Village of Arlington Heights
Plan Commission
Virtual Meeting
March 31, 2021
7:30 PM

I. CALL TO ORDER

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

To participate in the virtual meeting, please follow these instructions: https://bit.ly/3tR8w6D

Individuals who wish to comment or ask a question on an item on the Agenda may either participate virtually or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the meeting, the email must be received by 3:00 p.m. on March 31, 2021.

II. ROLL CALL

III APPROVAL OF MINUTES

A. Hamilton Partners - 2/24/21

B. Greenbrier Detention Pond - 2/24/21

IV. PUBLIC HEARINGS

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

V. OTHER BUSINESS

VI. ADJOURNMENT

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

Plan Commission
3/31/2021

Item: Hamilton Partners - 2/24/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Hamilton Partners - 2/24/21	Minutes

PLAN
COMMISSION

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

RE: HAMILTON PARTNERS -
703-709 & 713-723 WEST ALGONQUIN ROAD - PC #21-016
AMENDMENT TO PUD ORDINANCE #18-014, VARIATIONS

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 24th day of February, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Assistant Planner

DRAFT

CHAIRPERSON ENNES: This meeting of the Arlington Heights Plan Commission is called to order. Would you all join me in the Pledge of Allegiance?

(Pledge of Allegiance recited.)

CHAIRPERSON ENNES: Sam, would you read the roll? Call the roll?

MR. HUBBARD: Sure.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

CHAIRPERSON ENNES: George, you're muted.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRPERSON ENNES: Here.

So, I have a statement to read in response to the COVID pandemic. This meeting is being held virtually which permits the public to fully participate via their computers or use of their phones. There's directions on how to do that on the website.

Any individuals who wish to comment or ask a question on an item in the agenda may either participate virtually or send it through an e-mail. We do have a number of e-mails that were received prior to the meeting. There will be a section after each petition for public questions and comment, you'll actually have that opportunity.

So, we have the minutes from two prior meetings, or from one prior meeting, one on the Comprehensive Plan Amendment TIF #4 from January 27th, 2021.

Sam, would you read the roll on that, or call the roll on it?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: I abstain since I didn't attend the meeting.

MR. HUBBARD: Commissioner Lorenzini.

DRAFT

COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.

We also have minutes from the annual review of the Comprehensive Plan on that same date, January 27th.

Can we call the roll on that, Sam?

MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Abstain, I don't think I was there.
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: I abstain because I wasn't in attendance.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.

So, we will move on to the public hearing portion of this meeting. We have two petitions this evening: one from Hamilton Partners, and the other from Greenbrier Detention Plan.

Sam, do you want to present the Staff report first?

MR. HUBBARD: I'm going to have the Petitioner go first and then I will begin with the Staff report afterwards, and I will start bringing in the Petitioner's team as we speak.

CHAIRPERSON ENNES: Okay.
MR. HUBBARD: There are quite a few of them so it may take me a minute here.

(Long pause.)

MR. HUBBARD: All right, I think that should be it for their team.

Mr. Wauterlek, please let me know if I'm missing anyone.

CHAIRPERSON ENNES: Two things, Sam. We did send out the notice on this?

MR. HUBBARD: Correct.
CHAIRPERSON ENNES: That was on our report, okay.

DRAFT

Okay, and who from the Petitioner wants to start off just so I know? Then I'm going to ask all of you to unmute so that we can swear you in. I'd like you to know that when you do talk, I would like you to just spell your name, state your name and spell it for our court reporter.

So, who will start off?

MR. WAUTERLEK: I will.

CHAIRPERSON ENNES: Okay, Mike, if you would please tell us about your project? Again, state your name and spell it for the court reporter.

MR. WAUTERLEK: Sure. So, my name is Mike Wauterlek, M-i-k-e, W-a-u-t-e-r-l-e-k. I work with Hamilton Partners.

Are you able to share my screen, Sam?

CHAIRPERSON ENNES: Yes, we hear you fine, and for the rest of your, if you would raise your right hand and state after me?

(Witnesses sworn.)

CHAIRPERSON ENNES: Okay, so Mike Wauterlek, if you would tell us about your project?

MR. WAUTERLEK: Thank you very much. So, I'm no Zoom expert. Bear with me here as I try to pull this up.

CHAIRPERSON ENNES: Mike, you were with us about a year-and-a-half ago?

MR. WAUTERLEK: I was. 2018, I think is the last time I had the pleasure of being with you all.

CHAIRPERSON ENNES: If you wouldn't mind, could you give us a brief update, a really brief update of what you've done since you were approved to go forward in 2018?

MR. WAUTERLEK: Sure. More than happy to do it.

So, we have completed the first phase of development. I'm not sure if you recall, but it was a two-phase development. We have signed three leases actually which I'll give you some detail on. But ultimately, since we last met, we've had the good fortune of signing three leases in the first phase of our construction.

The first lease is with a firm called Taiki USA, and they are a global auto parts distributor, while the second was with AVI Systems, and they are a Minneapolis-based technology firm with 29 locations around the globe. The reason we're all with you this evening is to discuss the third lease that we signed with Frito-Lay/Pepsico which would actually complete the development.

CHAIRPERSON ENNES: Okay, thank you.

MR. WAUTERLEK: So moving on, the design that was approved in the original PUD was a 330,720 square-foot distribution building with 294 parking spaces along the north, east and southern portions of the property. It also had 68 truck dock doors along the western portion of the property, and it was designed to accommodate between three to six tenants and to be fully constructed in mid '21.

So, moving on to our current site plan that we're seeking the amendment to the PUD for, the proposed amendment to the PUD would consist of 192,730 square-foot facility with a total number of 26 truck dock doors, 16 delivery van doors, 190 automobile parking spaces, and a fenced-in area consisting of truck parking, delivery van

parking, and a freestanding building for vehicle maintenance. We would complete this by the end of October of this year. If approved, as I had said before, this would complete our development at 703 West Algonquin Road.

I'd like to walk you all through the site plan. Frito-Lay currently occupies the southernmost 50,000 square feet of Phase I. They have already made a multi-million-dollar investment into the facility. If approved, they would then expand the property an additional 50,000 square feet to the south.

The western and eastern portions of the property of the building expansion essentially mirrors exactly what was approved in the prior PUD. The car parking is located along the east portion of the property, while the western portion of the property again mimics the original site plan with truck loading docks designed to accommodate traditional over-the-road trucks.

Moving south from the delivery van loading docks is a combination of delivery van parking which is more or less clustered to the north and truck parking which then moves to the south. Again, the truck maintenance facility that was referenced is located where my cursor is.

The egress to the very southeast will be exclusive to Frito-Lay vehicles, and on the west portion of the property, the southernmost of the two gates, the egress will be restricted to truck traffic, whereas the egress to the northern gate will be restricted to delivery van egress.

As a developer, one of the greatest changes we have observed as a result of the ongoing pandemic has been the exponential growth of e-commerce and last mile type delivery services. Industrial real estate is the healthiest among all real estate sectors nationwide. E-commerce and last mile distributors have experienced the greatest growth within the real estate class. The shopping habits of consumers have changed almost overnight with no indication of regressing to the old norm at any time in the foreseeable future.

With this change in consumption comes the need for a new type of facility. We believe that what we have submitted as a proposed amendment to the PUD is that exact facility. The fleet of over-the-road tractors and trailers of the past has in large been replaced by smaller delivery vans which require more area for vehicle parking and less area for building coverage. One of the benefits of this new industrial use is smaller vehicles with lighter loads which decreases the impact on Village infrastructure and local traffic. We believe the demand for this type of facility will only grow over time which will strongly position this property for years to come.

The benefits associated with this change in use are vast. According to the latest available employment statistics, unemployment in the Chicago, Naperville and Arlington Heights area has more than doubled from 3.3 percent to 8.9 percent year over year from December of 2019 to December of 2020. This difficult reality will only be exacerbated in the future by yesterday's unfortunate news, that Arlington Heights Race Track will be closing next year.

As an employer, Frito-Lay will have approximately 100 employees working in what will be the second largest distribution center in North America. Of the 100 employees, approximately 50 will be white collar jobs while approximately 25 will be new employment positions all together. All said, beyond just the job creation, the benefits to the community will be vast as Frito-Lay's approximately 100 employees and delivery drivers dine out

and shop in Arlington Heights on a daily basis.

Initially as previously stated, the Village stands to benefit from an impact standpoint. The analysis of the maximum truck traffic that Frito-Lay might generate at full occupancy versus what was originally approved represents a 40 percent decrease from 87 daily trips to 54. This reduced trucking activity promises to decrease costs associated with maintenance of not only the Village's infrastructure but off the access drive we share with Weber Packaging. Also of note, is that over half of this traffic will occur between 11:00 p.m. and 5:00 a.m., further alleviating the traffic on both the Village roads and the local shared access drive as these times represent the lowest hours of vehicular activity generally speaking.

The last benefit is the timing of occupancy and the tax revenue associated. As has been previously stated, Frito-Lay currently occupies 50,000 square feet at 703 Algonquin Road and is paying rent. Upon the expansion of the building, Frito-Lay's tenancy and the real estate taxes generated will increase accordingly. Alternatively, if this project is not approved, our most realistic projection of full occupancy is first quarter of 2023 which would deny the Village of much needed tax revenue over that time period.

Lastly, it has been brought to our attention that there are concerns regarding some of the truck movements on the shared access drive. We would like to stress that we share these concerns and take them very seriously. We agree that in no event should any vehicle associated with either party trespass onto the neighboring property or park on the access drive. Both Hamilton Partners and the offending party have reached out to Weber Packaging to address these concerns and to attempt to find an equitable solution.

We acknowledge that these events have occurred, but it is important to stress that in no way is it indicative of a design flaw; instead, it has been the undisciplined driving of a few truck drivers. We have re-circulated the truck movement exhibits that were originally approved by the Plan Commission to all three of our tenants and reinforced the importance of maintaining those truck patterns. All of our tenants have committed to using the shared driveway accordingly.

We appreciate your consideration. Like us, we hope you'll see this an as exciting opportunity for the Village to complete this development which will in turn actually lower the impact on Village infrastructure from what was originally approved, bring 100 new jobs to the community, and increase the real estate tax base within the community. We look forward to your feedback.

COMMISSIONER GREEN: Terry, you're on mute.

CHAIRPERSON ENNES: I'm sorry.

Mike, is that the end of your report?

MR. WAUTERLEK: That is.

CHAIRPERSON ENNES: The rest of your team, are they here for questions later in the hearing?

MR. WAUTERLEK: Yes.

CHAIRPERSON ENNES: Okay, let me ask the Commissioners, do you want to go with the questions now of the Petitioner, or should we listen to the Staff report first and then maybe --

(Chorus stating preference for hearing the staff report first.)

CHAIRPERSON ENNES: Okay, sounds good.

Mike, thank you for the time being.

So, Sam, if we could have your report, the Village's report, I'd appreciate that.

MR. HUBBARD: Absolutely.

Good evening, Chairman Ennes and the members of the Plan Commission. I'm happy to provide the Staff report and perspective on this project. I'll start with some of the zoning nuts and bolts.

The project is located at 703 to 709 West Algonquin Road. It's an M-2 Limited Heavy Manufacturing District. That's the most intense industrial-related district that we have within the Village, and it does permit manufacturing, warehouse, and distribution uses by right. So, the proposed use is allowed by right in the M-2 District as a distribution and warehouse use by Frito-Lay. Additionally, on our Comprehensive Plan, the property is classified as suitable for research development, manufacturing and warehousing. Again, this proposed use by Frito-Lay and the PUD modifications are consistent with the Comprehensive Plan designation for future use of this property.

As was referenced earlier, the Petitioner did appear before the Plan Commission in late 2017 and received final approval in 2018 to allow a two-phased planned unit development. The first phase has been built as you've heard this evening and is now fully occupied. The second phase was to entail a much larger addition to the first phase to allow for additional truck distribution and warehousing uses.

So, the change to the plan that you've heard this evening is to the unbuilt Phase II portion of the PUD. That requires an amendment to the PUD to allow for modifications to the approved Phase II development plan. Along with these modifications, there are five variations that the Petitioner has requested, and I'll get into more detail on those as I go through the presentation. But in summary, one of them relates to a setback for the rear parking area from the rear property line; two of the variations relate to an accessory structure which in this case is the proposed maintenance building; one of the variations relates to fence height; and then another variation relates to landscape islands.

So, Petitioner has gone through one step to-date on this application, and that was an appearance before the Conceptual Plan Review Committee which actually occurred on October 14th of 2020. The reception by the Conceptual Plan Review Committee I would summarize as generally positive. The discussion centered around the proposed maintenance functions that would occur in the maintenance building on trucks and vans, as well as the shared drive aisle that the Petitioner shares with their neighbor Weber Packaging Solutions to the west. Ultimately, it was encouraged that the Petitioner move forward with their application, but both Staff and the Conceptual Plan Review encouraged the Petitioner to reach out early on in the process to their neighbor Weber Packaging Solutions given some of the history with the previous planned unit development approval and the introduction of truck traffic and change in development pattern on the Phase II PUD. We thought that it was important that the Petitioner coordinate early on in the process to avoid some of the hiccups that were experienced during the first PUD approval.

Design Commission approval was not required for this PUD amendment. The design of the Phase II addition is substantially compliant with the original approved addition. There's really not much from an architectural standpoint that's changed, so no Design Commission review was required in this instance.

So, here's an aerial of the property. North is generally up. To the

top left of your screen, you'll see Algonquin Road. Along the top of the screen, Meijer Drive comes along to the side. Then this is the private shared access drive that will be referenced this evening. It stretches along the western side of the property. Half of that drive is located on the Petitioner's property, and the other half of that drive is located on property owned by Weber. 22 feet is on the Petitioner's property, 22 feet is on the Weber property, and the full 44 feet of this shared drive aisle is governed by an easement that both parties have rights to use per that easement.

As I referenced, the 2018 approval allowed a two-phase development. Phase I is shown here, that's been completely constructed. It is fully tenanted with Frito-Lay occupying the southern portion of that building. Phase II involved a 192,000 square-foot addition to the Phase I building that would have included loading docks all across the western elevation with access to all those loading docks from the shared drive aisle, and then parking around the building, and leading out eventually to Algonquin Road.

So, the proposed modifications to the plan as you have seen already, while it's a much smaller addition to the building and less truck loading docks along the western elevation, it does introduce these van loading docks which would be located along the southern portion of the building. It would include exterior parking for 73 vans and up to 97 truck and trailer parking spaces along the south of the site. So, the major difference here between the two proposals would be the exterior parking, the smaller size of the building, and the southern van loading docks.

Otherwise, the building addition is essentially the same. It's located in the same area where the approved Phase II addition would go, it's just a lot smaller. It does include a truck maintenance building located to the south as well. One of the recommended conditions of approval from Staff this evening is that when truck maintenance activities are occurring, the overhead doors for that building would be left closed. This would help keep the sound that's often associated with these activities, especially on larger trucks, inside the building, and would help keep it from leaching off and interfering with neighboring properties.

There's another condition of approval recommended by Staff. This condition relates to Outlot A. You can see on the screen, Outlot A is highlighted in yellow. This is a retention basin that's located in the northwest of the site, and this was supposed to be transferred to the owner of this property back in 2002 when Weber Packaging Solutions, which was the original owner of this entire area, subdivided the property to create the subject property and then sold it to a new owner. So, back in 2002, it was required that ownership and maintenance responsibilities of this outlot be transferred from Weber to the owner of the subject property. That was never effectuated, and so there was a condition of approval in the 2018 PUD that was meant to facilitate this property transfer. It did not happen in 2018, so Staff is recommending another condition of approval, modifying the old condition essentially, that would require this transfer of ownership now. Basically, it would require the Petitioner, Hamilton Partners, to accept ownership and maintenance of that outlot as was required in 2002 as long as the current owner of that lot deeds the property over to Hamilton Partners.

Additionally, I'll mention one of the last conditions, another condition of approval is relative the portion of the shared drive aisle that overlaps on the subject property. When this PUD was originally approved in 2018, the Petitioner had showed on their approved plans at that time that this portion of the shared drive aisle that overlaps onto their property would be resurfaced with heavy duty paving to accommodate for the truck traffic that was

expected from this development. Their current plans do not show that resurfacing. So, a condition of approval has been recommended that would require them to pave this over, this portion on their property, with heavy duty pavement which would be, you know, up to a standard to be determined by the Village. That paving would need to be done no later than November of 2023, and they would need to get permission from Weber to make that improvement because it is a shared drive aisle that's shared between the two parties.

I'll also mention a condition of approval from 2018 that required the Petitioner to also repave, to a standard suitable to accommodate heavy trucks, the portion of the drive aisle located on the Weber property. That condition still stands; that would still be required of the Petitioner. But it does require, similarly it does require approval from Weber since that portion of the shared drive aisle overlaps onto their property.

So, the major differences are summarized in this table here between the approved Phase I and Phase II and the proposed Phase I and Phase II. Again, you can see a much larger building would be allowed under the existing approval, a smaller building in this instance. Given the smaller building, it would have less parking spaces than was originally approved. But it would introduce, as I mentioned, 97 truck and trailer parking spaces.

Overall, it would decrease the number of loading berths on the western elevation of the building from 66 to 32. I do count here on the loading berths the overhead doors and spaces that can accommodate loading but are not raised grade simply for a truck to access them. Along with those 97 truck and trailer parking spaces, there are 73 van parking spaces that were not contemplated under the original approval, and 16 van loading berths.

So, there would be a significant increase in employees above and beyond what was anticipated in the overall build-out of the development in 2018. This accounts for what we know for the employees in the existing Phase I building, their actual employee counts, plus what is forecast for Frito-Lay as they go through their building expansion and changes to the Phase II development plan.

Here you can see the engineering plan showing the Phase II addition and I'll outline some of the improvements just so that we're clear on what exactly is being requested relative to the variations. First of all, it relates to a parking lot setback on the rear. Code requires that all parking lots in the M-2 District be setback 15 feet from the rear property line. There is a small portion of the parking lot on the subject property that's setback approximately nine feet from the rear property line, and so that requires a variation.

Staff is supportive of that variation request for several reasons. One, this rear property area and parking area do not abut a neighboring property. It abuts the tollway, and that includes an additional 35 feet of green space between the rear property line and the actual travel lanes and pavement on the tollway. Additionally, this parking area is, as you can see, it's angled away from the property line, meaning that the only portion of encroachment is this small triangle in the southwest corner of the property. For these reasons, Staff Development Committee is supportive of this variation.

One of the other variations relates to landscape islands. Code requires that any parking row greater than 20 parking spaces include an interim landscape island to separate the row of parking and provide shade trees within a parking lot. There are four islands that are missing from the proposed plan, and a variation is therefore required. Again, Staff is supportive of this variation. There is extensive buffering around the perimeter of the

property that would shield the parking areas and introduce green space and shade trees. Some of these exterior parking lot islands are not required by code, so they make up for the fact that there will be no shade trees within the parking lot to help provide for that green aesthetic and reduce the urban heat island effect that may otherwise be experienced on such a large expanse of asphalt.

Specifically, what I'm talking about is this landscape island here. This is not a code requirement, here, here, or the small portion here, but it's been introduced by the Petitioner at the request of Staff, and it would include trees which we believe makes up for the missing landscape islands that are not within the center of the parking rows. We believe this variation to be the minimum necessary to allow for adequate vehicle parking, and functionality of the warehouse and distribution use.

I'll also mention that the parking areas here are not really visible from the public right-of-way. They would be somewhat visible from the tollway, but on most of the other exposures to the north, east, and west; it's really difficult to see back into this area. So, from an aesthetic standpoint, the missing landscape island and shade trees is supported by Staff.

Another one of the variations is relative to the maintenance building located in the southeast of the site. Code limits accessory structures, garage accessory structures to 720 square feet. This maintenance building would be a little over 3,000 square feet. It would be about 24 feet tall where code limits accessory structures to 15 feet in height. So, a variation is required in this instance.

Again, the Staff Development Committee is supportive of this variation. While the building is taller and larger than allowed by code, in comparison to the surrounding buildings, it's clearly accessory in nature and not out of scale with the surrounding structures on the site or in the vicinity. Additionally, in order to provide adequate space to service the trucks and vans, a larger size and height is needed. So, this larger building and the variations would facilitate the ability to allow repair of those vehicles on site and wouldn't require those repairs to be, which would be fairly frequent given the travel of these vehicles, wouldn't require those repairs to be outsourced off site.

Finally, there is a variation required for a 10-foot tall fence along the rear of the property. Code restricts maximum fence heights to six feet, and this fence is a solid 10-foot fence. The incorporation of this fence was done at the request of Staff, and we believe that it will provide enhanced screening from the tollway. It's also going to be set back from the property line so it will diminish the appearance, that four-foot taller than code allowed impact, because it's not directly abutting the property line. Furthermore, there's going to be 53 evergreen trees planted on the outside of the fence, in between the fence and the tollway, which would help to mitigate for that increase in height. Finally, Staff simply believes that this increase in height is necessary to screen the height of the trucks and trailers that would be parked here from the adjacent tollway to the south.

So, this brings me to traffic which is really probably the key issue here with this development. You've heard the Petitioner and seen this table on the Petitioner's presentation. He's mentioned that relative to the existing PUD approval and anticipated truck traffic associated with that existing approval, the proposed modifications would result in a decrease overall in truck traffic, although that would be associated with an increase in passenger vehicle traffic.

I would point out that the numbers here do not account for intra-site trips by Frito-Lay. Those are trips from that southern parking area to the loading docks on the west side of the building where trucks would be pulled from the southern area and docked via the shared access drive, docked on the western side of the building. This Petitioner has estimated that there would be 30 intra-site trips, 10 of which would occur between the hours of 6:00 a.m. and 8:00 a.m.

I did have the opportunity personally to go out and visit the site while Frito-Lay was in operation in their current location within the Phase I building between the hours of 6:00 a.m. and 8:00 a.m. I did observe the truck docking and the truck traffic and the passenger vehicle traffic from Weber on the shared access drive during that time. You know, there were exactly 10 truck movements that I observed during the time on site between the hours of 6:00 a.m. and 8:00 a.m. So, that is, you know, spot on with the anticipated intra-site trips from Frito-Lay.

But really the key I think is the ability of these trucks to dock on the site and how that's going to impact the shared access drive, and traffic on that drive with the neighboring property owner. So, Staff has requested that the Petitioner prepare some additional truck turning exhibits showing how these trucks would complete these movements on the shared access drive and with other trucks docked in the spaces next door. So, you can see this is the northbound lane of travel, this is the property line in between the two properties, and this is the southbound lane of travel. So, when a truck is docking here, you know, they would come down the road, they would pull into this lane of travel, and then they would back up causing them to encroach slightly onto the shared southbound lane of travel and dock here. On their egress from the site, it would allow a minor encroachment on the opposing lane of travel for the truck to exit the site and head northbound on the access road.

This is generally consistent with the projections by the Petitioner when they went through the process back in 2018. This shows, this is one of the exhibits that they provided back in 2018 that shows a truck vehicle movement and then docking when there are no trucks in the adjacent docks. This involves absolutely no encroachment outside of the easement onto the opposing lane of travel.

Again, here from 2018 shows what it would be like if a truck was backing into a space with two trucks in the adjacent spaces. Again, you're going to see some minor encroachment onto the southbound lane of travel, and then when it's leaving, a similar kind of encroachment headed northbound on the shared access drive.

One of our conditions of approval is requiring that the Petitioner update their truck turning exhibits to show how trucks would access the gated areas of the southern parking lot. Their most recent version of the truck turning exhibits did not include the newly added landscape island that I referenced along the western side of the site. So, we just want to make sure that given that new island, and with a truck turning into that parking area, which is not docking but just turning into that parking area, that it is possible and will flow smoothly without, you know, staging and reversing on the drive aisle.

The Petitioner has represented in their department comments to Staff review that trucks would be using the southern gate and the vans would be using the northern gates. So, I'll go back here. So, trucks will be using this gate, and then vans will be using the gate at the north. The gates would be left open during normal business hours, so that's going to prevent a truck from having to drive down the access aisle, stop, and wait for the

gates to open whereby they'd be blocking the aisle while they're waiting to go in and access the site. Additionally, during off-peak hours, the trucks and vans would be equipped with sensor equipment that would be able to sense when they're arriving and begin opening the gates prior to their arrival so when they got to the gate, it would open and they would be able to enter the site, again without, you know, much standing or waiting in the shared drive aisle.

One of the conditions of approval recommended by Staff is to require that operation and use of these gates is consistent with the Petitioner's response as I've just kind of indicated this evening so that, if this project is to move forward, you know, we're not left with a situation where there's significant waiting on the shared drive aisle while trucks are accessing the site. Again, as you've heard the Petitioner mention, I would note that there will be a portion of the expected truck traffic occurring during off-peak hours. This will be a 24-hour facility, so those numbers that you see here, some of these trips and movements are going to be occurring during times when there's not a lot of traffic on surrounding Village streets or on the shared drive aisle.

With that being said, and as you heard the Petitioner mention as well, we are aware from a property owner to the west, Weber Packaging Solutions, that there is a significant level of concern on his part relative to the introduction of truck traffic on the shared drive aisle. One of the concerns that we've heard and seen video evidence of is that trucks, when they're coming into the site to dock or to access the southern areas here, they're coming in and they're pulling onto the neighboring property to facilitate a much easier movement to the docking areas. So, again, something like this would come in and reverse to dock back, or even down here, they would come in and reverse in to dock. There's a temporary area in the existing site where Frito-Lay has been storing 28 trucks and trailers. As these trucks have come in, oftentimes they pulled into the Weber property, again to facilitate reversal and docking into the site.

So, Staff has recommended a condition of approval that would require the Petitioner to install these landscape barriers on the Weber property if approved by Weber. What that would do is that would, you know, prevent a truck from being able to use the Weber property to reverse and back into the loading zones, you know, similarly here. This area is not much of a concern because once the gates are constructed and the parking lot is built out as per plan, the trucks will be able to make this movement in without having, you know, they're not going to be backing up into the site as they have been with the temporary storage area. They would just be coming down the drive aisle and turning directly in to do their staging movements and reversing within the site.

Again, when they would leave, they could, you know, come around like this and make an exit that way, or more likely they would come out like this. Or alternatively, it's possible that they could make this turn as well. So, it's not much of a concern with the landscape island here because again the trucks will be able to make this movement and do their staging, reversing and backing up inside the site. That's why the landscape islands that Staff is recommending be a condition of approval and installed at the expense of the Petitioner are located up here.

So, that being said, we are supportive of the application subject to the conditions as mentioned this evening and within the Staff report. There have been some minor modifications to these conditions that now are illustrated here. They're not making a huge substantive change from what was included in the Staff report, but we believe this language is necessary to tighten up the conditions and make them a little more clear.

That concludes the Staff presentation this evening.

CHAIRPERSON ENNES: Sam, thank you for a very comprehensive Staff report. When you were mentioning the conditions right now, there's condition one through five, and there's also conditions one through seven. Do you know what I'm referring to? What's the difference between those two sets of conditions?

MR. HUBBARD: So, let me go ahead and share the screen again. So, yes, I'm sorry, the slide just popped up five, but there are conditions six and seven on the next slide. My apologies, I glossed over this, but they are the same conditions. There are no changes to these conditions that's included in the Staff report.

CHAIRPERSON ENNES: That's fine. I just wanted to make sure that we have these seven conditions in.

Can we have a motion from one of the Commissioners for approval of the Staff report?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER CHERWIN: I'll second.

CHAIRPERSON ENNES: Okay, thank you, gentlemen.

Sam, could you call roll on this?

MR. HUBBARD: Yes.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

CHAIRPERSON ENNES: Sue, you're muted.

COMMISSIONER DAWSON: I must have hit it too fast. Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRPERSON ENNES: Yes.

So, the Staff report is approved.

Sam, are there any members of the audience that want to speak? We'll open the public portion of the meeting.

MR. HUBBARD: Yes, if you'd like to open the public portion of the meeting, I would ask that anyone in the public that wishes to speak on this application, raise their hand via Zoom, or if they've called in on a phone, they can press *9 to raise their hand and make a comment on this application. If there is a comment on the next application relative to the Greenbrier detention basin, public comment on that will be accepted when that is opened before

DRAFT

the Plan Commission after this one has concluded.

COMMISSIONER JENSEN: Terry, could we get kind of, I have a clarifying question before we move to the public that I think will help at least for me to sort out something around the access road?

CHAIRPERSON ENNES: Okay.

COMMISSIONER JENSEN: So, what I'd ask Sam is, so we've got the 44-foot wide access road. Are we expecting the Petitioner's, all the Petitioner's inbound and outbound traffic to be on the easterly side of that? That is, only on their 22 feet or are they able to come in on all 44 feet?

MR. HUBBARD: No, there's 22 feet of the access aisle that's on the Weber property, that is the southbound lane of travel. All traffic utilizing this site has access via the access easement to that southbound lane of travel. Then there are 22 feet on the subject property site, that's the northbound lane of travel. All northbound traffic will utilize that portion on the subject property.

COMMISSIONER JENSEN: Okay, so everyone will be using part of somebody else's access road for inbound or outbound.

MR. HUBBARD: Correct.

COMMISSIONER JENSEN: The other question is are they able to actually park. Are they able to go into the other part, you've showed those going into the other person's access road to park under certain circumstances the larger trucks. Has that been agreed to? Is that what the Village expects? Is that what all the participants in this arrangement expect, that there would be some encroachment on either ingress or egress from those longer trucks? Is that understanding correct?

MR. HUBBARD: No, the authorization of this application and approval of this PUD amendment wouldn't place those traffic movements outside of the easement onto the Weber property. It would be on Weber property within the easement, but it should not occur on the Weber property outside of that easement.

COMMISSIONER JENSEN: Okay, so they can cross over into the Weber side of the easement but not into the Weber's property proper.

MR. HUBBARD: Correct.

COMMISSIONER JENSEN: Okay, great, thank you.

CHAIRPERSON ENNES: That easement, is that clearly defined?

MR. HUBBARD: Yes. That is a recorded --

CHAIRPERSON ENNES: Okay, with striping and whatnot?

MR. HUBBARD: Well, yes, there is a stripe down the center of it, and there's parking areas along the sides. It's clearly defined where it is in the easement documents.

CHAIRPERSON ENNES: Okay, any other questions before we move on to the public portion?

COMMISSIONER CHERWIN: Yes, actually. Terry, it's Jay, I have one question for Sam as well clarifying on the easement.

CHAIRPERSON ENNES: Okay.

COMMISSIONER CHERWIN: That would just be, I believe, Sam, what you're saying it's your recommendation for them to improve given the load on the roadway, to improve only 22 feet but not the other 22 feet, is that correct?

MR. HUBBARD: A recommendation of approval of this application, the

amendment to the PUD, includes the condition that they would improve the 22 feet located on their property, meaning the Hamilton Partners' Frito-Lay property. There is an outstanding condition from the 2018 PUD approval that requires the Petitioner to improve the 22 feet on the Weber property. That condition of approval is still applicable and there is no change. So, in theory, if the Plan Commission and Village Board approve this PUD amendment and condition of approval, the sum of both of those conditions would require the Petitioner to improve the entire access easement, all 44 feet, to accommodate for those heavy truck traffic movements. Only if approved by Weber.

COMMISSIONER CHERWIN: Okay, thank you.

CHAIRPERSON ENNES: Do we -- anybody else?

Sam, do we have any guests to the meeting that would like to, that have their hand raised?

QUESTIONS FROM THE AUDIENCE

MR. HUBBARD: Yes, I do see a Robert Terrell. Looks like he's had his hand raised for a while. I'm not sure if it's going to be in relation to this project, but I will allow Mr. Terrell to speak.

Mr. Terrell, do you have a public comment on the application before us this evening? Mr. Terrell, are you there? Zoom should be asking you to unmute yourself and give your public comment on this application. All right, I'm going to --

CHAIRPERSON ENNES: Okay.

MR. HUBBARD: We can't hear you if you're speaking, Mr. Terrell, so I'm going to bring you back into the attendee side. If you have something to say, you can go ahead and say it, or raise your hand again, and we'll call you back in.

All right, we have a Doug Weber who I'll bring in and we will allow you to speak and make your public comment this evening, Mr. Weber. Mr. Weber, are you there? Mr. Weber, you're unmuted. Do you have a public comment this evening?

MR. WEBER: Yes, I do. Appreciate the opportunity, Sam. I'm here at Weber in the corporate conference room with Tom Winkler, he's the attorney that has assisted me and had the discussions with the Hamilton development, and I'm here with Steve Corcoran from the Eriksson Construction to talk a little bit about the traffic issues that I've experienced with the latest development.

Hopefully you guys can hear me. I would like to also provide some video exhibits if the Commissioners allow me. I'd like to turn it over to Tom Winkler real quick for some comments.

CHAIRPERSON ENNES: Mr. Weber, just before you do that, we could hear your last comments or we could hear it a little bit better, but at first we could barely hear you. I don't know if you're closer to your computer or whatever, but if you could speak up a little bit more?

MR. WEBER: Certainly.

CHAIRPERSON ENNES: Normally, you want to provide us with a video and also comments, about how long will this take? We usually have some --

MR. WEBER: I'm going to talk through it very quickly, no more than seven minutes.

CHAIRPERSON ENNES: Okay.

MR. WEBER: So first, I'd like Mr. Winkler to make some comments regarding the Petitioner.

CHAIRPERSON ENNES: Mr. Winkler, please.

MR. WINKLER: Good evening. I don't know if we have a video on.

CHAIRPERSON ENNES: Nothing yet.

MR. WINKLER: Nothing yet? We have an IT guy here who will hopefully do that.

(Slight pause.)

MR. WINKLER: Well, I will begin speaking as I continue to try to work and get a video. Again, my name is Tom Winkler, Winkler Group representing Weber Packaging Solutions, the neighbor immediately to the west of the property. Weber has been operating there, international manufacturing business here in Arlington Heights, for over 50 years now. The principal shareholder, owner, and operational person being Joseph A. Weber, Jr. and Doug Weber are both Arlington Heights residents and lived most of their life here in Arlington Heights.

We appreciate the opportunity to speak. I am mindful of the restrictions that were imposed on us, so the comments are generally written and I'm going to pass through those relatively quickly and then turn it over to Doug Weber. Again, Weber, W-e-b-e-r, who is the president of Weber Packaging Systems, and Steve Corcoran, and that's C-o-r-c-o-r-a-n, and Steve is a certified traffic engineer and the Director of Traffic Engineering at Eriksson Engineering Associates, Ltd.

Our firm appeared in 2018 when the initial PUD was requested by Hamilton. I made the comment almost immediately we're not anti-development; we don't want to be viewed as anti-development, but we are concerned about safety and I'm sure we share that concern with the Village of Arlington Heights. During the 2018 PUD hearings, and I obtained a copy and I'm sure the Plan Commission members also did, there were a number of issues that were raised by Weber Packaging in connection with the project. The most important of those issues was the traffic control and some of the legal and operational issues relating to access on this private drive located between the two properties. The private drive was created many, many years ago, and then it was amended, but it existed prior to Hamilton acquiring the property, and again, 22 feet, I think that was said a number of times, on each property.

In 2018, when the PUD was approved, you know, Weber and the Village of Arlington Heights were, I'm going to use the word duped or tricked by Hamilton. Let me explain that. There was a lot of discussion about the revisions to the easement agreement and the cost sharing and the use of that private drive, and the erection of barriers and landscape barriers, et cetera, et cetera. We'll call them the rules of the road. It was a major concern and we appreciate that the Plan Commission realized those concerns.

It was clearly an articulated Village concern and was in the Plan Commission approval which was ultimately forwarded for approval. Following that approval, in our discussions with the Hamilton folks, we engaged in a negotiation that took us down a road that took approximately eight months until the end of the year. But we were satisfied that things were working in the right direction, that there was going to be an agreement. In any event, all the t's were crossed, all the i's were dotted, and those agreements were mutually agreed to and signed by both parties.

Following the execution of those documents which are now in my

office and remained there for two years, Hamilton through their legal counsel inexplicably pulled the plug and sent a letter to me which I've shared with you, we want to be completely transparent here with what occurred, that they were terminating those documents. So, no agreement was ever reached. Weber, through me as the attorney, attempted to contact Hamilton on many, many occasions, and a letter and an e-mail I think were presented and hopefully they've made them into your package. I want to make it clear; I have not received a call, an e-mail or a letter ever in response to our concerns, and that continues through today, two years later. Absolutely no response.

Following, and I want to make this clear, what I consider to be, you know, indefensible conduct, perhaps unethical, we, neither myself, anyone at Weber ever contacted the Village of Arlington Heights to complain. We're big boys and, you know, we were duped. Frankly, we always felt that the project was ill-conceived, poorly designed, and that, from the beginning, that Hamilton would be back requesting revisions. Well, that day has come, and now we have some history to assist us in the analysis of this project. The issues that we raised in 2018 that were discussed to a thorough degree are no longer theoretical, they're real.

I'm going to sidetrack here just a moment on a couple of issues. Sam had mentioned the Outlot A which does need to be conveyed to the Hamilton people, that's the outlot near the Meijer Road or the stub road. The one thing I want to make clear is that in the condition that was included in both the Plan Commission and the Trustee action, it talked about that easement of drainage being abrogated or changed or amended. I just want to make it clear that that drainage easement which was created in the 2002 Weber resubdivision is also for the benefit of our party. I'm not suggesting that Weber wouldn't cooperate, but I'm just saying it's not something that Hamilton can abrogate. It's a right that Weber has.

The other thing that really can culminate to ruse after looking at some of those comments from the, especially the March meeting, you know, there was some discussion, I read the, let me back up, the Plan Commission approval, I read the Board of Trustee approval, and it's very clear. You know, Hamilton needs to improve this road to standards which can support these vehicles. In that discussion, there is almost an incoherent bunch of comments about, yes, by Hamilton, we're going to do that, but we're going to charge back Weber. Well, you know, I think we need to make clear that that's not our cost and I'm not sure that any of the drafting or the approvals state that. I mean, obviously, I think everyone on the Commission that I'm talking to realizes that we've done nothing, you know, we're not a partner in this deal, and that, you know, to have to expend hundreds of thousands of dollars to rebuild our road doesn't make any sense. I just want to make that clear.

So, you know, I'm going to add my relatively short comments. What are we asking for? We're asking really for three things here that be done in connection with this PUD approval.

One, that the Commission cause the traffic mess, and I will call it a mess and I will leave Doug to illustrate that, at the site be thoroughly investigated before moving forward. It's dangerous and it's unsafe. Again, I'm sure we share that same concern with the Village of Arlington Heights.

Second, that the PUD only be approved which Weber and the Village of Arlington Heights believe meets their safety standards relating to traffic issues including barriers as required. Again, Hamilton is making a lot of money, right? They're coming in on this project, this is their cost. Obviously, with that obligation comes the need to redo this

easement agreement, right? You need access, you need to show us some assurance, you need to maintain this stuff. So, that comes part and parcel with that issue.

Then the third item is that, you know, and I'm going to say something I'm sure all of you have heard before which is, you know, fool me once shame on you, fool me twice shame on me. The PUD should only be approved after the common drive easement agreement is revised, executed and recorded. This is again needed to implement, you know, in a legal context the things that, you know, Hamilton has or will agree to in terms of, or hopefully will agree to in terms of the needed safety issues.

With that, I'm going to turn it over to Doug Weber, President of Weber Packaging, and he will illustrate some of the traffic problems that he has witnessed and recorded. This recording only began around December 15th or someplace in there. So, this is not a two-year history, this is just all very current recordings.

MR. WEBER: Yes, I agree. As Tom said, and Commissioner, I appreciate the opportunity, a picture is worth a thousand words. Just a brief summary, 2020, nobody heard from me. I had no problems with what was going on adjacent to the Weber property, the Hamilton Phase I development. No problem, nobody heard from me, fine. On January 1, they signed a new tenant, all hell had broken loose.

I just want to backtrack a little bit. Hopefully, you guys can see this video. When Phase I and this project was put forth by Hamilton Partners, they provided an animation video I'd like to share with you. Many of you may have recalled it. Let me know if you guys can see it.

Can everyone see it? It's pretty basic, you know, it's very simple.

CHAIRPERSON ENNES: We don't see anything yet. Are you doing the share content?

MR. WEBER: We're screen sharing right now.

MR. HUBBARD: Let me give a try on my end, Doug. Let me see if I can share it. I have the video.

MR. WEBER: All right.

MR. HUBBARD: We're just seeing a black screen here.

MR. WEBER: I prefer Microsoft Teams.

CHAIRPERSON ENNES: Unfortunately, we don't all have that. Mr. Weber, while he's trying to get that, there were quite a few different videos on your screen just prior to this. You're not planning on showing all of those, are you?

MR. WEBER: Absolutely not.

CHAIRPERSON ENNES: Okay, thank you.

MR. WEBER: I think that certainly, that will be quickly. I just want to summarize the issues we have. I want to talk through it. I think if you see the issues, you'll better appreciate the situation I am in, all right?

CHAIRPERSON ENNES: Okay.

MR. WEBER: And this is all within seven weeks.

Sam, do you want me to try or do you want to try it?

CHAIRPERSON ENNES: Sam, you're muted. There we go.

MR. HUBBARD: Can everyone see this?

(Chorus of yeses.)

MR. WEBER: Specifically, the Hamilton Partners presented this in front of

the Planning Committee like 2018. Very simple in my eyes. Trucks come off Algonquin, they're on Meijer Drive. They pull off on their property, they back into a dock, they drop goods, they pick up goods, and they leave, okay. There is some issue with being near the property line. Then the report from RWG stated that exhibit reflects a worst case condition with the conservative design model build experience. As indicated, a truck can maneuver with a tighter space than reflected by the model.

Now, Steve here is a traffic expert representing Weber. The truth of the matter is no truck driver in their mind operates in this manner. They're all over the road. They want to take the path of least resistance.

Sam, could you go to Video 1 please?

Okay, as I said, this all occurs from January to today. A Weber vehicle is heading down the access road. In the right corner a truck pulls out, is going on the wrong side of the road. The Weber employee has to stop, wait until the truck passes, and then he can maneuver. I don't think that's very safe, all right, and I don't see the new plan where their trucks are not going to impede on the access road. They have to take a wide turn, they're going head on in Weber cars, Weber vehicles or other visitors.

CHAIRPERSON ENNES: So, Mr. Weber, have you discussed what you see as possible solutions with Staff about this situation?

MR. WEBER: We had some discussions with Sam in particular to make him aware of these videos. Again, this all started January 2021 where, you know, this project, and again, the problem we have here is they want to make this like some Prologis fully-enclosed warehouse distribution setting. It's not going to happen. This is a shared access drive. They want to rule the road that I have rights, too, I think.

CHAIRPERSON ENNES: Absolutely.

MR. WEBER: I've been in this property since the mid-60's. I think I have rights as well.

CHAIRPERSON ENNES: Absolutely.

MR. WEBER: Sam, go to the other one, the Video 1.

Now, Mr. Ennes, I appreciate the opportunity. I know I'm limited by time but, you know, I've been at this facility since the 1960's. I was the first business on Algonquin Road. My grandfather got to pick the address 711; he was a craps guy. He liked to play craps and he said the address is going to be 711. So, nothing wrong with that.

CHAIRPERSON ENNES: Okay, well, you're well over what we normally allow as time, but we want to hear your comments. Regarding a PUD, the participants have to work together for it to be successful. Are we waiting for one other media clip? Is that --

MR. WEBER: Sam, you got it, Video 1? This isn't 1, but this is another example. This is a shared access road, all right. Truck moves in, it's 1:59 in the morning.

Sam, you could fast forward it.

What it does is it drops the trailer, just right there, and that's where the Weber vehicles operate as well.

CHAIRPERSON ENNES: In the middle of the access road?

MR. WEBER: The middle of the access road. There he goes, there goes the cab and there goes the trailer.

If you go, Sam, to 3B, you'll see, well, you don't have to show it, time is tight, but at 8:30 in the morning, it's left there for seven hours, they'll come by and pick up the

trailer.

CHAIRPERSON ENNES: So, somebody mentioned that --

MR. WEBER: It's part of the access road. I don't think that's fair. Mr. Wauterlek's question, they never contacted me until the, you know, one person from the tenant called me but, you know, this is bad. I would like you to show the Video 2, Sam, if you could do that for me. I think that's the one where they're pulling on my driveway.

CHAIRPERSON ENNES: Mr. Weber, while he's getting that up, is this, somebody mentioned earlier that this started as of a certain date. Is it one particular tenant over there that's --

MR. WEBER: The new tenant, and it's the whole reason they're wanting to do the PUD modification.

(Slight pause.)

COMMISSIONER JENSEN: Sam, you're muted.

CHAIRPERSON ENNES: He didn't want you to hear that anyways.

COMMISSIONER JENSEN: Probably not.

MR. HUBBARD: For some reason, Video 2 is not playing. I'm opening it up and it seems to just go -- well, let's see. Let me try this way, hold on.

Is this the one?

MR. WEBER: I can't --

CHAIRPERSON ENNES: This is the one that pulls right in your driveway?

MR. WEBER: Oh, there it is, yes. You know, this isn't an isolated incident. This happens, you know, it happened Monday. It didn't happen Tuesday; I haven't checked the video but it happens all the time. They just pulled right on in, like they own the property. This is where my customers and my visitors pull in, and they just violate private property and just back into their parking lot. I mean, I wave and they wave back. So, anyway that's completely trespassing and I don't appreciate that.

