Village of Arlington Heights
Plan Commission
Virtual Meeting
February 24, 2021
7:30 PM

I. CALL TO ORDER

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

To participate in the virtual meeting, please follow these instructions: https://bit.ly/3ppYCX6

Individuals who wish to comment or ask a question on an item on the Agenda may either participate virtually or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the meeting, the email must be received by 3:00 p.m. on February 24, 2021.

II. ROLL CALL

III APPROVAL OF MINUTES

A. Comprehensive Plan Amendment TIF 4 - 1/27/21

B. Annual Review of Comprehensive Plan - 1/27/21

IV. PUBLIC HEARINGS

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

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

V. OTHER BUSINESS

VI. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible

formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.

Plan Commission
2/24/2021

Item: Comprehensive Plan Amendment TIF 4 - 1/27/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Comp Plan Amendment TIF 4 - 1/27/21	Minutes

PLAN
COMMISSION

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

RE: COMPREHENSIVE PLAN AMENDMENT TIF 4 - PC #21-001

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 27th day of January, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

BILL ENRIGHT, Deputy Director of Planning and Community Development

DRAFT

CHAIRPERSON ENNES: This meeting of the Arlington Heights Plan Commission is called to order.

Bruce, you have the flag, would you do the pledge?

COMMISSIONER GREEN: I would be happy to. If you guys would all join in? I know it's tough.

(Pledge of Allegiance recited.)

CHAIRPERSON ENNES: Thank you.

COMMISSIONER GREEN: Good job, guys!

CHAIRPERSON ENNES: Can we get the roll read?

MR. ENRIGHT: Certainly.

CHAIRPERSON ENNES: By Bill.

MR. ENRIGHT: Yes.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. ENRIGHT: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. ENRIGHT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. ENRIGHT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. ENRIGHT: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. ENRIGHT: Commissioner Dawson.

(No response.)

MR. ENRIGHT: Chairman Ennes.

COMMISSIONER GREEN: Unmute, Sue.

CHAIRPERSON ENNES: Here.

COMMISSIONER DAWSON: Right, here. I think I was in the, I didn't come in, I was in like, I was watching you guys do the pledge like as an attendee, like watching, not on the panel. So, I went out and came back in, but you did a wonderful job with the pledge, everybody.

COMMISSIONER GREEN: There we go. That's the right thing to do.

CHAIRPERSON ENNES: Did you kneel?

COMMISSIONER GREEN: I never grab a knee during the pledge, Terry, you know me.

CHAIRPERSON ENNES: Okay, no, no, I meant Sue.

Anyways, so we have the first item of business on our agenda today is the minutes from the last hearing. I do not have the number in front of me. Does anybody have that?

COMMISSIONER GREEN: It's the December 2nd, 2020, Trammell Crow Senior Living.

CHAIRPERSON ENNES: Trammell Crow, yes.
COMMISSIONER GREEN: Yes.
CHAIRPERSON ENNES: Has everybody received and reviewed? Can we have a vote on the approval of that?
COMMISSIONER DROST: I'll make that motion to approve those minutes.
CHAIRPERSON ENNES: Is there a second?
COMMISSIONER JENSEN: I'll second.
CHAIRPERSON ENNES: Thank you, Lynn. All in favor?
(Chorus of ayes.)
COMMISSIONER GREEN: You've got to do a roll call vote, Terry.
CHAIRPERSON ENNES: Right. Anyone opposed?
MR. ENRIGHT: Roll call.
COMMISSIONER GREEN: We have to do a roll call vote on that, Terry.
MR. ENRIGHT: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. ENRIGHT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: Commissioner Warskow.
COMMISSIONER WARSKOW: Was not in attendance.
MR. ENRIGHT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. ENRIGHT: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. ENRIGHT: Chairman Ennes.
CHAIRPERSON ENNES: Yes.

So, we'll move on to the next item of business. I believe that will be handled by the Plan Commission. Village Planning Department.

MR. ENRIGHT: Yes, it's a Village of Arlington Heights petition.
CHAIRPERSON ENNES: Yes.
MR. ENRIGHT: So, I'll make the presentation. I'm Bill Enright, Assistant Director of Planning for the Village of Arlington Heights.

The petition tonight, the public hearing is for an amendment to the Comprehensive Plan for 18 acres within TIF District No. 4 which is located at the northeast quadrant of Arlington Heights Road and Golf Road. The TIF District as a whole is about 37 acres, about 12 or so is public right-of-way. So, this amendment tonight being proposed to the Village's overall Comprehensive Plan affects about 18 acres, and I'll pull that up on the screen in a minute.

What the proposal is, currently these 18 acres are designated as commercial on the Village's Comprehensive Plan, which would call for future development as

either retail stores, restaurants, professional offices, medical office, service type uses, basically your typical shopping centers. Of course, most of this property is International Plaza which is a shopping center.

The amendment that we're proposing is to amend the Village's land use future plan for this area, these 18 acres, from commercial to mixed use. The mixed-use designation is similar to our downtown which allows for a variety of uses dependent upon market conditions. We wanted to be more flexible with how we view this area given the constraints of the commercial market that has been a trend for quite sometime. But also, a couple of years ago, in 2017-early 2018, the Village Board commissioned a study by Ehlers Associates, and they did a highest and best use market study of this TIF District. They advised that the area could not sustain long term the existing shopping center which is about 164,000 square feet, in addition to the additional land that's within the TIF adjacent to the west that could be part of an overall master development if this area is redeveloped.

So, the Village is looking towards, with that study, some of the recommendations were to go with mixed use development. The market study showed a very high demand for senior housing, which is no surprise. We've been seeing that trend for a number of years now. Also, medical office, but also professional offices, and potentially some restaurants, although, you know, this is pre-COVID, but hopefully post-COVID some of those types of uses will come back.

So, the recommendation from Ehlers was to maintain some of the commercial presence along Golf Road and Arlington Heights Road, but allow for, you know, mixed uses like senior housing or market rate apartments, but also, because they saw a demand for that as well, but also for medical offices. So, you could see some medical office, for instance, along the frontages of the roads with senior housing in back. We did have a proposal from Ryan Companies for senior housing in the rear of the International Plaza site with some medical office, professional office, and potentially some restaurants fronting Golf Road to take advantage of the traffic signal.

So, this amendment is, we're kind of in a dual track with amending the Village's Comprehensive Plan which is what the subject matter of this public hearing is, but then also amending the TIF for redevelopment plan which is on a separate concurrent track for the same amendment to the land use plan for the TIF #4. That will be coming to the Redevelopment Commission on February 10th for public hearing. The Redevelopment Commission is basically the same body of the Plan Commission, but you'll convene then. So, you'll see the same thing, but it will be, instead of an amendment to the Comprehensive Plan tonight, on February 10th it will be an amendment to the TIF #4 plan specifically, and the two need to match each other. So, we first have to amend the Village's Comprehensive Plan, and then follow up with the amendment to the TIF #4 redevelopment plan consistent with state law.

So, I'm going to share my screen here just to show the land use map for the area that we're proposing. So, if I can, oh, sorry. Yes, right now my map itself is, for some reason, not popping up on here.

COMMISSIONER WARSKOW: Yes, it gave you an error message. You might have to close down and re-open that document.

MR. ENRIGHT: Yes, so let me try and share that again. Yes, it's still doing the same thing. So, let me see if I can --

COMMISSIONER CHERWIN: It's the same one on the website, right, Bill?

MR. ENRIGHT: Yes, it's available on our website on Novis, and I'm going to try and back out of that to see if I can pull it back up. If I'm able to.

So, again, it comprises mostly about 13 acres is International Plaza and about five acres is adjacent to the West International Plaza. Some of those properties the Village already owns, so we're looking at an amendment to 18 acres of land. Let's see here. It's taking me a while to get through.

CHAIRPERSON ENNES: Bill, who currently owns International Plaza?

MR. ENRIGHT: A Golf, LLC. They're based in Deerfield. They've owned the property since the mid-90's, probably '93 I think. So, they still own it. It is under contract with Ryan Companies. So, we'll see how that progresses.

CHAIRPERSON ENNES: Is that subject to zoning changes and stuff to make it right for them?

MR. ENRIGHT: Yes, that would be subject to coming before the Commission of the Whole.

CHAIRPERSON ENNES: Bill, you're trying to pull up the light blue, it's not a rectangle, the square with the corner from Arlington Heights Road and Golf? So, that's larger than International Plaza, right?

MR. ENRIGHT: Right. Yes, okay, here we go. Everybody can see that now, I suppose?

CHAIRPERSON ENNES: Yes.

MR. ENRIGHT: Okay, so most of this blue area is International Plaza. Now, the Village owns three parcels at the corner that we purchased, and then right here there's three little homes, and then the Village also bought this parcel up here. So, this total blue area is about 18 acres. It's currently shown on the Village's Comprehensive Plan as red, which is commercial. You can see Golf Terrace here, like I said there's three houses here. The Village already owns this parcel up here and then the three corner pieces, and then International Plaza is over in this area.

So, the amendment would give us a lot more flexibility by changing the land use designation to mixed use, and mixed use can allow a variety of uses. It can be commercial which can include offices or service uses or restaurants. It can include moderate density to high density market rate housing. It could also include senior housing. So, there's a variety of uses that could be appropriate for mixed use designation. But whatever gets developed here in the future would require a rezoning and a planned unit development, so that would be a full public process for that.

So, basically, that's what we're proposing, is an amendment to the Village's Comprehensive Plan for this TIF District for this portion. So, at that point, I'd like to open it up to questions.

CHAIRPERSON ENNES: Okay, do any of the Commissioners have questions? Well, Bill, do you show if we have any public visitors on the call?

MR. ENRIGHT: We have a couple of citizens attending.

CHAIRPERSON ENNES: Do we know if any of those citizens have a question or would like to make a remark?

MR. ENRIGHT: Well, since you've opened up the public portion, we do have one hand raised from a Ms. Cayer. So, I will go ahead and allow her to ask her question.

Okay, Ms. Cayer, please feel free to speak.

QUESTIONS FROM AUDIENCE

MS. CAYER: All right, I was looking through the minutes for the --

CHAIRPERSON ENNES: Ms. Cayer? Ms. Cayer? For our court reporter, would you please spell your name?

MS. CAYER: Melissa Cayer, C-a-y-e-r. I was looking for the Joint Review Board meeting minutes from July online and I couldn't find them.

MR. ENRIGHT: They're not completed yet. They will be posted online in advance of the Redevelopment Commission. So, that's not until February 10th, so it will be posted on February 5th.

MS. CAYER: Then is there a community member as a member of the Joint Review Board?

MR. ENRIGHT: Well, this is not the Joint Review Board tonight, this is our Plan Commission. The Joint Review Board meeting was held on January 12th that reviewed this, and yes, there was a public member, Greg Ford.

MS. CAYER: And how is that public member getting on that board? Appointed by the Mayor?

MR. ENRIGHT: Yes, appointed by the Village Board of Trustees.

MS. CAYER: Okay, thank you.

CHAIRPERSON ENNES: Thank you, Ms. Cayer.

Bill, anyone else?

MR. ENRIGHT: No one else has raised their hand.

CHAIRPERSON ENNES: Okay, we'll close the public portion of the hearing, unless somebody else does have a question from the public, and go to any questions from the Commissioners.

COMMISSIONER DROST: I don't have a question, but I was expecting Lynn Jensen to add his comments about creating a more flexible environment for development in Arlington Heights. Meeting the market I think was the speech, and you've shared a Wall Street Journal article about resiliency of boards and municipal organizations to be more responsive to the needs, to the current conditions, as COVID is sort of advancing the future right now.

COMMISSIONER JENSEN: Right, I did send that on to Sam, and he forwarded it on to Bill. Bill wrote a very nice e-mail memo back which he circulated to the Plan Commission indicating that the Staff really has a very flexible view about the requirement for commercial space in some of these developments. In the past, it did seem to me we were a bit rigid in requiring commercial space when I didn't think the trend would support that. But Bill has allayed my concerns, and he circulated that I believe to the whole Plan Commission.

I thought, I liked what you said, it reflected the flexibility that the Staff has. Maybe you've had it all along, it just didn't come through in the reports, but I do appreciate that because I think the commercial environment landscape is going to change even further, and I didn't want us to be requiring some commercial space that would be unused and be a cost to the petitioner.

COMMISSIONER DROST: That is, you know, something that I think many of us on the Plan Commission had really taken as a view, that we need to change with the times

and we've seen this acceleration of change in this COVID period. So, thank you, Bill. Thank you, Lynn.

CHAIRPERSON ENNES: This mixed-use classification will provide that, correct?

MR. ENRIGHT: I believe so, yes.

CHAIRPERSON ENNES: Because any development that comes within that area is going to have to come back to be reviewed, so, you know, whether it's good or, you know, whether we think it will work?

MR. ENRIGHT: True. The property is currently zoned commercial, so any change in zoning or any planned unit development would need to be reviewed by the Plan Commission via the public process and approved by the Village Board.

CHAIRPERSON ENNES: Okay.

COMMISSIONER DROST: I think that's good to get it on the record, you know, as to kind of a philosophy or kind of a sense of this panel.

CHAIRPERSON ENNES: Okay, any other questions about the amendment?

COMMISSIONER SIGALOS: No, I'd just like to weigh in. I agree that we have to change with the times, and to designate this area as all commercial isn't happening, it was not working. So, we have to go to the mixed use which will help develop this parcel of property. So, I'm fully supportive of it.

CHAIRPERSON ENNES: Any other comments? Sue?

COMMISSIONER DAWSON: I agree. I think it's a great use. I like what you're doing to change the use. I think it will make better use of the property.

CHAIRPERSON ENNES: Okay, Bill, we should be having a motion then? Unless there's some other comment or questions?

MR. ENRIGHT: Yes. The Staff report had a suggested recommendation if anybody has that in front of them; otherwise, I can read it out to make a motion.

COMMISSIONER GREEN: I would like to make that motion; I have it in front of me.

A motion to recommend that the Comprehensive Plan Land Use Map for approximately 18 acres within TIF District No. 4 be amended from "Commercial" to "Mixed Use" as shown in Exhibit A of the Staff memo.

COMMISSIONER CHERWIN: I second.

CHAIRPERSON ENNES: Okay, we have a second. We should have a roll call vote.

MR. ENRIGHT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. ENRIGHT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. ENRIGHT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. ENRIGHT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. ENRIGHT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. ENRIGHT: Chairman Ennes.
CHAIRPERSON ENNES: Yes. So, we have unanimous approval.
MR. ENRIGHT: Yes.
CHAIRPERSON ENNES: That's very good. I should, I need to make a comment that I should have made at the beginning of the meeting during our COVID times. That is that I find that public health concerns related to the Corona virus pandemic render in-person attendance at the regular meeting location not feasible, and therefore, we are having this online Zoom meeting. Sorry, I missed that.

Can we have a motion to adjourn the meeting?
COMMISSIONER JENSEN: So moved.
COMMISSIONER CHERWIN: Second.
CHAIRPERSON ENNES: Roll call.
MR. ENRIGHT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. ENRIGHT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. ENRIGHT: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. ENRIGHT: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. ENRIGHT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. ENRIGHT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: And Chairman Ennes.
CHAIRPERSON ENNES: Yes.

So, thank you all for meeting tonight, and Bill for the presentation.

(Whereupon, the above-mentioned meeting was adjourned at 8:01 p.m.)

DRAFT

Plan Commission
2/24/2021

Item: Annual Review of Comprehensive Plan - 1/27/21

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Annual Review of Comprehensive Plan - 1/27/21	Minutes

PLAN
COMMISSION

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

RE: ANNUAL REVIEW OF COMPREHENSIVE PLAN

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 27th day of January, 2021 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

BILL ENRIGHT, Deputy Director of Planning and Community Development

DRAFT

CHAIRPERSON ENNES: So, our next item of business is the, I believe approval of the Comprehensive Plan review.

MR. ENRIGHT: Yes. This is not a public hearing, but rather an annual review of the Comprehensive Plan as required by code. We typically do it in the end of December, but since our second meeting in December was canceled because we didn't have any other projects and it was also close to the holiday season, we are holding it in January.

Basically, it's an opportunity for the Plan Commission to make any suggestions of areas that you want us to look at with respect to the Comprehensive Plan. Obviously, tonight is an area that we're looking at this year. We're really reporting on 2020 with this discussion right now, and reporting to the Village Board that, you know, there's no additional recommendations at this point on amendments to the Comprehensive Plan.

We did, of course, meaning the Village, in mid year of 2020 adopted a TIF District on the South Arlington Heights Road Corridor which was an implementation of the previous approval that the Plan Commission was involved very much so of the South Arlington Heights Road Corridor Plan. One of the suggestions of that corridor plan was not only an amendment to the Comprehensive Plan for mixed use land uses throughout that corridor but also a TIF District to help fund public and private improvements. So, that was an accomplishment in the middle of 2020.

Moving forward, you know, I think we're at a point where we're at the stage of trying to implement these long-range plans, whether it's the Hickory-Kensington Corridor or the South Arlington Heights Road Corridor or the TIF #4 District. We're also working on the redevelopment and re-tenanting of South Point and Town & Country. This kind of gets back to Commissioner Jensen's original comments as well as Commercial Drost's tonight about, you know, commercial space, though our focus more is on re-tenanting commercial spaces.

So, for instance, Town & Country, the Village Board approved an agreement for a grocer there as well as the Raising Cain's outlot which the Plan Commission reviewed. In addition, South Point, they want to move forward with an outlot along Palatine Road, so they have some potential tenants for about a 10,000 square-foot outlot building that they'll be moving forward with to Plan Commission, hopefully in the near future. That did go to Conceptual Plan Review several months ago.

So, you know, that's always a focus of ours is re-tenanting what we have, and then when it makes sense, bringing in new uses. So, as far as the Comprehensive Plan, this coming year, we're really focused on implementation of plans that we have recently adopted as a community.

CHAIRPERSON ENNES: Okay, I have a question that probably should have come up at the Committee meeting that I wasn't able to attend, but if you could give me your thoughts on this, Bill? While we want to remain flexible and encourage development, do we also want to try to limit, let's say the proliferation, I hope I got that right, certain types of businesses within town? Or are we at the will of developers who want to come in and if we have, let's say 10,000 fast food restaurants that want to come in, do we want it to just become a fast food restaurant? I'm not picking on them; I'm just using them as an example.

Do we want to have limits on certain types of businesses from an economic standpoint, whether it's banks, whether it's retirement housing, which are certain types of special use properties that when they're built it's very expensive to change them into

something else if we find we have too many of them?

MR. ENRIGHT: Well, you know, I don't think we ought to be limiting what the market is dictating, and I think that, you know, what I'm hearing from the Plan Commission, and I think the Village Board's perspective as well is that if it's a good business for the community, we want to encourage that. We always want to encourage new businesses because some businesses, you know, either fail or go out of business or they decide to close up after years. I think one of the great things about Arlington Heights is we've been very successful in bringing in a lot of new business, not just our downtown, there's a lot of focus on the downtown of course, but really throughout the town we approve a lot of business licenses everyday. That's very encouraging, businesses that are taking over spaces that already exist in town, and they're a variety of businesses. Some are allowed, some have to go through a waiver process through special use, and I think that's one of the flexible things that Staff encourage which the Plan Commission recommended to the Board several years ago was the special use waiver for restaurants of under 4,500 square feet to facilitate an easier process for businesses like that to come in.

We obviously require market studies when required for certain types of development to make sure that there is a market indeed for that specific type of business. But by and large, generally speaking, it's very difficult as a government agency to deny a variation or a special use request for instance. We have a lot more leverage with land use variations which are not allowed, but special uses, it's very difficult if they meet the criteria to ever really deny. So, I don't think we want to get into a situation where we're, you know, not allowing certain businesses or capping the number of businesses in town because it's somewhat arbitrary to make that type of decision. I don't think, you know, I'm not sure legally we can really have a cap on a certain type of business anyway. I think it would be hard to defend that.

You know, our Zoning Code kind of addresses that concern I think. There are some uses that we just don't allow in the Village or they're land use variations, or they have to go through a little bit of scrutiny with the special use criteria. So, I think we're able to address that, and I think the Plan Commission did a great job when we updated the Village's Zoning Ordinance three or four years ago where we streamlined the ordinance, but we also took a close look at the permitted use table to determine what uses we would want to see in town and which ones we may not. So, I think it's addressed that way, too.

CHAIRPERSON ENNES: Thank you.

COMMISSIONER JENSEN: I think it wasn't that long ago that we were concerned about the loss of retail downtown that were being supplanted with restaurants. You know, obviously that process continued. I think the fact that we have so many restaurants in such a tight area is actually beneficial when we're not in COVID circumstances, it's beneficial to have people who want to go to Metropolis, they want to have restaurants and so forth. So, I don't think you want to try to over and to out-think the market. I think the market does a pretty good job of adjusting for the types of uses that would make sense. So, I would be opposed to trying to cap in any way certain categories.

CHAIRPERSON ENNES: Thanks, Lynn. Okay, so --

MR. ENRIGHT: We would need a motion for this case. There's a recommendation, if someone could make a motion regarding the recommendation for the annual review?

COMMISSIONER DROST: I'll make that motion.

CHAIRPERSON ENNES: Is there a second?
COMMISSIONER JENSEN: Second.
CHAIRPERSON ENNES: Can we have a roll call vote?
MR. ENRIGHT: Well, the motion, if you like I can read it into the record. Commissioner Drost, would you like me to read it into the record?
COMMISSIONER DROST: Yes, I would, yes.
MR. ENRIGHT: **Pursuant to Chapter 6, Section 6-201(e) of the Municipal Code, the Plan Commission has conducted an annual review of the Comprehensive Plan and Official Map for the Village of Arlington Heights and recommends no additional amendments at this time.**

The motion was made by Commissioner Drost. I'll do the roll call. Commissioner Drost.

COMMISSIONER DROST: Aye.
MR. ENRIGHT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. ENRIGHT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. ENRIGHT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. ENRIGHT: Commissioner Dawson.
COMMISSIONER DAWSON: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. ENRIGHT: And Chairman Ennes.
CHAIRPERSON ENNES: Yes.
MR. ENRIGHT: Thank you.
CHAIRPERSON ENNES: So, we have approval of that, and so that will be going to the Village Board?
MR. ENRIGHT: Yes, both items tonight, the Comprehensive Plan amendment and the annual review will go to Village Board March 1st.
CHAIRPERSON ENNES: March 1st, okay. Okay, there's no other items of business on the agenda.

Can we have a motion to adjourn the meeting?

COMMISSIONER JENSEN: So moved.
COMMISSIONER CHERWIN: Second.
CHAIRPERSON ENNES: Roll call.
MR. ENRIGHT: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. ENRIGHT: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. ENRIGHT: Commissioner Dawson.

DRAFT

COMMISSIONER DAWSON: Yes.
MR. ENRIGHT: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. ENRIGHT: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. ENRIGHT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. ENRIGHT: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. ENRIGHT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. ENRIGHT: And Chairman Ennes.
CHAIRPERSON ENNES: Yes.

So, thank you all for meeting tonight, and Bill for the presentation.

(Whereupon, the above-mentioned meeting was adjourned at 8:01 p.m.)

DRAFT

Plan Commission
2/24/2021

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

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.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
CPRC Minutes - 10/14/20	Minutes
Correspondence from Weber Packaging Solutions 2-24-21	Correspondence
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 - Petitioner Response	Exhibits
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

VILLAGE OF ARLINGTON HEIGHTS

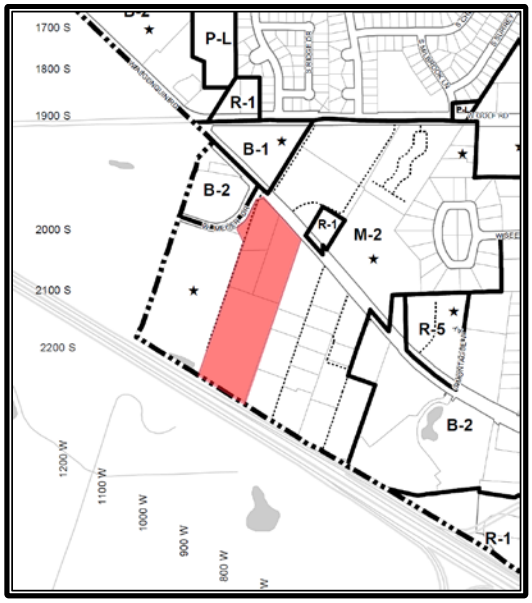
STAFF DEVELOPMENT COMMITTEE REPORT

***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:

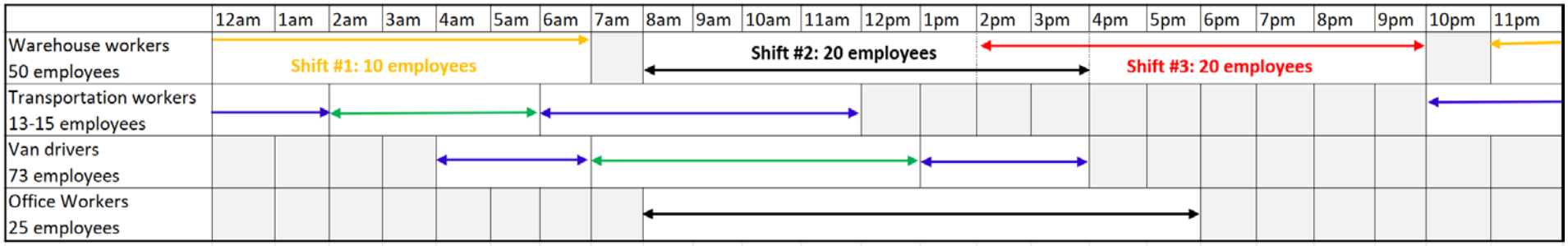
1. Prior to appearing before the Village Board for approval of the PUD amendment, the truck turning exhibits shall be revised to show the landscaped area on the western side of the site and the correct location of the fence/gates, for review and approval by the Village.
2. The 22' wide portion of the 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

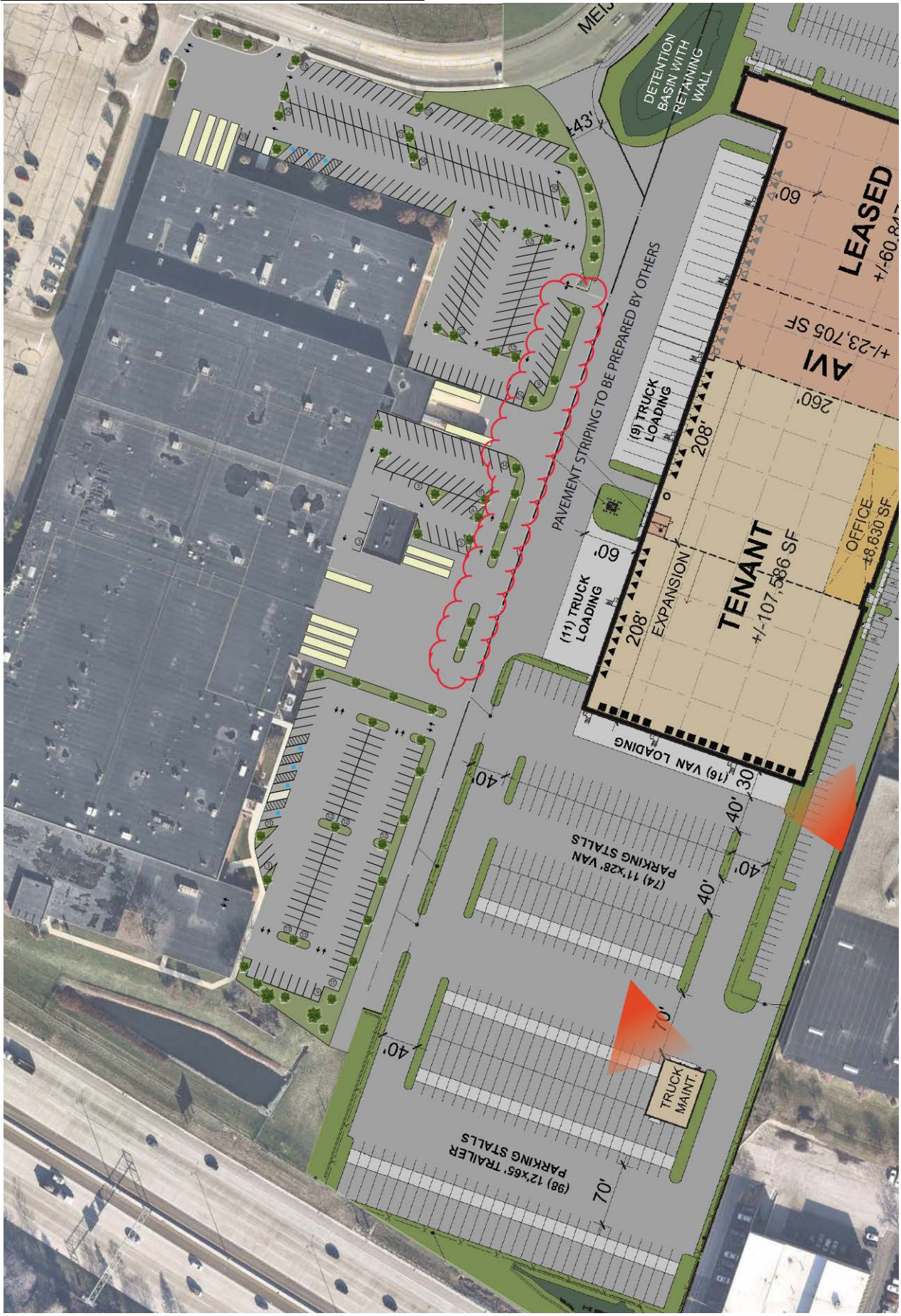


Exhibit 4 – Detailed Parking Calculations

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

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON FEBRUARY 24, 2021, AT 7:30 P.M. to consider Petition No. 20-016, a request to amend PUD Ordinance #18-014 to allow for modifications to the approved Phase 2 development plan on property located at 703-709 and 715-723 West Algonquin Road, in Arlington Heights, IL. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual Plan Commission hearing via Zoom or their phones. Details on how to access and participate in this online virtual hearing will be available at www.vah.com no later than February 19, 2021.

The legal description for the subject property is as follows: LOT 1 IN FINAL PLAT OF HAMILTON PARTNERS-ARLINGTON HEIGHTS SUBDIVISION BEING PART OF THE NORTHWEST ¼ OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINICPAL MERICIAN, ACCORDING TO THE PLAT THEROF RECORDED DECEMBER 12, 2018 AS DOCUMENT NUMBER 1834506008, IN COOK COUNTY, ILLINOIS.

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

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- 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.
- 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.
- 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.
- 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.
- Any additional variations as determined necessary by the Plan Commission to allow for said modifications.

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

Terrence Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald February 9, 2021 (4558378)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomery, Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlake, Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hollow, St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

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

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 2/9/21 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Authorized Agent

Control # 4558378

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
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Northwest Tlwy
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REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL VIRTUALLY ON: October 14, 2020

Project Title: 703-709 W Algonquin Rd. PUD Amendment

Address: 703-709 and 713-723 W. Algonquin Rd.
Arlington Heights, IL 60005

Petitioner: Mike Wauterlek
Hamilton Partners

Address: 300 Park Blvd Suite 201
Itasca, IL 60143-2636

Requested Action:

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

Variations Required:

1. None identified at this time.

Attendees: Mike Wauterlek, Hamilton Partners
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

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 138,500 square foot building on the northern portion of the site, and Phase II was for an addition to the Phase I building that would bring the total size to 331,000 square feet. Phase I was completed in 2019 and currently has two tenants (AVI Systems and Taiki). There is one remaining vacant space within the Phase I building totaling approximately 54,000 square feet.

The petitioner has interest from a potential tenant looking for approximately 108,000 square feet of floor area for a warehousing/distribution use, as well as exterior storage space for parking of up to 74 vans and 98 semi-tractor trucks and trailers. To achieve the 108,000 square feet necessary for this tenant, the business would occupy the existing 54,000 square foot vacant space within the Phase I building, then would need a 54,000 square foot "Phase II" addition to create a total tenant space of 108,000 square feet. If approved, this would represent the final phase of development for the PUD, resulting in an approximately 192,500 square foot building.

The prospective tenant estimates providing 100 full time jobs (50 warehouse/distribution and 50 office related) and would include at least 6,000 square feet of office space. The facility would operate 24-hours a day.

Meeting Discussion:

Mr. Wauterlek thanked the Conceptual Plan Review Committee for the opportunity to appear for discussion. He explained that the Phase I building shell was completed last spring and they had landed two tenants, leaving an approximately 50,000 square foot vacant space within the building. They have identified a tenant for that space, who hopes to occupy the building by early 2021. They would also like to expand that space by an additional 50,000 square feet, which would be constructed and completed during fall of 2021. The western side of this overall 100,000 tenant space would have truck docking and loading doors, and the south side of the building would have docking and loading doors for vans. The south side of the site would be used for the tenants' truck and van storage area, which would also include an accessory building for vehicle maintenance and repairs.

Mr. Hubbard stated that in early 2018, the approximately 15.4 acre property was approved for a two phased PUD to allow a warehouse and distribution facility. The first phase involved an approximately 138,500 square foot building, and the second phase was to be an addition to that building, which would bring the final development size to approximately 331,000 square feet. The Phase I building was completed in 2019 and currently has two tenants. The vacant space within the building is about 54,000 square feet, and there is an interested tenant who needs around 108,000 square feet of space. To accommodate for this tenant, the petitioner has proposed the building addition mentioned this evening.

The proposed building addition represents a departure from the previously approved Phase II building addition as it is smaller and involves van and truck/trailer storage at the southern end of the site. This type of vehicle storage was not contemplated in the original approval, and a PUD amendment is required. The proposed distribution use is permitted within the M-2 district.

Mr. Hubbard shared the approved Phase II plans and the proposed modifications, and outlined the changes between the two. The approved Phase II building addition was larger with less parking and storage areas and the proposed modifications involved a smaller building addition but larger parking field at the south of the site. A proposed vehicle maintenance building would be located on the south of the site, and staff wanted to see additional details on how this building would be used. Vehicle service and maintenance activities are required to occur within a completely enclosed building, per the M-2 District regulations. He stated that during the original PUD approval, there had been a lot of discussion on the shared access drive located between the subject property and the Weber facility abutting the site to the west. Staff wanted to make sure that the proposed modifications to the PUD did not create an adverse impact to this drive aisle. Preliminary indications showed that during peak times there would be less overall truck traffic with the proposed PUD amendment in comparison to the projected truck traffic associated with the original PUD approval, although there would be more non-truck traffic. A detailed traffic and parking study will be required.

It is expected that the proposed architecture will be compatible with the original Design Commission approval, however, elevations will be required to verify. In sum, staff believed that the most important item with regards to this application will be the traffic and impacts to the shared access drive. All improvements would need to be located outside of the shared access drive, and truck staging and turning will not be allowed to have an adverse impact on the access drive. The petitioner and staff will need to work on appropriate screening for the southern truck storage area.

Commissioner Sigalos asked about vehicle maintenance and repairs.

Mr. Wauterlek replied that he did not know the specifics of the repair activities that would occur, but stated that they intention was for all activities to occur inside of the maintenance building.

Commissioner Sigalos asked is the proposed vehicles would be smaller than the vehicles originally intended for the full Phase II buildout.

Mr. Wauterlek responded that there would be less truck traffic in the current proposal than anticipated in the existing approval. The reduction in heavy truck traffic will be one of the biggest benefits of this project, which will result in less heavy trucks on the roads and damage to community infrastructure. There will still be heavy trucks involved in the use of the site, but the majority of traffic will be vans and cars.

Commissioner Sigalos said he thought this would be a great use and encouraged the petitioner to move forward with a Plan Commission application.

Commissioner Green stated that he had liked this project when originally approved, and the proposed modification, which showed a smaller building, was an improvement. He recalled the discussion on the shared access easement, and with less building and less anticipated heavy truck traffic, he thought this would be an improvement. He did not have an issue with truck maintenance, provided it occurred within the building.

Commissioner Green opened the floor for public comment.

Ms. CharIton introduced herself as the Assistant Public Works Director for the City of Rolling Meadows and stated that she's been with the Village of Rolling Meadows for just over a year and had not been involved in the previous approval although she was aware of some of the history. She thought the project looked good as based on the discussion this evening, but wanted the opportunity to review the traffic and parking study when it was complete and available for review. She recommended a meeting between both the Village and The City of Rolling Meadows to discuss the Inter-Governmental Agreement (IGA) with regards to Meijer Drive and its ownership and maintenance moving forward. While the decrease in heavy truck traffic discussed this evening appeared to be an improvement, the City of Rolling Meadows believed that the overall development was more dense and a higher intensity use than contemplated in the 2002 IGA.

RECOMMENDATION

The Conceptual Plan Review Committee expressed support for the project and advised the petitioner to proceed forward with their application.

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

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
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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:

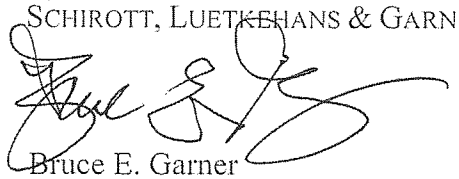
Please be advised that as of today's date the following documents sent to you on December 20, 2018 bearing my client's signature are no longer valid or effective, and any offer(s) on behalf of Arlington Heights 1 LLC connected therewith are hereby withdrawn:

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

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

WINKLER LAW
KNOWLEDGE. EXPERIENCE. COMMITMENT.

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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.

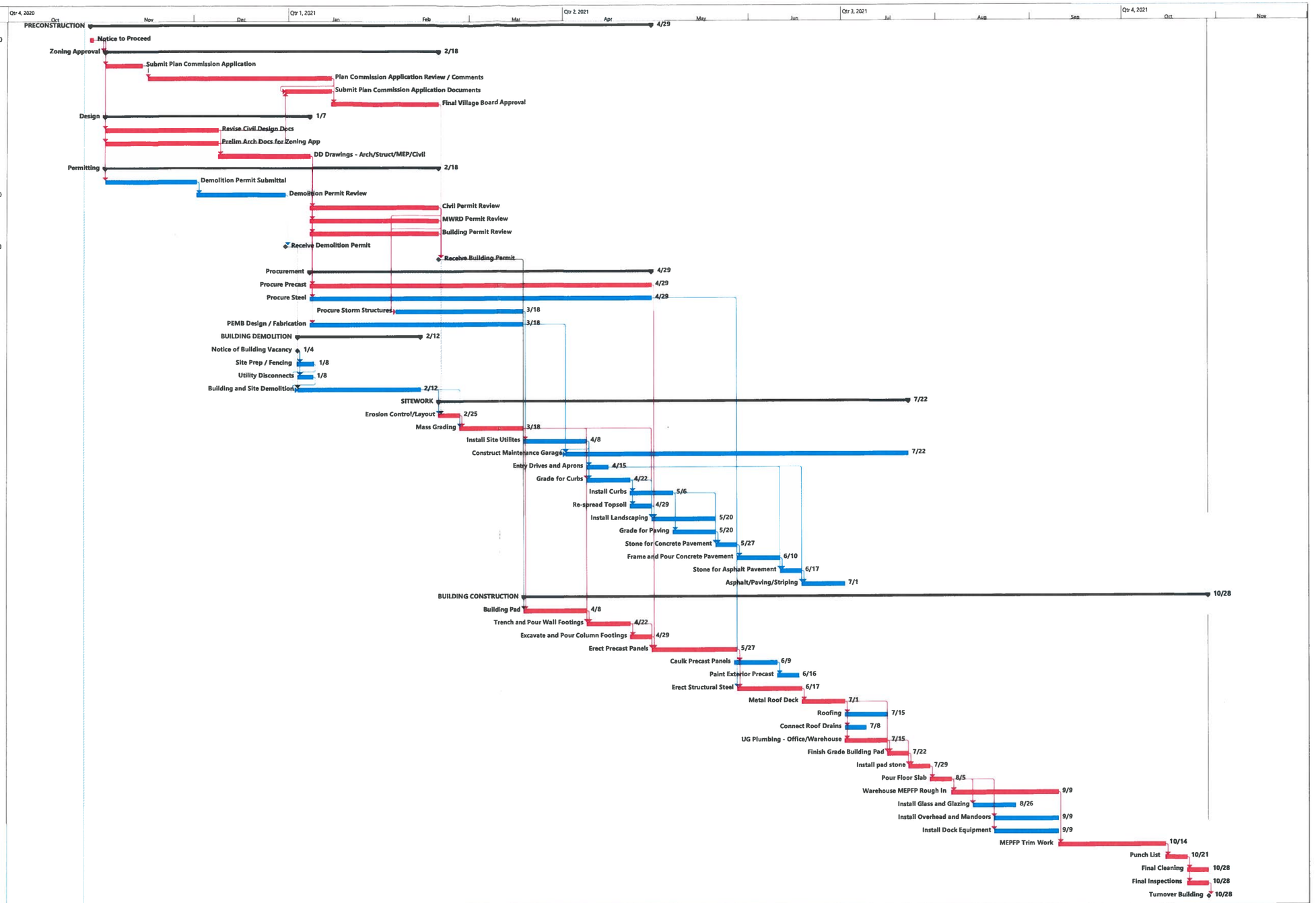
Total Number of Employees: Roughly 162 at MAX capacity, 2021 we will have roughly 123 employees onsite.
In Phase 2, the warehouse team will have 50 employees that work onsite for the entirety of the day. The office staff (25 employees) will work from 8am-5pm. The transportation team, 13 employees, who 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

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Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

Boundary Source:
GIS MAP & AERIAL IMAGE

SOUTHEAST PERSPECTIVE

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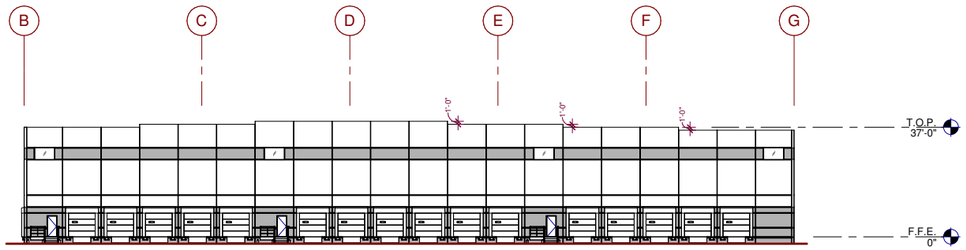
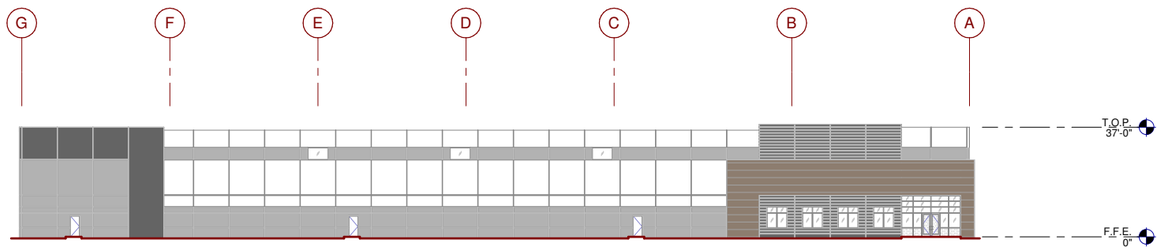
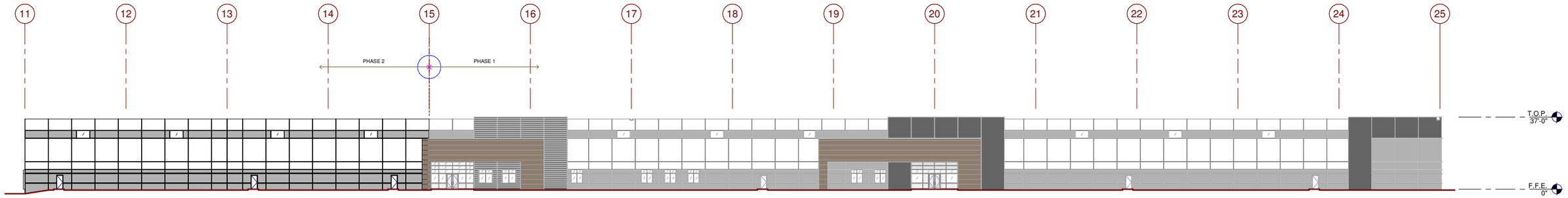


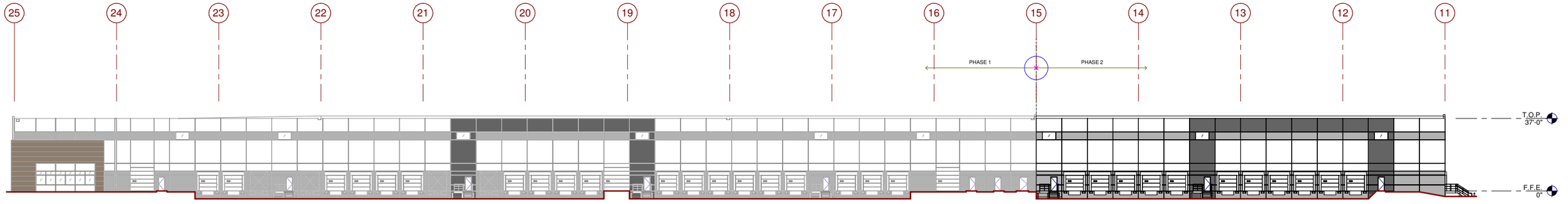
PROPOSED SOUTH EXTERIOR ELEVATION 4
N.T.S.



