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

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

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

If members of the public prefer, they can comment or ask a question pertaining to the meeting by emailing rhume@vah.com by 3 p.m. on March 15. Please limit your email to 200 words and if your question relates to a specific Agenda item, please note that in the email. Emails will be read at the meeting.

March 15, 2021
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Joint Park District, Village Board 02/20/2021
B. Committee of the Whole 03/01/2021
C. Village Board 03/01/2021

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 03/15/2021

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

A. Public Hearing - Substantial Amendment to the 2019 Annual Action Plan and Amendment to the 2020 Consolidated Plan for the CDBG-CV3 Grant

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

A. Report of Committee of the Whole Meeting of March 8, 2021

Public Hearing - Substantial Amendment to 2019 HUD Annual Action Plan for Community Development Block Grant - COVID3 (CDBG-CV3) funds

Trustee Scaletta moved, seconded by Trustee Rosenberg that the Village Board approve:
1) the proposed substantial amendment to the 2019 Annual Action Plan that allocates the CDBG-CV3 funds;
2) the proposed amendment to the 2015-2019 Consolidated Plan to change the priority level for the existing Economic Development goal in the Plan from low to high priority, and
3) the amendment to the 2021 Village of Arlington Heights budget to include $383,860 in CDBG-CV revenue in Account 215-0000-41148-00 and CDBG-CV budgeted expenditures under accounts under the CDBG Program Account 215-4102-522-4181

B. Report of Committee of the Whole of March 8, 2021

Metropolis Theater Discussion

Trustee Schwingbeck moved to recommend that Staff continue to work with the Metropolis Theater Concept on Eastman Street between Arlington Heights Road and Evergreen Avenue. Trustee Baldino seconded the motion.

C. Substantial Amendment to the 2019 Annual Action Plan and Amendment to the 2020 Consolidated Plan for the CDBG-CV3 Grant

X. CONSENT AGENDA

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

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

CONSENT LEGAL

A. An Ordinance Amending Ordinance Number 2020-31
(PetSuites, 1050 E Rand Road - addition of condition)

B. Resolution for Improvement by Municipality Under the Illinois Highway Code
(2021 MFT Street Reconstruction Program)

CONSENT REPORT OF THE VILLAGE MANAGER

A. Budget Amendment - 2020 Bond Issue

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Hamilton Partners - 703-709 & 713-723 W. Algonquin Rd. - PC#20-016
Amendment to PUD Ord. #18-014, Variations

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

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

-and-

5 ILCS 120/2 (c) (11): litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

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

Village Board
3/15/2021

Item: Park District minutes 2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
park district minutes	Minutes

JOINT VILLAGE-ARLINGTON HEIGHTS PARK DISTRICT
MINUTES OF THE MEETING OF THE MAYOR AND THE BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS
VIRTUAL MEETING
SATURDAY, FEBRUARY 20, 2021 8:30 A.M.

VILLAGE BOARD MEMBERS PRESENT:	President Hayes; Trustees: Baldino, Canty, LaBedz Padovani, Rosenberg, Scaletta, Schwingbeck,
VILLAGE BOARD MEMBERS ABSENT:	Trustee Tinaglia
VILLAGE STAFF MEMBERS PRESENT:	Randy Recklaus, Village Manager; Scott Shirley, Public Works Director; Cris Papierniak, Assistant Director Public Works and Jim Zaharopoulos, Civil Engineer
PARK DISTRICT BOARD PRESENT:	Maryfran Leno, President; Rob Nesvacil, Commissioner; Brian Owen, Commissioner; and Tim Gelinas, Vice President (late arrival)
PARK COMMISIONERS ABSENT:	Commissioner Will Ploger
PARK DISTRICT STAFF PRESENT:	Carrie Fullerton, Executive Director; Ben Rea, Director of Parks and Planning; Jason Myers, Director of Finance & Personnel; Brian Meyers, Director of Recreation & Facilities; and Maddie McCormick, Intern
OTHERS PRESENT:	Joel Koenig, Consultant Crawford, Murphy & Tilly; Melissa Cayer and Keith Moen

I. Call to Order

Village President Hayes called the meeting to order at 8:30 AM. President Hayes stated that the meeting was being held virtually due to COVID19.

The Pledge of Allegiance was recited and roll call taken.

President Hayes and Park District President Leno made opening comments. President Hayes stated that there is a good relationship between the Park District and Village. The past 12 months have been challenging and President Hayes thanked everyone for their efforts in navigating the many challenges of the past year.

Mayor Hayes congratulated the Park District for awards received. Commissioner Owen recently received the Rising Star Award from the IL Association of Park Districts (IAPD). Lindsey Robertson, District Aquatic Manager received the IPRA Young Professional Award.

President Leno echoed President Hayes on how challenging the past year has been and is looking forward to working together going forward and thanked all the governmental bodies that work together in the Village.

II. Citizens to Be Heard

President Hayes asked if any members of the public had comments. There were no comments.

III. Village Topics of Interest

Village Manager Recklaus stated the Greenbrier Roanoke Project discussed last year is moving forward. The Village appreciates the Park District working so well with the Village on this. It is hoped that the project will be an asset to the neighborhood.

Raven Park/ Berkley Hintz Project was updated by Joel Koenig and Scott Shirley. The different approaches and retaining walls in reference to the basketball court were reviewed. Fencing, retaining walls, and vegetation are just a few options. Mr. Koenig stated the problem is that in a short duration, high intensity rain events water ponds on streets and flows into several homes. The Village cannot store adequate water within the right-of-way. It is being proposed that the excess flow will be brought into the Raven Park area. A variety of solutions were highlighted and discussed. President Leno stated that the Park wants to work with the Village but, also wants to hear from residents as the use is changing. Hopefully, it will be a win-win situation for all. The Village looks forward to continuing the discussion with the Park District about potential storm water control at Raven Park.

Manger Recklaus reviewed the impact of COVID 19 on the Village and the vaccination status was discussed. The Village has registered to be a local vaccine site.

The Village's response to the economic downturn was seen with the suspension of late fees, delay and reduced payments for liquor licenses, grant funds for emergency assistance for residents, and creation of zero interest loans for small businesses. Arlington Alfresco was discussed.

The Village Emergency Assistance Fund was presented. This fund is to help local folks in need, funded partially by the Village and by the Arlington Care program. In a typical year about 80 families are assisted, in 2020 a total of 251 families were assisted.

The Village's role in COVID19 enforcement was reviewed. If a complaint is received the Village confirms its validity. Violations are reported to Cook County for enforcement. Major revenue reductions due to COVID19 were also reviewed. The operational impact of COVID19 was highlighted, with a decrease in Fire calls while Police saw an uptick in nuisance calls. Building Inspections were up this year as was Code Enforcement.

The Village's Finances were reviewed. 2020 General fund revenues were $4 million below budget while 2020 General fund expenditures were 1.7 million under budget.

Diversity, Equity and Inclusion (DEI) is a major focus of the Village. A consultant has been hired, focus groups have been held, as well as a Town Hall Meeting. The focus of the Village's DEI efforts is on the Village as an employer and as a service provider. There will be a regional law enforcement minority recruitment event in March. An exhibit on Frank White as one of the first African American residents is being coordinated with the Historical Museum.

There is currently a re-evaluation of the Senior Center. There was a recent AARP Age Friendly Community Process and the needs of the senior center and services are being reviewed. The Village will be working with the library and park district on needs too.

A new Solid Waste Contract was presented. This contract will begin in spring. Groot is being retained. The twice weekly collection is being reduced to one time a week for all.

Village Manager Recklaus called for questions. Trustee Canty asked about an Interagency DEI effort. Manager Recklaus said there have been preliminary conversations and it is on the radar and will be part of a recommendation. Commissioner Owen asked about the Green Aggregation Program and Village Manager Recklaus explained the energy credits and benefits to the community

IV. Park District Topics of Interest

Executive Director Carrie Fullerton thanked the Village Board and Staff for how welcoming the team has been during this year of transition. Fullerton thanked them for all of their help and service.

Executive Director Fullerton updated the status of the Proposed Recreation Park Project. After much consideration and looking at things that really need work such as infrastructure and equipment, the OSLAD Grant was declined and resources will be reallocated to items that need immediate attention.

Grant Shell Station purchase was reviewed. Tanks will be removed, and the Park District hopes to budget in the future to remove the building.

Awards Received were highlighted. The Park District was a NRPA National Gold Medal Award Finalist. The Park District was one of four in the country and is proud to be a finalist as one of the Best of the Best. Fullerton also thanked the Village for the awards received by the Park this past year – 2020 Alan F. Bombick Award for Excellence in Design and 2021 Hearts of Gold Award – Kenneth M. Bonder Beautification. The Park District received the Daily Heralds Best of the Best, chosen by readers.

Park Projects were reviewed. Ranging from new floor at ALGC Service Center to Installing ADA Garden Plots at Forest View. In response to COVID, new air filtration systems at the ARC and Administration were installed.

The Park District has a 50/50 budget, relying on taxes and fees. All has been managed through strong expense control. The Park District has been laser focused on what can be offered, versus closing facilities and services. There was a large number of virtual programs and many other programs had to be re-engineered.

Service Statistics were presented. Golf had the most amazing year. Arlington Ridge Center was open by reservations and 44,000 reservations were made in 2020. Outdoor swim reservations were offered at three pools and many thank you notes from residents were received.

Other uses of the parks were highlighted. The virtual holiday Tree Lighting was made possible with a collaboration of the Park District and Village. Peaceful demonstrations were also held in the parks this past year.

Ongoing initiatives include the Senior Center, Park Counselor Programs and CAP program. Collaborative projects between the Village and the Park District include the Holiday tree Lighting, Arbor Day Celebration, Assistance with fallen tree removal in parks, televising storm sewer lines, using fuel and salt.

Future potential collaborative projects include storm water projects at Raven and Klehm Parks, community wide paving projects, tub grinder shared rental, potential storm water project at Arlington Lakes Golf Club, potential ice rink chiller and potential performance pavilion. Discussion included the future project ideas.

Trustee Scaletta asked what the reservation system is on property. Recklaus reviewed the land cash donation program and how subdivision of properties happens. President Leno appreciated the explanation and stated the Park District appreciates the continued relationship with village and other taxing groups. President Hayes stated that he agrees.

President Hayes recognized two retiring Trustees and thanked them for their contributions to the Village, Trustee Padovani and Trustee Rosenberg. Trustee Rosenberg stated he truly has enjoyed the relationships and will miss the job he has been doing. He thanked everyone for the job they do.

The Mayor entertained a motion to adjourn by Trustee Scaletta and seconded by Trustee Rosenberg. Meeting adjourned at 10:10 am.

Village Board
3/15/2021

Item: Committee of the Whole 03/01/2021

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Committee of the Whole 03/01/2021	Minutes

MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS
Virtual Meeting
March 1, 2021 at 7:15 PM

President Hayes called the meeting to order at 7:15 PM.

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

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus

OTHERS PRESENT: Michele Petrie

Mayor Hayes called the meeting to order and explained that due to COVID 19 restrictions and guidelines, the meeting is being held virtually.

A. Interview of Michele Petrie for Appointment to the Arlington Economic Alliance (downtown business) – term expiring 4/30/2022.

Mayor Hayes introduced Michele Petrie and stated that she came highly recommended by former Trustee Carol Blackwood. Mayor Hayes said that he had a good interview with Ms. Petrie and feels she is very qualified and he is recommending her appointment.

Ms. Petrie was asked to explain why she would like to serve. Ms. Petrie stated that if you really want to be a part of a community, you have to look for ways to serve. Ms. Petrie stated she had been involved in the Economic Development Council when living in Rockford and felt she learned, contributed and shared a lot. Ms. Petrie is the President at Village Bank and Trust. She is a new resident to Arlington Heights as of July and is ready to serve and see how Arlington Heights operates.

Discussion ensued on Ms. Petrie's background. Her extensive background in banking was highlighted as well as her community involvement in Rockford. Ms. Petrie discussed that in her new role at Village Bank and Trust she does get to go out and gets a chance to meet with businesses and understand their needs. Trustees stated that Ms. Petrie's background and current role will all be assets to the Alliance. The Trustees thanked Ms. Petrie for her willingness to serve.

Trustee LaBedz moved to concur in the Mayor's appointment of Michele Petrie to the Arlington Economic Alliance (downtown business) term ending 4/30/22. Trustee Baldino seconded the motion.

The following voice vote was recorded:

9 Ayes 0 Nays

The motion passed.

B. OTHER BUSINESS – There was no further business.

C. ADJOURNMENT – Trustee Scaletta moved, and Trustee LaBedz seconded the motion to adjourn. The meeting was adjourned 7:28pm.

Village Board
3/15/2021

Item: 03/01/2021 Village Board

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Village Board 03/01/2021	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Virtual Meeting
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
March 1, 2021
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

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

Also present were: Randy Recklaus, Charles Perkins, Scott Shirley and Becky Hume.

IV. APPROVAL OF MINUTES

A. Village Board 02/01/2021 Approved

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

B. Committee of the Whole 02/15/2021 Approved

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

Schwingbeck, Tinaglia

C. Village Board 02/15/2021 Approved

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

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 02/28/2021 Approved

Trustee Bert Rosenberg moved to approve in the amount of $1,460,129.46. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Resident Keith Moens said the Village Commissions are returning questionnaires regarding the return to in person meetings. He asked if the public was being polled. He said continuing virtual access would boost public input. He also said many presiding officers have a difficult time following proper meeting procedure. As a result, the meetings can last for hours. In an effort to encourage better meetings, he asked if training would occur on how to follow meeting procedures.

President Hayes said the length of meetings are not affected in any way by parliamentary procedure. He said he has no intention training the boards and commissions on meeting procedure. They are professional people and can receive guidance from their staff liaisons if they desire.

Mr. Recklaus said the informal polling of commissioners and board members is part of the Village's research about when we want to return to

in person meetings. The information will be collected and provided to the Board.

President Hayes said the right to participate will be provided in one way or another.

IX. OLD BUSINESS

A. Report of Committee of the Whole Meeting of February 22, 2021 — Approved

Diversity, Equity and Inclusion Report

Trustee Scaletta moved, seconded by Trustee Schwingbeck, that the Committee of the Whole recommend that the Village Board of Trustees adopt the draft Diversity, Equity and Inclusion Statement at the next Village Board meeting.

Mr. Recklaus read the statement as follows:

The Village of Arlington Heights supports a welcoming environment for all by fostering an inclusive work force, providing fair and equitable access to, and delivery of, all government services to all community members of Arlington Heights, and developing opportunities for employees and community members to reach their full human potential to the greatest, appreciable extent. Embracing diversity in Arlington Heights is recognized as leveraging the differences and similarities of all people, respecting those differences, and valuing an inclusive environment to live, work, and visit.

Diversity in Arlington Heights means respecting and welcoming all individuals with diverse backgrounds, experiences, perspectives, and cultures to include (but not limited to) each individual's culture, nation of origin, race, religion, ethnicity, age, gender, sexual orientation, and gender identity, and ability. This commitment to diversity is the foundation for building and maintaining a high-quality workforce, government operations, and community inclusion in these processes. Diversity and inclusion are core values and strategic imperatives that build and support the strength of the Village of Arlington Heights as a community and government.

All members of the Village, including employees, leadership, and community members have responsibilities to work collaboratively with one another to foster an environment where all employees and members of the community who engage with government feel included, valued, and respected. The Village of Arlington Heights' diversity initiatives are applicable, but not limited, to policies and strategies on government operations, employee recruitment and selection, compensation and benefits, and professional development and training. These practices are the benchmark of doing the work of government in Arlington Heights and encourage fair and equitable practices in support of respectful

communication, collaboration, teamwork, achieving work/life balance, and continual efforts that promote greater understanding and respect for each other and the community we serve.

Resident Sam Pappas appreciated the work that the Village has done. He supports inclusion and is in favor of the statement. He suggested the Village move to a more objective hiring policy versus a subjective one by creating an anonymous merit-based system where identifiers are redacted. Having quotas or a reflection on demographics might not get the best person for the job.

President Hayes said the Board spent a lot of time last Monday on this topic. As recommended in the report, the Village is not going to a quota system. Our objective is to always hire the most qualified individuals, but we will cast a wider net to try and reach these individuals.

Trustee John Scaletta moved to approve the Diversity, Equity and Inclusion Statement. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

B.	Report of Committee of the Whole Meeting of March 1, 2021 Interview of Michele Petrie for appointment to the Arlington Economic Alliance (downtown business) - term ending 4/30/2022	Approved

President Hayes administered the Oath to Ms. Petrie.

Trustee Robin LaBedz moved to concur with the Mayor's appointment.
Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

A.	Senior Center Needs Assessment RFP Award of Consultant	Approved

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

B. Police Department - Interceptor Utility Vehicles Purchase 2021 — Approved

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

C. Police Department - Police Sedan Purchase 2021 — Approved

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

D. Microsoft Enterprise Agreement Renewal — Approved

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

CONSENT LEGAL

A. A Resolution Approving an Intergovernmental Agreement with the City of Rolling Meadows (Roadway improvements on Weber Drive from Algonquin Road to Central Road) — Approved

Trustee Jim Tinaglia moved to approve R2021-005. Trustee Mary Beth Canty Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

A. 2021 Budget Encumbrance Approved

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

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Comprehensive Plan Amendment TIF 4 - PC#21-001

Mr. Perkins explained this amendment to the Comprehensive Plan is for 18 acres on Golf and Arlington Heights Road in the TIF IV area. After a market assessment, the existing shopping center was deemed too large for the market. Staff is asking the Board to consider a Mixed-Use designation for this area. Ryan Properties has a small portion of the area under contract. The Plan Commission held a public hearing and recommended approval unanimously.

Keith Moens asked if Ryan withdrew their proposal. Mr. Perkins said they had put forward an application which went through some preliminary reviews. It is on hold as they evaluate the marketplace. Staff is still in discussions with them regarding a larger proposal.

Nearby restaurant owner Argie Karafotias thanked the Village for working on this.

B. Tax Increment Financing District #4: Third Amendment to Redevelopment Plan and Project (RC #21-003)

Mr. Perkins described the Amendment to the TIF IV Redevelopment Plan reflecting the change to Mixed-Use. This change went through a lengthy reprocess as required by statute. The taxing districts voted 6 to zero in favor of this change. The Plan Commission working as the Redevelopment Commission also recommended changing the Redevelopment Plan.

C. Greenbrier Detention Pond - NE Corner Cambridge St & Yale Ave - PC#21-004 PUD, Preliminary Plat of Subdivision, vacation of Vail Ave right of way, Rezoning from R-3 to P-L, Comp Plan Amendment to classify as Open Space, Variations

Mr. Recklaus said the Board has approved a number of improvements and stormwater improvements for the Greenbrier neighborhood. The Village recently acquired the property from the Park District. The Village plans to expand the existing retention pond to the north to improve the stormwater infrastructure performance and coverage in the neighborhood. It requires rezoning the property and amending the Comprehensive Plan in order to move forward.

Trustee Rosenberg asked if the odors coming from the detention area will be resolved.

Mr. Shirley answered that the removal of the sedimentation in the existing basin should address the odor. It hasn't been cleared in a few decades. If clearing the basin doesn't work, there are other remedies that can be installed. Staff will reevaluate after the rebuilding of the area. The improvements will be made in the vacant lot to the south. When water rises, it can flow into the new area.

Trustee LaBedz asked if the fencing will be around the original area or in the newer area. Mr. Shirley said the fencing will be replaced with new fencing where it exists now.

Trustee Scaletta asked how these changes were communicated to the

residents. Mr. Shirley said two letters were sent, there was a neighborhood meeting on the 23rd of February, and an email blast went out. The Village has made at least three contacts.

Mr. Perkins said the Plan Commission reviewed the project and a sign was posted on the property. In addition, there was a legal notice in the paper.

XIII. LEGAL

A.	An Ordinance Amending the Comprehensive Plan of the Village of Arlington Heights (18 acres northeast of Arlington Heights Road and Golf Road)	Approved

Trustee John Scaletta moved to approve 2021-005 An Ordinance Amending the comprehensive Plan of the Village of Arlington Heights. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

B.	An Ordinance Approving an Amendment to the Tax Increment Redevelopment Plan and Project for the Arlington Heights/Golf Redevelopment Project Area	Approved

Trustee Greg Padovani moved to approve 2021-006, An Ordinance approving and Amendment to the Tax Increment Redevelopment Plan and Project for the Arlington Heights/Golf Redevelop Project Area. Trustee Mary Beth Canty Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

C.	An Ordinance Amending the Comprehensive Plan of the Village of Arlington Heights (Northeast corner of Cambridge Street and Yale	Approved

Avenue)

Trustee Richard Baldino moved to approve 2021-007, An Ordinance Amending the comprehensive Plan of the Village of Arlington Heights.
Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

D. An Ordinance Amending the Zoning Ordinance of the Village of Arlington Heights, Granting Approval of a Planned Unit Development, a Preliminary Plat of Subdivision with the Vacation of a Portion of a Public Right-of-Way and a Variation from Chapter 28 of the Arlington Heights Municipal Code (Greenbrier Detention Basin, NE corner of Cambridge Street and Yale Avenue) — Approved

Trustee Robin LaBedz moved to approve 2021-008, An Ordinance Amending the Zoning Ordinance of the Village of Arlington Heights, Granting approval of a Planned Unit of a portion of a public Right of Way and a Variation from Chapter 28 of the Arlington Heights Municipal Code.
Trustee Mary Beth Canty Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

XIV. REPORT OF THE VILLAGE MANAGER

Mr. Recklaus noted that of the five new police vehicles purchased, four are hybrids. Our Public Works fleet now has 137 vehicles running on B20 bio diesel (the highest grade). The Village is only one of seven municipalities in the State using B20 and has one of the greenest fleets in the area. This shift is something we are proud of.

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

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

-and-

5 ILCS 120/2 (c) (11): litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

Trustee Greg Padovani moved to adjourn to Closed Session at 8:15 p.m.
Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Canty, Hayes, LaBedz, Padovani, Rosenberg, Scaletta, Schwingbeck, Tinaglia

Village Board
3/15/2021

Item: Warrant Register 03/15/2021

Department: Village Clerk

ATTACHMENTS:

Description	Type
Warrant Register 03/15/2021	Warrant Register

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 3-15-2021

Fund	Fund Description	Total Transaction Amount
101	General Fund	$662,729.49
211	Motor Fuel Tax Fund	$23,913.75
215	CDBG Fund	$6,270.78
227	Foreign Fire Ins Tax Fund	$8,184.24
231	Criminal Investigation Fd	$1,451.46
235	Municipal Parkg Opr Fund	$1,519.67
401	Capital Projects Fund	$8,822.39
426	Storm Water Control Fund	$455,895.10
505	Water and Sewer Fund	$58,625.71
511	Solid Waste Fund SWANCC	$141,251.50
515	Arts,Entert & Events Fund	$2,454.81
605	Health Insurance Fund	$331,107.24
615	Workers Compensation Ins	$518.31
621	Fleet Operations Fund	$6,867.64
625	Technology Fund	$15,408.92
705	Police Pension Fund	$58.04
711	Fire Pension Fund	$1.53
715	Guaranty Deposits Fund	$38,934.00
721	Escrow Deposits Fund	$1,000.00
TOTAL ALL FUNDS		**$1,765,014.58**

WARRANT REGISTER - GM0002

Department: 0

Division: 0

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228076	715-0000-220.93-00	A 1 CONTRACTORS INC 17 2799	BOND REFUND	$200.00	$200.00
228077	715-0000-220.93-00	ABSOLUTE GARAGE BLDER 193843	BOND REFUND	$200.00	$200.00
228081	715-0000-220.93-00	ALBRITE BUILDING 18-3103	BOND REFUND	$200.00	$200.00
228082	715-0000-220.93-00	ALL FAMILY PLUMBING 172535	BOND REFUND	$200.00	$200.00
228084	715-0000-220.93-00	AMERICAN NATIONAL SPRINKLER	BOND REFUND	$200.00	$200.00
228085	715-0000-220.93-00	ANTHONY DENTAMARO	BOND REFUND	$200.00	$200.00
228086	715-0000-220.93-00	ARANAS, MARTIN 184441	BOND REFUND	$200.00	$200.00
228087	101-0000-422.05-00	ARK GLASS OF CHICAGO, INC.	REFUND PERMIT FEES	$807.00	$807.00
228088	715-0000-220.93-00	ARROWHEAD BRICK PAVERS 183356	BOND REFUND	$200.00	$200.00
228089	715-0000-220.93-00	ARROYO HARDSCAPES AND CONCRETE	BOND REFUND	$200.00	$200.00
228090	715-0000-220.93-00	ARTS LANDSCAPE 172034	BOND REFUND	$200.00	$200.00
228100	715-0000-220.93-00	BLACK DIAMOND 193723	BOND REFUND	$200.00	$200.00
228101	715-0000-220.93-00	BONDAROWICZ, RICH 173292	BOND REFUND	$1,200.00	$1,200.00
228102	715-0000-220.93-00	BONDAROWICZ, RICH 171442	BOND REFUND	$200.00	$200.00
228103	715-0000-220.93-00	BORYSZEWSKI, JACK 18 1151	BOND REFUND	$1,100.00	$1,100.00
228104	715-0000-220.93-00	BOTNARI IVAN 17 2435	BOND REFUND	$200.00	$200.00
228105	715-0000-220.93-00	BRIAN ALLENDORFER CO 194184	BOND REFUND	$200.00	$200.00
228107	715-0000-220.93-00	BRUST, STEPHEN 183390	BOND REFUND	$200.00	$200.00
228112	715-0000-220.93-00	CAPITAL HOMES INC 172086	BOND REFUND	$200.00	$200.00
228117	715-0000-220.93-00	CHICAGOLAND BRICK 19 2690	BOND REFUND	$200.00	$200.00
228120	715-0000-220.93-00	CHOWANIEC, ANETA 18 2541	BOND REFUND	$200.00	$200.00
228121	715-0000-220.93-00	CHRIS LAWN CARE SVCS 19 3551	BOND REFUND	$200.00	$200.00
228124	715-0000-220.93-00	COCHRAN, JIM 193224	BOND REFUND	$200.00	$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228125	715-0000-220.93-00	COCORAN, JAMES 19 3092	BOND REFUND	$200.00	$200.00
228126	715-0000-220.93-00	COLLINS, STEPHEN 184558	BOND REFUND	$200.00	$200.00
228131	715-0000-220.93-00	CONSTR DEVELOPMENT INC 193853	BOND REFUND	$200.00	$200.00
228133	715-0000-220.93-00	CORLISS, ROBERT 19 3174	BOND REFUND	$200.00	$200.00
228134	715-0000-220.93-00	COUGHLIN, JOHN 182482	BOND REFUND	$200.00	$200.00
228137	505-0000-452.42-00	ANNABELLE CUENCA	REFUND FINAL WATER BILL	$50.00	$50.00
228139	715-0000-220.93-00	DANLEY GARAGE WORLD 171990	BOND REFUND	$200.00	$200.00
228140	715-0000-220.93-00	DANLEY'S 18 4030	BOND REFUND	$200.00	$200.00
228141	715-0000-220.93-00	DAWSON BUILDERS 17838	BOND REFUND	$200.00	$200.00
228142	715-0000-220.93-00	DECORATING & TILE CRAFTSMEN INC	BOND REFUND	$200.00	$200.00
228143	235-0000-435.65-03	MEAGHAN DEMES	REFUND PARKING PERMIT	$50.00	$50.00
228144	715-0000-220.93-00	DRF TRUSTED PROPERTY SOLUTIONS	BOND REFUND	$200.00	$200.00
228147	715-0000-220.93-00	E AND J BUILDERS 174725	BOND REFUND	$200.00	$200.00
228148	715-0000-220.93-00	E AND J BUILDERS 174725	BOND REFUND	$200.00	$200.00
228149	715-0000-220.93-00	E AND J BUILDERS 17 4725	BOND REFUND	$200.00	$200.00
228150	715-0000-220.93-00	ELITE LAWN SPRINKLERS	BOND REFUND	$200.00	$200.00
228151	715-0000-220.93-00	ENVY HOME SERVICES 19464	BOND REFUND	$200.00	$200.00
228154	715-0000-220.93-00	EURO CARPENTRY 194433	BOND REFUND	$200.00	$200.00
228155	715-0000-220.93-00	FAIRFIELD HOMES 17774	BOND REFUND	$200.00	$200.00
228156	715-0000-220.93-00	FAIRFIELD HOMES INC 193549	BOND REFUND	$200.00	$200.00
228159	715-0000-220.93-00	FIVE ALARM FIREWORKS 193021	BOND REFUND	$1,000.00	$1,000.00
228160	715-0000-220.93-00	FORTIS 183454	BOND REFUND	$200.00	$200.00
228162	715-0000-220.93-00	G CAT CONSTRUCTION 19 742	BOND REFUND	$200.00	$200.00
228163	715-0000-220.93-00	GABRIELS LANDSCAPE & TREE SERVICES	BOND REFUND	$200.00	$200.00
228165	715-0000-220.93-00	GAMBINO LANDSCAPE & BRICK PAVING	BOND REFUND	$200.00	$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228167	715-0000-220.93-00	GLASER, JOHN	BOND REFUND	$200.00	$200.00
228169	505-0000-452.42-00	NALINI GOYAL	REFUND FINAL WATER BILL	$87.00	$87.00
228171	101-0000-422.10-00	GRANT & POWER LANDSCAPING	REFUND PERMIT FEES	$55.00	$55.00
	101-0000-432.08-00	GRANT & POWER LANDSCAPING	REFUND PERMIT FEES	$25.00	$85.00
			REFUND PERMIT FEES	$60.00	
	101-0000-432.12-00	GRANT & POWER LANDSCAPING	REFUND PERMIT FEES	$50.00	$50.00
228172	715-0000-220.93-00	GREEN POINT HOME GROUP INC	BOND REFUND	$200.00	$200.00
228173	715-0000-220.93-00	HAINES, THERESE & DAVID 18 13	BOND REFUND	$200.00	$200.00
228174	715-0000-220.93-00	HAINES, THERESE & DAVID 18 13	BOND REFUND	$200.00	$200.00
228175	715-0000-220.93-00	HAINES, THERESE & DAVID 18 13	BOND REFUND	$500.00	$500.00
228183	715-0000-220.93-00	HORCHER, D JOE	BOND REFUND	$200.00	$200.00
228184	715-0000-220.93-00	HUSHION PAVEMENT MAINTENANCE	BOND REFUND	$200.00	$200.00
228187	715-0000-220.93-00	ILLINOIS GREEN CONSTR 19 2558	BOND REFUND	$200.00	$200.00
228192	721-0000-221.10-08	INSERV	WATER METER RENTAL RETURN	$1,000.00	$1,000.00
228193	715-0000-220.93-00	IRRIGATION RX 193327	BOND REFUND	$200.00	$200.00
228195	715-0000-220.93-00	J AND A GENERAL CONST 17511	BOND REFUND	$200.00	$200.00
228197	715-0000-220.93-00	JRC DESIGN BUILD 18 2913	BOND REFUND	$200.00	$200.00
228198	715-0000-220.93-00	JRC DESIGN BUILD 192080	BOND REFUND	$200.00	$200.00
228199	715-0000-220.93-00	JRC DESIGN BUILD 192643	BOND REFUND	$200.00	$200.00
228200	715-0000-220.93-00	JRC DESIGN BUILD 1843	BOND REFUND	$900.00	$900.00
228201	715-0000-220.93-00	JRC DESIGN BUILD 193582	BOND REFUND	$500.00	$500.00
228202	715-0000-220.93-00	JRC DESIGN BUILD 193961	BOND REFUND	$200.00	$200.00
228203	715-0000-220.93-00	KAEPPLINGER, JAMIE & DAN 18418	BOND REFUND	$200.00	$200.00
228204	715-0000-220.93-00	KENILWORTH INVESTMENTS 193212	BOND REFUND	$200.00	$200.00
228205	715-0000-220.93-00	KLICKER, ROSS 18 1569	BOND REFUND	$200.00	$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228207	715-0000-220.93-00	LAZARZ, ALEXANDER 20 3870	BOND REFUND	$200.00	$200.00
228209	715-0000-220.93-00	LEPUZANOVIC, EDIN	BOND REFUND	$200.00	$200.00
228210	715-0000-220.93-00	LILLWITZ, MIKE 19 111	BOND REFUND	$200.00	$200.00
228212	715-0000-220.93-00	LOHRMANN, JOHN 17 1792	BOND REFUND	$200.00	$200.00
228214	715-0000-220.93-00	LOSEY, BRANDON 184021	BOND REFUND	$200.00	$200.00
228216	715-0000-220.93-00	M & M BUILDERS 18 53	BOND REFUND	$200.00	$200.00
228217	715-0000-220.93-00	M & M BUILDERS 19 4135	BOND REFUND	$200.00	$200.00
228218	715-0000-220.93-00	MAHOGANY HOME SOLUTIONS 181310	BOND REFUND	$200.00	$200.00
228219	715-0000-220.93-00	MARQUEZ, GABRIEL 19 2724	BOND REFUND	$200.00	$200.00
228220	715-0000-220.93-00	MASSARELLI, ANTHONY 173329	BOND REFUND	$200.00	$200.00
228221	715-0000-220.93-00	MCLENAGHAN, GORDON	BOND REFUND	$900.00	$900.00
228222	715-0000-220.93-00	MEEHAN, LAURA J 17 95	BOND REFUND	$4,215.00	$4,215.00
228223	715-0000-220.93-00	MEEHAN, LAURA J 1795	BOND REFUND	$1,200.00	$1,200.00
228227	715-0000-220.93-00	MORGAN HARBOUR CONSTR 18 3023	BOND REFUND	$1,000.00	$1,000.00
228228	101-0000-421.10-00	MOWA - JD MOWA INC	OL REFUNDS	$52.00	$52.00
228229	101-0000-421.99-00	MOWA - JD MOWA INC	OL REFUNDS	$260.00	$260.00
228230	715-0000-220.93-00	MZ DEVELOPMENT PARTNERS 192864	BOND REFUND	$200.00	$200.00
228233	715-0000-220.93-00	NATIONAL RETROFITTING 172879	BOND REFUND	$200.00	$200.00
228234	715-0000-220.93-00	NCC CONTRACTING INC 17955	BOND REFUND	$200.00	$200.00
228240	715-0000-220.93-00	NOTTINGHAM BUILDERS 19 1236	BOND REFUND	$200.00	$200.00
228241	715-0000-220.93-00	O'DONNELL JAMES 17 2610	BOND REFUND	$200.00	$200.00
228242	715-0000-220.93-00	OAKLEY HOME BUILDERS 17221	BOND REFUND	$200.00	$200.00
228243	101-0000-140.50-00	OFFICE DEPOT	PAPER, OFFICE, MAILROOM	$723.90	$723.90
228244	715-0000-220.93-00	OHI 181815	BOND REFUND	$200.00	$200.00
228246	101-0000-421.99-00	PEPSI BEVERAGES CO	OL REFUNDS	$125.00	$125.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228247	715-0000-220.93-00	PETROF, JANE M 18 2879	BOND REFUND	$200.00	$200.00
228251	715-0000-220.93-00	PREFERRED CONSTRUCTION 17424	BOND REFUND	$200.00	$200.00
228252	715-0000-220.93-00	PRESTIGIOUS HOME BLDERS 182351	BOND REFUND	$200.00	$200.00
228253	715-0000-220.93-00	PRESTIGIOUS HOME BUILDERS	BOND REFUND	$200.00	$200.00
228254	715-0000-220.93-00	PRESTIGIOUS HOME BUILDERS	BOND REFUND	$600.00	$600.00
228255	715-0000-220.93-00	PRESTIGIOUS HOME BUILDERS	BOND REFUND	$200.00	$200.00
228257	715-0000-220.93-00	PROFESSIONAL PAVING 18-2695	BOND REFUND	$200.00	$200.00
228258	715-0000-220.93-00	RASCHILLO, DEMETRA 18 18	BOND REFUND	$200.00	$200.00
228263	715-0000-220.93-00	REVIVE YOUR LAWN 19 2173	BOND REFUND	$200.00	$200.00
228264	715-0000-220.93-00	RICHARD BONDAROWICZ 191893	BOND REFUND	$200.00	$200.00
228265	715-0000-220.93-00	RICKY CONSTRUCTION INC 193667	BOND REFUND	$200.00	$200.00
228266	715-0000-220.93-00	RIZE PROPERTIES LLC 19 4009	BOND REFUND	$200.00	$200.00
228270	715-0000-220.93-00	S I TUMBER CONSTR 19 378	BOND REFUND	$200.00	$200.00
228271	715-0000-220.93-00	SALINAS, ROBERTO 19 856	BOND REFUND	$200.00	$200.00
228273	715-0000-220.93-00	SCHILV, RAY 19 1087	BOND REFUND	$200.00	$200.00
228277	715-0000-220.93-00	SHIMKUS, MATT 191038	BOND REFUND	$200.00	$200.00
228278	715-0000-220.93-00	SHOVER, MARIBETH 19426	BOND REFUND	$200.00	$200.00
228279	715-0000-220.93-00	SKRUDLAND,KURT 17444	BOND REFUND	$200.00	$200.00
228281	715-0000-220.93-00	ST JAMES PARISH 18 957	BOND REFUND	$1,000.00	$1,000.00
228282	715-0000-220.93-00	STACK, DAVID 191128	BOND REFUND	$200.00	$200.00
228285	715-0000-220.93-00	STAWICKI, KATRINA 191709	BOND REFUND	$200.00	$200.00
228286	715-0000-220.93-00	STEELE & LOEBER GARAGES 19 890	BOND REFUND	$200.00	$200.00
228287	715-0000-220.93-00	STEFANIAK, TODD 18 1031	BOND REFUND	$500.00	$500.00
228288	715-0000-220.93-00	STEFANIAK, TODD 181031	BOND REFUND	$500.00	$500.00
228289	715-0000-220.93-00	STEFANIAK, TODD 18-1031	BOND REFUND	$200.00	$200.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228295	101-0000-421.99-00	TCF NATIONAL BANK ILLINOIS #	OL REFUNDS	$156.00	$156.00
228298	715-0000-220.93-00	TIMELESS HOMES 19 589	BOND REFUND	$200.00	$200.00
228301	715-0000-220.93-00	TPC CONSTRUCTION 18 3713	BOND REFUND	$200.00	$200.00
228302	715-0000-220.93-00	TPC CONSTRUCTION 18-3713	BOND REFUND	$500.00	$500.00
228303	715-0000-220.93-00	TPC CONSTRUCTION 183713	BOND REFUND	$200.00	$200.00
228304	715-0000-220.93-00	TPC CONSTRUCTION 18 3713	BOND REFUND	$200.00	$200.00
228305	715-0000-220.93-00	TRIDEAU, BRANDON 183586	BOND REFUND	$200.00	$200.00
228306	715-0000-220.93-00	TUCKER, JOSEPH N 184360	BOND REFUND	$200.00	$200.00
228307	715-0000-220.93-00	TUCKER,JOSEPJ N 18 4360	BOND REFUND	$200.00	$200.00
228308	715-0000-220.93-00	U S SHELTER HOMES I LLC 193312	BOND REFUND	$500.00	$500.00
228309	715-0000-220.93-00	U S SHELTER HOMES LLC 193312	BOND REFUND	$500.00	$500.00
228310	715-0000-220.93-00	U S SHELTER HOMES LLC 193312	BOND REFUND	$200.00	$200.00
228319	101-0000-211.06-00	VISION SERVICE PLAN	BASE VISION PREMIUM	$1,136.44	$4,597.10
			PREMIER VISION PREMIUM	$3,460.66	
228322	715-0000-220.93-00	WESTERN IRRIGATION 182169	BOND REFUND	$200.00	$200.00
228324	715-0000-220.93-00	WHISPERING HILL NURSERY 191719	BOND REFUND	$200.00	$200.00
228326	715-0000-220.93-00	WOHLNER, KYUNG 193685	BOND REFUND	$200.00	$200.00
228329	715-0000-220.93-00	WRIGHT SIGNATURE HOMES 18-125	BOND REFUND	$200.00	$200.00
228330	715-0000-220.93-00	WRIGHT SIGNATURE HOMES 18 4149	BOND REFUND	$200.00	$200.00
228331	715-0000-220.93-00	WRIGHT SIGNATURE HOMES 184149	BOND REFUND	$200.00	$200.00
228333	715-0000-220.93-00	ZIVOLI, JOE 194244	BOND REFUND	$200.00	$200.00
228334	715-0000-220.93-00	33 MANAGEMENT 17273	BOND REFUND	$119.00	$119.00
802046	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	RTA/CTA BENEFIT PROGRAM	$92.75	$92.75
901680	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL 2021	$7,220.86	$7,220.86
901684	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL 2020	$1,134.75	$7,148.81

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901684	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL 2021	$6,014.06	$7,148.81
	101-0000-210.94-00	EMPLOYEE BENEFITS CORP	FSA DEPENDENT CARE 2021	$192.30	$192.30
				Division 0 Total	$61,686.72
				Department 0 Total	$61,686.72

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Department: 2 Integrated Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228094	101-0201-502.21-65	AT & T MOBILITY	ACCT 232106787838	$100.00	$100.00
228243	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$17.59	$82.91
			OFFICE SUPPLIES, GENERAL	$58.99	
			OFFICE SUPPLIES, GENERAL	$6.33	
901683	101-0201-502.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$1.53	$1.53
				Division 1 Total	$184.44
				Department 2 Total	$184.44

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Department: 3 Human Resources

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2240	615-0301-552.20-70	IL WORKERS COMPENSATION COMMISSION	RATE ADJUSTMENT	$288.81	$288.81
228099	605-0301-552.20-55	BENISTAR/HARTFORD - 6795	RETIREE CARVE OUT	$7,662.88	$7,662.88
228178	101-0301-503.22-01	HARRIS TRUST & SAVINGS BANK	WORKPLACE DIVERSITY LLC	$200.00	$495.00
			WORKPLACE DIVERSITY LLC	$295.00	
	101-0301-503.22-02	HARRIS TRUST & SAVINGS BANK	ASSOC FOR TALENT DEV	$259.00	$259.00
	615-0301-552.22-03	HARRIS TRUST & SAVINGS BANK	WPY ILLINOIS PUBLIC EM	$129.00	$129.00
228186	615-0301-552.19-30	IL DEPT OF EMPLOYMENT SECURITY	UNEMPLOYEMENT CLAIM PMTS	$100.50	$100.50
228243	101-0301-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$169.99	$169.99
228248	101-0301-503.30-05	PETTY CASH	KITCHEN SUPPLIES	$76.74	$76.74
228318	101-0301-503.21-65	VERIZON WIRELESS	ACCT 28544404900001	$116.93	$116.93
901681	605-0301-552.20-60	HMO ILLINOIS	HMO BILLING	$323,436.85	$323,436.85
901683	101-0301-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$3.15	$3.15
	605-0301-552.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$7.51	$7.51
				Division 1 Total	$332,746.36
				Department 3 Total	$332,746.36

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Department: 4 Legal Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228111	101-0401-503.30-05	CANON SOLUTIONS AMERICA	TONER CARTRIDGE	$319.49	$319.49
228123	101-0401-503.20-20	CLARK BAIRD SMITH LLP	SERVICE PROFESSIONAL	$8,450.00	$8,450.00
228267	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	$1,320.00	$1,320.00
228297	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	$331.81	$331.81
802047	101-0401-503.21-65	E RECORDING PARTNERS	RECORDING FEES 2021228R	$980.00	$980.00
				Division 1 Total	$11,401.30
				Department 4 Total	$11,401.30

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Department: 5 Finance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228111	101-0501-503.22-15	CANON SOLUTIONS AMERICA	COPIER MAINTENANCE	$10.00	$10.00
228158	101-0501-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	$31.30	$31.30
228243	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$8.99	$8.99
228275	505-0501-503.22-05	SEBIS DIRECT INC	POSTAGE	$4,720.00	$4,720.00
228317	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	$49.58	$49.58
901683	101-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$600.57	$600.57
	505-0501-503.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$1,562.13	$1,562.13
				Division 1 Total	$6,982.57
				Department 5 Total	$6,982.57

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Department: 6 Information Technology

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228128	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	$5,052.95	$5,052.95
228158	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	$42.43	$42.43
228178	625-0601-553.21-02	HARRIS TRUST & SAVINGS BANK	HEARTLAND CUST SOLUTIONS	$355.38	$355.38
	625-0601-553.33-05	HARRIS TRUST & SAVINGS BANK	ZOOM.US 888-799-9666	$200.00	$1,835.00
			ZOHO CORPORATION	$1,635.00	
	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US BM2Q35V43	$17.09	$17.09
228185	625-0601-553.22-02	IL CITY/COUNTY MGMT ASSOC	JOB POSTING - IT ANALYST	$50.00	$50.00
228188	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	PRINTER SERVICE	$136.25	$136.25
228250	625-0601-572.50-10	PLANTE MORAN LLC	COMPUTERS,DP& WORD PROC.	$5,160.00	$5,160.00
228280	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	BACKUP TAPES	$2,108.40	$2,108.40
228314	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	$427.48	$427.48
228327	625-0601-553.21-65	WOW BUSINESS	ACCT 014753641	$111.97	$111.97
228328	625-0601-553.21-65	WOW BUSINESS	ACCT 014748718	$111.97	$111.97
				Division 1 Total	$15,408.92
				Department 6 Total	$15,408.92

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Department: 10 Boards & Commissions

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228213	101-1018-502.40-55	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	$5,000.00	$5,000.00
				Division 18 Total	$5,000.00
				Department 10 Total	$5,000.00

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Department: 20 Special Events

Division: 5

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228097	515-2005-525.50-55	B AND H PHOTO/VIDEO	PHOTOGRAPHIC SUPPLY/EQUIP	$603.26	$603.26
				Division 5 Total	$603.26
				Department 20 Total	$603.26

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Department: 30 Police Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228079	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	$174.46	$174.46
228106	101-3001-511.21-65	BRIGHTSIDE CLINIC	SERVICE PROFESSIONAL	$4,450.00	$4,450.00
228119	101-3001-511.22-03	PATRICK CHOJNOWSKI	TRAVEL & TRAINING	$285.20	$285.20
228129	101-3001-511.21-65	COMPASSION FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	$253.25	$253.25
228138	101-3001-511.21-65	DACRA TECH LLC	SERVICE PROFESSIONAL	$2,418.00	$2,418.00
228161	101-3001-511.22-03	FULL CIRCLE TRAINING SOLUTIONS	REGISTRATION	$399.00	$399.00
228178	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	LERMG	$150.00	$150.00
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US 837SG6ZF3	$32.00	$32.00
	101-3001-511.33-05	HARRIS TRUST & SAVINGS BANK	GRAND FRAME INC	$450.00	$450.00
228196	101-3001-511.30-35	JG UNIFORMS	CLOTHING & APPAREL	$307.42	$3,916.67
			CLOTHING & APPAREL	$249.85	
			CLOTHING & APPAREL	$138.00	
			CLOTHING & APPAREL	$218.00	
			CLOTHING & APPAREL	$1,264.40	
			CLOTHING & APPAREL	$1,551.00	
			CLOTHING & APPAREL	$188.00	
	101-3001-511.33-25	JG UNIFORMS	CLOTHING & APPAREL	$2,445.00	$2,445.00
228206	101-3001-511.22-02	LAW ENFORCEMENT RECORDS MNGRS OF IL	DUES	$25.00	$25.00
228211	101-3001-511.21-65	LIVE 4 LALI INC	SERVICE PROFESSIONAL	$2,298.44	$2,298.44
228235	101-3001-511.22-03	NE MULTI REGIONAL TRAINING INC	REGISTRATION	$125.00	$125.00
228243	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$1,255.37	$1,734.74
			OFFICE SUPPLIES, GENERAL	$479.37	
228249	101-3001-511.22-03	PETTY CASH/POLICE	PARKING	$84.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228249	101-3001-511.22-03	PETTY CASH/POLICE	TRAINING	$10.00	$94.00
	101-3001-511.33-25	PETTY CASH/POLICE	HARDWARE SUPPLIES	$9.99	$9.99
228259	101-3001-511.33-25	RAY O'HERRON	POLICE EQUIPMENT & SUPPLY	$2,841.00	$2,841.00
228272	101-3001-511.30-05	SAMS CLUB/SYNCHRONY BANK	OFFICE SUPPLIES, GENERAL	$21.76	$21.76
228292	401-3001-572.50-15	SUBURBAN ACCENTS INC	GRAPHICS	$190.00	$190.00
228293	101-3001-511.22-03	TACTICALLY SOUND TRAINING CENTER	REGISTRATION	$2,450.00	$2,450.00
228297	101-3001-511.21-65	THOMSON REUTERS-WEST	SOFTWARE	$560.15	$560.15
228311	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	VEH MAINTENANCE	$85.00	$415.50
			VEH MAINTENANCE	$118.00	
			VEH MAINTENANCE	$127.50	
			VEH MAINTENANCE	$85.00	
228316	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	$1,946.45	$1,946.45
901683	101-3001-511.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$911.17	$911.17
				Division 1 Total	$28,596.78

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228178	231-3003-511.40-01	HARRIS TRUST & SAVINGS BANK	AMERICAN 0012159006801	$358.80	$783.80
			INIA.ORG	$425.00	
228245	231-3003-511.40-01	PARTNERS & PAWS VETERINARY SERVICES	K-9 MEDS	$125.00	$374.35
			K-9 MEDS	$249.35	
228274	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	POLICE EQUIPMENT & SUPPLY	$122.00	$204.77
			POLICE EQUIPMENT & SUPPLY	$13.18	
			POLICE EQUIPMENT & SUPPLY	$69.59	
228296	231-3003-511.40-11	TECHNOLOGY MANAGEMENT REV FUND	SERVICE PROFESSIONAL	$88.54	$88.54
				Division 3 Total	$1,451.46

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Department 30 Total	**$30,048.24**

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Department: 35 Fire

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228095	101-3501-512.21-65	SIGNAL PERFECTION LTD	SERVICE DATA PROC, SFTWR	$1,961.54	$1,961.54
228096	101-3501-512.30-35	AZ TAILORING	HEMMING	$465.00	$465.00
228111	101-3501-512.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$9.85	$9.85
228146	101-3501-512.31-65	DUO SAFETY LADDER CORP	HARDWARE SUPPLIES	$66.46	$66.46
228164	101-3501-512.30-35	GALLS LLC	CLOTHING & APPAREL	$45.00	$760.00
			CLOTHING & APPAREL	$165.00	
			CLOTHING & APPAREL	$180.00	
			CLOTHING & APPAREL	$275.00	
			CLOTHING & APPAREL	$95.00	
228178	101-3501-512.21-11	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US RW3SL42X3	$47.96	$47.96
	101-3501-512.21-65	HARRIS TRUST & SAVINGS BANK	TEAMSNAP	$69.99	$99.98
			TILE PREMIUM	$29.99	
	101-3501-512.32-80	HARRIS TRUST & SAVINGS BANK	AMERICAN HEART SHOPCPR	$140.00	$140.00
	101-3501-512.33-05	HARRIS TRUST & SAVINGS BANK	GATSBY S PIZZA & PUB	$321.62	$321.62
228181	101-3501-512.33-50	HENRY SCHEIN MATRX MEDICAL	MEDICAL SUPPLIES	$1.40	$1.40
228182	101-3501-512.21-11	HOME DEPOT CREDIT SERVICES	LUMBER	$506.73	$506.73
228238	101-3501-512.21-65	NORTHWEST COMMUNITY HOSP	COMPUTERS,DP & WORD PROC.	$3,142.00	$3,142.00
228276	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$25.96	$265.59
			HARDWARE SUPPLIES	$239.63	
228291	101-3501-512.21-16	STRYKER SALES CORP	MEDICAL SUPPLIES	$1,491.96	$1,491.96
228299	101-3501-512.31-60	TOTAL FIRE & SFETY INC	FIRE EXTINGUISHER SERVICE	$327.85	$327.85
228313	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	$932.93	$932.93
228332	101-3501-512.30-35	WS DARLEY & CO	CLOTHING & APPAREL	$88.10	$88.10

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228332	101-3501-512.31-85	WS DARLEY & CO	FIRE PROTECTION EQUIP/SUP	$215.04	$2,491.07
			FIRE PROTECTION EQUIP/SUP	$254.25	
			FIRE PROTECTION EQUIP/SUP	$853.00	
			FIRE PROTECTION EQUIP/SUP	$1,168.78	
901683	101-3501-512.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$21.33	$21.33
				Division 1 Total	$13,141.37
				Department 35 Total	$13,141.37

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Department: 37 Foreign Fire Insurance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228078	227-3701-512.50-15	ABT ELECTRONICS	FITNESS EQUIPMENT REPAIR	$104.50	$146.83
			FITNESS EQUIPMENT REPAIR	$42.33	
228098	227-3701-512.22-03	ALEXANDER BELLUSCI	TUITION REIMBURSEMENT	$275.00	$275.00
228115	227-3701-512.22-03	ROSS CHAPMAN	TUITION REIMBURSEMENT	$95.00	$95.00
228152	227-3701-512.22-03	BENJAMIN ESCHNER	TUITION REIMBURSEMENT	$275.00	$275.00
228256	227-3701-512.22-03	BRETT PROCTOR	TUITION REIMBURSEMENT	$275.00	$275.00
228268	227-3701-512.30-35	RUNNERS HIGH N TRI	SHOES AND BOOTS	$6,475.69	$6,475.69
228269	227-3701-512.22-03	CHRISTOPHER RYMUT	TUITION REIMBURSEMENT	$199.00	$199.00
228290	227-3701-512.22-03	STROJNY, DAVID	TUITION REIMBURSEMENT	$370.00	$370.00
228320	227-3701-512.50-15	VOLZ JOHN E	SUPPLIES REIMBURSEMENT	$72.72	$72.72
				Division 1 Total	$8,184.24
				Department 37 Total	$8,184.24

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Department: 40 Planning

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228116	101-4001-521.40-41	TRONC	ADVERTISING	$3,921.42	$3,921.42
228132	101-4001-521.40-40	CONWAY DATA	ADVERTISING	$4,000.00	$4,000.00
228145	101-4001-521.40-40	DUE NORTH CONSULTING INC	ADVERTISING	$3,000.00	$3,000.00
901683	101-4001-521.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$65.28	$65.28
				Division 1 Total	$10,986.70
				Department 40 Total	$10,986.70

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Department: 41 Community Devl Block Grnt

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228118	215-4101-522.41-17	CHILDREN'S ADVOCACY CENTER	CDBG PROGRAM	$625.00	$625.00
228153	215-4101-522.41-62	ESCORTED TRANSPORTATION SERV	CDBG PROGRAM	$2,743.13	$2,743.13
228157	215-4101-522.41-70	FAITH COMMUNITY HOMES	CDBG PROGRAM	$625.00	$625.00
228237	215-4101-522.41-68	NORTHWEST CASA	CDBG PROGRAM	$625.00	$625.00
228262	215-4101-522.41-04	RESOURCES FOR COMMUNITY LIVING	CDBG PROGRAM	$1,170.00	$1,170.00
228300	215-4101-522.41-54	TOWNSHIP HIGH SCHOOL DIST #214	CDBG PROGRAM	$482.65	$482.65
				Division 1 Total	$6,270.78
				Department 41 Total	$6,270.78

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Department: 45 Building

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228111	101-4501-523.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$27.40	$27.40
228178	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	EVENT SBOC 66TH ANNUAL	$1,040.00	$1,254.00
			INTL CODE COUNCIL INC	$69.00	
			INTL CODE COUNCIL INC	$145.00	
	101-4501-523.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US 0E7OG6BM3	$56.19	$116.17
			AMZN MKTP US 7D2VL6Z63	$59.98	
	101-4501-523.33-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM 8X4WZ9I33 A	$211.90	$492.07
			AMAZON.COM HS9VO9I43 A	$280.17	
228243	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$231.45	$240.94
			OFFICE SUPPLIES, GENERAL	$9.49	
228248	101-4501-523.22-03	PETTY CASH	TRAVEL & TRAINING	$20.00	$20.00
228312	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800002	$144.04	$144.04
228315	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800001	$383.49	$383.49
901683	101-4501-523.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$381.89	$381.89
				Division 1 Total	$3,060.00
				Department 45 Total	$3,060.00

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Department: 70 Health

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228111	101-7001-541.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$15.22	$15.22
228243	101-7001-541.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$8.06	$8.06
228248	101-7001-541.30-05	PETTY CASH	OFFICE SUPPLIES, GENERAL	$5.49	$5.49
901683	101-7001-541.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$12.89	$12.89
				Division 1 Total	$41.66

Division: 7

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228111	101-7007-541.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$47.15	$47.15
228177	101-7007-541.21-65	HARPER COLLEGE	PROGRAM INSTRUCTIONAL FEE	$200.00	$200.00
228194	101-7007-541.21-65	ANETTE ISAACS	PROGRAM INSTRUCTIONAL FEE	$275.00	$275.00
228225	101-7007-541.21-65	METROPOLIS PERFORMING ARTS CENTRE	PROGRAM INSTRUCTIONAL FEE	$140.00	$140.00
228243	101-7007-541.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$781.41	$781.41
901683	101-7007-541.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$1,172.53	$1,172.53
				Division 7 Total	$2,616.09
				Department 70 Total	$2,657.75

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Department: 71 Public Works

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228080	101-7101-531.22-02	ACTIVE TRANSPORTATION ALLIANCE	MEMBERSHIP DUES	$245.00	$245.00
228083	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	$2,989.00	$2,989.00
228091	101-7101-531.22-70	AT & T	ACCT 217S667106106	$1,579.92	$1,579.92
228092	101-7101-531.22-70	AT & T	ACCT 84725331203952	$949.24	$949.24
228093	101-7101-531.22-70	AT & T	ACCT 84725535058159	$27.75	$27.75
228110	401-7101-571.50-20	CABINETS & GRANITE DIRECT	SERVICE BLDG MAINT	$7,186.30	$7,186.30
228113	101-7101-531.31-90	CARGILL INCORPORATED	STREET/SIDEWALK SUPPLIES	$10,964.73	$110,074.05
			STREET/SIDEWALK SUPPLIES	$3,645.63	
			STREET/SIDEWALK SUPPLIES	$7,390.29	
			STREET/SIDEWALK SUPPLIES	$34,725.99	
			STREET/SIDEWALK SUPPLIES	$2,473.02	
			STREET/SIDEWALK SUPPLIES	$9,914.23	
			STREET/SIDEWALK SUPPLIES	$19,950.58	
			STREET/SIDEWALK SUPPLIES	$7,403.97	
			STREET/SIDEWALK SUPPLIES	$2,481.03	
			STREET/SIDEWALK SUPPLIES	$2,455.10	
			STREET/SIDEWALK SUPPLIES	$7,435.09	
			STREET/SIDEWALK SUPPLIES	$1,234.39	
228122	426-7101-571.50-25	CHRISTOPHER B BURKE LTD	SERVICE CONSULTING	$21,813.25	$21,813.25
228127	101-7101-531.22-70	COMCAST CABLE	ACCT 8771 10 072 0901436	$72.94	$72.94
228130	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	$5,103.00	$5,103.00
228135	101-7101-531.30-35	CRAWFORD BRIAN	SAFETY FOOTWEAR	$184.44	$184.44
228136	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINT	$10,025.00	$10,025.00

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228166	101-7101-531.30-39	GAS DEPOT INC	FUEL,OIL,GREASE, & LUBES	$17,287.95	$17,287.95
228168	101-7101-531.20-05	GOVTEMPSUSA LLC	PLAN REVIEWER	$2,394.00	$2,394.00
228170	101-7101-531.31-65	GRAINGER W W INC	HARDWARE SUPPLIES	$109.91	$439.64
			HARDWARE SUPPLIES	$329.73	
228176	101-7101-531.20-05	HAMPTON LENZINI & RENWICK INC	SERVICE CONSULTING	$1,015.00	$1,015.00
228178	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	$231.00	$231.00
	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	ISU CPM	$320.00	$1,170.00
			U OF I ONLINE PAYMENT	$400.00	
			UWEX REGISTRATION	$150.00	
			UWEX REGISTRATION	$150.00	
			UWEX REGISTRATION	$150.00	
	101-7101-531.30-01	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	$108.34	$108.34
	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	APPLE.COM/BILL	$0.99	$0.99
	401-7101-571.50-20	HARRIS TRUST & SAVINGS BANK	HOMEDEPOT.COM	$456.86	$1,030.59
			HOMEDEPOT.COM	$573.73	
228180	101-7101-531.21-55	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING	$10,408.00	$27,492.00
			LANDSCAPING	$17,084.00	
228190	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	STREET/SIDEWALK SUPPLIES	$4,230.00	$27,162.00
			STREET/SIDEWALK SUPPLIES	$4,230.00	
			STREET/SIDEWALK SUPPLIES	$4,230.00	
			STREET/SIDEWALK SUPPLIES	$4,230.00	
			STREET/SIDEWALK SUPPLIES	$3,006.00	
			STREET/SIDEWALK SUPPLIES	$4,230.00	
			STREET/SIDEWALK SUPPLIES	$3,006.00	
228191	101-7101-531.20-05	INFRASTRUCTURE MGMT SERVICES	SERVICE CONSULTING	$453.50	$4,832.50

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228191	101-7101-531.20-05	INFRASTRUCTURE MGMT SERVICES	SERVICE CONSULTING	$4,379.00	$4,832.50
228215	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	ELECTRICAL EQUIP & SUPPLY	$8.04	$8.04
	101-7101-531.31-65	LOWES COMMERCIAL SERVICES	JANITORIAL SUPPLIES	$198.37	$198.37
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$14.14	$14.14
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$51.98	$51.98
228226	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	$933.00	$933.00
228236	101-7101-531.21-50	NICOR	ACCT 01701843946	$3,739.66	$3,739.66
228243	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$22.99	$22.99
228260	101-7101-531.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$107.99	$864.08
			CLOTHING & APPAREL	$251.94	
			CLOTHING & APPAREL	$200.00	
			CLOTHING & APPAREL	$188.98	
			CLOTHING & APPAREL	$115.17	
228261	426-7101-571.50-25	RED ZONE ROBOTICS INC	SERVICE CONSULTING	$128,829.88	$434,081.85
			SERVICE CONSULTING	$75,760.63	
			SERVICE CONSULTING	$96,304.89	
			SERVICE CONSULTING	$80,438.67	
			SERVICE CONSULTING	$52,747.78	
228276	101-7101-531.31-55	SHERWIN ACE HARDWARE	ELECTRICAL EQUIP & SUPPLY	$33.35	$51.70
			HARDWARE SUPPLIES	$9.36	
			PLUMBING EQUIP FIXT,SUPP	$8.99	
	101-7101-531.31-75	SHERWIN ACE HARDWARE	ELECTRICAL EQUIP & SUPPLY	$43.92	$43.92
	101-7101-531.31-85	SHERWIN ACE HARDWARE	ELECTRICAL EQUIP & SUPPLY	$49.99	$49.99
228284	211-7101-571.50-40	STATE OF IL TREASURER	SERVICE CONSTRUCTION	$23,913.75	$23,913.75
228325	101-7101-531.22-70	WILSON CONSULTING	ATT AUDIT	$187.50	$187.50

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802042	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	ACCT 92054513	$775.03	$14,163.30
			ACCT 92054512	$13,388.27	
802043	101-7101-531.21-50	NICOR	ACCT 06802945268	$38.99	$4,146.26
			ACCT 19426400008	$128.38	
			ACCT 38096400007	$1,075.88	
			ACCT 38178600003	$436.37	
			ACCT 40178600009	$201.99	
			ACCT 72489260108	$230.81	
			ACCT 94830700004	$647.41	
			ACCT 94034457784	$1,386.43	
802044	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	$31.55	$8,423.92
			ACCT 2278061084	$314.13	
			ACCT 7363016029	$8,045.58	
			ACCT 8572043011	$32.66	
802045	101-7101-531.22-70	AT & T	ACCT 84725961248940	$51.89	$1,444.53
			ACCT 84734215365273	$51.51	
			ACCT 84739208661733	$54.31	
			ACCT 84739420624707	$51.67	
			ACCT 84739443682112	$51.51	
			ACCT 84743978686650	$103.62	
			ACCT 84757754536603	$81.58	
			ACCT 84757757951551	$295.35	
			ACCT 84779713213488	$52.01	
			ACCT 847Z9727849771	$651.08	
901683	101-7101-531.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$43.54	$43.54

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	**$735,796.42**
				Department 71 Total	**$735,796.42**

WARRANT REGISTER - GM0002

Department: 72 Water and Sewer

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228109	505-7201-561.31-90	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	$13,566.40	$13,566.40
228170	505-7201-561.31-55	GRAINGER W W INC	SAFETY & FIRST AID EQUIP.	$149.73	$149.73
228178	505-7201-561.31-02	HARRIS TRUST & SAVINGS BANK	NRG	$512.40	$512.40
228179	505-7201-561.21-35	HBK WATER METER SERVICE INC	METER SERVICES	$1,672.00	$1,672.00
228215	505-7201-561.31-65	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$258.51	$258.51
	505-7201-561.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$23.74	$23.74
228239	505-7201-561.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL EQUIP. & SUPPLY	$119.56	$119.56
228243	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$4.28	$4.28
228260	505-7201-561.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$186.99	$386.99
			CLOTHING & APPAREL	$200.00	
228276	505-7201-561.31-01	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$14.58	$14.58
	505-7201-561.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$2.79	$9.97
			HARDWARE SUPPLIES	$4.59	
			HARDWARE SUPPLIES	$2.59	
228294	505-7201-561.21-35	TAYLOR PLUMBING	SERVICE METER	$6,943.75	$12,957.92
			SERVICE METER	$6,014.17	
228325	505-7201-561.22-70	WILSON CONSULTING	ATT AUDIT	$187.50	$187.50
802042	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	ACCT 9205459	$3,735.04	$17,758.37
			ACCT 9205455	$4,845.22	
			ACCT 92054511	$431.07	
			ACCT 92054510	$3,367.19	
			ACCT 9205453	$2,976.90	
			ACCT 9205454	$2,402.95	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802043	505-7201-561.21-50	NICOR	ACCT 05850400002	$59.76	$837.07
			ACCT 16797600000	$133.90	
			ACCT 19278600002	$215.16	
			ACCT 42567835683	$42.84	
			ACCT 76830700001	$385.41	
802044	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 03683800009	$30.85	$120.55
			ACCT 1092085063	$89.70	
802045	505-7201-561.22-70	AT & T	ACCT 84743746842777	$51.94	$1,156.48
			ACCT 84743746858567	$51.94	
			ACCT 84759021056118	$945.49	
			ACCT 84759080850047	$107.11	
901683	505-7201-561.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$100.47	$100.47
				Division 1 Total	$49,836.52
				Department 72 Total	$49,836.52

WARRANT REGISTER - GM0002

Department: 73 Parking

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802044	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	$789.88	$898.40
			ACCT 4643715006	$20.17	
			ACCT 5231622008	$88.35	
802045	235-7301-532.21-50	AT & T	ACCT 847R0608437214	$404.04	$404.04
				Division 1 Total	$1,302.44

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802043	235-7303-532.21-50	NICOR	ACCT 12690400002	$40.47	$40.47
				Division 3 Total	$40.47

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802043	235-7304-532.21-50	NICOR	ACCT 92296400002	$126.76	$126.76
				Division 4 Total	$126.76
				Department 73 Total	$1,469.67

WARRANT REGISTER - GM0002

Department: 74 Solid Waste Dispsl SWANCC

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901682	511-7401-562.21-54	SOLID WASTE AGENCY	APRIL TIPPING FEE	$122,180.17	$141,251.50
			O&M TRUE UP	$19,071.33	
				Division 1 Total	$141,251.50
				Department 74 Total	$141,251.50

WARRANT REGISTER - GM0002

Department: 75 Municipal Fleet Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228108	621-7501-551.31-51	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	$44.79	$118.60
			VEH MAINTENANCE SUPPLY	$73.81	
228114	621-7501-551.31-51	CERTIFIED LABORATORIES	VEH MAINTENANCE SUPPLY	$522.77	$522.77
228170	621-7501-551.31-51	GRAINGER W W INC	VEH MAINTENANCE SUPPLY	$240.74	$0.00
			VEH MAINTENANCE SUPPLY	($240.74)	
228231	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	($57.80)	$543.14
			VEH MAINTENANCE SUPPLY	$162.62	
			VEH MAINTENANCE SUPPLY	$438.32	
228243	621-7501-551.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$121.23	$121.23
228276	621-7501-551.31-51	SHERWIN ACE HARDWARE	VEH MAINTENANCE SUPPLY	$6.76	$6.76
228283	621-7501-551.31-51	STANDARD EQUIPMENT CO	CORE RETURN	($300.00)	$5,360.79
			VEH MAINTENANCE SUPPLY	$5,660.79	
228321	621-7501-551.30-35	WALMAN OPTICAL CO	SAFETY EYEWEAR	$102.00	$102.00
228323	621-7501-551.30-50	WEX BANK	FUEL,OIL,GREASE, & LUBES	$92.35	$92.35
				Division 1 Total	$6,867.64
				Department 75 Total	$6,867.64

WARRANT REGISTER - GM0002

Department: 80 Pensions

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901683	705-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$58.04	$58.04
	711-8001-631.22-05	CITIBANK	POSTAGE REIMBURSEMENT	$1.53	$1.53
				Division 1 Total	$59.57
				Department 80 Total	$59.57

WARRANT REGISTER - GM0002

Department: 90 Capital

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228189	505-9001-571.50-25	IMEG CORP	SERVICE CONSULTING	$2,370.06	$2,370.06
				Division 1 Total	$2,370.06
				Department 90 Total	$2,370.06

WARRANT REGISTER - GM0002

Department: 99 Non Operating

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
228208	101-9901-591.40-89	LE OBSESSION	SALES TAX ABATEMENT	$547.00	$547.00
228224	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	2020 CAM RECONCILIATION	$1,851.55	$1,851.55
228232	101-9901-591.40-89	NAPLETON HEIGHTS MOTOR INC	SALES TAX ABATEMENT	$316,602.00	$316,602.00
				Division 1 Total	$319,000.55
				Department 99 Total	$319,000.55
TOTAL ALL FUNDS:					$1,765,014.58

Village Board
3/15/2021

Item: Public Hearing - Substantial Amendment to the 2019 Annual Action Plan and Amendment to the 2020 Consolidated Plan for the CDBG-CV3 Grant

Department: Planning & Community Development

In response to the COVID-19 pandemic, the Federal government allocated a second CARES Act CDBG-Covid (CV) grant to the Village of Arlington Heights in the amount of $383,860. The purpose of this public hearing is for the Committee of the Whole to consider, and for the public to comment on, proposed uses for the $383,860 in CDBG-CV3 funds.

At the Committee of the Whole meeting on March 8, 2021, the proposed Substantial Amendment to the 2019 Annual Action Plan and amendment to the 2015-2019 Consolidated Plan including a proposed budget for the CDBG-CV3 funds. Materials from this meeting, including the draft CDBG-CV3 budget are available for the required 5-day public comment period from March 10, 2021 through March 14, 2021.

This is the second public hearing on this topic.

Next Step

If approved by the Village Board, the Substantial Amendment to the Village's 2019 Annual Action Plan and amendment to the 2015-2019 Consolidated Plan will be submitted to HUD. HUD may take up to 45 days for its review Upon approval, HUD will provide a Grant Agreement to the Village for the CDBG-CV3 funds

ATTACHMENTS:

Description	Type
Draft CDBG-CV3 Budget	Exhibits
Amended pages 2019 Annual Action Plan	Exhibits
Amended pages 2015-2019 Consolidated Plan	Exhibits
Small Business Forgivable Loan Summary CDBG-CV	Exhibits

Substantial Amendment 2019 Annual Action Plan
Staff Recommendations CDBG-CV3

REVENUE		**-**	**Revenue**
CDBG CV3 Grant		-	$383,860
Total			**$383,860**
EXPENDITURES			
Agency	**Uses**	**Requests**	**Staff Recommendation**
Suburban Primary Health Care Access to Care Program	Funding for additional clients	$2,000	$2,000
Arlington Heights Park District Children at Play Plus (all day) program	Funding for additional low/mod children in CAP Plus program	$39,975	$10,500
Children's Advocacy Center	Funding for additional clients	$2,500	$2,500
Clearbrook 1	Telehealth equipment and services for Arlington Heights group homes	$26,040	$26,040
Clearbrook 2	Cost for salary of staff person who manages Covid safety for Arlington Heights group homes and in-home Arlington Heights clients/residents services including PPE costs.	$31,077	$31,077
Faith Community Homes	Funding for additional clients in short-term Covid program – Rent assistance and staff costs to assist 44 Arlington Heights residents	$16,408	$16,408
Journeys|The Road Home	Hotel nights of shelter for homeless	$253,008	$120,335
North West Housing Partnership	Housing counseling for Covid 19 financially affected households	$14,000	$14,000
Northwest Compass	Housing counseling and cleaning for transitional apartments in Arlington Heights	$96,047	$16,000
Wings Program, Inc.	Funding for nights of service for Covid 19 affected clients	$3,000	$3,000
Village of Arlington Heights	Small Business Forgivable Loan Program	$115,000	$130,000
Village of Arlington Heights	CDBG-CV3 Administration	$15,000	$12,000
Totals		**$614,055**	**383,860**

Purpose of amendment is to: Substantially amend the 2019 Annual Action Plan to add $383,860 in CDBG Covid-19 (CDBG-CV3) as available revenue, describe the public participation process for establishing the uses of the CDBG-CV3 funds, and allocate CDBG-CV3 funds to activities. Only the sections of the 2019 Annual Action plan with changes ready for publication for the March 8, 2021 Public Hearing are provided below.

Executive Summary

AP-05 Executive Summary - 91.200(c), 91.220(b)

1. Introduction

Purpose: The purpose of the Annual Action Plan is to describe the housing and community development goals that the Village plans to address during the program year and how it will utilize its Community Development Block Grant (CDBG) funds to address those goals.

2. Summarize the objectives and outcomes identified in the Plan

This could be a restatement of items or a table listed elsewhere in the plan or a reference to another location. It may also contain any essential items from the housing and homeless needs assessment, the housing market analysis or the strategic plan.

In this program year, the Village intends to address its goals in the areas of homeowner unit preservation, rental housing preservation, homeless services, public facilities, public services, infrastructure and planning and administration. CDBG-CV funds will be used for Covid-19 related public service needs.

3. Evaluation of past performance

This is an evaluation of past performance that helped lead the grantee to choose its goals or projects.

The Village of Arlington Heights has been a recipient of Community Development Block Grant (CDBG) funds since 1974. For 44 years, the Village has addressed housing and community development needs of the Village's low and moderate income citizens, and has worked effectively with the US Department of Housing and Urban Development.

4. Summary of Citizen Participation Process and consultation process

Summary from citizen participation section of plan.

The Village held a public hearing on June 10, 2019 and held a second public hearing on July 15, 2019 during the development of the Annual Action Plan. The Village also made the draft Annual Action Plan available for a 30-day public comment period. Public notices of the public hearings and availability of the draft Annual Action Plan are published via a notices in the Daily Herald newspaper and through announcements directly mailed to persons and organizations of the Village's CDBG "interested persons" mailing list.

With respect to the Village's CDBG Covid 19 (CDBG-CV) funding, the Village sought information from Village departments and the Village's 2019 CDBG subrecipients on the needs they were experiencing related to the Covid 19 virus. The Village will hold two public hearings and a 5-day public comment period on the Substantial Amendment to the 2019 Annual Action Plan for the CDBG-CV3 grant.

5. Summary of public comments

This could be a brief narrative summary or reference an attached document from the Citizen Participation section of the Con Plan.

The minutes of the June 10, 2019 and July 15, 2019 public hearing are posted on the Village's website. Comments made during the 30 day public comment period were included in materials sent to the Village Board for the July 15, 2019 public hearing and are attached to this Annual Action Plan.

Written comments received concerning Covid-19 related needs in the community were requested from the Village's 2019 subrecipients and the responses received are attached. Needs included client needs for housing assistance, alternative housing for homeless persons due to closure of emergency shelter facilities (i.e. motel room costs), and other subsistence needs due to lost or reduced household income. Some agencies also described costs incurred for physical modifications and cleaning suppled to serive locations to guard against virus transmission. No comments were received concerning the Village's specific plan to use its $164,062 in CDBG-CV funds for public services.

6. Summary of comments or views not accepted and the reasons for not accepting them

All comments were received and considered. Comments were received regarding the lack of funding for Northwest Compass in the public services budget. The commenters were informed that there was insufficient funds to provide public service funding to a new agency in this program year. The Village

Board was informed about the comments but did not change the public services budget to fund NW Compass due to limited funding for public services.

All comments related to the substantial amendment concerning the Village's CDBG-CV funds were considered.

7. Summary

AP-12 Participation - 91.401, 91.105, 91.200(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation
Summarize citizen participation process and how it impacted goal-setting

Annual Action Plan public hearings held June 10, 2019 and July 15, 2019. The draft of the Annual Action Plan was made available for a 30-day public comment period. The Village published and mailed notices on public hearings and public comment period. Input from grant applicants and the Village's other partners impacts goal-setting by helping to identify priorities.

For the CDBG-CV funds, the Village invited its 2019 subrecipients to provide informatoin of the Covid-19 related needs they and they clients were experiencing. The substantial amendment to the 2019 Annual Action Plan to include the CDBG-CV grant was published on the Village's website, discussed at a Village Board Committee of the Whole meeting on June 8, 2020, was made available for public comment for the required 5-day period, and was adopted by the Village Board at its June 15, 2020 meeting. The public had the opporunity to speak at both the June 8, 2020 and June 15, 2020 meetings. Input was used to guide the allocation decision regarding the CDBG-CV funds, which is to use the funds for Covid-19 public services.

For CDBG-CV3 funds, the Village invited agencies to submit grant applications, will hold public hearings on March 8, 2021 and March 15, 2021 and will hold a 5-day public comment period on the use of the funds from March 10, 2021 – March 14, 2021.

Citizen Participation Outreach

10	Newspaper/Mailing/ Website Notice	Non-targeted/broad community	Newspaper notice published for CDBG-CV3 Substantial Amendment to 2019 Annual Action Plan, Public Hearings on March 8, 2021 and March 15, 2021 and 5-day public comment period. Notices also mailed to the CDBG mailing list and announcements appeared on the Village website	TBD	TBD	www.vah.com

Table 1 – Citizen Participation Outreach

Expected Resources

AP-15 Expected Resources - 91.420(b), 91.220(c)(1,2)

Introduction

The Village's FFY 2019 (Program year 2019 - 2020) CDBG entitlement allocation is $269,344. Program year 2019 is the last year remaining in the 5-year Consolidated Plan (FFY 2015-2019).

The Village was allocated $164,062 in CDBG-CV funds.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	269,344	50,000	182,243	501,587	0	2019 is the final year of the 2015-2019 Consolidated Plan.

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
Other	public - federal	Public Services	164,062	0	0	164,062	164,062	CDBG funds in the amount of $164,062 were made available to the Village of Arlington Heights for Covid 19 response. These funds are available to the Village until September 30, 2022. The 2019 Annual Action Plan is amended to account for this revenue and to describe the uses for the funds.
Other CDBG-CV3	Public-federal	TBD	383,860	0	0	383,860	383,860	CDBG CV3 funds in the amount of $383,860 were made available to the Village of Arlington Heights for Covid 19 preparation, prevention and response. The 2019 Annual Action Plan is being substantially amended to account for this revenue and to describe the uses for the funds.

Table 2 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The Village does not anticipate receiving any Federal funds that have matching requirements. CDBG funds are used to leverage many sources of other funds. Sub-recipient agencies receiving CDBG funding frequently site receiving Village/CDBG support of their programs as beneficial to

them when seeking other public and private funds. CDBG funds may also leverage other government funding from other federally funded programs such as the HOME program, State programs such as those administered by the Illinois Housing Development Authority (IHDA), other public housing funds, or funding from other public or private entities. The CDBG entitlement program has no matching requirements.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

At this time, no publically owned land or property located within the jurisdiction has been identified to address the needs identified in the plan.

Discussion

Annual Goals and Objectives

AP-20 Annual Goals and Objectives - 91.420, 91.220(c)(3)&(e)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Homeowner Unit Preservation	2015	2019	Affordable Housing	Village of Arlington Heights, IL	Affordable Housing Other Special Housing/Non-Homeless Needs	CDBG: $50,000	Homeowner Housing Rehabilitated: 2 Household Housing Unit
2	Rental Unit Preservation	2015	2019	Affordable Housing Public Housing	Village of Arlington Heights, IL	Affordable Housing Public Facilities	CDBG: $13,960	Rental units rehabilitated: 4 Household Housing Unit
3	Homeless Services	2015	2019	Homeless	Village of Arlington Heights, IL	Homelessness	CDBG: $4,500	Public service activities other than Low/Moderate Income Housing Benefit: 60 Persons Assisted
4	Public Facilities	2015	2017	Non-Homeless Special Needs Non-Housing Community Development	Village of Arlington Heights, IL	Public Facilities	CDBG: $137,377	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 60 Persons Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
5	Public Services	2015	2019	Non-Housing Community Development	Village of Arlington Heights, IL	Public Service Needs	CDBG: $39,950 CDBG-CV: $164,062	Public service activities other than Low/Moderate Income Housing Benefit: 470 Persons Assisted Public service activities for Low/Moderate Income Housing Benefit: 80 Households Assisted
6	Planning and Administration	2015	2019	Planning and Administration	Village of Arlington Heights, IL	Planning & Administration	CDBG: $63,000	Other: 0 Other
7	Infrastructure	2015	2019	Non-Housing Community Development	Village of Arlington Heights, IL	Infrastructure	CDBG: $192,800	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 2000 Persons Assisted
8	Economic Development	2019	2022	Economic Development	Village of Arlington Heights	Economic Development	TBD	TBD

Table 3 – Goals Summary

Goal Descriptions

1	**Goal Name**	Homeowner Unit Preservation
	Goal Description	NA

2	**Goal Name**	Rental Unit Preservation
	Goal Description	NA
3	**Goal Name**	Homeless Services
	Goal Description	NA
4	**Goal Name**	Public Facilities
	Goal Description	NA
5	**Goal Name**	Public Services
	Goal Description	NA
6	**Goal Name**	Planning and Administration
	Goal Description	NA
7	**Goal Name**	Infrastructure
	Goal Description	None

AP-35 Projects - 91.420, 91.220(d)

Introduction

The Village CDBG program for 2019-2020 includes the following projects.

#	Project Name
1	Faith Community Homes
2	District 214 Community Education
3	Northwest Center Against Sexual Assault
4	Childrens Advocacy Center
5	WINGS Program Inc
6	Resources for Community Living
7	Escorted Transportation Service Northwest
8	Suburban Primary Health Care Council
9	Journeys The Road Home
10	Arlington Heights Park District Children at Play
11	Life Span
12	Alexian Brothers Center for Mental Health
13	Journeys The Road Home - Capital Project
14	Single Family Rehabilitation Loan Program
15	Group Home and Transitional Housing Acquisition and Rehab Program
16	Public Insfrastructure
17	Public Facilities
18	CDBG Administration
19	CV1 Public Services
20	CV3 Programs and Projects - TBD

Table 4 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

Strategic Plan

Purpose of amendment is to: Changes to the Strategic Plan Section of the 2015-2019 Consolidated Plan with regard to the Economic Development Goal – changing the priority designation from a low to high in anticipation of possible CDBG-CV3 funding. Only the sections of the 2015-2019 Consolidated Plan with changes ready for publication for the March 8, 2021 Public Hearing are provided below.

SP-05 Overview

Strategic Plan Overview

This section of the Consolidated Plan describes the Village of Arlington Heights' strategy for addressing the community development needs of the Village. The Village intends to use CDBG and other types of Federal funding (if available) to address the housing and other community development needs of its extremely low, low, and moderate income residents. Village General Funds will also continue to be used to support activities of the Department of Planning & Community Development, Building and Health Services Department, and other departments engaged in programs that benefit the extremely low, low, and moderate income persons residing in the Village. The Village will also seek private financing for projects, when appropriate, to match and extend the use of government funds. Finally, the Village will work with and support the work of the Housing Authority of Cook County (HACC) to make improvements to its public housing building in Arlington Heights and other actions agreed upon and expressed in the HACC's Plans.

7	**Priority Need Name**	Economic Development
	Priority Level	~~Low~~ High
	Population	Extremely Low Low Moderate Non-housing Community Development
	Geographic Areas Affected	Municipality
	Associated Goals	Economic Development

	Description	Economic development is a high priority of the Village. However, at this time, it is not proposed that CDBG funds be used to support Village economic development activities, and therefore, as per HUD instructions with respect to the Consolidated Plan, economic development is assigned a low priority for CDBG funding. The Village is investigating economic development activities that it may propose receive funding through the CDBG program at which time the priority level with respect to CDBG funding would be changed to high. See the March 2021 amendment in the narrative section below.
	Basis for Relative Priority	Although economic development is a high priority of the Village, it is listed as a low priority in the Plan at this time because no CDBG funds for economic development have been budgeted. Economic development is a high priority of the Village Board and was a high priority as reflected in the community survey. See the March 2021 amendment in the narrative section below.
8	**Priority Need Name**	Infrastructure
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Non-housing Community Development
	Geographic Areas Affected	Municipality
	Associated Goals	Infrastructure
	Description	Infrastructure is a high priority of the Village. Infrastructure includes, but is not limited to, the installation, replacement, or improvement of roads, sidewalks, buildings, etc. Infrastructure needs funded with CDBG funds will take place in low and moderate income census tracts or for the benefit of persons with disabilities.
	Basis for Relative Priority	Infrastructure is a high priority of the Village. This priority area is discussed in the Village's Capital Improvement Plan (CIP).

Narrative (Optional)

In this Strategic Plan, the Village prioritizes various needs in the community that impact extremely low, low and moderate income individuals and households as either high or low priorities. These priority designations indicate whether the Village plans to dedication Community Development Block Grant (CDBG), or other Federal funding that may be received, to these priority needs.

High Priority - Means that the Village recognizes that there are community needs in this need area that can be effectively addressed using the Village's CDBG allocation.

Low Priority - Means that the Village does not intend, unless additional information is gathered or opportunities arise, to dedicate CDBG funds to the need area. A low priority designation does not necessarily mean that the need does not exist or that there is a low level of need. Rather, a low priority designation means that the Village does not intend to utilize CDBG funding to address the need. The need may be addresses by the Village using non-federal funds or funds other than CDBG funds.

2019: Substantial amendments were adopted in 2019 moving funding from the Single Family Owner Occupied Rehab program as well as other funds (such as program income) to program areas with greater demand for funding including rental rehab, public facilities and public infrastructure. This occurred due to the decline in participation in the Single Family Rehab Program during the first 4 years of this Consolidated Plan. Additionally, various homeless groups were added to the populations of persons who may benefit from public facility program. This was a result in increase non-profit agency efforts in this area including the potential for constructing a new homeless service center and transitional or permanent housing.

March 2021 Amendment for CDBG-CV3 Grant:

The Strategic Plan of the Village's 2105-2019 Consolidated Plan included Economic Development as a Goal, and the Village stated that it would consider funding an Economic Development program(s) if a funding source became available. In 2020, the Village received a CDBG-CV3 CARES Act grant for Coronavirus prevention, response and prevention. The Village may institute an Economic Development program(s) using these funds. The Village had said in its 2015-2019 Consolidated Plan that if the Village decided to use funds for an Economic Development program it would change the priority ranking for Economic Development from "low" to "high." This change does not meet the definition of a substantial amendment since the Economic Development goal is not new to the 2015-2019 Consolidated Plan. Details on the funding for an Economic Development program(s) using CDBG-CV3 funds (if any) will be included in a substantial amendment to the 2019 Annual Action Plan.

Potential CDBG-CV Small Business Forgivable Loan
Summary of Potential Requirements

Mandatory Requirements

- Term of loan including forgiveness rate TBD
- Retention of eligible mid or lower income employee
- Demonstration of eligible expenses (rent; employee wage; PPE equipment; etc.)
- Documentation of how the financial assistance prevents, prepares for, or responds to COVID

Potential Requirements

- Max amount of forgivable loan ($5,000 each)
- Max annual sales (no more than $1 million in 2020)
- Max tenant space (no more than 5,000 square feet)
- Max number of employees (no more than 10)
- Demonstration of Covid revenue loss
- Business types (sales tax generating and/or entertainment uses only first priority)
- Limitations on their ability to operate at full capacity at physical location (State capacity restrictions)
- Good financial standing with the Village
- Other grant/loan recipients (priority to businesses that have not received standard AH 0% loan, Class 6/7, or IL BIG grant)
- Independent stores/businesses only (franchisees ok, but need to show proof of ownership)

Submittal Requirements

- Village application form
- Executed lease or property ownership verification
- Verification of business ownership (e.g. good standing w/State of IL;Village)
- Documentation demonstrating compliance with loan/grant criteria
- Proof of need
    - Verification of retained employee that meets low-income or moderate-income requirements.
- Other documentation as may be required

"contingent upon HUD's approval and provision of funds"

February 23, 2021

Village Board
3/15/2021

Item: Report of Committee of the Whole Meeting of March 8, 2021

Department: Village Managers Office

Report of Committee of the Whole Meeting of March 8, 2021

Public Hearing - Substantial Amendment to 2019 HUD Annual Action Plan for Community Development Block Grant - COVID3 (CDBG-CV3) funds

Trustee Scaletta moved, seconded by Trustee Rosenberg that the Village Board approve:
1) the proposed substantial amendment to the 2019 Annual Action Plan that allocates the CDBG-CV3 funds;
2) the proposed amendment to the 2015-2019 Consolidated Plan to change the priority level for the existing Economic Development goal in the Plan from low to high priority, and
3) the amendment to the 2021 Village of Arlington Heights budget to include $383,860 in CDBG-CV revenue in Account 215-0000-41148-00 and CDBG-CV budgeted expenditures under accounts under the CDBG Program Account 215-4102-522-4181

Village Board
3/15/2021

Item: Report of Committee of the Whole Meeting of March 8, 2021

Department: Village Managers Office

Report of Committee of the Whole of March 8, 2021

Metropolis Theater Discussion
Trustee Schwingbeck moved to recommend that Staff continue to work with the Metropolis Theater Concept on Eastman Street between Arlington Heights Road and Evergreen Avenue. Trustee Baldino seconded the motion.

Village Board
3/15/2021

Item: Substantial Amendment to the 2019 Annual Action Plan and Amendment to the 2020 Consolidated Plan for the CDBG-CV3 Grant

Department: Planning & Community Development

The proposed Substantial Amendment to the 2019 Annual Action Plan and change to the 2015-2019 Consolidated Plan for the CDBG-CV3 grant have been the subject of two public hearings and a 5-day public comment period. The second of the two required public hearings on the Substantial Amendment to the 2019 Annual Action Plan and change to the 2015-2019 Consolidated Plan is scheduled for the March 15, 2021 Village Board meeting. The proposed Substantial Amendment to the 2019 Annual Action Plan and change to the 2015-2019 Consolidated Plan for the CDBG-CV3 including the CDBG-CV3 budget and supporting documents are located under tonight's Public Hearing agenda item on this topic.

Recommendation
It is recommended that the 1) the proposed substantial amendment to the 2019 Annual Action Plan that allocates the CDBG-CV3 funds; 2) the proposed amendment to the 2015-2019 Consolidated Plan to change the priority level for the existing Economic Development goal in the Plan from low to high priority, and 3) the amendment to the 2021 Village of Arlington Heights budget to include $383,860 in CDBG-CV revenue in Account 215-0000-41148-00 and CDBG-CV budgeted expenditures under accounts under the CDBG Program Account 215-4102-522-4181 be a adopted including any amendments made during the public hearing.

Village Board
3/15/2021

Item: Ordinance - Amendment to Ordinance Number 2020-031 - PetSuites, 1050 E Rand Rd

Department: Planning/Legal

On September 21, 2020, Ordinance Number 2020-031, was approved granting a land use variation to PetSuites, 1050 E Rand Rd. At the meeting, the Village Board approved a condition that was in addition to the Plan Commission's recommendation, related to a cross-access easement on the property, which was inadvertently omitted from the Ordinance.

An amendment to Ordinance Number 2020-031 is necessary to include the following condition to Section Four of the Ordinance:

7. Upon request of the Village, the Petitioner agrees to provide a cross-access easement to the property to the west so long as it is operated as a Dunkin Donuts, in order to accommodate a point of shared westbound egress on to Rand Road at the existing egress point on Petitioner's property. Such agreement would be implemented so long as there is no internal access to any other portion of Petitioner's property, and there are traffic controls implemented to avoid any negative traffic impacts to the Petitioner's property. Any improvements necessary to study, design and construct said connection shall not be the responsibility of the Petitioner.

RECOMMENDATION

It is recommended that an Ordinance Amending Ordinance Number 2020-031, be approved.

ATTACHMENTS:

Description	Type
Amendment Ord 2020-031 - PetSuites	Ordinance

AN ORDINANCE AMENDING
ORDINANCE NUMBER 2020-031

WHEREAS, on September 21, 2020, the President and Board of Trustees of the Village of Arlington Heights approved Ordinance Number 2020-031, amending the Zoning Ordinance of the Village of Arlington Heights and granting a Land Use Variation and Variations from Chapter 28 of the Arlington Heights Municipal Code, on the application of Novogroder Properties, LLC, Petitioner, related to the approval of a commercial kennel operated by PetSuites ("Business Operator") for the property located at 1050 E Rand Road; and

WHEREAS, a condition approved at the September 8, 2020, Village Board meeting was inadvertently omitted from SECTION FOUR of the Ordinance, which section sets forth the conditions relative to the approval of the commercial kennel; and

WHEREAS, amendment to Ordinance Number 2020-031 is necessary for the inclusion of the condition,

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES AS FOLLOWS:

SECTION ONE: That SECTION FOUR of Ordinance Number 2020-031, is hereby amended by adding the following condition to read as follows:

7. Upon request of the Village, the Petitioner agrees to provide a cross-access easement to the property to the west so long as it is operated as a Dunkin Donuts, in order to accommodate a point of shared westbound egress on to Rand Road at the existing egress point on Petitioner's property. Such agreement would be implemented so long as there is no internal access to any other portion of Petitioner's property, and there are traffic controls implemented to avoid any negative traffic impacts to the Petitioner's property. Any improvements necessary to study, design and construct said connection shall not be the responsibility of the Petitioner.

SECTION TWO: That the remaining provisions in Ordinance Number 2020-031, shall remain in full force and effect.

