Residential*	***Total Required*	*Surplus/ Deficit*	*Commercial Total*
6:00 AM	0	0	2	2	394	398	-9	4
7:00 AM	1	1	5	4	355	366	23	11
8:00 AM	1	1	9	4	335	350	39	15
9:00 AM	3	2	14	5	315	339	50	24
10:00 AM	5	3	18	6	296	328	62	32
11:00 AM	7	3	21	6	276	313	76	37
12:00 PM	8	3	30	6	256	303	86	47
1:00 PM	9	3	28	6	276	322	67	46
2:00 PM	10	3	22	6	276	317	72	41
3:00 PM	10	3	17	5	276	311	78	35
4:00 PM	10	3	18	5	296	332	58	36
5:00 PM	9	3	24	7	335	378	11	43
6:00 PM	8	3	32	7	355	405	-16	50
7:00 PM	8	2	40	7	382	439	-50	57
8:00 PM	7	2	40	7	386	442	-53	56
9:00 PM	5	2	24	6	390	427	-38	37
10:00 PM	4	2	23	6	394	429	-40	35
	Total Parking Provided:				***389 Spaces***			

Note: Commercial Demand Estimates based on the 2018 Eriksson Engineering Time-of- Day Factors for Arlington Downs, and 2019 KLOA Peak Demand Ratios for Arlington 425. The Eriksson and KLOA Studies have consistant demand ratios. Residential Demand Estimates based on Modified Village Code (1.3 spaces per unit for Residential Demand) and the Eriksson Study Residential Visitor Demand (0.15 Spaces per Unit), multiplied by the Eriksson Study Time-of-Day Factors for Weekends

Scenario: Campbell Building and Highland Garage Constructed (303 units parking on-site with 16 units parking in Vail Garage, 389 parking spaces), with 3,500 square-feet of retail space and 4,462 square-feet of restaurant space.

Arlington 425
PC 21-002
March 9, 2021

Landscaping

1) Along Campbell and Highland incorporate bump outs at the corners and adjacent to each drive aisle.
Your response is noted.

2) It is recommended that the corner space at Campbell and Highland be evaluated. This is a focal point and the space should be further developed. The proposed planters appear small and insignificant.
It is recommended that the space be further evaluated.

3) Provide an interim landscape plan for each phase.
It is understood that the area will be used for staging; however, a plan must be provided for the interim between phases.

4) The streetscape along Campbell and Highland must be consistent with the Downtown details/streetscape. Please provide a site furnishings package.
Your response is noted.

5) Provide additional landscaping on the east elevation of 33 S. Chestnut.
Please add additional landscaping along the east elevation of 33 S. Chestnut

6) Along the south property line adjacent to the parking garage provide a decorative metal fence. This may require a variation and staff is supportive of the variation. Provide a detail of the fence and the retaining wall.
Your response is noted.

7) Along Campbell Street please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.
Please show the pavers on the plans.

8) Please evaluate the sign location. The sign should be located on the corner where it more prominent and should include landscaping. Consider including the sign as part of a raised planter located outside of the vision triangle.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 2 COMMENTS

MARCH 11, 2021

RESPONSES TO DEPARTMENT OF BUILDING & LIFE SAFETY FIRE SAFETY DIVISION COMMENTS

---

1. High-rise buildings shall be provided with an automatic smoke detection system, a fire department communication system, and an emergency voice/alarm communication as required by the International Fire Code.

   Response: Understood and agreed.

2. Fire Safety permits shall be obtained for the following: Fire suppression systems, fire alarm systems, generators for emergency backup systems.

   Response: Understood and agreed.

3. Overhead utilities shall not interfere with tower/aerial fire operations.

   Response: There will be no overhead utilities located or constructed on the Property.

4. The fire command center is not indicated on the submitted drawings. For confirmation, a fire command center shall be located on the first floor with the location to be approved.

   Response: Confirmed and agreed

5. Plans show the roof has a proposed fireplace. The fire code prohibits open flame on a combustible deck unless the deck is protected by fire sprinkler. The fireplace would not be permitted.

   Response: If any fireplace is placed on any roof will be fully compliant with all fire codes, or will not be provided.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 2 COMMENTS

MARCH 11, 2021

RESPONSES TO DEPARTMENT OF BUILDING & LIFE SAFETY FIRE SAFETY DIVISION COMMENTS

---

1. High-rise buildings shall be provided with an automatic smoke detection system, a fire department communication system, and an emergency voice/alarm communication as required by the International Fire Code.

   Response: Understood and agreed.

2. Fire Safety permits shall be obtained for the following: Fire suppression systems, fire alarm systems, generators for emergency backup systems.

   Response: Understood and agreed.

3. Overhead utilities shall not interfere with tower/aerial fire operations.

   Response: There will be no overhead utilities located or constructed on the Property.

4. The fire command center is not indicated on the submitted drawings. For confirmation, a fire command center shall be located on the first floor with the location to be approved.

   Response: Confirmed and agreed

5. Plans show the roof has a proposed fireplace. The fire code prohibits open flame on a combustible deck unless the deck is protected by fire sprinkler. The fireplace would not be permitted.

   Response: If any fireplace is placed on any roof will be fully compliant with all fire codes, or will not be provided.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 2 COMMENTS

MARCH 11, 2021

RESPONSES TO ENGINEERING DEPARTMENT COMMENTS

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40. The petitioner's response to Comment No. 14 is unacceptable. 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.

    Response: Acknowledged by Petitioner

41. The petitioner's response to Comment No. 24 is unacceptable. The AutoTurn exhibit showing the inbound and outbound turning movements for a tower engine entering from Campbell St. shall be provided at final engineering. The prior Plan Commission approval for the PUD and preliminary plat does not exempt the Engineering Division from requiring additional information for final engineering. The petitioner shall acknowledge that they accept this understanding.

    Response: There will be no inbound or outbound tower engine access from or to Campbell Street

42. The petitioner's response to Comment No. 28 is unacceptable. The parking spaces in question would be problematic for residents attempting to leave the parking space. Alternative layouts should be considered. This can be addressed at final engineering.

    Response: This will be addressed at final engineering.

43. The petitioner's response to Comment No. 32 is noted. Fiber optic is not included in the requests for JULIE as it is a private utility. The conduit must be shown on the site plan. Details on how the conduit will be lowered can be addressed at final engineering.

    Response: This will be addressed at final engineering.

44. The petitioner's response to Comment No. 35 is noted. Prior to final plat and final engineering, the petitioner shall be responsible for acquiring the as-built conditions from the developer of Sigwalt 16. This can be addressed at final engineering.

    Response: Petitioner has no way of obtaining "

45. The petitioner's response to Comment No. 38 is noted. An agreement addressing the snow removal in the parking area of the bump outs along Chestnut Ave. shall be provided. The petitioner shall acknowledge that they accept this understanding.

Response: Petitioner acknowledges and accepts this understanding as to snow plowing in the parking area of the bump outs along Chestnut, so long as all other property owners similarly situated (i.e. Sigwalt 16) are also required to do the same.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 2 COMMENTS

MARCH 11, 2021

RESPONSES TO HEALTH SERVICES DEPARTMENT COMMENTS

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1. At the time of building permit petitioner shall supply a unit by unit listing of the 20 percent Adaptable/Accessible dwelling units distributed throughout each building to provide a variety of sizes and locations as required by Illinois Accessibility Code Section 233.6 Multi-story thru 233.6.5.7.

   Response: Understood and agreed

2. It is recommended that the above citation be added to the ordinance when amended.

   Response: Petitioner has no objection.

ARLINGTON 425 – PC # 21-002

PETITIONER RESPONSES TO ROUND 2 COMMENTS

MARCH 11, 2021

RESPONSES TO PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT COMMENTS

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45. The response to comment #7 is noted. Based on the revised plans, the Plan Commission must review and approve the following actions:

    a) Amendment to Planned Unit Development Ordinance #19-019 to allow modifications to the approved development plan.

    b) Special Use Permit to allow a "Private Garage, Customer/Employee" for the Highland garage.

    Response: Understood and agreed.

46. The response to comment #13 is noted. Please ensure that the notice will be sent to the current property owners/taxpayers of record at time of mailing, not the property owner/taxpayer of record that were of record prior to the application being submitted. Please submit a draft of the notification letter as soon as possible to allow sufficient time to review to ensure that the necessary language is included within the letter.

    Response: Understood and agreed. The notification letter As approved by the Village has been sent as directed. Firsel Ross, attorneys for Petitioner, manually verified the taxpayer of record for each individual permanent index number on March 15, 2021.

47. The response to comment #14 is noted. As no preliminary construction schedule and phasing plan was submitted, staff is recommending a condition of approval that would require a construction schedule and phasing plan be submitted at time of Final Plat of Subdivision, for review and approval by staff. Said phasing plan shall include details on all infrastructure that will be constructed in each phase of development, as well as a phased landscape plan.

    Response: Understood and agreed.

48. The response to comment #19 is noted. These items shall still be required per Ordinance 19-019, although many of them have now been shown on the plans. Please note that the 1-year extension granted by the Village Board for Preliminary Plat of Subdivision approval is set to expire on June 3, 2021. Any future request to extend the Preliminary Plat approval must first be discussed by the Plan Commission. As such, please acknowledge that, along with the proposed PUD amendment, you wish to request another 1-year extension to the Preliminary Plat of Subdivision approval for expiration on June 3rd of 2022.

    Response: Along with the proposed PUD amendment, Petitioner hereby requests an additional 1-year extension to the Preliminary Plat of Subdivision approval for expiration on June 3rd of 2022.

49. The response to comment #20 is noted. Since no details were provided on the retaining walls, fences, or loading zone (dumpster) enclosure walls, staff is recommending a condition of approval that would require these details be submitted at time of Final Plat of Subdivision, for review and approval by staff.

Response: These details will be submitted at time of Final Plat of Subdivision for review and approval by staff.

50. The response to comment #23 is not sufficient. Trash collection at the base of the ramp does not appear viable as it would require the refuse truck to stop and stage on the public street for reversal into ramp, and collection on the ramp may not be possible due to grade differentials. Furthermore, the Chestnut Building does not contain a screened "loading area" for trash collection. Please clarify, specifically, where trash collection would occur, and how the dumpsters would be relocated to the loading area on collection days.

Response: Trash removal at the base of the ramp is definitely viable. The refuse truck will not "stage" on Chestnut, but simply stopping in order to back down the ramp in order to empty the refuse containers that will be kept inside the Chestnut Building, except at the time of trash removal when building management will insure that the refuse containers are moved to and from the base of the ramp.