CHAIRPERSON ENNES: I think we understand the issue. Okay, that's unfortunate.

MR. WEBER: I've got a video during their build-out for this vendor; they hit one of my ComEd poles. It became unhinged and it is now drifting toward my building. I've had ComEd out here. In the spring, they're going to rebuild the base, but I am at, one of these days one of these trucks is going to knock my ComEd pole down and I'm out of power and I'm out of business. I don't think that's fair and I don't think that's right. ComEd says, well, you can, at your expense, Mr. Weber, put the bollards around all your aboveground power, but that's very bad.

I've got a library of videos, Mr. Ennes. If you would like me to show you, I can show it to you all. They're coming on my property and, you know, this piece of property is not meant for such a distribution site like this. I'll turn it over to Steve who is here and is helping from a traffic --

CHAIRPERSON ENNES: Steve, what do you have to provide to us in this regard?

MR. CORCORAN: I have two minutes comments or less. Again, my name is Steve Corcoran with Eriksson Engineering. First of all, Weber Packaging asked me to look at the traffic study, but the traffic study like most of the studies we all do is what is the impact on the public road system, and clearly that's not the issue here. For some reason, they used an older version capacity software, but that's my only comments on the traffic study. They didn't address

internal circulation, and some two perspectives. Number one, you know, over-the-road trucks has been discussed. You've seen in your auto turn truck pass coming to and from Algonquin Road could easily do proper movements and accommodated without impacting the Weber property. But as Doug mentioned, the truck drivers don't know that and they're driving wherever they want, so be that as it may.

The second issue is that the inter-site traffic which for the first time tonight we heard it's about 30 trucks a day, I'm assuming that they have more with more docks. But the problem is truck drivers want to back up on their driver side when they're backing into a dock. So, when a trailer leaves today or in the future that south parking area, they're going northbound. They're not going to then from the northbound direction back into the dock because that's on their passenger side, their blind side. So, what's happening now, and I think there's one video in that collection we haven't show, is then they try to make a U-turn on the roadway or they encroach on Weber property, and so that then they're facing southbound and then they could back up on the driver side looking over their shoulder. If we put the barrier in there which helps with the encroachment issue, we're still going to have this issue with U-turns from the south trailer parking lot into the docks.

You've heard about safety and encroachment in the parking lot, so I won't elaborate on them. Those are my comments, thank you.

CHAIRPERSON ENNES: Thank you.

Mr. Weber, thank you for your comments. I don't know if you had any more, but I'm going to see if we have anybody else in the audience that has comments.

Sam, is there anyone else?

Thank you though.

MR. WEBER: Thank you.

MR. HUBBARD: If there's anyone else in the audience that has a comment on this petition, if you could raise your hand, click the Raise Your Hand feature on Zoom, or if you're on a phone, dial *9 and I can bring you into the discussion.

Okay, I see no more hands raised.

CHAIRPERSON ENNES: Okay, I'm going to close then the public portion of the hearing and move on to Commissioner questions.

Who, Lynn Jensen please.

COMMISSIONER JENSEN: Yes, I just want to clarify. Mr. Winkler indicated correctly I think that there was a Plan Commission vote of four to four which wasn't approval or disapproval as I recall. We had a very lengthy discussion if I recall correctly, and we did a four to four because we basically thought that that had to be sorted out at the Board level, but also it gave the two parties an opportunity to work things out. That I think is what we communicated rather strongly to them, that they needed to work that out before they went to the Board. So, it wasn't that we didn't give approval, we didn't vote approval at all. It was just basically a deadlock thing.

The other question I would do, it would be good to have some clarification as to why Hamilton went through the process of signing some documents and then a few days later basically terminated them and then went incommunicado and did not talk to anybody going forward. I'd like to have a little clarification on that.

MR. WAUTERLEK: Bruce?

MR. GARNER: Commissioners, I can speak to that. My name is Bruce

Garner, G-a-r-n-e-r. I've been on the meetings since the beginning, so I have been sworn. I'm with the law firm of Luetkehans, Brady, Garner & Armstrong in Itasca, and we've represented Hamilton Partners for over 20 years now.

I've reviewed the memorandum submitted by Mr. Winkler on behalf of Weber Packaging Solutions, and I've also listened to his comments tonight. Unfortunately, Mr. Winkler's memorandum and his comments tonight do not contain an accurate representation of the facts relating to the dealings between the parties, and is therefore completely, and I want to underline it, completely misleading.

The lone condition contained in the 2018 Village Ordinance approving Hamilton's PUD indicates that the Petitioner shall continue to work with Weber Packaging Solutions and the Village of Arlington Heights on acceptable improvements as determined by the Village to the shared private access roadway to provide for adequate passenger vehicle/truck traffic separations. This may include but is not limited to striping of the access driveway and landscape areas to separate and protect vehicular movements.

No agreement was required, but we were prodded by this Commission to talk to the Webers and try to come to an agreement if possible. In keeping with the spirit of the ordinance and this Plan Commission's directives, Hamilton worked with Weber Packaging for approximately six to eight months, as Mr. Winkler indicates. In that six to eight months, he and I both drafted with the parties' input two agreements--an amendment to the 2006 private access drive easement between the parties, and secondly a water main easement agreement which would allowed us to tap into a water main on Weber's property.

The amendment to the private access drive would have entailed Hamilton taking over 100 percent of the maintenance of the private drive, an obligation that was and is today borne entirely by Weber under the 2006 easement agreement. In return, Weber would grant an easement across its property to the water main located on the Weber property which would enable Hamilton to tie into that for its development.

After six to eight months of negotiating these documents and finally agreeing upon final drafts, I sent executed documents to Mr. Winkler on December 20, 2018. In the middle of January 2019, approximately two to three weeks later, Mr. Winkler telephoned me and informed me that Weber now required the additional payment of money to Weber before it would execute the documents. I informed Hamilton Partners of this new demand. Shortly thereafter, John Wauterlek, a principal with Hamilton Partners, met with Joseph Weber to discuss the matter. During that discussion, Joseph Weber reiterated the new demand for the payment of money to Weber to execute the easement documents.

Since the demand of payment had never come up between the parties prior to January 2019, Hamilton was understandably surprised by this new demand. Hamilton believed that taking over 100 percent of the maintenance of the private access drive was more than sufficient consideration for the water main easement to be granted to Hamilton. Accordingly, in early February 2019, Hamilton made the decision to break off discussions with Weber and find another water main to tap into for its development.

On February 8, 2019, I wrote Mr. Winkler to inform him that the easement documents that had been sent to him executed by Hamilton were no longer effective and should be destroyed. Mr. Winkler's memorandum and his comments here tonight indicate that this was inexplicable and a complete surprise to Mr. Winkler and the Weber folks. That's not true at all. Mr. Winkler knew that his client had attempted to simply extort money out of

Hamilton. Accordingly, Mr. Winkler's response to my February 8th e-mail and letter sent by him to me on February 11th, this is Friday to Monday, was only three words. I told him destroy those documents. Three words.

I'm holding this up so you guys can see this. Hopefully, you can see this. It's backwards I know, but I'm holding that up. If anybody can see that? That says "Bruce, will do." That was sent on February 11th. Does that sound like the response of somebody that was surprised or found our actions inexplicable? I don't think so.

Because the Village knew the lengths that Hamilton had gone to to cooperate with Weber and appease their concerns only to have the rug pulled out from under us, the Village offered to work with Hamilton to find a solution to its water main issue. On March 6th, and I went back and forth with Robin Ward, Village attorney at the time, to see if the Village could use its easement to get to the water main for Hamilton and connect Hamilton to the water main on the Weber property. An agreement was drafted, several drafts went back and forth between Robin Ward and I, and it had Hamilton obviously reimbursing the Village for expenses related to any construction. We decided that we did not want to involve the Village or us in further dealings with Weber, so we went and found a water main on the north end of the property to tap into at much greater expense than what we could have done on the Weber property. So, we walked away from the Village's offer to tap into that water main for us.

Finally, Mr. Winkler's memorandum delivered your requests that a mutual acceptable easement agreement be required to be negotiated and executed by the parties and recorded with the Cook County Recorder's Office. We did that back in 2018, first of all, we did that, and then we were extorted for money. The very concept of ordering us, and I'm going to, I think Sam has a copy of the 2006 easement, the easement drafted in 2006 was drafted by Mr. Winkler back when Weber owned this property. So, it gives each party the right to use the access easement, and I'm going to read from it:

The use of the easement premises referred to in paragraphs one, two, three and four above are not confined to present uses of the parcels, or to present means of transportation. It goes on to say, exclusive use of the easement premises is not granted to any party the right to use each and all of the easement premises for ingress or egress. It is expressly reserved to the respective grantors and their successors and assigns.

The easement contemplates that the uses might change. Weber drives its trucks over that same easement and has for years having benefited off of it. The other issue is any time Weber trucks go northbound, they understandably cut off any traffic moving southbound on that private access easement, but Weber doesn't talk about this. But they have trucks coming in and out of there that turn right in front of southbound traffic moving on to the Hamilton property. It happens everyday because they have trucks coming in and out of there everyday.

The concept of forcing us to execute an agreement that is an amendment to an easement between private parties is ridiculous. To make someone come to an agreement with another, it hands all negotiating power to Weber. Further, an easement for the private access drive already exists in the form of the original easement recorded in 2006.

Looking back at the situation, it's clear that Weber was never concerned over safety in the private access drive. This is borne out by the fact that none of the demands made upon Hamilton by Weber had anything to do in 2018 with the design of the building or the traffic patterns. They were simply looking to make a buck off of Hamilton by

having them take over 100 percent of the maintenance of the private drive, and then they weren't happy with that, they demanded cash from us at the eleventh hour.

The use that Hamilton wishes to put the private access drive to is already contemplated within the original 2006 easement agreement drafted by Weber's counsel. The design of the second phase of the development has been studied at length by Village Staff, and they recommend its approval with the conditions noted. They recommended it because it's a safe design and a less intensive use than the use already approved by the Village. Hamilton is willing to accept the conditions of approval requested by the Village. Those conditions already address any safety concerns that Village Staff has regarding Hamilton's second phase of the development.

I'll reiterate. The application is for a less intensive use than the use already approved by the Village for this property. We request that the Plan Commission approve the application that is recommended by Village Staff.

I'm going to say one more thing. I was sworn in tonight at the beginning of this hearing. Mr. Winkler hasn't been sworn in, nor has anybody on the Weber side. I will go to any courtroom in America anywhere and say the exact same thing because I know what is true and I know what happened. Thank you.

CHAIRPERSON ENNES: You were sworn in and we do swear in our petitioners and their teams. We do not swear in people from our audience given that. I'm going to go to the rest of the Commissioners --

COMMISSIONER JENSEN: Can I just --

CHAIRPERSON ENNES: Lynn, you have your hand up then?

COMMISSIONER JENSEN: Can I get a clarification on Mr. Garner's comment? Who pays for the maintenance now under that 2006 agreement, the maintenance of the access road?

MR. GARNER: One hundred percent Weber.

COMMISSIONER JENSEN: Weber pays 100 percent?

MR. GARNER: Exactly.

COMMISSIONER JENSEN: So, the money they're asking for is to basically, they want you to maintain a share of that, or some or all of the access maintenance, is that right?

MR. GARNER: No, incorrect. What they did was the easement amendment that we negotiated and drafted and signed on Hamilton's side would have flipped the maintenance obligation and made it 100 percent Hamilton's obligation. We were willing to do that if we got a water main easement in return for it. We were willing to do that. We signed both documents and sent them off and we were fine with that. Then at the eleventh hour there was a cash grab.

COMMISSIONER JENSEN: What was the reason they gave for wanting additional cash if it wasn't maintenance or the water main?

MR. GARNER: There was no reason. It was, actually the reason that was told to me by Mr. Winkler was Joseph Weber, who I note is not with us tonight, said, you know, you're not getting enough from them.

COMMISSIONER JENSEN: Thank you for clarifying that.

CHAIRPERSON ENNES: Sam, I have a question for Staff. Really two things. In the original agreement, was there any discussion about accessing this water main?

Was that ever part of it, or is this something that was added on in the negotiations?

MR. HUBBARD: That was something that was requested by Hamilton Partners outside of any condition of approval that was established by the Village as part of the original PUD. It was something they wanted from Weber simply for their development-related costs. It wasn't something that we had addressed via a condition of approval.

CHAIRPERSON ENNES: Okay, and if my recollection is correct, what was being envisioned was that the Petitioner upgrade the common access road in and out. Was maintenance part of that?

MR. HUBBARD: No, ongoing maintenance would be per the currently existing easement agreement. It was just that the Village was requiring Hamilton Partners to basically start it off with a fresh new, brand new pavement, heavy duty pavement suitable for their trucks moving forward, established during their build-out. Then once they did that, then the maintenance costs would revert to, you know, the previously established easement agreement.

CHAIRPERSON ENNES: Which was for the two occupants to bear this, right?

MR. HUBBARD: No, currently, the current easement places 100 percent of the maintenance costs on Weber.

CHAIRPERSON ENNES: Okay, thank you.

Commissioners, any other questions?

COMMISSIONER CHERWIN: Yes, this is Jay. I have a question if you don't mind, Sam. What again was the hold up going back to the retention area to the northwesterly corner of the building that was supposed to be conveyed? What's the hold up on getting that conveyed? My understanding was, I recall that was a condition and it didn't happen. What's the hold up there?

MR. HUBBARD: Unfortunately, I cannot answer that question. Only the current property owner and individuals who that property was to be deeded to would be able to answer that question. My understanding, and I can be corrected if I'm wrong, but as part of the whole package with the water main easement agreement between Hamilton and Weber, and the changing of the maintenance costs to Hamilton, as part of that whole agreement, I believe transfer of Outlot A was to be effectuated at that time. Then when the whole thing fell apart between the two parties, the Outlot A remained under ownership by Weber.

COMMISSIONER CHERWIN: But wasn't Outlot A supposed to be conveyed even before the Hamilton Partners development?

MR. HUBBARD: It was, yes.

COMMISSIONER CHERWIN: So, that was supposed to be --

MR. HUBBARD: Why it never was, I don't know.

COMMISSIONER CHERWIN: That's maybe a question I would have for Mr. Winkler or Mr. Weber. If that's okay, Terry, if they can answer that question?

CHAIRPERSON ENNES: Yes.

COMMISSIONER LORENZINI: Yes, Terry, I would like to hear a little bit from the Weber group also. Mr. Garner had some quite a few statements. I'd like to hear the other side. I know it's unusual, but I think we should in this case.

MR. WINKLER: Well, I think that, I heard some rich fiction. Absolutely unbelievable story there. In my letter of March 4, I referenced, and you guys have a copy of it, that sometime around the week of January, the third week of January 2019, Joseph A. Weber,

Jr. and John Wauterlek met privately to apparently discuss various issues relating to documents and to Hamilton's proposed project. I was not at the meeting; I don't think Garner was either. I do not know all the specifics that were discussed. I never talked to Joe Weber one time about what happened at that meeting. I have no idea.

The important thing is the next paragraph says after the meeting between Joe and John, the original documents which you sent to me were returned to my office executed by Joseph A. Weber, Jr. and Weber Packaging Solutions. So, this tall tale about some money which dirtied up this conversation, I have no idea what he's talking about. There was no money being exchanged. There was no money requested by me as an attorney in a document. What was discussed between Joe Weber and John Wauterlek, neither one of which are on this call, I guess you can call them in and ask them, but who cares? It's water over the dam. It never went any place.

I don't think I got an adequate answer from March 4th on. Now I hear an explanation that I guess they were upset because they thought there was money involved or some request. But, you know, I think it wouldn't be unusual to expect the courtesy of at least a phone call, an e-mail, a message, something that tells us where you guys stand.

CHAIRPERSON ENNES: Commissioner Cherwin, was that your question or was your question related to the transfer of the outlot, Parcel A?

COMMISSIONER CHERWIN: Yes, my question was not answered at all. My question is the retention basin on the northwesterly part of the Hamilton building. Why was that not conveyed? My understanding is that was supposed to be conveyed even ahead of the Hamilton Partners development. What's been holding that up is my question to the Weber team?

MR. WINKLER: My answer is I think that that conveyance goes back to, I think the intergovernmental agreement which I worked on back in 2002, which had requested that document after the project was completed which was then years later. To be honest with you, no one ever asked for it.

COMMISSIONER CHERWIN: I think we asked for it in the --

MR. WINKLER: I'm not making an excuse; the client was never asked for it and that the reason that it was never delivered. Obviously, there hasn't been any communication with our office and Hamilton's legal counsel.

COMMISSIONER CHERWIN: I think it was clearly set forth in 2018 as it came up as an issue that that had to be conveyed, and it wasn't.

CHAIRPERSON ENNES: That was one of the conditions, I believe.

COMMISSIONER CHERWIN: Yes. So, I mean, it's not like, and you guys were at the hearing, so it's not like it was, you know, it was kind of -- for 15 years. I mean, it came up in 2018 and it hasn't been done. That's fine, I just wanted to get that cleared away. I'll pass. I may have another question, but I'll pass the baton, Terry. I don't want to keep it up.

CHAIRPERSON ENNES: Okay, any other Commissioners?

COMMISSIONER DROST: Can I pipe in?

CHAIRPERSON ENNES: Please, Mr. Drost. Commissioner.

COMMISSIONER DROST: Yes, thank you. I just wanted to kind of step back a little bit here because this is sounding more like a trial.

CHAIRPERSON ENNES: And it's not supposed to be, right.

COMMISSIONER DROST: And it's not. From a procedural standpoint,

maybe it's time to kind of step back a little bit, try to identify the issues that might be at odds. Rather than having this series of recriminations, one against the other, let's go into a backroom with the parties, with Weber and with the Village and with Hamilton and kind of resolve and see what really the pinch points are.

That being said, my sort of concept on this is if you're going to allow for any development, any neighbors' property shouldn't be put in a condition less than what it was before the approval. So, that needs to be sort of a characteristic or a benchmark to this whole process. Is Weber going to be worse off? That can be in a multiple list of things. What's the damage to the property, to the value of the property that Weber owns based on allowing for this truck traffic to come in and out and not abiding by this hearing of what was agreed to back in October of 2018?

Second issue. As far as our own, the way that we deal with this procedure, I think if you've got such an intertwined neighbor in the Petitioner's request, they should be like a party to this whole process. They shouldn't have to come out of the audience and explain themselves. They need to have a full and robust response. There should have been some more preparation as to how these issues would be dealt with or resolved because I don't think we're in a position here to be triers of the statements that the parties make.

Next issue would be the cost to Weber. I'm sure that they're incurring costs, and how are they compensated for this? This is not just an exercise of fun for them. This is actually, you have some serious economic aspects to it, and they can't just be, you know, spending money to explain what their concerns are.

The third, and I'd like to address this to Mr. Wauterlek, and I appreciate the sort of overall scenario that you've portrayed about the economy has changed and we as a Plan Commission are recognizing this, too, we want to move with the moment. We don't want to stay stuck in the past. You mentioned some statistics, you know, about the unemployment going up from 3.9 to 8.9 in the community and that Hamilton is going to be the savior for this, and notwithstanding the fact that you mentioned something about Arlington Park, that that's going to be a hole in our economy. What do you know about that that we don't know? Is that some kind of a teaser for us?

You know, you've got to be a straight shooter, you know, you've got to kind of pretend, you know, to be more realistic in those presentations. That's not to pick on you from the standpoint of, you know, we're economic animals, too. We like to respond to the market but, you know, that kind of stuff I think is, unless you can tell me what you know about the Arlington Park Race Track and how it's going to impact the community, I can appreciate your information. All right, that's it.

CHAIRPERSON ENNES: Okay, Commissioner Drost, very well put and thank you.

Okay, any others? Commissioner Dawson, please.

COMMISSIONER DAWSON: Yes, just as far as on your last comment, George, I've heard that from a number of sources. Whether or not it's true, I don't know, but out in the public, people believe that Arlington Park is going to close next year. But as far as I'm concerned, I've lived here my whole life pretty much, they're always threatening to close, so I will believe it when I see it.

So, anyway, my comment was in response to some of the things you were saying, George, I agree that we can't have a new tenant come in and interfere with an

existing tenant. But it seems to me based on what we were hearing, that Weber is also violating or using both sides of that drive aisle. So, if you had an individual that was there previously that was inappropriately interfering with another space; they don't necessarily get to continue that just because they were doing it before.

So, it seems to me that we have two neighbors here who need to figure out how to work together. Just because you were necessarily there first doesn't mean that you don't have to work with the new tenant. That being said, I don't know how much truck traffic Weber has versus the new property. The new property to me would likely have a much more significant use for truck traffic. But I could be wrong, so I'd like to hear about that. I mean, is there somewhat of the same amount of truck traffic?

But in addition, I compare this to a situation where we have a landlord coming to us for changes, they want to their building and it turns out they have a tenant in their building that is not following the rules, right? What do we always say? You've got to make your tenant follow the rules. So, what is the procedure for Weber to make complaints when, you know, for example, maybe you have just dropping the truck trailer; there's nothing okay with that. There's just nothing okay with that.

So, I'd like to know did Weber call the Village and let them know if this is happening? Because the Village has the ability to do things, you know, talk to, you know, Hamilton Partners, call them up. But if Weber is not reporting it, if Weber is not telling us it's going on, we have no ability to correct it. We can't take action and help you in support, you know, if all you're doing is recording videos to pop in out of Plan Commission meetings.

So, you know, again what is the comparison? Maybe this is a Sam question, or I don't know who, I don't think these two parties are ever going to agree on this. But the use of truck traffic, Weber versus Hamilton Partners, Sam, do you have any understanding of, you know, is one more significant than the other? And there was a lot of comments by Hamilton that this is a reduced, going to be a reduced use than what was previously approved. Is that correct, Sam, in your opinion?

MR. HUBBARD: So, relative to a comparison of truck traffic generated by the Hamilton Partners development to the Weber development, the Hamilton Partners development is a more intense use of truck traffic. That being said, the proposed PUD amendment has a slightly lower overall truck traffic, heavy truck traffic generating use compared to what was anticipated under the already approved 2018 PUD.

COMMISSIONER DAWSON: Okay, so thanks, that answers my question. We have a reduced use here, so to me it comes down to a tenant that's not following the rules and needs to be responsible for making sure that the drivers are following the rules. But Weber on the flip side also needs to be responsible for making sure that its truck drivers are also following the rules, and everyone is being a good neighbor. That's my only comment.

CHAIRPERSON ENNES: Commissioner Dawson, I agree with --

COMMISSIONER DAWSON: No, wait. I did have the one comment about did Weber report it to the Village, sorry. That wasn't addressed.

Sam, have you heard these complaints before this hearing?

MR. HUBBARD: Yes. Mr. Weber has been in close communication with the Village on what's been going on on his property and along the shared access drive. The Village is somewhat constrained in what we can do because it's private property; it's not a public street. So, we can't go and issue somebody a ticket for leaving a trailer for seven hours on a

private drive.

MR. WEBER: I'd like to make one comment. Ms. Dawson is correct, there is a very difficult, what do you do? What does Weber do if this PUD gets approved? There are continual problems. Do I go to the Planning Committee? Do I call the Arlington Heights Police Department? They're going to say it's a private road, it's not our concern. You know, I just want to be very clear.

By the way, we have five docks, five shipping dock doors, two receiving, three active shipping. How many do they have? They have 51. So, they have far more traffic than we do.

COMMISSIONER DAWSON: No, I understand that. I hear what you're saying. That video of leaving the trailer, that's very upsetting to me. Though some of the other truck maneuvering, you know, I'm not an expert in truck maneuvering, I've got to believe that Hamilton could show up at the Village Board meeting with video of its own. But, you know, that trailer is pretty hard to get around.

You're right, if it's private property, it's a legal battle between two private, you know, between the two properties and now you're incurring additional cost. But we do have an approved PUD right now and they're asking for a reduction. So, how, I mean, Sam, could they go forward with the current, they couldn't go forward with the current --

MR. WEBER: It's not a reduction. The traffic is going to increase because the traffic study does not take into account trucks, and remember they've got 99 parking lot spots for these trailers. It's going to go from parking lot to the warehouse, and the warehouse back. My biggest beef, and I don't mean to be cheeky here but the rules of the road on navigating the access road is there are no rules of the road. They will do whatever they need to to get to the dock.

COMMISSIONER DAWSON: Right, you're saying the drivers will, but --

CHAIRPERSON ENNES: Excuse me just a minute. Commissioner Dawson, is that a question of Mr. Weber? Because actually we've closed the public portion.

COMMISSIONER DAWSON: No, it was. No, no, I did ask Mr. Weber for how he has been, with his communications, yes. So, I do feel that he was addressing my question.

CHAIRPERSON ENNES: I just want to clarify the fact that --

COMMISSIONER DAWSON: Yes. No, I understand that public commentary is closed, but I did ask questions and did ask for clarification from him --

CHAIRPERSON ENNES: Right.

COMMISSIONER DAWSON: -- and if Hamilton Partners wants to address some of this, you know, I'm okay with that. But, you know, my question to Sam is we have an approved PUD and they're asking for changes. Could they go forward with the PUD as it currently stands without coming back to us? There is no agreement between the two, so I think that's a hurdle, correct?

MR. HUBBARD: There was never a requirement for an agreement to be executed between the two. We only required that they work and collaborate towards that. Again, it's impossible to force them to come to an agreement and we realize that. So, in lieu of that and in order to address some of the truck traffic that would be occuring on the site, we encouraged them to come to an agreement. But we also required that Hamilton Partners pave the 22 feet on the Weber property if allowed by Weber.

To answer your question, the approved 2018 PUD Phase II could move forward as approved provided that any building permit plans were substantially compliant to the approved PUD plans.

COMMISSIONER DAWSON: Right, so that's a point I really wanted to make here is that if we say and this doesn't go forward, they could just build the already existing approved plan. So, we do have an opportunity because they're asking for a change for us to make sure that we're approving it for the benefit of Weber as well. They're asking for a change, so we have an opportunity to ask for some accommodations and to address Weber's concerns.

Staff feels that they have done that. Is there any more room to make more accommodations for Weber to make them more comfortable with the use of the space with the truck traffic maneuvering?

MR. HUBBARD: I think the conditions that Staff has recommended, we believe helps to address the situation. Some of the primary concerns represented by Mr. Weber, specifically the trucks encroaching on his property outside of the easement, with the construction of those landscape islands it would be very effective in preventing that. Again, those are improvements that would be required by Hamilton Partners, but only if Weber allows them to make those changes because those are on the Weber property, even outside of the easement areas.

COMMISSIONER DAWSON: Okay, that's all my questions. Thank you very much, Sam, for that clarification.

MR. WAUTERLEK: I'd like to make a comment if possible? So, from an enforcement standpoint, we're located in Itasca. We have over 300 employees. We have a great reputation. We've worked with Arlington Heights in the past and other municipalities local to the area. I think Sam could attest to the fact that we've been a good resident and that we have been responsive and try to go above and beyond everything, you know, that's required of us just to be a good resident of the community.

Additionally, to Commissioner Dawson's point, the alternative is going from the approval we're requesting which is a total of 26 dock doors on the entire facility to 68. You know, I think it's also important to note as we get into the movement of trucks along the access drive, there has been no change to any setbacks between the two properties. From a form and function standpoint, the design was analyzed in depth by the Village in the 2018 process and none of that has changed since.

We had hoped to avoid just the sordid history between the two parties. I guess the part to me that is the most powerful is that we gave the Webers a signed agreement in the middle of December, and then we rescinded it in February. If that was something that they wanted to do and to act in good faith, I just don't understand, you know, why they didn't sign it. You know, as a Petitioner, we came in and we agreed to a variety of things, and at some point you just run out of time and you've got to find, you know, a different alternative, and that's what we did.

COMMISSIONER DAWSON: I don't want, not to cut you off but, you know, the public comments are already closed and I'm glad you're clarifying. I did not want to go into this contract and who signed it and who didn't sign it. As far as I'm concerned, maybe the other Commissioners disagree, as far as I'm concerned, that has zero bearing on my analysis today because it has nothing to do with the Plan Commission's purview. I am concerned about truck traffic and the imposition on the Weber property.

So, that's really what I wanted to address. Hamilton Partners, yes, you've been a great member of Arlington Heights. The problem is you have a tenant that's misbehaving and you're not doing enough about it to protect the neighbors. That's where you need to, when you saw the video of the truck, you needed to do something about it. You should have, you at least have the ability to do things about it. That's my concern, you're a great partner to Arlington Heights, but your tenant and their drivers are not acting that way. That needs to change.

So, you know, I think, Terry, if you want to move on to the other Commissioners that have questions?

CHAIRPERSON ENNES: Absolutely.

Any other questions out there?

(No response.)

CHAIRPERSON ENNES: Okay, well, I have a couple.

Mr. Wauterlek, obviously, there's a problem with your tenant's trucks going on to your fellow PUD property owner. Do you think, are you agreeable, first of all, I should have asked you earlier, we have these conditions in the Staff report. Are you agreeable to all of those conditions?

MR. WAUTERLEK: Yes, we are.

CHAIRPERSON ENNES: Okay, are you agreeable to putting in the landscaping to try to minimize, not just the new tenant but any of the tenants to be driving on the Petitioner's property? You understand as a real estate person, a development person, the property that you have there is a very intense property. It's very difficult. Your trucks pulling in and out of there need to utilize that shared service road to make the turn in.

I don't think, you mentioned the fact that this is all utilized in depth, and back in '87 when we looked at this, all indications were they would be able to, truckers would be able to, semi-truckers would be able to pull in and pull out of those spots by staying in the northbound lane without really going in to the other side of it, which is shared. You both use it. The majority of it, the use, is from your trucks with all those docks, or your tenants' trucks with all those docks as opposed to the five or six docks that the adjoining property owner has. I think that's where the discussion came about you're picking up some of the maintenance on those roads and making them capable of handling this intensified use as a kind of a truck terminal distribution facility.

But, so you're okay with all of those conditions including, I'm not really sure how the bushes and the landscaping will stop some of these trucks from pulling down the drive aisles to make their turn ins. Sam, what are your thoughts on that? You know, like this one that pulled up to their front door to back into this dock. I can understand the difficulty that these semis are having getting into those spots.

MR. HUBBARD: So, first of all, to the point of the video that's showing a truck pulling completely into the southern parking area on the Weber property, if the Phase II modifications are approved, that would be, you know, an entrance and exit only into the southern parking area. That wouldn't allow staging within that southern parking area. That's occurring presently only because there is a temporary parking area for Frito-Lay for their trucks there that doesn't have the same type of access that it would with the Phase II modifications. So, that type of movement would not occur on the southern portion of the property just due to the design of the Phase II modifications. I'm happy to point that out to the plans that would help.

Also, the exhibit on the landscaping may be a little bit misleading. The landscaping would be added into landscape islands that are not currently there today. It's just open asphalt. So, with that open asphalt area, it allows trucks to easily pull into the Weber property and back into the docks. But if those landscape improvements were installed, it would create a physical barrier, a curbed landscape island with landscape included, that would prevent those types of movements to occur on the Weber property and would confine them to the shared access aisle.

CHAIRPERSON ENNES: Thank you, Sam.

Any other questions?

COMMISSIONER LORENZINI: Terry, I have a question for Sam.

Sam, the landscape islands, I assume Mr. Wauterlek is going to be responsible for maintaining those landscape islands and not Weber?

MR. HUBBARD: No, there's nothing in the condition that places responsibility of maintaining those on the Petitioner. They would fall entirely on the Weber property and they would be outside of the easement, so maintenance of those areas would fall with Weber.

COMMISSIONER LORENZINI: Okay, that doesn't seem right, but okay.

COMMISSIONER WARSKOW: So, have we heard from Weber whether or not they feel like these landscape areas are going to remediate the issue to their satisfaction?

MR. WEBER: That's something that we received from Village Staff. Sam provided them last week. We're taking it under advisement. There are some concerns we have. Number one, we need to get in touch with the Fire Department. You know, those pumper vehicles, they need an adequate building. So, you know, the way to try to protect our property really needs to be evaluated to make sure that emergency service vehicles can get access to our building in case of emergency, you know, that's number one.

Number two, most of the plumbing, or the water and sewer is on our side of the easement. So, we've got to make sure we're not going to put them on top of what usually is going to break. Sewers do need servicing. So, these are some of the questions we have. We're not opposed to it.

The only difference is why do I have to change my property because somebody, a big developer comes in and, you know, creates a lot of traffic issues? But in the spirit of compromise, that is something that we're taking a look at.

Oh, and just one other thing, I just want to, you know, I mentioned risk. ComEd is another real big, big problem. So, you know, I have some videos, Sam, I don't know if you could show it, they hit one of them. They hit a ComEd pole. If I lose power, I'm out of business. ComEd is not the swiftest of foot right now. They hit it, it's tilting.

We all live in Arlington Heights --

COMMISSIONER WARSKOW: I think we've heard that argument, so that's, yes, already into consideration.

MR. WEBER: Yes, appreciate it.

CHAIRPERSON ENNES: Commissioners?

Commissioner Jensen, you're muted.

COMMISSIONER JENSEN: If I recall the discussion we had the last time this came before us, it was rather lengthy and it went through a whole bunch of things. I think that both Commissioner Drost and Commissioner Dawson have kind of refocused us on what

should be happening, which is there are some things that should be worked out by the two parties. It's not something that's in the purview of the Plan Commission. But we felt that they needed to be worked out and I believe that's why we had the split vote that basically left the Board without a specific recommendation from the Commission. We've kind of released the responsibility of sorting that out to the Board.

I would ask Sam, did the Board follow-up and try to encourage the two parties to actually work something out before the PUD would be approved by the Board?

MR. HUBBARD: You know, I don't recall specifically what transpired between the Plan Commission approval and Village Board. I don't believe there were any communications and negotiations between the two parties in between those two public body meetings. I think most if not all communications and negotiations occurred after Village Board approval was granted and then when Hamilton Partners was designing their site and looking for water and addressing the conditions of approval relative to paving of the shared access drive.

COMMISSIONER JENSEN: Well, I do find it odd and I certainly don't want to open this up as a topic, but I find it odd that one party thinks they're being required and extorted as money is being asked of them, and the other party says they had no idea what they're talking about. So, they need to improve their levels of communication. I still think, as we've said before, they need to start working together to make this, you know, to actually come to some accommodation that makes sense to both parties, but I don't think we gave approval.

What does it mean, Sam, when you have a split vote four to four? I don't think that means it was approval or recommending the approval, does it?

MR. HUBBARD: It means a motion for approval failed and there was no alternative motion, so it went forward without a recommendation.

COMMISSIONER JENSEN: Right, right. So, we did not give any approval and basically because we didn't feel we could sort that out. As I said, I think Mr. Drost is right, we should not be a trier of facts or anything else. I mean, I think we've got to look at what's in our purview.

COMMISSIONER DAWSON: Right, so Lynn, to that point, this is where I struggle because it has nothing to do, really whether or not we approved it before is irrelevant, the Village Board approved it and there was a PUD approved. Now, they're asking for a variance, and we have a very limited purview when it comes to this variance. We have to look at the property as approved and see whether or not the amendment is within the character of what was approved.

You know, Village Board has a much broader purview, you know, they will consider things beyond what we will consider. But from a Plan Commission perspective, we don't have a lot to consider here. I think we just need to make comments and, you know, address concerns that we have. Maybe if we wanted to in our comments section after our vote that we wanted the Village Board to consider, but I don't see a lot of room here from a Plan Commission perspective to go into a lot of the issues that were brought up.

COMMISSIONER JENSEN: I agree completely. I agree completely.

CHAIRPERSON ENNES: Well, Commissioner Dawson, a question for you. So, you don't think the status of some of the conditions that were placed on the last approval, while we did not approve it, that those conditions which I believe were continued by the Village Board haven't been met, should it be something that we take into consideration in the approval of this request?

COMMISSIONER DAWSON: No, no, that's not what I'm saying. What I'm saying is there is an approved PUD with certain conditions, okay.

CHAIRPERSON ENNES: Right.

COMMISSIONER DAWSON: Now, they're asking for an amendment.

CHAIRPERSON ENNES: Right.

COMMISSIONER DAWSON: So, we have to look at what was approved and what the amendment is, and whether or not their requested amendment is within the character or does it deviate significantly from what was previously approved. That's what I see is our purview, and I just don't see a lot of, that doesn't mean that, you know, they're asking for us to waive some of the conditions that were met so we could, if you feel that that's a significant deviation, then you vote no, right?

CHAIRPERSON ENNES: Right.

COMMISSIONER GREEN: If I could just make a comment? Don't we have, Terry, seven variation recommendations here?

CHAIRPERSON ENNES: Yes.

COMMISSIONER GREEN: There's seven, and that's what we should be voting on tonight are seven. They're listed here at the end of the report. Is that correct?

CHAIRPERSON ENNES: That is correct.

COMMISSIONER GREEN: Okay, so I think the rest of this, as interesting as it is, we can't talk about it, we really shouldn't talk about it. We're not holding court here; I agree with that statement totally, that we should be staying on the PUD variations as we see them. Either we agree with them or we do not. The rest of it is legal matter, and we're not here tonight to do that.

CHAIRPERSON ENNES: But we also have latitude, given past history, to indicate that some of these conditions we may want completed prior to approval.

COMMISSIONER DAWSON: Sure.

COMMISSIONER GREEN: Okay, if you want to add more than the seven that are here, sure, if that's what you do.

CHAIRPERSON ENNES: No, I'm throwing this out there for you. Should we require them to complete some of the things they were supposed to, transfer of Parcel A and some of these other things, should we require that be completed beforehand, or do we just want to pas this on to the Village Board?

COMMISSIONER GREEN: Sam, maybe you can tell me. Am I right or wrong on this that we're supposed to stick to these seven variations as they're listed here? Either we agree with them or we do not, either we revise them if you would like or not? So, I don't think that we can just, unless you want to, go add more variations here or more, you know, one through 10 then or whatever it is to get back to where we were before. But I don't see that as, if it's not listed here, we should limit what we're discussing here because it's beyond what we called this meeting for.

Sam, am I right or wrong on that?

MR. HUBBARD: Yes, I mean, there's five variations, and there are seven conditions of approval.

COMMISSIONER GREEN: Right, right.

MR. HUBBARD: If the Plan Commission feels they would like to add or amend those conditions of approval, they certainly can. If they feel like the Petitioner's proposal

is introducing a use that's going to, you know, create extreme adverse impact on the neighboring property owners, you can deny the request or you can add additional conditions of approval or you can find that the conditions as recommended by Staff will address the concerns with the proposed use and PUD layout.

COMMISSIONER DAWSON: Sam, can you walk us through what is it that, or maybe Terry, can you walk me through what it is that you feel was not met that is a concern of yours? That isn't addressed by Sam's, there's a couple of things being repealed and adjusted here.

CHAIRPERSON ENNES: Okay, I'll mention the two things that are of concern to me. But Sam, if you could confirm this, the issues that weren't completed from the first approval, are they included in any of the seven conditions?

COMMISSIONER GREEN: Condition three is one, Terry, yes.

MR. HUBBARD: The only modifications to the previous conditions of approval relate to repealing two of the previous conditions of approval that are no longer applicable because the site plan has changed to where it's no longer relevant, and a modification to the condition on transfer of ownership relative to the Outlot A which should have occurred prior to recording the final plat of subdivision. It did not, and now we're reinstating that condition essentially to say now it has to occur basically as soon as the property is offered, you know, to Hamilton Partners from the current owner, that it must occur.

COMMISSIONER DAWSON: So, it's still a condition in the Staff recommendations, it's not going away.

COMMISSIONER GREEN: It's number three.

COMMISSIONER DAWSON: Right, right. I mean, yes, I'm agreeing. So, that's, yes.

COMMISSIONER JENSEN: Well, then it's a bit --

COMMISSIONER DAWSON: That's been confusing; that's been very confusing.

COMMISSIONER JENSEN: It's been very confusing because when we asked why it hadn't happened, when Commissioner Cherwin asked why didn't this happen. We went to Weber and said why didn't you convey it. But if you look at three, three has to do with the Petitioner accepting the conveyance. So, I'm confused as to whether it was ever offered that it would be conveyed or not. So, who fell down in executing this conveyance of that property?

COMMISSIONER DAWSON: We can't make Weber convey property. They're not part of this petition. That's why --

MR. HUBBARD: It's a requirement that they convey the property from when they subdivided it back in 2002, it was never done back then. It was made a condition of approval of the subdivision from 2002, it was never done. We're just trying to clean it up this time.

COMMISSIONER JENSEN: Right, but you're imposing that. You're saying, to the Petitioner and that's the one we have to deal with, the Petitioner has to accept it. But if Weber never initiates it, it isn't going to happen.

COMMISSIONER DAWSON: Right.

MR. GARNER: If I can speak to that? This is Bruce Garner again. We have never received the deed to Outlot A. We will accept the deed to Outlot A.

COMMISSIONER DAWSON: Right, and I'm comfortable with how it's

written because we can't make Weber, I mean, we could go to court, someone could sue Weber and try to get it done, but we're not going to handle that here in this ordinance.

CHAIRPERSON ENNES: Right.

COMMISSIONER DAWSON: So, the way it reads is they have to accept it.

COMMISSIONER JENSEN: Only if it's offered.

COMMISSIONER DAWSON: Not only the condition that it be transferred.

COMMISSIONER JENSEN: Only if it's offered obviously.

COMMISSIONER DAWSON: Right, right, and that's all we can do. I mean, we're not going to get involved in --

COMMISSIONER JENSEN: Okay, that clarifies that. I can see why we'd want to leave three in, in the eventuality that Weber ever decides to convey it.

COMMISSIONER DAWSON: Right.

CHAIRPERSON ENNES: Okay, and as far as administration of the PUD, that's between both parties and the Village, right, not us. So, if they're unhappy with what's getting done or who's paying what cost, that's something they have to take up between one another.

Sam, is that correct, or George Drost, if you know.

MR. HUBBARD: If you're referencing the shared drive aisle, it's a private matter. It's a private easement between the two parties with provisions on who has maintenance responsibilities. It would be a private matter.

CHAIRPERSON ENNES: Right.

MR. HUBBARD: The conditions of approval address paving of it now, basically Hamilton Partners paving it over completely now for heavy truck traffic to basically start it paved off correctly and address the effects of the truck traffic that they're introducing.

CHAIRPERSON ENNES: Understood.

Okay, is there a motion?

COMMISSIONER CHERWIN: Can I just ask, Terry, one more question?

CHAIRPERSON ENNES: Go ahead.

COMMISSIONER CHERWIN: There was some discussion about marking the area as well, the easement, so that it is very clearly marked and there is, you know, I mean. there's like a center line it sounds like now, Sam, but there is no current markings, and I don't think the conditions require a current marking. I think that would, I mean, right now we've got obviously the trespassing. You know, if we were to pass this thing, you know, there could be a claim against, you know, for the ComEd damage. I mean, you know, Weber, it could be an injunction, you know, they could have all these legal revenues that really aren't within our purview I think is what we're talking about. But I think at least as far as helping the communication and forcing the communications as part of this approval, can we put in the requirement that it does become clearly marked? That way it's very clear that when the video shows, if the tenant is violating it, that's, you know, then if Weber has a claim, then it's very clear.

But, I mean, is this something that you guys contemplated adding as a condition?

COMMISSIONER GREEN: Jay, if I could jump in? Aren't those raised curbed landscape requirements, those landscape islands, that would be I assume at the Weber side end of the common easement? In other words, by putting that in, that would make a line, a curb, a landscaped area which would say stay out of here because you'd have to jump over the

trees and the curbs if you go beyond the easement.

COMMISSIONER CHERWIN: Yes, I guess I see that, and I see why that's going to mitigate a lot of it. But I think there are still some opportunities where drive aisles and stuff like that, just where the Weber cars would be going in around this landscaping in which you may have some trucks still pulling in there, you know.

COMMISSIONER GREEN: It just makes the maneuver harder. I get what they're saying here, and you now have to line up on exactly their driveway to make use of it. So, it restricts them to, you know, a 25-foot wide drive or whatever it is.

COMMISSIONER CHERWIN: Well, no, no, it's a 44-foot wide drive and that's where the --

COMMISSIONER GREEN: No, no, no. No, the landscape islands around in the parking area, so it's like going to the Jewel parking lot. So, you have a drive aisle and you have landscape islands that defines the lane that you drive in. I think that makes it harder for a 75-foot truck to maneuver. Before they just pulled in because it was a sea of asphalt, there was nothing there to stop them.

COMMISSIONER CHERWIN: But isn't Weber saying there could still be U-turn movements that are being made, you know, with the landscaping? My understanding was that there was a concern that because of the side they want to turn back on, they're still concerned about U-turns which I guess I thought that maybe those curb cuts on the landscape islands, trucks could maybe maneuver in there and still cause a problem. I guess that's my only concern.

COMMISSIONER GREEN: I think what it is is that the U-turn is an inconvenience as well as it is, in other words, they're backing up, backing up, back and forth, back and forth. I see the landscape island as being a very useful thing to keep them in the easement --

COMMISSIONER CHERWIN: Oh, I do, too.

COMMISSIONER GREEN: -- and off the private property. So, whether you pull a U-turn, remember, there is more pavement leading up to the loading docks. So, if there's no trucks in the loading docks, you probably have another 50-60 feet --

COMMISSIONER CHERWIN: Right, yes.