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage and approval in the manner provided by law and shall be recorded in the Office of the Cook County Clerk.

AYES:

NAYS:

PASSED AND APPROVED this 15th day of March, 2021.

ATTEST: _____
Village President

_____
Village Clerk

MISCORD:CORRECT Ordinance 2020-031

Village Board
3/15/2021

Item: Resolution - IDOT - MFT Funds - 2021 Street Reconstruction Program

Department: PW/Legal

Attached is the Illinois Department of Transportation Motor Fuel Tax Resolution appropriating funds for the 2021 MFT Street Reconstruction Program. Funding for this project is in the approved 2021 Budget year.

RECOMMENDATION

It is recommended that the Resolution for Improvement by Municipality Under the Illinois Highway Code appropriating $4,000,000 for the 2021 MFT Street Reconstruction Program be adopted by the Village Board. Account # 211-7101-571.50-40 Project # ST9009

ATTACHMENTS:

Description	Type
Resolution - IDOT MFT - 2021 Street Reconstruction Program	Resolution

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

Is this project a bondable capital improvement?

☐ Yes ☒ No

Resolution Type	Resolution Number	Section Number
Original		21-00215-00-PV

BE IT RESOLVED, by the President and Board of Trustees (Governing Body Type) of the Village (Local Public Agency Type)

of Arlington Heights (Name of Local Public Agency) Illinois that the following described street(s)/road(s)/structure be improved under the Illinois Highway Code. Work shall be done by Contract (Contract or Day Labor).

For Roadway/Street Improvements:

Name of Street(s)/Road(s)	Length (miles)	Route	From	To
DUNTON AVENUE	0.11		CYPRES ST	S SIDE MAGNOLIA ST
HIGHLAND AVENUE	0.08		N SIDE CYPRESS ST	185' S SIDE MAGNOLIA ST
MAGNOLIA STREET	0.19		E SIDE HIGHLAND AVE	W SIDE EVERGREEN AVE
VAIL AVENUE	0.11		CYPRESS ST	S SIDE MAGNOLIA ST
CEDAR STREET	0.24		E SIDE RIDGE AVE	W SIDE HIGHLAND AVE
HIGHLAND AVENUE	0.33		S SIDE CEDAR ST	N SIDE PICKWICK RD
RIDGE AVENUE	0.1		S SIDE CEDAR ST	S SIDE WHITE OAK ST
WALNUT AVENUE	0.1		S SIDE CEDAR ST	S SIDE WHITE OAK ST
HIGHLAND COURT	0.03		W SIDE LILLIAN AVE	COURT
HIGHLAND AVENUE	0.11		N SIDE LILLIAN AVE	S SIDE PALATINE RD
VAIL AVENUE	0.11		N SIDE LILLIAN AVE	CUL-DE-SAC
FLEMING DRIVE	0.3		W SIDE WILSHIRE LN	W SIDE WILSHIRE LN
KINGSBURY COURT	0.08		S SIDE KINGSBURY RD	CUL-DE-SAC
KINGSBURY ROAD	0.21		CUL-DE-SAC	15'E SIDE RIDGE AVE
NOYES STREET	0.04		E SIDE YALE AVE	W SIDE PRINCETON AVE
PRINCETON AVENUE	0.45		W SIDE KENNICOTT AVE	S SIDE WHITE OAK ST

For Structures:

Name of Street(s)/Road(s)	Existing Structure No.	Route	Location	Feature Crossed

BE IT FURTHER RESOLVED,

1. That the proposed improvement shall consist of

The scope of work for this project consists of the reconstruction of existing local roads with full-depth asphalt and will include removals, earthwork, subbase granular base course, HMA binder and surface courses, intermittent sidewalk (including making all ramps ADA accessible), driveway pavements, intermittent drainage structure reconstruction or adjustments, sod restoration and all incidental and collateral work necessary to complete the street reconstruction project. This work will take place on 16 different roadway segments totaling 2.59 miles (13, 684 LF) located in the Village of Arlington Heights.

Illinois Department of Transportation

Resolution for Improvement Under the Illinois Highway Code

2. That there is hereby appropriated the sum of four million

_____ Dollars ($4,000,000.00) for the improvement of said section from the Local Public Agency's allotment of Motor Fuel Tax funds.

BE IT FURTHER RESOLVED, that the Clerk is hereby directed to transmit four (4) certified originals of this resolution to the district office of the Department of Transportation.

I, Rebecca Hume (Name of Clerk) Village (Local Public Agency Type) Clerk in and for said Village (Local Public Agency Type)

of Arlington Heights (Name of Local Public Agency) in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete original of a resolution adopted by

President and Board of Trustees (Governing Body Type) of Arlington Heights (Name of Local Public Agency) at a meeting held on March 15, 2021 (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 15th (Day) day of March, 2021. (Month, Year).

(SEAL)

Clerk Signature | Date

Approved

Regional Engineer
Department of Transportation | Date

Village Board
3/15/2021

Item: Budget Amendment-2020 Bond Issue

Department: Village Clerk

At the end of each year, adjusting journal entries are made to properly account for various transactions. One such entry made by staff was in regard to the 2020 bond issue. In September 2020 the Village Board approved the sale of G.O. Bonds to be used for streets, public parking infrastructure improvements, and water main replacement. This bond will be paid back through the debt service property tax levy. As a result, according to generally accepted accounting principles (GAAP), the portion of the bond proceeds attributable to the Water & Sewer Fund should be reported in a Governmental Fund and not an Enterprise Fund. An adjusting journal entry was made to run the Water & Sewer Fund portion of the bond proceeds through the Capital Projects Fund, and then a transfer from this fund to the Water & Sewer Fund.

In order to match the 2020 Budget to the abovementioned adjusting journal entries for the 2020 bond issue, the following budget amendments are required:

Capital Projects Bond Proceeds (401-0000-491.15-0)	$9,045,200
Capital Projects Operating Transfer-Out (401-9901-591.90-05)	$9,045,200
Water & Sewer Operating Transfer-In (505-0000-491.05-00)	$9,045,200

RECOMMENDATION

It is recommended that the Village Board of Trustees amend the 2020 Budget to reflect the required year-end adjusting journal entries for the 2020 bond issue.

Village Board
3/15/2021

Item: Hamilton Partners - 703-709 & 713-723 W. Algonquin Rd - PC#20-016

Department: Planning & Community Development

Requested Action

1. Amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan.

Variations Required

1. Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' 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 twenty 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' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.

Recommendation

A public meeting was held by the Plan Commission on February 24, 2021 where Commissioner Dawson moved and Commissioner Green seconded:

A motion to recommend to the Village Board of Trustees approval 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.

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

ATTACHMENTS:

Description	Type
VB Update Memo	Memorandum
Staff Report	Board or Commission Report
Comparison of 2018 & 2021 Approval Conditions	Exhibits
PC Minutes 2/24/21 - DRAFT	Minutes
Correspondence from Hamilton Partners 2-24-21	Correspondence
Correspondence from Weber Packaging Solutions 2-24-21	Correspondence
Aerial	Exhibits
Project Narrative	Exhibits
Development Schedule	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Existing & Proposed Phase II Development Plans	Exhibits
Landscape Plan	Exhibits
Photometric Plan	Exhibits
Plat of Survey	Exhibits
Stormwater Report	Exhibits
Survey of Shared Drive Aisle	Exhibits
Traffic & Parking Study	Exhibits
Truck Turning - Phase II Existing Approval	Exhibits
Truck Turning - Phase II Modifications	Exhibits
Lighting Cut Sheets & Pole Height	Exhibits
Village Review Comments - Round 1	Exhibits
Village Review Comments - Round 1 -	Exhibits

Petitioner Response	
Village Review Comments - Round 2	Exhibits
Village Review Comments - Round 2 - Petitioner Response	Exhibits
Village Review Comments - Round 3	Exhibits
Village Review Comments - Round 3 - Petitioner Response	Exhibits
PC Timeline Tracker	Exhibits

Memorandum

To: Charles Witherington-Perkins, Director of Planning and Community Development

From: Sam Hubbard, Development Planner

Date: 3/10/2021

Re: March 15, 2021 Village Board Meeting - PC #20-016: 703-723 W. Algonquin Rd Hamilton Partners PUD Amendment

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Background:
On February 24, 2021, the Plan Commission held a public hearing to consider an application to allow modifications to a previously approved PUD plan that would permit a building addition to the existing building located at 703-709 W. Algonquin Road, along with certain site modifications. Staff recommended approval of the application subject to several conditions and the Plan Commission voted 9-0 to recommend approval subject to the conditions as recommended by Staff.

Three of the conditions of approval warranted follow-up, which occurred after Plan Commission hearing and prior to the petitioner's appearance before the Village Board. A summary of this follow-up is outlined below:

Summary
Condition of approval #1 as recommended by Staff and the Plan Commission:

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.*

The petitioner has provided the revised truck turning exhibits and staff has verified that truck turning movements into the southern loading area have not be impeded by the revised location of the fence and landscape island.

Condition of approval #2 and #7 as recommended by Staff and the Plan Commission:

2. *The 22' 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.*

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.*

Upon conclusion of the Plan Commission hearing, staff met with Doug Weber of Weber Packing Solutions to discuss both condition #2 and #7, and to understand if implementation of these conditions would be agreeable to Weber Packaging Solutions. Mr. Weber agrees to allow Hamilton Partners pave the shared access drive, and is also agreeable to the installation of the landscape islands although he has some concerns regarding their impact to drainage and access to his site. Specifically, Mr. Weber would like the following:

- The location of the islands be slightly modified to preserve truck access into the Weber loading zones.
- The landscape islands be 15' in width.
- The landscape islands include low lying shrubs and/or decorative rocks/boulders that would not grow to interfere with overhead utility lines.
- The installation of certain manholes, storm sewer lines and inlets to mitigate potential drainage concerns created by the islands.

As part of the building permit process for the Phase II Frito Lay buildout, Staff will work with Hamilton Partners on the design of the landscape islands to take into consideration the concerns identified by Mr. Weber, to the maximum extent feasible. Final design will be determined by best engineering practices relative to stormwater management, and staff will work to identify plantings that will not interfere with overhead utility lines. The final location of the landscape islands will be done in coordination with Weber Packaging Solutions and Hamilton Partners to ensure that they do not impede access to the Weber site.

Cc: Randy Recklaus, Village Manager
Mike Pagones, Village Engineer

VILLAGE OF ARLINGTON HEIGHTS

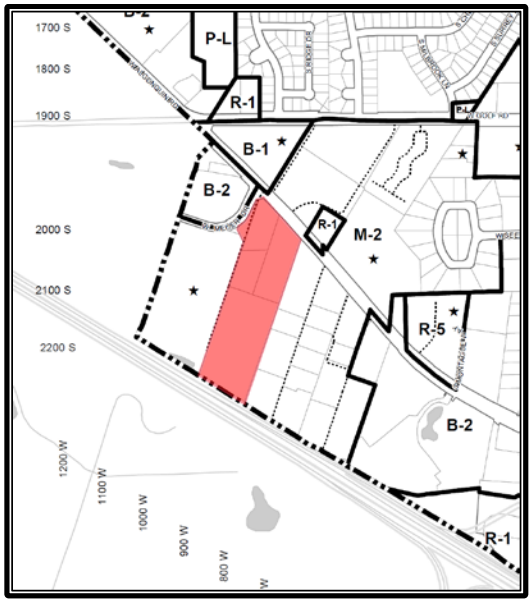
STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 20-016*
***Project Title**: 703-723 W. Algonquin Rd. PUD Amendment*
***Address**: 703-709 & 713-723 W. Algonquin Rd.*
***PIN's**: 08-16-102-038, 08-16-102-036*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: February 24, 2021*
***Date Prepared**: February 19, 2021*

***Petitioner**: Mike Wauterlek*
Hamilton Partners
***Address**: 300 Park Blvd Suite 201*
Itasca, IL 60143-2636

***Existing Zoning**: M-2: Limited Heavy Manufacturing District*
***Comprehensive Plan**: R&D, Mfg., Warehousing*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-2: Limited Heavy Manufacturing District	Multi-tenant office/light industrial building	R&D, Mfg, Warehousing
South	Elk Grove Village – Forest Preserve		
East	M-2: Limited Heavy Manufacturing District	Self-Storage facility, 2 light industrial/office buildings	R&D, Mfg, Warehousing
West	M-2: Limited Heavy Manufacturing District	Light industrial/office building (Weber Packaging Solutions)	R&D, Mfg, Warehousing

Requested Action:

1. Amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan.

Variations Required:

1. Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' 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 twenty 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' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.

Project Background:

The subject property is approximately 15.4 acres in size and was approved for a PUD in early 2018 to allow a two-phased warehousing/distribution facility. Phase I was to entail a 138,650 square foot building on the northern portion of the site, and Phase II was for an addition to the south side of the Phase I building that would bring the total size to approximately 331,000 square feet. Phase I was completed in 2019 and is now fully occupied by three tenants; Taiki on the north side of the building, Frito Lay on the south side of the building, and AVI Systems in the middle. Phase II has not yet been constructed.

Frito Lay, which occupied the last vacant unit within Phase I in early 2021, would like additional floor area for future growth (approximately 54,000 square feet) to bring their total occupancy within the development to 107,586 square feet. They would also like an area for exterior parking of trucks/trailers and vans, which would be located at the far south end of the site. In sum, this exterior parking area would include 73 van parking spaces and 97 semi-tractor truck and trailer parking spaces. Frito Lay has also proposed 16 van loading berths on the southern elevation of the building. The existing PUD approval authorizes a larger building addition than needed by Frito Lay, and it does not include space for exterior storage and parking of trucks/trailers and vans, nor does it include van loading berths.

Rather than buildout the final phase of the PUD as approved (Phase II), which would entail an approximately 192,500 square foot building addition, the petitioner would like to amend the existing PUD to allow only an approximately 54,000 square foot addition, as well as the aforementioned exterior parking areas and van loading berths. If approved, this would represent the final phase of development for the PUD, resulting in an overall building size of 192,730 square feet, compared to the approximately 331,000 square foot overall size as authorized under the existing PUD development plan. For comparison, both the approved Phase II and the proposed Phase II buildout plans have been included in the Plan Commission materials.

Frito Lay estimates that upon full capacity, they would provide between 161-163 jobs (50 warehouse jobs, 25 office jobs, and 86-88 transportation related jobs). The 107,586 square foot unit for Frito Lay would include approximately 8,630 square feet of office space, with the remainder of the unit used for warehousing and distribution. The facility would operate 24-hours a day. **Exhibit 1**, attached at the end of the report, shows the shift schedule for Frito Lay employees. Below is a summary of the proposed changes to the PUD:

	Development Total Approved Phase I plus Phase II	**Development Total Proposed Phase I plus Phase II**
Total Square Feet	331,000 sq. ft.	192,730 sq. ft.
Car Parking	305 spaces	190 spaces
Truck/Trailer Parking	0 spaces	97 spaces
Truck Loading	66 berths	32 berths
Van Parking	0 spaces	73 spaces
Van Loading	0 berths	16 berths
Total Employees	130	247-249

Zoning and Comprehensive Plan

The subject property is currently zoned M-2, Limited Heavy Manufacturing District, which is the appropriate zoning for this type of facility and allows warehousing/distribution uses as “permitted uses”. However, given the differences in expected traffic, the proposed outdoor storage of vehicles, and the

modification to the approved Phase II building square footage, an amendment to the PUD is required. Frito Lay has proposed a 3,120 square foot accessory garage building within the southern truck/trailer parking area, which would include two repair bays that would allow minor repairs for their onsite vehicle fleet, such as oil changes, tire rotations, brake replacements, etc. Given the auxiliary nature of the repair operations, and due to the fact the repairs only be for vehicles stored onsite, it is considered an ancillary function of the warehouse facility and does not require any special zoning actions. However, to ensure that the repairs will remain ancillary and will not cause impacts to surrounding property owners, the Staff Development Committee has recommended a condition of approval that would limit maintenance/vehicle repair to only the vans and trucks stored on the subject property. Furthermore, only minor automobile repair (either trucks/vans/automobile) would be allowed, and both overhead doors shall be kept closed during repair operations.

The Comprehensive Plan designates this property as suitable for research & development, manufacturing, and warehousing uses. The proposed use is compatible with this designation. The Staff Development Committee is supportive of the requested PUD amendment and concluded that the proposed use is appropriate for this location.

Conceptual Plan Review Committee:

On October 14, 2020, the petitioner appeared before the Conceptual Plan Review Committee for a preliminary review of the project. Discussion centered around the shared private drive aisle on the western side of the site, as well as truck maintenance activities. The Conceptual Plan Review Committee was supportive of the development and acknowledged that it may have less of an impact on the shared drive aisle since it appeared that the smaller Phase II building addition would involve less truck traffic than previously envisioned from the original 2018 PUD.

Building, Site, Landscaping:

The proposed building addition conforms to all setback, bulk, and height regulations. Design Commission review is not required since the proposed building design is nearly identical to the approved Phase II building design from, albeit slightly smaller. The proposed parking area at the rear of the site is located 8.9 feet from the rear property line where code requires all parking areas within the M-2 district to be no less than 15 feet from a rear property line. The following variation is therefore required:

- **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback**

Variations may be granted by the Plan Commission, provided a petitioner demonstrates that the variations will not exercise a detrimental influence on the surrounding neighborhood. Accordingly, each variation must meet the following standards:

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

The Staff Development Committee is supportive of this variation and notes that the rear yard does not abut another property; it abuts the Tollway, which includes approximately 35 feet of additional setback between the rear property line and pavement of the Tollway. Furthermore, the existing parking area in this location is at a similar setback and the proposed parking lot will not therefore result in any increase beyond what is currently there. Finally, the parking area is angled away from the rear property line, meaning that 90% of the parking area complies with code and only a small portion encroaches into the require setback area.

The Zoning Code restricts the maximum size of garage structures to 720 square feet and maximum height to 15 feet, and the proposed maintenance repair garage would be 3,120 square feet in size and 24 feet tall. As such, the following variations are required:

- **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.**
- **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.**

The petitioner has provided written justification for these variations, which is included within their "Round 2" response to departmental review comments. The Staff Development Committee concurs with the petitioner that the necessary criteria for variation approval has been met, and notes the following: 1) while larger and taller than allowed by code, in comparison to the size of the building and buildings on the neighboring properties, the structure is clearly accessory and will be compatible with the essential character of the locality, and 2) to provide adequate space to service trucks, the size and height of the structure is necessary and will allow reasonable use of the property, and 3) given the unique aspect of the truck, van, and trailer operations proposed, it is necessary to provide frequent minor maintenance of these vehicles without having to outsource these minor repair functions offsite. Finally, at the request of staff, the petitioner has moved the proposed maintenance building to a more central location on the site and added landscape islands on both ends of the structure, which helps to buffer any potential adverse impacts of the proposed height and size.

Relative to landscaping, the petitioner has worked with the Village to make several improvements above and beyond code requirements, which provide enhanced buffering of their truck/trailer and van parking areas. These improvements include enhanced landscape screening along the rear (south) of the site via a dense screen of evergreen trees, a 10-foot tall solid fence along the southern parking area to provide a further buffer from the Tollway, and an approximately 340-foot long landscaped island including shade trees and shrubs along the western side of the site. The 10-foot tall fence requires the following variation:

- **Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.**

The Staff Development Committee is supportive of this variation and notes that the fence will provide enhanced screening from the Tollway and will be setback from the property line to diminish its visual impact from the south. Additionally, there will be 53 evergreen trees between the fence and the southern property line, which will further reduce the impact of the four-foot height increase above maximum code allowances. Finally, the 10-foot tall height is necessary to provide adequate screening of the trailers proposed on the subject property.

Existing Conditions of Approval:

The original Planned Unit Development approval was subject to certain conditions, some of which need to be amended given the proposed site modifications. The previously approved plans from 2018 showed reconstruction of the 22-foot wide portion of the shared private access drive located on the ***subject property*****,** which was to be replaced with heavy duty pavement to support the weight of the trucks that would be travelling down the access drive. The Village Board included a condition of approval that required the petitioner to also reconstruct the 22-foot wide portion of the shared private access drive located on the ***Weber Packaging Solutions property*** to the west, provided that this improvement was allowed by Weber. This condition of approval is still applicable, however, the current plans no longer show that the petitioner will reconstruct the 22-foot wide portion of the private drive located on the ***subject property***. Staff believes that this will need to be reconstructed with heavy duty paving to support the weight of the trucks and vans that will be travelling down the drive, and accordingly, staff recommends a new condition of approval as shown below:

- The 22' 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 prior to occupancy of the Phase II building addition.

There is a retention basin located at the northwest portion of the PUD, which was supposed to be transferred to the owner of the subject property in 2002. This transfer of ownership did not occur, and should have occurred during the PUD/Plat of Subdivision approval from 2018. A condition of the 2018 approval referenced this transfer of ownership, which now needs to be amended as follows:

- 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.

Finally, there are two conditions of approval from 2018 that are no longer necessary since the amended plan has altered the site layout. These two conditions of approval, #4 and #5, can be repealed as part of the amended PUD approval.

Parking and Traffic:

Access to the site comes two points of access along Meijer Drive; on the northern side of the site there is a right in/right out connection to Meijer Drive, which serves the northern parking lot on the subject property. Approximately 150 south of that, the western side of the property, including the loading berths, have access via a private drive aisle that is shared with Weber Packaging Solutions, which drive aisle is located within a dedicated shared access easement authorizing access to both parties. Meijer Drive has a full access signalized intersection with Algonquin Road to the northwest of the subject property, and further west along Meijer Drive there is a non-signalized intersection with Golf Road, which provides full ingress but right-out egress only. Finally, the site has non-signalized access to Algonquin Road at the northeast corner of the subject property, which provides full ingress into the site but right-out egress only.

A gated parking area is proposed at the south of the building addition with space for 97 trucks/trailers and 73 vans. Access to this parking area would come from two gates along the shared drive aisle and one gate on the eastern side of the site. Gates would be left open during normal business hours (8:00am-5:00pm), and would otherwise be kept closed unless access is needed. Per the petitioners' response to departmental review comments, they are exploring various technology that would allow remote

operation of the gates so that the gates would begin opening as a truck or van is approaching, which would minimize any waiting time within the shared drive aisle prior to ingress into the parking area. To ensure sufficient ingress and egress to this gated parking area, staff has recommended a condition of approval that would require the petitioner to operate/use their truck and van gates as presented within their departmental responses, which would help to avoid conflicts within the shared parking drive aisle

Under the proposed PUD modifications, Frito Lay would have 20 truck loading berths on the western elevation of the building, as well as one at grade overhead door for loading. Access to these loading berths would place certain truck turning and staging movements within the shared access drive, although the petitioner has provided truck turning exhibits to verify that the majority of staging maneuvers are possible without having to cross into portions of the shared access easement located on Weber property. However, these turning exhibits do not reflect the most recent revisions to the plans, which include the approximately 340-foot long landscape island along the western side of the site and a slightly revised fence/gate location. As such, the Staff Development Committee recommends that these exhibits be revised prior to appearing before the Village Board to ensure that adequate ingress/egress to and from this area can be maintained.

The petitioner has submitted a traffic and parking analysis from a certified traffic engineer, which analyzes the projected truck and passenger vehicle traffic that would occur during peak times (between 7:30am-8:30am and 4:30pm-5:30pm). Central to this analysis is the impact of traffic and loading operations on the private drive located along the western side of the site, which is shared between the subject property and Weber Packaging Solutions. This drive was be utilized for all Phase II truck access and docking maneuvers under the approved 2018 PUD, and would also be used for all truck and van access under the proposed modifications, as well as truck docking for the proposed Frito Lay berths along the western elevation of the site. It should be noted that the 2018 approval authorized 40 loading berths and two overhead doors on the western elevation of the Phase II addition (with access coming from the shared private drive aisle). As previously mentioned, the proposed modifications show 20 loading berths and one overhead door on the western elevation of the Phase II building addition, with access coming from the shared private drive aisle. All van loading berths are proposed on the interior of the subject property within the gated parking area and would not involve any staging/maneuvering within the shared drive aisle.

In comparison to the expected traffic that would be generated from the 2018 PUD approval, the proposed modification would yield slightly less truck traffic (both during peak times and as a daily total), however, there would be more passenger vehicle traffic. **Exhibit 2** at the end of this report provides a detailed breakdown of the difference between expected traffic volumes under the approved Phase II plan versus the proposed Phase II modifications. It should be noted that not all of the "Proposed Development Plan" truck traffic shown in **Exhibit 2** would utilize the loading berths on the western building elevation; a portion of that traffic would be heading directly into the gated parking area and would not require any reversal or staging maneuvers for ingress and egress to/from the gated area. In contrast, all truck traffic within the "Previous Development Plan" scenario of **Exhibit 2** would have involved a truck docking along the western side of the building as there was no truck/trailer parking areas in the previously approved Phase II development plan. Finally, it is important to note that, **Exhibit 2** does not account for intra-site truck movements where trucks from the gated parking area are driven and docked within the western loading berths. According to the petitioner, there would be a maximum of 30 daily intra-site truck movements within a 24-hour period, with 10 of those occurring between 6:00am-8:00am.

As previously stated, Frito Lay has been occupying the site since early January of this year. Staff has been made aware that certain truck docking/turning movements by Frito Lay vehicles have gone beyond what has been shown in the submitted truck turning exhibits, to where trucks have stopped within the shared access drive to wait for docking instruction, encroached into Weber property to allow for easier reversal and docking, and have had to pull in/out several times to complete docking maneuvers. The Planning Department has prepared a landscaped island barrier concept (attached as **Exhibit 3**), which would prevent trucks on the subject property from encroaching outside of the shared drive aisle easement and into the Weber property during docking maneuvers. Staff recommends that the petitioner be required to implement this concept, should Weber Packaging Solutions be open to allowing this improvement on their property, and a condition of approval outlining this has been included below.

With regards to parking, the site conforms to all parking code requirements. Per the petitioner, both truck and van drivers will park their personal vehicles within the truck or van parking spaces when they pull the vehicle out for daily usage. A detailed breakdown of the parking requirements is shown within **Exhibit 4** at the end of this report. The petitioner has included the code required bike parking spaces.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan, as well 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 setback 8.9' from the rear property line where code requires a 15' 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 twenty 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' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.**

The Staff Development Committee recommends **APPROVAL** of the amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan, and the requested variations, subject to the following conditions:

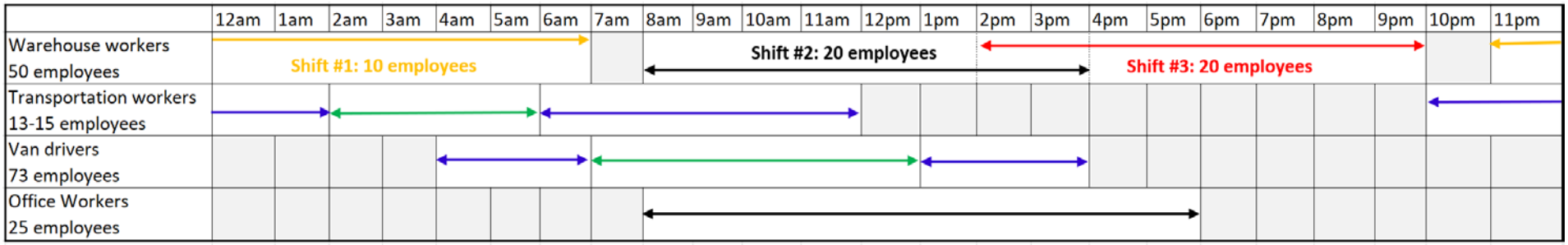
1. Prior to appearing before the Village Board for approval of the PUD amendment, the truck turning exhibits shall be revised to show the landscaped area on the western side of the site and the correct location of the fence/gates, for review and approval by the Village.
2. The 22' wide portion of the 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 prior to occupancy of the Phase II building addition.
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.
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 petitioners' departmental responses, so as not to cause conflicts within the shared parking drive aisle.
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.

_____ February 19, 2021
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit 1 – Frito Lay Employee Shifts



Green indicates all employees would be either onsite or their personal vehicles would be parked onsite while they are making deliveries

Blue indicates either arrival of employees for staggard shifts or rolling departure of employees upon completion of their deliveries

Van drivers and Transpotation drivers park their personal vehicles in the truck and van stalls.

Note: Weber Packaging Solutions operates two warehouse/manufacturing shifts:

1) Approx. 130 employees from 7:00am – 3:00pm (if overtime is needed, start time is 4:30am/5:00am)
2) Approx. 25 employees from 3:45pm – 2:15am (with some employees leaving at 4:45am)

Administrative employees work from 8:00am- 4:30pm.

Exhibit 2 – Expected Traffic Volumes: Approved Phase II PUD versus Proposed Phase II PUD

Land Use		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
Previous Development Plan								
Warehousing (246,555 s.f.)	Passenger Vehicles	34	10	44	12	34	46	348
	Truck Traffic	8	3	11	3	8	11	87
	Total	42	13	55	15	42	57	435
Proposed Development Plan								
Distribution Center (100,160 s.f.)	Passenger Vehicles	45	8	53	25	50	75	476
	Truck Traffic	8	0	8	0	0	0	54
	Total	53	8	61	25	50	75	530
Difference								
Passenger Vehicles		**+11**	**-2**	**+9**	**+13**	**+16**	**+29**	**+128**
Truck Traffic		**--**	**-3**	**-3**	**-3**	**-8**	**-11**	**-33**
Total		**+11**	**-5**	**+6**	**+10**	**+8**	**+18**	**+95**

Exhibit 3 – Landscape Island Barrier Concept

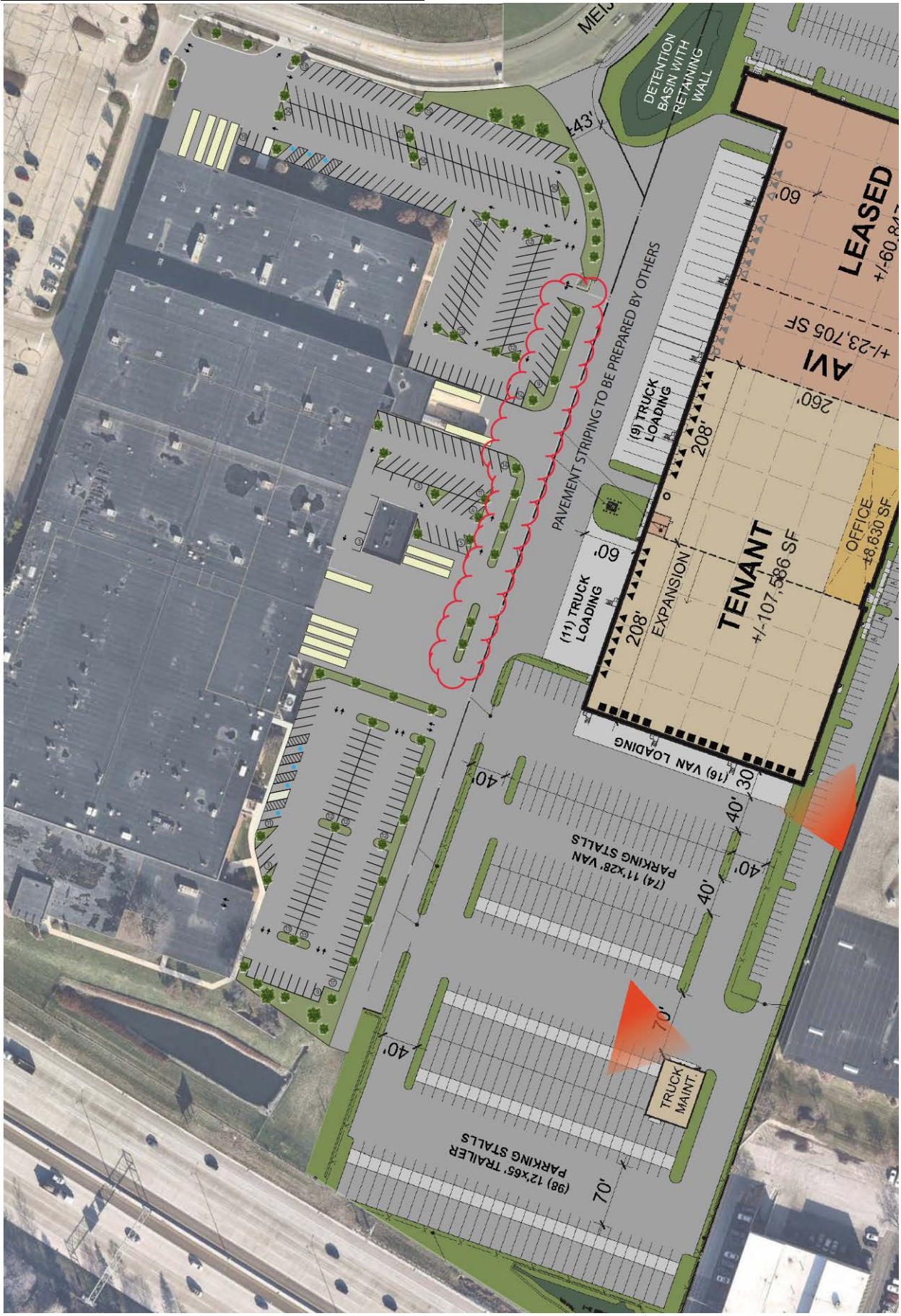


Exhibit 4 – Detailed Parking Calculations

Passanger Vehicle Parking						
Tenant	*Use*	*SF*	*Employees*	*Repair Bays*	*Parking Required*	*Stalls Required*
Taiki	**Phase I - Suite 101**					
55 total employees (39 office and 16 non-office) and 0 vehicles	Mfg.	54,787	16	-	1 per 2 emp. / 1 per comm. Vehicle	8
	Office	6,060	20	-	1 per 300 s.f.	20
AVI Systems	**Phase I - Suite 102**					
30 total employees (27 office and 3 non-office) and 0 vehicles	Warehouse and Mfg.	9,469	3	-	1 per 2 emp. / 1 per comm. Vehicle	2
	Office	14,236	50	-	1 per 300 s.f.	47
Frito Lay	**Phase I & II Combined - Suite 103**					
164 total employees (114**** non-office employees at peak shift and 25 office related employees) and 73 vans	Office	8,630	25	-	1 per 300 s.f.	29
	Auto Service	3,120	2	2	One per employee + 3 per bay	8
	Warehouse	99,452	112	-	1 per 2 emp. / 1 per comm. Vehicle	129
.	**Total**	**195,754**				**243**
					# OF VAN SPACES PROVIDED*	**89**
					# OF PASSANGER VEHICLE SPACES PROVIDED	**190**
					TOTAL # OF PARKING SPACES PROVIDED	**279**
					SURPLUS / (DEFICIT)	**36**
Truck Parking						
Frito Lay	**Phase II - Suite 103**					
97 Truck parking spaces and 15 Truck "Transportation Team" employees***	Warehouse	N/A	15		1 per 2 emp. / 1 per comm. Vehicle	105
.	**Total**					**105**
					# OF TRUCK SPACES PROVIDED*	**119**
					SURPLUS / (DEFICIT)	**15**

Note: Petitioner states that Van employees will park their personal vehicles in the van stalls when they arrive at work and pull out their vans for daily usage.

* Includes 16 van loading spaces for Frito Lay

** Includes 20 truck loading spaces/berths for Frito Lay and 2 repair bay spaces

*** Petitioner states that Transportation Team" employees will park their personal vehicle in the truck stalls when trucks are in use.

**** Two of these employees are assigned from "Warehouse workers" to repair bay workers

Existing Conditions of Approval from 2018, with analysis of their status and current applicability in **RED.**

New Conditions of Approval from 2021, shown in **GREEN**:

Final Plat of Subdivision:

1. Final Plat of Subdivision approval shall be required. Prior to Final Plat of Subdivision approval, the following items shall be required:
    a. IDOT review and approval of the proposed development. IDOT approval received for Phase I. Still applicable for Phase II of the development.
    b. Petitioner shall be responsible for design, construction, and installation of all off-site roadway improvements required by the proposed development. This may include, but shall not limited to, proportional contributions towards any improvements required to Meijer Drive as determined necessary by the Village of Arlington Heights. To satisfy this condition, the petitioner entered into an Estoppel Agreement to waive their rights to object to a Special Assessment.
    c. Petitioner shall work with the Village of Arlington Heights to resolve issues raised by the City of Rolling Meadows, to the satisfaction of the Village of Arlington Heights. Still applicable.

Site Plan:

2. The Petitioner shall install a decorative fence around any detention area as requested by the Public Works Department. Still applicable.
3. The Petitioner shall install a paved waiting area for PACE customers in the right-of-way adjacent to Algonquin Road. The location of such paved waiting area shall be determined in coordination with PACE and the Village of Arlington Heights. Completed as part of Phase I construction.
4. The Petitioner shall revise the site plan to incorporate greenspace and a shade tree within the parking lot island located at the southwest corner of the Phase II building. No longer applicable as the Phase II development plan will be modified to where this is no longer an issue. **Condition should be eliminated.**
5. The Petitioner shall revise the site plan to remove the two parking spaces in the southwest corner of the site that encroach into the shared access drive easement. No longer applicable as the Phase II development plan will be modified to where this is no longer an issue. **Condition should be eliminated.**

Outlot A:

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

issued and the Village did not require any amendment or abrogation of the stormwater easement.

Shared Private Access Drive:

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

Meijer Drive Improvements:

9. If approved by the City of Rolling Meadows, the Petitioner shall install an extension to the raised barrier median in the center of Meijer Drive located adjacent to the subject property, as well as certain improvements to the sidewalk on Meijer Drive adjacent to the subject property. If the City of Rolling Meadows does not grant approval for such barrier median extension and sidewalk improvements, then the extension and sidewalk improvements will not be required at this time. However, the Petitioner shall be required to install the barrier median extension and sidewalk improvements, upon request of the Village, when jurisdiction of Meijer Drive (within the corporate limits of Arlington Heights) is transferred to Arlington Heights. CRM allowed construction of barrier median and sidewalk improvements as part of Phase I building permit.

General:

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

Recommended New Conditions as part of PUD Amendment:

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' 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 prior to 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 petitioners' departmental responses, so as not to cause conflicts within the shared parking drive aisle.
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.

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.

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

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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

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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.)

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2018 PUD Condition of Approval

Referenced during the 2-24-21 Plan Commission Hearing

Condition of 2018 PUD Approval:

The Petitioner shall continue to work with the Weber Packaging Solutions and the Village of Arlington Heights on acceptable improvements, as determined by the Village of Arlington Heights, to the shared private access roadway to provide for adequate passenger vehicle/truck traffic separations. This may include, but is not limited to, striping of the access driveway and landscape barriers to separate and protect vehicular movements.

Correspondence between Hamilton and Weber Regarding cancellation of Water Main Easement Agreement

Referenced during the 2-24-21 Plan Commission Hearing

Bruce Garner

From: Thomas W. Winkler <tom@winkler-law.com>
Sent: Monday, February 11, 2019 1:45 PM
To: Bruce Garner
Cc: Mike Wauterlek
Subject: Re: Weber Marking Systems, Inc./Arlington Heights 1 LLC

Bruce-------

Will do.

THOMAS W. WINKLER, JD, CPA

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From: Bruce Garner <BGarner@slg-atty.com>
Sent: Friday, February 8, 2019 4:04 PM
To: Thomas W. Winkler

Bruce Garner

From: Bruce Garner
Sent: Friday, February 8, 2019 4:04 PM
To: 'Thomas W. Winkler'
Cc: Mike Wauterlek
Subject: Weber Marking Systems, Inc./Arlington Heights 1 LLC
Attachments: Winkler 020819.pdf

Tom – please see attached correspondence.

Regards,
Bruce

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FAX (630) 773-1006

JAMES R. SCHIROTT (RETIRED)

February 8, 2019

VIA FEDERAL EXPRESS
(Next Business Day Delivery)
& EMAIL TRANSMISSION
tom@winkler-law.com

Thomas W. Winkler
The Winkler Group, LLC
1699 E. Woodfield Rd., Ste. 400
Schaumburg, IL 60173

Re: 703-709, 715-723 W. Algonquin Rd., Arlington Heights, Illinois
Arlington Heights Petition No. 17-013
Our File No. 4181

Dear Mr. Winkler:

Please be advised that as of today's date the following documents sent to you on December 20, 2018 bearing my client's signature are no longer valid or effective, and any offer(s) on behalf of Arlington Heights 1 LLC connected therewith are hereby withdrawn:

1. Watermain Easement Agreement; and
2. Easement Amendment.

Please either destroy those documents or simply return them to me at your earliest convenience. If you have any questions or wish to discuss this matter more thoroughly, please do not hesitate to contact me directly at (630) 632-5809.

Very truly yours,

THE LAW OFFICES OF
SCHIROTT, LUETKEHANS & GARNER, LLC

Bruce E. Garner

BEG/daa
c: John Wauterlek
Michael Wauterlek

Agreement between Village and Hamilton to Authorize Water Main within Village Easement on Weber Property

Referenced during the 2-24-21 Plan Commission Hearing

Bruce Garner

From: Ward, Robin <rward@vah.com>
Sent: Wednesday, March 6, 2019 4:04 PM
To: Bruce Garner
Cc: Papierniak, Cris; Musinski, Jeff; Shirley, Scott
Subject: Agreement
Attachments: AH1 Agreement clean.docx

Bruce –

The Village Manager has agreed that the Village can have the work performed under its easement authority. I have attached a copy of the agreement that is ready for signature. After you have returned a signed contract to me, I will have the Village Manager sign. Once the agreement is fully executed, your folks can meet with Jeff Musinski to determine a plan. When we know the cost and the work schedule, we will provide the notice to Weber.

I am out of town on vacation as of tomorrow until next Tuesday (although I will read my emails).

Robin R. Ward
In-House Counsel
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
Phone - 847-368-5700
rward@vah.com
Fax – 847-368-5977

Please consider the environment before printing this email.

AGREEMENT

This Agreement is made this _____ day of _____, 2019 by ARLINGTON HEIGHTS 1 LLC, an Illinois limited liability company ("AH1") and the Village of Arlington Heights, an Illinois Municipal Corporation ("Village").

WHEREAS, AH1 currently holds fee simple title to that certain parcel of real property (the "Property") located within the Village of Arlington Heights, Illinois and more particularly described on Exhibit A attached hereto and by this reference incorporated herein;

WHEREAS, the development plans of AH1 require a connection to a water main and the most cost-effective water main is located in a public utility easement ("Easement Parcel") adjacent to the Property;

WHEREAS, the Village agrees to undertake the construction to connect AH1 to the water main in the adjacent public utility easement in return for AH1's promise to reimburse the Village for its actual costs in said construction.

NOW, THEREFORE, in consideration of the foregoing, the parties agree as follows:

1. The recitals above are incorporated herein as substantive provisions of this Agreement;

2. AH1 agrees that it will reimburse the Village for all actual construction costs incurred by the Village connecting the water supply between the AH1 Property and the water main in the adjacent utility easement. These costs include all labor costs and all equipment costs, whether the work is performed by the Village or a contractor.

3. Unless AH1 or its successors or assigns have obtained easement rights for the water main on the Easement, should any repairs or maintenance to the water main constructed pursuant to this Agreement be necessary after installation of same, the Village shall conduct or cause to be conducted said repairs/maintenance and AH1 shall promptly reimburse the Village the actual costs thereof. At any time at which AH1 or its successors or assigns have received rights to access the Easement for purposes related to the water main, all obligations of the Village with regard to the water main shall cease.

4. Should the Applicant fail to pay any invoice in a timely manner, the Village may pursue any and all remedies available, including pursuing collection of the amount due or recording a lien against the Property.

5. AH1 agrees to indemnify, defend and hold harmless the Village of Arlington Heights, its officers, employees, and agents against any and all loss, liability, damage, claims, costs and expenses, including attorneys' fees, which it may hereafter suffer, incur, be put to or pay out as a result of any work performed pursuant to this Agreement. AH1 shall, at its own expense, appear, defend and pay all fees of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith. If any judgments shall be rendered against the Village in any such action, the undersigned shall satisfy and discharge that judgment excluding only such claims,

demands or losses which result from the sole negligence of the Village of Arlington Heights or its officers, agents or employees.

6. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the Property hereinbefore legally described.

IN WITNESS WHEREOF, the undersigned has executed this Agreement as of the date first above written.

ARLINGTON HEIGHTS 1 LLC,
an Illinois Limited Liability Company

By: _____

Name:_____

Its:_____

VILLAGE OF ARLINGTON HEIGHTS,

By: _____

Name:_____

Its:_____

Provisions of Existing Shared Drive Aisle Easement

Referenced during the 2-24-21 Plan Commission Hearing

Cover Page

Order: 18014831WH

Created By: WESBCTILCPU287
Created On: 9/14/2018 5:10 PM
Last Search Date: 9/26/2018 11:53 PM

Company: CHICAGO TITLE | SOUTH SUBURBAN CPU | 01 | CRN: 00021-00287
Order Comments:

Search Type	Search Parameters	State/County	Status
Info	Image: 608244082 REC ALL	IL / Cook	Success

303 West Madison Street, #1700

Prepared by:
Thomas W. Winkler
Leff, Cohen & Winkler, Ltd.
~~233 South Wacker Drive, Suite 9750~~
Chicago, IL 60606

After Recording Return to:
Thomas W. Winkler

Leff, Cohen & Winkler, Ltd.

303 West Madison Street, #1700

Chicago, IL 60606

0608244082

Doc#: 0608244082 Fee: $62.50
Eugene "Gene" Moore RHSP Fee:$10.00
Cook County Recorder of Deeds
Date: 03/23/2006 01:33 PM Pg: 1 of 20

Recorder's Stamp

EASEMENT AGREEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[SIGNATURE PAGE FOLLOWS]

WEBER:

Joseph A. Weber, Jr., Trustee of the Joseph A. Weber, Jr. Declaration of Trust, originally dated May 1, 1975, as amended

WMS:

Weber Marking Systems, Inc., an Illinois corporation

By: _____
Joseph Bradley Weber
President

ATTEST: _____
Glenn Gilly, Secretary

OAK POINTE:

Arlington Oak Pointe L.L.C., an Illinois limited liability corporation

By: _____
David B. Light, Member

By: _____
Daniel J. Murphy, Member

LA SALLE:

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

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

By: _____
Title: _____

ATTEST: _____
Title: _____

Attestation not required by LaSalle Bank National Association

This instrument is executed by LaSalle Bank National Association, not personally but solely as Trustee in the exercise of the power and authority conferred upon and vested in it as such Trustee. It is expressly understood and agreed that all the warranties, indemnities, representations covenants, undertakings and agreements herein made on the part of the Trustee are undertaken by it solely in its capacity as Trustee and not personally. No personal liability or personal responsibility is assumed by or shall at any time be asserted or enforceable against the Trustee on account of any warranty, indemnity, representation, covenant, undertaking or agreement of the Trustee in this instrument

ACKNOWLEDGMENT

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, Chrisie Brennan, a Notary Public in and for said County, in the State aforesaid, do hereby certify that Joseph A. Weber, Jr., as Trustee of the Joseph A. Weber, Jr. Declaration of Trust, originally dated May 1, 1975, as amended, personally known to me to be the same persons whose name is subscribed to the foregoing instrument, appeared before me this day, in person and acknowledged that as such Trustee, he signed and delivered the said instrument, as his free and voluntary act and, for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed by of official seal, this 7 day of ~~August~~ October, 2002.

Chrisie Brennan

Notary Public

My commission expires: 3-22-06

OFFICIAL SEAL
CHRISIE BRENNAN
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES: 03-22-06

ACKNOWLEDGMENT

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, Chrisie Brennan, a Notary Public in and for said County, in the State aforesaid, do hereby certify that Joseph Bradley Weber, personally known to me to be the President of Weber Marking Systems, Inc., a corporation of the State of Illinois, and Glenn Gilly, personally known to me to be the Secretary of Weber Marking Systems, Inc., whose names are subscribed to the foregoing instrument, appeared before me this day, in person and severally acknowledged that as such President and Secretary, respectively, they signed and delivered the said instrument and caused the corporate seal of said corporation to be affixed thereto, as their free and voluntary act and deed and as the free and voluntary act and deed of said corporation, for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed by official seal, this 7 day of ~~August~~ October, 2002.

Chrisie Brennan

Notary Public

My commission expires: 3-22-06

OFFICIAL SEAL
CHRISIE BRENNAN
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES: 03-22-06

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ACKNOWLEDGMENT

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, WADE B. Light, a Notary Public in and for said County, in the State aforesaid, do hereby ~~certify~~ that Daniel Light, personally known to me to be the membr of Arlington Oak Pointe, an Illinois limited liability company, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such membr he/she signed and delivered the said instrument as his/her free and voluntary act and deed and as the free and voluntary act and deed of said limited liability company, for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed by of official seal, this 23RD day of ~~August~~ September, 2002.

Notary Public

My commission expires: 9/13/03

"OFFICIAL SEAL"
Wade B Light
Notary Public, State of Illinois
My Commission Exp. 09/13/2003

STATE OF ILLINOIS)
)
COUNTY OF COOK)

I, the undersigned Notary Public, in and for said County in the State aforesaid, do hereby certify that ANNETTE N. BRUSCA, Vice President of LASALLE BANK NATIONAL ASSOCIATION, personally known to me to be the same person whose name is subscribed to the foregoing instrument as such Vice President, appeared before me this day in person and acknowledged that she signed and delivered said instrument as her own free and voluntary act, and as the free and voluntary act of said bank, for the uses and purposes therein set forth; and said Vice President did also then and there acknowledge that she, as custodian of the Corporate Seal of said Bank, did affix said Corporate Seal to said instrument as her own free and voluntary act and as the free and voluntary act of said bank for the purposes therein set forth.

Given under my name and notarial seal this 7th day of October, 2002 .

Joan Wilson
Notary Public

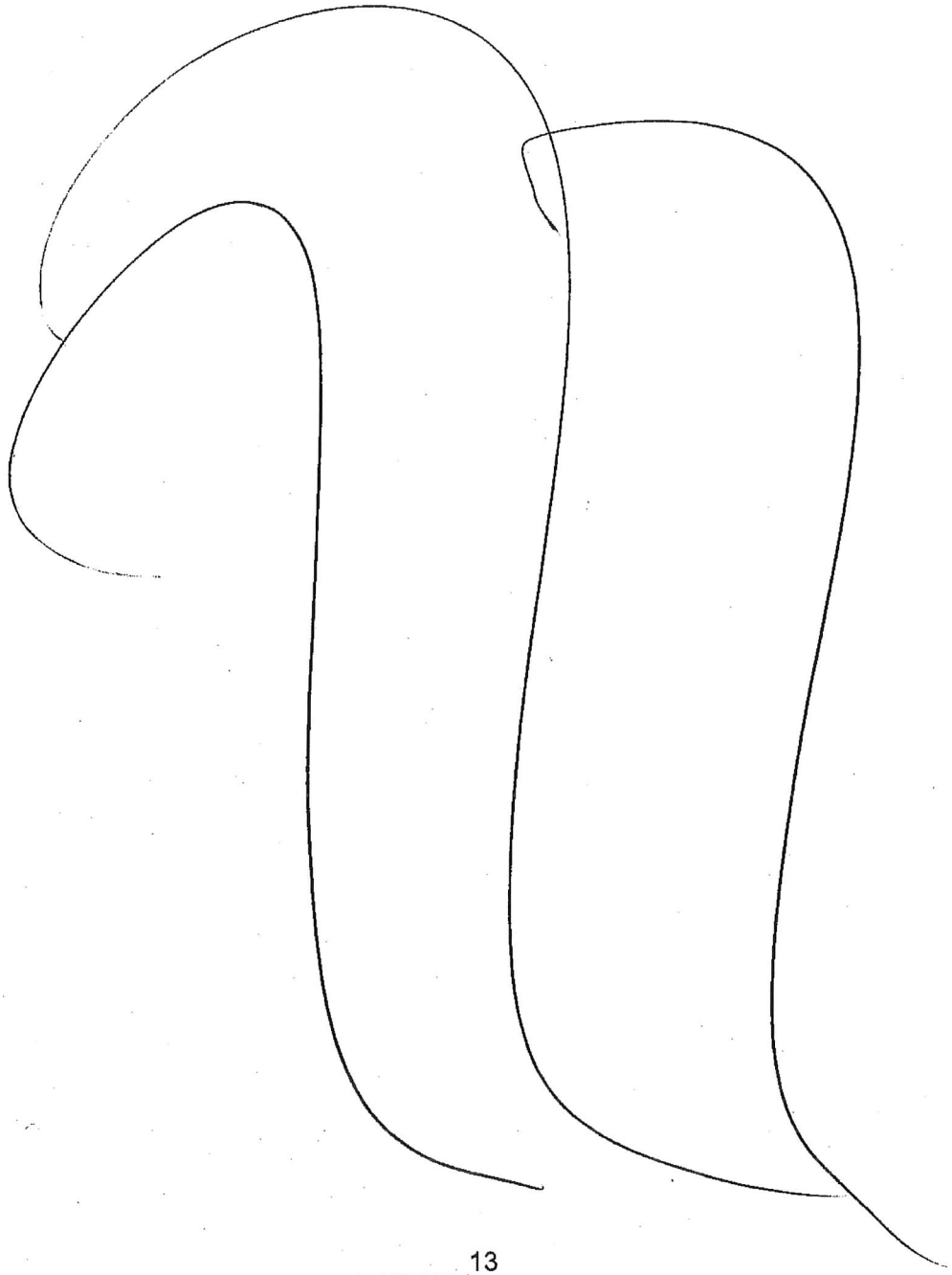
My Commission Expires:

"OFFICIAL SEAL"
JOAN WILSON
NOTARY PUBLIC STATE OF ILLINOIS
My Commission Expires 02/03/2006

EXHIBIT A

WEBER PARCEL

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)



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EXHIBIT A

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

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

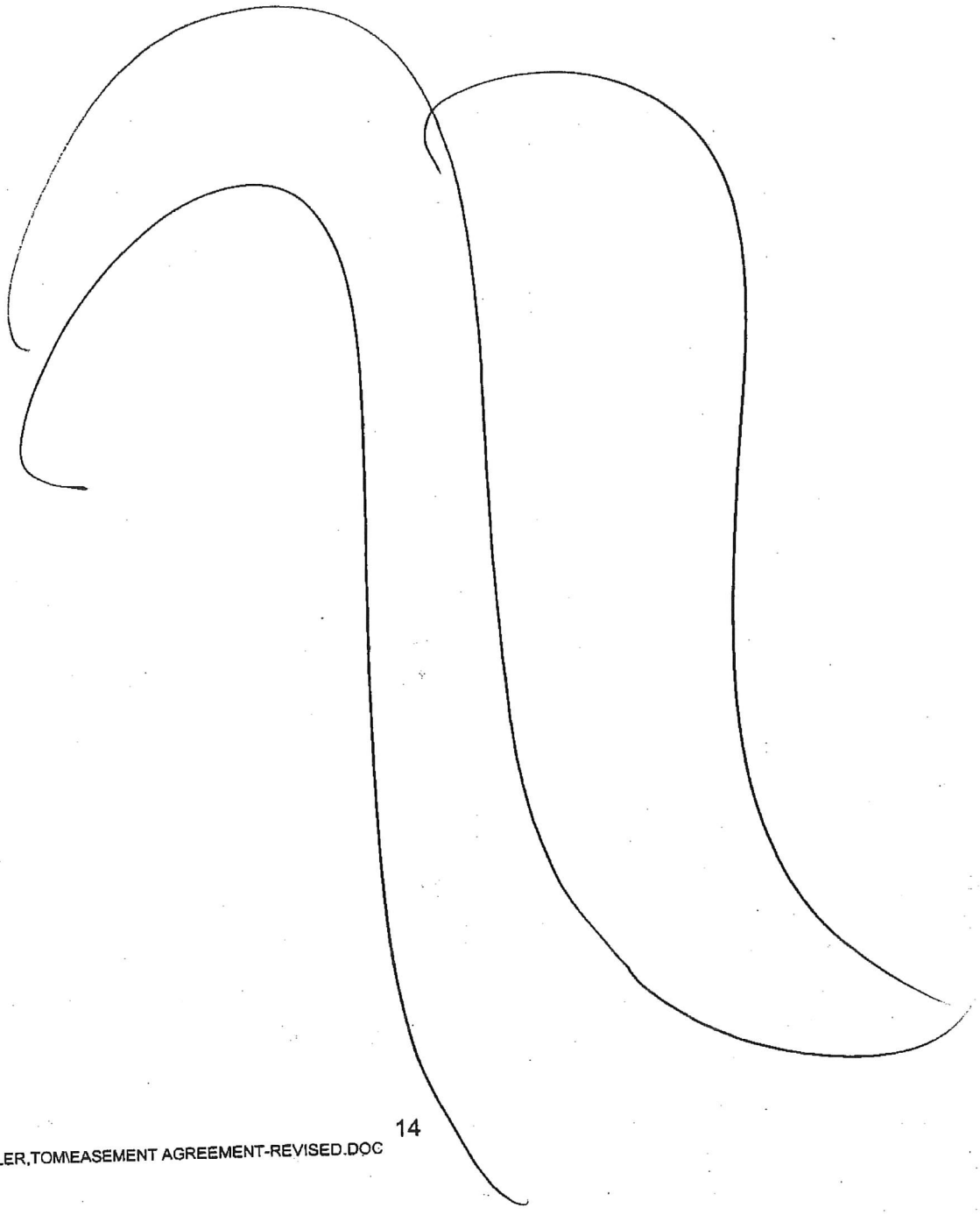
COMMENCING AT THE SOUTHWESTERLY CORNER OF SUB-LOT 1 IN BORKE'S SUBDIVISION OF LOT 1 IN HEISE'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16 AFORESAID; THENCE NORTH 80 DEGREES, 34 MINUTES, 25 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE THEREOF TO THE WESTERLY LINE OF LOT 2 IN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

13A

EXHIBIT B

OAK POINTE BUILDING

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)



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EXHIBIT B

P.I.N. 08-16-102-008
08-16-102-026
08-16-102-027
08-16-102-030

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

14A

EXHIBIT C

WMS PLANT

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)



Order: 18014831WH
Doc: 0608244082

Page 17 of 20

Requested By: wesbctilcpu287, Printed: 9/27/2018 9:37 AM

EXHIBIT C

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

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

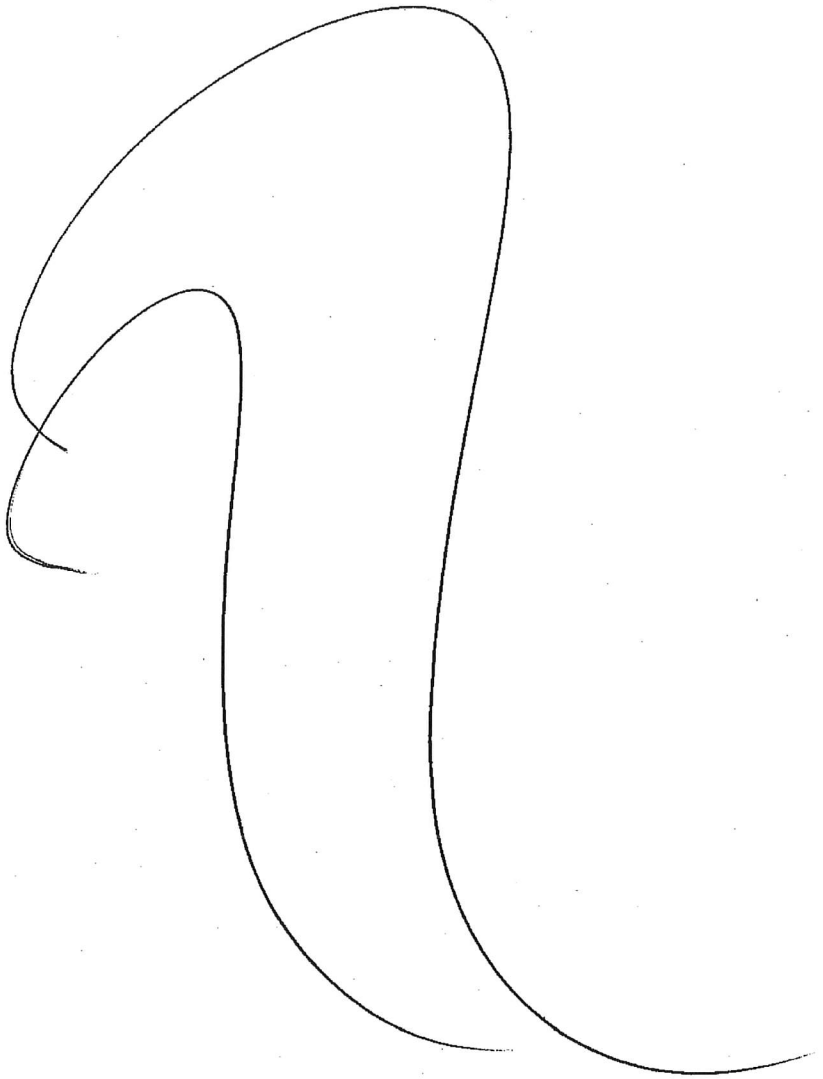
COMMENCING AT THE SOUTHWESTERLY CORNER OF SUB-LOT 1 IN BORKE'S SUBDIVISION OF LOT 1 IN HEISE'S SUBDIVISION OF PART OF THE NORTHWEST 1/4 OF SECTION 16 AFORESAID; THENCE NORTH 80 DEGREES, 34 MINUTES, 25 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTH LINE THEREOF TO THE WESTERLY LINE OF LOT 2 IN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

15A

EXHIBIT D

WEBER ATRIUM

(LEGAL DESCRIPTION SET FORTH ON NEXT PAGE.)



Order: 18014831WH
Doc: 0608244082

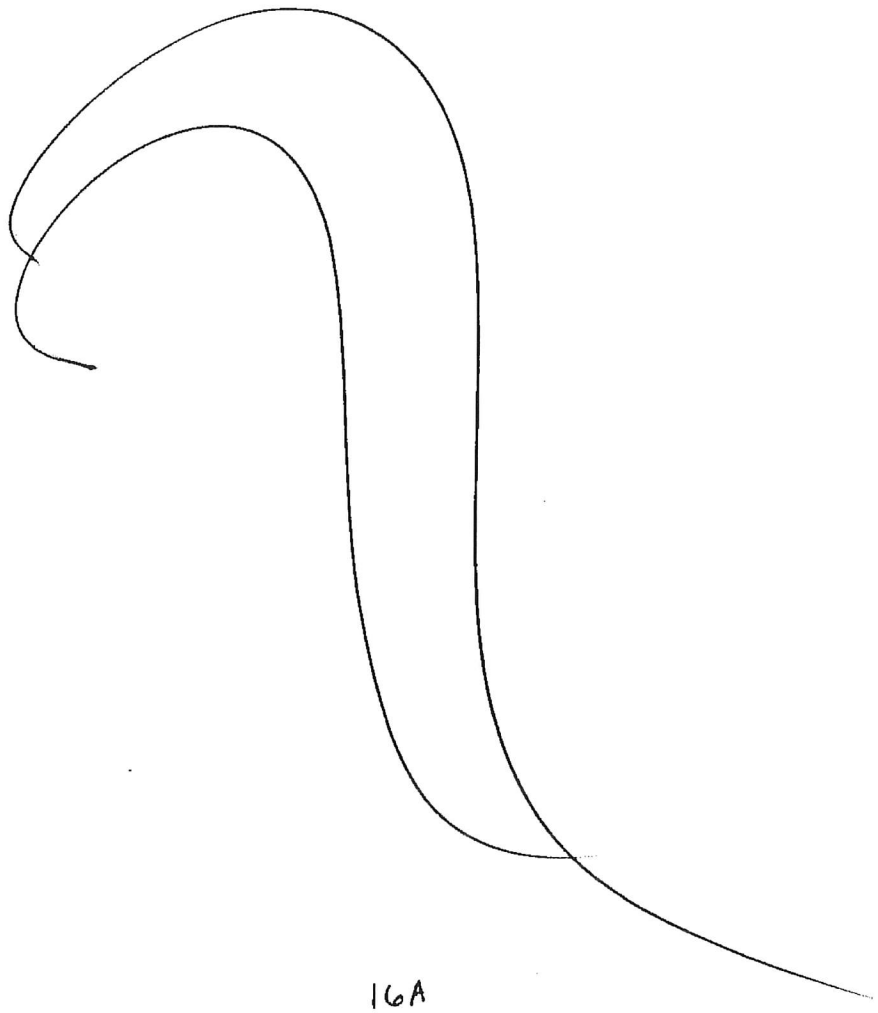
Page 19 of 20

Requested By: wesbctilcpu287, Printed: 9/27/2018 9:37 AM

EXHIBIT D

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

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



16A

To:	Village of Arlington Heights Plan Commission
Submitted By:	The Winkler Group LLC 1699 E. Woodfield Road, Ste. 400 Schaumburg, IL 60173
On Behalf of:	Weber Packaging Solutions, Inc.
Date:	February 24, 2021
Matter:	Hamilton Partners ("Hamilton") proposed, revised PUD project for the property known as 703-709 W. Algonquin Road, Arlington Heights (the "Project")

Weber Marking Systems, Inc. d/b/a Weber Packaging Solutions ("WPS") remains committed to communicating its concerns regarding the Project.

The current PUD was proposed by Hamilton in late 2017 and public hearings were held by the Village of Arlington Heights Plan Commission on 2/28/18 and 3/28/18. WPS appeared at both hearings.

One major concern (among others) expressed by WPS at the hearings was the construction, maintenance and operational issues relating to the private access road shared by Hamilton and WPS. The private drive is required for access to both properties. The private drive is legally created by a 22' easement on each property.

The 2018 PUD moved forward to the VOAH Board of Trustees on a 4-4 Plan Commission vote.

Part of the Plan Commission approval was premised upon a mutually agreeable arrangement being reached between WPS and Hamilton relating to the private drive issues. WPS believed that an agreement had been reached between Hamilton and WPS on all significant issues. Accordingly, WPS did not appear at the VOAH Board meeting approving the PUD.

Final details relating to the private drive issues were all eventually worked out by the parties, and executed documents were delivered to WPS legal counsel by Hamilton's legal counsel on 12/20/18.

WPS legal counsel obtained all Weber signatures thereafter and so advised Hamilton's legal counsel.

Inexplicitly, a letter was sent to WPS legal counsel by Hamilton's legal counsel on 2/8/19 withdrawing Hamilton's consent to the executed documents. Despite many efforts to contact

Hamilton or its legal counsel, no return call, email or letter was ever received. An email confirming the efforts was sent to Hamilton's attorney by WPS' legal counsel on 4/25/19, almost three (3) months after the "termination letter". No response was ever received after the 4/25/19 letter from either Hamilton or its legal counsel.

After WPS recently became aware of the request by Hamilton of the revised PUD (i.e. the current Project), WPS legal counsel arranged with VOAH staff to visit the VOAH offices to view the proposal on 1/12/21. WPS President Doug Weber received a call from John Wauterlek (a partner in the Hamilton ownership entity) just hours after such meeting (which did not include any Hamilton representatives) informing Mr. Weber of the PUD revision and pledging "cooperation" from Hamilton. No further contact of any kind was received from Hamilton since 1/12/21.

Needless to say, based upon Hamilton's prior actions, WPS is skeptical of Hamilton's desire and eagerness to voluntarily cooperate with WPS and the VOAH to take the actions necessary to ensure a safe environment at the site.

The use of the Hamilton property fundamentally changed in December of 2020 and traffic has dramatically increased with a new tenant at the Hamilton property. As a result of observing many unsafe truck maneuvers, Doug Weber had cameras installed on the WPS property in December, 2020 to record the traffic activity. Mr. Weber has shared many of the videos with VOAH staff including recordings of 1) trucks backing over the private road; 2) trucks stopped on the private road; 3) a truck striking the Commonwealth Edison utility pole; 4) trucks travelling down the wrong side of the drive; 5) trucks backing into truck docks while blocking both lanes of the drive; and 6) trailers parked on the drive.

The proposed PUD will make traffic congestion at the site far worse due to permitting more truck parking, having no turnaround space for trucks and the lack of any coordinated traffic plan.

Accordingly, prior to Plan Commission action, Weber requests that 1) the traffic safety issues at the site be more fully investigated; 2) that a revised PUD only be approved if it adequately addresses the safety issues (including the installation of barriers as appropriate); and 3) that a mutually acceptable easement agreement be required to be negotiated and executed by the parties and recorded with the Cook County Recorder.

LAW OFFICES OF
SCHIROTT, LUETKEHANS & GARNER, LLC
105 EAST IRVING PARK ROAD
ITASCA, ILLINOIS 60143
www.slg-atty.com

BRIAN J. ARMSTRONG
BRUCE E. GARNER
PHILLIP A. LUETKEHANS

TELEPHONE (630) 773-8500
FAX (630) 773-1006

JAMES R. SCHIROTT (RETIRED)

December 20, 2018

VIA FEDERAL EXPRESS
NEXT DAY DELIVERY

Thomas W. Winkler
The Winkler Group LLC
1699 E. Woodfield Rd., Ste. 400
Schaumburg, IL 60173

Re: 723 Algonquin Road Project
Our File No. 4181

Dear Mr. Winkler:

Enclosed please find the following documents:

1. Watermain Easement Agreement; and
2. Easement Amendment.

Please note that both documents have been executed by my client and have legal descriptions attached. Please obtain both of your clients' signatures and return the original documents to me so that I might record same.

Should have any questions or comments, please do not hesitate to contact me directly at (630) 632-5809.

Very truly yours,

LAW OFFICES OF
SCHIROTT, LUETKEHANS & GARNER, LLC

Bruce E. Garner

BEG/daa
Encs.

LAW OFFICES OF
SCHIROTT, LUETKEHANS & GARNER, LLC
105 EAST IRVING PARK ROAD
ITASCA, ILLINOIS 60143
www.slg-atty.com

BRIAN J. ARMSTRONG
BRUCE E. GARNER
PHILLIP A. LUETKEHANS

TELEPHONE (630) 773-8500
FAX (630) 773-1006

JAMES R. SCHIROTT (RETIRED)

February 8, 2019

VIA FEDERAL EXPRESS
(Next Business Day Delivery)
& EMAIL TRANSMISSION
tom@winkler-law.com

Thomas W. Winkler
The Winkler Group, LLC
1699 E. Woodfield Rd., Ste. 400
Schaumburg, IL 60173

Re: 703-709, 715-723 W. Algonquin Rd., Arlington Heights, Illinois
Arlington Heights Petition No. 17-013
Our File No. 4181

Dear Mr. Winkler:

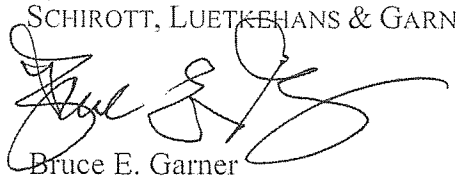
Please be advised that as of today's date the following documents sent to you on December 20, 2018 bearing my client's signature are no longer valid or effective, and any offer(s) on behalf of Arlington Heights 1 LLC connected therewith are hereby withdrawn:

1. Watermain Easement Agreement; and
2. Easement Amendment.

Please either destroy those documents or simply return them to me at your earliest convenience. If you have any questions or wish to discuss this matter more thoroughly, please do not hesitate to contact me directly at (630) 632-5809.

Very truly yours,

THE LAW OFFICES OF
SCHIROTT, LUETKEHANS & GARNER, LLC



Bruce E. Garner

BEG/daa
c: John Wauterlek
Michael Wauterlek

WINKLER LAW

Thomas W. Winkler, JD, CPA
tom@winkler-law.com
www.winkler-law.com

The Winkler Group LLC
1699 E. Woodfield Road, Suite 400
Schaumburg, Illinois 60173
TELEPHONE (847) 466-5280
FACSIMILE (847) 466-5330

March 4, 2019

By Email (bgarner@slg-atty.com) and by First Class U.S. Mail

Mr. Bruce E. Garner
Schirott, Luetkehans & Garner, LLC
105 E. Irving Park Rd.
Itasca, IL 60143

Re: 723 W. Algonquin Road, Arlington Heights, Illinois

Dear Bruce:

This letter is meant to clarify and hopefully resolve the execution issues relating to the Watermain Easement Agreement and Easement Amendment relating to the above referenced property.

After almost (1) year of issues, discussion and negotiation, you sent to our office on December 20, 2018 original documents executed by your client. A copy of your December 20, 2018 letter is attached. Those documents were then forwarded to Doug Weber for execution.

Sometime around the third week of January, 2019, Joseph A. Weber, Jr. and John Wauterlek of Hamilton Partners met privately to (apparently) discuss various issues relating to the documents and to Hamilton's proposed project. I was not at that meeting and do not know all of the specifics of what was discussed at that meeting.

After the meeting between Joseph A. Weber, Jr. and John Wauterlek, the original documents which you sent to me on December 20, 2018 were returned to my office, executed by Joseph A. Weber, Jr. and Weber Packaging Solutions.

On February 8, 2019, I received a letter from your office requesting the documents previously sent to my office be either destroyed or returned. No explanation was provided as to the reason for such request.

Since I am now in possession of the two Agreements executed by all parties, it is obviously inadvisable to return fully executed documents to your office.

In order to try to clear up the apparent confusion, I have left several messages with your office requesting that you call me to advise me of the status of your client's position with respect to this matter. None of my messages have been returned. Furthermore, Doug Weber, the President and CEO of Weber Packaging Solutions has left messages with John Wauterlek. Mr. Weber has told me that his messages have not been returned by Mr. Wauterlek.

I will continue to hold the original documents. However, we would appreciate the courtesy of a return call or letter to advise us of your client's position with respect to this matter.

Very truly yours,

THE WINKLER GROUP LLC

TWW/dag
Enclosure

cc: Weber Packaging Solutions

From: Thomas W. Winkler
Sent: Thursday, April 25, 2019 9:34 AM
To: Bruce Garner <BGarner@slg-atty.com>
Subject: 703-723 Algonquin Road Project

Bruce------

We have left you many messages over many weeks that have gone unanswered. I left another message last week which was ignored.

We are waiting for you to finalize the Easement Amendment and the Water Main Easement.

Needless to say, your client will not be permitted to undertake any construction activities on the Easement property (or on the Weber parcel) without the finalized, recorded Agreements.

THOMAS W. WINKLER, JD, CPA

ATTORNEY
THE WINKLER GROUP LLC
1699 E. Woodfield Road, Suite 400, Schaumburg, IL 60173
Office: (847) 466-5280| Facsimile: (847) 466-5330
Email: tom@winkler-law.com | Website: www.winkler-law.com



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IRS Circular 230 Notice: We are required by Treasury Regulations (Circular 230) to inform you that, to the extent that this communication concerns federal tax issues, this communication (including attachments and enclosures) was not written or intended to be used, and cannot be used, for (1) avoiding federal tax penalties or (2) promoting, marketing, or recommending to another party any transaction or matter addressed herein.


Golf Rd
W Golf Rd
58
W Golf Rd
58
E Go
62
Meijer Dr
Private
Private
Private
W Meijer Dr
W Algonquin Rd
W Seegers Rd
W Seegers Rd
Northwest Tlwy
I-90
Private
W Hyde St
S Mantag ue Way
S Cranbourne Way
Private
Private
Interstate Highway 90
Ramp
Interstate Highway 90
90
Ramp
S Arlington Heights Rd
E Algonq
Private
Ramp

MHC MORGAN / HARBOUR CONSTRUCTION

11/10/20

Sam Hubbard
Development Planner
Dept. of Planning & Community Development
33 S. Arlington Heights Rd.
Arlington Heights, IL. 60005-1499

RE: Plan Commission Application – Proposed PUD Amendment to 703 W. Algonquin Rd.

PROJECT DESCRIPTION

Construct an approximate 54K SF expansion to the existing "Phase 1" Hamilton Partners warehouse/distribution facility development. The building expansion design intent is to match the existing building in aesthetic, height and width while increasing the overall footprint approximately 208'.
This expansion will involve the demolition of the existing office/warehouse building to the south where a trailer/van parking facility for the tenant is to be constructed complete with a small truck maintenance garage. We are attaching a preliminary construction schedule for the project, along with site plans, architectural renderings, preliminary civil design, landscaping design, and photometrics to depict current design development.
As to tenant specific impacts and information, we are attaching a traffic study and truck turn study along with the following narrative from the tenant as to a description of operation:

Frito-Lay North America is the convenient foods business unit of PepsiCo (NASDAQ: PEP), which is headquartered in Purchase, N.Y. Frito-Lay makes some of the most popular and high-quality snacks available in the marketplace today. These include Lay's and Ruffles potato chips, Doritos tortilla chips, Cheetos snacks, Tostitos tortilla chips and branded dips, SunChips multigrain snacks and Fritos corn chips. Frito-Lay is known for its "Direct Store Delivery" system – the largest DSD system in North America. We deliver our chips directly to stores to ensure freshness and merchandize them ourselves, which gives us a tremendous competitive advantage in the marketplace. Our go-to-market system also includes warehouse distribution, giving us additional flexibility that helps drive our strong partnerships with our customers.
In this location, we will be supplying Frito Lay product to the northern and western suburbs of Chicago. We will receive case deliveries of Frito Lay products from our manufacturing centers in Beloit, WI and Frankfort, IN via our dedicated semi truck and trailer fleet. We will have a team of warehouse employees that will unload the product into the Distribution center and will pick orders and load them onto small route van trucks that will deliver directly into convenience and small grocery stores. For our large grocery store chains, we deliver larger customer orders via a 53' semi truck and trailer.

It will be a 24/7 operation. We will unload overnight (11pm-7am) and will pick product and load route vans and semi trailers from 7am-11pm Sunday through Friday. Our team makes direct to store deliveries 7 days a week.

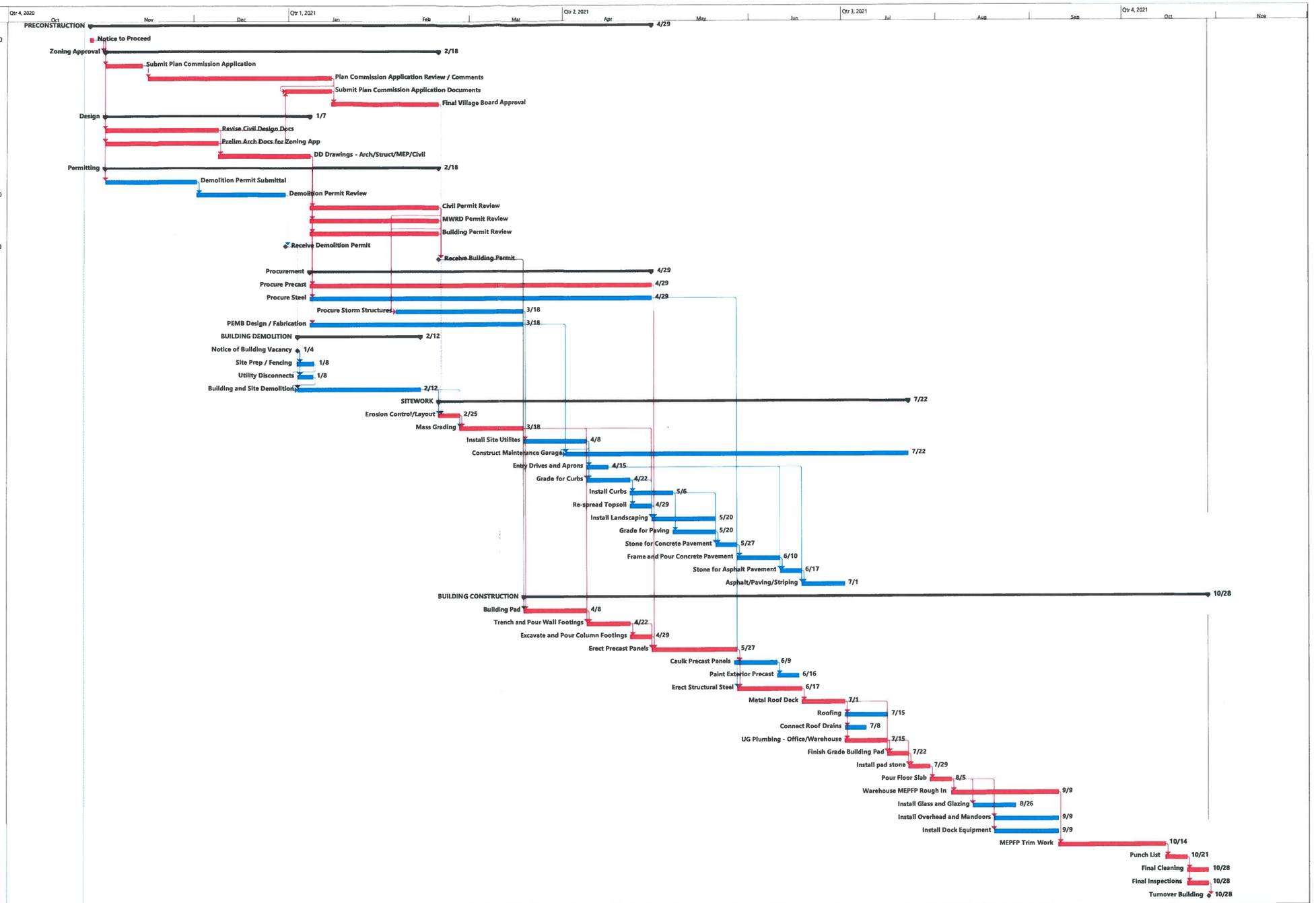
Total Number of Employees: Roughly 162 at MAX capacity, 2021 we will have roughly 123 employees onsite.
In Phase 2, the warehouse team will have 50 employees that work onsite for the entirety of the day. The office staff (25 employees) will work from 8am-5pm. The transportation team, 13 employees, who operate a 53' semi truck will be starting between 10pm and 3am and return back to the site from 6am-noon. The sales route van employees (approximately 74 Employees) that will be arriving between 4am-7am and departing the site from 1pm-4pm. During this phase we will also be receiving product deliveries, estimated 12 per day, that will be delivered on a 53' semi-truck between the hours of 7pm and 7am.
Note: On the traffic study we used 74 van employees at full capacity; however, we will start at roughly 35-40 route vans in 2021 and add 5-6 routes per year. This site is built for 10+ years of growth for our market.

HAMILTON PARTNERS

FRITO LAY EXPANSION
723 Algonquin Rd,
Arlington Heights, IL
Preliminary Schedule

MHC MORGAN / HARBOUR

ID	Task Name	Duration	Start	Finish
1	**PRECONSTRUCTION**	**128 days**	**Wed 10/28/20**	**Thu 4/29/21**
2	Notice to Proceed	1 day	Wed 10/28/20	Wed 10/28/20
3	**Zoning Approval**	**75 days**	**Mon 11/2/20**	**Thu 2/18/21**
4	Submit Plan Commission Application	10 days	Mon 11/2/20	Fri 11/13/20
5	Plan Commission Application Review / Comments	8 wks	Mon 11/16/20	Thu 1/14/21
6	Submit Plan Commission Application Documents	10 days	Thu 12/31/20	Thu 1/14/21
7	Final Village Board Approval	5 wks	Fri 1/15/21	Thu 2/18/21
8	**Design**	**45 days**	**Mon 11/2/20**	**Thu 1/7/21**
9	Revise Civil Design Docs	5 wks	Mon 11/2/20	Tue 12/8/20
10	Prelim Arch Docs for Zoning App	5 wks	Mon 11/2/20	Tue 12/8/20
11	DD Drawings - Arch/Struct/MEP/Civil	4 wks	Wed 12/9/20	Thu 1/7/21
12	**Permitting**	**75 days**	**Mon 11/2/20**	**Thu 2/18/21**
13	Demolition Permit Submittal	4 wks	Mon 11/2/20	Tue 12/1/20
14	Demolition Permit Review	4 wks	Wed 12/2/20	Wed 12/30/20
15	Civil Permit Review	6 wks	Fri 1/8/21	Thu 2/18/21
16	MWRD Permit Review	6 wks	Fri 1/8/21	Thu 2/18/21
17	Building Permit Review	6 wks	Fri 1/8/21	Thu 2/18/21
18	Receive Demolition Permit	0 days	Wed 12/30/20	Wed 12/30/20
19	Receive Building Permit	0 days	Thu 2/18/21	Thu 2/18/21
20	**Procurement**	**80 days**	**Fri 1/8/21**	**Thu 4/29/21**
21	Procure Precast	16 wks	Fri 1/8/21	Thu 4/29/21
22	Procure Steel	16 wks	Fri 1/8/21	Thu 4/29/21
23	Procure Storm Structures	6 wks	Fri 2/5/21	Thu 3/18/21
24	PEMB Design / Fabrication	10 wks	Fri 1/8/21	Thu 3/18/21
25	**BUILDING DEMOLITION**	**30 days**	**Mon 1/4/21**	**Fri 2/12/21**
26	Notice of Building Vacancy	0 days	Mon 1/4/21	Mon 1/4/21
27	Site Prep / Fencing	1 wk	Mon 1/4/21	Fri 1/8/21
28	Utility Disconnects	1 wk	Mon 1/4/21	Fri 1/8/21
29	Building and Site Demolition	6 wks	Mon 1/4/21	Fri 2/12/21
30	**SITEWORK**	**110 days**	**Fri 2/19/21**	**Thu 7/22/21**
31	Erosion Control/Layout	5 days	Fri 2/19/21	Thu 2/25/21
32	Mass Grading	15 days	Fri 2/26/21	Thu 3/18/21
33	Install Site Utilites	15 days	Fri 3/19/21	Thu 4/8/21
34	Construct Maintenance Garage	16 wks	Fri 4/2/21	Thu 7/22/21
35	Entry Drives and Aprons	5 days	Fri 4/9/21	Thu 4/15/21
36	Grade for Curbs	10 days	Fri 4/9/21	Thu 4/22/21
37	Install Curbs	10 days	Fri 4/23/21	Thu 5/6/21
38	Re-spread Topsoil	5 days	Fri 4/23/21	Thu 4/29/21
39	Install Landscaping	15 days	Fri 4/30/21	Thu 5/20/21
40	Grade for Paving	10 days	Fri 5/7/21	Thu 5/20/21
41	Stone for Concrete Pavement	5 days	Fri 5/21/21	Thu 5/27/21
42	Frame and Pour Concrete Pavement	10 days	Fri 5/28/21	Thu 6/10/21
43	Stone for Asphalt Pavement	5 days	Fri 6/11/21	Thu 6/17/21
44	Asphalt/Paving/Striping	10 days	Fri 6/18/21	Thu 7/1/21
45	**BUILDING CONSTRUCTION**	**160 days**	**Fri 3/19/21**	**Thu 10/28/21**
46	Building Pad	15 days	Fri 3/19/21	Thu 4/8/21
47	Trench and Pour Wall Footings	10 days	Fri 4/9/21	Thu 4/22/21
48	Excavate and Pour Column Footings	5 days	Fri 4/23/21	Thu 4/29/21
49	Erect Precast Panels	20 days	Fri 4/30/21	Thu 5/27/21
50	Caulk Precast Panels	10 days	Thu 5/27/21	Wed 6/9/21
51	Paint Exterior Precast	5 days	Thu 6/10/21	Wed 6/16/21
52	Erect Structural Steel	15 days	Fri 5/28/21	Thu 6/17/21
53	Metal Roof Deck	10 days	Fri 6/18/21	Thu 7/1/21
54	Roofing	10 days	Fri 7/2/21	Thu 7/15/21
55	Connect Roof Drains	5 days	Fri 7/2/21	Thu 7/8/21
56	UG Plumbing - Office/Warehouse	10 days	Fri 7/2/21	Thu 7/15/21
57	Finish Grade Building Pad	5 days	Fri 7/16/21	Thu 7/22/21
58	Install pad stone	5 days	Fri 7/23/21	Thu 7/29/21
59	Pour Floor Slab	5 days	Fri 7/30/21	Thu 8/5/21
60	Warehouse MEPFP Rough In	25 days	Fri 8/6/21	Thu 9/9/21
61	Install Glass and Glazing	10 days	Fri 8/13/21	Thu 8/26/21
62	Install Overhead and Mandoors	15 days	Fri 8/20/21	Thu 9/9/21
63	Install Dock Equipment	15 days	Fri 8/20/21	Thu 9/9/21
64	MEPFP Trim Work	25 days	Fri 9/10/21	Thu 10/14/21
65	Punch List	5 days	Fri 10/15/21	Thu 10/21/21
66	Final Cleaning	5 days	Fri 10/22/21	Thu 10/28/21
67	Final Inspections	5 days	Fri 10/22/21	Thu 10/28/21
68	**Turnover Building**	0 days	Thu 10/28/21	Thu 10/28/21



Task | Milestone | Project Summary | Inactive Milestone | Manual Task | Manual Summary Rollup | Start-only | External Tasks | Deadline | Critical Split | Manual Progress
Split | Summary | Inactive Task | Inactive Summary | Duration-only | Manual Summary | Finish-only | External Milestone | Critical | Progress

HAMILTON PARTNERS



W ALGONGUIN RD

ARLINGTON HEIGHTS, ILLINOIS

CONCEPTUAL DESIGN
CHI20-0114-00
`02.09.2021

TOTAL PAGES IN THIS PACKAGE: **7**

WARE MALCOMB



PROJECT DATA:

SITE AREA:		
GROSS:		15.41 AC
		671,453 SF
DETENTION:	@ 3%	22,964 SF
NET:		14.89 AC
		648,489 SF
BUILDING AREA:		
EXISTING BUILDING (PH 1)		138,650 SF
PROPOSED EXPANSION (PH 2)		54,080 SF
TOTAL FOOTPRINT:		192,730 SF

TENANT DATA:

EXISTING VACANT AREA:	53,506 SF
PROPOSED EXPANSION:	54,080 SF
TOTAL TENANT AREA:	107,586 SF
▲ 48" HIGH TRUCK DOCK DOORS	11
■ 28" HIGH VAN LOADING DOORS	16
○ GRADE-LEVEL DOORS	1
TOTAL AUTO PARKING	190 STALLS
	@1.77/1000 SF
REQ. ACCESSIBLE	*6 STALLS*
12'X65' - TRAILER STALLS	97 STALLS
11'X28' - VAN STALLS	73 STALLS

DEVELOPMENT STANDARDS:

ZONING:	M-2
MAX. F.A.R.:	2.50
BUILDING SETBACKS:	
FRONT:	15 FT
SIDE:	10 FT
REAR:	15 FT
OFF-STREET PARKING:	
WIDTH:	9 FT
LENGTH:	18 FT
VERTICAL:	7 FT
DRIVE AISLE:	24 FT
OVERHANG:	1.5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2 EMP
OFFICE:	1/300 SF

NOTES:
1 OR 10%, WHICHEVER IS LESS

NORTH

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

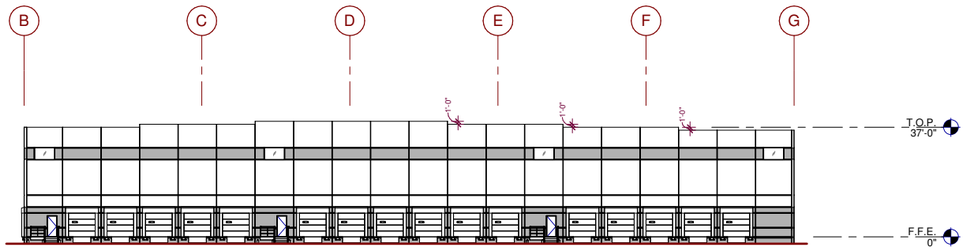
Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

Boundary Source:
GIS MAP & AERIAL IMAGE

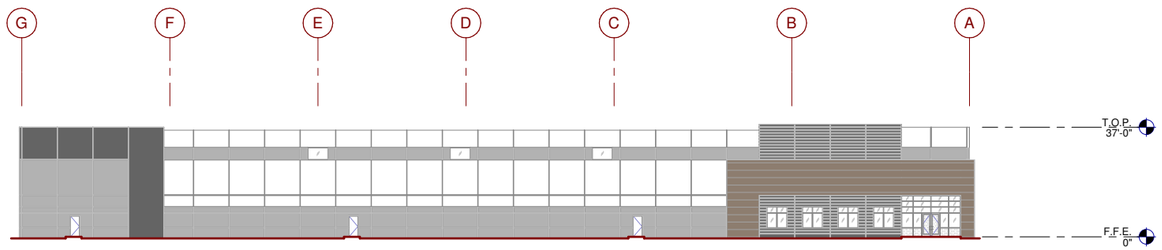


SOUTHEAST PERSPECTIVE

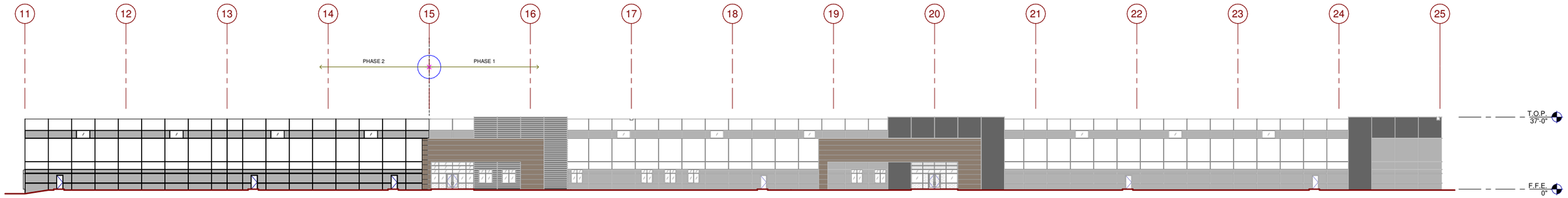
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance. All colors shown are for representative purposes only. Refer to material samples for actual color verification.



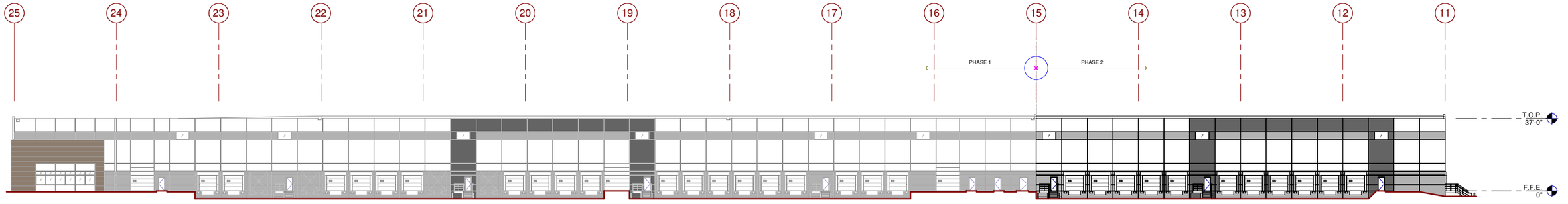
PROPOSED SOUTH EXTERIOR ELEVATION 4
N.T.S.