51. The response to comment #27 is noted. There appear to be well over 50 bike storage stalls within the Highland garage for the 85 units within the Chestnut building. Bike parking regulations would only recommend around 1 stall per 10 multi-family units. A reduction in the number of bike stalls within the Highland garage may allow an additional parking space.

Response: Bicycle storage will be moved to the Campbell Building. There will be no less than 32 bicycle storage stalls, and possibly more based on demand and usage.

52. The response to comments #32 and #37 is not acceptable. Since no hourly parking data was provided, staff has prepared an hour by hour parking analysis. Please see the attached charts and revise the allocation plan as indicated below:

a) Phase 1 appears to contain an adequate number of overall parking spaces, however, the allocation of those spaces needs some adjustments based on the modeling:

i. The 277 allocated spaces for "Restricted Residential" can remain as is.
ii. The 32 "Restaurant/Retail & Residential Guest" parking spaces should be allocated as "Non- Residential Only".
iii. 24 of the 36 "Residential & Resident Guest" parking spaces should be allocated as "Non-Residential Only". This would bring the total number of "Non-Residential Only" spaces to 56, which should be viable to capture anticipated non-residential parking demand.
iv. The remaining 12 spaces can remain as "Resident & Resident Guest" spaces.

Response: The updated hour by hour parking analysis Kenig, Lundgren, O'Hara and Aboona is being submitted herewith. The revised parking allocation plan complying with the above requests is being submitted herewith.

b) Based on the modeling, parking for Phase 2 does not appear to be sufficient. In order to move forward with construction of the Phase 2 Chestnut building, the developer would have to demonstrate that there is sufficient capacity within the Highland Garage to accommodate for the expected demand from the Chestnut building. Alternatively, at time of construction, the number of units could be decreased or the onsite parking supply could be increased.

Response: At the time of construction of Phase 2, Petitioner will provide 25% more parking than current Code requires, by: (i) adding more parking stalls below the Chestnut Building, or (ii) increasing the size of the parking garage, or (iii) a reduction of the number of units, and thereby reducing the number of parking stalls required, or (iv) providing a real time parking study of the Highland garage showing that such additional parking space ratio is not needed, or (v) a combination of any of the foregoing, all of which shall be subject to the review and approval of the Village.

53. The response to comment #33 does not address include enough detail. Please provide an updated Management and Allocation description similar to what was provided within the 2019 PUD. Please ensure that the plan include details on the following:

a) How spaces and access will be restricted/identified/assigned/segregated to each use type.
b) Rates and time limits for commercial usage.
c) Valet parking for restaurant.
d) How will shared parking spaces function?
e) Will residential spaces be assigned or on a first come first served basis? Will commercial employee spaces be assigned or on a first come first served basis?

Response: A revised Management and Allocation Plan description is attached.

54. The response to comment #36 is noted, however, it is unclear how the study arrived at the 1.14 parking spaces per residential unit figure.

Response: Based on Petitioner's response to #52 above, this number is no longer relevant.

55. The response to comment #39 is not acceptable. There has been no demonstrated need to have an additional tenant/commercial loading zone within the garage, and refuse can be accommodated within a loading zone on the north side of the garage with access from the internal courtyard, or potentially elsewhere on the site. Parking spaces are key to the success of this project, both internal and external along Highland, and staff is recommending a condition of approval that the loading/storage area within the Highland garage be eliminated and replaced with parking spaces or relocated to the north side of the garage with access from the internal courtyard.

Response: Petitioner respectfully disagrees with staff. The loading zone and storage areas are essential to the operation of the project. The demonstrated need is that of the Petitioner and its management consultant. The construction of the Vail Street garage all the way on the property line of the Petitioner has posed significant financial and developmental challenges, limitations and consequences for Petitioner. The attempt to preserve three 90 degree parking spaces along Highland Avenue, where, but for the construction of the Vail Street garage, would be parallel parking and driveways, and forsake the efficient and necessary operations of the development, is not agreeable to the Petitioner.

56. The response to comments #40 and #41 is noted. Staff notes that Figures G and F were not updated. Per comment #55, if the Highland loading/storage area is necessary, it should be relocated to the north side of the of the garage building with access from the internal motorcourt.

Response: Petitioner believes that the storage area as indicated is the best place for it.

Landscaping Comments

2) It is recommended that the corner space at Campbell and Highland be evaluated. This is a focal point and the space should be further developed. The proposed planters appear small and insignificant.
It is recommended that the space be further evaluated.

Response: Petitioner agrees that this space should be further evaluated and included in the Final Engineering plan.

3) Provide an interim landscape plan for each phase.
It is understood that the area will be used for staging; however, a plan must be provided for the interim between phases.

Response: Petitioner will work with staff to accommodate interim landscaping plans, possibly by the use of movable planters or other methodology. In the event that Petitioner will be required to maintain a fully cut and maintained lawn area, that such area will likely be fenced and unavailable to the public for dog waking or any other purpose.

5) Provide additional landscaping on the east elevation of 33 S. Chestnut.
Please add additional landscaping along the east elevation of 33 S. Chestnut

Response: A final landscaping plan for the east side of Chestnut will be provided at such time as final plans for the Chestnut Building are submitted for approval.

7) Along Campbell Street please include pavers within the drive aisle for the portion that is part of the pedestrian walkway. The pavers should match the downtown streetscape.
Please show the pavers on the plans.

Response: Petitioner agrees and pavers will be included on the final plans.

8) Please evaluate the sign location. The sign should be located on the corner where it is more prominent and should include landscaping. Consider including the sign as part of a raised planter located outside of the vision triangle.

Response: Petitioner will evaluate the sign location and work out its exact location and accompanying landscaping with staff.

THE REVISED PROPOSAL FOR THE NORTH PORTION OF BLOCK 425 IS UP FOR APPROVAL BY THE DESIGN COMMISSION ON MARCH 30 AND THE PLAN COMMISSION ON MARCH 31ST

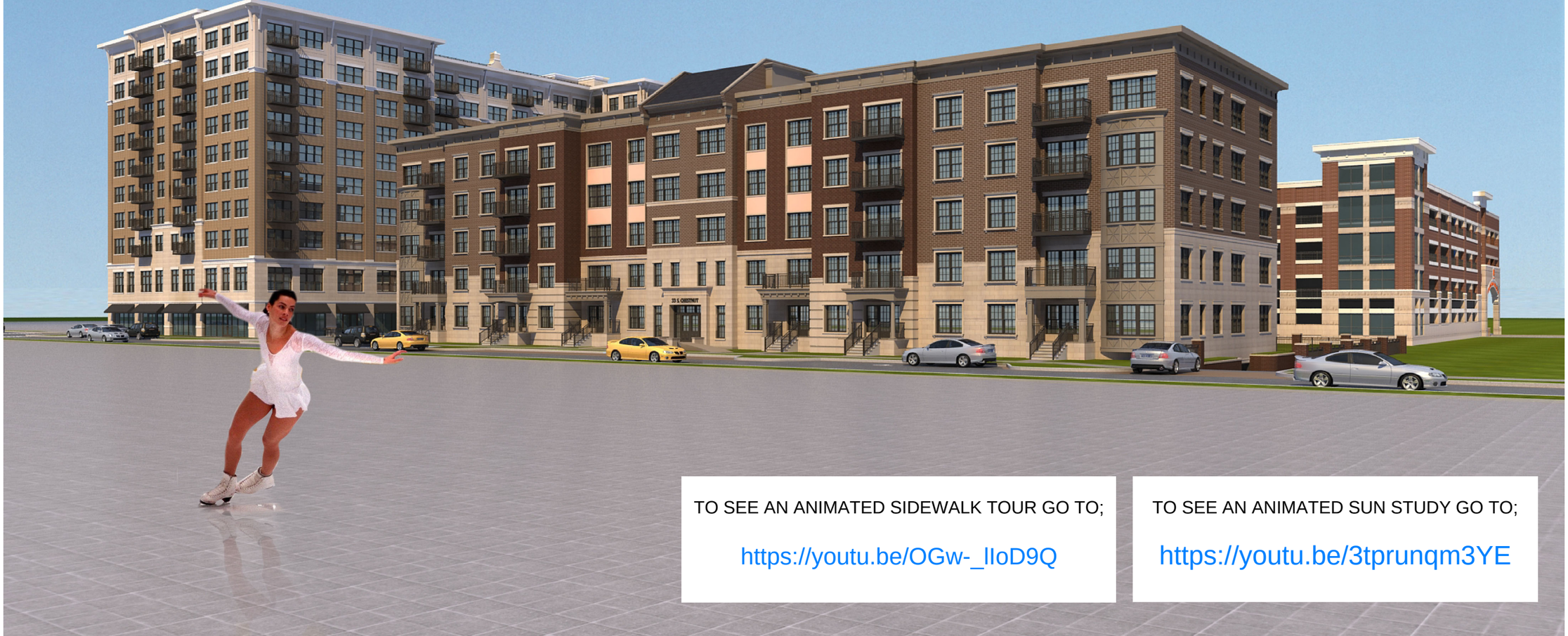
THE DEVELOPER IS PROPOSING A REVISED PLAN THAT INCREASES THE CAMPBELL BUILDING FROM 9 STORIES TO 10 STORIES (117'-0" TALL) AND THE CHESTNUT BUILDING FROM 4 STORIES TO 5 STORIES (61'-8" TALL)

THE HEIGHT WOULD FIT IN VERY WELL WITH AN ICE SKATING RINK ON THE RESIDENTIAL BLOCK THAT THE ARCHITECT, TRUSTEE TINAGLIA SHOWS IN ALL BUT ONE OF THE RENDERINGS FOR THE PROJECT. IN THE OVERALL AERIAL VIEW, THE SINGLE FAMILY HOMES ARE VIEWED FROM A BIRD'S EYE PERSPECTIVE. BECAUSE WE ARE NOT BIRDS, THE TRUE CONTEXT OF THIS DEVELOPMENT IS DIFFICULT TO IMAGINE. THE CONTEXTUAL VIEWS HAVE BEEN MISSING THROUGHOUT THE LONG APPROVAL PROCESS.

CONTEXT IS A VERY IMPORTANT PART TO CONSIDER IN THE DEVELOPMENT OF LARGE PROJECTS. WE ARE "THE CITY OF GOOD NEIGHBORS" AND NOT A VILLAGE THAT IS WILLING TO THROW OUT OUR STANDARDS SO THAT WE CAN FILL IN "DOG POOP PARK", AS MAYOR HAYES HAS NAMED THIS UNDEVELOPED BLOCK.