COMMISSIONER GREEN: -- of asphalt to make a U-turn on.

COMMISSIONER CHERWIN: Right. Yes, no, if there's no trucks in the loading dock, I can see where it's not necessary.

COMMISSIONER GREEN: Yes.

COMMISSIONER CHERWIN: I'm just trying to think of a clear demarcation, belts and suspenders with the landscape that would seem to be a pretty short cut for some paint, but that's all, that's my only question.

COMMISSIONER DAWSON: To clarify, these landscape islands are only addressing the new phase. There is nothing going in place that would help ease the existing burden on Weber. That's, you know, it's not going to get worse, but we haven't put anything in place to assist Weber in the existing violations that are occurring, correct?

MR. HUBBARD: No, the landscape island would go all the way through Phase I. So, it would help address any, you know, help to address any encroachments that are occurring on the Weber side.

COMMISSIONER DAWSON: Can you show me that, Sam? I'm not seeing

that on what I'm seeing, or maybe I'm just not understanding.

COMMISSIONER GREEN: Exhibit 3 of the landscape, page 11 of the report.

COMMISSIONER DAWSON: I'm on page three.

COMMISSIONER GREEN: Exhibit No. 3 on page 11 of 12.

MR. HUBBARD: So, you can see currently, this is how the site exists today. This is where the landscape islands end, so it's just a sea of asphalt pretty much all the way down the property line. Go to the exhibit.

COMMISSIONER GREEN: There it is, there it is.

MR. HUBBARD: So, these would be landscape islands that would be installed. These aren't really as necessary because trucks are coming down and they're just coming in here to do their reverse movements into these pictures --

COMMISSIONER DAWSON: Right, I see it now.

MR. HUBBARD: -- that I included in here to reverse.

COMMISSIONER DAWSON: Thanks, I was looking at the page that Bruce was referencing, and I don't think it had that much detail. I was looking at the wrong page. Thank you, that helps clarify it for me that it is, we are making steps to try to address the existing issue.

COMMISSIONER GREEN: Right, correct.

CHAIRPERSON ENNES: It's away from the docks.

Anything else?

COMMISSIONER LORENZINI: Sam, I realize this is private property, but isn't there anything we can put in the PUD to protect Weber if the tenant got out of line and started dropping loads at night and blocking up the driveways? There's got to be something we can put in there to protect them. I mean, for sure the drive aisle is going to get blocked when a guy is making a reverse move. When things get out of hand, there's got to be some recourse for Weber, I think.

MR. HUBBARD: We could put a condition that, you know, trucks can't drop trailers within the access drive but, I mean, a portion of that access drive is off of the subject property. So, we can't, I mean, it's really a private easement between the two property owners and it's a tough line to toe as far as how much can the Village step in between and get into that situation.

COMMISSIONER DAWSON: I'm more concerned with is there a way for the trucks to destroy these landscape islands that we're putting in and just disregard them and drive over them? I don't know enough to know if that's an issue. Who knows? Who can clarify for me? I mean, because we can put a condition that they have to be maintained, right?

COMMISSIONER JENSEN: No, we can't because it's not on the Petitioner's property.

COMMISSIONER DAWSON: The landscape islands that are being put in?

CHAIRPERSON ENNES: It's on the Weber's property.

COMMISSIONER JENSEN: It's on the Weber's property. It's not in the easement, it's on the Weber's property.

COMMISSIONER DAWSON: Okay, but they're stilling being, if one of the trucks damages it, removes it, what have you, we can put a condition in that the Petitioner has to replace it. If we're putting a condition in that they have to be installed in the first place, why can't

we put a condition in that they have to be maintained?

COMMISSIONER JENSEN: No, Sam told us we couldn't put in a condition as to who has to maintain it because it's on Weber's property and it would be Weber who had to maintain them. Mr. Weber said he's not sure that they even want those, but he didn't know whether he wanted to take on the responsibility of maintaining them.

COMMISSIONER GREEN: Okay, but that's up to him. This is an improvement, it's a gift to him. It's an improvement to his property. If he doesn't want to accept it, then he doesn't accept it --

COMMISSIONER JENSEN: That's fine.

COMMISSIONER GREEN: -- and that's fine.

COMMISSIONER JENSEN: But to Sue's point, if a truck runs over it, there's nothing we can put in this PUD that actually gives anybody any relief.

COMMISSIONER GREEN: Well, if I had a truck and I ran over an island and knocked a tree down, I don't think I would be happy about that and I don't think I would do that for the sake of making it easier backing into a loading dock area. So, I would just learn to, you know, as you learn it in truck driving school, they can make those maneuvers. They're just lazy and they don't want to do it. I understand where Mr. Weber is coming from. These are just truck drivers who want it easy for them at the moment, and that's what's making all the trouble here tonight. So, you know, I'm done.

COMMISSIONER DAWSON: It comes back to the tenant has to be responsible for it.

COMMISSIONER GREEN: Absolutely.

COMMISSIONER DAWSON: Keeping its trucks in line.

CHAIRPERSON ENNES: Yes, and the landlord needs to keep the tenant in line.

COMMISSIONER WARSKOW: Can I just ask one more thing about the drive aisle?

Sam, didn't you say in the first PUD that Hamilton Partners would be required to make both sides of the easement deal with the heavy traffic? But the condition here is just talking about the one side of the easement.

MR. HUBBARD: So, it's a little complex. The 2018 PUD plans showed that Hamilton Partners, on their plans showed that they would be repaving the portion on their property with heavy duty pavement. We added a condition of approval to require them to pave over the Weber side as long as Weber agreed to it so that the whole drive aisle would be repaved new, brand new with heavy duty pavement. However, in their 2021 application, their plans no longer showed that they would be repaving the portion on their property as heavy duty paving, so that's why we have to add that condition back in there which paving was shown on their plans the first time. It's not shown this time, so now we have to require it, and the condition of approval from 2018 for the Weber side still stands. Does that, hopefully that clears that up.

CHAIRPERSON ENNES: Okay, anything else?

COMMISSIONER SIGALOS: Yes, could I ask, isn't one of the conditions now that the Petitioner would be fully responsible for the maintenance of the road, the access road?

MR. HUBBARD: No, it's only the pavement of it. The maintenance is per the existing easement right now. There's no change to that in the conditions of approval.

COMMISSIONER SIGALOS: I guess what I'm asking is if we have this for the maintenance of it, could it not be for these landscape islands that they would be responsible to replace them, repair them or whatever, if one of their tenant's trucks drove over it and damaged it?

MR. HUBBARD: Landscape islands fall outside of the easement area, so they wouldn't be governed by the provisions within the easement document.

CHAIRPERSON ENNES: And proving who did it would be a difficult thing to do, too, I would think.

COMMISSIONER SIGALOS: Well, again, Weber already has some cameras out there, so it's pretty easy to see who does what out there.

CHAIRPERSON ENNES: Yes.

COMMISSIONER CHERWIN: Well, whether it's in the PUD or not, I mean, ultimately, if Weber wanted to make them responsible, they'd be able to hold them responsible if they had it on video. I don't know that that's, you know, I don't know that we can go that far in the land use approval document.

I mean, that's similar to the trespass issue. I mean, if they are claiming for trespass and they've got the video, then that's an action that they can have but kind of outside of our scope.

CHAIRPERSON ENNES: Jay, was that you?

COMMISSIONER CHERWIN: Yes, that was me.

CHAIRPERSON ENNES: Okay, I'm going to ask again, do we have a motion?

COMMISSIONER GREEN: Terry, if I had a motion sheet I would give it.

CHAIRPERSON ENNES: It was in our documents, guys.

COMMISSIONER GREEN: I know, I don't have it here in front of me. I'm looking for it again.

CHAIRPERSON ENNES: You'd think it was handwritten. Well, I can't make a motion, so one of you has got to find it.

COMMISSIONER GREEN: I don't know, I can't find it, Terry. It looks like we'll have to do this all night.

COMMISSIONER DAWSON: I found it.

COMMISSIONER GREEN: Hooray.

COMMISSIONER DAWSON: I found it. I'll make the motion.

CHAIRPERSON ENNES: Ms. Dawson?

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

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #20-016, an amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II Development Plan, as well as the following variations to Chapter 28 of the Municipal Code:

1. **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(C), to allow parking to be set back 8.9 feet from the rear property line where code requires a 15-foot minimum setback.**
2. **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(B), to waive the**

requirement for certain landscape islands at the end of every 20 parking spaces, at the end of certain parking rows, and beneath every light pole.

3. **Variation to Chapter 28, Section 6.5-6, to allow a 24-foot tall accessory structure where code limits the maximum height of accessory structures to 15 feet.**
4. **Variation to Chapter 28, Section 6.5-7A, to allow a 3,120 square-foot accessory structure where code restricts the maximum size of accessory structures to 720 square feet.**
5. **Variation to Chapter 28, Section 6.13-3B, to allow a 10-foot tall fence within a rear yard where code restricts fence heights to six feet in a rear yard.**

This recommendation is subject to the following conditions:

1. **Prior to appearing before the Village Board for approval of the PUD amendment, the truck turning exhibits shall be revised to show the landscaped area on the western side of the site and the correct location of the fence/gates for review and approval by the Village.**
2. **The 22-foot wide portion of the shared access drive located on the subject property shall be reconstructed/repaved to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights. This shall occur no later than November of 2023, and would require approval from Weber Packaging Solutions.**
3. **Condition 6A of Ordinance #18-014 shall be amended to read pursuant to condition #6 of Ordinance #02-094. The Petitioner shall accept ownership and maintenance responsibilities for Outlot A, provided that the current owner deeds Outlot A to the Petitioner.**
4. **Conditions #4 and #5 from Ordinance #18-014 shall be repealed.**
5. **The maintenance/vehicle repair structure shall keep all overhead doors closed while repair operations are occurring. No non-Frito Lay (or future tenant) vehicles shall be repaired on the subject property--all repair and maintenance occurring onsite shall be for the vans and trucks stored on the subject property. The automobile repair is considered an ancillary use and only minor automobile repair (either trucks, vans, automobile) is permitted.**
6. **Any tenants on the subject property utilizing the gated parking area shall operate/use the truck and van gates as presented within the Petitioner's departmental responses so as not to cause conflicts within the shared parking drive.**
7. **At the expense of the Petitioner, a landscaped island (inclusive of landscaping) or similar barrier feature in the general location as shown in red on Exhibit 3, shall be constructed to prevent vehicle movements from encroaching outside of the easement area and into the Weber Packaging Solutions property. Final design of said feature shall be as determined by the Village in cooperation with the Petitioner and Weber Packaging Solutions. This shall only be required if approved by Weber Packaging Solutions.**

COMMISSIONER GREEN: I will second that motion.

COMMISSIONER DAWSON: Wait, Sam has --
MR. HUBBARD: Let me clarify just to put it on the record, that's subject to the seven conditions with the changes as outlined in the report this evening?
COMMISSIONER DAWSON: Yes.
MR. HUBBARD: Okay, thank you.
CHAIRPERSON ENNES: And seconded by Bruce?
COMMISSIONER GREEN: Yes, I will second that.
CHAIRPERSON ENNES: Okay, Sam, would you do a roll call?
MR. HUBBARD: Commissioner Dawson.
COMMISSIONER DAWSON: Yes, with comment.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes, with no comment.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes, with comment.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER LORENZINI: You're muted, George.
CHAIRPERSON ENNES: George, you're muted.
COMMISSIONER DROST: Aye with no comment. It would be tempting to do it.
CHAIRPERSON ENNES: Expensive, too.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes, with comment.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes, with comment.
MR. HUBBARD: Chairman Ennes.
CHAIRPERSON ENNES: Yes.
So, we have unanimous approval which is a big change from last time, but we do have a number of comments.
Commissioner Dawson, would you like to start?
COMMISSIONER DAWSON: Yes. So, my comment is what I already previously stated. My yes vote is because of the limited purview that we have here on the Plan Commission. I have concerns about whether or not we are going far enough to assist the Weber property, but I have to trust that Staff is doing its job to put those concerns in place. I would just encourage everyone to just keep working together. I, again, want to reiterate, Hamilton, you need to control your tenant.
CHAIRPERSON ENNES: Commissioner Cherwin?
COMMISSIONER CHERWIN: Yes, thanks. I don't want to belabor either but I want to at least explain, I do think as Commissioner Dawson said, it's, you know, kind of within our purview. I think it's a less intense use than could be put in here under the existing PUD. I don't have a problem with some of the site variations. I am obviously concerned about the relationship between the parties, you know, but we've got, you know, obviously when you sell

DRAFT

a property and you kind of give up control of it and make it subject to an easement, obviously there's issues that go with that. I think from Hamilton's perspective, you know, I don't think that they want to be long on having tenants, you know, trespassing on a neighbor's property because that's going to cause all sorts of concerns.

So, my hope is that the parties can come together, figure out a cost-sharing agreement that works, you know, a repair or maintenance agreement that works. Weber's got to come through with its obligations to convey that Outlot A, you know, otherwise this is obviously going to be a misery for Hamilton's tenants if they can't figure out some harmony with their neighbors. So, I'm hoping the parties will come together. But other than that, I think from the land use approval, it's a fair petition.

CHAIRPERSON ENNES: Thank you, Jay.

Lynn Jensen?

COMMISSIONER JENSEN: Yes, I certainly concur with everything that both Commissioners Dawson and Cherwin said. I would draw the attention of the two parties to the fact that Arlington Heights is supposedly the village of good neighbors. I think we ought to try to see what we can do to make it truly the village of good neighbors as far as you two are concerned. The lack of communication is apparent. You can't even figure out whether you're, if somebody is making a monetary claim or not. You need to communicate better.

So, we want to get back to being a village of good neighbors and we'd like you to do your part.

CHAIRPERSON ENNES: Thank you, Lynn.

Mary Jo?

COMMISSIONER WARSKOW: Since I am the last comment, I will just say my comment is to reiterate the comments of the prior three Commissioners.

CHAIRPERSON ENNES: Okay, while I didn't mention I was going to make a comment, you know, it wasn't that long ago when the Arlington Park burned down that the Bears came out and looked at it. They might be back out there.

So, let's move along. Hamilton, Mr. Wauterlek, you have unanimous approval from us. Work with your fellow community owners, and that's for both of you, and best of luck with this. You're bringing a great tenant into town, Pepsi, Frito-Lay, with an expanded use. Go for it and we'll see what the Village does.

MR. WAUTERLEK: Thank you.

CHAIRPERSON ENNES: Good luck.

All right, did we, we did the roll call on the development, right, Sam? And you're done for the night?

COMMISSIONER JENSEN: No, we've got one more.

CHAIRPERSON ENNES: No, but is Sam done? Are we going to be going to --

COMMISSIONER DAWSON: Oh, yes.

COMMISSIONER GREEN: Somebody go wake up Jake, we've got to get on with number two.

MR. HUBBARD: Yes, Jake's in here. He's going to take over the shift for the remainder of this evening.

COMMISSIONER JENSEN: Sam, good job.

COMMISSIONER DAWSON: Thank you, Sam.

CHAIRPERSON ENNES: Okay, take care, buddy. Okay, and thank you, Hamilton.

(Whereupon, the above-mentioned petition was adjourned at 10:18 p.m.)

DRAFT

Plan Commission
3/31/2021

Item: Greenbrier Detention Pond - 2/24/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Greenbrier Detention Pond - 2/24/21	Minutes

PLAN
COMMISSION

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

RE: GREENBRIER DETENTION POND - NE CORNER CAMBRIDGE STREET AND YALE AVENUE - PC #21-004
PUD, PRELIMINARY AND FINAL PLAT OF SUBDIVISION, REZONING FROM R-3 TO P-L, COMPREHENSIVE PLAN AMENDMENT TO CLASSIFY AS OPEN SPACE, VARIATIONS

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 24th day of February, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Assistant Planner
SCOTT SHIRLEY, Director of Public Works

CHAIRPERSON ENNES: So, Jake, any time you want to, there he is. Good evening, Jake. Is your Petitioner here?

MR. SCHMIDT: We are the Petitioner.

CHAIRPERSON ENNES: Well, then you're here.

MR. SCHMIDT: Let me pull up my presentation here. I'll begin with the Staff report if everyone's ready?

CHAIRPERSON ENNES: We're ready.

MR. SCHMIDT: So, the project tonight here is the Greenbrier detention pond expansion. The location of the property is at the northeast corner Cambridge Street and Yale Avenue. The current zoning of the property is R-3 One-Family Dwelling District and P-L Public Land District. The Comprehensive Plan designates the site as single-family detached.

The requested action tonight is in four parts: the first being a preliminary plat of subdivision approval, to consolidate four lots and Village right-of-way into one lot; the second being a rezoning from the R-3 District to the P-L District; a third being a planned unit development approval, all developments within the P-L District are required to obtain PUD approval per Village Code; lastly, a Comprehensive Plan amendment to classify the site as open space. As the proposed use of the site would be an open detention basin, open space is a more compatible designation for the site.

One variation is required for this petition, that being a variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a traffic and parking study.

The subject site is south of an existing detention basin in the Greenbrier area, situated just north of Cambridge Street. To provide some additional context for the project, it is part of a larger stormwater infrastructure improvement program. As seen in this aerial, the subject site is shown in the yellow box. New storm sewers are proposed in yellow north of the site, and existing storm sewers do tie into this site as shown with the black lines in the neighborhood.

As mentioned, a plat of subdivision approval is required as part of the petition, tonight is just preliminary plat of subdivision approval. Here, you can see the four existing lots and the Village right-of-way. The Village right-of-way will be vacated, and the four lots combined to form one single parcel for the purpose of expanding the pond.

Rezoning is also required. All public facilities are required to be zoned P-L. Currently, as shown here, you can see the two lots that are zoned R-3 as well as the Village right-of-way. As part of this project, rezoning to P-L is proposed which would look as shown.

As part of PUD approval, engineering plans are required, which the Village has prepared. As seen here to the left side of the map, south in orientation, is the expanded basin. Water would flow into this basin during large stormwater events when the pond would exceed its capacity, and then it would drain back into the basin as water flows out from the pond.

Landscaping plans are also required as part of PUD approval. The Village has prepared one as well for the subject site. It should be noted that there will be some slight changes when this project goes to Village Board for the landscaping plan. Trees will still be provided; however, there will be a 30-foot gap which is necessary for service trucks to enter the pond, as well as some changes to the location of the trees in order to account for existing parkway trees as well as existing utility lines.

With respect to traffic and parking, no vehicular or bicycle parking is required for this use; however, a traffic and parking study is required. The Village has sought relief from this requirement, and Staff supports the variation as this use generates no traffic. It will maintain the fabric of the neighborhood and preserve the quiet residential character. Since there is no traffic generated, a traffic and parking study would be an undue cost for the taxpayer. As traffic and parking studies are required to assess impact, since there will be no impact on traffic, this is within the harmony and intent of code.

In conclusion, the Staff Development Committee recommends approval of the application subject to two conditions: the first being that final plat of subdivision approval will be required, and that we will comply with all applicable regulations and policies.

This concludes my presentation. If there's any questions, I'm happy to answer.

CHAIRPERSON ENNES: Okay, can we have a motion to approve the Staff report?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER CHERWIN: I'll second.

CHAIRPERSON ENNES: Okay, and a second. A question though, Jake, do you have to recuse yourself from this?

MR. SCHMIDT: I'm sorry? Oh, I don't think so.

CHAIRPERSON ENNES: Okay, well, the Staff approves it, right, but you're the Petitioner. Anyways, so will you take the roll call vote to approve the Staff report? We have a motion and a second.

MR. SCHMIDT: Certainly. Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Yes.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. SCHMIDT: Chairman Ennes.

CHAIRPERSON ENNES: Yes.

So, you have a unanimous approval on your report.

Are there any questions of Jake, Commissioners?

COMMISSIONER GREEN: No.

CHAIRPERSON ENNES: No?

COMMISSIONER DAWSON: I'd like to hear public comments.

COMMISSIONER CHERWIN: I agree.

MR. SCHMIDT: Before we do that, the Director of Public Works has his hand raised, so I'm going to allow him to speak in case there's anything he wants to add.

CHAIRPERSON ENNES: Okay.

MR. SCHMIDT: Scott, you're able to speak if you'd like to add anything.

MR. SHIRLEY: Yes. I just wanted to let you know that we're here, Jake. Chris and I are out here and we can't tell whether or not you know we're here. So, that's why I raised my hand. We are here for questions, either of the Commissioners or of the public. So, we're out here. We just don't, we don't see the same thing you guys are seeing, so that's all I have.

MR. SCHMIDT: Thank you.

CHAIRPERSON ENNES: Mr. Shirley, you're here because your department is going to be handling the preparation of the pond?

MR. SHIRLEY: Absolutely, yes, sir.

CHAIRPERSON ENNES: Okay, are there any questions?

COMMISSIONER LORENZINI: Yes, for Mr. Shirley. So, you are in agreement with this plan?

MR. SHIRLEY: Am I in agreement with this plan?

COMMISSIONER LORENZINI: Yes.

MR. SHIRLEY: Yes, sir.

COMMISSIONER LORENZINI: Okay. All right, Jake, there were a couple of e-mails that the residents sent. They're worried about floodings. That kind of makes sense, but did you get back to them? Did you get back to them in any way?

MR. SCHMIDT: I did. My responses were included in that packet, at least they should be.

COMMISSIONER LORENZINI: Okay, I just wondered if there's anything else, okay, all right.

MR. SHIRLEY: Pursuant to that, Commissioner Lorenzini, the pond, this is just an overflow for the existing pond. The pond will be cleaned, de-watered, a safety shelf will be put in, the volunteer growth will be cleared out and it will be more landscaped in appearance, both the existing wet pond and the overflow area that will remain dry.

So, the homes right around the pond don't have flooding issues under moderate conditions. However, farther up in the neighborhood to the north is where we have some problem spots along several streets, namely, Roanoke and a couple of others there. So, this will allow more water to be intercepted and get to the pond before it's discharged at a controlled rate. So, the people around the pond I know have expressed concern, they will not be impacted at all. There will be an overflow from the pond and the dry section that will route the water, if it overflows, to the street.

So, there will be no impact on flooding except to improve it for people within the neighborhood.

CHAIRPERSON ENNES: Mr. Shirley, would both ends of the pond be fenced? The wet part and the dry part?

MR. SHIRLEY: We have just planned to fence the wet part because the Park District would still like some, possibly like passive or smaller like kids soccer and such. They don't program is formally, Commissioner Ennes, but people do go there and use the lot

that's there now. So, that will be down a little slope but there's a relatively flat area and they still want to encourage people to use that because it will not have water in it but maybe, I'm going to guess once every couple of years and maybe for 24 hours max. So, it's going to be normally dry and we plan to maintain turf on the dry part.

Like I said, we want to improve the wet part because right now we can't even get in there to maintain the wet part. I don't know if you've been out there, but it's a pretty ugly pond.

CHAIRPERSON ENNES: Right.

MR. SHIRLEY: So, it will also give us access to it so we can maintain it better for the residents around there. So, there have been issues with some snows and such in the pond, and so cleaning it out, taking out the sediment, putting in some controlled landscaping that's engineered will help everybody there around it.

CHAIRPERSON ENNES: Somebody had mentioned something about a fountain in there to circulate the water?

MR. SHIRLEY: No, we did not have current plans for an aeration device. But if we get to a point where odors are an issue again, we will install one, but we think that cleaning the pond of the sediment. It's not been touched in at least 25 years, that that will take care of the odor issues that we've experienced periodically.

CHAIRPERSON ENNES: So, on an ongoing basis when we have a rain and it goes into the dry pond, will it just settle into the ground or will it flow into the wet pond?

MR. SHIRLEY: It will, some will probably settle or infiltrate into the dry area, but the majority will flow back into the wet pond as the water will go down into the system.

CHAIRPERSON ENNES: Okay, so the two ponds will have some kind of a pipe connecting them?

MR. SHIRLEY: Yes.

CHAIRPERSON ENNES: Okay, Commissioners?

COMMISSIONER GREEN: No questions.

COMMISSIONER CHERWIN: I'll wait for public comment.

CHAIRPERSON ENNES: Yes, Jay?

COMMISSIONER CHERWIN: No, I just said I'll wait for public comment. I don't have a question.

CHAIRPERSON ENNES: Okay, Jake, are you going to read those letters? Do you have to read the e-mails since we all got them in our packet and read them, or do you have to read those into the record?

MR. SCHMIDT: No, it's not something we've done before.

CHAIRPERSON ENNES: Okay, I'm fine with that. I've read them all. I think the biggest concern was that the neighborhood was losing kind of a shared play area, and they were concerned about flooding. Obviously, it's a Village issue that this will help resolve. You know, they've had the benefit of a piece of land in their neighborhood for gatherings and whatnot, and it sounds like they'll still have that. So, that kind of answers the questions I saw in there.

COMMISSIONER JENSEN: Jake, don't you have three people who want to come in and make comments?

MR. SCHMIDT: We do. So, we can open it up for public comment.

CHAIRPERSON ENNES: Okay.

MR. SCHMIDT: But I'd like to make one note on the e-mails we did receive. As far as part of the record, it will be provided to the Village Board in their agenda, so it will be recorded down in our record via the Village Board meeting.

CHAIRPERSON ENNES: Yes, okay. So, if you could bring in any audience members that would like to comment?

MR. SCHMIDT: Yes. I see three hands raised. John and Mary, you should now be able to speak.

QUESTIONS FROM AUDIENCE

MR. ERNST: Hi, my name is John Ernst. Can you hear me?

CHAIRPERSON ENNES: Yes, we can, John.

MR. ERNST: Okay, good. Thank you very much.

CHAIRPERSON ENNES: Thank you for coming in so late this evening.

MR. ERNST: Thank you, Chairman Ennes and members of the Plan Commission. My question pretty much had been answered. The first question I had concerned the fencing, so I see that is going to happen. That's good.

The other is the safety, during the construction phase, the safety for pedestrians walking on Cambridge and Verde Drive going past Happiness Park, the children on their way to Greenbrier School. That all I presume is going to be taken care of by the contractor, is that correct?

CHAIRPERSON ENNES: Mr. Shirley?

COMMISSIONER GREEN: They're going to, the Village is going to do the work.

MR. ERNST: Oh, the Village is, okay.

MR. SHIRLEY: No, sorry, Trustee Green. Actually, we've contracted it out. We've awarded a contract for the pond and all the utility work in the subdivision to the Mail Brothers Construction. Residents in the area should have gotten a notice, either my e-mail blast or a letter that should be in mail boxes in the next couple of days. There is a neighborhood meeting, virtual meeting next Wednesday, March 3rd, that everyone in the neighborhood is invited to attend where the contractor and our consulting engineer will be present to answer questions along with those of us from the Village.

As far as the safety plan that the gentleman is asking about, the Happiness Park side will have some utility work obviously in the street. So, they will have to either detour people around the sidewalk and such. The park itself may be closed for a period of time for everyone's safety. On the Cambridge side, they'll have to detour people around that sidewalk if they make it, you know, impassable which it probably will be when they fence off the site, although that may come and go a little bit depending on the activities that they're working on.

So, yes, safety is part of their requirement. We will have a consulting engineer overseeing the contractor, and then Village Staff will be assisting him. So, we've already contacted Greenbrier School through the school district, and they are aware of what's going on. I mean, we're going to try to do our best to gap the work that directly impacts like bus traffic and kids and such to other areas around the neighborhood that will be a little bit less impacted on Greenbrier. We can't avoid it totally because we're going to start hopefully,

probably by I guess like second week in March and we're coming up pretty quick. We'd like to get going because we've awarded.

So, I hope that answers your question.

MR. ERNST: Yes, pretty much I think it does. The fencing that currently surrounds the basin will be removed. I presume that there will be a fence surrounding the entire Happiness Park so that children cannot get in there and go to that attractive nuisance called a pond?

MR. SHIRLEY: Yes.

CHAIRPERSON ENNES: It will look a lot nice when it's done.

MR. SHIRLEY: Yes, actually we'll have, probably we'll have like either a black or green fence.

MR. ERNST: The fence itself, yes, no, the question isn't about the fence surrounding the basin.

MR. SHIRLEY: Oh, I'm sorry.

MR. ERNST: Once that fence comes out, the existing chainlink fence that's in there I know is going to be removed and replaced.

MR. SHIRLEY: Yes, sir.

MR. ERNST: But until that happens, if the current fence is removed and before a new fence is installed, the concern I have is for the children who see the park to play. That part should be closed off completely until a new fence has been installed around the pond.

MR. SHIRLEY: Yes, sir. Now I understand completely, and it is the Mail Brothers contractor's responsibility to put up a temporary fence for whatever that gap --

MR. ERNST: Yes.

MR. SHIRLEY: So, and it won't be just an orange snow fence.

MR. ERNST: No, I would hope not.

MR. SHIRLEY: It will be something, right, no, it will be something that will be basically probably a chainlink fence but it will probably have no post in the ground.

MR. ERNST: Sure.

MR. SHIRLEY: It will probably have those little platforms with some sandbags on them and such. So, no, it will be substantial enough to deter people from going through it or over it.

MR. ERNST: And the project is anticipated to be completed by what date?

MR. SHIRLEY: I think that we have a due date before school starts in the fall. So, I think we're somewhere around middle of August to beginning of September latest. But our contractor wants to get in and get out. There is quite a bit of utility work in the subdivision because while we're going to be putting in these larger storm sewer pipes, we want to do the water main on those streets and then obviously repave all those streets afterwards. So, there's several phases to the project, and one is water main replacement in those areas that are affected, one is storm sewer placement as outlined in the exhibits that Jake was showing, and then we're resurfacing all those streets that we excavate through because they're really going to be trashed, for lack of a better term, during construction.

Yes, it's going to be an impact on the neighborhood. I don't want anyone to get the feeling it's not going to be, but we think in the end the overall project both from the utility replacement standpoint and the pond itself will be an improvement.

MR. ERNST: My wife and I live on Plymouth Court, the cul de sac street

immediately to the north of Happiness Park.

MR. SHIRLEY: Okay.

MR. ERNST: For the last couple of weeks, we have seen surveyors come into the neighborhood and they've got posts that they've banged into the ground and through the snow. They've got little flags on them. So, yes, we are well aware of the impact and the construction areas.

MR. SHIRLEY: Yes.

MR. ERNST: And we thank the Village for taking such an aggressive and positive action in helping to reduce the flooding in Greenbrier. We moved here Memorial Day 1975. Our children went to Greenbrier School, and we just love living here, the Village of good neighbors. Thank you very much.

CHAIRPERSON ENNES: Thank you. Jake, the next up?

MR. SCHMIDT: Andrew, you should be able to speak now.

MR. SCOTT WALLACE: Hi, this is actually Scott Wallace, but I'm here with my father-in-law Andrew who actually lives right behind us. So, thank you for having me and for giving me the opportunity. I had actually e-mailed Jake earlier, and most of my questions were answered.

But I still have some concerns about the pond because I can tell you that pond has, over the last few years, backed up into our backyard. We're on the southeast corner right by Happiness Park. We've had that pond back up into our yard several times and it's gone a little bit farther each time. It brings whatever, you know, you guys were joking around about the condition of the pond, it brings whatever it brings with it onto the plants and my grass and everything.

So, I'm just, I'm still concerned about that and the odor. When we had discussed this with several other of the associates who were on this project before, they had mentioned that they had talked about a fountain. So, I guess my take on it would be I think there needs to be some considerations for that in terms of water circulation and in terms of beautification. I don't want to see, the pond has been an eyesore for a long time and I think you guys were talking about doing cleaning things, but I think that a fountain would, it's been probably over 50 years since anything has been done.

I believe the fountain would add a lot to that process and also, you know, obviously add some aesthetic appeal as well. But I think it would just be something that should be considered and would help overall with, you know, the integrity of the water quality. The odor is bad, it's bad and it's been, and for people that have allergies who are close it, it is definitely something that everybody needs to take into consideration when we discuss it.

CHAIRPERSON ENNES: Mr. Wallace, do you plan to attend the neighbor meeting next week?

MR. SCOTT WALLACE: Yes.

CHAIRPERSON ENNES: Mr. Shirley, did you say where the meeting was going to be held?

MR. SHIRLEY: Well, Commissioner Ennes, it's a public virtual meeting.

CHAIRPERSON ENNES: Oh, okay.

MR. SHIRLEY: So, may I respond? The e-mail blast has the link information and the call information if people want to do it over a phone. But to address Andrew's other questions, any of that spillover into backyards will be eliminated because now it

will go in to the dry basin area which right now it cannot do. So, even though we are brining in more water, we've engineered in the quantities for what's coming in now and having to sometimes spillover, and the additional water that will arrive there due to the improvements.

As far as the aerator, like I said, we do not have it included in the contract. What we propose, and we'll be open for discussion at the neighborhood meeting and going forward as we have a firm that comes in and tests the ponds for, you know, whatever stagnancy, and I don't know the exact terms of all the stuff they test for. So, if it becomes a problem --

MR. SCOTT WALLACE: It is a problem.

MR. SHIRLEY: Yes, we will address it the same way we have, like we have an aerator over at Hasbrook if you're familiar with that location, just north of Thomas and several others. So, we have a consultant over contract that maintains them for us. So, if that's necessary, we will take action.

MR. ANDREW WALLACE: Yes, I've been talking to them sometimes, nothing has been done before. I've been living here for over 50 years and nothing has been done. I've been complaining to Jeff Wozinski, to Dennis who used to be superintendent. They told me they're going to do something, but they've never done anything.

CHAIRPERSON ENNES: Well, now it's going to --

MR. ANDREW WALLACE: And we have a problem, we have a health issue over here. We have a very bad smell, we have the odors. You know, we have to do something, or if not, we'll have to just talk to somebody in the state. I don't know who we'd have to talk about it but we have to take care of it. There is a health issue.

CHAIRPERSON ENNES: Andrew, that's --

MR. ANDREW WALLACE: Since 50 years, I've been living here and nothing's been done, nothing in this pond.

CHAIRPERSON ENNES: But Andrew --

MR. ANDREW WALLACE: So, I hope you guys are going to do something.

MR. SHIRLEY: I believe Trustee Ennes --

CHAIRPERSON ENNES: I'm a Commissioner.

MR. SHIRLEY: Commissioner, I'm sorry. I don't dispute what -- I don't really have any information contrary to that.

COMMISSIONER CHERWIN: Guys, I'm hearing a lot of feedback, it's very difficult to hear. I don't know if anybody else is having that problem.

(Chorus of yeses.)

CHAIRPERSON ENNES: Yes, with many people talking.

MR. SHIRLEY: I'll wait. Should I go ahead?

CHAIRPERSON ENNES: Yes, you were going to comment on that?

MR. SHIRLEY: Yes, I was saying that I'm not going to dispute what Andrew is saying about the lack of maintenance going way back. I know that in the 22 years I have been here nothing has been done, and I don't dispute what he's saying at all. But I do believe that this improvement will address all his concerns.

CHAIRPERSON ENNES: Good, good to hear. Andrew and/or Scott, do either of you have any other, or were you done?

MR. ANDREW WALLACE: I would like to ask, because I've been told that they're going to put some kind of, you know, water pond and this is to circulate the water so that

we don't have that issue.

CHAIRPERSON ENNES: But it has not been approved.

MR. ANDREW WALLACE: Well, I've been told they're going to do it but if you guys, you know, did not approve yet, I don't know who's going to approve, but I just am saying that, you know, there was supposed to be, what is it, my daughter is saying something, sediment, yes. The maintenance, this thing, they're supposed to remove the sediment because we have it very shallow on our side of the backyard, it's very shallow, that the water, whenever we have rain, the water comes to my backyard.

CHAIRPERSON ENNES: Right.

MR. ANDREW WALLACE: All those dirt and everything comes right into my backyard. I have to clean all those things.

CHAIRPERSON ENNES: Okay.

MR. ANDREW WALLACE: So, something has to be done there. Somebody has to come over.

CHAIRPERSON ENNES: It is being done.

MR. ANDREW WALLACE: They can look at it.

CHAIRPERSON ENNES: Thank you, Andrew. Jake, anyone else?

MR. SCHMIDT: Yes. Tim Copeland, you should be able to speak.

CHAIRPERSON ENNES: Mr. Copeland?

MR. COPELAND: Yes, thank you for having me on.

CHAIRPERSON ENNES: And thank you for staying so late with us.

MR. COPELAND: I appreciate it. Yes, I think most, Mr. Shirley has answered most of my questions. I am glad to hear that the south side will be, you know, dry for the most part and used as an overflow. I think that was my biggest concern.

I've, you know, conversed with Jake a little bit about the safety issues that are over there, so I'm glad to hear that the fencing will be replaced also. So, I guess not really any questions but just comments at this point. So, thank you.

CHAIRPERSON ENNES: Thank you, Mr. Copeland.

Any other hands?

MR. SCHMIDT: Yes. J. Costello, you should now be able to speak.

MR. COSTELLO: Okay, I have one comment and a couple of questions. The comment, I agree with what's been said. I have been here for 37 years. I don't think that pond has ever been touched, and the odor is constant. So, something, if we're going to spend the time and money to do something, the pond needs to be addressed and not forgotten.

One of the questions that I had is that dry retention area, how deep from the sidewalk, from the street level is it going to go down? I'm just concerned about the children when they go down there to play.

MR. SHIRLEY: Yes, it's about , can you hear me, Commissioner Ennes?

CHAIRPERSON ENNES: Yes, go ahead.

MR. SHIRLEY: Yes, it's about a four-foot drop on the side slopes, but it's in a gradual slope so it shouldn't be a hazard for people to trip or anything like that.

MR. COSTELLO: Okay, and then just to confirm, there will be a fence around the pond itself to separate the pond from the dry retention area, the overflow part?

MR. SHIRLEY: Yes.

MR. COSTELLO: Okay, and then the last question I had, I thought this was

a public hearing tonight and the Plan Commission was going to vote about the redistricting from R-3 to P-L District. But again, I'm hearing that the contract with Mail Brothers has already been executed. So, my question for my own clarification is how can you execute a contract when this hasn't been approved yet?

CHAIRPERSON ENNES: It can be made contingent; a contract could be made contingent on being approved.

MR. COSTELLO: But hasn't work been done already? I already heard that the survey has been going on.

CHAIRPERSON ENNES: If a contractor is going to give us a bid, they're going to have to do some surveying review to know what it's going to cost them to dig this out and fix up the pond. So, if a company wants to bid on it, they've got to come out there and take a look at it.

MR. COSTELLO: I though that somebody said that the contract was already awarded. Is this a foregone conclusion that this is being done?

CHAIRPERSON ENNES: No, what I just said when you asked about that is that a contract could be given subject to the project being approved.

MR. COSTELLO: Okay.

MR. SHIRLEY: Yes. So, I will just add, sir, that, you know, we had to negotiate the transfer of three of the lots from the Park District. So, that took longer than expected, and so that's why we're coming to the Plan Commission a little later than we might otherwise like to. But because we want to get a jump on the construction, we are trying to push this through because it's an improvement for the neighborhood. It will not be a detractor, in fact, it will solve a lot of the issues that the public has brought forward as far as maintenance and such. Now we'll be able to get in there and actually maintain it.

So, we expect it to be approved, but anything can happen. So, Commissioner Ennes is correct, if it doesn't happen, we either push it off or we'd have to cancel the contract.

MR. COSTELLO: All right, one last question. Are there going to be sewers in this retention area to catch the water and put it back into the pond?

MR. SHIRLEY: Yes.

MR. COSTELLO: Okay, and those will be covered to keep, because right now that field is used, everything with the kids, from soccer to baseball and everything, so the last thing we want to do is see a child get caught in some type of sewer. So, that will be covered and the safety protocols will be followed, correct?

MR. SHIRLEY: Absolutely.

MR. COSTELLO: Okay, all right. Thank you.

CHAIRPERSON ENNES: Mr. Costello, while you're here, do you see any reason why this project shouldn't be approved?

MR. COSTELLO: Well, I don't know what it's going to do for the property values. I would think that it would be a benefit regarding the flooding.

CHAIRPERSON ENNES: Right.

MR. COSTELLO: But again, hopefully, but it's just, we'll have to wait and see. It depends. As I mentioned before, nothing, nobody has touched that pond in the 37 years I have been here. You know, I just don't want to see something put in place, you know, have everything fixed up and then everybody walk away from it, and then the neighborhood has to

deal with it like we're dealing with the pond right now.

CHAIRPERSON ENNES: Well, my understanding, it will be in the budget to maintain going forward, and this is part of the flood control.

MR. COSTELLO: Okay, thank you.

CHAIRPERSON ENNES: Thank you, Mr. Costello.

Jake, any --

MR. SCHMIDT: Yes. Zoom Meeting 2020, you should now be able to speak, and if you wouldn't mind giving your name and spelling it for the record?

MS. PFEIFER: Hi, my name is Pat Pfeifer, P-a-t P-f-e-i-f-e-r.

CHAIRPERSON ENNES: Could you say that again?

MS. PFEIFER: Sure. Pat Pfeifer, P-a-t P-f-e-i-f-e-r.

CHAIRPERSON ENNES: Thank you, Pat. What is your comment?

MS. PFEIFER: So, my home faces the Illinois Avenue and I just have a couple of comments. One, I just wanted to ask, I was under the impression that the utility lines would be buried. Is that correct or only in certain areas?

MR. SHIRLEY: The utility lines that are crossing kind of the point between the wet pond and the lot we're talking about this evening, those will be raised by ComEd so that we can get equipment in for the construction and also for maintenance in the future. So, they are not going to be undergrounded.

MS. PFEIFER: Okay, directly behind our home, we have quite a few utility lines. How will they be affected at all?

MR. SHIRLEY: No, they should not be, ma'am.

MS. PFEIFER: Okay, the other thing I wanted to reiterate like some of the earlier folks is we, too, smell the pond as it is now. It has a very pungent smell. I feel like they do, if we're going to go to this expense, I don't know why an aeration system wouldn't be part of it already knowing what we've been living with here. So, I strongly urge that that be considered, just as a resident living very close to the pond.

CHAIRPERSON ENNES: Ms. Pfeifer, are you planning on going to the neighborhood Zoom meeting next week?

MS. PFEIFER: Yes, I am now. Thank you for letting me know about that.

CHAIRPERSON ENNES: Okay, because that will be a good time to bring that up because all those comments will go to the Village Board if this project is approved by us tonight.

MS. PFEIFER: Okay, wonderful. Then you had mentioned, too, that it would be in the budget, in the future budgets to maintain that pond, keep an eye on it and make sure that all the work that we do does stay in good shape.

CHAIRPERSON ENNES: Mr. Shirley, can you comment? Is that the plan is to get that in the budget?

MR. SHIRLEY: Yes. We already have enough funds in the budget for it.

CHAIRPERSON ENNES: And maintenance going forward?

MR. SHIRLEY: Yes.

MS. PFEIFER: Great. Then we've never really had a problem, we've had some of the water come up, and like the earlier gentleman said, it does bring with it whatever sediment and unpleasant things come. So, with the new layout, that should eliminate that from creeping up on people's lawns?

MR. SHIRLEY: Yes. The properties that border upon, that water will go into the dry basin overflow before it gets in your backyards.

MS. PFEIFER: Okay, and then just about the fence, we touched on that a little bit. Can someone just give me an idea of what the fence might be like? Is it a black fence, decorative fence? I'm not sure.

MR. SHIRLEY: We would propose either a green vinyl-coated or black vinyl-coated chainlink fence.

MS. PFEIFER: Okay, and would the fence line stay similar to where it is now around the property or are you going to move that?

MR. SHIRLEY: We would propose keeping it right where it is.

MS. PFEIFER: They're taking the dead trees out. That's correct, right? All these overgrowth trees and invasive plants?

MR. SHIRLEY: Yes, ma'am. We kind of consider those volunteer growth which means seeds that fell there many moons ago and things just sprouted up. We don't believe there was ever any kind of landscape plan for the perimeter of the existing pond. So, the plan is to clear all that invasive growth out of there, plant in some things that are engineered for this kind of application. There'll be trees along the dry basin, you know, parkway trees and stuff where possible, leaving some gaps for maintenance access. But no, the landscaping will be cleared that's out there now, and then a more engineered landscaping will be put in.

MS. PFEIFER: Okay, and then just one other thing I'm thinking of, there is wildlife back there. We've had a lot of problems with skunks, and I know coyotes go. So, I'm not sure what the plan is to handle the wildlife.

MR. SHIRLEY: Well, we don't really have a plan. You know, I think that if we remove all the volunteer growth and such, that those two specific wildlife that you mentioned, it will be less attractive to them. It won't be an easier place to hide. So, you know, we don't have a plan to address or relocate any wildlife, I can tell you that. They're just going to have to kind of go on and find somewhere else.

MS. PFEIFER: I'm okay with that. I just want you guys to know that you're going to run into some wildlife back there and some skunk issues.

CHAIRPERSON ENNES: Usually they move into backyards.

MS. PFEIFER: Yes.

CHAIRPERSON ENNES: I'm trying to be honest.

MS. PFEIFER: Oh, I know. We've had, I had five in my backyard one time. Yes, that's all I have. Thank you so much for addressing this. Sorry I didn't type my name, and I appreciate it.

CHAIRPERSON ENNES: Thanks, Mrs. Pfeifer, appreciate your call. Mr. Shirley, will any of the existing trees on the wet pond be left?

MR. SHIRLEY: That's not our plan.