EXISTING NORTH EXTERIOR ELEVATION 1
N.T.S.



EAST EXTERIOR ELEVATION 2
N.T.S.



WEST EXTERIOR ELEVATION 3
SCALE: 1" = 20'-0"

LEGEND

EXISTING PAINT TO REMAIN:

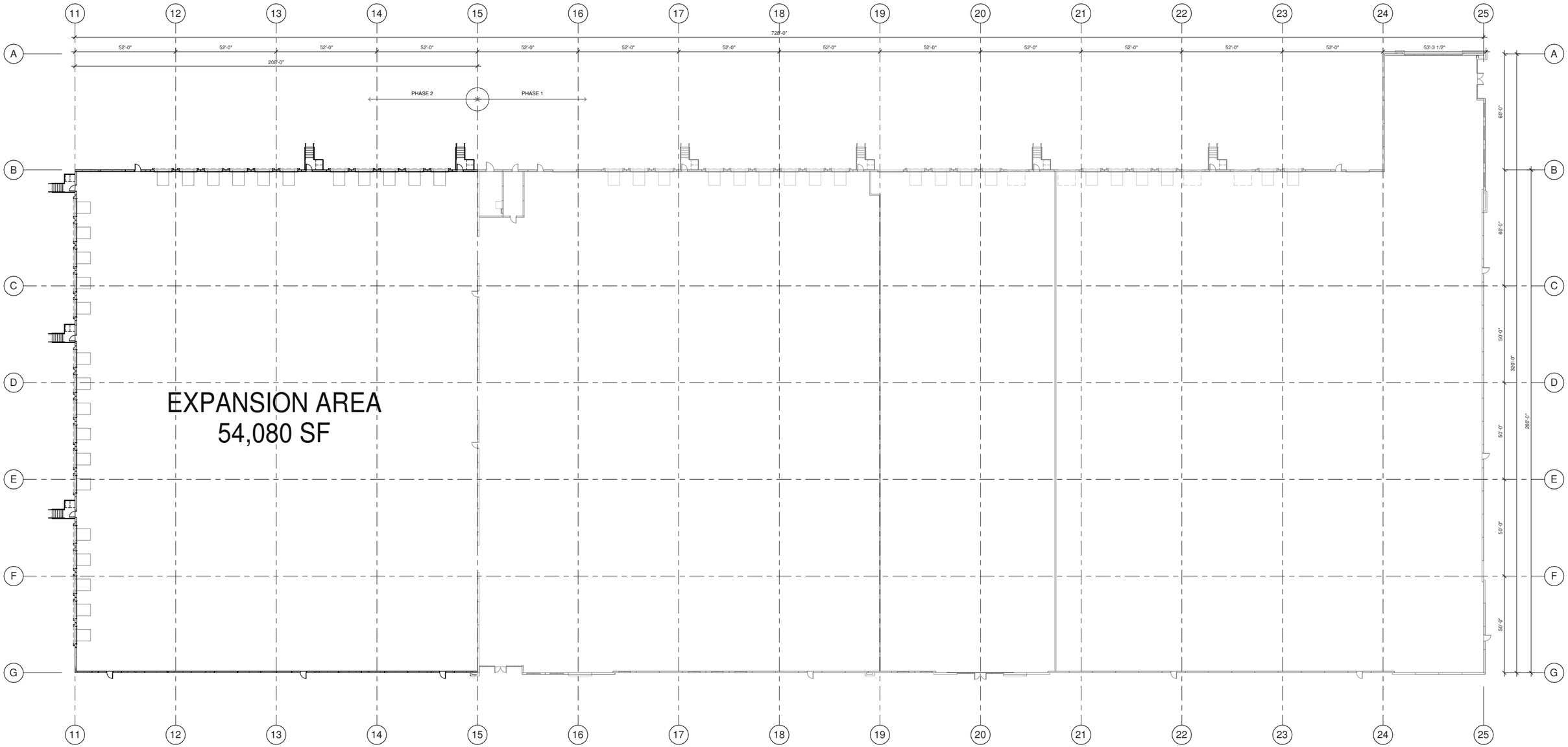
- BASE COLOR: BENJAMIN MOORE, BM 2112-70, AMERICAN WHITE
- SECONDARY COLOR: BENJAMIN MOORE, BM 2112-50, STORMY MONDAY
- ACCENT COLOR: BENJAMIN MOORE, BM 2124-20, TROUT GRAY

SIDING (TO MATCH EXISTING):

- TRU-GRAIN COMPOSITE SIDING: 6" PLANKS, STAIN COLOR MAHAGONY C64

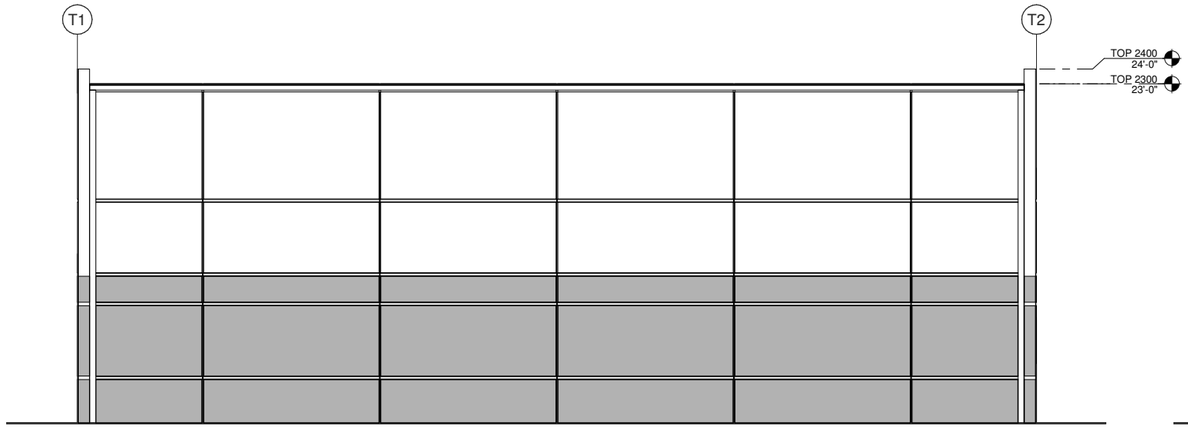
HAMILTON PARTNERS

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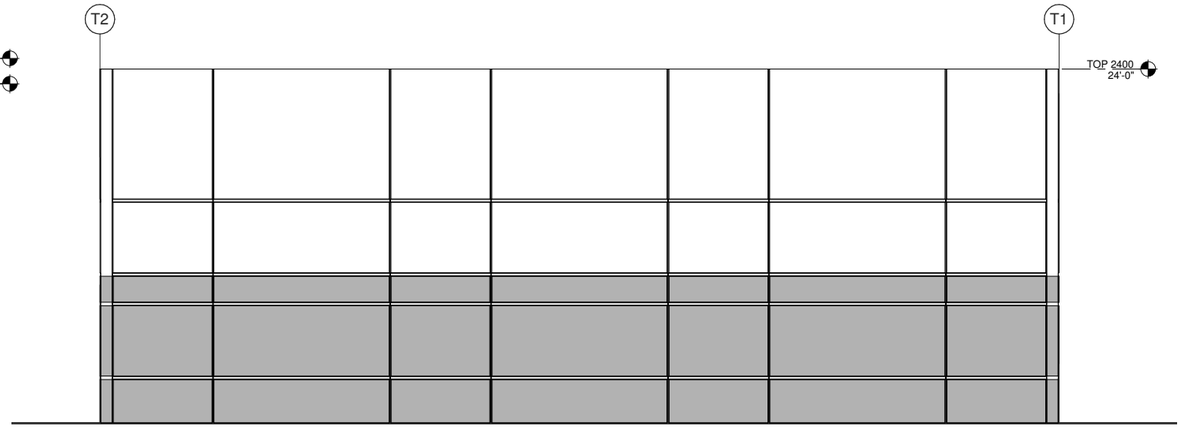

11
12
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17
18
19
20
21
22
23
24
25
A
B
C
D
E
F
G
728'-0"
208'-0"
52'-0"
53'-3 1/2"
PHASE 2
PHASE 1
EXPANSION AREA
54,080 SF
60'-0"
50'-0"
260'-0"



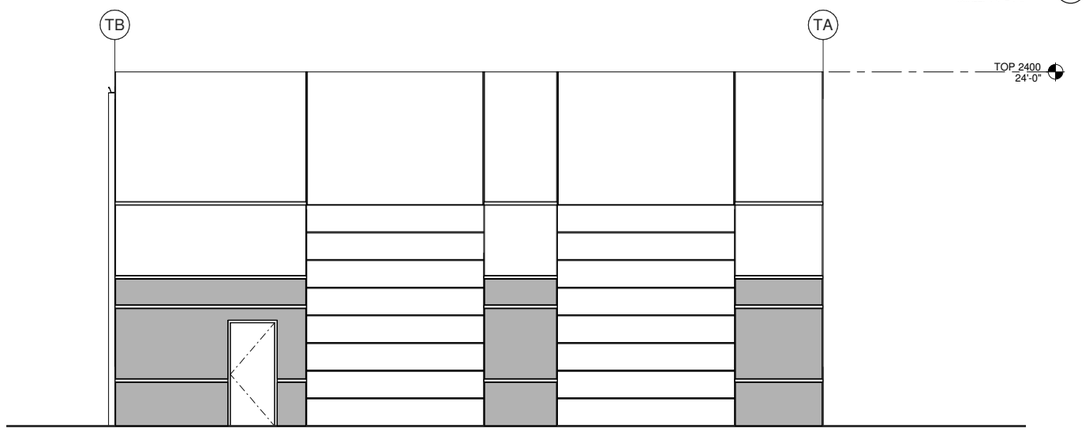
NORTHWEST TRUCK MAINTENANCE PERSPECTIVE



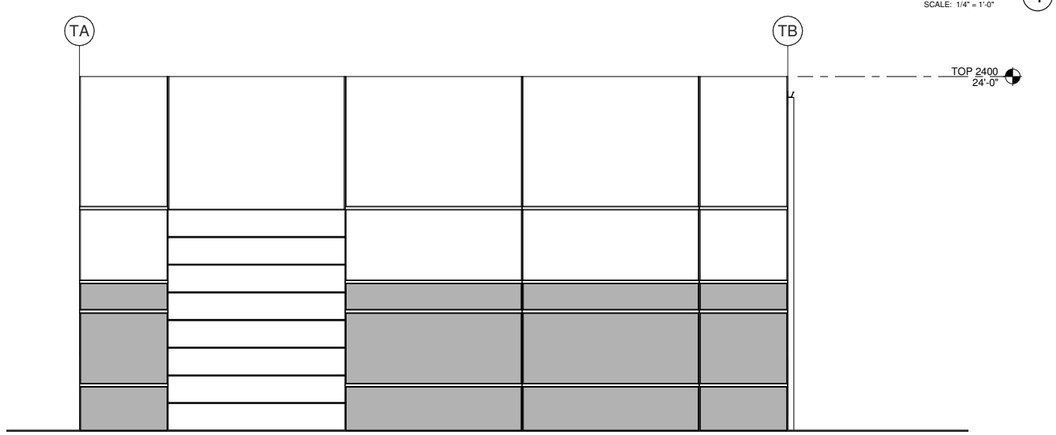
EAST ELEVATION 3
SCALE: 1/4" = 1'-0"



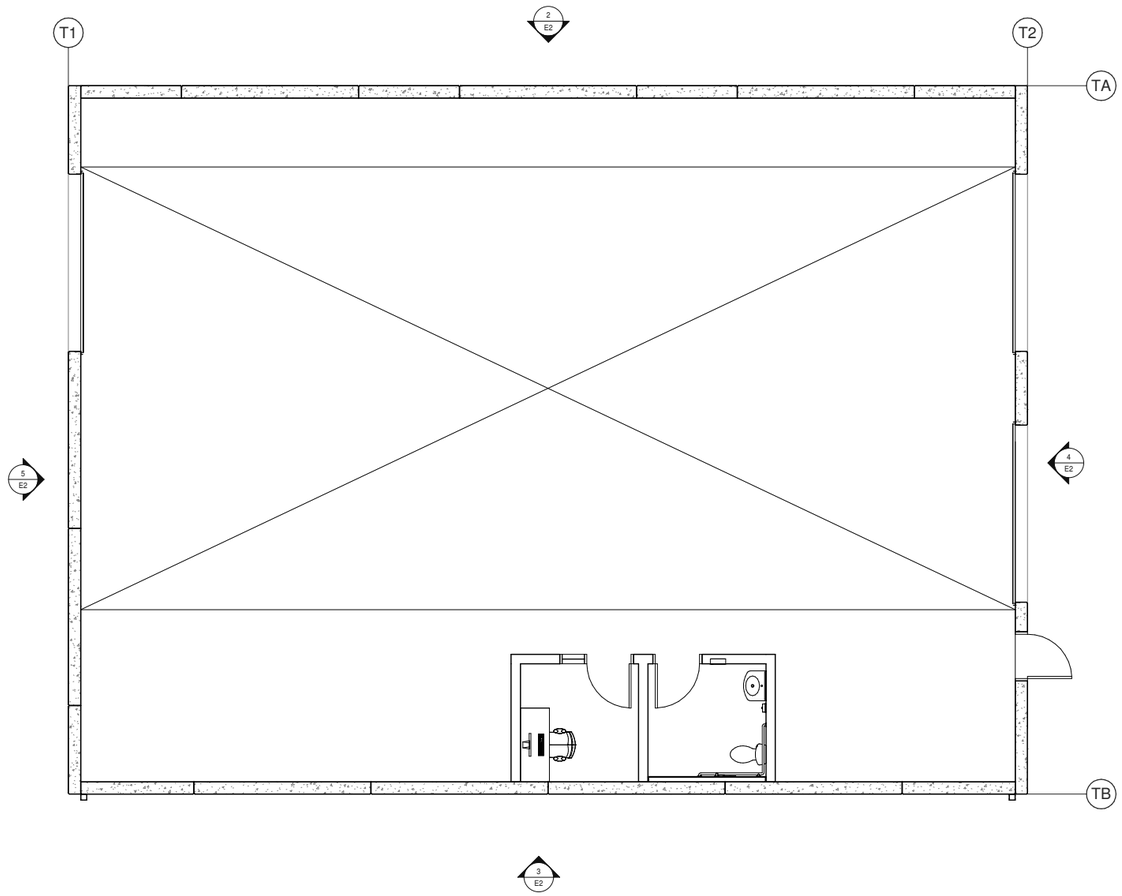
WEST ELEVATION 2
SCALE: 1/4" = 1'-0"



NORTH ELEVATION 4
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION 5
SCALE: 1/4" = 1'-0"



FLOOR PLAN 1
SCALE: 1/4" = 1'-0"

HAMILTON PARTNERS

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CONCEPTUAL TRUCK MAINTENANCE PLAN AND EXTERIOR ELEVATIONS

W ALGONQUIN ROAD

ARLINGTON HEIGHTS, IL - CHI20-0114-00

WARE MALCOMB

02.09.2021

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS (WHERE SHOWN ON PLAN) AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED AUGUST 9, 2017.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. ACCESSIBLE STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED, SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 30" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.

SURFACE IMPROVEMENT LEGEND:

NEW ASPHALT PAVEMENT–STANDARD

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6, TYPE B OVER BASINS S–2, S–3, AND S–4.

ASPHALT PAVEMENT–HEAVY DUTY (ONSITE & PUBLIC STREETS)

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2 1/4" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
5" HOT MIX ASPHALT BINDER COURSE, N30
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
4" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6, TYPE B OVER BASINS S–2, S–3, AND S–4.
(OR APPROVED ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

CONCRETE TRUCK DOCK AND ENTRANCE APRON PAVEMENT

8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)

5"– PCC SIDEWALK (4,000 PSI) (6" ACROSS PAVEMENT)
4"– AGGREGATE BASE COURSE TYPE B, CA–6

EXISTING ASPHALT PAVEMENT

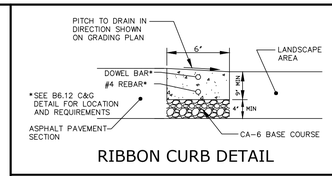
PROPOSED B6.12 CONCRETE CURB AND GUTTER
PROPOSED B6.12 DEPRESSED CURB AND GUTTER
PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
EXISTING CURB AND GUTTER
EXISTING DEPRESSED CURB AND GUTTER

SITE DATA – PHASE 2:

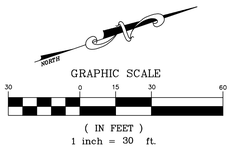
TOTAL LOT SIZE	= 380,094 S.F. (8.73 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING 2 FOOTPRINT	= 54,085 S.F. (14.23%)
TRUCK MAINTENANCE BUILDING	= 3,120 S.F. (0.82%)
PROPOSED PAVT./SIDEWALK	= 270,894 S.F. (71.27%)
PROPOSED GREENSPACE	= 51,995 S.F. (13.68%)
PROPOSED CONDITION IMPERVIOUS AREA	= 328,099 S.F. (7.53 AC)
PROPOSED PARKING SUMMARY:	
REGULAR STALLS	= 42
ADA ACCESSIBLE STALLS	= 2
TOTAL STALLS PROVIDED	= 44 (0.77/1,000 SF)
VAN STALLS	= 73
VAN DOCK LOADING SPACES	= 16
TRAILER STALLS	= 97
TRAILER DOCK LOADING SPACES	= 11

ABBREVIATIONS LEGEND:

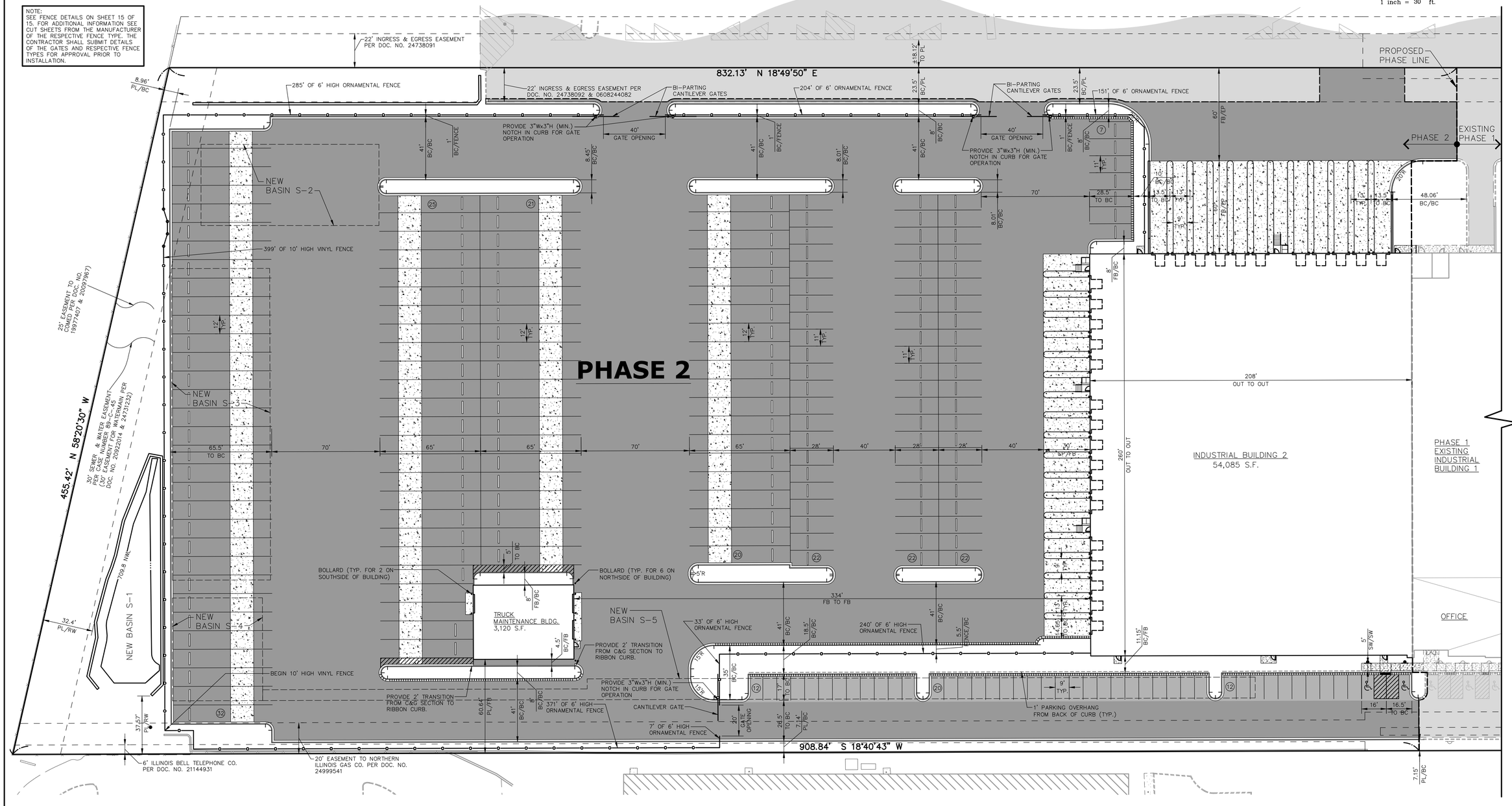
EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL



RIBBON CURB DETAIL



NOTE:
SEE FENCE DETAILS ON SHEET 15 OF 15. FOR ADDITIONAL INFORMATION SEE CUT SHEETS FROM THE MANUFACTURER OF THE RESPECTIVE FENCE TYPE. THE CONTRACTOR SHALL SUBMIT DETAILS OF THE GATES AND RESPECTIVE FENCE TYPES FOR APPROVAL PRIOR TO INSTALLATION.



NO	DATE	REVISIONS	DRAWN BY
1	02/09/21	VILLAGE ROUND THREE COMMENTS & MISC.	TLM

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HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SITE GEOMETRIC & PAVING PLAN - PHASE 2 (FRITO-LAY)

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

PROJECT NO.	56412720
DATE	01/15/21
SCALE	1"=30'
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET
5 OF 15

February 09, 2021 4:05:24 p.m. AcadVer: 22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2–FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG

EXISTING UTILITY STRUCTURE SCHEDULE	
WATERMAIN STRUCTURES	
(9) EX VALVE VAULT RIM= 717.12 TOP OF PIPE= 712.12	(10) EX VALVE VAULT RIM= 717.00 TOP OF PIPE= 709.70
(11) EX VALVE VAULT RIM= 717.05 TOP OF PIPE= 709.40	(12) EX VALVE VAULT RIM= 715.24 TOP OF PIPE= 707.24
SANITARY SEWER STRUCTURES	
(9) EX SAN. M.H. RIM= 717.19 8" VCP NE INV= 711.04 8" VCP SE INV= 711.04 6" VCP NW INV= 711.69	(10) EX SAN M.H. RIM= 717.29 8" VCP NE INV= 711.37 8" VCP SW INV= 711.37

EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)	
SANITARY SEWER STRUCTURES	
(11) EX SAN M.H. RIM= 717.22 8" VCP NE INV= 712.02 8" VCP NW INV= 712.02	(12) EX SAN M.H. RIM= 715.63 6" VCP NE INV= 710.14 6" VCP SW INV= 710.11
(13) EX SAN. M.H. RIM= 715.49 8" VCP NE INV= 707.69 8" VCP SW INV= 707.69	(14) EX SAN M.H. RIM= 710.69 8" VCP NE INV= 703.84 8" VCP SE INV= 703.79
(15) EX SAN. M.H. RIM= 713.90 8" VCP NW INV= 699.87 8" VCP SE INV= 699.17	

EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)	
STORM SEWER STRUCTURES	
(37) EX CATCH BASIN RIM= 714.48 12" RCP SE INV= 710.88	(38) EX CATCH BASIN RIM= 714.27 NW INV NOT ACCESSIBLE 15" RCP SE INV= 710.62
(39) EX CATCH BASIN RIM= 714.23 15" RCP NW INV= 710.18 15" RCP NE INV= 709.88	(40) EX CATCH BASIN RIM= 714.66 6" PVC NW INV= 711.56 15" RCP SE INV= 711.11
(41) EX CATCH BASIN RIM= 714.66 15" RCP NW INV= 711.01 15" RCP S INV= 711.21	(42) EX CATCH BASIN RIM= 714.11 18" RCP NW INV= 710.51 18" RCP SW INV= 710.51

EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)	
STORM SEWER STRUCTURES	
(43) EX CATCH BASIN RIM= 712.21	(44) EX CATCH BASIN FULL OF DEBRIS
(45) EX CATCH BASIN RIM= 712.09	(46) EX CATCH BASIN RIM= 714.91 18" RCP NE INV= 709.71 18" RCP SW INV= 709.86
(47) EX CATCH BASIN RIM= 714.69 18" RCP NE INV= 709.84 18" RCP SW INV= 709.86 4" DUCTILE NW INV=712.09	(48) EX CATCH BASIN RIM= 713.75 18" RCP NE INV= 710.15 (WITH DEBRIS) 21" RCP NW INV= 710.30 18" RCP NE INV= 710.10

EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)	
STORM SEWER STRUCTURES	
(49) EX STORM M.H. (RESTRICTOR M.H.) RIM= 714.57 18" RCP SE INV= 709.75 18" RCP NE INV= 709.75	(50) EX STORM M.H. RIM= 715.82 36" RCP SE INV= 709.02
(51) EX CATCH BASIN RIM= 713.62 18" RCP SW INV= 709.62 21" RCP SE INV= 709.52 18" RCP NE INV= 709.52	(52) EX CATCH BASIN RIM= 713.72 18" RCP NE INV= 709.97 18" RCP SW INV= 709.90
(53) EX CATCH BASIN RIM= 713.70 18" RCP SW INV= ±710.95 (PIPE COLLAPSED) 12" RCP NE INV= 710.30	

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
5 WATERMAIN STRUCTURE NUMBER

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

EX. STM. M.H. RIM= (715.82) INV= (709.02)
12" WATER MAIN PER REC.
22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091
832.13' N 18°49'50" E
22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082
12" WATER MAIN
POWER POLE WITH 3 TRANSFORMERS
EX. 6" VCP
PROPOSED PHASE LINE
RIM= (717.31) T/P (10")=712.21
EX. 10" W.M.
EXISTING PHASE 1
PHASE 2
(TC=716.31) (EP=715.89)
EX. 8" WM
EX. SAN. MH RIM= (715.91)
EX. STORM MH No.85 TYPE A (48"DIA)(CL) RIM= (717.86) INV= (711.18) (N) INV= (713.46) (E) INV= (711.44) (S)
EX. STM INLET No.85A TYPE A (24"DIA) RIM= (713.38) INV= (711.83) (N)
EX. STM. (RESTRICTOR) MH RIM= (714.57) INV= (709.75)(EX. 18"S)
25' EASEMENT TO ADJOINING OWNER PER DOC. NO. 1997740F & 2009198F
FLARED END SECTION 36" INV=708.56
EX. SAN. MH RIM= (710.69) INV= (703.79) (SE)
455.42' N 58°20'30" W
EX. 8" SAN.
EX. SAN. MH RIM= (713.90) INV= (699.87)(NW) INV= (699.17)(8"SE)
EXISTING PARKING
12" WATER MAIN PER REC.
EX. 8" VCP SAN.
PICNIC TABLE
ELEC. METER
ONE STORY CONCRETE PANEL BUILDING NO. 719
ONE STORY CONCRETE PANEL BUILDING NO. 719
EXISTING BUILDING 1
GAS METERS
TRANSFORMER
GAS LINE PER 12/03/18 LANDMARK FIELD INFO
0.60' CONCRETE WIDE WALL
DRAIN OF COVES=711.99
SIAMESE CONNECTION
FDC/PIV
EX. 6"WM
EX. 8" WM
RIM= (714.94) T/P (6")=(709.09)
RIM= (715.00) T/P (8")=(709.35)
EX. 8" W.M.
(F/FLR=718.44) (718.39)
(718.26) (718.16)
(TC=718.17) (EP=717.75)
(TC=718.20) (EP=717.73)
(TC=718.00) (EP=717.58)
(TC=717.97) (EP=717.55)
(TC=717.77) (EP=717.29)
(TC=717.74) (EP=717.26)
718.25'
908.84' S 18°40'43" W
ILLINOIS BELL TELEPHONE CO. PER DOC. NO. 2114483
20' EASEMENT TO NORTHERN ILLINOIS GAS CO. PER DOC. NO. 2499954
CHAIN LINK FENCE 1.1' INSIDE PROP. LINE
METAL SHED
L.P. FACIL 0.40' E.
12" WATER MAIN PER REC.
EX. 8" VCP SAN.

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS

EXISTING CONDITIONS PLAN - PHASE 2 (FRITO-LAY)

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

PROJECT NO.	56412720
DATE	01/15/21
SCALE	1"=30'
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET 2 OF 15

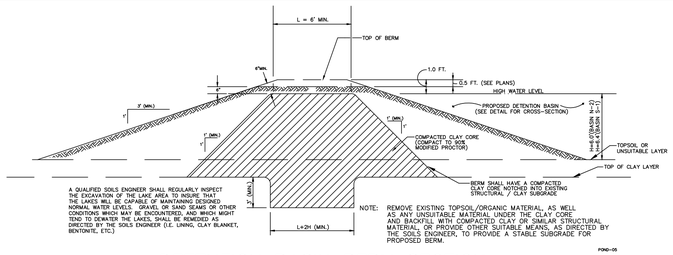
DRAWN BY | REVISIONS | DATE

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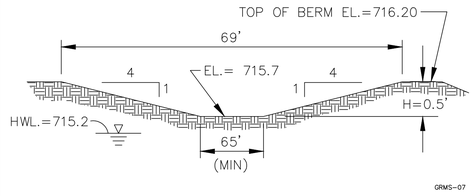
January 19, 2021 1:47:28 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2–FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG

GRADING NOTES:

1. PAVEMENT SLOPES WITHIN HANDICAP ACCESSIBLE PARKING AREAS SHALL NOT EXCEED 2.00% IN ANY DIRECTION.
2. HANDICAP RAMPS SHALL BE CONSTRUCTED WITH A CROSS SLOPE NOT TO EXCEED 2.00%
3. UNLESS SPECIFICALLY INDICATED OTHERWISE, EXISTING GRADES ARE TO BE MET AT PROJECT PERIMETER LINES.
4. THE CONTRACTOR SHALL REFER TO THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND DETAILS (AND SWPPP DOCUMENTS) FOR THE INSTALLATION OF EROSION CONTROL MEASURES PRIOR TO BEGINNING GRADING OPERATIONS.
5. UNLESS OTHERWISE NOTED, SPOT ELEVATIONS AND PROPOSED CONTOURS REFLECT THE FINISHED PAVEMENT SURFACE GRADE, TOP OF CURB GRADE, OR FINISHED GROUND ELEVATION AS APPLICABLE.
6. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATION OF THE GUTTER, PAVEMENT OR DRAINAGE SWALE (AS APPLICABLE).
7. WHEREVER THE DESIGN FOR SURFACE FLOW OF DRAINAGE IS DIRECTED AWAY FROM A CURB, THE CONTRACTOR SHALL INSTALL REVERSE GUTTER PITCH.
8. RETAINING WALL TO BE IN ACCORDANCE WITH ATTACHED DETAILS.
9. SLOPES ACROSS OPEN SPACE AREAS SHALL NOT EXCEED 3:1.
10. PAVEMENT SLOPES SHALL NOT EXCEED 8%.



DETENTION BASIN BERM SECTION



DETENTION BASIN S-1 OVERFLOW AREA

GRADING LEGEND

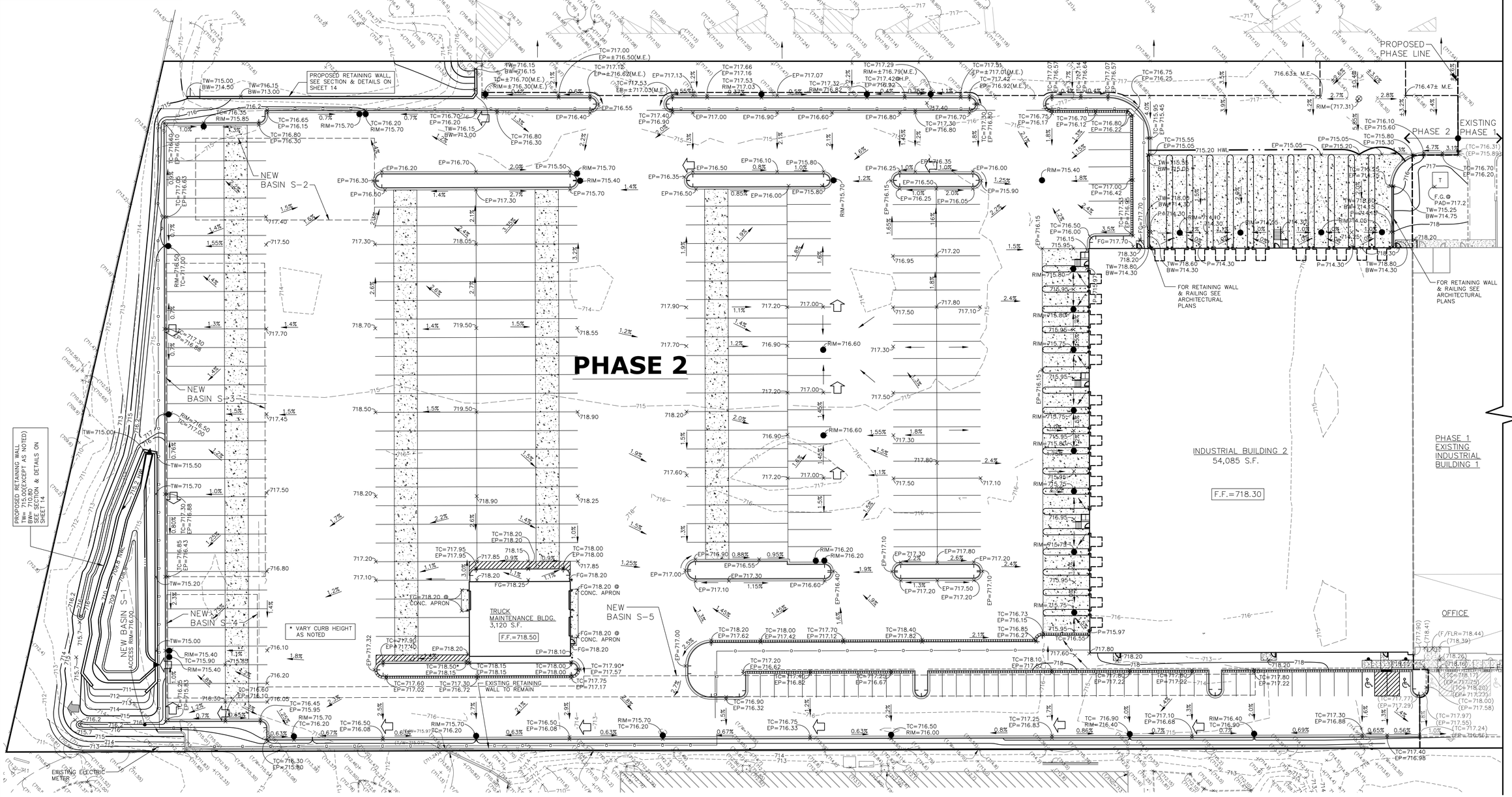
	EXISTING	PROPOSED
CONCRETE HEADWALL	⊃	⊃
PRECAST FLARED END SECTION	▷	▶
STORM DRAINAGE STRUCTURE	○	●
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	×(750.00)	×750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
RR-3 ROCK RIP-RAP		

NORTH

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.



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REVISIONS	VILLAGE ROUND THREE COMMENTS & MISC.
DATE	02/09/21
1	

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ARLINGTON HEIGHTS, ILLINOIS
GRADING PLAN - PHASE 2 (FRITO-LAY)

RWG Engineering, LLC
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO.	56412720
DATE	01/15/21
SCALE	1"=30'
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
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SHEET

8 OF 15

February 09, 2021 4:54:46 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2-FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG

UTILITY NOTES:

1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO THE PROPOSED GRADES AS INDICATED ON THE PLANS.
4. CONNECTIONS TO EXISTING SEWERS OR WATERMAINS (OR EXISTING SERVICE STUBS) AT POINTS OTHER THAN VISIBLE STRUCTURES ARE APPROXIMATE. THE CONTRACTOR SHALL EXCAVATE AND VERIFY EXISTING SEWER OR WATERMAIN LOCATIONS, SIZES, ELEVATIONS, AND PIPE CONDITIONS AT PROPOSED CONNECTION POINTS PRIOR TO CONSTRUCTING UTILITY EXTENSIONS, AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT OR DISCREPANCIES.
5. EXISTING UNDERGROUND PIPE, CONDUIT AND/OR CABLES (LIGHTING, ELECTRIC, GAS, CABLE, ETC) ARE SHOWN FROM RECORD INFORMATION AND ARE APPROXIMATE IN NATURE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION IN THE FIELD AND NOTIFY THE ENGINEER AND OWNER OF ANY CONFLICT.
6. SELECT GRANULAR TRENCH BACKFILL IS REQUIRED FOR ALL UTILITY TRENCHES UNDER EXISTING OR PROPOSED PAVEMENT, DRIVEWAYS, PARKING LOTS, AND SIDEWALKS, AND EXTENDED A MINIMUM OF 3' EACH SIDE OF SAME. GRANULAR TRENCH BACKFILL SHALL BE COMPACTED IN PLACE IN ACCORDANCE WITH THE SPECIFICATIONS.
7. BUILDING DIMENSIONS AND ADJACENT UTILITY SERVICE LOCATIONS HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE TIME OF DRAWING PREPARATION. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THE CONTRACTOR SHALL REFER TO THE CURRENT ARCHITECTURAL PLANS FIRST, FOR PRECISE BUILDING DIMENSIONS AND UTILITY SERVICE CONNECTION LOCATIONS AND NOTIFY THE ENGINEER AND ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
8. ROUTING OF GAS, ELECTRIC, TELEPHONE AND OTHER CABLE SERVICES (IF SHOWN) ARE APPROXIMATE AND SUBJECT TO MODIFICATION BY THE RESPECTIVE UTILITY COMPANY AND/OR DEVELOPER. THE CONTRACTOR SHALL COORDINATE THE FINAL UTILITY SERVICE LOCATION WITH EACH UTILITY COMPANY PRIOR TO CONSTRUCTION.
9. RETAINER GLANDS OR MEGA-LUG FITTINGS TO BE USED AT FITTINGS FOR VERTICAL DEFLECTION/BENDS OF D.I.W.M.

UTILITY CROSSING SCHEDULE – PHASE 2

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
A	2"	DI	WM	711.90		0.50'
	15"	RCP	STM*		711.40	
B	36"	RCP	STM*	709.30		1.5' MIN DEPRESS WM
	2"	DI	WM		707.80	
C	10"	RCP	STM	712.00		6.9'
	8"	PVC	SAN		705.10	
D	10"	RCP	STM*	712.10		1.8'
	8"	DI	WM		710.30	
E	10"	RCP	STM	712.00		6.3'
	8"	PVC	SAN		705.70	
F	10"	RCP	STM*	712.10		1.8'
	8"	DI	WM		710.30	
G	10"	RCP	STM	711.97		5.7'
	8"	PVC	SAN		706.30	
H	10"	RCP	STM*	712.08		1.73'
	8"	DI	WM		710.35	
I	10"	RCP	STM	712.49		5.5'
	8"	PVC	SAN		707.00	

UTILITY CROSSING SCHEDULE – PHASE 2 (CONT.)

CROSSING	SIZE (IN.)	MATERIAL	UTILITY	BOTTOM OF PIPE	TOP OF PIPE	CLEARANCE
J	10"	RCP	STM*	712.57		1.96'
	8"	DI	WM		710.61	
K	10"	RCP	STM*		712.95	2.0'
	8"	DI	WM	710.95		
L	10"	RCP	STM	712.85		3.5'
	8"	DI	EX WM		±709.35	
M	60"	CMP	STM	709.05		0.95'
	6"	DI	SAN		708.10	
N	60"	CMP	STM	709.05		0.85'
	6"	DI	SAN		708.20	
O	4"	PVC	TEL	713.60		2.15'
	15"	RCP	STM		711.45	
P	4"	PVC	TEL	714.25		1.25'
	36"	RCP	STM		713.00	
Q	12"	DI	WM**	707.25		1.5'
	8"	PVC	SAN		705.75	
R	12"	DI	WM**		708.35	0.70'
	60"	CMP	STM	709.05		

* SEWER PIPE TO BE WATERMAIN EQUIVALENT STANDARDS FOR APPROPRIATE W.M. PROTECTION.
** 12" CASING FOR 6" D.I. FIRE LINE. SEE ALSO UTILITY NOTE #9 THIS SHEET.

BASIN S-2
60" CMP
*FOOTPRINT = 115.0'x52.5'
MIN. GRADE = 715.38
(715.82 AT HEAVY DUTY PAVEMENT SECTION)
TOP OF SYSTEM = 714.05
RAISED OUTLET ELEV. = 711.05
UNDERDRAIN 12" FROM BOTTOM = 708.80
INVERT = 709.05
BOTTOM OF 3" STONE BASE = 708.80
SEE DETAILS

BASIN S-3
66" CMP
*FOOTPRINT = 201.5'x63.5'
MIN. GRADE = 715.88
(716.32 AT HEAVY DUTY PAVEMENT SECTION)
TOP OF SYSTEM = 714.55
RAISED OUTLET ELEV. = 711.05
UNDERDRAIN 12" FROM BOTTOM = 709.80
INVERT = 709.05
BOTTOM OF 3" STONE BASE = 708.80
SEE DETAILS

BASIN S-4
54" CMP
*FOOTPRINT = 66.5'x58.25'
MIN. GRADE = 714.88
(715.32 AT HEAVY DUTY PAVEMENT SECTION)
TOP OF SYSTEM = 713.55
OUTLET ELEV. = 709.80
UNDERDRAIN 12" FROM BOTTOM = 709.80
INVERT = 709.05
BOTTOM OF 3" STONE BASE = 708.80
SEE DETAILS

BASIN S-5
60" CMP
FOOTPRINT = 209.75'x7' & 431.75'x13.5'
MIN. GRADE = 715.38
(715.82 AT HEAVY DUTY PAVEMENT SECTION)
TOP OF SYSTEM = 714.05
OUTLET ELEV. = 709.80
UNDERDRAIN 12" FROM BOTTOM = 709.80
INVERT = 709.05
BOTTOM OF 3" STONE BASE = 708.80
SEE DETAILS

* INCLUDES OUTER WIDTH OF BACKFILL AROUND PIPE (SEE DETAILS) AND LIMITS OF BASIN AS SHOWN ON PLANS.

*NOTE: CONTRACTOR TO OBTAIN ACTUAL BUILDING SERVICE LOCATIONS AND ASSOCIATED ROUTINGS FROM RESPECTIVE DRY UTILITY COMPANIES (GAS, ELECTRIC, TELECOMMUNICATIONS, ETC.), COORDINATE SAID SERVICE LOCATIONS AND ROUTINGS WITH OTHER SITE IMPROVEMENTS, AND PROVIDE PVC SLEEVES UNDER PROPOSED PAVEMENT, SIDEWALKS, OR OTHER HARD SURFACE AREAS IN ACCORDANCE WITH RESPECTIVE DRY UTILITY REQUIREMENTS & CRITERIA. UPON PROJECT COMPLETION CONTRACTOR TO PROVIDE RECORD DRAWING INFORMATION OF AS-CONSTRUCTED DRY UTILITY LOCATIONS & IMPROVEMENTS TO OWNER & ENGINEER.

STORM SEWER DRAINAGE STRUCTURE LEGEND

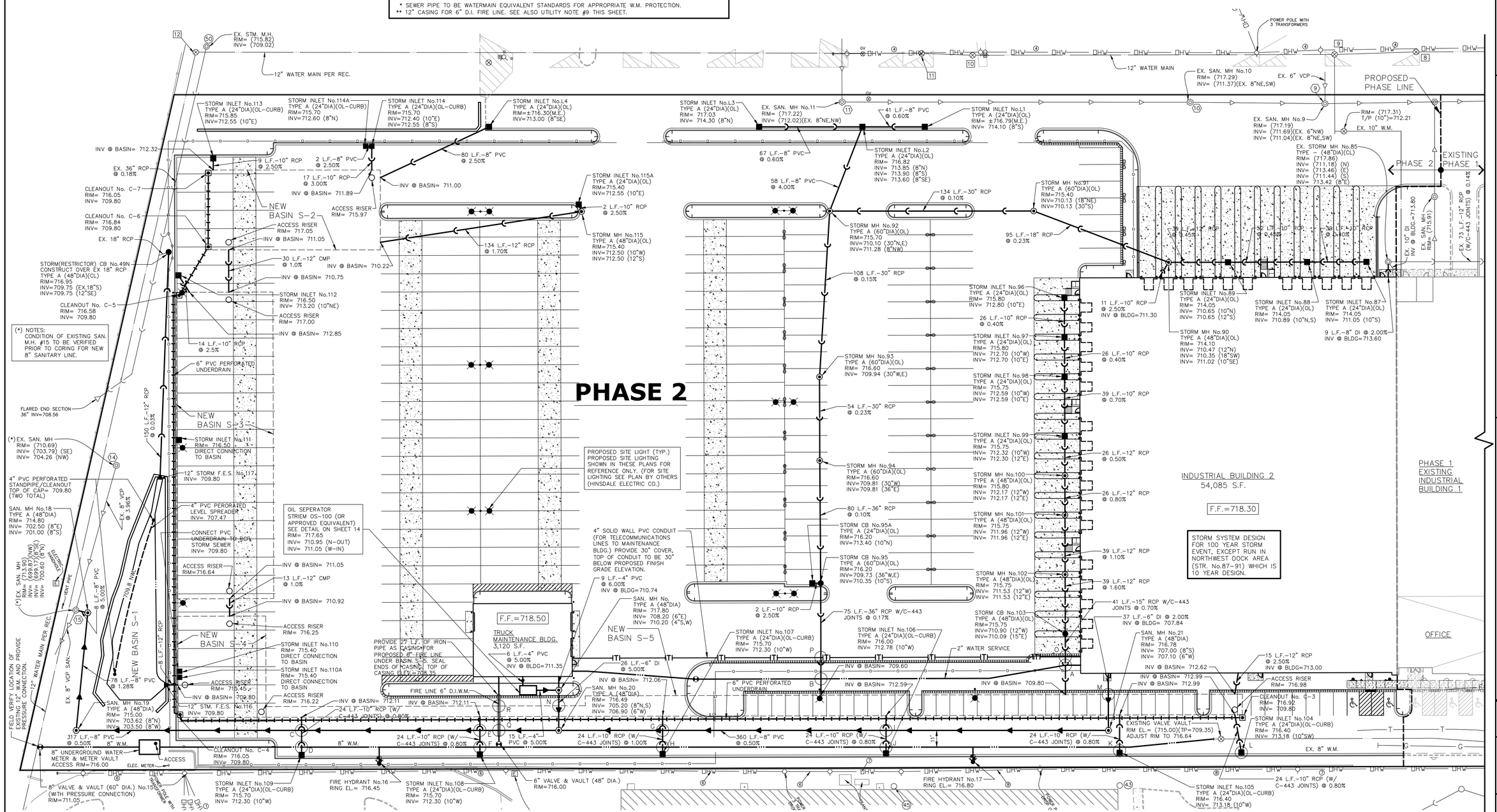
EXISTING	PROPOSED	
□	■	STORM INLET
○	●	STORM CATCH BASIN
◎	◉	STORM MANHOLE

(O.L.= OPEN LID, C.L.= CLOSED LID)

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
5 WATERMAIN STRUCTURE NUMBER

NORTH

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.



DATE	REVISIONS	DRAWN BY
02/09/21	VILLAGE ROUND THREE COMMENTS & MISC.	TLM

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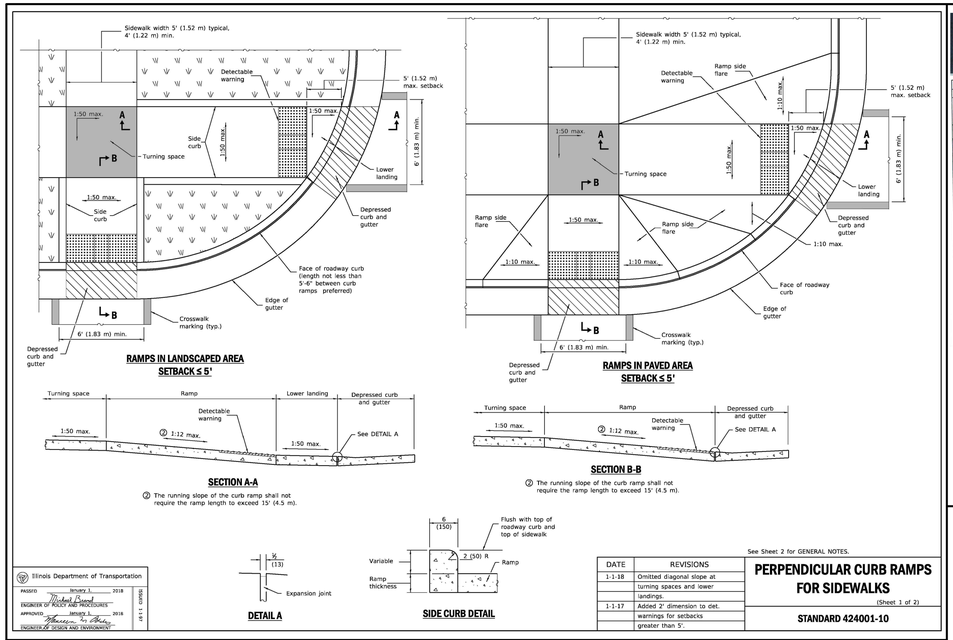
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
UTILITY PLAN - PHASE 2 (FRITO-LAY)

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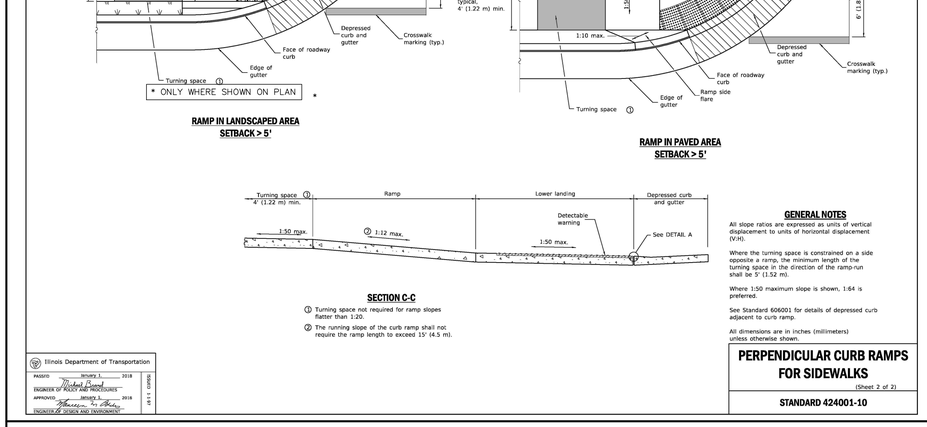
PROJECT NO. 56412720
DATE 01/15/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
10 OF 15

February 09, 2021 4:08:42 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2-FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG



DATE	REVISIONS
1-1-18	Omitted diagonal slope at turning spaces and lower landings.
1-1-17	Added 2' dimension to det. warnings for setbacks greater than 5'.



GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp run shall be 5' (1.52 m).

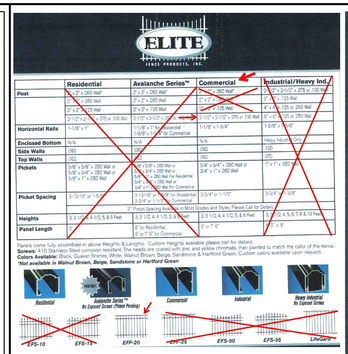
Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 1, 2018
ENGINEER OF BLOCK AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
BLOCK 2 OF 2 SHEETS

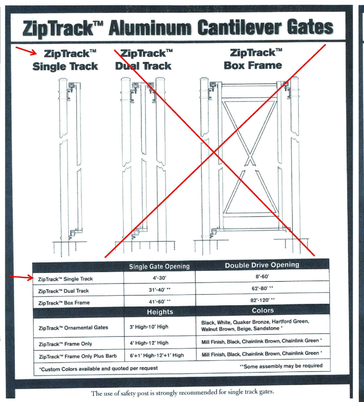
PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)
STANDARD 424001-10



Panels come fully assembled in above Heights & Lengths. Custom Heights available please call for details.
Screws: #10 Stainless Steel corrosion resistant. **Colors Available:** Black, Quaker Bronze, Hartford Green, Bahama Brown, Beige, Sandstone & Hartford Green. Custom colors available upon request.
Not available in Walnut Brown, Beige, Sandstone or Hartford Green

The use of safety post is strongly recommended for single track gates.

ZipTrack™ Aluminum Cantilever Gates

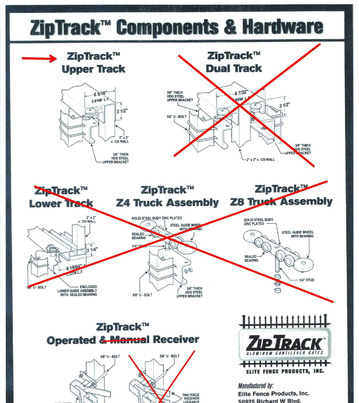


	Single Gate Opening	Double Drive Opening
ZipTrack™ Single Track	4'-36"	8'-60"
ZipTrack™ Dual Track	31'-40" *	62'-80" *
ZipTrack™ Box Frame	41'-60" *	82'-120" *

	Heights	Colors
ZipTrack™ Ornamental Gates	3' High-10' High	Black, White, Quaker Bronze, Hartford Green, Walnut Brown, Beige, Sandstone *
ZipTrack™ Frame Only	4' High-12' High	Mill Finish, Black, Charlotte Brown, Chainlink Green *
ZipTrack™ Frame Only Plus Barb	6'+1' High-12'+1' High	Mill Finish, Black, Charlotte Brown, Chainlink Green *

*Custom Colors available and quoted per request
**Some assembly may be required

ZipTrack™ Components & Hardware



Manufactured by:
Elite Fence Products, Inc.
50925 Richard W Blvd.
Chesterfield Twp., MI 48051
Phone (586) 468-4446
Toll-Free 1-800-783-1331
Fax (586) 468-4884
www.elitefence.com
ELITE FENCE PRODUCTS, INC.

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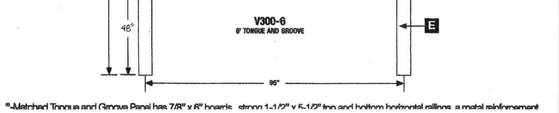
American Architectural Manufacturers Association Standards

Test Parameter		AAMA 2603 (Competition)	AAMA 2604 (Elite Fence Products)
Pretreatment Requirements	Metal Preparation and Pretreatment	Multi-Stage Cleaning and Pretreatment	Multi-Stage Cleaning and Pretreatment
	Pretreatment Type	Chemical Conversion Coating	Chrome or Non-Chrome Chemical Conversion Coating
	Pretreatment Coating Weight	None Specified	Chrome: @ 30 mg/ft² Minimum; Non-Chrome: Per Supplier's Specs.
Paint Film Requirements	Dry Film Thickness	0.8 Mils Min.	1.2 Mils (for Multi-Coat), 1.0 mil Topcoat Min. & 0.3 +/- 0.1 mil Primer)
	Sealant Compatibility	Meets AAMA 800	Meets AAMA 800
	Specular Gloss	+/- Units of Specification (High = 80+, Medium = 20-79, Low 19-)	+/- 5 Units of Specification (High = 80+, Medium = 20-79, Low 19-)
	Dry Film Hardness	H Minimum	F Minimum
Adhesion Requirements	Dry Adhesion	0% Failure (No Loss)	0% Failure (No Loss)
	Wet Adhesion	0% Failure (No Loss)	0% Failure (No Loss)
	Boiling Water Adhesion	None Specified	0% Failure (No Loss)
	Impact Resistance	No Removal of Film from Substrate	No Removal of Film from Substrate
	Abrasion Resistance	None Specified	Abrasion Coefficient value = or 20 min.
Chemical Resistance Requirements	Muriatic Acid Resistance	15 Minute Exposure, No Visible Blistering or Visual Change for AAMA 2603, 2604, 2605	
	Mortar Resistance	24 Hour Exposure, No Loss of Film Adhesion or Visual Change for AAMA 2603, 2604, 2605	
	Nitric Acid Resistance	None Specified	No Blistering, Cracking, S Delta E (Hunter) Maximum Color Change.
	Detergent Resistance	72 Hour Exposure, No Loss of Film Adhesion, No Blistering or No Significant Visual Change for AAMA 2603, 2604, 2605	
	Window Cleaner Resistance	None Specified	24 Hour Exposure, No Blistering or Visual Change
Corrosion Resistance Requirements	Humidity Resistance	1500 Hours, No More Than "Few" Blisters Size 8, Figure # 4 (ASTM D 714)	3000 Hours: No More Than "Few" Blisters Size 8, Figure # 4 (ASTM D 714)
	Salt Spray Resistance	1500 Hours of Salt Solution; Minimum Rating of 7 on Scribe or Cut Edges, Minimum Blister Rating of 8 in the Field (ASTM D 1654)	3000 Hours of Salt Solution; Minimum Rating of 7 on Scribe or Cut Edges, Minimum Blister Rating of 8 in the Field (ASTM D 1654)
Weathering Resistance Requirements	Accelerated Exposure	1000 Hours In Atlas Type "FR" Weatherometer; No Adherent Loss, Slight Chalking or Color Change	None Specified
	Outdoor Exposure	Year South Florida No Adhesion Loss, Slight Chalking or Failing	5 Years South Florida: 5 Delta E (Hunter) Maximum Color Change, Chalking ≥ 8 (ASTM D 4214); Gloss Retention ≥ 30% Bronze Resistance < 10% Film Loss

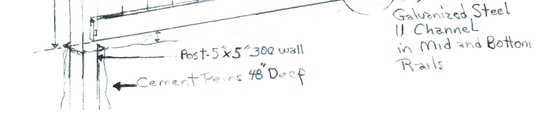
6' ORNAMENTAL FENCE DETAILS

PRIVACY

"V"-MATCHED TONGUE & GROOVE PANEL



*Matched Tongue and Groove Panel has 7/8" x 6" boards, strong 1-1/2" x 5-1/2" top and bottom horizontal rillings, a metal reinforcement



10' VINYL FENCE DETAILS

FENCE NOTES/SPECIFICATIONS:

1. THE 6' ORNAMENTAL FENCE IS TO BE AN ELITE FENCE PRODUCTS, INC COMMERCIAL ALUMINUM FENCE SYSTEM, DESIGN TYPE EFF-20, POWDER COATED IN ACCORDANCE WITH AAMA 2604, OR AN APPROVED EQUAL FENCE SYSTEM. GATES SHALL BE A ZIP-TRACK SINGLE TRACK ALUMINUM CANTILIVER SLIDE GATE. GATE FILLER MATERIAL SHALL MATCH THE 6' ORNAMENTAL ALUMINUM FENCE.
2. THE 10' VINYL FENCE SHALL BE A 'V'-NOTCHED TONGUE & GROVE PANEL, AS NOTED ON DETAILS (OR AN APPROVED EQUAL), COLOR TO BE BEIGE, GRAY, OR CLAY.
3. THE CONTRACTOR SHALL SUBMIT TO THE OWNER/OWNER'S REPRESENTATIVE DETAILED INFORMATION AND SHOP DRAWINGS OF THE PRODUCT CHOSEN FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION

DRAWN BY	TLM
REVISIONS	
1	VILLAGE ROUND THREE COMMENTS & MISC.
DATE	02/09/21

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ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS - PHASE 2 (FRITO-LAY)

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PROJECT NO.	56412720
DATE	01/15/21
SCALE	NONE
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET
15 OF 15

Approved 2018 Phase II Development Plan



PROJECT DATA:

BUILDING FOOTPRINT:		331,014 SF
BUILDING USE:		
WAREHOUSE		320,094 SF
OFFICE	@ 3%	10,920 SF
PARKING PROVIDED:		
AUTO:		308 STALLS
		@0.93/1000 SF
TRAILER:		0 STALLS
TRUCK DOCKS:		
▲ DOCK-HIGH DOORS		64
O GRADE-LEVEL DOORS		4

Phase 1

	M-2 District Code Required	*Proposed*
Setbacks		
North (front)	*15'*	*54.88'*
South (rear)	*15'*	*132.47' from existing building to south property line 81.73' between phase 1 and existing building*
East (side)	*10' or 10% of lot width (whichever is less)*	*60'*
West (side)	*10' or 10% of lot width (whichever is less)*	*56.94'*
South (rear – parking areas)	*15'*	*N/A - existing conditions*
F.A.R.	*2.50 maximum*	*.38*
Building Lot Coverage	*No zoning requirement, refer to building code for additional requirements*	*38.24%*
Impervious Surface Coverage	*No zoning requirement, refer to building code for additional requirements*	*81.58%*
Building Height	*No zoning requirement, refer to building code for additional requirements*	*39'-0"*
Off-street Parking Spaces	*77 (new building only)*	*152 (new building only)*

Phase 1 and 2

	M-2 District Code Required	*Proposed*
Lot Size	*N/A*	*671,453 SF (15.41 AC)*
Lot Width	*N/A*	*441.74'*
Setbacks		
North (front)	*15'*	*54.88'*
South (rear)	*15'*	*84.18'*
East (side)	*10' or 10% of lot width (whichever is less)*	*60'*
West (side)	*10' or 10% of lot width (whichever is less)*	*56.94'*
South (rear-parking areas)	*15'*	*15.45'*
F.A.R.	*2.50 maximum*	*.49*
Building Lot Coverage	*No zoning requirement, refer to building code for additional requirements*	*49.30%*
Impervious Surface Coverage	*No zoning requirement, refer to building code for additional requirements*	*88.55%*
Building Height	*No zoning requirement, refer to building code for additional requirements*	*39'-0"*
Off-street Parking Spaces	*169*	*308*

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

0 30 60 150 300 NORTH

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

HAMILTON PARTNERS

SCHEME 12 Conceptual Site Plan

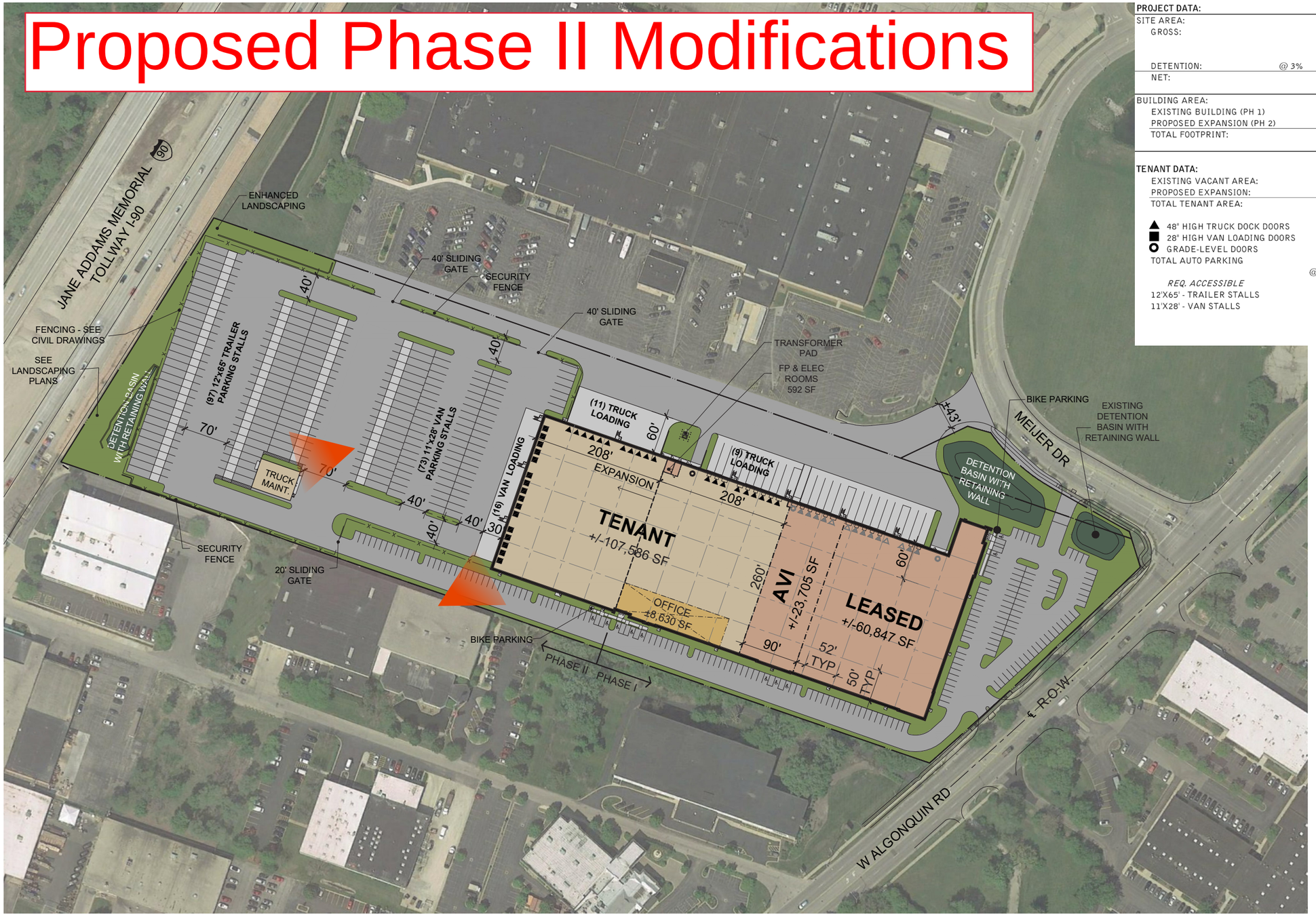
W ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL

WARE MALCOMB

CHI16-0313-00
01.09.2018

SHEET
1

Proposed Phase II Modifications



PROJECT DATA:		
SITE AREA:		
GROSS:		15.41 AC
		671,453 SF
DETENTION:	@ 3%	22,964 SF
NET:		14.89 AC
		648,489 SF
BUILDING AREA:		
EXISTING BUILDING (PH 1)		138,650 SF
PROPOSED EXPANSION (PH 2)		54,080 SF
TOTAL FOOTPRINT:		192,730 SF

TENANT DATA:	
EXISTING VACANT AREA:	53,506 SF
PROPOSED EXPANSION:	54,080 SF
TOTAL TENANT AREA:	107,586 SF
▲ 48" HIGH TRUCK DOCK DOORS	11
■ 28" HIGH VAN LOADING DOORS	16
○ GRADE-LEVEL DOORS	1
TOTAL AUTO PARKING	190 STALLS
	@1.77/1000 SF
REQ. ACCESSIBLE	*6 STALLS*
12'X65' - TRAILER STALLS	97 STALLS
11'X28' - VAN STALLS	73 STALLS

DEVELOPMENT STANDARDS:	
ZONING:	M-2
MAX. F.A.R.:	2.50
BUILDING SETBACKS:	
FRONT:	15 FT
SIDE:	10 FT
REAR:	15 FT
OFF-STREET PARKING:	
WIDTH:	9 FT
LENGTH:	18 FT
VERTICAL:	7 FT
DRIVE AISLE:	24 FT
OVERHANG:	1.5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2 EMP
OFFICE:	1/300 SF

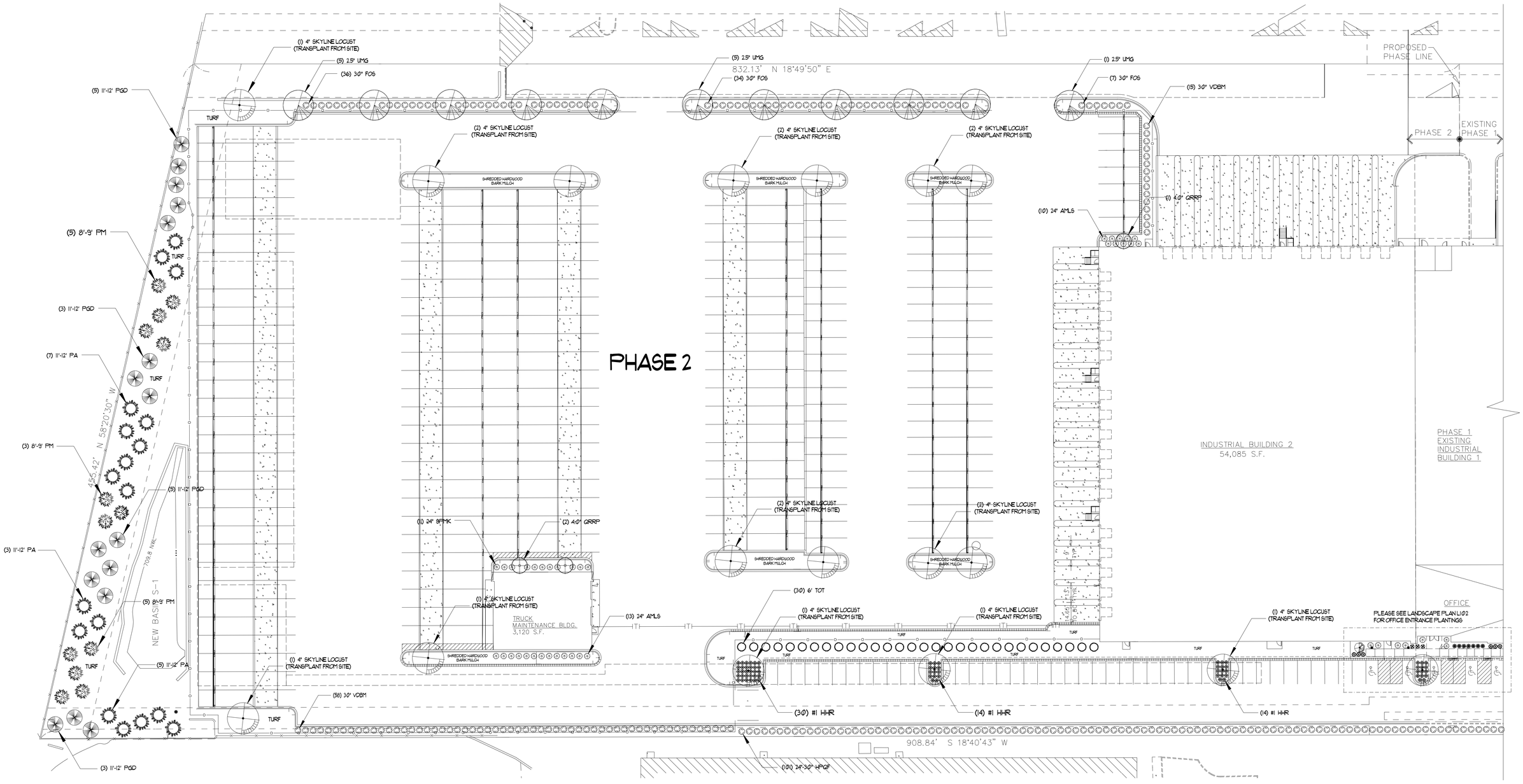
NOTES:
1 OR 10%, WHICHEVER IS LESS

NORTH

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

Boundary Source:
GIS MAP & AERIAL IMAGE



PLANT LIST

Qty.	Common Name	Botanical Name	Size	Remarks	Key
3	Regal Prince English Oak	Quercus robur 'Regal Prince'	4.0"	B&B	QRRP #
11	Triumph Elm	Ulmus 'Morton Glossy'	2.5"	B&B	UMG
1	Autumn Brilliance Serviceberry	Amelanchier grandiflora	6'	B&B	AGAB
18	Norway Spruce	Picea abies	11'-12'	B&B	PA
16	Black Hills Spruce	Picea glauca 'Densata'	11'-12'	B&B	PGD
13	Douglas Fir	Pseudotsuga menziesii	8'-9	B&B	PM
30	Techny Arborvitae	Thuja occidentalis 'Techny'	6'	B&B	TOT
23	Low Scape Mound Chokeberry	Aronia melanocarpa 'Low Scape Mound'	24"	Cont.	AMLS
3	Green Gem Boxwood	Buxus 'Green Gem'	24"	Cont.	BGG
77	Sunrise Forsythia	Forsythia ovata 'Sunrise'	30"	Cont.	FOS
5	Incrediball Hydrangea	Hydrangea arborescens 'Abetwo'	24"	Cont.	HAA
3	Green Sargent Juniper	Juniperus chinensis 'Green Sargent'	24"	Cont.	JCGS
11	Miss Kim Lilac	Syringa patula 'Miss Kim'	24"	Cont.	SPMK
174	Blue Muffin Viburnum	Viburnum dentatum 'Blue Muffin'	30"	Cont.	VDBM
86	Happy Returns Daylily	Hemerocallis 'Happy Returns'	#1	Pots	HHR

High Branched

0 15 30 60 90

SCALE: 1"=30'

REVISIONS:
12.20.20 (VILLAGE REVIEW)
01.12.21 (VILLAGE REVIEW)
02.09.21 (VILLAGE REVIEW)

DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

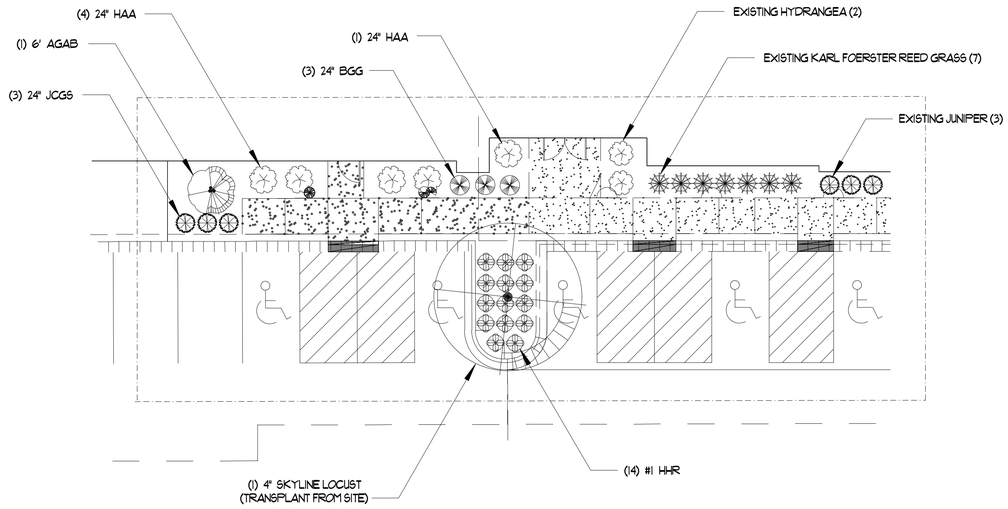
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

DATE: 11.09.20
SCALE: 1"=30'
DRAWN: CJD

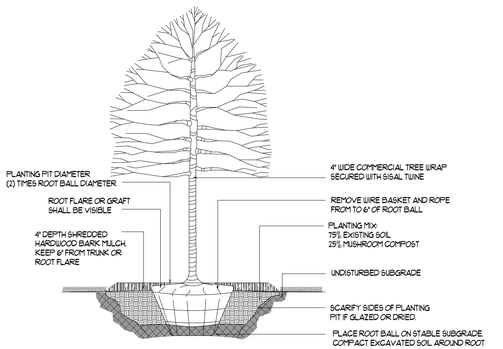
LI01

EAST BUILDING ENTRANCE

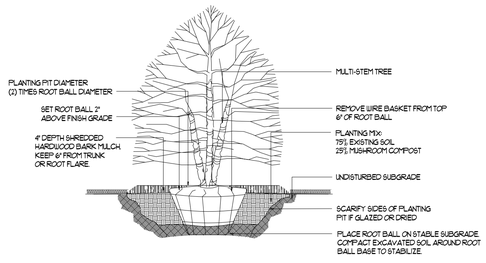


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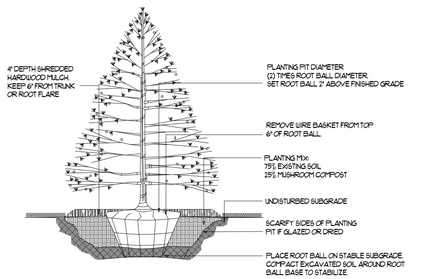
SCALE: 1"=10'



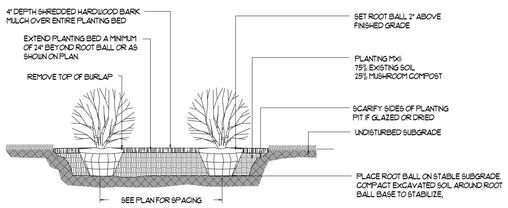
DETAIL
DECIDUOUS TREE PLANTING



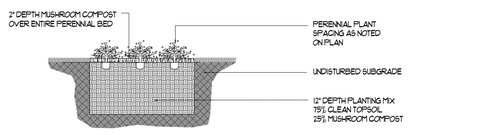
DETAIL
DECIDUOUS ORNAMENTAL TREE PLANTING



DETAIL
EVERGREEN TREE PLANTING



DETAIL
SHRUB PLANTING



DETAIL
PERENNIAL PLANTING

NOTES:

1) THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE PLANTING AS SHOWN ON THE DRAWING. ALL PLANTS SHALL COMPLY WITH THE REQUIREMENTS PF THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION. PLANTS SHALL MEET SIZE, GENUS, SPECIES AND VARIETY AND BE IN GOOD HEALTH, FREE OF INSECTS, DISEASES, OR DEFECTS. NO "PARK GRADE" MATERIAL SHALL BE ACCEPTED. TREES NOT EXHIBITING A CENTRAL (OR SINGLE) LEADER WILL BE REJECTED UNLESS CALLED IN THE PLANT LIST AS MULTI-STEM. QUANTITY LISTS ARE SUPPLIED AS A CONVENIENCE. THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES AND, IN CASE OF DISCREPENCY, THE PLAN SHALL PREVAIL. NO PLANTS ARE TO BE CHANGED OR SUBSTITUTED WITHOUT APPROVAL FROM A REPRESENTATIVE OF JAMES DOWDEN & ASSOCIATES, INC,

2) ALL PLANTS SHALL BE WATERED DURING THE FIRST 24 HOUR PERIOD FOLLOWING INSTALLATION. A WATERING SCHEDULE MUST BE AGREED UPON WITH THE OWNER (BEFORE PLANTINGS ARE INSTALLED) OF WHOM, WHEN AND HOW PLANT MATERIALS ARE TO BE PROPERLY WATERED. THE LANDSCAPE CONTRACTOR SHALL VERIFY PROPER WATERING IS BEING DONE FOR THE ESTABLISHMENT AND HEALTH OF ALL PLANT MATERIALS. THE LANDSCAPE CONTRACTOR SHALL WARRANTY ALL PLANT MATERIALS FOR ONE YEAR FROM THE TIME OF INSTALLATION AND PROJECT ACCEPTANCE.

3) PLANTS SHALL BE BALLED AND BURLAPPED UNLESS OTHERWISE NOTED ON THE LANDSCAPE PLAN. NO ROOT BOUND MATERIAL SHALL BE ACCEPTED AND ALL WRAPPING MATERIALS MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING. IT IS THE OPTION OF THE LANDSCAPE CONTRACTOR TO ROLL BACK BURLAP FROM THE TOP OF THE ROOT BALL.

4) RECOMMENDED MULCH DEPTH IS THREE INCHES (3") OF SHREDDED HARDWOOD BARK. THE LANDSCAPE CONTRACTOR SHALL AVOID OVERMULCHING AND THE CREATION OF "MULCH VOLCANOES". MULCH BEDS SHALL EXTEND A MINIMUM OF TWO FEET (2') BEYOND THE CENTER OF A TREE OR SHRUB. MULCH MUST BE PULLED BACK AT LEAST TWO INCHES (2") FROM THE BASE OF A TREE SO THE BASE OF THE TRUNK AND ROOT CROWN ARE EXPOSED.

5) PREPARE ALL PERENNIAL BEDS WITH ONE CUBIC YARD OF GARDEN COMPOST PER 100 SF AND THE COMPOST SHALL BE ROTOTILLED TO AN 8" DEPTH.

6) ALL PLANTS SHALL BE SET PLUMB. IT IS THE OPTION OF THE LANDSCAPE CONTRACTOR TO STAKE DECIDUOUS TREES BUT IT IS ALSO THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO GUARANTEE THE PLANTS REMAIN PLUMB UNTIL THE END OF THE GUARANTEE PERIOD.

7) TREES SHALL BE INSTALLED A MINIMUM OF FIVE FEET (5') HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES. TREES SHALL BE INSTALLED A MINIMUM OF TEN FEET (10') HORIZONTALLY FROM UTILITY STRUCTURES INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVE VAULTS AND VALVE BOXES. SHADE TREES SHALL BE A MINIMUM OF TEN FEET (10') FROM ALL LIGHT POLES AND ALL SHRUBS SHALL BE A MINIMUM OF THREE TO FIVE FEET (3'-5') FROM ALL FIRE HYDRANTS.

8) THE LANDSCAPE CONTRACTOR SHALL LOCATE THE EXISTENCE OF ALL UNDERGROUND UTILITIES PRIOR TO STARTING WORK. THE LANDSCAPE CONTRACTOR MUST ALSO KEEP THE PAVEMENT AND WORK AREAS IN NEAT AND ORDERLY CONDITION THROUGHOUT THE CONSTRUCTION PROCESS. THE LANDSCAPE CONTRACTOR SHALL ACQUAINT HIMSELF WITH, AND VERIFY, WORKING CONDITIONS IN ADVANCE OF SUBMITTING A PROPOSAL. FAILURE TO RECOGNIZE INHERENT RESPONSIBILITIES DOES NOT RELIEVE THE CONTRACTOR OF OBLIGATIONS DUE TO MISCALCULATIONS.

9) PROPERTY OWNERS SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING SHOWN ON THE APPROVED PLANS THROUGHOUT THE LIFE OF THE DEVELOPMENT.

10) ALL TURF SHALL BE PREMIUM BLUEGRASS MIX (4-5 LBS/1,000SF) WITH NORTH AMERICAN GREEN D575, OR EQUIVALENT, EROSION CONTROL BLANKET IN ALL DISTURBED AREAS.

PREMIUM BLUEGRASS MIX 4-5 LBS PER 1,000 SF

20%	MIDNIGHT KENTUCKY BLUEGRASS
20%	DENIM KENTUCKY BLUEGRASS
20%	LANGARA KENTUCKY BLUEGRASS
20%	BLUESTAR KENTUCKY BLUEGRASS
10%	PRIZM PERENNIAL RYEGRASS
10%	SUNSHINE PERENNIAL RYEGRASS

REVISIONS:
12.20.20 (VILLAGE REVIEW)
01.13.21 (VILLAGE REVIEW)
02.09.21 (VILLAGE REVIEW)

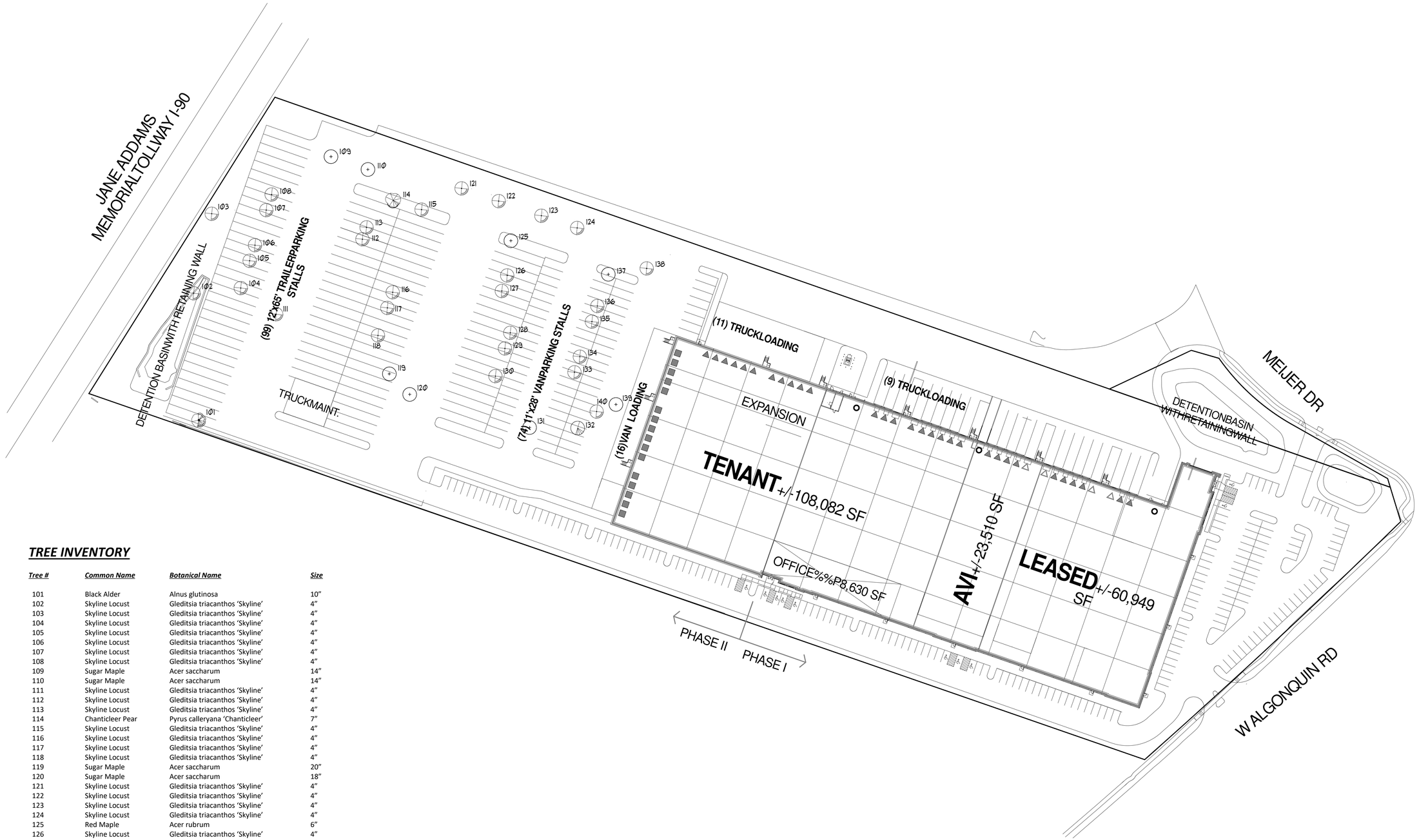
DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

DATE: 11.09.20
SCALE: 1"=10'
DRAWN: CJD

L102



TREE INVENTORY

Tree #	Common Name	Botanical Name	Size
101	Black Alder	Alnus glutinosa	10"
102	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
103	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
104	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
105	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
106	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
107	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
108	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
109	Sugar Maple	Acer saccharum	14"
110	Sugar Maple	Acer saccharum	14"
111	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
112	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
113	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
114	Chanticleer Pear	Pyrus calleryana 'Chanticleer'	7"
115	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
116	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
117	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
118	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
119	Sugar Maple	Acer saccharum	20"
120	Sugar Maple	Acer saccharum	18"
121	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
122	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
123	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
124	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
125	Red Maple	Acer rubrum	6"
126	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
127	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
128	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
129	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
130	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
131	Sugar Maple	Acer saccharum	16"
132	Common Hackberry	Celtis occidentalis	10"
133	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
134	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
135	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
136	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
137	Red Maple	Acer rubrum	6"
138	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
139	Sugar Maple	Acer saccharum	12"
140	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"

REVISIONS:
12.20.20 (VILLAGE REVIEW)
01.12.21 (VILLAGE REVIEW)
02.03.21 (VILLAGE REVIEW)

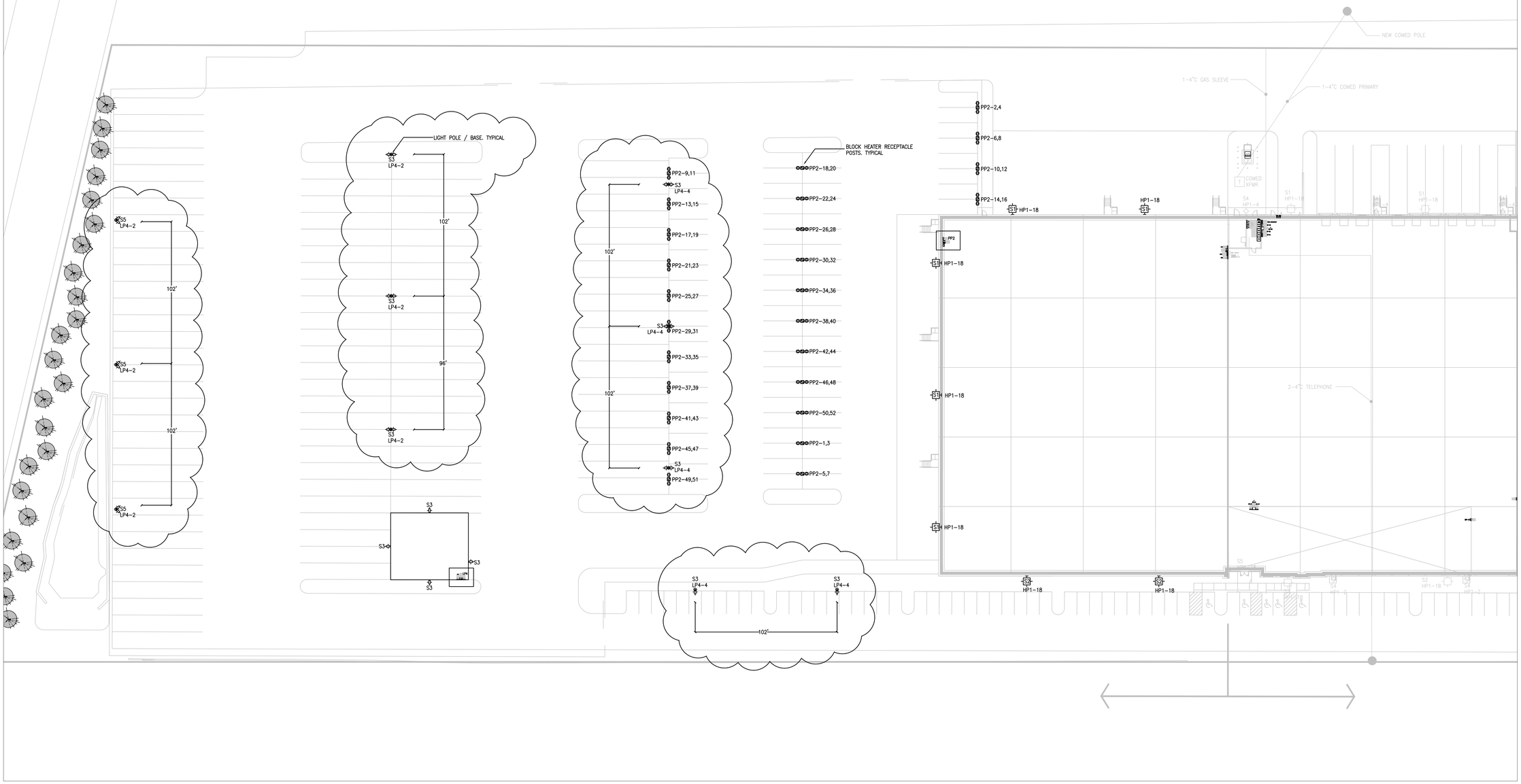
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DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

DATE: 11.09.20
SCALE: 1"=60'
DRAWN: CJD

L103



SITE LIGHTING PLAN

SCALE: 1"=30'

NOTES:

4. ALL LIGHT FIXTURES TO BE FLAT BOTTOM, SHARP CUT-OFF.
5. SITE LIGHTING TO BE PHOTOCELL ON / TIMECLOCK OFF.
6. ALL WALL MOUNTED LIGHT FIXTURES TO BE MOUNTED 28' AFG.
7. WALL MOUNT FIXTURES TO BE CENTER IN PRECAST PANELS. COORDINATE FINAL LOCATION AND HEIGHT WITH ARCHITECTURAL DRAWINGS.
8. COORDINATE LIGHT POLE LOCATIONS WITH CIVIL.
9. POLE BASES TO BE 4' ABOVE GRADE.
10. ALL SITE LIGHTING TO BE 277V AND FED FROM MAINTENANCE BUILDING PANEL LP4.
11. SEE DETAIL FOR BLOCK HEATER RECEPTACLE POSTS. VERIFY FINAL LOCATIONS.