WHAT LIES AHEAD FOR OUR DOWNTOWN AND THE DEVELOPMENT OF THIS BLOCK IS VERY EXCITING. HOWEVER, THE VILLAGE SHOULD NOT RUSH AHEAD UNTIL WE HAVE THE RIGHT SOLUTION THAT TRULY MEETS OUR GOALS LISTED IN THE COMPREHENSIVE PLAN. THE GOALS FOR DOWNTOWN BENEFIT BUSINESSES AND **RESIDENTS**.

IN THIS PRESENTATION, THERE ARE THE ACTUAL PHOTOS OF THE HOUSES ACROSS THE STREET FROM THE 5 STORY CHESTNUT BUILDING TAKEN AT THE STREET LEVEL. ON THE FOLLOWING PAGES, THERE ARE 3D RENDERINGS THAT SHOW A BEAUTIFULLY DESIGNED APARTMENT BUILDING AND A CHARMING SIDEWALK STREETSCAPE. THE RENDERINGS ALSO SHOW THE EFFECT THAT THE SIZE OF THE CHESTNUT BUILDING WILL HAVE ON A SINGLE FAMILY ZONED STREET IN THE R-3 DISTRICT. THE PLAN COMMISSION'S SWORN DUTY IS TO EVALUATE THE IMPACT OF SCALE AND ADDRESS ISSUES OF HARMONY AS IT RELATES TO THE CONTEXTUAL ENVIRONMENT FOR A B-5 PARCEL ACROSS THE STREET FROM A R-3 ZONE. THE GUIDELINES FOR HEIGHT AND SETBACK ON PAGE 5 IN THE COMMERCIAL DESIGN GUIDELINES ARE NOT BEING MET.



TO SEE AN ANIMATED SIDEWALK TOUR GO TO;

https://youtu.be/OGw-_lIoD9Q

TO SEE AN ANIMATED SUN STUDY GO TO;

https://youtu.be/3tprunqm3YE





HOMES DIRECTLY WEST OF PROPOSED 5 STORY APARTMENT BUILDING



VIEW LOOKING SOUTH ON CHESTNUT T (3 STORY SIGWALT 16 ROW HOMES IN RED BEYOND)



VIEW LOOKING SOUTH ON CHESTNUT T (3 STORY SIGWALT 16 ROW HOMES IN RED BEYOND)



SIDEWALK VIEW LOOKING SOUTH ON CHESTNUT (3 STORY SIGWALT 16 ROW HOMES IN RED BEYOND)



SIDEWALK VIEW LOOKING SOUTH ON CHESTNUT (3 STORY SIGWALT 16 ROW HOMES IN RED BEYOND)



SIDEWALK VIEW LOOKING SOUTH ON CHESTNUT (3 STORY SIGWALT 16 ROW HOMES IN RED BEYOND)



SIDEWALK VIEW LOOKING SOUTH ON CHESTNUT (3 STORY SIGWALT 16 ROW HOMES IN RED BEYOND)



HOME OWNER'S CONNECTION TO CHESTNUT; VIEW LOOKING EAST FROM PORCH



HOME OWNER'S CONNECTION TO CHESTNUT; VIEW LOOKING EAST FROM PORCH



APARTMENT OCCUPANTS CONNECTION TO CHESTNUT; BALCONY VIEW FROM 2ND FLOOR APARTMENT LOOKING SOUTH

Hubbard, Sam

From: Aaron Coon
Sent: Monday, March 29, 2021 6:27 PM
To: Hubbard, Sam
Cc: Perkins, Charles
Subject: PC - Arlington 425
Attachments: PARKING GARAGE - HIGHLAND BUILDING.pdf

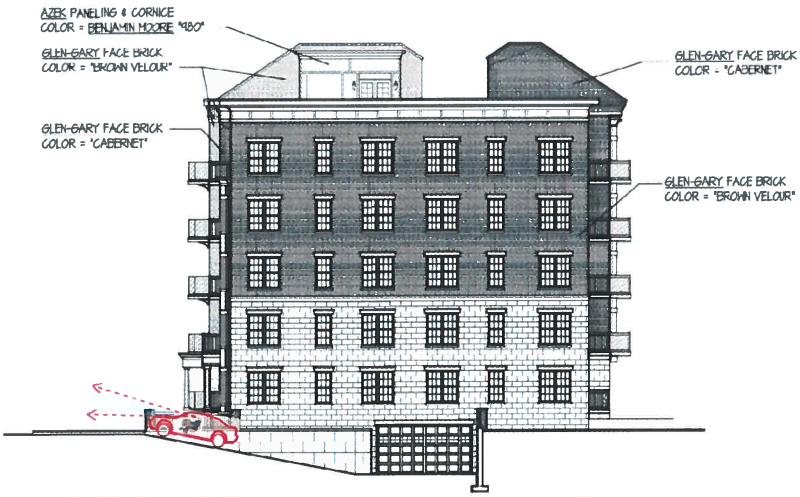
[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

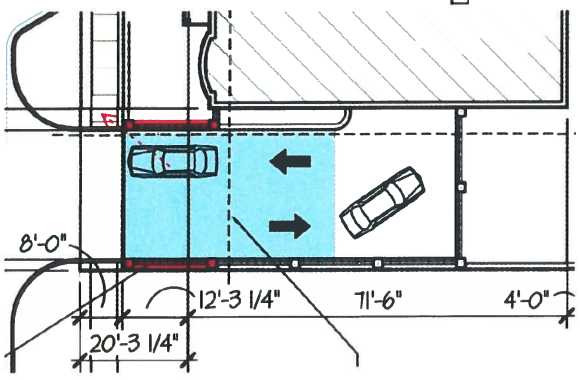
Hi Sam,

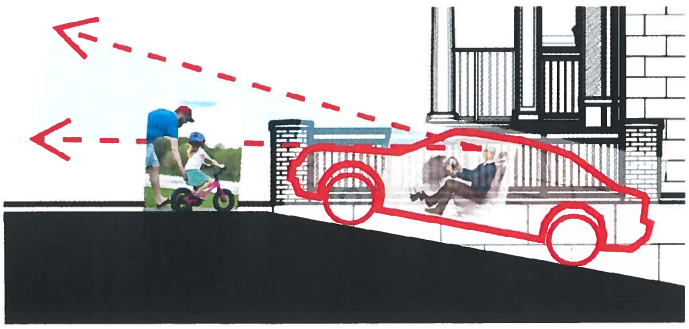
The garage plans for the four levels that are included for phase 1 are short 35 stalls. The architects counted the cars on the ramp from level 1 to level 2 in the level 1 plan and in the level 2 plan. The actual parking counts are shown in the attached exhibit for the four levels. There are 254 stalls in the four story option and 344 stalls in the phase 2 five story deck. The proposal is stating that there are 273 stalls in phase 1 and 435 stalls in phase 2, which is not accurate unless the parking is expanded below ground. Is there a plan to fill in the missing stalls with a partial lower level or by extending a partial ramp above the fourth level? Those plans were not included in the submittal.

The other issue that I'm seeing is the blind corner at the top of the ramp coming up from the Chestnut building. An exhibit is attached showing my concern.

Please share these three exhibits with the plan commission members.

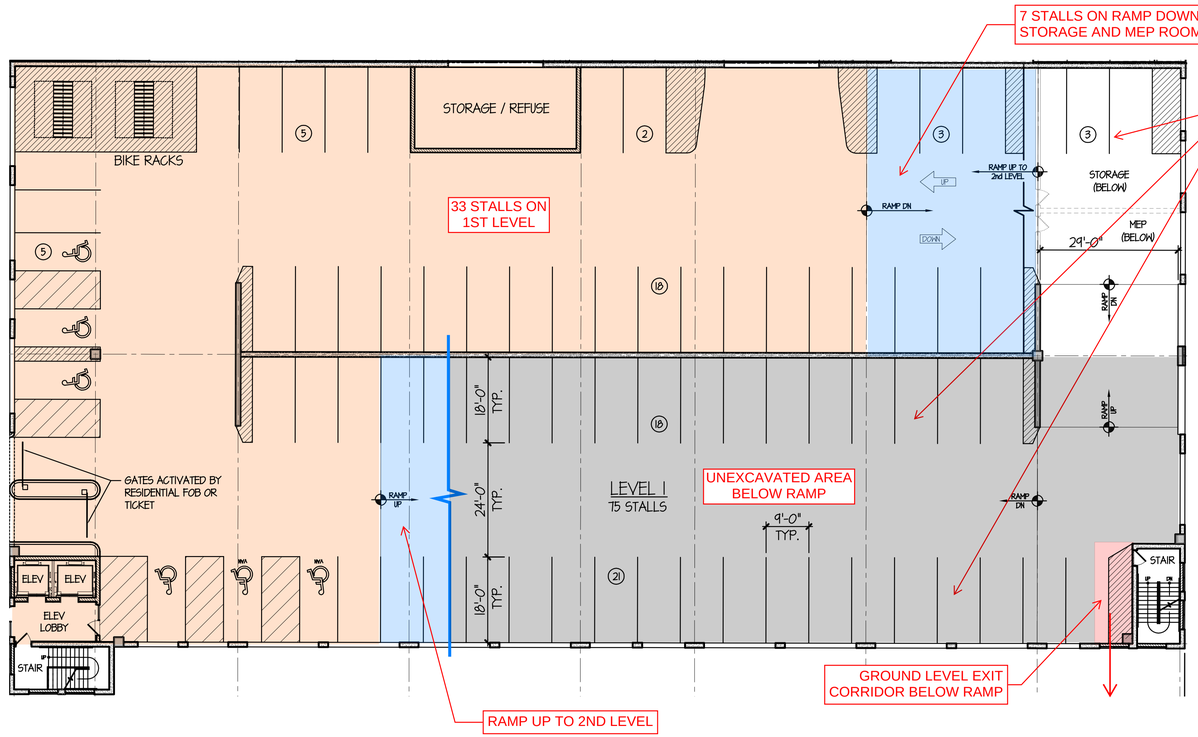


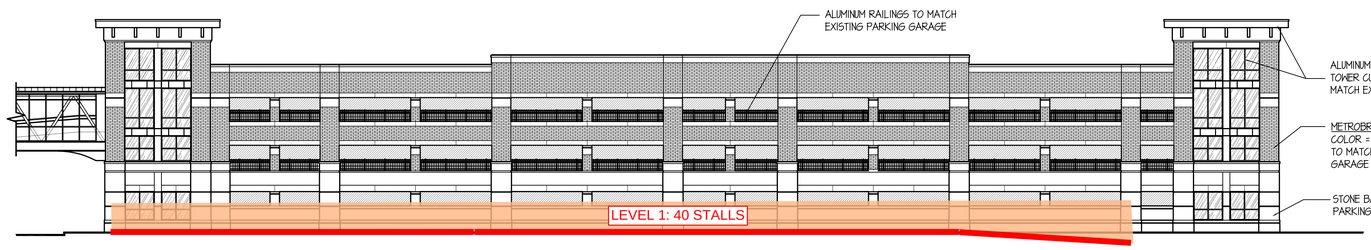






Thanks,
Aaron





ARLINGTON 425: HIGHLAND PARKING GARAGE WEST ELEVATION

SCALE: 1" = 15'-0"

4. **Parking**

Project Parking. As previously stated the Highland Building will now be primarily the Parking Deck with no residential or retail components. The initial phase of the Parking Deck will consist of 273 vehicles on 3.25 levels. The parking required for the Chestnut Building will be located in a combination of the Parking Deck, that will be expanded to 4 levels, as well as below the Chestnut Building. Petitioner shall have the option to locate all of the parking in the Parking Deck, in which case the Parking Deck will be expanded to 4.5 levels

Campbell Building Parking. As can be seen from the parking matrix, Village Code requires 248 residential parking spaces and 19 restaurant parking spaces for a total of 267 spaces. However, Petitioner is requesting a credit of one parking space for each occupied affordable unit as provided in the Village's Affordable Housing Ordinance. Since Petitioner will be providing 12 affordable units in the Campbell Building, the total Code required parking will be 255 spaces.