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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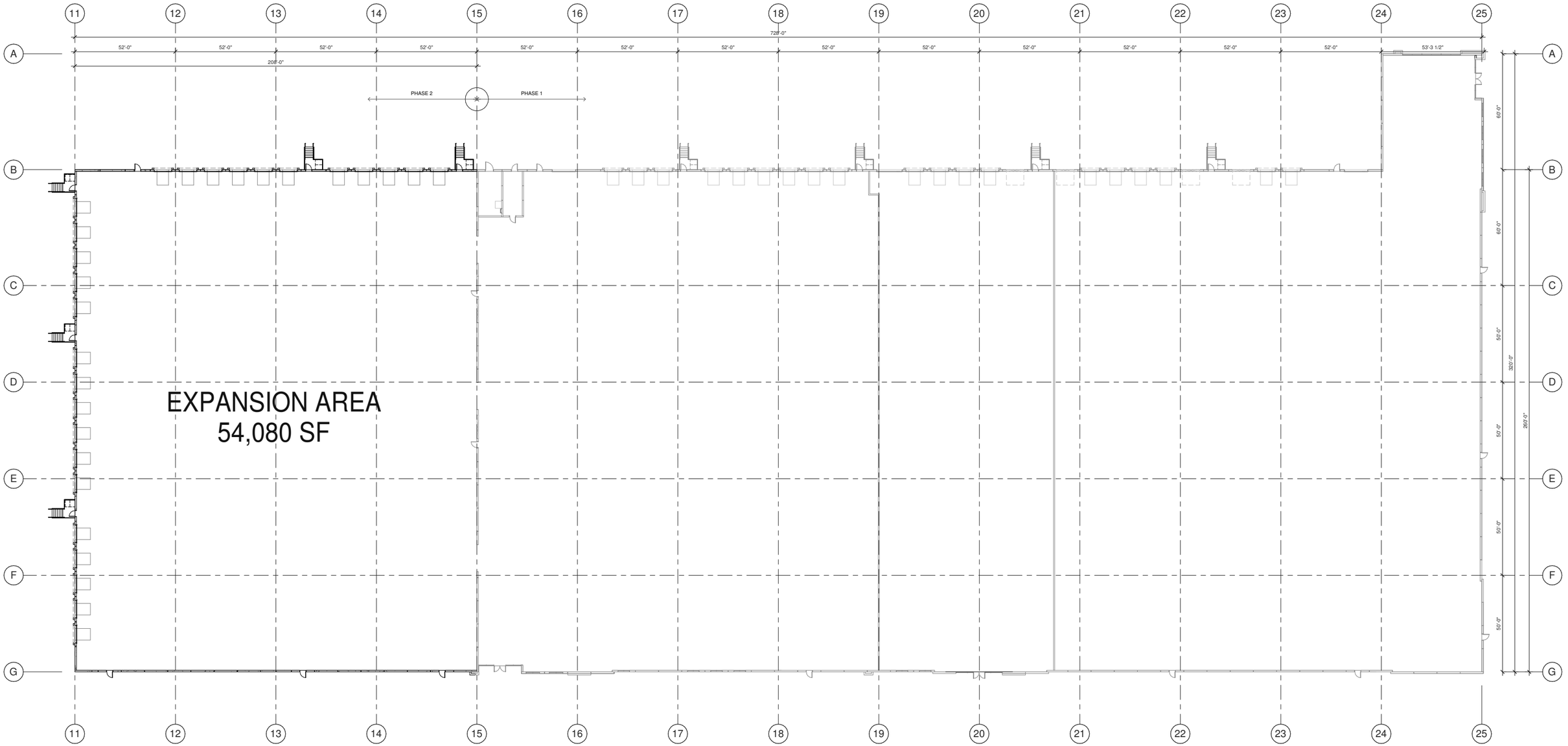

HAMILTON PARTNERS

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CONCEPTUAL FLOOR PLAN

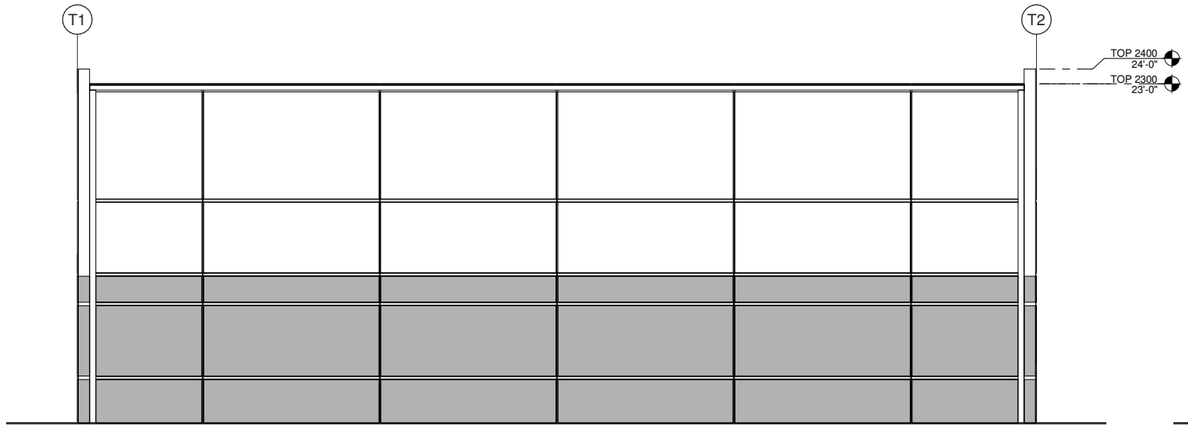
W ALGONQUIN ROAD

ARLINGTON HEIGHTS, IL - CHI20-0114-00

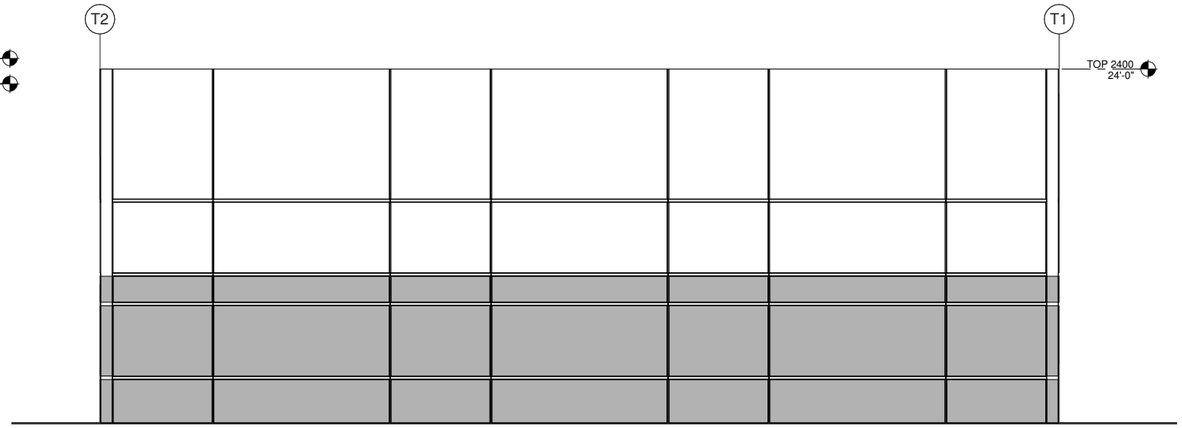
WARE MALCOMB

02.09.2021

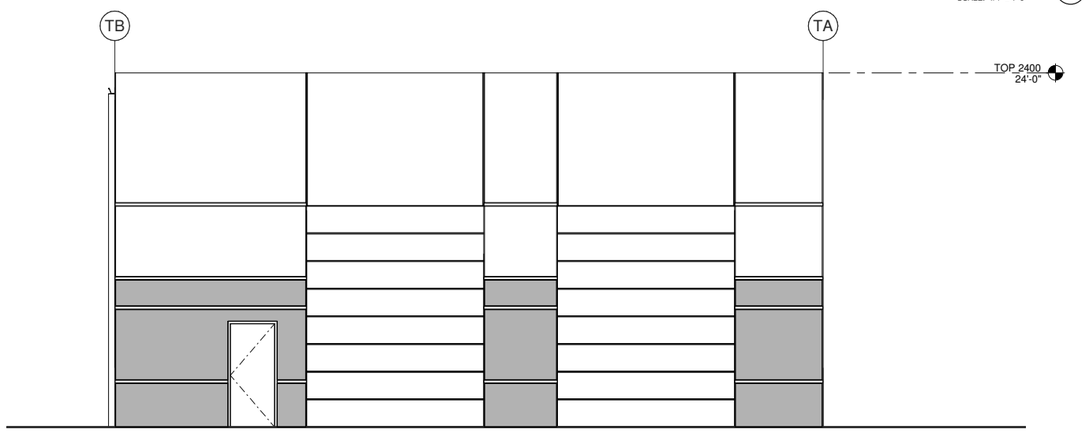
NORTHWEST TRUCK MAINTENANCE PERSPECTIVE



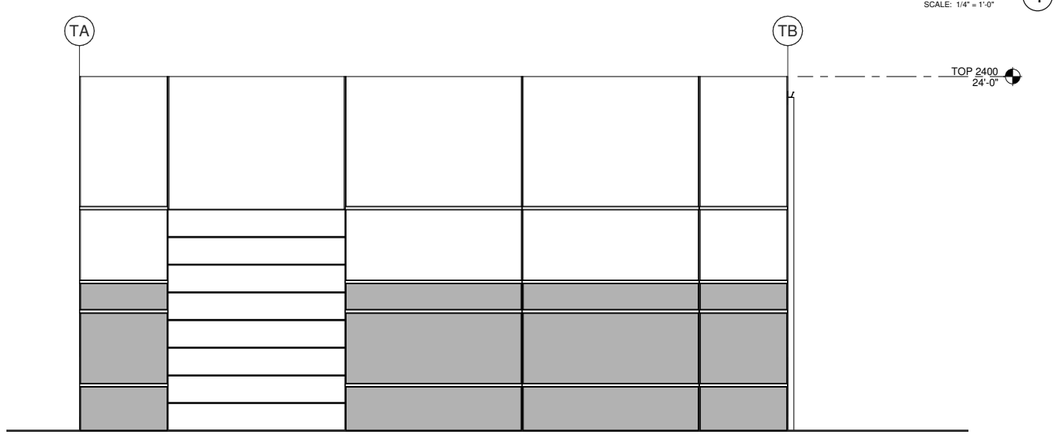
EAST ELEVATION 3
SCALE: 1/4" = 1'-0"



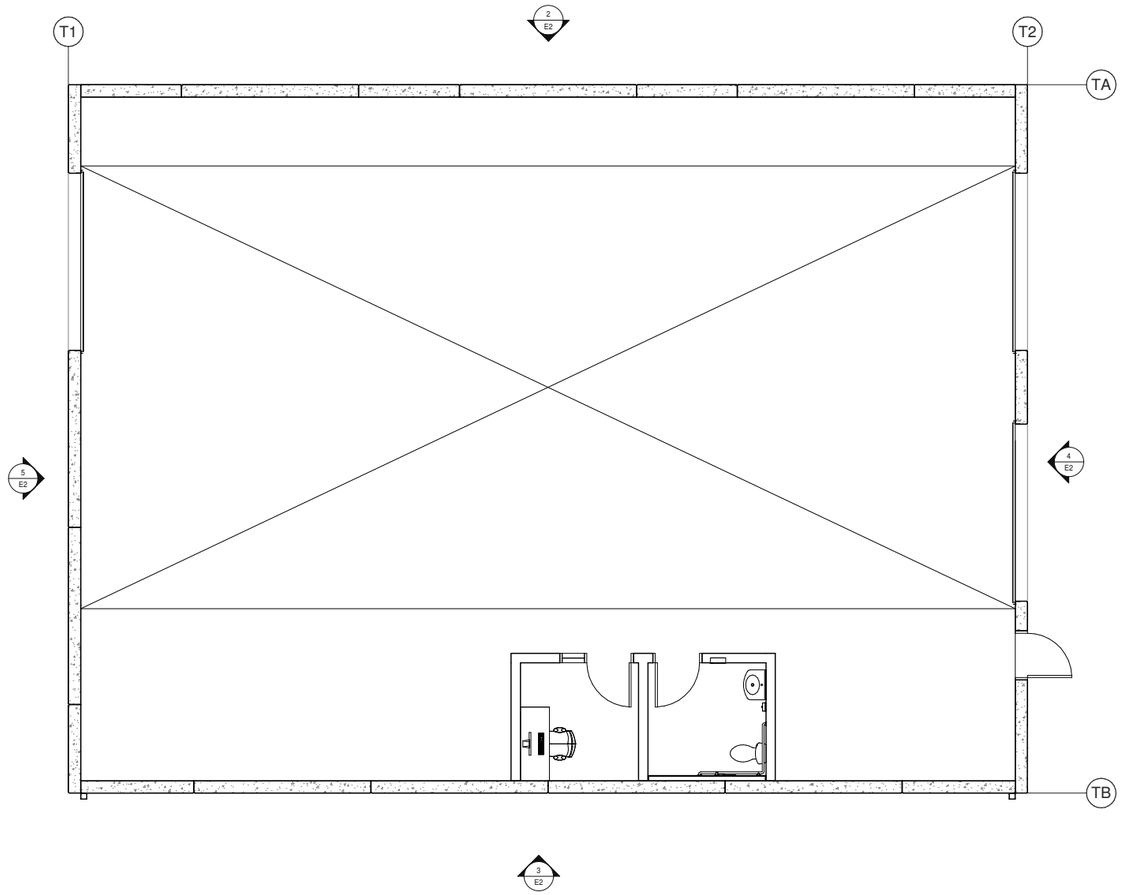
WEST ELEVATION 2
SCALE: 1/4" = 1'-0"



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

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

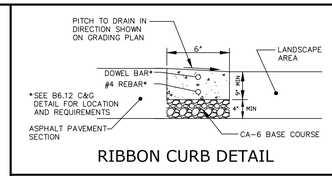
PROPOSED B6.12 CONCRETE CURB AND GUTTER
PROPOSED B6.12 DEPRESSED CURB AND GUTTER
PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
EXISTING CURB AND GUTTER
EXISTING DEPRESSED CURB AND GUTTER

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

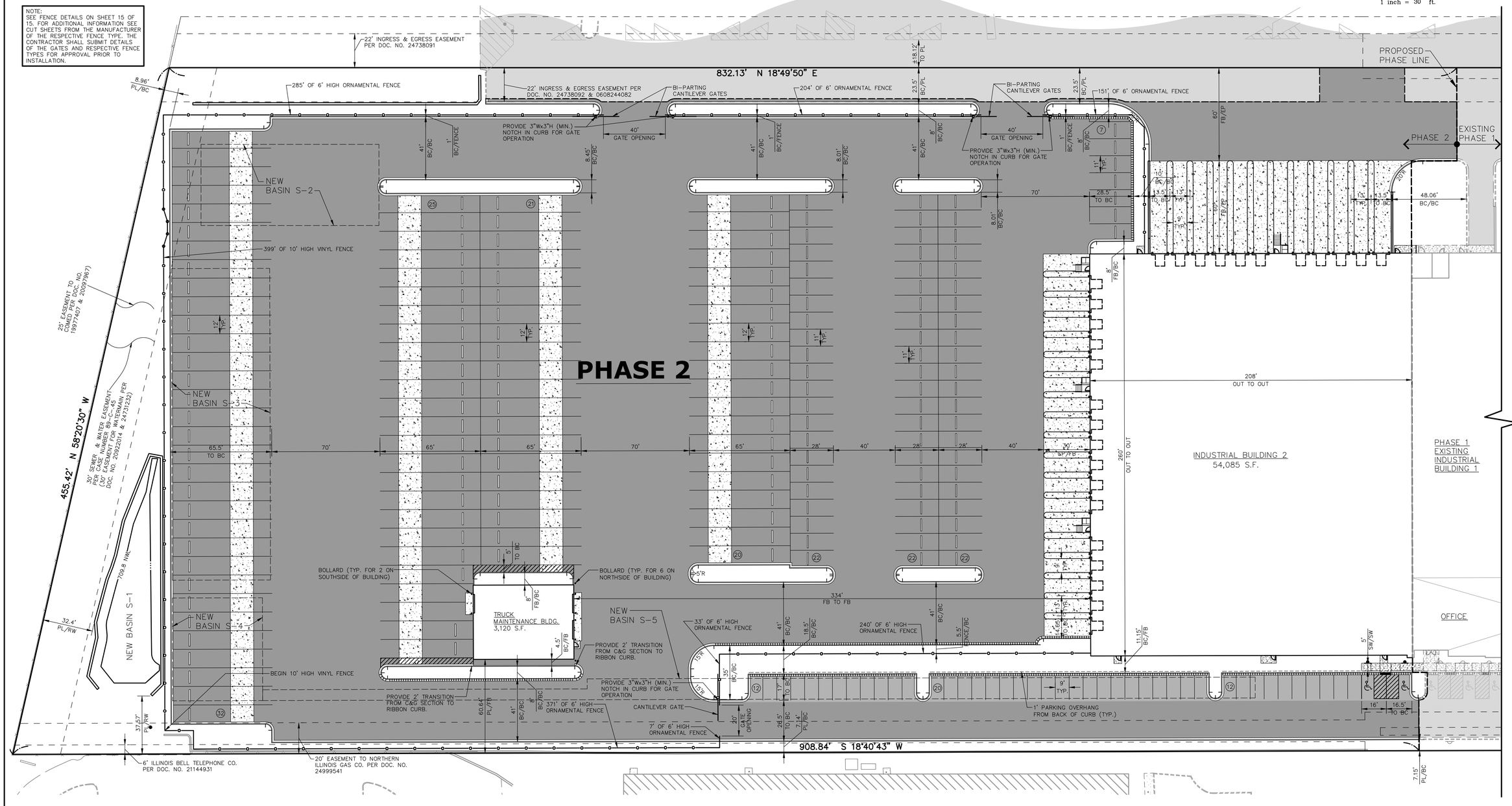
NORTH

GRAPHIC SCALE

30 0 15 30 60

(IN FEET)
1 inch = 30 ft.

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.



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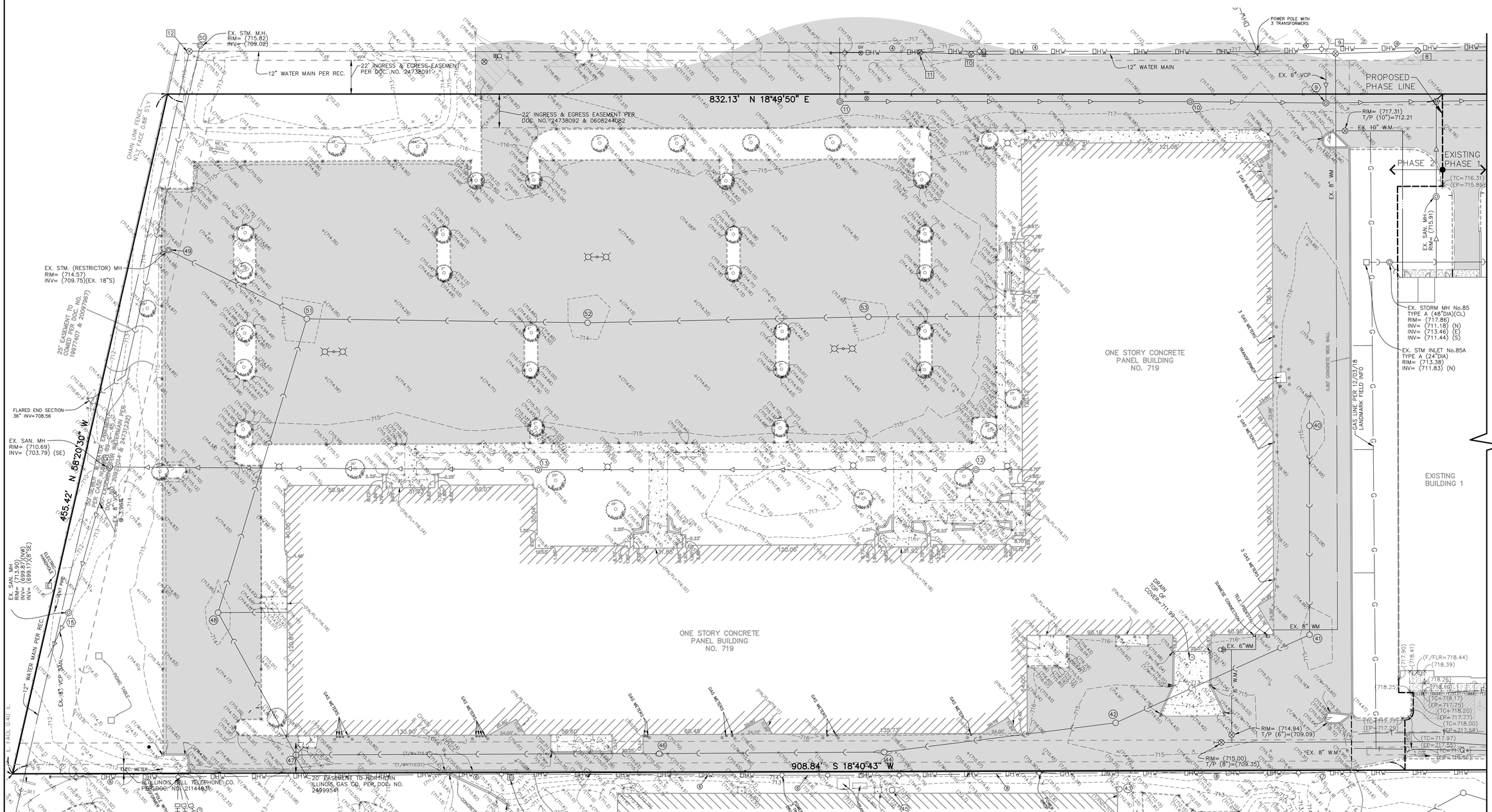
TLM		

EXISTING UTILITY STRUCTURE SCHEDULE		EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)		EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)		EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)		EXISTING UTILITY STRUCTURE SCHEDULE (CONT.)	
WATERMAIN STRUCTURES		**SANITARY SEWER STRUCTURES**		**STORM SEWER STRUCTURES**		**STORM SEWER STRUCTURES**		**STORM SEWER 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 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	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	43 EX CATCH BASIN RIM= 712.21	44 EX CATCH BASIN FULL OF DEBRIS	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
11 EX VALVE VAULT RIM= 717.05 TOP OF PIPE= 709.40	12 EX VALVE VAULT RIM= 715.24 TOP OF PIPE= 707.24	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	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	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	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
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	15 EX SAN. M.H. RIM= 713.90 8" VCP NW INV= 699.87 8" VCP SE INV= 699.17		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	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	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

NORTH

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



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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

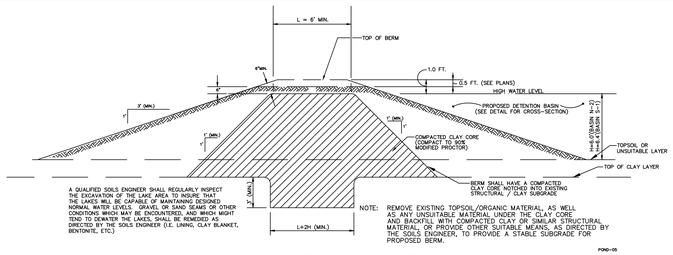
PROJECT NO. 56412720
DATE 01/15/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
2 OF 15

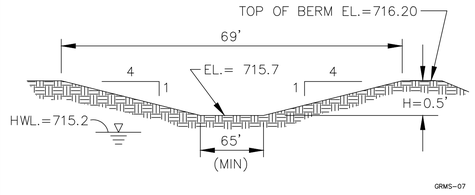
January 19, 2021 1:47:28 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2–FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG

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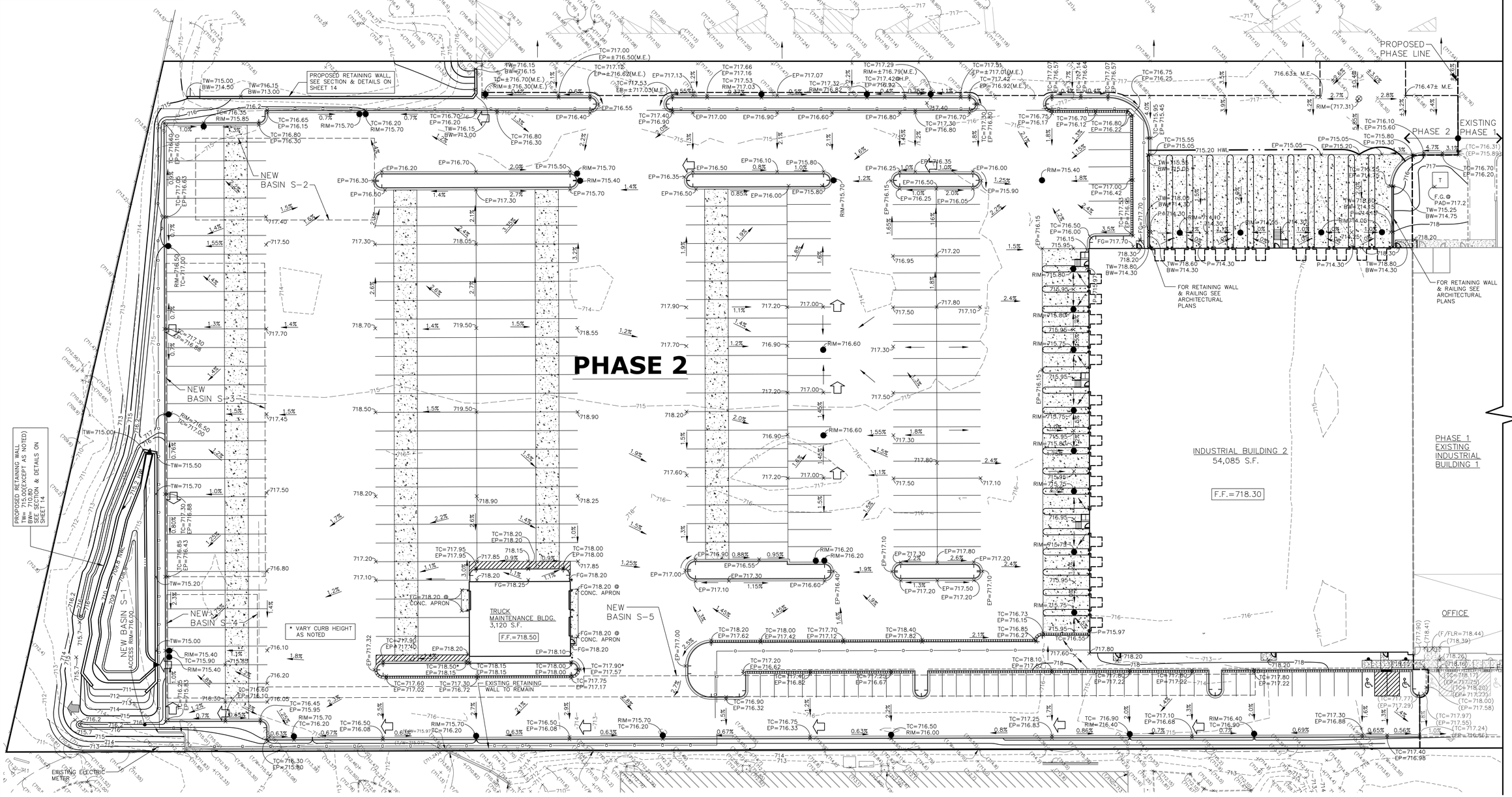
DATE	REVISIONS	DRAWN BY
1 02/09/21	VILLAGE ROUND THREE COMMENTS & MISC.	TLM



PHASE 2

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
GRADING 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
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.

(*) NOTES:
CONDITION OF EXISTING SAN. M.H. #15 TO BE VERIFIED PRIOR TO CORING FOR NEW 8" SANITARY LINE.

PHASE 2

PROPOSED PHASE LINE

PHASE 2 / EXISTING PHASE 1

PHASE 1 EXISTING INDUSTRIAL BUILDING 1

INDUSTRIAL BUILDING 2
54,085 S.F.
F.F.=718.30

OFFICE

F.F.=718.50
TRUCK MAINTENANCE BLDG.
3,120 S.F.

STORM SYSTEM DESIGN FOR 100 YEAR STORM EVENT, EXCEPT RUN IN NORTHWEST DOCK AREA (STR. No.87-91) WHICH IS 10 YEAR DESIGN.

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

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

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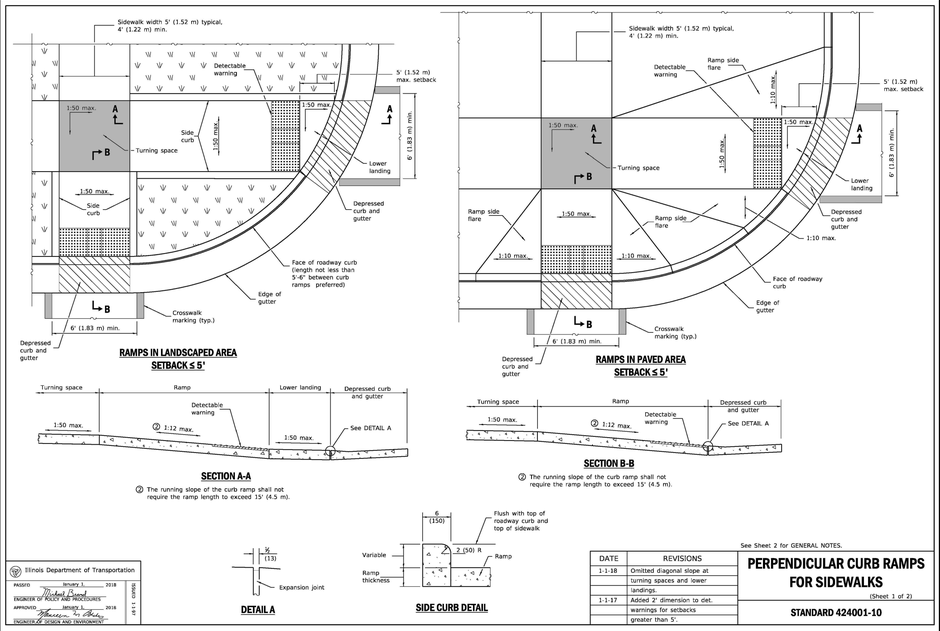
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

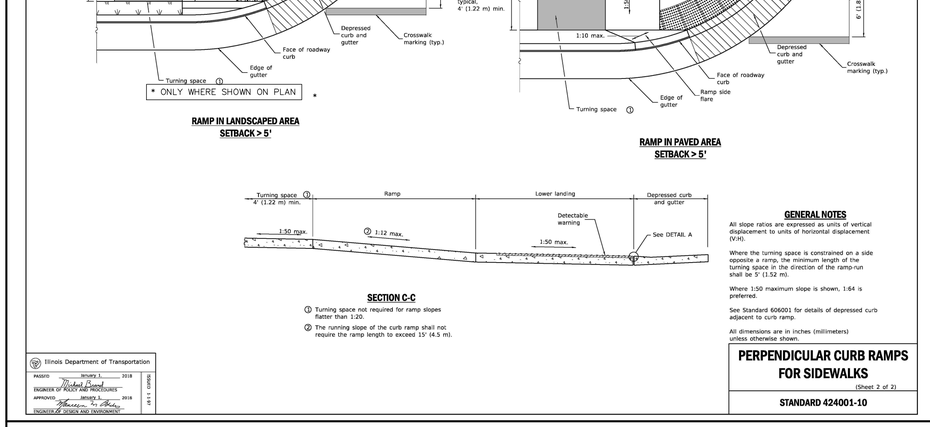
PROJECT NO. 56412720
DATE 01/15/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

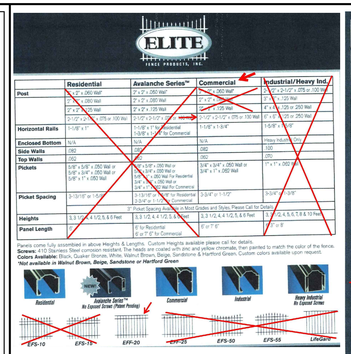
SHEET
10 OF 15

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



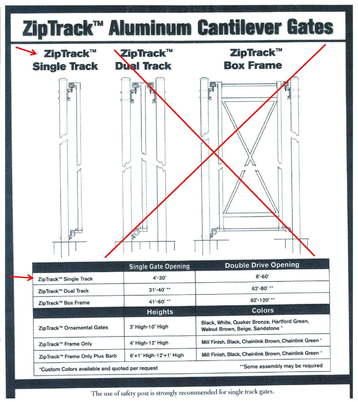
DATE	REVISIONS
1-1-18	Omitted diagonal slope at turning spaces and lower landings.
1-1-17	Added 2' dimension to det. warnings for setbacks greater than 5'.





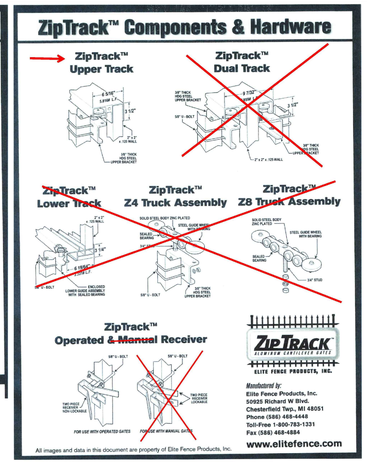
	Residential	Avalanche Series™	Commercial	Industrial/Heavy Ind.
Post	2" x 2" x .060 Wall	2" x 2" x .060 Wall	2" x 2" x .060 Wall	2" x 2"x2" x .075 or .100 Wall
	2" x 3" x .060 Wall	2" x 3" x .060 Wall	2" x 3" x .060 Wall	2" x 3" x .125 or .250 Wall
	3" x 3" x .075 Wall	3" x 3" x .125 Wall	3" x 3" x .105 Wall	4" x 4" x .125 or .250 Wall
Horizontal Rails	2"x1.625" x 1.5" x .075 or .100 Wall	2"x1.625" x 2.5"x .075 or .100 Wall	2"x1.625" x 2.5"x" x .075 or .100 Wall	2"x1.625" x 2.5"x" x .075 or .250 Wall
	1-1/16" x 1-1/16" Aluminum	1-1/16" x 1-1/16" Aluminum	1-1/16" x 1-1/16" Aluminum	1-5/8" x 1-5/8"
	1-5/8" x 1-5/8" Aluminum *5/8" x 1" for Commercial	1-5/8" x 1-5/8" Aluminum *5/8" x 1" for Commercial	1-5/8" x 1-5/8" Aluminum *5/8" x 1" for Commercial	
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 5/8" x 5/8" x .050 Wall or 5/8" x 1" x .050 Wall	3/4" x 3/4" x .050 Wall or 5/8" x 5/8" x .050 Wall or 5/8" x 1" x .050 Wall for Residential 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 3-1/2" for Commercial	3-5/8" or 1-1/2"	3-3/8" or 3-5/8"
		3" Picket Spacing Available in Most Grades and Styles: Please Call for Details		
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' for Residential 6' or 7' 6" for Commercial	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: 410 Stainless Steel corrosion resistant. Color matched to fence. Optional Zinc Plated, Clear painted to match the color of the fence.
Colors Available: Black, Quaker Bronze, Hartford Green, White, Walnut Brown, Beige, Sandstone & Hartford Green. Custom colors available upon request.
*Not available in Walnut Brown, Beige, Sandstone or Hartford Green



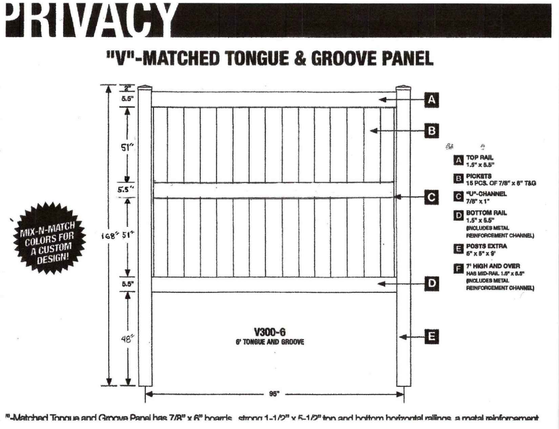
	Single Gate Opening	Double Drive Opening
ZipTrack™ Single Track	4'-36"	8'-60"
ZipTrack™ Dual Track	31'-60" *	62'-80" *
ZipTrack™ Box Frame	41'-60" *	82'-120" *
	Heights	Colors
ZipTrack™ Ornamental Gates	3' High-10' High	Black, White, Quaker Bronze, Hartford Green, Walnut Brown, Beige, Sandstone *
ZipTrack™ Frame Only	4' High-12' High	Mill Finish, Black, Chainlink Brown, Chainlink Green *
ZipTrack™ Frame Only Plus Barb	6'+1' High-12'+1' High	Mill Finish, Black, Chainlink Brown, Chainlink Green *
*Custom Colors available and quoted per request		**Some assembly may be required

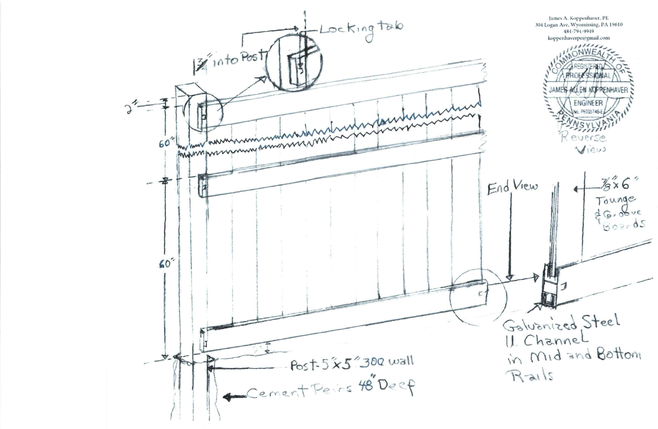
The use of safety post is strongly recommended for single track gates.



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	Mortartic 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, 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 Requirements	Accelerated Exposure	1000 Hours in Atlas Type "XW" Weatherometer: No Adherent Loss, Slight Chalking or Color Change	None Specified
	Outdoor Exposure	Year South Florida: No Adhesion Loss, Slight Chalking or Fading	5 Years South Florida: S Delta E (Hunter) Maximum Color Change, Chalking ≤ 8 (ASTM D 4214); Gloss Retention ≥ 30% Braxco Resistance ≤ 10% Film Loss

6' ORNAMENTAL FENCE DETAILS





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

	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)

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Review Views

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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

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

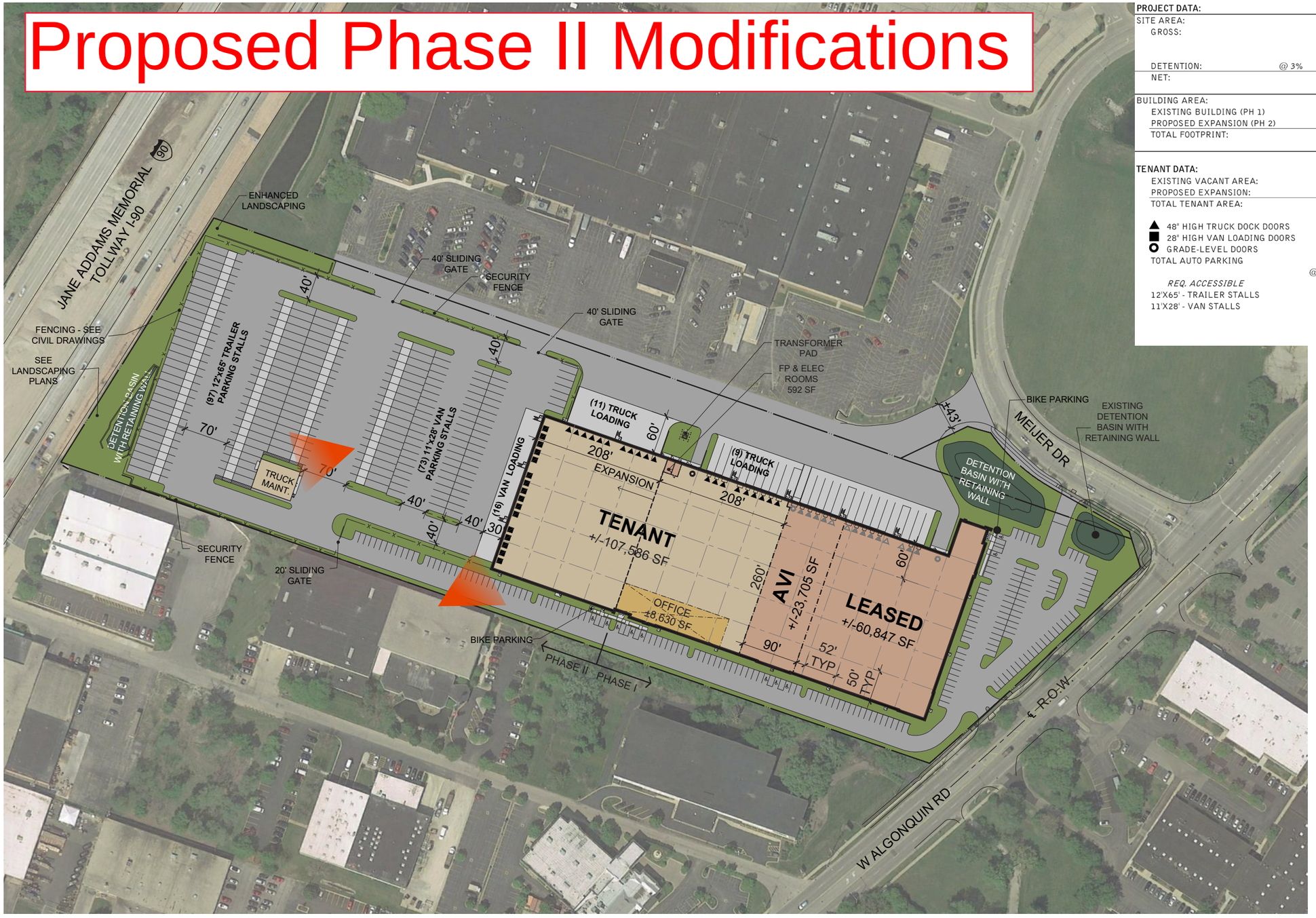
W ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL

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

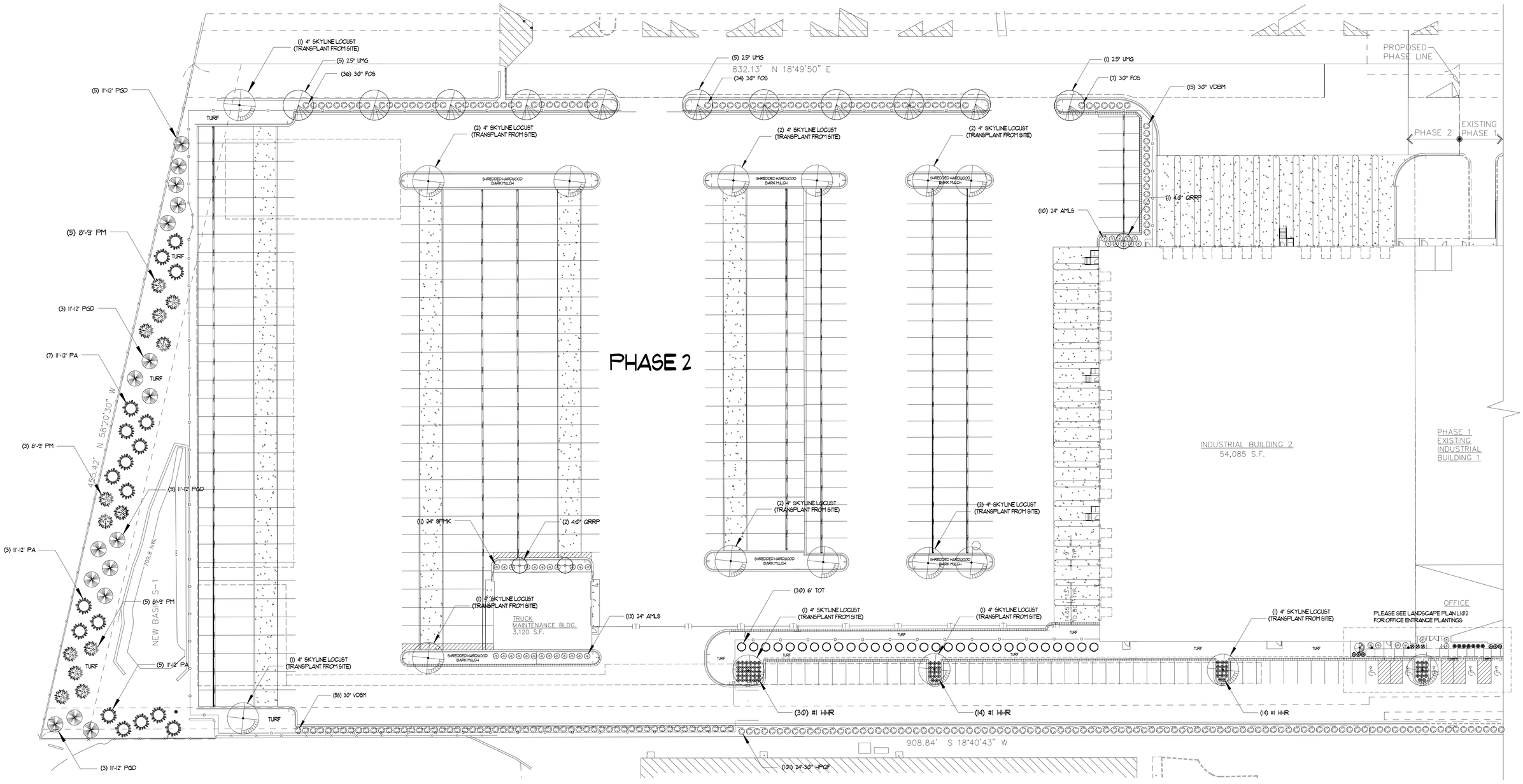
NOTES:
1 OR 10%, WHICHEVER IS LESS

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

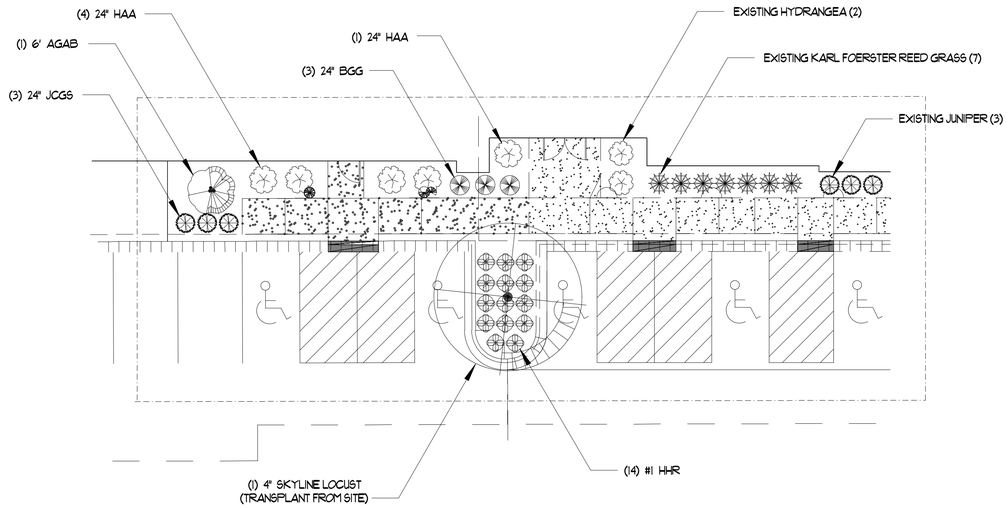
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

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

LI01

EAST BUILDING ENTRANCE



0 5 10 20 30

SCALE: 1"=10'

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.

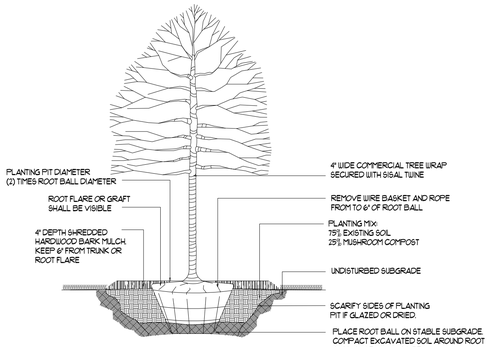
8) THE LANDSCAPE CONTRACTOR SHALL LOCATE THE EXISTENCE OF ALL UNDERGROUND UTILITIES PRIOR TO STARTING WORK. THE LANDSCAPE CONTRACTOR MUST ALSO KEEP THE PAVEMENT AND WORK AREAS IN NEAT AND ORDERLY CONDITION THROUGHOUT THE CONSTRUCTION PROCESS. THE LANDSCAPE CONTRACTOR SHALL ACQUAINT HIMSELF WITH, AND 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.

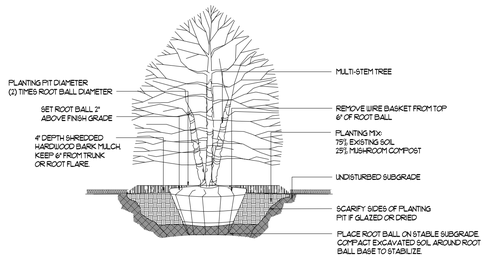
10) ALL TURF SHALL BE PREMIUM BLUEGRASS MIX (4-5 LBS/1,000SF) WITH NORTH AMERICAN GREEN D575, OR EQUIVALENT, EROSION CONTROL BLANKET IN ALL DISTURBED AREAS.