DRAWING NOTES

MHC

CHRISTOPHER J. LIKA
062-054524
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
11/20/21

REV.	DATE	PURPOSE	BY
2	02-04-21	ROUND 3 COMMENTS	MT
1	01-04-21	ISSUED FOR PERMIT	MT

REVISIONS

PROJECT INFORMATION:

FRITO LAY

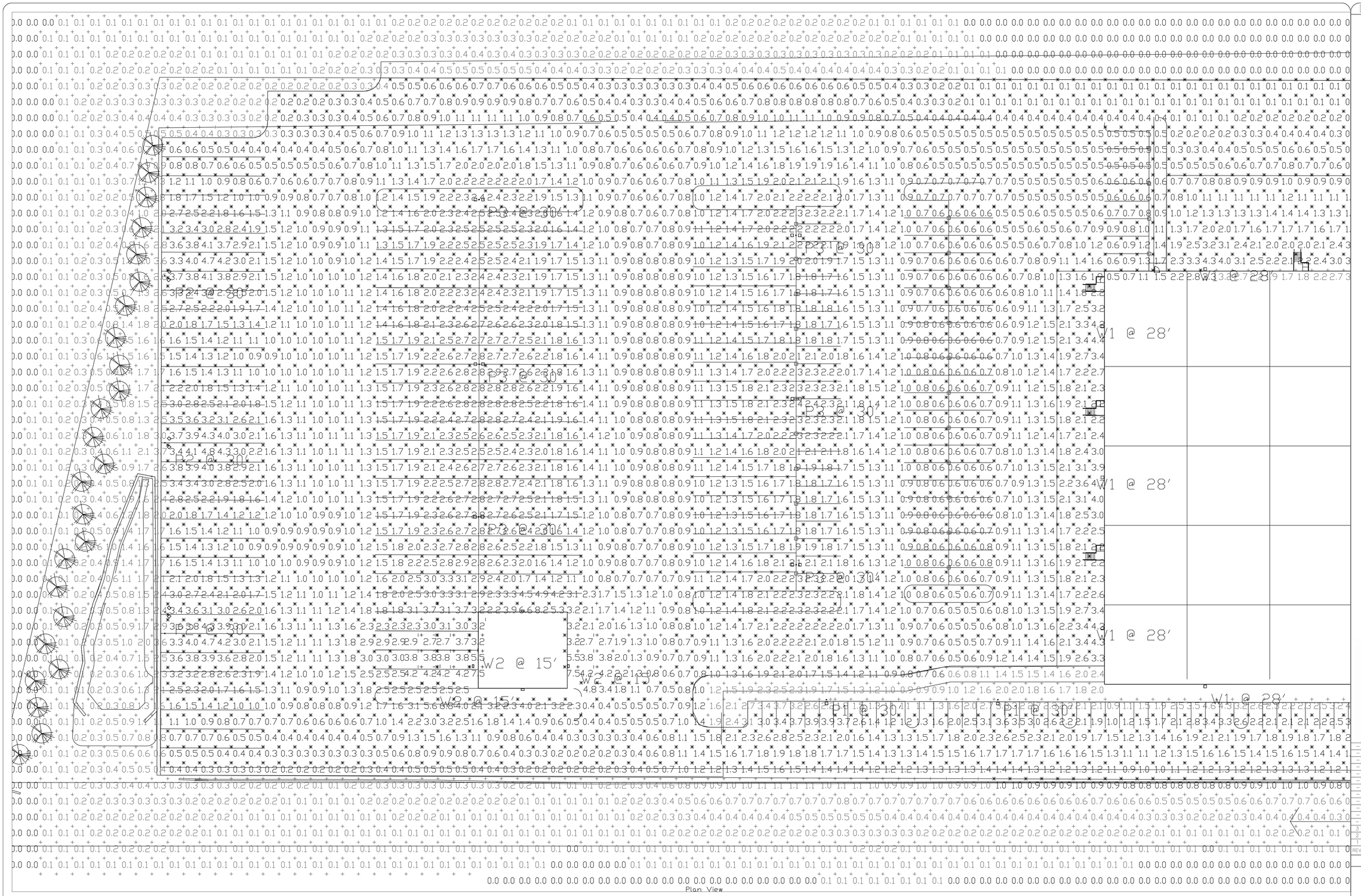
703 WEST ALGONQUIN ROAD
UNIT 103
ARLINGTON HEIGHTS, IL 60005

DRAWING DESCRIPTION:

SITE LIGHTING PLAN

Hinsdale Electric Co.
A DIVISION OF TRI-COUNTY ELECTRIC
1143 N. MAIN STREET
LOMBARD, IL 60148
PH: 630-629-8050 FAX: 630.629.8089

SCALE: NA	JOB #: --
DATE: 10-21-2020	HEC DRAWING #:
DRAFTER: MT	SE-100
ENGINEER: --	


P2 @ 30'
P3 @ 30'
P2 @ 30'
P3 @ 30'
P2 @ 30'
P3 @ 30'
P2 @ 30'
P3 @ 30'
P2 @ 30'
P3 @ 30'
P2 @ 30'
P3 @ 30'
W1 @ 28'
W1 @ 28'
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W2 @ 15

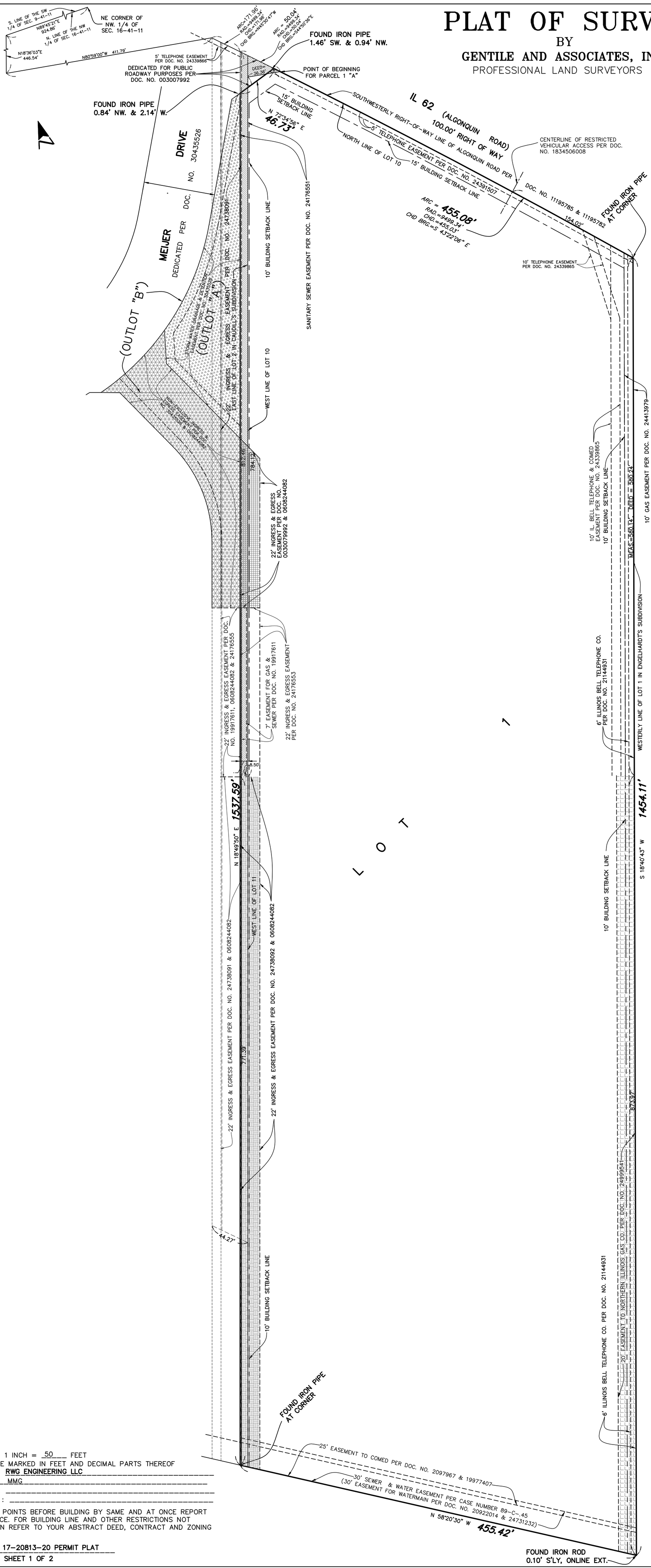
PLAT OF SURVEY

BY

GENTILE AND ASSOCIATES, INC.

PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

LEGAL DESCRIPTION:

LOT 1 IN FINAL PLAT OF **HAMILTON PARTNERS-ARLINGTON HEIGHTS** SUBDIVISION BEING PART OF THE NORTHWEST 1/4 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 12, 2018 AS DOCUMENT NUMBER 1834506008, IN COOK COUNTY, ILLINOIS,

TOTAL AREA: 671,461.46 SQ FT., 15.41 AC.

P.I.N.: 08-16-102-038-0000

LEGEND

- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091
- SANITARY SEWER EASEMENT PER DOC. NO. 24176551
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24176553
- 10' EASEMENT FOR WATERMAIN PER DOC. NO. 20922014
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 19917611
- 7' EASEMENT FOR GAS & SEWER PER DOC. NO. 19917611
- 20' EASEMENT TO NORTHERN ILLINOIS GAS CO. PER DOC. NO. 24999541
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082
- STORM WATER DRAINAGE & DETENTION EASEMENT PER DOC. NO. 30435526 (OUTLOT "A")
- NON-EXCLUSIVE INGRESS & EGRESS EASEMENT PER DOC. NO. 30435526 & 0608244082
- 22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24176555

VEHICULAR ACCESS NOTES PER DOC. NO. 1834506008 :

1) THERE SHALL BE, AT MOST, ONE RESTRICTED VEHICULAR ACCESS TO IL ROUTE 62 (ALGONQUIN ROAD) FROM LOT 1 AS SHOWN HEREON.
2) ALL OTHER ACCESS SHALL BE VIA INTERNAL CIRCULATION.

JOSEPH F. GENTILE 2925 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LOMBARD, IL

BASE SCALE : 1 INCH = 50 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF
ORDERED BY : RWG ENGINEERING LLC
DRAWN BY : MMG
CHECKED BY :
SURVEYED BY :

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

ORDER NO. 17-20813-20 PERMIT PLAT

SHEET 1 OF 2

STATE OF ILLINOIS S.S.
COUNTY OF DuPAGE

WE, GENTILE AND ASSOCIATES, INC,. HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY DESCRIBED ABOVE, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDARD REQUIREMENTS FOR A BOUNDARY SURVEY.

NOVEMBER 6, A.D. 2020

BY : Joseph F. Gentile

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

PLAT OF SURVEY

BY

GENTILE AND ASSOCIATES, INC.

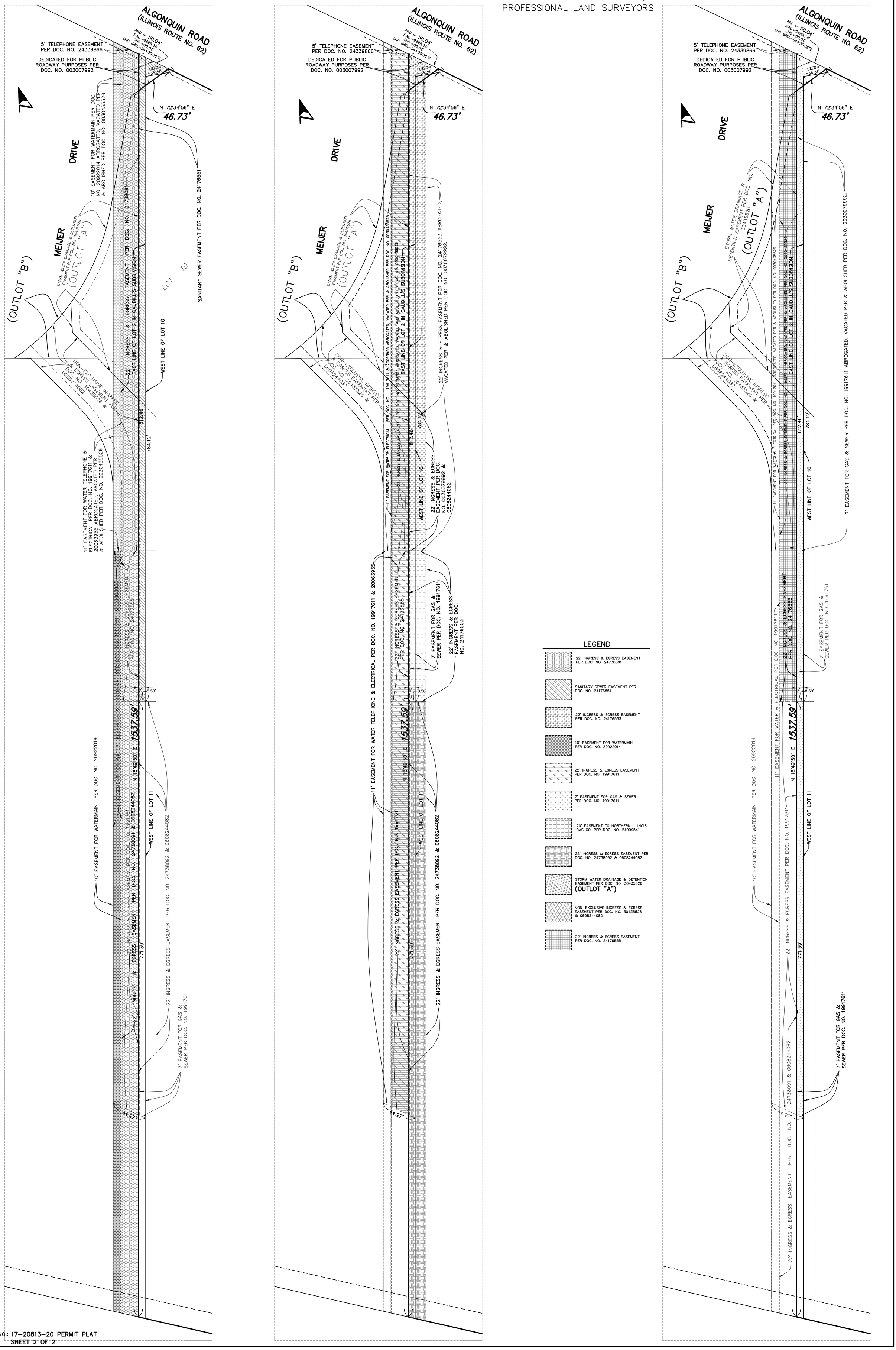
PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-6262

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.



ORDER NO.: 17-20813-20 PERMIT PLAT
SHEET 2 OF 2

RWG Engineering, LLC
Civil Engineering • Real Estate Consulting • Project Management

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

File: 564-127-20
November 6, 2020
Update: 02/09/2021

Preliminary Stormwater Management Summary
For
Arlington Heights Industrial
Phase 2-Frito Lay

703 W. Algonquin Road
Arlington Heights, IL
Phase 2 Parcel-8.73 Acres

Narrative Description of Proposed Phase 2 Development

(Refer Also to Preliminary Engineering Plans, Notes and Exhibits.)

Final engineering plans and documents for the Phase 2 area of the Arlington Heights Industrial project were previously approved by the Village of Arlington Heights (VAH) and the Metropolitan Water Reclamation District (MWRD) as part of the overall approval and permitting process for the parcel, which included a Phase 1 and a Phase 2 portion. The MWRD permit, Permit No 18-180, was issued on August 20, 2018. Phase 1 improvements for the project have been completed and the plan is now to proceed with construction of the Phase 2 portion with a slightly modified site plan from the previously approved documents.

The Phase 2 stormwater management system is independent and separate from the completed Phase 1 system. In regards to the Phase 2 Parcel, the previously approved documents for the stormwater water management system included a total tributary area (with offsite) of 8.560 acres, with 7.502 acres of impervious surface. Stormwater storage was being provided within a vegetated basin, underground basins, surface ponding in the truck dock area, and storm pipe. The following is a summary of the Phase 2 storage amounts provided at the design High Water Elevation of 715.2, based on the respective VAH and MWRD design criteria:

- MWRD – Detention Storage ---------2.902 Ac-Ft
  MWRD – Volume Control Storage ---------0.626 Ac-Ft
  MWRD Total Storage ---------3.528 Ac-Ft
- VAH Detention Storage (Above Outlet/Underdrain Elev) ---3.222 Ac-Ft

With the modified Phase 2 plans for Frito Lay, the tributary drainage area to the Phase 2 stormwater management system does not change and remains at 8.560 acres. With the modified site plan for Phase 2, the proposed impervious area is 7.359 acres, a reduction of 0.143 acres from the impervious area included with the previously approved documents.

Although the current proposed site plan for Phase 2 is modified from the previously approved documents, the current stormwater management plan is to maintain the basic design elements of the previously approved documents. To maintain future site flexibility, the proposed stormwater storage basins will remain in proximity to their original locations with the total overall storage amounts provided with the approved documents adjusted slightly based on the modified site design. The site grading design will maintain the 715.2 HWL, and the proposed release rate from the site will remain as previously designed. It is noted the current site plan reduces the number of truck docks along the west side of the building, which will result in a reduction in the detention storage provided by the surface ponding within this dock area. In conjunction with final design, updated storage amounts within the respective elements of the Phase 2 storage system will be provided and any storage lost within the dock area, etc will be addressed by an increase in storage amounts within the underground basins as necessary to provide required volumes for both MWRD and Village of Arlington Heights criteria.

Although there is a modification to the site plan for the Phase 2 area, the scope of work in regards to storm water management and sanitary sewer service for the parcel is generally consistent with the previously approved Phase 2 design. Therefore, the stormwater management standards in place at the time of the original permit would remain applicable to any necessary permit revision associated with the currently proposed Phase 2 modifications. (The proposed Phase 2 site plan and preliminary stormwater management information have been submitted to MWRD for their concurrence stormwater management standards in place for the original permit are to remain applicable for the modified site plan.)

In accordance with the MWRD existing permit, construction activity for items covered by the permit are to be completed within three years from the date of permit issuance, or August 20, 2021. Per communications with MWRD, if the applicable work is not complete by 8/21/2021; however, construction activity for Phase 2 has begun and is continuously progressing, an extension to the date of completetion may be requested/obtained as long as construction continues to progress.

DRAINAGE AREA	TOTAL AREA (Ac)	IMPERVIOUS AREA (Ac) "C"=0.95	PERVIOUS AREA (Ac) "C"=0.50	COMPOSITE "C"
S1	0.135	0.105	0.030	0.85
S2	0.135	0.135	0.000	0.95
S3	0.131	0.131	0.000	0.95
S4	0.146	0.131	0.016	0.91
S5	0.343	0.320	0.023	0.92
S6	0.445	0.409	0.037	0.91
S7	0.495	0.471	0.025	0.93
S8	0.400	0.387	0.013	0.94
S9	0.088	0.088	0.000	0.95
S10	0.152	0.152	0.000	0.95
S11	0.483	0.483	0.000	0.95
S12	0.577	0.577	0.000	0.95
S13	Eliminated - Included with other Drainage Areas			
S14	0.083	0.083	0.000	0.95
S15	0.218	0.183	0.035	0.88
S16	0.242	0.195	0.047	0.86
S17	0.783	0.756	0.027	0.93
S18	0.393	0.393	0.000	0.95
S19	0.162	0.162	0.000	0.95
S20	0.055	0.055	0.000	0.95

DRAINAGE AREA	TOTAL AREA (Ac)	IMPERVIOUS AREA (Ac) "C"=0.95	PERVIOUS AREA (Ac) "C"=0.50	COMPOSITE "C"
S21	0.058	0.058	0.000	0.95
S22	0.071	0.071	0.000	0.95
S23	0.075	0.075	0.000	0.95
S24	0.058	0.058	0.000	0.95
S25	0.070	0.070	0.000	0.95
S26A	0.083	0.081	0.003	0.95
S26B	0.121	0.093	0.028	0.85
S27	0.210	0.152	0.057	0.82
S28	0.106	0.091	0.016	0.89
S29	0.157	0.126	0.031	0.86
LA1	0.022	0.019	0.002	0.87
LA2	0.050	0.044	0.006	0.90
LA3	0.027	0.024	0.003	0.90
LA4	0.042	0.038	0.004	0.91

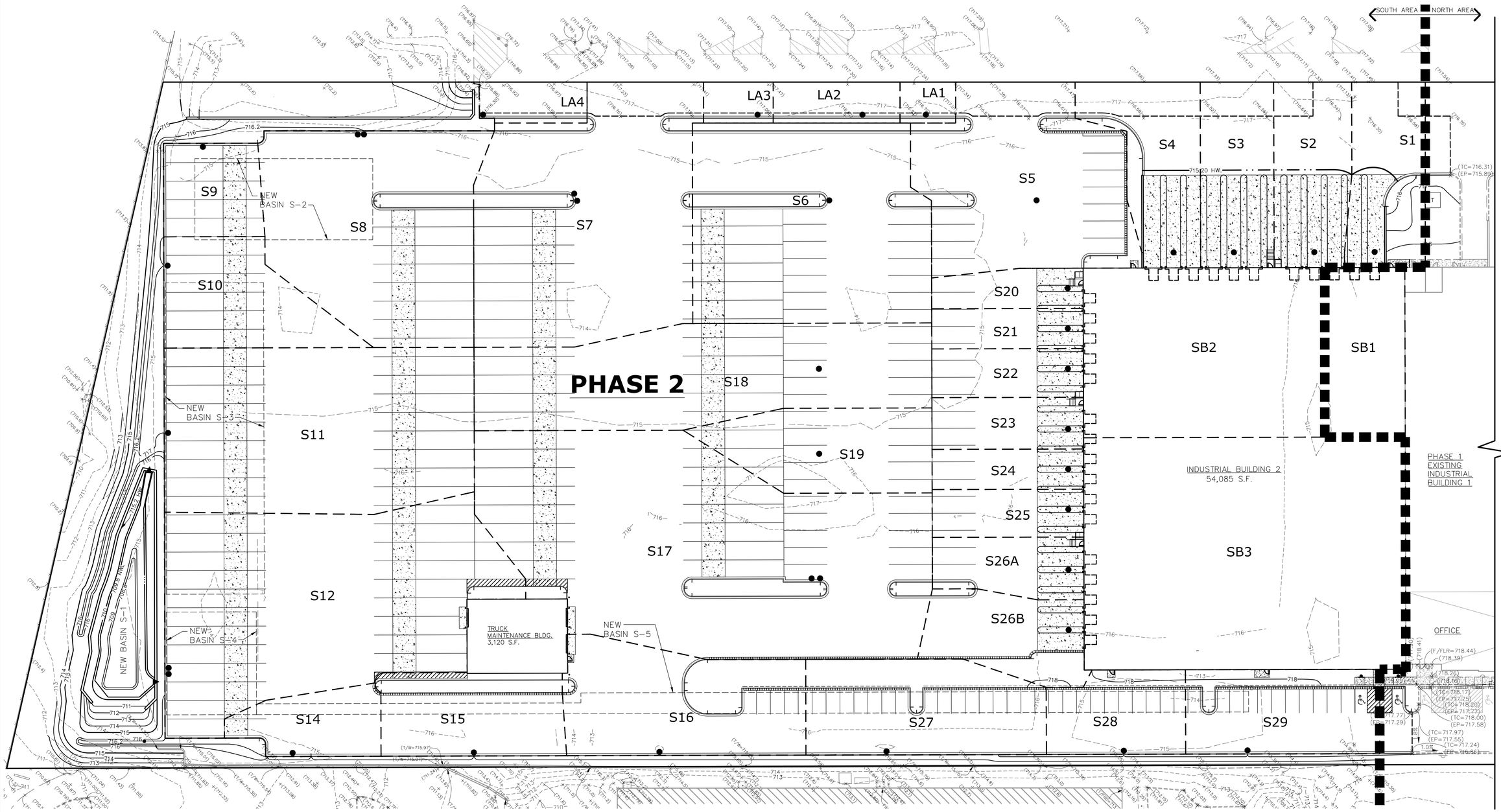
SB1	0.131	0.131	0.000	0.95
SB2	0.393	0.393	0.000	0.95
SB3	0.717	0.717	0.000	0.95

TOTAL SITE AREA:
SOUTH

IMPERVIOUS	320,544 SF	(7.359 Ac.)
PERVIOUS	52,326 SF	(1.201 Ac.)
TOTAL	372,870 SF	(8.560.Ac.)

NORTH

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.



DATE	REVISIONS	DRAWN BY
1 02/09/21	VILLAGE ROUND THREE COMMENTS & MISC.	TLM

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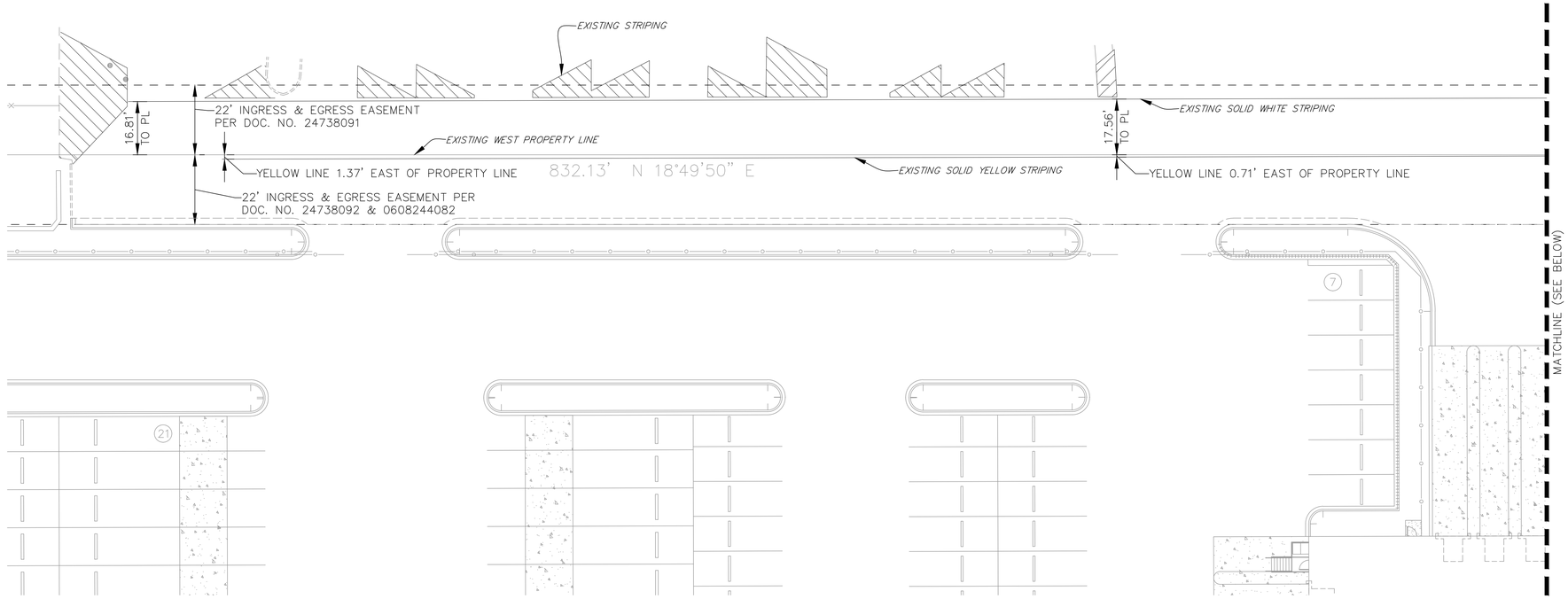
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
DRAINAGE AREA EXHIBIT - PHASE 2 (FRITO-LAY)

RWG Engineering, LLC
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PROJECT NO.	32212717
DATE	01/15/21
SCALE	1"=30'
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET
1 OF 1

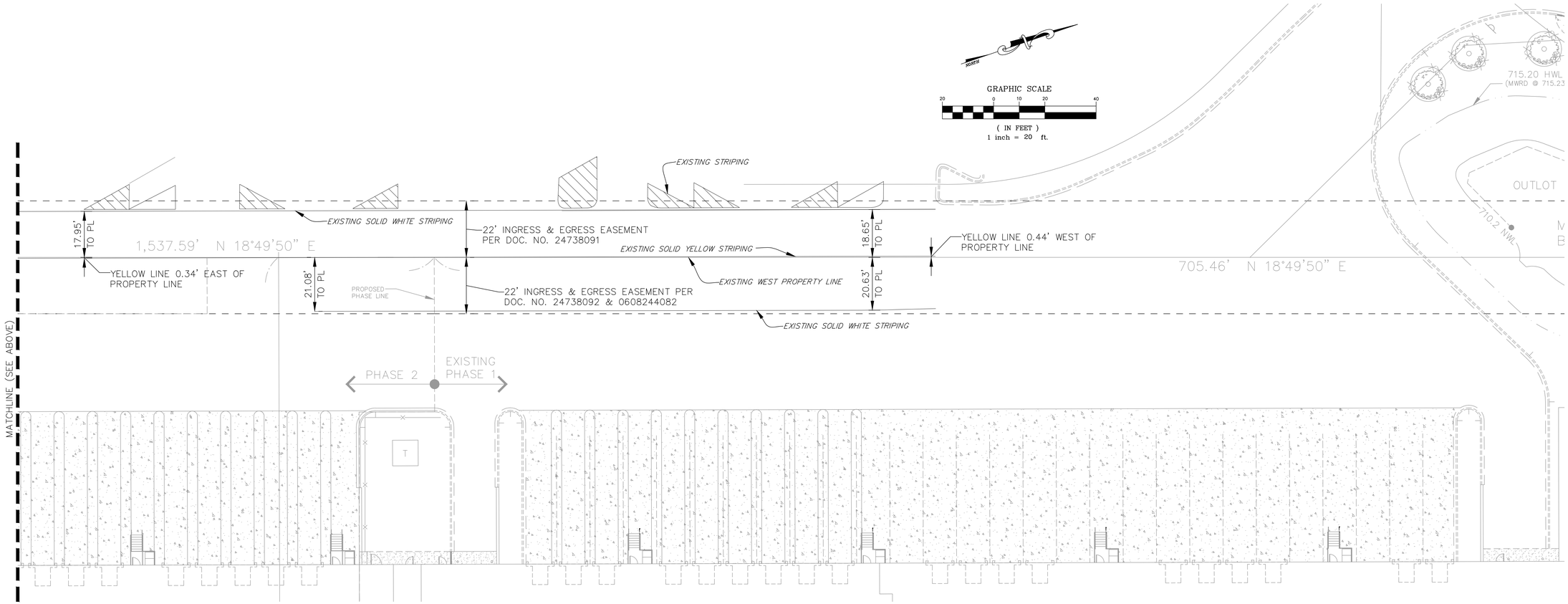
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INGRESS/EGRESS STRIPING
LOCATIONS PER 01/27/2021
FIELD SURVEY

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL



HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
EXISTING INGREEE/EGRESS EASEMENT STRIPING EXHIBIT

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PROJECT NO. 56412720
DATE 02/05/21
SCALE 1"=20'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

February 08, 2021 2:13:40 p.m. AcadVer:22.0s (LMS Tech)
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Exhibit A:
Revised Traffic Study

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Mike Wauterlek
Hamilton Partners

FROM: Andrew Bowen
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: December 3, 2020

SUBJECT: Traffic Study Addendum
Proposed Industrial Development
Arlington Heights

This memorandum is an addendum to the traffic study previously prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.), dated September 19, 2018 for the proposed industrial development to be located in the southeast quadrant of the signalized intersection of Algonquin Road (IL 62) with Meijer Drive in Arlington Heights, Illinois. The purpose of this addendum is to evaluate the operations of the study area intersections, taking into consideration updated traffic counts and an updated development plan. In the previous development plan the site was to be developed in two phases with a 331,014 square-foot warehouse/distribution center. Phase I of the previous plan, which consisted of an approximately 138,539 square-foot warehouse building, has been completed and 84,459 square feet of the warehouse is occupied. As proposed, a Frito Lay distribution center will occupy the 50,080 square feet of vacant space with plans to expand the existing building by 50,080 additional square feet, resulting in a total building size of 188,619 square feet. Access to the development will continue to be provided via the existing access system that was built as part of Phase I of the original development plan. **Figure 1,** included in the Appendix, illustrates the characteristics of the existing roadways and site access.

Updated Traffic Volumes

In order to determine current traffic conditions within the study area at the existing site access drives, KLOA, Inc. conducted peak period traffic counts at the intersections of Meijer Drive with Golf Road (IL 58), Algonquin Road (IL 56), the shared access drive serving the site and Weber Packaging, and the right-in/right-out access road serving the site and Algonquin Road with the three-quarters access drive serving the site. The traffic counts were conducted on Thursday, October 8, 2020 during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (3:00 P.M. to 6:00 P.M.) peak periods. For the intersection of Meijer Drive with the shared access road, the counts were conducted over a 24-hour period. The results of the traffic counts show that the peak hours of traffic generally occur between 7:30 A.M. and 8:30 A.M. during the weekday morning peak period and between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period.

In order to accurately represent Year 2020 conditions due to the ongoing pandemic, the traffic volumes were compared to traffic counts previously conducted at the surveyed intersections by KLOA, Inc. in 2018. The comparison indicated that the 2018 volumes were approximately 75 percent higher during the weekday morning peak hour and 40 percent higher during the weekday evening peak hour than the 2020 traffic counts. As such, through volumes on Meijer Drive, Golf Road, and Algonquin Road were adjusted accordingly to reflect Year 2020 base (normal conditions) traffic volumes. **Figure 2** illustrates the Year 2020 base traffic volumes inclusive of heavy vehicles and **Figure 3** illustrates the Year 2020 base heavy vehicle traffic volumes.

At the shared access road, 24-hour counts indicated a daily traffic volume of 633 vehicles of which 67 (eleven percent) were heavy vehicles. A majority of the traffic on the drive was evenly distributed between the hours of 4:00 A.M. and 6:00 P.M. with the exception of the peak hour of traffic (3:00 P.M. to 4:00 P.M) during which 96 vehicles utilized the shared access road. It should be noted that this peak hour in traffic on the access road does not align with either of the area roadway peak hours of traffic. Given the even distribution of traffic and the low daily volume of vehicles, the shared access road is not likely to experience capacity problems under existing conditions. Table A in the appendix shows the hourly volume of traffic on the access roadway for the 24-hour period separated by vehicle type.

Updated Development Plan

Under existing conditions, Phase I of the previous development plan has been completed and the site is occupied by an approximately 138,539 square-foot warehouse building. Approximately 84,459 square feet of the warehouse is currently occupied by Taiki USA (60,949 square feet) and AVI (23,510 square feet). Taiki USA is served by the nine northernmost truck loading bays and the 75-space parking lot on the north side of the building. AVI is served by the five central truck loading bays and the 50-space parking lot on the east side of the building.

As proposed, site will be further developed with a Frito Lay distribution center in two phases. During Phase I, the distribution center will occupy the 50,080 square feet of vacant space within the existing building, will utilize the nine southernmost truck loading bays, and will share the 50-space parking lot with AVI on the east side of the building. During Phase II, the existing building will be expanded by 50,080 additional square feet to be used by the distribution center. The proposed expansion will provide 11 additional truck loading bays on the west side of the building and space for the loading of 16 local delivery vans on the south side of the building. The remainder of the site will be developed with a parking lot for 74 delivery vans and 98 semi-trailer trucks. Employee parking will continue to be accommodated within the existing parking along the east face of the building, which will be extended to provide 111 total parking spaces.

In total, the site will contain a 188,619 square-foot building with 34 loading bays, 186 passenger vehicle parking spaces, 74 delivery van parking spaces, and 98 semi-trailer truck parking spaces. A copy of the updated site plan is included in the Appendix.

Site Access

Access to the site will continue to be provided via the existing access system that was built as part of Phase I of the previous development plan:

- The shared Weber Packaging and site access road located on Meijer Drive approximately 415 feet south of Algonquin Road. This access road will serve all site truck traffic. The access road provides one inbound lane and two outbound lanes under stop sign control.

- The right-in/right-out access drive located on Meijer Drive approximately 215 feet south of Algonquin Road. The access drive provides one inbound lane and one outbound lane with left-turn movements restricted via the raised median on Meijer Drive and signage. Outbound movements are under stop sign control.

- The three-quarters (right-in, left-in, right-out) access drive located on Algonquin Road approximately 215 feet south of Meijer Drive. The access drive provides one inbound lane and one outbound lane with outbound left-turn movements restricted via channelization and signage. Outbound movements are under stop sign control.

Projected Site Traffic Volumes

Based on information provided by Frito Lay and assuming the proposed expansion and full operations, the distribution center will operate as follows:

- Warehouse employees will operate in three shifts with 20 employees working from 8:00 A.M. to 4:00 P.M., 20 employees working from 2:00 P.M. to 10:00 P.M., and 10 employees working from 11:00 P.M. to 7:00 A.M.

- 25 office employees will work from 8:00 A.M. to 5:00 P.M.

- 74 delivery van drivers will arrive on site between 5:00 A.M and 7:00 A.M and will depart in delivery vans within the same time period. These drivers will return to the site between 2:00 P.M. and 5:00 P.M and depart in their personal vehicles.

- 15 semi-truck drivers will arrive on site between 10:00 P.M. and 3:00 A.M and will depart in semi-trucks between 11:00 P.M. and 3:00 A.M. These drivers will return to the site between 6:00 A.M. and 12:00 P.M. and depart in their personal vehicles.

- Semi-truck product deliveries will arrive at and depart from the site between 7:00 P.M and 7:00 A.M. Approximately 12 deliveries will arrive daily.

Tables showing the total expected passenger vehicle traffic, vans, and truck traffic to be generated on an hourly basis are included in the Appendix. **Table 1** shows the volume of traffic expected to be generated by the distribution center during the weekday peak hours and on a daily basis.

Table 1
ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
	In	Out	Total	In	Out	Total	
Warehouse Employees	20	0	20	0	0	0	100
Office Employees	25	0	25	0	25	25	50
Route Vans	0	0	0	25	0	25	148
Route Drivers	0	0	0	0	25	25	148
Semi-Truck Drivers	0	8	8	0	0	0	30
Semi-Trucks	8	0	8	0	0	0	30
Product Deliveries	0	0	0	0	0	0	24
Total Passenger Vehicle Traffic	**45**	**8**	**53**	**25**	**50**	**75**	**476**
Total Truck Traffic	**8**	**0**	**8**	**0**	**0**	**0**	**54**
Total	**53**	**8**	**61**	**25**	**50**	**75**	**530**

Trip Generation Comparison

As mentioned, the site was previously proposed and approved to be developed with a 331,014 square-foot warehouse/distribution center. Phase I of the previous plan, which consisted of an approximately 138,539 square-foot warehouse building, has been completed and 84,459 square feet of the building is occupied.

The new development plan calls for the remaining vacant space within the completed building (50,080 square feet) to be occupied by a Frito Lay distribution center and the site to be further developed with an additional 50,080 square feet of space to be used by the distribution center.

Table 2 compares the volume of traffic that would have been generated by the previously approved development less the already occupied portion of the completed building (331,014 square feet - 84,459 square feet = 246,555 square feet) to the traffic that will be generated by the distribution center (50,080 square feet + 50,080 square feet = 100,160 total square feet).

The volume of traffic that would have been generated by the previous proposed expansion and the vacant warehouse space was estimated based on ITE trip generation rates (Land Use Code 150, Warehousing). From Table 2 it can be seen that the proposed distribution center is projected to generate a comparable volume of traffic during the peak hours and on daily basis. It should be noted that the proposed distribution center is projected to generate 38 percent fewer truck trips on a daily basis and 64 percent fewer truck trips during the peak hours.

Table 2
TRIP GENERATION COMPARISON

Land Use		Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
Previous Development Plan								
Warehousing (246,555 s.f.)	Passenger Vehicles	34	10	44	12	34	46	348
	Truck Traffic	8	3	11	3	8	11	87
	Total	42	13	55	15	42	57	435
Proposed Development Plan								
Distribution Center (100,160 s.f.)	Passenger Vehicles	45	8	53	25	50	75	476
	Truck Traffic	8	0	8	0	0	0	54
	Total	53	8	61	25	50	75	530
Difference								
Passenger Vehicles		**+11**	**-2**	**+9**	**+13**	**+16**	**+29**	**+128**
Truck Traffic		**--**	**-3**	**-3**	**-3**	**-8**	**-11**	**-33**
Total		**+11**	**-5**	**+6**	**+10**	**+8**	**+18**	**+95**

Existing Tenant Trip Generation

Due to the ongoing pandemic, the existing tenants of the site may not be operating at full capacity. As such the traffic currently generated by the site was increased to match the trip generation utilized in the previous traffic study and the current 25 percent occupancy (84,459 s.f. of 331,014 s.f.). Table 3 shows the additional traffic assigned to the site.

Table 3
ADDITIONAL SITE TRAFFIC

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Existing Site Traffic[1]	23	2	25	3	18	21
Estimated Typical Site Traffic[2]	32	8	40	8	24	32
Additional Traffic	**+9**	**+6**	**+15**	**+5**	**+6**	**+11**

1 – Assumes 20 percent of existing traffic on the shared access road is existing site traffic.
2 – Based on trip generation volumes used in previous traffic study and an existing occupancy of 25 percent.

Total Site Traffic

The total traffic that is expected to be generated by the site, which includes the existing site traffic increased to reflect typical conditions and the proposed development plan is illustrated in Table 4.

Table 4
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
	In	Out	Total	In	Out	Total	
Existing Site Traffic[1]	32	8	40	8	24	32	345
Proposed Development Plan New Traffic	53	8	61	25	50	75	530
Total Site Traffic	**85**	**16**	**101**	**33**	**74**	**107**	**875**

1 – Increased as shown in Table 3

Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed distribution center were assigned to the roadway system in accordance with the directional distribution utilized in the original traffic impact study. **Figure 4** shows the assignment of the development-generated passenger traffic volumes. **Figure 5** shows the assignment of the development-generated truck traffic volumes.

Projected Traffic Volumes

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed distribution center, as illustrated in Figures 2 and 3, were added to the existing traffic volumes to determine the Year 2026 total projected traffic volumes. The Year 2026 Total Projected traffic volumes are illustrated in **Figure 6**.

Capacity Analyses

Capacity analyses were performed for the study area intersections using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using Synchro/SimTraffic 10 software. Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2026 total projected conditions are presented in **Tables 5** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

The capacity analysis results for the previous development plan included in Tables 3 and 5 are based on the volumes used in the previously conducted traffic impact study. **Figures 7, 8, and 9** illustrate the development-generated passenger traffic volumes, development-generated truck traffic volumes, and total projected volumes utilized in the traffic impact study.

Table 5
CAPACITY ANALYSIS RESULTS – MEIJER DRIVE AND ALGONQUIN ROAD (IL 62) - SIGNALIZED

Peak Hour	Condition	Operating Conditions by Approach										
		Northbound Meijer Drive			Southbound Access Drive	Eastbound Algonquin Road			Westbound Algonquin Road			Overall
		L	T	R	L/T/R	L	T	R	L	T	R	
Year 2020 Base	Weekday Morning	E 67.6	A 1.5		--	A 1.1	B 13.0	A 2.6	B 11.6	A 8.5		B 11.5
		C – 25.6				B – 12.4			A – 8.9			
	Weekday Evening	E 78.6	C 21.1		D 38.4	A 5.9	C 28.1	B 10.2	A 6.1	B 12.5		C 21.3
		D – 43.9				C – 26.6			B – 11.9			
Year 2026 Total Projected	Weekday Morning	E (E) 67.8 (67.8)	A (A) 1.5 (1.7)		--	A (A) 1.3 (1.3)	B (B) 14.4 (14.4)	A (A) 3.0 (3.0)	B (B) 12.3 (12.3)	A (A) 7.9 (7.9)		B (B) 12.3 (12.3)
		C – 27.5 (C - 27.6)				B – 13.7			A – 8.6 (A – 8.6)			
	Weekday Evening	F (E) 81.9 (76.8)	C (B) 20.2 (18.4)		D (D) 38.4 (40.5)	A (A) 5.9 (6.1)	C (C) 28.8 (29.1)	B (A) 10.3 (9.4)	A (A) 6.3 (6.5)	B (B) 12.5 (12.7)		C (C) 22.2 (22.1)
		D – 47.1 (D – 43.8)				C – 27.3 (C – 27.5)			B – 12.0 (B – 12.2)			
Previous Development Plan Total Projected[1]	Weekday Morning	E 68.2	A 1.5		D 54.0	A 6.2	B 14.8	A 7.1	A 9.5	B 15.7		B 18.4
		C – 29.3				B – 14.3			B – 15.2			
	Weekday Evening	E 73.5	D 39.0		D 43.9	A 6.6	B 16.0	A 6.2	B 11.4	B 16.0		C 20.9
		D – 52.4				B – 15.4			B – 15.7			

Delay is measured in seconds. L – Left, T – Through, R – Right
(XX) – With reassignment of two seconds of green time from the access drive (southbound) to Meijer Drive (northbound)
1 –Results from previously conducted study. Based on the previous studies traffic counts and account for a reallocation of green time as was assumed in the study.

Table 6
CAPACITY ANALYSIS RESULTS – YEAR 2020 BASE CONDITIONS
UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Meijer Drive with Golf Road				
• Eastbound Left Turns	C	15.3	C	24.8
• Westbound Left Turns	D	28.1	E	46.5
• Northbound Approach	C	19.2	E	38.0
• Southbound Approach	C	16.0	C	22.4
Meijer Drive with the Shared Weber Packaging and Site Access Road				
• Westbound Left Turns	A	7.6	A	7.9
• Northbound Approach	A	9.2	B	10.6
Meijer Drive with the Right-In/Right-Out Site Access Drive				
• Northbound Approach	--	--	B	10.9
Algonquin Road with the Three-Quarters Site Access Drive				
• Eastbound Approach	--	--	B	14.7
• Northbound Left Turns	B	13.6	B	12.6

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS – TOTAL PROJECTED CONDITIONS
UNSIGNALIZED

Intersection	Total Projected – Proposed Development Plan				Total Projected – Previous Development Plan[1]			
	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Meijer Drive with Golf Road								
• Eastbound Left Turns	C	15.4	D	25.3	A	9.9	B	11.4
• Westbound Left Turns	D	28.6	E	47.4	B	13.8	C	17.4
• Northbound Approach	C	19.5	E	38.5	B	12.3	C	16.9
• Southbound Approach	C	16.0	C	22.6	A	9.3	A	9.0
Meijer Drive with the Shared Weber Packaging and Site Access Road								
• Westbound Left Turns	A	7.9	A	7.9	A	8.8	A	7.9
• Northbound Approach	A	9.3	B	10.8	B	10.3	B	11.1
Meijer Drive with the Right-In/Right-Out Site Access Drive								
• Northbound Approach	A	9.0	B	10.8	A	8.8	B	11.3
Algonquin Road with the Three-Quarters Site Access Drive								
• Eastbound Approach	C	15.8	B	15.4	A	9.8	B	11.8
• Northbound Left Turns	B	14.3	B	13.0	B	12.4	B	13.6

LOS = Level of Service
Delay is measured in seconds.
1 - Results from previously conducted study. Based on the previous studies traffic counts.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Meijer Drive with Algonquin Road (IL 62)

Under existing conditions, this intersection operates at Level of Service (LOS) B during the weekday morning peak hour and LOS C during the weekday evening peak hour. Under Year 2026 total projected traffic conditions, the intersection is projected to operate at the same LOS with increases in delay of less than one second.

It is important to note that the northbound left-turn movement currently operates at LOS E during both peak hours and is projected to operate at LOS E to F. This is due to the fact that Meijer Drive and the access drive opposite Meijer Drive operate as a split phase operation where each receives green time independently. Further, the cycle length is 150 seconds during the weekday evening peak hour. As such, the combination of a long cycle length, split phase operation, and the limited green time given to Meijer Drive (a total of 16 seconds) all contribute to the less than desirable LOS/delay for the outbound movements on Meijer Drive, particularly during the weekday evening peak hour. However, despite these delays, 95th percentile queues on Meijer Drive are not projected to exceed 115 feet and are not projected to block the site access drives. Further, these queues are projected to clear with every green cycle.

It was recommended in the original traffic study that additional green time be given to Meijer Drive during both peak periods. The green time can be taken from the access drive green time (the opposite minor approach) since the access drive has a low volume of exiting traffic during the peak hours. As can be seen, with the reassignment of two seconds of green time, the northbound left turn is projected to operate at LOS E during both peak hours and the Algonquin Road movements are projected to continue operating at the same LOS with a change in delay of less than one second. Reallocation of green time from the minor approaches does not typically require the recalibration and optimization of the traffic signal interconnect system along Algonquin Road. As such, consideration should be given to reallocating two seconds of green time to Meijer Drive.

The signal is projected to operate at the same overall LOS as projected conditions from the previous traffic study for the previous development plan. No further roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the addition of the proposed distribution center.

Meijer Drive with Golf Road (IL 58)

Under existing conditions, all critical movements at this intersection operate at LOS E or better during the weekday morning and weekday evening peak hours. Under Year 2026 total projected traffic volumes, all movements are projected to operate at a similar LOS with increases in delay of less than one second. As such, the intersection will continue to operate at an acceptable LOS and delay under projected traffic conditions and no roadway or traffic control improvements are needed or recommended at this intersection in conjunction with the addition of the proposed distribution center.

Meijer Drive with the Shared Weber Packaging and Site Access Road

Under existing conditions, all critical movements to and from the shared access road operate at LOS B or better during the weekday morning and weekday evening peak hours. Under Year 2026 total projected traffic volumes, all movements are projected to operate at the same LOS with increases in delay of less than one second. Further, 95th percentile queues at this access drive are not projected to exceed one to two vehicles and will not impact internal circulation. It should be noted that the proposed development is not projected to increase the volume of trucks on this access road by more than six during any hour throughout the day.

In order to ensure this access road will operate efficiently throughout the day, the access road was analyzed for a hypothetical worst-case scenario. For this scenario, peak existing traffic volumes at this intersection (3:15 P.M. to 4:15 P.M.) were increased by 75 percent to account for pre-pandemic conditions and added to peak trip generation volumes of the proposed development (4:00 P.M. to 5:00 P.M.). It is important to note that the peak hour of existing traffic volumes at this intersection overlaps with the peak hour of traffic on the shared access road, which occurs between 3:00 P.M. and 4:00 P.M. The capacity analysis results for this scenario are shown in **Table 8.**

Table 8
CAPACITY ANALYSIS RESULTS – WORST CASE SCENARIO - UNSIGNALIZED

Intersection	Weekday Evening Peak Hour	
	LOS	Delay
Meijer Drive with the Shared Weber Packaging and Site Access Road		
• Westbound Left Turns	A	8.5
• Northbound Approach	B	12.4

LOS = Level of Service
Delay is measured in seconds.

As can be seen in Table 8, even under worst case scenario conditions, the access road will continue to operate efficiently. As such, this access road can adequately accommodate the additional site traffic and no improvements are needed or recommended in conjunction with the proposed distribution center.

Meijer Drive with the Right-In/Right-Out Access Drive

Under existing conditions, all critical movements to and from this access drive operate at LOS B or better during the weekday morning and weekday evening peak hours. Under Year 2026 total projected traffic volumes, all movements are projected to operate at the same LOS with increases in delay of less than one second. Further, 95th percentile queues at this access drive are not projected to exceed one to two vehicles and will not impact internal circulation. As previously mentioned, 95th percentile queues from the signalized intersection of Algonquin Road with Meijer Drive are not projected to exceed 115 feet and will not block this access drive. As such, this access drive can adequately accommodate the additional site traffic and no improvements are needed or recommended in conjunction with the proposed distribution center.

Meijer Drive with the Three-Quarters Access Drive

Under existing conditions, all critical movements to and from this access drive operate at LOS B during the weekday morning and weekday evening peak hours. Under Year 2026 total projected traffic volumes, all movements are projected to operate at LOS C or better during both peak hours. Further, 95th percentile queues at this access drive are not projected to exceed one to two vehicles and will not impact internal circulation. As such, this access drive can adequately accommodate the additional site traffic and no improvements are needed or recommended in conjunction with the proposed distribution center.

On-Site Parking

With the completion of the proposed development, the site will provide 186 passenger vehicle parking spaces, 74 delivery van parking spaces, and 98 semi-trailer truck parking spaces. Based on information provided by the operator Taiki USA has 55 employees and AVI has 30 employees. Further, the proposed Frito Lay distribution center will have a maximum of 86 employees on site at one time. As such, the maximum parking demand the site will experience is 171 passenger vehicles, which can be accommodated within the proposed 186 passenger vehicle spaces.

In order to further confirm the adequacy of the proposed parking supply, the development was compared to rates included in the ITE *Parking Generation Manual*, 5th Edition. The parking manual indicates that a warehouse/distribution facility should provide parking at a rate of 0.39 parking spaces per 1,000 square feet. As such, with a total size of 184,619 square feet, the development should provide 72 parking spaces which is considerably lower than the provided 186 parking spaces.

Conclusion

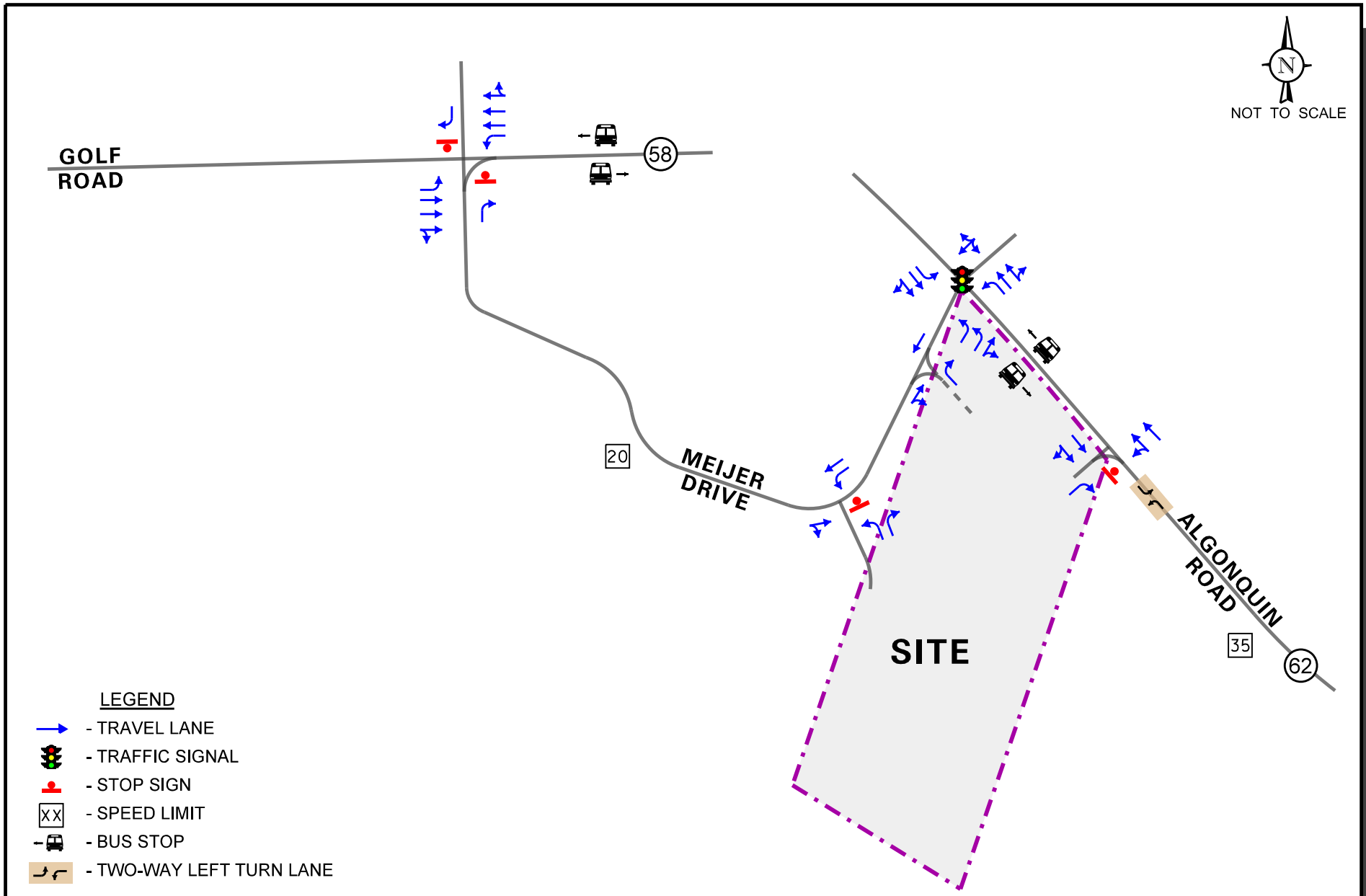
Based on the preceding, the following conclusions have been made:

- The proposed distribution development will generate a comparable volume to the previous approved development.
- The signalized intersection of IL 62 and Meijer Drive has sufficient reserve capacity to accommodate the proposed site-generated traffic volumes.
- The proposed access system will continue to provide efficient and flexible access to and from the site.
- The site will provide adequate parking for the existing and proposed tenants.

Appendix

Roadway Figures
Traffic Count Summary Sheets
Shared Access Drive 24-Hour Volumes
Preliminary Site Plan
Daily Estimated Site-Generated Traffic Volumes
Level of Service Criteria
Capacity Analysis Summary Sheets

Roadway Figures



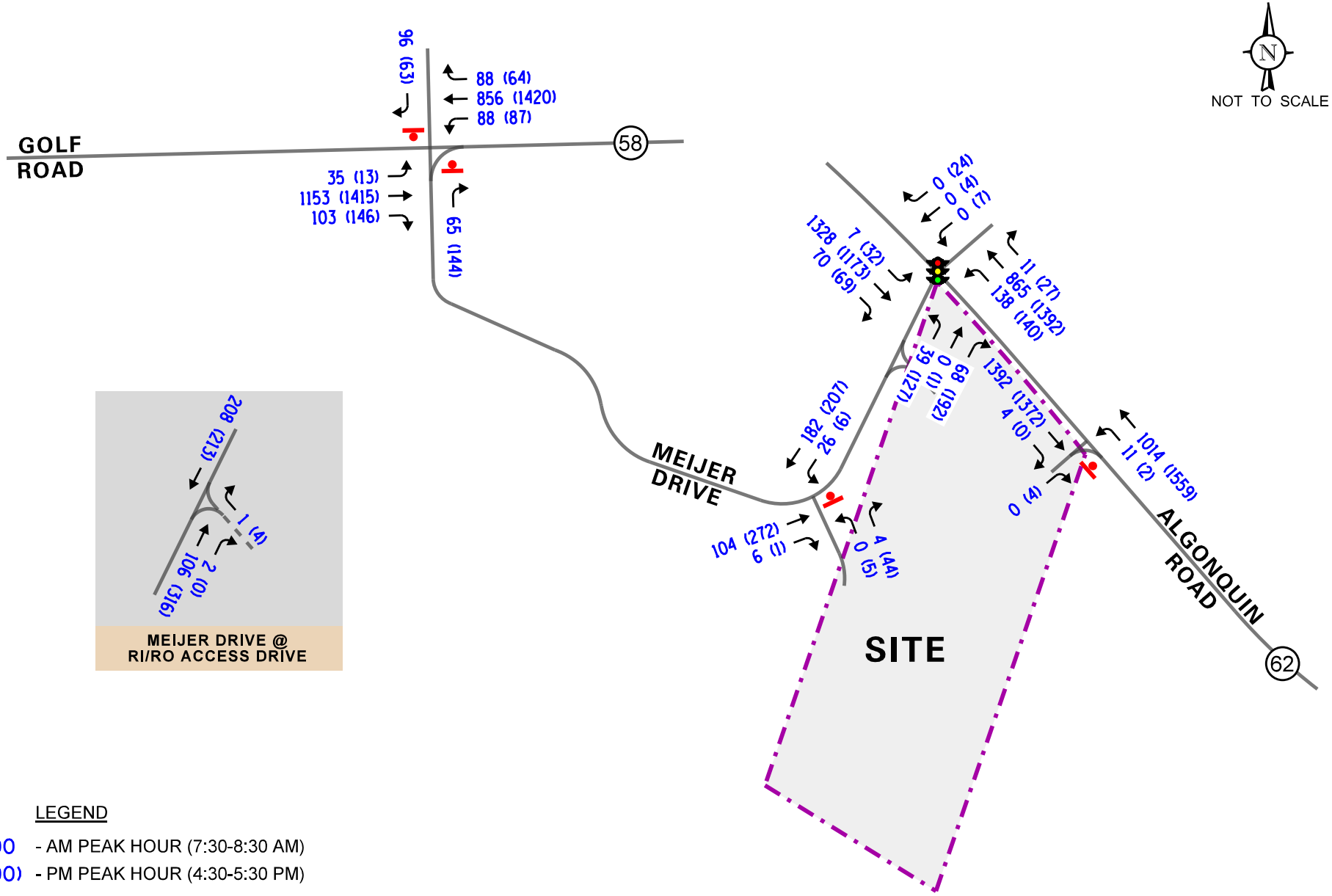
Arlington Heights
Industrial
Arlington Heights, Illinois

Existing Roadway Characteristics

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

Job No: 17-173

Figure: 1

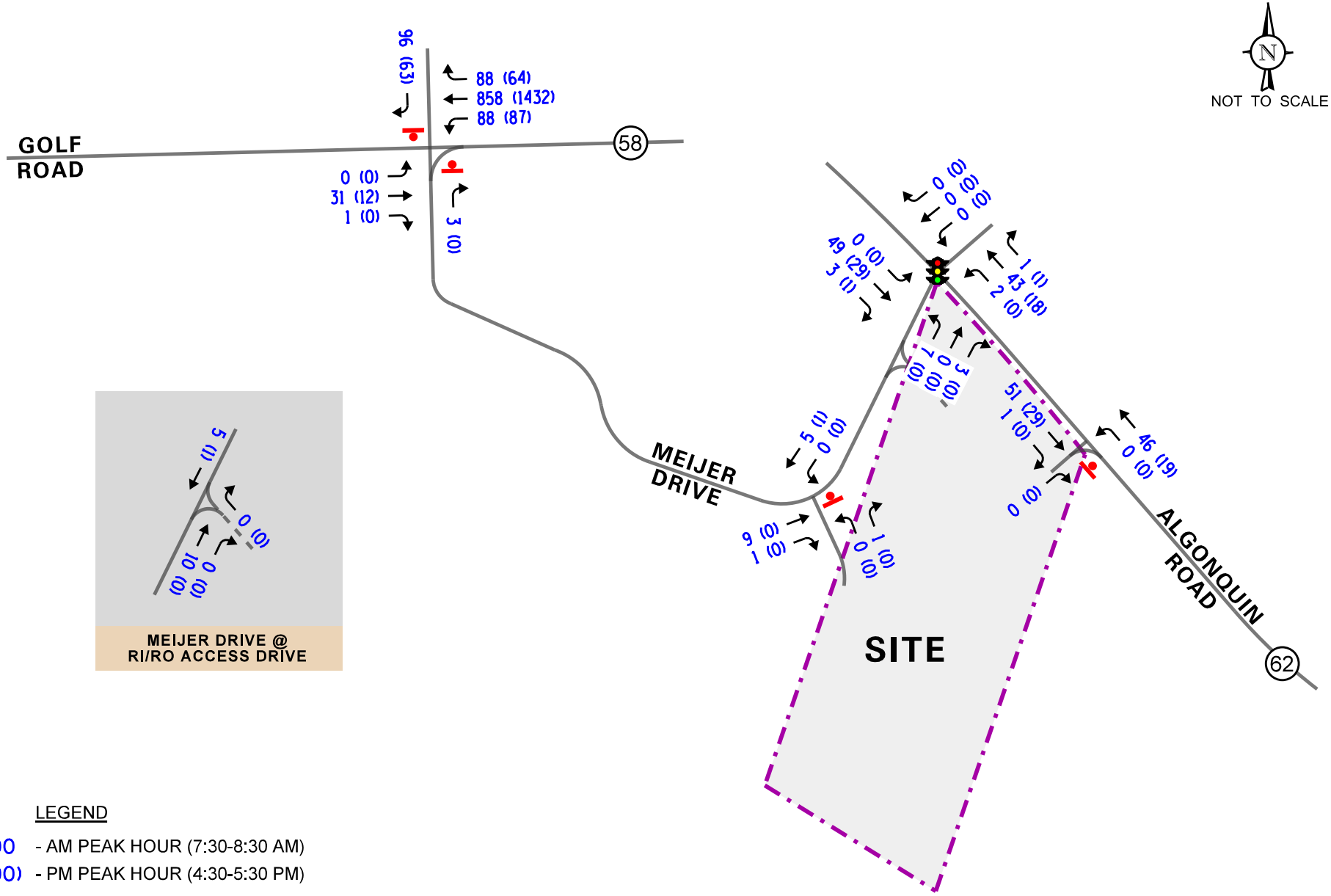


Arlington Heights Industrial
Arlington Heights, Illinois

Year 2020 Base Traffic Volumes

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

Job No: 17-173 Figure: 2



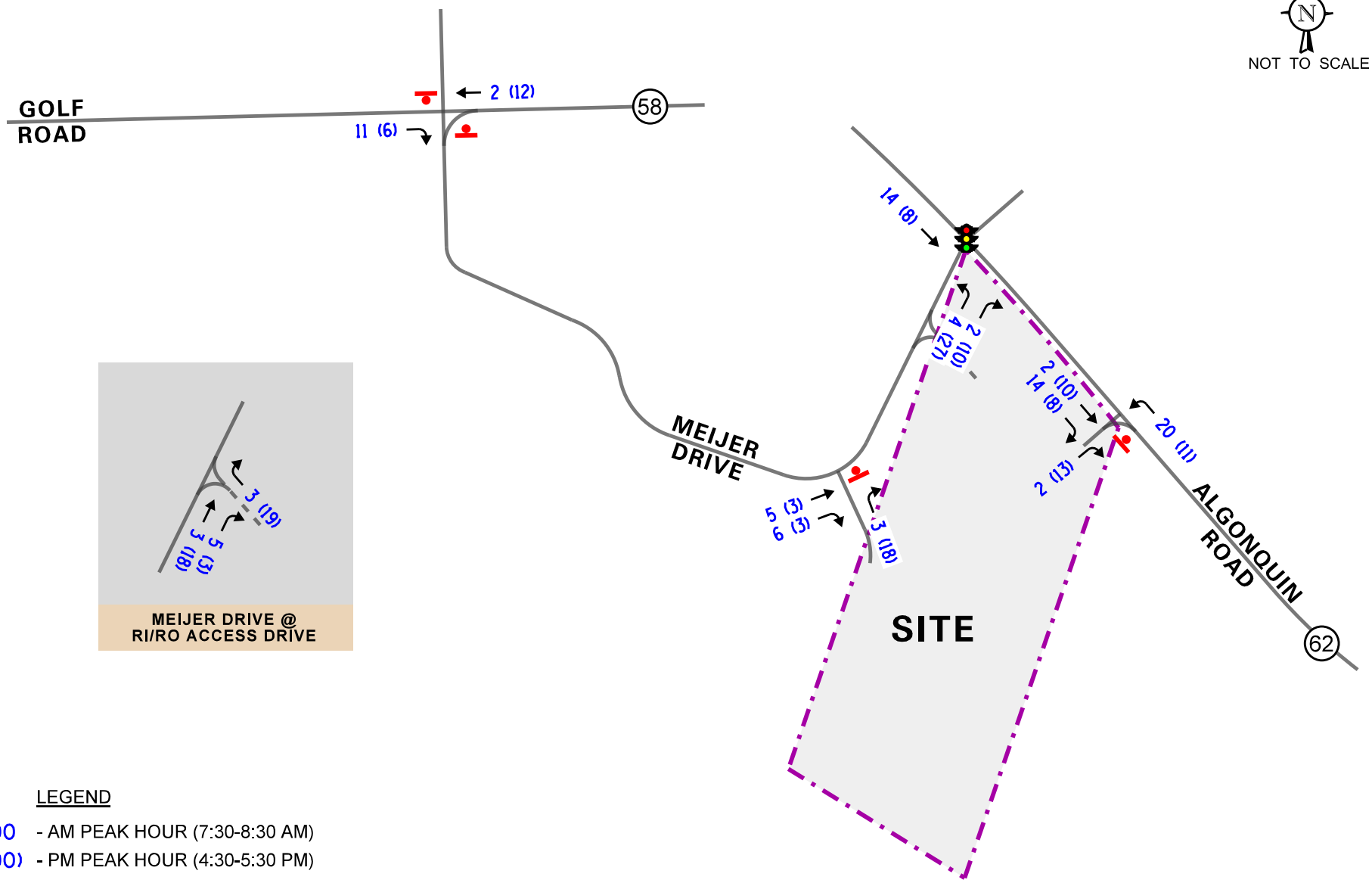
Arlington Heights Industrial
Arlington Heights, Illinois

Year 2020 Base Heavy Vehicle Traffic Volumes

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

Job No: 17-173

Figure: 3



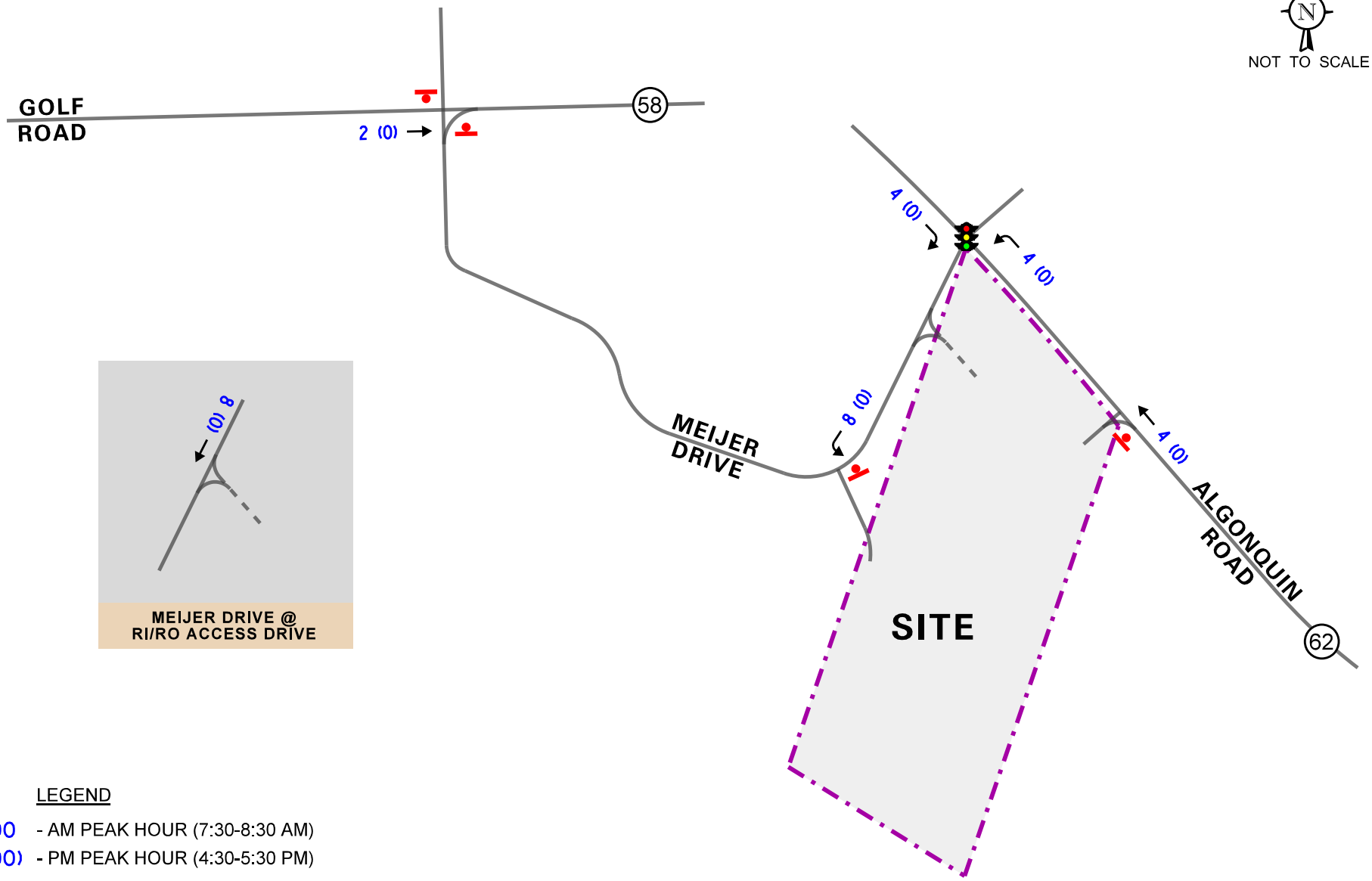
Arlington Heights
Industrial
Arlington Heights, Illinois

Estimated Site-Generated
Passenger Vehicle Traffic Volumes

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

Job No: 17-173

Figure: 4

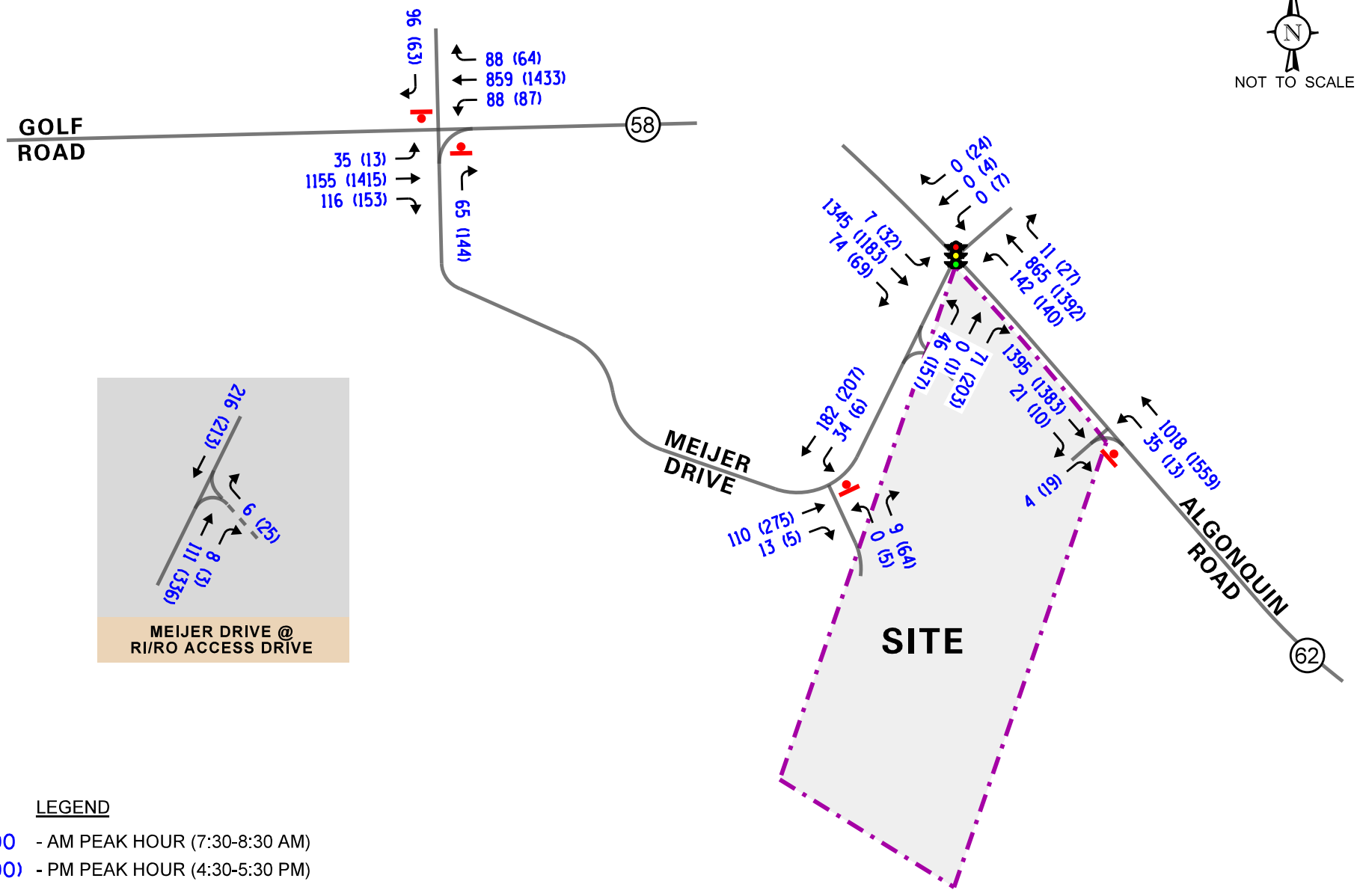


Arlington Heights
Industrial
Arlington Heights, Illinois

Estimated Site-Generated Truck Traffic Volumes

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

Job No: 17-173 Figure: 5



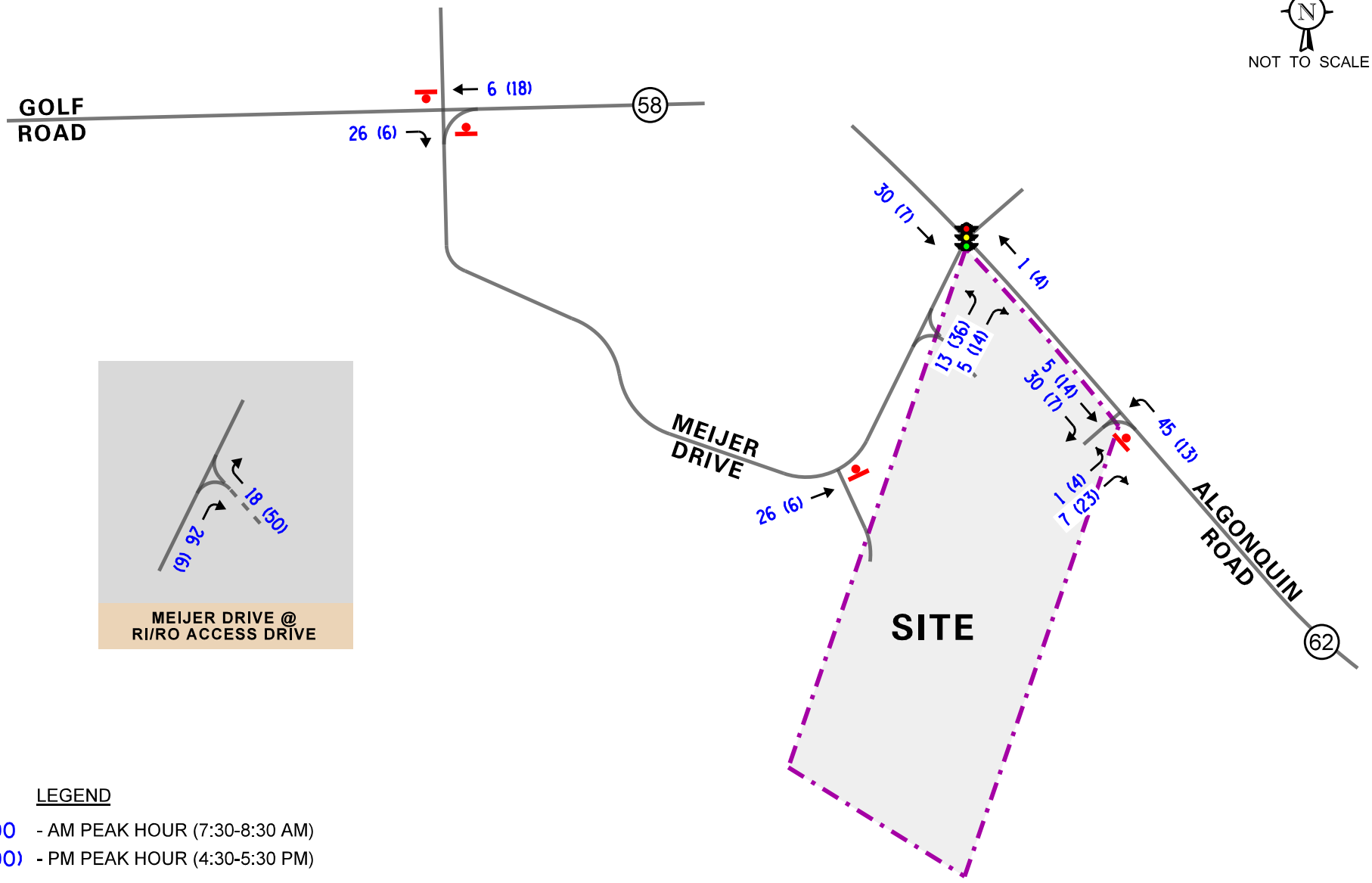
Arlington Heights Industrial
Arlington Heights, Illinois

Total Projected Traffic Volumes

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

Job No: 17-173

Figure: 6

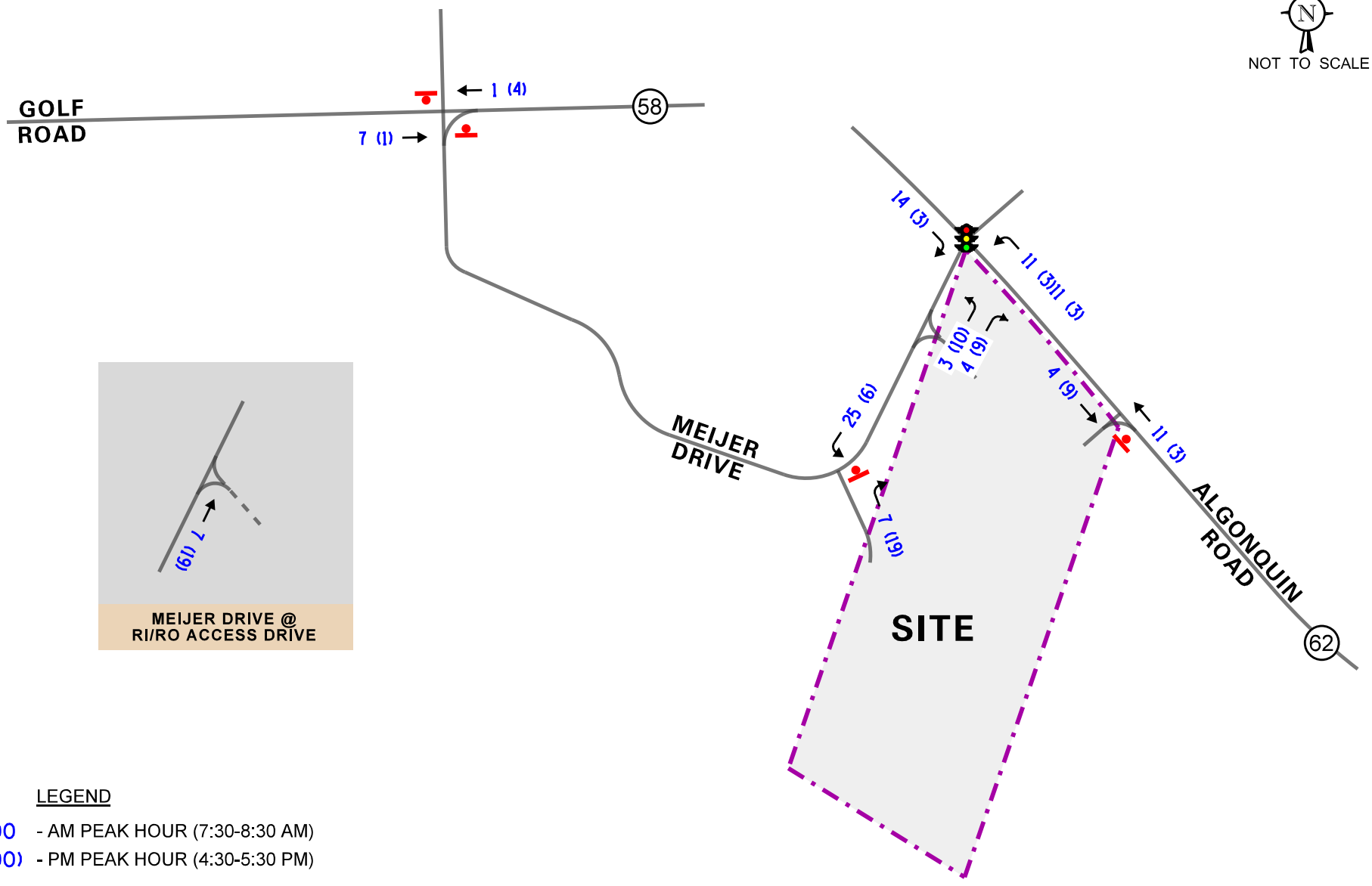


Arlington Heights
Industrial
Arlington Heights, Illinois

Previous Development Plan
Site-Generated Passenger Vehicle Traffic Volumes

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

Job No: 17-173 Figure: 7

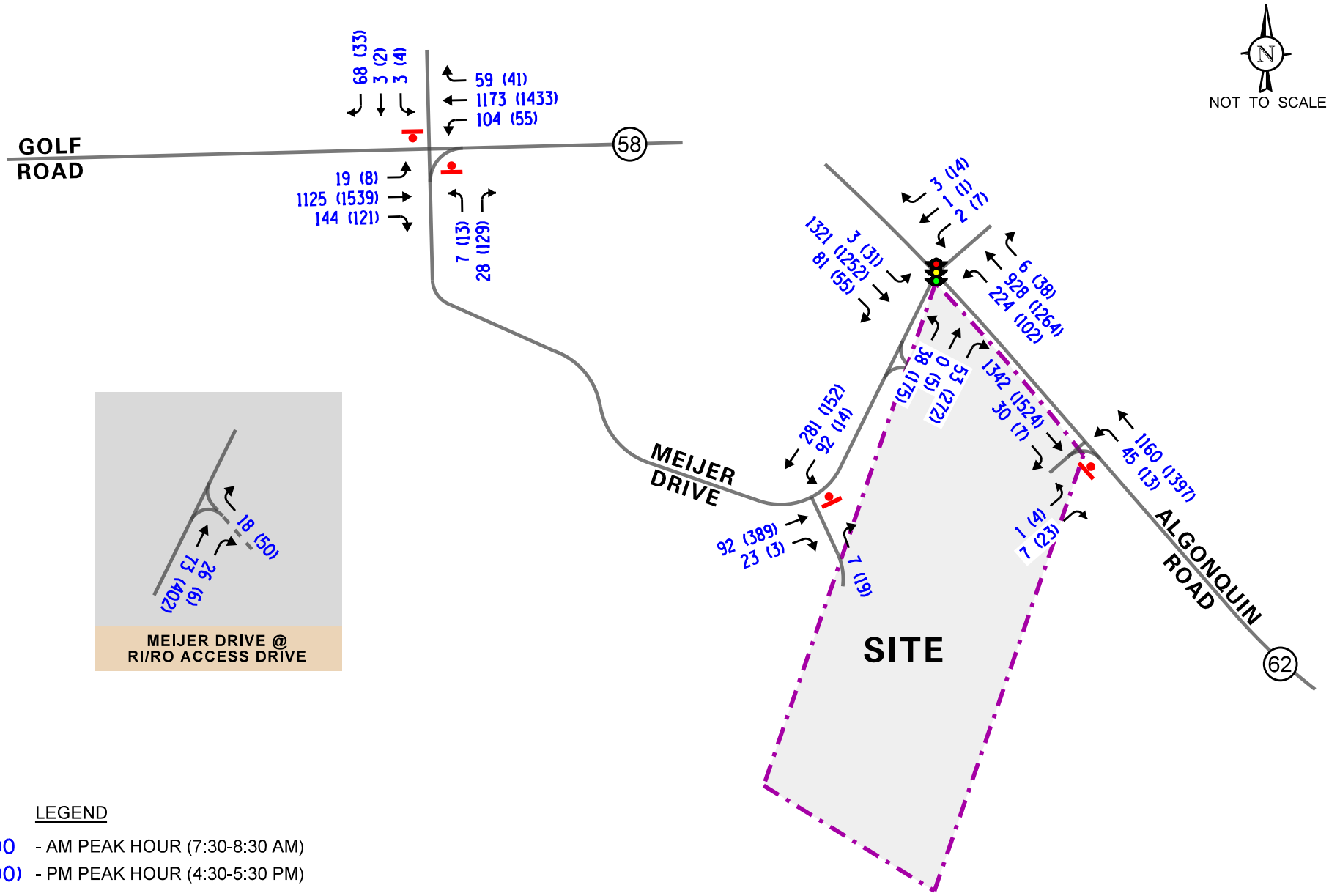


Arlington Heights Industrial
Arlington Heights, Illinois

Previous Development Plan
Site-Generated Truck Traffic Volumes

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

Job No: 17-173 Figure: 8



Arlington Heights
Industrial
Arlington Heights, Illinois

Previous Development Plan
Total Projected Traffic Volumes

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

Job No: 17-173

Figure: 9

Traffic Count Summary Sheets

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

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

Count Name: Algonquin Road with 3/4 Access
Site Code:
Start Date: 10/08/2020

Turning Movement Data

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						3/4 Access Northbound						Southbound Approach 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	0	162	0	0	162	0	1	121	1	0	123	0	0	0	0	1	0	0	0	1	0	2	1	286
7:15 AM	0	0	171	6	0	177	0	9	129	1	0	139	0	0	0	0	2	0	0	0	0	1	0	1	317
7:30 AM	0	1	202	2	0	205	0	7	151	1	0	159	0	0	0	0	0	0	0	0	0	0	0	0	364
7:45 AM	0	1	224	1	0	226	0	4	155	1	0	160	0	0	0	0	0	0	0	0	0	1	0	1	387
Hourly Total	0	2	759	9	0	770	0	21	556	4	0	581	0	0	0	0	3	0	0	0	1	2	2	3	1354
8:00 AM	0	0	154	1	0	155	0	0	124	3	0	127	0	0	0	0	0	0	0	0	0	0	0	0	282
8:15 AM	0	3	203	0	0	206	0	0	149	2	0	151	0	0	0	0	3	0	0	0	0	0	0	0	357
8:30 AM	0	0	197	0	0	197	0	0	144	1	0	145	0	0	0	0	1	0	0	0	0	0	1	0	342
8:45 AM	0	1	185	0	0	186	0	1	149	2	0	152	0	0	0	2	0	2	0	1	0	0	0	1	341
Hourly Total	0	4	739	1	0	744	0	1	566	8	0	575	0	0	0	2	4	2	0	1	0	0	1	1	1322
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	1	227	0	0	228	0	0	236	1	0	237	0	0	0	1	0	1	1	0	0	0	0	1	467
3:15 PM	0	1	212	0	0	213	0	0	244	3	0	247	0	0	0	1	0	1	0	0	0	0	0	0	461
3:30 PM	0	0	268	0	0	268	0	1	288	0	0	289	0	0	0	2	0	2	0	0	0	0	0	0	559
3:45 PM	0	1	243	0	0	244	0	0	256	0	0	256	0	0	0	1	0	1	0	0	0	0	4	0	501
Hourly Total	0	3	950	0	0	953	0	1	1024	4	0	1029	0	0	0	5	0	5	1	0	0	0	4	1	1988
4:00 PM	0	2	243	0	0	245	0	1	227	3	0	231	0	0	0	9	1	9	0	0	0	0	0	0	485
4:15 PM	0	1	257	0	0	258	0	0	234	0	0	234	0	0	0	10	1	10	0	0	0	1	0	1	503
4:30 PM	0	0	225	0	0	225	0	1	277	1	0	279	0	0	2	0	0	2	0	0	0	0	0	0	506
4:45 PM	0	1	257	0	0	258	0	0	272	0	0	272	0	0	0	0	0	0	0	0	0	0	0	0	530
Hourly Total	0	4	982	0	0	986	0	2	1010	4	0	1016	0	0	2	19	2	21	0	0	0	1	0	1	2024
5:00 PM	0	2	243	0	0	245	0	0	262	0	0	262	0	0	0	0	1	0	0	0	0	0	0	0	507
5:15 PM	0	1	249	0	0	250	0	1	297	0	0	298	0	0	0	2	0	2	0	0	0	0	0	0	550
5:30 PM	0	0	230	0	0	230	0	0	264	0	0	264	0	0	0	0	2	0	0	0	0	0	0	0	494
5:45 PM	0	0	202	0	0	202	0	0	253	2	0	255	0	0	0	1	0	1	0	0	0	0	0	0	458
Hourly Total	0	3	924	0	0	927	0	1	1076	2	0	1079	0	0	0	3	3	3	0	0	0	0	0	0	2009
Grand Total	0	16	4354	10	0	4380	0	26	4232	22	0	4280	0	0	2	29	12	31	1	1	1	3	7	6	8697
Approach %	0.0	0.4	99.4	0.2	-	-	0.0	0.6	98.9	0.5	-	-	0.0	0.0	6.5	93.5	-	-	16.7	16.7	16.7	50.0	-	-	-
Total %	0.0	0.2	50.1	0.1	-	50.4	0.0	0.3	48.7	0.3	-	49.2	0.0	0.0	0.0	0.3	-	0.4	0.0	0.0	0.0	0.0	-	0.1	-
Lights	0	12	4161	6	-	4179	0	26	4082	16	-	4124	0	0	0	26	-	26	1	1	0	1	-	3	8332
% Lights	-	75.0	95.6	60.0	-	95.4	-	100.0	96.5	72.7	-	96.4	-	-	0.0	89.7	-	83.9	100.0	100.0	0.0	33.3	-	50.0	95.8
Buses	0	0	25	0	-	25	0	0	20	0	-	20	0	0	0	0	-	0	0	0	0	0	-	0	45
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.5	0.0	-	0.5	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	4	125	3	-	132	0	0	97	2	-	99	0	0	0	0	-	0	0	0	0	1	-	1	232
% Single-Unit Trucks	-	25.0	2.9	30.0	-	3.0	-	0.0	2.3	9.1	-	2.3	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	33.3	-	16.7	2.7