There will be 273 spaces provided in the currently proposed 3+ level Parking Deck, which exceeds Code by 18 spaces, or 7%. Petitioner proposes to provide additional parking on the existing vacant parcel owned by Petitioner located at the southwest corner of Campbell and Chestnut that can accommodate 48 surface spaces, if necessary, to satisfy parking demand. In such case, this lot will be privatized for the residents and employees of Arlington 425. Upon completion of the Chestnut Building, the use of the surface lot will be eliminated, and all required parking for the Project will be located on site in the expanded Parking Deck, and/or below the Chestnut Building.

Chestnut Building Parking. Based on the proposal of a maximum of 85 units in the Chestnut Building, 86 parking spaces will be required (which includes a 4 space credit for the additional required Affordable Housing units). 44 of hose spaces will be located under the Chestnut Building, with the remaining spaces located in the expanded Parking Deck, or all 86 spaces will be located in the Parking Deck. The existing Parking Deck will be expanded to 4 levels that will accommodate 341 vehicles, with 44 spaces under the Chestnut Building, for a total of 385 spaces. The total residential spaces required by code for residential use will be 341 spaces, with an additional 19 required by Code for the retail use, for a grand total of 360 required spaces. the total number of additional spaces will be 25. When all spaces are added for both buildings there will be a total of 384 spaces in the Project with required parking for 344 vehicles. There will be 44 spaces, approximately 14% more spaces than required by Village Code.

PHASE 1:
LEVEL 1:
40 STALLS

LEVEL 2 + RAMP DN TO LEVEL 1:
35 STALLS

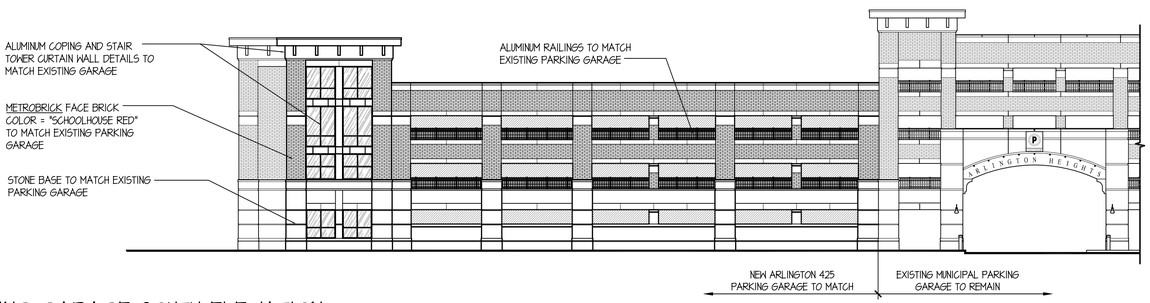
LEVEL 3 + RAMP DN TO LEVEL 2:
89 STALLS

LEVEL 4 + RAMP DN TO LEVEL 3:
90 STALLS

TOTAL: 254 STALLS

PHASE 2:
LEVEL 5 + RAMP DN TO LEVEL 4:
90 STALLS

TOTAL: 344 STALLS



ARLINGTON 425: HIGHLAND PARKING GARAGE SOUTH ELEVATION

SCALE: 1" = 15'-0"

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CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND GARAGE ELEV'S

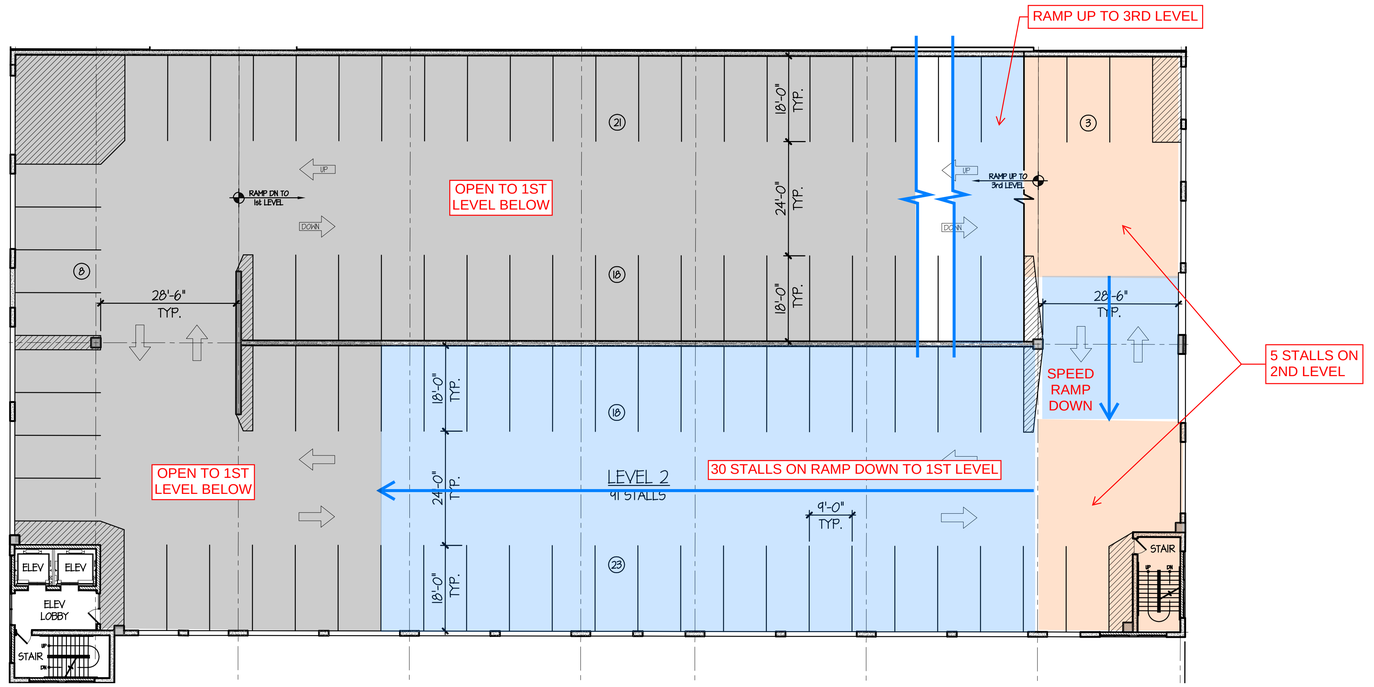
FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

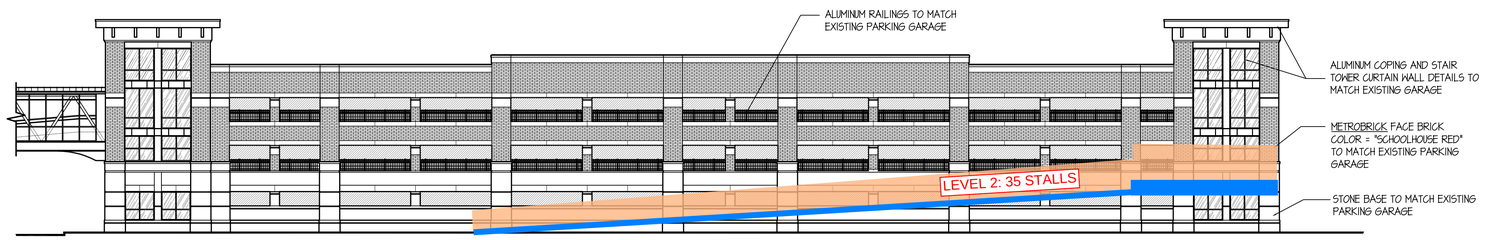
NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.2
OF 11

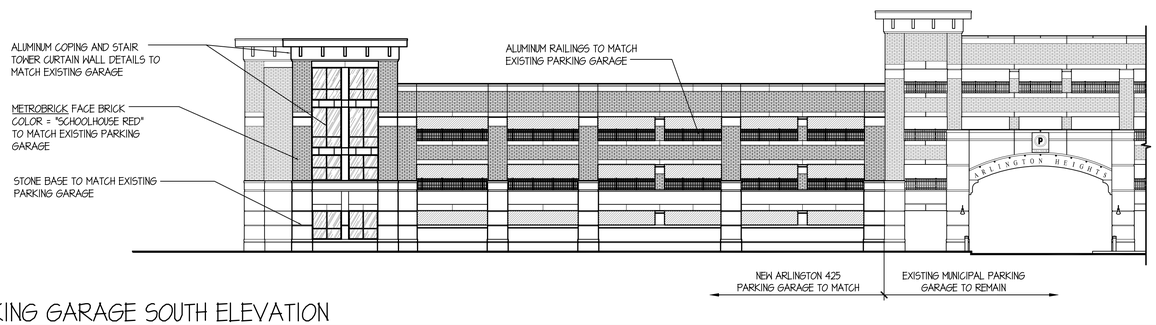
PROFESSIONAL DESIGN FIRM LICENSE #184-002934





ARLINGTON 425: HIGHLAND PARKING GARAGE WEST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: HIGHLAND PARKING GARAGE SOUTH ELEVATION

SCALE: 1" = 15'-0"