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

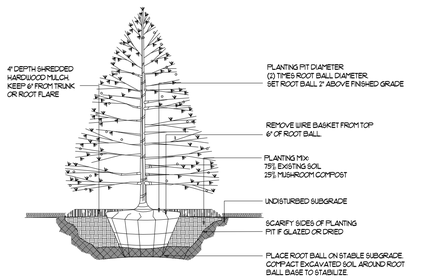
20%	MIDNIGHT KENTUCKY BLUEGRASS
20%	DENIM KENTUCKY BLUEGRASS
20%	LANGARA KENTUCKY BLUEGRASS
20%	BLUESTAR KENTUCKY BLUEGRASS
10%	PRIZM PERENNIAL RYEGRASS
10%	SUNSHINE PERENNIAL RYEGRASS



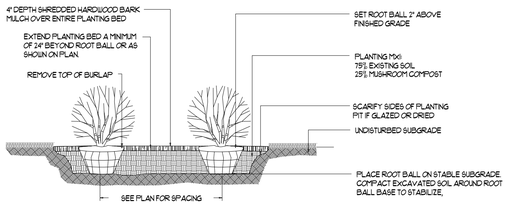
DETAIL
DECIDUOUS TREE PLANTING



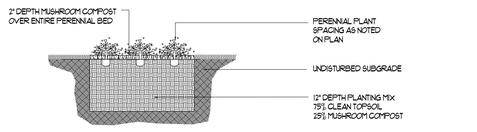
DETAIL
DECIDUOUS ORNAMENTAL TREE PLANTING



DETAIL
EVERGREEN TREE PLANTING



DETAIL
SHRUB PLANTING



DETAIL
PERENNIAL PLANTING

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

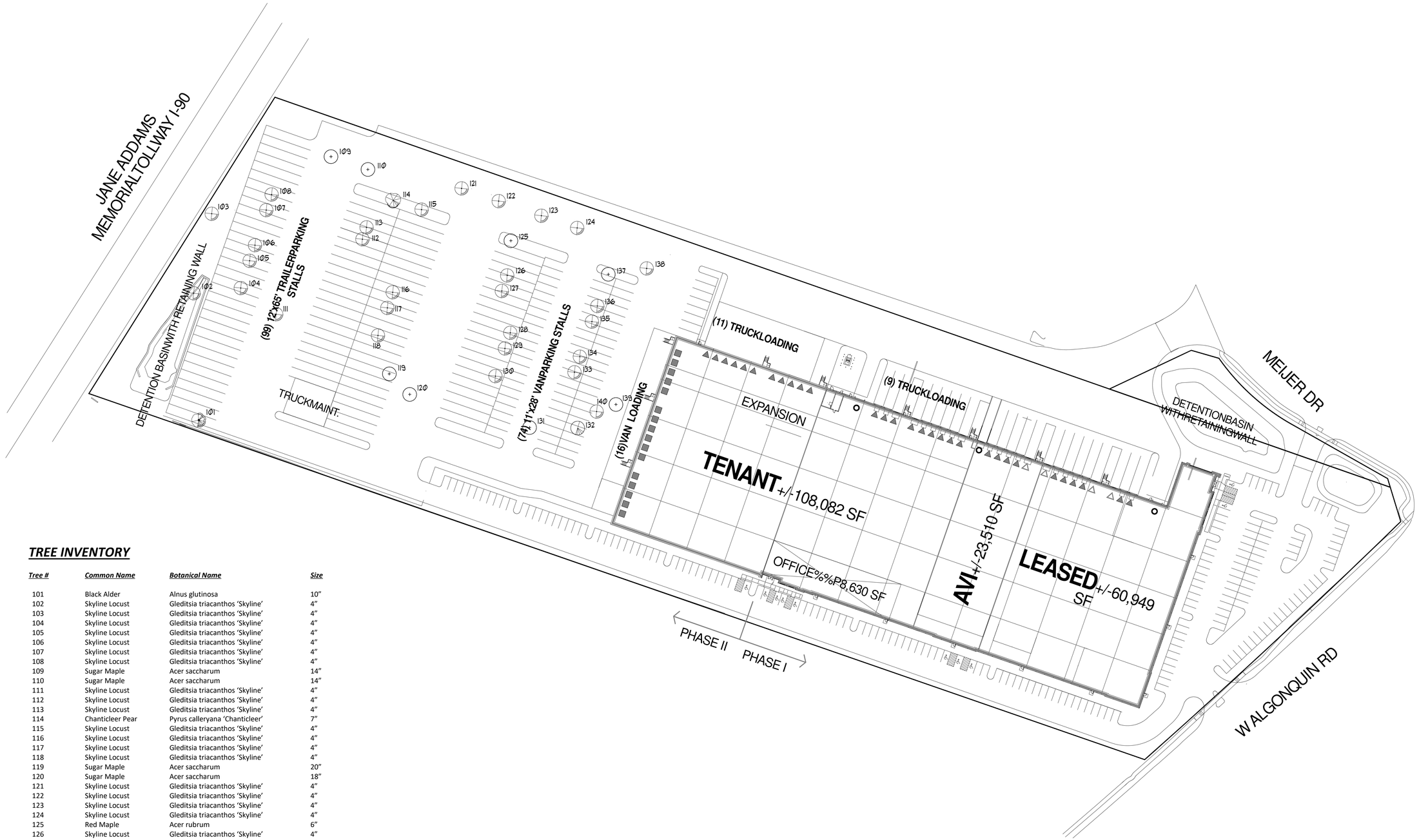
DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

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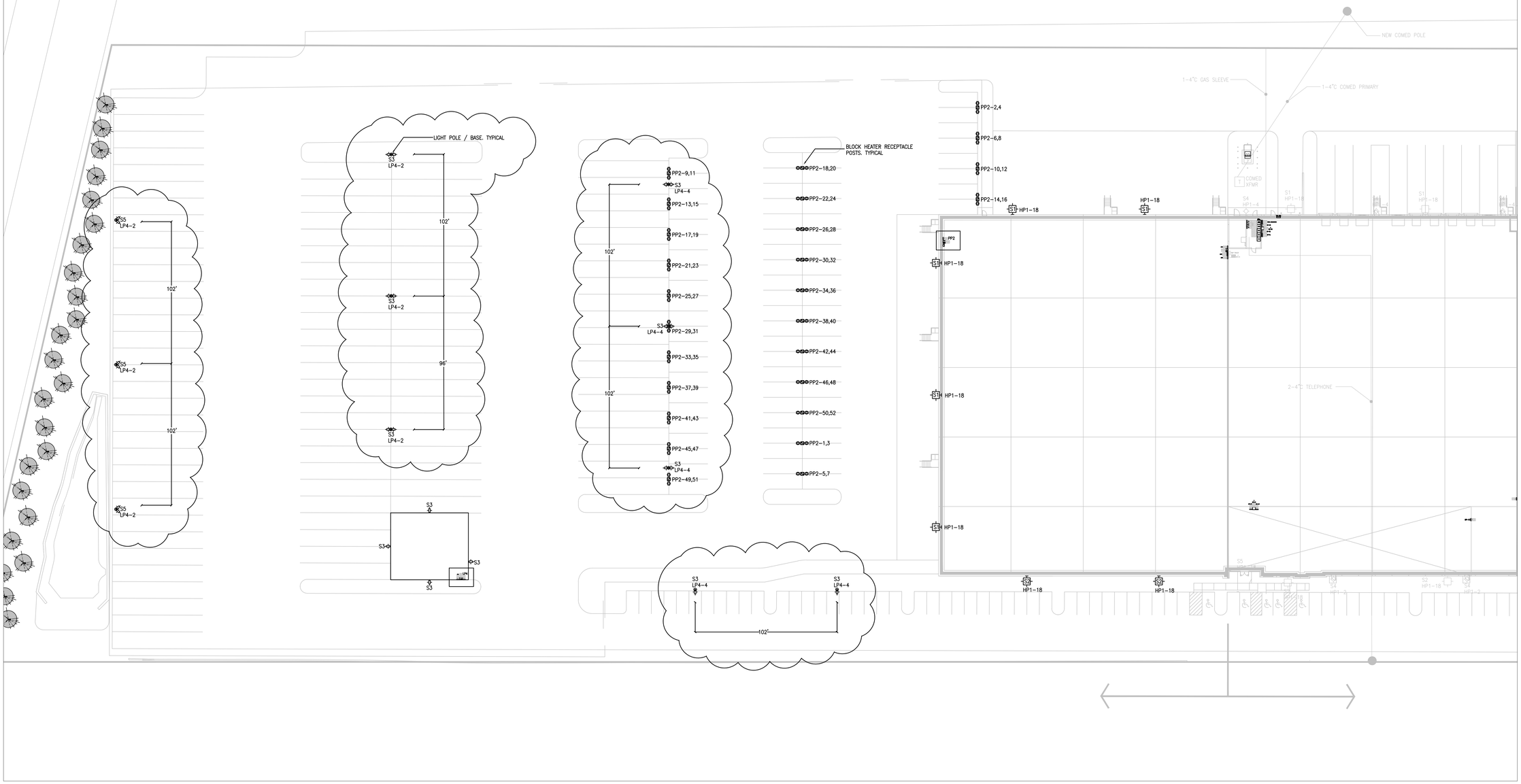
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

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

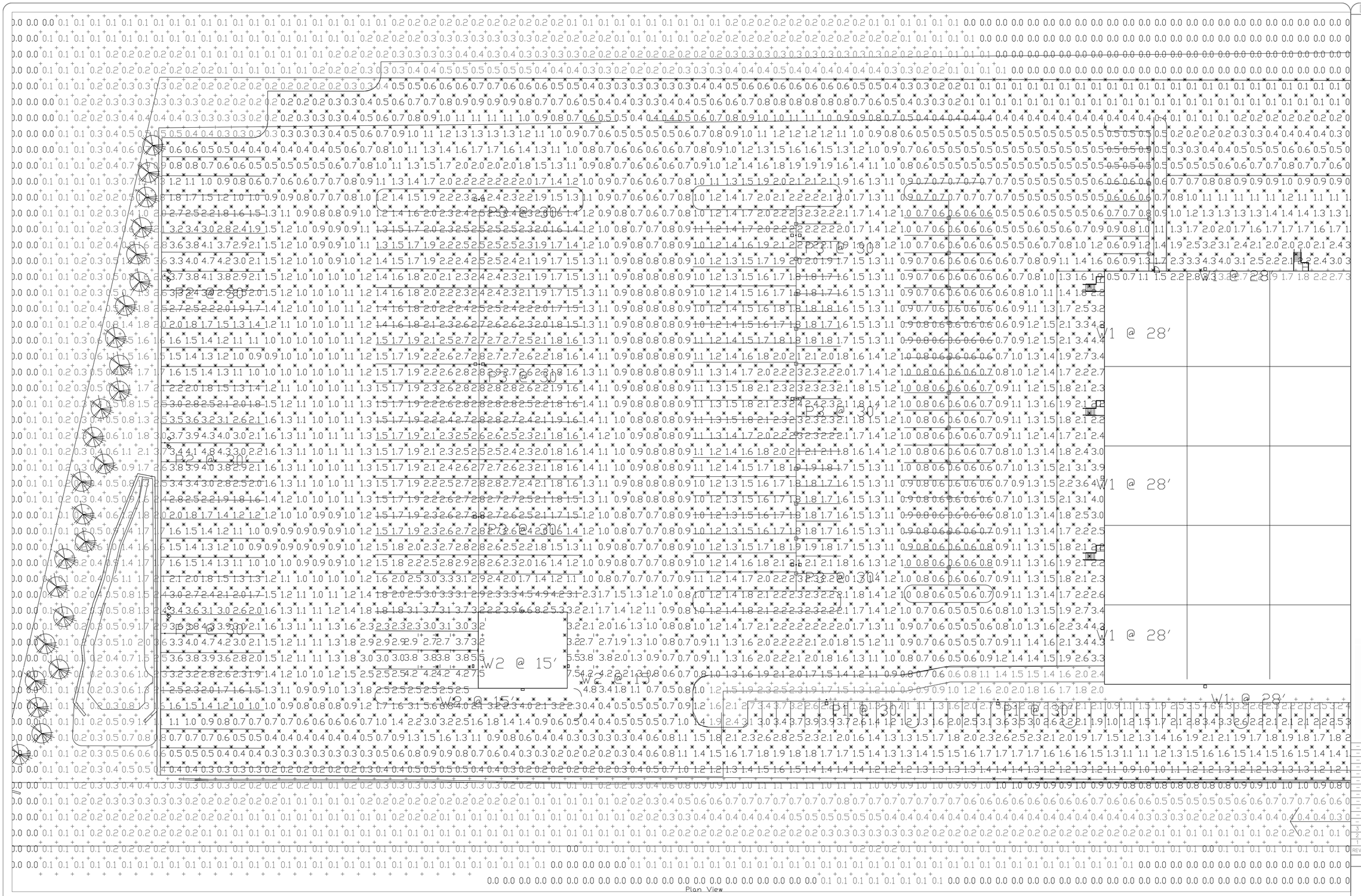
703 WEST ALGONQUIN ROAD
UNIT 103
ARLINGTON HEIGHTS, IL 60005

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'
P1 @ 30'
P1 @ 30'
W1 @ 28'
W1 @ 28'
W1 @ 28'
W1 @ 28'
W2 @ 15'
W2 @ 15'
W2 @ 15

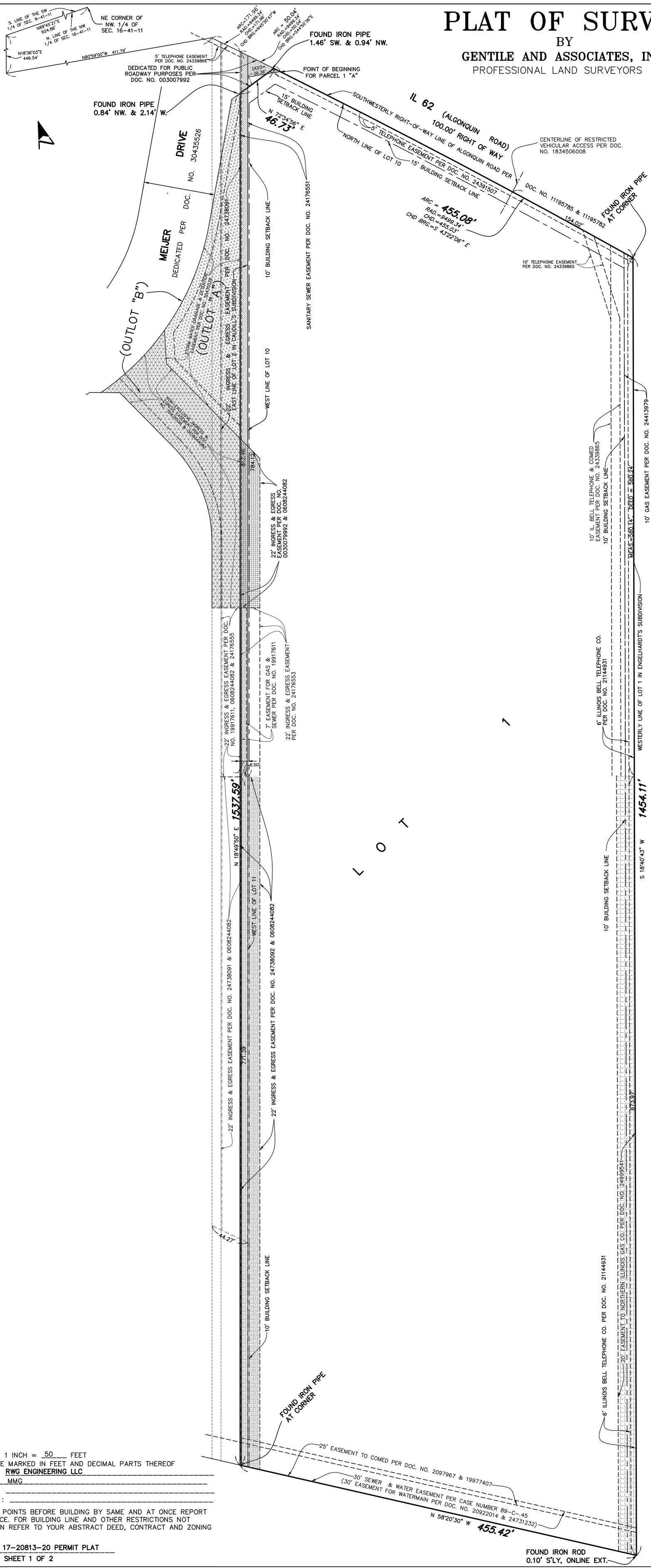
PLAT OF SURVEY

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

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

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

PLAT OF SURVEY

BY

GENTILE AND ASSOCIATES, INC.

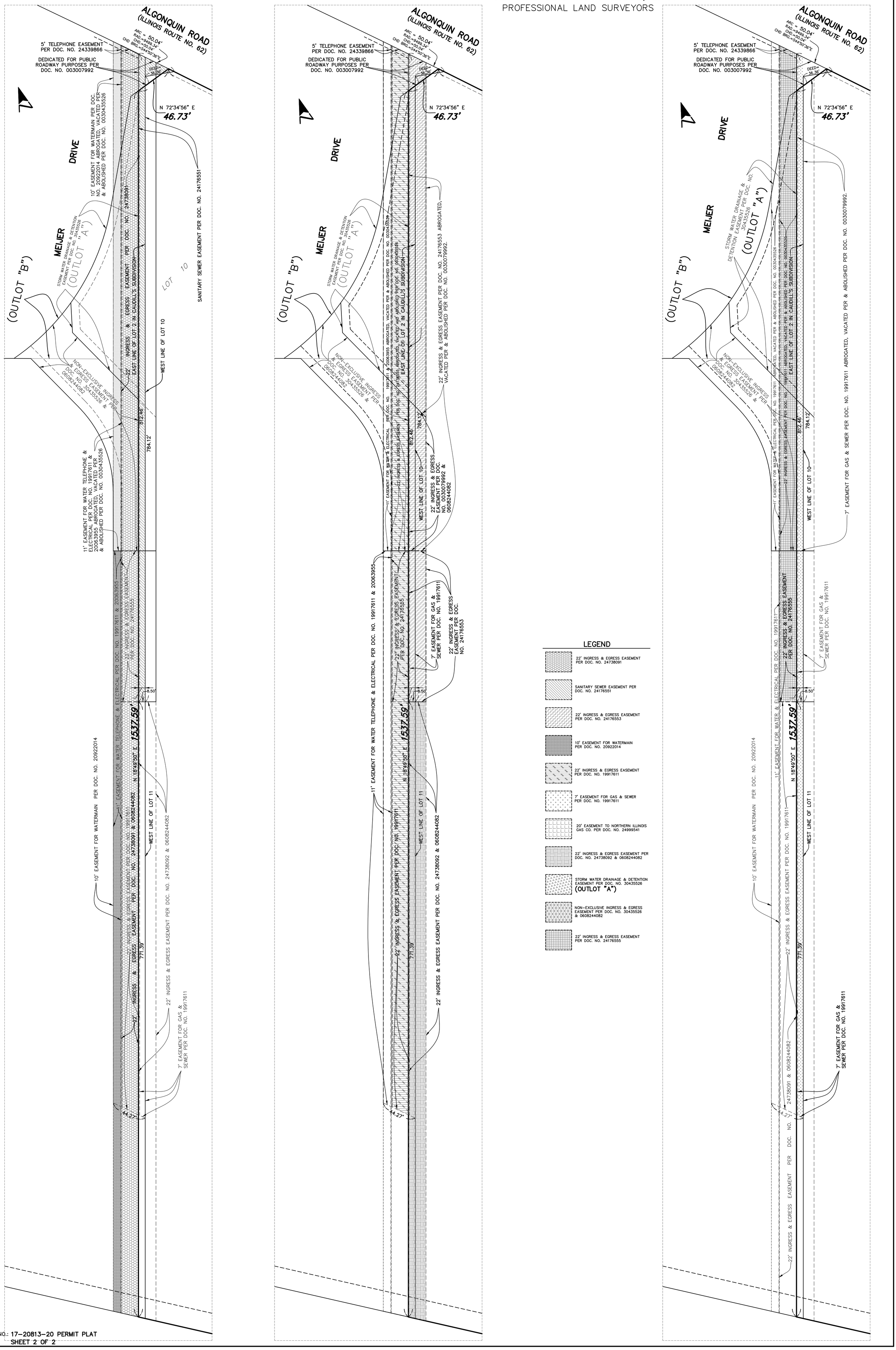
PROFESSIONAL LAND SURVEYORS

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.



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

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

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

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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
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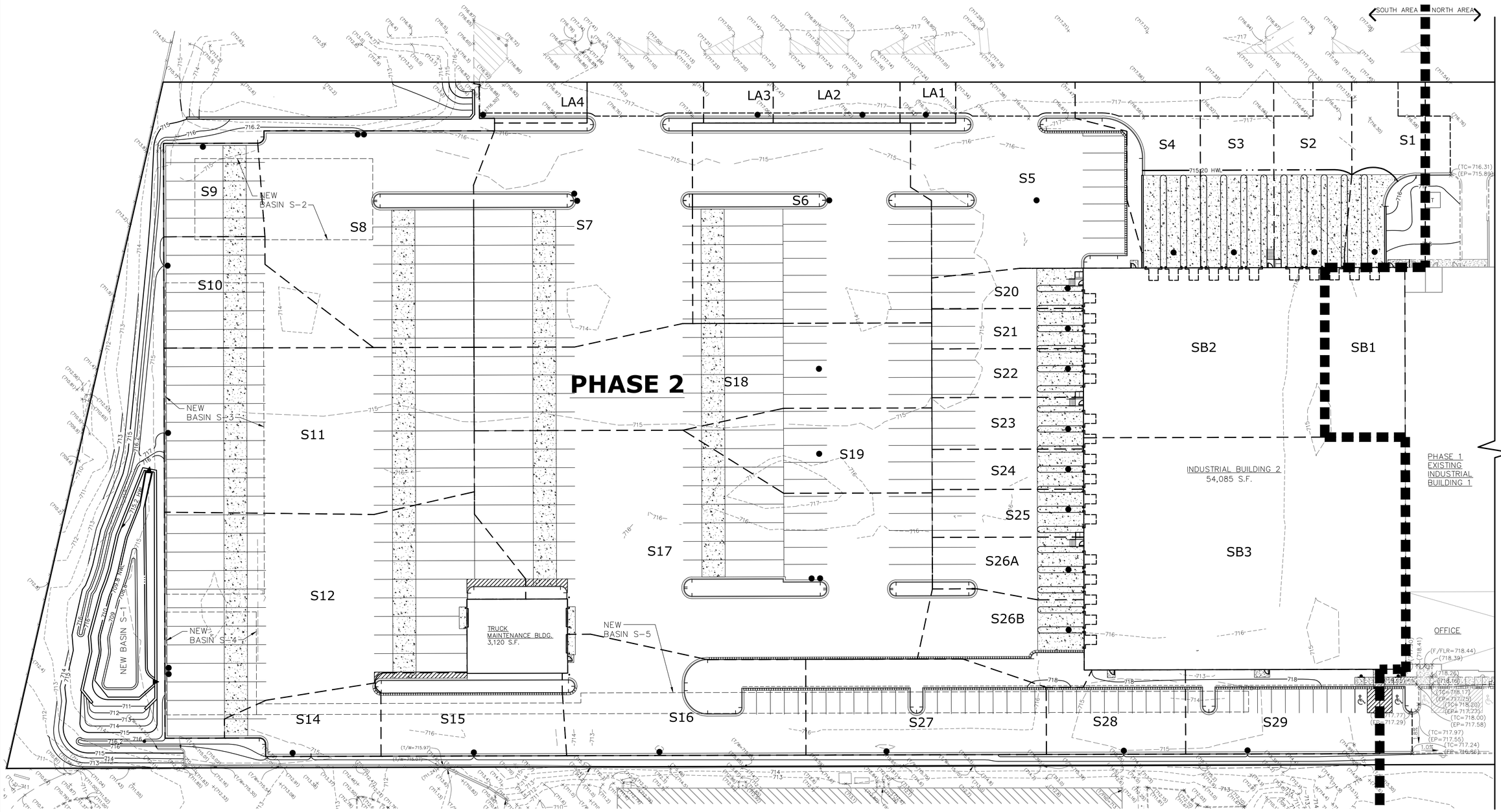
(IN FEET)
1 inch = 30 ft.



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

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

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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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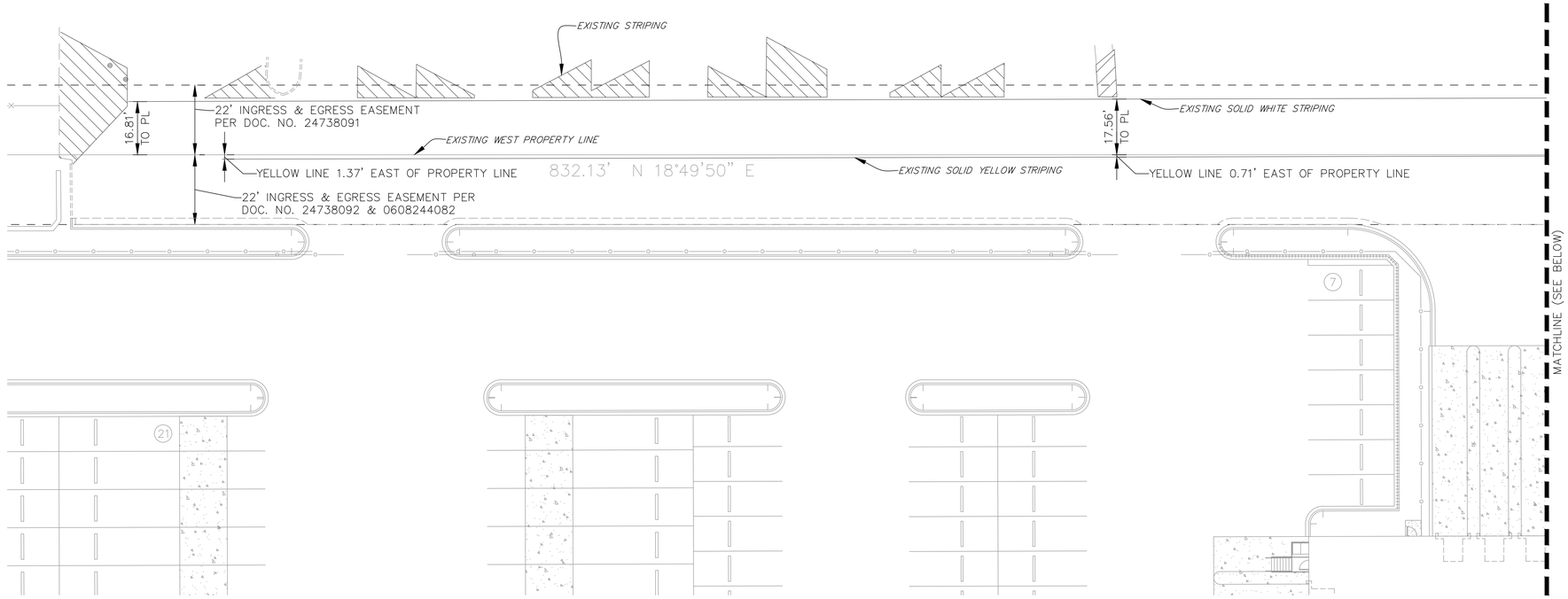

NORTH

GRAPHIC SCALE

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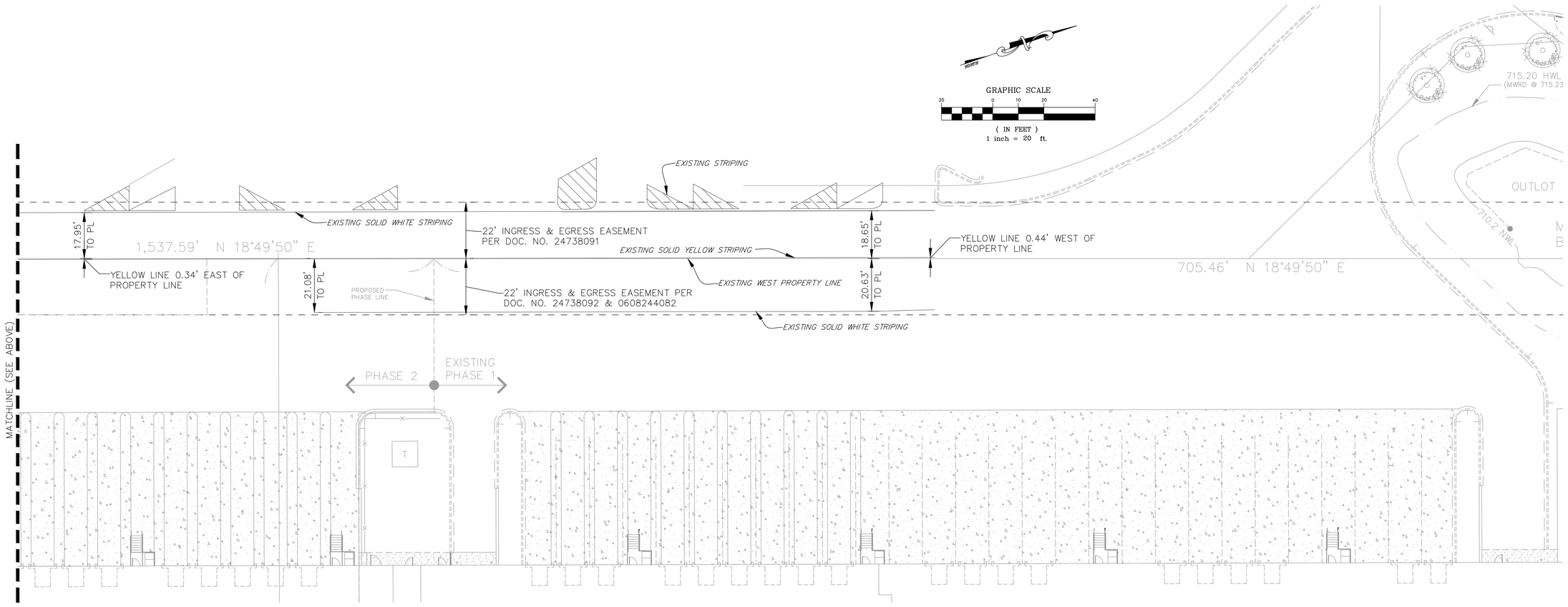
(IN FEET)
1 inch = 20 ft.

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



DRAWN BY
REVISIONS
DATE

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

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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

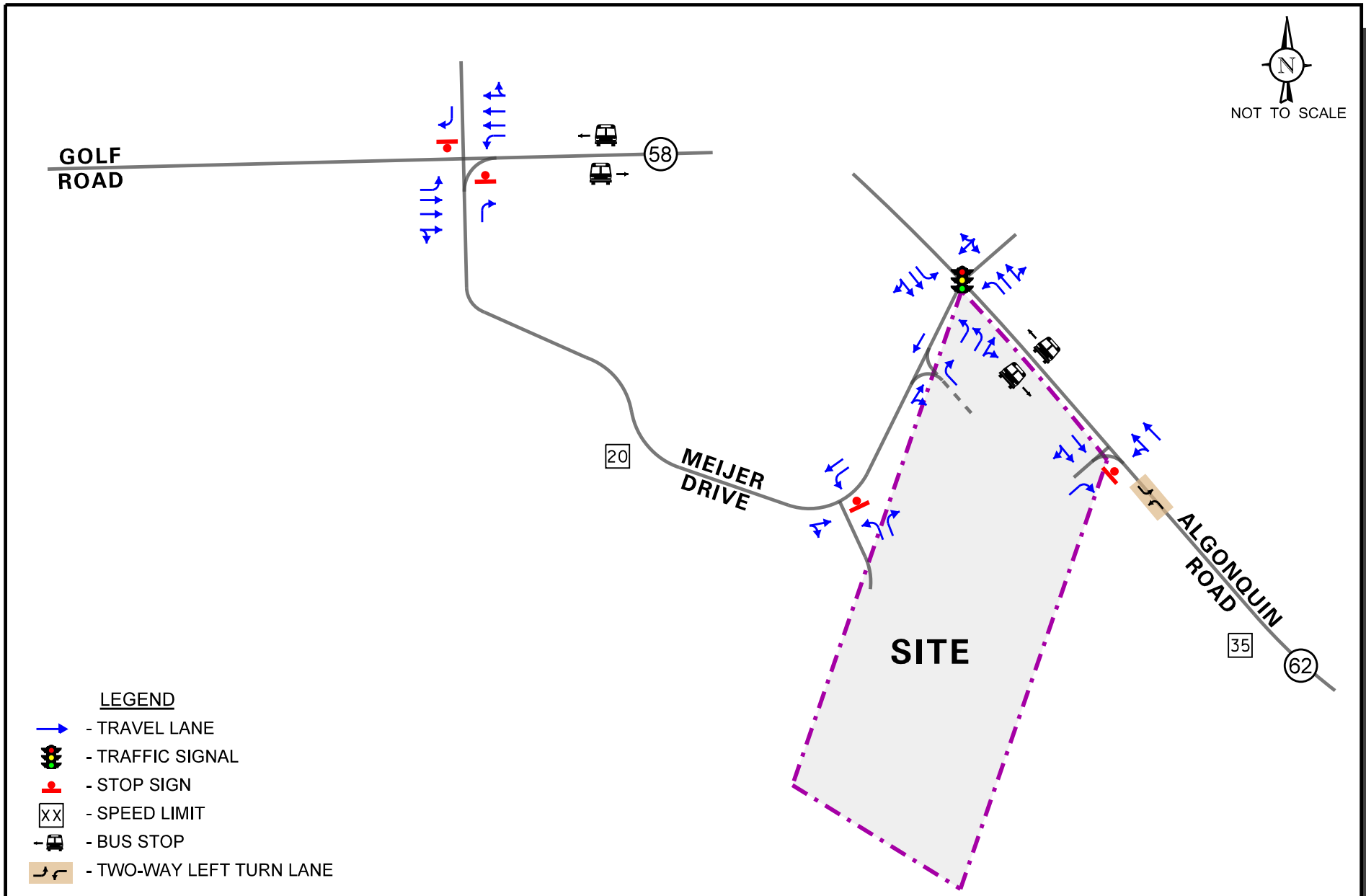
Based on the preceding, the following conclusions have been made:

- 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



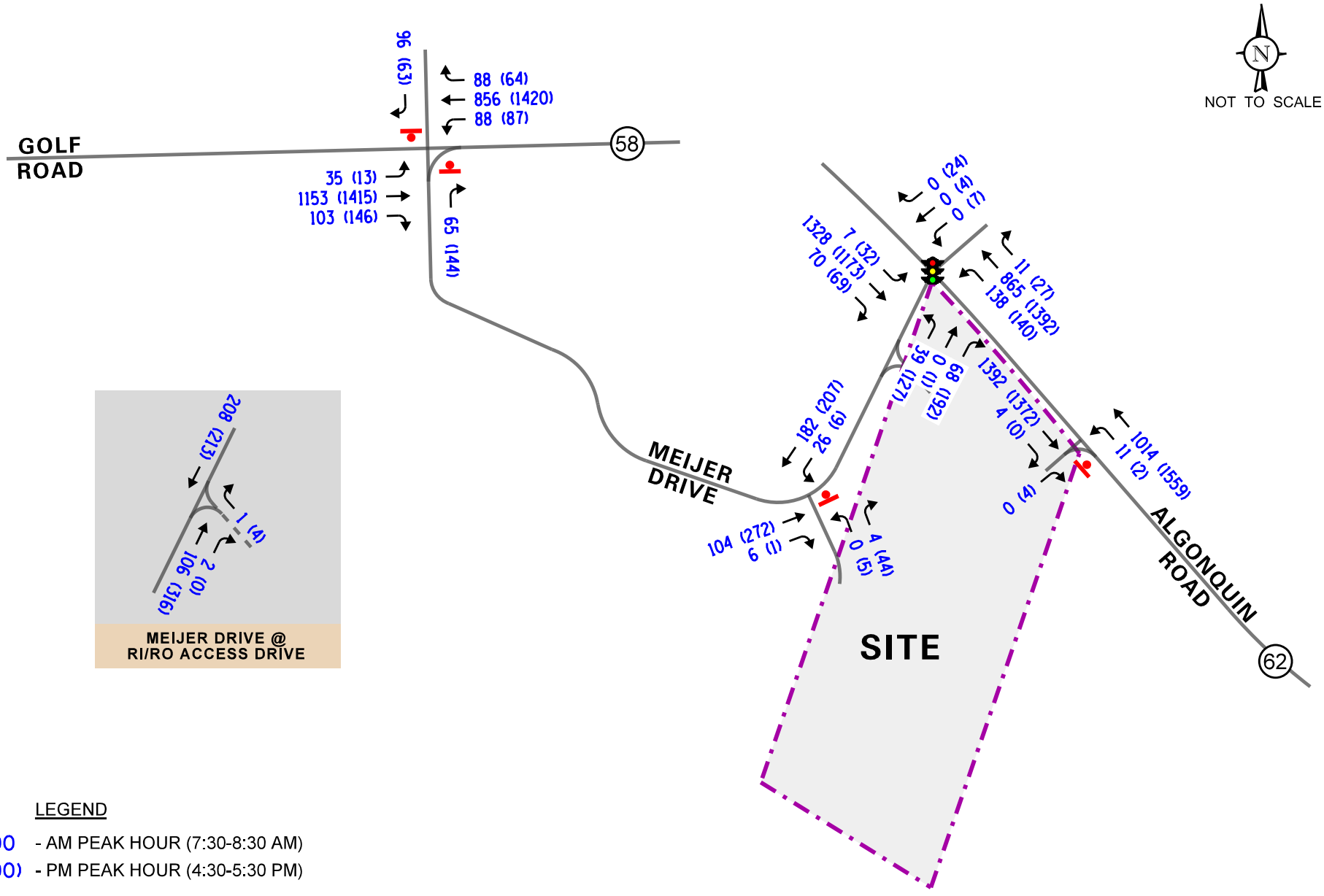
Arlington Heights Industrial
Arlington Heights, Illinois

Existing Roadway Characteristics

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

Job No: 17-173

Figure: 1



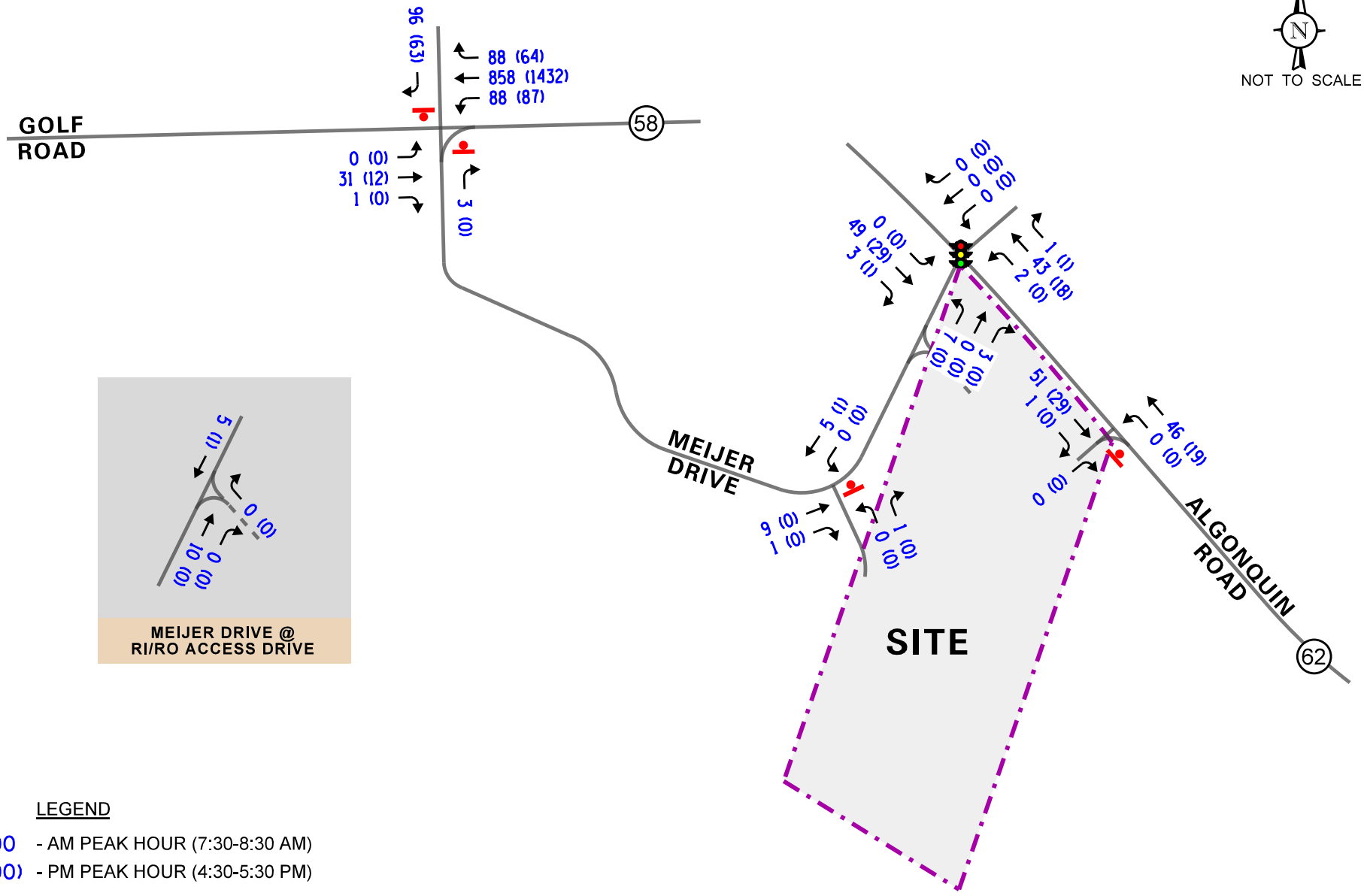
Arlington Heights
Industrial
Arlington Heights, Illinois

Year 2020 Base Traffic Volumes

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

Job No: 17-173

Figure: 2



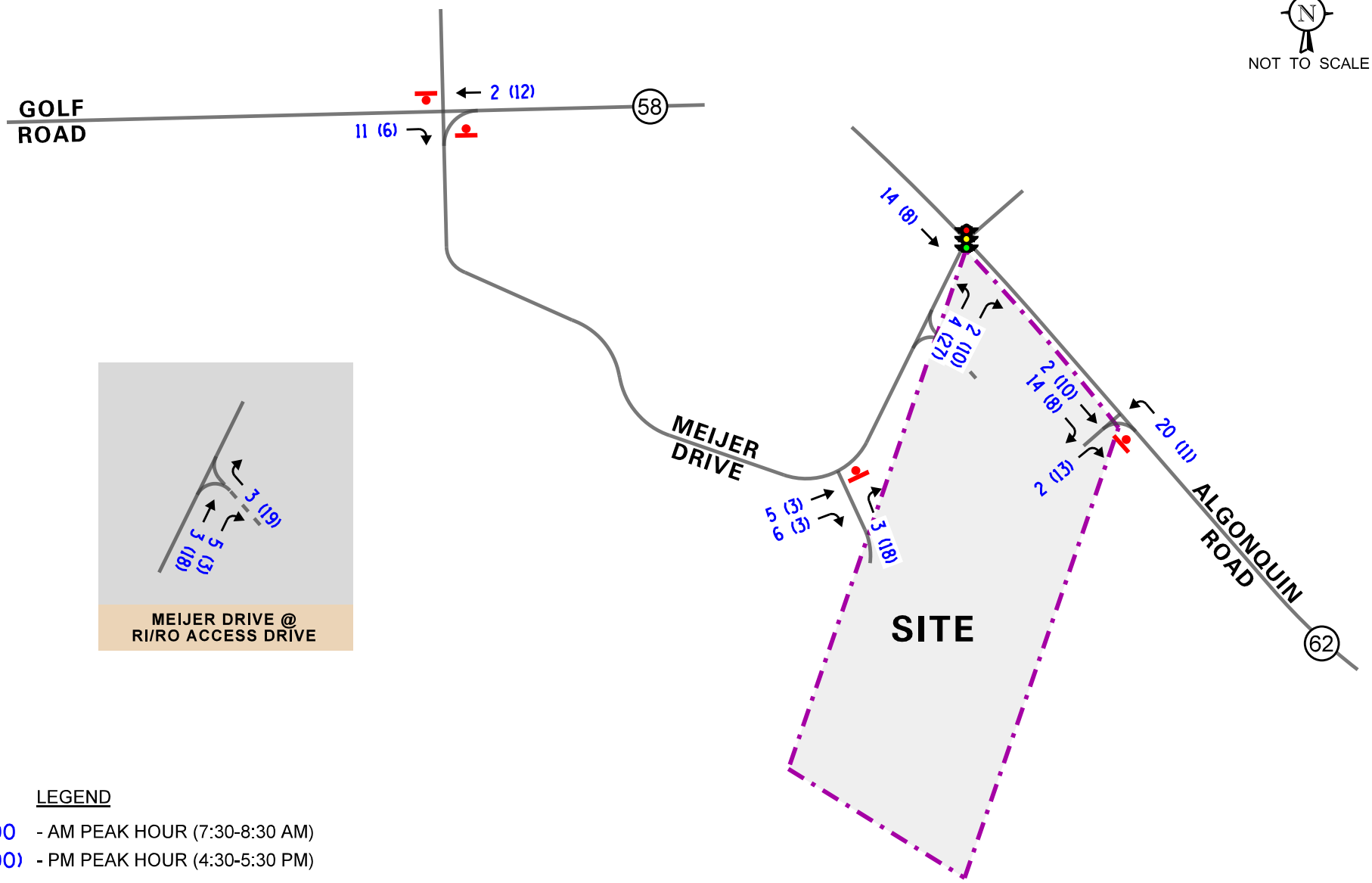
Arlington Heights Industrial
Arlington Heights, Illinois