CHAIRPERSON ENNES: Okay, because there's a couple of decent-sized trees over there, right?

MR. SHIRLEY: I'm not aware of anything that's desirable.

CHAIRPERSON ENNES: Okay, so the neighbors should really look forward to this it sounds like.

MR. SHIRLEY: I think so. I think there'll be a little rough sliding during construction and everyone will have to kind of hold their nose, too, no pun intended. But you

know, I think otherwise it's going to be a great improvement, you know, compared to what they're dealing with now with the pond.

CHAIRPERSON ENNES: Okay, Jake, any other audience up?

MR. SCHMIDT: Yes. Don Peterson, you should now be able to speak.

MR. PETERSON: Yes, hi. Thanks for the opportunity to talk with you folks.

CHAIRPERSON ENNES: Hi, Mr. Peterson.

MR. PETERSON: We've been a resident, we actually were one of the original owners of the house that was around Lot 77 which backs up to the middle of the proposed area where you're going to consolidate those four lots. So, we've been watching all the activity going on with ComEd, AT&T, Comcast has been out there pretty much around, but the focus had been parking and utilities underground, you know, in the last couple of days.

So, we're looking forward very much to having this area -- help with summer activities -- a couple of questions though.

CHAIRPERSON ENNES: Mr. Peterson, are you on a speaker phone?

MR. PETERSON: No, I'm actually on a computer talking through a microphone.

CHAIRPERSON ENNES: Okay, I'm just getting a lot of echoing.

MR. PETERSON: Really? Okay, sorry.

CHAIRPERSON ENNES: No, that's okay.

MR. PETERSON: My question has to do with the landscape plan. The landscape plan that was published, that was posted on the web only shows the trees that are going to show up along Cambridge and it shows 20 something trees in the works. Yet the text of the discussion of the plan talked about none of the 40 plus old trees and plants that are around the detention pond. So, I'm assuming there's going to be 26 along Cambridge and -- or so, you know, around the detention pond. I'm curious whether there is a plan where you can actually see what is proposed for the landscaping --

MR. SCHMIDT: There is, and I'll jump in. So, to be clear, the subject site is just that southern portion which is currently the empty field. The adjacent site, the existing pond is under a separate plan. I do have it for reference to show now. It should be on the screen. This would be, in reference or as a note, this would be the landscaping for the existing pond.

MR. PETERSON: Okay, that's helpful. Would it be possible for you to be able to post it up on the website where the other documents go?

MR. SCHMIDT: Sure, that can be posted as part of the Village Board agenda.

MR. PETERSON: Okay, yes, thanks. The other question I had is regarding the meeting on March 3rd. We submitted our e-mail address twice to the Village now to be notified about things like this. I've gotten some things in the mail but never any information about a meeting on March 3rd.

MR. SHIRLEY: Yes, we sent out an e-mail blast. If you did not get it, Mr. Peterson, then we must not have you on the Greenbrier distribution list. So, if you want to call the office tomorrow here at Public Works at (847) 368-5800, give us your e-mail address, we'll put you on the e-mail blast list. You should be getting something in the mail, a manual mailer probably tomorrow, because it was put in the mailbox over the post office on Tuesday.

MR. PETERSON: Okay, yes, I appreciate that. Like I said, I submitted my e-mail address and sent it to the Village. Okay, gents, that's all I really have. Appreciate you

taking the time for this. Thanks.

CHAIRPERSON ENNES: Thanks, Mr. Peterson. That's gents and gentesses.

COMMISSIONER DAWSON: Not gentesses, no. Ladies would be nice.

CHAIRPERSON ENNES: Okay, so anyone else?

MR. SCHMIDT: Yes, just as an item, since it's past 11:00 o'clock, we do need a motion to extend the meeting.

COMMISSIONER DAWSON: I'll make the motion to extend. How much do we want to extend?

COMMISSIONER GREEN: Two in the morning.

CHAIRPERSON ENNES: Two minutes?

COMMISSIONER GREEN: Two in the morning.

CHAIRPERSON ENNES: Just in case, just in case.

COMMISSIONER CHERWIN: I'll second. This is Jay, I'll second.

CHAIRPERSON ENNES: Okay, shall we take a voice vote on this?

MR. SCHMIDT: Everything has to be roll call. Just to be clear, the motion is for an extension of an hour?

COMMISSIONER DAWSON: Sure.

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Yes.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. SCHMIDT: Chairman Ennes.

CHAIRPERSON ENNES: Yes.

Okay, so we have an extension, and there is another speaker?

MR. SCHMIDT: I'm seeing no other hands raised.

CHAIRPERSON ENNES: Okay, I will, therefore, close the public portion of the meeting.

Are there any questions from the Commissioners?

COMMISSIONER CHERWIN: This is Jay. I don't really have any questions about it. I think it seems like the park is going to be in tact, that's a big part of this, you know, attraction for families. The fact that it's going to be a grass-bottom dry, I think that allays a lot of the concerns in some of the e-mails as well.

I would just say, you know, going forward from a public works perspective, it would be helpful to have the neighborhood meeting before our meeting, because then we can have a better kind of collection of thoughts, but you know, it is going to be --

CHAIRPERSON ENNES: Right.

COMMISSIONER CHERWIN: It seems to me, you know, there are just a few small things, you know. We talked about this, an agitator in Hasbrook Park, and that's what people are looking for. I don't see why we wouldn't put it here. You know, as far as having the neighborhood meeting and understanding what the landscaping is, what the fence looks like, making sure everybody has some input, there's probably some variation on what they can do. So, I would just say listen to the neighbors going forward. You know, they're the ones that will be most affected by it, so to the extent we can accommodate them on landscaping, fencing and all that, I say we do it. That's all.

CHAIRPERSON ENNES: Thanks, Commissioner.

Anyone else?

(No response.)

CHAIRPERSON ENNES: Okay, is there a motion?

COMMISSIONER LORENZINI: I'll make a motion.

A motion to recommend to the Village Board of Trustees approval of Greenbrier Detention Pond, PC# 21-004, a Planned Unit Development, Preliminary Plat of Subdivision to consolidate four lots and Village right-of-way into one lot, Rezoning from the R-3 District to the P-L District, a Comprehensive Plan Amendment to classify the site as Open Space, and the following Variation:

1. **A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a traffic and parking study prepared by a certified traffic engineer.**

This recommendation is subject to the following conditions:

1. **Final Plat of Subdivision approval is required.**
2. **The Petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.**

COMMISSIONER CHERWIN: I second.

CHAIRPERSON ENNES: Thank you, Jay.

Can we have the roll call vote?

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.
MR. SCHMIDT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. SCHMIDT: Chairman Ennes.
CHAIRPERSON ENNES: Yes.

So, Jake, you have unanimous approval. I think a great project for the neighborhood. That is an unsightly pond and the project should drastically improve it. I am also glad that the overflow pond will be a dry pond so that the neighbors will continue to use it. Super.

Mr. Shirley, thank you very much for being with us to provide all the insight that you did.

MR. SHIRLEY: You're welcome and I thank all of you, Commissioner Ennes, I really do. Thanks to everybody. I know several of you, I haven't seen you in quite sometime, so it's good to see some familiar faces. I don't think I've been in front of Plan Commission since 2003.

CHAIRPERSON ENNES: It's been a while --

MR. SHIRLEY: That's when it came through for that. So, it's been a while. But thank you to everyone, I appreciate it.

CHAIRPERSON ENNES: Okay, seeing no other business --

MR. SCHMIDT: I do have a few announcements.

CHAIRPERSON ENNES: Okay.

MR. SCHMIDT: Just so you guys are aware, there won't be a meeting on March 10th. There's no items on the agenda. Then for the second meeting in March, it's been moved to March 31st on account of spring break. There's one final announcement, if you haven't already, please respond to Sam's e-mail regarding in-person meetings. He needs to have an answer by Friday.

CHAIRPERSON ENNES: All right.

Yes, George?

COMMISSIONER DROST: Yes, can you send that around again? I must have missed that. Then one other question, what's going up kitty corner to the Village Hall?

MR. SCHMIDT: Nothing right now. They just removed the building. There's no final proposal for the site as of yet.

CHAIRPERSON ENNES: Aren't they consolidating the number of parcels?

MR. SCHMIDT: There's been some proposals for the site, but nothing official yet that I've seen.

CHAIRPERSON ENNES: Okay, so what do you think, the Bears on Arlington Park?

MR. SCHMIDT: I couldn't opine on that.

CHAIRPERSON ENNES: It was in the news on Channel 7 tonight and they said won't that be a great industrial park? Anyways, thank you all for being here tonight. Long meeting but we got a lot covered. Really appreciate all your comments.

COMMISSIONER JENSEN: We need a motion to adjourn.
CHAIRPERSON ENNES: That sounds great.
COMMISSIONER DROST: I'll make the motion.
COMMISSIONER GREEN: Second.
CHAIRPERSON ENNES: George was the first, who was the second?
COMMISSIONER DROST: I'll be ecumenical about it whoever wants to take it, but we want to get Jake out of the building here.
CHAIRPERSON ENNES: Do we need a roll call vote?
COMMISSIONER GREEN: Yes, you do.
MR. SCHMIDT: Who make the motion, who made the second?
COMMISSIONER GREEN: I think I seconded, but I'm not sure.
CHAIRPERSON ENNES: Okay, George and Bruce.
COMMISSIONER DROST: Yes, I made the motion.
MR. SCHMIDT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. SCHMIDT: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. SCHMIDT: Commissioner Drost.
COMMISSIONER DROST: Yes.
MR. SCHMIDT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. SCHMIDT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. SCHMIDT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. SCHMIDT: Chairman Ennes.
CHAIRPERSON ENNES: Yes, with comment. I'll see you all in March. I will have my second shot. Okay, thanks a lot.

(Whereupon, at 11:10 p.m., the public hearing on the above-mentioned petition was adjourned.)

Plan Commission
3/31/2021

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

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.

ATTACHMENTS:

Description	Type
Public Notice	Exhibits
Staff Report	Board or Commission Report
Aerial	Exhibits
DC Staff Report 3-30-21	Board or Commission Report
CPRC Minutes 11/18/20 - DRAFT	Minutes
Housing Commission Minutes 3-2-21 - DRAFT	Minutes
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

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON MARCH 31, 2021, AT 7:30 P.M. to consider Petition No. 21-002, an amendment to Planned Unit Development (PUD) Ordinance #19-019 to allow modifications to the previously approved development plan, a Special Use Permit to allow a "Private Garage, Customer/Employee" on the subject property, and any variations as determined necessary by the Plan Commission, all on property located at 217 W. Campbell Street, 13-33 S. Chestnut Avenue, and 26-34 S. Highland Avenue in Arlington Heights, IL. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual Plan Commission hearing via Zoom or their phones. Details on how to access and participate in this online virtual hearing will be available at www.vah.com no later than March 26, 2021.

The legal description for the property subject to this public hearing is:

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, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

AND;

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.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760,TDD# (847) 368-5794.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
March 16, 2021 (4560232)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates,Inverness, Melrose Park,Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg,Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the Northwest Suburbs DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 3/16/21
in said Northwest Suburbs DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Designee of the Publisher and Officer of the Daily Herald

Control # 4560232

VILLAGE OF ARLINGTON HEIGHTS

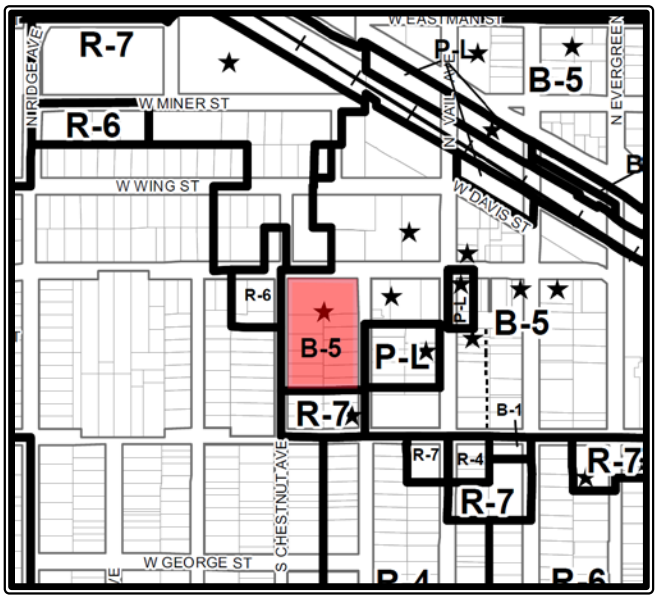
STAFF DEVELOPMENT COMMITTEE REPORT

***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.

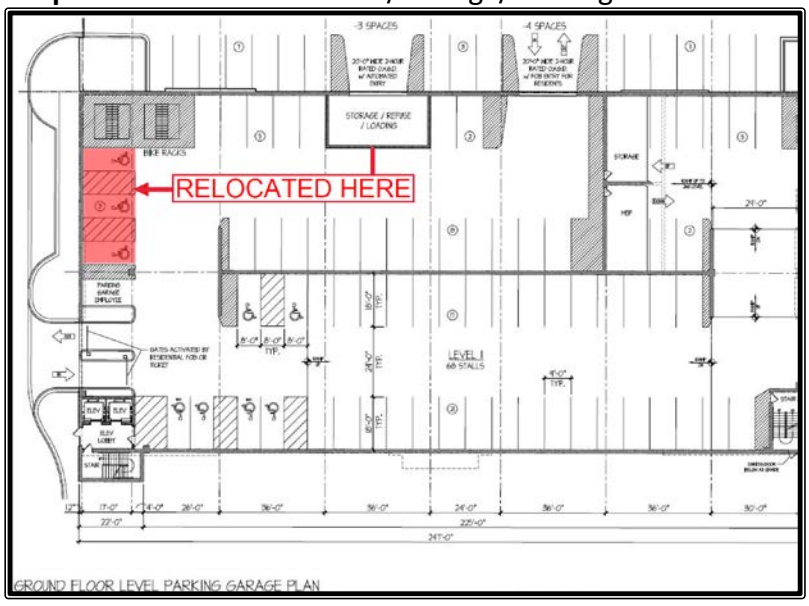
Building and Site:

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.

Arlington425 – Site Aerial

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

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A VIRTUAL MEETING VIA ZOOM WAS HELD ON: November 18, 2020

Project Title: Arlington 425 PUD Amendment
Project Address: Northern Portion of Block 425

Petitioner: Michael D. Firsel
Address: 2801 Lakeside Drive-Suite 207
Bannockburn, IL 60015

Requested Action:

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

Variations Required:

- None identified at this time

Attendees: Mike Firsel, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is the "Arlington 425" development site, located on the west side of Downtown Arlington Heights. This property was approved as a PUD in 2019 to allow 361 dwelling units dispersed amongst three proposed buildings on the site. This development was to include ground floor mixed uses in two of the buildings, totaling up to approximately 36,000 square feet of ground floor retail space and approximately 7,500 square feet of office space. The largest building onsite was to include 5-6 floors of parking with 7 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 of those approvals through June 3, 2021 (for the Preliminary Plat of Subdivision), and June 3, 2022 for the PUD.

The petitioner is proposing certain modifications to the approved PUD, which would reduce the density of the project and decrease the total number of units from 361 units to 322 units. The thirteen-story garage/apartment tower would be reduced to 4 stories of parking only, with potential for a one-story addition for future additional parking spaces.

Meeting Discussion:

Mr. Firsel introduced himself, stating that changes are being sought to the previously approved 2019 plans following a thorough analysis into construction costs and other development factors. New plans have been developed in conjunction with financial partners. The major change from previously approved plans is the removal of the tower over the parking garage. In order to accommodate for the loss of units from the tower, the Campbell Building and Chestnut Building would be 1 story taller than previously approved. The petitioner believes these heights are comparable with existing similar multifamily buildings in the area, and with the Downtown Master Plan for Block 425. Research has also indicated reduced retail demand. As a result, the revised plan includes residential uses on the second floor of the Campbell building. Commercial uses will remain on the first floor, with the area at Campbell and Highland used as a restaurant, and the remainder used as amenity space if a commercial user cannot be found. The center area of the site would have park-like features. The garage would be 4-5 levels depending upon the number of units and whether the Chestnut Building would be owner or renter occupied. The

developer wishes to retain the existing porte-cochere feature as it is a major element of the development. The project would be in two phases – the first being the Campbell Building and Highland Garage, and the second being the Chestnut Building. In the Chestnut Building, if owner occupied 68 units would be incorporated, and if renter occupied 88 units would be incorporated. This would be determined in the future based on market conditions. Additional parking for additional units would be accommodated on the fifth floor of the parking garage.

Mr. Hubbard stated the original PUD was approved in 2019. This PUD included 3 buildings, 36,000 square-feet of ground floor and second floor commercial space, and 7,500 square-feet of office space. The Highland Building would've been 13 stories tall. The plan received a 1-year approval extension in summer of 2020. The petitioner is seeking an amendment to the approved plan, which would include a reduction of units from 361 to 322 units. The Highland tower would be eliminated, the Campbell building would increase in height from 9 to 10 stories, and the Chestnut building would increase in height from 4 to 5 stories. These modifications require an amendment to the PUD. There may be some modifications to the approved subdivision documents as well. Detailed plans, information on the breakdown of 1 and 2 bedroom units, information on parking space allocation and management, and finalized floor plans would be required as part of the Plan Commission review process. With respect to the increased building heights, Staff believes the heights are generally consistent with those outlined in the Downtown Master Plan. The petitioner is asked to hold a virtual neighborhood meeting in advance to present the project to the neighborhood and obtain their feedback. There will be changes to the affordable housing program, however this is under the purview of the Housing Commission and ultimately the Village Board. Staff believes this is an opportunity to review the inclusion of the porte-cochere feature, as Staff was not fully sold on the need for the feature. Given reduced traffic demand due to the proposed downscaling of the project, Staff is requesting the petitioner reevaluate the inclusion if the porte-cochere, however it seems that the petitioner strongly wants to retain this feature. There may be a way to reduce the width of the porte-cochere if it is still included. A Design Commission application will be required, and the Fire and Building Departments will evaluate the removal of the fire lane between the two buildings. Preliminary internal discussions indicated removal of the fire lane would not impact the ability to provide emergency access. Staff still wants to review Campbell building floor plans to understand the extent and location of amenity space and commercial space. Details should be provided on whether or not the garage would be connected to the Village garage, Staff may or may not be supportive of a connection, and any connection would require evaluation. Staff is generally supportive of the application and continued development of this project.

Commissioner Sigalos asked if the parking garage structure would be designed for future vertical expansion if market conditions change.

Mr. Firsel stated that it would be designed only as a parking garage. Costs to build for major vertical expansion would be astronomical. The garage would not be connected to the Village garage.

Commissioner Sigalos asked if it was yet to be determined if the units would be condos or rentals.

Mr. Firsel stated that the Campbell building would be fully rental units, however the Chestnut building may be either condo or rental units. It is going to be requested that all 16 affordable units would be in the Campbell Building.

Commissioner Jensen stated the revised layout seems less convenient, and people will have to walk outside to access the garage. He asked if any underground connection has been contemplated.

Mr. Firsel stated that the previously proposed connection to the garage has not changed, people will not have to walk outside.

Commissioner Jensen said there was some confusing language in the project description in regard to affordable housing. He recommended clarifying the description prior to an appearance before the Housing Commission and Village Board.

Mr. Firsel clarified that he'd like the flexibility to include all affordable units in the Campbell building.

Commissioner Jensen stated that made sense. He stated be agreed with the petitioner's statement in the summary that

the study on commercial space demand was conducted prior to the Coronavirus pandemic, and believes that Staff and the Village Board pushes too hard to include commercial space in these types of projects. He encourages Staff to reevaluate the extent of commercial space required in these developments. He likes the project and hopes to see it move forward.

Commissioner Cherwin stated he agrees with Commissioner Jensen's comments regarding the inclusion of commercial space. He does not like vacant storefronts. He has no objections to the changes, in his opinion a lot of the resistance to the previous proposal was the number of units and corresponding traffic, and the height of the tower. The increased height of the two remaining buildings shouldn't be an issue. He asked if second floor units in the Campbell building would have balconies, and if the possibility of topping off the garage with greenspace was considered.

Mr. Firsel stated that second floor wouldn't be conducive to balconies on the Campbell side, but he will evaluate balconies in other areas. With respect to a green roof on the garage, it is possible. If a second commercial user for the first floor of the Campbell building is found, some amenities may be located on top of the garage rather than in that first floor space. There will also be amenity space on top of the Campbell building. He wants to have a neighborhood meeting as he thinks it will appease any fears. He will sit down with Village Staff to discuss parking, impacts, and requirements. A revised traffic study will be prepared based on the revised unit count.

Commissioner Green asked if the inclusion of public parking in the garage was considered, even if not free. He's not sure if it presents a security issue.

Mr. Firsel said it's a financial issue, not a security issue. Provision of parking above code results in costs higher than the developer can afford.

Commissioner Green said it didn't have to be free, people could pay a toll. He was just raising it as a possibility.

Mr. Firsel said anything's a possibility if you can afford it. He's looked into the financial impact of providing additional parking and determined it was not feasible.

Commissioner Green stated that with the elimination of the 13-story tower the project would be an easier sell to the neighborhood. The additional floor in the Chestnut building is understandable and a nice addition, as the building appeared dwarfed before. He thinks the proposal is a great project.

PUBLIC COMMENT

Bruce Adriani wanted to answer Commissioner Cherwin's questions regarding balconies on the second floor of the Campbell building. As of right now, it is planned to incorporate balconies in line with balconies on the floors above.

Keith Moens commented that he hoped the petitioner would keep all of the previously approved 18 affordable units within the development, as well maintain the originally approved fee-in-lieu of payment for additional affordable units not included onsite. He asked about the petitioner's statement regarding the placement of all required onsite affordable units within the Campbell building.

Mr. Firsel responded that the project would be required to appear before the Housing Commission and he would address the comment at that time.

Keith Moens stated that he would've liked a more substantial response but that he can wait.

RECOMMENDATION

The Conceptual Plan Review Committee encouraged the petitioner to proceed forward with their application while taking the comments from the Conceptual Plan Review Committee into consideration.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE

Jake Schmidt, Recorder

DRAFT

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.

DRAFT

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

DRAFT

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

DRAFT

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

DRAFT

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.

DRAFT

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.

DRAFT

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

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

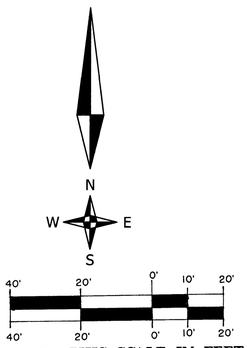
415 E. GOLF ROAD - SUITE 103 ARLINGTON HEIGHTS, ILLINOIS 60005
TEL. 224-875-7633 FAX. 224-875-7634
WWW.HENRIKSENSURVEY.COM

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.

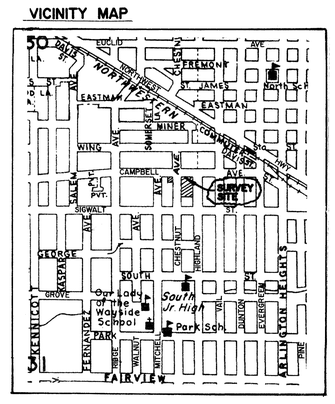
PARCEL 3:
LOT 11 IN BLOCK 2 IN A SUBDIVISION OF LOTS 26, 27, 28 AND 29 IN ASSESSORS DIVISION OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

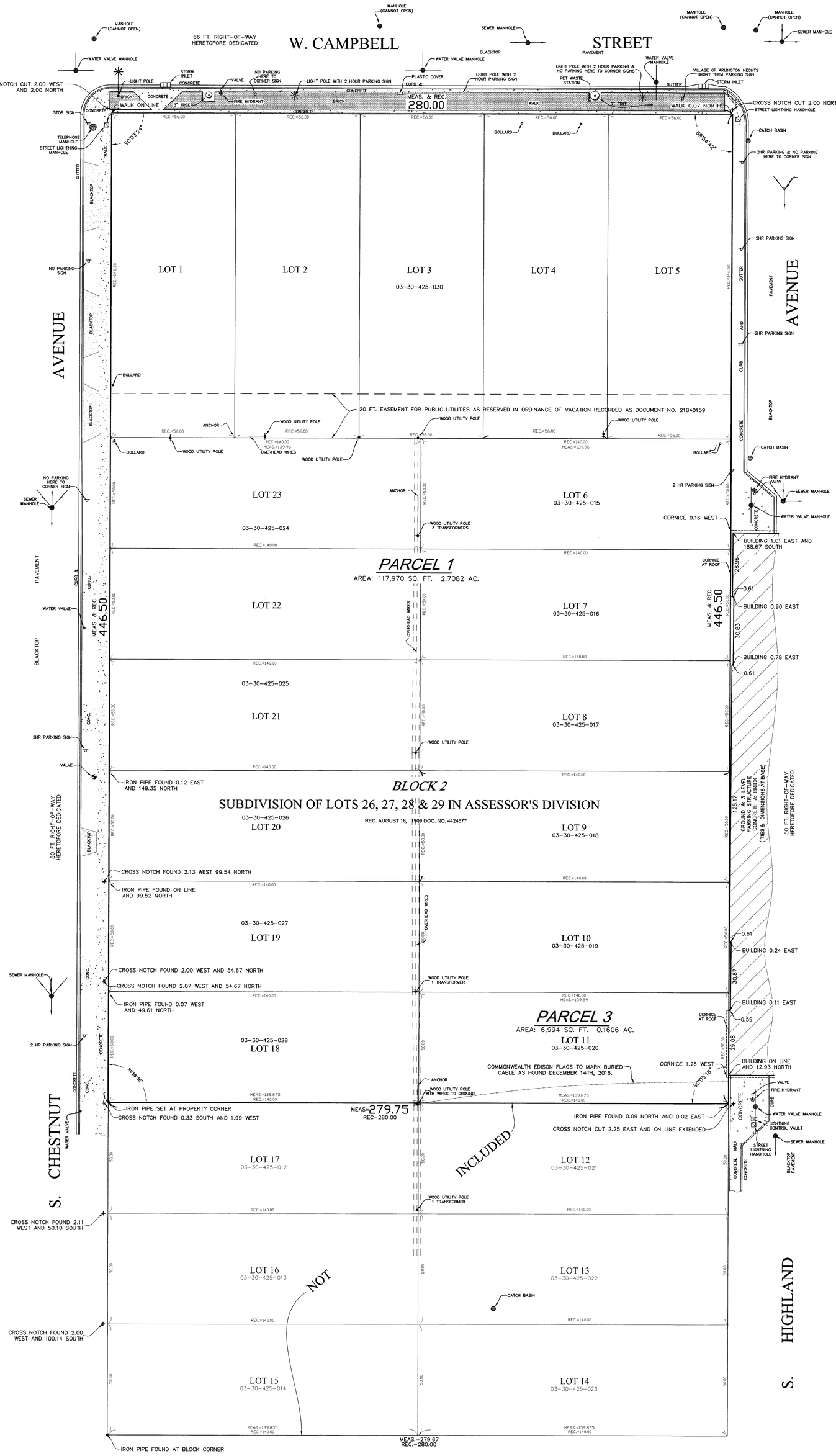
TOTAL AREA OF SURVEY: 124,964 SQ. FEET OR 2.8688 ACRES



GRAPHIC SCALE IN FEET
1 INCH = 20 FEET

VICINITY MAP





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.

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.

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

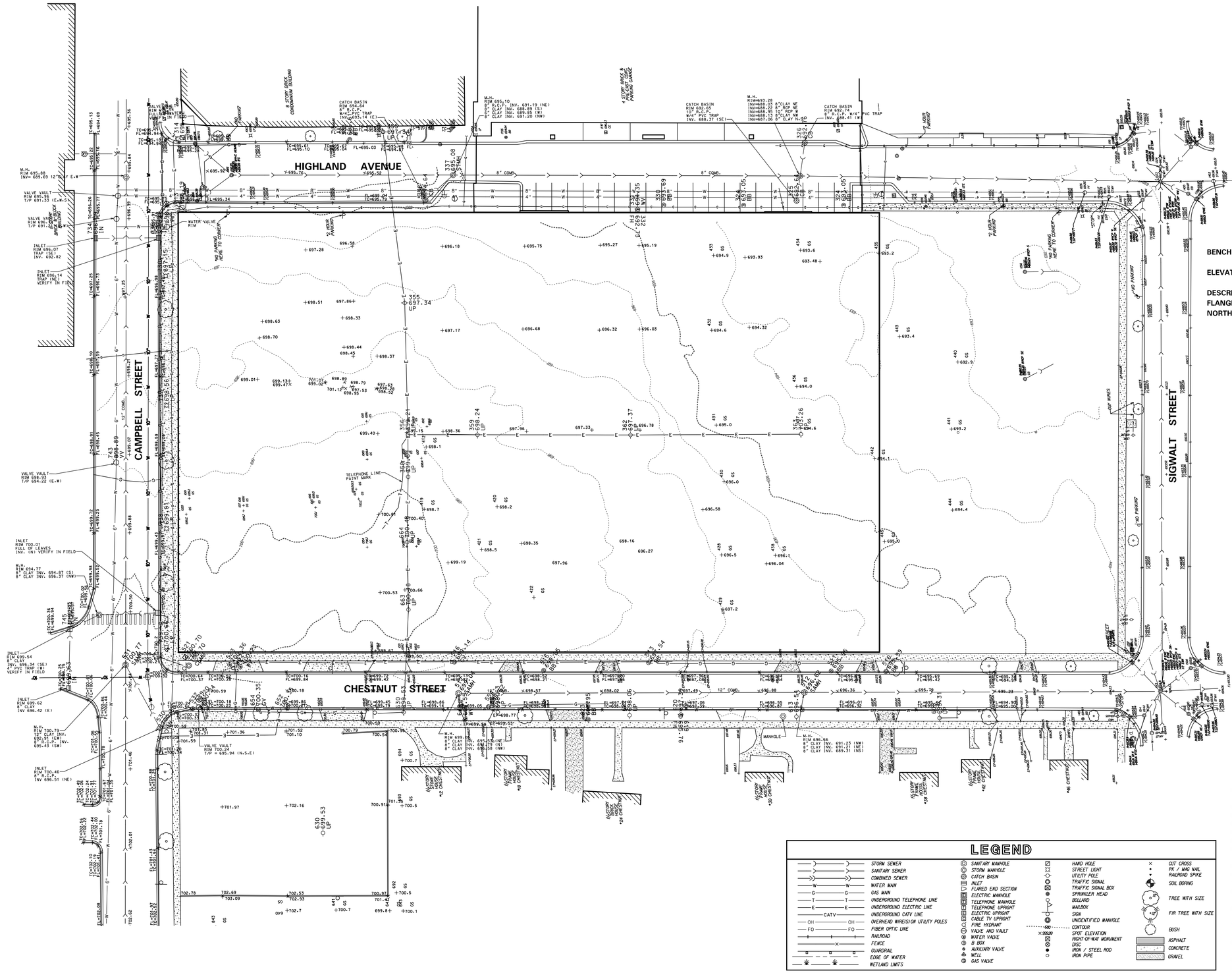
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

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.

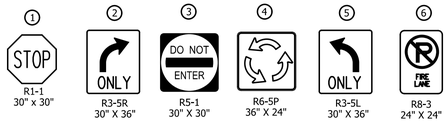
FILENAME: 3514.02P-SE03

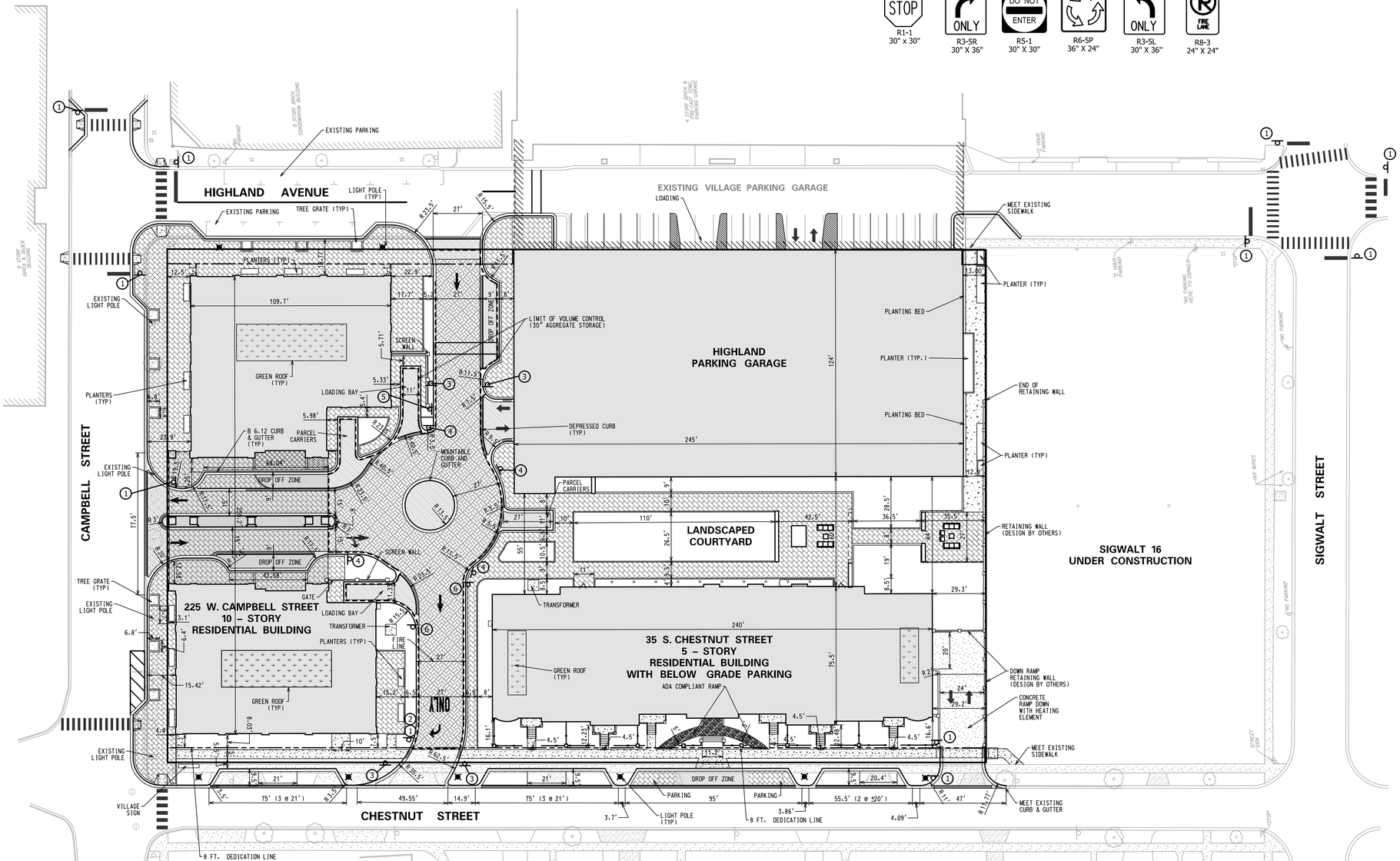
DATE: 09/21/18

JOB NO. 3514.02

SHEET P-EC 2 OF 5

SIGN LEGEND:





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

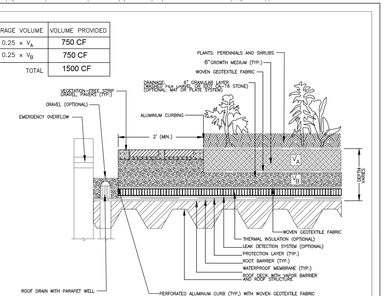
NO.	DATE	REMARKS
5	04/03/19	PER ROUND 3 VILLAGE COMMENTS
4	03/14/19	REVISED SITE PLAN FROM ARCHITECT
3	02/18/19	REVISED SITE PLAN FROM ARCHITECT
2	01/16/19	REVISED SITE PLAN FROM ARCHITECT
1	11/08/18	REVISED SITE LAYOUT

PRELIMINARY GEOMETRIC PLAN

ARLINGTON 425

ARLINGTON HEIGHTS, ILLINOIS

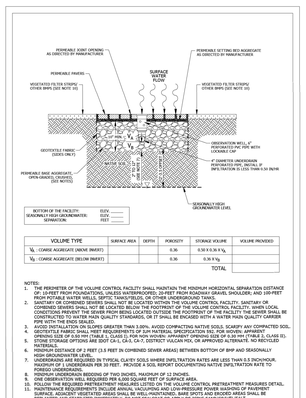
VOLUME TYPE	POROSITY	MEDIA VOLUME	STORAGE VOLUME	VOLUME PROVIDED
GROWTH MEDIUM	0.25	3000 CF	0.25 × V_A	750 CF
DRAINAGE LAYER	0.25	3000 CF	0.25 × V_B	750 CF
			TOTAL	1500 CF



NOTES:
1) WOVEN GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF SPECIFICATION IUM 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% TO 90% BY VOLUME MINERAL AGGREGATE AND 10% TO 20% ORGANIC COMPOST.
4) THERE SHALL BE A MINIMUM SETBACK OF 2'-FEET FROM ROOF PERIMETER AND ROOF PENETRATIONS.

NOT TO SCALE

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 (ABOVE INVERT)			0.36	0.50 × 0.36 × V_A	
V_B - COARSE AGGREGATE (BELOW INVERT)			0.36	0.36 × 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. SEE ILLINOIS STATE WATER SURVEY CIRCULAR 183 FOR ADDITIONAL GUIDANCE.
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 (IF SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. WHERE THE SLOPE IS GENERALLY GREATER THAN 3.00%, AVOID COMPACTING NATIVE SOILS. SCARIFY ANY COMPACTED SOIL.
4. GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF IUM 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. GRANULAR STORAGE OPTIONS ARE SDOT CA-1, CA-3, CA-7, 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 ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.
11. PERMEABLE PAVEMENT SURFACE SHALL BE MAINTAINED TO PREVENT CLOGGING AND 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.A — PAGE NO. 10 - PG

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.

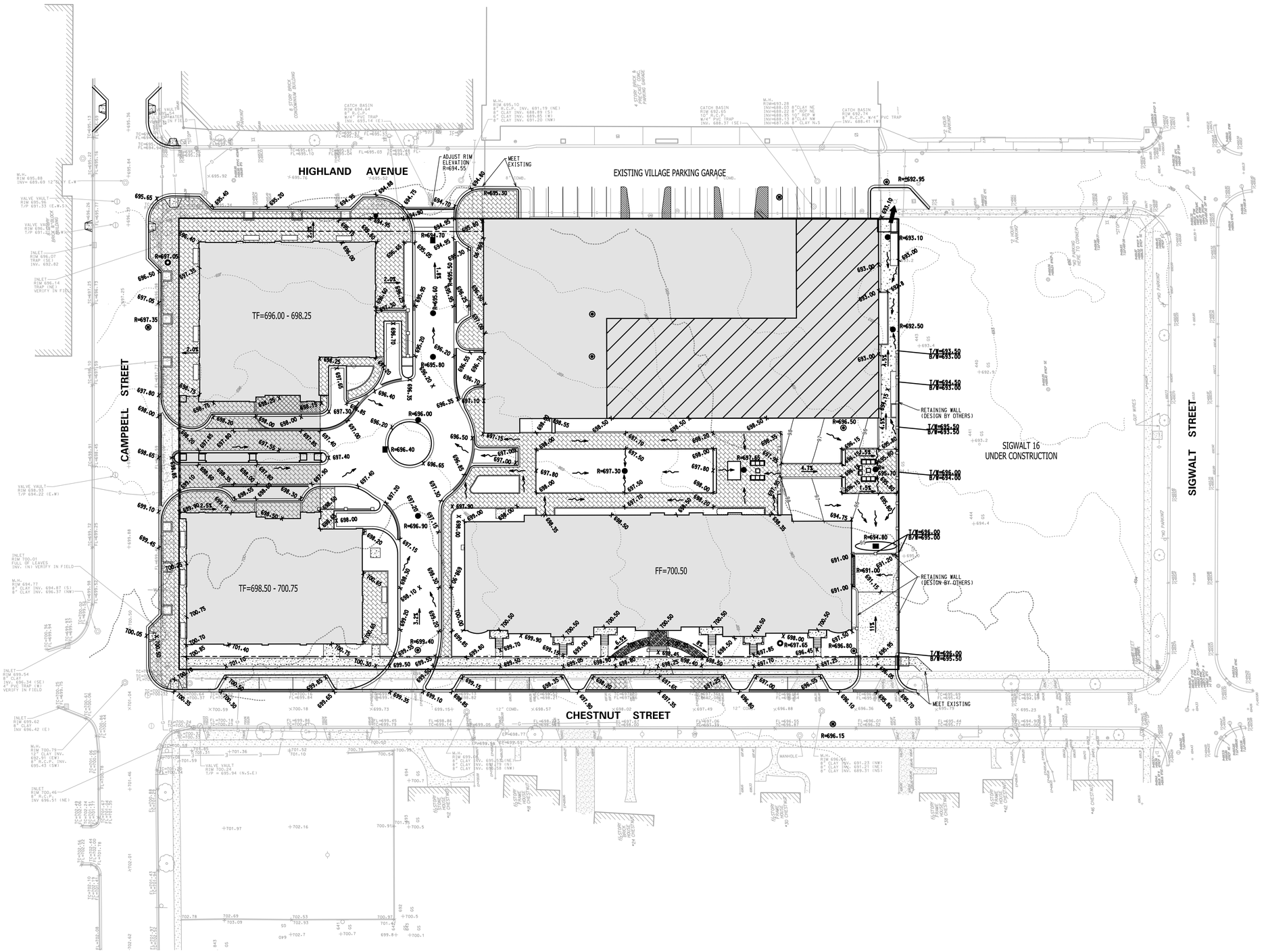
FILENAME: 3514.02P-GM

DATE: 09/21/18

JOB NO. 3514.02

SHEET P-GM 3 OF 5

N:\Projects\3514.02\PRELIM\3514.02P-GM.dgn Default User=jckapustiak



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
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 3514.02P-GR
DATE: 09/21/18
JOB NO. 3514.02
SHEET **P-GR** 4 OF 5

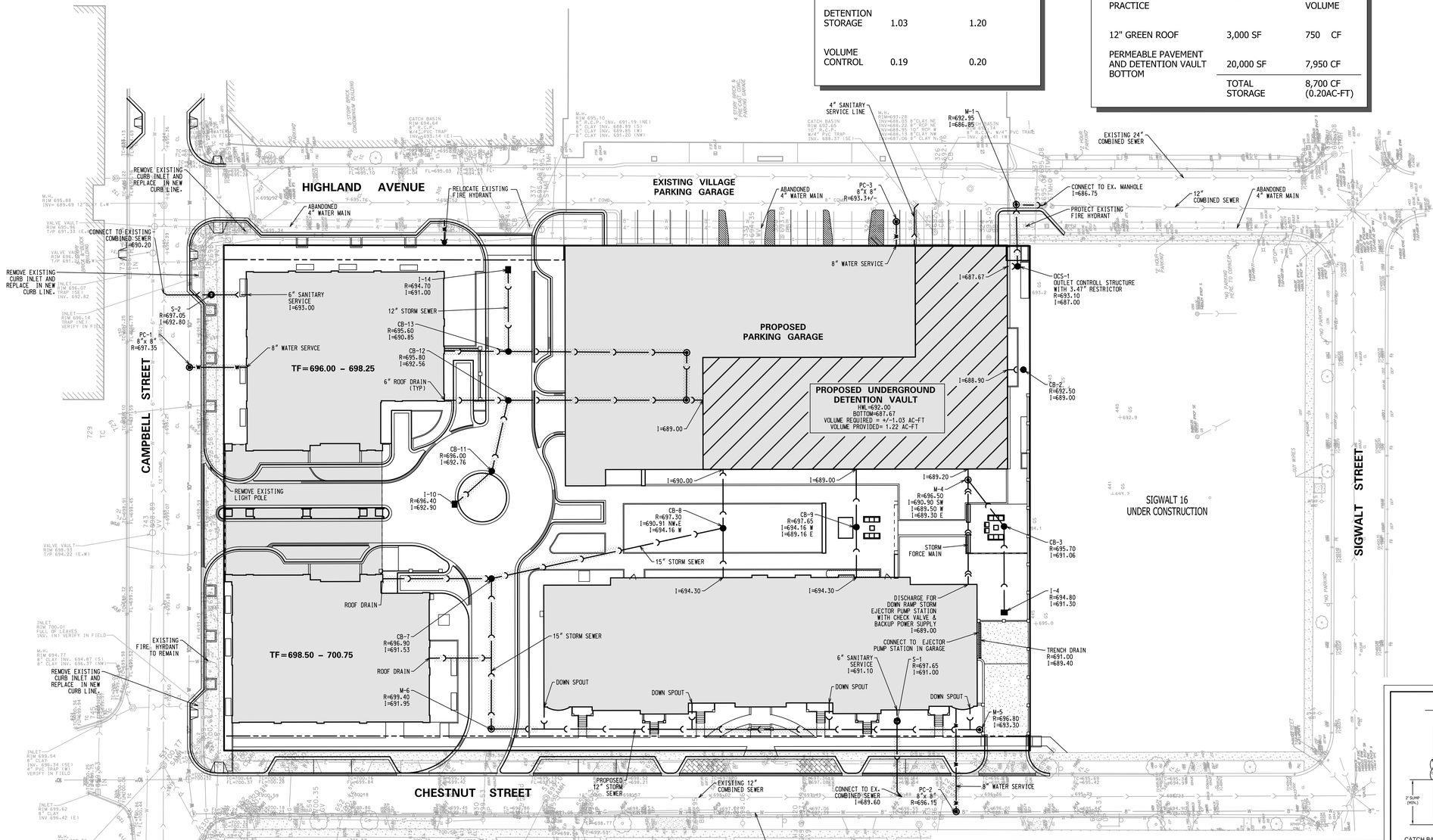
N:\Projects\3514.02\PRELIM\3514.02P-GR.dgn Default User=jckapustiak

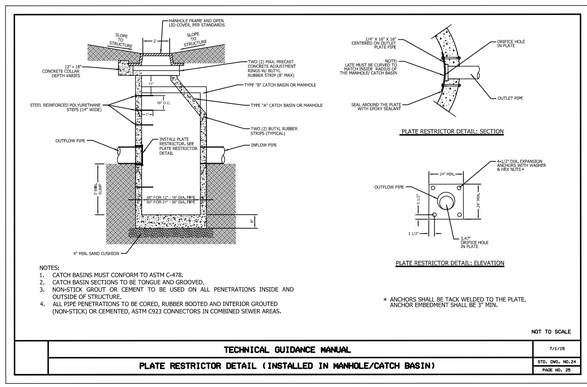
SITE STORMWATER MANAGEMENT SUMMARY

	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)



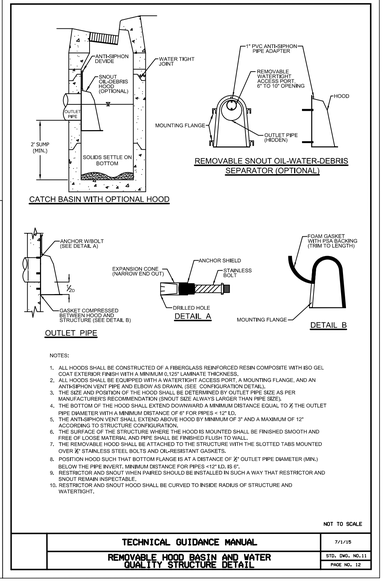


NOTES:
1. CATCH BASINS MUST CONFORM TO ASTM C-478.
2. CATCH BASIN SECTIONS TO BE TONGUE AND GROOVED.
3. NON-STICK GROUT OR CEMENT TO BE USED ON ALL PENETRATIONS INSIDE AND OUTSIDE OF STRUCTURE.
4. ALL PIPE PENETRATIONS TO BE CORED, RUBBER BOOTED AND INTERIOR GROUTED (NON-STICK) OR CEMENTED, ASTM C923 CONNECTORS IN COMBINED SEWER AREAS.