PHASE 1:
LEVEL 1:
40 STALLS

LEVEL 2 + RAMP DN TO LEVEL 1:
35 STALLS

LEVEL 3 + RAMP DN TO LEVEL 2:
89 STALLS

LEVEL 4 + RAMP DN TO LEVEL 3:
90 STALLS

TOTAL: 254 STALLS

PHASE 2:
LEVEL 5 + RAMP DN TO LEVEL 4:
90 STALLS

TOTAL: 344 STALLS

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HIGHLAND GARAGE ELEV'S

FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

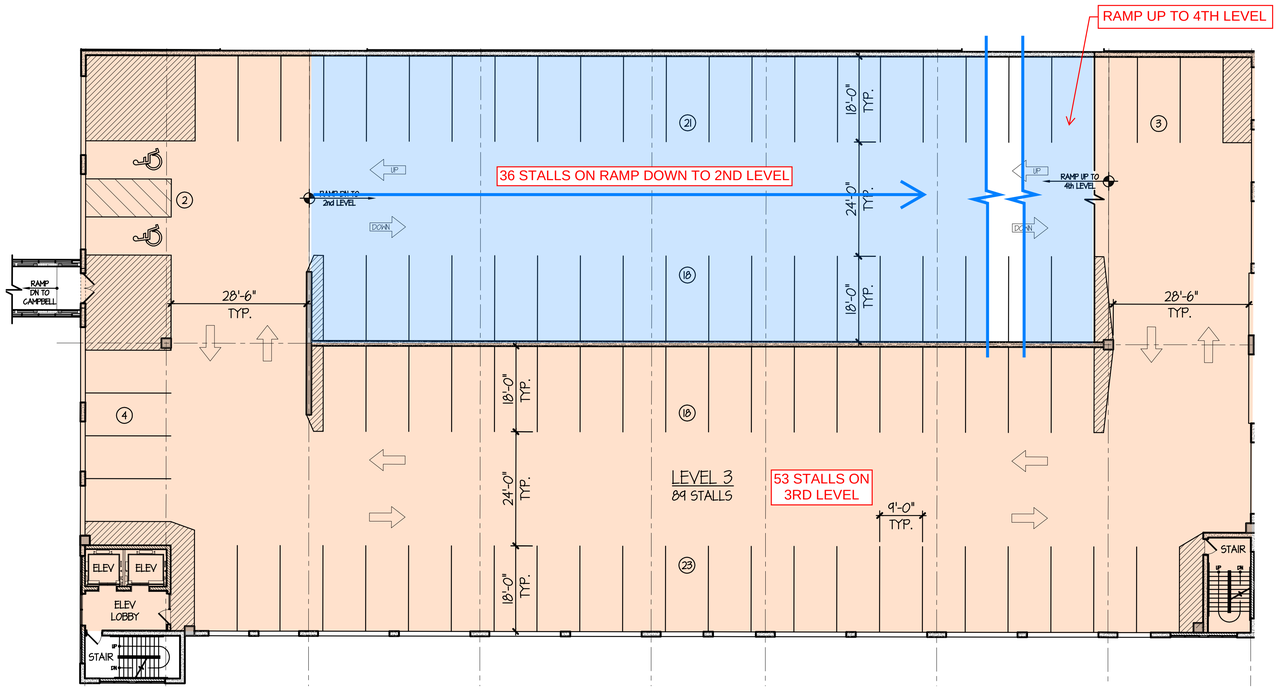
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3	PC/DC SUBMITTAL	2.25.21	KQB

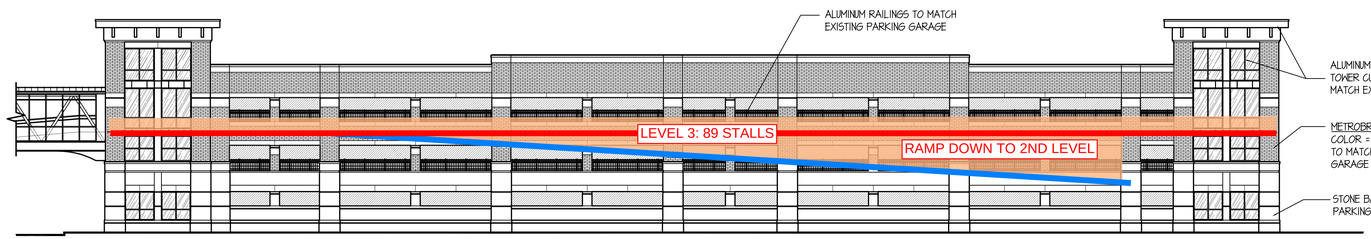
JOB NO. 388315

SHEET NO. OF 11 HL.2

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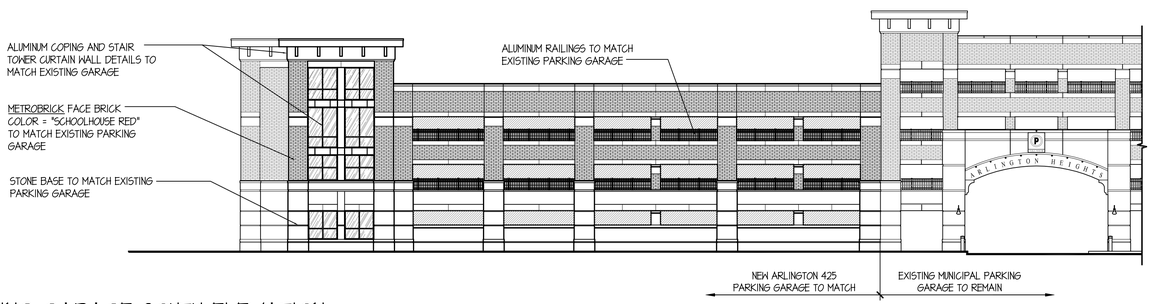
PROFESSIONAL DESIGN FIRM LICENSE #184-002934





ARLINGTON 425: HIGHLAND PARKING GARAGE WEST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: HIGHLAND PARKING GARAGE SOUTH ELEVATION

SCALE: 1" = 15'-0"

PHASE 1:
LEVEL 1:
40 STALLS

LEVEL 2 + RAMP DN TO LEVEL 1:
35 STALLS

LEVEL 3 + RAMP DN TO LEVEL 2:
89 STALLS

LEVEL 4 + RAMP DN TO LEVEL 3:
90 STALLS

TOTAL: 254 STALLS

PHASE 2:
LEVEL 5 + RAMP DN TO LEVEL 4:
90 STALLS

TOTAL: 344 STALLS

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

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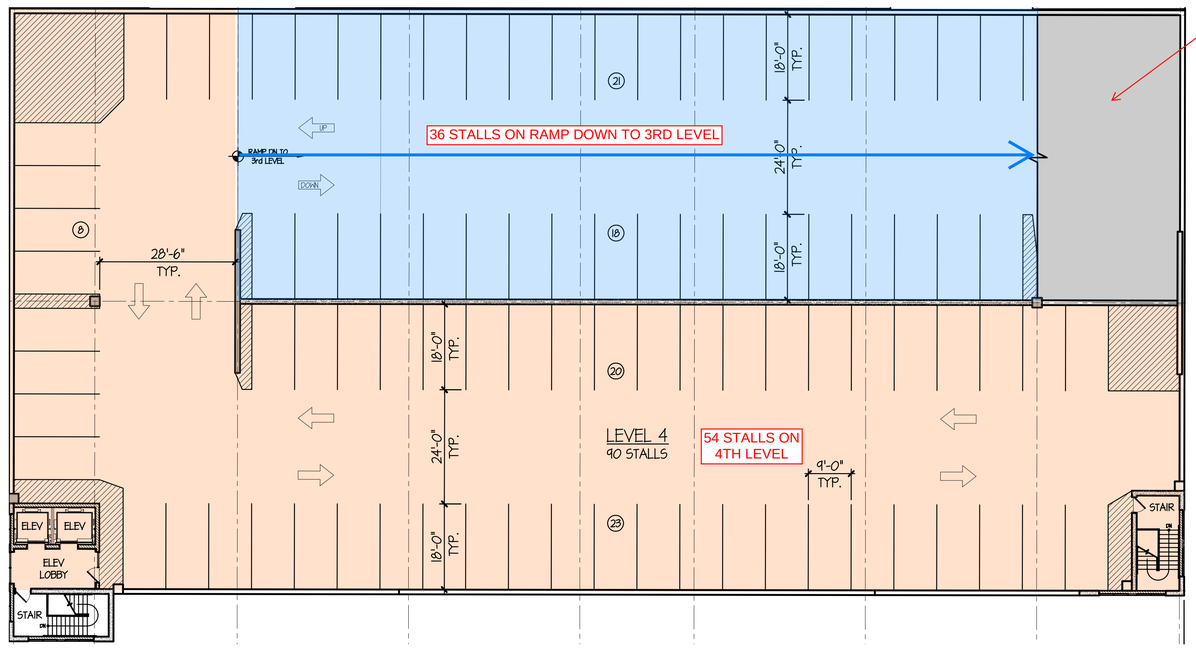
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DRAWN BY RDL DATE 9.15.20

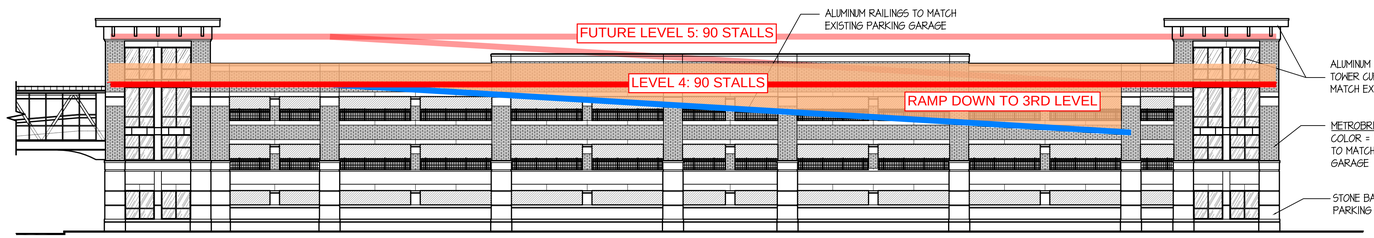
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3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.2
OF 11

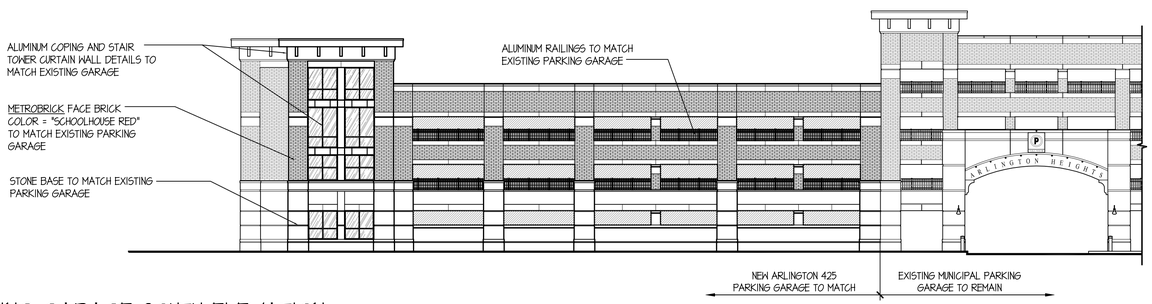
PROFESSIONAL DESIGN FIRM LICENSE #184-002934