Year 2020 Base Heavy Vehicle Traffic Volumes

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

Job No: 17-173

Figure: 3



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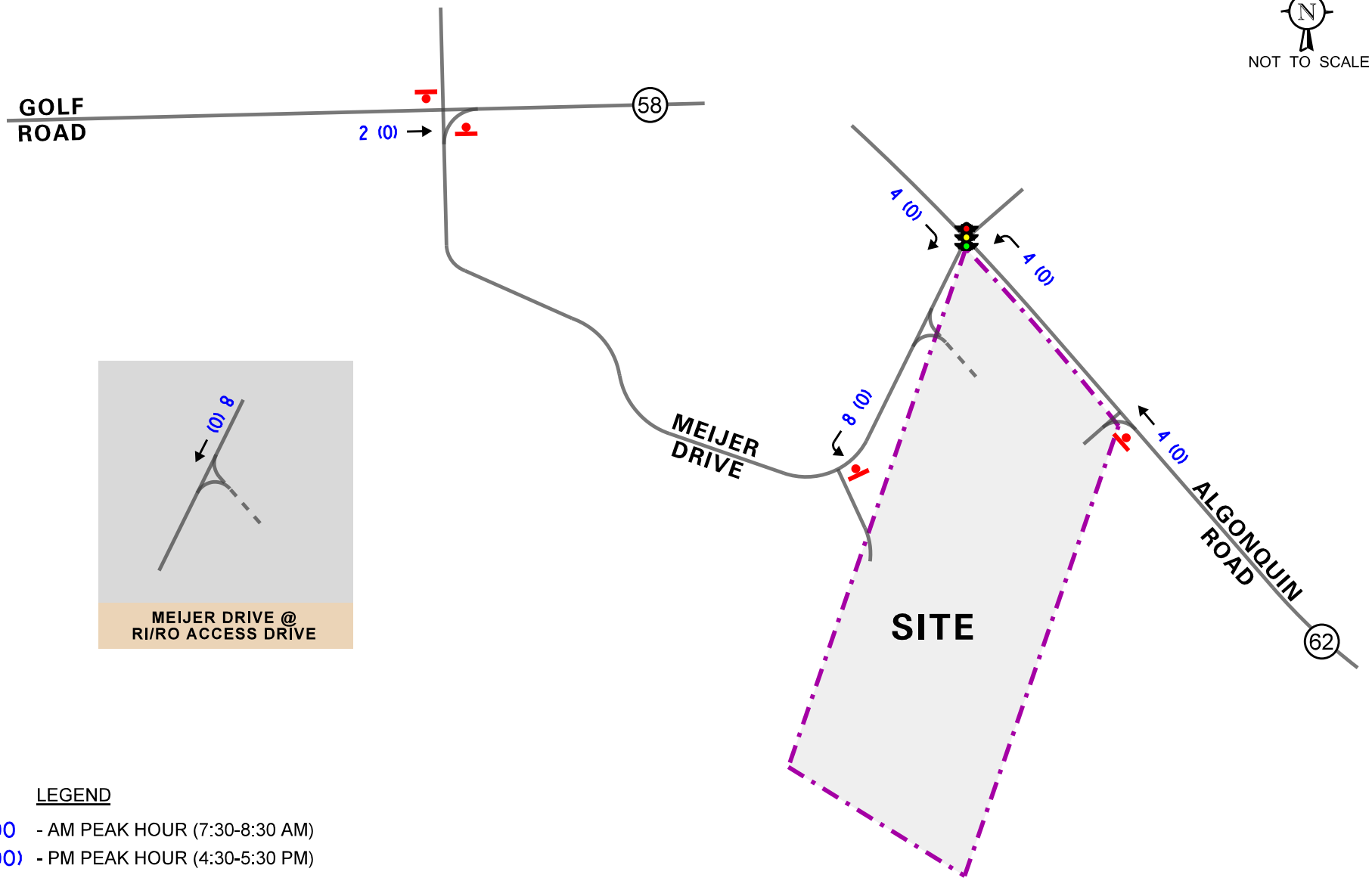
Arlington Heights, Illinois

Estimated Site-Generated
Passenger Vehicle Traffic Volumes

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

Job No: 17-173

Figure: 4



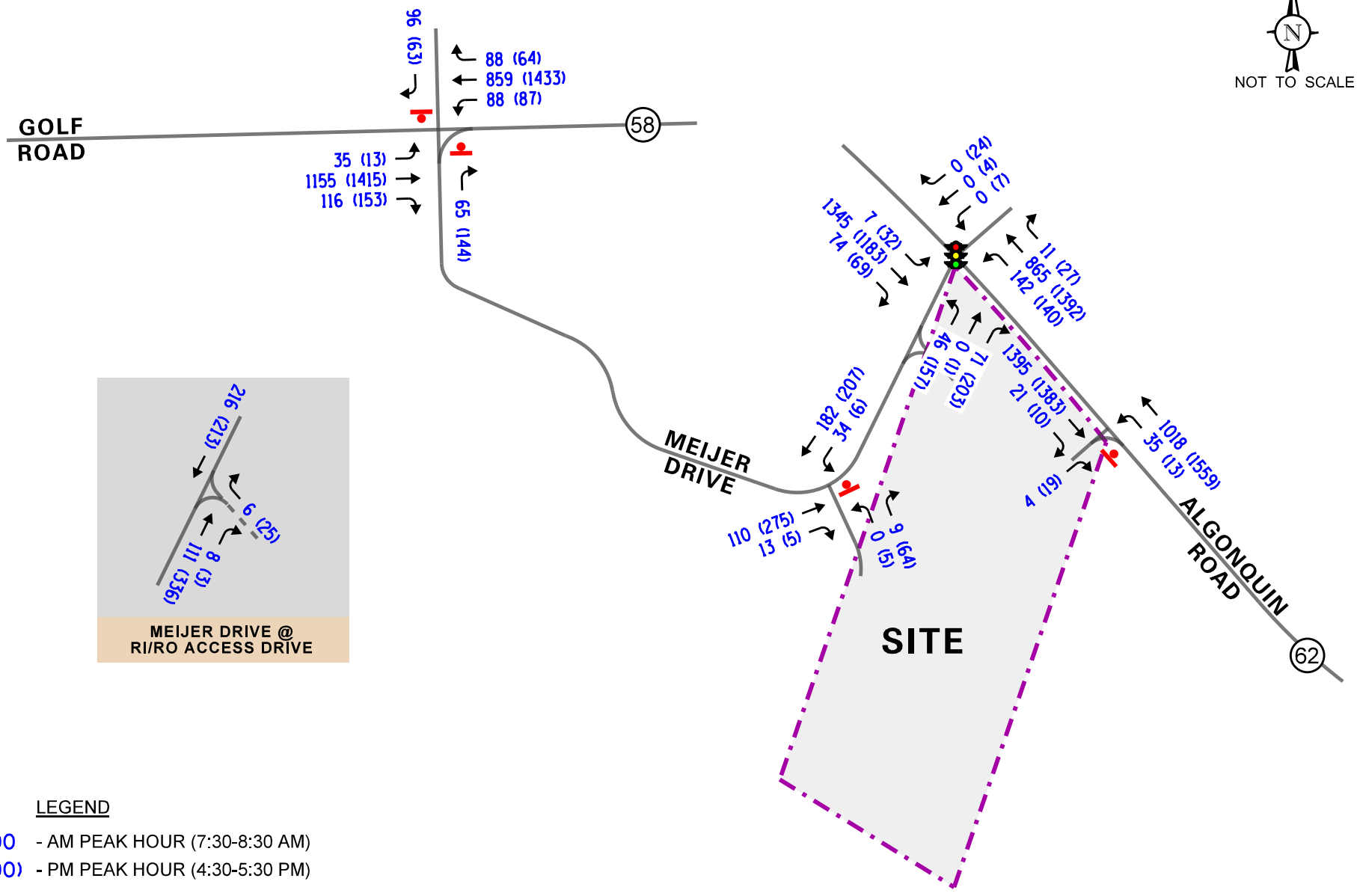
Arlington Heights
Industrial
Arlington Heights, Illinois

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

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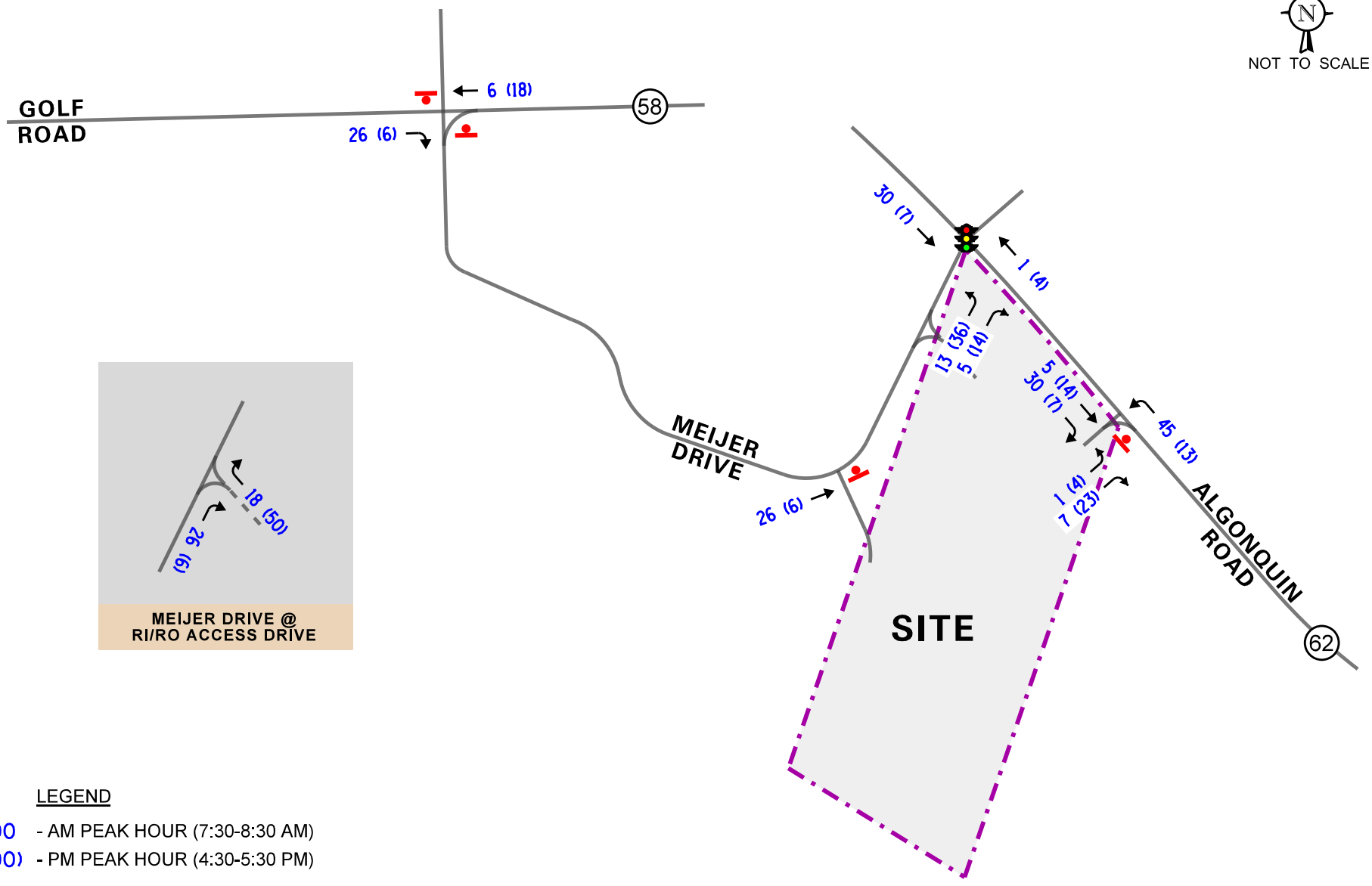
Figure: 6



Arlington Heights
Industrial
Arlington Heights, Illinois

Previous Development Plan
Site-Generated Passenger Vehicle Traffic Volumes

KLOA
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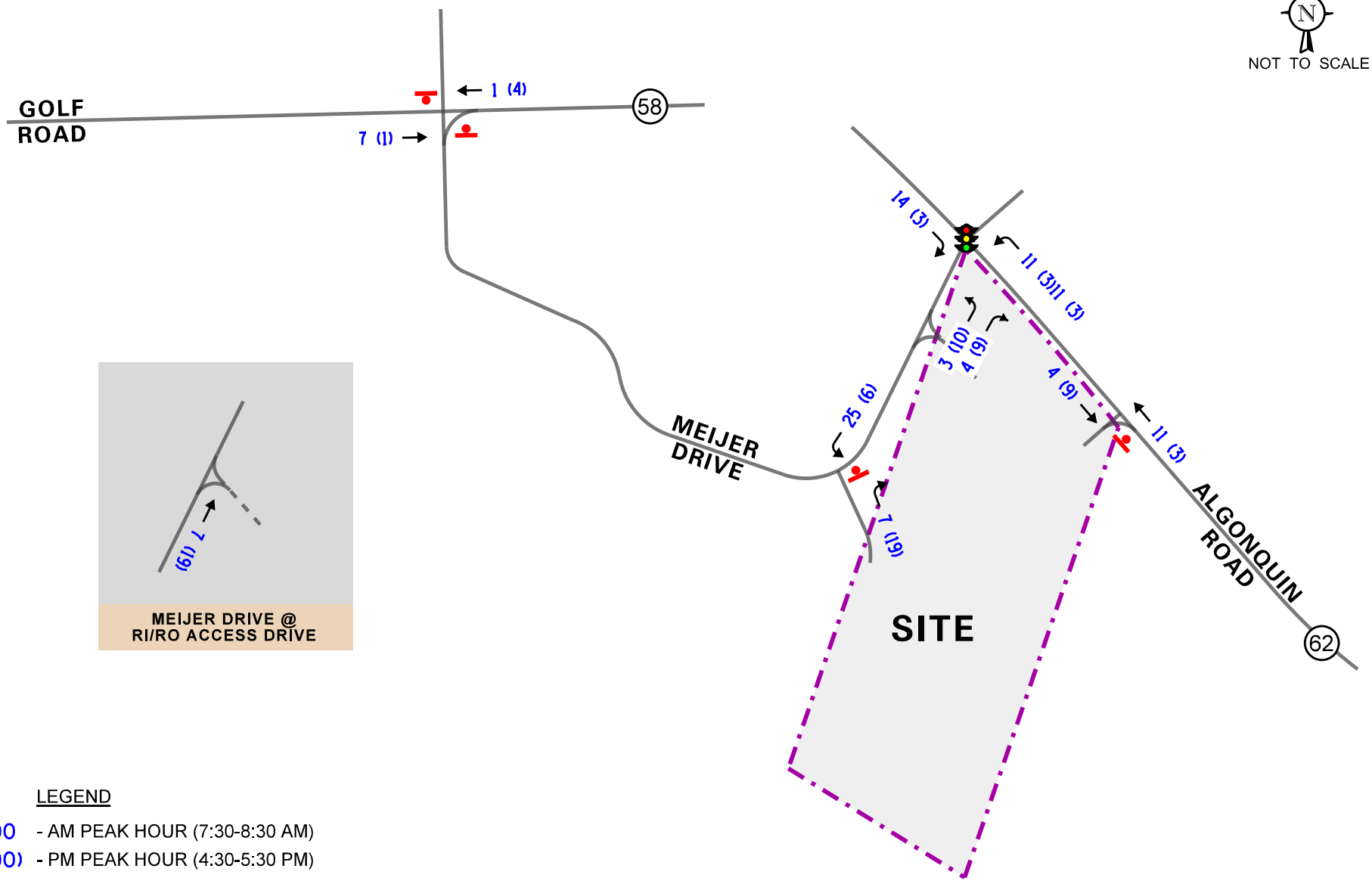
Job No: 17-173 Figure: 7



Arlington Heights Industrial
Arlington Heights, Illinois

Previous Development Plan
Site-Generated Truck Traffic Volumes

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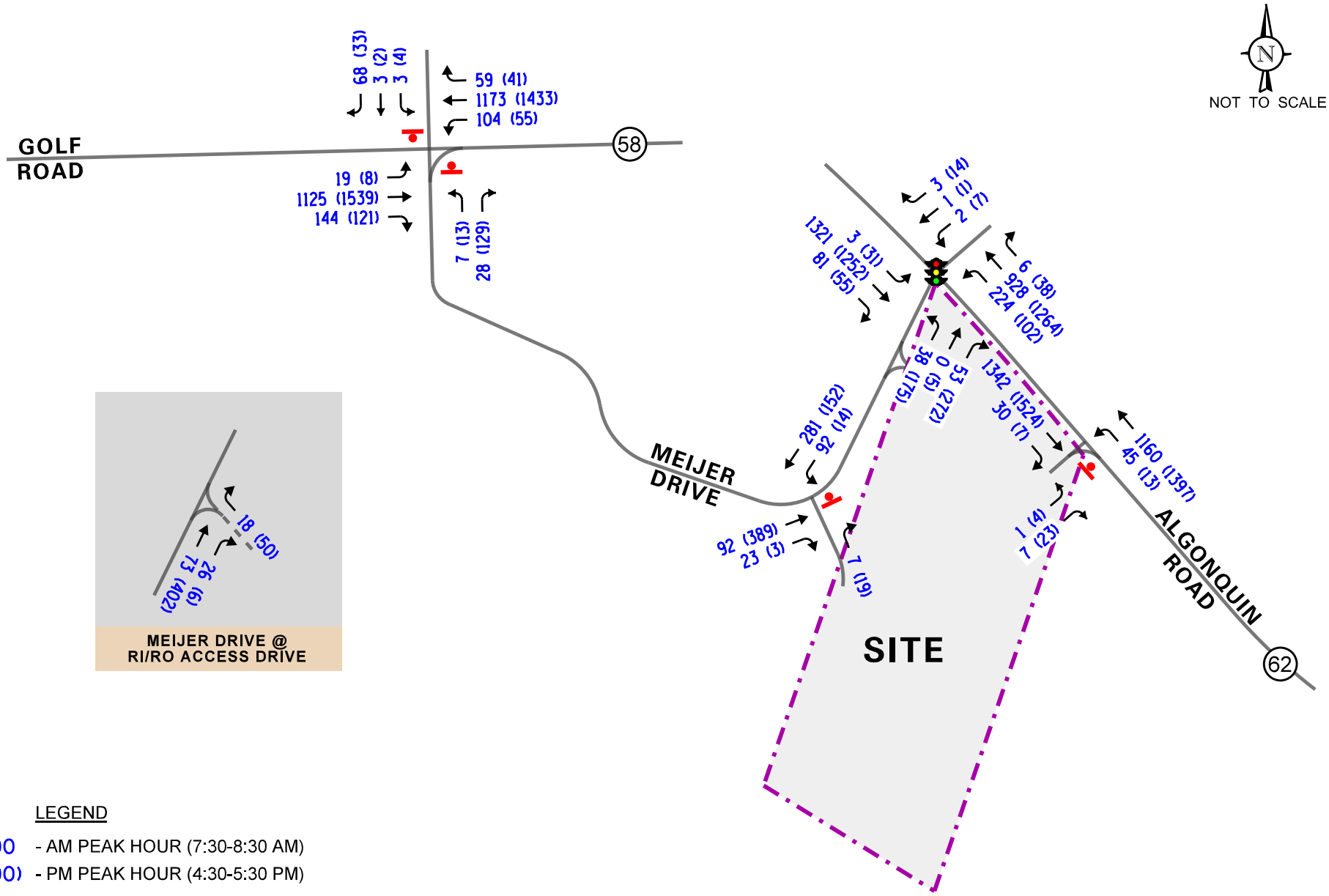
Job No: 17-173 Figure: 8



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						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	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						
	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	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						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	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

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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	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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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.
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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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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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)

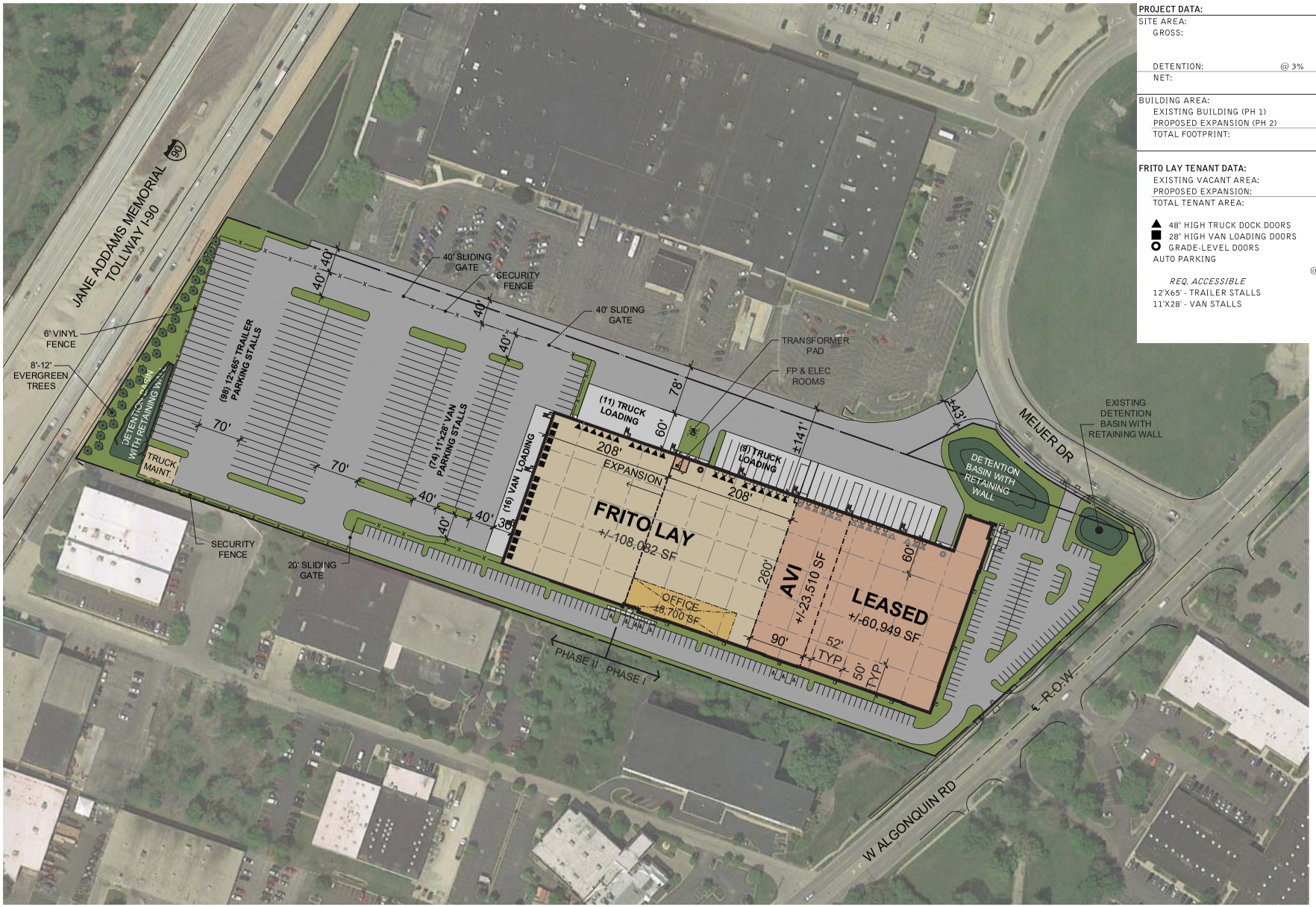
Start Time	Meijer Drive Eastbound					Meijer Drive Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	48	0	0	48	0	1	50	0	51	0	0	15	0	15	114
4:45 PM	0	47	1	0	48	0	3	32	0	35	0	1	3	0	4	87
5:00 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

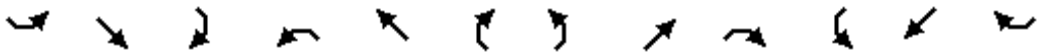
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1551	0	-	776
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	433	-	0	345
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	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

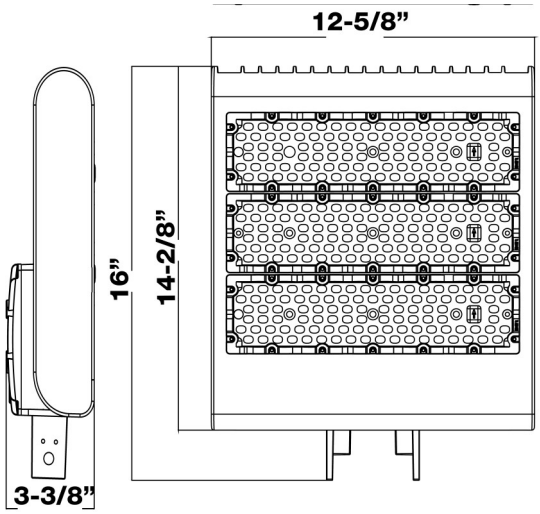
POLE LIGHT & WEST BUILDING MOUNTED FIXTURE MOUNTED AT 90 DEGREES

SHARP CUT-OFF

FlatPanel Gen 2

230W 120-277V

4000K Type IV



Features:

Bronze Diecast Aluminum Housing

Heat Resistant Directed Optics Frosted Polycarbonate Lens

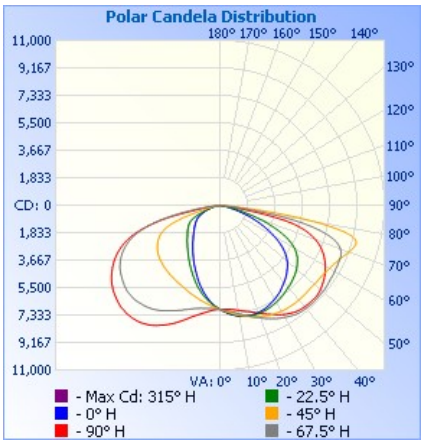
Excellent Heat Dissipation - Maximum Life Expectancy

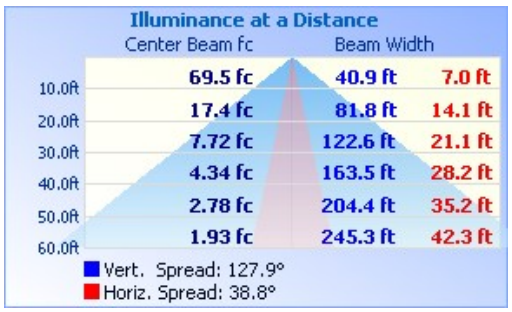
LumiLEDS

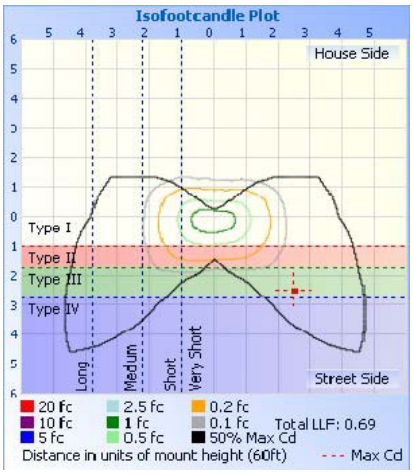
Note: Fixture does not include mount, Pole Arm, Slipfitter, Trunnion Mount sold separately

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

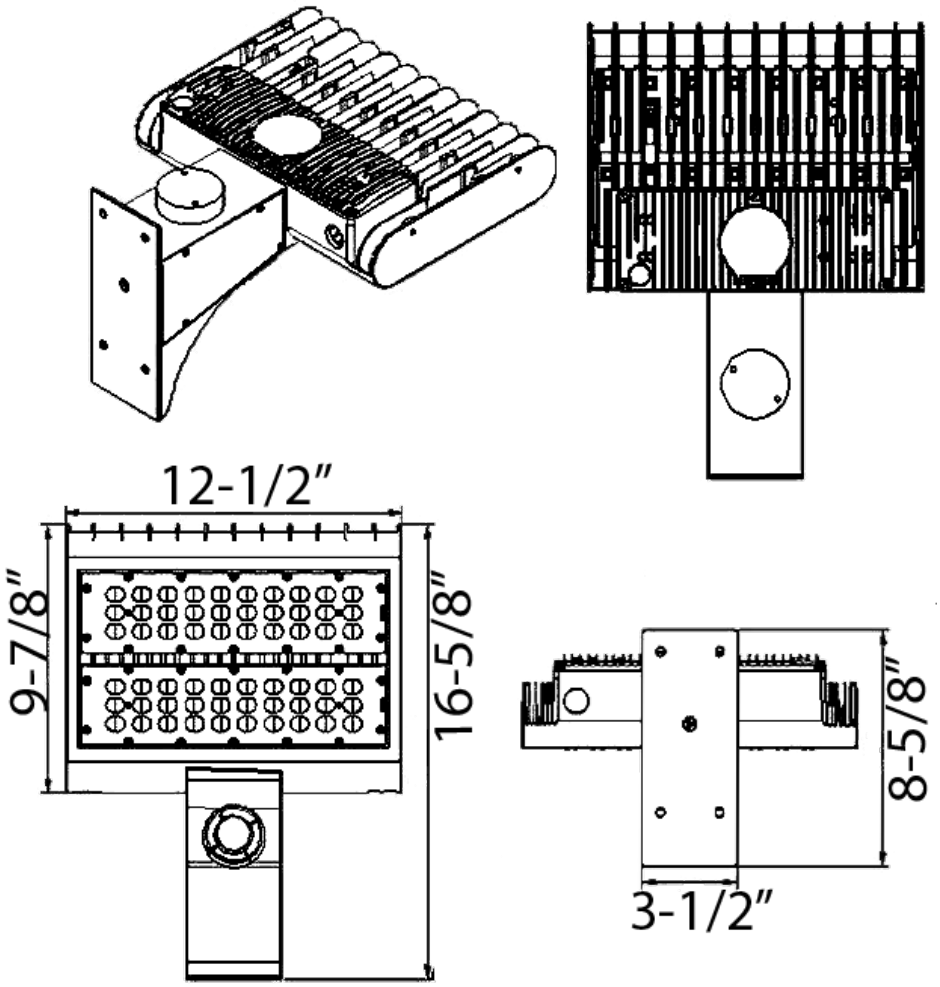
Cat# 71866
100 Watts
Wall Mount

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

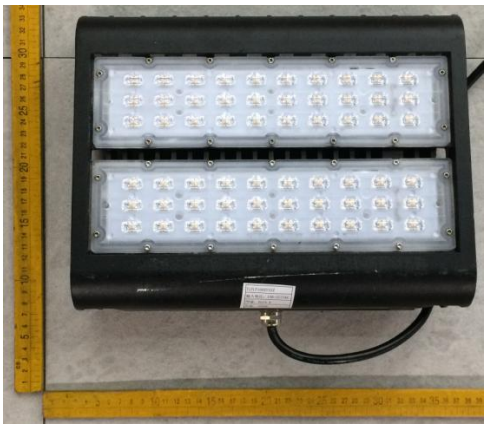
Manager: Tommy Liang

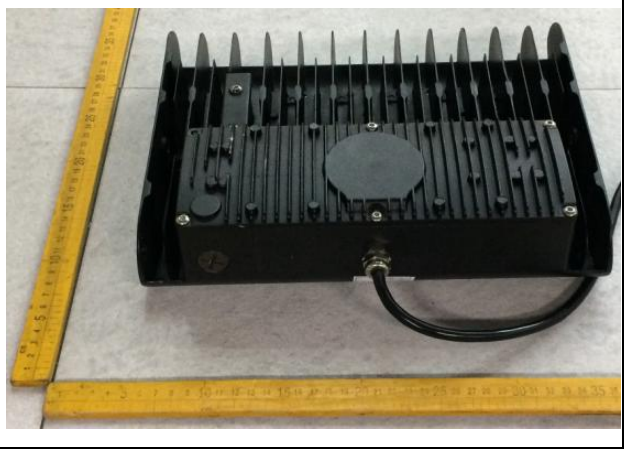
Note: This report does not imply product certification, approval, or endorsement by NVLAP, NIST, or any agency of the Federal Government.

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 :

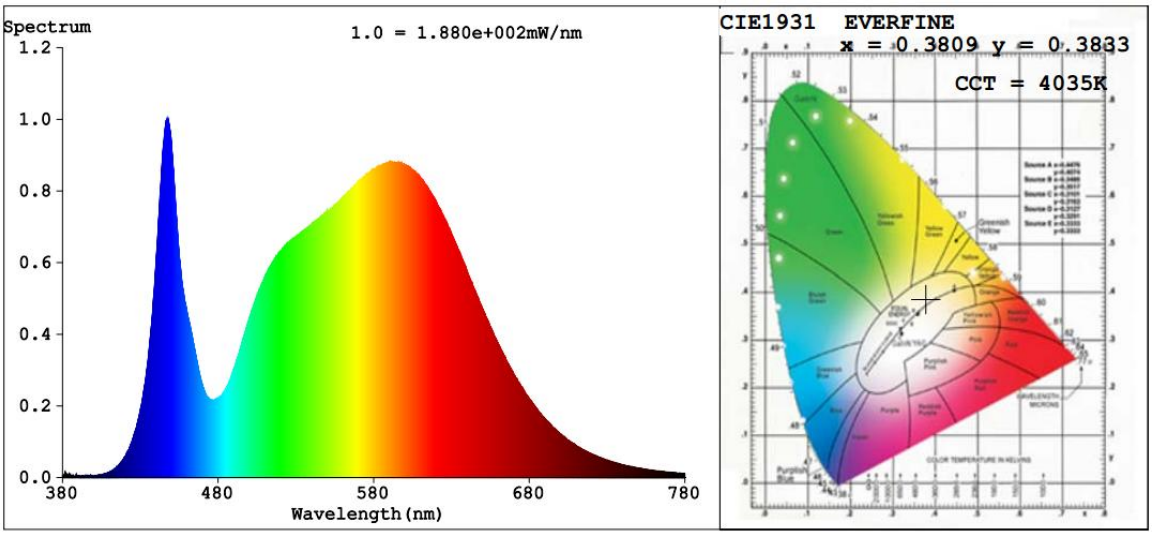
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	4035
Duv	0.0029
Chromaticity (x, y)	x=0.3809 y=0.3833
Chromaticity (u', v')	u'=0.2228 v'=0.5045
Color Rendering Index (CRI)	82.2
R9	9

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	--	--	

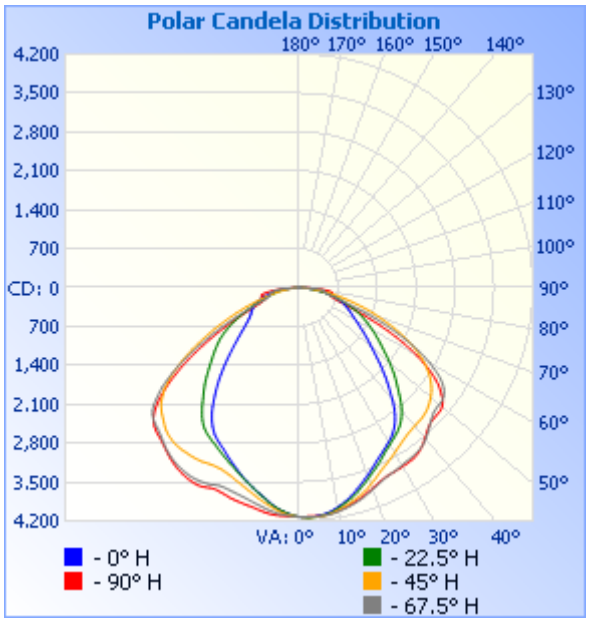
Spectral Power Distribution & Chromaticity Diagram

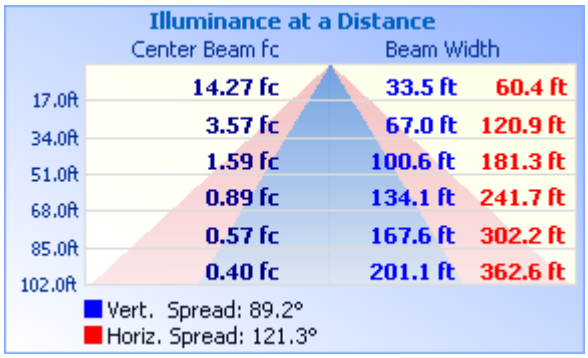


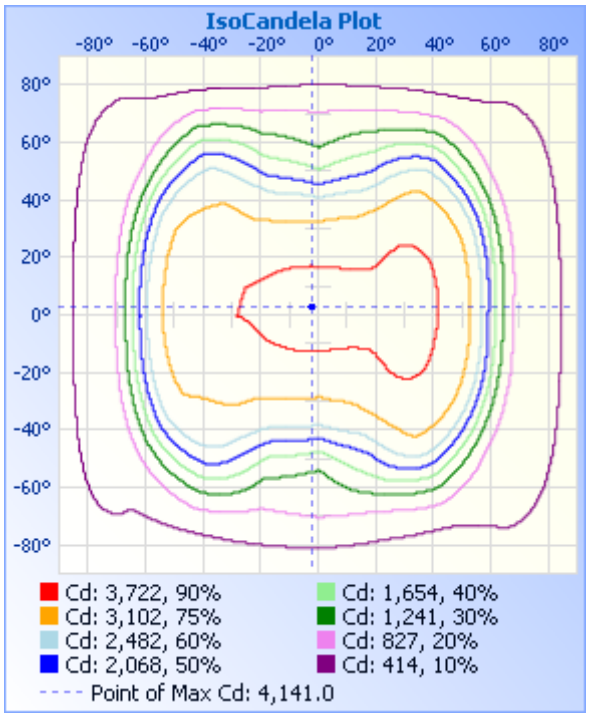
Zonal Lumen Tabulation

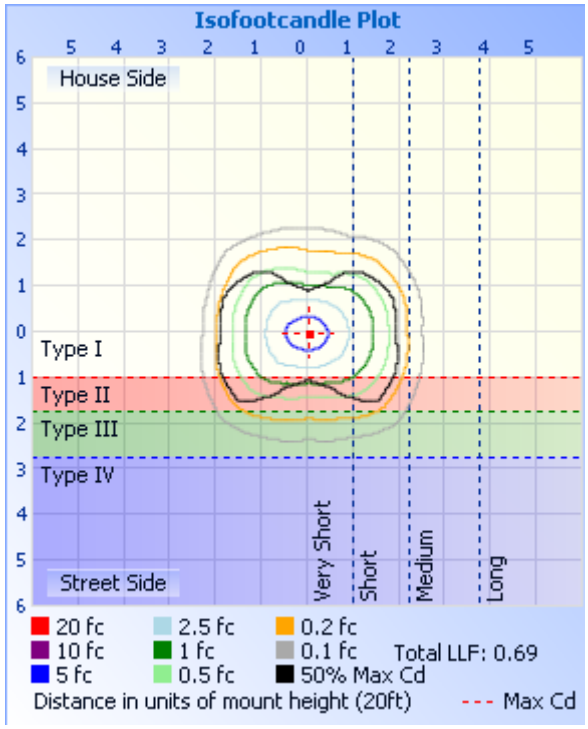
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
0-30	3,125.1	25.8%
0-40	5,237.6	43.3%
0-60	9,671.3	79.9%
60-90	2,403.4	19.9%
70-100	976.2	8.1%
90-120	7.3	0.1%
0-90	12,074.8	99.8%
90-180	28.8	0.2%
0-180	12,103.6	100%

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
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 :

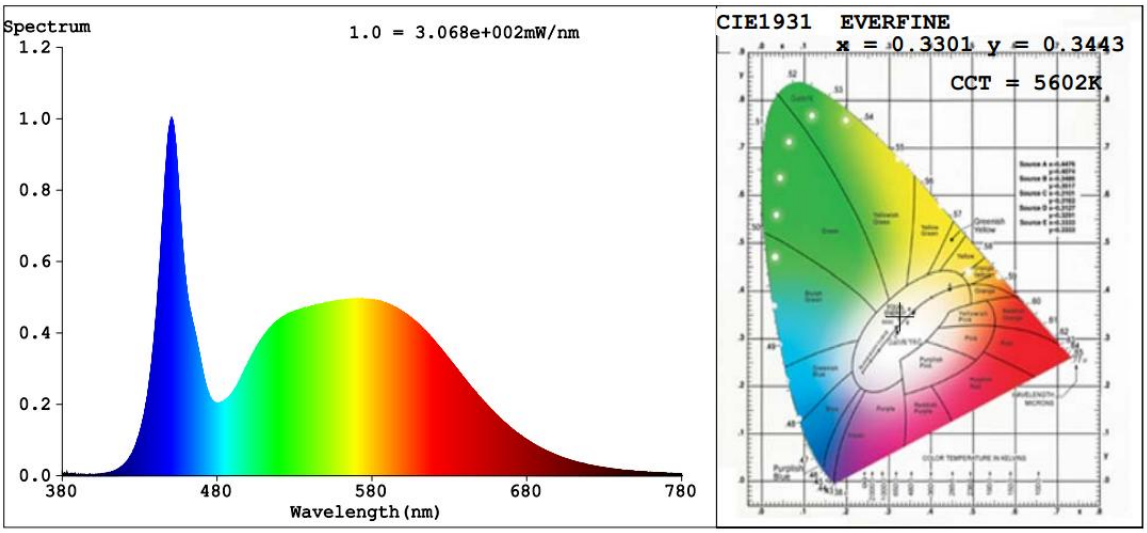
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	5602
Duv	0.0027
Chromaticity (x, y)	x=0.3301 y=0.3443
Chromaticity (u', v')	u'=0.2041 v'=0.4788
Color Rendering Index (CRI)	82.8
R9	9

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 ********

Exhibit C:
Fencing Cut Sheets

Chesterfield Smooth Finish

Chesterfield Smooth Finish in Almond and Natural Clay

Chesterfield Smooth Finish

Top rails in ColorLast® colors feature reinforcement for added strength and durability.

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"

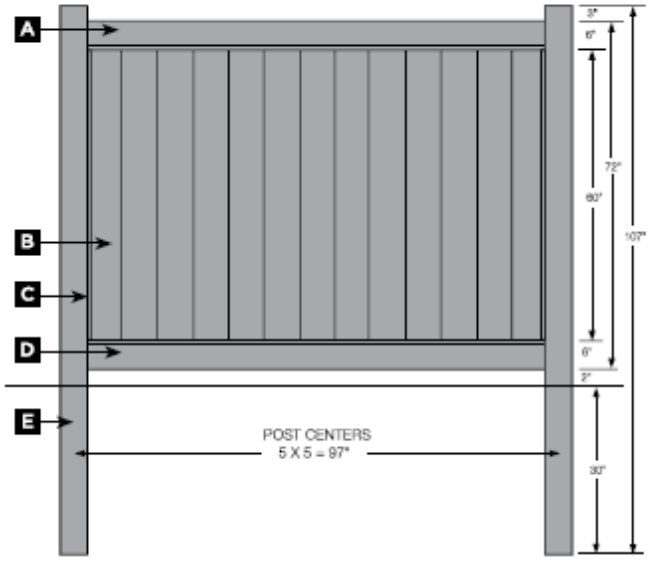
D **BOTTOM RAIL** PALLET QUANTITY = 84
2" x 6" x 95" Deco rail ribbed.
Includes steel channel.

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

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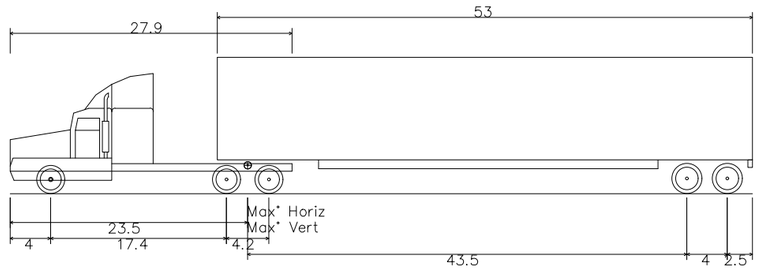

WB-67 – Interstate Semi-Trailer

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°

±18' TO EDGE OF EXISTING WPS PARKING AREA

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738091 & 0608244082

CENTER LINE OF EASEMENT

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082

WB-67 - Interstate Semi-Trailer

T

SHEET 1 OF 3

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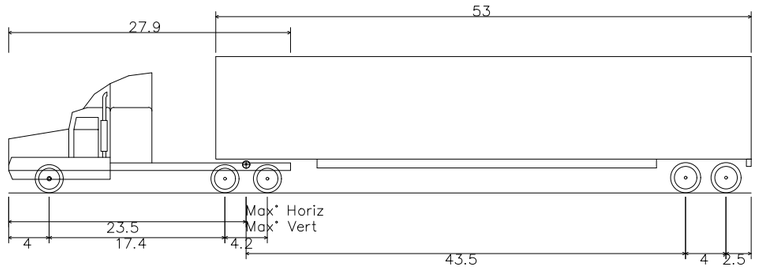
PROJECT NO. 32212717
DATE 03/09/18
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG

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

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Max Track Width	8.500ft
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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

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SHEET 2 OF 3

PROJECT NO. 32212717
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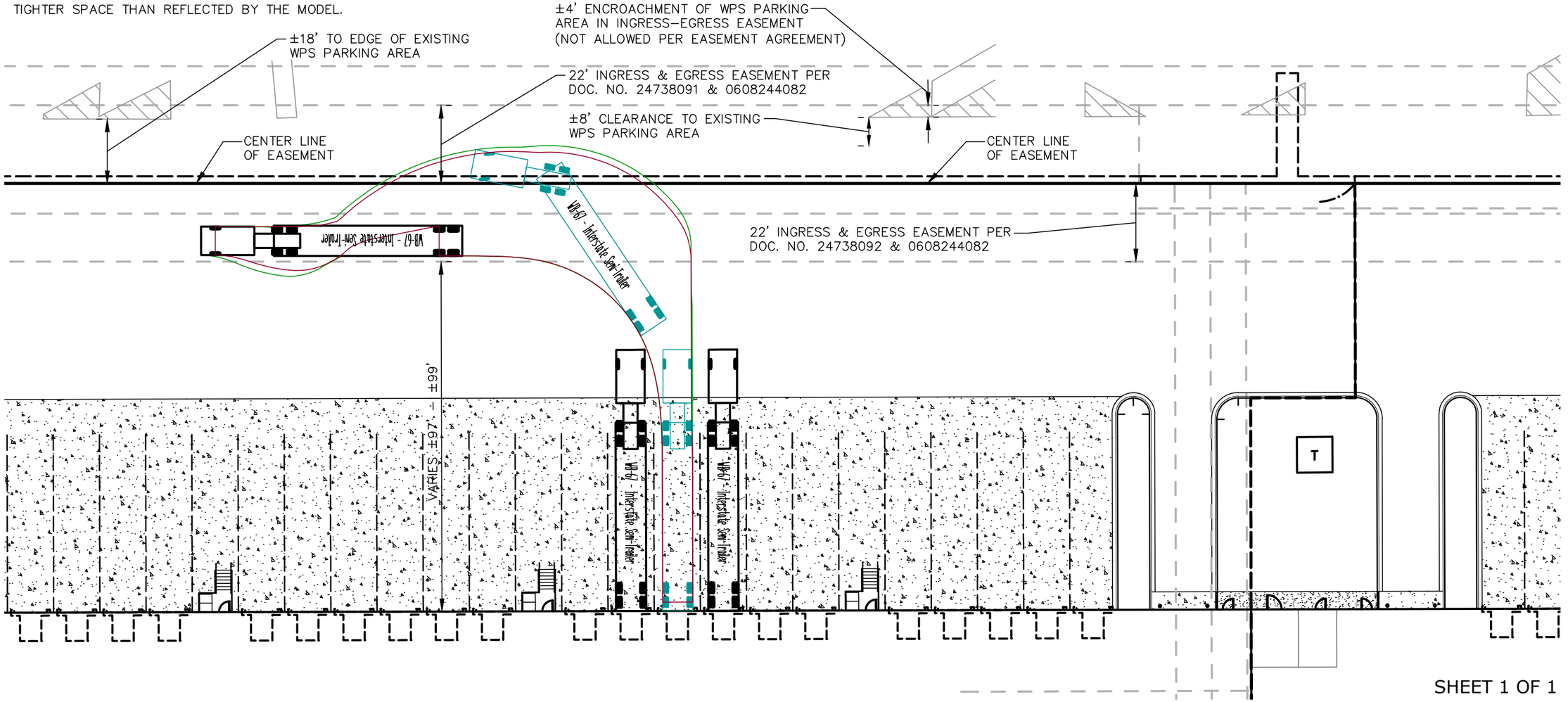

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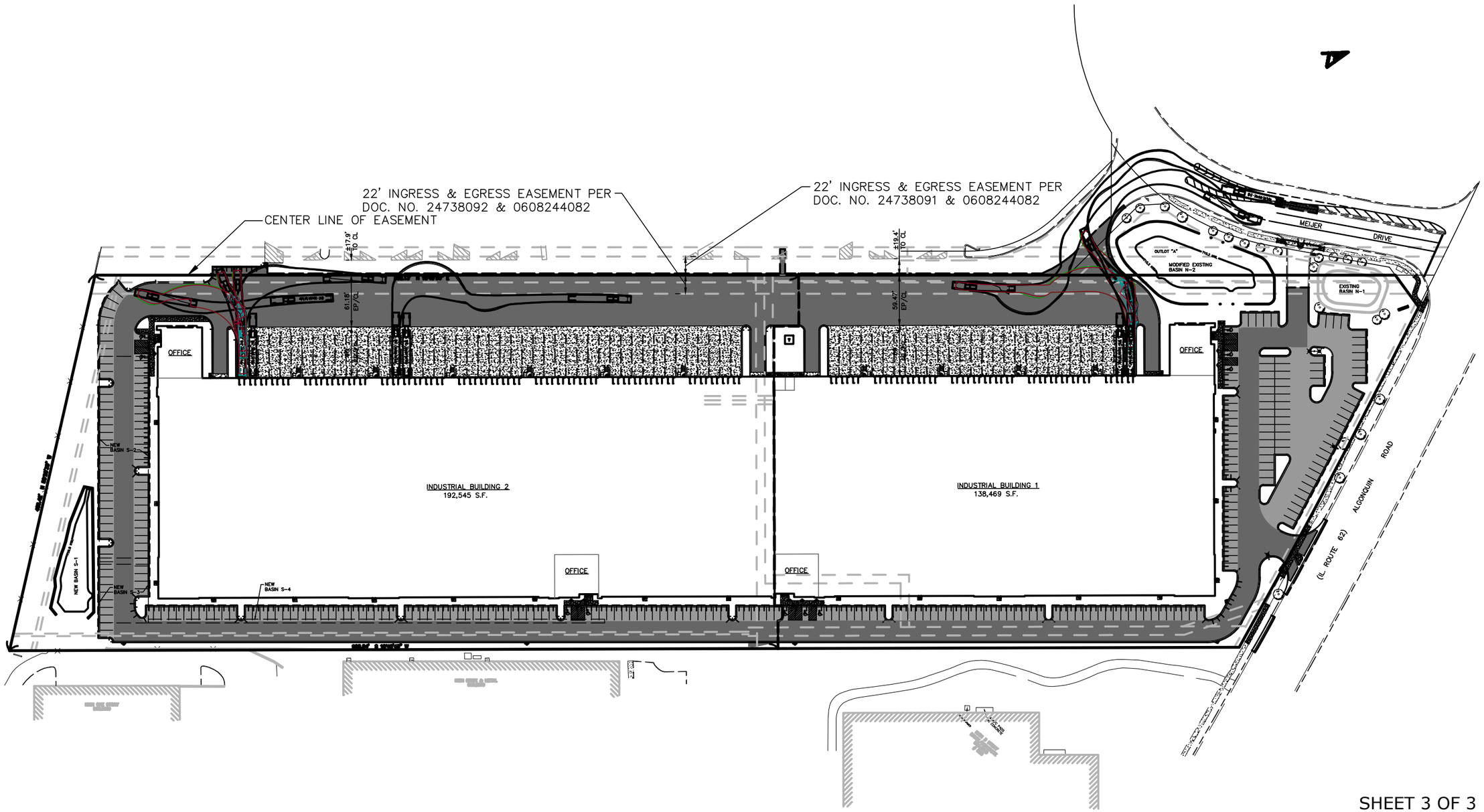

SHEET 3 OF 3

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SCALE 1"=120'
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February 05, 2021 3:55:19 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

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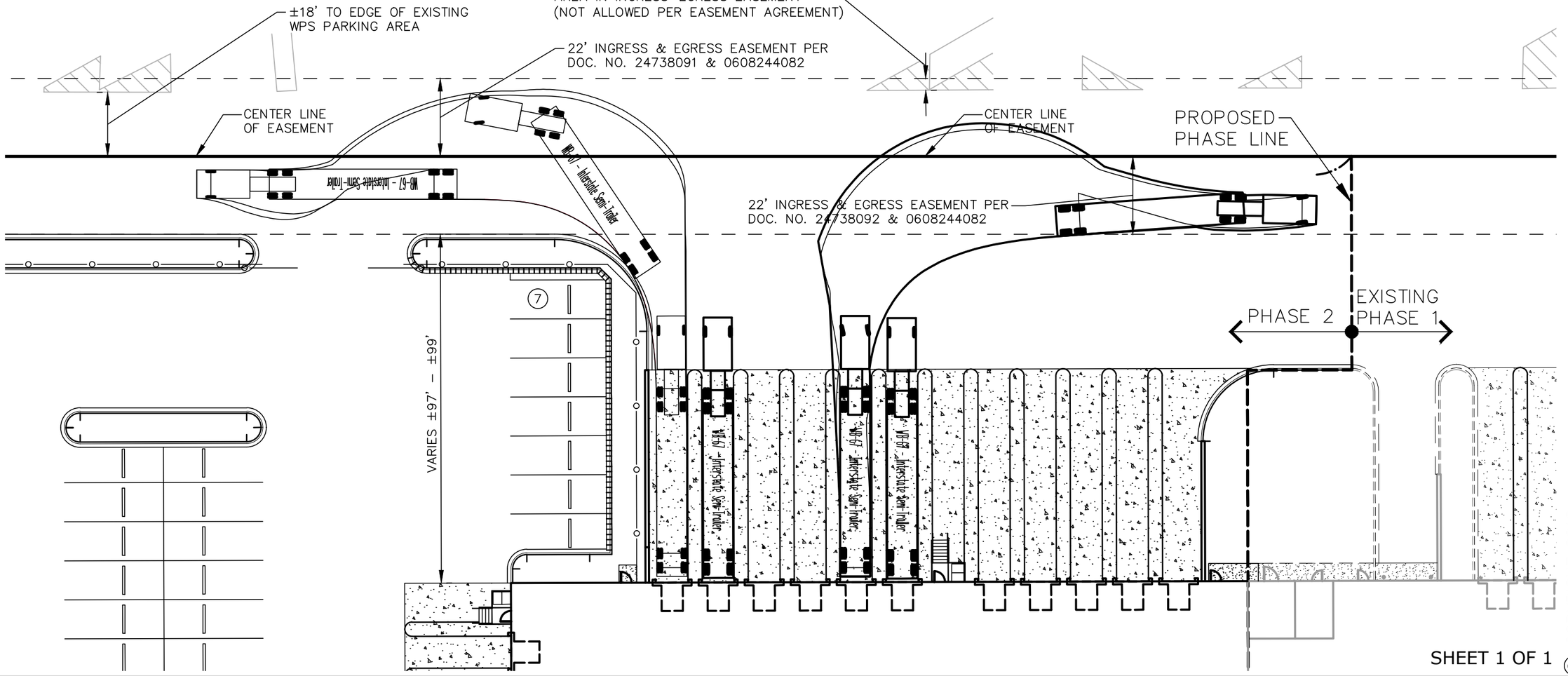

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DATE 02/05/21
SCALE 1"=30'
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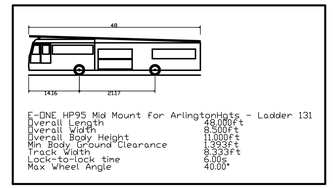

GRAPHIC SCALE

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. 24738092

EXISTING LANDSCAPE ISLAND TO BE REMOVED

22' INGRESS & EGRESS EASEMENT PER DOC. NO. 24738092 & 0608244082

832.13' N 18°49'50" E

PROPOSED TEMPORARY PARKING PER PHASE 1 SCHEMATIC SITE PLAN, DATED 11-12-2020 FROM WARE MALCOMB

12" WATER MAIN

POWER POLE WITH 3 TRANSFORMERS

EX. 6" WM

PROPOSED PHASE LINE

EX. 10" WM

EXISTING PHASE 1

PHASE 2

(TC=716.31)
(EP=715.83)

CHAIN LINK FENCE N'LY FACE 0.88' S'LY

METAL SIGN

25' EASEMENT TO COMED PER DOC. NO. 19977407 & 20097957

PROPOSED 14 TRACTOR STALLS (12'X25')

EXISTING LIGHT POLE TO BE REMOVED

78 STALLS FOR EXISTING TENANT

PROPOSED 14 TRAILER STALLS (12'X65')

ONE STORY CONCRETE PANEL BUILDING NO. 719

3 GAS METERS

TRANSFORMER

EX. 8" WM

0.80' CONCRETE WIDE WALL

GAS LINE PER 12/03/18 LANDMARK FIELD INFO

EXISTING BUILDING 1

FLARED END SECTION 36" INV=708.56

EX. SAN. MH
RIM= (710.69)
INV= (703.79) (SE)

N 58°20'30" W
455.42'

EX. 8" VCP

EX. SAN. MH
RIM= (710.60)
INV= (699.87)(NW)
INV= (699.17)(SE)

ELECTRIC HANDHOLE

12" WATER MAIN PER REC.

EX. 8" VCP SAN.

FRONT TABLE

30' SEWER & WATER EASEMENT PER CASE NUMBER 45-M1-60 & DOC. NO. 2599954 & 24731232

EX. 8" WM

EX. 6" WM

DRAIN TOP OF COVER=711.99

SIAMESE CONNECTION

TELE. PEDESTAL

GAS METERS

908.84' S 18°40'43" W

20' EASEMENT TO ILLINOIS GAS CO. PER DOC. NO. 2599954

ILLINOIS BELL TELEPHONE CO. PEDESTAL NO. 21144830

POWER POLE WITH 3 TRANSFORMERS

(F/FLR=718.44)
(718.39)
(718.26)
(718.16)
(718.17)
(EP=717.75)
(TC=718.20)
(EP=717.22)
(TC=718.00)
(TC=717.97)
(EP=717.55)
(TC=717.90)
(718.41)
(718.25)
(TC=717.77)
(EP=717.29)
(EP=717.58)

0.6%

DRAWN BY
REVISIONS
DATE

© COPYRIGHT 2020

HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
FIRE TRUCK MANEUVERING EXHIBIT - 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 12/23/20
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

December 23, 2020 11:43:32 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\56412720 - ALGONQUIN RD IND PH 2-FRITO LAY\300_ENGINEERING\310_CADD\FINAL\56412720_BASE_RECOVER.DWG

GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
1 inch = 60 ft.

JANE ADDAMS MEMORIAL TOLLWAY I-90

90

VINYL FENCE

GREEN TREES

DETENTION BASIN WITH RETAINING WALL

40' SLIDING (40' OPENING) GATE

SECURITY FENCE

PROPERTY LINE

40' SLIDING (40' OPENING) GATE

EXISTING PAVEMENT (WITHIN ACCESS EASEMENT) TYP.

TRANSFORMER PAD

FP & ELEC ROOMS

22' INGRESS & EGRESS EASEMENT PER DOC NO. 2473809

22' INGRESS & EGRESS EASEMENT PER DOC NO. 1473940 & 0800046

632.13' N 18°40'50" E

CYAN REPRESENTS THE INCOMING/OUTGOING TRUCK PATH – OPTION ONE

BLUE REPRESENTS THE INCOMING/OUTGOING TRUCK PATH – OPTION TWO

EXISTING DETENTION BASIN WITH RETAINING WALL

MEIJER DR

MEIJER DRIVE

+/-13'

DETENTION BASIN WITH RETAINING WALL

DETENTION BASIN N-2

EXISTING BASIN N-1

PROPOSED 715.20 HWL & RET. WALL (TIE, EX. BASIN N-1)

715.20 HWL (2008 & 1946)

(98) 12'x65' TRAILER PARKING STALLS

(74) 11'x28' VAN PARKING STALLS

(16) VAN LOADING

(11) TRUCK LOADING

(9) TRUCK LOADING

78'

141'

60'

208'

EXPANSION

FRITO LAY

+/-108,082 SF

AVI

+/-23,510 SF

LEASED

+/-60,949 SF

260'

OFFICE

±8,700 SF

90'

52' TYP

50' TYP

70'

40'

30'

TRUCK MAINT.

908.84' S 18°40'43" W

RS-31 DOUBLE ARROW

HIGH BRICK & METAL BUILDING

HIGH ONE STORY BUILDING

SECURITY FENCE

20' SLIDING GATE

PHASE II PHASE I

ALGONQUIN ROAD (ALGONQUIN ROAD)

IL ROUTE 62

℄ R.O.W.

UIN RD

15.00 53.00
3.00 45.50
9.00
4.00 19.50

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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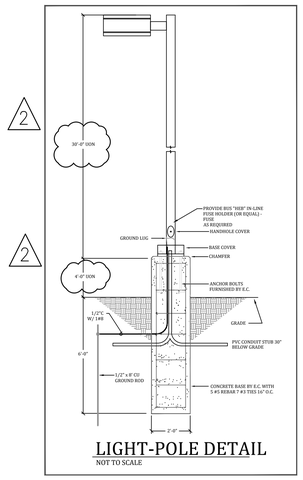
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
FRITO-LAY - TRUCK ACCESS EXHIBIT

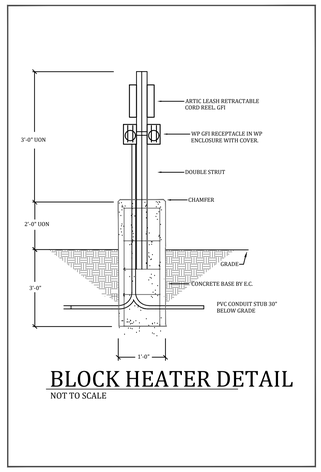
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 56412720
DATE 10/13/20
SCALE 1"=60'
PROJ. MGR: PDL
PROJ. ASSOC.: RWG
DRAWN BY TLM

SHEET
1 OF 1



LIGHT-POLE DETAIL
NOT TO SCALE



BLOCK HEATER DETAIL
NOT TO SCALE

DETAILS

SCALE: NA

Exhibit G

DRAWING NOTES

MHC

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

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

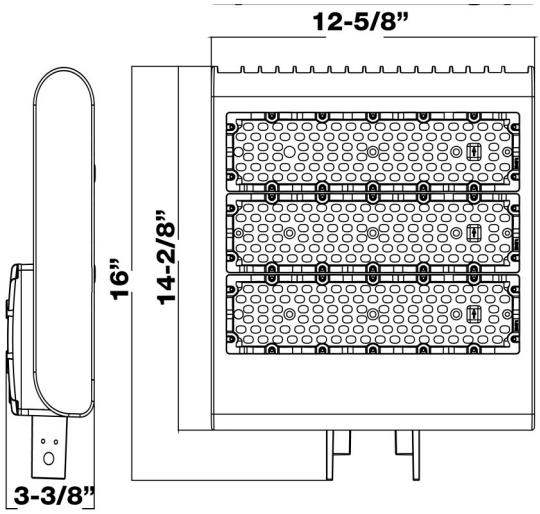
POLE LIGHT & WEST BUILDING MOUNTED FIXTURE MOUNTED AT 90 DEGREES

SHARP CUT-OFF

FlatPanel Gen 2

230W 120-277V

4000K Type IV



Features:

Bronze Diecast Aluminum Housing

Heat Resistant Directed Optics Frosted Polycarbonate Lens

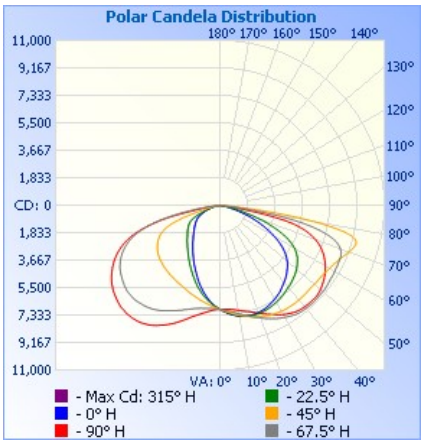
Excellent Heat Dissipation - Maximum Life Expectancy

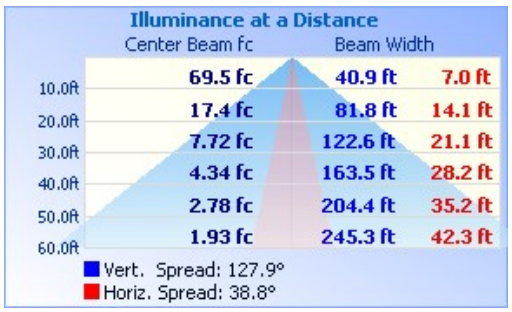
LumiLEDS

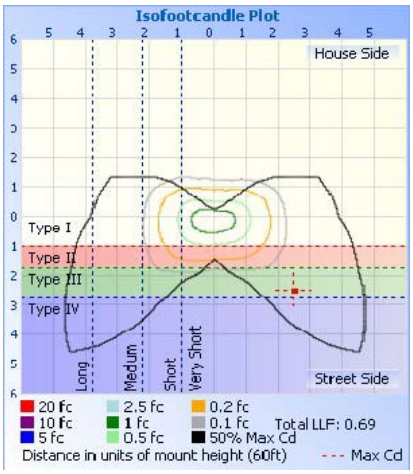
Note: Fixture does not include mount, Pole Arm, Slipfitter, Trunnion Mount sold separately

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

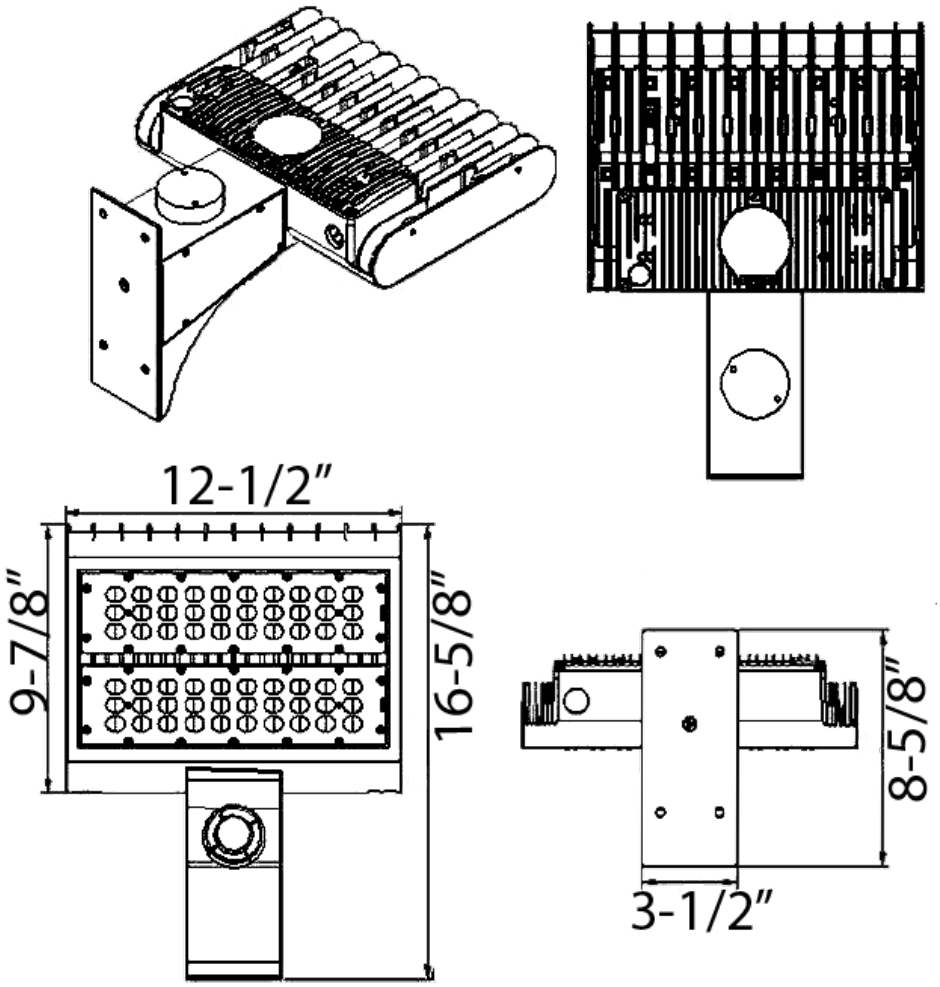
Cat# 71866
100 Watts
Wall Mount

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

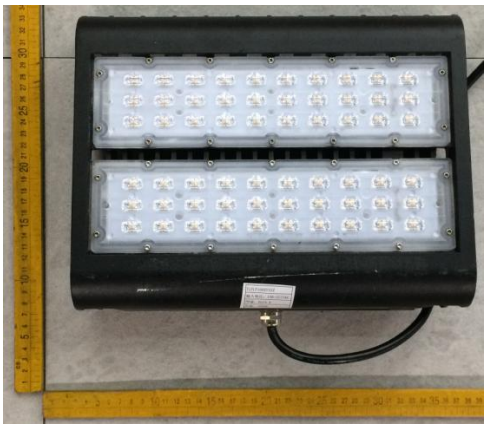
Manager: Tommy Liang

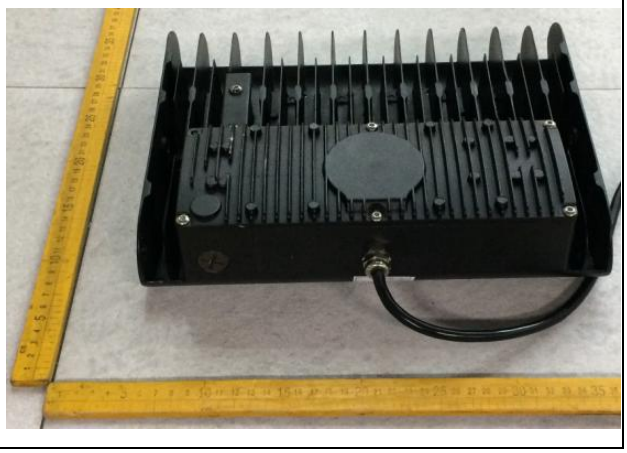
Note: This report does not imply product certification, approval, or endorsement by NVLAP, NIST, or any agency of the Federal Government.

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 :

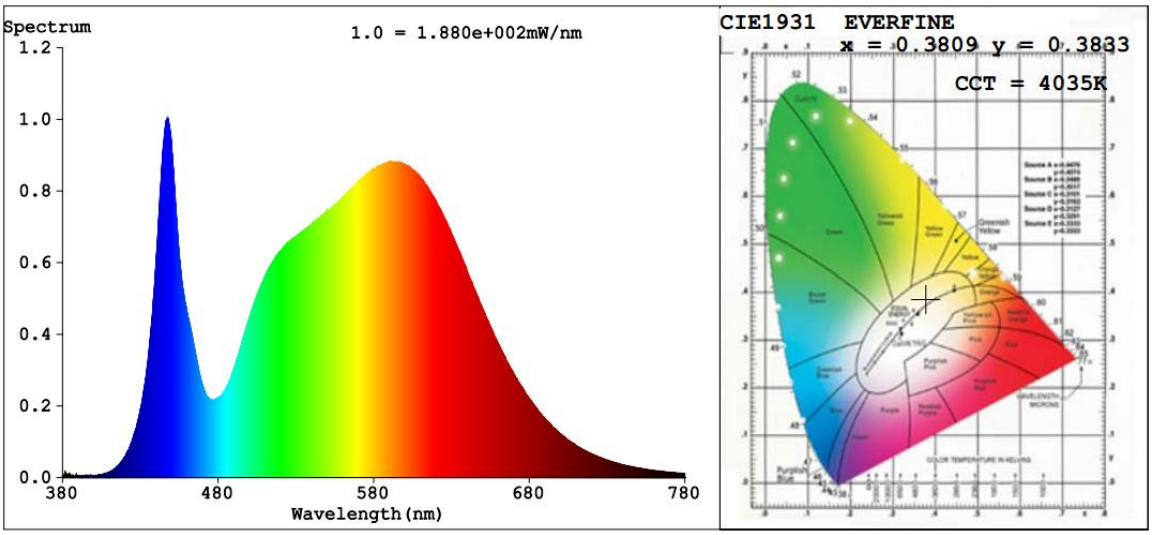
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	4035
Duv	0.0029
Chromaticity (x, y)	x=0.3809 y=0.3833
Chromaticity (u', v')	u'=0.2228 v'=0.5045
Color Rendering Index (CRI)	82.2
R9	9

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	--	--	

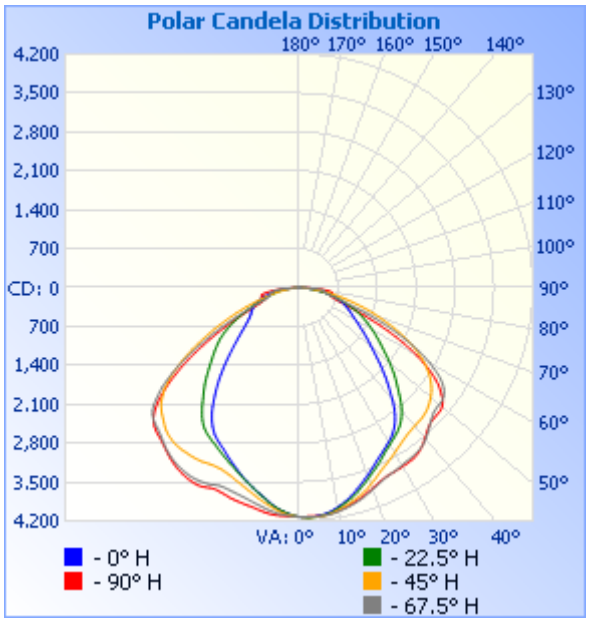
Spectral Power Distribution & Chromaticity Diagram

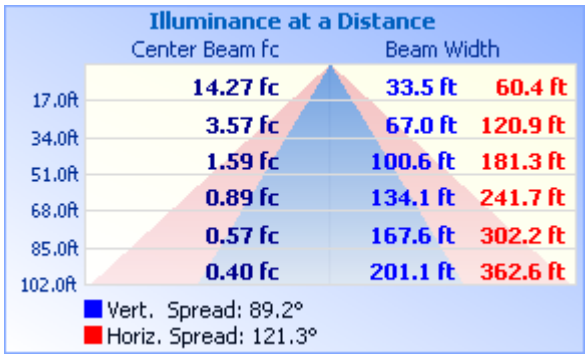


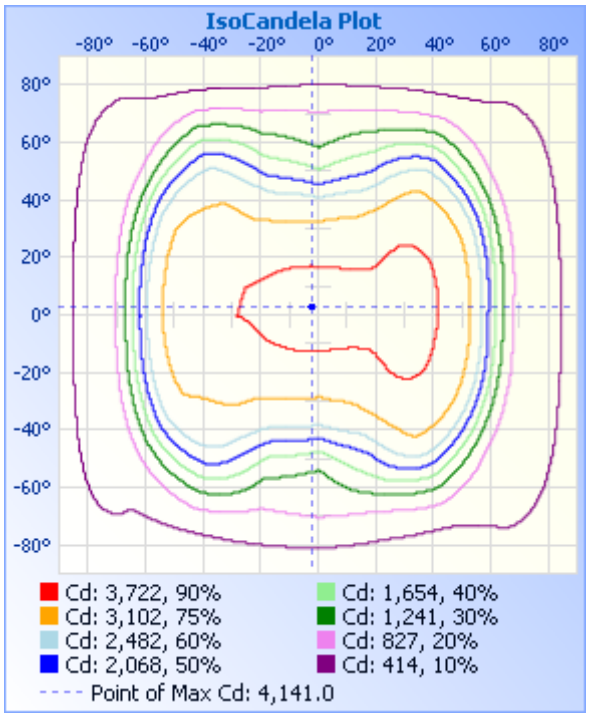
Zonal Lumen Tabulation

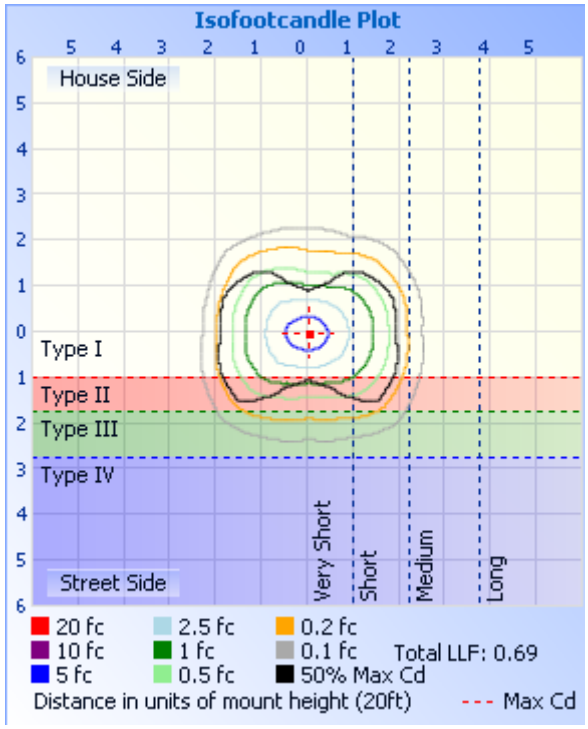
Zonal Lumen Summary		
Zone	Lumens	% Luminaire
0-30	3,125.1	25.8%
0-40	5,237.6	43.3%
0-60	9,671.3	79.9%
60-90	2,403.4	19.9%
70-100	976.2	8.1%
90-120	7.3	0.1%
0-90	12,074.8	99.8%
90-180	28.8	0.2%
0-180	12,103.6	100%

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 :

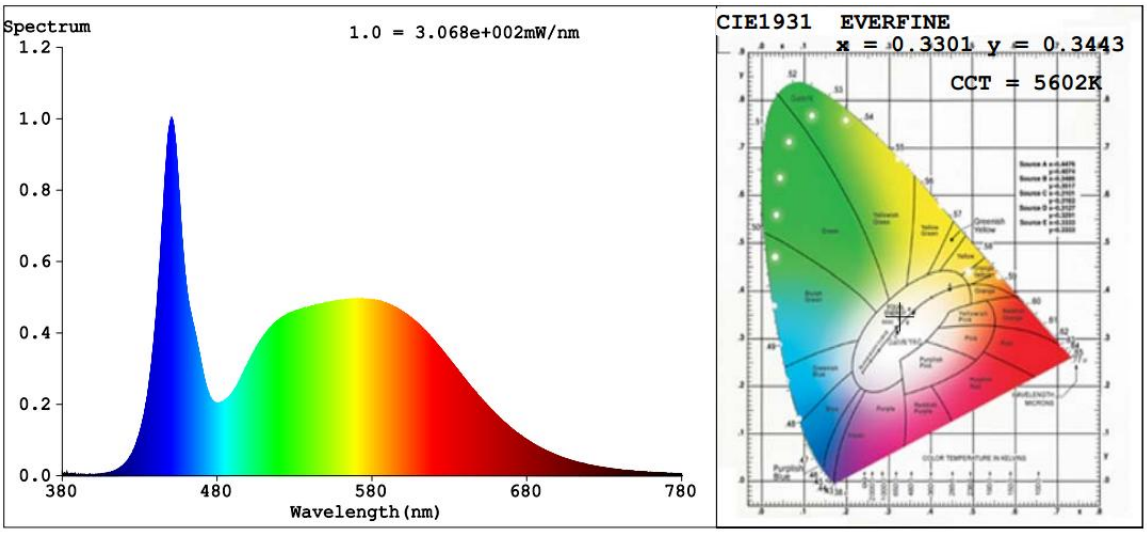
Parameter	Result
Test Voltage (V)	120.0
Frequency (Hz)	60
CCT (K)	5602
Duv	0.0027
Chromaticity (x, y)	x=0.3301 y=0.3443
Chromaticity (u', v')	u'=0.2041 v'=0.4788
Color Rendering Index (CRI)	82.8
R9	9

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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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

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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

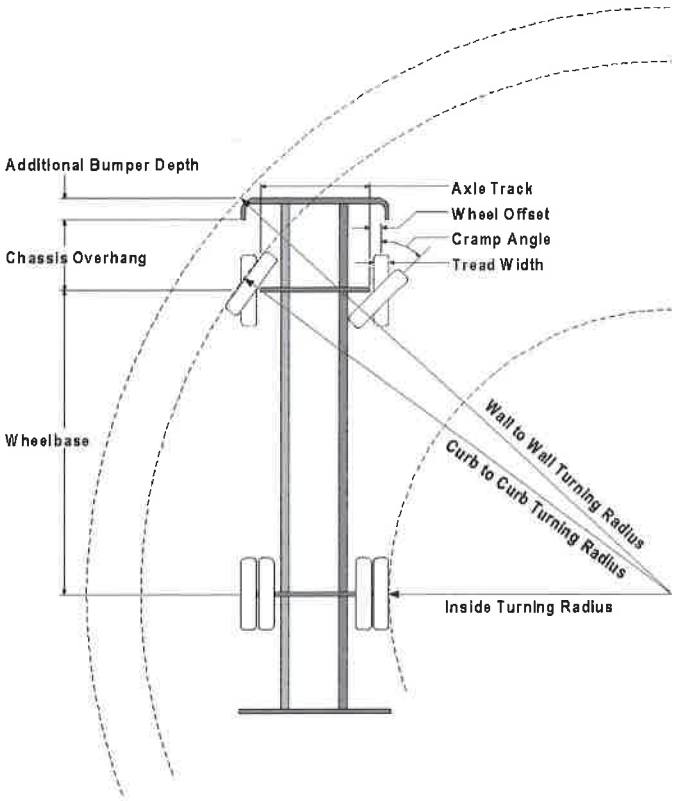
Attachment: Fire Apparatus 114 Turning Performance Analysis (1 page)
Meter Pit diagram, 8-inch water main (1 page)

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:

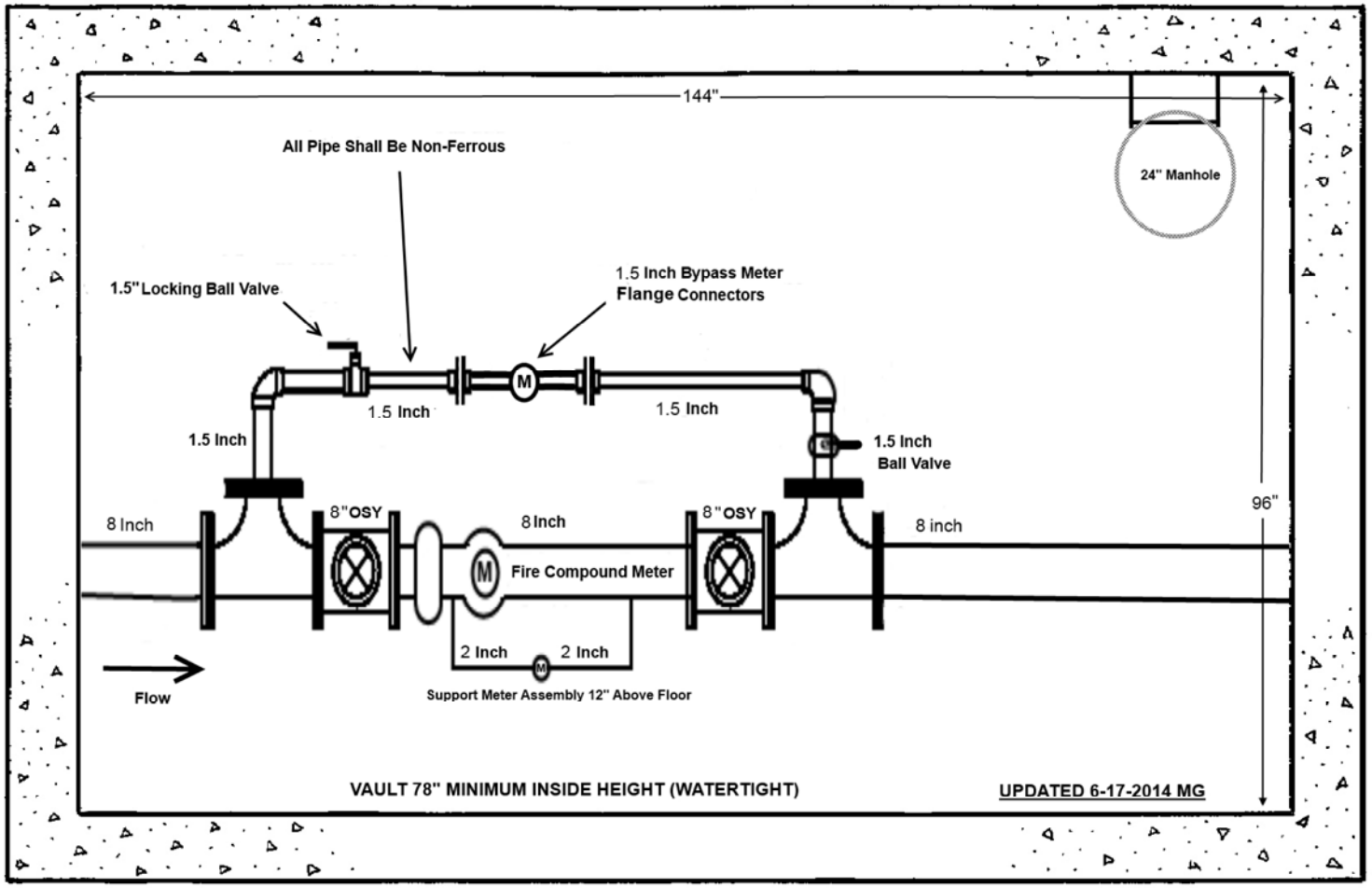
*Actual Inside cramp angle may be less than shown.

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.Oy #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
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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

Sara Hubbard 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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        - **Fencing Cut Sheets**

- **Updated Drawings**
    - **Exhibit D: Revised Civil Plans**
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        - **Engineering Sheet 2 of 4**
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    - **Exhibit H: Phase 1 Landscape Drawings**
        - **L1: Site Landscaping Plan**

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

12/30/2020

Michael L. Pagones, P.E. Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

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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

40' GATE OPENING

40' GATE OPENING

30' SEWER & WATER EASEMENT PER CASE NUMBER 86-C-15 (30' EASEMENT FOR WATERMAIN PER DOC. NO. 20922014 & 24731232)

PHASE 2

TRUCK MAINTENANCE BLDG

INDUSTRIAL BUILDING
54,085 S.F.

334' FB TO FB

260' OUT TO OUT

208' OUT TO OUT

65.5' TO BC

57'

28.5' TO BC

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**
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        - **L101**
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    - **Exhibit F - Revised Architectural**
        - **Title Page**
        - **P2 – Conceptual Site Plan**
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        - **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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CONSTRUCTION

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**

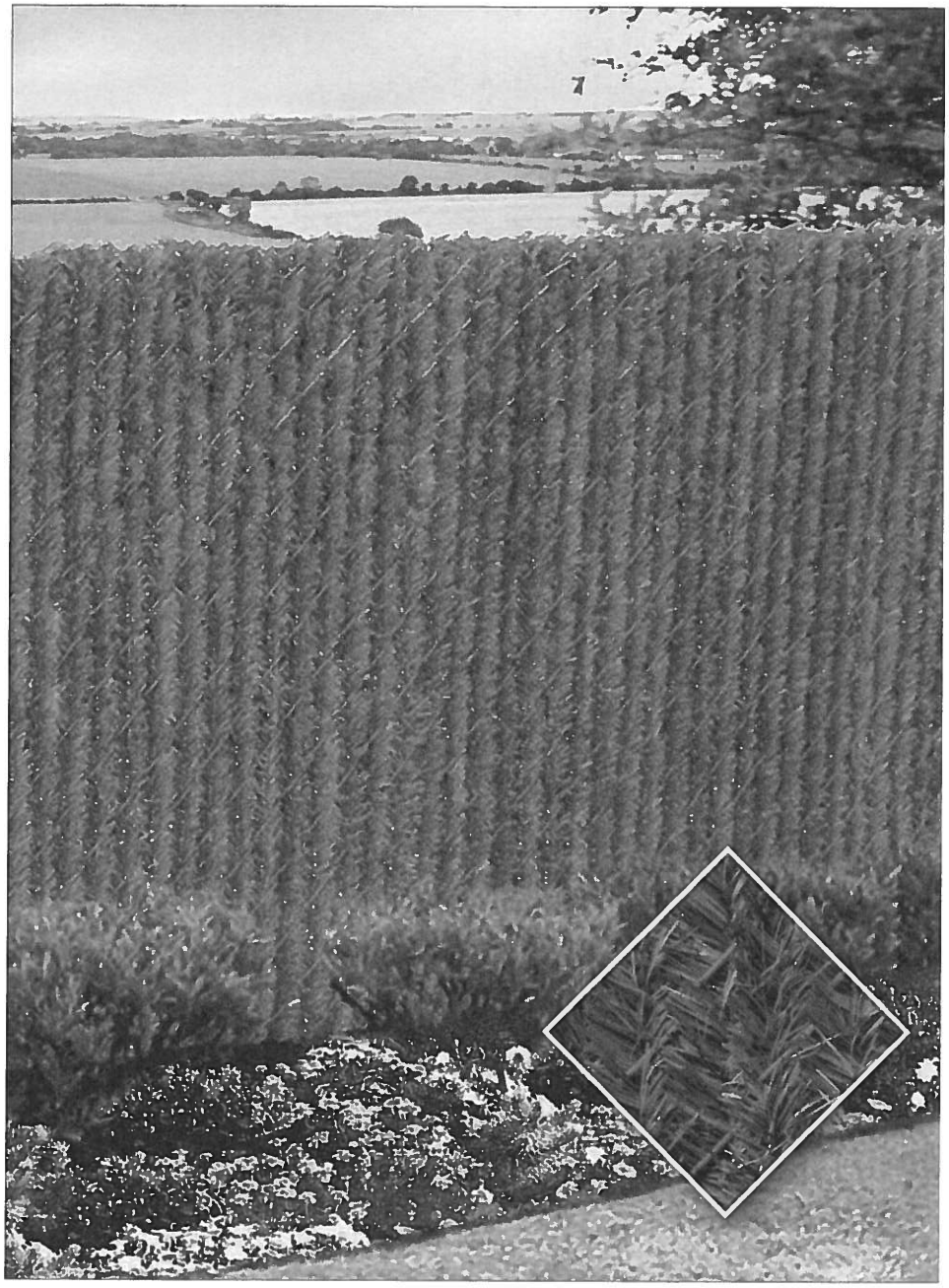
* No office area within Frito Lay "Phase I" space will be built out. Plans show a future office area as vanilla box. Offices sized approx. 8,000 sq. ft. will be built out upon Phase II construction commencement.

** 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

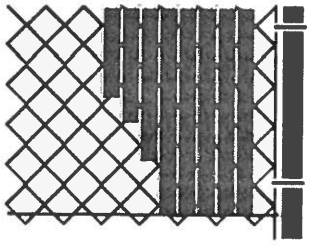
HedgeLink carries a 10-year, pro-rata warranty against breakage under normal conditions. Write Pexco for full warranty information.

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

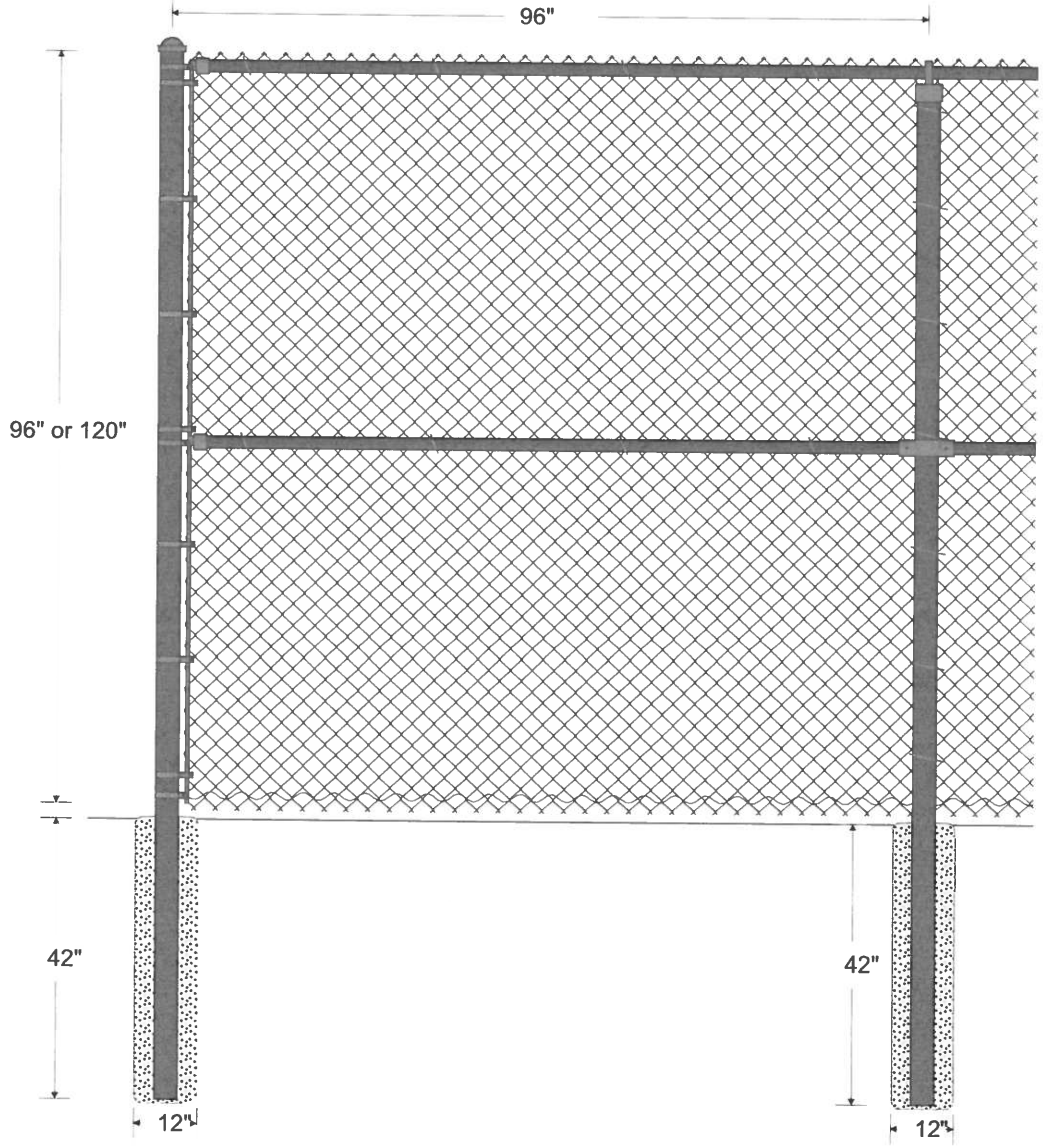
Tacoma, WA 98424 | 800.822.SLAT (7528)
Athol, MA 01331 | 800.755.SLAT (7528)

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.