* ANCHORS SHALL BE TACK WELDED TO THE PLATE. ANCHOR EMBEDMENT SHALL BE 3" MIN.

NOT TO SCALE

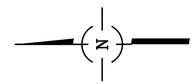
TECHNICAL GUIDANCE MANUAL	7/1/15
PLATE RESTRICTOR DETAIL (INSTALLED IN MANHOLE/CATCH BASIN)	STD. DWG. NO.24
	PAGE NO. 25



NOTES:
1. ALL HOODS SHALL BE CONSTRUCTED OF A FIBERGLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
2. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN. (SEE CONFIGURATION DETAIL).
3. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOUT SIZE ALWAYS LARGER THAN PIPE SIZE).
4. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO ¾ THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES ≤ 12" I.D.
5. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
6. THE INSIDE OF STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND THE TOP LOCATION INTERIOR OF STRUCTURE SHALL BE FINISHED FLUSH TO WALL.
7. THE REMOVABLE HOOD SHALL BE ATTACHED TO THE STRUCTURE WITH THE SLOTTED TABS MOUNTED OVER ⅜" STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKETS.
8. POSITION HOOD SUCH THAT BOTTOM FLANGE IS AT A DISTANCE OF ¾" OUTLET PIPE DIAMETER (MIN.) BELOW THE PIPE INVERT. MINIMUM DISTANCE FOR PIPES ≤12" I.D. IS 6".
9. RESTRICTOR AND SNOUT WHEN PAIRED SHOULD BE INSTALLED IN SUCH A WAY THAT RESTRICTOR AND SNOUT REMAIN INSPECTABLE.
10. RESTRICTOR AND SNOUT HOOD SHALL BE CURVED TO INSIDE RADIUS OF STRUCTURE AND WATERTIGHT.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
REMOVABLE HOOD BASIN AND WATER QUALITY STRUCTURE DETAIL	STD. DWG. NO.11
	PAGE NO. 12



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

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
SPACECO INC.

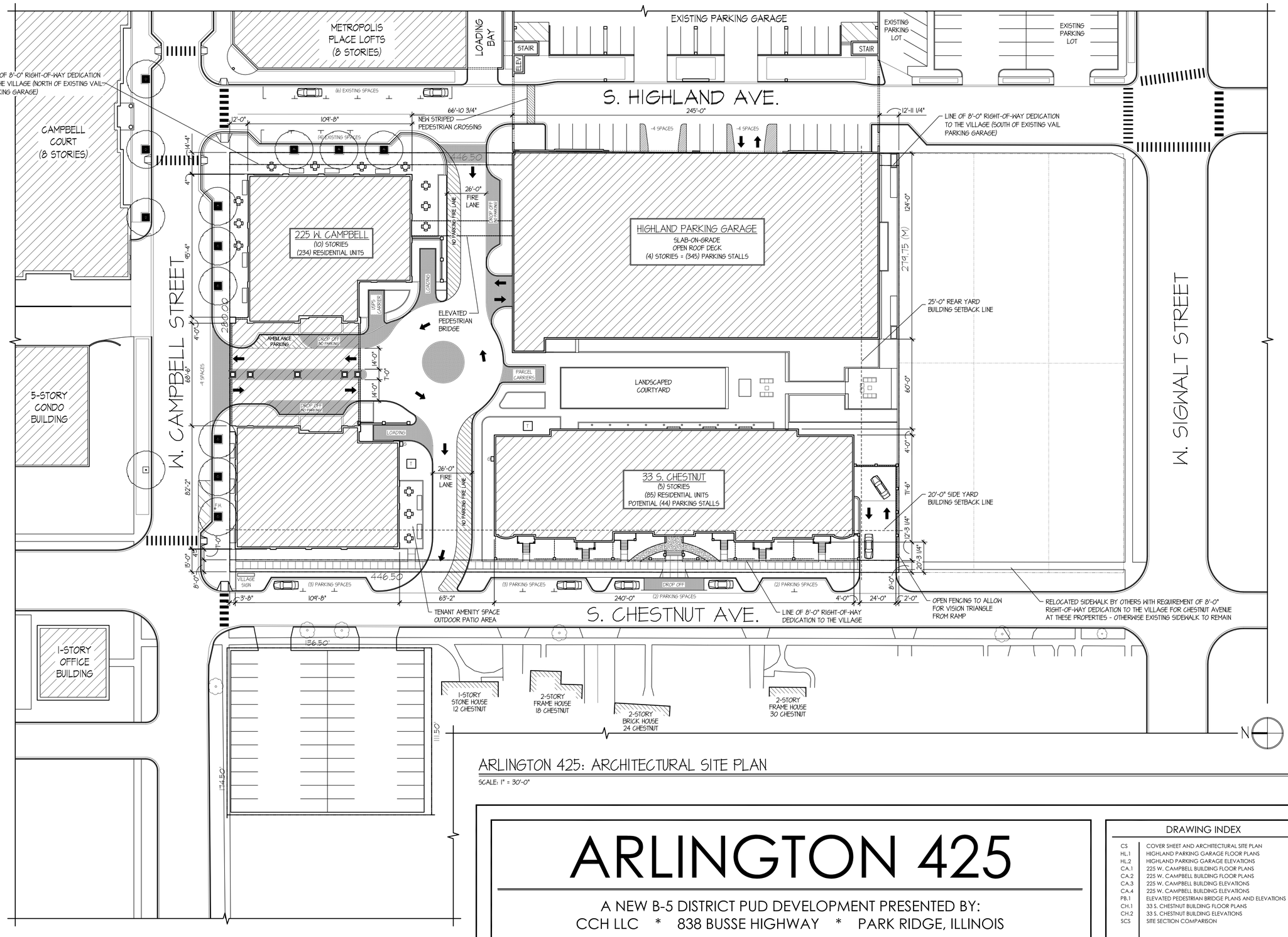
FILENAME: 3514.02P-UT

DATE: 09/21/18

JOB NO. 3514.02

SHEET P-UT 5 OF 5

N:\Projects\3514.02\PRELIM\3514.02P-UT.dgn Default User=jckapustiak



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

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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

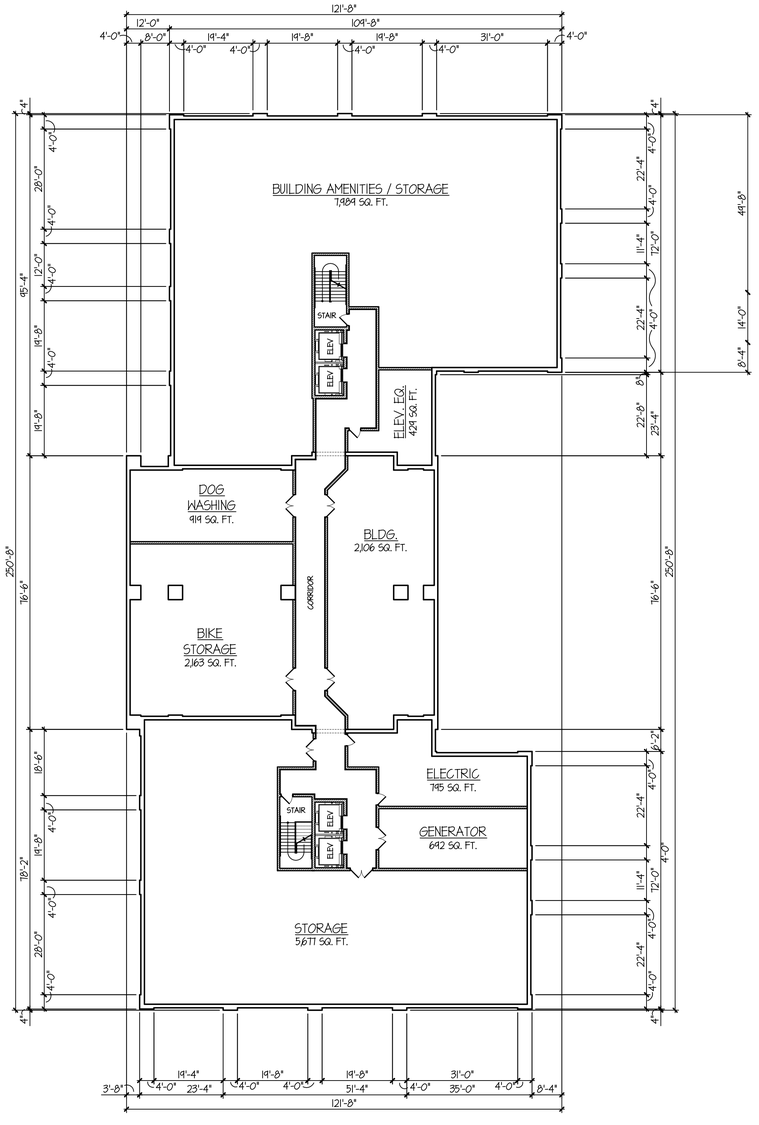
FILE NAME 3883-31P Site Plan
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
2	DESIGN DEVELOPMENT	12.21.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

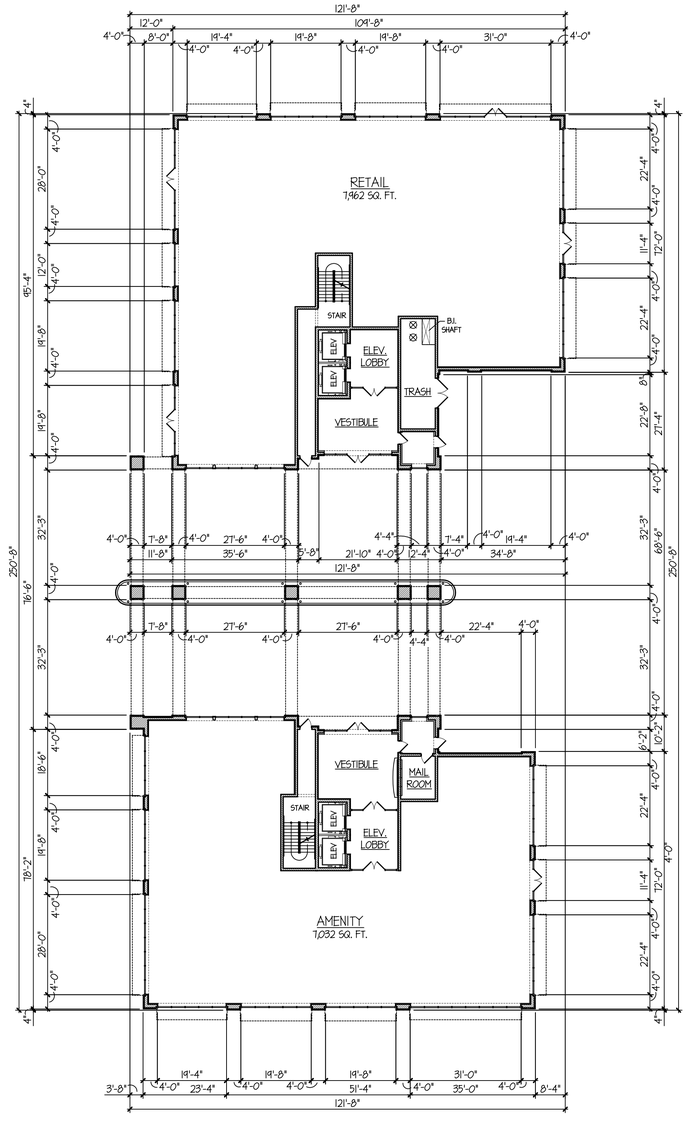
SHEET NO. CS
OF 11

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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL
FLOOR PLANS

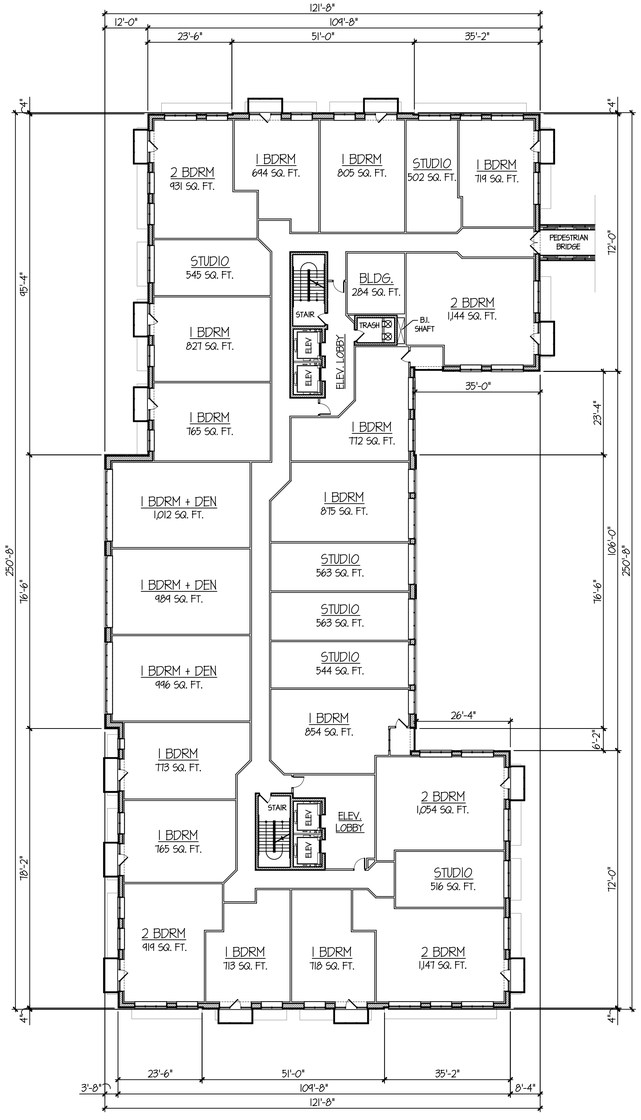
FILE NAME 3883-33P Campbell
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

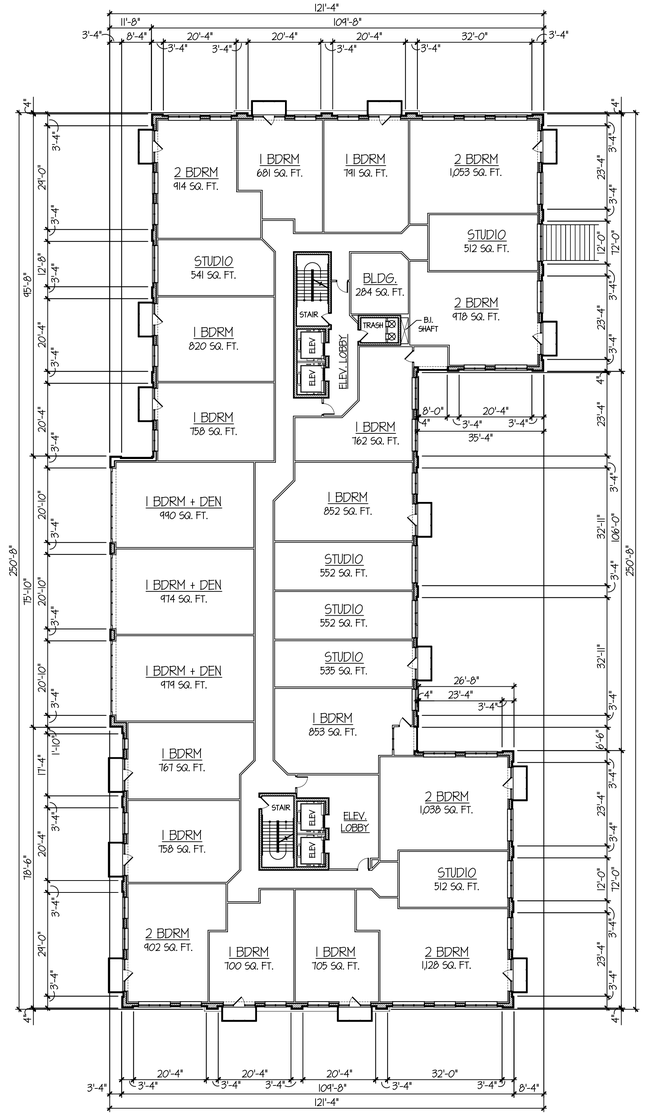
JOB NO. 388315

SHEET NO. CA.1
OF 11

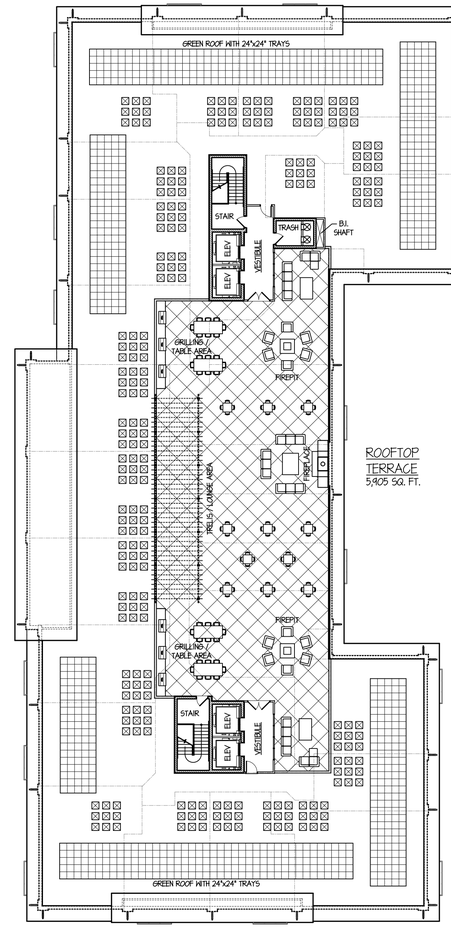
PROFESSIONAL DESIGN FIRM LICENSE #184-002934



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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS • IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA

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

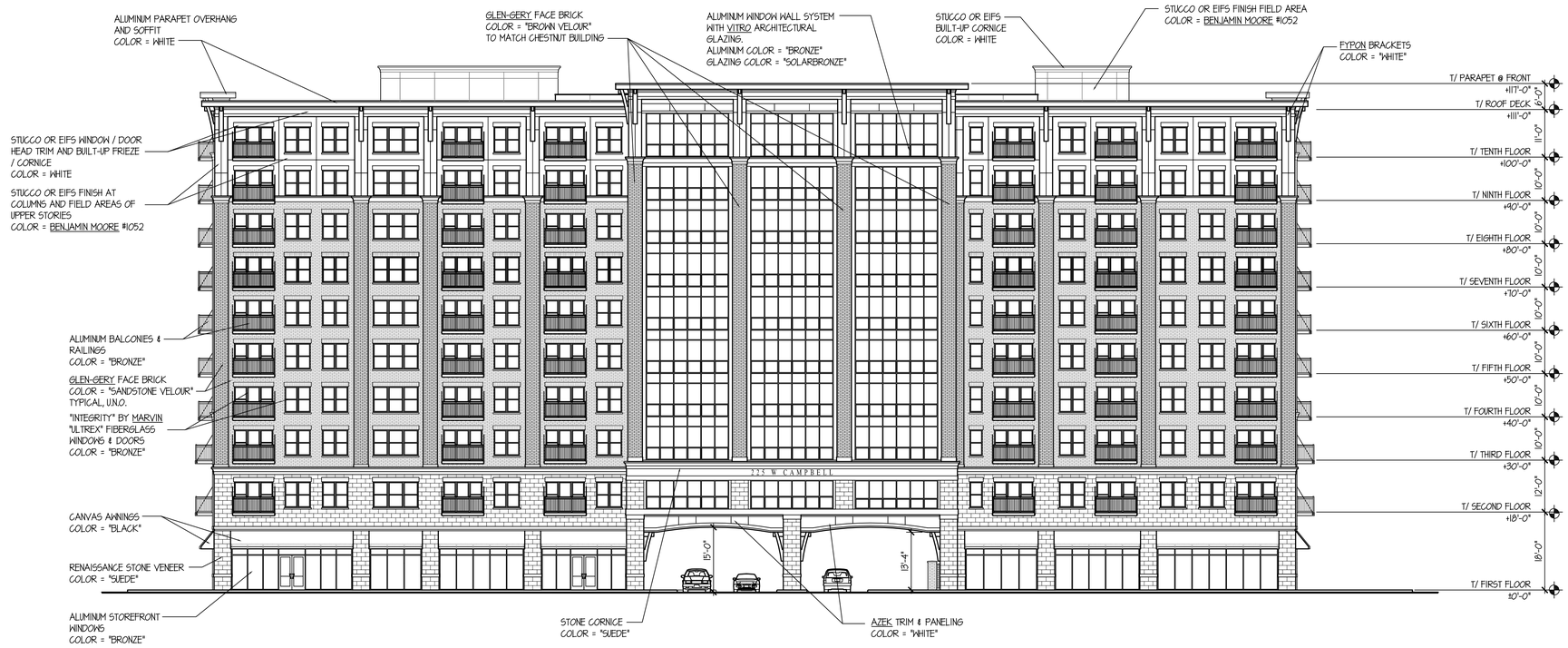
FILE NAME 3883-33P Campbell
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

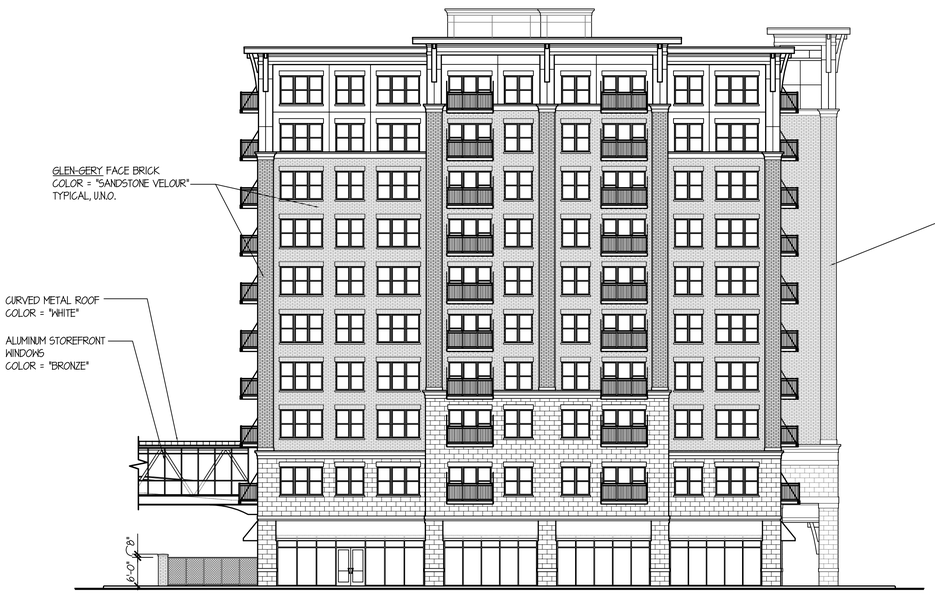
SHEET NO. CA.2
OF 11

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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL ELEVATIONS

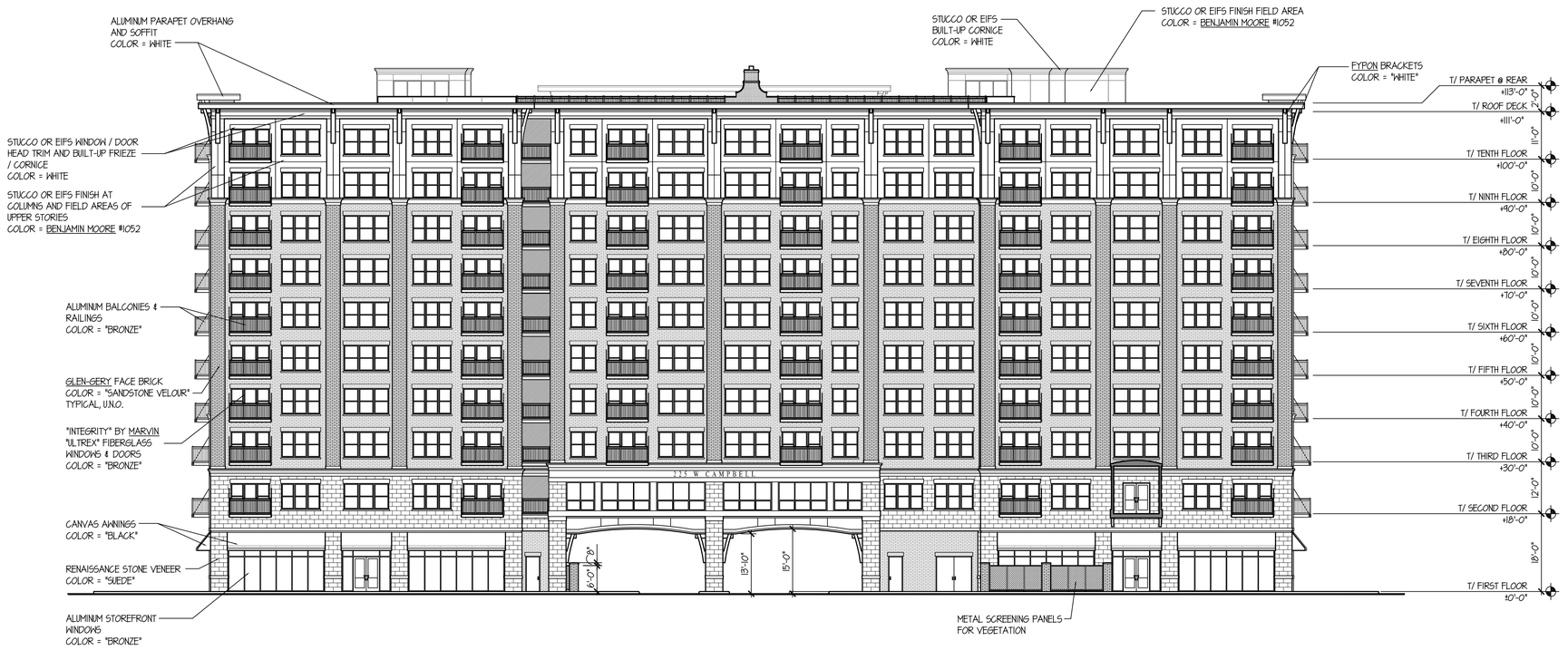
FILE NAME 3883-33P CAMPBELL
DRAWN BY RDL DATE 11.17.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

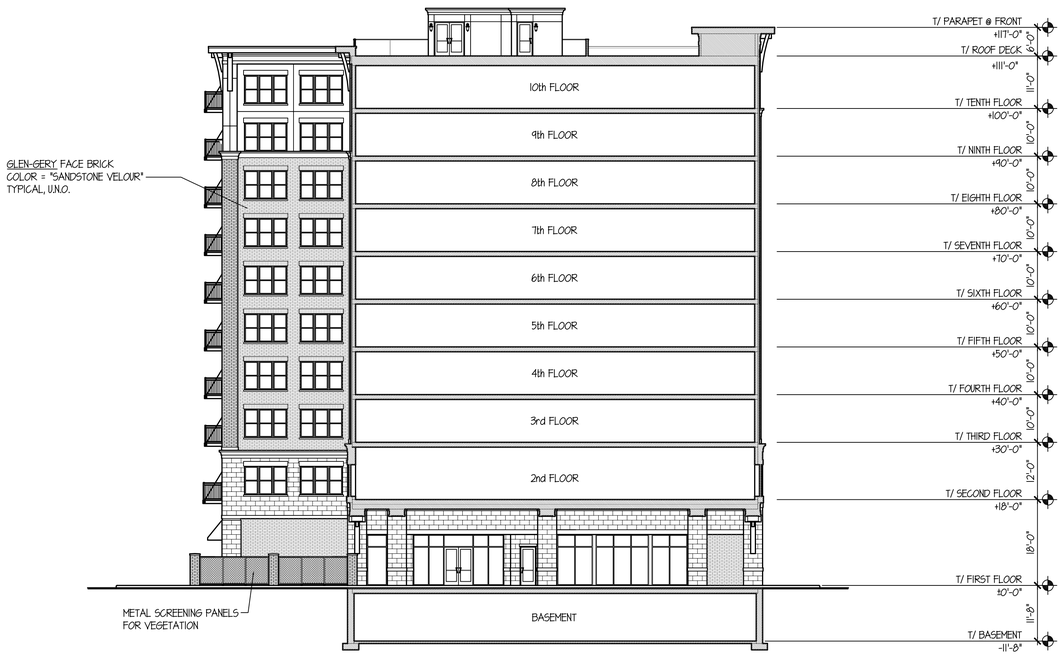
SHEET NO. CA.3
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



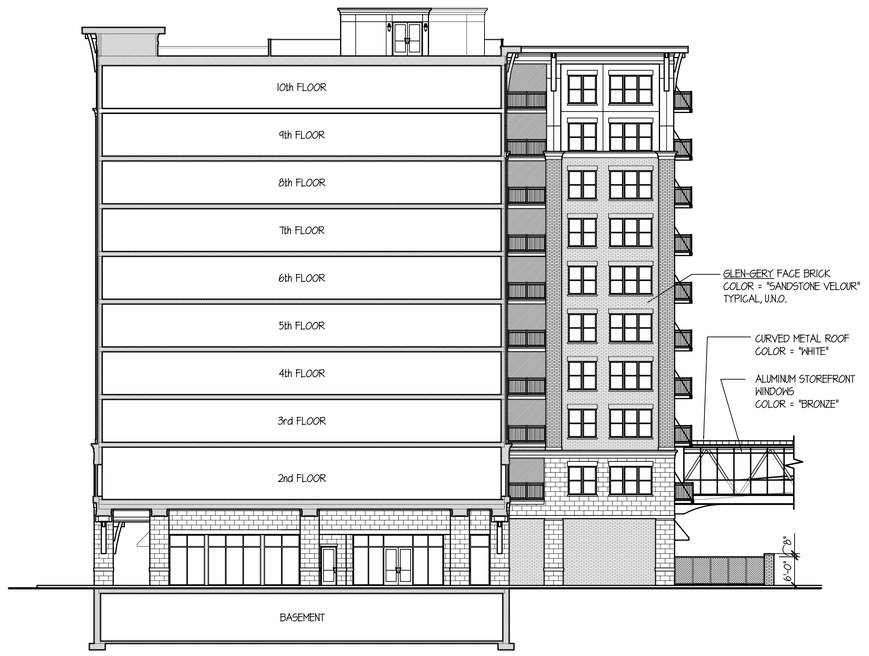
ARLINGTON 425: 225 W. CAMPBELL SOUTH ELEVATION

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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

225 W. CAMPBELL ELEVATIONS

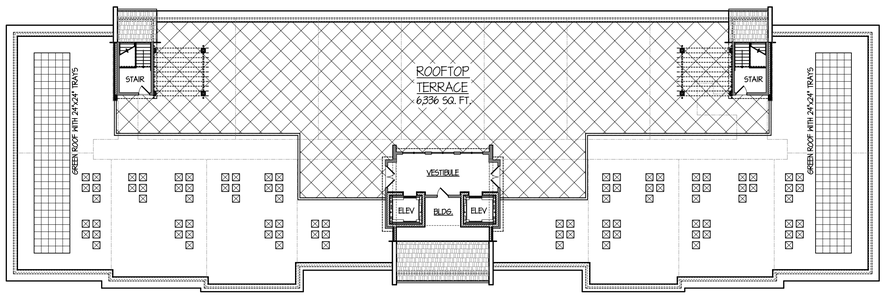
FILE NAME 3883-33P CAMPBELL
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

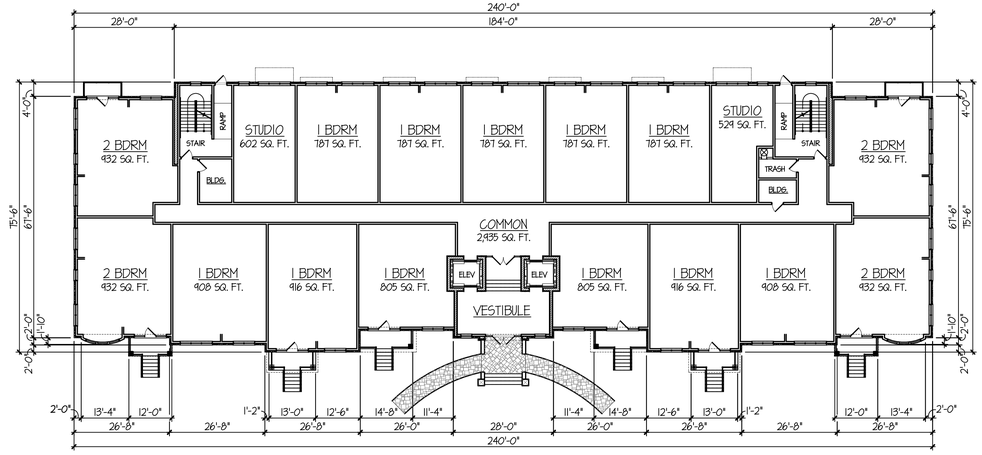
SHEET NO. CA.4
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



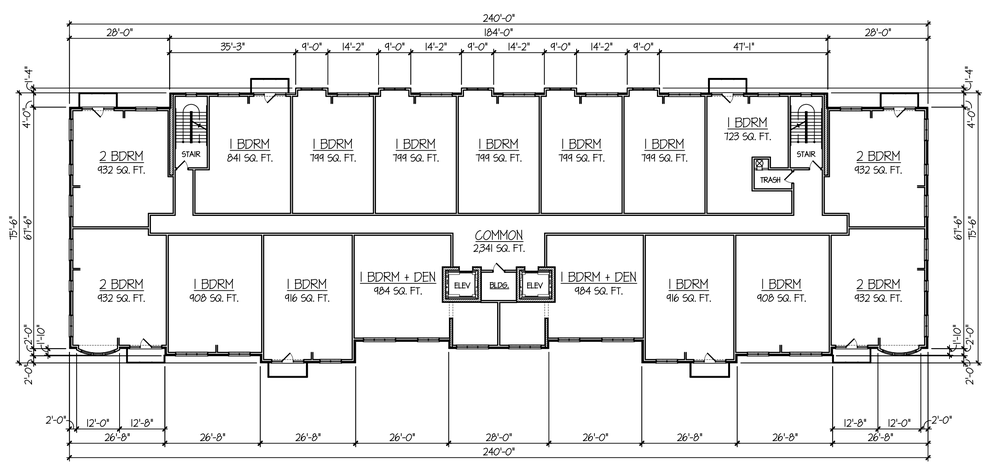
ROOF / ROOFTOP TERRACE PLAN

7,123 SQ. FT.



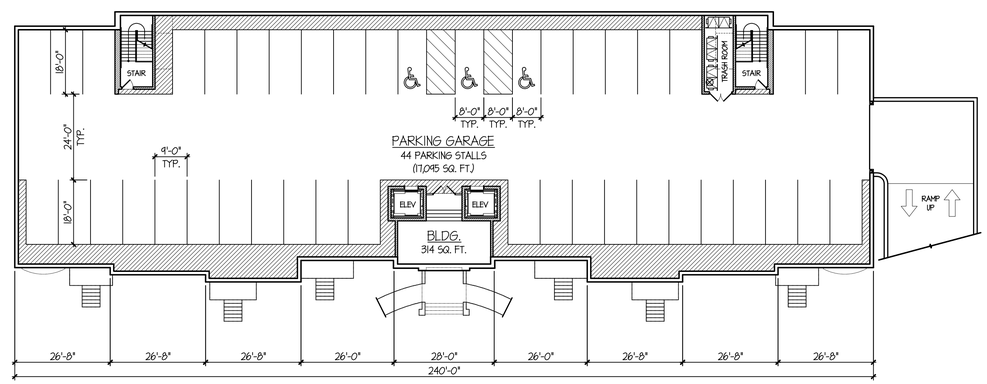
FIRST FLOOR PLAN

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"

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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, 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

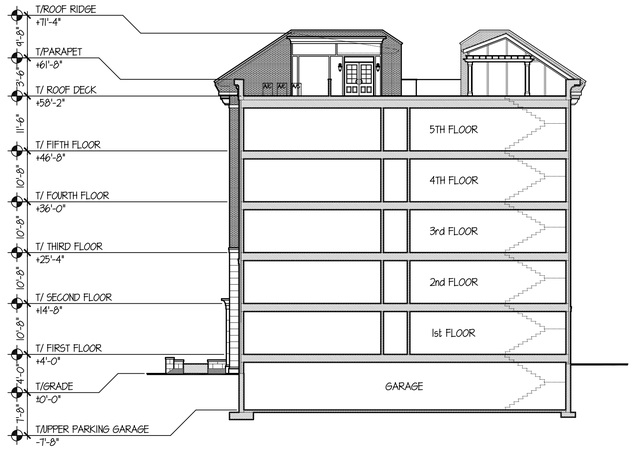
PROFESSIONAL DESIGN FIRM LICENSE #184-002934

ARLINGTON 425: 33 S. CHESTNUT WEST ELEVATION

SCALE: 1" = 15'-0"

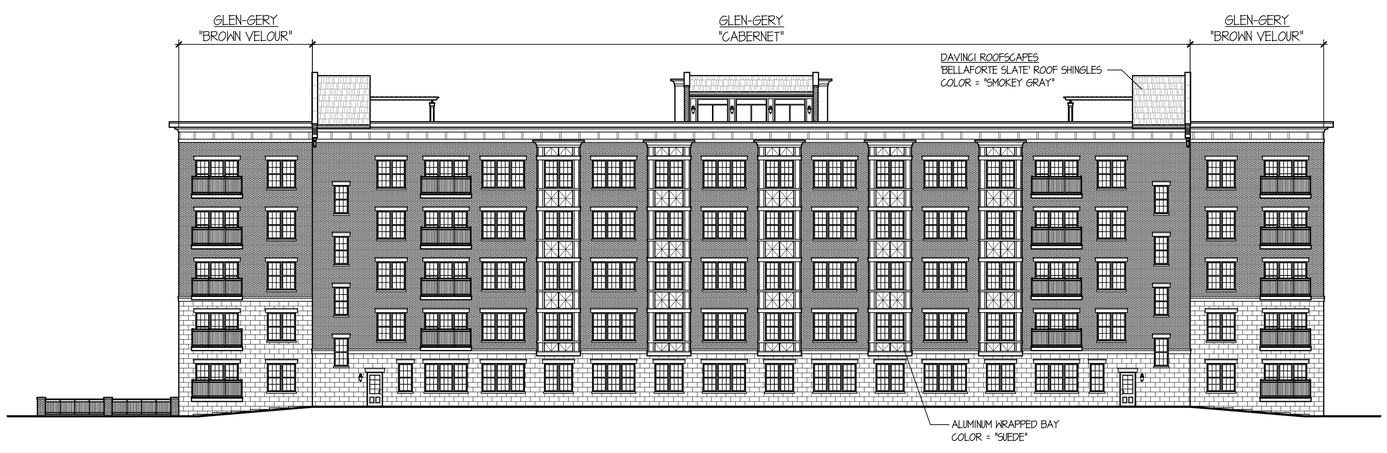
ARLINGTON 425: 33 S. CHESTNUT SOUTH ELEVATION

SCALE: 1" = 15'-0"



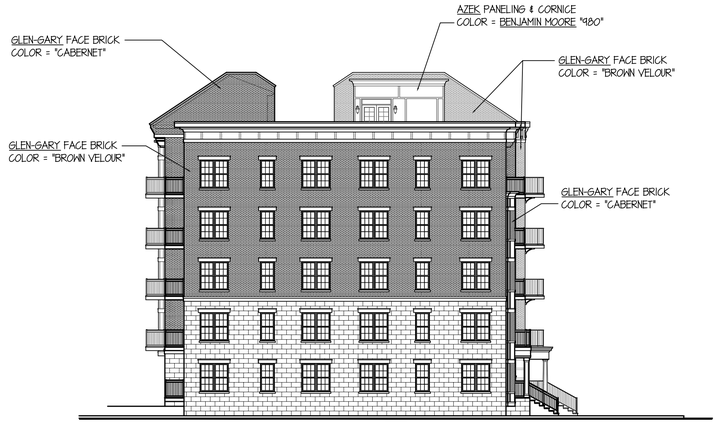
ARLINGTON 425: 33 S. CHESTNUT EAST-WEST SECTION ELEVATION

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"

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS•INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

33 S. CHESTNUT ELEVATIONS

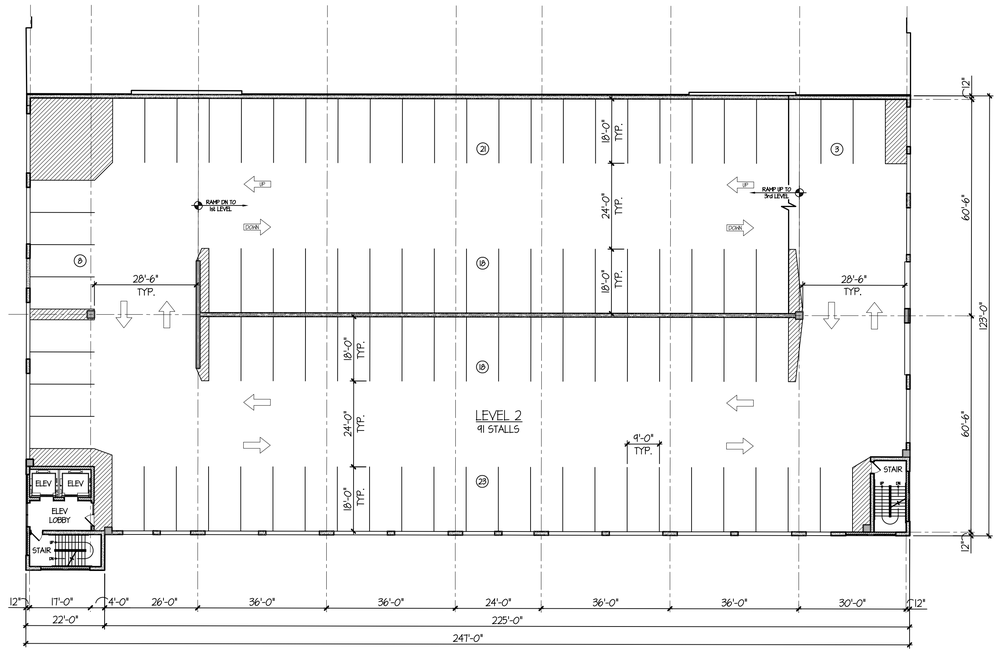
FILE NAME 3883-33P Chestnut
DRAWN BY RDL DATE 12.8.20

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

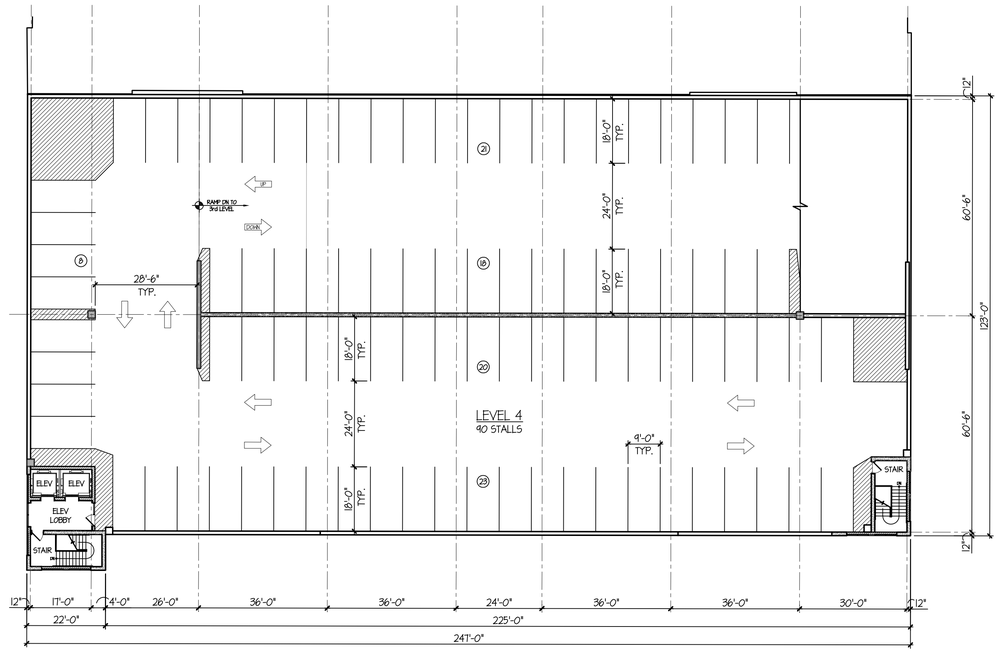
JOB NO. 388315

SHEET NO. OF 11 CH.2

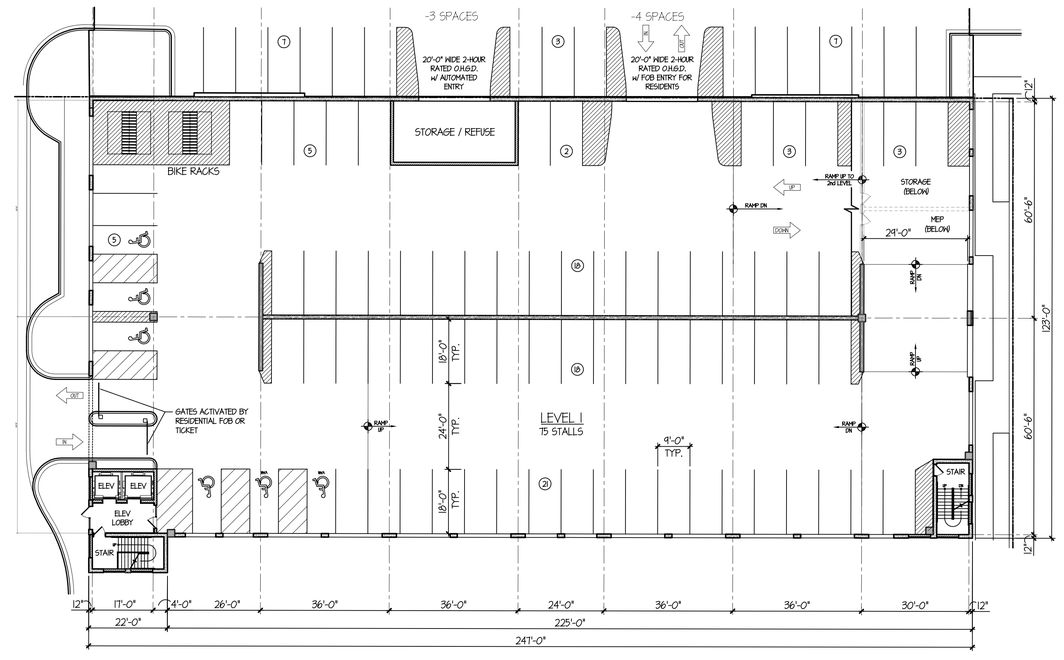
PROFESSIONAL DESIGN FIRM LICENSE #184-002934



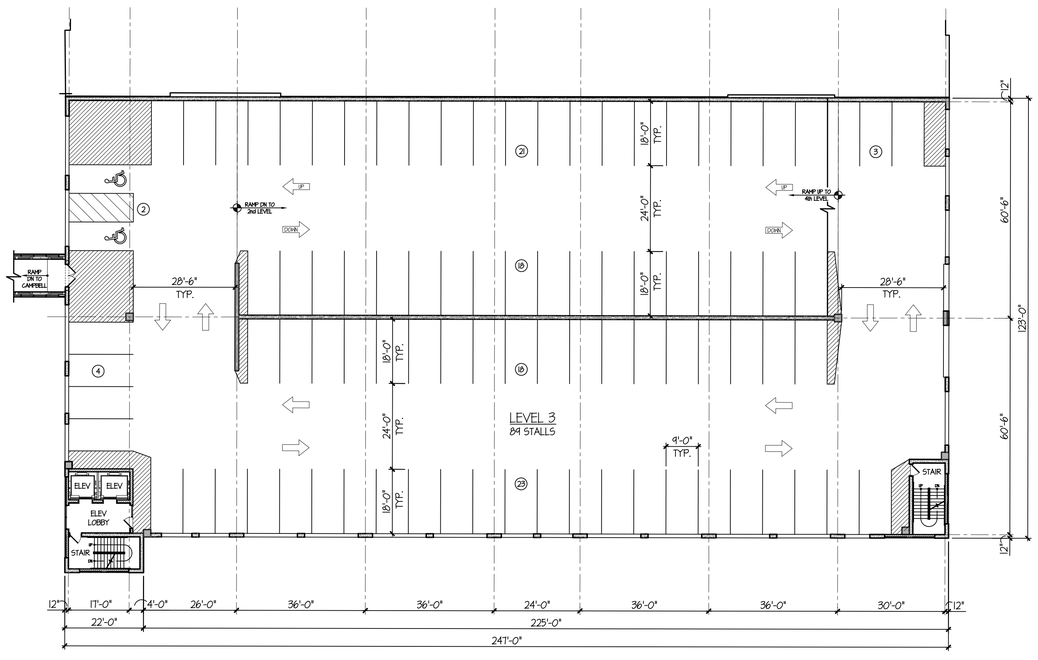
SECOND LEVEL PARKING GARAGE PLAN — 30,600 SQ. FT.