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

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

Count Name: Algonquin Road with 3/4 Access
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						3/4 Access Northbound						Southbound Approach Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	202	2	0	205	0	7	151	1	0	159	0	0	0	0	0	0	0	0	0	0	0	0	364
7:45 AM	0	1	224	1	0	226	0	4	155	1	0	160	0	0	0	0	0	0	0	0	0	1	0	1	387
8:00 AM	0	0	154	1	0	155	0	0	124	3	0	127	0	0	0	0	0	0	0	0	0	0	0	0	282
8:15 AM	0	3	203	0	0	206	0	0	149	2	0	151	0	0	0	0	3	0	0	0	0	0	0	0	357
Total	0	5	783	4	0	792	0	11	579	7	0	597	0	0	0	0	3	0	0	0	0	1	0	1	1390
Approach %	0.0	0.6	98.9	0.5	-	-	0.0	1.8	97.0	1.2	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.4	56.3	0.3	-	57.0	0.0	0.8	41.7	0.5	-	42.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.1	-	0.1	-
PHF	0.000	0.417	0.874	0.500	-	0.876	0.000	0.393	0.934	0.583	-	0.933	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	0.250	-	0.250	0.898
Lights	0	5	732	3	-	740	0	11	534	7	-	552	0	0	0	0	-	0	0	0	0	0	-	0	1292
% Lights	-	100.0	93.5	75.0	-	93.4	-	100.0	92.2	100.0	-	92.5	-	-	-	-	-	-	-	-	-	0.0	-	0.0	92.9
Buses	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Buses	-	0.0	0.4	0.0	-	0.4	-	0.0	0.3	0.0	-	0.3	-	-	-	-	-	-	-	-	-	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	40	0	-	40	0	0	34	0	-	34	0	0	0	0	-	0	0	0	0	0	-	0	74
% Single-Unit Trucks	-	0.0	5.1	0.0	-	5.1	-	0.0	5.9	0.0	-	5.7	-	-	-	-	-	-	-	-	-	0.0	-	0.0	5.3
Articulated Trucks	0	0	8	1	-	9	0	0	9	0	-	9	0	0	0	0	-	0	0	0	0	0	-	0	18
% Articulated Trucks	-	0.0	1.0	25.0	-	1.1	-	0.0	1.6	0.0	-	1.5	-	-	-	-	-	-	-	-	-	0.0	-	0.0	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	-	-	-	-	-	-	-	100.0	-	100.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: Algonquin Road with 3/4 Access
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						3/4 Access Northbound						Southbound Approach 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	
4:30 PM	0	0	225	0	0	225	0	1	277	1	0	279	0	0	2	0	0	2	0	0	0	0	0	0	506
4:45 PM	0	1	257	0	0	258	0	0	272	0	0	272	0	0	0	0	0	0	0	0	0	0	0	0	530
5:00 PM	0	2	243	0	0	245	0	0	262	0	0	262	0	0	0	0	1	0	0	0	0	0	0	0	507
5:15 PM	0	1	249	0	0	250	0	1	297	0	0	298	0	0	0	2	0	2	0	0	0	0	0	0	550
Total	0	4	974	0	0	978	0	2	1108	1	0	1111	0	0	2	2	1	4	0	0	0	0	0	0	2093
Approach %	0.0	0.4	99.6	0.0	-	-	0.0	0.2	99.7	0.1	-	-	0.0	0.0	50.0	50.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.2	46.5	0.0	-	46.7	0.0	0.1	52.9	0.0	-	53.1	0.0	0.0	0.1	0.1	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.500	0.947	0.000	-	0.948	0.000	0.500	0.933	0.250	-	0.932	0.000	0.000	0.250	0.250	-	0.500	0.000	0.000	0.000	0.000	-	0.000	0.951
Lights	0	1	948	0	-	949	0	2	1089	0	-	1091	0	0	0	2	-	2	0	0	0	0	-	0	2042
% Lights	-	25.0	97.3	-	-	97.0	-	100.0	98.3	0.0	-	98.2	-	-	0.0	100.0	-	50.0	-	-	-	-	-	-	97.6
Buses	0	0	5	0	-	5	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Buses	-	0.0	0.5	-	-	0.5	-	0.0	0.3	0.0	-	0.3	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	0.4
Single-Unit Trucks	0	3	16	0	-	19	0	0	14	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	33
% Single-Unit Trucks	-	75.0	1.6	-	-	1.9	-	0.0	1.3	0.0	-	1.3	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	1.6
Articulated Trucks	0	0	5	0	-	5	0	0	2	1	-	3	0	0	0	0	-	0	0	0	0	0	-	0	8
% Articulated Trucks	-	0.0	0.5	-	-	0.5	-	0.0	0.2	100.0	-	0.3	-	-	0.0	0.0	-	0.0	-	-	-	-	-	-	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	100.0	0.0	-	50.0	-	-	-	-	-	-	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: Meijer Drive with Algonquin Road
Site Code:
Start Date: 10/08/2020

Turning Movement Data

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						Meijer Drive Northbound						Access drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	1	1	153	5	0	160	0	13	108	1	0	122	0	4	0	11	0	15	0	0	1	0	0	1	298
7:15 AM	1	1	178	6	0	186	0	15	125	0	0	140	0	4	0	7	2	11	0	0	0	0	0	0	337
7:30 AM	0	1	210	5	0	216	0	16	127	1	0	144	0	6	0	2	0	8	0	0	0	0	0	0	368
7:45 AM	0	2	199	9	0	210	0	20	122	4	0	146	0	7	0	9	0	16	0	0	0	0	1	0	372
Hourly Total	2	5	740	25	0	772	0	64	482	6	0	552	0	21	0	29	2	50	0	0	1	0	1	1	1375
8:00 AM	1	0	172	16	0	189	0	17	113	0	0	130	0	2	0	9	0	11	0	0	0	0	0	0	330
8:15 AM	0	0	178	10	0	188	0	23	131	1	0	155	0	7	0	18	1	25	0	0	0	0	1	0	368
8:30 AM	0	0	184	10	0	194	0	18	125	1	0	144	0	11	0	17	1	28	0	0	0	1	2	1	367
8:45 AM	0	2	176	5	0	183	0	12	122	1	0	135	0	6	1	15	0	22	0	0	0	2	0	2	342
Hourly Total	1	2	710	41	0	754	0	70	491	3	0	564	0	26	1	59	2	86	0	0	0	3	3	3	1407
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	2	3	186	14	0	205	0	22	230	3	0	255	0	22	0	27	1	49	0	1	0	3	0	4	513
3:15 PM	2	2	195	14	1	213	0	26	208	3	0	237	0	17	1	22	0	40	0	2	0	3	0	5	495
3:30 PM	0	4	216	13	1	233	0	34	272	3	1	309	0	27	0	49	1	76	0	1	0	3	0	4	622
3:45 PM	2	4	219	14	0	239	0	23	222	3	0	248	0	20	0	25	0	45	0	1	0	7	2	8	540
Hourly Total	6	13	816	55	2	890	0	105	932	12	1	1049	0	86	1	123	2	210	0	5	0	16	2	21	2170
4:00 PM	2	2	217	13	0	234	0	25	195	4	0	224	0	26	0	32	0	58	0	2	0	4	0	6	522
4:15 PM	0	2	229	13	0	244	0	24	213	4	0	241	0	18	0	22	2	40	0	3	0	5	0	8	533
4:30 PM	0	5	189	17	0	211	0	26	248	2	0	276	0	29	0	32	0	61	0	1	3	3	0	7	555
4:45 PM	0	4	227	9	0	240	0	25	242	2	0	269	0	12	0	37	0	49	0	1	0	2	1	3	561
Hourly Total	2	13	862	52	0	929	0	100	898	12	0	1010	0	85	0	123	2	208	0	7	3	14	1	24	2171
5:00 PM	2	6	204	12	0	224	0	14	258	9	0	281	0	27	1	33	0	61	0	0	0	5	0	5	571
5:15 PM	1	5	215	11	0	232	0	24	246	6	0	276	0	23	0	29	1	52	0	3	0	7	0	10	570
5:30 PM	1	1	206	5	0	213	0	19	240	7	1	266	0	13	1	17	0	31	0	0	1	3	0	4	514
5:45 PM	2	2	181	8	1	193	0	24	227	4	0	255	0	12	0	22	1	34	0	3	1	6	0	10	492
Hourly Total	6	14	806	36	1	862	0	81	971	26	1	1078	0	75	2	101	2	178	0	6	2	21	0	29	2147
Grand Total	17	47	3934	209	3	4207	0	420	3774	59	2	4253	0	293	4	435	10	732	0	18	6	54	7	78	9270
Approach %	0.4	1.1	93.5	5.0	-	-	0.0	9.9	88.7	1.4	-	-	0.0	40.0	0.5	59.4	-	-	0.0	23.1	7.7	69.2	-	-	-
Total %	0.2	0.5	42.4	2.3	-	45.4	0.0	4.5	40.7	0.6	-	45.9	0.0	3.2	0.0	4.7	-	7.9	0.0	0.2	0.1	0.6	-	0.8	-
Lights	17	46	3762	198	-	4023	0	405	3626	54	-	4085	0	280	4	411	-	695	0	18	4	53	-	75	8878
% Lights	100.0	97.9	95.6	94.7	-	95.6	-	96.4	96.1	91.5	-	96.0	-	95.6	100.0	94.5	-	94.9	-	100.0	66.7	98.1	-	96.2	95.8
Buses	0	0	27	0	-	27	0	0	28	0	-	28	0	1	0	0	-	1	0	0	0	0	-	0	56
% Buses	0.0	0.0	0.7	0.0	-	0.6	-	0.0	0.7	0.0	-	0.7	-	0.3	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	104	6	-	110	0	10	81	4	-	95	0	9	0	17	-	26	0	0	0	1	-	1	232
% Single-Unit Trucks	0.0	0.0	2.6	2.9	-	2.6	-	2.4	2.1	6.8	-	2.2	-	3.1	0.0	3.9	-	3.6	-	0.0	0.0	1.9	-	1.3	2.5

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

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

Count Name: Meijer Drive with Algonquin Road
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						Meijer Drive Northbound						Access drive Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	1	210	5	0	216	0	16	127	1	0	144	0	6	0	2	0	8	0	0	0	0	0	0	368
7:45 AM	0	2	199	9	0	210	0	20	122	4	0	146	0	7	0	9	0	16	0	0	0	0	1	0	372
8:00 AM	1	0	172	16	0	189	0	17	113	0	0	130	0	2	0	9	0	11	0	0	0	0	0	0	330
8:15 AM	0	0	178	10	0	188	0	23	131	1	0	155	0	7	0	18	1	25	0	0	0	0	1	0	368
Total	1	3	759	40	0	803	0	76	493	6	0	575	0	22	0	38	1	60	0	0	0	0	2	0	1438
Approach %	0.1	0.4	94.5	5.0	-	-	0.0	13.2	85.7	1.0	-	-	0.0	36.7	0.0	63.3	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.1	0.2	52.8	2.8	-	55.8	0.0	5.3	34.3	0.4	-	40.0	0.0	1.5	0.0	2.6	-	4.2	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.250	0.375	0.904	0.625	-	0.929	0.000	0.826	0.941	0.375	-	0.927	0.000	0.786	0.000	0.528	-	0.600	0.000	0.000	0.000	0.000	-	0.000	0.966
Lights	1	3	716	37	-	757	0	74	449	5	-	528	0	16	0	35	-	51	0	0	0	0	-	0	1336
% Lights	100.0	100.0	94.3	92.5	-	94.3	-	97.4	91.1	83.3	-	91.8	-	72.7	-	92.1	-	85.0	-	-	-	-	-	-	92.9
Buses	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Buses	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.6	0.0	-	0.5	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.5
Single-Unit Trucks	0	0	28	2	-	30	0	1	29	1	-	31	0	5	0	2	-	7	0	0	0	0	-	0	68
% Single-Unit Trucks	0.0	0.0	3.7	5.0	-	3.7	-	1.3	5.9	16.7	-	5.4	-	22.7	-	5.3	-	11.7	-	-	-	-	-	-	4.7
Articulated Trucks	0	0	11	1	-	12	0	1	11	0	-	12	0	1	0	1	-	2	0	0	0	0	-	0	26
% Articulated Trucks	0.0	0.0	1.4	2.5	-	1.5	-	1.3	2.2	0.0	-	2.1	-	4.5	-	2.6	-	3.3	-	-	-	-	-	-	1.8
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	0.0	-	0.0	-	0.0	-	-	-	-	-	-	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	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: Meijer Drive with Algonquin Road
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Algonquin Road Eastbound						Algonquin Road Westbound						Meijer Drive Northbound						Access drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	5	189	17	0	211	0	26	248	2	0	276	0	29	0	32	0	61	0	1	3	3	0	7	555
4:45 PM	0	4	227	9	0	240	0	25	242	2	0	269	0	12	0	37	0	49	0	1	0	2	1	3	561
5:00 PM	2	6	204	12	0	224	0	14	258	9	0	281	0	27	1	33	0	61	0	0	0	5	0	5	571
5:15 PM	1	5	215	11	0	232	0	24	246	6	0	276	0	23	0	29	1	52	0	3	0	7	0	10	570
Total	3	20	835	49	0	907	0	89	994	19	0	1102	0	91	1	131	1	223	0	5	3	17	1	25	2257
Approach %	0.3	2.2	92.1	5.4	-	-	0.0	8.1	90.2	1.7	-	-	0.0	40.8	0.4	58.7	-	-	0.0	20.0	12.0	68.0	-	-	-
Total %	0.1	0.9	37.0	2.2	-	40.2	0.0	3.9	44.0	0.8	-	48.8	0.0	4.0	0.0	5.8	-	9.9	0.0	0.2	0.1	0.8	-	1.1	-
PHF	0.375	0.833	0.920	0.721	-	0.945	0.000	0.856	0.963	0.528	-	0.980	0.000	0.784	0.250	0.885	-	0.914	0.000	0.417	0.250	0.607	-	0.625	0.988
Lights	3	19	807	49	-	878	0	89	978	18	-	1085	0	91	1	131	-	223	0	5	2	17	-	24	2210
% Lights	100.0	95.0	96.6	100.0	-	96.8	-	100.0	98.4	94.7	-	98.5	-	100.0	100.0	100.0	-	100.0	-	100.0	66.7	100.0	-	96.0	97.9
Buses	0	0	5	0	-	5	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	9
% Buses	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	18	0	-	18	0	0	10	1	-	11	0	0	0	0	-	0	0	0	0	0	-	0	29
% Single-Unit Trucks	0.0	0.0	2.2	0.0	-	2.0	-	0.0	1.0	5.3	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	5	0	-	5	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.0	0.6	0.0	-	0.6	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	0.0	5.0	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	33.3	0.0	-	4.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Meijer Drive with Golf Road
Site Code:
Start Date: 10/08/2020

Turning Movement Data

Start Time	Golf Road Eastbound						Golf Road Westbound						Meijer Drive Northbound						Meijer Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	3	138	5	0	146	0	10	126	6	0	142	0	2	0	3	0	5	0	1	3	10	0	14	307
7:15 AM	0	4	156	11	0	171	0	7	112	5	0	124	0	1	0	6	0	7	0	1	2	10	0	13	315
7:30 AM	0	2	157	13	0	172	0	10	126	9	0	145	0	0	1	6	0	7	0	1	0	10	0	11	335
7:45 AM	0	6	176	12	0	194	0	18	134	10	0	162	0	2	0	8	0	10	0	1	0	15	0	16	382
Hourly Total	0	15	627	41	0	683	0	45	498	30	0	573	0	5	1	23	0	29	0	4	5	45	0	54	1339
8:00 AM	0	5	164	16	0	185	0	9	105	9	0	123	0	0	1	12	0	13	0	0	0	12	0	12	333
8:15 AM	0	7	162	18	1	187	0	13	124	15	0	152	0	1	0	6	1	7	0	1	2	13	1	16	362
8:30 AM	0	2	148	9	0	159	0	12	109	7	0	128	0	1	0	7	0	8	0	1	0	11	0	12	307
8:45 AM	0	6	146	16	0	168	0	12	139	7	0	158	0	1	0	12	0	13	0	1	0	4	0	5	344
Hourly Total	0	20	620	59	1	699	0	46	477	38	0	561	0	3	1	37	1	41	0	3	2	40	1	45	1346
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	219	23	0	242	0	27	214	11	0	252	0	7	1	22	0	30	0	0	0	10	0	10	534
3:15 PM	0	1	229	18	0	248	0	19	230	10	0	259	0	3	1	24	0	28	0	1	0	8	0	9	544
3:30 PM	0	0	231	25	0	256	0	11	258	5	0	274	0	4	2	22	0	28	0	0	0	11	0	11	569
3:45 PM	0	5	231	15	0	251	0	11	279	10	1	300	0	1	1	25	0	27	0	0	0	5	0	5	583
Hourly Total	0	6	910	81	0	997	0	68	981	36	1	1085	0	15	5	93	0	113	0	1	0	34	0	35	2230
4:00 PM	0	2	225	23	0	250	0	13	248	7	0	268	0	1	1	20	1	22	0	2	0	9	2	11	551
4:15 PM	0	0	247	25	1	272	1	15	274	12	0	302	0	1	3	28	2	32	0	0	2	6	0	8	614
4:30 PM	0	3	231	24	0	258	0	22	262	13	0	297	0	1	2	21	0	24	0	2	0	5	0	7	586
4:45 PM	0	2	242	18	1	262	0	8	250	9	0	267	0	4	0	17	0	21	0	1	2	13	0	16	566
Hourly Total	0	7	945	90	2	1042	1	58	1034	41	0	1134	0	7	6	86	3	99	0	5	4	33	2	42	2317
5:00 PM	0	1	297	36	0	334	0	18	257	10	0	285	0	3	0	21	0	24	0	0	0	14	0	14	657
5:15 PM	0	3	241	26	0	270	0	14	245	14	0	273	0	2	0	32	0	34	0	0	1	7	2	8	585
5:30 PM	0	2	262	28	1	292	0	10	238	10	0	258	0	1	0	26	0	27	0	0	0	13	0	13	590
5:45 PM	0	3	259	22	0	284	0	13	253	7	0	273	0	4	0	21	1	25	0	0	1	10	0	11	593
Hourly Total	0	9	1059	112	1	1180	0	55	993	41	0	1089	0	10	0	100	1	110	0	0	2	44	2	46	2425
Grand Total	0	57	4161	383	4	4601	1	272	3983	186	1	4442	0	40	13	339	5	392	0	13	13	196	5	222	9657
Approach %	0.0	1.2	90.4	8.3	-	-	0.0	6.1	89.7	4.2	-	-	0.0	10.2	3.3	86.5	-	-	0.0	5.9	5.9	88.3	-	-	-
Total %	0.0	0.6	43.1	4.0	-	47.6	0.0	2.8	41.2	1.9	-	46.0	0.0	0.4	0.1	3.5	-	4.1	0.0	0.1	0.1	2.0	-	2.3	-
Lights	0	57	4051	379	-	4487	1	268	3874	184	-	4327	0	40	13	331	-	384	0	13	13	195	-	221	9419
% Lights	-	100.0	97.4	99.0	-	97.5	100.0	98.5	97.3	98.9	-	97.4	-	100.0	100.0	97.6	-	98.0	-	100.0	100.0	99.5	-	99.5	97.5
Buses	0	0	34	1	-	35	0	0	33	1	-	34	0	0	0	1	-	1	0	0	0	0	-	0	70
% Buses	-	0.0	0.8	0.3	-	0.8	0.0	0.0	0.8	0.5	-	0.8	-	0.0	0.0	0.3	-	0.3	-	0.0	0.0	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	58	2	-	60	0	3	55	0	-	58	0	0	0	7	-	7	0	0	0	1	-	1	126
% Single-Unit Trucks	-	0.0	1.4	0.5	-	1.3	0.0	1.1	1.4	0.0	-	1.3	-	0.0	0.0	2.1	-	1.8	-	0.0	0.0	0.5	-	0.5	1.3

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

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

Count Name: Meijer Drive with Golf Road
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Meijer Drive Northbound						Meijer Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	2	157	13	0	172	0	10	126	9	0	145	0	0	1	6	0	7	0	1	0	10	0	11	335
7:45 AM	0	6	176	12	0	194	0	18	134	10	0	162	0	2	0	8	0	10	0	1	0	15	0	16	382
8:00 AM	0	5	164	16	0	185	0	9	105	9	0	123	0	0	1	12	0	13	0	0	0	12	0	12	333
8:15 AM	0	7	162	18	1	187	0	13	124	15	0	152	0	1	0	6	1	7	0	1	2	13	1	16	362
Total	0	20	659	59	1	738	0	50	489	43	0	582	0	3	2	32	1	37	0	3	2	50	1	55	1412
Approach %	0.0	2.7	89.3	8.0	-	-	0.0	8.6	84.0	7.4	-	-	0.0	8.1	5.4	86.5	-	-	0.0	5.5	3.6	90.9	-	-	-
Total %	0.0	1.4	46.7	4.2	-	52.3	0.0	3.5	34.6	3.0	-	41.2	0.0	0.2	0.1	2.3	-	2.6	0.0	0.2	0.1	3.5	-	3.9	-
PHF	0.000	0.714	0.936	0.819	-	0.951	0.000	0.694	0.912	0.717	-	0.898	0.000	0.375	0.500	0.667	-	0.712	0.000	0.750	0.250	0.833	-	0.859	0.924
Lights	0	20	628	58	-	706	0	47	457	43	-	547	0	3	2	29	-	34	0	3	2	49	-	54	1341
% Lights	-	100.0	95.3	98.3	-	95.7	-	94.0	93.5	100.0	-	94.0	-	100.0	100.0	90.6	-	91.9	-	100.0	100.0	98.0	-	98.2	95.0
Buses	0	0	6	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Buses	-	0.0	0.9	0.0	-	0.8	-	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	0	19	1	-	20	0	3	22	0	-	25	0	0	0	3	-	3	0	0	0	1	-	1	49
% Single-Unit Trucks	-	0.0	2.9	1.7	-	2.7	-	6.0	4.5	0.0	-	4.3	-	0.0	0.0	9.4	-	8.1	-	0.0	0.0	2.0	-	1.8	3.5
Articulated Trucks	0	0	6	0	-	6	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	11
% Articulated Trucks	-	0.0	0.9	0.0	-	0.8	-	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.8
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

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

Count Name: Meijer Drive with Golf Road
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Golf Road Eastbound						Golf Road Westbound						Meijer Drive Northbound						Meijer Drive Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:30 PM	0	3	231	24	0	258	0	22	262	13	0	297	0	1	2	21	0	24	0	2	0	5	0	7	586
4:45 PM	0	2	242	18	1	262	0	8	250	9	0	267	0	4	0	17	0	21	0	1	2	13	0	16	566
5:00 PM	0	1	297	36	0	334	0	18	257	10	0	285	0	3	0	21	0	24	0	0	0	14	0	14	657
5:15 PM	0	3	241	26	0	270	0	14	245	14	0	273	0	2	0	32	0	34	0	0	1	7	2	8	585
Total	0	9	1011	104	1	1124	0	62	1014	46	0	1122	0	10	2	91	0	103	0	3	3	39	2	45	2394
Approach %	0.0	0.8	89.9	9.3	-	-	0.0	5.5	90.4	4.1	-	-	0.0	9.7	1.9	88.3	-	-	0.0	6.7	6.7	86.7	-	-	-
Total %	0.0	0.4	42.2	4.3	-	47.0	0.0	2.6	42.4	1.9	-	46.9	0.0	0.4	0.1	3.8	-	4.3	0.0	0.1	0.1	1.6	-	1.9	-
PHF	0.000	0.750	0.851	0.722	-	0.841	0.000	0.705	0.968	0.821	-	0.944	0.000	0.625	0.250	0.711	-	0.757	0.000	0.375	0.375	0.696	-	0.703	0.911
Lights	0	9	999	104	-	1112	0	62	999	46	-	1107	0	10	2	91	-	103	0	3	3	39	-	45	2367
% Lights	-	100.0	98.8	100.0	-	98.9	-	100.0	98.5	100.0	-	98.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	8	0	-	8	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	12
% Buses	-	0.0	0.8	0.0	-	0.7	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	13
% Single-Unit Trucks	-	0.0	0.3	0.0	-	0.3	-	0.0	1.0	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	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: Meijer Drive with RI/RO
Site Code:
Start Date: 10/08/2020

Turning Movement Data

Start Time	Westbound Approach Westbound					Meijer Drive Northbound					Meijer Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	0	0	1	0	0	16	0	0	16	0	0	19	0	19	35
7:15 AM	0	0	0	0	0	0	10	1	0	11	1	0	18	0	19	30
7:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	22	0	22	31
7:45 AM	0	1	0	0	1	0	14	1	0	15	1	0	29	0	30	46
Hourly Total	0	1	0	1	1	0	48	3	0	51	2	0	88	0	90	142
8:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	33	0	33	45
8:15 AM	0	0	0	2	0	0	26	0	0	26	0	0	34	0	34	60
8:30 AM	0	0	0	0	0	0	26	0	0	26	0	0	25	0	25	51
8:45 AM	0	0	0	0	0	0	22	2	0	24	0	0	18	0	18	42
Hourly Total	0	0	0	2	0	0	86	2	0	88	0	0	110	0	110	198
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	0	0	0	0	50	0	0	50	0	0	37	0	37	87
3:15 PM	0	0	0	0	0	0	38	1	0	39	0	0	41	0	41	80
3:30 PM	0	0	0	0	0	0	76	1	0	77	1	0	48	0	49	126
3:45 PM	0	0	0	0	0	0	43	0	0	43	0	0	37	0	37	80
Hourly Total	0	0	0	0	0	0	207	2	0	209	1	0	163	0	164	373
4:00 PM	0	0	6	0	6	0	58	0	0	58	0	0	40	0	40	104
4:15 PM	0	0	2	0	2	0	37	0	0	37	0	0	32	0	32	71
4:30 PM	0	2	1	0	3	0	63	0	0	63	0	0	49	0	49	115
4:45 PM	0	0	1	0	1	0	49	0	0	49	0	0	35	0	35	85
Hourly Total	0	2	10	0	12	0	207	0	0	207	0	0	156	0	156	375
5:00 PM	0	0	0	0	0	0	63	0	0	63	0	0	32	0	32	95
5:15 PM	0	0	0	0	0	0	49	0	0	49	1	0	36	0	37	86
5:30 PM	0	0	0	1	0	0	32	0	0	32	0	0	28	0	28	60
5:45 PM	0	0	0	0	0	0	37	0	0	37	0	0	30	0	30	67
Hourly Total	0	0	0	1	0	0	181	0	0	181	1	0	126	0	127	308
Grand Total	0	3	10	4	13	0	729	7	0	736	4	0	643	0	647	1396
Approach %	0.0	23.1	76.9	-	-	0.0	99.0	1.0	-	-	0.6	0.0	99.4	-	-	-
Total %	0.0	0.2	0.7	-	0.9	0.0	52.2	0.5	-	52.7	0.3	0.0	46.1	-	46.3	-
Lights	0	1	10	-	11	0	693	5	-	698	4	0	614	-	618	1327
% Lights	-	33.3	100.0	-	84.6	-	95.1	71.4	-	94.8	100.0	-	95.5	-	95.5	95.1
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	-	0.0	-	0.0	0.1
Single-Unit Trucks	0	0	0	-	0	0	23	0	-	23	0	0	15	-	15	38
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	3.2	0.0	-	3.1	0.0	-	2.3	-	2.3	2.7
Articulated Trucks	0	0	0	-	0	0	11	0	-	11	0	0	11	-	11	22

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

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

Count Name: Meijer Drive with RI/RO
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Westbound Approach Westbound					Meijer Drive Northbound					Meijer Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	0	0	0	0	8	1	0	9	0	0	22	0	22	31
7:45 AM	0	1	0	0	1	0	14	1	0	15	1	0	29	0	30	46
8:00 AM	0	0	0	0	0	0	12	0	0	12	0	0	33	0	33	45
8:15 AM	0	0	0	2	0	0	26	0	0	26	0	0	34	0	34	60
Total	0	1	0	2	1	0	60	2	0	62	1	0	118	0	119	182
Approach %	0.0	100.0	0.0	-	-	0.0	96.8	3.2	-	-	0.8	0.0	99.2	-	-	-
Total %	0.0	0.5	0.0	-	0.5	0.0	33.0	1.1	-	34.1	0.5	0.0	64.8	-	65.4	-
PHF	0.000	0.250	0.000	-	0.250	0.000	0.577	0.500	-	0.596	0.250	0.000	0.868	-	0.875	0.758
Lights	0	0	0	-	0	0	51	2	-	53	1	0	113	-	114	167
% Lights	-	0.0	-	-	0.0	-	85.0	100.0	-	85.5	100.0	-	95.8	-	95.8	91.8
Buses	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Buses	-	0.0	-	-	0.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	0	-	0	0	6	0	-	6	0	0	2	-	2	8
% Single-Unit Trucks	-	0.0	-	-	0.0	-	10.0	0.0	-	9.7	0.0	-	1.7	-	1.7	4.4
Articulated Trucks	0	0	0	-	0	0	3	0	-	3	0	0	3	-	3	6
% Articulated Trucks	-	0.0	-	-	0.0	-	5.0	0.0	-	4.8	0.0	-	2.5	-	2.5	3.3
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	100.0	-	-	100.0	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.5
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Meijer Drive with RI/RO
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Westbound Approach Westbound					Meijer Drive Northbound					Meijer Drive Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:30 PM	0	2	1	0	3	0	63	0	0	63	0	0	49	0	49	115
4:45 PM	0	0	1	0	1	0	49	0	0	49	0	0	35	0	35	85
5:00 PM	0	0	0	0	0	0	63	0	0	63	0	0	32	0	32	95
5:15 PM	0	0	0	0	0	0	49	0	0	49	1	0	36	0	37	86
Total	0	2	2	0	4	0	224	0	0	224	1	0	152	0	153	381
Approach %	0.0	50.0	50.0	-	-	0.0	100.0	0.0	-	-	0.7	0.0	99.3	-	-	-
Total %	0.0	0.5	0.5	-	1.0	0.0	58.8	0.0	-	58.8	0.3	0.0	39.9	-	40.2	-
PHF	0.000	0.250	0.500	-	0.333	0.000	0.889	0.000	-	0.889	0.250	0.000	0.776	-	0.781	0.828
Lights	0	1	2	-	3	0	224	0	-	224	1	0	150	-	151	378
% Lights	-	50.0	100.0	-	75.0	-	100.0	-	-	100.0	100.0	-	98.7	-	98.7	99.2
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
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	1	-	1	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0	-	0.7	-	0.7	0.3
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
Bicycles on Road	0	1	0	-	1	0	0	0	-	0	0	0	1	-	1	2
% Bicycles on Road	-	50.0	0.0	-	25.0	-	0.0	-	-	0.0	0.0	-	0.7	-	0.7	0.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Meijer Drive with Shared Access
Site Code:
Start Date: 10/08/2020

Turning Movement Data

Start Time	Meijer Drive Eastbound					Meijer Drive Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	15	3	0	18	0	2	17	0	19	0	1	1	0	2	39
7:15 AM	0	6	1	0	7	0	4	13	0	17	0	0	5	0	5	29
7:30 AM	0	8	1	0	9	0	2	21	0	23	0	0	2	0	2	34
7:45 AM	0	14	1	0	15	0	5	23	0	28	0	0	0	0	0	43
Hourly Total	0	43	6	0	49	0	13	74	0	87	0	1	8	0	9	145
8:00 AM	0	12	0	0	12	0	8	22	0	30	0	0	0	0	0	42
8:15 AM	0	21	4	0	25	0	11	26	0	37	0	0	2	0	2	64
8:30 AM	0	22	4	0	26	0	3	21	0	24	0	0	6	0	6	56
8:45 AM	0	20	2	0	22	0	0	19	0	19	0	0	3	0	3	44
Hourly Total	0	75	10	0	85	0	22	88	0	110	0	0	11	0	11	206
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	39	1	0	40	0	7	28	0	35	0	0	10	0	10	85
3:15 PM	0	35	1	0	36	0	5	36	0	41	0	0	5	0	5	82
3:30 PM	0	40	3	0	43	0	5	43	0	48	0	7	38	0	45	136
3:45 PM	0	43	2	0	45	0	9	26	0	35	0	2	2	0	4	84
Hourly Total	0	157	7	0	164	0	26	133	0	159	0	9	55	0	64	387
4:00 PM	0	48	0	0	48	0	2	40	0	42	0	0	8	0	8	98
4:15 PM	0	31	0	0	31	0	2	28	0	30	0	0	7	0	7	68
4:30 PM	0	48	0	0	48	0	1	50	0	51	0	0	15	0	15	114
4:45 PM	0	47	1	0	48	0	3	32	0	35	0	1	3	0	4	87
Hourly Total	0	174	1	0	175	0	8	150	0	158	0	1	33	0	34	367
5:00 PM	0	38	0	0	38	0	2	30	0	32	0	4	25	0	29	99
5:15 PM	0	48	0	0	48	0	0	36	0	36	0	0	1	0	1	85
5:30 PM	0	30	0	0	30	0	1	25	0	26	0	0	2	0	2	58
5:45 PM	0	35	0	0	35	0	2	30	0	32	0	2	2	0	4	71
Hourly Total	0	151	0	0	151	0	5	121	0	126	0	6	30	0	36	313
Grand Total	0	600	24	0	624	0	74	566	0	640	0	17	137	0	154	1418
Approach %	0.0	96.2	3.8	-	-	0.0	11.6	88.4	-	-	0.0	11.0	89.0	-	-	-
Total %	0.0	42.3	1.7	-	44.0	0.0	5.2	39.9	-	45.1	0.0	1.2	9.7	-	10.9	-
Lights	0	574	19	-	593	0	64	542	-	606	0	15	118	-	133	1332
% Lights	-	95.7	79.2	-	95.0	-	86.5	95.8	-	94.7	-	88.2	86.1	-	86.4	93.9
Buses	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Buses	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	14	3	-	17	0	5	10	-	15	0	2	11	-	13	45
% Single-Unit Trucks	-	2.3	12.5	-	2.7	-	6.8	1.8	-	2.3	-	11.8	8.0	-	8.4	3.2
Articulated Trucks	0	3	2	-	5	0	5	4	-	9	0	0	7	-	7	21

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

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

Count Name: Meijer Drive with Shared Access
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Meijer Drive Eastbound					Meijer Drive Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	8	1	0	9	0	2	21	0	23	0	0	2	0	2	34
7:45 AM	0	14	1	0	15	0	5	23	0	28	0	0	0	0	0	43
8:00 AM	0	12	0	0	12	0	8	22	0	30	0	0	0	0	0	42
8:15 AM	0	21	4	0	25	0	11	26	0	37	0	0	2	0	2	64
Total	0	55	6	0	61	0	26	92	0	118	0	0	4	0	4	183
Approach %	0.0	90.2	9.8	-	-	0.0	22.0	78.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	30.1	3.3	-	33.3	0.0	14.2	50.3	-	64.5	0.0	0.0	2.2	-	2.2	-
PHF	0.000	0.655	0.375	-	0.610	0.000	0.591	0.885	-	0.797	0.000	0.000	0.500	-	0.500	0.715
Lights	0	46	5	-	51	0	26	87	-	113	0	0	3	-	3	167
% Lights	-	83.6	83.3	-	83.6	-	100.0	94.6	-	95.8	-	-	75.0	-	75.0	91.3
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
Single-Unit Trucks	0	6	1	-	7	0	0	2	-	2	0	0	1	-	1	10
% Single-Unit Trucks	-	10.9	16.7	-	11.5	-	0.0	2.2	-	1.7	-	-	25.0	-	25.0	5.5
Articulated Trucks	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0	5
% Articulated Trucks	-	5.5	0.0	-	4.9	-	0.0	2.2	-	1.7	-	-	0.0	-	0.0	2.7
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	1.1	-	0.8	-	-	0.0	-	0.0	0.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Meijer Drive with Shared Access
Site Code:
Start Date: 10/08/2020

Turning Movement Peak Hour Data (4:30 PM)

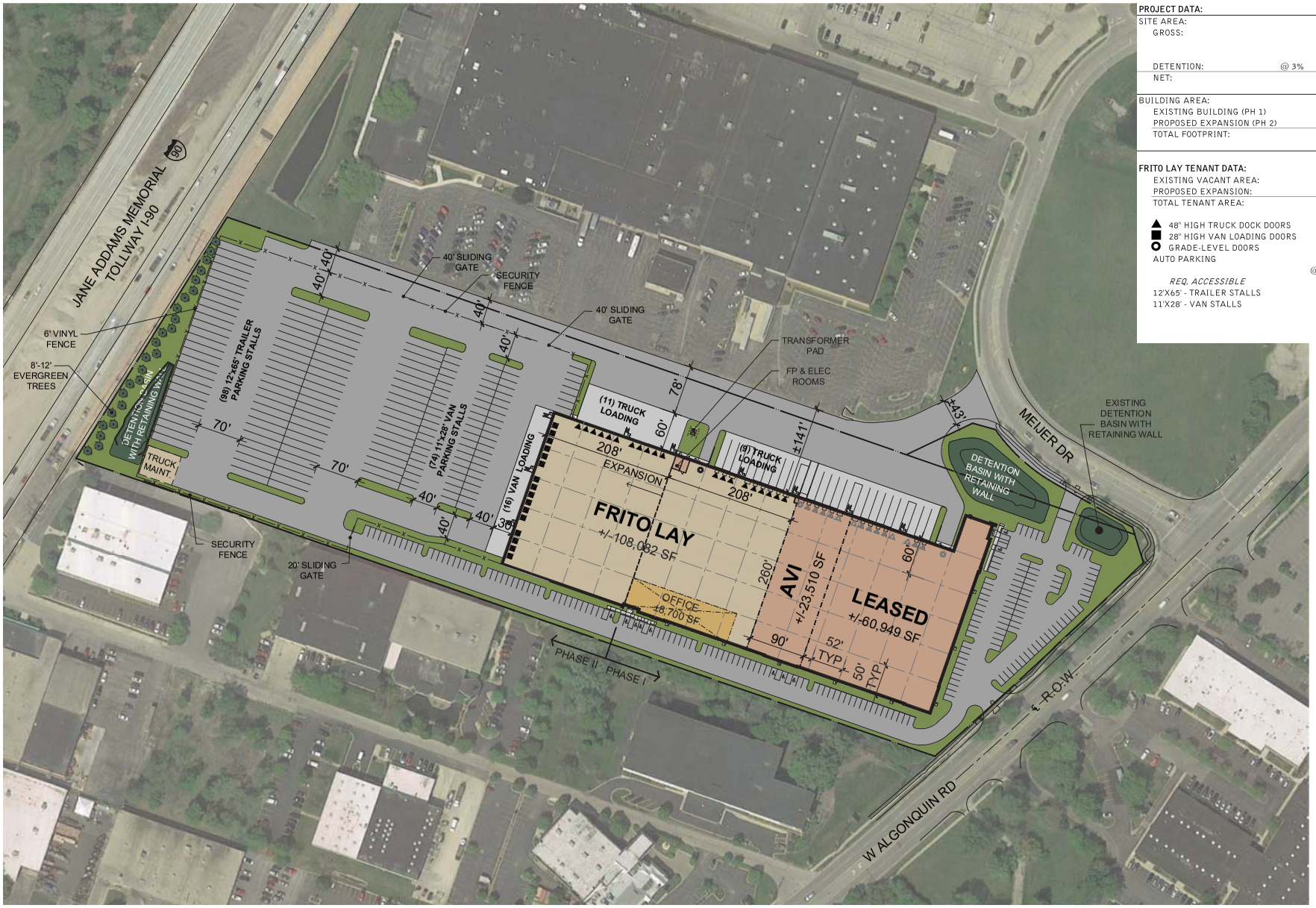
Start Time	Meijer Drive Eastbound					Meijer Drive Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	48	0	0	48	0	1	50	0	51	0	0	15	0	15	114
4:45 PM	0	47	1	0	48	0	3	32	0	35	0	1	3	0	4	87
5:00 PM	0	38	0	0	38	0	2	30	0	32	0	4	25	0	29	99
5:15 PM	0	48	0	0	48	0	0	36	0	36	0	0	1	0	1	85
Total	0	181	1	0	182	0	6	148	0	154	0	5	44	0	49	385
Approach %	0.0	99.5	0.5	-	-	0.0	3.9	96.1	-	-	0.0	10.2	89.8	-	-	-
Total %	0.0	47.0	0.3	-	47.3	0.0	1.6	38.4	-	40.0	0.0	1.3	11.4	-	12.7	-
PHF	0.000	0.943	0.250	-	0.948	0.000	0.500	0.740	-	0.755	0.000	0.313	0.440	-	0.422	0.844
Lights	0	178	1	-	179	0	6	146	-	152	0	5	44	-	49	380
% Lights	-	98.3	100.0	-	98.4	-	100.0	98.6	-	98.7	-	100.0	100.0	-	100.0	98.7
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
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
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
Bicycles on Road	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0	5
% Bicycles on Road	-	1.7	0.0	-	1.6	-	0.0	1.4	-	1.3	-	0.0	0.0	-	0.0	1.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Shared Access Drive 24-Hour Volumes

Table A
SHARED ACCESS ROAD HOURLY VOLUMES

Hour	Passenger Vehicles	Single Unit Trucks	Semi-Trailer Trucks	Total
12:00 A.M. – 1:00 A.M.	1	0	2	3
1:00 A.M. – 2:00 A.M.	2	0	0	2
2:00 A.M. – 3:00 A.M.	8	0	0	8
3:00 A.M – 4:00 A.M.	2	0	0	2
4:00 A.M. – 5:00 A.M.	17	0	0	17
5:00 A.M. – 6:00 A.M.	25	0	0	25
6:00 A.M – 7:00 A.M.	21	0	0	21
7:00 A.M. – 8:00 A.M.	22	6	0	28
8:00 A.M – 9:00 A.M.	36	6	1	43
9:00 A.M – 10:00 A.M.	37	3	8	48
10:00 A.M – 11:00 A.M	28	0	1	29
11:00 A.M – 12:00 P.M.	53	2	6	61
12:00 P.M. – 1:00 P.M.	45	2	1	48
1:00 P.M. – 2:00 P.M.	52	1	2	55
2:00 P.M. – 3:00 P.M.	34	1	3	38
3:00 P.M – 4:00 P.M.	84	4	8	96
4:00 P.M. – 5:00 P.M.	35	3	5	43
5:00 P.M. – 6:00 P.M.	39	2	0	41
6:00 P.M – 7:00 P.M.	9	0	0	9
7:00 P.M. – 8:00 P.M.	7	0	0	7
8:00 P.M. – 9:00 P.M.	2	0	0	2
9:00 P.M. – 10:00 P.M.	2	0	0	2
10:00 P.M – 11:00 P.M.	3	0	0	3
11:00 P.M. – 12:00 A.M.	2	0	0	2
TOTAL	**566**	**30**	**37**	**633**

Preliminary Site Plan



PROJECT DATA:		
SITE AREA:		
GROSS:		15.41 AC
		671,453 SF
DETENTION:	@ 3%	22,964 SF
NET:		14.89 AC
		648,489 SF
BUILDING AREA:		
EXISTING BUILDING (PH 1)		138,461 SF
PROPOSED EXPANSION (PH 2)		54,080 SF
TOTAL FOOTPRINT:		192,541 SF

FRITO LAY TENANT DATA:	
EXISTING VACANT AREA:	54,080 SF
PROPOSED EXPANSION:	54,002 SF
TOTAL TENANT AREA:	108,082 SF
▲ 48" HIGH TRUCK DOCK DOORS	11
■ 28" HIGH VAN LOADING DOORS	16
○ GRADE-LEVEL DOORS	1
AUTO PARKING	111 STALLS
	@1.03/1000 SF
REQ. ACCESSIBLE	*5 STALLS*
12'X65' - TRAILER STALLS	98 STALLS
11'X28' - VAN STALLS	74 STALLS

DEVELOPMENT STANDARDS:	
ZONING:	M-2
MAX. F.A.R.:	2.50
BUILDING SETBACKS:	
FRONT:	15 FT
SIDE:	10 FT [1]
REAR:	15 FT
OFF-STREET PARKING:	
WIDTH:	9 FT
LENGTH:	18 FT
VERTICAL:	7 FT
DRIVE AISLE:	24 FT
OVERHANG:	1.5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2 EMP
OFFICE:	1/300 SF

NOTES:
[1] OR 10%, WHICHEVER IS LESS

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design:
AVERAGE REGIONAL REQUIRED PROVIDED

Boundary Source:
GIS MAP & AERIAL IMAGE

1" = 60'
0 30 60 150 300
NORTH

HAMILTON PARTNERS

scheme: 12

Schematic Site Plan

W Algonquin Road
Arlington Heights, Illinois

WARE MALCOMB

CH|20-0114-00
10.09.2020

SHEET
1

Daily Estimated Site-Generated Traffic Volumes

Table B
HOURLY SITE GENERATED TRAFFIC VOLUMES – PASSANGER VEHICLES AND DELIVERY VANS

Hour	Warehouse Employees			Office Employees			Delivery Route Vans			Delivery Van Drivers			Truck Drivers			Total		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
12:00 A.M. – 1:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	3
1:00 A.M. – 2:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	3
2:00 A.M. – 3:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	3
3:00 A.M – 4:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 A.M. – 5:00 A.M.	0	0	0	0	0	0	0	0	0	24	0	24	0	0	0	24	0	24
5:00 A.M. – 6:00 A.M.	0	0	0	0	0	0	0	37	37	25	0	25	0	0	0	25	37	62
6:00 A.M – 7:00 A.M.	0	0	0	0	0	0	0	37	37	25	0	25	0	2	2	25	39	64
7:00 A.M. – 8:00 A.M.	20	10	30	25	0	25	0	0	0	0	0	0	0	3	3	45	13	58
8:00 A.M – 9:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
9:00 A.M – 10:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3	3
10:00 A.M – 11:00 A.M	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2
11:00 A.M – 12:00 P.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3	3
12:00 P.M. – 1:00 P.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 P.M. – 2:00 P.M.	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20
2:00 P.M. – 3:00 P.M.	0	0	0	0	0	0	24	0	24	0	24	24	0	0	0	24	24	48
3:00 P.M – 4:00 P.M.	0	0	0	0	0	0	25	0	25	0	25	25	0	0	0	25	25	50
4:00 P.M. – 5:00 P.M.	0	20	20	0	0	0	25	0	25	0	25	25	0	0	0	25	45	70
5:00 P.M. – 6:00 P.M.	0	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	25	25
6:00 P.M – 7:00 P.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P.M. – 8:00 P.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 P.M. – 9:00 P.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 P.M. – 10:00 P.M.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 P.M – 11:00 P.M.	10	20	30	0	0	0	0	0	0	0	0	0	3	0	3	13	20	33
11:00 P.M. – 12:00 A.M.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	3
TOTAL	**50**	**50**	**100**	**25**	**25**	**50**	**74**	**74**	**148**	**74**	**74**	**148**	**15**	**15**	**30**	**238**	**238**	**476**

Table C
HOURLY SITE GENERATED TRAFFIC VOLUMES – TRUCK TRAFFIC

Hour	Semi-Trailer Trucks			Product Deliveries			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
12:00 A.M. – 1:00 A.M.	4	0	4	1	1	2	5	1	6
1:00 A.M. – 2:00 A.M.	4	0	4	1	1	2	5	1	6
2:00 A.M. – 3:00 A.M.	3	0	3	1	1	2	4	1	5
3:00 A.M – 4:00 A.M.	0	0	0	1	1	2	1	1	2
4:00 A.M. – 5:00 A.M.	0	0	0	1	1	2	1	1	2
5:00 A.M. – 6:00 A.M.	0	0	0	1	1	2	1	1	2
6:00 A.M – 7:00 A.M.	2	0	2	1	1	2	3	1	4
7:00 A.M. – 8:00 A.M.	3	0	3	0	0	0	3	0	3
8:00 A.M – 9:00 A.M.	2	0	2	0	0	0	2	0	2
9:00 A.M – 10:00 A.M.	3	0	3	0	0	0	3	0	3
10:00 A.M – 11:00 A.M	2	0	2	0	0	0	2	0	2
11:00 A.M – 12:00 P.M.	3	0	3	0	0	0	3	0	3
11:00 A.M – 12:00 P.M.	3	0	3	0	0	0	3	0	3
12:00 P.M. – 1:00 P.M.	0	0	0	0	0	0	0	0	0
1:00 P.M. – 2:00 P.M.	0	0	0	0	0	0	0	0	0
2:00 P.M. – 3:00 P.M.	0	0	0	0	0	0	0	0	0
3:00 P.M – 4:00 P.M.	0	0	0	0	0	0	0	0	0
4:00 P.M. – 5:00 P.M.	0	0	0	0	0	0	0	0	0
5:00 P.M. – 6:00 P.M.	0	0	0	0	0	0	0	0	0
6:00 P.M – 7:00 P.M.	0	0	0	0	0	0	0	0	0
7:00 P.M. – 8:00 P.M.	0	0	0	1	1	2	1	1	2
8:00 P.M. – 9:00 P.M.	0	0	0	1	1	2	1	1	2
9:00 P.M. – 10:00 P.M.	0	0	0	1	1	2	1	1	2
10:00 P.M – 11:00 P.M.	0	0	0	1	1	2	1	1	2
11:00 P.M. – 12:00 A.M.	4	0	4	1	1	2	5	1	6
TOTAL	**30**	**0**	**30**	**12**	**12**	**24**	**42**	**12**	**54**

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

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

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	1328	70	138	865	11	39	0	68	0	0	0
Future Volume (vph)	7	1328	70	138	865	11	39	0	68	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		130	265		0	190		0	0		0
Storage Lanes	1		1	1		0	2		0	0		0
Taper Length (ft)	110			195			115			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.850				
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	3585	1509	1752	3302	0	2757	1495	0	0	1900	0
Flt Permitted	0.316			0.166			0.950					
Satd. Flow (perm)	600	3585	1509	306	3302	0	2757	1495	0	0	1900	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								255				
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			502			215			250	
Travel Time (s)		15.5			9.8			7.3			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	7%	3%	9%	17%	27%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1369	72	142	903	0	40	70	0	0	0	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA				
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2								
Detector Phase	1	6	4	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	46.0	14.0	6.5	28.0		14.0	14.0		14.0	14.0	
Total Split (s)	13.0	90.0	26.0	16.0	93.0		26.0	26.0		18.0	18.0	
Total Split (%)	8.7%	60.0%	17.3%	10.7%	62.0%		17.3%	17.3%		12.0%	12.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)	125.1	117.1	132.9	130.6	126.3		9.9	9.9				
Actuated g/C Ratio	0.83	0.78	0.89	0.87	0.84		0.07	0.07				

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.01	0.49	0.05	0.42	0.32		0.22	0.21				
Control Delay	1.1	11.6	2.6	11.6	8.5		67.6	1.5				
Queue Delay	0.0	1.4	0.0	0.0	0.0		0.0	0.0				
Total Delay	1.1	13.0	2.6	11.6	8.5		67.6	1.5				
LOS	A	B	A	B	A		E	A				
Approach Delay		12.4			8.9			25.6				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	642	7	61	197		17	0				
Queue Length 95th (ft)	m0	m590	m22	m64	m176		m31	m1				
Internal Link Dist (ft)		714			422			135			170	
Turn Bay Length (ft)	145		130	265			190					
Base Capacity (vph)	592	2798	1439	386	2780		367	420				
Starvation Cap Reductn	0	1145	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.01	0.83	0.05	0.37	0.32		0.11	0.17				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 42 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 62.5%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)



Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	1153	103	88	856	88	0	0	65	0	0	96
Future Vol, veh/h	35	1153	103	88	856	88	0	0	65	0	0	96
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	180	-	-	-	-	0	-	-	0
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, %	0	5	2	6	4	0	0	0	9	0	0	2
Mvmt Flow	38	1253	112	96	930	96	0	0	71	0	0	104

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1027	0	0	1366	0	0	-	-	684	-	-	515
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.3	-	-	5.42	-	-	-	-	7.28	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	-	-	3.16	-	-	-	-	3.99	-	-	3.92
Pot Cap-1 Maneuver	386	-	-	250	-	-	0	0	323	0	0	432
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	386	-	-	250	-	-	-	-	323	-	-	431
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2.4	19.2	16
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	386	-	-	250	-	-	431
HCM Lane V/C Ratio	0.219	0.099	-	-	0.383	-	-	0.242
HCM Control Delay (s)	19.2	15.3	-	-	28.1	-	-	16
HCM Lane LOS	C	C	-	-	D	-	-	C
HCM 95th %tile Q(veh)	0.8	0.3	-	-	1.7	-	-	0.9

Intersection	
Int Delay, s/veh	0.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	4	104	6	26	182
Future Vol, veh/h	0	4	104	6	26	182
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	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	16	17	0	5	0	25
Mvmt Flow	0	6	144	8	36	253

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	473	148	0	0	152	0
Stage 1	148	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.56	6.37	-	-	4.1	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.453	-	-	2.2	-
Pot Cap-1 Maneuver	525	861	-	-	1441	-
Stage 1	846	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	512	861	-	-	1441	-
Mov Cap-2 Maneuver	512	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.2	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	-	861	1441	-
HCM Lane V/C Ratio	-	-	-	0.006	0.025	-
HCM Control Delay (s)	-	-	0	9.2	7.6	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	1	106	2	0	208
Future Vol, veh/h	0	1	106	2	0	208
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	76	76	76	76	76	76
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	1	139	3	0	274

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	141	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	912	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	912	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	912	-
HCM Lane V/C Ratio	-	-	0.001	-
HCM Control Delay (s)	-	-	9	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1392	4	11	1014	0	0
Future Vol, veh/h	1392	4	11	1014	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	0	0	8	0	0
Mvmt Flow	1547	4	12	1127	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1551	0	-	776
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	433	-	0	345
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	433	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	-	433	-	-	-
HCM Lane V/C Ratio	-	0.028	-	-	-
HCM Control Delay (s)	0	13.6	0.5	-	-
HCM Lane LOS	A	B	A	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	-

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	1173	69	140	1392	27	127	1	192	7	4	24
Future Volume (vph)	32	1173	69	140	1392	27	127	1	192	7	4	24
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		130	265		0	190		0	0		0
Storage Lanes	1		1	1		0	2		0	0		0
Taper Length (ft)	110			195			115			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.997			0.851			0.907	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1805	2857	1615	1805	3599	0	3335	1617	0	0	1646	0
Flt Permitted	0.148			0.187			0.950				0.990	
Satd. Flow (perm)	281	2857	1615	355	3599	0	3335	1617	0	0	1646	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								194			24	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			502			215			250	
Travel Time (s)		15.5			9.8			7.3			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	33%	0%	0%	0%	0%	5%	3%	0%	0%	2%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1185	70	141	1433	0	128	195	0	0	35	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2								
Detector Phase	1	6	4	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	46.0	14.0	6.5	28.0		14.0	14.0		14.0	14.0	
Total Split (s)	13.0	100.0	16.0	18.0	105.0		16.0	16.0		16.0	16.0	
Total Split (%)	8.7%	66.7%	10.7%	12.0%	70.0%		10.7%	10.7%		10.7%	10.7%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)	112.2	103.6	120.1	117.5	109.5		10.5	10.5			8.8	
Actuated g/C Ratio	0.75	0.69	0.80	0.78	0.73		0.07	0.07			0.06	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.12	0.60	0.05	0.39	0.55		0.55	0.67			0.29	
Control Delay	5.9	27.4	10.2	6.1	12.5		78.6	21.1			38.4	
Queue Delay	0.0	0.8	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	5.9	28.1	10.2	6.1	12.5		78.6	21.1			38.4	
LOS	A	C	B	A	B		E	C			D	
Approach Delay		26.6			11.9			43.9			38.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	10	617	37	15	425		60	5			10	
Queue Length 95th (ft)	m13	m628	m48	m24	m412		m93	m60			49	
Internal Link Dist (ft)		714			422			135			170	
Turn Bay Length (ft)	145		130	265			190					
Base Capacity (vph)	312	1972	1293	419	2626		234	293			132	
Starvation Cap Reductn	0	435	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.10	0.77	0.05	0.34	0.55		0.55	0.67			0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 59 (39%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 21.3		Intersection LOS: C	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)



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	13	1415	146	87	1420	64	0	0	144	0	0	63
Future Vol, veh/h	13	1415	146	87	1420	64	0	0	144	0	0	63
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	180	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	1555	160	96	1560	70	0	0	158	0	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1632	0	0	1715	0	0	-	-	858	-	-	818
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.3	-	-	5.3	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	196	-	-	178	-	-	0	0	261	0	0	277
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	196	-	-	178	-	-	-	-	261	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.6	38	22.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	196	-	-	178	-	-	276
HCM Lane V/C Ratio	0.606	0.073	-	-	0.537	-	-	0.251
HCM Control Delay (s)	38	24.8	-	-	46.5	-	-	22.4
HCM Lane LOS	E	C	-	-	E	-	-	C
HCM 95th %tile Q(veh)	3.6	0.2	-	-	2.7	-	-	1

Intersection	
Int Delay, s/veh	1.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	44	272	1	6	207
Future Vol, veh/h	5	44	272	1	6	207
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	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	6	52	324	1	7	246

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	585	325	0	0	325	0
Stage 1	325	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	473	721	-	-	1246	-
Stage 1	732	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	470	721	-	-	1246	-
Mov Cap-2 Maneuver	470	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	470	721	1246	-
HCM Lane V/C Ratio	-	-	0.013	0.073	0.006	-
HCM Control Delay (s)	-	-	12.8	10.4	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	4	316	0	0	213
Future Vol, veh/h	0	4	316	0	0	213
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	83	76	83	83	83	83
Heavy Vehicles, %	0	25	0	0	0	1
Mvmt Flow	0	5	381	0	0	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	381	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.45	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.525	-	-	-	-
Pot Cap-1 Maneuver	0	618	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	618	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	618	-
HCM Lane V/C Ratio	-	-	0.009	-
HCM Control Delay (s)	-	-	10.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1372	0	2	1559	0	4
Future Vol, veh/h	1372	0	2	1559	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	1444	0	2	1641	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1444	0	-	722
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	476	-	0	374
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	476	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.3	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	374	476	-	-	-
HCM Lane V/C Ratio	0.011	0.004	-	-	-
HCM Control Delay (s)	14.7	12.6	0.3	-	-
HCM Lane LOS	B	B	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

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Capacity Analysis Summary Sheets

Total Projected Weekday Morning Peak Hour Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	1345	74	142	865	11	46	0	71	0	0	0
Future Volume (vph)	7	1345	74	142	865	11	46	0	71	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		130	265		0	190		0	0		0
Storage Lanes	1		1	1		0	2		0	0		0
Taper Length (ft)	110			195			115			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.850				
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	3585	1509	1752	3302	0	2757	1495	0	0	1900	0
Flt Permitted	0.316			0.161			0.950					
Satd. Flow (perm)	600	3585	1509	297	3302	0	2757	1495	0	0	1900	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								253				
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			502			215			250	
Travel Time (s)		15.5			9.8			7.3			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	7%	3%	9%	17%	27%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1387	76	146	903	0	47	73	0	0	0	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA				
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2								
Detector Phase	1	6	4	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	46.0	14.0	6.5	28.0		14.0	14.0		14.0	14.0	
Total Split (s)	13.0	90.0	26.0	16.0	93.0		26.0	26.0		18.0	18.0	
Total Split (%)	8.7%	60.0%	17.3%	10.7%	62.0%		17.3%	17.3%		12.0%	12.0%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)	124.5	116.4	132.6	130.3	125.9		10.2	10.2				
Actuated g/C Ratio	0.83	0.78	0.88	0.87	0.84		0.07	0.07				

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.01	0.50	0.06	0.44	0.33		0.25	0.22				
Control Delay	1.3	12.9	3.0	12.3	7.9		67.8	1.5				
Queue Delay	0.0	1.4	0.0	0.0	0.0		0.0	0.0				
Total Delay	1.3	14.4	3.0	12.3	7.9		67.8	1.5				
LOS	A	B	A	B	A		E	A				
Approach Delay		13.7			8.6			27.5				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	663	13	57	163		21	0				
Queue Length 95th (ft)	m1	m591	m25	m67	m174		m37	m1				
Internal Link Dist (ft)		714			422			135			170	
Turn Bay Length (ft)	145		130	265			190					
Base Capacity (vph)	589	2782	1432	379	2772		367	418				
Starvation Cap Reductn	0	1124	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.01	0.84	0.05	0.39	0.33		0.13	0.17				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 42 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	1345	74	142	865	11	46	0	71	0	0	0
Future Volume (vph)	7	1345	74	142	865	11	46	0	71	0	0	0
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		130	265		0	190		0	0		0
Storage Lanes	1		1	1		0	2		0	0		0
Taper Length (ft)	110			195			115			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.998			0.850				
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1805	3585	1509	1752	3302	0	2757	1495	0	0	1900	0
Flt Permitted	0.316			0.161			0.950					
Satd. Flow (perm)	600	3585	1509	297	3302	0	2757	1495	0	0	1900	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								237				
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			502			215			250	
Travel Time (s)		15.5			9.8			7.3			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	6%	7%	3%	9%	17%	27%	0%	8%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1387	76	146	903	0	47	73	0	0	0	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA				
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2								
Detector Phase	1	6	4	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	46.0	14.0	6.5	28.0		14.0	14.0		14.0	14.0	
Total Split (s)	13.0	90.0	28.0	16.0	93.0		28.0	28.0		16.0	16.0	
Total Split (%)	8.7%	60.0%	18.7%	10.7%	62.0%		18.7%	18.7%		10.7%	10.7%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)	124.5	116.4	132.6	130.3	125.9		10.2	10.2				
Actuated g/C Ratio	0.83	0.78	0.88	0.87	0.84		0.07	0.07				

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.01	0.50	0.06	0.44	0.33		0.25	0.23				
Control Delay	1.3	12.9	3.0	12.3	8.0		67.8	1.7				
Queue Delay	0.0	1.4	0.0	0.0	0.0		0.0	0.0				
Total Delay	1.3	14.4	3.0	12.3	8.0		67.8	1.7				
LOS	A	B	A	B	A		E	A				
Approach Delay		13.7			8.6			27.6				
Approach LOS		B			A			C				
Queue Length 50th (ft)	1	663	13	57	163		21	0				
Queue Length 95th (ft)	m1	m591	m25	m67	m174		m37	m2				
Internal Link Dist (ft)		714			422			135			170	
Turn Bay Length (ft)	145		130	265			190					
Base Capacity (vph)	589	2782	1452	379	2772		404	421				
Starvation Cap Reductn	0	1124	0	0	0		0	0				
Spillback Cap Reductn	0	0	0	0	0		0	0				
Storage Cap Reductn	0	0	0	0	0		0	0				
Reduced v/c Ratio	0.01	0.84	0.05	0.39	0.33		0.12	0.17				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 42 (28%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)



Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	1155	116	88	859	88	0	0	65	0	0	96
Future Vol, veh/h	35	1155	116	88	859	88	0	0	65	0	0	96
Conflicting Peds, #/hr	1	0	1	1	0	1	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	180	-	-	-	-	0	-	-	0
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, %	0	5	2	6	4	0	0	0	9	0	0	2
Mvmt Flow	38	1255	126	96	934	96	0	0	71	0	0	104

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1031	0	0	1382	0	0	-	-	692	-	-	517
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.3	-	-	5.42	-	-	-	-	7.28	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	-	-	3.16	-	-	-	-	3.99	-	-	3.92
Pot Cap-1 Maneuver	384	-	-	246	-	-	0	0	319	0	0	431
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	384	-	-	246	-	-	-	-	319	-	-	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	2.4	19.5	16
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	319	384	-	-	246	-	-	430
HCM Lane V/C Ratio	0.221	0.099	-	-	0.389	-	-	0.243
HCM Control Delay (s)	19.5	15.4	-	-	28.6	-	-	16
HCM Lane LOS	C	C	-	-	D	-	-	C
HCM 95th %tile Q(veh)	0.8	0.3	-	-	1.7	-	-	0.9

Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	9	110	13	34	182
Future Vol, veh/h	0	9	110	13	34	182
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	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	16	17	0	5	23	25
Mvmt Flow	0	13	153	18	47	253

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	509	162	0	0	171	0
Stage 1	162	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.56	6.37	-	-	4.33	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.453	-	-	2.407	-
Pot Cap-1 Maneuver	500	845	-	-	1289	-
Stage 1	834	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	482	845	-	-	1289	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	686	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.3	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	-	845	1289	-
HCM Lane V/C Ratio	-	-	-	0.015	0.037	-
HCM Control Delay (s)	-	-	0	9.3	7.9	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	6	111	8	0	216
Future Vol, veh/h	0	6	111	8	0	216
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	76	76	76	76	76	76
Heavy Vehicles, %	0	0	15	0	0	4
Mvmt Flow	0	8	146	11	0	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	152	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	900	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	900	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	900	-
HCM Lane V/C Ratio	-	-	0.009	-
HCM Control Delay (s)	-	-	9	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1395	21	35	1018	0	4
Future Vol, veh/h	1395	21	35	1018	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	0	0	8	0	0
Mvmt Flow	1550	23	39	1131	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1573	0	-	787
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	425	-	0	339
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	425	-	-	339
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	2.1	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	339	425	-	-	-
HCM Lane V/C Ratio	0.013	0.092	-	-	-
HCM Control Delay (s)	15.8	14.3	1.7	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0	0.3	-	-	-

Capacity Analysis Summary Sheets

Total Projected Weekday Evening Peak Hour Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	1183	69	140	1392	27	157	1	203	7	4	24
Future Volume (vph)	32	1183	69	140	1392	27	157	1	203	7	4	24
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		130	265		0	190		0	0		0
Storage Lanes	1		1	1		0	2		0	0		0
Taper Length (ft)	110			195			115			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.997			0.851			0.907	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1805	2857	1615	1805	3599	0	3335	1617	0	0	1646	0
Flt Permitted	0.147			0.184			0.950				0.990	
Satd. Flow (perm)	279	2857	1615	350	3599	0	3335	1617	0	0	1646	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								205			24	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			502			192			250	
Travel Time (s)		15.5			9.8			6.5			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	33%	0%	0%	0%	0%	5%	3%	0%	0%	2%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1195	70	141	1433	0	159	206	0	0	35	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2								
Detector Phase	1	6	4	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	46.0	14.0	6.5	28.0		14.0	14.0		14.0	14.0	
Total Split (s)	13.0	100.0	16.0	18.0	105.0		16.0	16.0		16.0	16.0	
Total Split (%)	8.7%	66.7%	10.7%	12.0%	70.0%		10.7%	10.7%		10.7%	10.7%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)	111.7	103.0	120.1	117.0	109.0		11.0	11.0			8.8	
Actuated g/C Ratio	0.74	0.69	0.80	0.78	0.73		0.07	0.07			0.06	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.12	0.61	0.05	0.40	0.55		0.65	0.67			0.29	
Control Delay	5.9	28.0	10.3	6.3	12.5		81.9	20.2			38.4	
Queue Delay	0.0	0.8	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	5.9	28.8	10.3	6.3	12.5		81.9	20.2			38.4	
LOS	A	C	B	A	B		F	C			D	
Approach Delay		27.3			12.0			47.1			38.4	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	10	623	37	15	425		77	4			10	
Queue Length 95th (ft)	m13	m635	m48	m24	m412		m#120	m65			49	
Internal Link Dist (ft)		714			422			112			170	
Turn Bay Length (ft)	145		130	265			190					
Base Capacity (vph)	310	1962	1292	414	2614		245	309			132	
Starvation Cap Reductn	0	435	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.10	0.78	0.05	0.34	0.55		0.65	0.67			0.27	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 59 (39%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 22.2 Intersection LOS: C
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	1183	69	140	1392	27	157	1	203	7	4	24
Future Volume (vph)	32	1183	69	140	1392	27	157	1	203	7	4	24
Ideal Flow (vphpl)	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		130	265		0	190		0	0		0
Storage Lanes	1		1	1		0	2		0	0		0
Taper Length (ft)	110			195			115			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850		0.997			0.851			0.907	
Flt Protected	0.950			0.950			0.950				0.990	
Satd. Flow (prot)	1805	2857	1615	1805	3599	0	3335	1617	0	0	1646	0
Flt Permitted	0.147			0.183			0.950				0.990	
Satd. Flow (perm)	279	2857	1615	348	3599	0	3335	1617	0	0	1646	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								205			24	
Link Speed (mph)		35			35			20			20	
Link Distance (ft)		794			502			192			250	
Travel Time (s)		15.5			9.8			6.5			8.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	33%	0%	0%	0%	0%	5%	3%	0%	0%	2%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1195	70	141	1433	0	159	206	0	0	35	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6	4	5	2		4	4		8	8	
Permitted Phases	6		6	2								
Detector Phase	1	6	4	5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	6.5	46.0	14.0	6.5	28.0		14.0	14.0		14.0	14.0	
Total Split (s)	13.0	100.0	18.0	18.0	105.0		18.0	18.0		14.0	14.0	
Total Split (%)	8.7%	66.7%	12.0%	12.0%	70.0%		12.0%	12.0%		9.3%	9.3%	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	0.0	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	3.5	6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)	111.3	102.7	120.9	116.8	108.7		12.2	12.2			8.0	
Actuated g/C Ratio	0.74	0.68	0.81	0.78	0.72		0.08	0.08			0.05	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.12	0.61	0.05	0.40	0.55		0.59	0.65			0.32	
Control Delay	6.1	28.3	9.4	6.5	12.7		76.8	18.4			40.5	
Queue Delay	0.0	0.8	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	6.1	29.1	9.4	6.5	12.7		76.8	18.4			40.5	
LOS	A	C	A	A	B		E	B			D	
Approach Delay		27.5			12.2			43.8			40.5	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	11	624	36	19	428		75	4			11	
Queue Length 95th (ft)	m13	m635	m45	m24	m412		m112	m62			50	
Internal Link Dist (ft)		714			422			112			170	
Turn Bay Length (ft)	145		130	265			190					
Base Capacity (vph)	309	1956	1303	412	2607		275	321			110	
Starvation Cap Reductn	0	417	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.10	0.78	0.05	0.34	0.55		0.58	0.64			0.32	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 59 (39%), Referenced to phase 2:NWTL and 6:SETL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 68.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Meijer Dr & Algonquin Rd (IL 62)



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	13	1415	153	87	1433	64	0	0	144	0	0	63
Future Vol, veh/h	13	1415	153	87	1433	64	0	0	144	0	0	63
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	180	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	14	1555	168	96	1575	70	0	0	158	0	0	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1647	0	0	1723	0	0	-	-	862	-	-	826
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.3	-	-	5.3	-	-	-	-	7.1	-	-	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	-	-	3.9	-	-	3.9
Pot Cap-1 Maneuver	192	-	-	176	-	-	0	0	259	0	0	274
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	192	-	-	176	-	-	-	-	259	-	-	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.6	38.5	22.6
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	192	-	-	176	-	-	273
HCM Lane V/C Ratio	0.611	0.074	-	-	0.543	-	-	0.254
HCM Control Delay (s)	38.5	25.3	-	-	47.4	-	-	22.6
HCM Lane LOS	E	D	-	-	E	-	-	C
HCM 95th %tile Q(veh)	3.7	0.2	-	-	2.8	-	-	1

Intersection	
Int Delay, s/veh	1.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	64	275	5	6	207
Future Vol, veh/h	5	64	275	5	6	207
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	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	3	0	0
Mvmt Flow	6	76	327	6	7	246

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	590	330	0	0	333	0
Stage 1	330	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	470	716	-	-	1238	-
Stage 1	728	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	467	716	-	-	1238	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	467	716	1238	-
HCM Lane V/C Ratio	-	-	0.013	0.106	0.006	-
HCM Control Delay (s)	-	-	12.8	10.6	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0.4	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	25	336	3	0	213
Future Vol, veh/h	0	25	336	3	0	213
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	83	83	83	83	83	83
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	30	405	4	0	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	407	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	648	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWT
Capacity (veh/h)	-	-	648	-
HCM Lane V/C Ratio	-	-	0.046	-
HCM Control Delay (s)	-	-	10.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	1383	10	15	1559	0	19
Future Vol, veh/h	1383	10	15	1559	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	2	0	0
Mvmt Flow	1456	11	16	1641	0	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1467	0	-	734
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	466	-	0	367
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	466	-	-	367
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	2.6	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	367	466	-	-	-
HCM Lane V/C Ratio	0.054	0.034	-	-	-
HCM Control Delay (s)	15.4	13	2.5	-	-
HCM Lane LOS	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Capacity Analysis Summary Sheets

Worst-Case Scenario

Intersection	
Int Delay, s/veh	2.7

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	16	110	294	14	37	253
Future Vol, veh/h	16	110	294	14	37	253
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	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	0	7	11	2	12	10
Mvmt Flow	22	149	397	19	50	342

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	849	407	0	0	416	0
Stage 1	407	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Critical Hdwy	6.4	6.27	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.308	-
Pot Cap-1 Maneuver	334	633	-	-	1091	-
Stage 1	676	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	319	633	-	-	1091	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	13	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	NWLn2	SWL	SWT
Capacity (veh/h)	-	-	319	633	1091	-
HCM Lane V/C Ratio	-	-	0.068	0.235	0.046	-
HCM Control Delay (s)	-	-	17.1	12.4	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.9	0.1	-

Exhibit B:
Light Fixture Cut Sheets

POLE LIGHT & WEST BUILDING MOUNTED FIXTURE MOUNTED AT 90 DEGREES

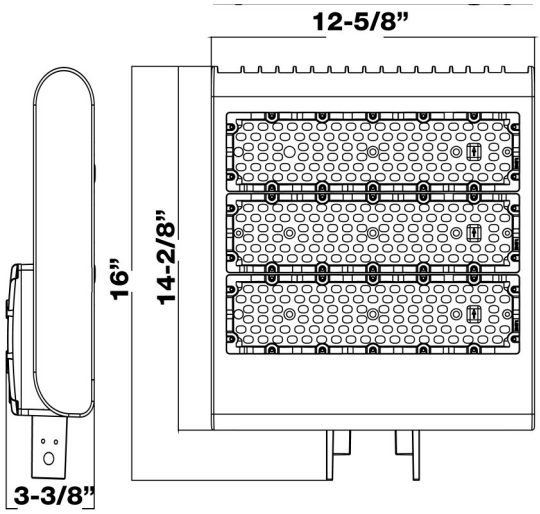
SHARP CUT-OFF

FlatPanel Gen 2

230W 120-277V

4000K Type IV





Features:

Bronze Diecast Aluminum Housing

Heat Resistant Directed Optics Frosted Polycarbonate Lens

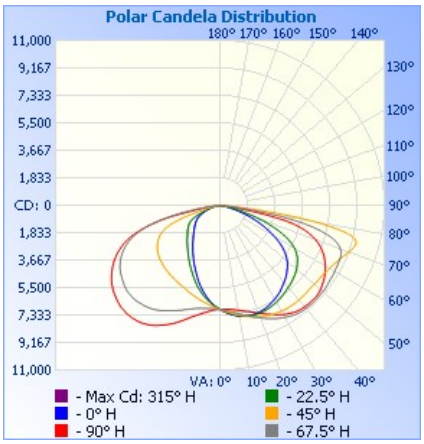
Excellent Heat Dissipation - Maximum Life Expectancy

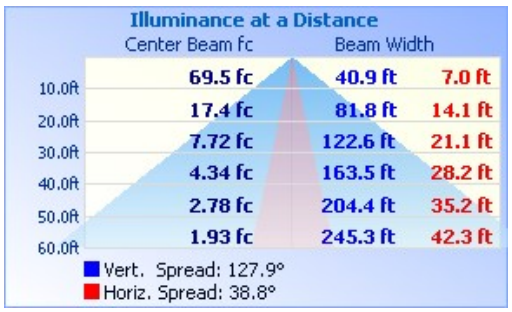
LumiLEDS

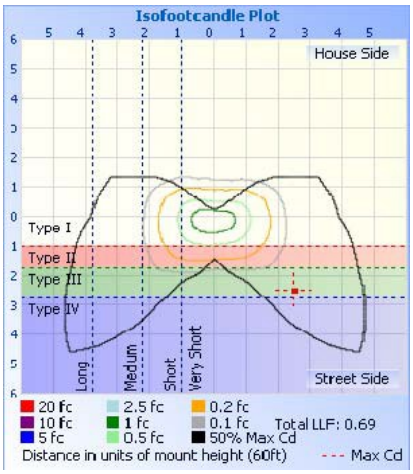
Note: Fixture does not include mount, Pole Arm, Slipfitter, Trunnion Mount sold separately

Part#	Wattage	Volts	Lumens	CCT	CRI	Dimming	Light Pattern	Lumens/ Watt	DLC #
74017	230	120-277	29,821	4000K	73	0-10V/PWM/VR	Type IV	131	PLPGX01TNCPB

PHOTOMETRY







FlatPanel Gen 2

230W 120-277V

4000K Type IV

Technical Specifications:

Electrical:

Input Voltage: 120-277

Current: 1.977A@120V; .8860A@277V

Frequency: 50/60Hz

Power Factor: ≥.9

THD: 6.46%@120V; 7.00%@277V

Product Parameters:

Watts: 230

Lumens: 29.821

Efficacy: 131 lumens per watt

50,000+ Hour L70 Life Span

CCT: 4000K (Neutral White)

Chromacity Measurements:

Beam Angle: Type IV

BUG Rating: B4-U0-G4

CRI: >73

R9: 0

DUV: .0005

Chromaticity (x,y): x=.3464; y=.3536

Chromaticity (u,v): u=.2115; v=.4858

Component Specifications:

LED: LumiLEDs 3030 2D

Driver: 100-277V 50-60HZ

Driver Output Volts: 18-54

Driver Output Amps: 445-6700mA

10KV Surge Protection

Dimming: 0-10V/PWM/VR

Operating Temperature:

Minimum Starting -40°F - 131°F

Construction:

Housing: ADC12 Aluminum Alloy

Powder Coated - Bronze

IP Rating: IP65 suitable for wet locations

Lens Material: Heat Resistant Polycarbonate Lens

UV Resistant

Fire Resistant

Mounting: 2 Pc Mount design for simple 1 person installation

Photo Control: Can be installed Remotely

Listings: UL Listed: E474299

DLC#: PLPGX01TNCPB

Carton Qty: 1

Weight: 20 lb

EPA Rating: 1.912ft^2

Accessories:

Pole Arm Mount:	Cat# 74032
Slipfitter Mount:	Cat# 74034
Trunnion Mount:	Cat# 74036
Round To Square Pole Adaptor:	Cat# 74040
Microwave Motion and Light Sensor :	Cat# 74042

Warranty:

Morris Products carries a 5 year warranty from date of purchase against defects in materials and workmanship (assuming normal and proper usage).

EAST BUILDING MOUNTED



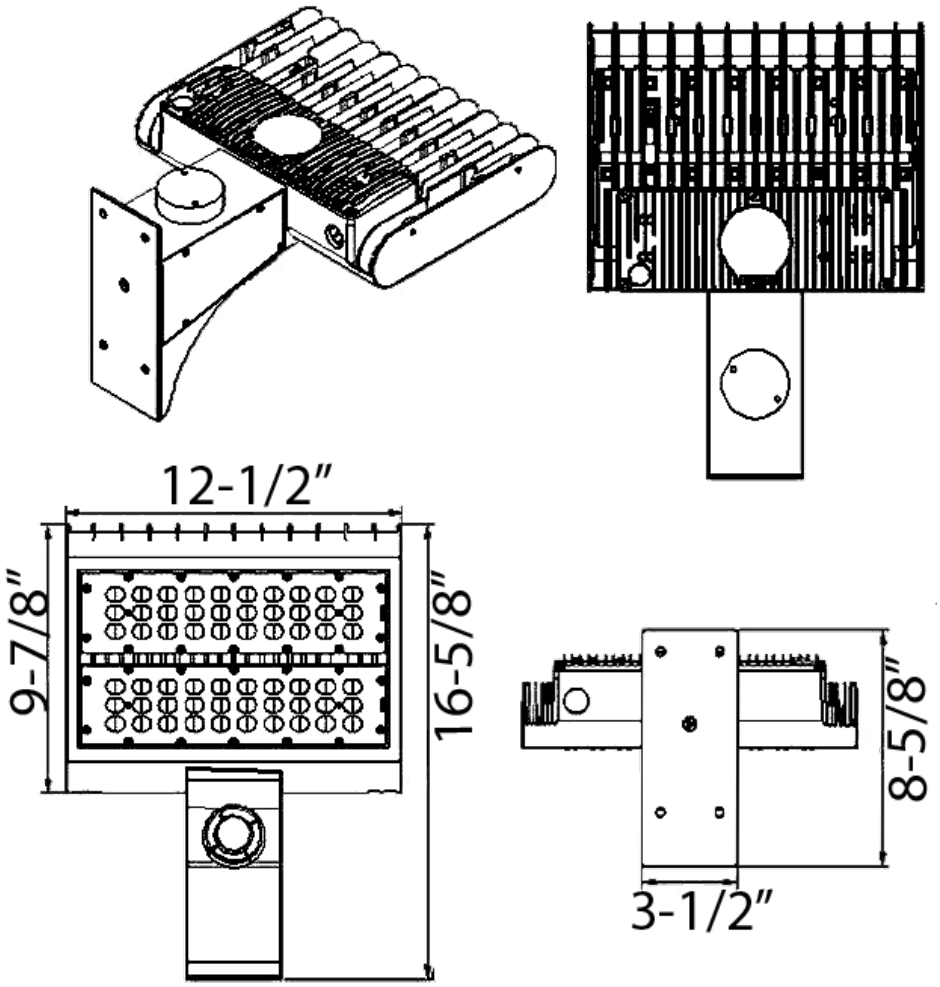
Cat# 71866
100 Watts
Wall Mount

RoHS
UL/CUL
TUV-CE

QPLC ID#
PLF3XUA9XQIU

Model :		71866
OVERALL LAMP PARAMETERS	Input Voltage	100-277VAC 50/60HZ
	Input Current	.84A Max
	Input Power	100W
	Power Factor	PF≥ 0.90
	Luminance	12,350LM
	Luminous Efficiency	124 LM/W
	CRI	>82
	R9	9
	Beam Angle	Type II 120 x 90°
	Main Structure	Aluminium + PC Lens
LED DRIVER	Output Voltage	36-60VDC
	Output Current	4.4A
	THD	16%
	Driver Efficiency	88%
LED	LED Manufacturer	Philips
	LED Type	3030 LED
	LED Quantity	120 PCS
	LED Efficacy	130 LM/W
	Color Temperature	4000K
Photocell	-	Not Included
LIFESPAN & ENVIRONMENT	Lifespan	50,000+ Hrs.
	Warranty	5 Years
	IP Rating	IP65 Wet Locations
	Operating Temperature	-40 —+55
	Storage Temperature.Humidity	-40 —+80 , 10—90% RH
SAFETY&EMC	Safety Norms	UL1598,UL8750, EN60598, EN61347-2-13, EN62031, EN62471
	Withstand Voltage	I/P-FG: 2121VDC
	Grounding Resistance	≤0.5Ω,OK
	Electromagnetic Compatibility	EN55015, EN61000-2-3, EN61000-3-3, EN61547
OTHERS	Dimension	Pls refer to attached diamension drawing
	Q'ty / Carton	1 PC
	Volume	0
	EPA Rating	1.16ft^2

Dimensions:



LM-79-08 Test Report

For

Morris Products Inc.

53 Carey Rd. Queensbury, NY 12804

Architectural Flood and Spot Luminaires

Model name(s): 71542, 71832, 71562, 71841, 71574A, 71852, 71584, 71865, 71866, 71867

Representative (Tested) Model: 71542

Model Different: All construction and rating are the same, except CCT

Test & Report By:

Johnson Sun

Engineer: Johnson Sun

Update: Nov.16, 2016

Review By:

Tommy Liang

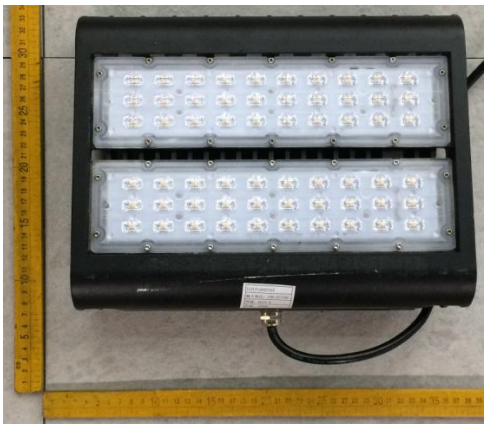
Manager: Tommy Liang

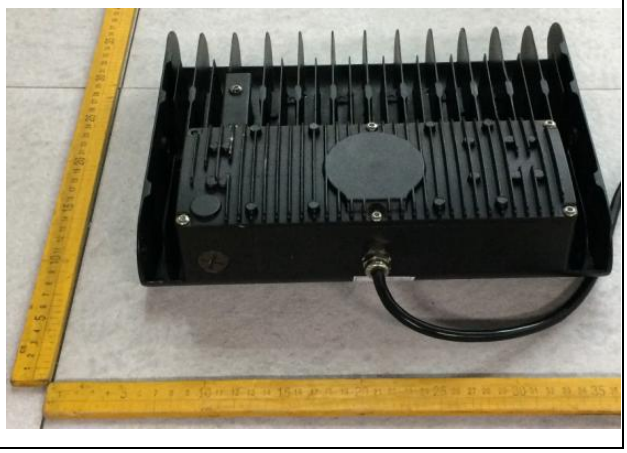
Note: This report does not imply product certification, approval, or endorsement by NVLAP, NIST, or any agency of the Federal Government.

1.1 Product Information:

Organization Name	Morris Products Inc.	
Brand Name	MORRIS	
Model Number	71542	
SKU (if available)	N/A	
Type of Luminaire (for integral lamps, list base type and lamp type)	Architectural Flood and Spot Luminaires	
Rated Voltage / Frequency	100 -277Vac, 50/60 Hz	
Nominal Power	100W	
Rated Initial Lamp Lumen	--	
Declared CCT	4000K,5000K,5700K	
LED Manufacturer	Philips Lumileds	
LED Model	L130-2780003000W21	
Sample Number	GZE161105-AI1(4000K),AI2(5700K)	
Luminaire Aperture (for downlights)	--	in.
Luminaire Length	--	mm
Luminaires Width	--	mm
Number of Units (modular products)	N/A	s

Photo





1.2 Test Specifications:

Date of Receipt	: Oct.31,2016
Date of Test	: Nov.03,2016
Test item	1. Total Luminous Flux 2. Luminous Distribution Intensity 3. Luminous Efficacy 4. Correlated Color Temperature 5. Color Rendering Index 6. Chromaticity Coordinate 7. Electrical Parameters
Reference Standard	1. IES LM-79-2008 Electrical and Photometric Measurements of Solid-State Lighting Products 2. ANSI C78.377-2008 Specifications for the Chromaticity of Solid State Lighting Products 3. CIE 13.3-1995 Method of Measuring and Specifying Colour Rendering Properties of Light Sources 4. CIE 15-2004 Technical Report Colorimetry 5. IESNA LM-16-93 Practical Guide to Colorimetry of Light Source 6. IESNA TM-16-05 Technical Memorandum on Light Emitting Diode (LED) Sources and Systems
Reference Work Instruction	QD25

1.3 Test Methods

1) Photometric and Light Distribution Measurement – Goniophotometer Method:

Photometric parameters were measured using the goniophotometer and software. The ambient temperature shall be maintained at 25 °C ±1 °C, measured at a point not more than 1 m from the sample and at the same height as the sample. The sample was operated at 120 or rated Volts AC, 60Hz. It was stabilized before measurement was made. Luminous flux, luminaire efficacy, zonal lumen were calculated from the software taken at 1 °vertical intervals and 22.5 °horizontal intervals.

2) Chromaticity Measurement – Sphere-Spectroradiometer Method:

Chromaticity parameters were measured using an integrating sphere, a spectroradiometer and software. The ambient temperature condition inside the sphere was maintained at 25 ºC ±1 ºC. The sample measurements were made using a spectroradiometer connected by a fiber optic cable and detector through the detector port of the integrating sphere. The sample was operated at 120 or rated Volts AC, 60Hz. It was stabilized before measurement was made. Chromaticity coordinates, correlated color temperature and color rendering index were calculated from the spectral power distribution taken at 5 nm intervals over the range of 380 to 780 nm.

3) Electrical Measurements:

Electrical parameters were measured using power meters incorporated in goniophotometer or sphere-spectroradiometer system. The ambient temperature surrounding the sample was maintained at 25 ºC ±1 ºC. The sample was operated at 120 or rated Volts AC, 60Hz. It was stabilized before measurement was made. Voltage, frequency, current, power, power factor and total harmonic distortion were measured by and read from the power meter.