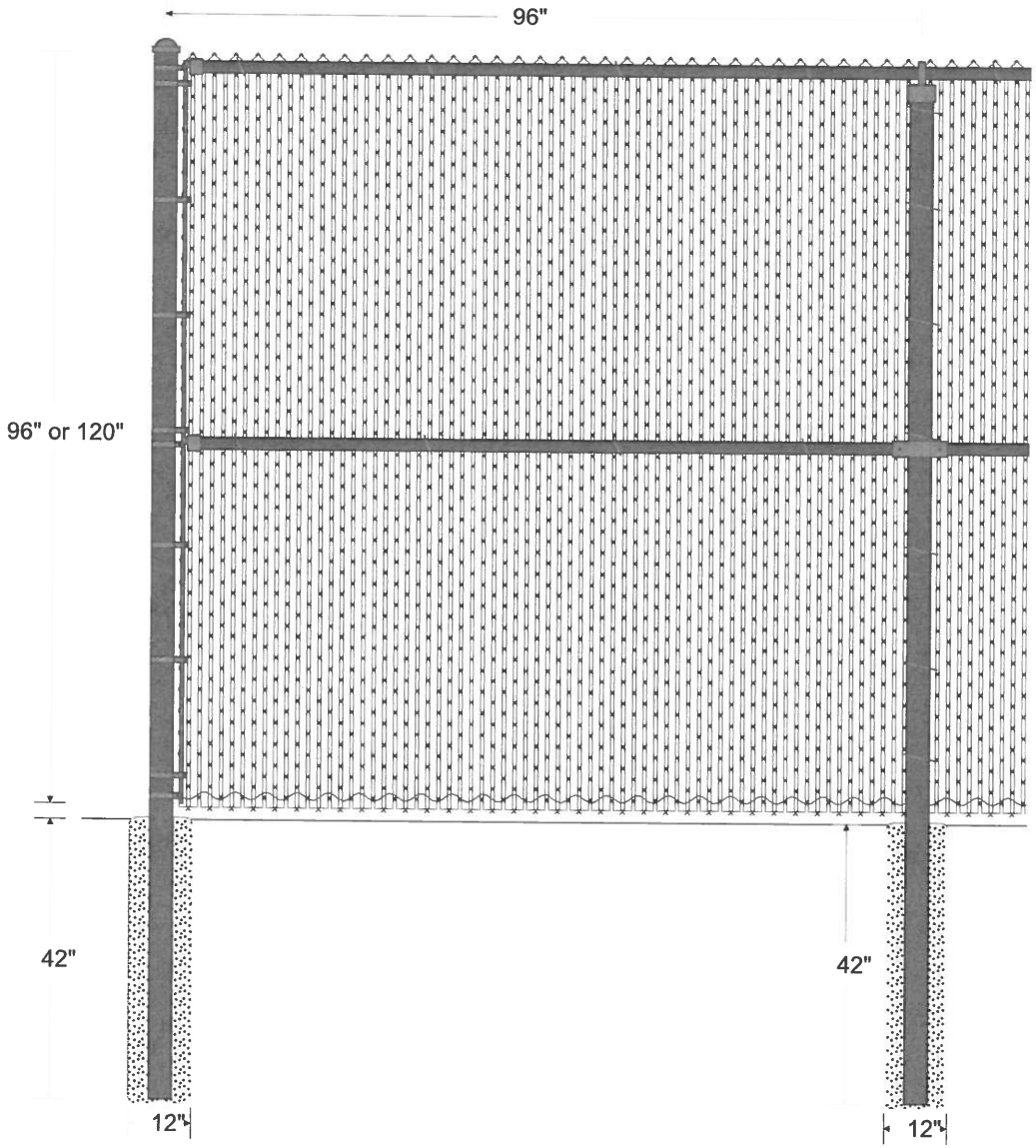
POST FOOTING: HAND MIXED CONCRETE.

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



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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:

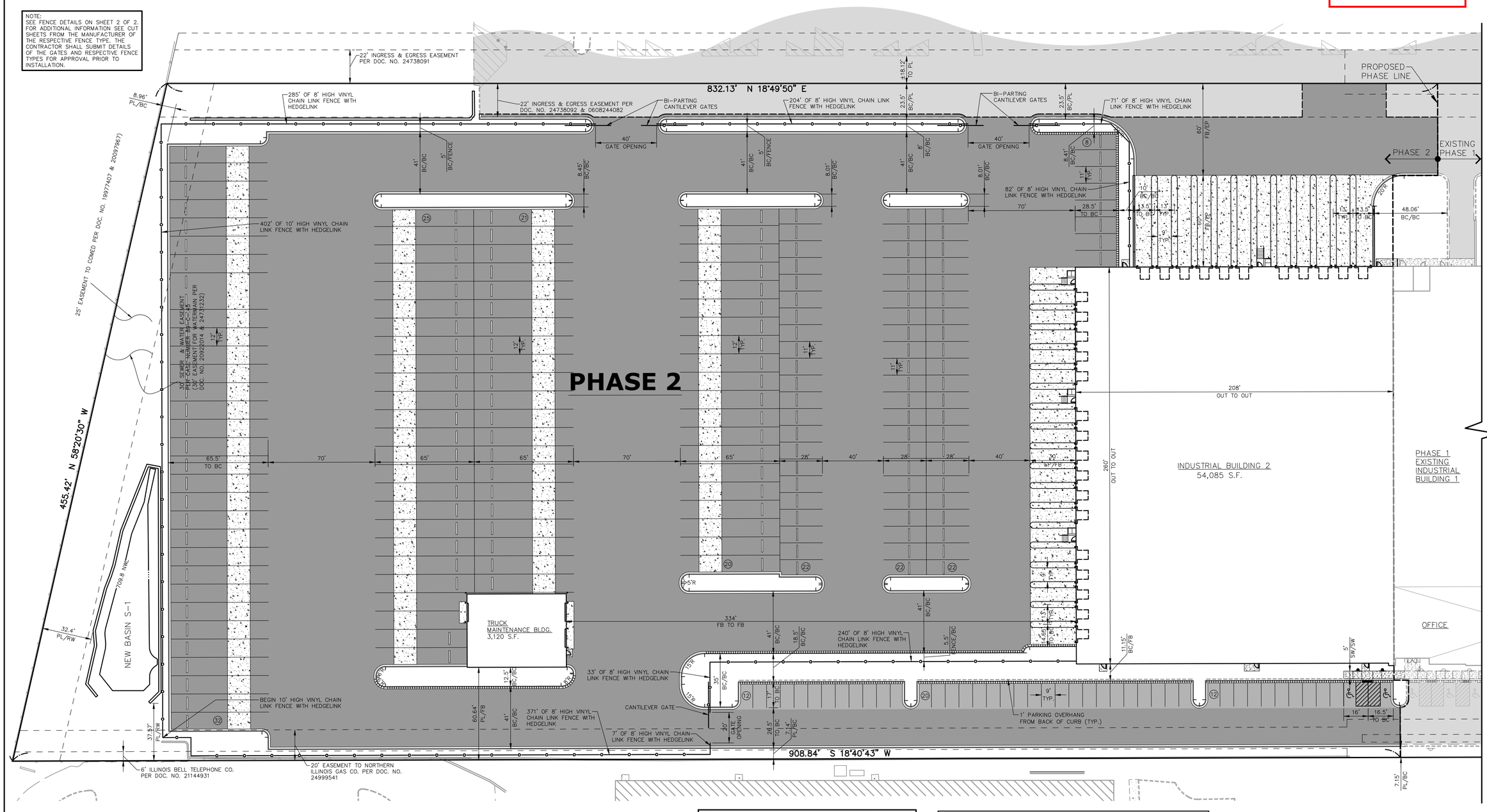
EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
EP	=	EDGE OF PAVEMENT
PL	=	PROPERTY LINE
FB	=	FACE OF BUILDING
EC	=	EDGE OF CONCRETE
RW	=	RETAINING WALL
ROW	=	RIGHT OF WAY
BC/BC	=	BACK OF CURB TO BACK OF CURB
SW	=	SIDEWALK
R	=	RADIUS
(TYP)	=	TYPICAL
DW	=	DEMISING WALL

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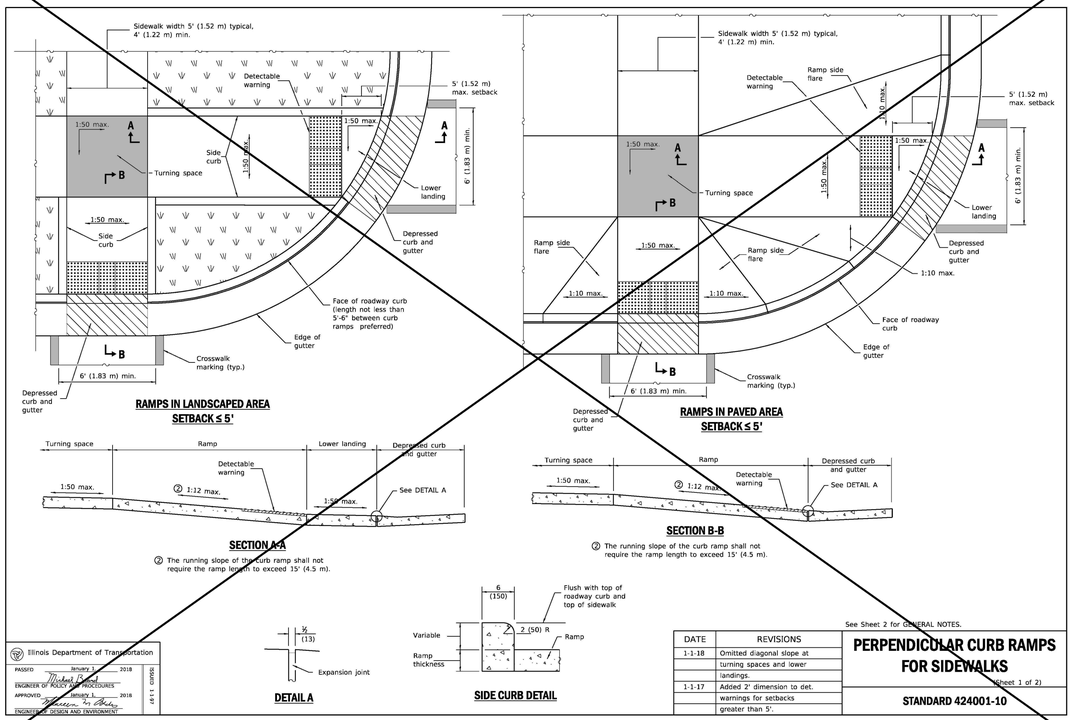
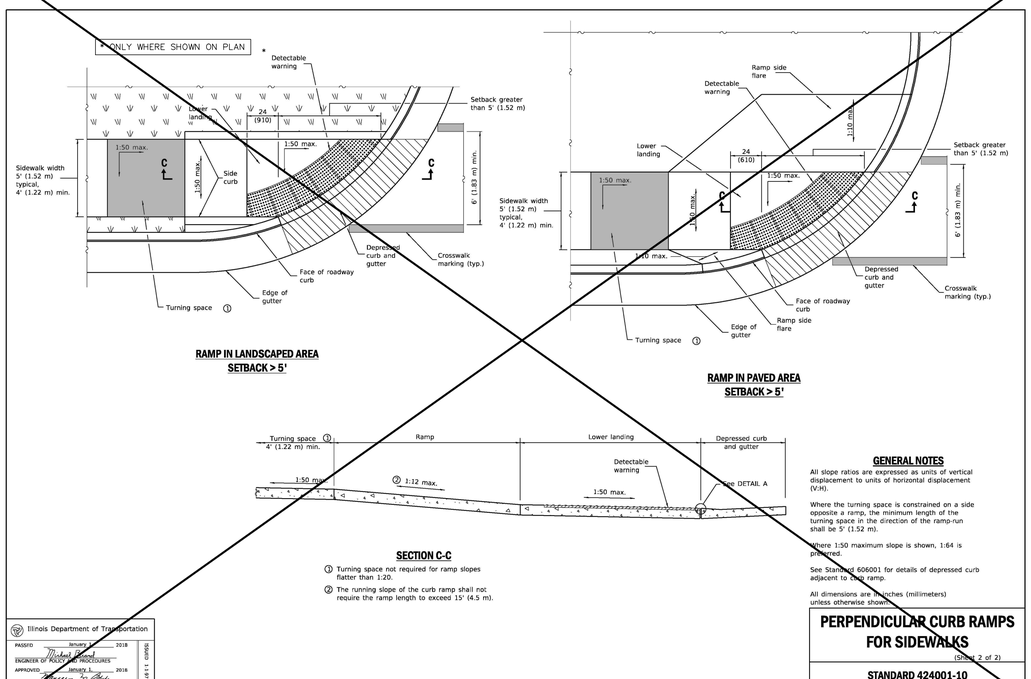
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
SITE GEOMETRIC & PAVING PLAN - PHASE 2 (FRITO-LAY)

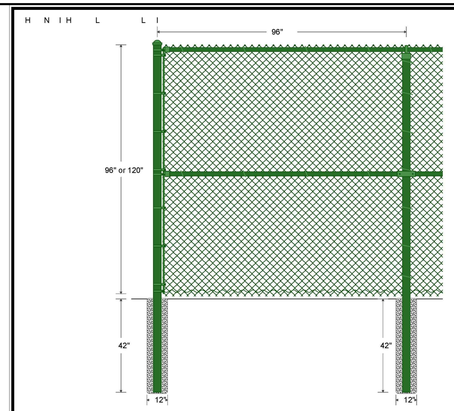
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 56412720
DATE 01/13/21
SCALE 1"=30'
PROJ. MGR. PDL
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 2







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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

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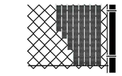
Installation Instructions
Requires no locking device or tools. HedgeLink installs much like our Winged Slat, installing vertically top to bottom.



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.

DRAWN BY
REVISIONS
DATE

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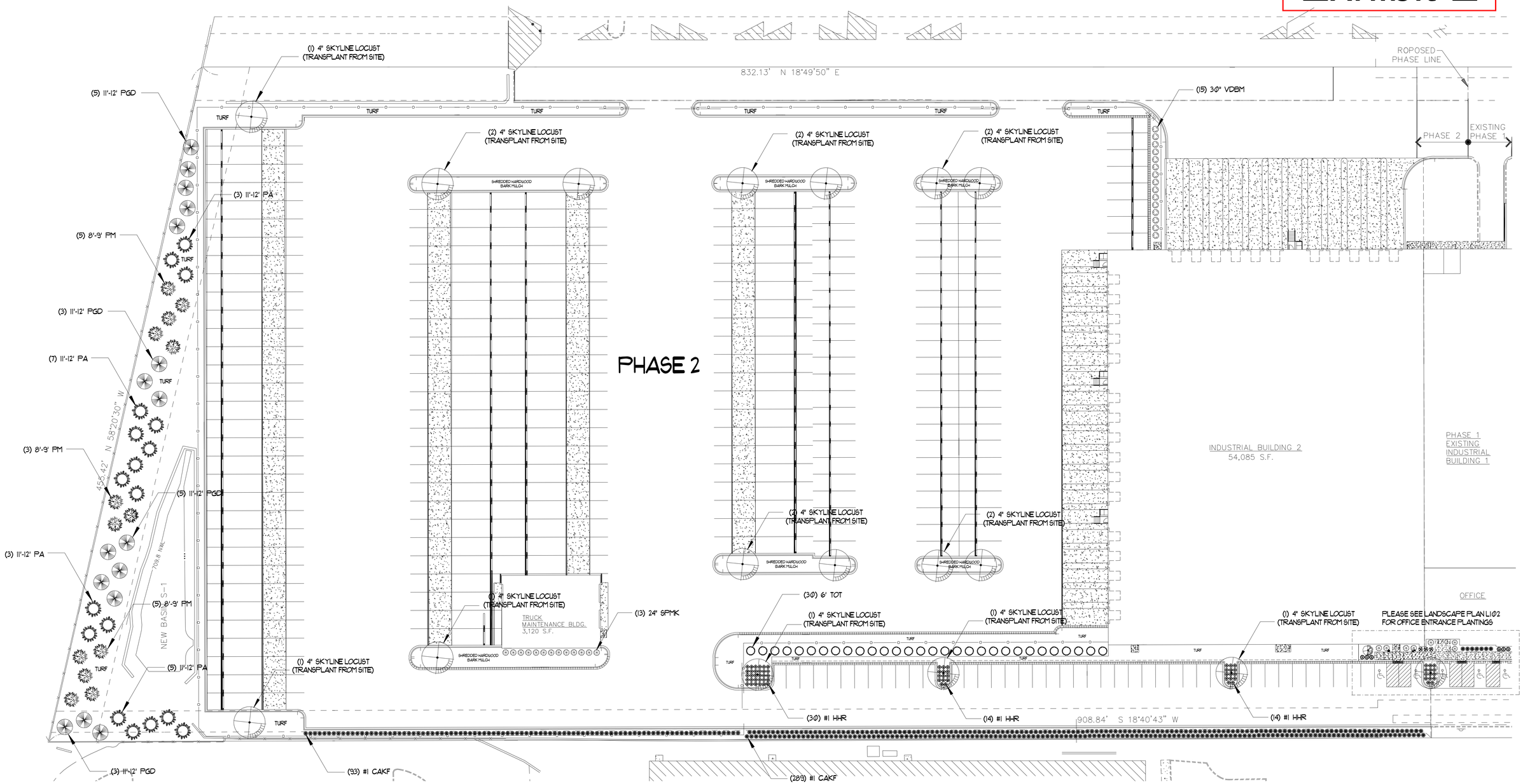
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
ARLINGTON HEIGHTS, ILLINOIS
CONSTRUCTION DETAILS AND STANDARDS - PHASE 2 (FRITO-LAY)

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

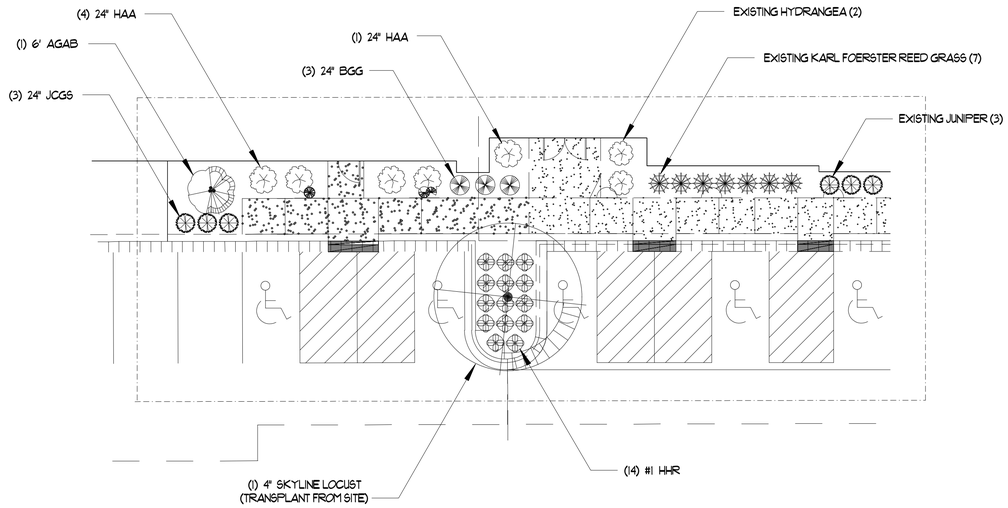
HAMILTON PARTNERS ARLINGTON HEIGHTS INDUSTRIAL
PHASE 2 (FRITO-LAY)
WEST ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS

LANDSCAPE PLAN

DATE: 11.03.20
SCALE: 1"=30'
DARWIN C.D

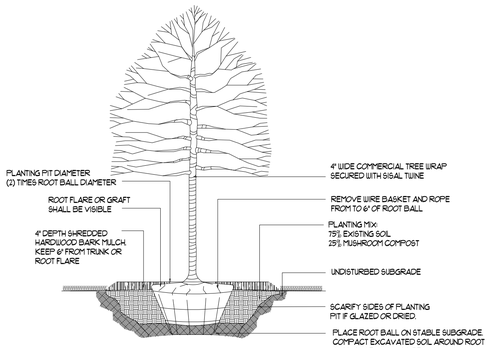
LI01

EAST BUILDING ENTRANCE

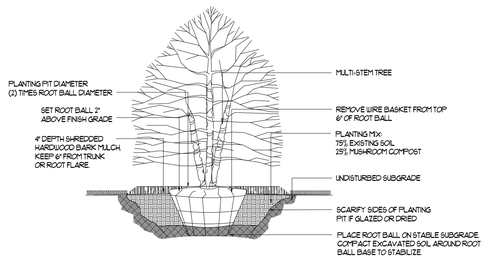


0 5 10 20 30

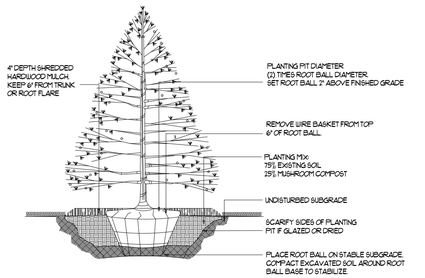
SCALE: 1"=10'



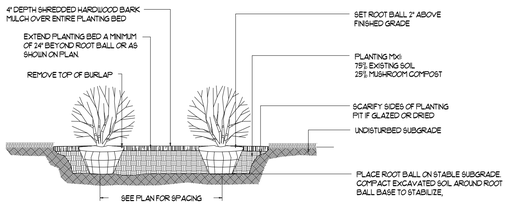
DETAIL
DECIDUOUS TREE PLANTING



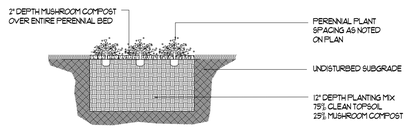
DETAIL
DECIDUOUS ORNAMENTAL TREE PLANTING



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)

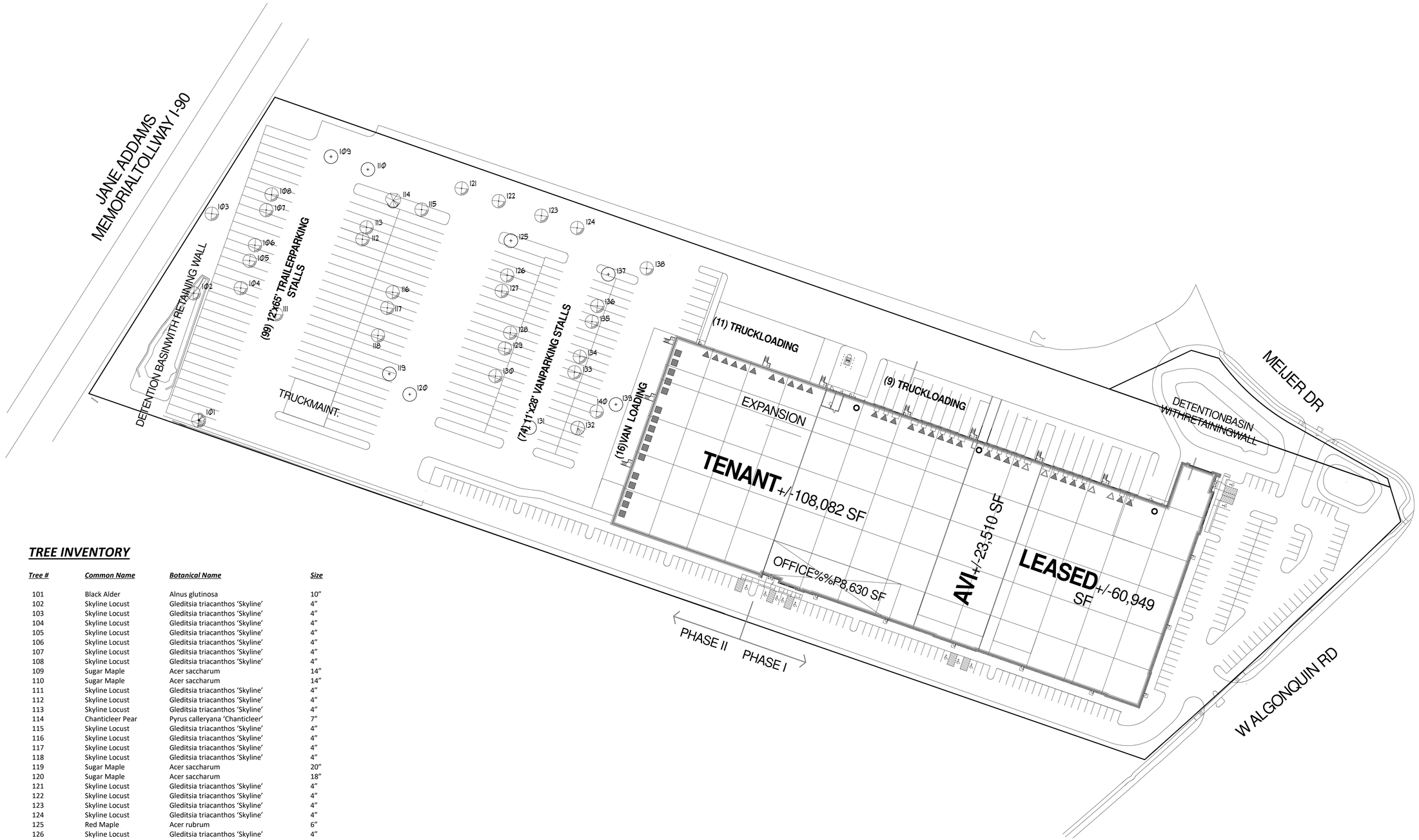
DOWDEN DESIGN GROUP
P.O. BOX 415, LIBERTYVILLE, IL, 60048
DOWDENDESIGNGROUP.COM PHONE: (847) 362-1254

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

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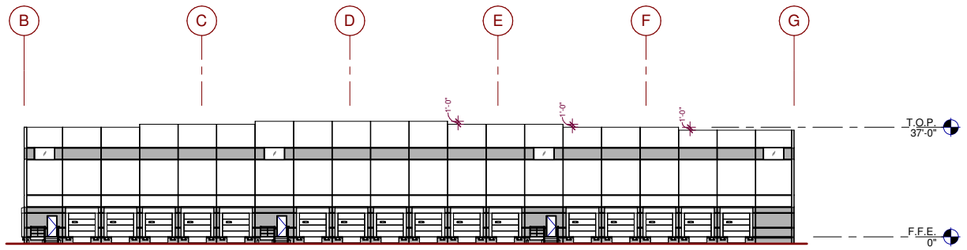
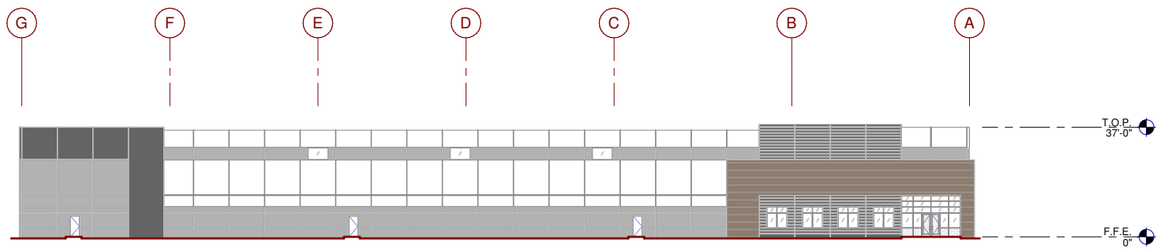
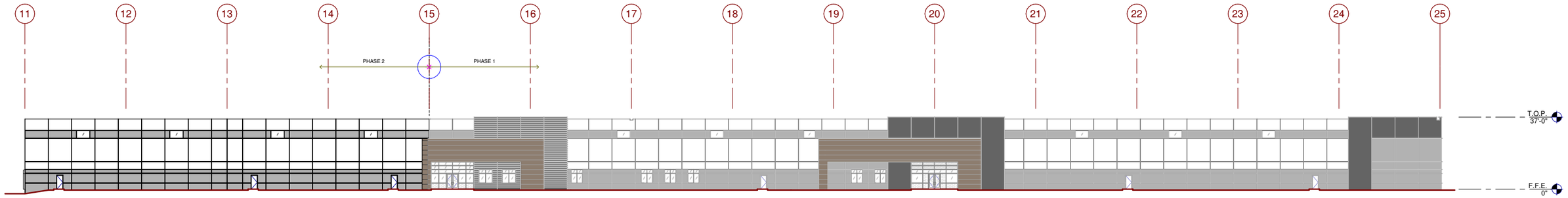


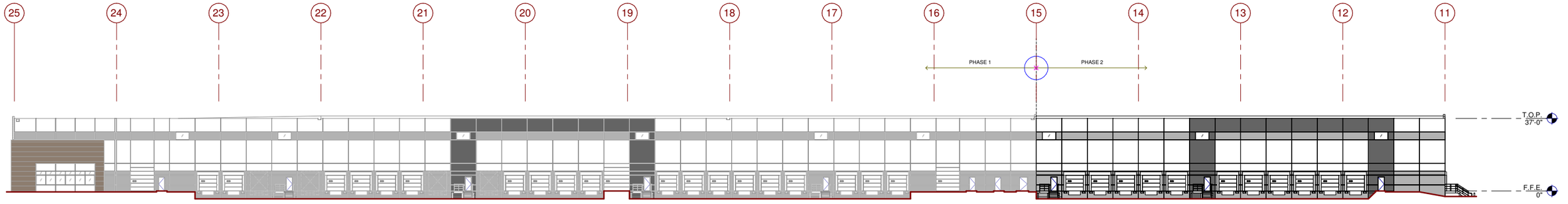
PROPOSED SOUTH EXTERIOR ELEVATION 4
N.T.S.



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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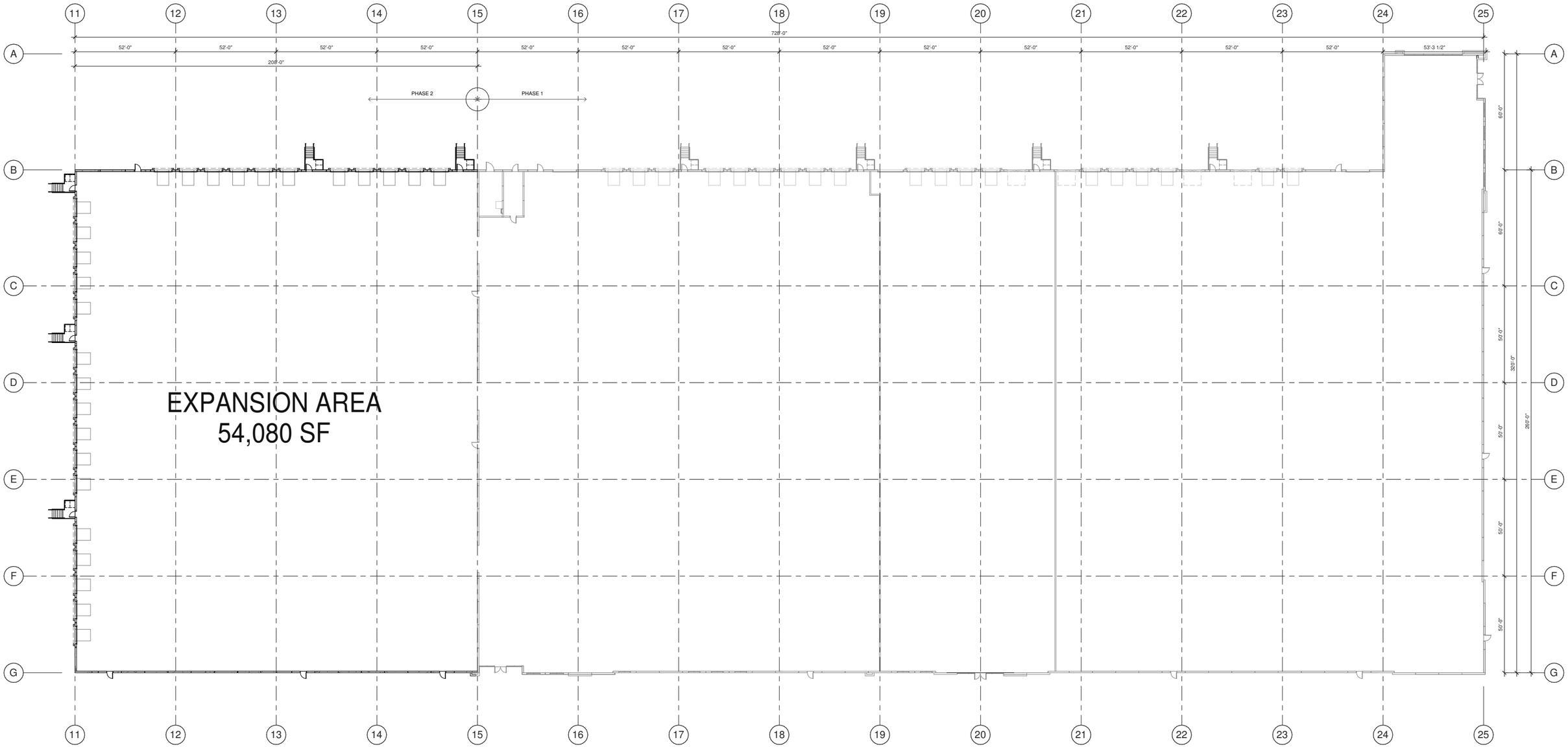

HAMILTON PARTNERS

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CONCEPTUAL FLOOR PLAN

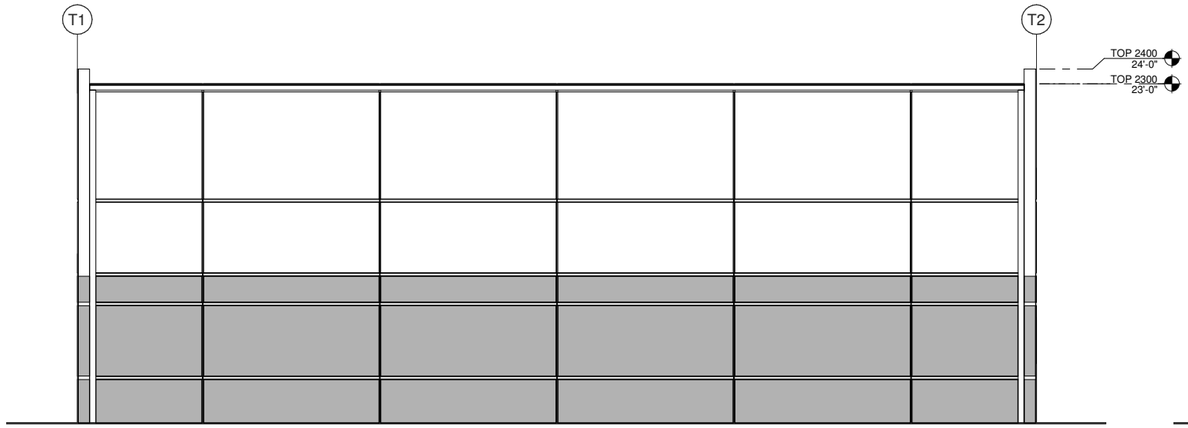
W ALGONQUIN ROAD

ARLINGTON HEIGHTS, IL - CHI20-0114-00

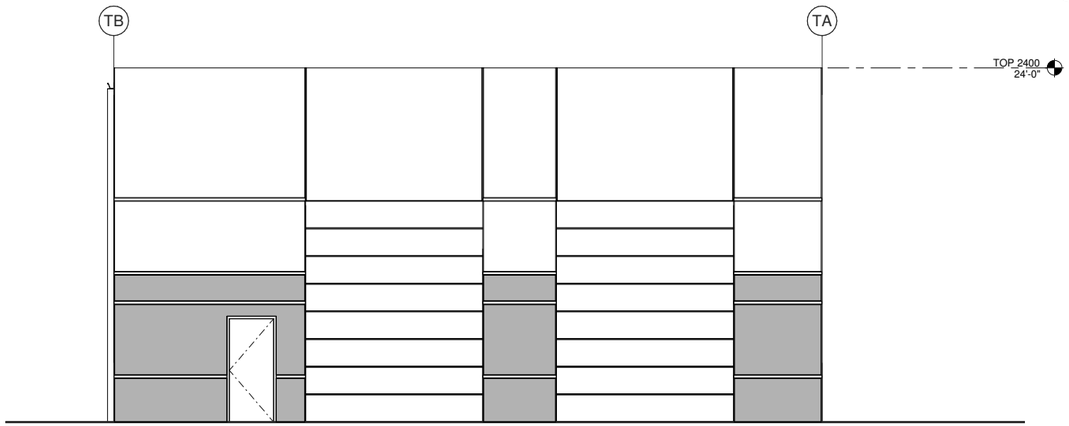
WARE MALCOMB

01.13.2021

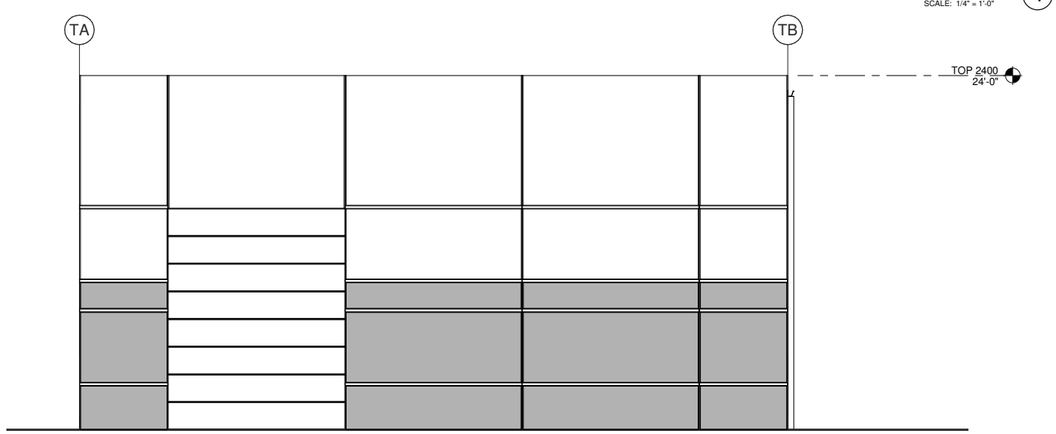
NORTHWEST TRUCK MAINTENANCE PERSPECTIVE



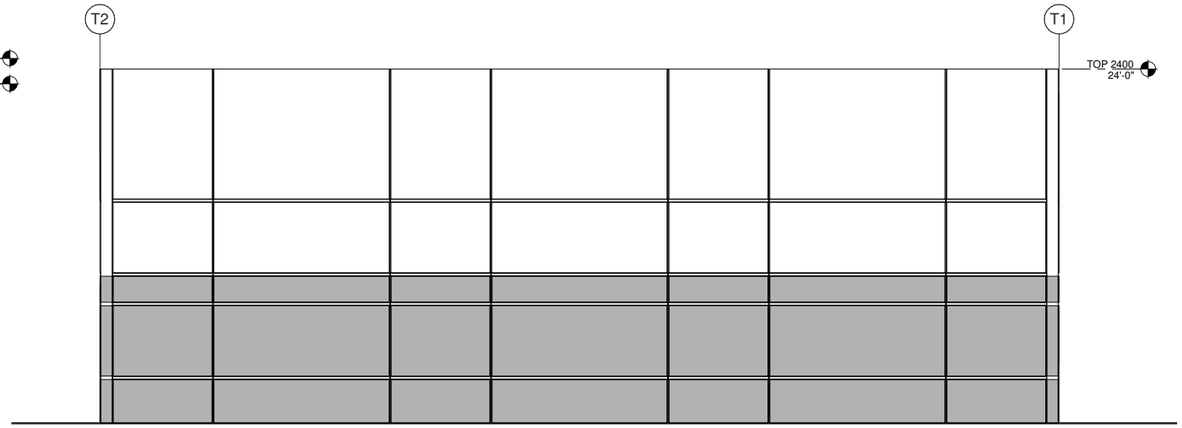
EAST ELEVATION 3
SCALE: 1/4" = 1'-0"



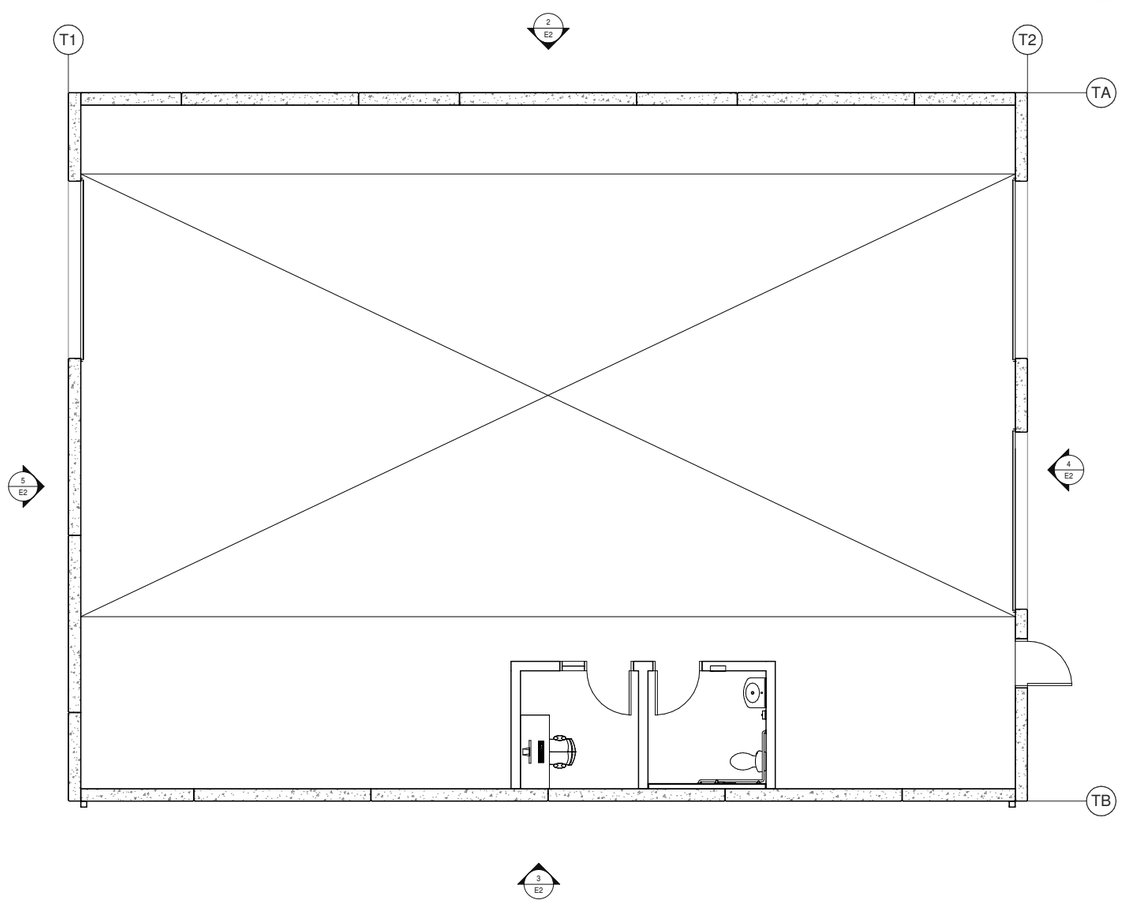
NORTH ELEVATION 4
SCALE: 1/4" = 1'-0"



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



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



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

HAMILTON PARTNERS

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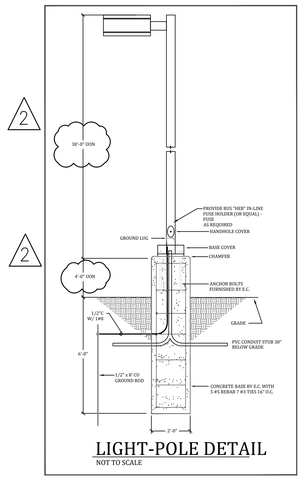
CONCEPTUAL TRUCK MAINTENANCE PLAN AND EXTERIOR ELEVATIONS

W ALGONQUIN ROAD

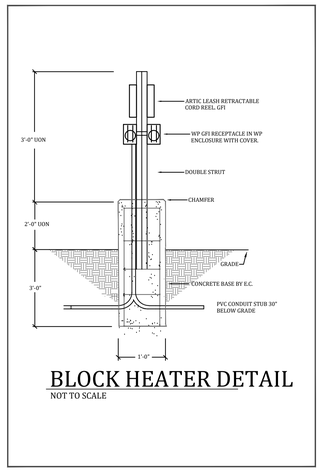
ARLINGTON HEIGHTS, IL - CHI20-0114-00

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. LISKA
062-054524
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
11/20/20

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.

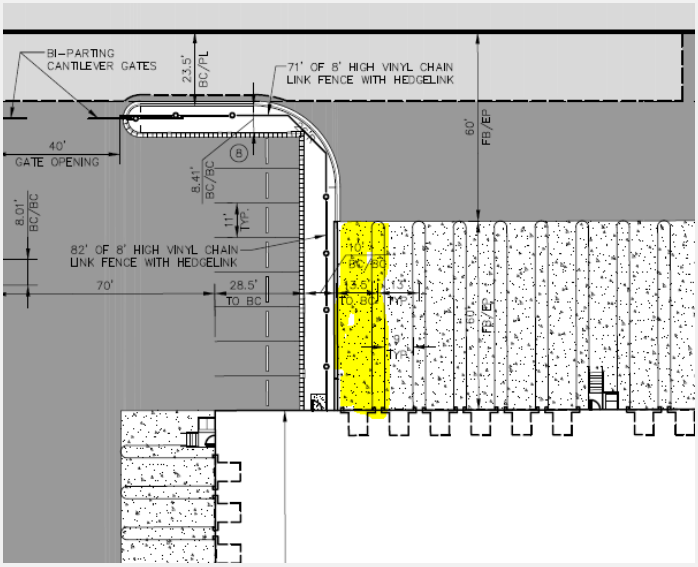
39) The response to comment #28 is noted. No variation is required, however further information is needed on the repair functions. How many employees will be working out of the maintenance building? Were these employees included in the overall 162 employee count for the facility? How many repair bays 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:

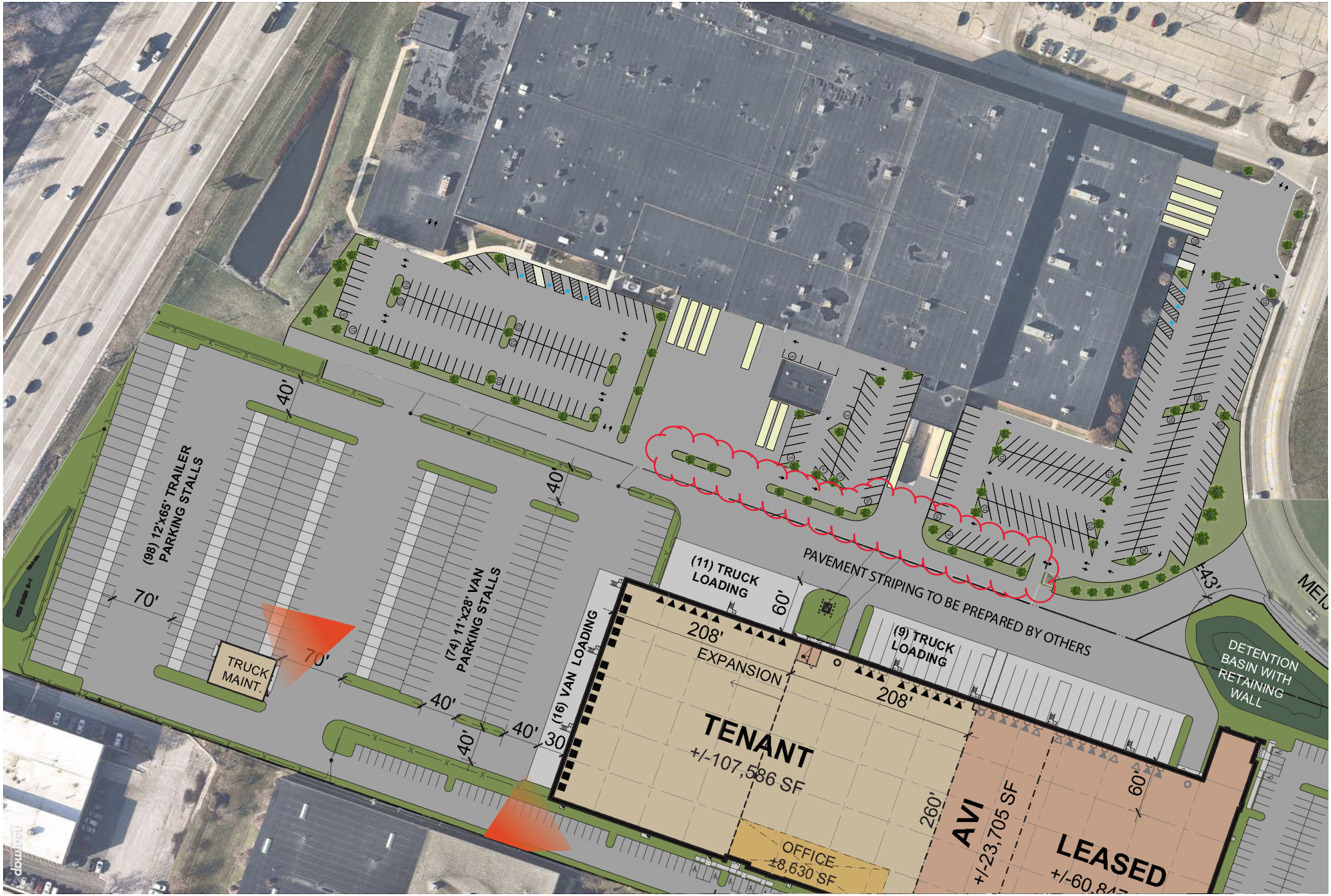
The Petitioner shall either reconstruct or repave, as determined by the Village, the entire portion of the existing approximately 22 foot wide shared access driveway that is located on the Weber Packaging Solutions property, only if approved by Weber Packaging Solutions. This reconstruction/repavement 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

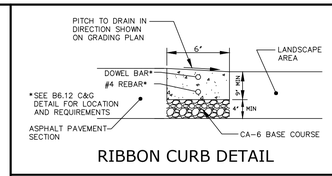
PROPOSED B6.12 CONCRETE CURB AND GUTTER
PROPOSED B6.12 DEPRESSED CURB AND GUTTER
PROPOSED REVERSE PITCH B6.12 CURB AND GUTTER
EXISTING CURB AND GUTTER
EXISTING DEPRESSED CURB AND GUTTER

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

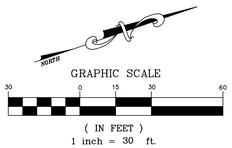
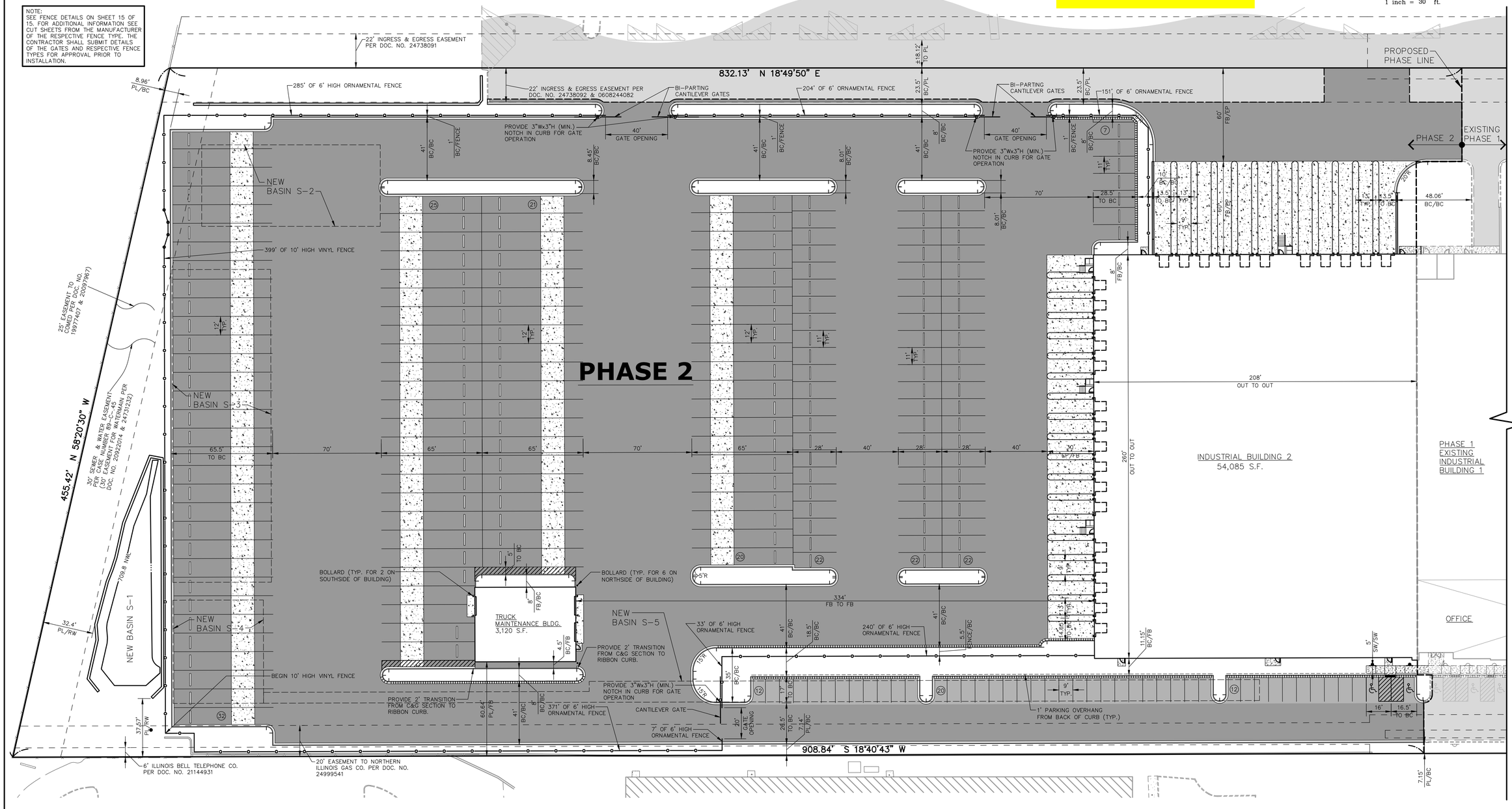


Exhibit A

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		
TLM	02/09/21	VILLAGE ROUND THREE COMMENTS & MISC.

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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)
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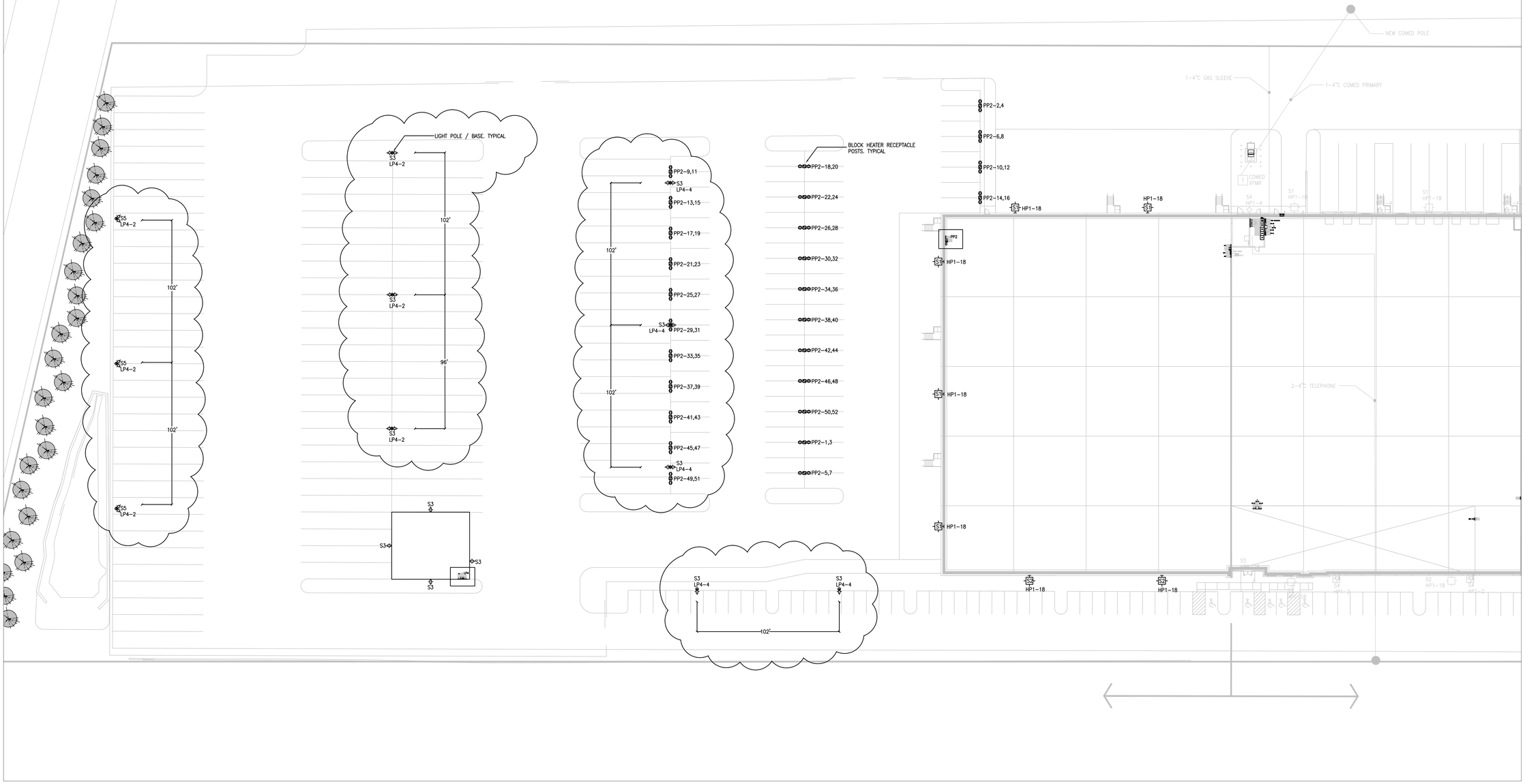
Exhibit B



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

NORTH

GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
1 inch = 60 ft.

JANE ADDAMS MEMORIAL TOLLWAY I-90

90

VINYL FENCE

GREEN TREES

DETENTION BASIN WITH RETAINING WALL

(98) 12'x65' TRAILER PARKING STALLS

70' 70'

TRUCK MAINT.

HIGH ONE STORY BUILDING

SECURITY FENCE

20' SLIDING GATE

908.84' S 18°40'43" W

HIGH BRICK & METAL BUILDING

RR-31 DOUBLE ARROW

40' SLIDING (40' OPENING) GATE

SECURITY FENCE

PROPERTY LINE

40' SLIDING (40' OPENING) GATE

EXISTING PAVEMENT (WITHIN ACCESS EASEMENT) TYP.

22' INGRESS & EGRESS EASEMENT PER DOC NO. 2473809

22' INGRESS & EGRESS EASEMENT PER DOC NO. 1473940 & 0800046

832.13' N 18°40'50" E

CYAN REPRESENTS THE INCOMING/OUTGOING TRUCK PATH – OPTION ONE

TRANSFORMER PAD

FP & ELEC ROOMS

(11) TRUCK LOADING

(9) TRUCK LOADING

(16) VAN LOADING

(74) 11'x28' VAN PARKING STALLS

40' 40' 40' 40' 40' 40' 30'

78'

60'

141'

208'

208'

EXPANSION

FRITO LAY

+/-108,082 SF

260'

AVI

+/-23,510 SF

LEASED

+/-60,949 SF

60'

52'

90'

TYP

50'

TYP

OFFICE

±8,700 SF

PHASE II PHASE I

BLUE REPRESENTS THE INCOMING/OUTGOING TRUCK PATH – OPTION TWO

EXISTING DETENTION BASIN WITH RETAINING WALL

MEIJER DR

MEIJER DRIVE

+/-43'

DETENTION BASIN WITH RETAINING WALL

EXISTING BASIN N-2

EXISTING BASIN N-1

PROPOSED 715.20 HWL & RET. WALL (TIE, EX. BASIN N-1).

ALGONQUIN ROAD (IL ROUTE 62)

℄ R.O.W.

UIN RD

15.00 53.00

3.00 45.50

9.00

4.00 19.50

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

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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

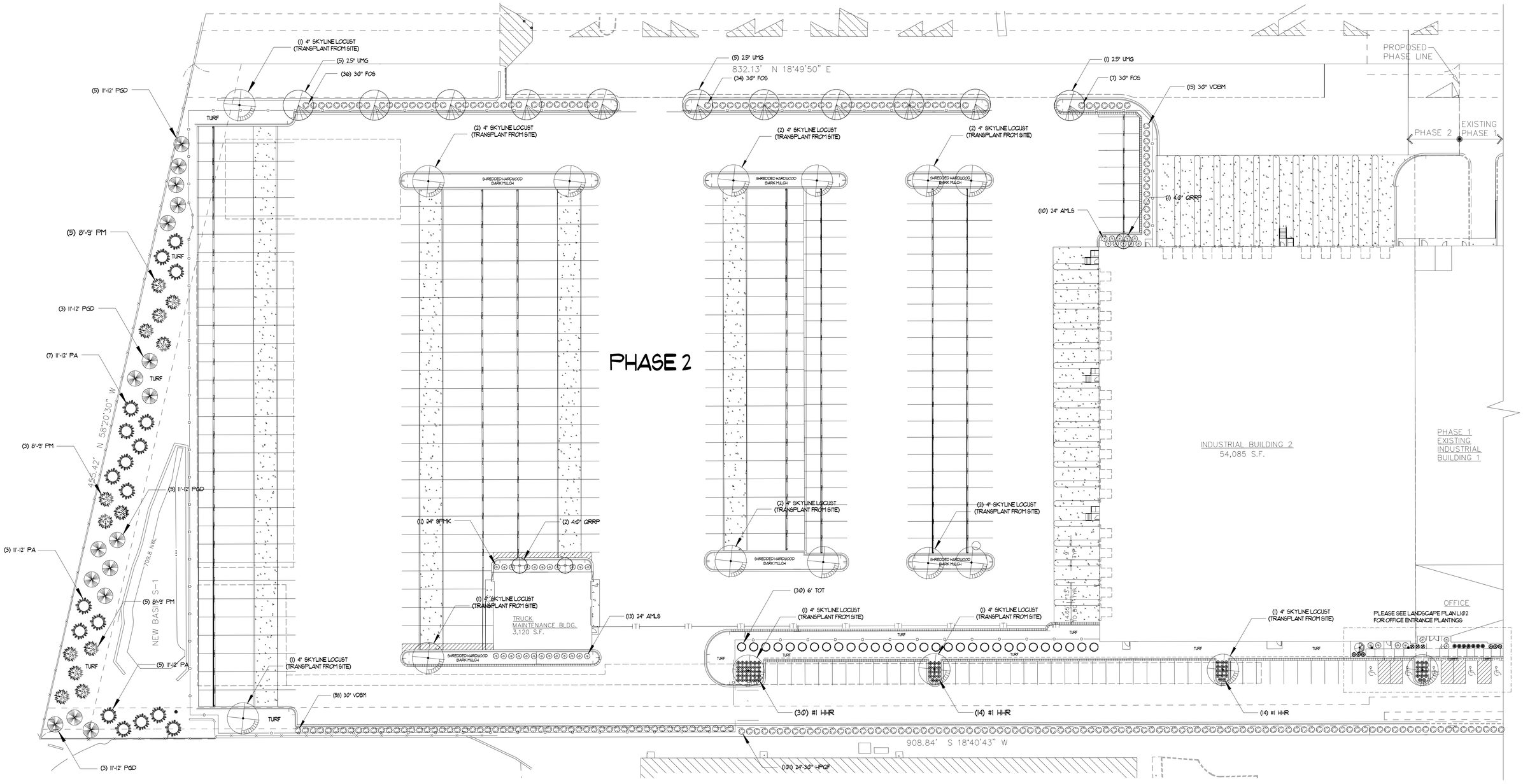

Exhibit D

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

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

LI01

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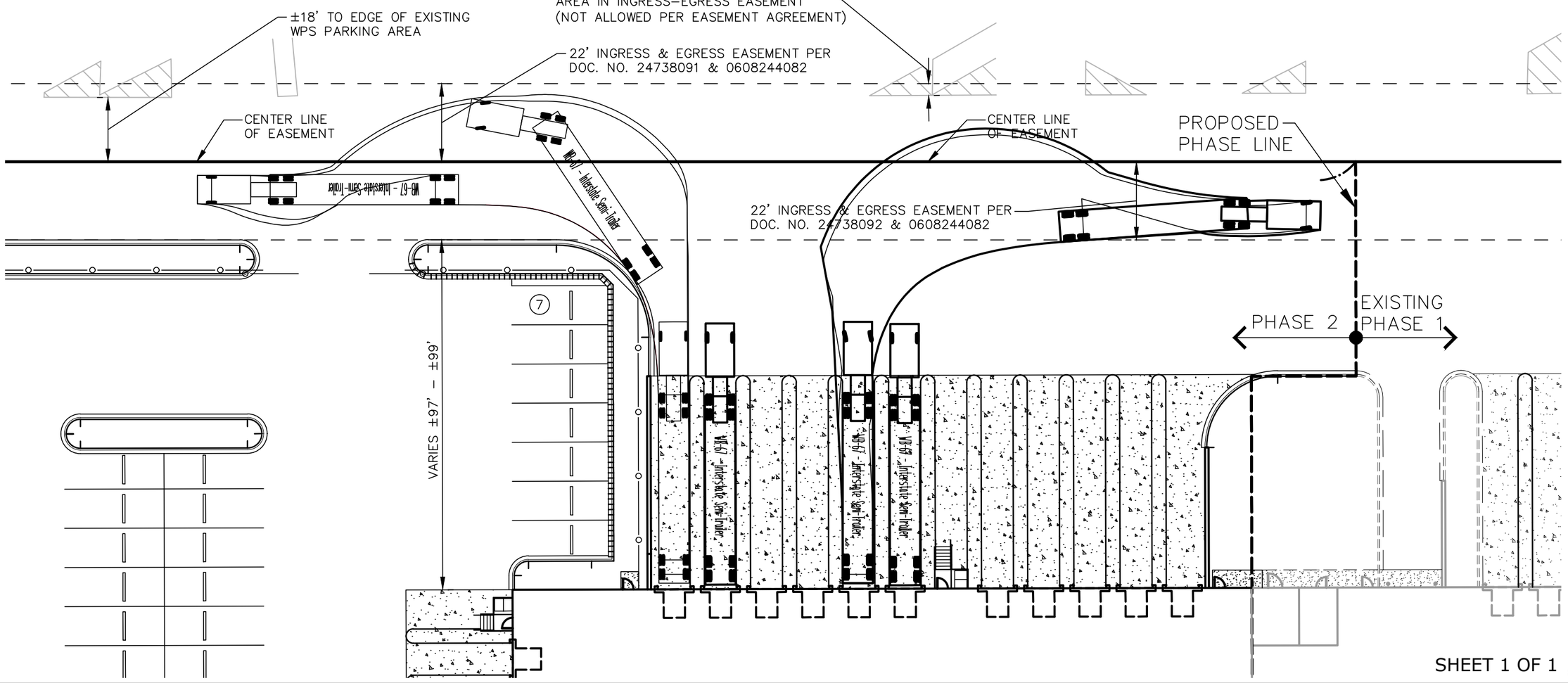
Drawing: S:\56412720 – ALGONQUIN RD IND PH 2–FRITO LAY\300_ENGINEERING\310_CADD\FINAL\564_BASE.DWG

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
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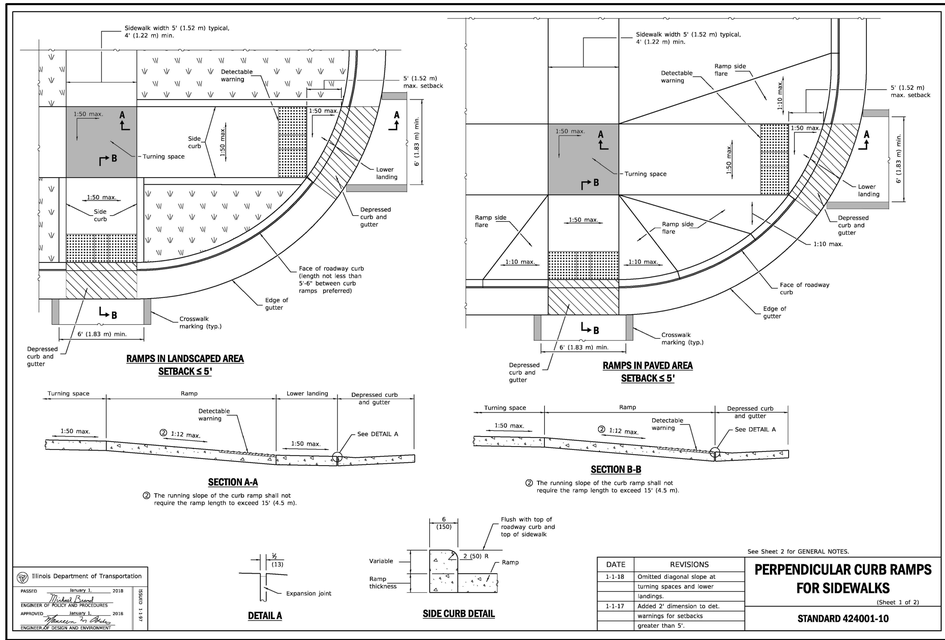


See Sheet 2 for GENERAL NOTES.

Illinois Department of Transportation
PASSED January 1, 2018 — Engineer of Bureau of Roads and Structures
APPROVED January 1, 2018 — Engineer of Design and Environment
BDE 1 (1) (1) (1)

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.

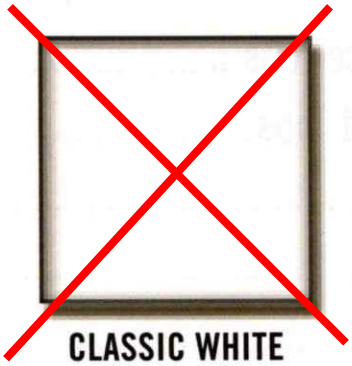
Stormwater Management Design:
AVERAGE REGIONAL REQUIRED
PROVIDED

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
2/24/2021

Item: Greenbrier Detention Pond - NE Corner Cambridge St & Yale Ave - PC#21-004

Department: Planning & Community Development

Requested Action

1. Planned Unit Development Approval.

2. Preliminary Plat of Subdivision approval to consolidate four lots and Village ROW into one lot.

3. Rezoning from the R-3 District to the P-L District.

4. Comprehensive Plan Amendment to classify the site as Open Space

Variations Required

1. A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.

RECOMMENDATION

The Staff Development Committee (SDC) has reviewed the proposed PUD and related variations, subdivision, rezoning from R-3 to P-L, and Comprehensive Plan Amendment and recommends approval due to the public benefit of the proposal and consistency with existing improvements in the area. This recommendation is subject to the following conditions:

1. Final Plat of Subdivision approval is required.

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

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Legal Notice	Exhibits

CPRC Minutes - 1/27/21	Minutes
Greenbriar Aerial	Exhibits
Response to Variation Approval	Correspondence
Engineering Plans	Exhibits
Landscape Plan - Subject Site	Exhibits
Happiness Park Plat of Resubdivision	Exhibits
Tree Removal Plan	Exhibits
Planning Comments - Round 1 - 2/10/21	Correspondence
Engineering Comments - 2/11/21 - Plat of Resubdivision	Correspondence
Engineering Comments - 2/18/21 - Plat of Resubdivision	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

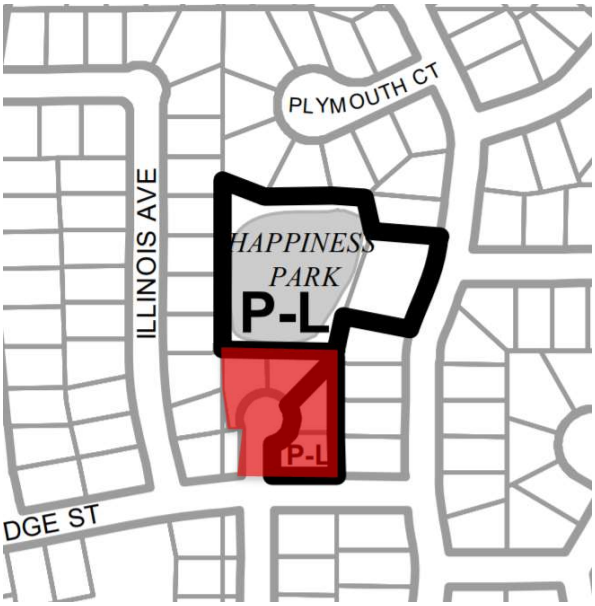
STAFF DEVELOPMENT COMMITTEE REPORT

***PC File Number**: 21-004*
***Project Title**: Greenbrier Detention Pond*
***Address**: NE Corner Cambridge Street and Yale Avenue*
***PIN**: 03-18-302-020, 021, 022, 023*

***To**: Plan Commission*
***Prepared By**: Jake Schmidt, Assistant Planner*
***Meeting Date**: February 24, 2021*
***Date Prepared**: February 19, 2021*

***Petitioner**: Village of Arlington Heights*
***Address**: 33 S. Arlington Heights Road*
Arlington Heights, Il 60005

***Existing Zoning**: R-3: One-Family Dwelling District; P-L: Public Land District*
***Comprehensive Plan**: Single Family Detached*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	P-L, Public Land District	Retention Pond	Open Space
South	R-3, One-Family Dwelling District	Single-Family Home	Single-Family Detached
East	R-3, One-Family Dwelling District	Single-Family Home	Single-Family Detached
West	R-3, One-Family Dwelling District	Single-Family Home	Single-Family Detached

Requested Action:

1. Planned Unit Development Approval
2. Preliminary Plat of Subdivision approval to consolidate four lots and Village ROW into one lot.
3. Rezoning from the R-3 District to the P-L District
4. Comprehensive Plan Amendment to classify the site as Open Space

Variations Required:

1. A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.

Project Background:

The subject property is approximately 49,000 square feet in size (1.13 acres) and is located at the northeast corner of Cambridge Street and Yale Avenue. The site is currently undeveloped, consisting of 2 platted lots zoned P-L, 2 platted lots zoned R-3, and unimproved Village ROW.

The Village aims to vacate the entirety of the unimproved ROW to the Village, consolidate these parcels via a Plat of Subdivision, rezone all R-3 properties to P-L, and obtain PUD Approval in accordance with the requirements of the P-L District to expand the existing retention pond to the north. Expansion of the pond is needed in order to improve stormwater infrastructure performance and coverage in the adjacent neighborhood.

Zoning and Comprehensive Plan

As previously mentioned, the subject property is currently zoned R-3, One Family Dwelling District, and P-L, Public Land District. Per code, the purpose of the P-L District is to provide areas for public facilities which serve the citizens of Arlington Heights. As the proposed use of the site is a public stormwater detention facility, rezoning of the site to P-L is required.

The Village's Comprehensive Plan designates the subject site as Single-Family Detached, which indicates that this property is suitable for R-3 zoning. Therefore, the proposed rezoning is not consistent with the Comprehensive Plan. As the proposed site will be used as a public stormwater detention facility, a Comprehensive Plan designation of Open Space is more appropriate for the desired development of the site, and an Amendment to the Comprehensive Plan is proposed.

Per the requirements of the P-L Zoning District, all projects within said district are required to obtain PUD Approval. As such, PUD approval is required as part of this petition.

Site and Landscaping:

When a property is subdivided, the subdivision code requires that all abutting roadways are fully improved with the code required infrastructure. The northern side of Cambridge Street abutting the subject property is already improved, and no further public improvements are required.

Engineering Plans are required as part of PUD approval, and sufficient plans have been provided by the Village. The Plans show a recessed basin sloping towards, and tying into, the existing retention pond to the north.

Tree Preservation and Landscape Plans are also required as part of PUD approval, and have been prepared by the Village. One 20" diameter tree has been identified for removal. Per the Village's Landscape Plan, 8 replacement trees are proposed along the south property line, abutting the Cambridge Street frontage. This exceeds the code requirement of 5 replacement trees for the loss of one tree with a trunk diameter of 20 inches. To supplement the replacement trees, perennial landscaping is also proposed along the south property line.

It should be noted that the existing retention pond north of the subject site will have existing trees and screening removed for maintenance purposes. Landscaping for water retention facilities is governed by Chapter 28, Section 6.15-3 and 6.15-4 (Landscaping and Maintenance of Detention and Retention Basins). Per Section 6.15-4, the owner of a retention basin shall be responsible for maintaining such screening in a well-maintained condition. The current screening is overgrown, and will be replaced with 142 plantings (53

trees and 89 shrubs) along the north and west property lines adjacent to single family residential properties. This meets the requirements of Section 6.15-3, which requires landscaping along the perimeter of detention and retention basins in order to minimize their negative visual impact. Such landscaping is required to consist of trees and shrubs in an amount and arrangement that will create an aesthetic visual situation as determined by Village Administration.

Traffic and Parking:

Per Chapter 28, Section 6.12-1, a Traffic and Parking Study prepared by a Certified Traffic Engineer is required for all rezoning and PUD projects not abutting a major or secondary arterial as defined by the Village's Thoroughfare Plan. The Village is seeking relief from this requirement, as the development will generate no traffic or parking aside from occasional vehicles associated with pond maintenance. An adequate written response to Variation Approval Criteria has been provided, and Staff is supportive of the requested variation. The written response is attached for reference as **Attachment I** at the end of this report.

No vehicular or bicycle parking is required for this use per code.

RECOMMENDATION

The Staff Development Committee (SDC) has reviewed the proposed PUD and related variations, subdivision, rezoning from R-3 to P-L, and Comprehensive Plan Amendment and recommends approval due to the public benefit of the proposal and consistency with existing improvements in the area. This recommendation is subject to the following conditions:

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

_____February 19, 2021

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File 21-004

Attachment I: Written Response to Zoning Code Variation Approval Criteria

Below are the written responses to Zoning Code Variation Approval Criteria for the following requested variation:

1. **A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.**

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.**
    - The variation is requested due to fact that the proposed use – a stormwater detention pond – will not generate any traffic in the immediate neighborhood, preserving the existing quiet residential character of the locality.
2. **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
    - The subject property has been vacant for many years, and the proposed improvements will improve stormwater infrastructure for the immediate neighborhood. Obtaining a traffic study for an improvement that does not generate traffic would be an unnecessary expenditure of public funds for no benefit.
3. **The proposed variation is in harmony with the spirit and intent of this Chapter.**
    - The variation is requested due to the fact that the proposed use – a stormwater detention pond – will not generate any traffic in the immediate neighborhood. Code requires a Traffic Study to assess the impact of developments on local roads. As it is evident the proposed use will not generate traffic, the request to waive the requirement to provide a Traffic Study is in harmony with the spirit and intent of Zoning Code.
4. **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
    - As it is evident the proposed use will not generate traffic, the request to waive the requirement to provide a Traffic Study will not be detrimental to the character of the existing neighborhood or the wellbeing of the local community. Obtaining a traffic study for an improvement that does not generate traffic would be an unnecessary expenditure of public funds for no benefit.

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON FEBRUARY 24, 2021, AT 7:30 P.M. to consider Petition No. 21-004, a request for Planned Unit Development Approval, Preliminary and Final Plat of Subdivision Approval, Rezoning from the R-3 District to the P-L District, and a Comprehensive Plan Amendment to classify the site as Open Space for the property located at the northeast corner of Cambridge Street and Yale Avenue in Arlington Heights, IL. Pursuant to orders issued in response to the COVID-19 pandemic, this Plan Commission hearing is being held via Zoom Meeting, which permits the public to fully participate in the virtual Plan Commission hearing via Zoom or their phones. Details on how to access and participate in this online virtual hearing will be available at www.vah.com no later than February 19, 2021.

The legal description for the subject property is as follows: LOTS 72 THRU 75 INCLUSIVE IN ARLINGTON MEADOWS SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 14, 1978 AS DOCUMENT NO. 24324934 AND THAT PART OF VACATED NORTH YALE AVENUE ADJOINING SAID LOTS 72 THRU 75 AND ADJOINING LOT 76 IN SAID ARLINGTON MEADOWS SUBDIVISION IN COOK COUNTY, ILLINOIS.

P.I.N.s: 03-18-302-020, 03-18-302-021, 03-18-302-022, 03-18-302-023

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.
- Any additional variations as determined necessary by the Plan Commission to allow for said request.

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

Terrence Ennes, Chairman
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald February 9, 2021 (4558411)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomery, Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlake, Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hollow, St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

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

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 2/9/21 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY
Authorized Agent

Control # 4558411

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL VIRTUALLY ON: **January 27, 2021**

Project Title: Greenbrier Detention Pond

Address: NE Corner Cambridge Street and Yale Avenue
Arlington Heights, IL 60004

Petitioner: Village of Arlington Heights

Address: 33 S. Arlington Heights Road
Arlington Heights, Il 60005

Requested Action:

1. Planned Unit Development Approval
2. Plat of Subdivision to consolidate four lots and Village ROW into one lot.
3. Rezoning from the R-3 District to the P-L District
4. Comprehensive Plan Amendment to classify the site as Open Space

Variations Required:

1. A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.

Attendees:

John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jake Schmidt, Assistant Planner

DRAFT

Project Summary:

The subject property is approximately 49,130 square feet in size (1.31 acres) and is located at the northeast corner of Cambridge Street and Yale Avenue. The site is currently undeveloped, consisting of 2 platted lots zoned P-L, 2 platted lots zoned R-3, and unimproved Village ROW.

The Village aims to vacate the entirety of the unimproved ROW to the Village, consolidate these parcels via a Plat of Subdivision, rezone all R-3 properties to P-L, and obtain PUD Approval in accordance with the requirements of the P-L District to expand the existing detention pond to the north. Expansion of the pond is needed in order to improve stormwater infrastructure performance and coverage in the adjacent neighborhood..

Meeting Discussion:

Mr. Schmidt explained that the project involves an expansion of the existing Greenbrier retention pond. Four actions are required as part of the petition, those being Plat of Subdivision to consolidate four lots and Village ROW into one lot, rezoning from the R-3 District to the P-L District, Planned Unit Development Approval per the requirements of the P-L District, and a Comprehensive Plan Amendment to classify the site as Open Space to be compatible with the proposed use of the site. One variation is required, that being a variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer. The Village seeks this variation as the project won't generate traffic.

Commissioner Sigalos stated that the project should help alleviate flooding in the area, and is in supportive of the project.

Commissioner Cherwin stated that is seems like a necessary infrastructure improvement in the area, and he would like to hear what residents have to say at Plan Commission.

Mr. Schmidt added that the Public Works Department has already engaged the public regarding this project, and informed them of the Village's intentions.

Commissioner Jensen stated that it seems like a sensible project.

Commissioner Green asked if there was a plan to improve the playground equipment at the adjacent park.

Mr. Schmidt stated that he did not know, as the park is under Park District jurisdiction.

Commissioner Green asked if it was a detention pond or a retention pond.

Mr. Schmidt stated that it would be an extension of the existing pond, so likely there would be water present.

Commissioner Green added that there were ground bees at the site, and the Village should be aware. He asked how there were so many lots in a small space.

Mr. Schmidt stated that it was an older subdivision, and is unsure of the history of why the lots were platted as they are today. The site has never been developed, either due to the size of the lots or the possibility of future use as a public facility.

Commissioner Green stated that this might be one development that would benefit from bike parking.

Commissioner Cherwin agreed.

Commissioner Green stated that he was in support of the project as it would alleviate stormwater.

There was no public comment relevant to the project.

RECOMMENDATION

The Conceptual Plan Review Committee expressed support for the project and advised the petitioner to proceed forward with their application.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Jake Schmidt, Recorder

DRAFT

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT:

VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

NO.	DATE	NATURE OF REVISION	CHKD.

FILE NAME: [illegible]

DSGN.	MST
DRN.	MRL
CHKD.	SMS
SCALE:	40'
PLOT DATE:	2/13/2020
CAD USER:	mthomas
MODEL:	Default

TITLE:

GREENBRIER SUBDIVISION IMPROVEMENTS

Below are the written responses to Zoning Code Variation Approval Criteria for the following requested variation:

1. **A variation from Chapter 28, Section 6.12-1, to waive the requirement to provide a Traffic and Parking Study prepared by a Certified Traffic Engineer.**

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.**
    - The variation is requested due to fact that the proposed use – a stormwater detention pond – will not generate any traffic in the immediate neighborhood, preserving the existing quiet residential character of the locality.
2. **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
    - The subject property has been vacant for many years, and the proposed improvements will improve stormwater infrastructure for the immediate neighborhood. Obtaining a traffic study for an improvement that does not generate traffic would be an unnecessary expenditure of public funds for no benefit.
3. **The proposed variation is in harmony with the spirit and intent of this Chapter.**
    - The variation is requested due to the fact that the proposed use – a stormwater detention pond – will not generate any traffic in the immediate neighborhood. Code requires a Traffic Study to assess the impact of developments on local roads. As it is evident the proposed use will not generate traffic, the request to waive the requirement to provide a Traffic Study is in harmony with the spirit and intent of Zoning Code.
4. **The variance requested is the minimum variance necessary to allow reasonable use of the property.**
    - As it is evident the proposed use will not generate traffic, the request to waive the requirement to provide a Traffic Study will not be detrimental to the character of the existing neighborhood or the wellbeing of the local community. Obtaining a traffic study for an improvement that does not generate traffic would be an unnecessary expenditure of public funds for no benefit.

VILLAGE OF ARLINGTON HEIGHTS

GREENBRIER SUBDIVISION
INFRASTRUCTURE IMPROVEMENTS

INDEX

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6	EARTHWORK SCHEDULE
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10-21	REMOVAL PLANS
22-40	ROADWAY PLAN AND PROFILE
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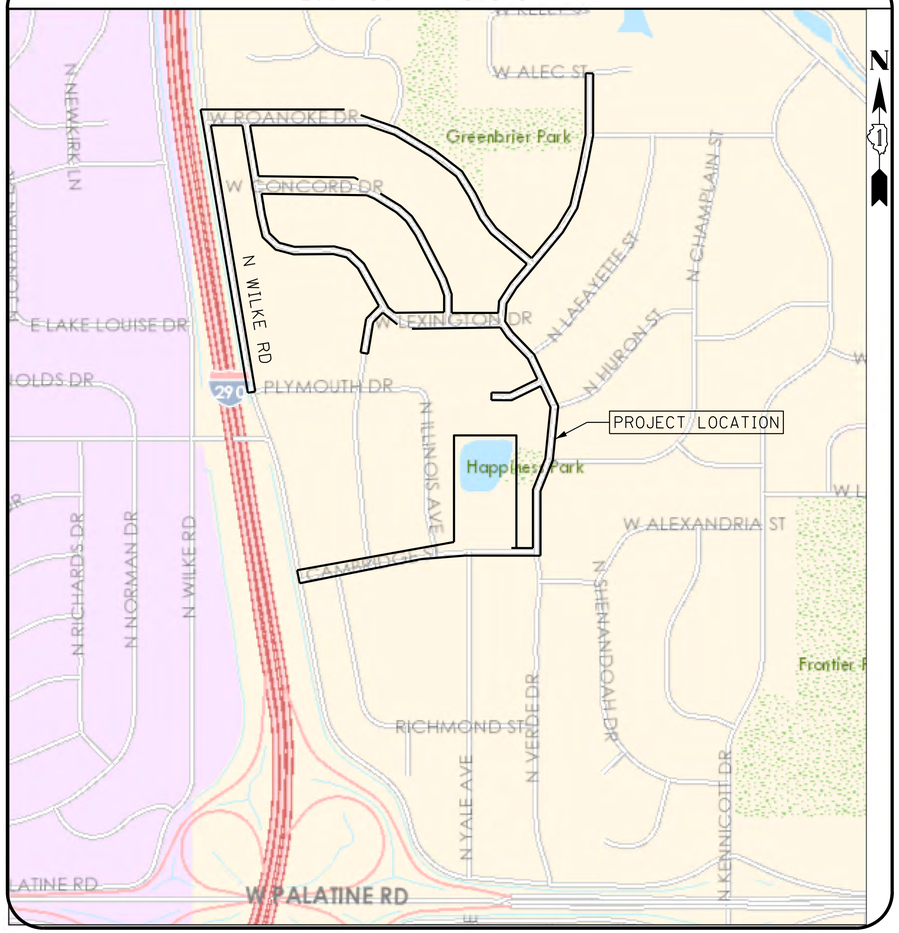
58-60	BASIN GRADING PLAN
61	CIPP WATER MAIN LINING PLAN
62-73	EROSION CONTROL PLANS
74-77	CONSTRUCTION DETAILS
78-119	CROSS SECTIONS

LOCATION / VICINITY MAP



LIST OF HIGHWAY STANDARDS

STD. 000001-07	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
STD. 280001-07	TEMPORARY EROSION CONTROL SYSTEMS
STD. 424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
STD. 424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
STD. 424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
STD. 424021-05	DEPRESSED CORNER FOR SIDEWALKS
STD. 442201-03	CLASS C AND D PATCHES
STD. 542606-02	REINFORCED CONCRETE PIPE TEE
STD. 602001-02	CATCH BASIN - TYPE A
STD. 602301-04	INLET - TYPE A
STD. 602401-06	PRECAST MANHOLE TYPE A 4' (1.22m) DIAMETER
STD. 602402-02	PRECAST MANHOLE TYPE A 5' (1.52m) DIAMETER
STD. 602406-10	PRECAST MANHOLE TYPE A 6' (1.83m) DIAMETER
STD. 602411-08	PRECAST MANHOLE TYPE A 7' (2.13m)
STD. 602416-08	PRECAST MANHOLE TYPE A 8' (2.44m)
STD. 602501-05	PRECAST VALVE VAULT TYPE A 4' DIAMETER
STD. 602506-02	PRECAST VALVE VAULT TYPE A 5' DIAMETER
STD. 602601-06	PRECAST REINFORCE CONCRETE FLAT SLAB TOP
STD. 602701-02	MANHOLE STEPS
STD. 604001-05	FRAME AND LIDS TYPE 1
STD. 604051-04	FRAME AND GRATE TYPE 11
STD. 664001-02	CHAIN LINK FENCE
STD. 701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
STD. 701006-05	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
STD. 701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
STD. 701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
STD. 701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
STD. 701901-08	TRAFFIC CONTROL DEVICES

SEE SPECIAL PROVISIONS FOR HIGHWAY STANDARDS

BENCHMARK

SEE ALIGNMENT, TIES, AND BENCHMARKS SHEET

LOCATION

CALL JULIE 811
WITH THE FOLLOWING:
COUNTY COOK
CITY-TOWNSHIP ARLINGTON HTS
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN., & HOLIDAYS

SITE SAFETY

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION.

STEPHEN N. SUGG
062-044117
REGISTERED PROFESSIONAL ENGINEER
OF ILLINOIS

JANUARY 13 , 2021

STEPHEN N. SUGG
ILLINOIS REGISTRATION No. 062-044117
EXPIRATION DATE: 11/30/21

CLIENT :

VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500
PROFESSIONAL DESIGN FIRM NO. 184-001175
EXPIRATION DATE: APRIL 30, 2021

1/13/2021 mlowellfindgren
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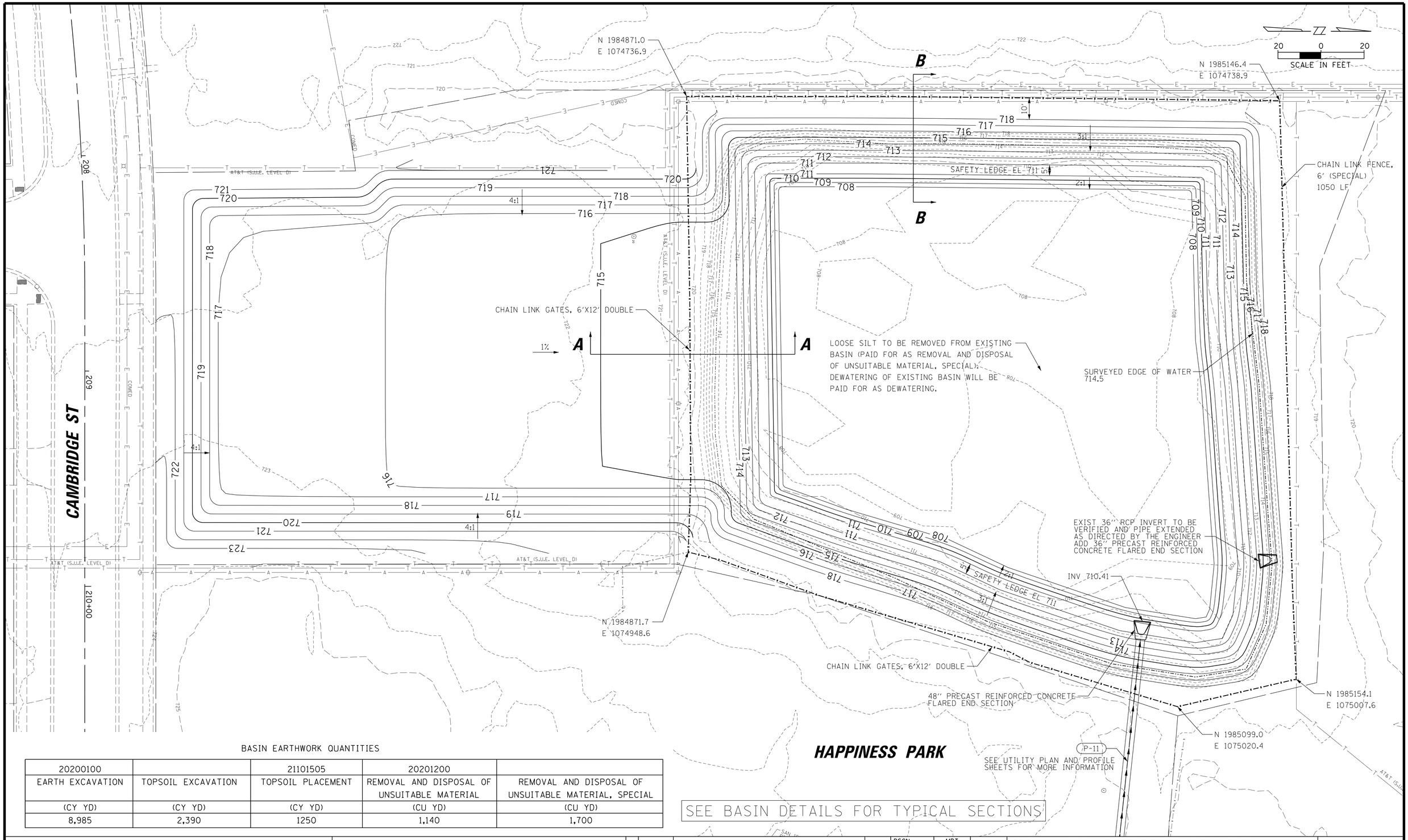


BASIN EARTHWORK QUANTITIES

20200100		21101505	20201200	
EARTH EXCAVATION	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, SPECIAL
(CY YD)	(CY YD)	(CY YD)	(CU YD)	(CU YD)
8,985	2,390	1250	1,140	1,700

SEE BASIN DETAILS FOR TYPICAL SECTIONS

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

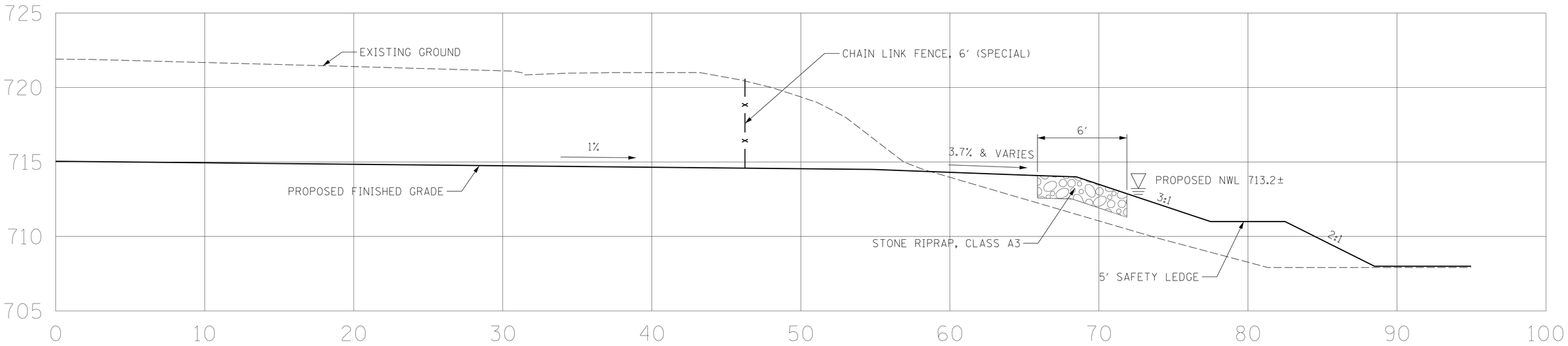
NO.	DATE	NATURE OF REVISION	CHKD.

DSGN.	MBT
DWN.	NHL
CHKD.	SNS
SCALE:	20'
PLOT DATE:	1/13/2021
CAD USER:	nhowellilndgren
MODEL:	Default

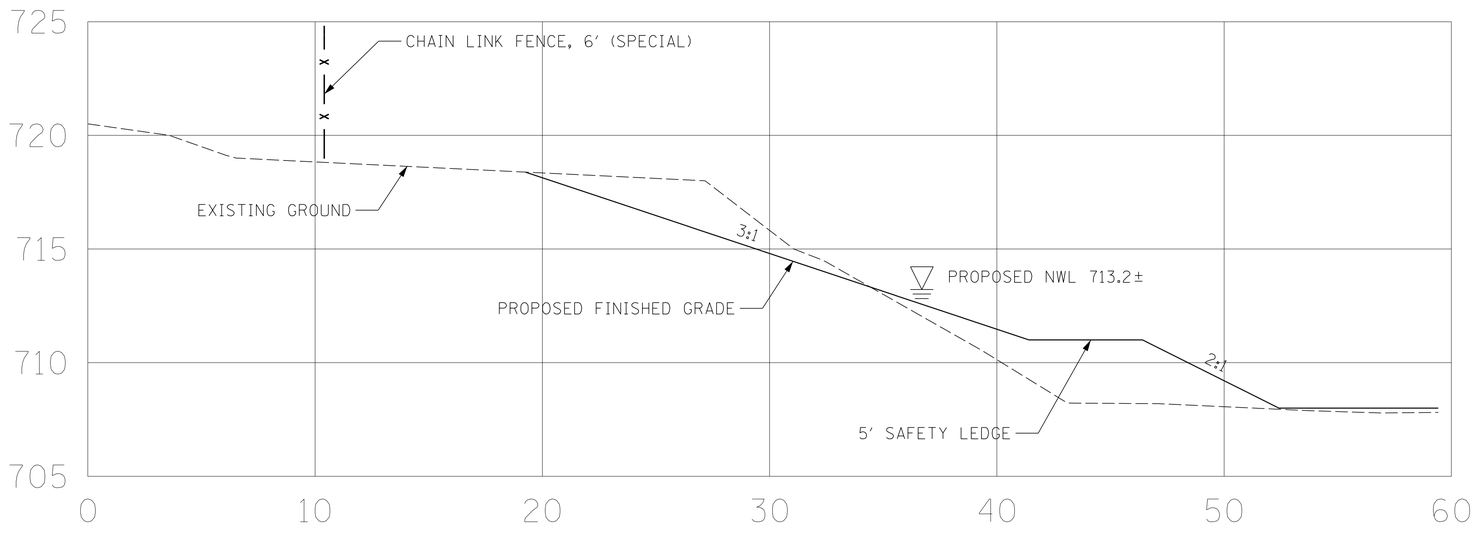
FILE NAME N:\ARLINGTONHEIGHTS\190458\Civil\GRA_190458_01.SHT

TITLE:
GREENBRIER SUBDIVISION INFRASTRUCTURE IMPROVEMENTS
BASIN AREA GRADING PLAN

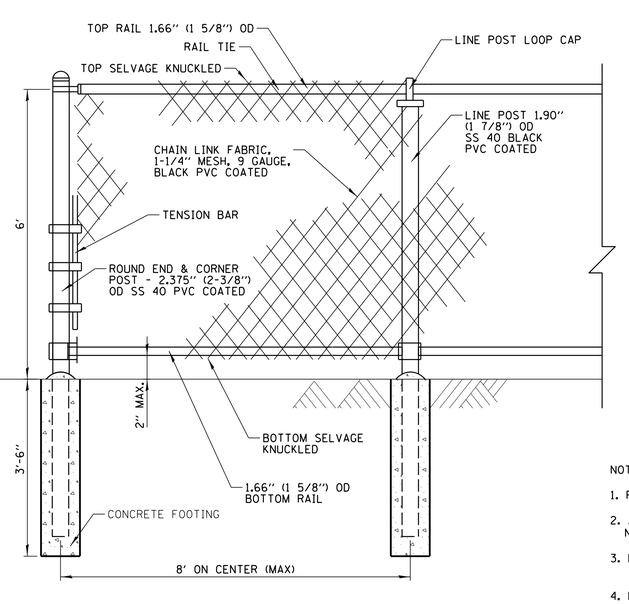
PROJ. NO. 190458
DATE:
SHEET 58 OF 119
DRAWING NO.
58



SECTION A–A



SECTION B–B



CHAIN LINK FENCE (SPECIAL)

NOT TO SCALE

NOTES:

1. FOOTING WIDTH TO BE MIN. (4)X POST WIDTH
2. ALL FENCING SHALL BE BLACK PVC COATED AS NOTED IN THE SPECIFICATIONS
3. BOTTOM RAIL ON ALL FENCING SHALL BE A MAXIMUM OF 2" ABOVE FINISHED GRADE
4. PAID FOR AS CHAIN LINK FENCE, 6' (SPECIAL)

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

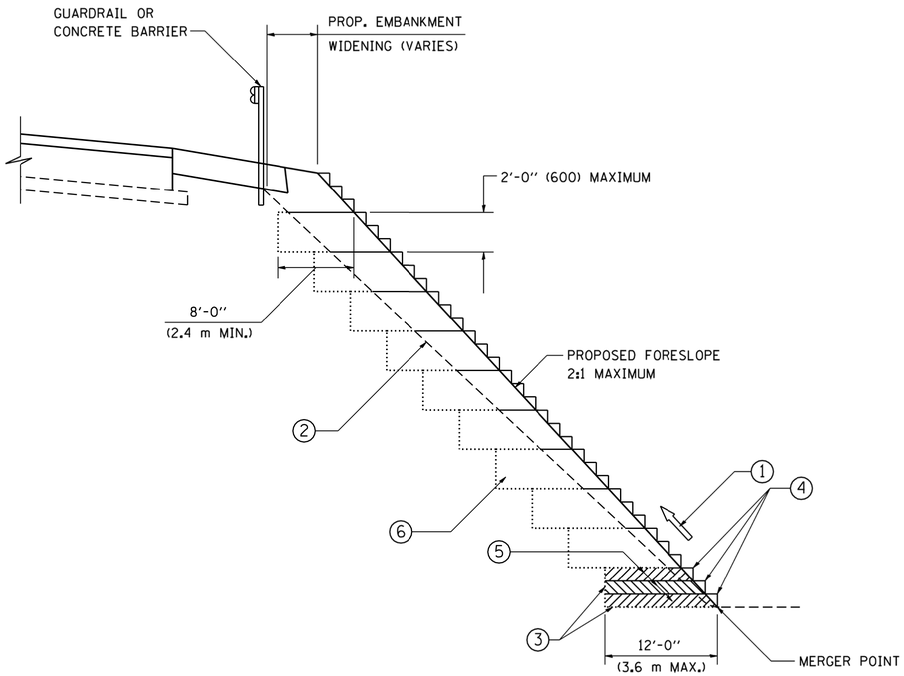
NO.	DATE	NATURE OF REVISION	CHKD.

DSGN.	MBT
DWN.	NHL
CHKD.	SNS
SCALE:	1'
PLOT DATE:	1/13/2021
CAD USER:	nhowellIndgren
MODEL:	Default
FILE NAME	N:\ARLINGTONHEIGHTS\190458\Civil\GRA_190458_02.SHT

TITLE: **GREENBRIER SUBDIVISION INFRASTRUCTURE IMPROVEMENTS**

BASIN DETAILS

PROJ. NO.	190458
DATE:	
SHEET	59 OF 119
DRAWING NO.	59



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

1. CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
2. EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
3. BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
4. TRIM TO FINAL SLOPE.
5. EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
6. EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

NO.	DATE	NATURE OF REVISION	CHKD.

DSGN.	MBT
DWN.	NHL
CHKD.	SNS
SCALE:	20'
PLOT DATE:	1/13/2021
CAD USER:	nhowellIindgren
MODEL:	Default
FILE NAME	N:\ARLINGTONHEIGHTS\190458\Civil\DET_190458_02.SHT

TITLE: **GREENBRIER SUBDIVISION INFRASTRUCTURE IMPROVEMENTS**

CONSTRUCTION DETAILS

PROJ. NO.	190458
DATE:	
SHEET	77 OF 119
DRAWING NO.	77

20 0 20
SCALE IN FEET

CAMBRIDGE ST

3 KENTUCKY COFFEE TREE
9 ARROWWOOD VIBURNUM
2 OHIO BUCKEYE
9 ARROWWOOD VIBURNUM
3 KENTUCKY COFFEE TREE

LOOSE SILT TO BE REMOVED FROM EXISTING BASIN (PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, SPECIAL). DEWATERING OF EXISTING BASIN WILL BE PAID FOR AS DEWATERING.

SURVEYED EDGE OF WATER 714.5

EXIST 36" RCP TO REMAIN IN PLACE

HAPPINESS PARK

P-11
SEE UTILITY PLAN AND PROFILE SHEETS FOR MORE INFORMATION

VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

NO.	DATE	NATURE OF REVISION	CHKD.

DSGN.	
DWN.	
CHKD.	
SCALE:	20'
PLOT DATE:	
CAD USER:	
MODEL:	Default
FILE NAME	N:\ARLINGTONHEIGHTS\190458\Civil\GRA_190458_01.SHT

TITLE:

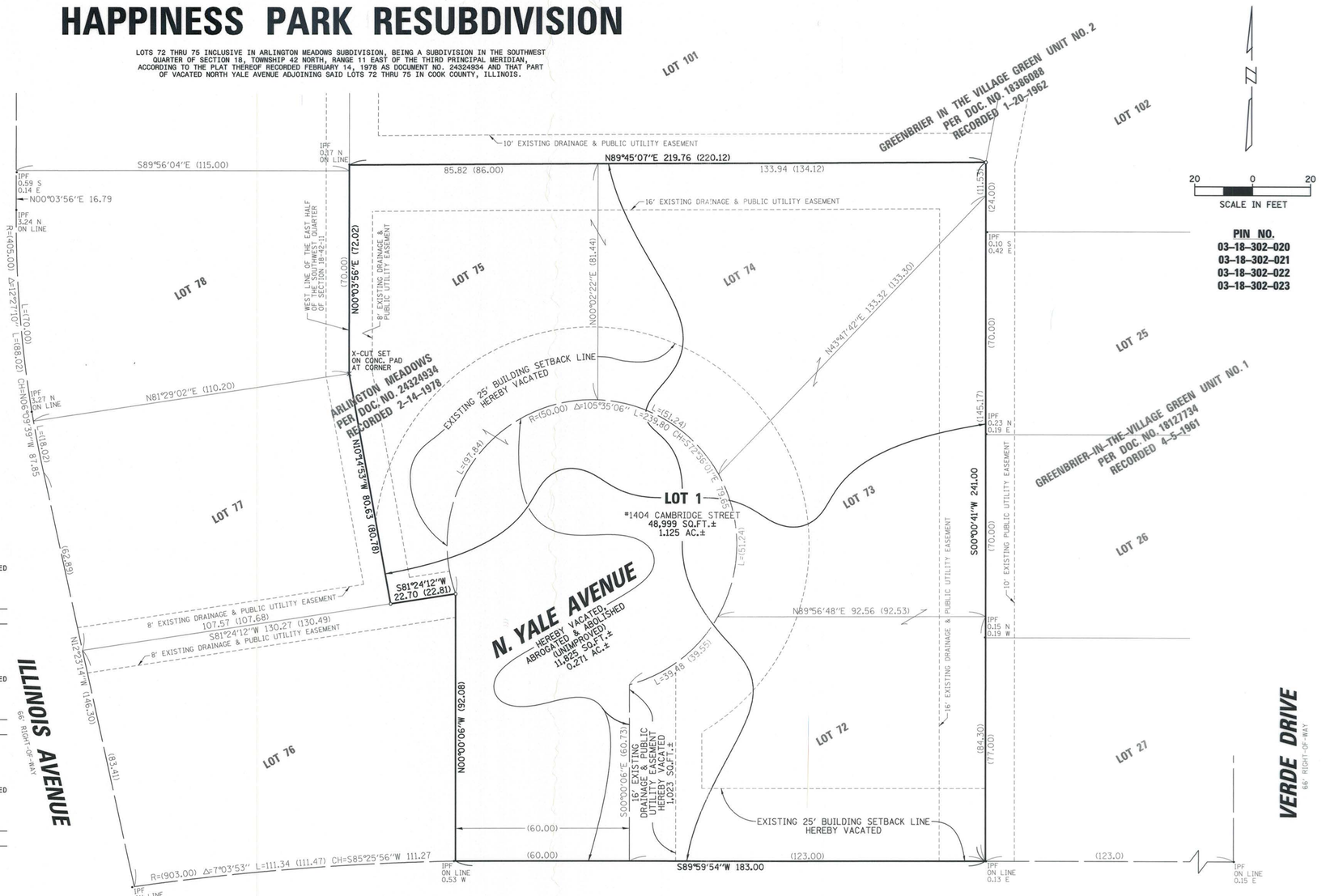
GREENBRIER SUBDIVISION IMPROVEMENTS

BASIN AREA LANDSCAPE PLAN

PROJ. NO.	190458
DATE:	
SHEET	56 OF 112
DRAWING NO.	L-1

HAPPINESS PARK RESUBDIVISION

LOTS 72 THRU 75 INCLUSIVE IN ARLINGTON MEADOWS SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 14, 1978 AS DOCUMENT NO. 24324934 AND THAT PART OF VACATED NORTH YALE AVENUE ADJOINING SAID LOTS 72 THRU 75 IN COOK COUNTY, ILLINOIS.



LEGEND

o	5/8" REBAR & CAP SET
•	IRON PIPE FOUND (IPF)
00.00	MEASURED
(00.00)	RECORD
———	PROPERTY LINE
——— ———	R.O.W. LINE
- - - - - -	BUILDING SETBACK LINE
- - - - - -	EASEMENT LINE

SEND TAX BILL TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

I, _____, COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT I FIND NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID SPECIAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT OF RESUBDIVISION. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE RESUBDIVISION.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK, DATED

THIS _____ DAY OF _____, 20 _____ A.D.

_____
COUNTY CLERK

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I, THE VILLAGE OF ARLINGTON HEIGHTS IS/ARE THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED ON PLAT OF RESUBDIVISION AND THAT THEY HAVE CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON INDICATED.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED ON THE PLAT OF RESUBDIVISION HAVE DETERMINED TO THE TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH TRACT, PARCEL, LOT OF BLOCK OF THE PROPOSED SUBDIVISION LIES IS/ARE:

	OWNERS NAME & ADDRESS
ELEMENTARY SCHOOL DISTRICT 25 ARLINGTON HEIGHTS TOWNSHIP HIGHSCHOOL 214 HARPER COMMUNITY COLLEGE DISTRICT 512	VILLAGE OF ARLINGTON HEIGHTS 33 S. ARLINGTON HEIGHTS RD ARLINGTON HEIGHTS, IL 60005

THIS _____ DAY OF _____, 20_____ A.D.

BY:_____

TITLE:_____

ATTEST:_____

TITLE:_____

OWNER'S NOTARY

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I,_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20 _____ A.D.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:_____

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISIONS ARE SHOWN HEREON. REFER TO THE DEED, TITLE INSURANCE POLICY AND LOCAL ORDINANCES FOR OTHER RESTRICTIONS.
3. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. CONTRACTOR/DEVELOPER SHALL NOTIFY J.U.L.I.E. AT 1-800-892-0123 AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF ANY WORK.

SURVEYOR NOTES:

1. BUILDING DIMENSIONS AND TIES SHOWN HEREON ARE MEASURED FROM OUTSIDE FACE OF BUILDING.
2. BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
4. PROPERTY IS SUBJECT TO: RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS, AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.
5. THIS SURVEY IS BASED ON FIELD WORK PERFORMED ON 01-22-2021.

COMMONWEALTH EDISON COMPANY

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

COMMONWEALTH EDISON COMPANY

BY:_____

TITLE:_____

NICOR GAS

STATE OF ILLINOIS)
)SS
COUNTY OF COOL)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

NICOR GAS

BY:_____

TITLE:_____

ILLINOIS BELL TELEPHONE DBA AT&T, IL

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

AT&T CORPORATION

BY:_____

TITLE:_____

COMCAST CABLE COMMUNICATIONS, INC.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

COMCAST CABLE COMMUNICATIONS, INC.

BY:_____

TITLE:_____

VILLAGE CERTIFICATE OF APPROVAL

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

_____
CHAIRMAN

_____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

_____
PRESIDENT

_____
VILLAGE CLERK

APPROVED BY THE VILLAGE COLLECTOR _____

APPROVED BY THE VILLAGE ENGINEER _____

PLAT AUTHORIZATION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

SUBMITTED BY & RETURN TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

WE, CHRISTOPHER B. BURKE ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001175, HEREBY DESIGNATE THE VILLAGE OF ARLINGTON HEIGHTS TO RECORD THIS PLAT OF RESUBDIVISION WITH THE COOK COUNTY RECORDER OF DEEDS OR REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER SECTION 2 OF THE ILLINOIS PLAT ACT, 765 ILLINOIS COMPILED STATUES 205/2.

GIVEN UNDER OUR HAND AND SEAL AT ROSEMONT, ILLINOIS.

THIS 19 DAY OF February, 20 21 A.D.

Kenneth J. Rasmussen

KENNETH J. RASMUSSEN, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
MY LICENSE EXPIRES 11/30/2022

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

WE, CHRISTOPHER B. BURKE ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-00172, DO HEREBY STATE THAT WE HAVE SURVEYED AND RESUBDIVIDED THE PROPERTY AS FOLLOWS:

LOTS 72 THRU 75 INCLUSIVE IN ARLINGTON MEADOWS SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 14, 1978 AS DOCUMENT NO. 24324934 AND THAT PART OF VACATED NORTH YALE AVENUE ADJOINING SAID LOTS 72 THRU 75 IN COOK COUNTY, ILLINOIS.

WE FURTHER DECLARE THAT ALL THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1 – 5/8" X 24" REBAR & CAP ARE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS NOTED OTHERWISE.

THIS IS TO FURTHER CERTIFY THAT THE PROPERTY DESCRIBED IS LOCATED WITHIN ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN IN THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 17031C0201J, DATED AUGUST 19, 2008 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM.

THIS 19 DAY OF February, 20 21 A.D.

Kenneth J. Rasmussen

KENNETH J. RASMUSSEN, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
MY LICENSE EXPIRES 11/30/2022

"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM TECHNICAL STANDARDS FOR A BOUNDARY SURVEY."

KENNETH J. RASMUSSEN 3240 PROFESSIONAL LAND SURVEYOR ILLINOIS ROSEMONT, ILLINOIS

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

HAPPINESS PARK RESUBDIVISION
IN
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
PREPARED FOR
VILLAGE OF ARLINGTON HEIGHTS

CALC.	KJR	PROJECT NO.	210040
DWN.	AJK	SHEET 1 OF 1	
CHKD.	JRM	DRAWING NO.	RESUB210040A
SCALE:	1"=20'		
DATE:	02-19-2021		

N:\ARLINGTONHEIGHTS\210040\SURVEY\RESUB210040A.SJR

CHAIN LINK FENCE REMOVAL
1050 LF

TREE REMOVAL, ACRES
0.40 ACRE
(REMOVE ALL TREES AROUND
PERIMETER OF BASIN)

TREE REMOVAL, 20"

UTILITES TO
BE RELOCATED
BY OTHERS

20 0 20
SCALE IN FEET

CAMBRIDGE ST

HAPPINESS PARK

AT&T (S.U.E. LEVEL D)

COMED

208

209

210+00

211

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

NO.	DATE	NATURE OF REVISION	CHKD.

DSGN.	MBT
DWN.	NHL
CHKD.	SNS
SCALE:	20'
PLOT DATE:	1/13/2021
CAD USER:	nhowelllindgren
MODEL:	Default

FILE NAME N:\ARLINGTONHEIGHTS\190458\Civil\REM_190458_12.SHT

TITLE:
GREENBRIER SUBDIVISION
INFRASTRUCTURE IMPROVEMENTS
REMOVAL PLANS
BASIN AREA REMOVAL

PROJ. NO. 190458
DATE:
SHEET 21 OF 119
DRAWING NO.
21

Planning & Community Development Dept. Review

February 10, 2021

REVIEW ROUND 1

Project: NE Corner Cambridge Street and Yale Avenue
Greenbrier Detention Pond

Case Number: PC 21-004

General:

1. The written response to Zoning Code Variation criteria is acceptable.
2. The provided Landscape Plan is acceptable.
3. If a Plat with all signatures is not provided by 2/24/21, Final Plat Approval will need to be sought at a subsequent meeting.

Prepared by: _____

HAPPINESS PARK RESUBDIVISION

Provide legal description of the subdivision area here

LEGEND

o	5/8" REBAR & CAP SET
•	IRON PIPE FOUND (IPF)
00.00	MEASURED
(00.00)	RECORD
———	PROPERTY LINE
——— ———	R.O.W. LINE
- - - - - -	BUILDING SETBACK LINE
- - - - - -	EASEMENT LINE

Add utility signature blocks, use second page if there is no room

Increase weight of boundary line

Increase font size and weight of boundary info (typ)

N89°45'07"E 219.76 (220.12)

S89°56'04"E (115.00)

IPF 0.17 N ON LINE

IPF 0.59 S 0.14 E

N00°03'56"E 16.79

IPF 3.24 N ON LINE

85.82 (86.00)

133.94 (134.12)

10' EXISTING DRAINAGE & PUBLIC UTILITY EASEMENT

16' EXISTING DRAINAGE & PUBLIC UTILITY EASEMENT

8' EXISTING DRAINAGE & PUBLIC UTILITY EASEMENT

N00°03'56"E 172.29 (172.29) (170.00)

R=405.50' Δ=23°27'10" L=170.00 CH=N78°53'31"W 87.85 (88.02)

N81°29'02"E (110.20)

IPF 0.27 N ON LINE

L=118.00

X-CUT SET ON CONC. PAD AT CORNER

ARLINGTON MEADOWS PER DOC. NO. 24324934 RECORDED 2-14-1978

EXISTING 25' BUILDING SETBACK LINE VACATED PER DOC. _____ RECORDED _____

N00°02'22"E (81.44)

N43°47'42"E 133.32 (133.50)

R=150.00' Δ=105°35'06" L=276.50 CH=S37°26'01"E 238.80 (L=281.24)

L=197.80

N01°14'55"W 80.03 (80.18)

LOT 1
48,999 SQ.FT.±
1.125 AC.±

(u) Add: " _____ W. CAMBRIDGE ST"

Yale ROW Hereby Vacated, etc. note area in sq ft.

(b) Add boundary info for this segment

22.70 (22.81)

S81°24'12"W 130.27 (130.49)

107.57 (107.68)

N89°56'48"E 92.56 (92.53)

S00°00'41"W 241.00

(145.17)

(70.00)

IPF 0.23 N 0.19 E

IPF 0.15 N 0.19 W

10' EXISTING PUBLIC UTILITY EASEMENT

16' EXISTING DRAINAGE & PUBLIC UTILITY EASEMENT

N00°00'06"W 192.08

(84.30)

(77.00)

S00°00'06"E (60.73)

16' DRAINAGE & PUBLIC UTILITY EASEMENT VACATED PER DOC. _____ RECORDED

(60.00)

(60.00)

S89°59'54"W 183.00

(123.00)

(123.0)

IPF ON LINE 0.53 W

IPF ON LINE 0.13 E

IPF ON LINE 0.15 E

R=903.00' Δ=7°03'53" L=111.34 (111.47) CH=S85°25'56"W 111.27

IPF ON LINE 0.72 W

Drainage Easement Hereby Vacated, etc. note area in sq ft.

(f) Tie the subdivision to the nearest township section lines

LOT 79 · LOT 101 · LOT 102 · LOT 78 · LOT 75 · LOT 74 · LOT 25 · LOT 77 · LOT 73 · LOT 26 · LOT 76 · LOT 72 · LOT 27

GREENBRIER IN THE VILLAGE GREEN UNIT NO. 2 PER DOC. NO. 18386088 RECORDED 1-20-1962

GREENBRIER-IN-THE-VILLAGE GREEN UNIT NO. 1 PER DOC. NO. 18127734 RECORDED 4-5-1961

ILLINOIS AVENUE
66' RIGHT-OF-WAY

N. YALE AVENUE
(UNIMPROVED)
VACATED PER DOC. NO. _____ RECORDED _____

VERDE DRIVE
66' RIGHT-OF-WAY

CAMBRIDGE STREET
66' RIGHT-OF-WAY

N. YALE AVENUE
66' RIGHT-OF-WAY

(n) Replace the Owner's Certificate with the required deed of dedication, including the school district info

(o) Use the Village's certificate of approval

(t) Add a block stating "Send Tax Bill to: (name/ address)"

(l) Include a certificate from Cook County that there are no delinquent taxes, etc.

20 0 20
SCALE IN FEET

PIN NO.
03-18-302-020
03-18-302-021
03-18-302-022
03-18-302-023

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I, THE VILLAGE OF ARLINGTON HEIGHTS IS/ARE THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED ON PLAT OF RESUBDIVISION AND THAT THEY HAVE CAUSED THE SAME TO BE PLATTED AS INDICATED HEREON FOR THE USES AND PURPOSES HEREIN SET FORTH, AND DO HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE HEREON INDICATED.

THIS IS TO ALSO CERTIFY THAT THE UNDERSIGNED, AS OWNER OF THE PROPERTY DESCRIBED ON THE PLAT OF RESUBDIVISION HAVE DETERMINED TO THE TO THE BEST OF THE OWNER'S KNOWLEDGE, THE SCHOOL DISTRICTS IN WHICH EACH TRACT, PARCEL, LOT OF BLOCK OF THE PROPOSED SUBDIVISION LIES IS/ARE:

ELEMENTARY SCHOOL DISTRICT 25
ARLINGTON HEIGHTS TOWNSHIP HIGHSCHOOL 214
HARPER COMMUNITY COLLEGE DISTRICT 512

OWNERS NAME & ADDRESS

VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS RD
ARLINGTON HEIGHTS, IL 60005

THIS _____ DAY OF _____, 20_____ A.D.

BY:_____

TITLE:_____

ATTEST:_____

TITLE:_____

OWNER'S NOTARY

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I,_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20 _____ A.D.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:_____

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISIONS ARE SHOWN HEREON. REFER TO THE DEED, TITLE INSURANCE POLICY AND LOCAL ORDINANCES FOR OTHER RESTRICTIONS.
3. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. CONTRACTOR/DEVELOPER SHALL NOTIFY J.U.L.I.E. AT 1-800-892-0123 AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF ANY WORK.

SURVEYOR NOTES:

1. BUILDING DIMENSIONS AND TIES SHOWN HEREON ARE MEASURED FROM OUTSIDE FACE OF BUILDING.
2. BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
4. PROPERTY IS SUBJECT TO: RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS, AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.
5. THIS SURVEY IS BASED ON FIELD WORK PERFORMED ON 01-22-2021.

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

I, _____, VILLAGE ENGINEER OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, HEREBY CERTIFY THAT PLAT OF RESUBDIVISION IS APPROVED AND ACCEPTED.

DATED AT VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20 _____ A.D.

_____
VILLAGE ENGINEER

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

APPROVED AND ACCEPTED BY THE VILLAGE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, AT A MEETING HELD

THIS _____ DAY OF _____, 20 _____ A.D.

BY:_____
VILLAGE MAYOR

ATTEST:_____
VILLAGE CLERK

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT THERE ARE NO UNPAID SPECIAL ASSESSMENTS OR OTHER LIENS ON THE ABOVE DESCRIBED PROPERTY.

_____ _____
VILLAGE CLERK DATE

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

APPROVED THIS _____ DAY OF _____, 20_____ A.D.
VILLAGE OF ARLINGTON HEIGHTS ZONING BOARD OF APPEALS/PLAN COMMISSION.

CHAIRMAN:_____

SECRETARY:_____

PLAT AUTHORIZATION CERTIFICATE

SUBMITTED BY & RETURN TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

WE, CHRISTOPHER B. BURKE ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001175, HEREBY DESIGNATE THE VILLAGE OF ARLINGTON HEIGHTS TO RECORD THIS PLAT OF RESUBDIVISION WITH THE COOK COUNTY RECORDER OF DEEDS OR REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER SECTION 2 OF THE ILLINOIS PLAT ACT, 765 ILLINOIS COMPILED STATUES 205/2.

GIVEN UNDER OUR HAND AND SEAL AT ROSEMONT, ILLINOIS.

THIS _____ DAY OF _____, 20 _____ A.D.

_____
KENNETH J. RASMUSSEN, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
MY LICENSE EXPIRES 11/30/2022

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

WE, CHRISTOPHER B. BURKE ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-00172, DO HEREBY STATE THAT WE HAVE SURVEYED AND RESUBDIVIDED THE PROPERTY AS FOLLOWS:

LOTS 72 THRU 75 INCLUSIVE IN ARLINGTON MEADOWS SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 14, 1978 AS DOCUMENT NO. 24324934 AND THAT PART OF VACATED NORTH YALE AVENUE ADJOINING SAID LOTS 72 THRU 75, VACATED BY DOCUMENT NO._____ IN COOK COUNTY, ILLINOIS.

WE FURTHER DECLARE THAT ALL THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1 – 5/8" X 24" REBAR & CAP ARE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS NOTED OTHERWISE.

THIS IS TO FURTHER CERTIFY THAT THE PROPERTY DESCRIBED IS LOCATED WITHIN ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN IN THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 17031C0201J, DATED AUGUST 19, 2008 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM.

THIS _____ DAY OF _____, 20 _____ A.D.

_____
KENNETH J. RASMUSSEN, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
MY LICENSE EXPIRES 11/30/2022

"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM TECHNICAL STANDARDS FOR A BOUNDARY SURVEY."

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

HAPPINESS PARK RESUBDIVISION
IN
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
PREPARED FOR
VILLAGE OF ARLINGTON HEIGHTS

PRELIMINARY

CALC.	KJR
DWN.	AJK
CHKD.	JRM
SCALE:	1"=20'
DATE:	02-10-2021

PROJECT NO. 210040
SHEET 1 OF 1
DRAWING NO. RESUB210040A

N:\ARLINGTON\HEIGHTS\20040\SURVEY\RESUB20040A.SJR

HAPPINESS PARK RESUBDIVISION

LOTS 72 THRU 75 INCLUSIVE IN ARLINGTON MEADOWS SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 14, 1978 AS DOCUMENT NO. 24324934 ~~AND THAT PART OF VACATED NORTH YALE AVENUE ADJOINING SAID LOTS 72 THRU 75, VACATED BY DOCUMENT NO._____~~ IN COOK COUNTY, ILLINOIS.

LEGEND

o	5/8" REBAR & CAP SET
•	IRON PIPE FOUND (IPF)
00.00	MEASURED
(00.00)	RECORD
———	PROPERTY LINE
——— ———	R.O.W. LINE
- - - - - - -	BUILDING SETBACK LINE
- - - - - - -	EASEMENT LINE

SEND TAX BILL TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

I,_____, COUNTY CLERK OF COOK COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT I FIND NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT GENERAL TAXES, NO UNPAID SPECIAL TAXES, NO UNPAID FORFEITED TAXES, AND NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE PLAT OF RESUBDIVISION. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE RESUBDIVISION.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK, DATED

THIS _____ DAY OF _____, 20 _____ A.D.

_____
COUNTY CLERK

OWNER'S CERTIFICATE

BE, THE UNDERSIGNED, THE VILLAGE OF ARLINGTON HEIGHTS, OWNERS OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS HAPPINESS PARK RESUBDIVISION, AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ALL STREETS AND ALLEYS AND PUBLIC OPEN SPACES SHOWN AND NOT HERETOFORE DEDICATED ARE HEREBY DEDICATED TO THE PUBLIC. FRONT AND SIDE YARD BUILDING SETBACK LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERECTED OR MAINTAINED NO BUILDING OR STRUCTURE. THERE ARE STRIPS OF GROUND, 8 & 16 FEET IN WIDTH, AS SHOWN ON THIS PLAT AND MARKED 'EASEMENT' RESERVED FOR THE USE OF PUBLIC UTILITIES FOR THE INSTALLATION OF WATER AND SEWER MAINS, POLES, DUCTS, LINES AND WIRES, SUBJECT AT ALL TIMES TO THE PROPER AUTHORITIES AND TO THE EASEMENT HEREIN RESERVED. NO PERMANENT OR OTHER STRUCTURES ARE TO BE ERECTED OR MAINTAINED UPON THESE STRIPS OF LAND, BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES, AND TO THE RIGHTS OF THE OWNERS OF OTHER LOTS IN THIS SUBDIVISION.

THE FOREGOING COVENANTS (OR RESTRICTIONS) ARE TO RUN WITH THE LAND AND SHALL BE BINDING ON ALL PARTIES AND ALL PERSONS CLAIMING UNDER THEM UNTIL JANUARY 1, 20____ (25 YEAR PERIOD IS SUGGESTED), AT WHICH TIME SAID COVENANTS (OR RESTRICTIONS) SHALL BE AUTOMATICALLY EXTENDED FOR SUCCESSIVE PERIODS OF TEN YEARS UNLESS INDICATED OTHERWISE BY NEGATIVE VOTE OF A MAJORITY OF THE THEN OWNERS OF THE BUILDING SITES COVERED BY THESE COVENANTS (OR RESTRICTIONS), IN WHOLE OR IN PART WHICH SAID VOTE WILL BE EVIDENCED BY A PETITION IN WRITING SIGNED BY THE OWNERS AND DULY RECORDED. INVALIDATION OF ANY ONE OF THE FOREGOING COVENANTS (OR RESTRICTIONS) BY JUDGMENT OR COURT ORDER SHALL IN NO WAY AFFECT ANY OF THE OTHER VARIOUS COVENANTS (OR RESTRICTIONS), WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

THE RIGHT TO ENFORCE THESE PROVISIONS BY INJUNCTION, TOGETHER WITH THE RIGHT TO CAUSE THE REMOVAL, BY DUE PROCESS OF LAW, OF ANY STRUCTURE OR PART THEREOF ERECTED OR MAINTAINED IN VIOLATION, IS HEREBY DEDICATED TO THE PUBLIC, AND RESERVED TO THE SEVERAL OWNERS OF THE SEVERAL LOTS IN THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

WITNESS OUR HANDS AND SEALS THIS _____ DAY OF _____, 20_____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

BEFORE ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, PERSONALLY APPEARED (NAMES), AND EACH SEPARATELY AND SEVERALLY ACKNOWLEDGED THE EXECUTION OF THE FOREGOING INSTRUMENT AS HIS OR HER VOLUNTARY ACT AND DEED, FOR THE PURPOSES THEREIN EXPRESSED.

WITNESS MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

OWNER'S NOTARY

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT I,_____, A NOTARY PUBLIC IN AND FOR SAID COUNTY, IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____, 20 _____ A.D.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:_____

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. ONLY THOSE BUILDING LINE SETBACKS AND EASEMENTS WHICH ARE SHOWN ON THE RECORDED PLAT OF SUBDIVISIONS ARE SHOWN HEREON. REFER TO THE DEED, TITLE INSURANCE POLICY AND LOCAL ORDINANCES FOR OTHER RESTRICTIONS.
3. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. CONTRACTOR/DEVELOPER SHALL NOTIFY J.U.L.I.E. AT 1-800-892-0123 AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF ANY WORK.

SURVEYOR NOTES:

1. BUILDING DIMENSIONS AND TIES SHOWN HEREON ARE MEASURED FROM OUTSIDE FACE OF BUILDING.
2. BEARINGS AND DISTANCES SHOWN HEREON ARE ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT.
4. PROPERTY IS SUBJECT TO: RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS, AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.
5. THIS SURVEY IS BASED ON FIELD WORK PERFORMED ON 01-22-2021.

My apologies, please re-insert the original Owner's Certificate information, including the school districts, etc.

COMMONWEALTH EDISON COMPANY

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

COMMONWEALTH EDISON COMPANY

BY:_____

TITLE:_____

NICOR GAS

STATE OF ILLINOIS)
)SS
COUNTY OF COOL)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

NICOR GAS

BY:_____

TITLE:_____

ILLINOIS BELL TELEPHONE DBA AT&T, IL

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

AT&T CORPORATION

BY:_____

TITLE:_____

COMCAST CABLE COMMUNICATIONS, INC.

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

RIGHT-OF-WAY / EASEMENT VACATION AS SHOWN HEREON. APPROVED & ACCEPTED THIS_____DAY OF_____, A.D., 20_____.

COMCAST CABLE COMMUNICATIONS, INC.

BY:_____

TITLE:_____

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT THERE ARE NO UNPAID SPECIAL ASSESSMENTS OR OTHER LIENS ON THE ABOVE DESCRIBED PROPERTY.

_____
VILLAGE CLERK DATE

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

I,_____, VILLAGE ENGINEER OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, HEREBY CERTIFY THAT PLAT OF RESUBDIVISION IS APPROVED AND ACCEPTED.

DATED AT VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, THIS _____ DAY OF _____, 20 _____ A.D.

_____
VILLAGE ENGINEER

VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

APPROVED AND ACCEPTED BY THE VILLAGE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, AT A MEETING HELD

THIS _____ DAY OF _____, 20 _____ A.D.

BY:_____
VILLAGE MAYOR

ATTEST:_____
VILLAGE CLERK

VILLAGE CERTIFICATE OF APPROVAL

UNDER THE AUTHORITY PROVIDED BY 65 ILCS 5/11-12 AS AMENDED BY THE STATE LEGISLATURE OF THE STATE OF ILLINOIS AND ORDINANCE ADOPTED BY THE VILLAGE BOARD OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, THIS PLAT WAS GIVEN APPROVAL BY THE VILLAGE OF ARLINGTON HEIGHTS AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

_____
CHAIRMAN

_____
SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

_____
PRESIDENT

_____
VILLAGE CLERK

APPROVED BY THE VILLAGE COLLECTOR _____

APPROVED BY THE VILLAGE ENGINEER _____

PLAN COMMISSION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

APPROVED THIS _____ DAY OF _____, 20_____ A.D.
VILLAGE OF ARLINGTON HEIGHTS ZONING BOARD OF APPEALS/PLAN COMMISSION.

CHAIRMAN:_____

SECRETARY:_____

PLAT AUTHORIZATION CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

SUBMITTED BY & RETURN TO:
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD
ARLINGTON HEIGHTS, IL 60005

WE, CHRISTOPHER B. BURKE ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001175, HEREBY DESIGNATE THE VILLAGE OF ARLINGTON HEIGHTS TO RECORD THIS PLAT OF RESUBDIVISION WITH THE COOK COUNTY RECORDER OF DEEDS OR REGISTRAR OF TITLE. THIS DESIGNATION IS GRANTED UNDER THE RIGHT TO DESIGNATE SUCH RECORDING UNDER SECTION 2 OF THE ILLINOIS PLAT ACT, 765 ILLINOIS COMPILED STATUES 205/2.

GIVEN UNDER OUR HAND AND SEAL AT ROSEMONT, ILLINOIS.

THIS _____ DAY OF _____, 20 _____ A.D.

_____
KENNETH J. RASMUSSEN, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
MY LICENSE EXPIRES 11/30/2022

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

WE, CHRISTOPHER B. BURKE ENGINEERING, LTD., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-00172, DO HEREBY STATE THAT WE HAVE SURVEYED AND RESUBDIVIDED THE PROPERTY AS FOLLOWS:

LOTS 72 THRU 75 INCLUSIVE IN ARLINGTON MEADOWS SUBDIVISION, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 14, 1978 AS DOCUMENT NO. 24324934 ~~AND THAT PART OF VACATED NORTH YALE AVENUE ADJOINING SAID LOTS 72 THRU 75, VACATED BY DOCUMENT NO._____~~ IN COOK COUNTY, ILLINOIS.

WE FURTHER DECLARE THAT ALL THE LAND INCLUDED IN THE ANNEXED PLAT IS WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS, WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE.

IN ACCORDANCE WITH CHAPTER 765 ILCS SECTION 205/1 – 5/8" X 24" REBAR & CAP ARE SET AT ALL LOT CORNERS AND POINTS OF GEOMETRIC CHANGE, UNLESS NOTED OTHERWISE.

THIS IS TO FURTHER CERTIFY THAT THE PROPERTY DESCRIBED IS LOCATED WITHIN ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN IN THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 17031C0201J, DATED AUGUST 19, 2008 AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM.

THIS _____ DAY OF _____, 20 _____ A.D.

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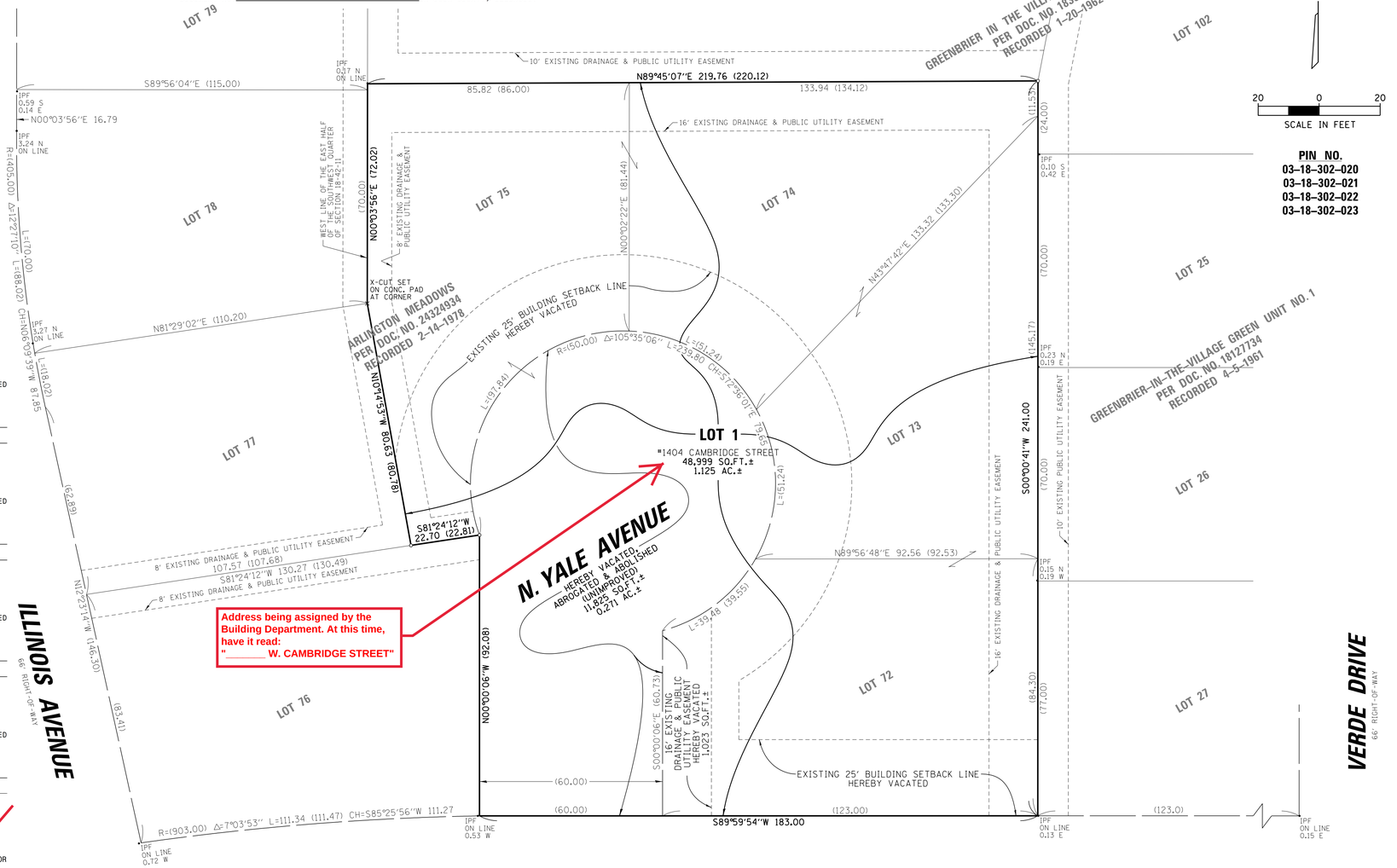
KENNETH J. RASMUSSEN, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3240
MY LICENSE EXPIRES 11/30/2022

"THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM TECHNICAL STANDARDS FOR A BOUNDARY SURVEY."



Address being assigned by the Building Department. At this time, have it read:
"_____ W. CAMBRIDGE STREET"

PIN NO.
03-18-302-020
03-18-302-021
03-18-302-022
03-18-302-023

PRELIMINARY

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

HAPPINESS PARK RESUBDIVISION
IN
VILLAGE OF ARLINGTON HEIGHTS, ILLINOIS
PREPARED FOR
VILLAGE OF ARLINGTON HEIGHTS

CALC.	KJR
DWN.	AJK
CHKD.	JRM
SCALE:	1"=20'
DATE:	02-10-2021

PROJECT NO. 210040
SHEET 1 OF 1
DRAWING NO. RESUB210040A

REVISED: 02-15-2021

N:\ARLINGTONHEIGHTS\21004O\SURVEY\RESUB210040A.SUR