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"

TINAGLIA ARCHITECTS • INC
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS • IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA
Architecture | Urban Design

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND GARAGE PLANS

FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 12.4.20

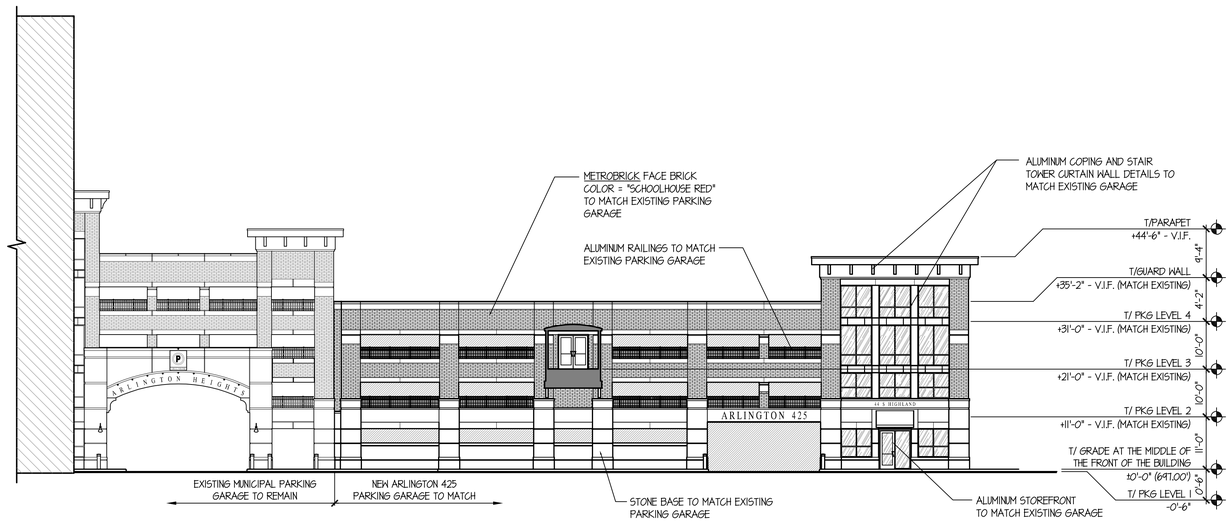
NO.	REVISED PER	DATE	BY
1	DC SUBMITTAL	2.10.21	KQB
2	PC REVISIONS	2.19.21	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.1
OF 11

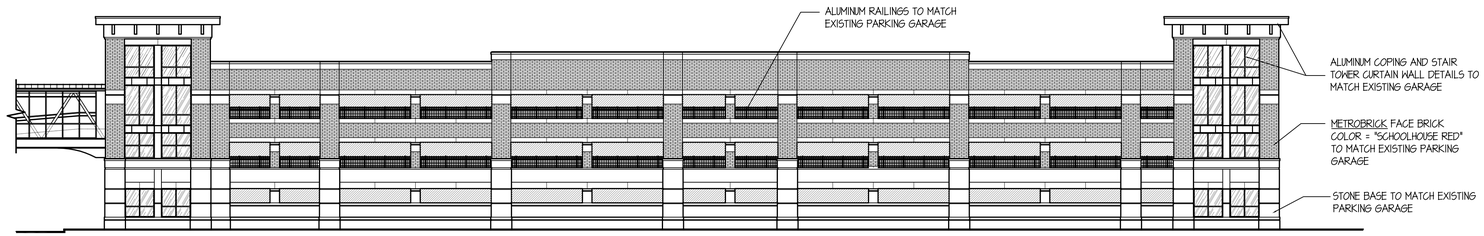
© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



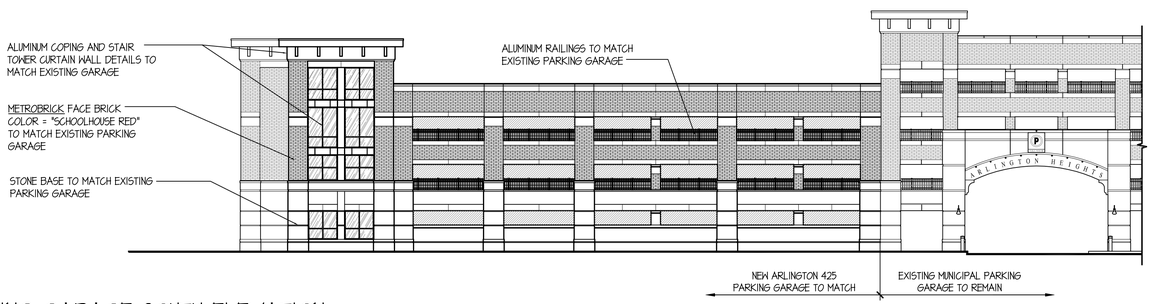
ARLINGTON 425: HIGHLAND PARKING GARAGE NORTH ELEVATION

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"

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS•INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND
GARAGE ELEV'S

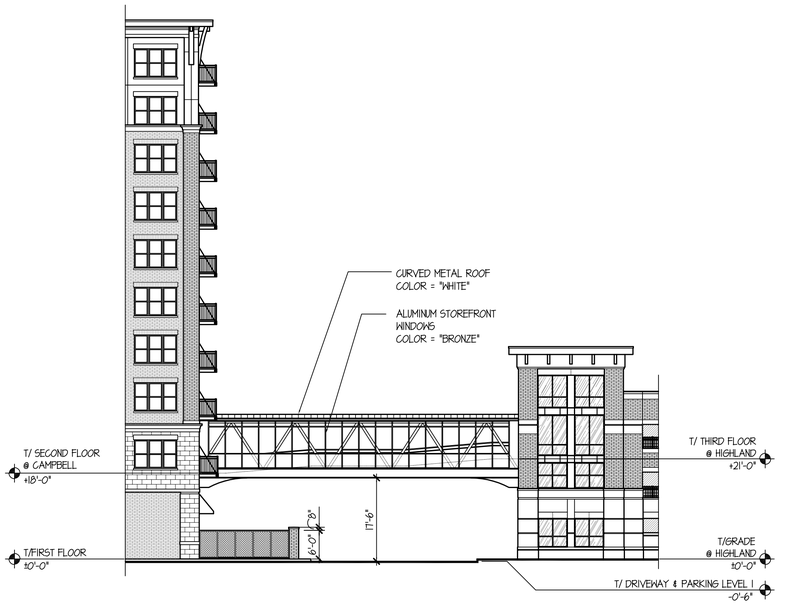
FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

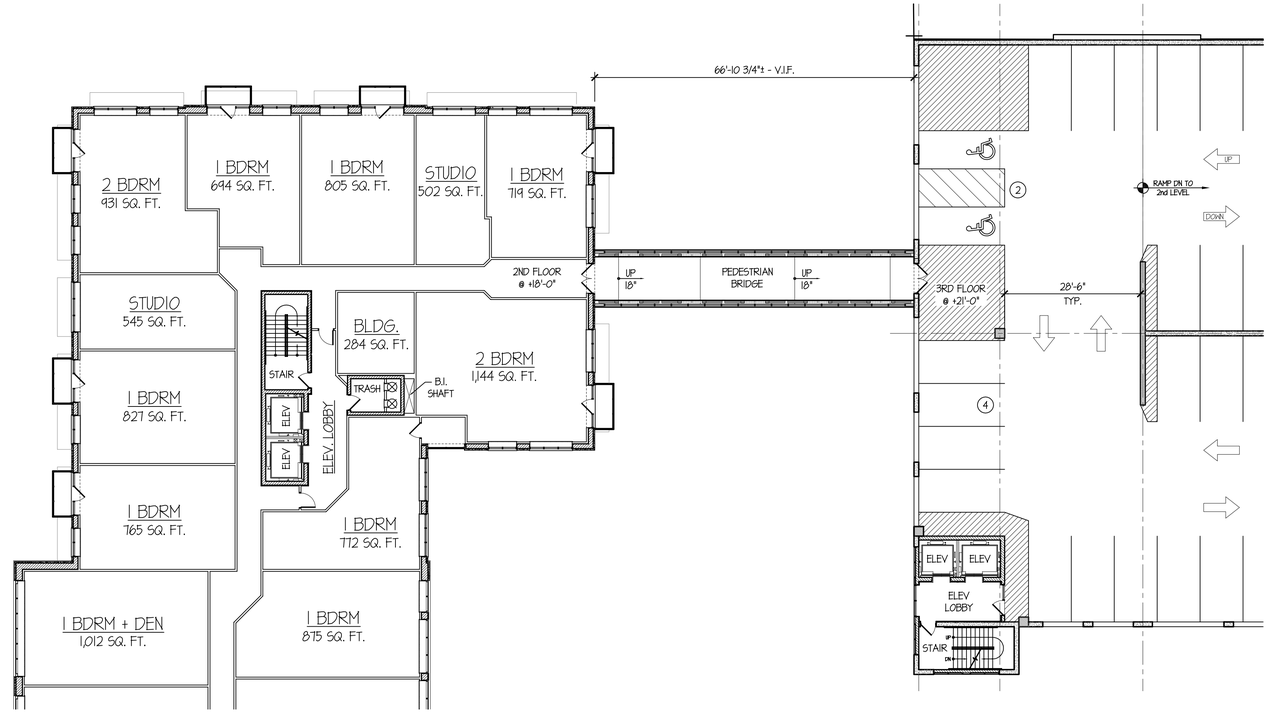
SHEET NO. HL.2
OF 11

PROFESSIONAL DESIGN FIRM LICENSE #184-002934



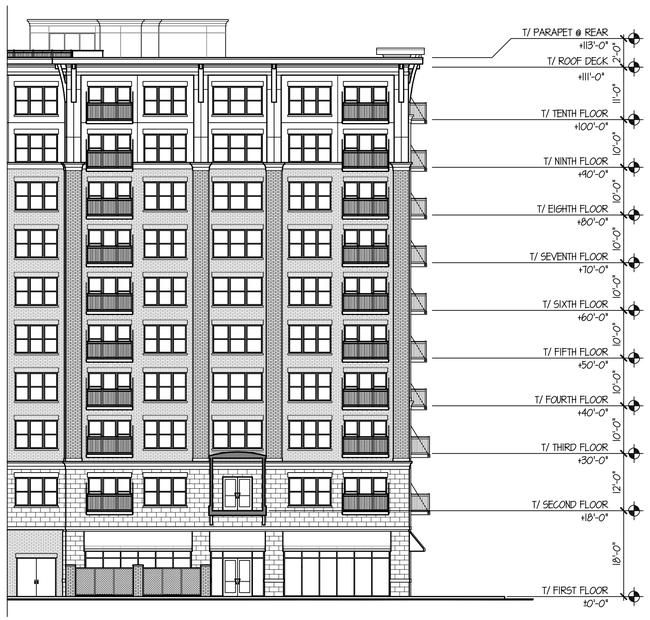
PARTIAL CAMPBELL/HIGHLAND WEST ELEVATION W/ PEDESTRIAN BRIDGE

SCALE: 1" = 15'-0"



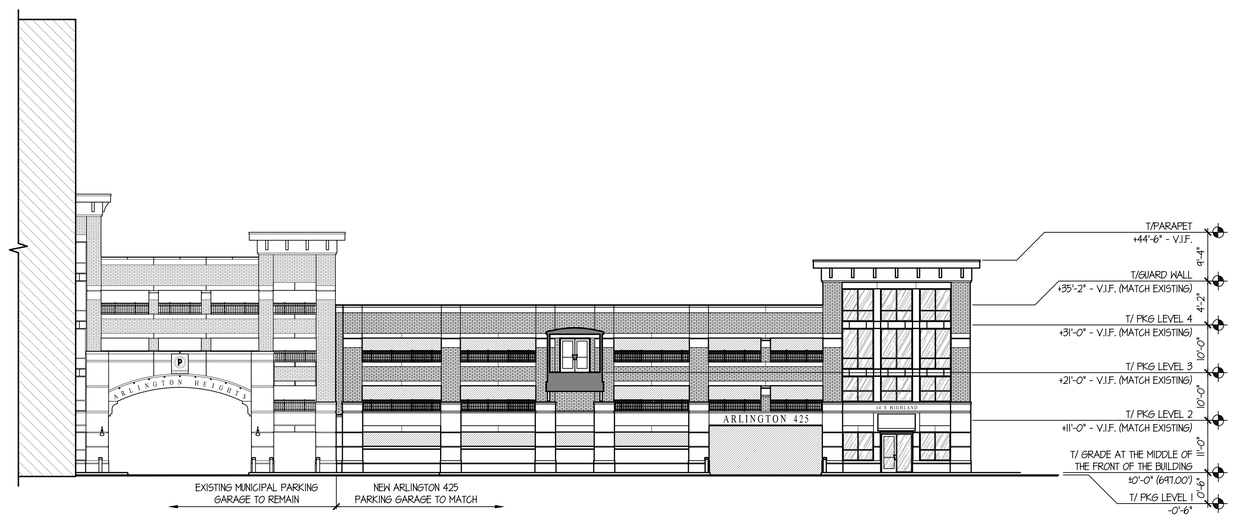
ARLINGTON 425: PARTIAL 2ND FLOOR CAMPBELL / 3RD FLOOR HIGHLAND PLAN WITH PEDESTRIAN BRIDGE

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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS • IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA
ARCHITECTS & PLANNERS

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

PROJECT

ARLINGTON 425
ARLINGTON HEIGHTS, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

PED. BRIDGE
PLANS & ELEVS.

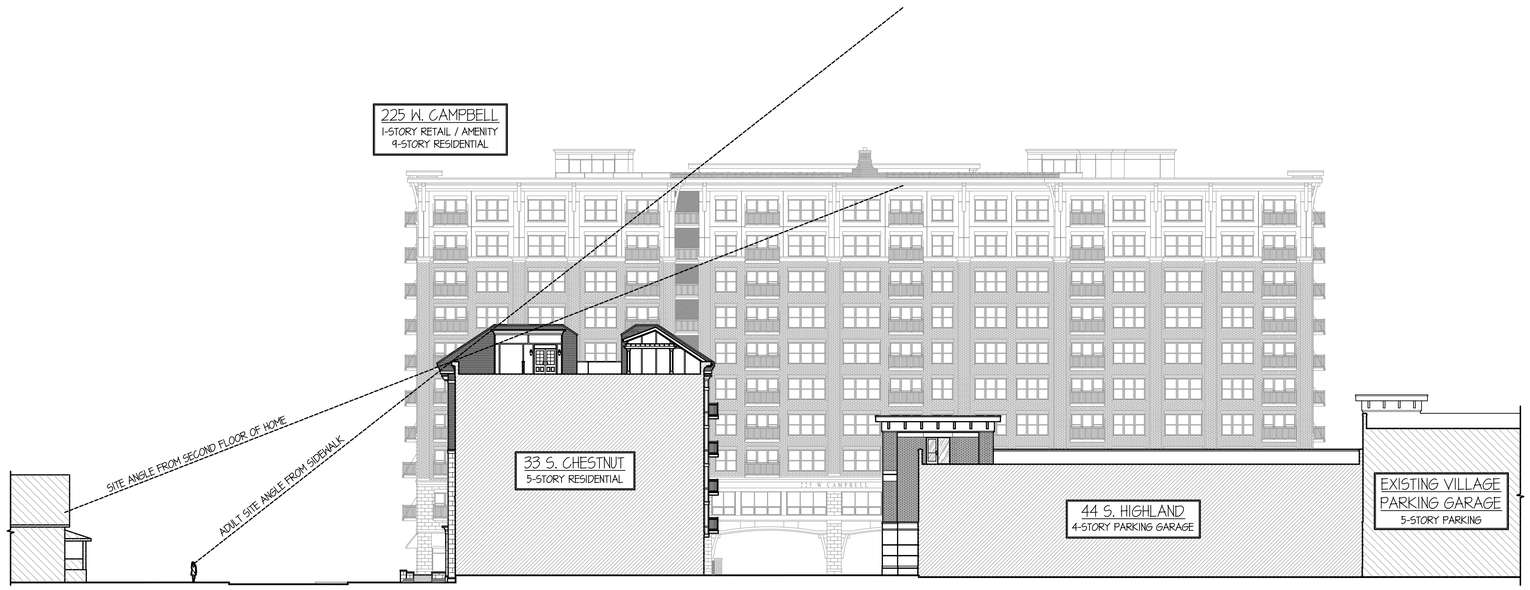
FILE NAME 3883-PedBridge_2-19-21
DRAWN BY RDL DATE 2.19.21

NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

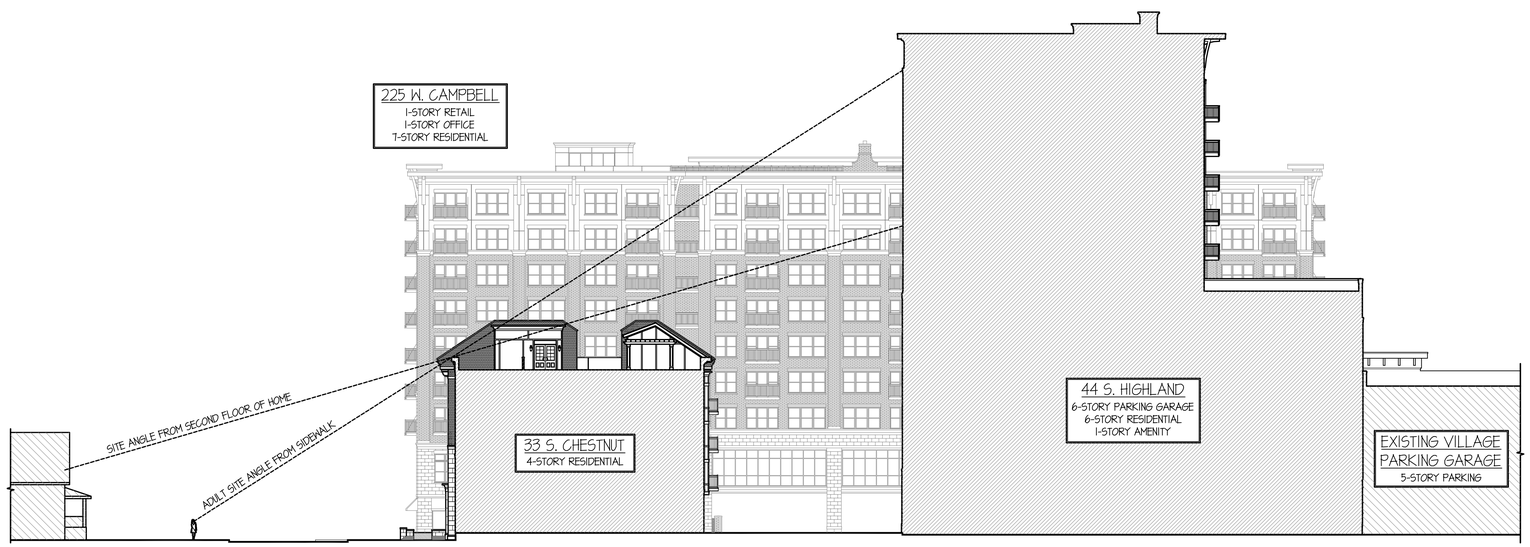
SHEET NO. PB.1
OF 11

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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

SITE SECTION COMPARISON

FILE NAME 3883-31P Site Plan
DRAWN BY RDL DATE 11.20.20

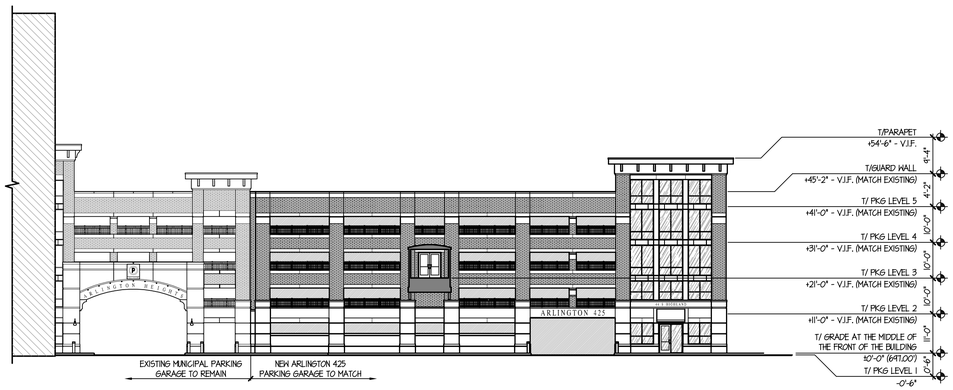
NO.	REVISED PER	DATE	BY
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. OF 11

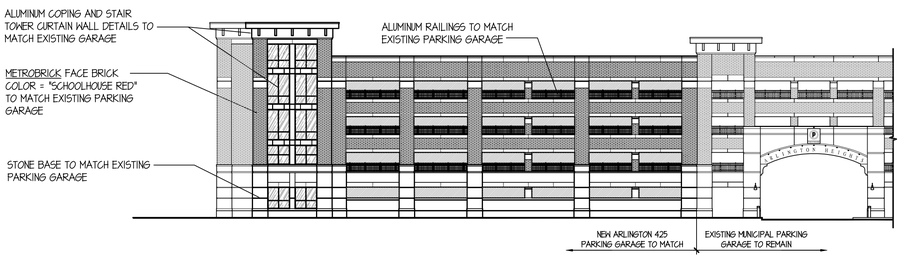
SCS

PROFESSIONAL DESIGN FIRM LICENSE #184-002934

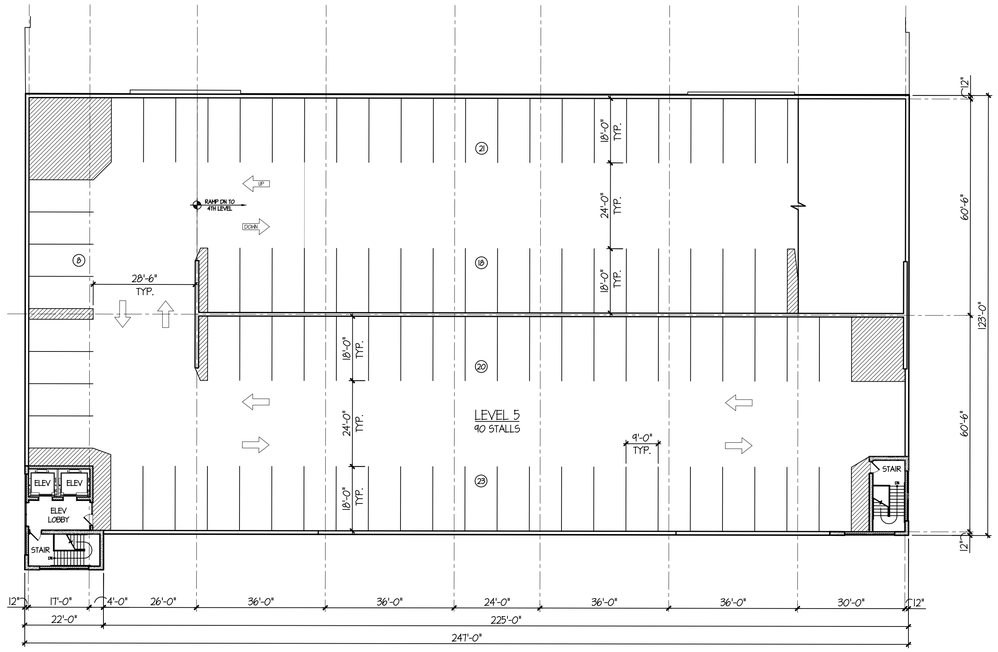


NORTH ELEVATION

WEST ELEVATION



SOUTH ELEVATION

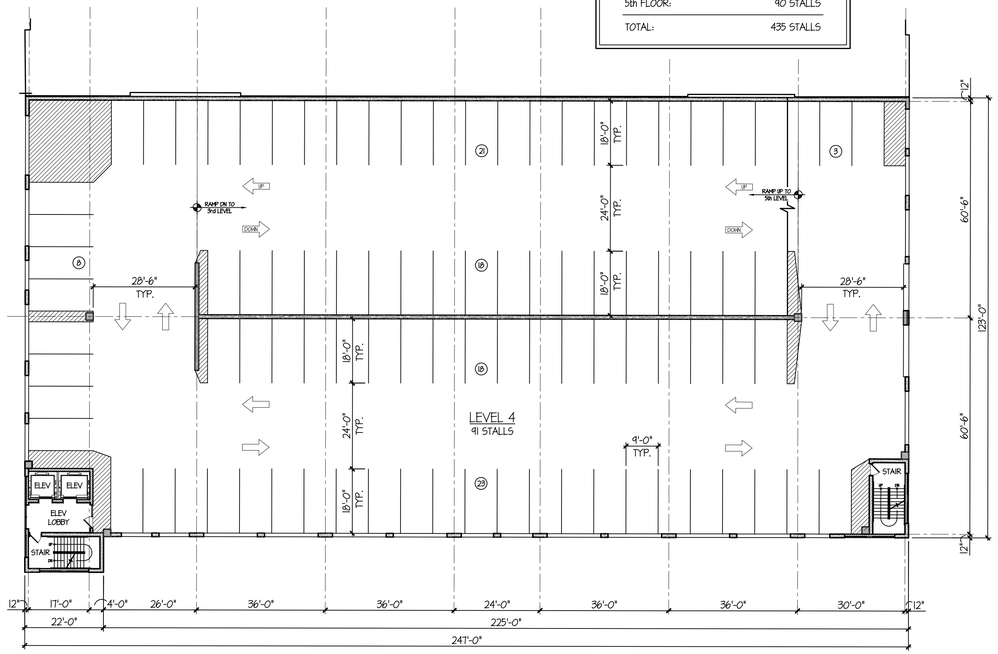


FIFTH LEVEL PARKING GARAGE PLAN

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"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
814 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS • IL 60004
VOICE • 847 253 0002
DATA • 847 253 3063
www.tinaglia.com

TINAGLIA
CHICAGO ILLINOIS

CLIENT

CCH LLC
838 BUSSE HIGHWAY
PARK RIDGE, IL 60068

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,

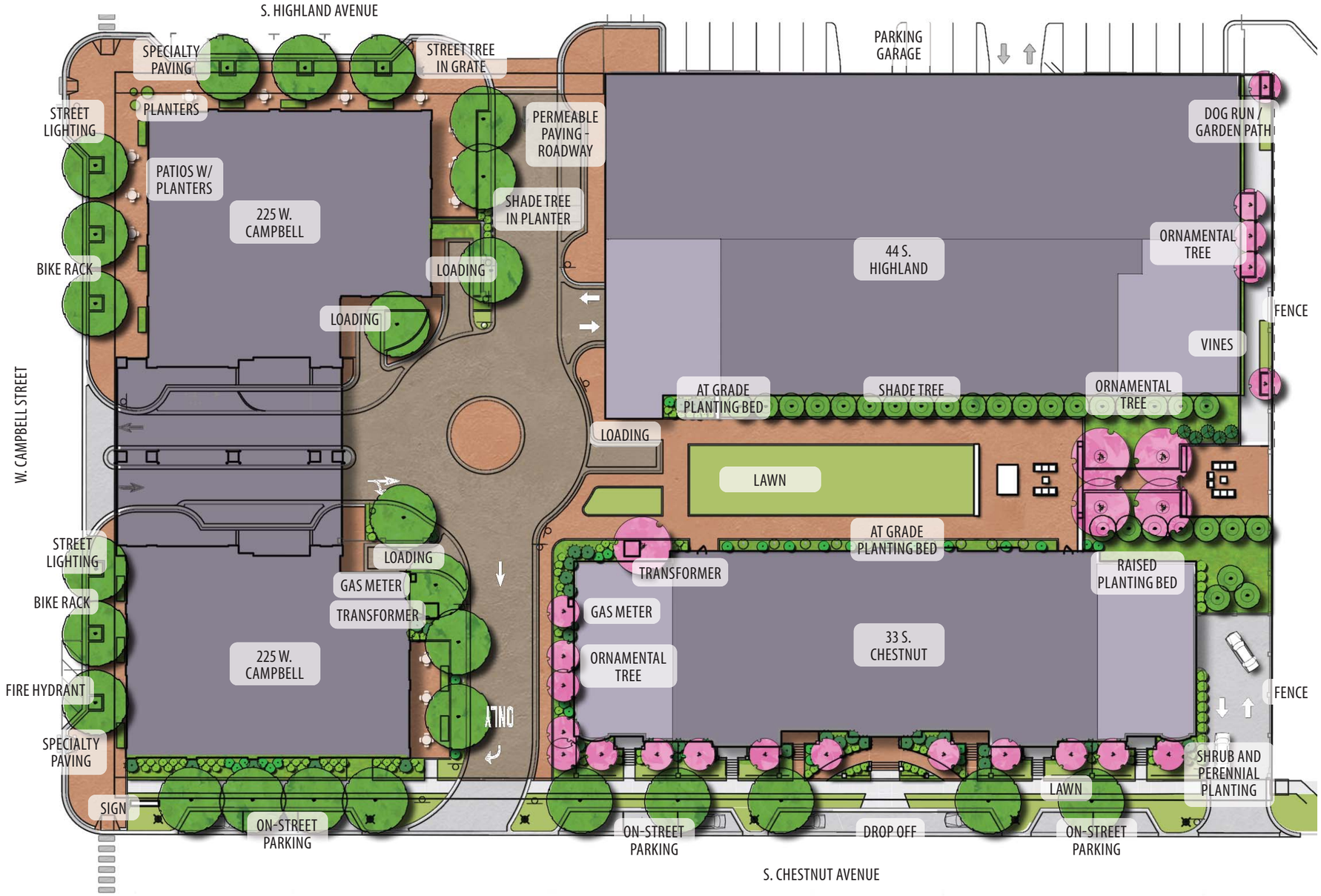
Per your request, we have revised our previously approved landscape plans because the courtyard fire lane is no longer a part of the proposal. We have addressed this and modified our Overall Plan and Landscape Plan as needed.

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

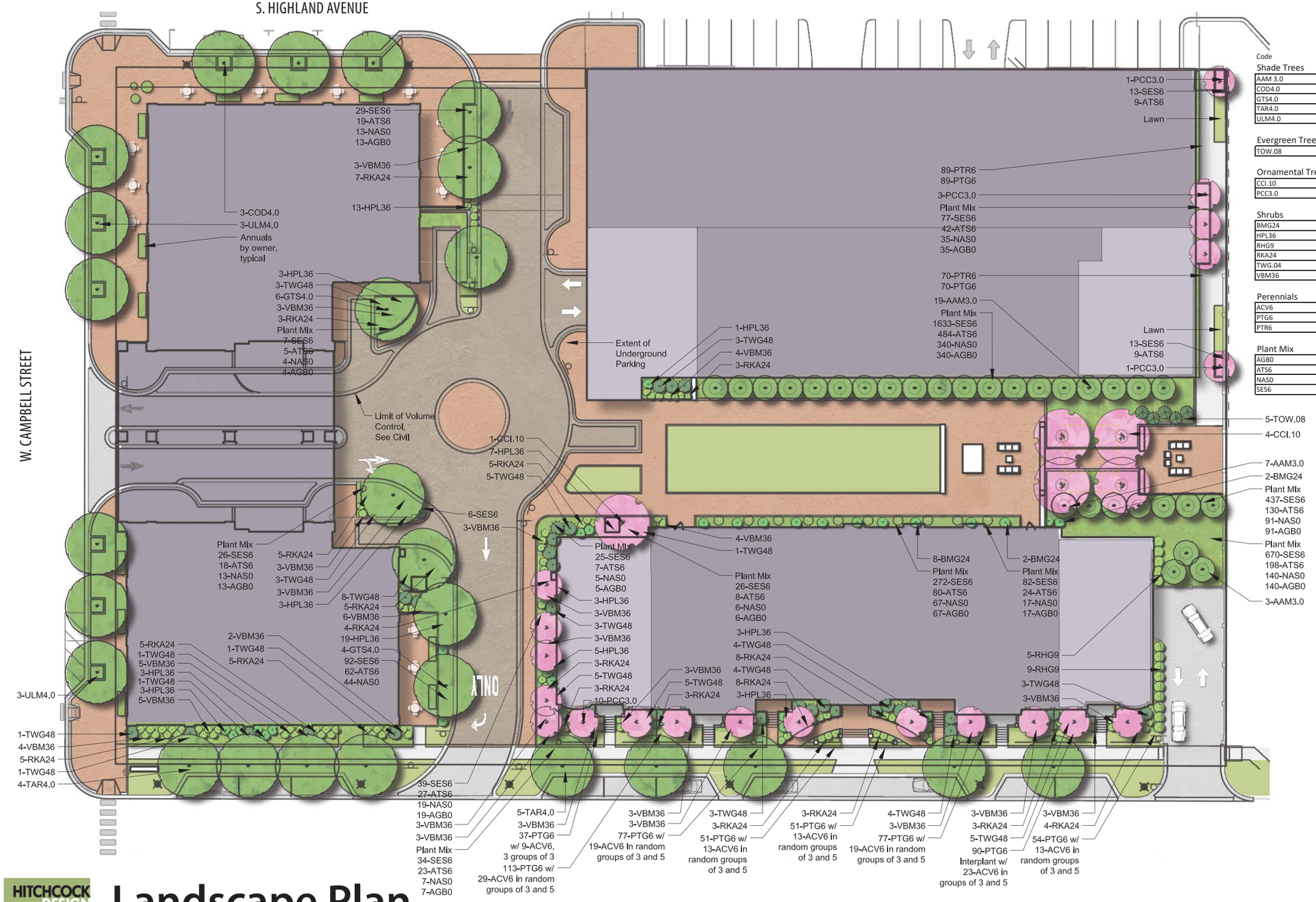
NORTH

SCALE: 1"=20'

0' 10' 20' 40'

ISSUE DATE: February 26, 2021
All drawings are preliminary and subject to change.
© 2021 Hitchcock Design Group

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.

HITCHCOCK DESIGN GROUP
creating better places

Landscape Plan

Arlington 425

Arlington Heights, Illinois

NORTH

SCALE: 1"=20'

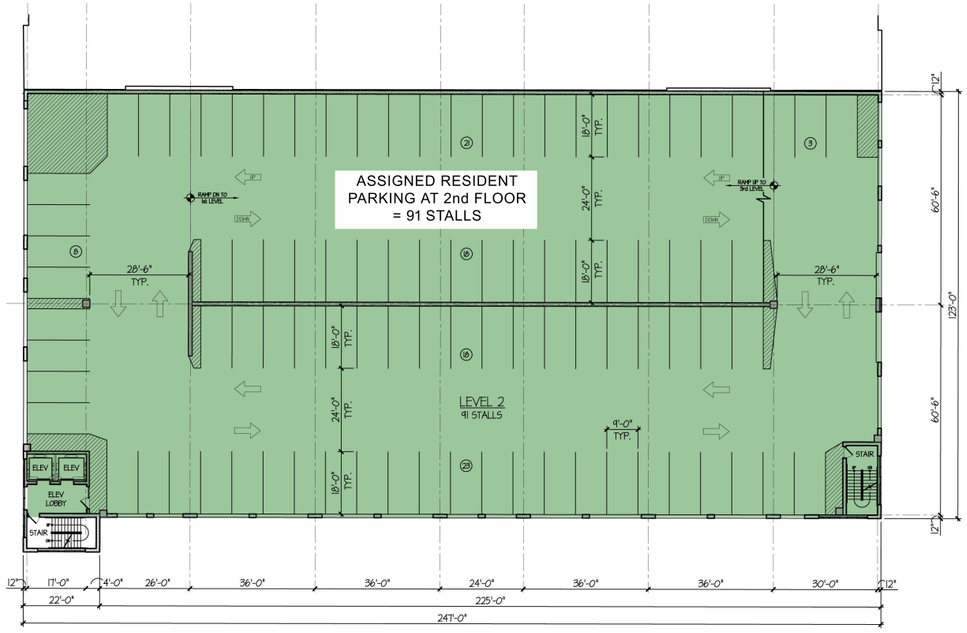
0' 10' 20' 40'

ISSUE DATE: February 26, 2021

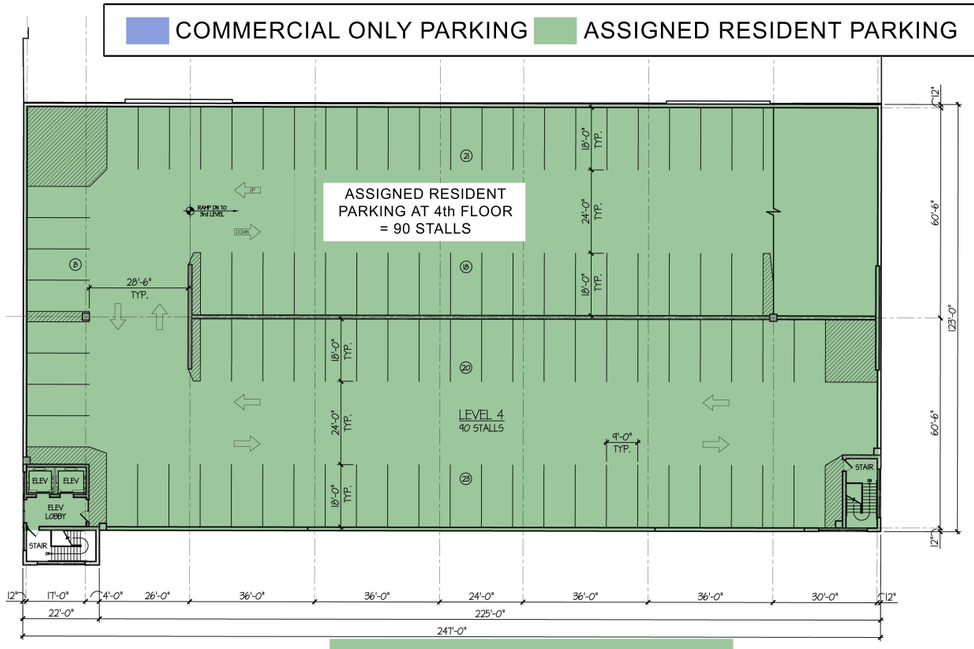
All drawings are preliminary and subject to change.
© 2021 Hitchcock Design Group

PREPARED FOR:

CCH LLC



SECOND LEVEL PARKING GARAGE PLAN — 30,600 SQ. FT.

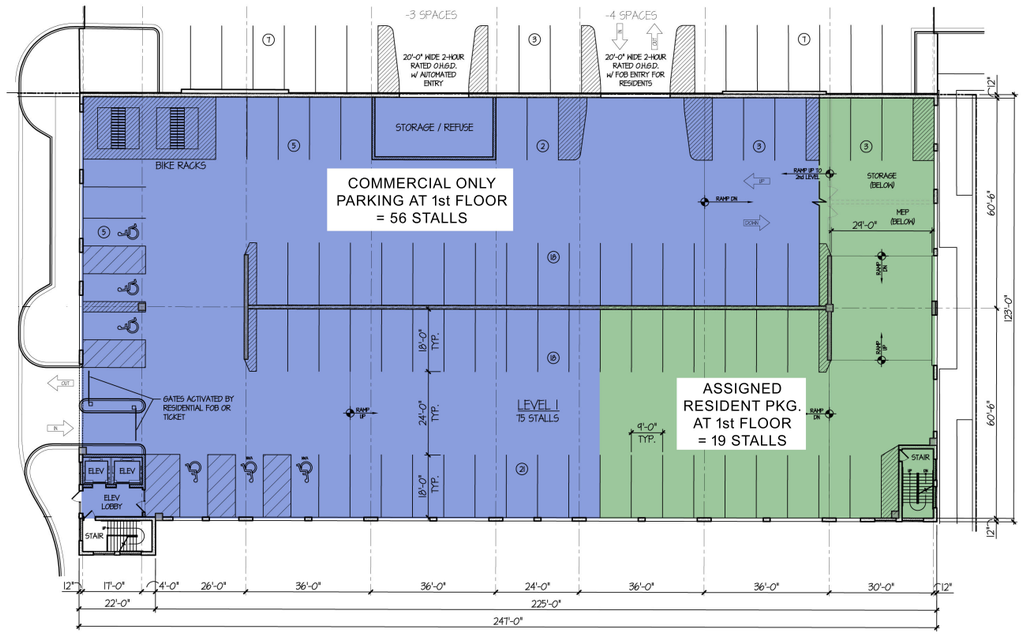


FOURTH LEVEL PARKING GARAGE PLAN — 30,600 SQ. FT.

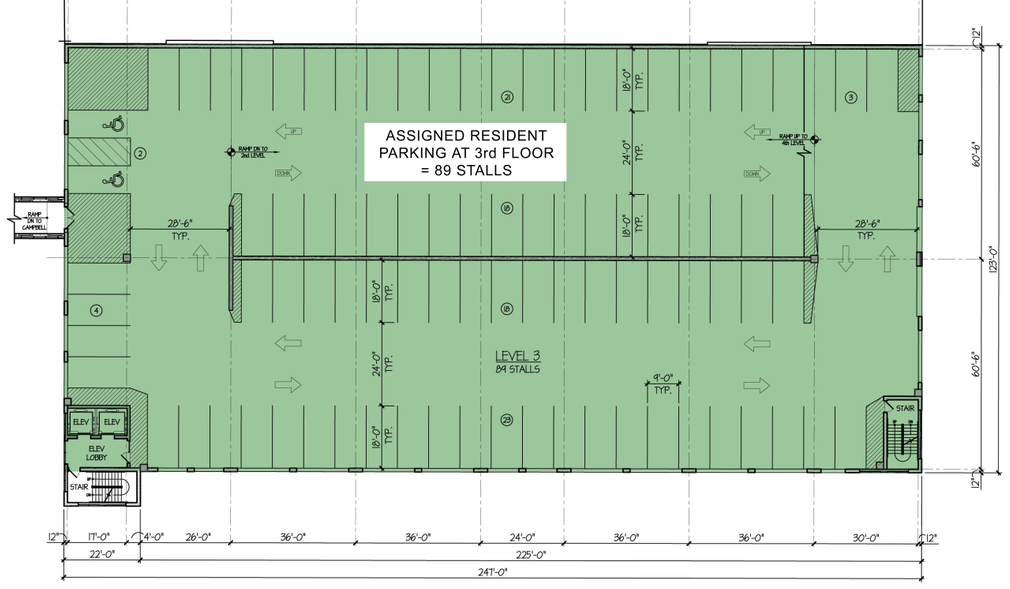
COMMERCIAL ONLY PARKING

ASSIGNED RESIDENT PARKING

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 — 30,600 SQ. FT.



THIRD LEVEL PARKING GARAGE PLANS — 30,600 SQ. FT.

ARLINGTON 425: HIGHLAND PARKING GARAGE - PARKING ALLOCATION DIAGRAM

SCALE: 1" = 20'-0"

© COPYRIGHT 2021 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS•INC
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, 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.

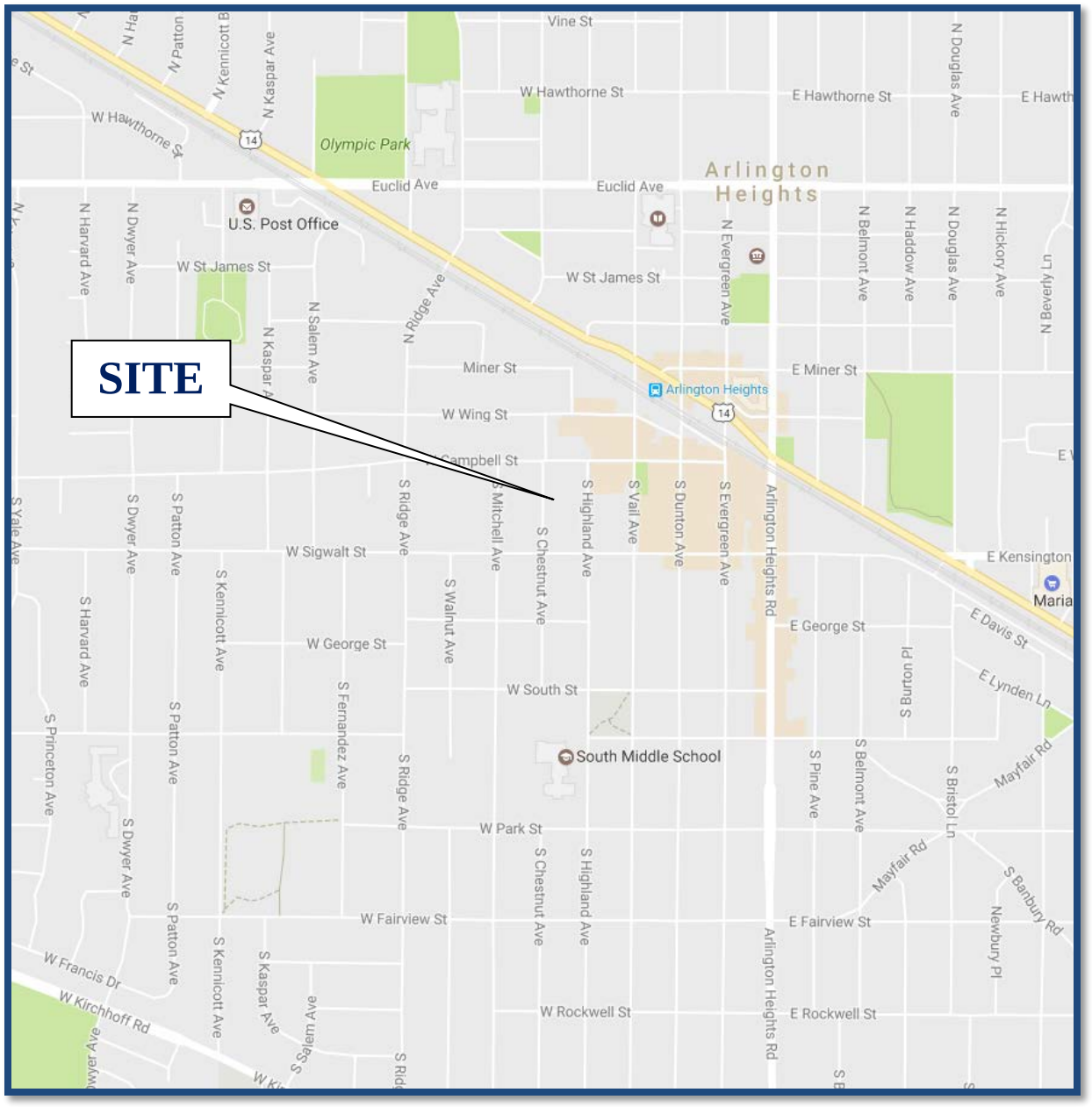
The sections of this report present the following.

- 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.

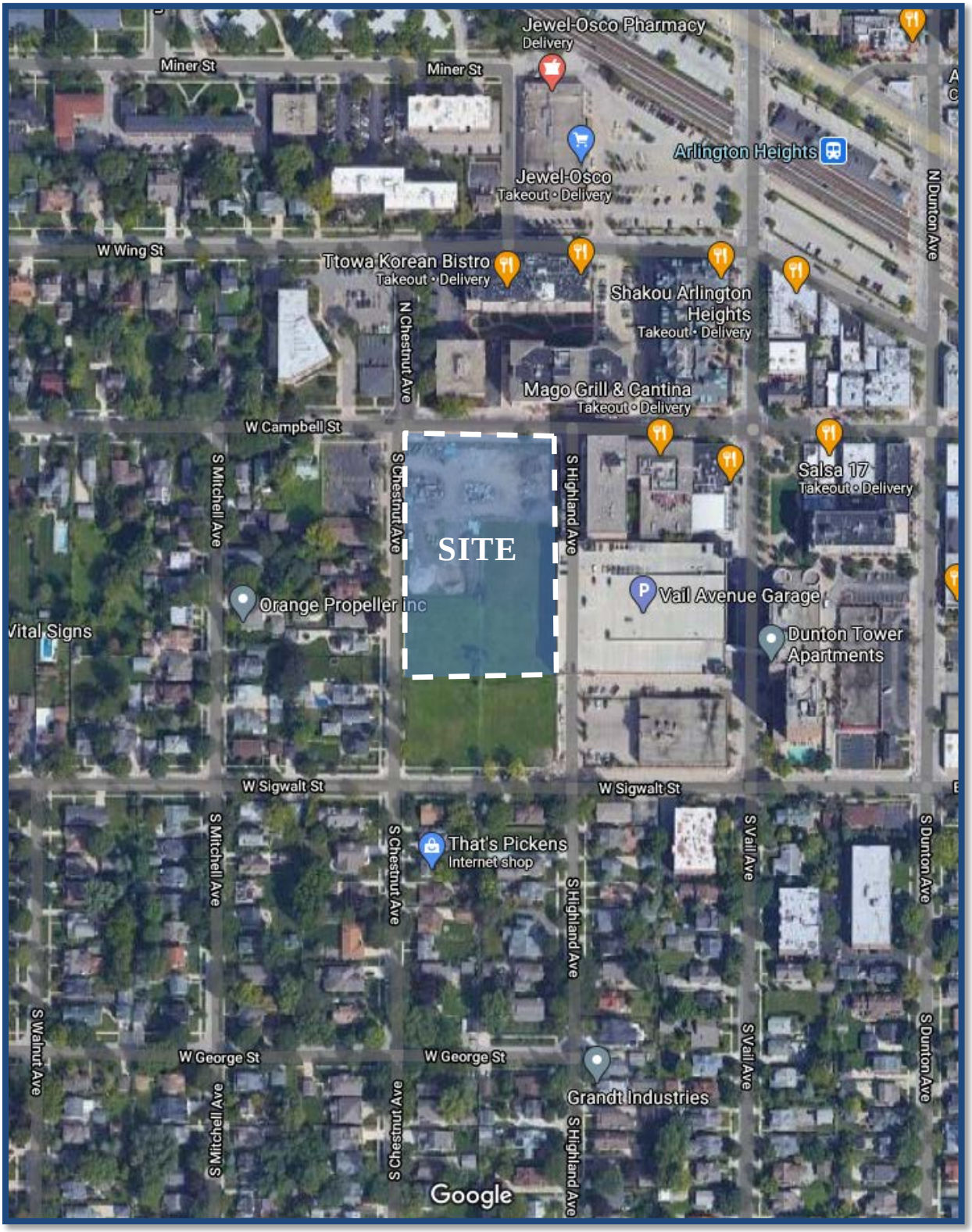
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

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

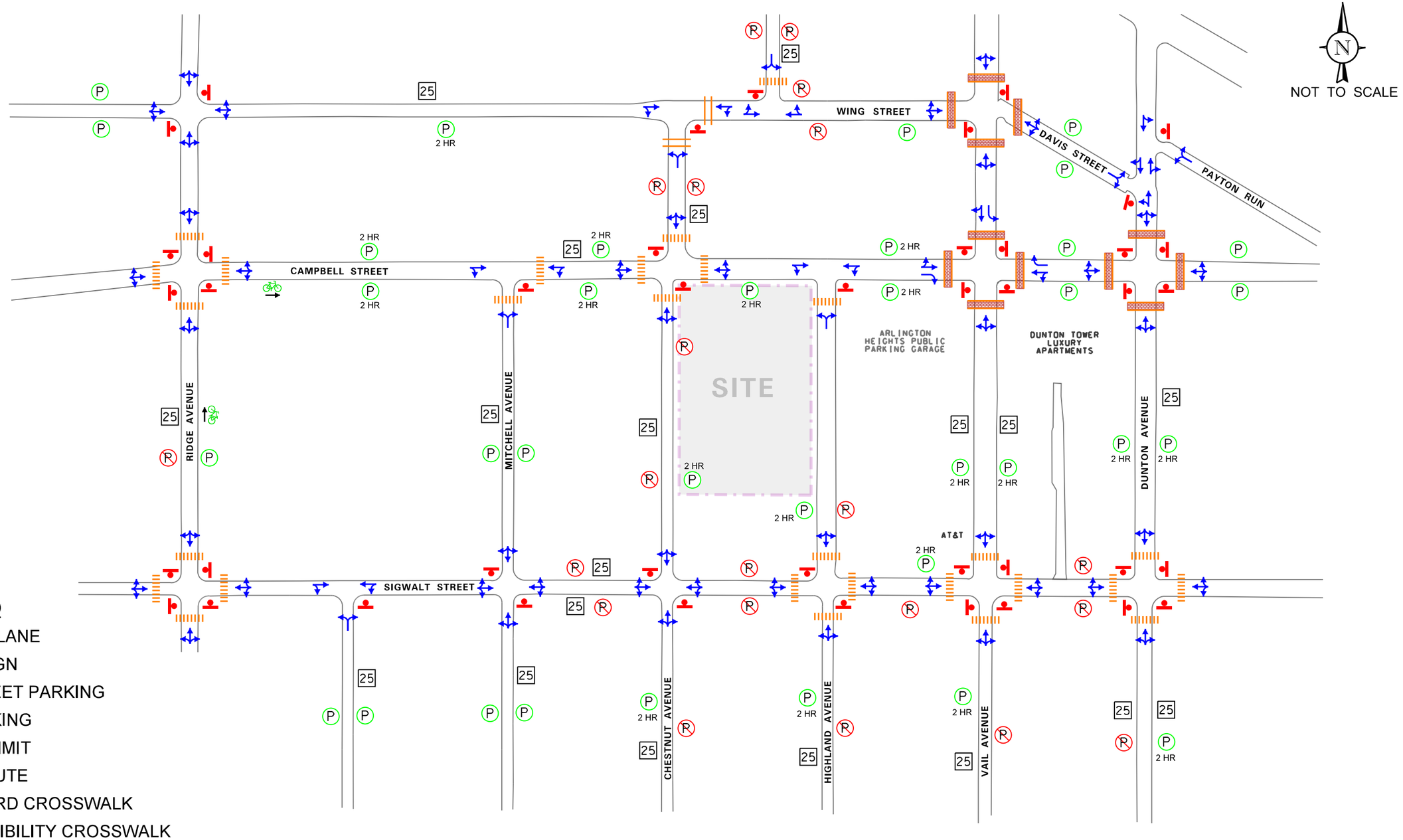
The site is located to the west of downtown Arlington Heights and referred to in the Downtown Master Plan as a portion of "Block 425". It is bounded by Campbell Street to the north, undeveloped land/Sigwalt Street to the south, Chestnut Avenue to the west, and Highland Avenue to the east. The site is 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:

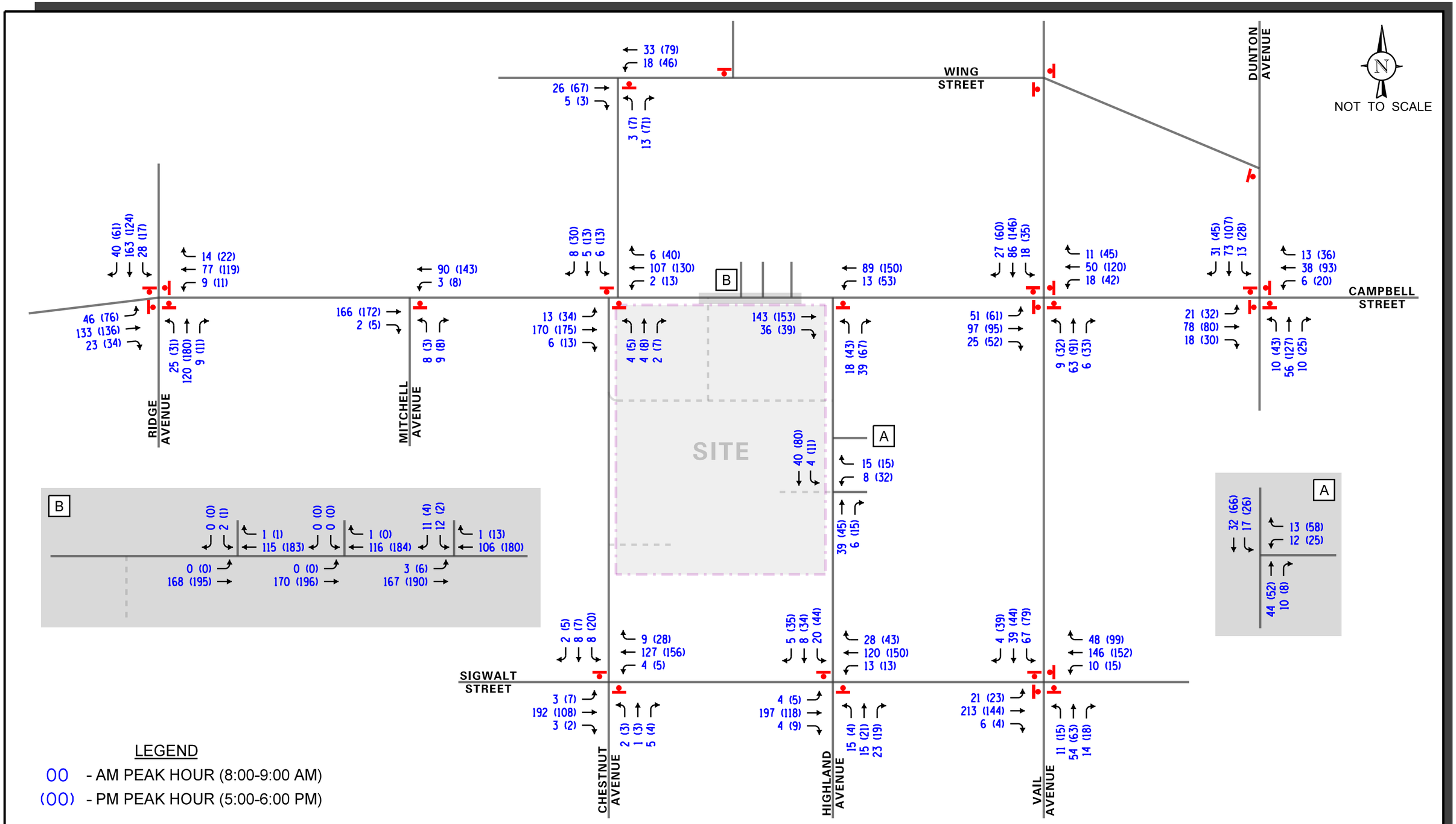
1. Highland Avenue and Campbell Street (AM – June 26, 2018; PM – February 7, 2019)
2. Chestnut Avenue and Campbell Street (AM – August 8, 2017; PM – February 7, 2019)
3. Highland Avenue and Sigwalt Street (AM – June 26, 2018; PM – February 7, 2019)
4. Chestnut Avenue and Sigwalt Street (June 26, 2018)
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.

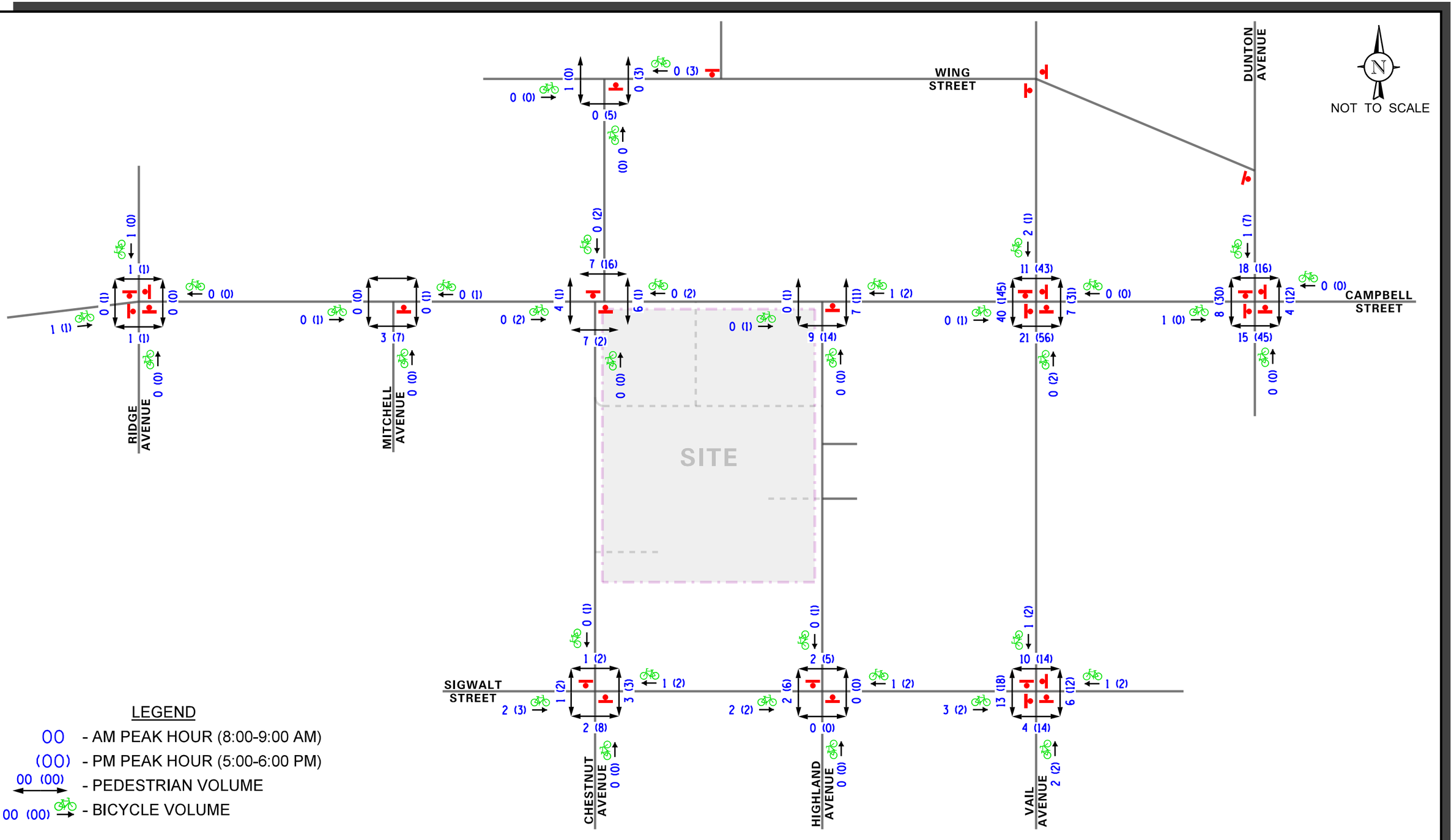


ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

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

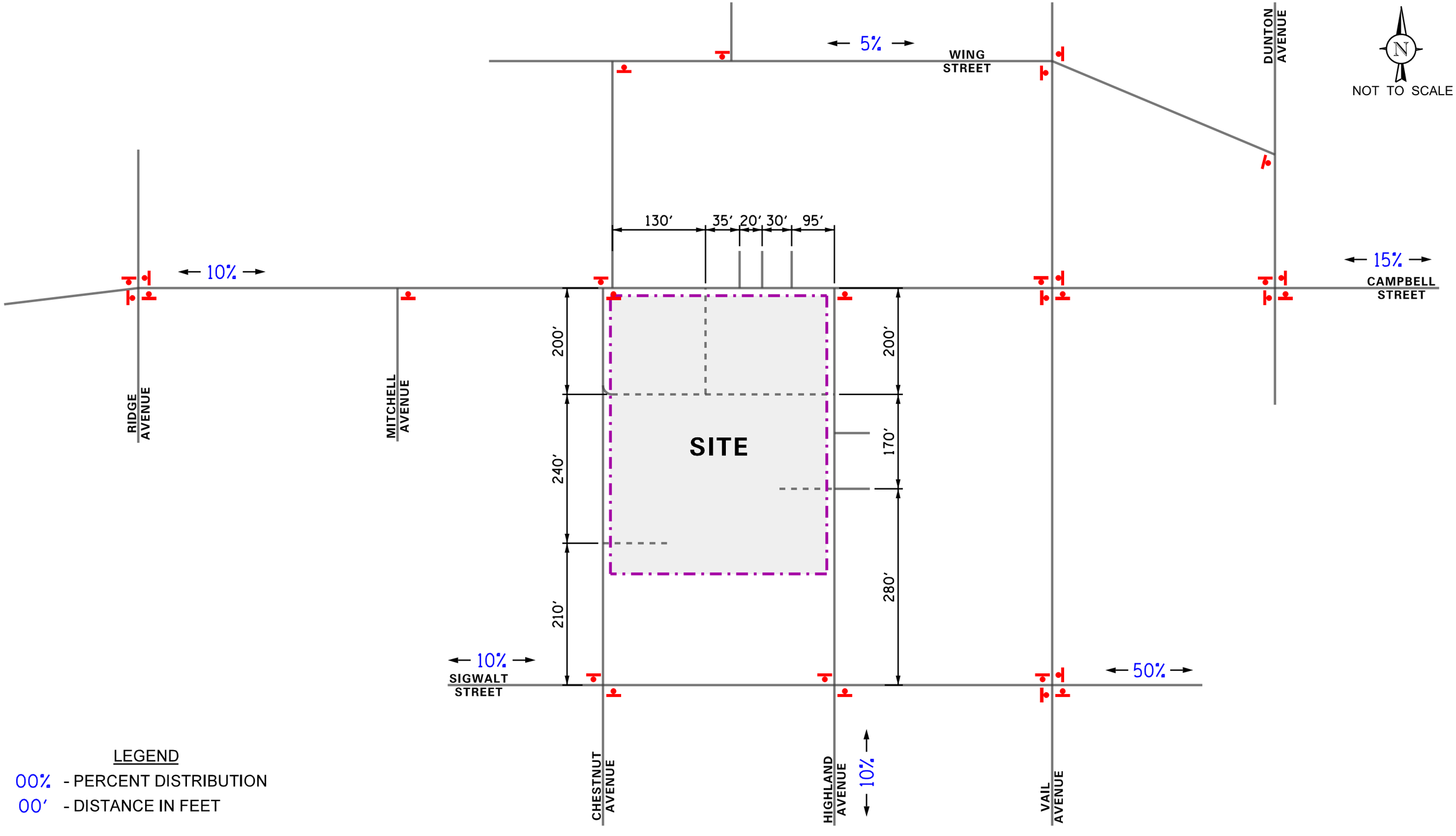
The directions from which vehicles will approach and depart the overall site were estimated based on existing travel patterns, as determined from the traffic counts, as well as the type and location of the access drives proposed to serve the development. **Figure 6** illustrates the directional distribution 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.

NOT TO SCALE

WING STREET

DUNTON AVENUE

CAMPBELL STREET

RIDGE AVENUE

MITCHELL AVENUE

SIGWALT STREET

CHESTNUT AVENUE

HIGHLAND AVENUE

VAIL AVENUE

SITE

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
(TOTAL TRAFFIC)

Kenig,Lindgren,O'Hara,Aboona,Inc.

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)

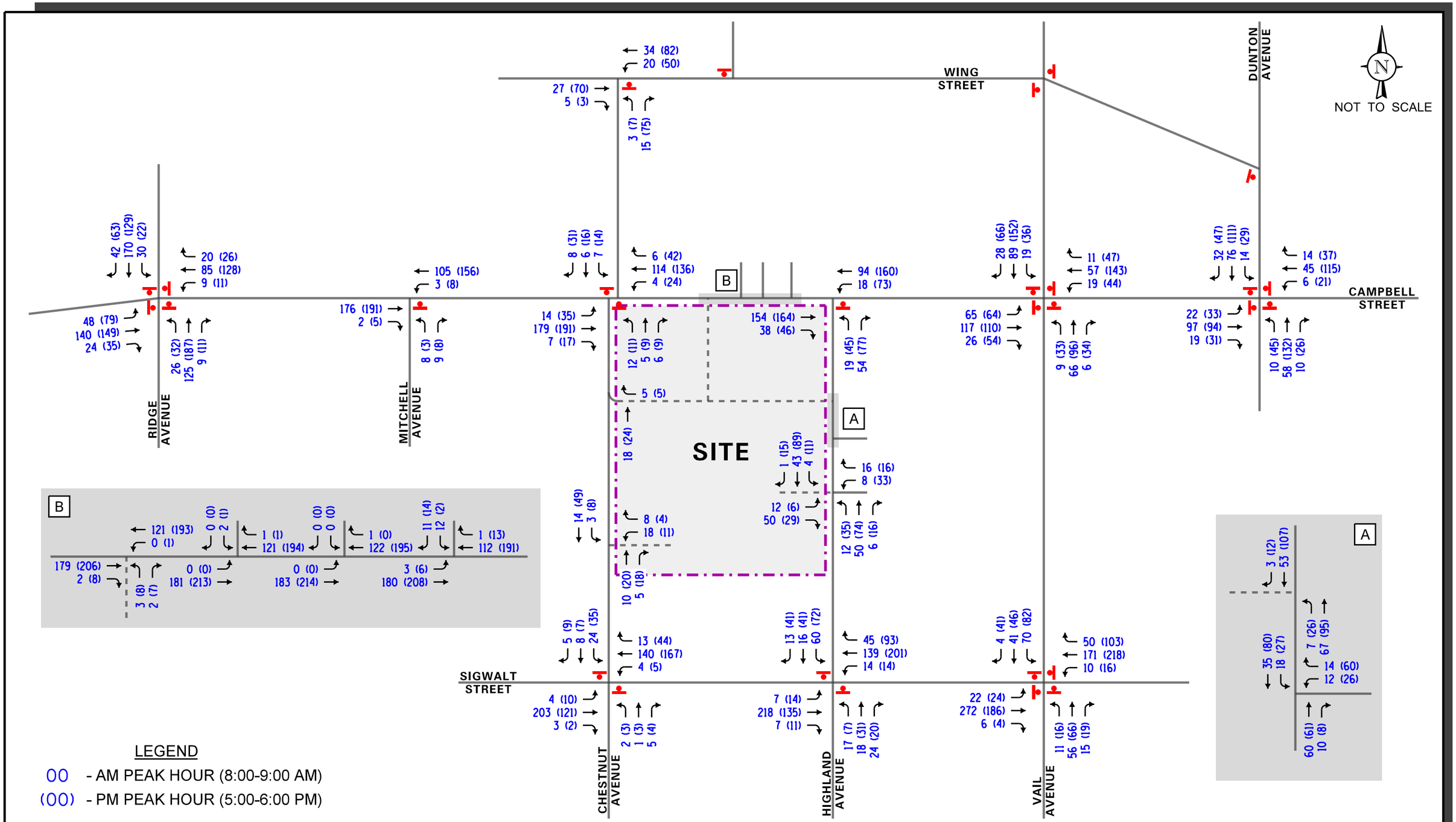
(00) - PM PEAK HOUR (5:00-6:00 PM)

ARLINGTON 425 DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

YEAR 2026 BASE (NO BUILD) TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 18-127 Figure: 8



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

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

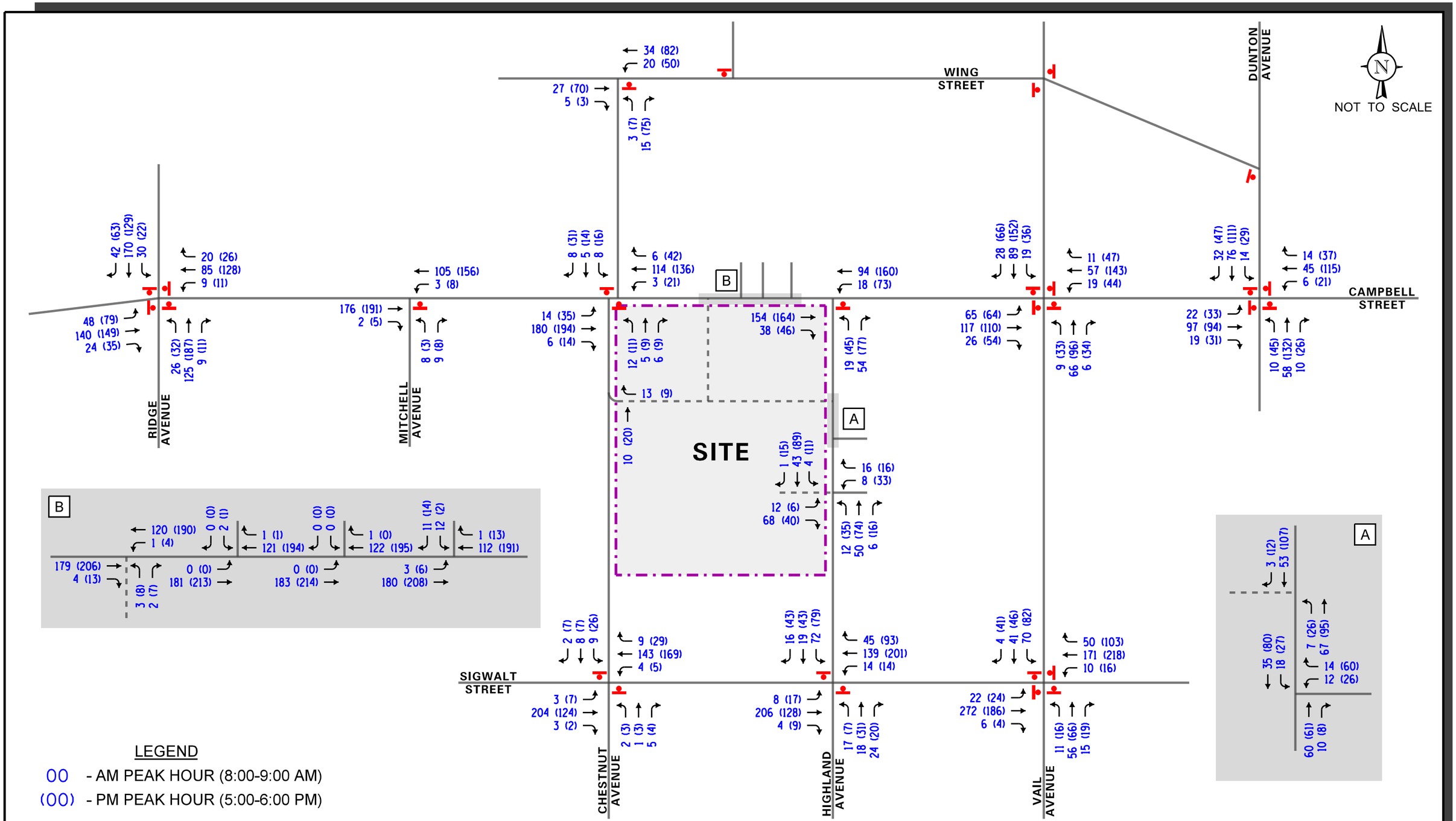
A sight distance evaluation was conducted at Campbell Street with Chestnut Avenue, Highland Avenue, and the proposed full access drive, as well as the proposed garage access drive off Highland Avenue using Village standards. Sight distance diagrams (**Figure F** and **Figure G**, respectively) are included 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.

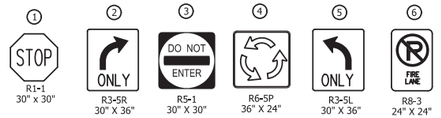
Appendix

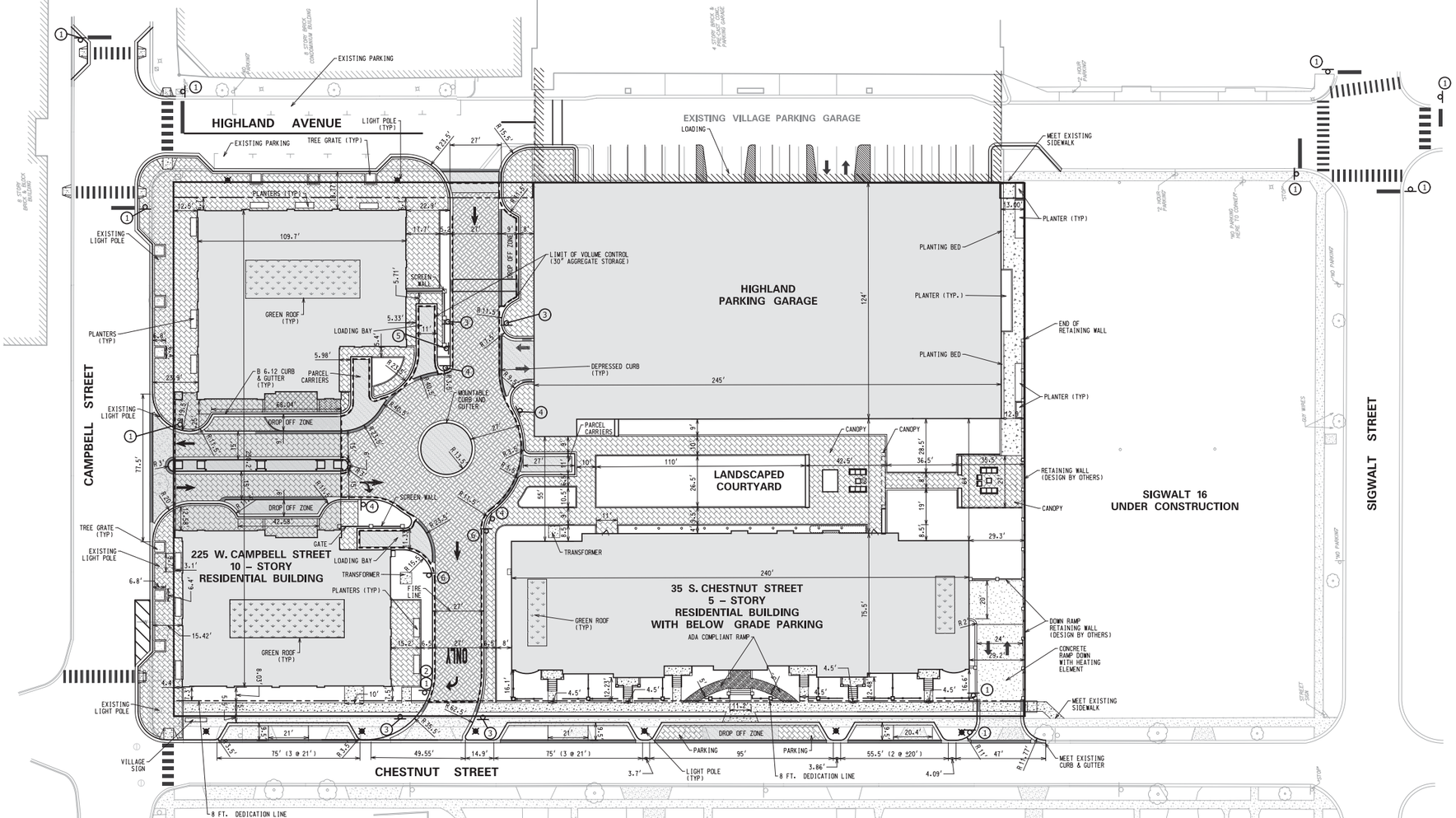
Site Plan
Site Traffic Assignment Figures
Sight Distance Exhibits
Traffic Counts
Capacity Analysis

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Site Plan

SIGN LEGEND:





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

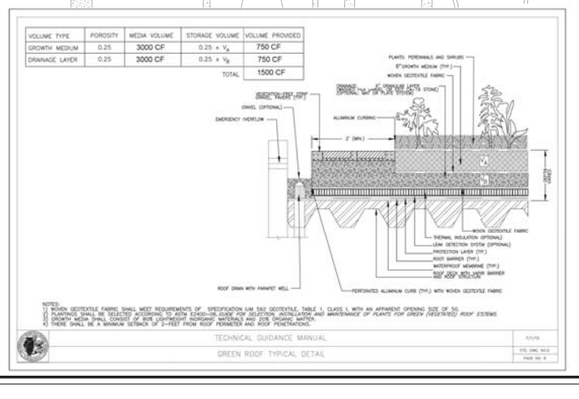
NO.	DATE	REMARKS
7	02/25/21	PER AMENDED PUD VILLAGE COMMENTS
6	01/14/21	PER AMENDED PUD

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

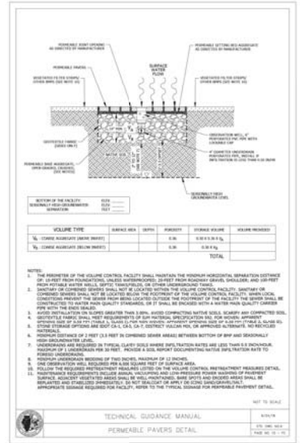
PRELIMINARY GEOMETRIC PLAN

ARLINGTON 425
ARLINGTON HEIGHTS, ILLINOIS

VOLUME TYPE	POROSITY	MEDIA VOLUME	STORAGE VOLUME	VOLUME PROVIDED
GROWTH MEDIUM	0.25	3000 CF	0.25 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

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

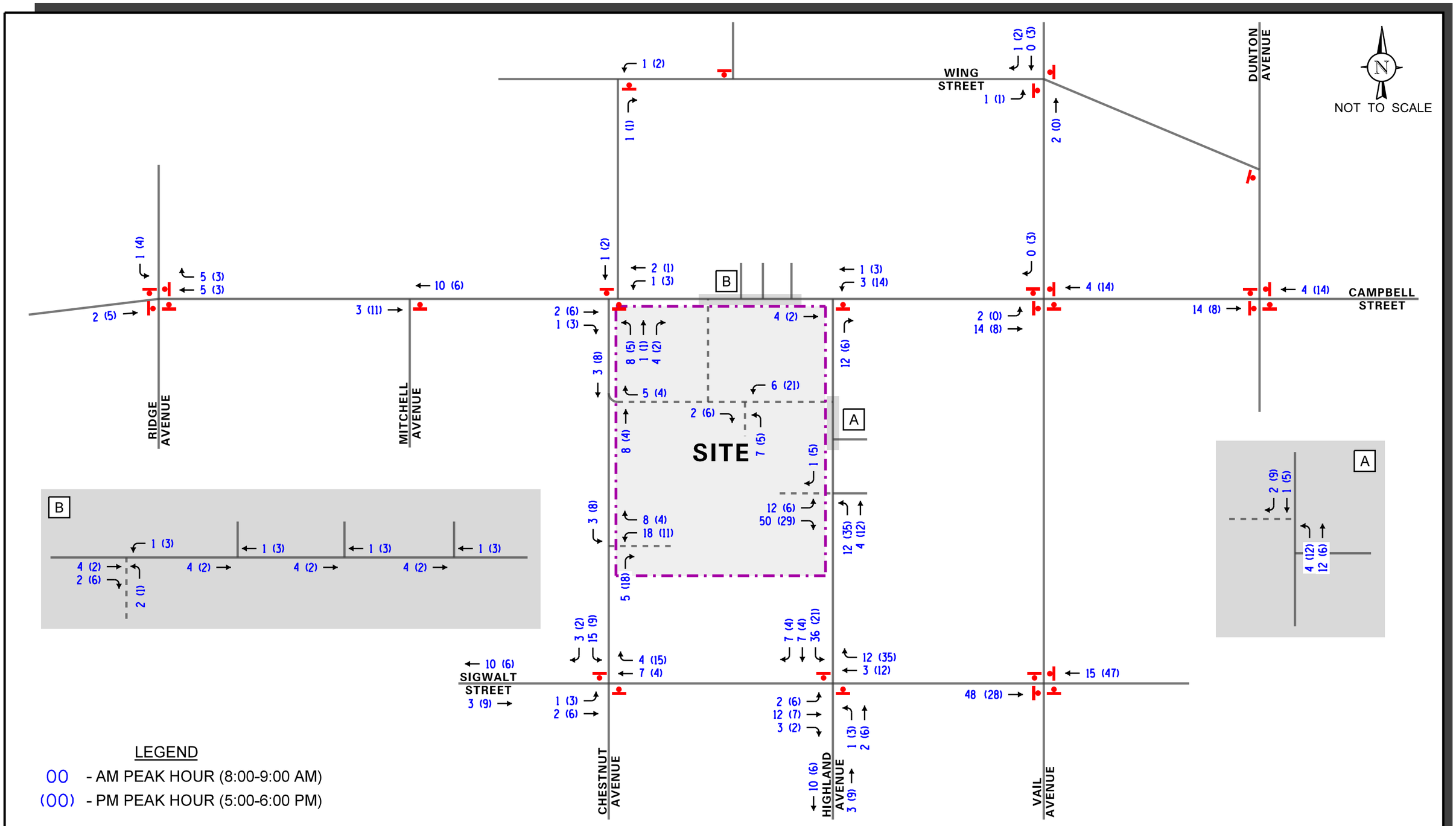
DATE: 09/21/18

JOB NO. 3514.02

SHEET **P-GM** 3 OF 5

N:\Projects\3514.02\PRELIM\3514.02P-GM.dgn Default User=jckapustiak

Site Traffic Assignment Figures



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

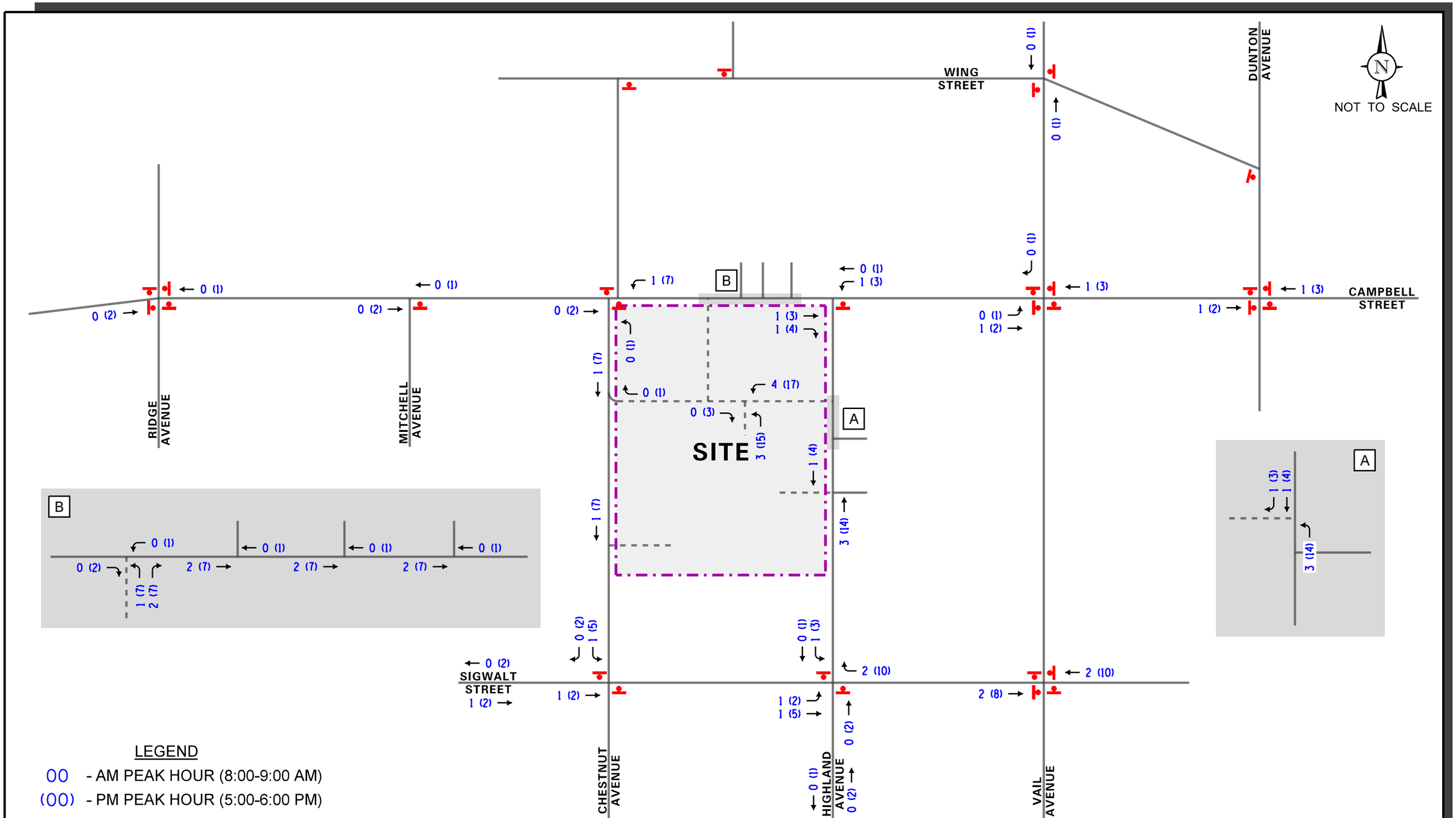
(00) - PM PEAK HOUR (5:00-6:00 PM)

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.

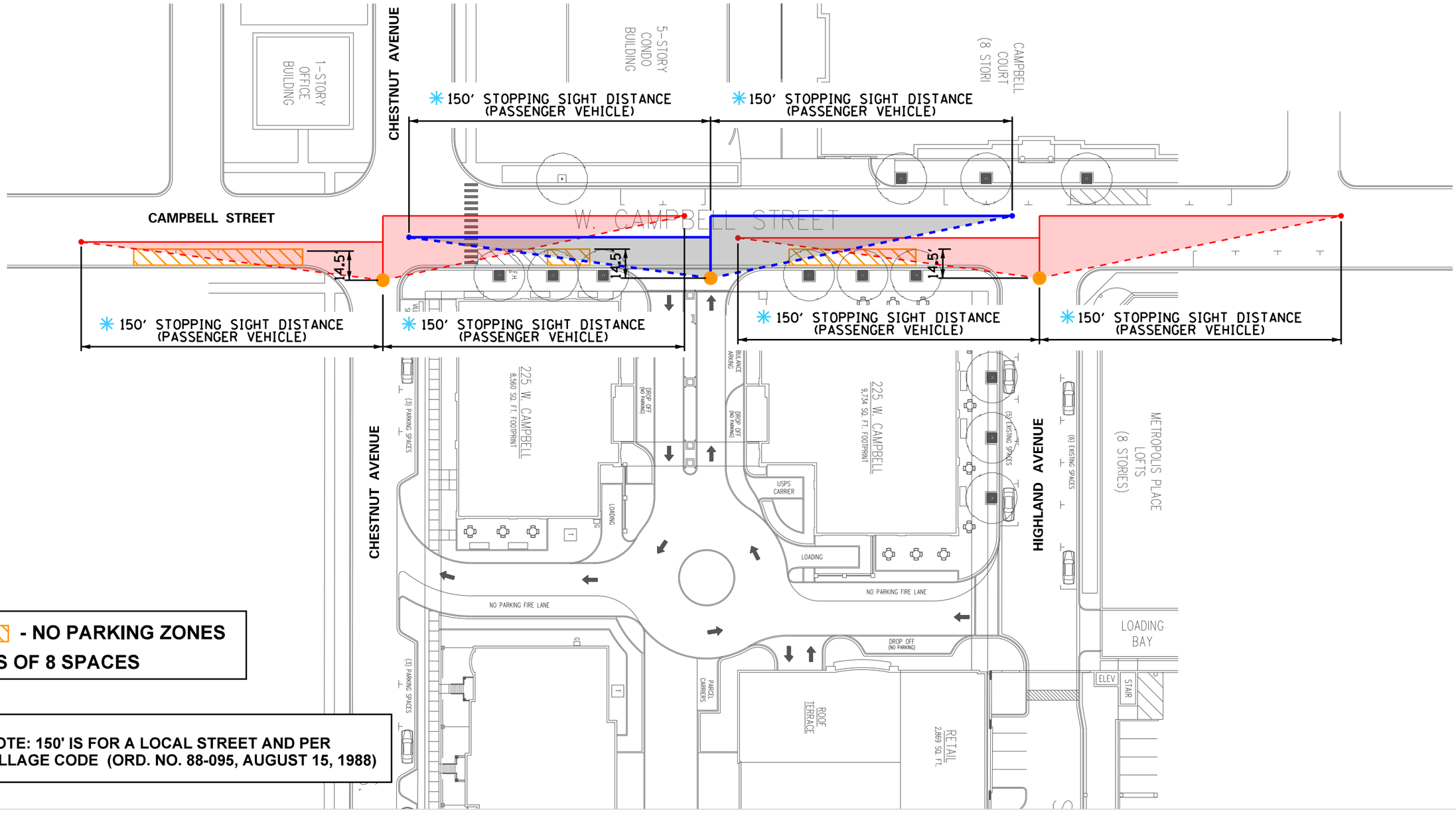
Job No: 18-127 Figure: 7B

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

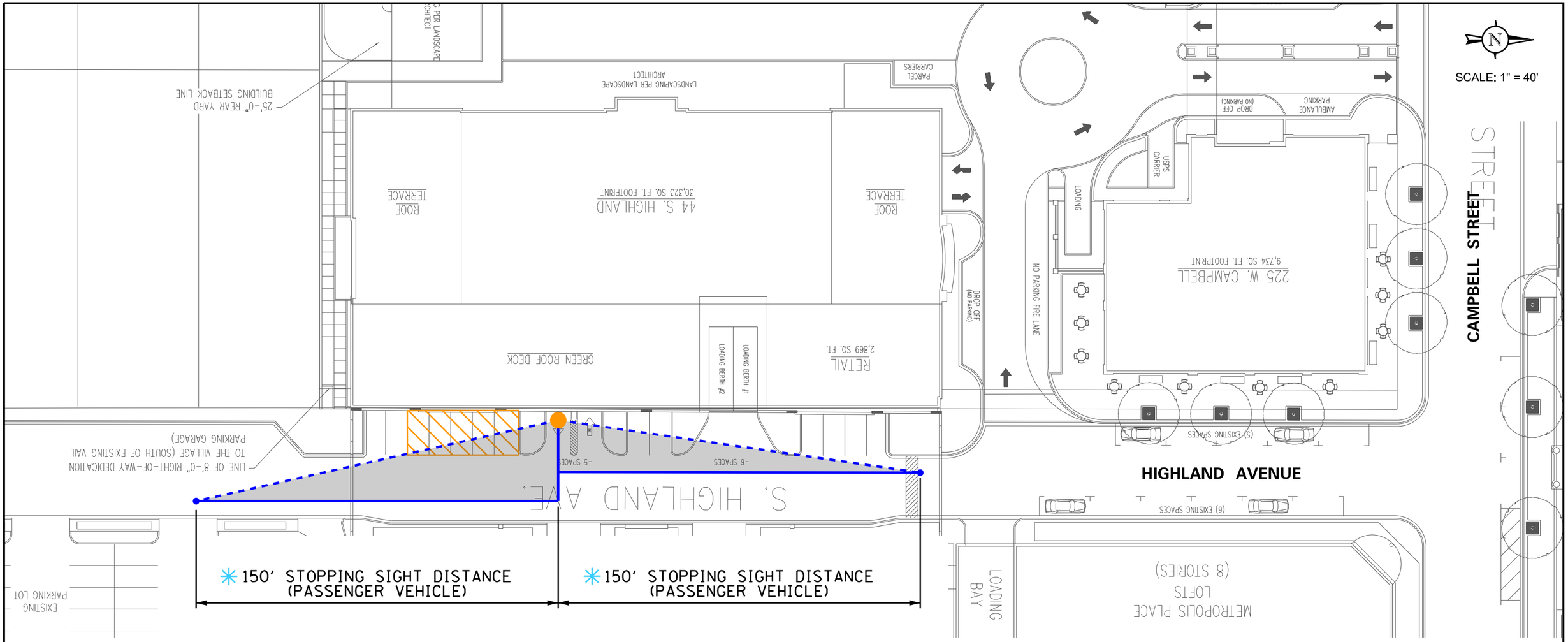
✳ NOTE: 150' IS FOR A LOCAL STREET AND PER VILLAGE CODE (ORD. NO. 88-095, AUGUST 15, 1988)

ARLINGTON 425
ARLINGTON HEIGHTS, ILLINOIS

SIGHT DISTANCE STUDY ALONG CAMPBELL STREET

DRAWN: MD
DATE: 02-19-19
PROJECT # 18-127
CHECKED: LA
REV: 03-14-19
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

Turning Movement Data

Start Time	Campbell Street Eastbound					Campbell Street Westbound					Highland Avenue Northbound					Int. Total
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. 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	-	-

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 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	-	-

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 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.)

1. PUBLIC IMPROVEMENTS REQUIRED:	YES	NO	COMMENTS
a. Underground Utilities			
Water		ND	
Sanitary Sewer		ND	
Storm Sewer		ND	
b. Surface Improvement			
Pavement			
Curb & Gutter	YES		
Sidewalks	YES		
Street Lighting	YES		
c. Easements			
Utility & Drainage		ND	
Access		ND	

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

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

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.

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. 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

---

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

---

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

---

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**

RECEIVED
MAR - 9 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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

---

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

---

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

---

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

---

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

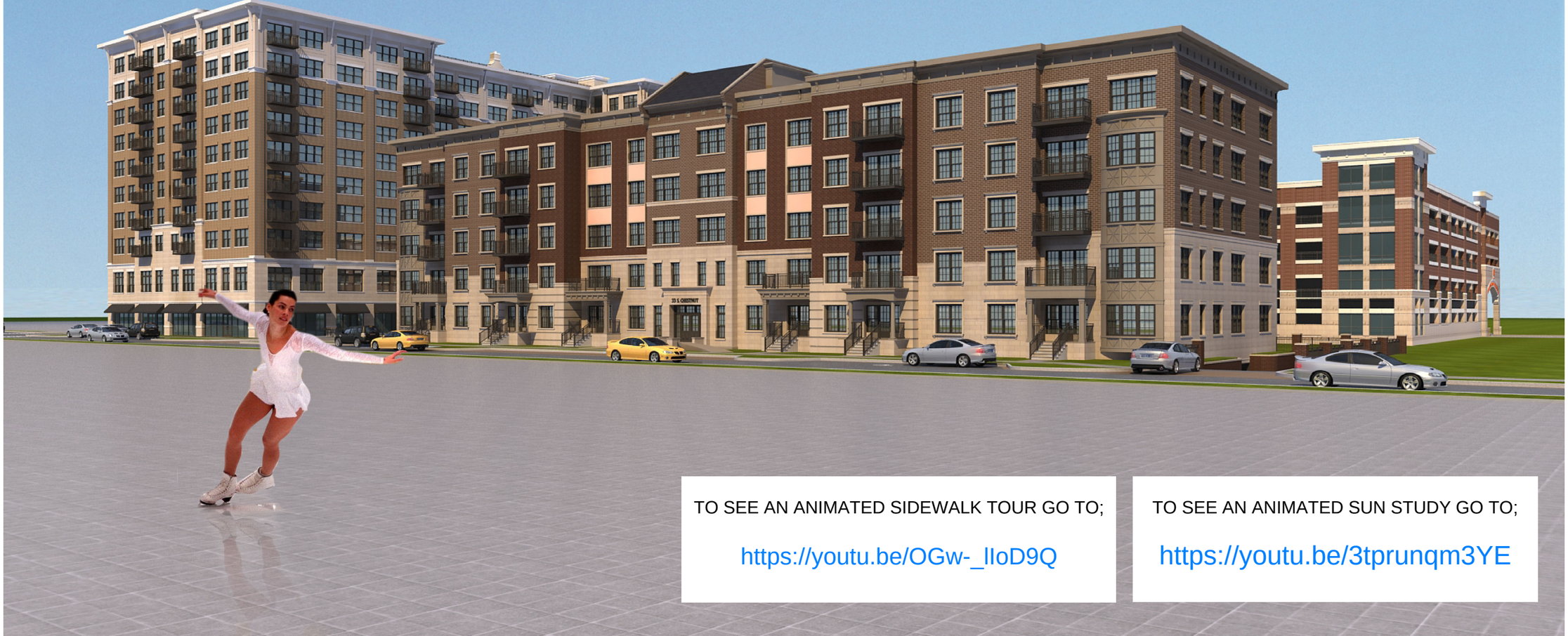
THE DEVELOPER IS PROPOSING A REVISED PLAN THAT INCREASES THE CAMPBELL BUILDING FROM 9 STORIES TO 10 STORIES (117'-0" TALL) AND THE CHESTNUT BUILDING FROM 4 STORIES TO 5 STORIES (61'-8" TALL)

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

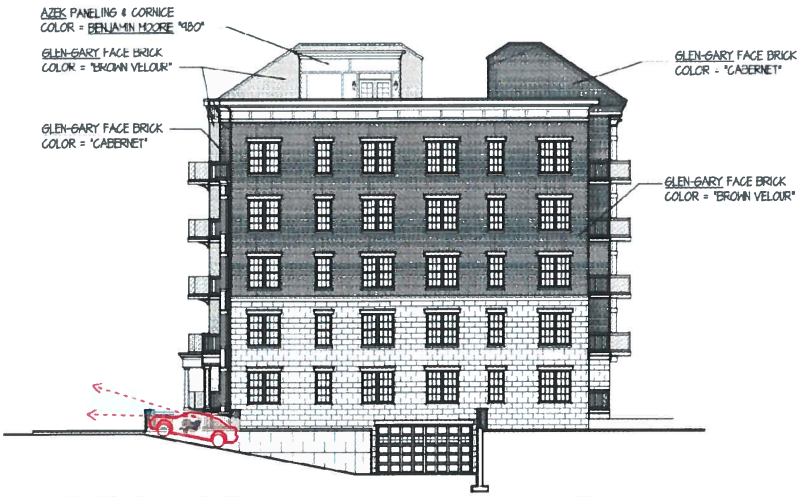
[NOTICE: This message originated outside of Village of Arlington Heights email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

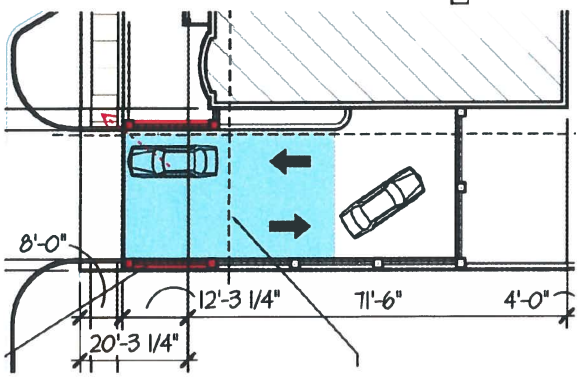
Hi Sam,

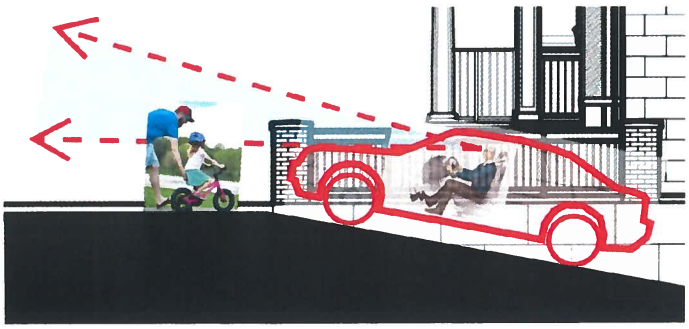
The garage plans for the four levels that are included for phase 1 are short 35 stalls. The architects counted the cars on the ramp from level 1 to level 2 in the level 1 plan and in the level 2 plan. The actual parking counts are shown in the attached exhibit for the four levels. There are 254 stalls 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.

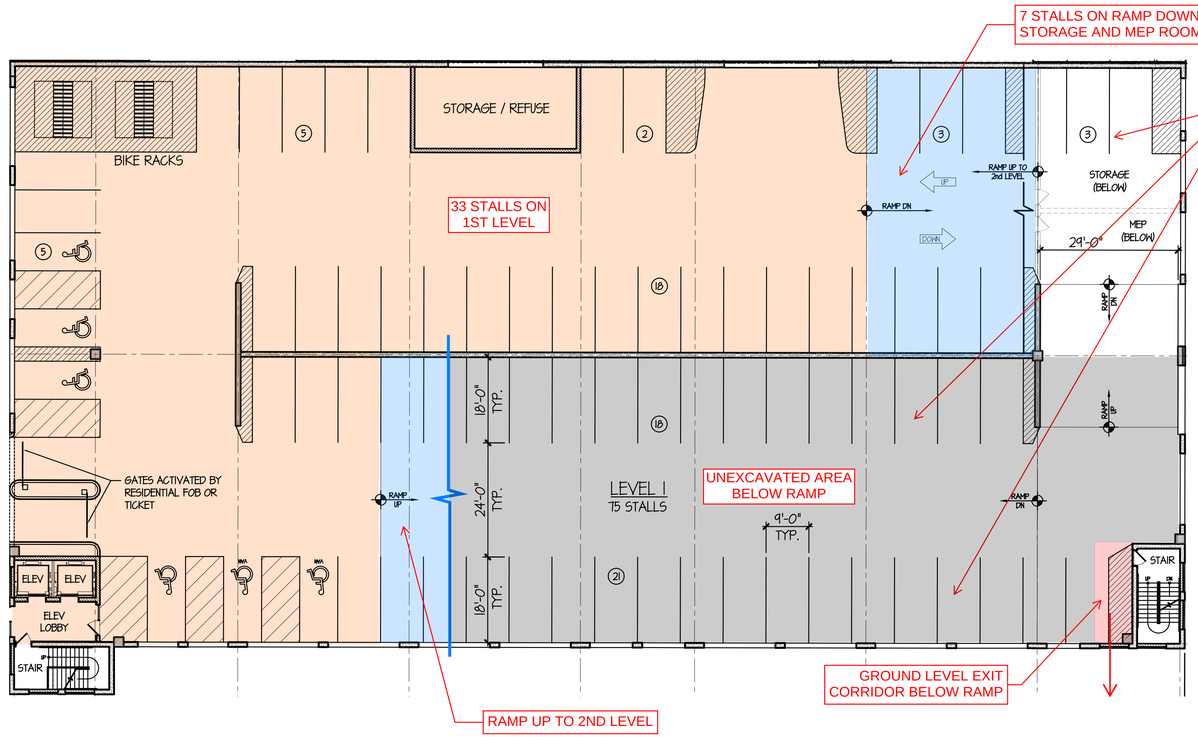
Please share these three exhibits with the plan commission members.

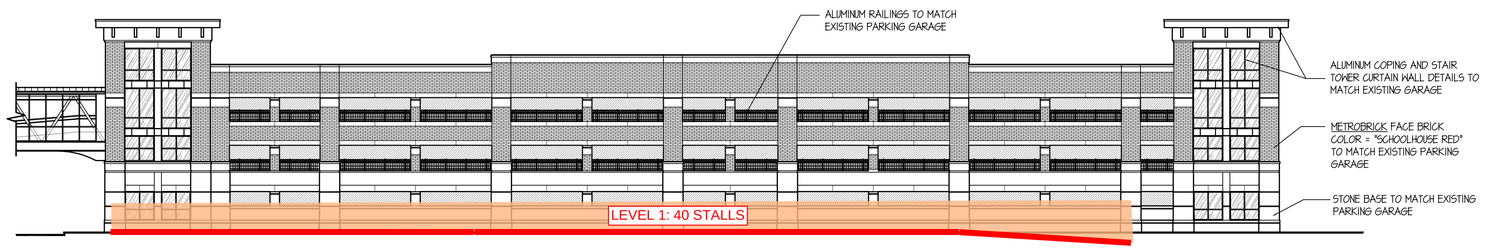






Thanks,
Aaron





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

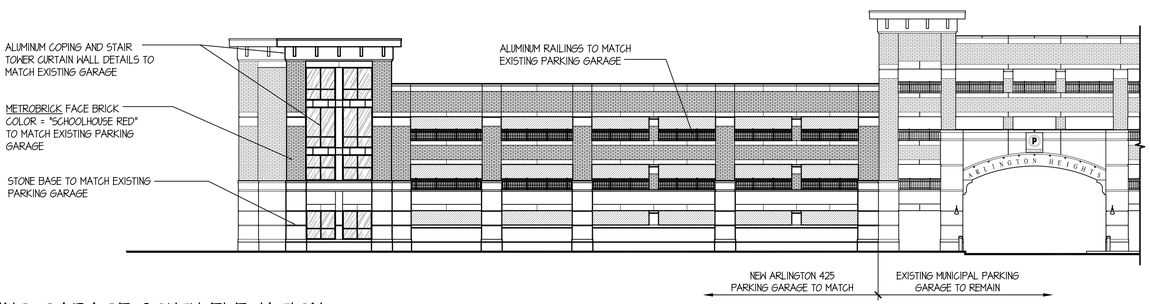
LEVEL 3 + RAMP DN TO LEVEL 2:
89 STALLS

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"

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS • INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND GARAGE ELEV'S

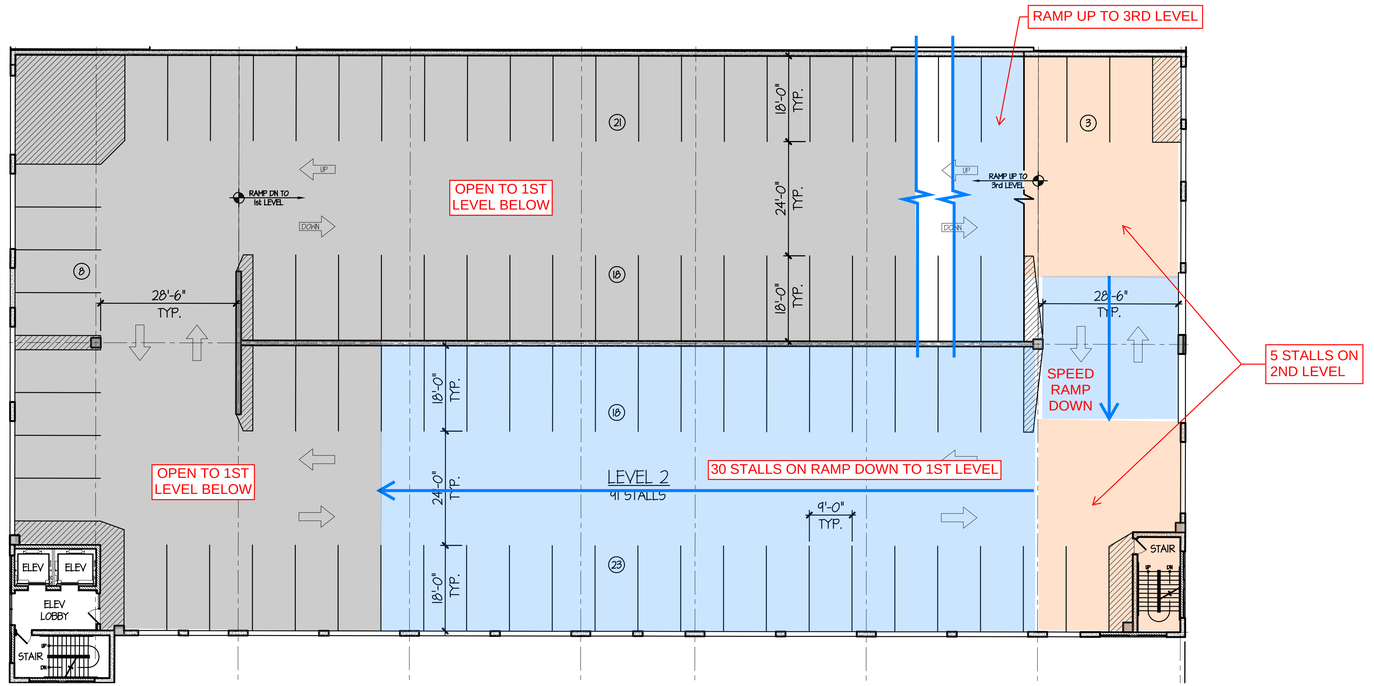
FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

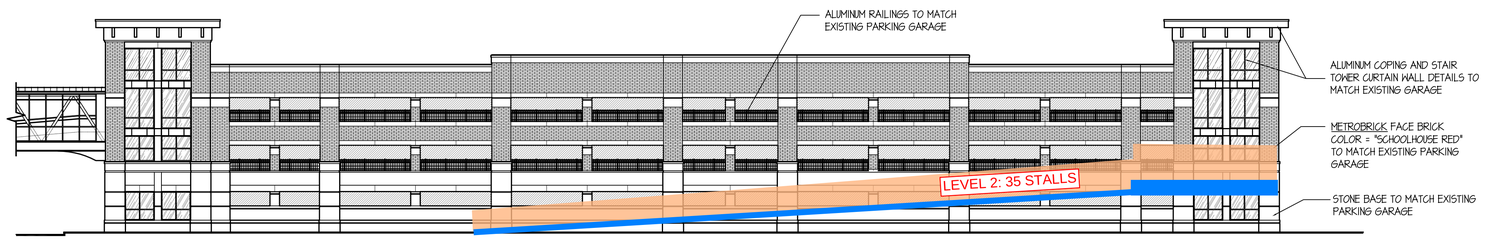
NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.2
OF 11

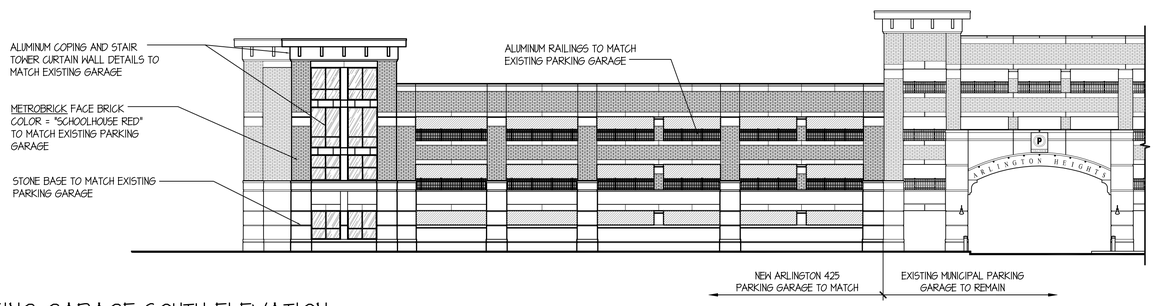
PROFESSIONAL DESIGN FIRM LICENSE #184-002934





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

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS•INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND GARAGE ELEV'S

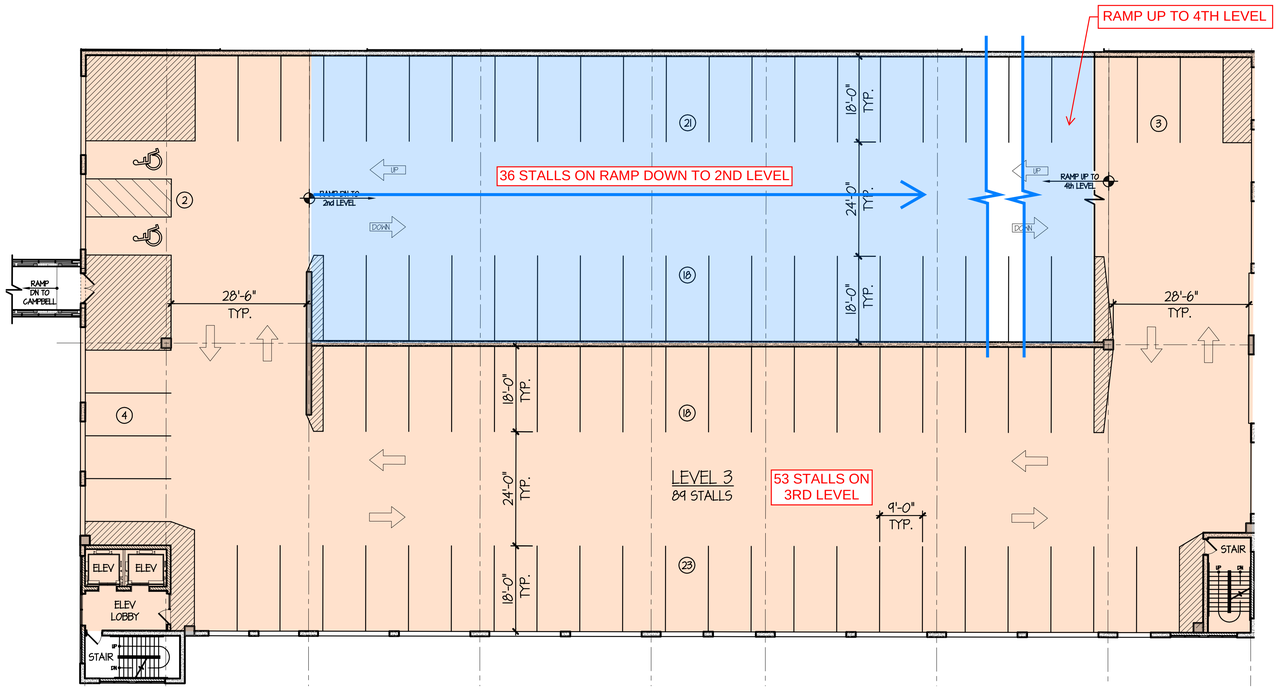
FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

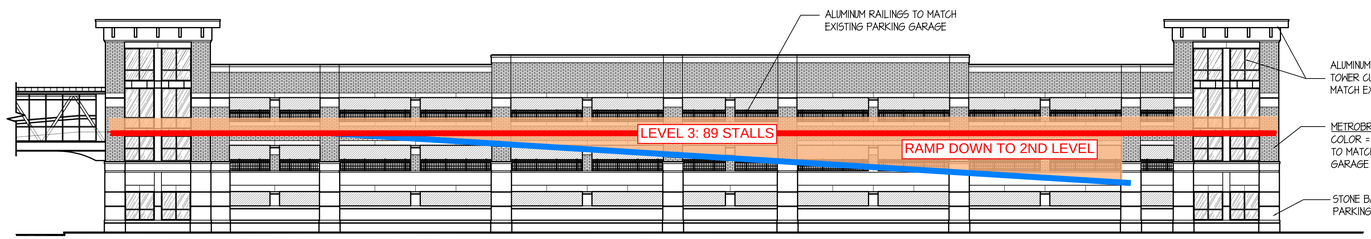
NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.2
OF 11

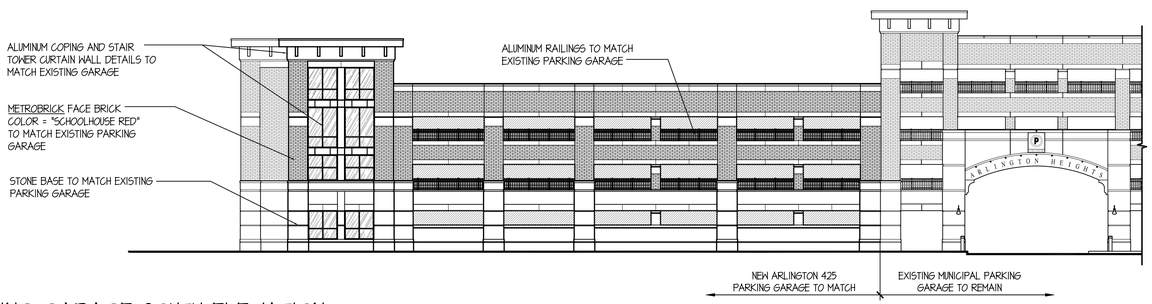
PROFESSIONAL DESIGN FIRM LICENSE #184-002934





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

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS•INC
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, IL 60005
MIXED-USE DEVELOPMENT

DRAWING TITLE

HIGHLAND GARAGE ELEV'S

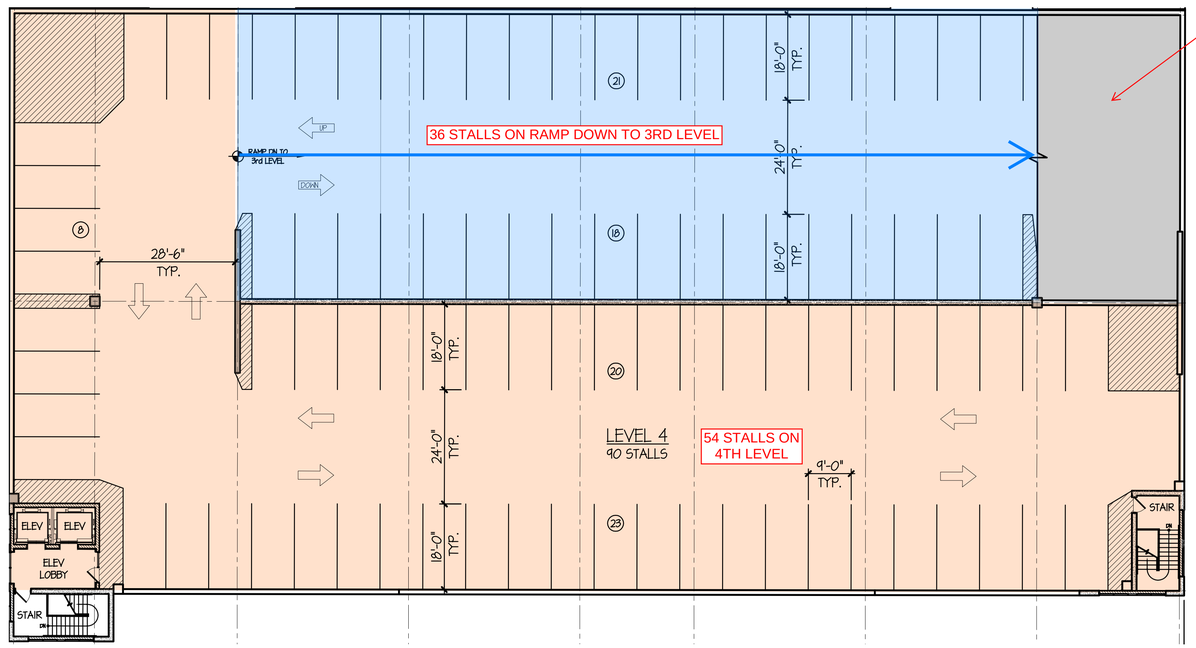
FILE NAME 3883-33P Highland
DRAWN BY RDL DATE 9.15.20

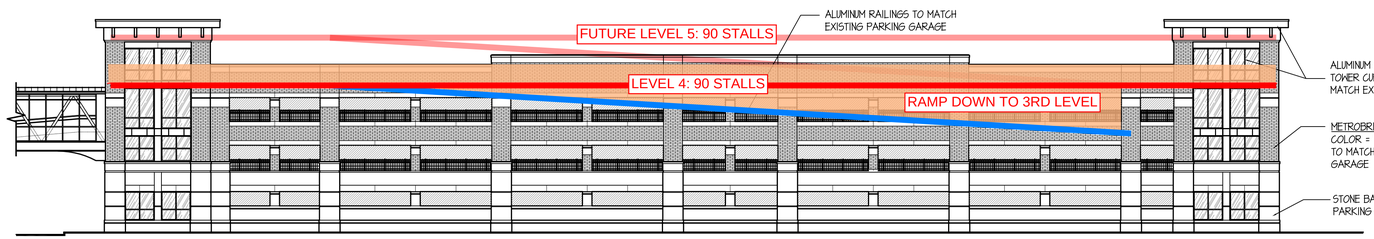
NO.	REVISED PER	DATE	BY
1	DESIGN DEVELOPMENT	11.2.20	KQB
3	PC/DC SUBMITTAL	2.25.21	KQB

JOB NO. 388315

SHEET NO. HL.2
OF 11

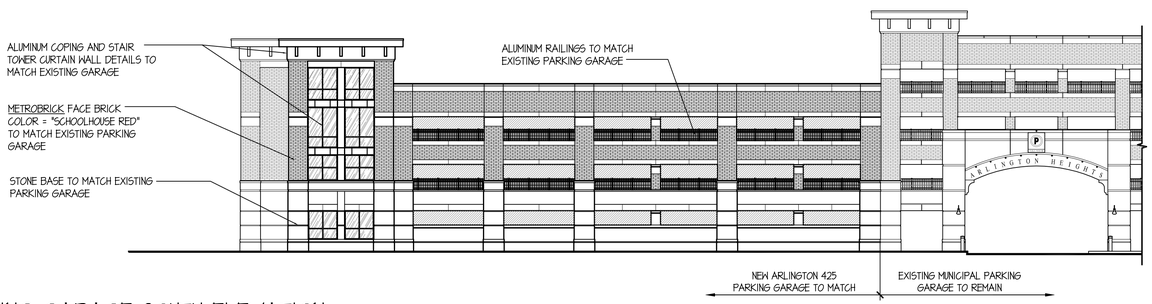
PROFESSIONAL DESIGN FIRM LICENSE #184-002934





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

© COPYRIGHT 2020 TINAGLIA ARCHITECTS, INC.

TINAGLIA ARCHITECTS•INC
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, 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

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

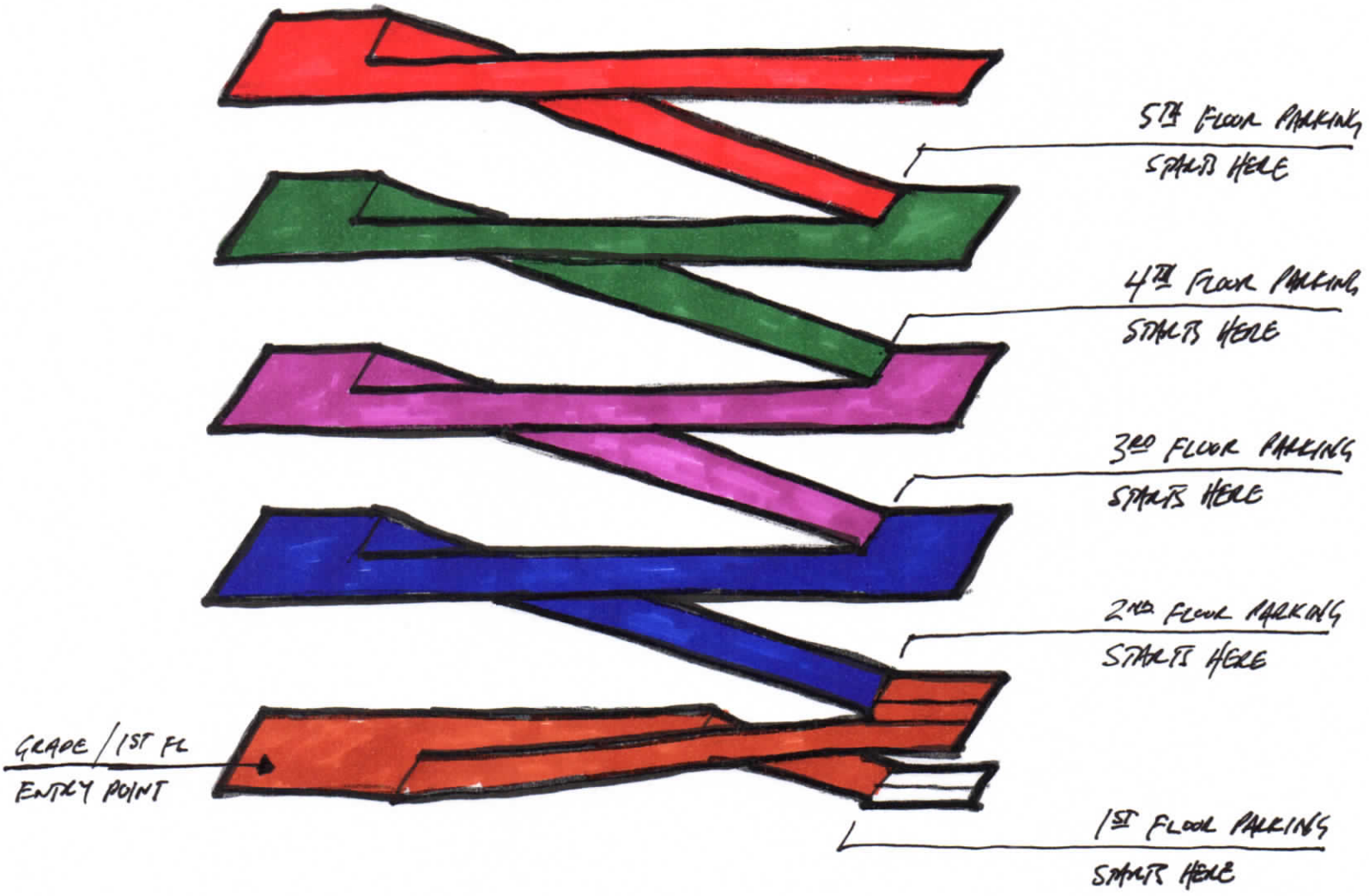
= 2ND FLOOR = 91 STALLS

= 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

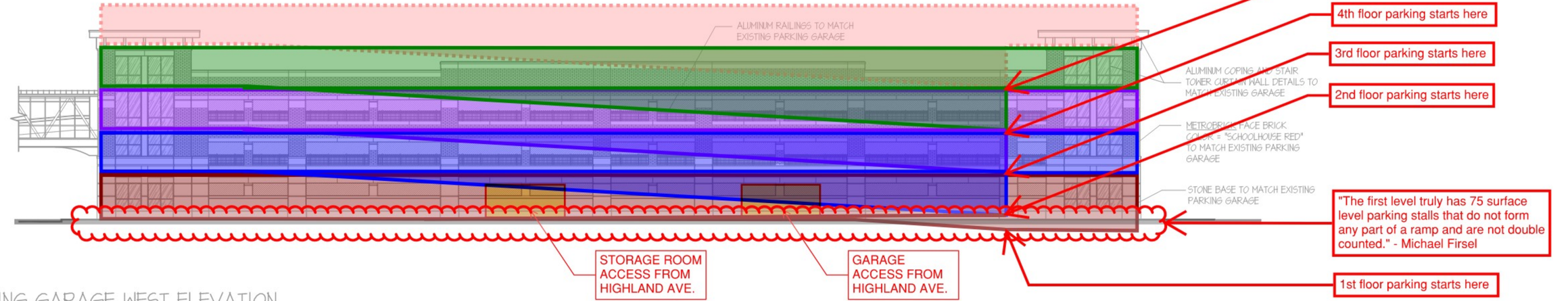
Sam,

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