2.1 Electrical, Photometric and Chromaticity Measurements

(Refer to Work Instruction QD25)

Test date	2016-11-03	**Test Ambient:**	25.2 ℃
Test Orientation	As intended	**Stabilization Time (min)**	90
Model Number	71542		

Electrical Measurement :

Sample No.	Voltage (Vac)	Frequency (Hz)	Current (A)	Power (W)	Power Factor	THD %
GZE161105-AI1	120.0	60	0.8373	99.99	0.9952	14.82
	277.0	60	0.3901	100.2	0.9274	18.53
				DLC Pass Criteria	>= 0.9(-3%)	<= 20(+5)

Chromaticity Measurement - Sphere-Spectroradiometer Method :

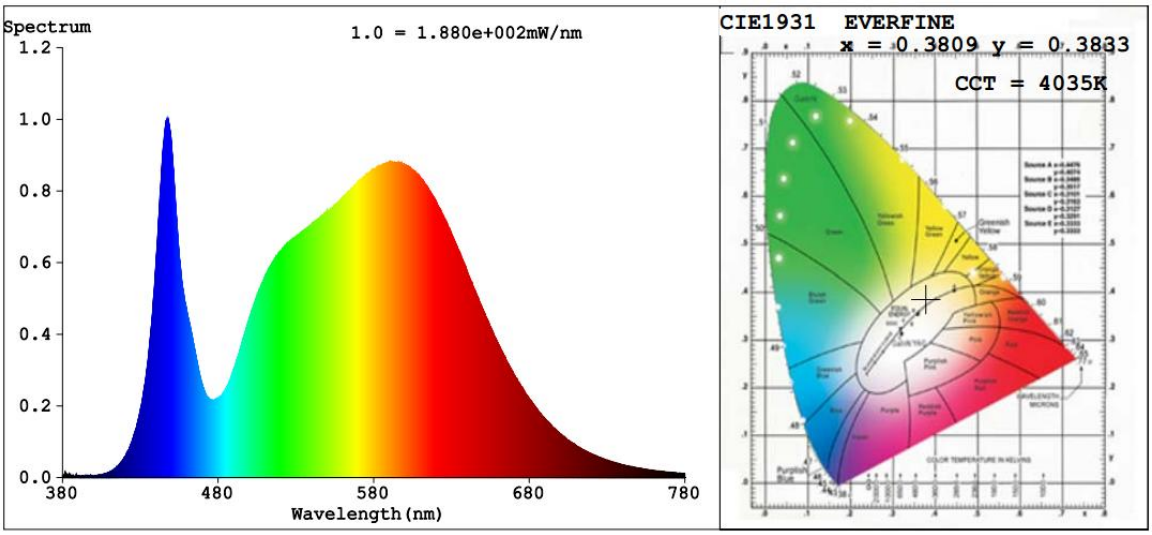
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	4035
Duv	0.0029
Chromaticity (x, y)	x=0.3809 y=0.3833
Chromaticity (u', v')	u'=0.2228 v'=0.5045
Color Rendering Index (CRI)	82.2
R9	9

Special Color Rendering Indices			
R1	80	R9	9
R2	87	R10	69
R3	92	R11	82
R4	83	R12	61
R5	80	R13	81
R6	82	R14	96
R7	87	R15	74
R8	66	--	--

Photometric Measurement – Goniophotometer Method :

Parameter	Result		DLC V4.0 Pass Criteria	
Test Voltage (V)	120.0	277.0	--	
Frequency (Hz)	60	60		
Total Luminous (lm)	12105	12225	>=1000 (-10%)	
Luminous Efficacy (lm/W)	121.06	122.01	Standard: >= 100(-3%)	Premium: >= 120(-3%)
Zonal lumens in the 0-90 °zone (%)	99.8	--	>=85(-3)	
Beam Angle ( )	104.6	--	--	
Center Beam Candle Power (cd)	4124	--	--	

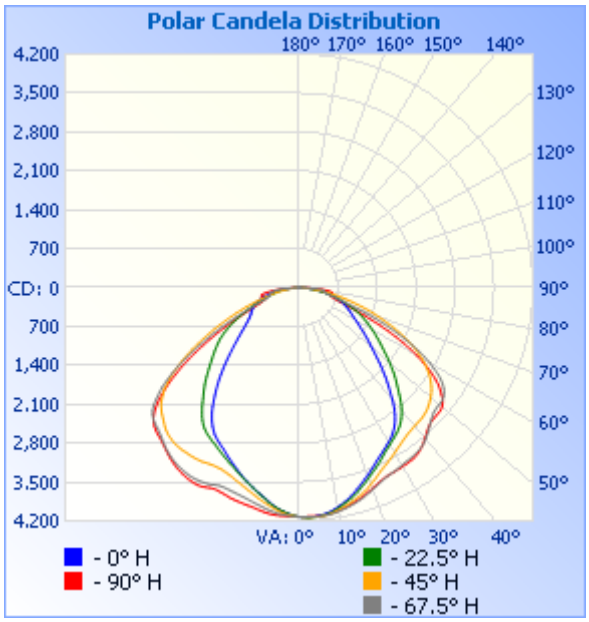
Spectral Power Distribution & Chromaticity Diagram

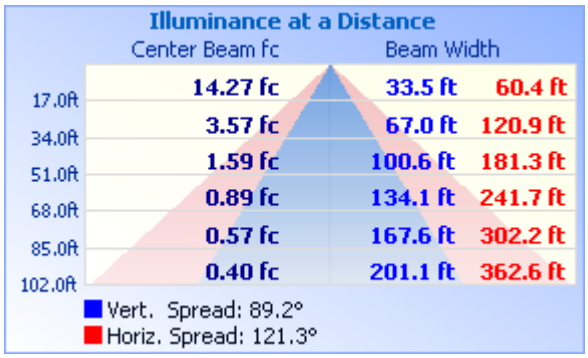


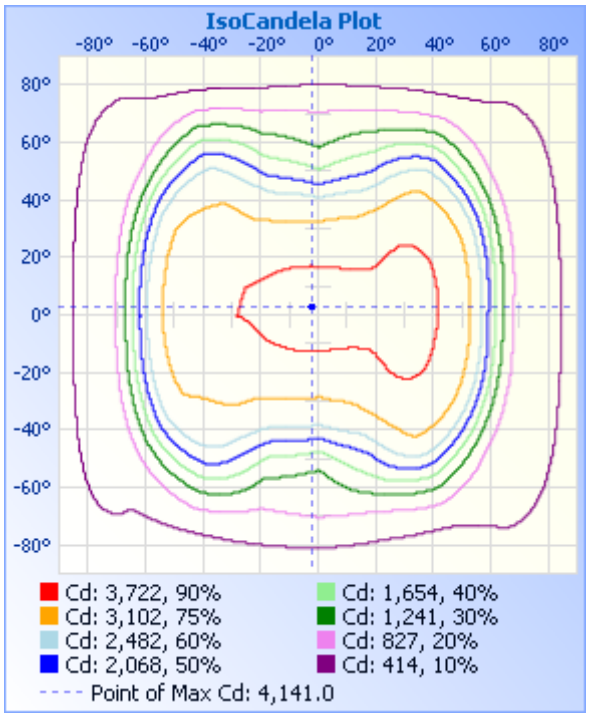
Zonal Lumen Tabulation

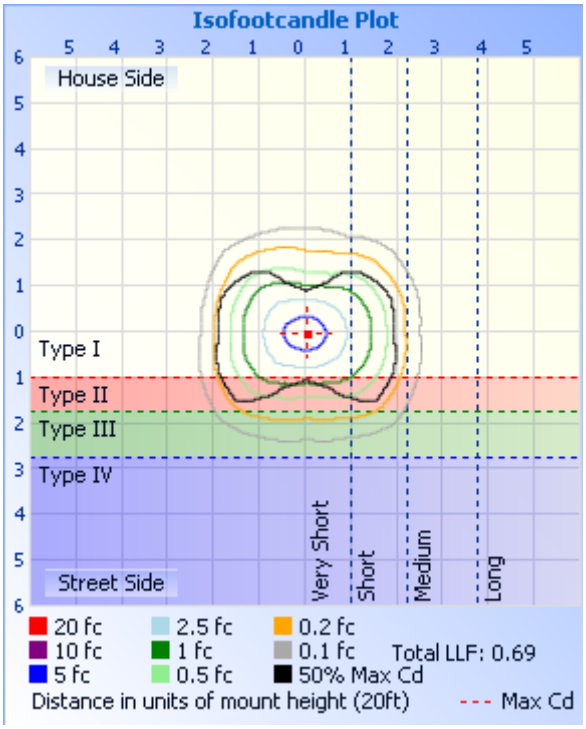
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
0-30	3,125.1	25.8%
0-40	5,237.6	43.3%
0-60	9,671.3	79.9%
60-90	2,403.4	19.9%
70-100	976.2	8.1%
90-120	7.3	0.1%
0-90	12,074.8	99.8%
90-180	28.8	0.2%
0-180	12,103.6	100%

Lumens Per Zone					
Zone	Lumens	% Total	Zone	Lumens	% Total
0-10	386.8	3.2%	90-100	1.6	0%
10-20	1,083.7	9.0%	100-110	2.2	0%
20-30	1,654.6	13.7%	110-120	3.5	0%
30-40	2,112.5	17.5%	120-130	5.1	0%
40-50	2,295.0	19.0%	130-140	5.5	0%
50-60	2,138.8	17.7%	140-150	4.6	0%
60-70	1,428.8	11.8%	150-160	3.5	0%
70-80	717.7	5.9%	160-170	2.1	0%
80-90	256.9	2.1%	170-180	0.8	0%


Polar Candela Distribution
180° 170° 160° 150° 140°
4,200
3,500
2,800
2,100
1,400
700
CD: 0
700
1,400
2,100
2,800
3,500
4,200
130°
120°
110°
100°
90°
80°
70°
60°
50°
VA: 0° 10° 20° 30° 40°
- 0° H
- 90° H
- 22.5° H
- 45° H
- 67.5° H


Illuminance at a Distance
Center Beam fc
Beam Width
17.0ft 14.27 fc 33.5 ft 60.4 ft
34.0ft 3.57 fc 67.0 ft 120.9 ft
51.0ft 1.59 fc 100.6 ft 181.3 ft
68.0ft 0.89 fc 134.1 ft 241.7 ft
85.0ft 0.57 fc 167.6 ft 302.2 ft
102.0ft 0.40 fc 201.1 ft 362.6 ft
Vert. Spread: 89.2°
Horiz. Spread: 121.3°


IsoCandela Plot
-80° -60° -40° -20° 0° 20° 40° 60° 80°
80°
60°
40°
20°
0°
-20°
-40°
-60°
-80°
Cd: 3,722, 90%
Cd: 3,102, 75%
Cd: 2,482, 60%
Cd: 2,068, 50%
Cd: 1,654, 40%
Cd: 1,241, 30%
Cd: 827, 20%
Cd: 414, 10%
Point of Max Cd: 4,141.0


Isofootcandle Plot
5 4 3 2 1 0 1 2 3 4 5
House Side
Type I
Type II
Type III
Type IV
Street Side
Very Short
Short
Medium
Long
20 fc
10 fc
5 fc
2.5 fc
1 fc
0.5 fc
0.2 fc
0.1 fc
50% Max Cd
Total LLF: 0.69
Distance in units of mount height (20ft)
Max Cd

γ (DEG) \ C (DEG)	0	23	45	68	90	113	135	158	180	203	225	248	270	293	315	338
0	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125
5	4115	4119	4130	4135	4118	4132	4136	4126	4118	4079	4041	4017	4011	4010	4043	4085
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85	348	353	158	195	182	176	203	409	457	341	173	190	135	162	148	357
90	3.03	2.85	2.15	1.93	1.88	1.84	2.64	4.14	2.95	2.42	1.27	1.40	1.47	1.49	1.91	2.12
95	1.53	1.59	1.45	1.06	1.01	0.85	1.34	1.60	1.32	1.22	1.12	0.96	1.15	1.00	1.38	1.43
100	1.64	1.85	1.49	0.94	0.95	0.86	1.40	1.43	1.06	1.64	1.97	1.38	1.01	1.22	1.91	1.91
105	3.01	3.17	2.28	1.18	1.04	1.22	2.01	2.07	1.80	2.54	2.71	1.81	1.23	1.54	2.77	3.04
110	4.59	4.39	3.02	1.44	1.48	1.91	2.92	3.55	2.75	3.34	3.24	2.08	1.91	1.97	3.29	3.99
115	5.54	5.29	3.88	1.70	1.96	2.21	3.93	4.94	3.59	4.29	3.93	2.38	2.07	2.30	3.77	4.62
120	6.34	5.92	4.83	2.81	2.40	2.76	5.04	5.79	4.44	5.03	4.78	3.10	2.66	2.93	3.99	4.89
125	7.39	7.08	5.27	6.59	14.7	4.46	5.63	6.90	5.39	5.72	4.99	4.10	3.92	3.72	4.21	5.32
130	7.96	7.30	5.35	7.98	21.8	5.74	5.95	7.49	6.44	5.96	5.07	4.69	4.56	4.57	4.25	5.62
135	7.86	7.12	5.39	8.88	14.2	7.17	5.94	7.45	6.58	6.09	5.04	5.48	5.14	5.26	4.09	5.78
140	7.66	7.15	5.57	7.67	18.8	7.28	5.86	7.49	6.92	6.63	4.83	6.12	5.68	5.53	4.13	6.06
145	7.41	6.03	6.15	9.58	18.9	8.24	5.20	6.91	7.13	6.71	5.20	6.49	5.94	5.95	4.89	6.16
150	7.32	5.95	7.16	9.74	16.0	8.64	6.20	7.01	6.81	6.79	6.48	6.81	6.90	6.91	6.43	6.18
155	6.45	6.46	8.12	10.1	13.3	8.82	7.11	7.12	6.22	6.81	6.53	7.17	6.95	6.86	6.58	6.20
160	6.26	6.51	7.75	9.06	10.5	7.96	7.30	7.03	5.91	6.40	6.58	7.26	7.95	7.50	6.74	6.38
165	6.43	6.61	7.59	7.56	7.27	7.23	7.37	6.64	6.60	6.24	6.85	7.38	7.16	7.34	6.83	6.91
170	6.98	7.36	8.92	8.51	8.26	8.34	8.76	6.85	7.61	7.62	8.03	9.16	9.28	8.83	8.08	8.88
175	7.34	8.20	9.34	8.77	9.28	8.45	9.08	7.23	7.81	7.89	8.65	9.37	9.32	9.57	8.38	8.96
180	6.86	7.77	8.70	8.58	9.23	8.24	8.82	7.17	7.02	7.14	7.91	8.68	8.54	8.98	8.28	8.77

BUG Rating: B3-U2-G2

IESNA Luminaire Flux Distribution Table:

Zone	Lumens	Luminaire %
FL - Front-Low(0-30)	1592.1	13.2
FM - Front-Medium(30-60)	3370.3	27.8
FH - Front-High(60-80)	1138.7	9.4
FVH - Front-Very High(80-90)	132.76	1.1
Total Forward Light	6250.1	51.6

BL - Back-Low(0-30)	1533	12.7
BM - Back-Medium(30-60)	3177.1	26.2
BH - Back-High(60-80)	1007.6	8.3
BVH - Back-Very High(80-90)	124.14	1.0
Total Back Light	5854.5	48.4

UL - Uplight-Low(90-100)	1.5547	0.0
UH - Uplight-High(100-180)	27.269	0.2
Total Up Light	28.823	0.2

BUG(Back,Up,Glare) Rating	B3-U2-G2

Zone	Downward Lumens	Upward Lumens	Total Lumens
House Side	5841.9	12.659	5854.5
Street Side	6233.9	16.164	6250.1

2.2 Electrical, Photometric and Chromaticity Measurements

(Refer to Work Instruction QD25)

Test date	2016-11-03	**Test Ambient:**	25.2 ºC
Test Orientation	As intended	**Stabilization Time (min)**	90
Model Number	71542		

Electrical Measurement :

Sample No.	Voltage (Vac)	Frequency (Hz)	Current (A)	Power (W)	Power Factor	THD %
GZE161105-AI2	120.0	60	0.8267	98.72	0.9951	14.86
	277.0	60	0.3850	98.87	0.9272	18.57
				DLC Pass Criteria	>= 0.9(-3%)	<= 20(+5)

Chromaticity Measurement - Sphere-Spectroradiometer Method :

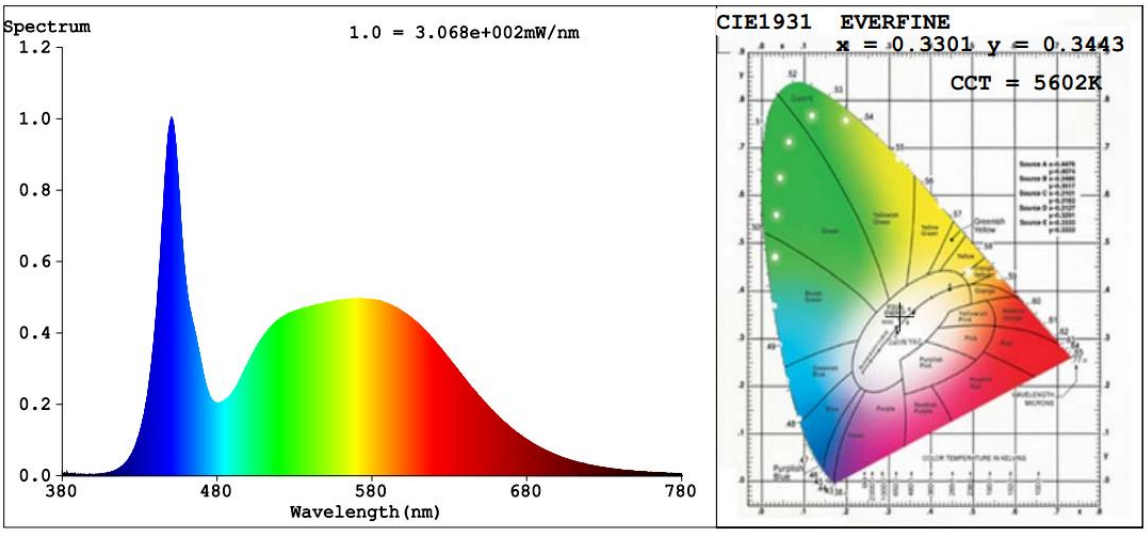
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	5602
Duv	0.0027
Chromaticity (x, y)	x=0.3301 y=0.3443
Chromaticity (u', v')	u'=0.2041 v'=0.4788
Color Rendering Index (CRI)	82.8
R9	9

Special Color Rendering Indices			
R1	81	R9	9
R2	87	R10	68
R3	90	R11	82
R4	83	R12	58
R5	82	R13	83
R6	82	R14	95
R7	88	R15	77
R8	69	--	--

Photometric Measurement – Sphere-Spectroradiometer Method :

Parameter	Result		DLC V4.0 Pass Criteria	
Test Voltage (V)	120.0	277.0	--	
Frequency (Hz)	60	60		
Total Luminous (lm)	12353	12255	>=1000 (-10%)	
Luminous Efficacy (lm/W)	125.13	123.95	Standard: >= 100(-3%)	Premium: >= 120(-3%)

Spectral Power Distribution & Chromaticity Diagram



3. Test Equipment

Equipment ID	Equipment Name	Last Calibration Date	Next Calibration Date
ST-R-336	2 meter Integrating Sphere	2016-07-01	2017-06-30
ST-R-331	Spectral analysis system HAAS-2000	2016-07-01	2017-06-30
D204	Standard Lamp	2016-07-01	2017-06-30
PF2010	Power Meter for Integrating Sphere	2016-07-01	2017-06-30
EE-09	Goniophotometer system	2016-07-01	2017-06-30
D908S	Standard Lamp	2016-07-01	2017-06-30
PF210	Power Meter for Goniophotometer	2016-07-01	2017-06-30
ST-R-181A	Temperature Tester	2016-07-01	2017-06-30
Uncertainty: Photometric Measurement (Sphere):1.74% Chromaticity Measurement(Sphere):14.3K Photometric Measurement(Goniophotometer):1.62%			

******** END OF REPORT ********

Exhibit C:
Fencing Cut Sheets

Chesterfield Smooth Finish



Chesterfield Smooth Finish in Almond and Natural Clay

White | Almond | Grey | Natural Clay

Chesterfield Smooth Finish

Top rails in ColorLast® colors feature reinforcement for added strength and durability.

STC 21

Heights: 4′, 5′ & 6′
Picket Style: 7/8″ x 7″ Tongue & Groove
Steel Reinforced Bottom Rail
(4′ not available in Natural Clay)
(Grey only available for 6′ height)



A **TOP RAIL** PALLET QUANTITY = 84
2" x 6" x 95" Deco rail ribbed.
Note: Clay color includes steel in top rail.

B **PICKETS** PALLET QUANTITY = 12 Fill Kits
Section includes 13 pickets of
7/8" x 7" x 62-3/4" .

C **END CHANNEL**
7/8" x 1" x 59-7/8"

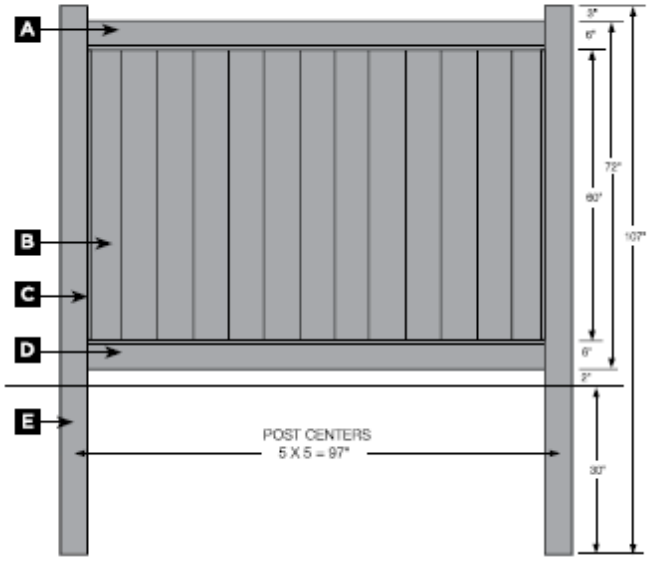
D **BOTTOM RAIL** PALLET QUANTITY = 84
2" x 6" x 95" Deco rail ribbed.
Includes steel channel.

E **POST** PALLET QUANTITY = 48
5" x 5" x 107"

Racks up to 10 degrees

FEATURING WINDZONE-TECHNOLOGY

MEETS POOL CODE



Industrial Grade

1-5/8" x 1-5/8" Rails with 1" x 1" Pickets



EFF-20 No Picket Thru Bottom



EFS-66



EFF-20



EFS-10

ELITE
FENCE PRODUCTS, INC.

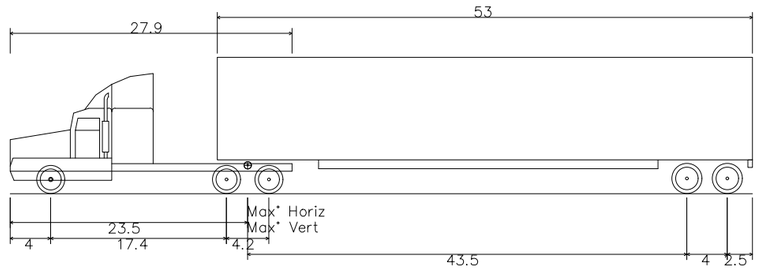
We are environmentally responsible

WWW.ELITEFENCE.COM

VISIT OUR WEBSITE FOR MORE IMAGES AND INFORMATION

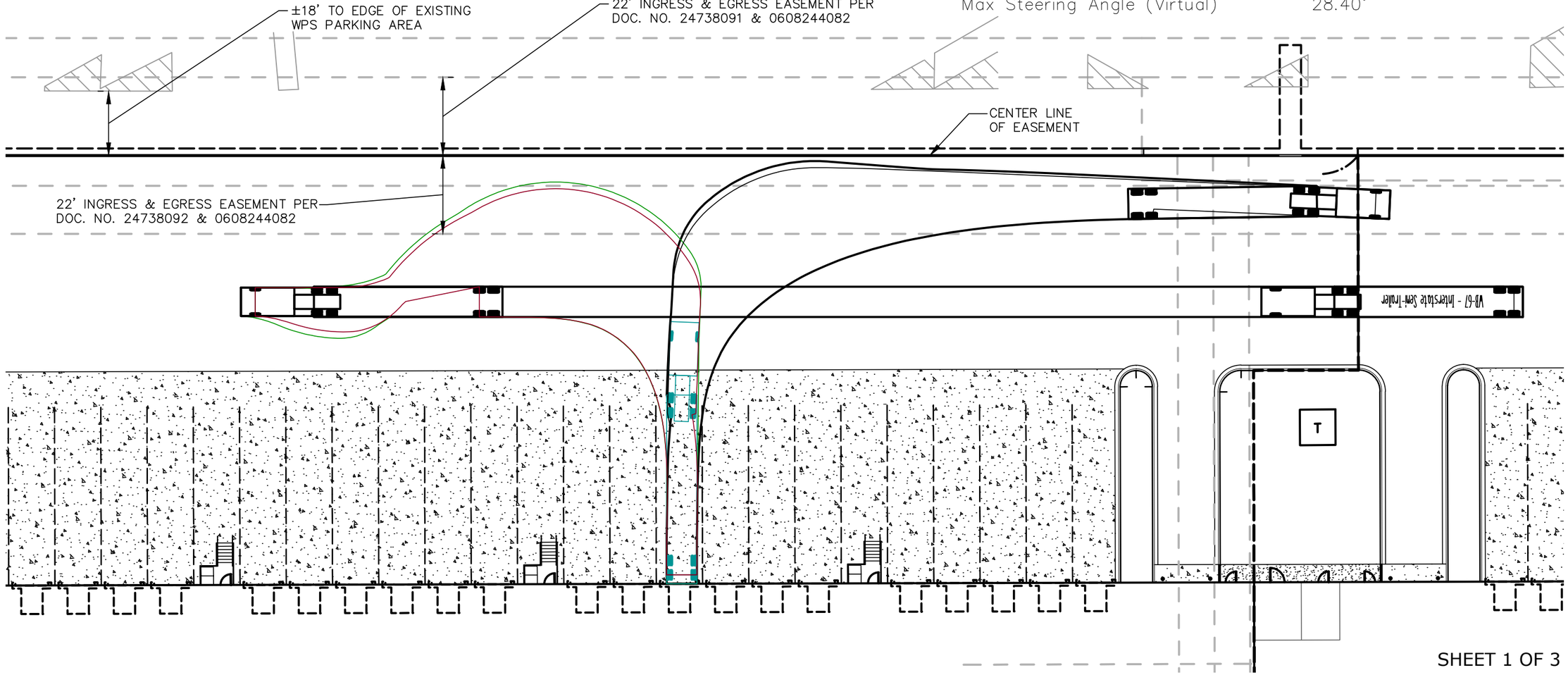
PROUDLY MADE IN AMERICA
EXTRUDED & ASSEMBLED

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WB-67 – Interstate Semi-Trailer

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



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SHEET 1 OF 3

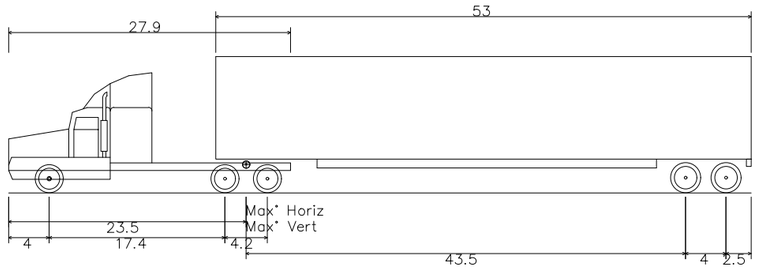
PROJECT NO. 32212717
DATE 03/09/18
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

ARLINGTON HEIGHTS INDUSTRIAL

ARLINGTON HEIGHTS, ILLINOIS

TRUCK ROUTING EXHIBIT

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



WB–67 – Interstate Semi–Trailer

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

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

±18' TO EDGE OF EXISTING WPS PARKING AREA

±4' ENCROACHMENT OF WPS PARKING AREA IN INGRESS–EGRESS EASEMENT (NOT ALLOWED PER EASEMENT AGREEMENT)

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091 & 0608244082

±8' CLEARANCE TO EXISTING WPS PARKING AREA

CENTER LINE OF EASEMENT

CENTER LINE OF EASEMENT

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082

±99'

VARIES ±97'

WB-67 - Interstate Semi-Trailer

WB-67 - Interstate Semi-Trailer

WB-67 - Interstate Semi-Trailer

T

SHEET 2 OF 3

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DATE 03/09/18
SCALE 1"=30'
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PROJ. ASSOC. RWG

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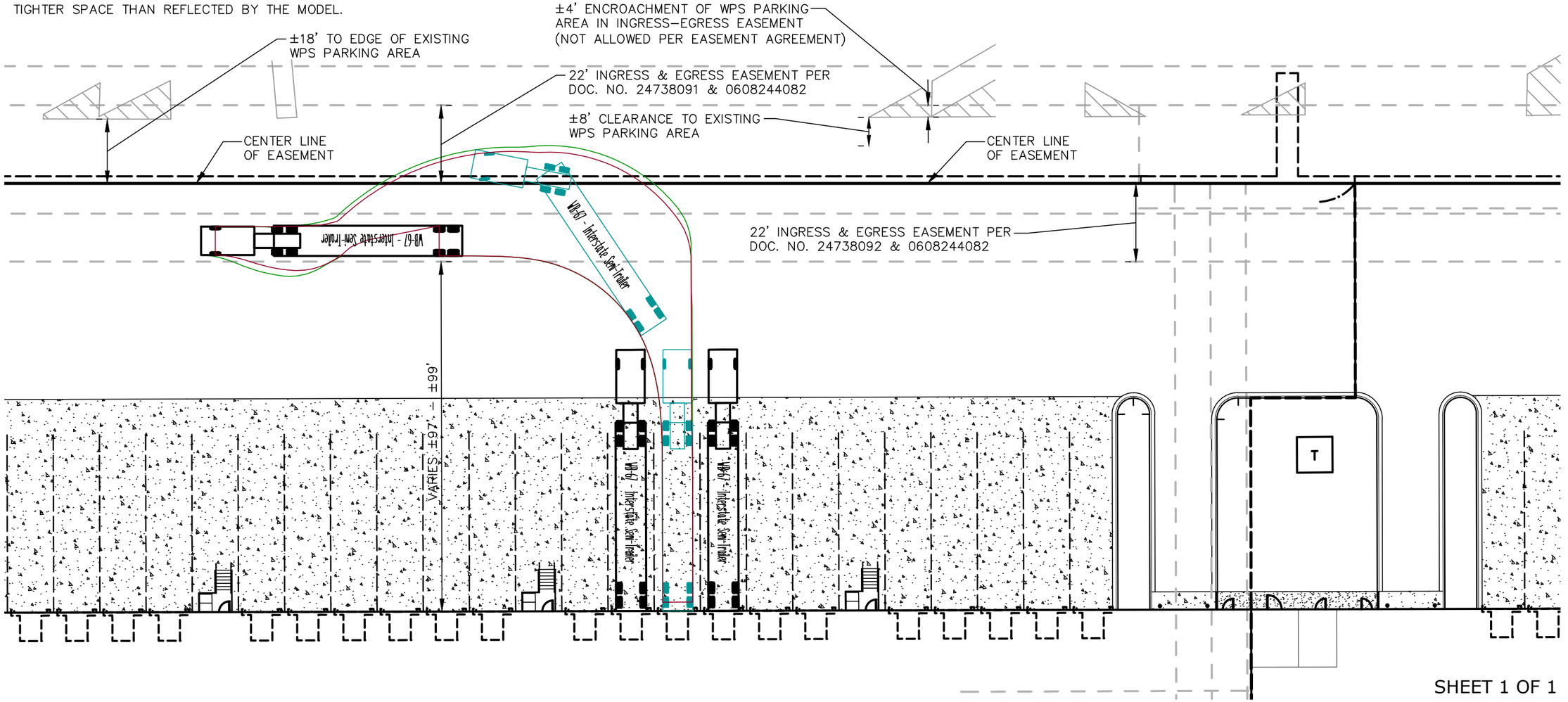
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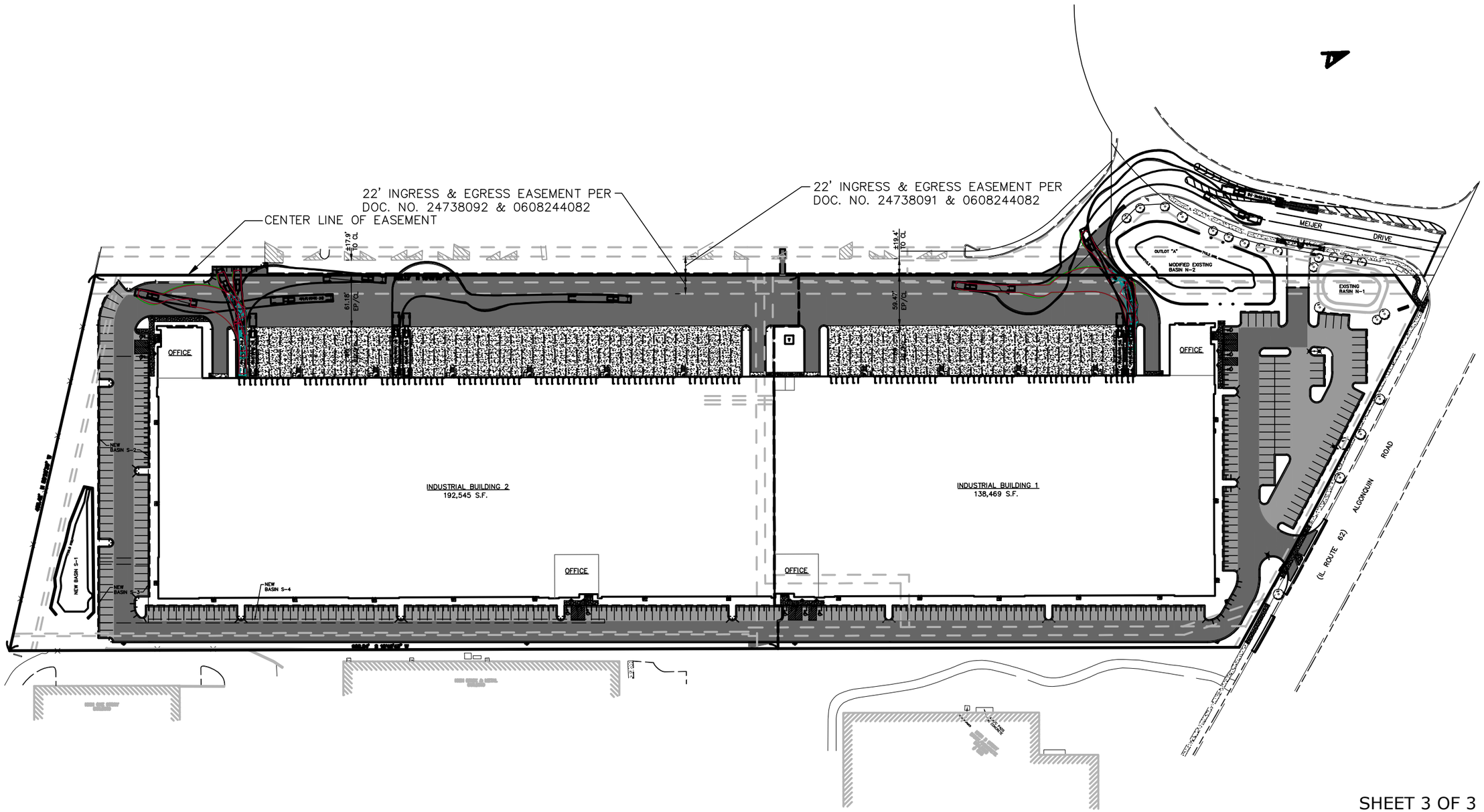
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DATE 03/22/18
SCALE 1"=30'
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SCALE 1"=120'
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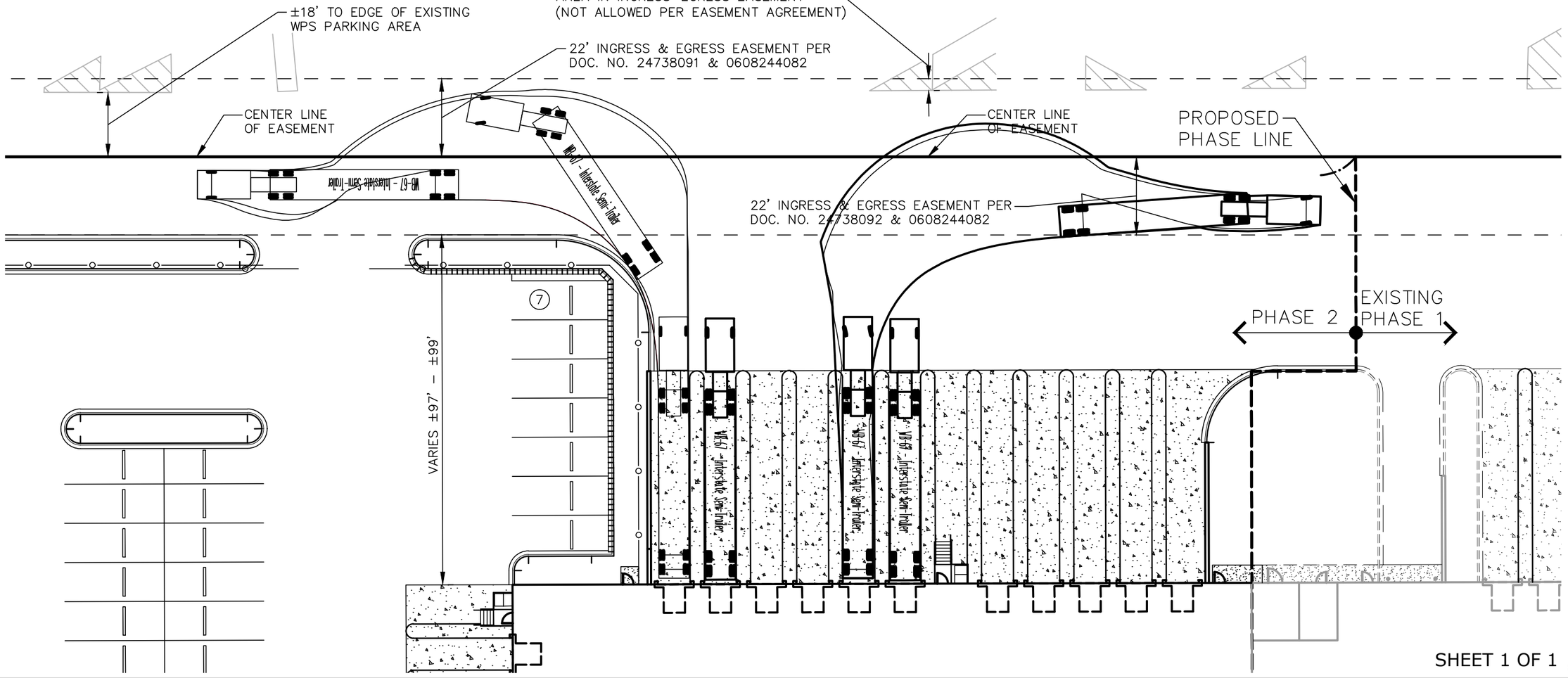
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February 05, 2021 3:55:19 p.m. AcadVer:22.0s (LMS Tech)
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NOTE: EXHIBIT REFLECTS A WORST CASE CONDITION WITH A CONSERVATIVE DESIGN MODEL. FIELD EXPERIENCE HAS INDICATED A TRUCK CAN MANEUVER WITHIN A TIGHTER SPACE THAN REFLECTED BY THE MODEL.



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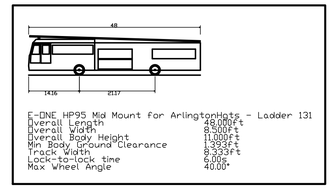
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DATE 02/05/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

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



E-ONE HP95 Mid Mount for ArlingtonHgts. - Ladder 131

Overall Length	48.000ft
Overall Width	8.500ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.333ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	40.00°



GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

PROPOSED TEMPORARY PARKING PER PHASE 1 SCHEMATIC SITE PLAN, DATED 11-12-2020 FROM WARE MALCOMB

EXISTING LANDSCAPE ISLAND TO BE REMOVED

PROPOSED 14 TRACTOR STALLS (12'X25')

EXISTING LIGHT POLE TO BE REMOVED

78 STALLS FOR EXISTING TENANT

PROPOSED 14 TRAILER STALLS (12'X65')

832.13' N 18°49'50" E

908.84' S 18°40'43" W

455.42' N 58°20'30" W

PROPOSED PHASE LINE

EXISTING PHASE 1

PHASE 2

ONE STORY CONCRETE PANEL BUILDING NO. 719

EXISTING BUILDING 1

12" WATER MAIN PER REC.

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082

25' EASEMENT TO COMED PER DOC. NO. 19977407 & 20097957

30' SEWER & WATER EASEMENT PER CASE NUMBER 45 PER DOC. NO. 0608244082 & 24731232

20' EASEMENTS TO ILLINOIS BELL TELEPHONE CO. PER DOC. NO. 21144830

20' EASEMENTS TO ILLINOIS GAS CO. PER DOC. NO. 24999547

EX. 12" WM

EX. 8" WM

EX. 6" WM

EX. 6" HCP

EX. 10" WM

EX. STM. M.H. RIM= (715.82) INV= (709.02)

EX. SAN. MH RIM= (710.69) INV= (703.79) (SE)

EX. SAN. MH RIM= (710.60) INV= (699.87)(NW) INV= (699.17)(SE)

FLARED END SECTION 36" INV=708.56

POWER POLE WITH 3 TRANSFORMERS

GAS LINE PER 12/03/18 LANDMARK FIELD INFO

0.060' CONCRETE WIDE WALL

3 GAS METERS

2 GAS METERS

GAS METERS

TRANSFORMER

TELE. PEDESTAL

SIAMESE CONNECTION

DRAIN TOP OF COVER=711.99

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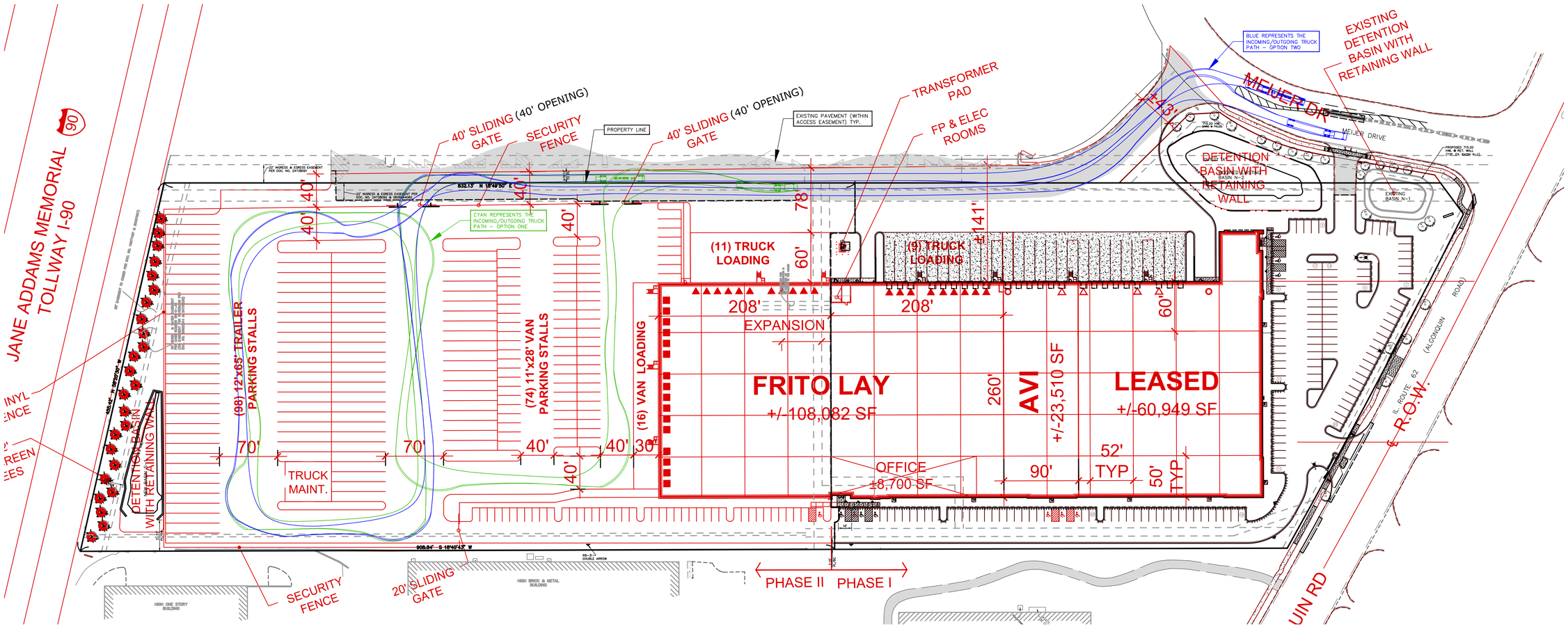
FIRE TRUCK MANEUVERING EXHIBIT - PHASE 2 (FRITO-LAY)

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PROJECT NO.	56412720
DATE	12/23/20
SCALE	1"=30'
PROJ. MGR.	PDL
PROJ. ASSOC.	RWG
DRAWN BY	TLM

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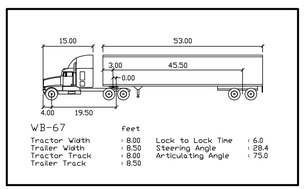
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GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
1 inch = 60 ft.



KEY

ENTERING/LEAVING – TRUCK PATH (CYAN) (WB-67 DESIGN VEHICLE) – OPTION ONE

ENTERING/LEAVING – TRUCK PATH (BLUE) (WB-67 DESIGN VEHICLE) – OPTION TWO

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DRAWN BY | REVISIONS | DATE

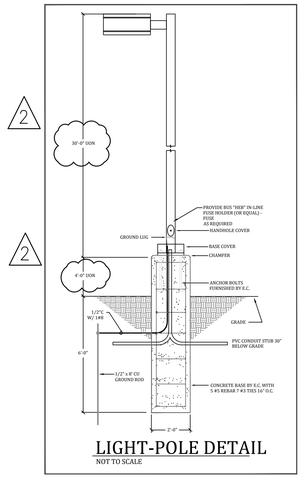
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FRITO-LAY - TRUCK ACCESS EXHIBIT

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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

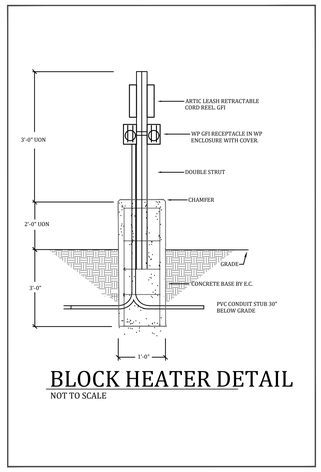
PROJECT NO. 56412720
DATE 10/13/20
SCALE 1"=60'
PROJ. MGR: PDL
PROJ. ASSOC.: RWG
DRAWN BY TLM

SHEET
1 OF 1



LIGHT-POLE DETAIL

NOT TO SCALE



BLOCK HEATER DETAIL

NOT TO SCALE

DETAILS

SCALE: NA

Exhibit G

DRAWING NOTES

MHC

CHRISTOPHER J. LISA
062-054524
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
11/20/21

REV.	DATE	PURPOSE	BY
2	01-11-21	ROUND 2 PERMIT COMMENTS	MT
1	12-18-20	11-30 PERMIT COMMENTS	MT

REVISIONS

PROJECT INFORMATION:

FRITO LAY

703 WEST ALGONQUIN ROAD
UNIT 103
ARLINGTON HEIGHTS, IL 60005

DRAWING DESCRIPTION:

DETAILS

Hinsdale Electric Co.
A DIVISION OF TRI-COUNTY ELECTRIC
1143 N. MAIN STREET
LOMBARD, IL 60148
PH: 630-629-8050 FAX: 630.629.8089

SCALE: NA
DATE: 10-21-2020
DRAFTER: MT
ENGINEER: --
JOB #: --
HEC DRAWING #:
SE-101

POLE LIGHT & WEST BUILDING MOUNTED FIXTURE MOUNTED AT 90 DEGREES

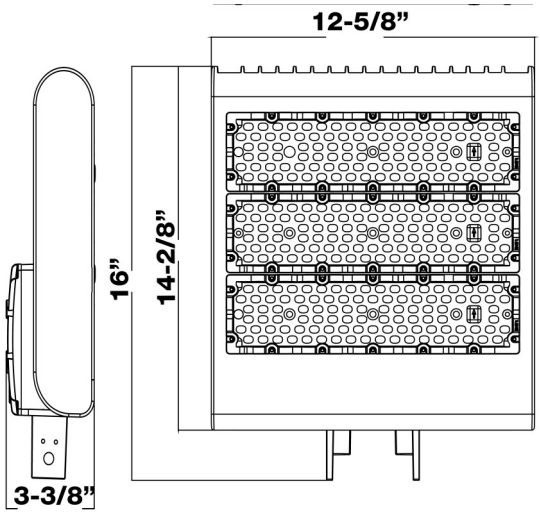
SHARP CUT-OFF

FlatPanel Gen 2

230W 120-277V

4000K Type IV





Features:

Bronze Diecast Aluminum Housing

Heat Resistant Directed Optics Frosted Polycarbonate Lens

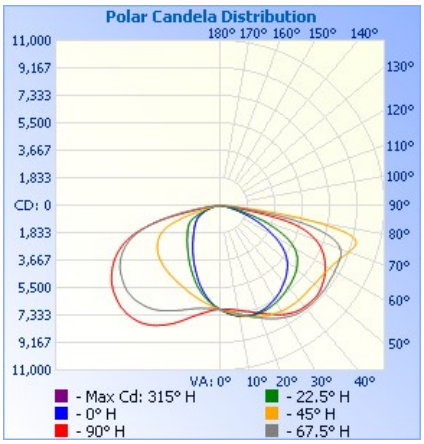
Excellent Heat Dissipation - Maximum Life Expectancy

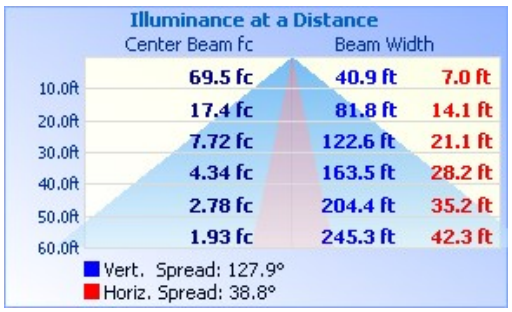
LumiLEDS

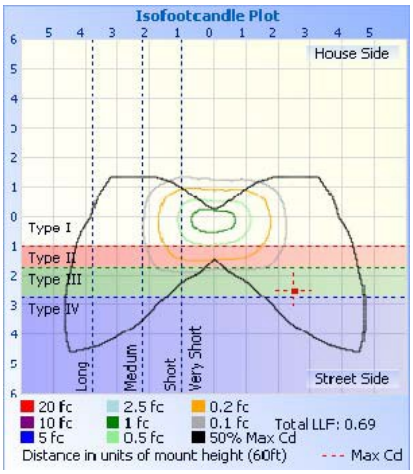
Note: Fixture does not include mount, Pole Arm, Slipfitter, Trunnion Mount sold separately

Part#	Wattage	Volts	Lumens	CCT	CRI	Dimming	Light Pattern	Lumens/ Watt	DLC #
74017	230	120-277	29,821	4000K	73	0-10V/PWM/VR	Type IV	131	PLPGX01TNCPB

PHOTOMETRY







FlatPanel Gen 2

230W 120-277V

4000K Type IV

Technical Specifications:

Electrical:

Input Voltage: 120-277

Current: 1.977A@120V; .8860A@277V

Frequency: 50/60Hz

Power Factor: ≥.9

THD: 6.46%@120V; 7.00%@277V

Product Parameters:

Watts: 230

Lumens: 29.821

Efficacy: 131 lumens per watt

50,000+ Hour L70 Life Span

CCT: 4000K (Neutral White)

Chromacity Measurements:

Beam Angle: Type IV

BUG Rating: B4-U0-G4

CRI: >73

R9: 0

DUV: .0005

Chromaticity (x,y): x=.3464; y=.3536

Chromaticity (u,v): u=.2115; v=.4858

Component Specifications:

LED: LumiLEDs 3030 2D

Driver: 100-277V 50-60HZ

Driver Output Volts: 18-54

Driver Output Amps: 445-6700mA

10KV Surge Protection

Dimming: 0-10V/PWM/VR

Operating Temperature:

Minimum Starting -40°F - 131°F

Construction:

Housing: ADC12 Aluminum Alloy

Powder Coated - Bronze

IP Rating: IP65 suitable for wet locations

Lens Material: Heat Resistant Polycarbonate Lens

UV Resistant

Fire Resistant

Mounting: 2 Pc Mount design for simple 1 person installation

Photo Control: Can be installed Remotely

Listings: UL Listed: E474299

DLC#: PLPGX01TNCPB

Carton Qty: 1

Weight: 20 lb

EPA Rating: 1.912ft^2

Accessories:

Pole Arm Mount:	Cat# 74032
Slipfitter Mount:	Cat# 74034
Trunnion Mount:	Cat# 74036
Round To Square Pole Adaptor:	Cat# 74040
Microwave Motion and Light Sensor :	Cat# 74042

Warranty:

Morris Products carries a 5 year warranty from date of purchase against defects in materials and workmanship (assuming normal and proper usage).

EAST BUILDING MOUNTED



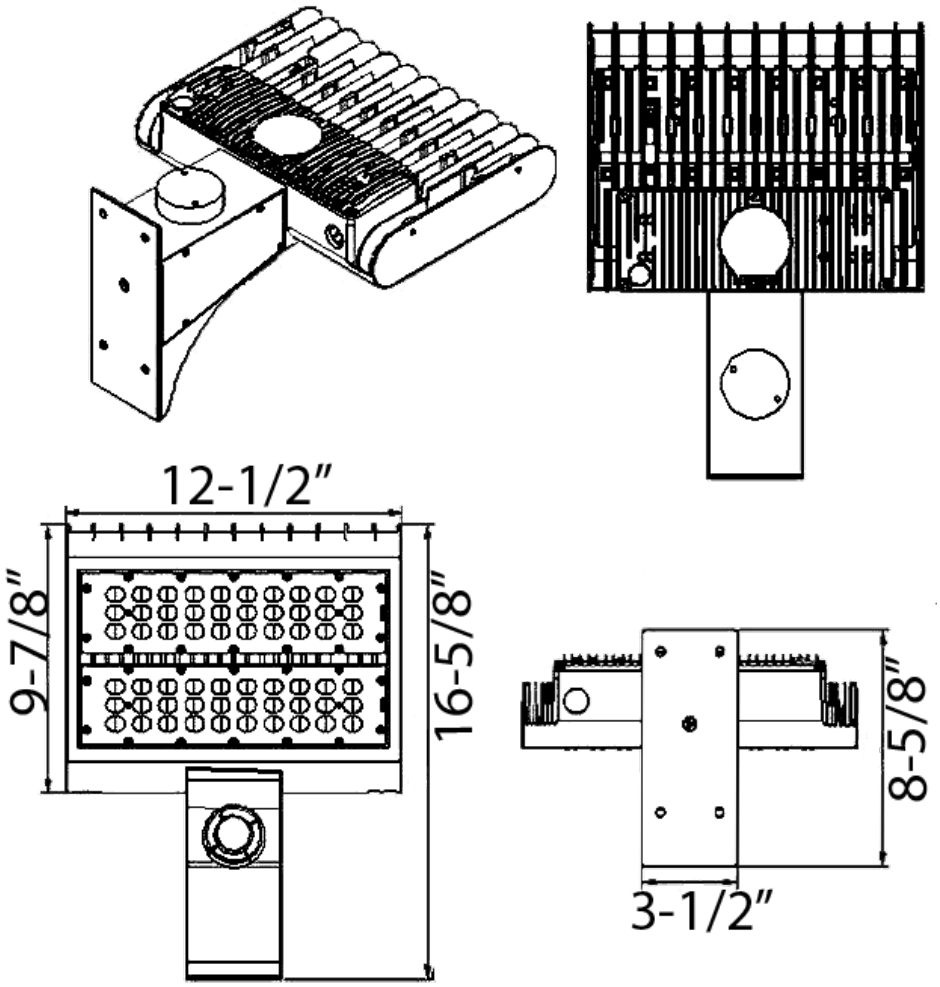
Cat# 71866
100 Watts
Wall Mount

RoHS
UL/CUL
TUV-CE

QPLC ID#
PLF3XUA9XQIU

Model :		71866
OVERALL LAMP PARAMETERS	Input Voltage	100-277VAC 50/60HZ
	Input Current	.84A Max
	Input Power	100W
	Power Factor	PF≥ 0.90
	Luminance	12,350LM
	Luminous Efficiency	124 LM/W
	CRI	>82
	R9	9
	Beam Angle	Type II 120 x 90°
	Main Structure	Aluminium + PC Lens
LED DRIVER	Output Voltage	36-60VDC
	Output Current	4.4A
	THD	16%
	Driver Efficiency	88%
LED	LED Manufacturer	Philips
	LED Type	3030 LED
	LED Quantity	120 PCS
	LED Efficacy	130 LM/W
	Color Temperature	4000K
Photocell	-	Not Included
LIFESPAN & ENVIRONMENT	Lifespan	50,000+ Hrs.
	Warranty	5 Years
	IP Rating	IP65 Wet Locations
	Operating Temperature	-40 —+55
	Storage Temperature.Humidity	-40 —+80 , 10—90% RH
SAFETY&EMC	Safety Norms	UL1598,UL8750, EN60598, EN61347-2-13, EN62031, EN62471
	Withstand Voltage	I/P-FG: 2121VDC
	Grounding Resistance	≤0.5Ω,OK
	Electromagnetic Compatibility	EN55015, EN61000-2-3, EN61000-3-3, EN61547
OTHERS	Dimension	Pls refer to attached diamension drawing
	Q'ty / Carton	1 PC
	Volume	0
	EPA Rating	1.16ft^2

Dimensions:



LM-79-08 Test Report

For

Morris Products Inc.

53 Carey Rd. Queensbury, NY 12804

Architectural Flood and Spot Luminaires

Model name(s): 71542, 71832, 71562, 71841, 71574A, 71852, 71584, 71865, 71866, 71867

Representative (Tested) Model: 71542

Model Different: All construction and rating are the same, except CCT

Test & Report By:

Johnson Sun

Engineer: Johnson Sun

Update: Nov.16, 2016

Review By:

Tommy Liang

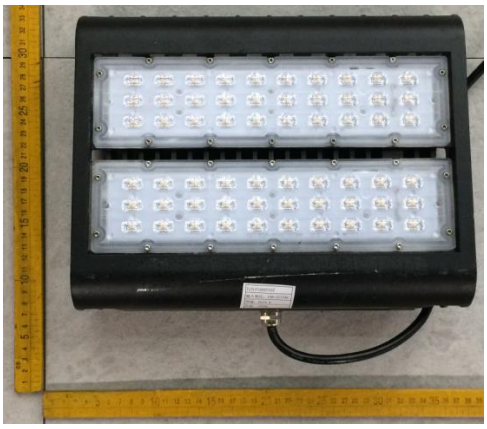
Manager: Tommy Liang

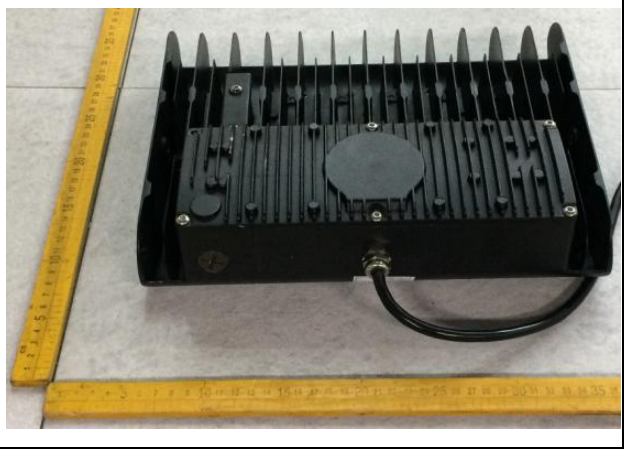
Note: This report does not imply product certification, approval, or endorsement by NVLAP, NIST, or any agency of the Federal Government.

1.1 Product Information:

Organization Name	Morris Products Inc.	
Brand Name	MORRIS	
Model Number	71542	
SKU (if available)	N/A	
Type of Luminaire (for integral lamps, list base type and lamp type)	Architectural Flood and Spot Luminaires	
Rated Voltage / Frequency	100 -277Vac, 50/60 Hz	
Nominal Power	100W	
Rated Initial Lamp Lumen	--	
Declared CCT	4000K,5000K,5700K	
LED Manufacturer	Philips Lumileds	
LED Model	L130-2780003000W21	
Sample Number	GZE161105-AI1(4000K),AI2(5700K)	
Luminaire Aperture (for downlights)	--	in.
Luminaire Length	--	mm
Luminaires Width	--	mm
Number of Units (modular products)	N/A	s

Photo





1.2 Test Specifications:

Date of Receipt	: Oct.31,2016
Date of Test	: Nov.03,2016
Test item	1. Total Luminous Flux 2. Luminous Distribution Intensity 3. Luminous Efficacy 4. Correlated Color Temperature 5. Color Rendering Index 6. Chromaticity Coordinate 7. Electrical Parameters
Reference Standard	1. IES LM-79-2008 Electrical and Photometric Measurements of Solid-State Lighting Products 2. ANSI C78.377-2008 Specifications for the Chromaticity of Solid State Lighting Products 3. CIE 13.3-1995 Method of Measuring and Specifying Colour Rendering Properties of Light Sources 4. CIE 15-2004 Technical Report Colorimetry 5. IESNA LM-16-93 Practical Guide to Colorimetry of Light Source 6. IESNA TM-16-05 Technical Memorandum on Light Emitting Diode (LED) Sources and Systems
Reference Work Instruction	QD25

1.3 Test Methods

1) Photometric and Light Distribution Measurement – Goniophotometer Method:

Photometric parameters were measured using the goniophotometer and software. The ambient temperature shall be maintained at 25 °C ±1 °C, measured at a point not more than 1 m from the sample and at the same height as the sample. The sample was operated at 120 or rated Volts AC, 60Hz. It was stabilized before measurement was made. Luminous flux, luminaire efficacy, zonal lumen were calculated from the software taken at 1 °vertical intervals and 22.5 °horizontal intervals.

2) Chromaticity Measurement – Sphere-Spectroradiometer Method:

Chromaticity parameters were measured using an integrating sphere, a spectroradiometer and software. The ambient temperature condition inside the sphere was maintained at 25 ºC ±1 ºC. The sample measurements were made using a spectroradiometer connected by a fiber optic cable and detector through the detector port of the integrating sphere. The sample was operated at 120 or rated Volts AC, 60Hz. It was stabilized before measurement was made. Chromaticity coordinates, correlated color temperature and color rendering index were calculated from the spectral power distribution taken at 5 nm intervals over the range of 380 to 780 nm.

3) Electrical Measurements:

Electrical parameters were measured using power meters incorporated in goniophotometer or sphere-spectroradiometer system. The ambient temperature surrounding the sample was maintained at 25 ºC ±1 ºC. The sample was operated at 120 or rated Volts AC, 60Hz. It was stabilized before measurement was made. Voltage, frequency, current, power, power factor and total harmonic distortion were measured by and read from the power meter.

2.1 Electrical, Photometric and Chromaticity Measurements

(Refer to Work Instruction QD25)

Test date	2016-11-03	**Test Ambient:**	25.2 ℃
Test Orientation	As intended	**Stabilization Time (min)**	90
Model Number	71542		

Electrical Measurement :

Sample No.	Voltage (Vac)	Frequency (Hz)	Current (A)	Power (W)	Power Factor	THD %
GZE161105-AI1	120.0	60	0.8373	99.99	0.9952	14.82
	277.0	60	0.3901	100.2	0.9274	18.53
				DLC Pass Criteria	>= 0.9(-3%)	<= 20(+5)

Chromaticity Measurement - Sphere-Spectroradiometer Method :

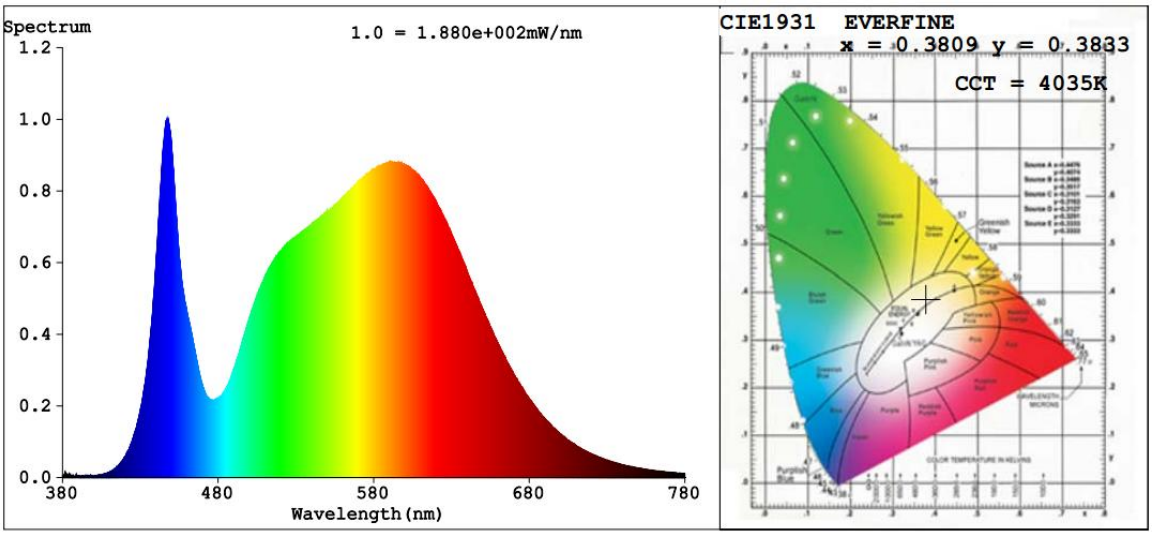
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	4035
Duv	0.0029
Chromaticity (x, y)	x=0.3809 y=0.3833
Chromaticity (u', v')	u'=0.2228 v'=0.5045
Color Rendering Index (CRI)	82.2
R9	9

Special Color Rendering Indices			
R1	80	R9	9
R2	87	R10	69
R3	92	R11	82
R4	83	R12	61
R5	80	R13	81
R6	82	R14	96
R7	87	R15	74
R8	66	--	--

Photometric Measurement – Goniophotometer Method :

Parameter	Result		DLC V4.0 Pass Criteria	
Test Voltage (V)	120.0	277.0	--	
Frequency (Hz)	60	60		
Total Luminous (lm)	12105	12225	>=1000 (-10%)	
Luminous Efficacy (lm/W)	121.06	122.01	Standard: >= 100(-3%)	Premium: >= 120(-3%)
Zonal lumens in the 0-90 °zone (%)	99.8	--	>=85(-3)	
Beam Angle ( )	104.6	--	--	
Center Beam Candle Power (cd)	4124	--	--	

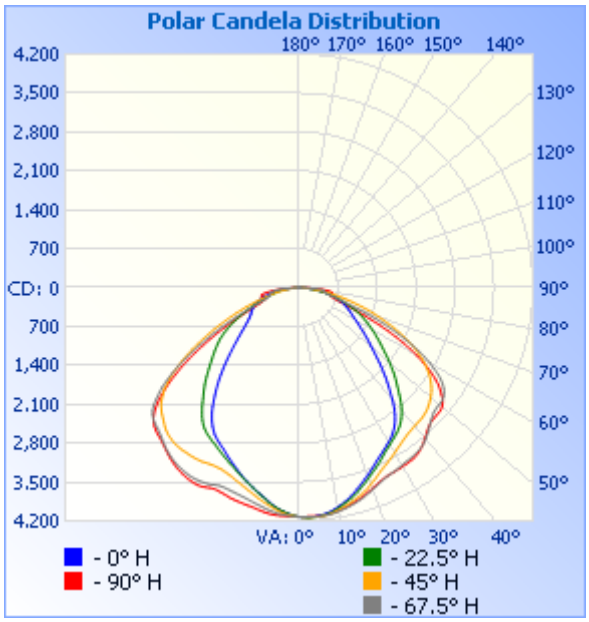
Spectral Power Distribution & Chromaticity Diagram

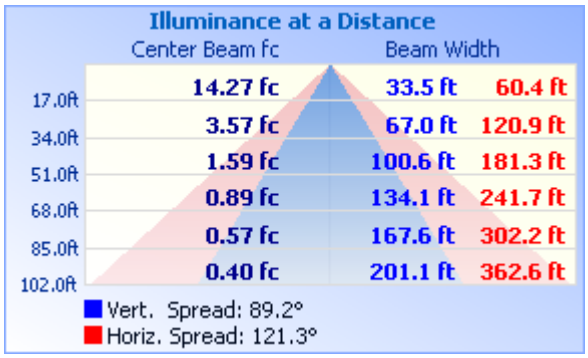


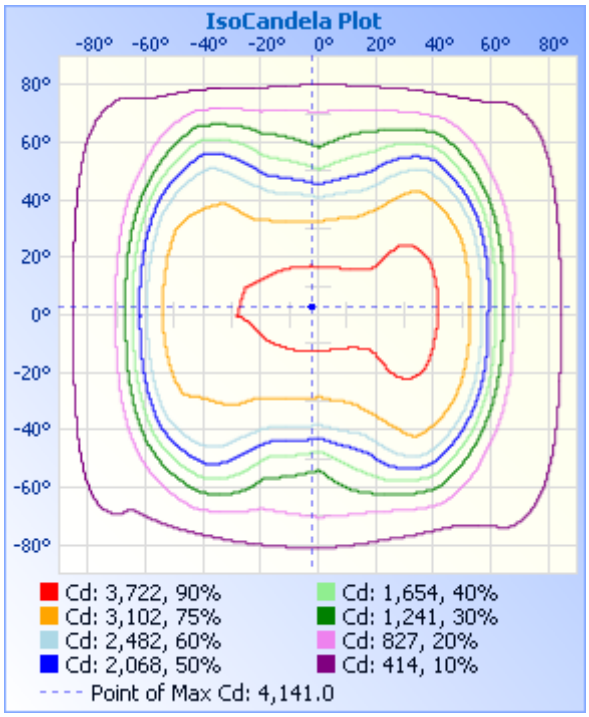
Zonal Lumen Tabulation

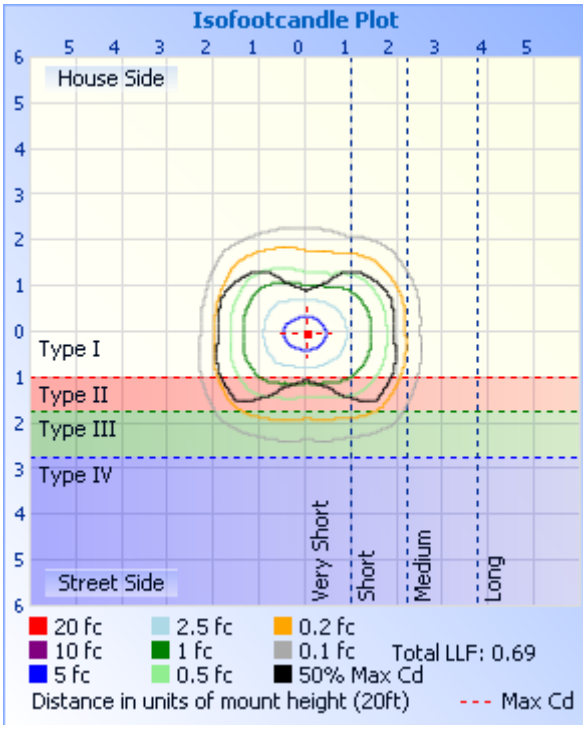
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
0-30	3,125.1	25.8%
0-40	5,237.6	43.3%
0-60	9,671.3	79.9%
60-90	2,403.4	19.9%
70-100	976.2	8.1%
90-120	7.3	0.1%
0-90	12,074.8	99.8%
90-180	28.8	0.2%
0-180	12,103.6	100%

Lumens Per Zone					
Zone	Lumens	% Total	Zone	Lumens	% Total
0-10	386.8	3.2%	90-100	1.6	0%
10-20	1,083.7	9.0%	100-110	2.2	0%
20-30	1,654.6	13.7%	110-120	3.5	0%
30-40	2,112.5	17.5%	120-130	5.1	0%
40-50	2,295.0	19.0%	130-140	5.5	0%
50-60	2,138.8	17.7%	140-150	4.6	0%
60-70	1,428.8	11.8%	150-160	3.5	0%
70-80	717.7	5.9%	160-170	2.1	0%
80-90	256.9	2.1%	170-180	0.8	0%


Polar Candela Distribution
180° 170° 160° 150° 140°
4,200
3,500
2,800
2,100
1,400
700
CD: 0
700
1,400
2,100
2,800
3,500
4,200
130°
120°
110°
100°
90°
80°
70°
60°
50°
VA: 0° 10° 20° 30° 40°
- 0° H
- 90° H
- 22.5° H
- 45° H
- 67.5° H


Illuminance at a Distance
Center Beam fc
Beam Width
17.0ft 14.27 fc 33.5 ft 60.4 ft
34.0ft 3.57 fc 67.0 ft 120.9 ft
51.0ft 1.59 fc 100.6 ft 181.3 ft
68.0ft 0.89 fc 134.1 ft 241.7 ft
85.0ft 0.57 fc 167.6 ft 302.2 ft
102.0ft 0.40 fc 201.1 ft 362.6 ft
Vert. Spread: 89.2°
Horiz. Spread: 121.3°


IsoCandela Plot
-80° -60° -40° -20° 0° 20° 40° 60° 80°
80°
60°
40°
20°
0°
-20°
-40°
-60°
-80°
Cd: 3,722, 90%
Cd: 3,102, 75%
Cd: 2,482, 60%
Cd: 2,068, 50%
Cd: 1,654, 40%
Cd: 1,241, 30%
Cd: 827, 20%
Cd: 414, 10%
Point of Max Cd: 4,141.0


Isofootcandle Plot
5 4 3 2 1 0 1 2 3 4 5
House Side
Type I
Type II
Type III
Type IV
Street Side
Very Short
Short
Medium
Long
20 fc
10 fc
5 fc
2.5 fc
1 fc
0.5 fc
0.2 fc
0.1 fc
50% Max Cd
Total LLF: 0.69
Distance in units of mount height (20ft)
Max Cd

γ (DEG) \ C (DEG)	0	23	45	68	90	113	135	158	180	203	225	248	270	293	315	338
0	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125	4125
5	4115	4119	4130	4135	4118	4132	4136	4126	4118	4079	4041	4017	4011	4010	4043	4085
10	4067	4075	4033	4019	4007	4031	4062	4090	4073	3985	3898	3828	3804	3813	3892	3990
15	4008	3996	3893	3843	3818	3861	3935	3994	3976	3872	3742	3656	3613	3620	3730	3898
20	3951	3920	3772	3635	3593	3647	3767	3865	3846	3726	3577	3474	3407	3441	3601	3843
25	3963	3920	3671	3448	3379	3443	3576	3745	3741	3628	3431	3286	3210	3291	3550	3894
30	3979	3957	3640	3307	3210	3259	3432	3693	3715	3577	3292	3122	3039	3159	3587	3915
35	3895	3900	3653	3161	2995	3110	3304	3648	3678	3509	3187	2890	2728	3003	3598	3859
40	3754	3790	3641	2899	2593	2864	3240	3541	3521	3428	3101	2501	2281	2696	3567	3739
45	3638	3639	3554	2544	2139	2491	3199	3356	3378	3275	2971	2100	1831	2381	3434	3590
50	3366	3470	3336	2208	1729	2138	3082	3280	3347	3174	2773	1727	1448	2061	3241	3439
55	2703	3067	2987	1902	1420	1801	2878	3173	3059	3027	2520	1409	1176	1798	2832	2900
60	1844	2361	2493	1609	1178	1522	2550	2714	2443	2559	2153	1163	1013	1498	2216	2069
65	1057	1548	1876	1310	1002	1258	2070	1969	1600	1824	1649	959	929	1131	1561	1241
70	682	892	1290	988	856	974	1512	1155	876	1071	1124	768	829	785	1007	717
75	661	583	807	701	691	690	979	642	595	603	690	585	665	544	601	541
80	657	484	455	424	442	413	544	467	609	426	381	419	447	377	328	521
85	348	353	158	195	182	176	203	409	457	341	173	190	135	162	148	357
90	3.03	2.85	2.15	1.93	1.88	1.84	2.64	4.14	2.95	2.42	1.27	1.40	1.47	1.49	1.91	2.12
95	1.53	1.59	1.45	1.06	1.01	0.85	1.34	1.60	1.32	1.22	1.12	0.96	1.15	1.00	1.38	1.43
100	1.64	1.85	1.49	0.94	0.95	0.86	1.40	1.43	1.06	1.64	1.97	1.38	1.01	1.22	1.91	1.91
105	3.01	3.17	2.28	1.18	1.04	1.22	2.01	2.07	1.80	2.54	2.71	1.81	1.23	1.54	2.77	3.04
110	4.59	4.39	3.02	1.44	1.48	1.91	2.92	3.55	2.75	3.34	3.24	2.08	1.91	1.97	3.29	3.99
115	5.54	5.29	3.88	1.70	1.96	2.21	3.93	4.94	3.59	4.29	3.93	2.38	2.07	2.30	3.77	4.62
120	6.34	5.92	4.83	2.81	2.40	2.76	5.04	5.79	4.44	5.03	4.78	3.10	2.66	2.93	3.99	4.89
125	7.39	7.08	5.27	6.59	14.7	4.46	5.63	6.90	5.39	5.72	4.99	4.10	3.92	3.72	4.21	5.32
130	7.96	7.30	5.35	7.98	21.8	5.74	5.95	7.49	6.44	5.96	5.07	4.69	4.56	4.57	4.25	5.62
135	7.86	7.12	5.39	8.88	14.2	7.17	5.94	7.45	6.58	6.09	5.04	5.48	5.14	5.26	4.09	5.78
140	7.66	7.15	5.57	7.67	18.8	7.28	5.86	7.49	6.92	6.63	4.83	6.12	5.68	5.53	4.13	6.06
145	7.41	6.03	6.15	9.58	18.9	8.24	5.20	6.91	7.13	6.71	5.20	6.49	5.94	5.95	4.89	6.16
150	7.32	5.95	7.16	9.74	16.0	8.64	6.20	7.01	6.81	6.79	6.48	6.81	6.90	6.91	6.43	6.18
155	6.45	6.46	8.12	10.1	13.3	8.82	7.11	7.12	6.22	6.81	6.53	7.17	6.95	6.86	6.58	6.20
160	6.26	6.51	7.75	9.06	10.5	7.96	7.30	7.03	5.91	6.40	6.58	7.26	7.95	7.50	6.74	6.38
165	6.43	6.61	7.59	7.56	7.27	7.23	7.37	6.64	6.60	6.24	6.85	7.38	7.16	7.34	6.83	6.91
170	6.98	7.36	8.92	8.51	8.26	8.34	8.76	6.85	7.61	7.62	8.03	9.16	9.28	8.83	8.08	8.88
175	7.34	8.20	9.34	8.77	9.28	8.45	9.08	7.23	7.81	7.89	8.65	9.37	9.32	9.57	8.38	8.96
180	6.86	7.77	8.70	8.58	9.23	8.24	8.82	7.17	7.02	7.14	7.91	8.68	8.54	8.98	8.28	8.77

BUG Rating: B3-U2-G2

IESNA Luminaire Flux Distribution Table:

Zone	Lumens	Luminaire %
FL - Front-Low(0-30)	1592.1	13.2
FM - Front-Medium(30-60)	3370.3	27.8
FH - Front-High(60-80)	1138.7	9.4
FVH - Front-Very High(80-90)	132.76	1.1
Total Forward Light	6250.1	51.6

BL - Back-Low(0-30)	1533	12.7
BM - Back-Medium(30-60)	3177.1	26.2
BH - Back-High(60-80)	1007.6	8.3
BVH - Back-Very High(80-90)	124.14	1.0
Total Back Light	5854.5	48.4

UL - Uplight-Low(90-100)	1.5547	0.0
UH - Uplight-High(100-180)	27.269	0.2
Total Up Light	28.823	0.2

BUG(Back,Up,Glare) Rating	B3-U2-G2

Zone	Downward Lumens	Upward Lumens	Total Lumens
House Side	5841.9	12.659	5854.5
Street Side	6233.9	16.164	6250.1

2.2 Electrical, Photometric and Chromaticity Measurements

(Refer to Work Instruction QD25)

Test date	2016-11-03	**Test Ambient:**	25.2 ºC
Test Orientation	As intended	**Stabilization Time (min)**	90
Model Number	71542		

Electrical Measurement :

Sample No.	Voltage (Vac)	Frequency (Hz)	Current (A)	Power (W)	Power Factor	THD %
GZE161105-AI2	120.0	60	0.8267	98.72	0.9951	14.86
	277.0	60	0.3850	98.87	0.9272	18.57
				DLC Pass Criteria	>= 0.9(-3%)	<= 20(+5)

Chromaticity Measurement - Sphere-Spectroradiometer Method :

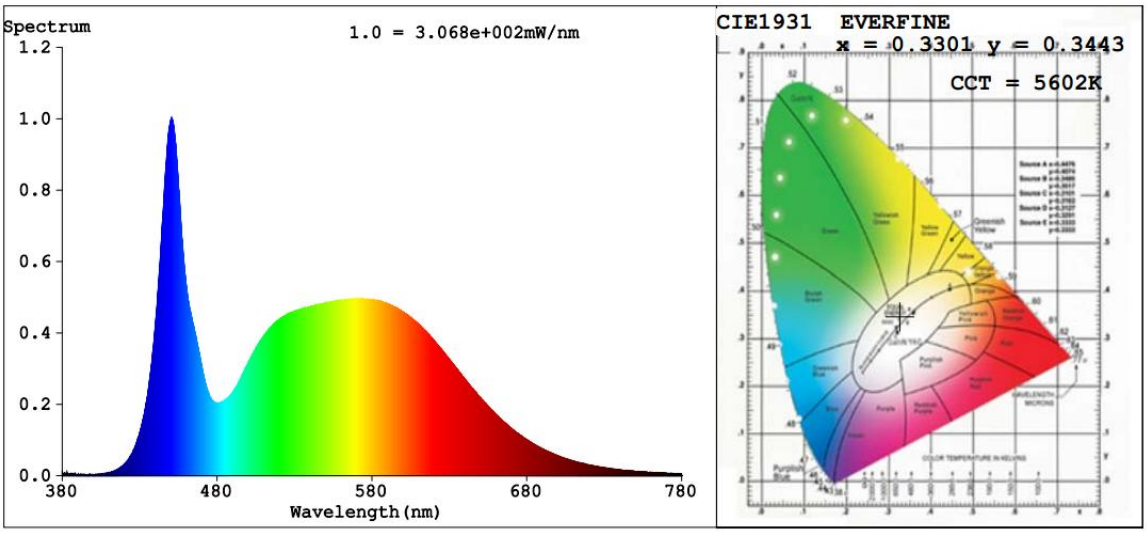
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	5602
Duv	0.0027
Chromaticity (x, y)	x=0.3301 y=0.3443
Chromaticity (u', v')	u'=0.2041 v'=0.4788
Color Rendering Index (CRI)	82.8
R9	9

Special Color Rendering Indices			
R1	81	R9	9
R2	87	R10	68
R3	90	R11	82
R4	83	R12	58
R5	82	R13	83
R6	82	R14	95
R7	88	R15	77
R8	69	--	--

Photometric Measurement – Sphere-Spectroradiometer Method :

Parameter	Result		DLC V4.0 Pass Criteria	
Test Voltage (V)	120.0	277.0	--	
Frequency (Hz)	60	60		
Total Luminous (lm)	12353	12255	>=1000 (-10%)	
Luminous Efficacy (lm/W)	125.13	123.95	Standard: >= 100(-3%)	Premium: >= 120(-3%)

Spectral Power Distribution & Chromaticity Diagram



3. Test Equipment

Equipment ID	Equipment Name	Last Calibration Date	Next Calibration Date
ST-R-336	2 meter Integrating Sphere	2016-07-01	2017-06-30
ST-R-331	Spectral analysis system HAAS-2000	2016-07-01	2017-06-30
D204	Standard Lamp	2016-07-01	2017-06-30
PF2010	Power Meter for Integrating Sphere	2016-07-01	2017-06-30
EE-09	Goniophotometer system	2016-07-01	2017-06-30
D908S	Standard Lamp	2016-07-01	2017-06-30
PF210	Power Meter for Goniophotometer	2016-07-01	2017-06-30
ST-R-181A	Temperature Tester	2016-07-01	2017-06-30
Uncertainty: Photometric Measurement (Sphere):1.74% Chromaticity Measurement(Sphere):14.3K Photometric Measurement(Goniophotometer):1.62%			

******** END OF REPORT ********

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

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

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

Subject: 703-723 W Algonquin Rd. – PUD Amendment – Amendment to PUD Ordinance 18-014

PC#: 20-016– Round 1

Date: November 30, 2020

General Comments:

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

1. The design and construction of the new warehouse facility shall comply with the following adopted codes:
    a. 2018 International Building Code with amendments
    b. 2018 International Fire Code with amendments
    c. 2018 International Fuel Gas Code with amendments
    d. 2018 International Mechanical Code with amendments
    e. 2018 International Swimming Pool and Spa Code with amendments
    f. 2018 ILLINOIS Energy Conservation Code with state amendments
    g. 2017 National Electrical Code with amendments
    h. 2014 Illinois Plumbing Code with amendments
    i. 2018 Illinois Accessibility Code

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DEC 01 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 20-016

Petitioner: MORGAN HARBOUR CONST. LLC

Owner: Arlington Heights 1 LLC

Contact Person: ANDY MACMILLAN

Address: 7510 S. MADISON ST. WILLOW BROOK, IL. 60527

Phone #: 630-888-5401

Fax #: 630-734-8099

E-Mail: ~~Andy~~ amacmillan@morganharbour.com

P.I.N.# 08-16-102-008 028 026 030 027

Location: 703-723 ALGONQUIN

Rezoning: ____ Current: M2 Proposed: M2

Subdivision: ____

# of Lots: 2 Current: 2 Proposed: 1

PUD: EXPANSION For: DISTRIBUTION/WH

Special Use: ____ For: ____

Land Use Variation: ____ For: ____

Land Use: ____ Current: DIST/OFFICE WH

Proposed: DIST/WH

Site Gross Area: 15.41 ACRES

# of Units Total: ____

1BR: 2BR: 3BR: 4BR:

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

FIRE PREVENTION

NO comments at this time

RECEIVED
NOV 2 9 2020
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

~~Director~~ 11/16/20

Date

ENGINEERING DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 20-016
Petitioner: MORGAN HARBOUR CONST LLC

Owner: Arlington Heights 1 LLC

Contact Person: ANDY MACMILLAN
Address: 7510 S. MADISON
WILLOW BROOK, IL. 60527
Phone #: 630 888 5401
Fax #: 630-734-8099
E-Mail: amacmillan@morganharbour.com

P.I.N.# 08-16-102-008 026 027 028 030
Location: 703-723 ALGONQUIN
Rezoning: ____ Current: M2 Proposed: M2
Subdivision: ____
# of Lots: 2 Current: 2 Proposed: 1
PUD: EXPANSION For: DIST / WH
Special Use: ____ For: ____
Land Use Variation: ____ For: ____

Land Use: ____ Current: DIST/OFFICE/M1
Proposed: DIST/WH
Site Gross Area: 15.41 ACRES
# of Units Total: ____
1BR: 2BR: 3BR: 4BR:

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

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

2. PERMITS REQUIRED OTHER THAN VILLAGE:
   a. MWRDGC X b. IDOT ____
   c. ARMY CORP ____ d. IEPA X
   e. CCHD ____

	YES	NO	COMMENTS
3. R.O.W. DEDICATIONS?	____	X	
4. SITE PLAN ACCEPTABLE?	____	____	SEE COMMENTS
5. PRELIMINARY PLAT ACCEPTABLE?	____	____	N/A
6. TRAFFIC STUDY ACCEPTABLE?	____	____	SEE COMMENTS
7. STORM WATER DETENTION REQUIRED?	X	____	
8. CONTRIBUTION ORDINANCE EXISTING?	____	X	
9. FLOOD PLAIN OR FLOODWAY EXISTING?	____	X	
10. WETLAND EXISTING?	____	X	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RWG ENGINEERING, LLC
DATE OF PLANS: 11-6-2020

Director 11/30/2020 Date

PLAN COMMISSION PC #20-016
Hamilton Partners PUD Amendment
703-723 W. Algonquin Rd
Round 1

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
	Prime Meridian: Greenwich
	Angular Unit: Degree

13. The original stormwater management plan was approved by the Village during the first PUD process and by the MWRD under Permit #18-180 and Revision RL 18-056. The preliminary stormwater management plan is acceptable. For final engineering at permit, the proposed revised storm sewer plan must be sent to the MWRD for review as a revision.

14. Provide confirmation that the proposed fill in the depressional area at the southwest corner of the property does not impact an existing stormwater detention facility.

15. This site is covered by the existing Onsite Utility Maintenance Agreement recorded as Doc #1901813007 on January 18, 2019.

16. Revise the site photometric lighting diagram so that foot candle values extend onto adjacent properties. Provide the associated catalog cut sheets for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. Provide mounting height of lights on the photometric plan.

17. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.

18. An IEPA permit is required for the water main extension. A master meter and pit are required near where the proposed private 8" water main is to connect to the existing 12" public water main at the south easement. See attached diagram for meter pit dimensions and configuration.

19. The plans currently show no water or sewer service to the proposed truck maintenance building. If services are proposed during final engineering, the water service will require a new meter set and account to be set up.

20. Final plans need to show how the domestic water line will be abandoned to old building.

21. Provide for additional detail on the sliding gates and their relation to on-site circulation in the upcoming submittal. Are semi-trailer and vans restricted to their own designated gate? Are both gates used as entrance and exit? Are gates continuously open during normal business hours? Are gates opened automatically when vehicles are arriving or does the driver need physically open the gate themselves?

22. Show site lighting on civil plans. Light pole foundations appear to be in conflict with existing and proposed utilities along the southern edge of the parking lot. Revise utility layout and photometric plan as needed.

Traffic Study

23. What is the status of the change to the signal timing at Meijer Drive/Algonquin Road? Have additional discussions taken place with IDOT regarding the adjustment of the green light time at Meijer Drive/Algonquin Rd?

24. Similar to Table 2, include projected data from previous development plan in Table 3, Table 5, and Figure 4 through Figure 6.

25. As noted in the report, Meijer Road and the shared access drive have a peak hour that is different than the surrounding road system. How does this intersection operate during the access drive's AM & PM peak? Provide additional analysis of the shared access drive during its own peak to identify any potential issues between Frito Lay's operations and Weber Packaging traffic.

26. The Capacity Analysis Summary sheets for Meijer Dr & Algonquin Rd under proposed conditions with unadjusted green arrow times are out of place (AM peak summary is included in the PM peak section and vice versa).

11/30/2020

Michael L. Pagones, P.E. Date
Village Engineer

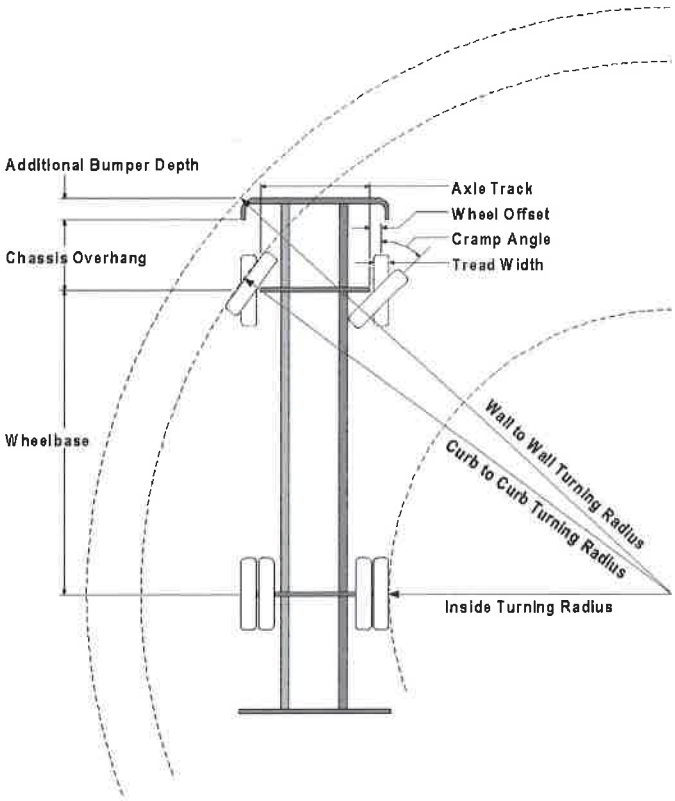
Attachment: Fire Apparatus 114 Turning Performance Analysis (1 page)
Meter Pit diagram, 8-inch water main (1 page)

Turning Performance Analysis

05/22/2018

Bid Number: 307
Department: Arlington Heights, IL

Chassis: Dash CF Chassis, PAP, PUC (Big Block)
Body: Aerial, Platform 100', PUC, Alum Body



Parameters:

*Inside Cramp Angle:	40°
Axle Track:	82.92 in.
Wheel Offset:	5.3 in.
Tread Width:	17.8 in.
Chassis Overhang:	78 in.
Additional Bumper Depth:	22 in.
Front Overhang:	136.1 in.
Wheelbase:	267.5 in.

Calculated Turning Radii:

Inside Turn:	25 ft. 3 in.
Curb to curb:	41 ft. 3 in.
Wall to wall:	48 ft. 2 in.

Category	Option	Description
Axle, Front, Custom	0090913	Axle, Front, Oshkosh TAK-4, Non Drive, 24,000 lb, Qtm/AXT/DCF
Wheels, Front	0019618	Wheels, Front, Alcoa, 22.50" x 13.00", Aluminum, Hub Pilot
Tires, Front	0078245	Tires, Front, Michelin, XZY3 (wb), 445/65R22.50, 20 ply
Bumpers	0550017	Bumper, 22" Extended, Arrow XT
Aerial Devices	0657391	Aerial, 100' Pierce Platform, 35 MPH Wind Rating, 400lb Tip Load Allowance

Notes:

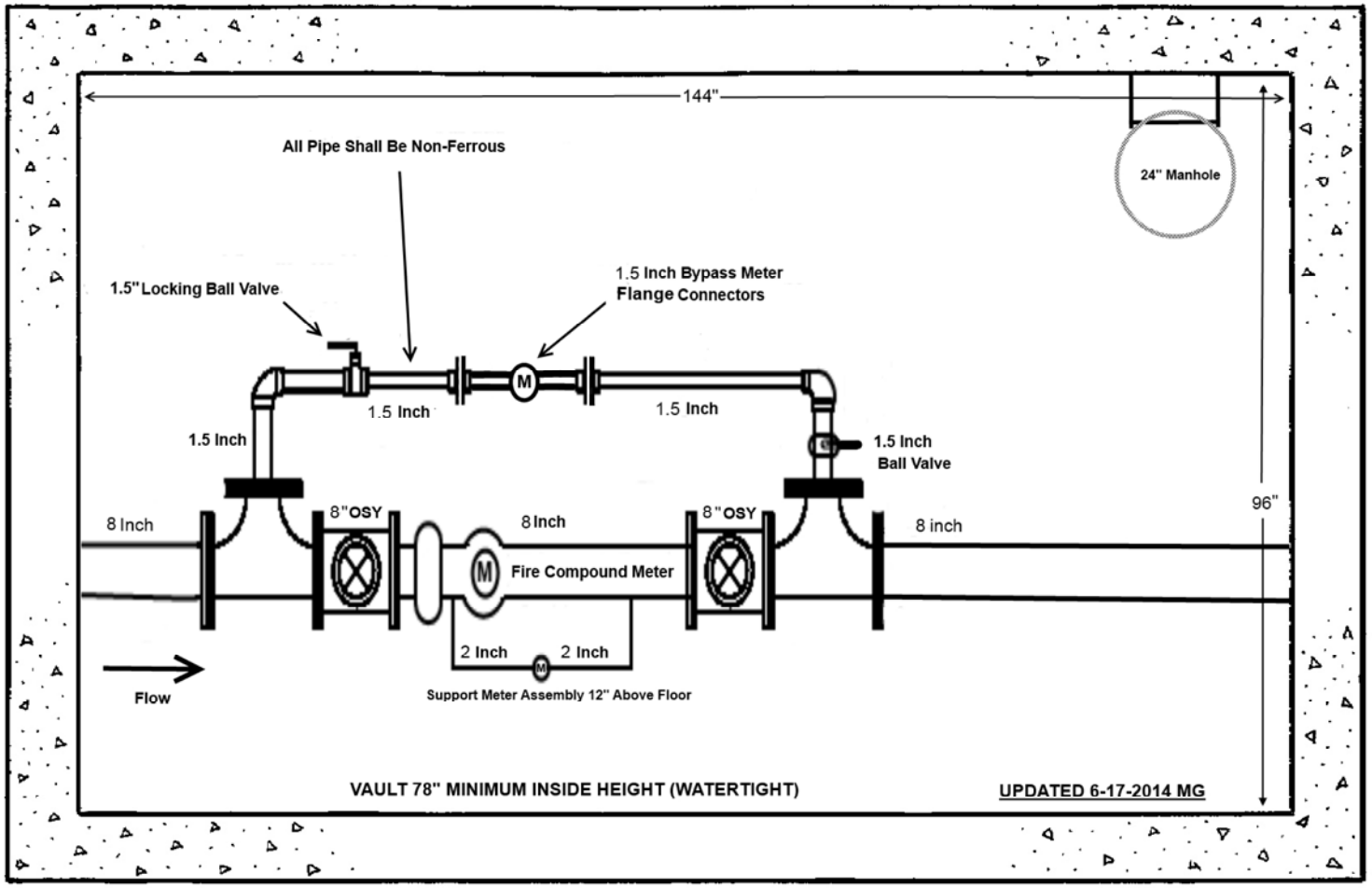
*Actual Inside cramp angle may be less than shown.

Curb to Curb turning radius calculated for 9.00 inch curb.

Definitions:

Inside CrampAngle	Maximum turning angle of the front inside fire.
Axle Track	King-pin to King-pin distance of front axle.
Wheel Offset	Offset from the center line of the wheel to the King-pin.
Tread Width	Width of the tire tread.
Chassis Overhang	Distance of the center line of the front axle to the front edge of the cab. This does not include the bumper depth.
Additional Bumper Wheel	Depth that the bumper assembly adds to the front overhang.
Wheelbase	Distance between the center lines of the vehicles front and rear axles.
Inside Turning Radius	Radius of the smallest circle around which the vehicle can turn.
Curb to Curb Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures assumes a curb height of 9 inches.
Wall to Wall Turning Radius	Radius of the smallest circle around which the vehicle's tires can turn. This measures takes into account any front overhang due to chassis , bumper extensions and or aerial devices.

8" TYPICAL UNDERGROUND METER PIT INSTALLATION



WATER METER VAULT DETAIL

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PUBLIC WORKS

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

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_____

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_____

_____

_____

NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

RECEIVED
NOV 20 2020
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Hamilton Partners
703-723 W Algonquin Rd.
PUD

Round 1 Review Comments **11/17/2020**

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

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

3. **Present traffic problems?**
   A traffic impact study was conducted per our recommendations to address the shared use of Meijer Dr with Rolling Meadows jurisdiction.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development could create higher traffic volume in the area. Especially entering and leaving the property. Traffic impact should address.

6. **General comments:**

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

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

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

A.O.V #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

#569

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 20-016

Petitioner: MORGAN HARBOR COAST LLC

Owner: Arlington Heights 1 LLC

Contact Person: ANDY MACMILLAN

Address: 7510 S. MADISON WILLOW BROOK, IL. 60527

Phone #: 630-888-5401

Fax #: 630-734-8099

E-Mail: amacmillan@morganharbor.com

P.I.N.# 08-16-102-008 026 027 028 030

Location: 703-723 ALGONQUIN

Rezoning: ____ Current: M2 Proposed: M2

Subdivision: ____

# of Lots: 2 Current: 2 Proposed: 1

PUD: EXPANSION For: DIST/WH

Special Use: ____ For: ____

Land Use Variation: ____ For: ____

Land Use: ____ Current: DIST/WH/OFFICE

Proposed: DIST/WH

Site Gross Area: 15.41 ACRES

# of Units Total: ____

1BR: 2BR: 3BR: 4BR:

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

1. GENERAL COMMENTS:

No comments from this Department

Jeff Bohner 11/17/20

Environmental Health Officer Date

James McCalister 11/17/20

Director Date

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 20-016
Petitioner: MORGAN HARBOUR CONST. LLC
Owner: Arlington Heights 1 LLC
Contact Person: ANDY MACMILLAN
Address: 7510 S. MADISON WILLOWBROOK, IL. 60527
Phone #: 630-888-5401
Fax #: 630-734-8099
E-Mail: amacmillan@morganharbour.com

P.I.N.# 08-16-102-008, 026, 027, 028, 030
Location: 703-723 ALGONQUIN
Rezoning: ____ Current: M2 Proposed: M2
Subdivision: ____
# of Lots: 2 Current: 2 Proposed: 1
PUD: EXPANSION For: DIST/WH
Special Use: ____ For: ____
Land Use Variation: ____ For: ____
Land Use: ____ Current: DIST/WH/OFFICE
Proposed: DIST/WH
Site Gross Area: 15.41 ACRES
# of Units Total: ____
1BR: 2BR: 3BR: 4BR:

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

	YES	NO	
1.	X		COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.	X		VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.		X	SUBDIVISION REQUIRED?
6.		X	SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

SEE ATTACHED

12.2.20
Date

Planning & Community Development Dept. Review

December 8, 2020

REVIEW ROUND 1

Project: Hamilton Partners – 703 W. Algonquin Rd. PUD Amendment

Case Number: PC 20-016

General:

1) The following approvals are needed:
   a. **Amendment to PUD Ordinance #18-014, to allow for modifications to the approved Phase 2 development plan.**
   b. **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.96' from the rear property line where code requires a 15' minimum setback.**
   c. **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to waive the requirement for certain landscape islands, where landscape islands are required beneath every light pole, at the end of every 20 parking spaces, and at the ends of all parking rows.**
   d. **Additional Variations may be identified upon receipt of further information.**

2) To avoid the landscape island variation and parking lot setback variation, revisions to the plans are encourage. However, for any variation that is ultimately requested, a written response to each of the four hardship criteria necessary for variation approval must be provided for each requested variation. The hardship criteria have been included below for reference:

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

3) Please provide general details on how the "Truck Maintenance" area will be used and list the type of operations/repairs that would occur there. To what extent would these operations/repairs occur (i.e. how often/how many)? Is this truck maintenance area for the vehicle fleet onsite, or would trucks/vans from other facilities come here for repairs? Will the building include a roof, or is it only an enclosure with 24' tall masonry walls? Please coordinate the plans so that the size of the structure is accurate – the architectural plans show this structure at 2,688 sq. ft., the civil plans indicate 1,620 sq. ft.