ARLINGTON 425: HIGHLAND PARKING GARAGE WEST ELEVATION

SCALE: 1" = 15'-0"



ARLINGTON 425: HIGHLAND PARKING GARAGE SOUTH ELEVATION

SCALE: 1" = 15'-0"

PHASE 1:
LEVEL 1:
40 STALLS

LEVEL 2 + RAMP DN TO LEVEL 1:
35 STALLS

LEVEL 3 + RAMP DN TO LEVEL 2:
89 STALLS

LEVEL 4 + RAMP DN TO LEVEL 3:
90 STALLS

TOTAL: 254 STALLS

PHASE 2:
LEVEL 5 + RAMP DN TO LEVEL 4:
90 STALLS

TOTAL: 344 STALLS

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FILE NAME 3883-33P Highland
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1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.2
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

Hubbard, Sam

From: Mike Firsel
Sent: Tuesday, March 30, 2021 1:52 PM
To: Hubbard, Sam
Cc: Perkins, Charles
Subject: RE: PC - Arlington 425
Attachments: Arlington 425 Parking Count Analysis.pdf

Sam,

I am in receipt of the emails below. The plans as currently submitted, and that were submitted in 2019 when this project was approved, were described and formatted in the same way. Our architects, parking consultant and I were unable to understand the analysis done by Mr. Coon as shown on the email exhibit. Simply put, all vehicles are parked on the horizontal surface on each level, starting with the main level. The ramp takes the vehicle up to the next horizontal level, and so on. The first level truly has 75 surface level parking stalls that do not form any part of a ramp and are not double-counted.

FR Firsel Ross
ATTORNEYS AT LAW
Michael D. Firsel
2801 Lakeside Drive-Suite 207
Bannockburn, IL 60015
www.firselross.com

= 1ST FLOOR = 75 STALLS

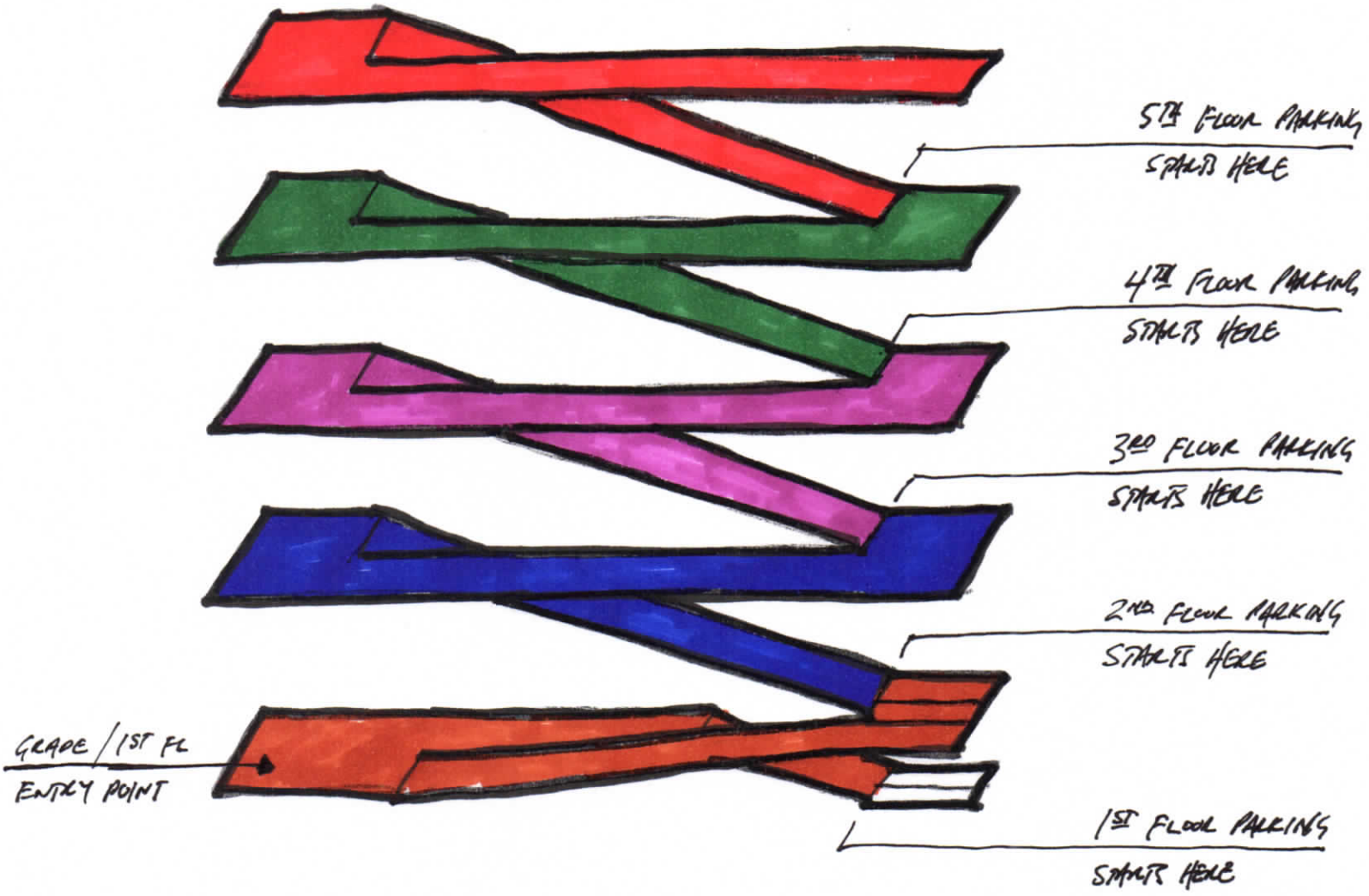
= 2ND FLOOR = 91 STALLS

= 3RD FLOOR = 89 STALLS

= 4TH FLOOR = 91 STALLS

= 5TH FLOOR = 90 STALLS

435 TOTAL STALLS



PARKING LEVEL DIAGRAM

From:	Aaron Coon
To:	Hubbard, Sam
Cc:	Perkins, Charles; Recklaus, Randall; Hayes, Thomas
Subject:	Re: PC - Arlington 425
Date:	Wednesday, March 31, 2021 3:31:43 PM

From: Aaron Coon
Sent: Wednesday, March 31, 2021 3:04 PM
To: Hubbard, Sam
Cc: Perkins, Charles; Hautzinger, Steve; Recklaus, Randall; Hayes, Thomas
Subject: Re: PC - Arlington 425

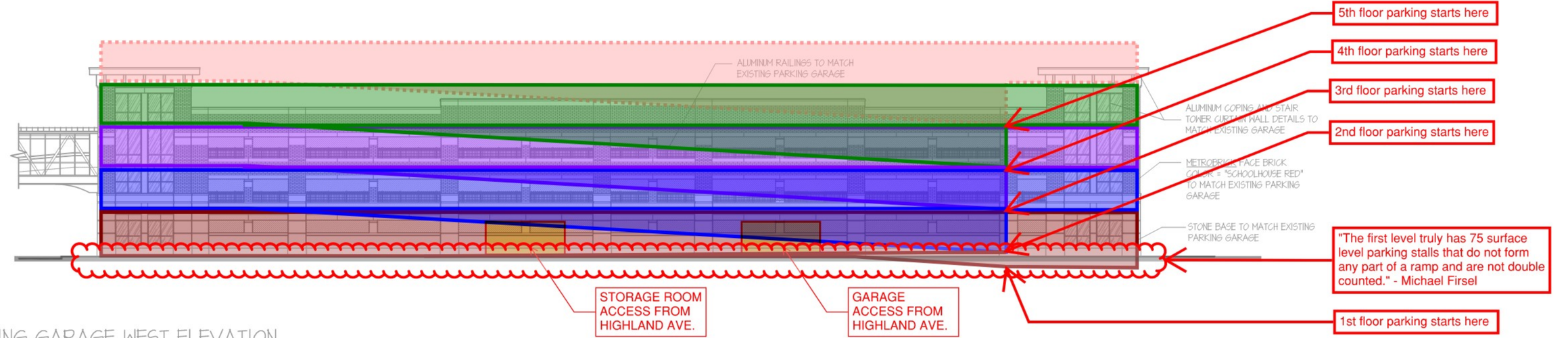
Sam,

I won't be able to log onto the meeting tonight. I appreciate the architect and the parking consultant taking a 'close' look at this. I have two questions that I would like you to ask publicly at the meeting.

In the response letter with the parking level diagrams, Michael Firsel stated that the first level truly has 75 surface level stalls that do not form any part of a ramp and are not double counted. My question is, in a garage that is 123 feet by 247 feet, how is it possible to fit 75 cars on the level parking surface and not have any cars within that count located on a ramp up to the 2nd level? Where is the ramp from the 1st level to the 2nd level located and how does it provide vehicular access to a full 2nd floor that is 123 feet by 247 feet with 91 parking stalls? The level 1 plan shows the ramp beginning in the west bay at the north end of the deck. However, the level 2 plan shows a ramp going down to level 1 from the east bay at the north end of the deck.

I've highlighted the west elevation to correlate with the sketch diagram from the petitioner that I believe contains incorrect assumptions of the total parking counts. Please share this with the plan commission members.

Thank you,
Aaron



HIGHLAND PARKING GARAGE WEST ELEVATION

From:	Mike Firsel
To:	Hubbard, Sam
Cc:	Perkins, Charles
Subject:	FW: PC - Arlington 425
Date:	Wednesday, March 31, 2021 5:00:47 PM

From: Robert Losselyoung <rdlosselyoung@tinaglia.com>
Sent: Wednesday, March 31, 2021 4:45 PM
To: Mike Firsel <mfirsel@firselross.com>
Subject: FW: PC - Arlington 425

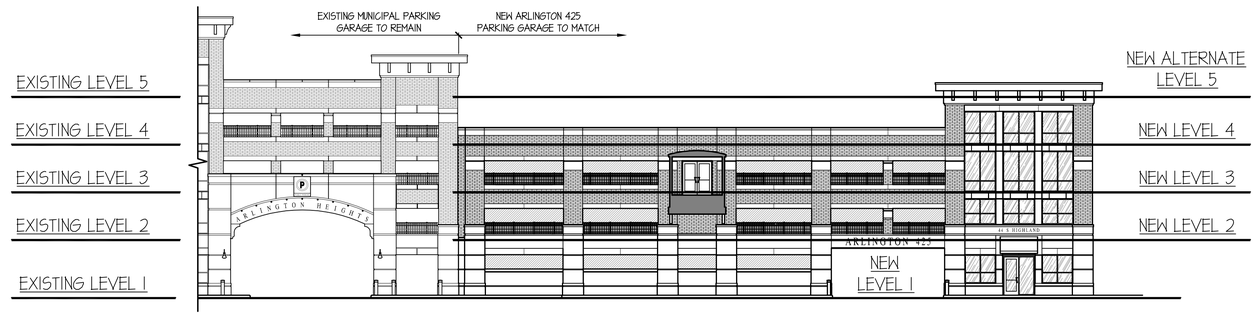
Sam,

We have reviewed Mr. Coons drawings and his questions. We would like to be very clear in our response that we have no intention of being deceitful with the preparation of our designs, as he indicated in one of the many emails that was forwarded to us today. Our parking garage will have the correct number of parking stalls on either four stories or five stories as required through this entitlement process. Ramping is very complicated (heavy concrete beams and T's, precast planks, structural engineering, etc..) and will be worked out in great detail once the project is approved and construction documents begin. Ultimately, it is our intention and our goal, to match as closely as possible with the existing Village owned garage heights.

In regards to Mr. Coons two questions for tonight's presentation, we can offer the following answers. As we have shown in or drawings from the very beginning of this resubmittal process, a portion of the first floor will have a slight rise upward towards the second floor. Approximately 30 parking space will be located on this sloped floor. In regards to his second question, each "floor" has a sloped section that will ramp up to the next level. Approximately 50% of the upper floors will have flat parking and 50% will have sloped parking. Once again, these statements are consistent with the drawings and dialogs that we have had throughout this process. I expect that this memo should resolve any further issues regarding the parking garage until Construction Documents are underway.

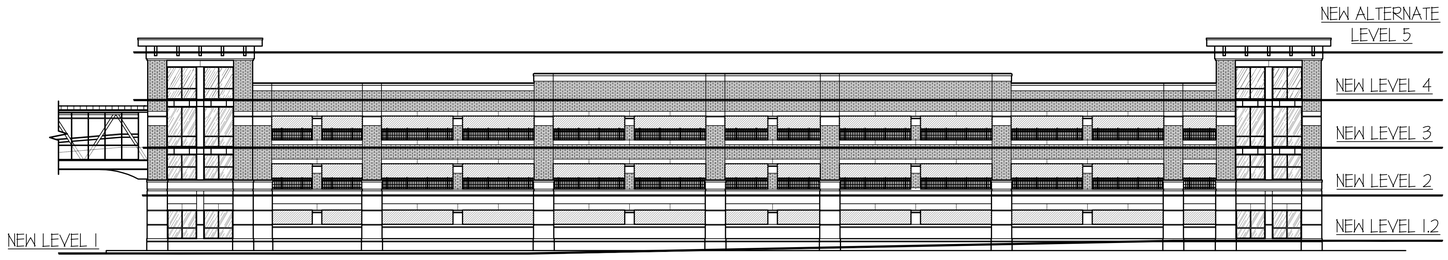
Respectfully Submitted,

Robert D. Losselyoung
Project Manager
Tinaglia Architects, Inc.
814 W. Northwest Highway
Arlington Heights, IL 60004
Voice: 847.253.0002



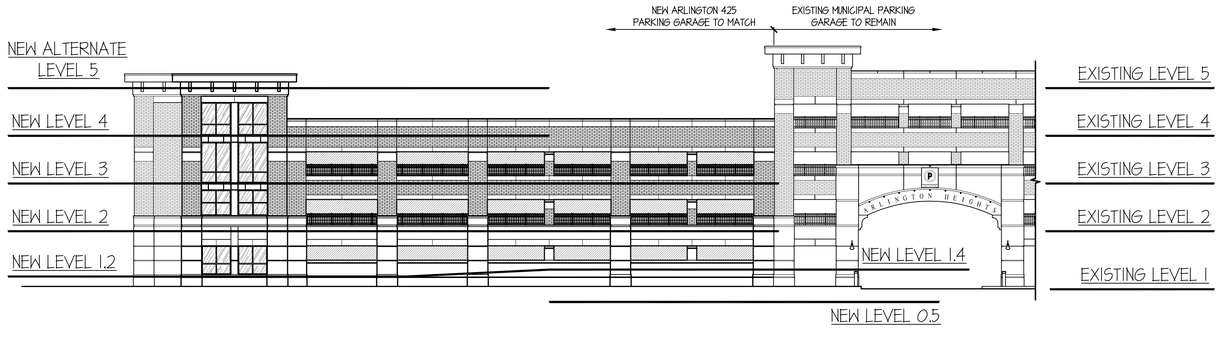
ARLINGTON 425: 4-STORY HIGHLAND PARKING GARAGE NORTH SIDE ELEVATION LEVEL IDENTIFICATION DIAGRAM

SCALE: 1" = 15'-0"



ARLINGTON 425: 4-STORY HIGHLAND PARKING GARAGE WEST SIDE ELEVATION LEVEL IDENTIFICATION DIAGRAM

SCALE: 1" = 15'-0"



ARLINGTON 425: 4-STORY HIGHLAND PARKING GARAGE SOUTH SIDE ELEVATION LEVEL IDENTIFICATION DIAGRAM

SCALE: 1" = 15'-0"

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PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND
LEVEL DIAGRAM

FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 3.31.21

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.LD
OF

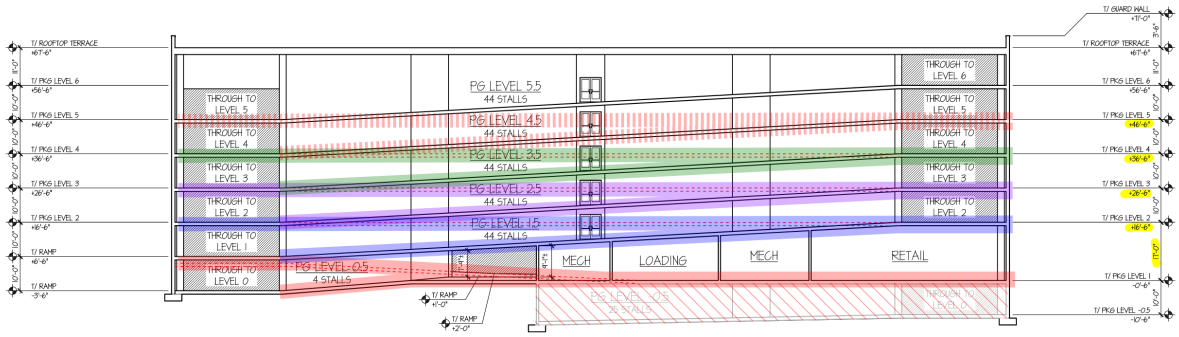
PROFESSIONAL DESIGN FIRM LICENSE #184-002934

From: Aaron Cook
To: Eberhardt, Sam
Cc: Mac Donald, Sheila; Barbara, Charles; Beckhaus, Randall; Hayes, Thomas
Subject: Garage – discrepancy
Date: Wednesday, March 31, 2021 6:47:36 PM
Attachments: image001.PNG
image002.PNG
image003.PNG

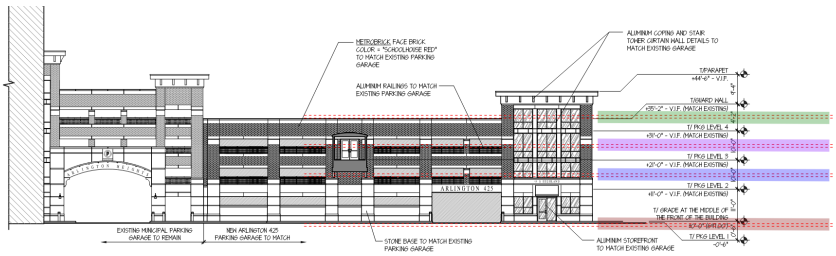
[NOTICE: This message originated outside of Village of Arlington Heights email system – DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Sam,

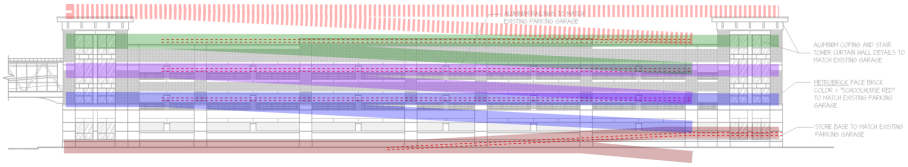
After going back and reading Michael Firsel's letter about how the garage ramps have not changed since the original submission, I took a look at the original drawings. The elevations that were submitted and reviewed by the design commission yesterday have a lower 2nd floor height of 11' as opposed to 17' in the original proposal. The current elevations will not work with the concept of aligning the spandrel panels. They will need to go back to the original elevations where the spandrels do not align. The bridge link will also need to be adjusted for the discrepancy in floor elevations.

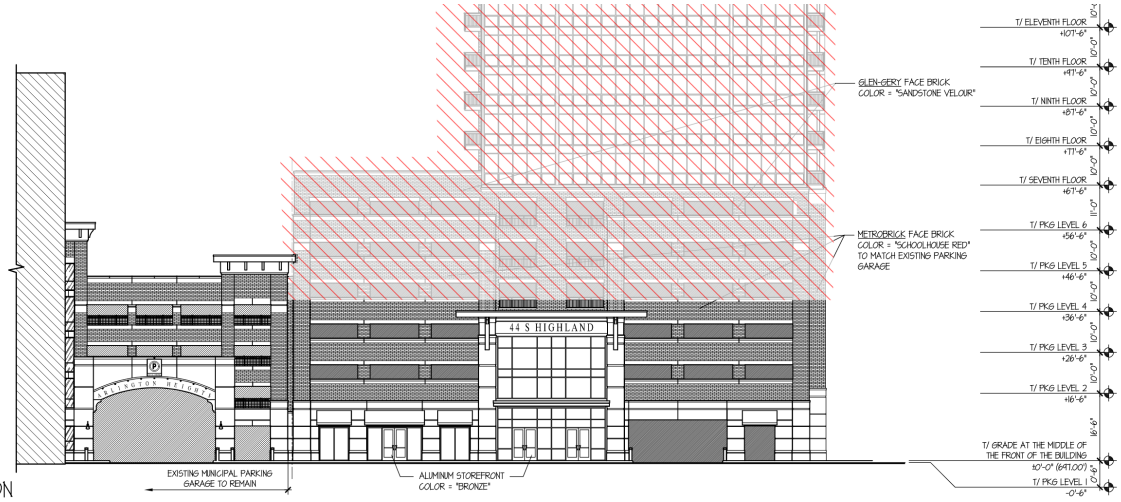


44 S. HIGHLAND BUILDING NORTH SOUTH SECTION LOOKING ~~EAST~~ WEST



KING GARAGE NORTH ELEVATION





ON

Thanks,
Aaron

PLAN COMMISSION PROJECT TIMELINE

Project Name: Arlington 425 PUD Amendment
PC Number: 21-002
Location: Block 425

Requested Action:

1. An amendment to Planned Unit Development (PUD) Ordinance 19-019, to allow modifications to the previously approved development plan.
2. Special Use Permit to allow a "Private Garage, Customer/Employee" on the subject property.

	Date	# of Business Days
Initial Discussion with Petitioner	08/06/20	-
Petitioner Provides Plans needed for CPRC	11/02/20	73
Conceptual Plan Review Meeting (CPRC)	11/18/20	11
Awaiting Petitioner PC Application	01/22/20	42
PC Application Submittal Date	01/22/21	-
1st Round Department Comments	02/12/21	15
Petitioner's Response – 1st Round	02/26/21	10
2nd Round Department Comments	03/10/21	8
Petitioner's Response – 2nd Round	03/16/21	4
PC Hearing	03/31/21	48 days from application date
Village Board	04/19/21	10
Anticipated Village Board Ord. Adoption	05/03/21	10

Village Board
4/19/2021

Item: Amending Class J liquor license & Authorizing use of R-O-W (Metropolis)

Department: Village Manager's Office/Legal

In March 2021 the Village Board approved a temporary outdoor tent theater concept for the Performing Arts at Metropolis ("Metropolis") to hold performances on Eastman Street between Arlington Heights Road and Evergreen. The Village Board recognized that Metropolis has worked diligently and creatively since the beginning of the COVID-19 pandemic to continue their operations and provide service to residents of the Village and neighboring communities in compliance with applicable public health guidance and restrictions. The installation of an outdoor tent provides a creative solution for Metropolis to operate in this temporary location through September 6, 2021.

One of the features of the planned tent theater is retail sales of alcoholic liquor service for patrons in a dedicated beverage area. Some modification to the liquor code is necessary in order to allow Class J liquor licenses to temporarily serve alcohol within portions of the public right-of-way during 2021 if approved by the Village Board.

The attached ordinance amends the Class J license portion of the municipal code to allow not-for-profit live theaters to serve on designated public rights-of-way during calendar year 2021. The attached resolution authorizes the theater to use the portion of Eastman described in the exhibit for an outdoor theater, contingent upon the execution of a license agreement to be signed by the Village Manager.

As the Metropolis Theater's first show will take place in early May, Staff recommends that these two items be discussed and approved at the April 19th Village Board meeting.

Recommendation: It is recommended that the Village Board approve an Ordinance Amending the Liquor Code to authorize Class J licensees, during the 2021 calendar year, to conduct the retail sale of alcoholic beverages within authorized portions of the public right-of-way; and that the Village Board approve a Resolution authorizing the use of a portion of W. Eastman St. by Metropolis during Calendar Year 2021 to conduct the licensed retail sale of alcoholic liquor pursuant to Section 13-501(m) of the Village Code.

ATTACHMENTS:

Description	Type
Ordinance amending Class J	Agreement
Resolution Authorizing Use of R-O-W by Class J	Agreement
Exhibit A	Agreement

AN ORDINANCE AMENDING CHAPTER 13
OF THE MUNICIPAL CODE OF THE VILLAGE OF ARLINGTON HEIGHTS
REGARDING CLASS J ALCOHOLIC LIQUOR LICENSEES

WHEREAS, the Village of Arlington Heights is a home rule municipal corporation in accordance with Article VII, Section 6(a) of the Constitution of the State of Illinois of 1970; and

WHEREAS, the Village has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs; and

WHEREAS, Chapter 13 of the Municipal Code of Arlington Heights, Illinois, 1995, as amended (*"Village Code"*), sets forth rules and regulations for the licensing of, and sale of alcoholic liquor by, alcoholic liquor licensees in the Village; and

WHEREAS, Section 13-501(m) of the Village Code establishes the "Class J" alcoholic liquor license, which may be issued and retained only by an indoor not-for-profit live theater, and permits the sale of alcoholic beverages on the premises where sold only one-half hour prior to and during intermission of any live theatrical performance; and

WHEREAS, the Village President and Board of Trustees recognize that not-for-profit live theaters are crucial parts of the social and economic fabric of the Village, and have worked diligently and creatively since the beginning of the COVID-19 pandemic to continue their operations and provide service to residents of the Village and neighboring communities in compliance with applicable public health guidance and restrictions; and

WHEREAS, during the 2021 calendar year, the President and Board of Trustees recognize that, while applicable public health guidance may gradually allow partial attendance at indoor theaters, some Class J licensees may desire to offer performances, and conduct related licensed retail sales of alcoholic liquor, outdoors within portions of the public right-of-way, as may be approved by the Village President and Board of Trustees; and

WHEREAS, the President and Board of Trustees has determined that it would be in the best interest of the Village, its residents, and its business community to authorize Class J licensees, during the 2021 calendar year, to conduct the retail sale of alcoholic beverages within those portions of the public right-of-way authorized by resolution of the Village President and Board of Trustees, and subject to the terms and conditions of the Village Code, the Illinois Liquor Control Act, and any regulations and guidelines promulgated by the Illinois Liquor Control Commission; and

WHEREAS, the President and Board of Trustees have determined that it will serve and be in the best interests of the Village and its residents to amend the Village Code pursuant to this Ordinance;

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

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. CLASS J LICENSE REQUIREMENTS. Section 13-501 of the Village Code is hereby amended further to read as follows:

"**13-501 Classification.** Licenses issued hereunder shall be divided into one of the following classes:

*** * ***

m. Class "J" license which shall authorize the retail sale of alcoholic beverages for consumption on the premises where sold. Such licenses may be issued and retained only by an indoor not-for-profit live theater and shall permit said sales **both within indoor theater premises, and, during the 2021 calendar year only, within those portions of Village-owned rights-of-way designated, by Village Board resolution duly adopted, for sales of alcoholic beverages by Class "J" licensees, and in either event** only one-half hour prior to and during the intermission of any live theatrical performance."

SECTION 3. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and are to be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 4. EFFECTIVE DATE. This Ordinance will be in full force and effect from and after its passage, approval, and publication in the manner provided by law.

[SIGNATURE PAGE FOLLOWS]

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of April, 2021.

_____
Village President

ATTEST:

_____
Village Clerk

VILLAGE OF ARLINGTON HEIGHTS

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE USE OF VILLAGE RIGHT-OF-WAY
BY A CLASS J ALCOHOLIC LIQUOR LICENSEE DURING THE 2021 CALENDAR YEAR

WHEREAS, Section 13-501(m) of the Municipal Code of Arlington Heights, Illinois, 1995, as amended (*"Village Code"*), establishes the "Class J" liquor license, which may be issued and retained only by an indoor not-for-profit live theater, and permits the sale of alcoholic beverages on the premises where sold only one-half hour prior to and during intermission of any live theatrical performance; and

WHEREAS, Section 13-501(m) of the Village Code provides that, during the 2021 calendar year only, the premises on which a holder of a "Class J" alcoholic liquor license may conduct the retail sale of alcoholic liquor may include portions of Village-owned rights-of-way authorized by resolution of the Village President and Board of Trustees; and

WHEREAS, Performing Arts at Metropolis, an Illinois not-for-profit corporation ("*Metropolis*"), is a current "Class J" license holder and desires to include within its licensed premises, for the purposes of conducting performances and related licensed retail sales of alcoholic liquor during the 2021 calendar year, those portions of Village-owned rights-of-way designated and depicted in Exhibit A to this Ordinance ("*Designated Rights-of-Way*"); and

WHEREAS, the President and Board of Trustees have determined that it is in the best interest of the Village and its residents to authorize the Licensee to utilize the Designated Rights-of-Way for the sale of alcoholic beverages by Metropolis during the 2021 calendar year, pursuant to Section 13-501(m) of the Village Code and subject to the conditions set forth in this Resolution; and

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

SECTION 1: RECITALS. The facts and statements contained in the preamble to this Resolution are found to be true and correct and are hereby adopted as part of this Resolution.

SECTION 2: AUTHORIZATION TO USE DESIGNATED RIGHTS-OF-WAY. Subject to the conditions set forth in Section 3 of this Resolution, Metropolis is hereby authorized, from the date of this Resolution through and including September 6, 2021, to use the Designated Rights-of-Way depicted in Exhibit A of this Resolution to conduct the licensed retail sale of alcoholic liquor pursuant to Section 13-501(m) of the Village Code.

SECTION 3: CONDITIONS OF AUTHORIZATION.

A. License Agreement. Prior to commencing use of the Designated Rights-of-Way as authorized by this Resolution, Metropolis must execute and deliver to the Village Manager or his designee a license agreement for the use of the Designated Rights-of-Way, in a form approved by the Village Manager and the Village Attorney. The Village Manager is hereby authorized, but not obligated, to execute the license agreement, upon his determination that the provisions and restrictions set forth in the license agreement will sufficiently protect the Village's rights-of-way and the public health, safety, and welfare.

B. Maintenance of Valid Class J License. Metropolis must maintain at all times a current and valid Class J License in order to use the Designated Rights-of-Way as provided in this Resolution. Upon

the expiration, revocation, or other termination of Metropolis' state- or Village-issued alcoholic liquor license, the approvals in this Resolution, including, without limitation, the authorization to use the Designated Rights-of-Way, will immediately be considered void and of no further force or effect without further action of the Village President and Board of Trustees.

C. Compliance with Laws. Metropolis' use of the Designated Rights-of-Way must comply at all times with all applicable laws, codes, ordinances, and resolutions, whether of the Village or any other governmental entity having jurisdiction over or rights to access and use any portion of the Designated Rights-of-Way, including, without limitation, the terms and conditions of this Resolution.

SECTION 4: EFFECTIVE DATE. This Resolution will be in full force and effect upon its passage and approval as provided by law.

AYES:

NAYS:

PASSED AND APPROVED THIS ___ day of _____, 20__

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A
DESIGNATED RIGHTS-OF-WAY

Exhibit A

GIS consortium MapOffice™

Metropolis ROW



Map created on April 14, 2021.

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Village Board
4/19/2021

Item: Closed Session

Department: Village Managers Office

Closed Session -

Request for Closed Session per 5 ILCA 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