4) The truck maintenance area would require a fence height variation if it is only an enclosure with no roof, to allow 24' tall enclosure walls where fence heights are restricted to 6' tall. Please provide a response to the necessary criteria for approval as outlined in #2. If the truck maintenance area includes a roof, it would be classified as an accessory structure and would need a variation the exceed the maximum allowable accessory structure height and size.

5) Please ensure that all plans and/or studies to be resubmitted as a result of the Round 1 Department review comments include a revision date.

6) The building architectural design appears to be substantially compliant with the approved design and staff will be reviewing in detail to determine if any further design review is required.

Site Plan:

7) The parking along the southwest side of the site encroaches into the required 15' setback and is also located within an easement. Please modify the site plan to remove these parking spaces from the setback area and verify that all proposed improvements within the easements along the south and eastern sides of the site are allowed per the easement provisions.

8) The southernmost car parking space along the east side N/S parking row is striped through with no parking. What is the purpose of this?

9) Please provide details for the proposed security fencing and gates (height, style, material). Based on these details, a variation may be required.

10) Please review section 10.2-12.3 of the Zoning Code for compliance with spacing standards based on luminaire height. Provide height and manufacturers spec's for all site lighting.

11) Other than the transformer pad at the north side of the site, are any new/relocated above ground utility or mechanical units proposed on the site (HVAC equipment, generators, utility pedestals, above ground meters/panels, etc.)? Please show any such elements on the plans and screen accordingly.

12) Details on all proposed retaining walls shall be required. Provide details on the materials for the approx. 5' tall retaining wall along the southern end of the site.

Traffic/Parking:

13) Additional details are needed on each of the following tenants in order to calculate the code required parking:

Taiki:

a) Size of tenant space broken down between office square footage and non-office square footage. The size of the tenant space does not match the size as shown on the building permit for the tenant build-out.
b) Out of the 55 employees, how many are office employees and how many are non-office employees.
c) Total number of company vehicles stored/used in conjunction with the tenant.

AVI:

a) Are floorplans for the modified AVI space complete? Please provide if complete. Otherwise, please provide the tenant space size broken down between office square footage and non-office square footage .
b) Out of the 30 employees, how many are office employees and how many are non-office employees.
c) Total number of company vehicles stored/used in conjunction with the tenant.

14) Will the 74 Frito Lay van drivers park their personal vehicles in their van spaces when they arrive for their shift? Or will they park in the passenger vehicle spaces along the east side of the building? What about the semi-truck drivers?

15) The required number of bicycle parking spaces will be determined when the additional information as requested in #13 above is provided. How many bicycle parking space currently exist on the site and how many are proposed?

16) It is assumed that at peak capacity, all 74 route vans will be stored onsite. Out of the 99 semi-truck loading spaces, during typical operations what percentage of the parking lot would be occupied with parked trailers?

17) It is assumed that Frito Lay office workers and warehouse workers will park in the east side parking lot. Please confirm.

18) The traffic study included the wrong number of semi-truck parking spaces and the wrong total building size.

19) The parking analysis in the KLOA study analyzes the parking demand based on the ITE use code of "warehouse/distribution" for the entire facility. However, none of the tenants are exclusively warehouse/distribution facilities and each include relatively substantial office components. Please revise the

analysis to better categorize the uses within the building for a more reliable parking estimate/analysis based on ITE estimates including the office component.

Prepared by: 

Hamilton Partners
703-723 W. Algonquin Road
PC #20-016
December 1, 2020

Landscape Comments

1) Overall, the proposed landscaping is minimal. The approved plan as part of ordinance 18-014 had an abundance of landscaping along the east property line, foundation plantings on the east elevation and landscaping in the southwest corner. Incorporate landscaping that is consistent with the approved landscape plan. Provide a landscape plan that includes comparable amounts of landscaping and detail that was approved as part of ordinance 18-014.

2) Per Chapter 28, Section 6.15, a four-inch caliper shade trees are required at the ends of all parking rows. Incorporate shade trees within the islands. In addition, a landscape island with shade trees must be provided at the end of every 20 parking spaces.

3) Along the east property line near the southeast corner of the building, incorporate landscaping within the proposed island. There are 7 Arborvitae proposed; however, continue the screen to the north and south.

4) It is recommended that the proposed fence be placed within a curbed island that includes landscaping along the west property line. It appears that the fence is proposed within the asphalt parking lot. In addition, provide details of the proposed fence.

5) A tree fee of $4 per lineal foot for frontage must be provided as part of the building permit process and a landscape compliance bond of 30% of the estimated landscape cost.

MHC MORGAN / HARBOUR CONSTRUCTION

December 21, 2020

RECEIVED
DEC 21 2020
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Attn: Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
Tel: 847-368-5223

Re: 703-723 W. Algonquin Rd – PUD Amendment – Amendment to PUD Ordinance 18-014 PC#20-016 – Round 1

Mr. Hubbard,

The following is our Planning Commission response Letter addressing the comments as outlined in the Village of Arlington Heights Building & Life Safety Department Interoffice Memorandum regarding the aforementioned project:

ENGINEERING DEPT – From Michael Pagones, dated November 30, 2020.

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 required building permits, engineering approval, or permits required with other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.*

    - **RESPONSE: Noted**

12. *Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection.*

    - **RESPONSE: Noted – Final Engineering Plans will be referenced to State Plane Coordinate System**

13. *The original stormwater management plan was approved by the Village during the first PUD process and by the MWRD under Permit #18-180 and Revision RL 18-056. The preliminary stormwater management plan is acceptable. For final engineering at permit, the proposed revised storm sewer plan must be sent to the MWRD for review as a revision.*

    - **RESPONSE: Noted – Final Engineering Plans will be submitted to the Village and to MWRD for review and an amended Permit**

MORGAN HARBOUR CONSTRUCTION

14. PUD Amendment Comments: *Provide confirmation that the proposed fill in the depressional area at the southwest corner of the property does not impact an existing stormwater detention facility.*

    - **RESPONSE: Review of the available MWRD permit for the parcel to the west indicates the storm water detention basin is contained within the adjacent parcel. No evidence, approvals, easements, etc. are known which indicate the storm water detention basin is permitted to use or to extend offsite onto the subject 703 W. Algonquin Rd Parcel.**

15. PUD Amendment Comments: *This site is covered by the existing Onsite Utility Maintenance Agreement recorded as Doc #1901813007 on January 18, 2019*

    - **RESPONSE: Noted**

16. PUD Amendment Comments: *Revise the site photometric lighting diagram so that foot candle values extend onto adjacent properties. Provide the associated catalog cut sheets for all parking lot and building mounted luminaries. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted. Provide mounting height of lights on the photometric plan.*

    - **RESPONSE: Revised site photometric plan is attached (Exhibit G). Foot candle levels extended to adjacent property lines to show that there is no excessive spillage. Fixture cut sheets are included (Exhibit A). They will match the existing building fixtures. All fixtures will be flat bottom, sharp cut-off. Mounting height for building fixtures to match existing +28' AFG.**

17. PUD Amendment Comments: *Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case the tower truck. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the tower apparatus.*

    - **RESPONSE: Disregard per Sam Hubbard/VAH**

18. PUD Amendment Comments: *An IPEA permit is required for the water main extension. A master meter and pit are required near where the proposed private 8" water main is to connect to the existing 12" public water main at the south easement. See attached diagram for meter pit dimensions and configuration.*

    - **RESPONSE: Noted, The IEPA permit for the water main extension will be processed as part of the Final Engineering approval process. The water meter and water meter vault at the southeast corner have been included with the updated preliminary engineering plans which are attached (Exhibit D).**

MORGAN HARBOUR CONSTRUCTION

19. *PUD Amendment Comments: The plans currently show no water or sewer service to the proposed truck maintenance building. If services are proposed during final engineering, the water service will require a new meter set and account to be set up.*

- **RESPONSE: Proposed water and sanitary service to the truck maintenance building are included on the updated preliminary engineering plans attached (Exhibit D). Water service to the truck maintenance building is to extend from the main building; therefore, a new, separate meter is not required.**

20. *PUD Amendment Comments: Final plans need to show how the domestic water line will be abandoned to old building.*

- **RESPONSE: Noted-information regarding abandoning the domestic water line to the old building will be included with the final engineering plan documents**

21. *PUD Amendment Comments: Provide for additional detail in the sliding gates and their relation to on-site circulation in the upcoming submittal. Are semi-trailer and vans restricted to their own designated gate? Are both gates used as entrance and exit? Are gates continuously open during normal business hours? Are gates opened automatically when vehicles are arriving or does the driver need to physically open the gate themselves?*

- **RESPONSE: Trailer-trucks will have their own gate. These gates will be used as entrances and exits for their respective vehicle types. The sliding gates will not be continuously open, gates to have card access point.**

22. *PUD Amendment Comments: Show site lighting on civil plans. Light pole foundations appear to be in conflict with existing and proposed utilities along the southern edge of the parking lot. Revise utility layout and photometric plan as needed.*

- **RESPONSE: Proposed site pole locations are reflected on the site civil plans (Exhibit D). Pole and utility locations have been coordinated and will be further refined at the time of final engineering documents if necessary.**

23. *PUD Amendment Comments: What is the status of the change to the signal timing at Meijer Drive/Algonquin Road? Have additional discussions taken place with IDOT regarding the adjustment of the green light time at Mejier drive/Algonquin Rd?*

- **RESPONSE: The potential change at the intersection of Meijer Drive with Algonquin Road has not been implemented. Additional discussions with IDOT and IDOT approval would be required for the implementation of this change. Revised Traffic Study attached (Exhibit A).**

24. *PUD Amendment Comments: Similar to Table 2, include projected data from previous development plan in Table 3, Table 5, and Figure 4 through Figure 6.*

MORGAN HARBOUR CONSTRUCTION

- **RESPONSE: Tables 3 and 5 (Now Tables 5 and 7) have been updated to summarize the capacity analysis results from the previous development plan. Figures 7,8, and 9 illustrate the traffic assignments and total projected traffic from the previous plan. Revised Traffic Study attached (Exhibit A).**

25. *PUD Amendment Comments: As noted in the report, Meijer Road and the shared access drive have a peak hour that is different than the surrounding road system. How does this intersection operate during the access drive's AM & PM peak? Provide additional analysis of the of the shared access drive during its own peak to identify any potential issues between Frito Lay's operations and Weber Packaging traffic.*

    - **RESPONSE: The addendum has been updated to analyze a worst-case scenario condition at this access road. The additional analysis indicates that the access road will continue to operate efficiently even under worst-case scenario conditions and can adequately accommodate additional site traffic. Revised Traffic Study attached (Exhibit A).**

26. *PUD Amendment Comments: The Capacity Analysis Summary sheets for Meijer Dr & Algonquin Rd under proposed conditions with unadjusted green arrow times are out of place (AM peak summary is included in the PM peak section and vice versa).*

    - **RESPONSE: There is a typo which labels 7:00AM as 7:00PM. The Typo has been corrected. Revised Traffic Study attached (Exhibit A).**

Arlington Heights Fire Department Plan Review Sheet Reviewed by LT. Mark Aleckson Dated November 18, 2020

1. *Fire Department Comments: Building is to be sprinklered per code*

    - **RESPONSE: Noted**

2. *Fire Department Comments: A Knox Box shall be located at the main front entrance of the new business*

    - **RESPONSE: Noted**

3. *Fire Department Comments: A Knox Box with keys that allow us to open the gates. Usually businesses place it on the post or brick for each gate. It looks like there are two gates that will be an issue.*

    - **RESPONSE: Noted**

MORGAN HARBOUR CONSTRUCTION

Arlington Heights Police Department Community Services Bureau Department Plan Review Summary

2. **RESPONSE: Noted**

6. **RESPONSE: Noted**

Planning & Community Development Dept. Review Dated December 8, 2020

General

1. **RESPONSE**
   a. **Noted**
   b. **A variance is requested**
      - **Please reference the attached revised architectural drawings (Exhibit F) – along south property line**
      - **Request for a variation to Chapter 28 of the Municipal Code, section 5.1-16.2(c) to allow a parking setback of 8.9' (to the proposed back of curb) from the rear property line in lieu of the code required 15' minimum setback:**
        1. **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property:**
        2. **Response: The adjacent property is the Illinois Tollway, I-90. Since the angle of the property line diverges from the proposed parking, the length of the parking which would be included with this variation is less than 30 ft. This requested variation will not have a negative impact on the adjacent Tollway.**
        3. **Also, the existing parking area is closer than 15' to the rear property line. The area of the proposed parking within the 15' setback is very similar to the current parking area within the 15' setback; therefore, the proposed parking along the south property line will maintain an existing condition.**
        4. **Although the current condition is maintained, additional trees are proposed to enhance the landscaping and screening of the proposed parking at the southwest corner of the parcel.**
        5. **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:**
        6. **Response: The requested variation is necessary to obtain the required trailer parking spaces for Frito Lay. As stated elsewhere, these parking spaces are necessary for the long-term needs and viability of Frito Lay's operation.**
        7. **The proposed variation is in harmony with the spirit and intent of this Chapter:**

MORGAN HARBOUR CONSTRUCTION

8. **Response: Since the adjacent property is a Tollway, the minimal parking area subject to this variation request will not deviate from the intended harmony of the Code**
9. **The variance requested is the minimum variance necessary to allow reasonable use of the property:**
10. **Response: As stated above, the requested variation is the minimum necessary to provide the required parking to address the long term needs of Frito Lay**

c. **A variance is requested**
d. **Noted. Variances include Landscaping, Setbacks, Easement, and Maintenance Garage Height**

2. **RESPONSE*:* 703 W. Algonquin Road is zoned industrial. The only neighboring property located along the dead-end access driveway is also an industrial use. Phase 2 of the project as previously approved contemplates landscaping per code along the eastern portion of the property within the passenger vehicle parking, and an asphalt truck court for truck movements to the west. The proposed amendment to the PUD complies with Village landscape code within the vehicle parking to the east. Phase 2 as previously approved does not contemplate landscaping along the western portion of the property. The proposed amendment to the PUD contemplates the installation of landscape islands at the end of all parking rows within the fenced-in staging area. The variance we seek relates to the requirement of shade trees within the parking islands and for the removal of the Village requirement of landscape island every 20 parking spaces within the fenced-in staging area.**
3. **RESPONSE*:* The Fleet Garage will be a matching precast roofed structure used on a daily basis to perform Preventative Maintenance services and Demand Maintenance (brakes, radiators, starters, alternators, batteries, driveline, vehicle chassis) on 18 Volvo tractors and 40 trailers that are 53 ft long. These will be vehicles assigned to the Arlington Heights facility and will not be from other facilities.**
    a. **65' x 48'**
    b. **3,120 SQFT**
4. ***RESPONS*E: Variance request. The building will be a precast single story roofed structure with the above dimensions design to match the building. We understand that this will require a variance to increase the allowable height and square footage for an accessory structure.**
    a. **The building will be a precast single story roofed structure 65' x 48' with design to match the building.**
    b. **The property at 703 W. Algonquin Road was selected by Frito Lay because of its ability to accommodate both current operations and future growth. Pending Village approval of the property expansion, Frito Lay has committed to lease the subject property for a given time, with an option to extend the lease for a much longer period. The maintenance garage is deemed critical to the Frito Lay operations for both immediate and long-term use. Their go-to-market system which includes warehouse distribution, giving them additional flexibility that helps drive their strong partnerships with their customers.**
    c. **This proposed variation is in harmony with the spirit of the proposed chapter.**
    d. **The variation requested is the minimum variance necessary based on Frito Lay operations.**
5. **RESPONSE*: Noted***
6. **RESPONSE*: Noted***

MORGAN HARBOUR CONSTRUCTION

Site Plan

7. **RESPONSE: Parking encroachment into the 15' setback is required to accommodate the parking requirements of Frito Lay as necessary to meet the needs and to maintain the viability of their long-term operation. Existing easement documents do not prohibit parking or paving withing the referenced easements along the south and eastern sides of the parcel. As referenced in Engineering Comment 15, there is an existing Onsite Utility Maintenance Agreement (OUMA) which indicates Arlington Heights 1, LLC as the Responsible Entity, is to restore surface improvements built within the existing 30' public utility easement along the south side of the property that may be damaged as a result of future Village maintenance of public utilities within that easement. The existing easements to Northern Illinois Gas and Illinois Bell Telephone Co along the east side of the site are for utilities servicing the subject parcel. With the removal of the remaining existing buildings on the Phase 2 area of the property, the intent is to vacate these easements along the eastern property line.**
8. **RESPONSE: The striping for no parking at this location has been removed and the space converted to a regular parking space.**
9. **RESPONSE: Attached (Exhibit C) are the fencing specifications. The "Elite Industrial" fence would be at the ornamental/asphalt locations and the "Bufftech Chesterfield" would be the white vinyl within the greenspaces.**
10. **RESPONSE: Noted. Site lighting fixtures shall be flat bottom and have optics to not create a nuisance and spillage on adjacent property. Light poles shall be 30ft on 4ft bases and shall maintain a ratio of 3:1 or less of luminaire spacing to luminaire mounting heights. See attached site lighting cut sheets (Exhibit B)**
11. **RESPONSE: Block heater receptacle posts shown. Double strut concrete encased posts with weather proof GFI 20a 120v receptacles in waterproof enclosure. See updated electrical drawings (Exhibit G).**
12. **RESPONSE: A detail for the proposed retaining wall along the south end of the parcel is provided on Sht. 3 of 4 of the Preliminary Engineering Plans (Exhibit D). (For reference, this is the same detail included with the previously approved plans for the Phase 2 area of the parcel.)**

Traffic/Parking

13. **RESPONSE:**

Taiki

a. **Office Areas:**
   - **Taiki: 6,060 SF**
   - **AVI: 18,275 SF**
   - **Frito Lay: 8,170 SF**
   - **Total: 32,505 SF**

b. **Employees (Taiki)**
   - **Office Employees: 20**
   - **Non-Office Employees: 35**

c. **55 vehicles**

AVI

- **Drawings are in design phase and outside the scope of this project. Based on Permit set the office is listed as 18,275.**
- **Square footages are listed above for AVI office space.**
- **Employees (AVI)**
  - **Office Employees: 25**

- **Non-Office Employees: 5**
- **30 vehicles**

14. **RESPONSE: Both van and semi-truck drivers will be parking their personal vehicles in their respective stalls during shifts.**
15. **RESPONSE: Based on warehouse counts, 8 bike parking spaces will be provided which will meet the code requirement.**
16. **RESPONSE: During typical operations, it is estimated that approximately 50-60% of the trailer parking lot full. However, 99 trailer spots were included in the scope because it is believed that there will be times that all of them will be needed in the long term for the growth of the company.**
17. **RESPONSE: Confirmed**
18. **RESPONSE: Traffic study has been revised.**
19. **RESPONSE: Revised KLOA Traffic Study is attached (Exhibit A).**

Landscaping Comments dated December 1, 2020

1. **RESPONSE: Per phase 1 VAH meeting, plantings increased on the north side in lieu of east side. Included is the Sebert drawing reflecting those changes (Exhibit H). Plan is to follow the current landscaping along the east side (continue what is currently there). East property line along southwest fencing has additional plantings included (see comment #3 response). Will also add landscaping to the south east corner.**
2. **RESPONSE: Please reference response to the Planning & Community Development Review – General #2**
3. **RESPONSE: See included updated landscaping drawings L101-L104**
4. **RESPONSE: Attached (Exhibit C) are the fencing specifications. The "Elite Industrial" fence would be at the ornamental/asphalt locations and the "Bufftech Chesterfield" would be the white vinyl within the greenspaces. With the existing Ingress & Egress Easement for the shared access drive, as well as the internal driveway width necessary for truck turning maneuvers there is not sufficient space to safely implement a curbed landscape island which would include the fence. Therefore, the suggested curbed island is not included with the modified plans.**
5. **RESPONSE: Noted**

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

Sincerely,

Andrew MacMillan
Morgan / Harbour Construction, L.L.C.

MORGAN HARBOUR CONSTRUCTION

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Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning & Community Development

From: Cris Papierniak, Assistant Director of Public Works

Date: December 28, 2020

Subject: 703-723 W Algonquin Road, PC #20-016 Round 2

With regard to the ordinance amendment to PUD, I have the following comments:

1. No additional comments.
2. Public Works reserves the right to provide additional comments when the final engineering plans are submitted.

If you have any questions, please feel free to contact me.

C. file

RECEIVED
DEC 2 0 2020
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #20-016
Hamilton Partners PUD Amendment
703-723 W. Algonquin Rd
Round 2

27. The petitioner's response to Comment Nos. 11, 12, 15, 16, 19, 20, 22, 24, 25 and 26 are acceptable.

28. The petitioner's response to Comment No. 13 is noted. The top of the berm for detention basin S-1 encroaches into the existing 30 ft sewer and water easement. The entire basin must be located outside the easement. This can be addressed at final engineering.

29. The petitioner's response to Comment No. 14 is noted. In reference to recent correspondence with RWG Engineering, the Weber Marking Systems detention basin constructed under MWRD permit no. 72-953 added additional storage in 1989. A portion of this additional storage is located in the southwest corner of the proposed site. It appears from Village records that an MWRD permit was not obtained to do the detention basin expansion. This volume must be maintained or reinstated. This can be addressed at final engineering.

30. The petitioner's response to Comment No. 17 is noted. The proposed Phase 2 parking lot has sufficient drive aisle widths to accommodate the tower truck and will be constructed of heavy-duty pavement which meets the Village's requirements for a fire lane. This is acceptable.

31. The petitioner's response to Comment No. 18 is noted. The location of the meter vault is not acceptable. The meter vault shall be located outside the existing 30 ft sewer and water easement and the existing 25 ft ComEd easement. This can be addressed at final engineering.

32. The petitioner's response to Comment No. 21 is noted. As all van drivers come back within the same 3-hour window, the entrance operations along the shared access drive should be monitored for disruptions to traffic flow due to vehicles waiting for the gate. Changes to entrance operations, such as leaving the van-designated gate open during the window in which all delivery vans return, may be required if the purposed operations are found to create delays to other vehicle traffic using the shared access drive. Additional details on the sliding gates' card access points and their location relative to the gate shall be provided at final engineering.

33. The petitioner's response to Comment No. 23 is noted. The Revised Traffic Study Conclusion indicates that the signalized intersection of IL 62 and Meijer Drive has sufficient reserve capacity to accommodate the proposed site-generated traffic volumes. Once the facility is in use, if modifications to the signal timing are warranted, the petitioner shall update the traffic study and coordinate the modifications with IDOT. The petitioner shall acknowledge that they accept this understanding.

34. The security fence along the south and east are located within existing easements. Written permission must be obtained from all utilities located within the easements to allow the construction of the fence. This can be addressed at final engineering.

RECEIVED
DEC 3 2020
PLANNING & ZONING
DEVELOPMENT DEPARTMENT

Michael L. Pagones, P.E. — Date 12/30/2020
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

Planning & Community Development Dept. Review

January 5, 2021

REVIEW ROUND 2

Project: Hamilton Partners – 703 W. Algonquin Rd. PUD Amendment

Case Number: PC 20-016

General:

20) The responses to the following comments are acceptable: #5, #6, #8, #11, #12, #14, #16, and #17.

21) The response to comment #1 is noted. Based upon the response, the following approvals are needed:
   a. **Amendment to PUD Ordinance #18-014, to allow for modifications to the approved Phase 2 development plan.**
   b. **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback.**
   c. **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to waive the requirement for certain landscape islands and shade trees within certain islands, where landscape islands including shade trees are required beneath every light pole, at the end of every 20 parking spaces, and at the ends of all parking rows.**
   d. **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.**
   e. **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.**
   f. **Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6'.**
   g. **Pending further information on parking, a parking variation may be required.**

   Additionally, the response indicates that an "easement" variation has been requested - Please clarify what this is? Finally, please provide a written response to the four variation hardship criteria for the landscape variations, fence variation, and any other variation that may be determined as necessary.

22) The response to comment #2 is noted. Please note that code requires landscape islands under all light poles, and a landscape island is required at the eastern end of the southernmost parking row. Staff is supportive of the variation to waive the requirement for landscape islands after every 20 parking spaces and beneath all light poles, provided that you're able to integrate the landscape island along the western side of the site as is identified within the landscape comments. Staff is not supportive of the variation to waive the requirement for shade trees within the landscape islands at the ends of all parking rows and requests that you revise the landscape plan to incorporate said shade trees and the missing landscape island at the eastern end of the southern parking row.

23) The response to comment #3 is noted. The M-2 District requires that all repairs and vehicle servicing must take place within completely enclosed buildings, which means that the overhead door on the truck maintenance building must remain close while repairs are taking place. Please acknowledge this understanding.

24) The response to comment #4 is not acceptable. Please provide additional depth to your response to the hardship approval criteria. The architectural site plan must be updated to reflect the revised number of parking spaces, (truck and passenger vehicle stalls), and architectural sheet 7 must be revised to show the revised maintenance building size and elevations.

25) The response to comment #7 is noted. At time of building permit, permission letters from the entities with rights to the easement must be provided for the proposed improvements, or evidence that the easements have been vacated shall be required.

26) The response to comment #9 is noted. Staff requests the fence along the southern lot line be a 10' tall fence for enhanced screening, which will require a variation (staff supports this variation). Please revise engineering sheet 2 to call out the locations of each style of fence and fence height via different symbols and/or labels. Will the gates be the same "Elite Industrial" material? Please note that no spikes/barbs are allowed on the fencing. Finally, please confirm that the height of "Elite Industrial" fence is 6 feet.

27) The response to comment #10 is noted. Please note that the response indicated that the poles would be 30' tall on top of a 4' tall base. However, the light pole detail within the plans showed a 25' tall pole on a 2' tall base. Please clarify as a variation may be required depending on actual height and spacing. If poles will be different heights, please indicate on the photometric plan where each pole type/height of pole will be located.

28) The response to comment #13 is noted. It appears that a parking variation may be required. However, to finalize this analysis, please provide a response to the 1/4/20 email from myself to Mike Wauterlek.

29) The response to comment #14 is noted. Please show the proposed bike parking locations on the plans. How many bike parking spaces are existing within Phase I? Once final information has been provided to allow completion of the parking calculations (per the 1/4/20 email outlined above), then the total number of required bike parking spaces will be determined. Please note that bike parking is calculated separately for the office and warehouse portions of each business within the entire PUD.

30) The response to comments #18 and #19 is noted.

31) As per a phone conversation with Hamilton Partners on 12/21/20, the Village continues to recommend that the petitioner reach out and coordinate with the property owner to the west on issues related to the shared access drive and proposed PUD amendment.

32) Certain truck parking stall row totals on engineering sheet 2 are incorrect.

33) Please confirm the total number of parking spaces and loading spaces as outlined below, which may change as a result of integration of the requested landscape island along the western side of the site. All plan sheets that include parking stall totals must be revised to reflect actual number of spaces proposed:

    a. 74 van stalls
    b. 16 van loading spaces
    c. 97 truck stalls
    d. 11 truck loading spaces
    e. 44 passenger vehicle stalls (Phase II)
    f. Total PUD: 186 passenger vehicle stalls.

Prepared by: 

Hamilton Partners
703-723 W. Algonquin Road
PC #20-016
January 4, 2021

Landscape Comments

1) **The approved plan as part of ordinance 18-014 had an abundance of landscaping along the east property line, foundation plantings on the east elevation and landscaping in the southwest corner.** Currently there is no landscaping along the east property line towards the back half of the property. Incorporate landscaping along the east property that is consistent with the approved landscape plan.

2) **Per Chapter 28, Section 6.15, a four-inch caliper shade trees are required at the ends of all parking rows. Incorporate shade trees within the islands. In addition, a landscape island with shade trees must be provided at the end of every 20 parking spaces.** Staff is supportive of the variation to waive the landscape islands after every 20 parking spaces and beneath every light pole, however, staff requests that you incorporate the code required shade trees within the landscape islands at the ends of all parking rows. Additionally, a landscape island, including a shade tree, is required at the eastern end of the southernmost parking row.

3) **It is recommended that the proposed fence be placed within a curbed island that includes landscaping along the west property line. It appears that the fence is proposed within the asphalt parking lot. In addition, provide details of the proposed fence.** Incorporate an island that includes the decorative fence and an abundance of salt/drought tolerant landscaping, including shade trees, on the western side of the fence. The island should be approximately eight feet in width and run north south between the entrances (see attached exhibit). A reduction in parking stalls or re-orientation of the parking lot may be necessary to accommodate for said landscape island.

SURFACE IMPROVEMENT LEGEND:

NEW ASPHALT PAVEMENT–STANDARD

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6,
TYPE B OVER BASINS S–2, S–3, AND S–4.

ASPHALT PAVEMENT–HEAVY DUTY (ONSITE & PUBLIC STREETS)

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2 1/4" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
5" HOT MIX ASPHALT BINDER COURSE, N30
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
4" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6,
TYPE B OVER BASINS S–2, S–3, AND S–4.
(OR APPROVED ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

CONCRETE TRUCK DOCK AND ENTRANCE APRON PAVEMENT

8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)

5"– PCC SIDEWALK (4,000 PSI) (6" ACROSS PAVEMENT)
4"– AGGREGATE BASE COURSE TYPE B, CA–6

EXISTING ASPHALT PAVEMENT

PROPOSED B6.12 CONCRETE CURB AND GUTTER
PROPOSED B6.12 DEPRESSED CURB AND GUTTER
PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
EXISTING CURB AND GUTTER
EXISTING DEPRESSED CURB AND GUTTER

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL

SITE DATA – PHASE 2:

TOTAL LOT SIZE = 380,094 S.F. (8

PROPOSED SITE CONDITIONS:
PROPOSED BUILDING 2 FOOTPRINT = 54,085 S.F.
TRUCK MAINTENANCE BUILDING = 1,620 S.F.
PROPOSED PAVT/SIDEWALK = 278,070 S.F.
PROPOSED GREENSPACE = 46,319 S.F.

PROPOSED CONDITION IMPERVIOUS AREA = 333,775 S.F. (

PROPOSED PARKING SUMMARY:

REGULAR STALLS = 42
ADA ACCESSIBLE STALLS = 2
TOTAL STALLS PROVIDED = 44 (0.81/1,00

Dashed red line indicates fence location.

Abundance of salt/drought tolerant landscaping, including shade trees.

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082

832.13' N 18°49'50" E

30' SEWER & WATER EASEMENT PER CASE NUMBER 86-C-15 (30' EASEMENT FOR WATERMAIN PER DOC. NO. 20922014 & 24731232)

40' GATE OPENING

40' GATE OPENING

PHASE 2

TRUCK MAINTENANCE BLDG

INDUSTRIAL BUILDING
54,085 S.F.

334' FB TO FB

260' OUT TO OUT

208' OUT TO OUT

709.8 NWL

BASIN S–1

MHC MORGAN / HARBOUR CONSTRUCTION

January 13, 2020

RECEIVED
JAN 13 2020

Attn: Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
Tel: 847-368-5223

Re: 703-723 W. Algonquin Rd – PUD Amendment – Amendment to PUD Ordinance 18-014 PC#20-016 – Round 2

Mr. Hubbard,

The following is our Planning Commission response Letter addressing the comments as outlined in the Village of Arlington Heights Building & Life Safety Department Interoffice Memorandum regarding the aforementioned project:

ENGINEERING DEPT – From Michael Pagones Round 2 Comments

28. **Response: The existing sewer and water main are within the southerly 16'+/- of the subject 30' easement. Proposed grading for Basin S-1 begins 21' from the south property line, or 5' beyond the closest location of these existing utilities. The proposed grading includes fill for the back side of the basin berm. The proposed retaining wall associated with Basin S-1 is outside the 30' easement. From the available documents associated with this easement, no restrictions were noted, including a restriction not allowing the property owner to grade within the easement. With other restrictions in this area, relocating the basin entirely outside the easement would minimize the size of this basin to the point it would not be practical to build and maintain. The open water nature of proposed Basin S-1 provides a water quality benefit as part of the best management practices included with the original design for this project. Based on subsequent conversations with Village staff, we are planning to proceed with the current/original berm design of Basin S-1.**
29. **Response: Since a portion of the Weber Marking Systems detention basin is located on someone else's property without an apparent easement or approvals, it is believed it should be the responsibility of Weber Marking Systems to address this issue. However, in the interest of time and the associated project approvals for the subject parcel, the final engineering plans will include provisions to maintain the existing storm water detention storage of the Weber Marking Systems detention basin which is located within the southwest corner of the proposed site.**
30. **Response: Noted**
31. **Response: Noted**
32. **Response: Noted**
33. **Response: Noted**
34. **Response: Noted**

MORGAN HARBOUR CONSTRUCTION

Planning & Community Development Dept. Review Round 2 Comments

20. **Response:** Noted
21. **Response:**
    a. Noted
    b. Variation Request: Parking Setback
        i. Essential Character and Locality: This project is zoned industrial in an industrial area
        ii. Plight of the Owner due to Unique Circumstances: Additional area is needed due to the quantity and spacing/maneuvering requirements of the trucks/vehicles per the Petitioner's business program. Also, the proposed development scope will replace an existing mostly vacated building not generating business and/or tax revenue to the area.
        iii. Spirit and Intent:
            - 2.10: By allowing more parking space this would limit the congestion in public streets for these commercial vehicles
            - 2.13: This increase of parking space will conserve the taxable value of land
            - 2.14: This increase in parking will only increase the value of this land by maximizing its potential efficiency and end use
        iv. Minimum Variance to Allow Reasonable Use: This is a build to suit design. All items were designed with minimum operational requirements in mind. In order for Frito Lay to operate efficiently they have a set requirement of parking availability. This will work to meet those requirements.
    c. Variation Request: Landscaping of Islands
        i. Essential Character and Locality: This project is zoned industrial in an industrial area
        ii. Plight of the Owner due to Unique Circumstances: Additional area is needed due to the quantity and spacing/maneuvering requirements of the trucks/vehicles per the Petitioner's business program. Also, the proposed development scope will replace an existing mostly vacated building not generating business and/or tax revenue to the area.
        iii. Spirit and Intent:
            - 2.1: This promotes general welfare of the surrounding areas by keeping all Frito Lay vehicles in one area, preventing the overflow to auxiliary areas.
            - 2.10: By allowing more parking space this would limit the congestion in public streets for these commercial vehicles
            - 2.12: This would reduce the need for potential overflow parking which would be needed for Frito Lay to operate efficiently.
            - 2.13: This increase of parking space will conserve the taxable value of land
            - 2.14: This increase in parking will only increase the value of this land by maximizing its potential efficiency and end use
        iv. Minimum Variance to Allow Reasonable Use: It is the petitioners request to forego islands in middle to allow for more vehicle parking. In doing so the

MORGAN HARBOUR CONSTRUCTION

petitioner will landscape outer islands in order to make up for the balance of landscaping desired.

d. Height of Accessory Structure
   i. Essential Character and Locality: This project is zoned industrial in an industrial area
   ii. Plight of the Owner due to Unique Circumstances: Frito Lay, in order to operate effectively, requires the use of a vehicle maintenance building on site. This is to properly service and maintain their fleet of vehicles, which are core to their operations.
   iii. Spirit and Intent:
      - 2.7: The height requested is the minimum required to both fit their vehicles/trailers and be able to service them. The 15' minimum would not allow this.
      - 2.11: In order to properly and safely maintain the maintenance building needs to be the requested height.
   iv. Minimum Variance to Allow Reasonable Use: The trucks and trailers are tall enough that they would not be able to fit within the code limited 15 foot structure. In addition, workers need to access top of trucks for service, this is the reasoning for the additional height requested to reach 24 feet.

e. Size of Accessory Structure
   i. Essential Character and Locality: This project is zoned industrial in an industrial area
   ii. Plight of the Owner due to Unique Circumstances: Frito Lay, in order to operate effectively, requires the use of a vehicle maintenance building on site. This is to properly service and maintain their fleet of vehicles, which are core to their operations.
   iii. Spirit and Intent:
      - 2.7: The requested size of the building is the minimum to allow for a reasonable work space to service the vehicles, office, and bathroom.
      - 2.11: As stated above, this size increase would allow a separate area for workers away from workplace hazards that come with servicing vehicles.
   iv. Minimum Variance to Allow Reasonable Use: In order to properly service and maintain their fleet, Frito Lay needs two bays for service. In addition, they need a bathroom and office for the workers performing the service. That in addition to equipment required to perform the service gives the reason for the space required.

f. Fence Height of 10 feet where code restricts fence heights to 6 feet
   i. Essential Character and Locality: This project is zoned industrial in an industrial area
   ii. Plight of the Owner due to Unique Circumstances: This variance is a request of the Village of Arlington Heights.
   iii. Spirit and Intent:
      - 2.1: The additional fence height would help prevent access of the general public and unauthorized visitors.
      - 2.4: The additional fence height would give additional privacy to Frito Lay's operations.

MORGAN HARBOUR CONSTRUCTION

iv. **Minimum Variance to Allow Reasonable Use:** This variance is a request of the Village of Arlington Heights.

g. Noted

22. **Response:** Noted, updated landscape plan is included (Exhibit E)
23. **Response:** Noted, while vehicles are being serviced overhead doors are to remain closed.
24. **Response:** Updated architectural site plan is included (Exhibit F) as well as drawings that show the revised maintenance building size and elevations. In addition, please see the responses to 21 d and e with regard to the variances.
25. **Response:** Noted
26. **Response:** Revised engineering sheet is included (Exhibit D). For the variation request see above response to #21 f. Included are the cutsheets for the "Hedgelink" fencing product (Exhibit B) which would be for both 8' and 10' sections as the previously proposed product is not available at 10' height.
27. **Response:** Light pole detail on sheet SE-101 (Exhibit G) revised to reflect 30' tall poles on 4' tall bases. Changes were clouded. All site lighting poles and bases are to be the same height. Photometrics were ran at this height.
28. **Response:** Response was sent back 1/8 to Sam regarding the parking analysis. It has been included (Exhibit A).
29. **Response:** Revised drawings showing bike parking locations have been included (Exhibit F).
31. **Response:** Noted
32. **Response:** Noted, revised counts are included on the architectural site drawings (Exhibit F).
33. **Response:** Parking spaces confirmed and shown on revised drawings (Exhibit D and F).

Landscape Comments – Round 2

1. **Response:** Including revised landscape plan (Exhibit E). Please see the included conversation between Sam Hubbard and Mike Wauterlek (Exhibit C).
2. **Response:** Updated landscape and architectural plans are included (Exhibit E and F). Also please see #21 c of the Planning & Community Development Dept. Review comments.
3. **Response:** Change made. See updated civil, architectural, and landscape plans are included (Exhibit D, E, and F).

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

Sincerely,

Andrew MacMillan
Morgan / Harbour Construction, L.L.C.

Table of Contents

- **Reference Documents**
    - **Exhibit A - Parking Analysis Discussion between M. Wauterlek and S. Hubbard**
    - **Exhibit B – "Hedgelink" Fencing Product Information**
    - **Exhibit C – Landscaping Conversation between M. Wauterlek and S. Hubbard**

- **Updated Drawings**
    - **Exhibit D - Revised Civil Drawings**
    - **Exhibit E - Revised Landscaping Drawings**
        - **L101**
        - **L102**
        - **L103**
    - **Exhibit F - Revised Architectural**
        - **Title Page**
        - **P2 – Conceptual Site Plan**
        - **P3 – Conceptual Design**
        - **P4 – Conceptual Exterior Elevations**
        - **P5 – Conceptual Floor Plan**
        - **P6 – Conceptual Design (Truck Maintenance Building)**
        - **P7 – Conceptual Truck Maintenance Plan and Exterior Elevations**
    - **Exhibit G - Revised Electrical**
        - **SE-101: Site Lighting Plan**

Exhibit A

MHC MORGAN / HARBOUR CONSTRUCTION

January 8, 2021

Attn: Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
Tel: 847-368-5223

Mr. Hubbard,

The following is our response to the comments the parking calculations for the Phase I complete buildout, including Frito Lay project:

Additional Comments/Responses from email between M. Wauterlek and S. Hubbard

- *Please take a look at the attached parking calculations for the Phase I complete buildout, including Frito Lay. Based on this analysis, there is a significant parking deficit relative to code requirements. The numbers in the spreadsheet are based on Morgan Harbour's response to our 1st round of review comments.*
    - **Attached is a revised spreadsheet based on our responses to your comments below. Below we have also re-written our responses to the original review comments based on our new understanding of the comments and updated information from Hamilton Partners based on employee counts.**
    - **Original Review Comments/Revised Responses:**
    - **Traffic/Parking**
        - **13. Additional details are needed on each of the following tenants in order to calculate the code required parking:**
            1. **Taiki:**
                a. **Size of tenant space broken down between office square footage and non-office square footage. The size of tenant space does not match the size as shown on the building permit for the tenant build-out.**
                    i. **Office Use = 6,060 SF**
                    ii. **Mfg Use = 54,787 SF**
                b. **Out of the 55 employees, how many are office employees and how many are non-office employees.**
                    i. **39 office employees**
                    ii. **16 non-office employees**

MORGAN HARBOUR CONSTRUCTION

c. **Total number of company vehicles stored/used in conjunction with the tenant.**
    i. **There are no company vehicles for Taiki. In our previous response we were mistaken, and we though that this comment was asking the total number of vehicles needed if counting one stall per Taiki employee.**

2. **AVI:**
    a. **Are floorplans for the modified AVI space complete? Please provide if complete. Otherwise, please provide the tenant space size broken down between office square footage and non-office square footage.**
        i. **Floor plans for the modified space are still being finalized for Permit Submittal, but based off of the current plans, the square footage breakdown is listed below:**
            1. **Office Use = 14,236 SF**
            2. **Warehouse and Mfg Use = 9,469 SF**
    b. **Out of the 30 employees, how many are office employees and how many are non-office employees.**
        i. **27 office employees**
        ii. **3 non-office employees**
    c. **Total number of company vehicles stored/used in conjunction with the tenant.**
        i. **There are no company vehicles for AVI. In our previous response we were mistaken, and we though that this comment was asking the total number of vehicles needed if counting one stall per AVI employee.**

- *There are several reasons for the parking deficit: Parking for the warehouse and manufacturing portions of each business is required at 1 space per every 2 employees + 1 space for "each vehicle used in the conduct of the enterprise." The reported number of vehicles for AVI and Taiki has increased since their original occupancy was granted. Please verify if these numbers are accurate as they have a significant impact on the parking requirement. We've typically interpreted "every vehicle used in the conduct of the enterprise" as, for example, a company vehicle that is stored on the site. Or as another example, say the manufacturing portion of a business requires that every Monday 3 off-site based technicians arrive onsite to update their manufacturing software for the week, then they leave and don't come back until the next week. In this example we would consider that as 3 vehicles used in conduct of the enterprise, which would translate to a parking requirement of 3 spaces. Hopefully these examples help to get the gist of the parking requirement. With this in mind, can you circle back with your team to double check the response on number of vehicles used in conduct of the enterprise for both AVI and Taiki? Please keep in mind that this is only for the non-office related functions. General warehouse/manufacturing employee parking onsite does not count towards "vehicles used in the conduct of the enterprise" – parking for warehouse and manufacturing employees is accounted for in the other portion of the parking equation (1 space per every 2 employees). Parking for office employees is accounted for in the 1 space per 300 sq. ft. of office floor area equation that is applied to the office portions.*
    - **Please see updated responses above and updated spreadsheet (Exhibit A). In our previous responses we were mistaken, and we though that this comment was asking the total number of vehicles needed if counting one stall per tenant employee.**

MORGAN HARBOUR CONSTRUCTION

- *Despite the proposed overall decrease in size of the AVI tenant space, it appears that the interior remodel is increasing the size of their office portion, whereby increasing their parking requirement. Can you verify if this is accurate? Additionally, if you can send me the floorplans for the AVI tenant space reduction/remodel, I can verify if the reported office portion size is accurate according to how we calculate parking floor areas.*
    - **Floor plans for the modified space are still being finalized for Permit Submittal, but based off of the current plans (Exhibit B), the square footage breakdown is listed below:**
        1. **Office Use = 14,236 SF**
        2. **Warehouse and Mfg Use = 9,469 SF**
- *The number of non-office employees for Taiki has increased by 10, above what they reported when occupancy was first issued. An increase like this is within the realm of what can be expected given business growth, but also has an impact on parking. Can you verify if accurate? Non-office employees equate to a parking requirement of 1 space per 2 employees, but the number of employees working within the office portion of the tenant space do not have an impact on parking requirements as parking for the office portion is only based on the "1 space per 300 sq. ft. of office floor area" requirement.*
    - **We accidentally switched the counts for office versus non-office in our response letter. Updated counts are listed above. Numbers slightly changed due to updated info from Hamilton Partners and tenants.**
- *While a minor parking deficit may be justifiable and variations could be granted as part of this process, such a large variation request would come with some "sticker shock" and may not be easily justifiable. I'm thinking that there was a misunderstanding on some of the figures provided in your teams' response to our first-round review comments (response to Planning comment #13), and wanted to give your team an opportunity to clarify.*
    - **Based on revised spreadsheet included (Exhibit A), we have a surplus of parking on site.**
- *Finally, I'm still working on the final parking calculations for the full Phase II build-out, which may also require a variation (TBD based on your response to this email and any changes to the reported numbers of vehicles, office sizes, and employees). The extent of any *potential* parking variation for "Phase II" will be calculated when all info has been clarified/verified as accurate.*
    - **We believe there should be an even greater surplus in Phase II.**
    - **In the attached spreadsheet (Exhibit A) we note that for Phase I, parking for trucks and trailers will be accommodated either offsite at another Hamilton Partners property, or in temporary parking to the south of the site, based on timing and phase of construction. While we feel these company vehicles should not be counted against the auto parking count for this reason, we have shown an additional 28 auto stalls being used by Frito Lay in the count above in the case that any drivers of these trucks and trailers need to park their auto cars on site to show that we would still meet parking requirements.**
    - **However, please note that in discussions with Frito Lay regarding their operations, both van and semi-truck drivers will be parking their personal vehicles in their respective stalls during shifts. This figures that a tractor and trailer only requires one driver to operate. This was noted in our response to item 14 under Traffic/Parking in the last response letter. With this in mind, the site should have no problems meeting the required parking counts in Phase II.**

MORGAN
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Included Documents

- **Exhibit A: Updated Parking Analysis**
- **Exhibit B: AVI Updated Plan**

Exhibit A:

Office/Industrial Parking Analysis

703 W. Algonquin Rd

As of: **12/30/2020 - Draft for parking analysis in anticipation of Frito Lay occupancy**

Tenant	*Use*	*SF*	*Employees*	*Parking Required*	*Stalls Required*
Taiki	**Phase I - Suite 101**				
Reported: 16 non-office employees and 0 company vehicles	Mfg.	54,787	16	1 per 2 emp. / 1 per comm. Vehicle	8
	Office	6,060	39	1 per 300 s.f.	20
AVI Systems	**Phase I - Suite 102**				
Reported: 3 non-office employees and 0 company vehicles	Warehouse and Mfg.	9,469	3	1 per 2 emp. / 1 per comm. Vehicle	2
	Office	14,236	27	1 per 300 s.f.	47
Frito Lay	**Phase I - Suite 103**				
Reported: 35 employees and 28 "vehicles"** (14 trucks + 14 trailers)	Warehouse*	53,506	35	1 per 2 emp. / 1 per comm. Vehicle	46
.	**Total**	**138,058**			**124**
				TOTAL # OF PARKING SPACES PROVIDED	**142**
				SURPLUS / (DEFICIT)	**18**

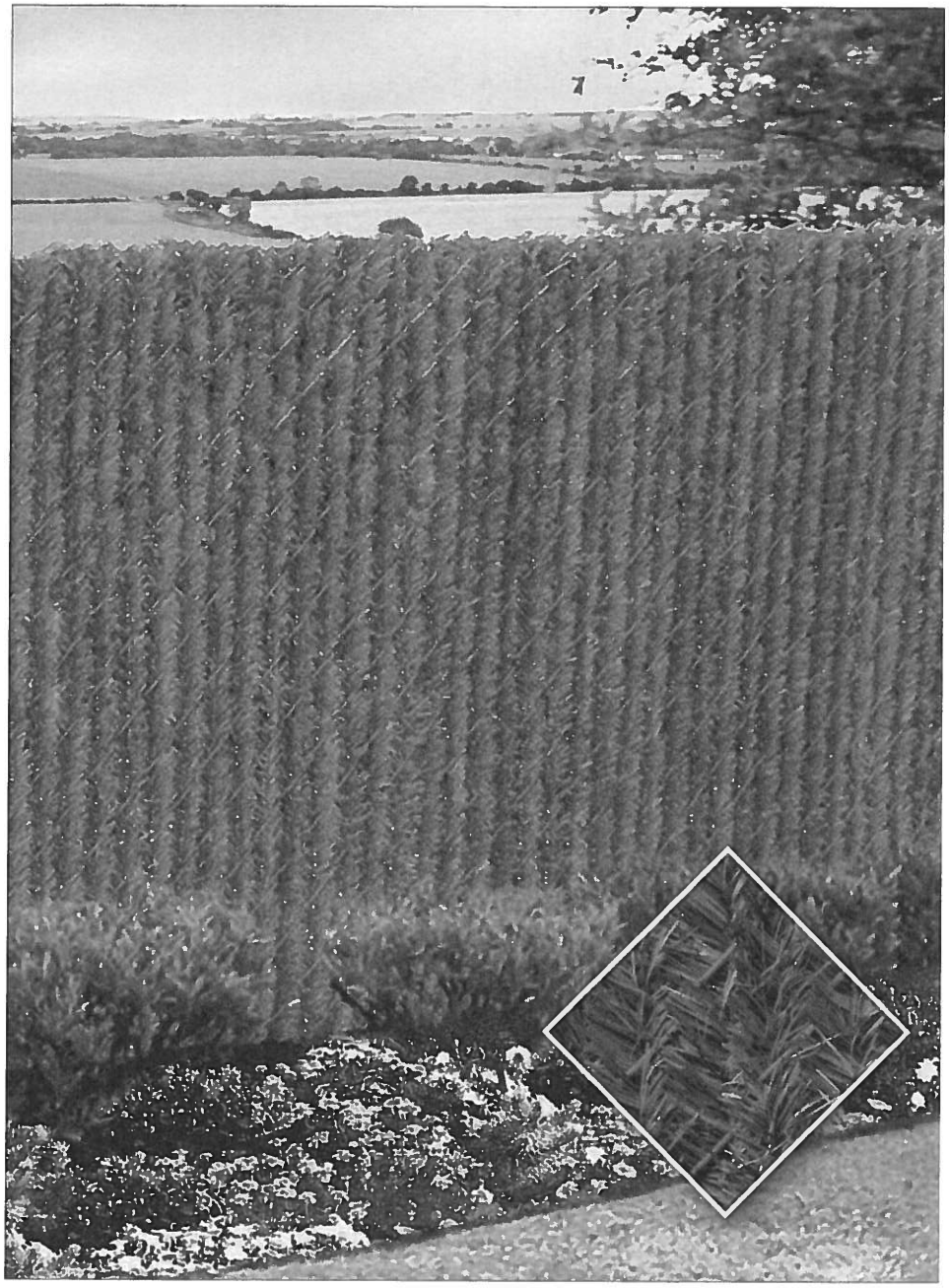
* No office area within Frito Lay "Phase I" space will be built out. Plans show a future office area as vanilla box. Offices sized approx. 8,000 sq. ft. will be built out upon Phase II construction commencement.

** Parking for trucks and trailers will be accommodated either offsite at another Hamilton Partners property, or in temporary parking to the south of the site, based on timing and phase of construction. While we feel these company vehicles should not be counted against the **auto** parking count for this reason, we have shown an additional 28 auto stalls being used by Frito Lay in the count above in the case that any drivers of these trucks and trailers need to park their auto cars on site.

Exhibit B

HEDGELINK®
(Extra-Privacy)

PEXCO



HedgeLink® is one of the most unique styles of chain link enhancement available from Pexco.

HedgeLink is our most premium extra privacy product, which creates a natural green hedge look that requires no maintenance and offers almost complete privacy.

Design
The HedgeLink core is made with a strong, rigid 16-gauge galvanized, braided wire. Blue Spruce colored 3-mil PVC needles are embossed for an extra plush effect.

Standard Heights
4, 5, 6, 7 and 8 feet.

Fence Size
For most fence sizes. Not intended for use with mini-mesh or 3½" x 5" mesh.

Features
- UV stabilized to protect against the harmful rays of the sun.
- Flame retardant.

Wind Load & Privacy Factor
Approximately 95%.

PDS FENCE PRODUCTS

PDS ® is a registered trademark of Pexco.

Made in the USA

PRODUCT SPECIFICATIONS

Slat Type	Slat Width	Mesh Size	Wire Gauge	Slats Per Bag	Approx. Coverage Per Box
HedgeLink®	-	2", 2¼" or 2⅜"	9, 11 or 11½	82	10 linear feet

Materials

The HedgeLink product is made with 16-gauge, galvanized, braided wire and green needles are made with 3-mil (PVC).

Durability

Pexco PDS® PVC Fence Products are resistant to: severe weather conditions, salt water, sand, road dirt, most acids, alcohol, alkaline, ammonia, petroleum distillates, and common environmental pollutants.

Maintenance

Pressure cleaning of surface contaminants is quickly accomplished with plain water.

Wind Load Disclaimer

Pexco will not be responsible for damage due to wind load conditions resulting from insufficient structural support.

Limited Warranty

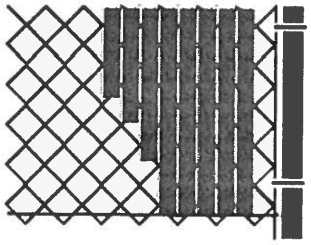
HedgeLink carries a 10-year, pro-rata warranty against breakage under normal conditions. Write Pexco for full warranty information.

Note

Do not mix HedgeLink with any other manufacturer's inferior hedge product – green color shades are different, and the durability of HedgeLink will outlast others.

Installation Instructions

Requires no locking device or tools. HedgeLink installs much like our Winged Slat, installing vertically top to bottom.



Insert HedgeLink Slats vertically top to bottom, keeping the green needles facing up, while revolving the slat clockwise with your fingers for easier installation.

PDS® FENCE PRODUCTS

PEXCO LLC

Tacoma, WA 98424 | 800.822.SLAT (7528)
Athol, MA 01331 | 800.755.SLAT (7528)

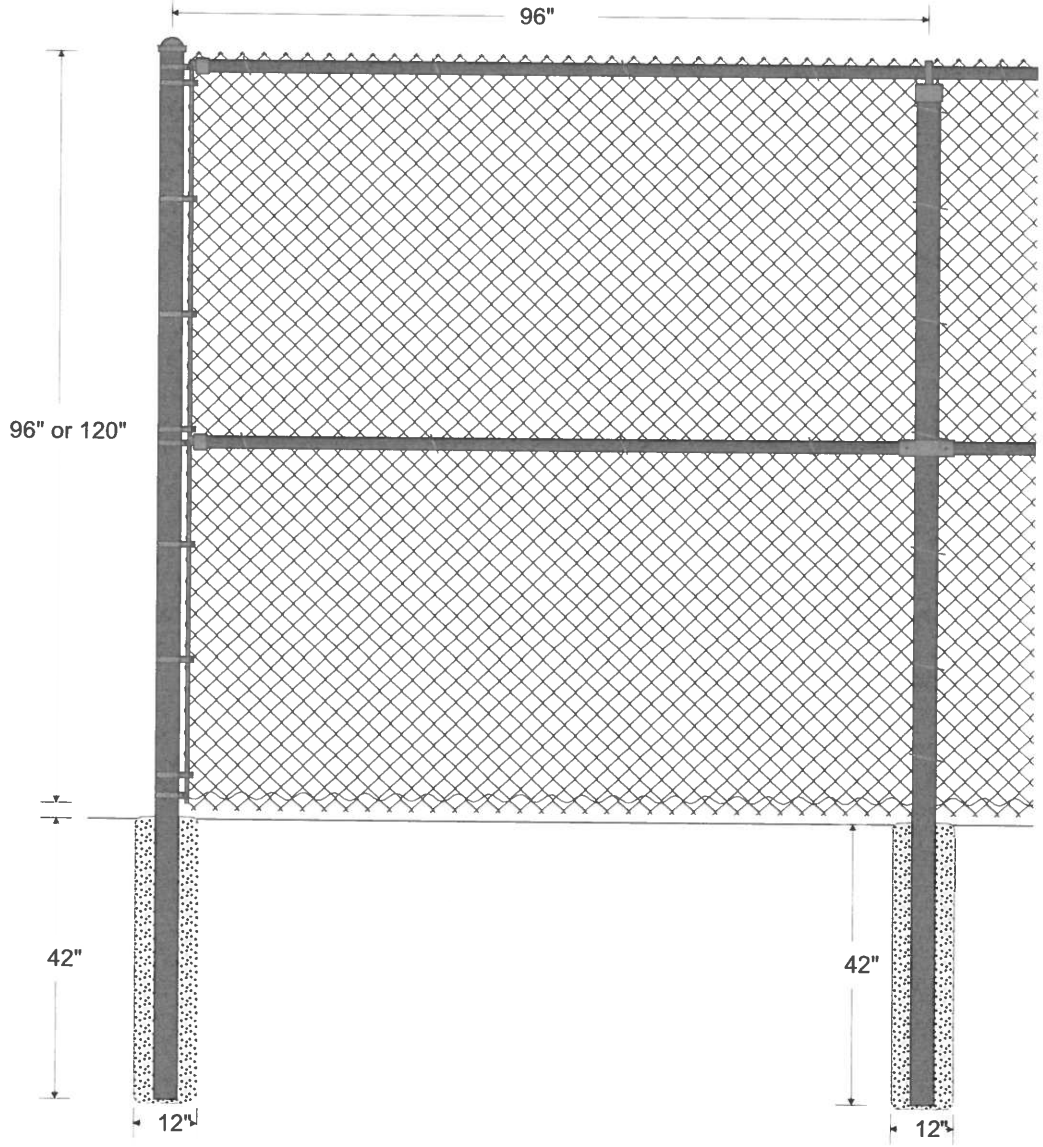
VISIT US AT:
www.pexco.com/fence

EMAIL US AT:
fence.sales@pexco.com

Contact your local fence professional for more information about our complete line of enhancement products.



H N I H L L I



FABRIC: 96" or 120" 8 GA. VINYL EB (2" Mesh) GREEN COLORLINK.

TOP RAIL: 1 5/8" O.D. SS-40 GREEN PIPE, 2.27 lbs. per foot. Top rail 21' in length, joined with 1 5/8" GREEN SLEEVE.

LINE POST: 3" O.D. SS-40 GREEN PIPE, .

TERMINAL POST: 3" O.D. SS-40 GREEN PIPE, 5

BRACING: 1 5/8" O.D. SS-40 GREEN PIPE, 2.27 lbs. per foot, used for the middle rail.

TENSION WIRE: 6 GA. COIL SPRING 6 GAGE GREEN TENSION WIRE attached to bottom of fence fabric with 9 GA. GREEN ALUM 9X1-9/16 HOG RING spaced 24" on center.

FITTINGS: GREEN BEVELED BRACE BAND & GREEN CARRIAGE BOLT, GREEN COMBO RAIL-END, GREEN BOULEVARD CLAMP, GREEN PS EYE-TOP, GREEN DOME PS CAP, 3/4" GREEN STRIP TENSION BAR, GREEN BEVELED TENSION BAND & GREEN CARRIAGE BOLT.

TIE WIRE: 10 1/4" 9 GA. GREEN TIE WIRE & 6 1/2" 9 GA. GREEN TIE WIRE spaced 15" on center for line posts & 24" on center for rails.

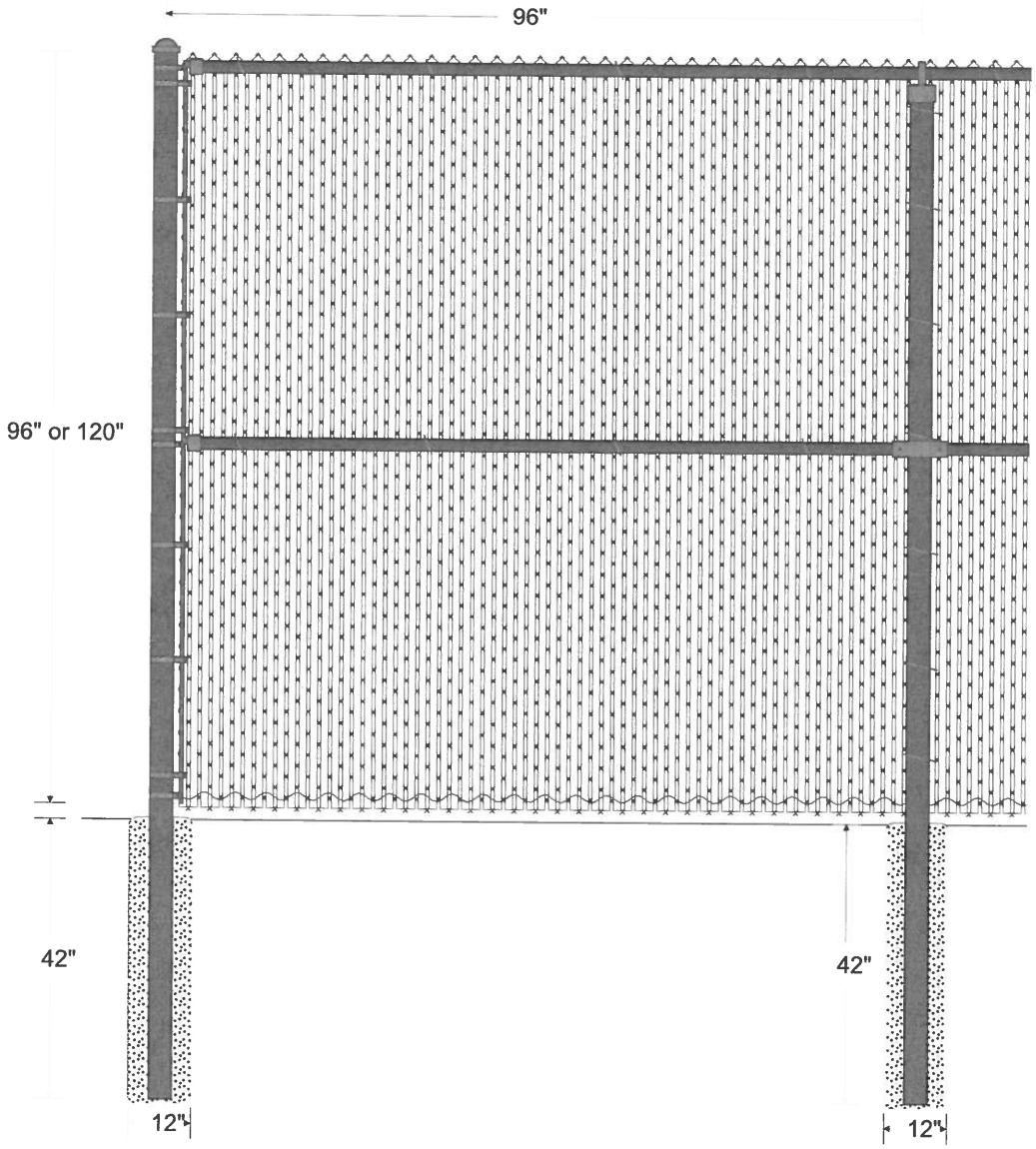
POST FOOTING: HAND MIXED CONCRETE.

Complete Northern Illinois Fence
320 W LINCOLN HIGHWAY
Cortland, IL 60112
Office:815-756-3561 Fax:815-756-7920

LINE OF FENCE

Drawn: 01/12/2021
File:

H N I H L N E



FABRIC: 96" or 120" 8 GA. VINYL EB (2" - Mesh) GREEN COLORLINK.

TOP RAIL: 1 5/8" O.D. SS-40 GREEN PIPE, 2.27 lbs. per foot. Top rail 21' in length, joined with 1 5/8" GREEN SLEEVE.

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BRACING: 1 5/8" O.D. SS-40 GREEN PIPE, 2.27 lbs. per foot, used for the middle rail.

TENSION WIRE: 6 GA. COIL SPRING 6 GAGE GREEN TENSION WIRE attached to bottom of fence fabric with 9 GA. GREEN ALUM 9X1-9/16 HOG RING spaced 24" on center.

FITTINGS: GREEN BEVELED BRACE BAND & GREEN CARRIAGE BOLT, GREEN COMBO RAIL-END, GREEN BOULEVARD CLAMP, GREEN PS EYE-TOP, GREEN DOME PS CAP, 3/4" GREEN STRIP TENSION BAR, GREEN BEVELED TENSION BAND & GREEN CARRIAGE BOLT.

TIE WIRE: 10 1/4" 9 GA. GREEN TIE WIRE & 6 1/2" 9 GA. GREEN TIE WIRE spaced 15" on center for line posts & 24" on center for rails.

POST FOOTING: HAND MIXED CONCRETE.

FENCE INSERTS: HEDGELINK

Complete Northern Illinois Fence
320 W LINCOLN HIGHWAY
Cortland, IL 60112
Office:815-756-3561 Fax:815-756-7920

LINE OF FENCE

Drawn: 01/12/2021
File:

Exhibit C

Zach Singer

From: Mike Wauterlek <MWauterlek@hpre.com>
Sent: Tuesday, January 12, 2021 8:49 AM
To: Andrew MacMillan; Zach Singer; Michael Turner; Julie Dalga; Paul Leder
Subject: Fwd: Landscaping

Some good news. Please see below. Please update our plans when you have a moment
Get Outlook for iOS

From: Hubbard, Sam <shubbard@vah.com>
Sent: Tuesday, January 12, 2021 8:47:05 AM
To: Mike Wauterlek <MWauterlek@hpre.com>
Subject: Landscaping

CAUTION - EXTERNAL EMAIL

Mike,

I discussed the landscape concern you had about landscaping along the east side of the Phase II site.

We recognize that certain landscaping in Phase I was relocated from the east side to the north side of the site for enhanced screening on Algonquin Road, primarily due to existing vegetation on properties along the eastern property line. We will not ask for additional landscaping along the east side of Phase I. However, we are still asking for landscaping along the east side of Phase II as the existing brush/natural vegetation on the east side of Phase II is not as prevalent as along the east side of Phase I.

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

P: 847-368-5223
F: 847-368-5988

www.vah.com

SURFACE IMPROVEMENT LEGEND:

NEW ASPHALT PAVEMENT–STANDARD

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6, TYPE B OVER BASINS S–2, S–3, AND S–4.

ASPHALT PAVEMENT–HEAVY DUTY (ONSITE & PUBLIC STREETS)

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2 1/4" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
5" HOT MIX ASPHALT BINDER COURSE, N30
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
4" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6, TYPE B OVER BASINS S–2, S–3, AND S–4.
(OR APPROVED ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

CONCRETE TRUCK DOCK AND ENTRANCE APRON PAVEMENT

8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)

5"– PCC SIDEWALK (4,000 PSI) (6" ACROSS PAVEMENT)
4"– AGGREGATE BASE COURSE TYPE B, CA–6

EXISTING ASPHALT PAVEMENT

PROPOSED B6.12 CONCRETE CURB AND GUTTER

PROPOSED B6.12 DEPRESSED CURB AND GUTTER

PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE DATA – PHASE 2:

TOTAL LOT SIZE	= 380,094 S.F. (8.73 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING 2 FOOTPRINT	= 54,085 S.F. (14.23%)
TRUCK MAINTENANCE BUILDING	= 3,120 S.F. (0.82%)
PROPOSED PAVT./SIDEWALK	= 271,010 S.F. (71.30%)
PROPOSED GREENSPACE	= 51,879 S.F. (13.65%)
PROPOSED CONDITION IMPERVIOUS AREA	= 328,215 S.F. (7.53 AC)
PROPOSED PARKING SUMMARY:	
REGULAR STALLS	= 42
ADA ACCESSIBLE STALLS	= 2
TOTAL STALLS PROVIDED	= 44 (0.77/1,000 SF)
VAN STALLS	= 74
VAN DOCK LOADING SPACES	= 16
TRAILER STALLS	= 98
TRAILER DOCK LOADING SPACES	= 11

ABBREVIATIONS LEGEND:

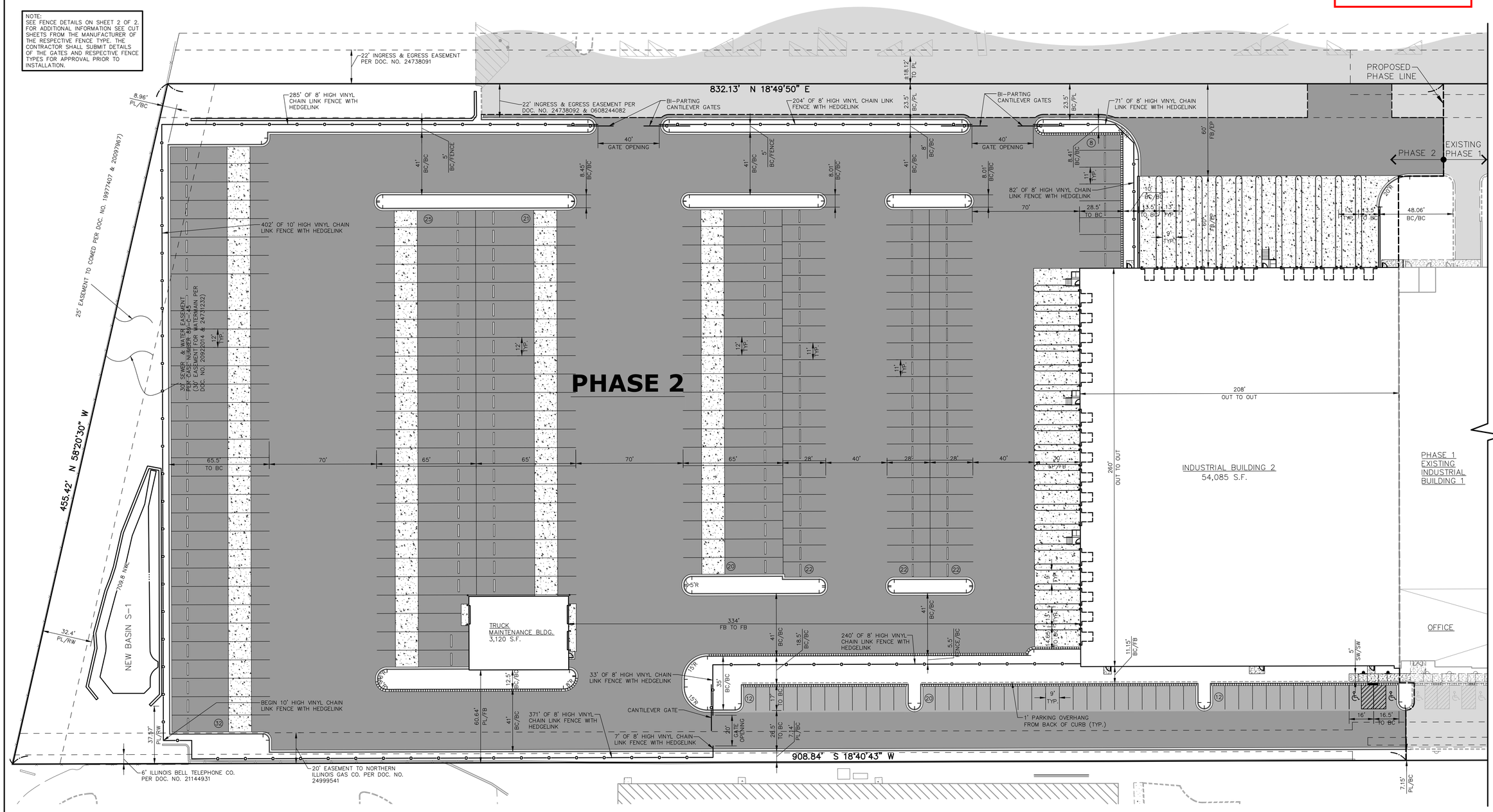
EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL

NORTH

GRAPHIC SCALE
30 0 15 30 60
(IN FEET)
1 inch = 30 ft.

Exhibit D

NOTE:
SEE FENCE DETAILS ON SHEET 2 OF 2. FOR ADDITIONAL INFORMATION SEE CUT SHEETS FROM THE MANUFACTURER OF THE RESPECTIVE FENCE TYPE. THE CONTRACTOR SHALL SUBMIT DETAILS OF THE GATES AND RESPECTIVE FENCE TYPES FOR APPROVAL PRIOR TO INSTALLATION.



THESE PLANS ARE PRELIMINARY IN NATURE AND FOR REVIEW ONLY. THEY ARE SUBJECT TO CHANGE PENDING MORE DETAILED ENGINEERING & ARCHITECTURAL DESIGN.

PRELIMINARY- FOR REVIEW ONLY

January 13, 2021 4:04:05 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2–FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG

DRAWN BY
REVISIONS
DATE

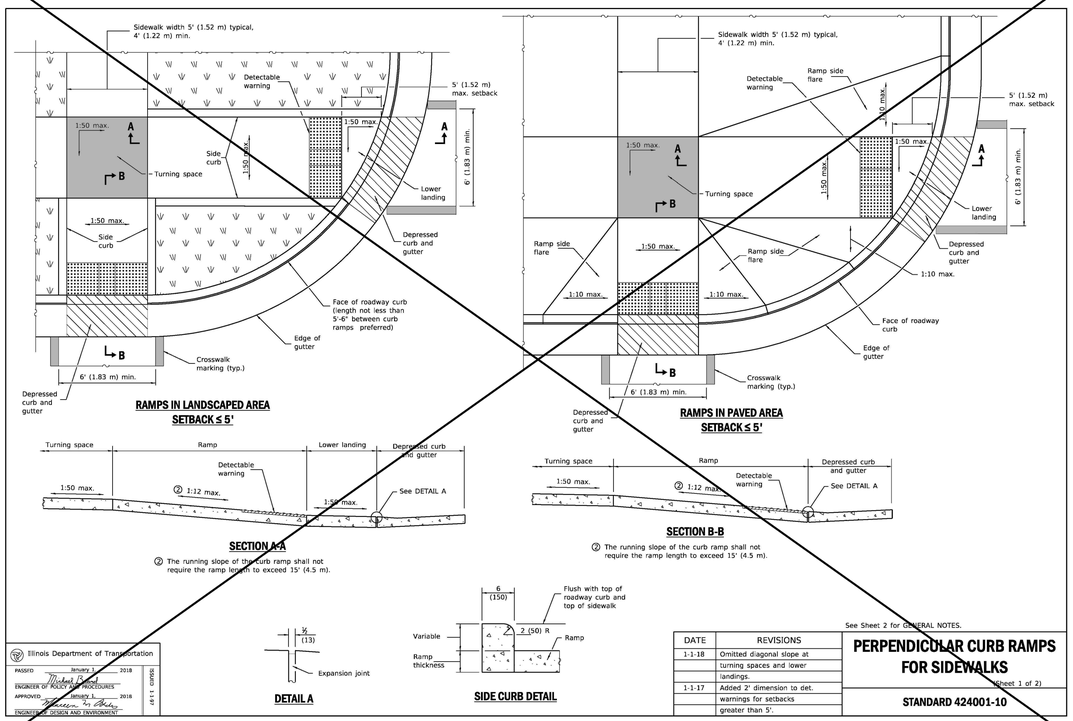
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HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SITE GEOMETRIC & PAVING PLAN - PHASE 2 (FRITO-LAY)

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

PROJECT NO. 56412720
DATE 01/13/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 2



See Sheet 2 for GENERAL NOTES.

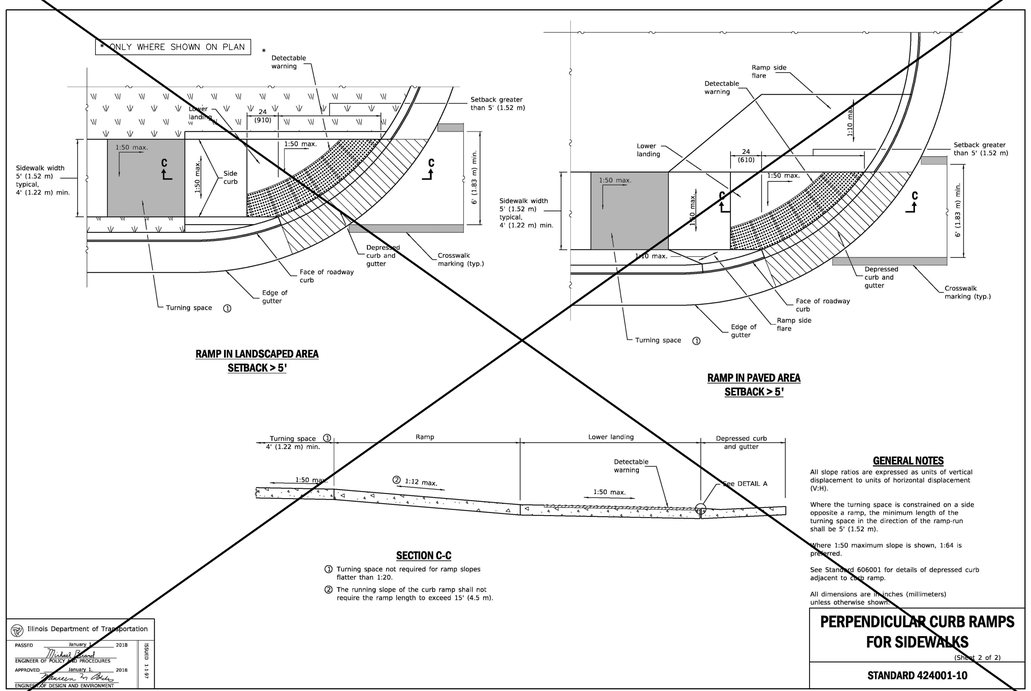
Illinois Department of Transportation
PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-17

DATE	REVISIONS
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.
1-1-17	Added 2' dimension to det.
	warnings for setbacks
	greater than 5'.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

STANDARD 424001-10



1 Turning space not required for ramp slopes flatter than 1:20.

2 The running slope of the curb ramp shall not require the ramp length to exceed 15' (4.5 m).

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to ramp.

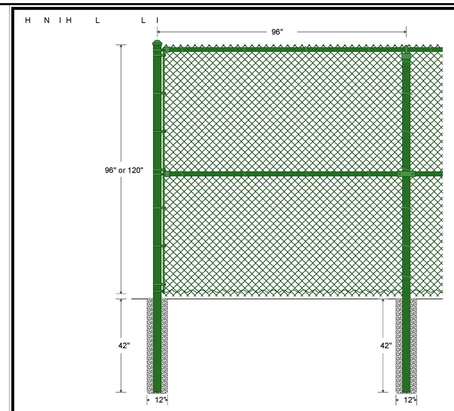
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation
PASSED January 1, 2018
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-17

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-10



FABRIC: 96" or 120" 8 GA. VINYL EB (2" Mesh) GREEN COLORLINK.

TOP RAIL: 1 5/8" O.D. SS-40 GREEN PIPE, 2.27 lbs. per foot. Top rail 21' in length, joined with 1 5/8" GREEN SLEEVE.

LINE POST: 3" O.D. SS-40 GREEN PIPE, .

TERMINAL POST: 3" O.D. SS-40 GREEN PIPE, 5

BRACING: 1 5/8" O.D. SS-40 GREEN PIPE, 2.27 lbs. per foot, used for the middle rail.

TENSION WIRE: 6 GA. COIL SPRING 6 GAGE GREEN TENSION WIRE attached to bottom of fence fabric with 9 GA. GREEN ALUM 9X1-9/16 HOG RING spaced 24" on center.

FITTINGS: GREEN BEVELED BRACE BAND & GREEN CARRIAGE BOLT, GREEN COMBO RAIL-END, GREEN BOULEVARD CLAMP, GREEN PS EYE-TOP, GREEN DOME PS CAP, 3/4" GREEN STRIP TENSION BAR, GREEN BEVELED TENSION BAND & GREEN CARRIAGE BOLT.

TIE WIRE: 10 1/4" 9 GA. GREEN TIE WIRE & 6 1/2" 9 GA. GREEN TIE WIRE spaced 15" on center for line posts & 24" on center for rails.

POST FOOTING: HAND MIXED CONCRETE.

Complete Northern Illinois Fence
320 W LINCOLN HIGHWAY
Cortland, IL 60112
Office:815-756-3561 Fax:815-756-7920

LINE OF FENCE

Drawn: 01/12/2021
File:

PRODUCT SPECIFICATIONS

PEXCO

Slat Type	Slat Width	Mesh Size	Wire Gauge	Slats Per Bag	Approx. Coverage Per Box
HedgeLink®	–	2", 2¼" or 2⅜"	9, 11 or 11½	82	10 linear feet

Materials
The HedgeLink product is made with 16-gauge, galvanized, braided wire and green needles are made with 3-mil (PVC).

Durability
Pexco PDS® PVC Fence Products are resistant to: severe weather conditions, salt water, sand, road dirt, most acids, alcohol, alkaline, ammonia, petroleum distillates, and common environmental pollutants.

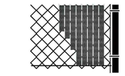
Maintenance
Pressure cleaning of surface contaminants is quickly accomplished with plain water.

Wind Load Disclaimer
Pexco will not be responsible for damage due to wind load conditions resulting from insufficient structural support.

Limited Warranty
HedgeLink carries a 10-year, pro-rata warranty against breakage under normal conditions. Write Pexco for full warranty information.

Note
Do not mix HedgeLink with any other manufacturer's inferior hedge product – green color shades are different, and the durability of HedgeLink will outlast others.

Installation Instructions
Requires no locking device or tools. HedgeLink installs much like our Winged Slat, installing vertically top to bottom.



Insert HedgeLink Slats vertically top to bottom, keeping the green needles facing up, while revolving the slat clockwise with your fingers for easier installation.

PDS FENCE PRODUCTS

PEXCO LLC
Tacoma, WA 98424 | Athol, MA 01331
800.822.SLAT (7528) | 800.755.SLAT (7528)

VISIT US AT:
www.pexco.com/fence

EMAIL US AT:
fence.sales@pexco.com

Contact your local fence professional for more information about our complete line of enhancement products.



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REVISIONS
DATE

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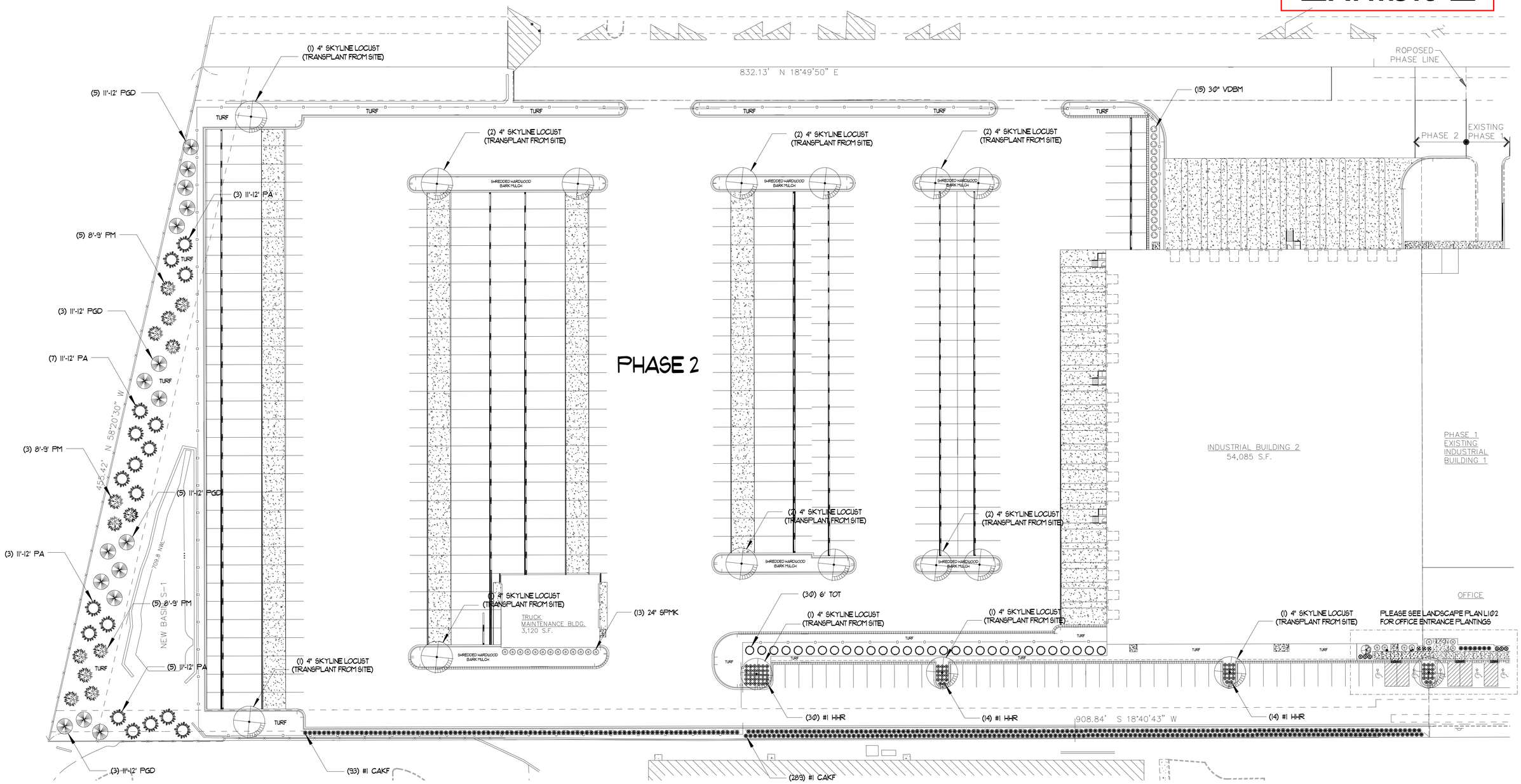
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS - PHASE 2 (FRITO-LAY)

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

PROJECT NO. 56412720
DATE 01/13/21
SCALE NONE
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
2 OF 2

Exhibit E



PLANT LIST

Qty.	*Common Name*	*Botanical Name*	*Size*	*Remarks*	*Key*
1	Autumn Brilliance Serviceberry	Amelanchier grandiflora	6'	B&B	AGAB
18	Norway Spruce	Picea abies	11'-12'	B&B	PA
16	Black Hills Spruce	Picea glauca 'Densata'	11'-12'	B&B	PGD
13	Douglas Fir	Pseudotsuga menziesii	8'-9	B&B	PM
30	Techny Arborvitae	Thuja occidentalis 'Techny'	6'	B&B	TOT
3	Green Gem Boxwood	Buxus 'Green Gem'	24"	Cont.	BGG
5	Incrediball Hydrangea	Hydrangea arborescens 'Abetwo'	24"	Cont.	HAA
3	Green Sargent Juniper	Juniperus chinensis 'Green Sargent'	24"	Cont.	JCGS
13	Miss Kim Lilac	Syringa patula 'Miss Kim'	24"	Cont.	SPMK
15	Blue Muffin Viburnum	Viburnum dentatum 'Blue Muffin'	36"	Cont.	VDBM
86	Happy Returns Daylily	Hemerocallis 'Happy Returns'	#1	Pots	HHR
382	Karl Foerster Reed Grass	Calamagrostis acutiflora 'Karl Foerster'	#1	Pots	CAKF

0 15 30 60 90

SCALE: 1"=30'

REVISIONS:
12.20.20 (VILLAGE REVIEW)
01.12.21 (VILLAGE REVIEW)

DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

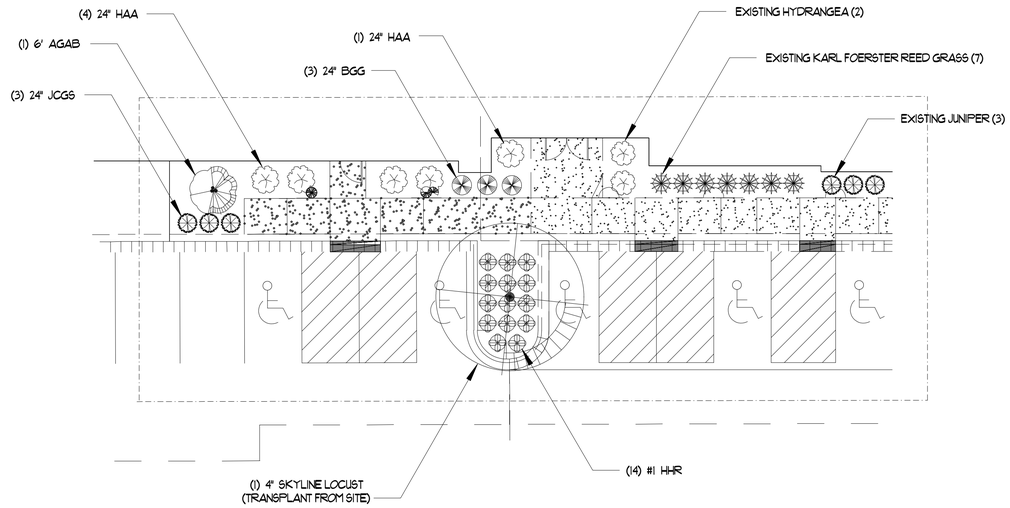
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

DATE: 11.03.20
SCALE: 1"=30'
DARWIN C.D

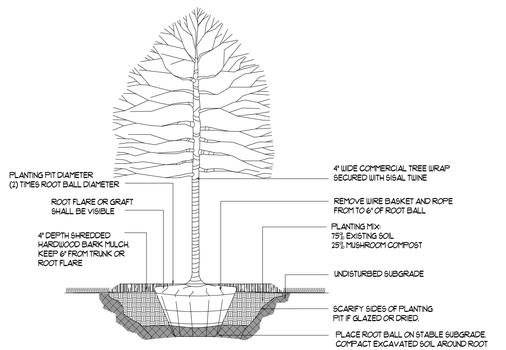
L101

EAST BUILDING ENTRANCE

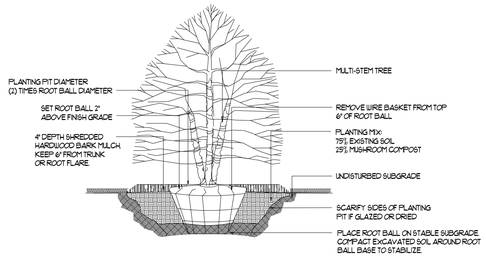


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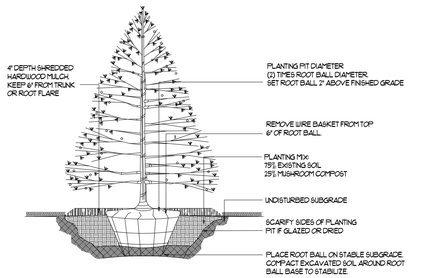
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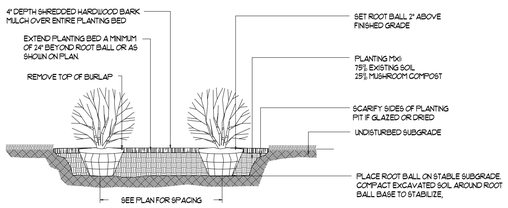
DETAIL
DECIDUOUS TREE PLANTING



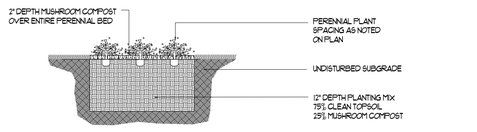
DETAIL
DECIDUOUS ORNAMENTAL TREE PLANTING



DETAIL
EVERGREEN TREE PLANTING



DETAIL
SHRUB PLANTING



DETAIL
PERENNIAL PLANTING

NOTES:

1) THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE PLANTING AS SHOWN ON THE DRAWING. ALL PLANTS SHALL COMPLY WITH THE REQUIREMENTS PF THE CURRENT AMERICAN STANDARD FOR NURSERY STOCK, PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION. PLANTS SHALL MEET SIZE, GENUS, SPECIES AND VARIETY AND BE IN GOOD HEALTH, FREE OF INSECTS, DISEASES, OR DEFECTS. NO "PARK GRADE" MATERIAL SHALL BE ACCEPTED. TREES NOT EXHIBITING A CENTRAL (OR SINGLE) LEADER WILL BE REJECTED UNLESS CALLED IN THE PLANT LIST AS MULTI-STEM. QUANTITY LISTS ARE SUPPLIED AS A CONVENIENCE. THE LANDSCAPE CONTRACTOR SHALL VERIFY ALL QUANTITIES AND, IN CASE OF DISCREPENCY, THE PLAN SHALL PREVAIL. NO PLANTS ARE TO BE CHANGED OR SUBSTITUTED WITHOUT APPROVAL FROM A REPRESENTATIVE OF JAMES DOWDEN & ASSOCIATES, INC,

2) ALL PLANTS SHALL BE WATERED DURING THE FIRST 24 HOUR PERIOD FOLLOWING INSTALLATION. A WATERING SCHEDULE MUST BE AGREED UPON WITH THE OWNER (BEFORE PLANTINGS ARE INSTALLED) OF WHOM, WHEN AND HOW PLANT MATERIALS ARE TO BE PROPERLY WATERED. THE LANDSCAPE CONTRACTOR SHALL VERIFY PROPER WATERING IS BEING DONE FOR THE ESTABLISHMENT AND HEALTH OF ALL PLANT MATERIALS. THE LANDSCAPE CONTRACTOR SHALL WARRANTY ALL PLANT MATERIALS FOR ONE YEAR FROM THE TIME OF INSTALLATION AND PROJECT ACCEPTANCE.

3) PLANTS SHALL BE BALLED AND BURLAPPED UNLESS OTHERWISE NOTED ON THE LANDSCAPE PLAN. NO ROOT BOUND MATERIAL SHALL BE ACCEPTED AND ALL WRAPPING MATERIALS MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT THE TIME OF PLANTING. IT IS THE OPTION OF THE LANDSCAPE CONTRACTOR TO ROLL BACK BURLAP FROM THE TOP OF THE ROOT BALL.

4) RECOMMENDED MULCH DEPTH IS THREE INCHES (3") OF SHREDDED HARDWOOD BARK. THE LANDSCAPE CONTRACTOR SHALL AVOID OVERMULCHING AND THE CREATION OF "MULCH VOLCANOES". MULCH BEDS SHALL EXTEND A MINIMUM OF TWO FEET (2') BEYOND THE CENTER OF A TREE OR SHRUB. MULCH MUST BE PULLED BACK AT LEAST TWO INCHES (2") FROM THE BASE OF A TREE SO THE BASE OF THE TRUNK AND ROOT CROWN ARE EXPOSED.

5) PREPARE ALL PERENNIAL BEDS WITH ONE CUBIC YARD OF GARDEN COMPOST PER 100 SF AND THE COMPOST SHALL BE ROTOTILLED TO AN 8" DEPTH.

6) ALL PLANTS SHALL BE SET PLUMB. IT IS THE OPTION OF THE LANDSCAPE CONTRACTOR TO STAKE DECIDUOUS TREES BUT IT IS ALSO THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO GUARANTEE THE PLANTS REMAIN PLUMB UNTIL THE END OF THE GUARANTEE PERIOD.

7) TREES SHALL BE INSTALLED A MINIMUM OF FIVE FEET (5') HORIZONTALLY FROM UNDERGROUND ELECTRICAL FEEDERS, SANITARY SEWERS, SANITARY SERVICES, WATER MAINS, AND WATER SERVICES. TREES SHALL BE INSTALLED A MINIMUM OF TEN FEET (10') HORIZONTALLY FROM UTILITY STRUCTURES INCLUDING, BUT NOT LIMITED TO, MANHOLES, VALVE VAULTS AND VALVE BOXES. SHADE TREES SHALL BE A MINIMUM OF TEN FEET (10') FROM ALL LIGHT POLES AND ALL SHRUBS SHALL BE A MINIMUM OF THREE TO FIVE FEET (3'-5') FROM ALL FIRE HYDRANTS.

8) THE LANDSCAPE CONTRACTOR SHALL LOCATE THE EXISTENCE OF ALL UNDERGROUND UTILITIES PRIOR TO STARTING WORK. THE LANDSCAPE CONTRACTOR MUST ALSO KEEP THE PAVEMENT AND WORK AREAS IN NEAT AND ORDERLY CONDITION THROUGHOUT THE CONSTRUCTION PROCESS. THE LANDSCAPE CONTRACTOR SHALL ACQUAINT HIMSELF WITH, AND VERIFY, WORKING CONDITIONS IN ADVANCE OF SUBMITTING A PROPOSAL. FAILURE TO RECOGNIZE INHERENT RESPONSIBILITIES DOES NOT RELIEVE THE CONTRACTOR OF OBLIGATIONS DUE TO MISCALCULATIONS.

9) PROPERTY OWNERS SHALL BE RESPONSIBLE FOR MAINTAINING ALL LANDSCAPING SHOWN ON THE APPROVED PLANS THROUGHOUT THE LIFE OF THE DEVELOPMENT.

10) ALL TURF SHALL BE PREMIUM BLUEGRASS MIX (4-5 LBS/1,000SF) WITH NORTH AMERICAN GREEN D375, OR EQUIVALENT, EROSION CONTROL BLANKET IN ALL DISTURBED AREAS.

PREMIUM BLUEGRASS MIX 4-5 LBS PER 1,000 SF

20%	MIDNIGHT KENTUCKY BLUEGRASS
20%	DENIM KENTUCKY BLUEGRASS
20%	LANGARA KENTUCKY BLUEGRASS
20%	BLUESTAR KENTUCKY BLUEGRASS
10%	PRIZM PERENNIAL RYEGRASS
10%	SUNSHINE PERENNIAL RYEGRASS

REVISIONS:
12.20.20 (VILLAGE REVIEW)
01.13.21 (VILLAGE REVIEW)

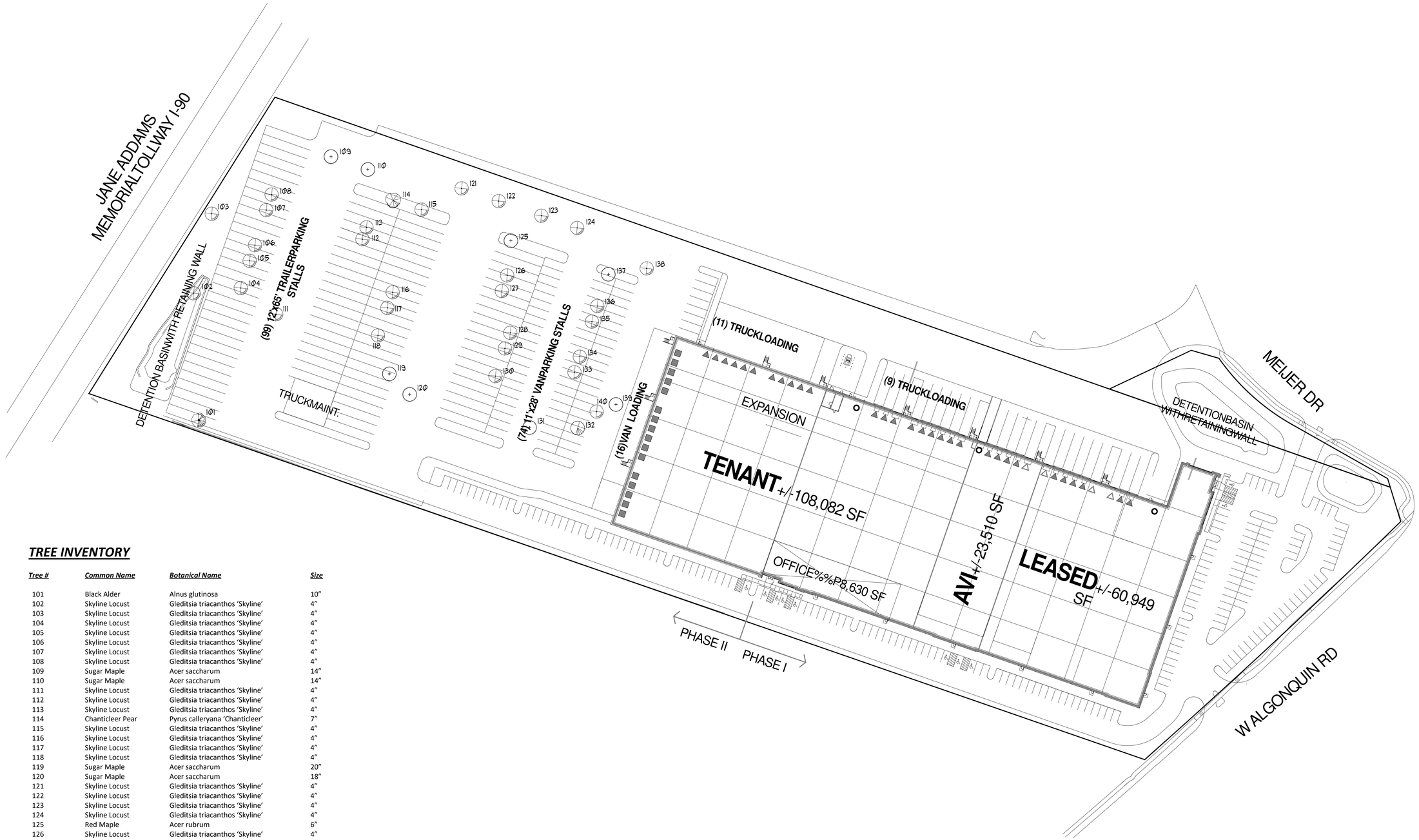
DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE
PLAN

DATE: 11.03.20
SCALE: 1"=10'
DRAWN: CJD

L102



TREE INVENTORY

Tree #	Common Name	Botanical Name	Size
101	Black Alder	Alnus glutinosa	10"
102	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
103	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
104	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
105	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
106	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
107	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
108	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
109	Sugar Maple	Acer saccharum	14"
110	Sugar Maple	Acer saccharum	14"
111	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
112	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
113	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
114	Chanticleer Pear	Pyrus calleryana 'Chanticleer'	7"
115	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
116	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
117	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
118	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
119	Sugar Maple	Acer saccharum	20"
120	Sugar Maple	Acer saccharum	18"
121	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
122	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
123	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
124	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
125	Red Maple	Acer rubrum	6"
126	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
127	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
128	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
129	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
130	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
131	Sugar Maple	Acer saccharum	16"
132	Common Hackberry	Celtis occidentalis	10"
133	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
134	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
135	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
136	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
137	Red Maple	Acer rubrum	6"
138	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"
139	Sugar Maple	Acer saccharum	12"
140	Skyline Locust	Gleditsia triacanthos 'Skyline'	4"

REVISIONS:

DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

PROPOSED BUILDING & PARKING LOT EXPANSION
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

TREE INVENTORY

DATE: 11.09.20
SCALE: 1"=60
DRAWN: CJD

L103

Exhibit F

HAMILTON PARTNERS



W ALGONGUIN RD

ARLINGTON HEIGHTS, ILLINOIS

CONCEPTUAL DESIGN
CHI20-0114-00
`01.13.2021

TOTAL PAGES IN THIS PACKAGE: **7**

WARE MALCOMB



PROJECT DATA:		
SITE AREA:		
GROSS:		15.41 AC
		671,453 SF
DETENTION:	@ 3%	22,964 SF
NET:		14.89 AC
		648,489 SF
BUILDING AREA:		
EXISTING BUILDING (PH 1)		138,650 SF
PROPOSED EXPANSION (PH 2)		54,080 SF
TOTAL FOOTPRINT:		192,730 SF

TENANT DATA:	
EXISTING VACANT AREA:	53,506 SF
PROPOSED EXPANSION:	54,080 SF
TOTAL TENANT AREA:	107,586 SF
▲ 48" HIGH TRUCK DOCK DOORS	11
■ 28" HIGH VAN LOADING DOORS	16
○ GRADE-LEVEL DOORS	1
AUTO PARKING	110 STALLS
	@1.02/1000 SF
REQ. ACCESSIBLE	*5 STALLS*
12'X65' - TRAILER STALLS	98 STALLS
11'X28' - VAN STALLS	74 STALLS

DEVELOPMENT STANDARDS:	
ZONING:	M-2
MAX. F.A.R.:	2.50
BUILDING SETBACKS:	
FRONT:	15 FT
SIDE:	10 FT
REAR:	15 FT
OFF-STREET PARKING:	
WIDTH:	9 FT
LENGTH:	18 FT
VERTICAL:	7 FT
DRIVE AISLE:	24 FT
OVERHANG:	1.5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2 EMP
OFFICE:	1/300 SF

NOTES:
1 OR 10%, WHICHEVER IS LESS

NORTH

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

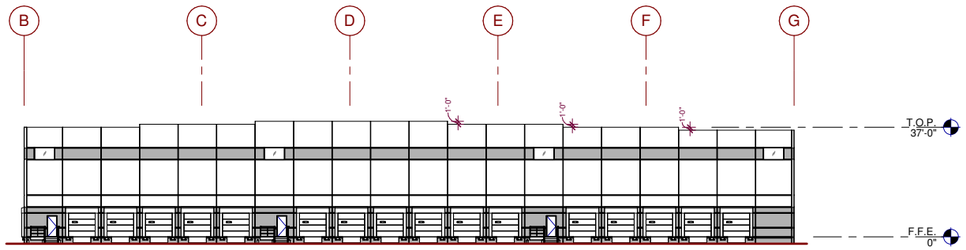
Boundary Source:
GIS MAP & AERIAL IMAGE



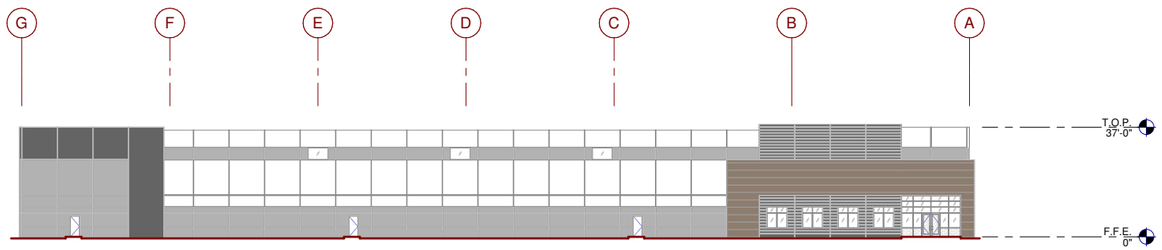
SOUTHEAST PERSPECTIVE

HAMILTON PARTNERS

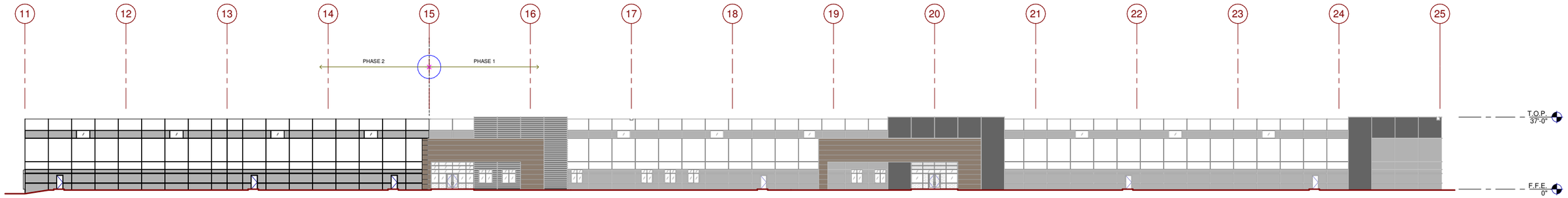
This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed. Signage shown is for illustrative purposes only and does not necessarily reflect municipal code compliance. All colors shown are for representative purposes only. Refer to material samples for actual color verification.



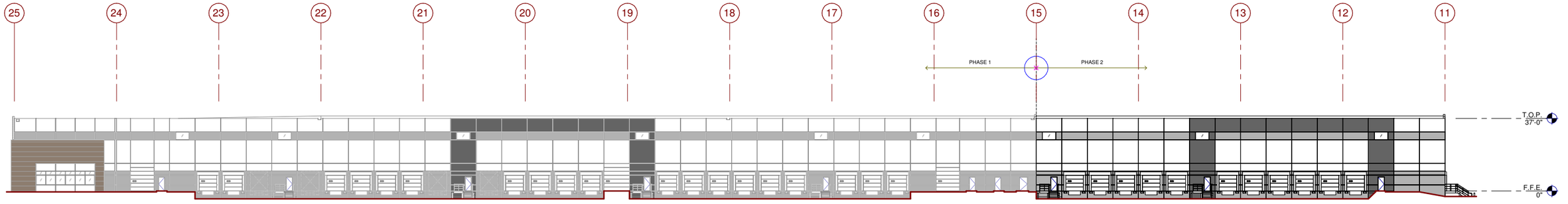
PROPOSED SOUTH EXTERIOR ELEVATION 4
N.T.S.



EXISTING NORTH EXTERIOR ELEVATION 1
N.T.S.



EAST EXTERIOR ELEVATION 2
N.T.S.



WEST EXTERIOR ELEVATION 3
SCALE: 1" = 20'-0"

LEGEND

EXISTING PAINT TO REMAIN:

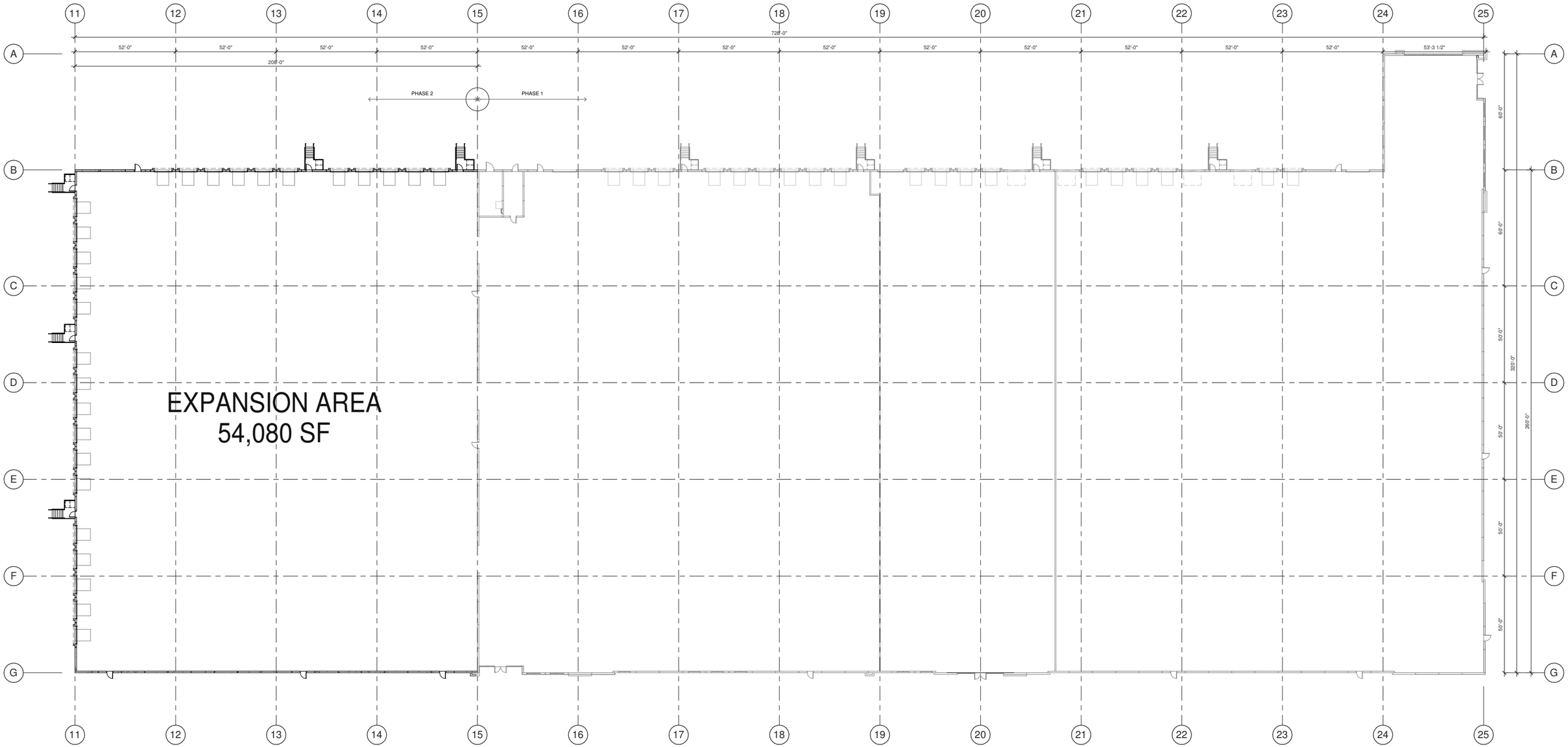
- BASE COLOR: BENJAMIN MOORE, BM 2112-70, AMERICAN WHITE
- SECONDARY COLOR: BENJAMIN MOORE, BM 2112-50, STORMY MONDAY
- ACCENT COLOR: BENJAMIN MOORE, BM 2124-20, TROUT GRAY

SIDING (TO MATCH EXISTING):

- TRU-GRAIN COMPOSITE SIDING: 6" PLANKS, STAIN COLOR MAHAGONY C64

HAMILTON PARTNERS

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HAMILTON PARTNERS

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CONCEPTUAL FLOOR PLAN

W ALGONQUIN ROAD

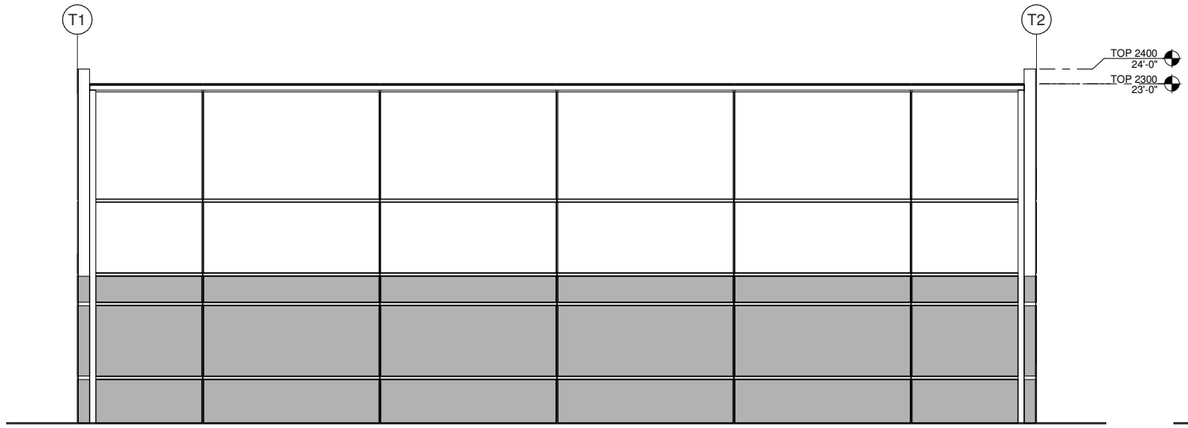
ARLINGTON HEIGHTS, IL - CHI20-0114-00

WARE MALCOMB

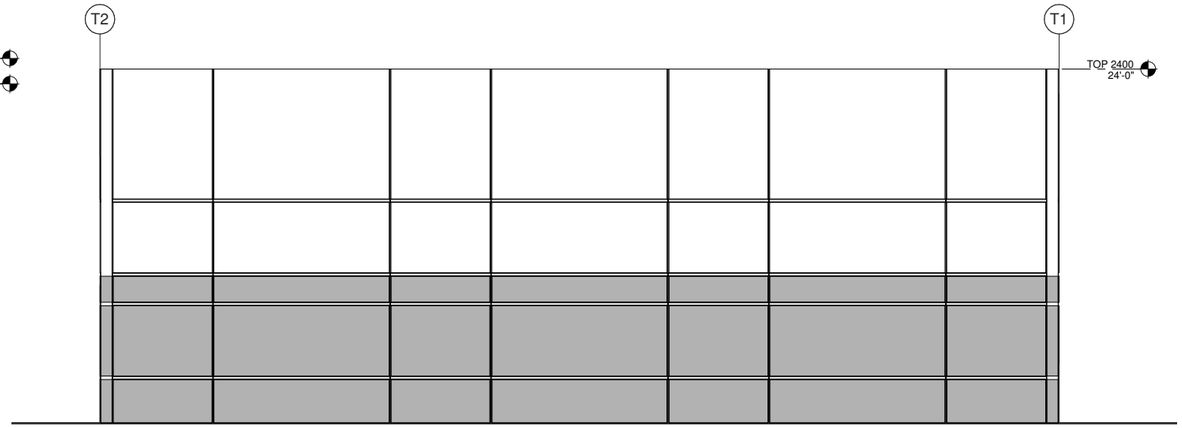
01.13.2021



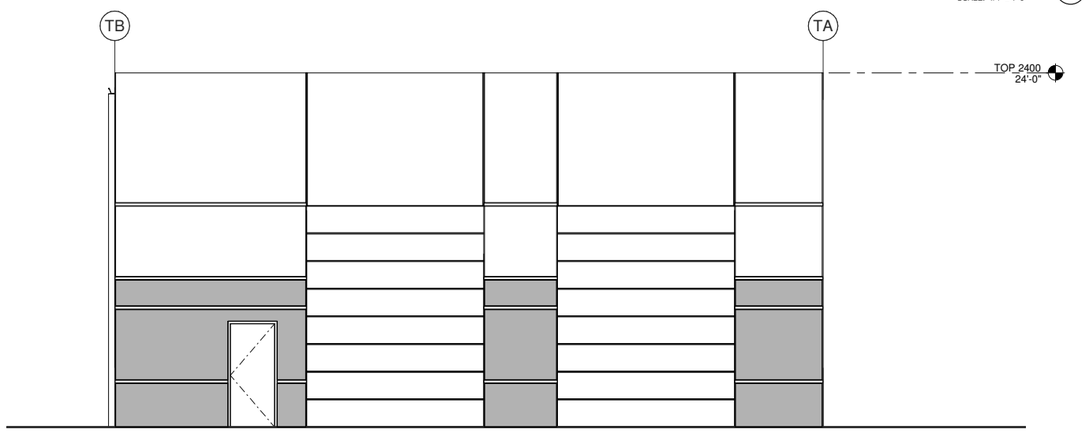
NORTHWEST TRUCK MAINTENANCE PERSPECTIVE



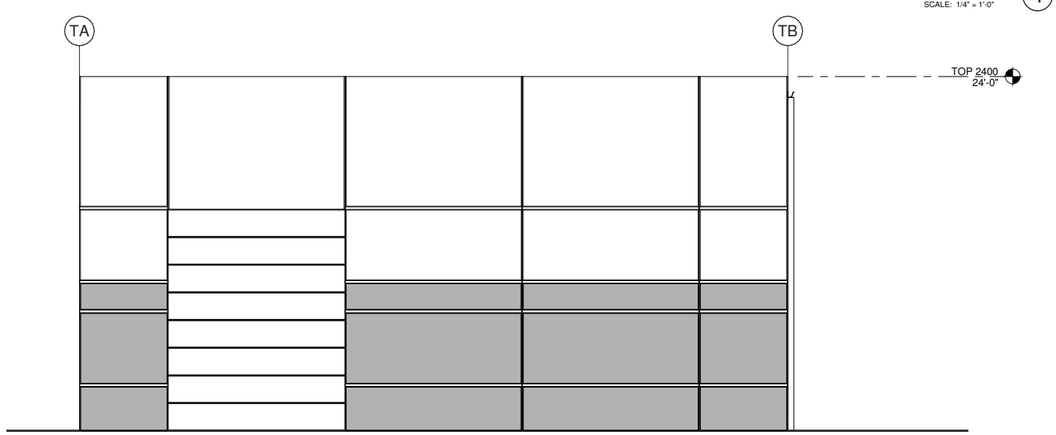
EAST ELEVATION 3
SCALE: 1/4" = 1'-0"



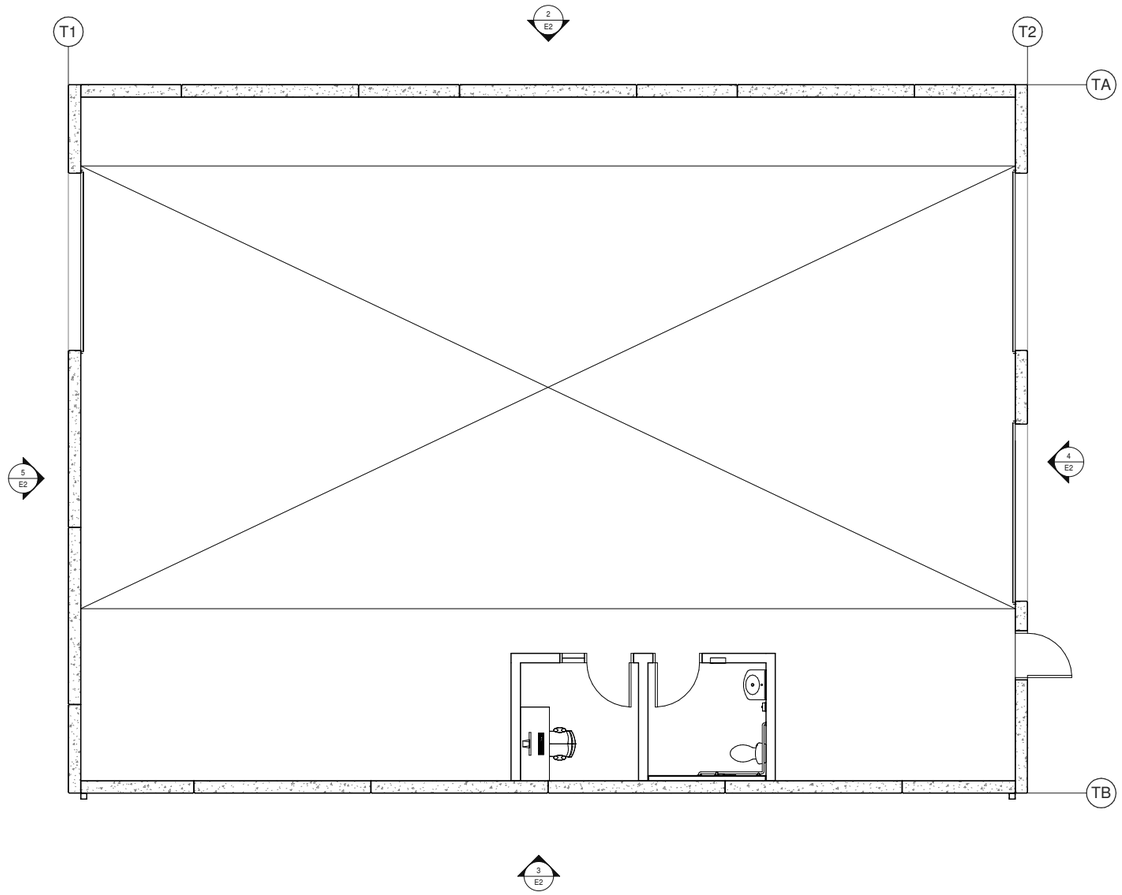
WEST ELEVATION 2
SCALE: 1/4" = 1'-0"



NORTH ELEVATION 4
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION 5
SCALE: 1/4" = 1'-0"



FLOOR PLAN 1
SCALE: 1/4" = 1'-0"

HAMILTON PARTNERS

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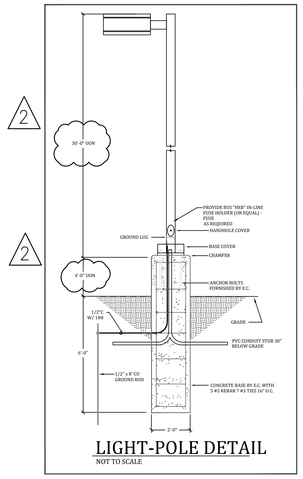
CONCEPTUAL TRUCK MAINTENANCE PLAN AND EXTERIOR ELEVATIONS

W ALGONQUIN ROAD

ARLINGTON HEIGHTS, IL - CHI20-0114-00

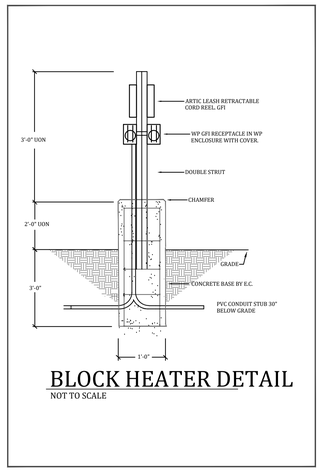
WARE MALCOMB

01.13.2021



LIGHT-POLE DETAIL

NOT TO SCALE



BLOCK HEATER DETAIL

NOT TO SCALE

DETAILS

SCALE: NA

Exhibit G

DRAWING NOTES

MHC

CHRISTOPHER J. LISA
062-054524
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
11/20/21

REV.	DATE	PURPOSE	BY
2	01-11-21	ROUND 2 PERMIT COMMENTS	MT
1	12-18-20	11-30 PERMIT COMMENTS	MT

REVISIONS

PROJECT INFORMATION:

FRITO LAY

703 WEST ALGONQUIN ROAD
UNIT 103
ARLINGTON HEIGHTS, IL 60005

DRAWING DESCRIPTION:

DETAILS

Hinsdale Electric Co.
A DIVISION OF TRI-COUNTY ELECTRIC
1143 N. MAIN STREET
LOMBARD, IL 60148
PH: 630-629-8050 FAX: 630.629.8089

SCALE: NA
DATE: 10-21-2020
DRAFTER: MT
ENGINEER: --
JOB #: --
HEC DRAWING #:
SE-101

PLAN COMMISSION PC #20-016
Hamilton Partners PUD Amendment
703-723 W. Algonquin Rd
Round 3

35. The petitioner's response to Comment Nos. 28 through 34 are acceptable.

36. The Engineering Division has no further comments.

Michael L. Pagones, P.E. Date 1/20/21
Village Engineer

Planning & Community Development Dept. Review

February 1, 2021

REVIEW ROUND 3

Project: Hamilton Partners – 703 W. Algonquin Rd. PUD Amendment

Case Number: PC 20-016

General:

34) The responses to the following comments are acceptable: #20, #23-#25, and #30-#32.

35) The response to comment #21 is noted. Based upon the revised plans, the following approvals are needed:
   a. **Amendment to PUD Ordinance #18-014, to allow for modifications to the approved Phase 2 development plan.**
   b. **Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback.**
   c. **Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2(b), to waive the requirement for certain landscape islands and shade trees within certain islands, where landscape islands including shade trees are required beneath every light pole, at the end of every 20 parking spaces, and at the ends of all parking rows.**
   d. **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.**
   e. **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.**
   f. **Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6'.**

36) The response to comment #22 is not acceptable. Within the newly incorporated landscape island along the western property line, the fence must be set further east to allow additional space for substantial landscape plantings along the western side of the fence. Furthermore, the hedgelink fence is not acceptable. Please propose a 6' tall decorative metal fence along the sides of the property and a 10' tall wood or vinyl style fence (of a earthtone color) along the rear of the property. Please incorporate the missing shade trees as outlined in the landscape review comments, as well as the missing parking lot landscape island. If any reduction in parking occurs, please reflect this on all plans and parking totals.

37) The response to comment #26 is not acceptable. See #36 above. Please provide details on the proposed gate (height, style, materials).

38) The response to comment #27 is not acceptable. Given the proposed 34' tall height of the fixtures, all light poles must be spaced a minimum of 102' from each other. The proposed locations do not conform to this requirement. Either request a variation and provide the necessary justification for this variation for staff analysis, or acknowledge that the plans will be revised at time of permit to comply with code.

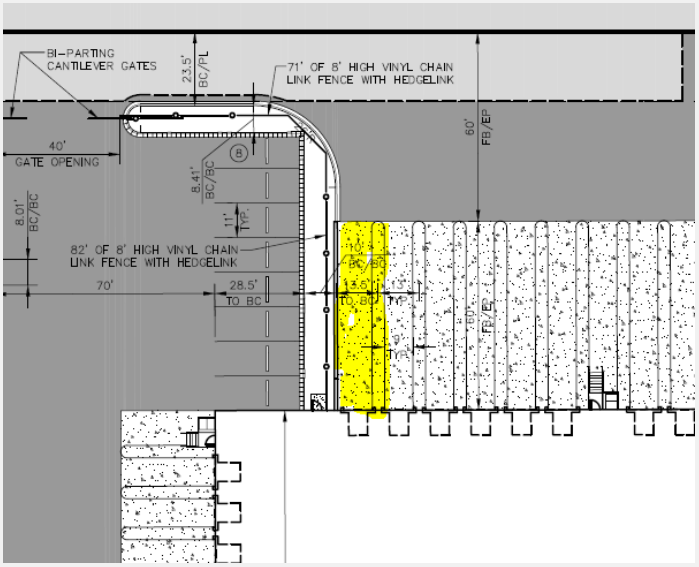
39) The response to comment #28 is noted. No variation is required, however further information is needed on the repair functions. How many employees will be working out of the maintenance building? Were these employees included in the overall 162 employee count for the facility? How many repair bays will be within the maintenance building?

40) The response to comment #29 is not acceptable. No bike parking spaces were shown in "Exhibit F". Revise the plans to show the location of the bike parking spaces and indicate how many spaces will be provided.

41) The response to comment #33 is noted. Please confirm the overall number of passenger vehicle parking stalls for the entire PUD.

42) No later than 10 days prior to the Plan Commission hearing, a complete paper and electronic submittal of the full planset shall be required. To-date, only certain sheets have been revised to reflect the review comments, however, a complete set of the plans with all revisions coordinated amongst the various disciplines must be provided as outlined above.

43) Please provide a truck turning exhibit for the southernmost truck dock as shown below, which shall include ingress and egress while a truck and trailer is parked in the adjacent space.



44) Approval of the PUD required the following:

> The Petitioner shall continue to work with the Weber Packaging Solutions and the Village of Arlington Heights on acceptable improvements, as determined by the Village of Arlington Heights, to the shared private access roadway to provide for adequate passenger vehicle/truck traffic separations. This may include, but is not limited to, striping of the access driveway and landscape barriers to separate and protect vehicular movements.

In the spirit of this condition of approval, you are encouraged to collaborate with Weber Packaging on implementation of a concept, similar to the attached, which would provide a lineal buffer along the western side of the shared access drive adjacent to the western bays (in the areas outlined in red) to prevent trucks on the subject property from encroaching into the Weber site.

45) Consider flipping the 11 van loading bays along the southern side of the building with the 11 proposed truck bays along the western side of the building, which would keep large truck staging/docking maneuvers on the interior of the site and outside of the shared drive aisle.

46) The Traffic & Parking study includes peak and daily trip totals for the intersections outside of the site, but does not include an estimate for intra-site trips, i.e. trucks being moved from the 98 truck storage spaces to the loading zones along the western elevation of the building. Please provide both a peak hour and daily estimate for these movements.

47) Approval of the PUD required the following:

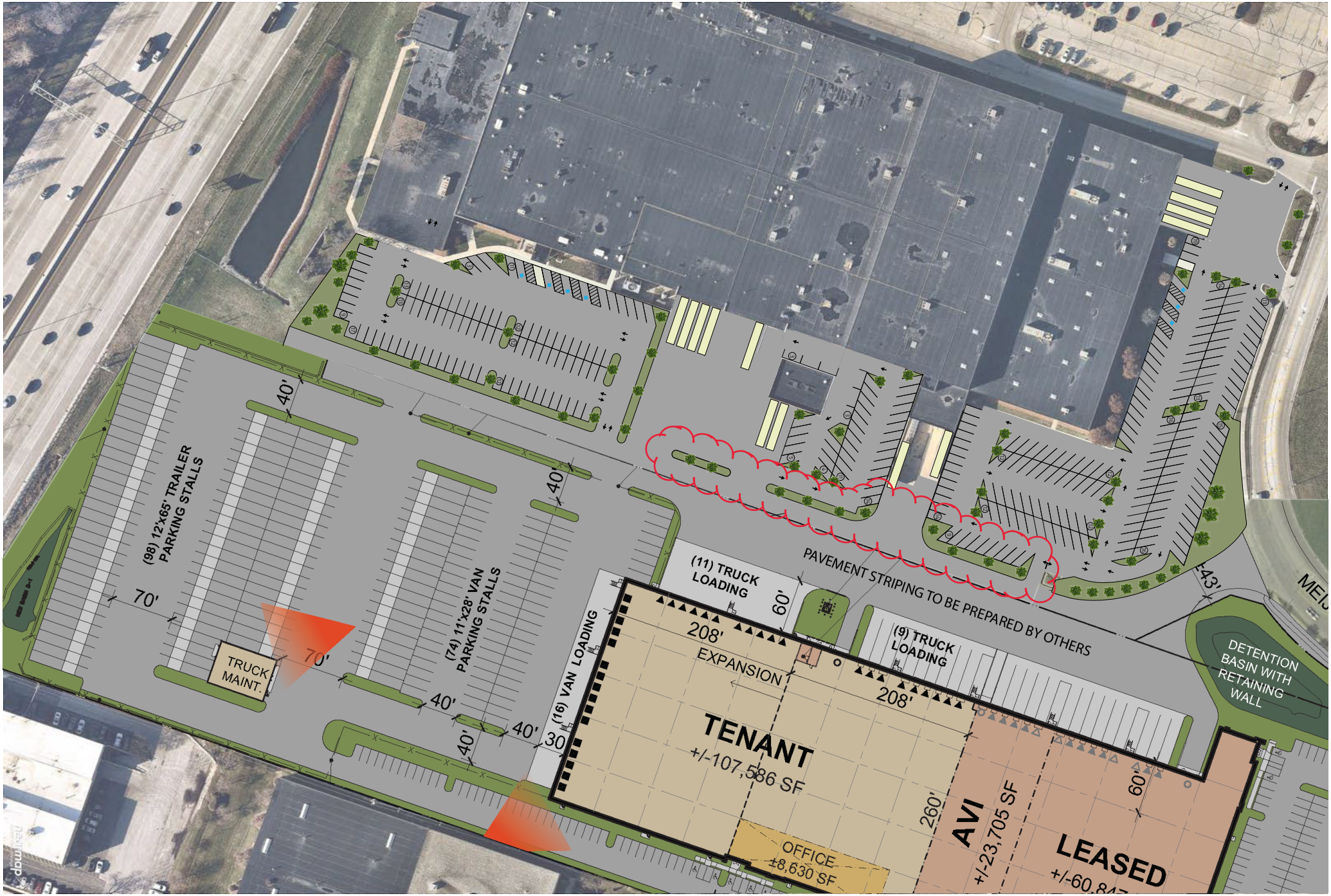
The Petitioner shall either reconstruct or repave, as determined by the Village, the entire portion of the existing approximately 22 foot wide shared access driveway that is located on the Weber Packaging Solutions property, only if approved by Weber Packaging Solutions. This reconstruction/repavement shall be to a standard suitable to accommodate heavy truck traffic, for review and approval by the Village of Arlington Heights.

Please outline what actions/communications have taken place with regards to this paving.

48) A better explanation is needed on truck access and the gate procedures. Please address the following:

a. Will the southern gate be restricted to trailer-trucks only?
b. Please provide turning exhibits for ingress/egress through the truck gate.
c. Gates will be operated by a "card access point". How will this work? Will the gate open prior to/as the truck arrives, or will the truck need to pause for the gate to open after they arrive?
d. Will a driver need to exit their vehicle to open the gate via the "card access point?
e. Will a truck or trailer need to stop within the shared access drive, blocking northbound traffic, while they wait for the gate to open?

Prepared by: 


(98) 12'x65' TRAILER PARKING STALLS
(74) 11'x28' VAN PARKING STALLS
TRUCK MAINT.
(16) VAN LOADING
(11) TRUCK LOADING
(9) TRUCK LOADING
PAVEMENT STRIPING TO BE PREPARED BY OTHERS
DETENTION BASIN WITH RETAINING WALL
208'
EXPANSION
TENANT
+/-107,586 SF
OFFICE
±8,630 SF
AVI
+/-23,705 SF
LEASED
+/-60,847
260'
70'
40'
30'
60'
43'

Hamilton Partners
703-723 W. Algonquin Road
PC #20-016
January 28, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15, a four-inch caliper shade trees are required at the ends of all parking rows. Provide two landscape islands and shade trees in the southwest corner of the building at the ends of the parking row. In addition, provide an island and tree west of the maintenance building.

2) It is recommended that the proposed fence be placed within a curbed island that includes landscaping along the west property line. Replace the proposed eight foot tall hedgelink fence along the side property lines with a six foot tall ornamental fence. In addition, provide a mix of salt/ shade tolerant landscaping along the western side of the landscape islands adjacent to the fence. Please provide a detail of the ornamental fence.

3) Along the south property line increase the height of the solid fence to 10 feet. The fence should be wood or vinyl and an earth tone color.

MHC MORGAN / HARBOUR CONSTRUCTION

February 11th 2021

Attn: Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
Tel: 847-368-5223

Re: 703-723 W. Algonquin Rd – PUD Amendment – Amendment to PUD Ordinance 18-014 PC#20-016 – Round 3

Mr. Hubbard,

The following is our Planning Commission response Letter addressing the comments as outlined in the Village of Arlington Heights Building & Life Safety Department Interoffice Memorandum regarding the aforementioned project:

Planning & Community Development Dept. Review Round 2 Comments

35. **Response:**
    a. **Response: Noted**
    b. **Response: Noted**
    c. **Response: Noted**
    d. **Response: Noted**
    e. **Response: Noted**
    f. **Response: Noted**
36. **Response: Noted.**
    a. **Two additional landscape islands have been added that were requested.**
    b. **The fence has been shifted to the east to allow additional space for substantial landscape planting. (Exhibit A)**
    c. **Hedge link fence has been replaced with 6-foot ornamental fence/gates and 10-foot vinyl at southern property line. (Exhibit A)**
    d. **Parking totals reference (Exhibit G)**
37. **Response: Noted: Updated Construction Standards Plan (Exhibit F). Plan provides detail on revised fencing spec (height, style, material).**
38. **Response: Noted. Light Poles are to be spaced no more the 102' apart. Revised Site Lighting Plan (Exhibit B)**
39. **Response: Noted.**
    a. **Employee count for maintenance garage will consist of one mechanic per bay (2 bays total).**
    b. **Garage mechanics were included in the employee count totaling 162 employees.**
    c. **Faculty has two total bays – one bay is for longer term repairs the second is for short term repairs.**

MORGAN HARBOUR CONSTRUCTION

d. Daily services will be very similar to a Valvoline Shop. Oil Changes, belt repairs, brakes, wipers, tire repair etc. All big repairs are done off site by another vendor.

40. Response: Noted: See revised Conceptual Site Plan (Exhibit G). Plan shows locations for bike parking at Frito Lay main office entrance (4 stalls) and at Taiki main entrance (3 Stalls).
41. Response: Noted: See Conceptual Site Plan (Exhibit G). Overall number of passenger vehicle parking stalls is 190.
42. Response: Noted: Full set of requested plans have been submitted to Village on 2/10/2021
43. Response: Noted: See Truck Routing/Turning plan (Exhibit E). Plan shows requested information for the southernmost truck dock. Also includes ingress and egress info while truck and trailer is parked in the adjacent space.
44. Response: Noted
45. Response: Noted. We have analyzed this at the Village's request. Modern, state of the art truck courts generally has depths of 120'-130'. If the docks and necessary area for maneuvering were to be relocated to the southern portion of the property, the loss in van or truck parking as a result would be significant and would make the property untenable for Frito Lay.
46. Response: Noted: Across all 24 hours, we will make a maximum of 30 trailer moves from the parking lot to the shared driveway to the docks. We will make 10 moves between 6am-8am, We will also be moving route vans after the expansion on the new docks on the south side of the building. I am assuming this is out of scope for this question because all of those moves will be in the gated parking lot. 10 moves between 1pm-3pm, and 10 moves between 8pm-10pm.
47. Response: Noted. Hamilton Partners understand its obligation to re-surface the access drive. Hamilton Partners agrees to do so upon notification from Village of Arlington Heights and Weber Packaging.
48. Response: Noted.
    a. Response: Yes, this gate will be restricted to trailer-trucks only
    b. Response: Please see Truck Access Plan (Exhibit C)
    c. Response: During normal business hours (8am-5pm) gate is anticipated to be open to allow free truck movement into space. Beyond normal business hours the gate is typically on a timer loop (30 seconds). This is just enough time for the gate to open and the truck to turn in. The truck and trailer would have to stop for a few seconds to safely enter the gate. Hamilton Partners and Frito Lay acknowledge vehicles should spend as little time on access drive as possible.
    d. Response: Drivers will not need to exit their vehicle.
    e. Response: Truck or trailer will only need to stop at access drive when the gates are closed after normal business hours (see response #48 C). This stoppage would only be for the time necessary for the gate to open (roughly 30 seconds).

Landscape Comments – Round 3

1. Response: Noted: Revised landscape plan included (Exhibit D). Revised plan includes two landscape islands and shade trees at southwest corner of building/parking rows. The requested landscape island with trees west of the truck maintenance garage has been added (Exhibit D & G)
2. Response: Noted: Landscape plan (Exhibit D) and (Exhibit A&F) updated per request. Plans include revised fencing spec along property line and mix of salt/shade tolerant landscaping along western side of island.

3. **Response: Noted: Landscape plan (Exhibit D) and civil plan (Exhibit F) updated per request. This plan shows new 10-foot vinyl fence along southern property line. Color to be beige, gray, or clay (Exhibit H).**

Exhibit

- **A – Site Geometric and Paving Plan**
- **B – Site Lighting Plan**
- **C – Truck Access Plan**
- **D – Landscape Plan**
- **E – Truck Routing/Turning Plan**
- **F – Construction Details and Standards**
- **G – Conceptual Site Plan.**
- **H – Fence Color Selection.**

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

Sincerely,

Andrew MacMillan
Morgan / Harbour Construction, L.L.C.

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS (WHERE SHOWN ON PLAN) AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL BE B6.12 CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. UNLESS OTHERWISE NOTED, ALL CURB RADII ARE 4' TO BACK OF CURB.
5. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SUBDIVISION (OR SITE) PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED AUGUST 9, 2017.
6. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
7. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
8. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
9. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. ACCESSIBLE STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.
10. PRIOR TO OPENING TO THE PUBLIC, ALL TRAFFIC CONTROL SIGNAGE SHALL BE INSTALLED AS INDICATED, SIGNS SHALL BE INSTALL WITH 3" SQUARE ALUMINUM POSTS WITH A BAKED ON ENAMEL FINISH, SET 30" INTO CONCRETE PIER AND SHALL INCLUDE A POST CAP.

SURFACE IMPROVEMENT LEGEND:

NEW ASPHALT PAVEMENT–STANDARD

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6, TYPE B OVER BASINS S–2, S–3, AND S–4.

ASPHALT PAVEMENT–HEAVY DUTY (ONSITE & PUBLIC STREETS)

2"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2 1/4" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
5" HOT MIX ASPHALT BINDER COURSE, N30
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
4" AGGREGATE BASE COURSE CA–6, TYPE B
(INCREASE TO 12" (MIN.) AGGREGATE BASE COURSE CA–6, TYPE B OVER BASINS S–2, S–3, AND S–4.
(OR APPROVED ALTERNATE WITH EQUIVALENT STRUCT. NUMBER)

CONCRETE TRUCK DOCK AND ENTRANCE APRON PAVEMENT

8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

CONCRETE SIDEWALKS (PUBLIC AND/OR PRIVATE)

5"– PCC SIDEWALK (4,000 PSI) (6" ACROSS PAVEMENT)
4"– AGGREGATE BASE COURSE TYPE B, CA–6

EXISTING ASPHALT PAVEMENT

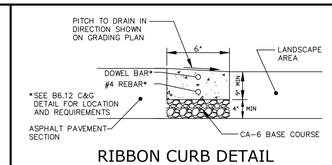
PROPOSED B6.12 CONCRETE CURB AND GUTTER
PROPOSED B6.12 DEPRESSED CURB AND GUTTER
PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
EXISTING CURB AND GUTTER
EXISTING DEPRESSED CURB AND GUTTER

SITE DATA – PHASE 2:

TOTAL LOT SIZE	= 380,094 S.F. (8.73 AC)
PROPOSED SITE CONDITIONS:	
PROPOSED BUILDING 2 FOOTPRINT	= 54,085 S.F. (14.23%)
TRUCK MAINTENANCE BUILDING	= 3,120 S.F. (0.82%)
PROPOSED PAVT./SIDEWALK	= 270,894 S.F. (71.27%)
PROPOSED GREENSPACE	= 51,995 S.F. (13.68%)
PROPOSED CONDITION IMPERVIOUS AREA	= 328,099 S.F. (7.53 AC)
PROPOSED PARKING SUMMARY:	
REGULAR STALLS	= 42
ADA ACCESSIBLE STALLS	= 2
TOTAL STALLS PROVIDED	= 44 (0.77/1,000 SF)
VAN STALLS	= 73
VAN DOCK LOADING SPACES	= 16
TRAILER STALLS	= 97
TRAILER DOCK LOADING SPACES	= 11

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL



RIBBON CURB DETAIL

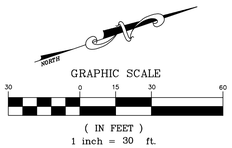
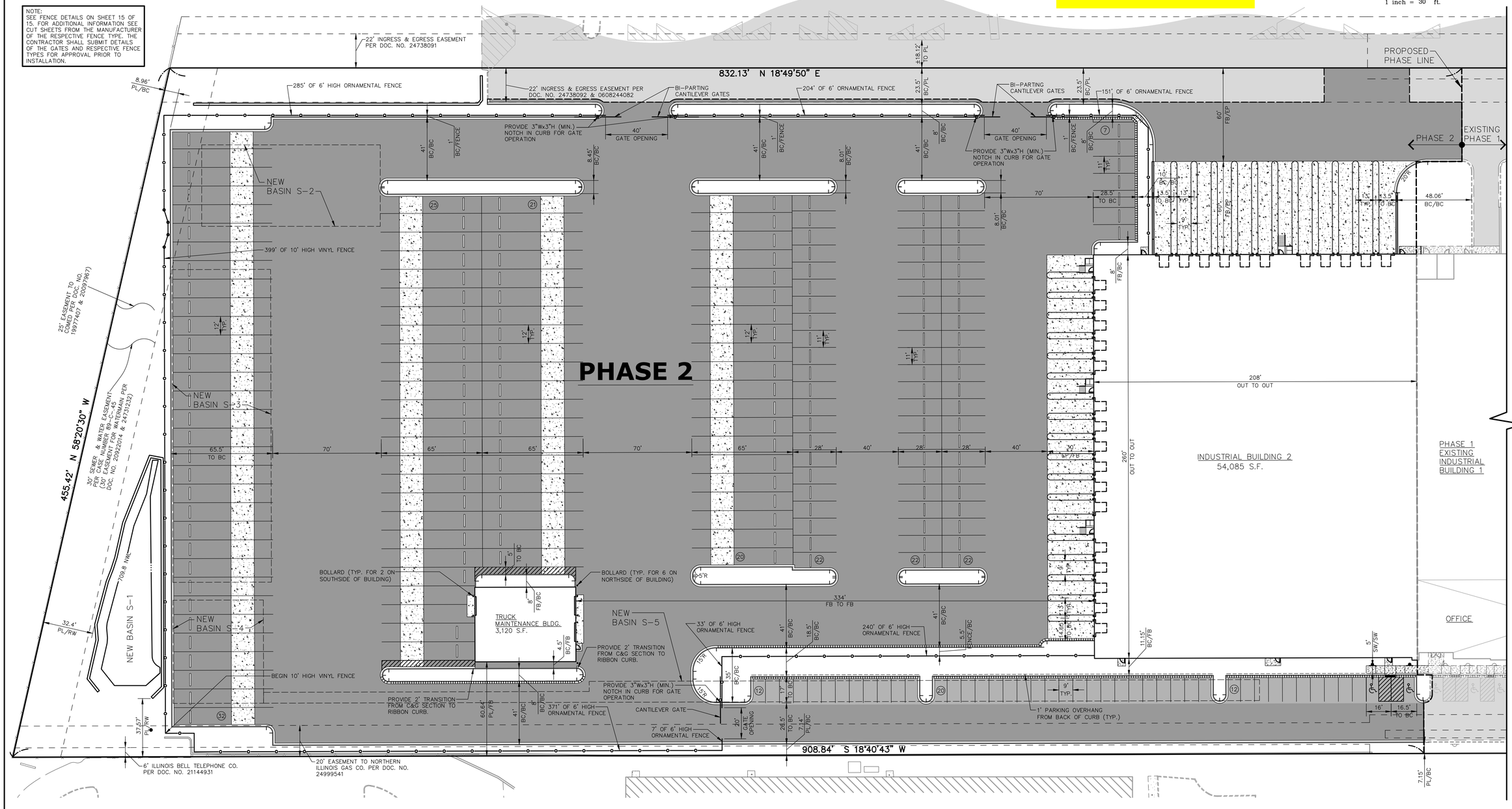


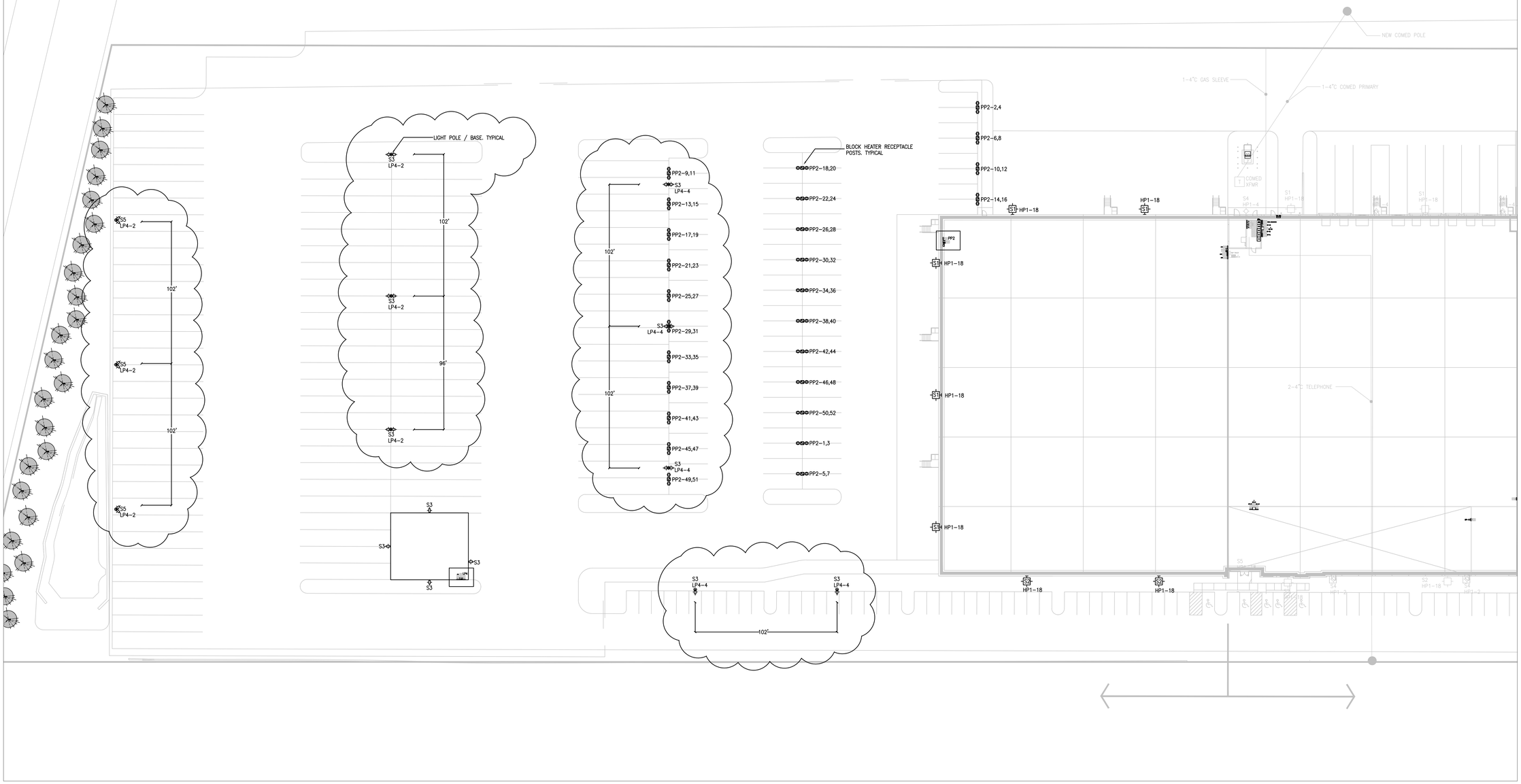
Exhibit A

NOTE:
SEE FENCE DETAILS ON SHEET 15 OF 15. FOR ADDITIONAL INFORMATION SEE CUT SHEETS FROM THE MANUFACTURER OF THE RESPECTIVE FENCE TYPE. THE CONTRACTOR SHALL SUBMIT DETAILS OF THE GATES AND RESPECTIVE FENCE TYPES FOR APPROVAL PRIOR TO INSTALLATION.



DRAWN BY	DATE	REVISIONS
TLM		

Exhibit B



SITE LIGHTING PLAN

SCALE: 1"=30'

NOTES:

4. ALL LIGHT FIXTURES TO BE FLAT BOTTOM, SHARP CUT-OFF.
5. SITE LIGHTING TO BE PHOTOCELL ON / TIMECLOCK OFF.
6. ALL WALL MOUNTED LIGHT FIXTURES TO BE MOUNTED 28' AFG.
7. WALL MOUNT FIXTURES TO BE CENTER IN PRECAST PANELS. COORDINATE FINAL LOCATION AND HEIGHT WITH ARCHITECTURAL DRAWINGS.
8. COORDINATE LIGHT POLE LOCATIONS WITH CIVIL.
9. POLE BASES TO BE 4' ABOVE GRADE.
10. ALL SITE LIGHTING TO BE 277V AND FED FROM MAINTENANCE BUILDING PANEL LP4.
11. SEE DETAIL FOR BLOCK HEATER RECEPTACLE POSTS. VERIFY FINAL LOCATIONS.

DRAWING NOTES

MHC

CHRISTOPHER J. LIKA
062-054524
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
11/20/21

REV.	DATE	PURPOSE	BY
2	02-04-21	ROUND 3 COMMENTS	MT
1	01-04-21	ISSUED FOR PERMIT	MT

REVISIONS

PROJECT INFORMATION:

FRITO LAY

703 WEST ALGONQUIN ROAD
UNIT 103
ARLINGTON HEIGHTS, IL 60005

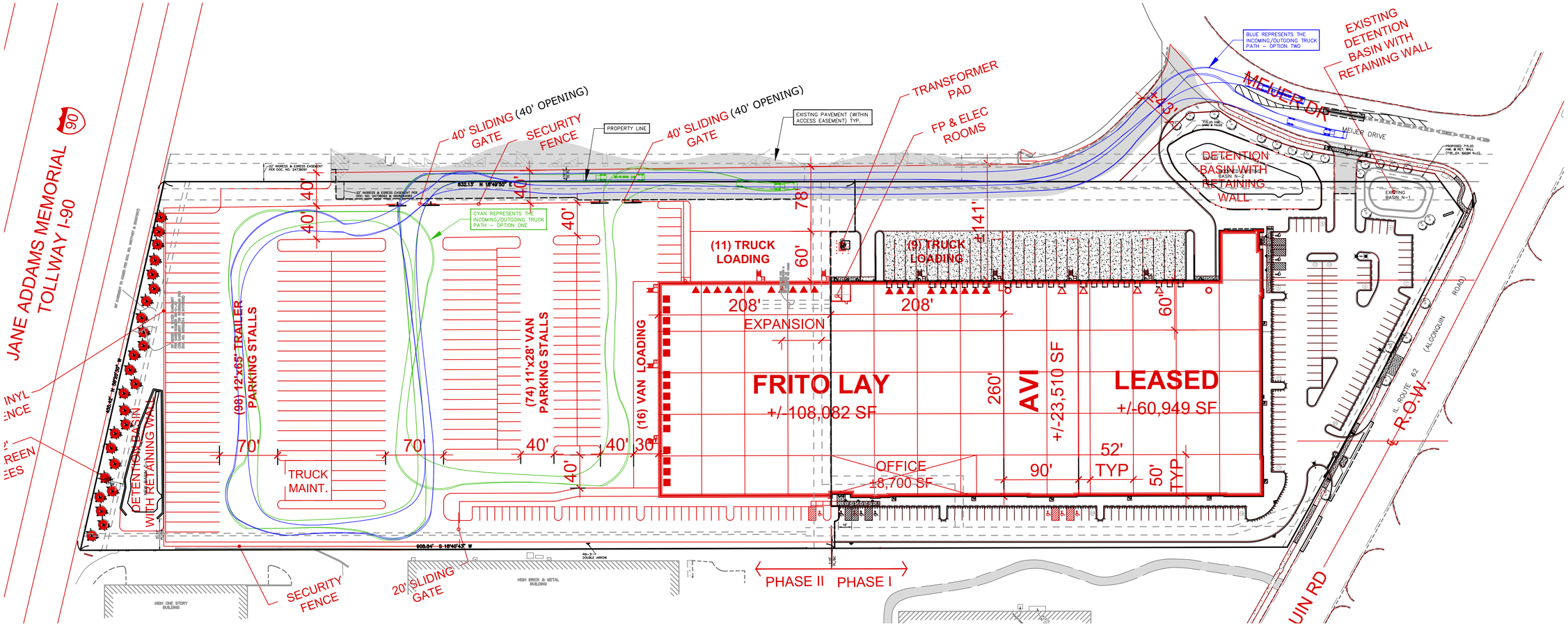
DRAWING DESCRIPTION:

SITE LIGHTING PLAN

Hinsdale Electric Co.
A DIVISION OF TRI-COUNTY ELECTRIC
1143 N. MAIN STREET
LOMBARD, IL 60148
PH: 630-629-8050 FAX: 630.629.8089

SCALE: NA	JOB #: --
DATE: 10-21-2020	HEC DRAWING #:
DRAFTER: MT	SE-100
ENGINEER: --	

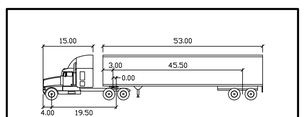
Exhibit C



GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
1 inch = 60 ft.



WB-67	Feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		

KEY

ENTERING/LEAVING – TRUCK PATH (CYAN) (WB-67 DESIGN VEHICLE) – OPTION ONE

ENTERING/LEAVING – TRUCK PATH (BLUE) (WB-67 DESIGN VEHICLE) – OPTION TWO

October 13, 2020 2:38:17 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2-FRITO LAY\300_ENGINEERING\310_CADD\PRELIM\564_EXHIBIT_FRITOLAY.DWG

DRAWN BY | REVISIONS | DATE

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HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
FRITO-LAY - TRUCK ACCESS EXHIBIT

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

PROJECT NO. 56412720
DATE 10/13/20
SCALE 1"=60'
PROJ. MGR: PDL
PROJ. ASSOC.: RWG
DRAWN BY TLM

SHEET
1 OF 1

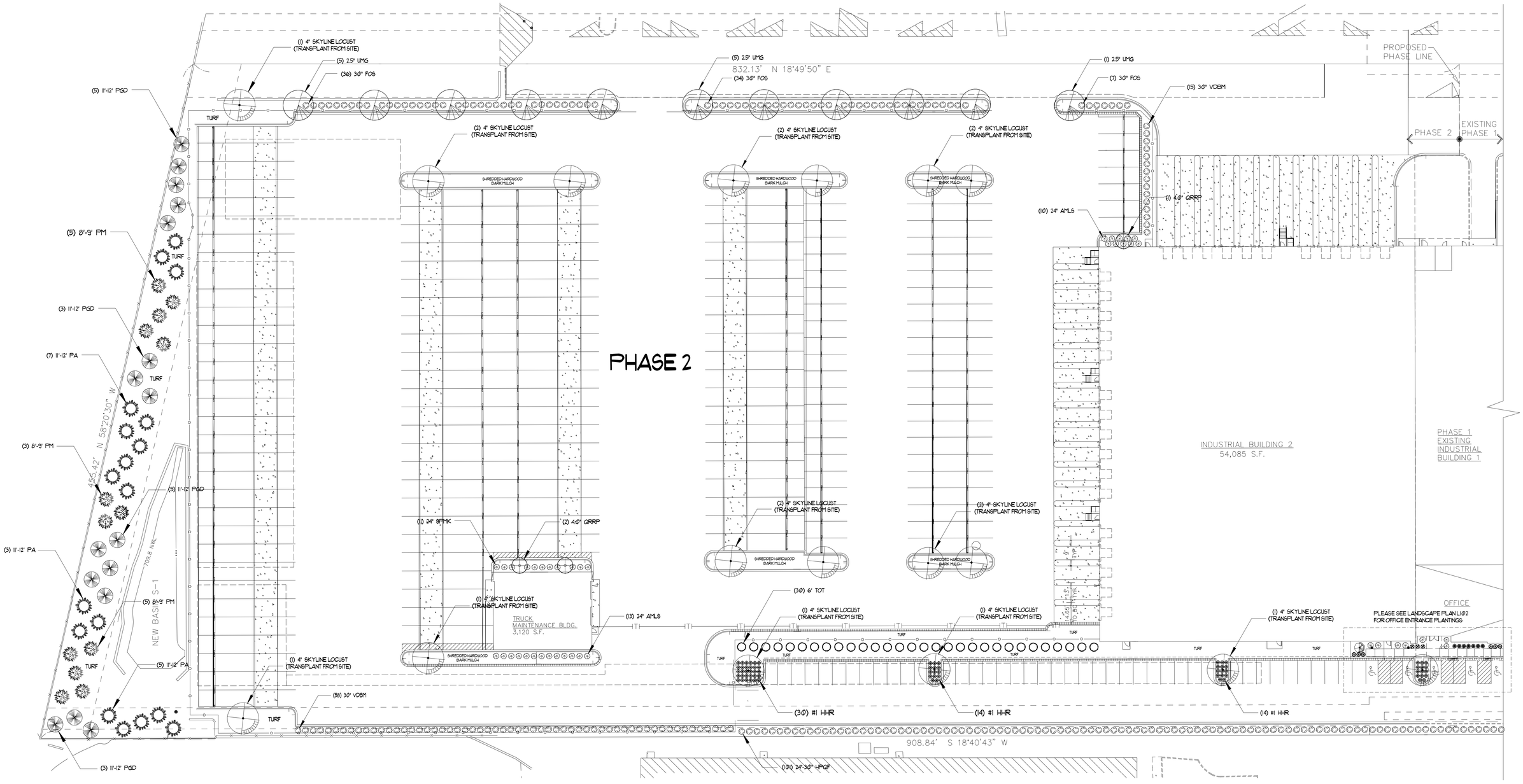


Exhibit D

PLANT LIST

Qty.	*Common Name*	*Botanical Name*	*Size*	*Remarks*	*Key*
3	Regal Prince English Oak	Quercus robur 'Regal Prince'	4.0"	B&B	QRRP #
11	Triumph Elm	Ulmus 'Morton Glossy'	2.5"	B&B	UMG
1	Autumn Brilliance Serviceberry	Amelanchier grandiflora	6'	B&B	AGAB
18	Norway Spruce	Picea abies	11'-12'	B&B	PA
16	Black Hills Spruce	Picea glauca 'Densata'	11'-12'	B&B	PGD
13	Douglas Fir	Pseudotsuga menziesii	8'-9	B&B	PM
30	Techny Arborvitae	Thuja occidentalis 'Techny'	6'	B&B	TOT
23	Low Scape Mound Chokeberry	Aronia melanocarpa 'Low Scape Mound'	24"	Cont.	AMLS
3	Green Gem Boxwood	Buxus 'Green Gem'	24"	Cont.	BGG
77	Sunrise Forsythia	Forsythia ovata 'Sunrise'	30"	Cont.	FOS
5	Incrediball Hydrangea	Hydrangea arborescens 'Abetwo'	24"	Cont.	HAA
3	Green Sargent Juniper	Juniperus chinensis 'Green Sargent'	24"	Cont.	JCGS
11	Miss Kim Lilac	Syringa patula 'Miss Kim'	24"	Cont.	SPMK
174	Blue Muffin Viburnum	Viburnum dentatum 'Blue Muffin'	30"	Cont.	VDBM
86	Happy Returns Daylily	Hemerocallis 'Happy Returns'	#1	Pots	HHR

High Branched

0 15 30 60 90

SCALE: 1"=30'

REVISIONS:
12.20.20 (VILLAGE REVIEW)
01.12.21 (VILLAGE REVIEW)
02.09.21 (VILLAGE REVIEW)

DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

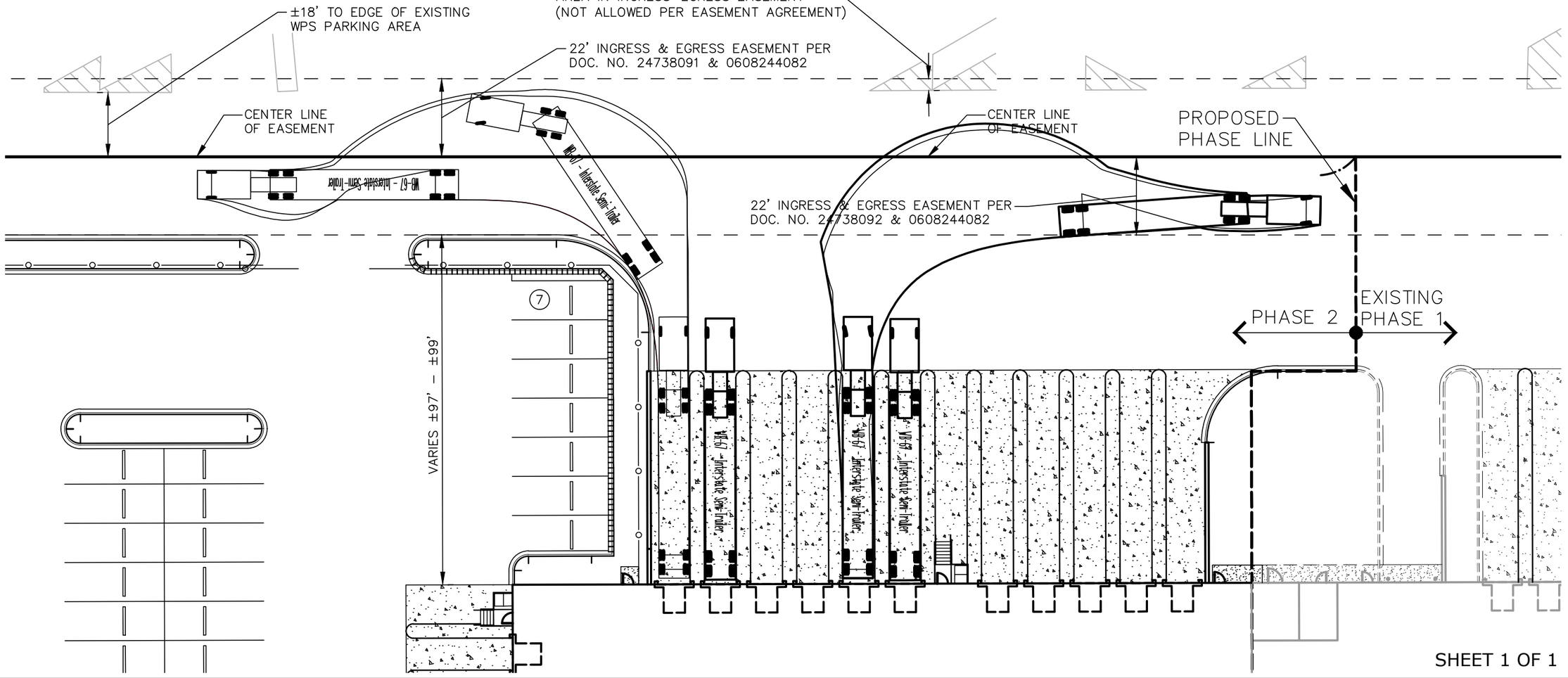
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SCALE: 1"=30'
DRAWN: CJD

LI01

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Exhibit E

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



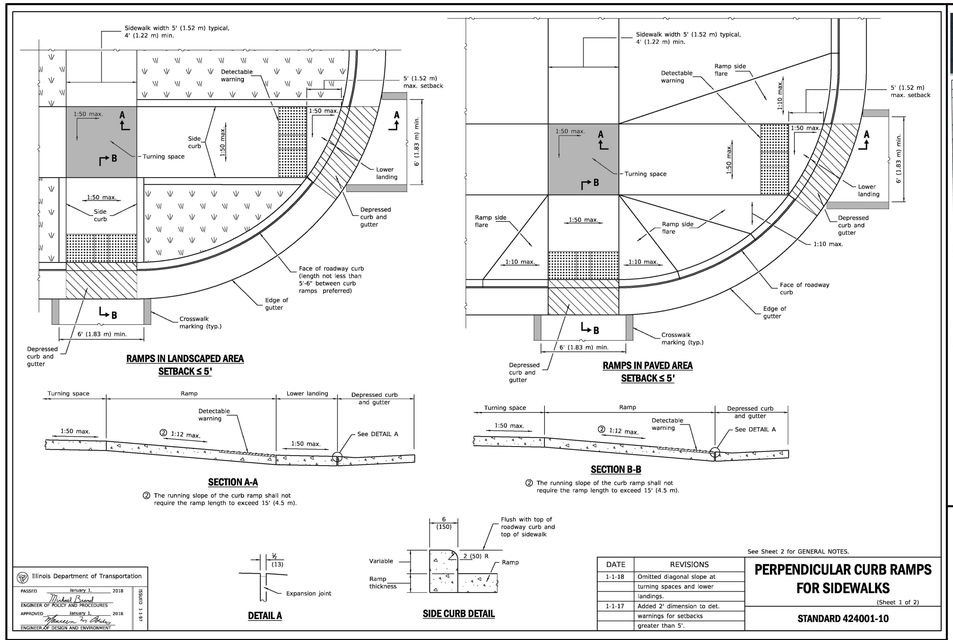
SHEET 1 OF 1

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PROJECT NO. 56412720
DATE 02/05/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
TRUCK ROUTING EXHIBIT

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



Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF ROCKS AND PROCESSORS Richard Pound
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT Thomas J. Ruby

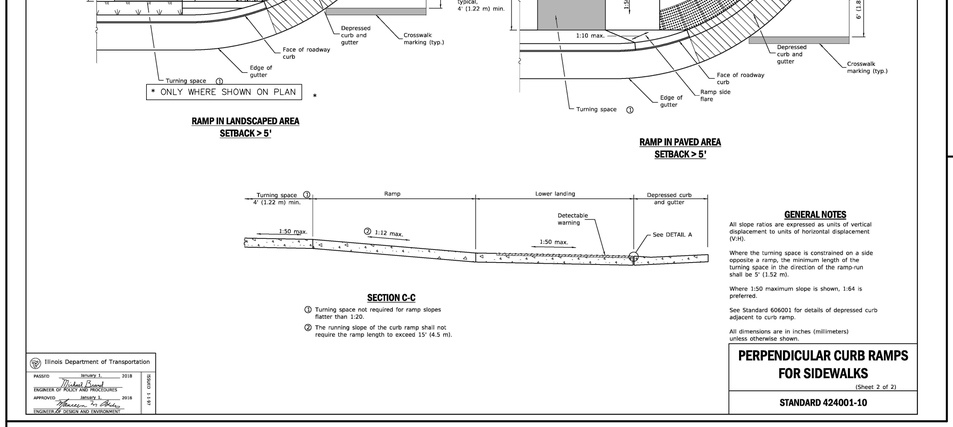
DATE	REVISIONS
1-1-18	Omitted diagonal slope at turning spaces and lower landings.
1-1-17	Added 2' dimension to det. warnings for setbacks greater than 5'.

See Sheet 2 for GENERAL NOTES.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

STANDARD 424001-10



GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF ROCKS AND PROCESSORS Richard Pound
APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT Thomas J. Ruby

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-10

ELITE FENCE PRODUCTS, INC.

	Residential	Avalanche Series™	Commercial	Industrial/Heavy Ind.
Post	2" x 2" x .060 Wall 2" x 3" x .060 Wall 2" x 4" x .125 Wall	2" x 2" x .060 Wall 2" x 3" x .060 Wall 2" x 4" x .125 Wall	2" x 2" x .060 Wall 2" x 3" x .060 Wall 2" x 4" x .125 Wall	2" x 2" x .125 Wall 2" x 3" x .125 or .250 Wall 2" x 4" x .125 or .250 Wall
Horizontal Rails	1-1/2" x 1-1/2" x .075 or .100 Wall 1-1/4" x 1-1/4" x .060 Wall	2-1/2" x 2-1/2" x .075 or .100 Wall 1-1/4" x 1-1/4" Commercial 1-5/8" x 1-5/8" for Commercial	2-1/2" x 2-1/2" x .075 or .100 Wall 1-1/4" x 1-1/4"	2" x 3" x .125 or .250 Wall 2" x 4" x .125 or .250 Wall
Enclosed Bottom	N/A	N/A	N/A	Heavy Industrial Only
Side Walls	.060	.060	.060	.100
Top Walls	.060	.060	.060	.250
Pickets	3/4" x 3/4" x .050 Wall or 3/4" x 1-1/4" x .050 Wall or 3/4" x 1" x .050 Wall	3/4" x 3/4" x .050 Wall or 3/4" x 1-1/4" x .050 Wall or 3/4" x 1" x .050 Wall for Commercial	3/4" x 3/4" x .050 Wall or 3/4" x 1" x .050 Wall	1" x 1" x .060 Wall
Picket Spacing	3-13/16" or 1-5/8"	3-13/16" or 1-5/8" for Residential 3-13/16" or 1-5/8" for Commercial	3-5/8" or 1-5/8"	3-5/8" or 3-13/16"
Heights	3, 3 1/2, 4, 4 1/2, 5, & 6 Feet	3, 3 1/2, 4, 4 1/2, 5, & 6 Feet	3, 3 1/2, 4, 4 1/2, 5, & 6 Feet	3, 3 1/2, 4, 4 1/2, 5, 6, 7, 8 & 10 Feet
Panel Length	8'	8' for Residential 6' or 7' 6" for Commercial	8' or 6' 3"	8' or 6' 3"

Panels come fully assembled in above Heights & Lengths. Custom Heights available please call for details.
Screws: #10 Stainless Steel corrosion resistant. Color matched to fence. Powder coated, then painted to match the color of the fence.
Colors Available: Black, Quaker Bronze, White, Walnut Brown, Beige, Sandstone & Hartford Green. Custom colors available upon request.
Not available in Walnut Brown, Beige, Sandstone or Hartford Green

Residential | Avalanche Series™ No Exposed Screws (Patent Pending) | Commercial | Industrial | Heavy Industrial No Exposed Screws

EFS-10 EFS-15 EFP-20 EFP-25 EFS-50 EFS-55 LifeGuard

ZipTrack™ Aluminum Cantilever Gates

ZipTrack™ Single Track | ZipTrack™ Dual Track | ZipTrack™ Box Frame

	Single Gate Opening	Double Drive Opening
ZipTrack™ Single Track	4'-36"	8'-60"
ZipTrack™ Dual Track	31'-60" *	62'-80" *
ZipTrack™ Box Frame	41'-60" *	82'-120" *

	Heights	Colors
ZipTrack™ Ornamental Gates	3' High-10' High	Black, White, Quaker Bronze, Hartford Green, Walnut Brown, Beige, Sandstone *
ZipTrack™ Frame Only	4' High-12' High	Mill Finish, Black, Charlotte Brown, Chainlink Green *
ZipTrack™ Frame Only Plus Barb	6'+1' High-12'+1' High	Mill Finish, Black, Charlotte Brown, Chainlink Green *

*Custom Colors available and quoted per request

**Some assembly may be required

The use of safety post is strongly recommended for single track gates.

ZipTrack™ Components & Hardware

ZipTrack™ Upper Track | ZipTrack™ Dual Track

ZipTrack™ Lower Track | ZipTrack™ Z4 Truck Assembly | ZipTrack™ Z8 Truck Assembly

ZipTrack™ Operated & Manual Receiver

Manufactured by:
Elite Fence Products, Inc.
50923 Richard W Blvd.
Chesterfield Twp., MI 48051
Phone (586) 468-4446
Toll-Free 1-800-783-1331
Fax (586) 468-4884
www.elitefence.com
ELITE FENCE PRODUCTS, INC.

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American Architectural Manufacturers Association Standards

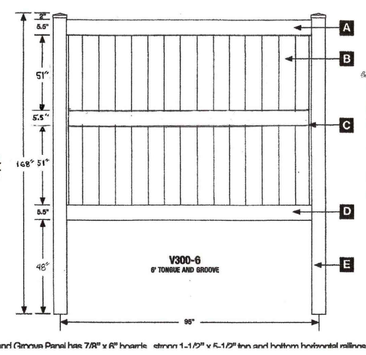
	Test Parameter	AAMA 2603 (Competition)	AAMA 2604 (Elite Fence Products)
Pretreatment Requirements	Metal Preparation and Pretreatment	Multi-Stage Cleaning and Pretreatment	Multi-Stage Cleaning and Pretreatment
	Pretreatment Type	Chemical Conversion Coating	Chrome or Non-Chrome Chemical Conversion Coating
	Pretreatment Coating Weight	None Specified	Chrome: @ 30 mg/ft² Minimum; Non-Chrome: Per Supplier's Specs.
Paint Film Requirements	Dry Film Thickness	0.8 Mils Min.	1.2 Mils (for Multi-Coat), 1.0 mil Topcoat Min. & 0.3 +/- 0.1 mil Primer)
	Sealant Compatibility	Meets AAMA 800	Meets AAMA 800
	Specular Gloss	+/- Units of Specification (High = 80+, Medium = 20-79, Low 19-)	+/- 5 Units of Specification (High = 80+, Medium = 20-79, Low 19-)
	Dry Film Hardness	H Minimum	F Minimum
Adhesion Requirements	Dry Adhesion	0% Failure (No Loss)	0% Failure (No Loss)
	Wet Adhesion	0% Failure (No Loss)	0% Failure (No Loss)
	Boiling Water Adhesion	None Specified	0% Failure (No Loss)
	Impact Resistance	No Removal of Film from Substrate	No Removal of Film from Substrate
	Abrasion Resistance	None Specified	Abrasion Coefficient value = or 20 min.
Chemical Resistance Requirements	Muriatic Acid Resistance	15 Minute Exposure, No Blistering or Visual Change for AAMA 2603, 2604, 2605	
	Mortar Resistance	24 Hour Exposure, No Loss of Film Adhesion or Visual Change for AAMA 2603, 2604, 2605	
	Nitric Acid Resistance	None Specified	No Blistering, Cracking, 5 Delta E (Hunter) Maximum Color Change.
	Detergent Resistance	72 Hour Exposure, No Loss of Film Adhesion, No Blistering or No Significant Visual Change for AAMA 2603, 2604, 2605	
	Window Cleaner Resistance	None Specified	24 Hour Exposure, No Blistering or Visual Change
Corrosion Resistance Requirements	Humidity Resistance	1500 Hours, No More Than "Few" Blisters Size 8, Figure # 4 (ASTM D 714)	3000 Hours: No More Than "Few" Blisters Size 8, Figure # 4 (ASTM D 714)
	Salt Spray Resistance	1500 Hours of Salt Solution; Minimum Rating of 7 on Scribe or Cut Edges, Minimum Blister Rating of 8 in the Field (ASTM D 1654)	3000 Hours of Salt Solution; Minimum Rating of 7 on Scribe or Cut Edges, Minimum Blister Rating of 8 in the Field (ASTM D 1654)
Weathering Requirements	Accelerated Exposure	1000 Hours In Atlas Type "FR" Weatherometer; No Adherent Loss, Slight Chalking or Color Change	None Specified
	Outdoor Exposure	Year South Florida No Adhesion Loss, Slight Chalking or Failing	5 Years South Florida: 5 Delta E (Hunter) Maximum Color Change, Chalking ≥ 8 (ASTM D 4214); Gloss Retention ≥ 30% Braxco Resistance < 10% Film Loss

6' ORNAMENTAL FENCE DETAILS

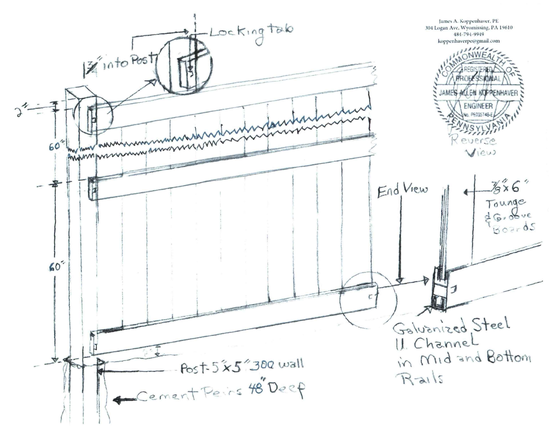
PRIVACY

"V"-MATCHED TONGUE & GROOVE PANEL

MIX-N-MATCH COLORS FOR A CUSTOM DESIGN!



*Matched Tongue and Groove Panel has 7/8" x 6" boards, strong 1-1/2" x 5-1/2" top and bottom horizontal rillions, a metal reinforcement



10' VINYL FENCE DETAILS

Exhibit F

FENCE NOTES/SPECIFICATIONS:

1. THE 6' ORNAMENTAL FENCE IS TO BE AN ELITE FENCE PRODUCTS, INC COMMERCIAL ALUMINUM FENCE SYSTEM, DESIGN TYPE EFF-20, POWDER COATED IN ACCORDANCE WITH AAMA 2604, OR AN APPROVED EQUAL FENCE SYSTEM. GATES SHALL BE A ZIP-TRACK SINGLE TRACK ALUMINUM CANTILIVER SLIDE GATE. GATE FILLER MATERIAL SHALL MATCH THE 6' ORNAMENTAL ALUMINUM FENCE.
2. THE 10' VINYL FENCE SHALL BE A 'V'-NOTCHED TONGUE & GROVE PANEL, AS NOTED ON DETAILS (OR AN APPROVED EQUAL), COLOR TO BE BEIGE, GRAY, OR CLAY.
3. THE CONTRACTOR SHALL SUBMIT TO THE OWNER/OWNER'S REPRESENTATIVE DETAILED INFORMATION AND SHOP DRAWINGS OF THE PRODUCT CHOSEN FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION

DRAWN BY: TLM

	DATE	REVISIONS
1	02/09/21	VILLAGE ROUND THREE COMMENTS & MISC.

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HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS - PHASE 2 (FRITO-LAY)

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

PROJECT NO. 56412720
DATE 01/15/21
SCALE NONE
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
15 OF 15

Exhibit G



PROJECT DATA:

SITE AREA:		
GROSS:		15.41 AC
		671,453 SF
DETENTION:	@ 3%	22,964 SF
NET:		14.89 AC
		648,489 SF
BUILDING AREA:		
EXISTING BUILDING (PH 1)		138,650 SF
PROPOSED EXPANSION (PH 2)		54,080 SF
TOTAL FOOTPRINT:		192,730 SF

TENANT DATA:

EXISTING VACANT AREA:	53,506 SF
PROPOSED EXPANSION:	54,080 SF
TOTAL TENANT AREA:	107,586 SF
▲ 48" HIGH TRUCK DOCK DOORS	11
■ 28" HIGH VAN LOADING DOORS	16
○ GRADE-LEVEL DOORS	1
TOTAL AUTO PARKING	190 STALLS
	@1.77/1000 SF
REQ. ACCESSIBLE	*6 STALLS*
12'X65' - TRAILER STALLS	97 STALLS
11'X28' - VAN STALLS	73 STALLS

DEVELOPMENT STANDARDS:

ZONING:	M-2
MAX. F.A.R.:	2.50
BUILDING SETBACKS:	
FRONT:	15 FT
SIDE:	10 FT
REAR:	15 FT
OFF-STREET PARKING:	
WIDTH:	9 FT
LENGTH:	18 FT
VERTICAL:	7 FT
DRIVE AISLE:	24 FT
OVERHANG:	1.5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2 EMP
OFFICE:	1/300 SF

NOTES:
1 OR 10%, WHICHEVER IS LESS

NORTH

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

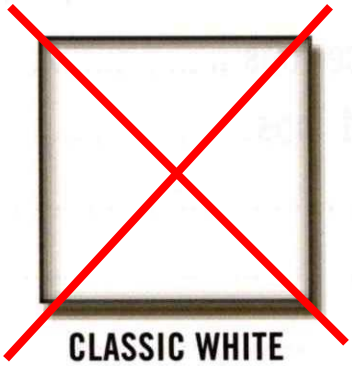
Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

Boundary Source:
GIS MAP & AERIAL IMAGE

COLOR OPTIONS

Classic Series

Looking for something simple and timeless?
Check out your 4 Illusions "Classic" color options. White, Beige, Gray, and Clay.



CLASSIC WHITE



CLASSIC BEIGE



CLASSIC GRAY



CLASSIC CLAY (NEW!)

ALL COLORS SHOWN ARE APPROXIMATE.
SEE PHYSICAL SAMPLE FOR ACTUAL COLOR.

Illusions® Vinyl Fence

Exhibit H



QuickShip V300-6CL
6' Height Tongue and Groove panels with 7/8" x 6" boards, 1-1/2" x 5-1/2" top and bottom horizontal rails, a metal reinforcement channel in the bottom rail, and 7/8" x 1" U-Channel edgings to add a unique and attractive aesthetic. Shown in the color Classic Clay (NEW FOR 2018).

PLAN COMMISSION PROJECT TIMELINE

Project Name: 703-723 W. Algonquin Rd. PUD Amendment
PC Number: 20-016
Location: 703-709 & 713-723 W. Algonquin Road

Requested Action:

1. Amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II PUD plan.
2. Variation to Chapter 28 of the Municipal Code, Section 5.1-16.2(c), to allow parking to be setback 8.9' from the rear property line where code requires a 15' minimum setback.
3. 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 twenty parking spaces, at the end of certain parking rows, and beneath every light pole.
4. 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.
5. 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.
6. Variation to Chapter 28, Section 6.13-3b, to allow a 10' tall fence within a rear yard where code restricts fence heights to 6' in a rear yard.

	Date	# of Business Days
Initial Discussion with Petitioner	09/11/20	-
Petitioner Provides Plans needed for CPRC	10/08/20	19
Conceptual Plan Review Meeting (CPRC)	10/14/20	4
Awaiting Petitioner PC Application	11/12/20	20
PC Application Submittal Date	11/12/20	-
1st Round Department Comments	12/08/20	16
Petitioner's Response – 1st Round	12/21/20	9
2nd Round Department Comments	01/05/21	8
Petitioner's Response – 2nd Round	01/13/21	6
3rd Round Department Comments	02/01/21	12
Petitioner's Response – 3rd Round	02/10/21	7
PC Hearing*	02/24/21	67 days from application date
Village Board	03/15/21	13
Anticipated Village Board Ord. Adoption	04/05/21	15

* Petitioner was originally offered the 1/27/21 Plan Commission date, but due to an error on their public hearing signage, they had to re-schedule for 2/24/21

Village Board
3/15/2021

Item: Closed Session

Department: Village Managers Office

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

-and-

5 ILCS 120/2 (c) (11): litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent