AGENDA
President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
February 21, 2022
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

A. Village Board 02/07/2022
B. Committee of the Whole Meeting 2-7-22
C. Joint Meeting - Village Board and Arlington Heights Park District Board 2-5-22

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 2/15/22

VI. RECOGNITIONS AND PRESENTATIONS

A. Good Neighbor Award

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

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

IX. OLD BUSINESS

A. Report of the Committee of the Whole Meeting of February 21, 2022

Interview of Pat O'Gorman for appointment to the Board of Local Improvements - term ending April 30, 2027

X. CONSENT AGENDA

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

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

CONSENT APPROVAL OF BIDS

A. HVAC Preventative Maintenance - Contract Extension 2022

B. Meter Van Purchase - Public Works

C. Municipal Buildings Custodial Services - Group A - 2022 Contract Extension

D. Municipal Buildings Custodial Services - Group B - 2022 Contract Extension

E. Ambulance Vehicle Purchase - Fire Department

F. Interceptors Utility Vehicles Purchase - Police Department

G. Station #13 North Water Tank Painting / Pipe Relocation and Station #16 West Pipe Relocation - Project Award

H. Parking Garage LED Lights Upgrade - Award 2022

CONSENT LEGAL

A. An Ordinance Approving an Amendment to Planned Unit Development Ordinance Number 90-014, Granting a Special Use Permit for a Restaurant with a Drive-Through, Conceptual Approval for a Future Restaurant with a Drive-Through and a Variation from Chapter 28 of the Arlington Heights Municipal Code for the Property at 711-715 E. Rand Rd.
(Southpoint Shopping Center Outlot)

B. An Ordinance Granting Variations for the Installation of One Blade Sign and One Wall Sign for the Property at 21 South Evergreen Avenue
(Arlington Town Square)

CONSENT APPOINTMENTS

A. Reappointment of Stacy Ennes to the PAM Board of Directors - term ending 2-18-25

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

A. Crescent Place - 310 W. Rand Rd. - PC#21-010
Final Plat of Subdivision

B. BMO Bank - 630 W. Northwest Hwy. - PC#21-022
Special Use Permit to allow Drive-thru in B-2 District

C. Consumers Credit Union - 950 E. Rand Rd. - PC#21-023
PUD Amendment, Special Use Permit for Drive-Through

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

A. Discussion of Adult Use Cannabis Pilot Program

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

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

Village Board
2/21/2022

Item: Village Board 02/07/2022

Department: Village Clerk

ATTACHMENTS:

Description	**Type**
Village Board Minutes 02.07.22	Minutes

MINUTES
President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
February 7, 2022
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

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

Also present were: Randy Recklaus, Tom Kuehne, Charles Perkins, Cris Papeirniak, Hart Passman and Becky Hume.

IV. APPROVAL OF MINUTES

A. Committee of the Whole 01/10/2022 Approved

Trustee Robin LaBedz moved to approve. Trustee Nicolle Grasse Seconded the Motion.
The Motion: Passed
Ayes: Bertucci, Canty, Grasse, Hayes, LaBedz, Schwingbeck, Tinaglia

Abstain: Baldino, Scaletta

B. Committee of the Whole 01/18/2022 Approved

Trustee Mary Beth Canty moved to approve. Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Tinaglia

Abstain: Baldino, Schwingbeck

C. Village Board 01/18/2022 Approved

Trustee John Scaletta moved to approve. Trustee Jim Tinaglia Seconded the Motion.
The Motion: Passed
Ayes: Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Tinaglia

Abstain: Baldino, Schwingbeck

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 01/30/2022 Approved

Trustee James Bertucci moved to approve in the amount of $2,641,334.83.
Trustee John Scaletta Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

President Hayes noted the passing of Dick Duchossois, an honorary resident of the Village and a World War II veteran. Mr. Duchossois contributed so much to the community and was the life force of the Arlington Park Racecourse. President Hayes recognized his accomplishments and service.

Mayor Nick Helmer from Prospect Heights also passed last week. He did a great job for his community and was an Army veteran. Mr. Helmer was dedicated to turning things around for his community and the region.

A. Proclamation of Black History Month

President Hayes read the proclamation for Black History Month. This year's theme is Black Health and Wellness. President Hayes called attention to the Village's vehicle sticker for this year honoring Frank White, a charter member of the first all-volunteer firefighter department. He was a successful business owner, operating 5 thriving barber shops, a prominent citizen, and a contributor to the Village's early formation.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

IX. OLD BUSINESS

A. Report of the Committee of the Whole Meeting of January 10, 2022 — Approved

Affordable Housing Trust Fund Priorities & Process

Trustee Canty moved, seconded by Trustee Grasse that the Committee-of-the-Whole recommend that the Village Board of Trustees direct staff to proceed with requesting Letters of Interest and the next steps as outlined in the report, with final ranking criteria and feedback from the Village Board on proposals to occur when they are received.

Trustee Mary Beth Canty moved to approve. Trustee Nicolle Grasse Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

B. Report of the Committee of the Whole Meeting of February 7, 2022 — Approved

Interview of Andre Arrington for appointment to the Housing Commission - term ending April 30, 2024

President Hayes administered the Oath of Office to Mr. Arrington.

Trustee James Bertucci moved to concur in the Mayor's appointment.
Trustee Mary Beth Canty Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

C. Report of the Committee of the Whole of February 7, 2022 — Approved

Interview of Shalu Gugnani, MD for appointment to the Board of Health - term ending 4/30/25

President Hayes administered the Oath of Office to Dr. Gugnani.

Trustee Tom Schwingbeck moved to concur in the Mayor's appointment. Trustee Richard Baldino Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

D. Report of the Committee of the Whole Meeting of February 7, 2022 — Approved

Consideration of recommending to the Liquor Commissioner the issuance of a Class A liquor license to NEAD Investment Group Corp. dba Rokbonki Japanese Steakhouse located at 876 W. Dundee Road

Trustee John Scaletta moved to approve. Trustee Mary Beth Canty Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

X. CONSENT AGENDA

CONSENT APPROVAL OF BIDS

A. Downtown Brick Paver Program 2022 - Engineering Services — Approved

Trustee Robin LaBedz moved to approve. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

B. Crack Sealing Program - Contract Extension 2022 — Approved

C. Material Testing Services - Contract Extension 2022 — Approved

D. Concrete Flatwork - Contract Extension 2022 — Approved

E. Parkway Tree Removal & Emergency Tree Work - Contract Extension 2022 — Approved

F. Stump Removal and Landscape Restoration - Contract Extension 2022 — Approved

CONSENT LEGAL

A. An Ordinance Granting Variations from Chapter 30, Sign Regulations, of the Arlington Heights Municipal Code
(Burger King, 675 E Rand Rd) — Approved

Trustee Robin LaBedz moved to approve 2022-004. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

B. An Ordinance Amending the Annual Budget of the Village of Arlington Heights, County of Cook, State of Illinois, for the Fiscal Year Beginning January 1, 2022 and Ending December 31, 2022
(IL Criminal Justice Information Authority Grant) — Approved

Trustee Robin LaBedz moved to approve 2022-005. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

C. A Resolution Approving Certain Property to Participate in the Cook County Class 6b Assessment Incentive Program
(Wayne 22, LLC, 2616 S. Clearbrook Drive) — Approved

Trustee Tinaglia said his company has done business with Wayne 22, so he was recusing himself from this vote.

Trustee Robin LaBedz moved to approve R2022-004. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck

Abstain: Tinaglia

D.	An Ordinance Amending Section 13-502 of the Municipal Code of Arlington Heights Regarding Village Liquor Licenses (Number of Liquor Licenses Authorized)	Approved

Trustee Robin LaBedz moved to approve 2022-006. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

E.	A Resolution Approving an Intergovernmental Agreement between the Village of Arlington Heights and the Arlington Heights Park District and An Ordinance Amending the Annual Budget of the Village of Arlington Heights, County of Cook, State of Illinois, for the Fiscal Year Beginning January 1, 2022 and Ending December 31, 2022 (ARPA Grant for Arlington Heights Park District)	Approved

Trustee Robin LaBedz moved to approve R2022-005 / A2022-006 / 2022-007. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

F.	A Resolution Approving an Intergovernmental Agreement between the Village of Arlington Heights and Arlington Heights Park District for the Construction, Operation and Maintenance of a Stormwater Detention Basin in Raven Park, Arlington Heights, Illinois (Berkley Hintz stormwater improvement project)	Approved

Trustee Robin LaBedz moved to approve R2022-006 / A2022-007. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

G. A Resolution Approving Temporary Construction Easement and Perpetual Access and Maintenance Easement Agreement (Berkley Hintz stormwater improvement project) — Approved

Trustee Robin LaBedz moved to approve R2022-007 / A2022-008. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

A. Bond Waiver - Raffle, Hersey Instrumental Association — Approved

Trustee Robin LaBedz moved to approve. Trustee Tom Schwingbeck Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

XI. APPROVAL OF BIDS

A. Annual Computer Replacement Program — Approved

Mr. Recklaus explained the Village is taking advantage of the bid process done by another entity to get reasonable prices on its replacement computers.

Trustee Jim Tinaglia moved to approve. Trustee Nicolle Grasse Seconded the Motion.
The Motion: Passed

Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

XII. NEW BUSINESS

A. Southpoint Outlot - 711-715 E. Rand Rd. - PC#21-018 — Approved

Amendment to PUD Ord. # 90-014 to allow changes to the Southpoint PUD development plan, Special Use Permit for Restaurant with a Drive-Through, Conceptual Approval for a Restaurant with a Drive-Through, Variations

Richard Silverman of MJK Real Estate presented the Chipotle out lot proposal. They are one of the Southpoint owners and proposing a free-standing Chipotle and a space for another restaurant. The Chipotle is a drive through with an app only ordering premise. The second building would not be built yet, but would be constructed after a tenant is signed.

Mr. Perkins summarized the project. They are asking for the existing PUD to be amended to allow two buildings to be built on the site. Only one is being proposed at this time. They also requested approval for a special use for a drive through, it will not have a menu board as the site will have an app-driven ordering process. Traffic wise, the existing intersections are expected to accommodate the projected traffic from the proposed development without needing significant improvements. IDOT did not believe the increase in traffic requires the need of a light or a traffic study. There were some concerns about the intersection from residents. IDOT plans to add some signage. The current overflow parking will be relocated to a space south of the existing overflow lot. The open site will be seeded and graded until it is developed and the site will be well landscaped. The shopping center has a surplus parking and the relocation of overflow parking will help Chili's. Once the second restaurant has been identified, the petitioner will need to come back to the Board for its approvals. Plan Commission and staff recommend approval.

President Hayes said he appreciated the jump start to the shopping center and the investment in the community.

Trustee LaBedz asked about the orientation of the building. Mr. Silverman explained the front door faces Palatine Road. There will be a lot of signage and pavement markings to direct customers. Pedestrian friendly crosswalks will be striped. There will be designated spots for people who do not have the app and need to order in person. Staff will bring the food to you and assist those who need it. Trustee LaBedz asked if the angled parking was sufficient for the vehicles to still drive through. Mr. Silverman said the spaces all meet code and the traffic consultant has said the movement will

be comfortable. They are adding a light pole in the overflow lot and will maintain the existing lights. There will also be a crosswalk across the ring road.

Trustee Scaletta asked how many vehicles can be in the pick-up lane. The answer was six. Mr. Silverman said when there are more cars, they may hang over, but the store will have many pick up windows, and they doubled the expected capacity just in case. There is a landscape buffer between the two lanes. Trustee Scaletta suggested a drive thru in an opposite direction to improve the site circulation. He said the traffic flow looks messy. Trustee Scaletta suggested having more garbage cans than just one on the patio. Mr. Silverman said since they are the owner of the shopping center, they will take that to heart as their success depends on a good-looking center. They will be doing nightly sweeps to make sure the site is clean. Mr. Silverman said they are not asking for TIF funds for the Chipotle site.

Trustee Scaletta asked about the risk of people crossing Palatine Road from the neighborhood to the north. Mr. Perkins said the intersection is controlled by IDOT. Mr. Perkins offered to look into signage on the residential streets on private property, but the Village cannot put signs on the public right of way. It would ultimately be IDOT's decision. There is space for cars to wait at the median. The accident data does not support closing the egress or limiting the flow. Mr. Perkins said they will continue to study this.

Trustee Tinaglia noted this is the only app driven restaurant in the Village. Chipotle will be relocating from the Northpoint Shopping Center and Mr. Silverman said they are hoping to bring more development to the center. Trustee Tinaglia asked what happens to a customer who goes there but doesn't have the app. Mr. Silverman said staff will ask you to pull forward, and a worker will help you place an order.

Trustee John Scaletta moved to concur with the Plan Commission's recommendation. Trustee Mary Beth Canty Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

B.	Arlington Town Square-Office Entry Signage - 21 S Evergreen Ave / Sign Variation - DC#21-085	Approved

David Bender of OKW Architects said the second-floor offices at Arlington Town Square need an entry with signage to assist in way finding. They are also looking to refresh the façade. The request is for a variance for the blade sign and for its height and square footage.

Mr. Perkins said there were previous approved variations that were not

implemented. The Design Commission recommended approval, but suggested a canopy without signage above the office entry door.

Trustee Scaletta the office space has needed identifiers. Trustee Scaletta asked if you are coming from the south, will you be able to see the tenant sign? Mr. Bender said the wall tenant sign will be visible. The wall sign will be internally illuminated but the material has not been investigated yet. Trustee Scaletta asked how blank spaces would be handled on the sign. Mr. Bender said they could leave them blank or have double lines. There are 6 tenants now.

Mr. Perkins said he did not imagine the text would be double in size. Mr. Perkins said he imagined each tenant would have one slot. A blank would be used for vacancies. Trustee Scaletta said if it was going to be double, he would want administrative review. Mr. Perkins said any change of the sign would require a review of the permit. Staff reviewed it as a typical directory sign. Leasing and phone numbers would not be allowed, only tenant listing. Trustee Scaletta said he liked it, but was disappointed they didn't put the other one in.

Trustee Tinaglia asked if the Design Commission looked at the material of the sign. Mr. Perkins said the blade sign was supposed to be illuminated, but the directory sign was not anticipated to be lit. Trustee Tinaglia said the Design Commission would want to know exactly what you are hoping to put in, how it is being illuminated and what the colors are. He agreed that the clients need some help and he wants to help make that happen. He wouldn't want the owner to commission something to be built, that is troublesome down the road. Mr. Bender said only the blade sign is being illuminated.

Mr. Recklaus said the minutes from the Design Commission say the applicant's intent is that the top of the tenant sign is lit internally, but the directory listing is not. The tenant signs are to be 6" panels which will be blank if a tenant is changed. The blade sign will be internally illuminated.

Trustee Scaletta clarified with Mr. Bender that that the top says 'office center', but the panels are not fully designed yet. The architects are giving a rendering of a vision. The sign company is not the presenter. Trustee Scaletta questioned how the sign was going to work.

Trustee Tinaglia said most times at this level of approval, the Board sees very detailed sets of drawings with colors and materials from a design company. These are renderings. He said he was surprised that this was approved.

Mr. Perkins said the tenant sign is a metal cabinet with 10" high letters at the top and that would be illuminated, the tenants are not. Mr. Perkins said a sign permit will come in and Mr. Hautzinger will review it and make sure it conforms. If something looks odd, they will question it.

Trustee Richard Baldino moved to approve. Trustee James Bertucci Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

Trustee Schwingbeck asked the residents to adopt a fire hydrant. There are over 3300 hydrants and only 72 have been adopted. We need residents to help keep them clear them of snow or let the Fire Department know if they need attention. Adoption means you would keep the area clear and shoveled so the responders can find the hydrants easily. The application is available at vah.com/adopt a fire hydrant.

Trustee Grasse said she would like to explore some of the Board's strategic priorities further at a future date. First, she would like to explore adding senior housing to the Inclusionary Housing Ordinance. She wasn't on the Board when the issue was discussed. She would like to see if it could be added.

Second, she wants to find a way to raise both the Pride flag and the Juneteenth flags during the month of June on the Dunton flag pole. Just one flag pole in the Village and only those two flags.

President Hayes said he did not want to revisit the flag issue. We've crossed that bridge.

President Hayes said he would look for Board concurrence on revisiting the Inclusionary Housing Ordinance.

Mr. Recklaus said the senior housing issue was something that was researched and discussed. He would be happy to resubmit to the Board the materials that were put out and what was discussed and then poll the Board to see if there was interest in revisiting it. If there is, that is the will of the Board, the item can be added to a future agenda.

Trustee Grasse asked if the Board could be polled on the other item as she believes there are ways we can come together and explore options that would meet all the concerns that were raised. A special flag was included in the Ordinance, so there can be special flags. The Village proclaims its

support of Black History month. The Pride and Juneteenth flags were flown at the State level. She said she was only interested in the two flags mentioned being flown.

President Hayes said the Board had this discussion and passed the Ordinance so we wouldn't have to have the discussion again. He said he was not willing to reopen the can of worms. Trustee Canty said she would be willing to reopen the conversation. The full Board was not in attendance when the flag issue was voted upon. The Board said it wished to revisit the Senior Housing issue, and it has been a year, so she thinks the time has come.

Trustee Grasse thought the full Board was not in attendance for either of the Ordinances when they were passed. Mr. Recklaus said he did not recall, but there was majority support for both of them. He said there is an Ordinance if effect, if the Board wants to revisit the issue, if the majority of the Board wishes to revisit it.

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

-and-

5 ILCS120/2(c)(11) litigation, when an action against, affecting or on behalf of the Village has been filed and is pending before a court or administrative tribunal, or when the Board finds that an action is probable or imminent

XVII. ADJOURNMENT

Trustee John Scaletta moved to adjourn to Closed Session at 8:40 p.m.
Trustee Robin LaBedz Seconded the Motion.
The Motion: Passed
Ayes: Baldino, Bertucci, Canty, Grasse, Hayes, LaBedz, Scaletta, Schwingbeck, Tinaglia

Village Board
2/21/2022

Item: Committee of the Whole Meeting 2-7-2022

Department: Village Managers Office

Committee of the Whole Meeting 2-7-22

ATTACHMENTS:

Description	**Type**
Committee of the Whole 2-7-22	Exhibits

MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS
February 7, 2022

President Hayes called the meeting to order at 7:00 PM.

BOARD MEMBERS PRESENT:	President Hayes; Trustees Baldino, Bertucci, Canty, LaBedz, Grasse, Scaletta, Schwingbeck and Tinaglia
BOARD MEMBERS ABSENT:	None
STAFF MEMBERS PRESENT:	Village Manager Randy Recklaus and Assistant Village Manager Diana Mikula
OTHERS PRESENT:	Andre Arrington, Shalu Gugnani, MD, Esmael Ghaziani and Dean Badruddin

A. Interview of Andre Arrington for appointment to the Housing Commission – term ending April 30, 2024.

The Mayor introduced Andre Arrington. Mr. Arrington works for Boys and Girls Clubs of America and through his work has been exposed to the need for affordable housing for all. The Trustees thanked Mr. Arrington for his willingness to serve. Trustee Bertucci stated that he and Mr. Arrington are neighbors and would highly recommend him. Mr. Arrington was asked what he is most excited to do with the Housing Commission. Mr. Arrington stated that the issues of housing are more complex and he thinks being a member of the commission will give him a good opportunity to learn about those as well as to serve the community.

Trustee Bertucci moved to concur in the Mayor's appointment of Andre Arrington for appointment to the Housing Commission – term ending 4/30/24, motion was seconded by Trustee Canty.

9 Ayes 0 Nays

The motion passed.

B. Interview of Shalu Gugnani, MD for appointment to the Board of Health – term ending April 30, 2025.

Dr. Shalu Gugnani was introduced by the Mayor. Dr. Gugnani is a behavioral health and addiction specialist. Dr. Gugnani stated her interest in serving stems from growing up in the Arlington Heights area and wanting to serve the area's underserved population. Dr. Gugnani was asked what she sees as an area of need that may not be recognized. She stated that having the resources available when patients are ready to receive help is an area she sees a strong need. Discussion ensued regarding education and the mental health and addiction needs of children and the elderly. The Trustees thanked Dr. Gugnani for the work she does and wanting to serve and give back to the community.

Trustee Schwingbeck moved to concur in the Mayor's appointment of Shalu Gugnani, MD for appointment to the Board of Health - term ending 4/30/25, motion was seconded by Trustee Baldino.

9 Ayes **0 Nays**

The motion passed.

A. Consideration of recommending to the Liquor Commissioner the issuance of a Class A liquor license to NEAD Investment Group Corp dba Rokbonki Japanese Steakhouse located at 876 W. Dundee.

The Mayor swore in Esmael Ghaziani (part owner) and Dean Badruddin (part owner).

Assistant Village Manager Diana Mikula gave the staff report. She stated that this is new ownership of a current business (Rokbonki), keeping the same liquor license classification. There are a total of four owners. The police finished background checks in January and there were no issues noted. There were two address violations but, none of the owners have had any violations.

Ms. Mikula did a walk through on January 26, 2022 and the floor plan was consistent with the one submitted. Upon a satisfactory interview, Assistant Village Manager Mikula indicated that staff recommends the issuance of a Class A liquor license to NEAD Investment Group Corp dba Rokbonki Japanese Steakhouse at 876 W. Dundee.

The Mayor asked the applicants if there were going to be any changes to the business model and if new employees were going to be hired. Mr. Ghaziani stated that they were not planning to change and at this time do not anticipate hiring new employees. The Mayor also asked both applicants about their backgrounds. Both have owned restaurants but, have not had experience with liquor. The owners will be working on site as General Managers.

Discussion ensued regarding Basset training. The Mayor pointed out that the address has recently had a liquor violation. All four of the new owners are Basset trained as well as the manager. The manager has been working under the previous owner but, did not receive the recent violation. Mr. Ghaziani stated they hope to have ten staff Basset trained. The Mayor reminded Mr. Ghaziani and Mr. Badruddin of the enforcement and importance of the Village liquor laws.

Trustee Scaletta moved, seconded by Trustee Canty to recommend that the Village Board of Trustees recommend to the Liquor Commissioner the issuance of a Class A liquor license to NEAD Investment Group Corp dba Rokbonki Japanese Steakhouse located at 876 W. Dundee

The following voice vote was recorded:

9 Ayes **0 Nays**

The motion passed.

B. OTHER BUSINESS – None

C. ADJOURNMENT – Trustee Scaletta moved, seconded by Trustee LaBedz to adjourn. The meeting adjourned at 7:29 pm.

Village Board
2/21/2022

Item: Joint Meeting - Village Board and Park District Board 2-5-22

Department: Village Managers Office

Joint Meeting - Village Board and Arlington Heights Park District Board 2-5-22

ATTACHMENTS:

Description	Type
Minutes Joint Mtg. Village Board and Park Board 2-5-22	Exhibits

JOINT VILLAGE-PARK DISTRICT MEETING
MINUTES OF THE MEETING OF THE MAYOR AND THE BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS

ARLINGTON LAKES CLUB HOUSE

SATURDAY, FEBRUARY 5, 2022 8:30 A.M.

BOARD MEMBERS PRESENT: President Hayes; Trustees: LaBedz, Tinaglia, Scaletta, Schwingbeck, Canty, Grasse, Bertucci.

BOARD MEMBERS ABSENT: Trustees: Baldino,

STAFF MEMBERS PRESENT: Randy Recklaus, Village Manager

OTHERS PRESENT: Arlington Heights Park Board President Mary Fran Leno; Arlington Heights Park Board Commissioners: Brian Owen, Tim Gelinas; Park District Staff Members: Carrie Fullerton, Brain Meyer, Ben Rea, Kendra Maher

SUBJECTS:

Citizens to be Heard

Park District Update

Village Update

Other Topics for Discussion

Adjournment

President Hayes and Library Board President Leno called the meeting to order at 8:35 AM. The Pledge of Allegiance was recited. Both made introductory comments commending the level of intergovernmental cooperation present in Arlington Heights.

Public Comment

No Comments

Park District Update

Executive Director Carrie Fullerton presented information on a variety of topics including the shell station redevelopment, recent awards the district won at the recent IAPD conference and upcoming capital projects including the new pickleball

courts at Volz, Dryden, and Green Slopes Parks, the Melas Park Turf Project, and upcoming paving at Sunset Ridge. The Shell Station building has been removed as have the storage tanks. One of the adjacent houses has been removed as well. The District is waiting on Phase 1 environmental to complete.

Trustee Scaletta noted that the blue house on Belmont is more visible now given the removal of the white house and asked if any code violations were present. Village Manager Recklaus will follow up with Staff to see if there are violations.

Trustee Schwingbeck asked if the businesses in the building by Grandt Shell will be allowed to continue operating. President Leno indicated that they would be able to continue their operations for now.

Director Fullerton continued with the presentation explaining that the District is continuing to experience staff shortages and revenues dropped considerably during the pandemic. There has been minimal outside funding available to them during this period.

The District has been forming internal taskforces on DEI issues also highlighted successful collaboration with the Village on covid vaccine clinics and stormwater management.

Trustee Grasse complimented the Park District how well they managed the pandemic, keeping people safe and still providing opportunities for activities.

President Hayes talked about the Village's long term strong relationship with the Park District and how the community has benefitted from it over the years.

Village Update

Village Manager Randy Recklaus provided an update on the redevelopment of Arlington Racetrack and the old Motorola Campus, Arlington Alfresco, the Village's recent increase in capital investment, and technology development, the Village's DEI efforts, and the Senior Center modernization effort.

President Hayes commented that Senior Citizens make up 20% of the Village's population and that the Senior Center improvements were an important effort.

President Leno thanked the Village for all it does and for the partnership with the Park District.

Trustee Tinaglia acknowledged the challenges of our current times and how everyone in the Park District is doing what they believe is in the best interests of the community.

Trustee Canty agreed and said that the vast majority of community members appreciate and agree with what the Park District is doing.

District 21 School Board Member Arlen Gould spoke and thanked the elected officials for what they do and indicated a majority of residents support them.

The meeting was adjourned at 9:51am.

Village Board
2/21/2022

Item: Warrant Register

Department: Finance

Warrant Register 2/15/22

ATTACHMENTS:

Description	**Type**
Warrant Register	Exhibits

VILLAGE OF ARLINGTON HEIGHTS

WARRANT REGISTER FOR

CHECK DATE: 2-15-2022

Fund	Fund Description	Total Transaction Amount
101	General Fund	$392,048.31
215	CDBG Fund	$20,444.08
227	Foreign Fire Ins Tax Fund	$5,522.93
231	Criminal Investigation Fd	$1,821.02
235	Municipal Parkg Opr Fund	$26,849.74
263	TIF IV	$7,150.27
267	South Arl Hts Rd TIF	$8,531.15
401	Capital Projects Fund	$75,687.08
426	Storm Water Control Fund	$4,194.02
505	Water and Sewer Fund	$924,469.16
511	Solid Waste Fund SWANCC	$152,876.05
515	Arts,Entert & Events Fund	$11,358.12
605	Health Insurance Fund	$6,792.41
615	Workers Compensation Ins	$6,729.11
621	Fleet Operations Fund	$72,373.27
625	Technology Fund	$50,816.00
705	Police Pension Fund	$1,277.84
711	Fire Pension Fund	$34.79
715	Guaranty Deposits Fund	$7,460.00
TOTAL ALL FUNDS		**$1,776,435.35**

WARRANT REGISTER - GM0002

Department: 0

Division: 0

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233046	715-0000-220.93-00	ANFENSON, SHARON 21-1984	BOND REFUND	$200.00	$200.00
233078	101-0000-421.99-00	CITIBANK F.S.B.	OL REFUNDS	$190.00	$190.00
233080	505-0000-120.80-00	CLARK ADDISON 8 LLC	WATER BILL REFUND	$48.05	$48.05
233097	715-0000-220.93-00	TOM DAMIEN	BOND REFUND	$1,400.00	$1,400.00
233103	715-0000-220.93-00	DUBOIS PAVING CO 20 2548	BOND REFUND	$200.00	$200.00
233123	505-0000-120.80-00	GUARDIAN ASSET MANAGEMENT	WATER BILL REFUND	$54.64	$54.64
233148	715-0000-220.93-00	JRC DESIGN BUILD	BOND REFUND	$200.00	$200.00
233184	505-0000-452.42-00	GERALD NIEMIEC	WATER BILL REFUND	$73.42	$73.42
233185	715-0000-220.93-00	NORMANDY CONSTRUCTION 21 2411	BOND REFUND	$200.00	$200.00
233201	101-0000-421.05-00	DOLORES PEREZ	VEHICLE STICKER REFUND	$30.00	$30.00
233202	715-0000-220.93-00	PETER PARAS	BOND REFUND	$200.00	$200.00
233203	715-0000-220.93-00	PETER PARAS	BOND REFUND	$200.00	$200.00
233211	715-0000-220.93-00	QUALITY BLACKTOP	BOND REFUND	$200.00	$200.00
233218	715-0000-220.93-00	RICKY CONSTRUCTION INC 21 2011	BOND REFUND	$200.00	$200.00
233225	101-0000-421.99-00	SAC WIRELESS, LLC	OL REFUNDS	$130.00	$130.00
233228	715-0000-220.93-00	SHERMAN DESIGN BUILD LLC	BOND REFUND	$4,060.00	$4,060.00
233246	715-0000-220.93-00	THE REAL SEAL LLC	BOND REFUND	$200.00	$200.00
233247	715-0000-220.93-00	THE REAL SEAL LLC 22 2	BOND REFUND	$200.00	$200.00
233267	101-0000-211.06-00	VISION SERVICE PLAN	BASE VISION JAN FEB	$2,337.72	$9,752.45
			PREMIER VISION JAN FEB	$7,414.73	
233268	505-0000-452.42-00	MARK & CHRISTINE WALAS	WATER BILL REFUND	$560.03	$560.03
901822	101-0000-210.92-00	EMPLOYEE BENEFITS CORP	FSA MEDICAL 2022	$6,286.66	$6,286.66
	101-0000-210.94-00	EMPLOYEE BENEFITS CORP	FSA DEPENDENT CARE 2021	$5,000.00	$5,000.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 0 Total	**$29,585.25**
				Department 0 Total	**$29,585.25**

WARRANT REGISTER - GM0002

Department: 1 Board of Trustees

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233049	101-0101-501.22-03	ARLINGTON HTS CHAMBER OF COM	2022 GALA TICKETS	$1,050.00	$1,050.00
233073	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTIONING	$570.00	$570.00
				Division 1 Total	$1,620.00
				Department 1 Total	$1,620.00

WARRANT REGISTER - GM0002

Department: 2 Integrated Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233055	101-0201-502.21-65	AT & T MOBILITY	ACCT 232106787838	$100.00	$100.00
233072	101-0201-502.22-15	CANON SOLUTIONS AMERICA	PAPER, OFFICE, MAILROOM	$8.43	$8.43
233126	101-0201-502.22-03	HARRIS TRUST & SAVINGS BANK	NIU OUTREACH	$244.00	$244.00
233194	101-0201-502.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$22.29	$28.94
			OFFICE SUPPLIES, GENERAL	$6.65	
233266	101-0201-502.21-65	VERIZON WIRELESS	ACCT 88534852600001	$160.88	$160.88
				Division 1 Total	$542.25
				Department 2 Total	$542.25

WARRANT REGISTER - GM0002

Department: 3 Human Resources

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233115	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	JAN CLAIMS MEDICAL LOSS	$6,661.80	$6,661.80
233190	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	$2,666.00	$6,782.00
			SERVICE HEALTH TESTING	$87.00	
			SERVICE HEALTH TESTING	$3,020.00	
			SERVICE HEALTH TESTING	$1,009.00	
901821	605-0301-552.22-05	CITIBANK	POSTAGE REPLENISHMENT	$10.41	$10.41
	615-0301-552.22-05	CITIBANK	POSTAGE REPLENISHMENT	$67.31	$67.31
				Division 1 Total	$13,521.52
				Department 3 Total	$13,521.52

WARRANT REGISTER - GM0002

Department: 4 Legal Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233274	101-0401-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$140.90	$140.90
802157	101-0401-503.21-65	E RECORDING PARTNERS	WEEKLY RECORDING FEES	$196.00	$294.00
			WEEKLY RECORDING FEES	$98.00	
				Division 1 Total	$434.90
				Department 4 Total	$434.90

WARRANT REGISTER - GM0002

Department: 5 Finance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233072	101-0501-503.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$341.76	$341.76
233077	101-0501-503.21-65	CHICAGO TITLE COMPANY LLC	TITLE SEARCH	$70.00	$70.00
233095	101-0501-503.22-01	DAILY HERALD	ADVERTISING	$60.75	$60.75
233126	101-0501-503.22-02	HARRIS TRUST & SAVINGS BANK	NATIONAL INSTITUTE OF G	$190.00	$190.00
	101-0501-503.22-03	HARRIS TRUST & SAVINGS BANK	GOVERNMENT FINANCE OFF	$475.00	$475.00
233194	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$117.99	$117.99
233204	101-0501-503.30-05	PETTY CASH	MISCELLANEOUS SUPPLIES	$13.28	$13.28
901821	505-0501-503.22-05	CITIBANK	POSTAGE REPLENISHMENT	$7.80	$7.80
				Division 1 Total	$1,276.58
				Department 5 Total	$1,276.58

WARRANT REGISTER - GM0002

Department: 6 Information Technology

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233099	625-0601-572.50-10	DELL MARKETING LP	OFFICE SUPPLIES	$710.31	$710.31
233126	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	CDW GOVT #Q911654	$1,651.80	$1,651.80
233140	625-0601-553.21-02	IMAGE SYSTEMS & BUSINESS SOLUTIONS	EQUIPMENT MAINTENANCE	$275.00	$275.00
233142	625-0601-553.33-05	INSIGHT PUBLIC SECTOR	COMPUTERS,DP & WORD PROC.	$5,250.00	$15,784.91
			COMPUTERS,DP & WORD PROC.	$10,534.91	
233207	625-0601-572.50-10	PLANTE MORAN LLC	PROFESSIONAL SERVICES	$12,487.50	$12,487.50
233261	625-0601-553.21-65	VERIZON WIRELESS	ACCT 98726153700001	$648.18	$648.18
233262	625-0601-553.21-65	VERIZON WIRELESS	ACCT 68500580500001	$1,404.47	$1,404.47
901823	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	MONTHLY GIS STAFFING SVCS	$17,853.83	$17,853.83
				Division 1 Total	$50,816.00
				Department 6 Total	$50,816.00

WARRANT REGISTER - GM0002

Department: 10 Boards & Commissions

Division: 8

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233085	101-1008-502.20-75	CONRAD POLYGRAPH INC	EXAMINATIONS	$160.00	$160.00
				Division 8 Total	$160.00

Division: 11

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901821	101-1011-502.22-05	CITIBANK	POSTAGE REPLENISHMENT	$23.79	$23.79
				Division 11 Total	$23.79

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901821	101-1013-502.22-05	CITIBANK	POSTAGE REPLENISHMENT	$2.62	$2.62
				Division 13 Total	$2.62

Division: 17

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901821	101-1017-502.22-05	CITIBANK	POSTAGE REPLENISHMENT	$399.89	$399.89
				Division 17 Total	$399.89

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233053	515-1018-525.40-55	ARLINGTON RENTAL INC	MISCELLANEOUS SUPPLIES	$144.00	$144.00
233062	515-1018-525.40-55	BEER ON THE WALL LLC	HARMONY FEST MEAL	$15.00	$15.00
				Division 18 Total	$159.00

Division: 22

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233100	515-1022-525.40-55	DESIGN FACTOR INC	SERVICE MISCELLANEOUS	$297.50	$297.50
				Division 22 Total	$297.50
				Department 10 Total	$1,042.80

WARRANT REGISTER - GM0002

Department: 30 Police Department

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233035	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	$207.56	$207.56
233067	101-3001-511.21-65	BRIGHTSIDE CLINIC	CARE PROGRAM FEES 01 2022	$5,625.00	$8,875.00
			SERVICE PROFESSIONAL	$3,250.00	
233084	101-3001-511.21-65	COMPASSION FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	$283.25	$1,190.00
			SERVICE MISCELLANEOUS	$306.75	
			SERVICE MISCELLANEOUS	$205.00	
			SERVICE MISCELLANEOUS	$395.00	
233091	101-3001-511.33-05	CROWN TROPHY	MISCELLANEOUS SUPPLIES	$85.00	$85.00
233093	101-3001-511.21-65	DACRA TECH LLC	SERVICE PROFESSIONAL	$4,413.00	$4,413.00
233098	101-3001-511.22-03	DEFENSIVE EDGE TRAINING &	TRAVEL & TRAINING	$450.00	$450.00
233107	101-3001-511.21-65	EXPERIAN	SERVICE MISCELLANEOUS	$50.72	$50.72
233108	101-3001-511.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	$2.10	$2.10
233119	101-3001-511.21-65	GOLF ROSE PET LODGE	SERVICE MISCELLANEOUS	$462.00	$843.23
			SERVICE MISCELLANEOUS	$265.23	
			SERVICE MISCELLANEOUS	$50.00	
			SERVICE MISCELLANEOUS	$66.00	
233121	101-3001-511.22-02	GREATER COOK COUNTY POLICE	DUES	$270.00	$270.00
233126	101-3001-511.21-02	HARRIS TRUST & SAVINGS BANK	RADARSIGN	$850.00	$850.00
	101-3001-511.22-02	HARRIS TRUST & SAVINGS BANK	FBI NATIONAL ACADEMY A	$120.00	$815.00
			IACP	$190.00	
			IACP	$190.00	
			IACP	$190.00	
			INTL PUBLIC SAFETY ASS	$125.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233126	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	LIFE SAVERS CONFERENCE	$350.00	$859.00
			LIFE SAVERS CONFERENCE	$350.00	
			PAYPAL POLICE RECO	$159.00	
	101-3001-511.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM HI3EY8P53	$249.95	$377.83
			AMZN MKTP US 9W3GS3WV3	$16.99	
			AMZN MKTP US N94QQ90D3	$10.99	
			AMZN MKTP US Y16VH0OY3	$99.90	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	AIRGAS USA, LLC	$114.79	$117.70
			BROWNELLS INC	($41.99)	
			BROWNELLS INC	$44.90	
	235-3001-532.33-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM JF54W8IA3	$35.94	$35.94
233139	101-3001-511.22-03	IL TACTICAL OFFICERS ASSOC	TRAVEL & TRAINING	$1,040.00	$1,040.00
233143	101-3001-511.22-02	INTL ASSOC CHIEFS OF POLICE	DUES	$190.00	$190.00
233145	101-3001-511.22-02	INTL LAW ENFORCEMENT	DUES	$100.00	$100.00
	101-3001-511.22-03	INTL LAW ENFORCEMENT	TRAVEL & TRAINING	$890.00	$890.00
233147	101-3001-511.30-35	JG UNIFORMS	CLOTHING & APPAREL	$124.00	$8,437.81
			CLOTHING & APPAREL	$147.00	
			CLOTHING & APPAREL	$174.40	
			CLOTHING & APPAREL	$690.30	
			CLOTHING & APPAREL	$543.30	
			CLOTHING & APPAREL	$534.20	
			CLOTHING & APPAREL	$589.51	
			CLOTHING & APPAREL	$549.75	
			CLOTHING & APPAREL	$549.75	
			CLOTHING & APPAREL	$569.85	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233147	101-3001-511.30-35	JG UNIFORMS	CLOTHING & APPAREL	$79.70	$8,437.81
			CLOTHING & APPAREL	$619.05	
			CLOTHING & APPAREL	$66.00	
			CLOTHING & APPAREL	$32.00	
			CLOTHING & APPAREL	$174.75	
			CLOTHING & APPAREL	$285.00	
			CLOTHING & APPAREL	$62.00	
			CLOTHING & APPAREL	$119.95	
			CLOTHING & APPAREL	$13.85	
			CLOTHING & APPAREL	$99.90	
			CLOTHING & APPAREL	$87.70	
			CLOTHING & APPAREL	$87.70	
			CLOTHING & APPAREL	$341.40	
			CLOTHING & APPAREL	$412.75	
			CLOTHING & APPAREL	$218.55	
			CLOTHING & APPAREL	$724.15	
			CLOTHING & APPAREL	$75.95	
			CLOTHING & APPAREL	$140.00	
			CLOTHING & APPAREL	$156.20	
			CLOTHING & APPAREL	$169.15	
233151	101-3001-511.33-25	KIESLER POLICE SUPPLY & AMMUNITION	POLICE EQUIPMENT & SUPPLY	$2,070.00	
233159	101-3001-511.21-65	LIVE VIEW GPS INC	SERVICE MICELLANEOUS	$502.80	$502.80
233160	101-3001-511.21-65	LIVE 4 LALI INC	CARE PROGRAM JAN 2022	$5,575.27	$5,575.27
233165	101-3001-511.21-65	MARQUARDT & BELMONTE, P.C.	SERVICE PROFESSIONAL	$1,131.00	$1,131.00
233179	101-3001-511.33-25	MOTOROLA INC	RADIO & TELECOMMUNICATION	$1,875.80	$1,875.80

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233188	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT MAR 2022	$55,477.09	$55,477.09
233193	101-3001-511.22-03	NORTHWESTERN UNIVERSITY	TRAVEL & TRAINING	$4,200.00	$4,200.00
233194	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$149.99	$1,262.93
			OFFICE SUPPLIES, GENERAL	$1,055.19	
			OFFICE SUPPLIES, GENERAL	$57.75	
233195	101-3001-511.21-65	OMNI YOUTH SERVICES INC	PROFESSIONAL SERVICES	$46.59	$46.59
233196	235-3001-532.30-35	MONICA OWCA	CLOTHING REIMBURSEMENT	$160.00	$160.00
233205	101-3001-511.21-65	PETTY CASH/POLICE	MISCELLANEOUS SUPPLIES	$33.51	$33.51
	101-3001-511.22-02	PETTY CASH/POLICE	NOTARY RENEWAL FEE	$10.00	$10.00
	101-3001-511.22-03	PETTY CASH/POLICE	TRAVEL & TRAINING	$42.00	$42.00
	101-3001-511.33-25	PETTY CASH/POLICE	MISCELLANEOUS SUPPLIES	$32.33	$152.33
			MISCELLANEOUS SUPPLIES	$120.00	
233206	101-3001-511.30-35	JOSEPH PINNELLO	CLOTHING REIMBURSEMENT	$132.00	$132.00
233214	101-3001-511.30-35	RAY O'HERRON	CLOTHING & APPAREL	$153.98	$437.94
			CLOTHING & APPAREL	$153.98	
			CLOTHING & APPAREL	$129.98	
	101-3001-511.33-25	RAY O'HERRON	POLICE EQUIPMENT & SUPPLY	$2,376.00	$2,376.00
233226	101-3001-511.33-25	SAMS CLUB/SYNCHRONY BANK	POLICE EQUIPMENT & SUPPLY	$171.77	$171.77
233227	101-3001-511.22-02	SAMS CLUB/SYNCHRONY BANK	DUES	$100.00	$100.00
233241	101-3001-511.22-10	SUMMIT PRINT SOLUTIONS	SERVICE PRINTING	$168.00	$168.00
233249	101-3001-511.21-65	THOMSON REUTERS-WEST	SERVICE MISCELLANEOUS	$576.95	$576.95
233250	101-3001-511.21-02	TRITON ELECTRONICS INC	SERVICE EQUIPMENT	$165.75	$165.75
233252	401-3001-572.50-15	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT	$2,160.00	$2,160.00
233254	101-3001-511.22-05	UPS STORE #4073	SHIPPING FEE	$84.48	$84.48
233260	101-3001-511.21-65	VERIZON WIRELESS	ACCT 68682493000001	$1,945.55	$1,945.55

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901821	101-3001-511.22-05	CITIBANK	POSTAGE REPLENISHMENT	$4.81	$4.81
				Division 1 Total	$110,962.46

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233064	231-3003-511.40-01	BENTLEY'S PETSTUFF	POLICE EQUIPMENT & SUPPLY	$100.59	$613.83
			POLICE EQUIPMENT & SUPPLY	$170.98	
			POLICE EQUIPMENT & SUPPLY	$58.69	
			POLICE EQUIPMENT & SUPPLY	$135.49	
			POLICE EQUIPMENT & SUPPLY	$148.08	
233070	231-3003-511.40-01	RYAN BUTCHER	REIMBURSEMENT	$59.99	$59.99
233126	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	AMERICAN 00177116669041	$318.60	$1,147.20
			CALEA INC.	$710.00	
			UNITED 01623884872271	$118.60	
				Division 3 Total	$1,821.02
				Department 30 Total	$112,783.48

WARRANT REGISTER - GM0002

Department: 35 Fire

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233037	101-3501-512.30-35	AIR ONE EQUIPMENT	CLOTHING & APPAREL	$390.00	$390.00
	101-3501-512.31-85	AIR ONE EQUIPMENT	FIRE EQUIPMENT & SUPPLY	$1,360.00	$1,360.00
233075	101-3501-512.31-65	CDS OFFICE TECHNOLOGIES	FIRE EQUIPMENT & SUPPLY	$40.00	$40.00
233096	101-3501-512.30-01	DAILY HERALD	SUBSCRIPTION	$245.40	$245.40
233099	101-3501-512.31-65	DELL MARKETING LP	FIRE EQUIPMENT & SUPPLY	$2,163.96	$2,163.96
233102	401-3501-572.50-10	DREAMSEAT	FURNITURE, NON OFFICE	$9,086.00	$10,729.33
			FURNITURE, NON OFFICE	$1,643.33	
233104	101-3501-512.31-85	DUO SAFETY LADDER CORP	FIRE EQUIPMENT & SUPPLY	$771.34	$771.34
233109	101-3501-512.31-85	FIREFIGHTER EMPIRE LLC	FIRE EQUIPMENT & SUPPLY	$1,630.00	$1,705.00
			FIRE EQUIPMENT & SUPPLY	$75.00	
233110	101-3501-512.33-45	FIVE STAR SAFETY EQUIPMENT INC	FIRE EQUIPMENT & SUPPLY	$540.00	$540.00
233116	101-3501-512.30-35	GALLS LLC	CLOTHING & APPAREL	$76.20	$2,280.10
			CLOTHING & APPAREL	$90.00	
			CLOTHING & APPAREL	$100.00	
			CLOTHING & APPAREL	$269.45	
			CLOTHING & APPAREL	$110.00	
			CLOTHING & APPAREL	$330.00	
			CLOTHING & APPAREL	$45.00	
			CLOTHING & APPAREL	$114.45	
			CLOTHING & APPAREL	$305.00	
			CLOTHING & APPAREL	$205.00	
			CLOTHING & APPAREL	$285.00	
			CLOTHING & APPAREL	$45.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233116	101-3501-512.30-35	GALLS LLC	CLOTHING & APPAREL	$305.00	$2,280.10
233120	101-3501-512.31-65	GRAINGER W W INC	FIRE EQUIPMENT & SUPPLY	$33.00	$33.00
233124	101-3501-512.31-85	HALLORAN POWER EQUIPMENT INC	FIRE EQUIPMENT & SUPPLY	$287.68	$454.66
			FIRE EQUIPMENT & SUPPLY	$166.98	
233126	101-3501-512.21-11	HARRIS TRUST & SAVINGS BANK	AMAZON.COM 555WI0ZP3 A	$77.98	$180.23
			AMZN MKTP US 499GA2PJ3	$102.25	
	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	PAYPAL ILLINOISFIR	$350.00	$350.00
	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	PLANETSAFECALENDARS	$69.90	$69.90
	101-3501-512.32-80	HARRIS TRUST & SAVINGS BANK	AMAZON.COM 4E25U2BU3 A	$117.32	$117.32
	101-3501-512.33-05	HARRIS TRUST & SAVINGS BANK	FASTSIGNS - #447	$57.50	$57.50
	101-3501-512.33-45	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US ON30H9WQ3	$25.99	$25.99
233132	101-3501-512.33-50	HENRY SCHEIN MATRX MEDICAL	FIRE EQUIPMENT & SUPPLY	$2,144.40	$2,687.94
			FIRE EQUIPMENT & SUPPLY	$543.54	
233136	101-3501-512.22-02	ILLINOIS FIRE CHIEFS ASSOCIATION	DUES	$750.00	$750.00
233142	101-3501-512.31-65	INSIGHT PUBLIC SECTOR	FIRE EQUIPMENT & SUPPLY	$928.47	$928.47
233155	101-3501-512.22-03	TIMOTHY LIEBETRAU	TUITION REIMBURSEMENT	$391.75	$391.75
233170	101-3501-512.21-02	MUNICIPAL EMERGENCY SERVICES	EQUIPMENT MAINTENANCE	$255.35	$255.35
	101-3501-512.30-35	MUNICIPAL EMERGENCY SERVICES	CLOTHING & APPAREL	$2,264.00	$2,264.00
233188	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	MEMBER ASSESSMENT MAR2022	$18,492.36	$18,492.36
233189	101-3501-512.21-16	NORTHWEST COMMUNITY HOSP	TRAVEL & TRAINING	$4,845.00	$4,845.00
233191	101-3501-512.21-11	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	$30.02	$30.02
233194	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$71.47	$562.02
			OFFICE SUPPLIES, GENERAL	$41.66	
			OFFICE SUPPLIES, GENERAL	$14.82	
			OFFICE SUPPLIES, GENERAL	$381.96	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233194	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$52.11	$562.02
233213	101-3501-512.21-16	R H MEDICAL	MEDICAL SUPPLIES	$213.50	$527.00
			MEDICAL SUPPLIES	$313.50	
233221	101-3501-512.22-03	DAVID ROBERTS	TRAVEL & TRAINING ADVANCE	$185.00	$185.00
233222	101-3501-512.31-60	ROUTE 12 RENTAL CO INC	KEROSENE	$65.00	$65.00
233229	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$3.99	$3.99
233237	101-3501-512.33-50	STRYKER SALES CORP	MEDICAL SUPPLIES	$76.80	$76.80
233243	101-3501-512.33-05	SYLVIA'S FLOWERS INC	FUNERAL FLOWERS	$72.95	$72.95
233258	101-3501-512.21-65	VERIZON WIRELESS	ACCT 44205897800001	$934.84	$934.84
233273	101-3501-512.30-35	WS DARLEY & CO	CLOTHING & APPAREL	$954.00	$954.00
901821	101-3501-512.22-05	CITIBANK	POSTAGE REPLENISHMENT	$1,432.73	$1,432.73
				Division 1 Total	$56,972.95
				Department 35 Total	$56,972.95

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Department: 37 Foreign Fire Insurance

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233063	227-3701-512.22-03	ALEXANDER BELLUSCI	TUITION REIMBURSEMENT	$520.68	$520.68
233074	227-3701-512.22-03	REGINALD CASTILLO	TRAVEL & TRAINING	$123.20	$123.20
233105	227-3701-512.22-03	LESLIE EAST	TUITION REIMBURSEMENT	$352.50	$352.50
233112	227-3701-512.22-03	JOSEPH FORDE	TRAVEL & TRAINING	$123.20	$123.20
233122	227-3701-512.22-03	PETER GRIPPER	TRAVEL & TRAINING	$177.84	$177.84
233125	227-3701-512.22-03	ANDREW HANSEN	TRAVEL & TRAINING	$117.13	$117.13
233152	227-3701-512.22-03	JAMES KLEIN	TRAVEL & TRAINING	$229.54	$229.54
233155	227-3701-512.22-03	TIMOTHY LIEBETRAU	TRAVEL & TRAINING	$267.29	$267.29
233156	227-3701-512.22-03	SCOTT LIMBERS	TRAVEL & TRAINING	$123.20	$123.20
233158	227-3701-512.50-15	LION	EQUIPMENT MAINTENANCE	$806.75	$806.75
233175	227-3701-512.22-03	SCOTT M MILLER	TRAVEL & TRAINING	$259.81	$259.81
233177	227-3701-512.22-03	MARTIN MORAN	TRAVEL & TRAINING	$451.00	$451.00
233180	227-3701-512.22-03	MATT MURPHY	TRAVEL & TRAINING	$170.65	$170.65
233210	227-3701-512.22-03	BRETT PROCTOR	TUITION REIMBURSEMENT	$794.78	$794.78
233212	227-3701-512.22-03	CHAD QUECKBOENRNER	TRAVEL & TRAINING	$273.84	$273.84
233217	227-3701-512.22-03	RETEL, MARK	TUITION REIMBURSEMENT	$306.32	$306.32
233235	227-3701-512.22-03	JAMES STEMPIEN	TRAVEL & TRAINING	$123.48	$123.48
233269	227-3701-512.22-03	MATTHEW WALTERS	TRAVEL & TRAINING	$120.41	$120.41
233276	227-3701-512.22-03	ALBERT ZLOZA	TRAVEL & TRAINING	$181.31	$181.31
				Division 1 Total	$5,522.93
				Department 37 Total	$5,522.93

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Department: 40 Planning

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233058	101-4001-521.40-41	AUDACY OPERATIONS, INC.	ADVERTISING	$2,205.00	$11,597.02
			ADVERTISING	$4,410.00	
			ADVERTISING	$1,360.00	
			ADVERTISING	$2,720.00	
			ADVERTISING	$902.02	
233072	101-4001-521.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$9.27	$9.27
233087	263-4001-571.50-25	COOK COUNTY TREASURER	2021 R.E. TAX 1ST INSTALL	$4,306.56	$4,306.56
233090	101-4001-521.40-40	CORNETT PUBLISHING INC	ADVERTISING	$1,142.50	$1,142.50
233095	101-4001-521.22-01	DAILY HERALD	ADVERTISING	$2,004.75	$2,004.75
233126	101-4001-521.21-65	HARRIS TRUST & SAVINGS BANK	APPLE.COM/BILL	$2.99	$2.99
	101-4001-521.22-02	HARRIS TRUST & SAVINGS BANK	EB LAI ELY JANUARY 20	$22.85	$22.85
	101-4001-521.30-01	HARRIS TRUST & SAVINGS BANK	TAYLOR & FRANCIS	$50.12	$50.12
	101-4001-521.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM VX87H8SZ3	$44.96	$44.96
233220	263-4001-571.20-05	RJN GROUP INC	SERVICE CONSULTING	$2,843.71	$2,843.71
	267-4001-571.50-25	RJN GROUP INC	SERVICE CONSULTING	$8,531.15	$8,531.15
233259	101-4001-521.21-65	VERIZON WIRELESS	ACCT 38042002700001	$95.44	$95.44
901821	101-4001-521.22-05	CITIBANK	POSTAGE REPLENISHMENT	$1.06	$1.06
				Division 1 Total	$30,652.38
				Department 40 Total	$30,652.38

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Department: 41 Community Devl Block Grnt

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233051	215-4101-522.41-16	ARLINGTON HTS PARK DISTRICT	CDBG PROGRAM	$3,271.88	$3,271.88
233133	215-4101-522.41-01	HOLLINGWORTH HOME IMPROVEMENT	CDBG PROGRAM	$14,759.00	$14,759.00
233240	215-4101-522.41-44	SUBURBAN PRIMARY HEALTH CARE	CDBG PROGRAM	$2,000.00	$2,000.00
233255	215-4101-522.41-02	US BANK	CDBG PROGRAM	$413.20	$413.20
				Division 1 Total	$20,444.08
				Department 41 Total	$20,444.08

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Department: 45 Building

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233126	101-4501-523.22-03	HARRIS TRUST & SAVINGS BANK	INTL CODE COUNCIL INC	$69.00	$222.00
			INTL CODE COUNCIL INC	$153.00	
	101-4501-523.30-05	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US GF86S38Z3	$59.00	$59.00
233137	101-4501-523.22-03	IL PLUMBING INSPECTORS ASSOC	TRAVEL & TRAINING	$125.00	$125.00
233204	101-4501-523.22-03	PETTY CASH	IL PLUMBER ASSOC FEE	$20.00	$20.00
233238	101-4501-523.22-02	SUBURBAN BLDG OFFICALS CONFER	2022 SBOC MEMBERSHIP	$75.00	$75.00
233242	101-4501-523.20-05	SUPERION LLC	PROFESSIONAL SERVICES	$720.00	$720.00
233248	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	$35.00	$35.00
233263	101-4501-523.21-65	VERIZON WIRELESS	ACCT 54209747800001	$447.49	$447.49
				Division 1 Total	$1,703.49
				Department 45 Total	$1,703.49

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Department: 70 Health

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233039	101-7001-541.20-25	ALEXIAN BROS CENTER MENTAL HEALTH	COUNSELING SERVICES	$60.00	$60.00
233066	101-7001-541.33-10	IPROMOTEU	CLOTHING & APPAREL	$281.90	$281.90
233089	101-7001-541.21-10	CORELOGIC SOLUTIONS LLC	OFFICE SUPPLIES	$220.00	$220.00
233101	101-7001-541.33-10	LINDSAY DOHSE	CLOTHING REIMBURSEMENT	$138.07	$138.07
233126	101-7001-541.20-25	HARRIS TRUST & SAVINGS BANK	EXPEDIA 72232406702080	$250.90	$1,049.91
			EXPEDIA 72233257417068	$264.26	
			JEWEL OSCO 3422	$534.75	
	101-7001-541.21-65	HARRIS TRUST & SAVINGS BANK	SFAX	$30.74	$30.74
	101-7001-541.22-02	HARRIS TRUST & SAVINGS BANK	PESI	$99.99	$99.99
	101-7001-541.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM 4I1HN4Q23	$72.74	$597.62
			AMZN MKTP US 7I00588M3	$281.89	
			AMZN MKTP US X53DX1I13	$242.99	
	101-7001-541.33-10	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US QR4JD67J3	$35.00	$35.00
	101-7001-541.40-53	HARRIS TRUST & SAVINGS BANK	EXPEDIA 72236628063806	$262.04	$262.04
233154	101-7001-541.20-25	SHERRY LEMKE	COUNSELING SERVICES	$200.00	$200.00
233167	101-7001-541.33-10	MC KESSON MEDICAL SURGICAL	NURSING CLINIC SUPPLIES	$245.71	$384.19
			NURSING CLINIC SUPPLIES	$101.84	
			NURSING CLINIC SUPPLIES	$36.64	
233233	101-7001-541.21-65	STACY SHEIN STAPLETON	INTERPRETING SERVICE	$120.00	$120.00
233236	101-7001-541.20-25	STEPHANIE GUREWITZ LCSW CYT	COUNSELING SERVICES	$600.00	$2,250.00
			COUNSELING SERVICES	$525.00	
			COUNSELING SERVICES	$600.00	
			COUNSELING SERVICES	$525.00	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233257	101-7001-541.21-65	VERIZON WIRELESS	ACCT 88556712200001	$314.44	$314.44
901821	101-7001-541.22-05	CITIBANK	POSTAGE REPLENISHMENT	$56.71	$56.71
				Division 1 Total	$6,100.61

Division: 7

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233126	101-7007-541.21-02	HARRIS TRUST & SAVINGS BANK	IDU INSIGHT PUBLIC SEC	$277.07	$277.07
	101-7007-541.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM KB2R87IZ3 A	$9.93	$55.69
			AMZN MKTP US L17C546I3	$39.77	
			AMZN MKTP US LT0OH47Q3	$5.99	
	101-7007-541.31-65	HARRIS TRUST & SAVINGS BANK	AMZN MKTP US F823K5EI3	$363.88	$413.80
			TORTORICES PIZZA	$49.92	
233163	101-7007-541.21-65	CHASITY MARINI	PRESENTATION FEE	$450.00	$450.00
901821	101-7007-541.22-05	CITIBANK	POSTAGE REPLENISHMENT	$11.77	$11.77
				Division 7 Total	$1,208.33
				Department 70 Total	$7,308.94

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Department: 71 Public Works

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233034	401-7101-571.50-20	ABT ELECTRONICS	OFFICE EQUIPMENT & SUPPLY	$1,698.00	$1,698.00
233036	101-7101-531.31-55	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	$963.00	$963.00
233040	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	$3,583.33	$3,583.33
233041	101-7101-531.31-65	AMAZON COM CAPITAL SERVICES	HARDWARE SUPPLIES	$19.89	$117.84
			HARDWARE SUPPLIES	$97.95	
	401-7101-571.50-20	AMAZON COM CAPITAL SERVICES	BLDG MAINTENANCE SUPPLY	$153.75	$153.75
233042	101-7101-531.21-11	AMERICAN DOOR & DOCK	SERVICE BLDG MAINT	$570.69	$8,470.69
			SERVICE BLDG MAINT	$7,900.00	
233045	101-7101-531.31-55	ANDERSON LOCK	BLDG MAINTENANCE SUPPLY	$675.60	$675.60
233047	101-7101-531.31-55	AQUALAB WATER TREATMENT INC	WATER CHEMS FOR BIOLERS	$100.00	$100.00
233052	101-7101-531.30-35	ARLINGTON POWER EQUIPMENT	FORESTRY EQUIPMENT	$219.49	$219.49
233054	101-7101-531.22-70	AT & T	ACCT 217S667106106	$1,977.17	$1,977.17
233056	101-7101-531.21-01	ATHENS TECHNICAL SPECIALISTS INC	TRAFFIC SIGNAL SERVICE	$810.45	$810.45
233057	101-7101-531.31-55	ATLAS COPCO COMPRESSORS LLC	EQUIPMENT MAINTENANCE	$838.98	$1,545.03
			EQUIPMENT MAINTENANCE	$706.05	
233061	401-7101-571.50-30	BAXTER & WOODMAN	SERVICE CONSULTING	$2,938.00	$2,938.00
233065	101-7101-531.31-55	BERKHEIMER CO INC	BLDG MAINTENANCE SUPPLY	$733.77	$1,270.06
			TRAIN STA HVAC	$448.94	
			TRAIN STA HVAC	$87.35	
233072	101-7101-531.22-15	CANON SOLUTIONS AMERICA	OFFICE MACHINES & ACCESS	$5.58	$5.58
233083	101-7101-531.31-90	COMPASS MINERALS AMERICA	STREET/SIDEWALK SUPPLIES	$14,514.44	$57,405.24
			STREET/SIDEWALK SUPPLIES	$42,890.80	
233086	101-7101-531.31-90	CONSERV FS	STREET/SIDEWALK SUPPLIES	$1,417.60	$1,417.60

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233088	426-7101-571.21-65	COOK COUNTY TREASURER	2021 R.E.TAX 2ND INSTALL	$2,291.28	$2,291.28
233094	101-7101-531.21-11	DAHME MECHANICAL INDUSTRIES	SERVICE BLDG MAINT	$512.00	$512.00
233117	101-7101-531.30-39	GAS DEPOT INC	FUEL,OIL,GREASE, & LUBES	$21,916.92	$21,916.92
233118	101-7101-531.21-02	GLOBAL EQUIPMENT COMPANY	PLUMBING SUPPLIES	$3,438.60	$3,438.60
	101-7101-531.30-05	GLOBAL EQUIPMENT COMPANY	OFFICE SUPPLIES, GENERAL	$1,521.55	$1,521.55
233120	101-7101-531.31-55	GRAINGER W W INC	HARDWARE SUPPLIES	$52.63	$126.50
			HARDWARE SUPPLIES	$73.87	
233126	101-7101-531.21-02	HARRIS TRUST & SAVINGS BANK	SUPERIOR CHIMNEY	$1,468.95	$1,468.95
	101-7101-531.22-02	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	$325.00	$653.00
			AWWA.ORG	$238.00	
			IAFSM	$25.00	
			IAFSM	$25.00	
			INTERNATIONAL MUNICIPA	$40.00	
	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	IAFSM	$430.00	$1,853.40
			UNITED 01623895544633	$137.20	
			UNITED 01623895544644	$137.20	
			UNITED 01699669484015	$11.00	
			UNITED 01699669484026	$11.00	
			UNITED 01699669484030	$16.00	
			UNITED 01699669484041	$16.00	
			UWCC REGISTRATIONS	$1,095.00	
	101-7101-531.22-05	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	$925.00	
	101-7101-531.30-01	HARRIS TRUST & SAVINGS BANK	AMERICAN PUBLIC WORKS	$136.10	$136.10
	101-7101-531.31-55	HARRIS TRUST & SAVINGS BANK	HOBBY-LOBBY #0205	$59.98	$59.98
233128	101-7101-531.31-55	HASTINGS AIR ENERGY CONTROL	BLDG MAINTENANCE SUPPLY	$571.38	$571.38

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233128	401-7101-571.50-20	HASTINGS AIR ENERGY CONTROL	SERVICE BLDG MAINT	$20,023.00	$20,023.00
233129	401-7101-571.50-20	HAYES MECHANICAL	EQUIPMENT MAINTENANCE	$13,360.00	$13,360.00
233131	101-7101-531.31-90	HEALY ASPHALT COMPANY	STREET/SIDEWALK SUPPLIES	$3,153.15	$3,153.15
233135	401-7101-571.50-30	IL DEPT OF TRANSPORTATION	SERVICE CONSTRUCTION	$16,800.00	$16,800.00
233141	101-7101-531.31-90	INDUSTRIAL SYSTEMS LTD	LIQUID DEICER	$3,141.00	$9,423.00
			LIQUID DEICER	$3,141.00	
			LIQUID DEICER	$3,141.00	
233144	101-7101-531.21-11	INTL EXTERMINATORS INC	FIRE 1 EXTERM	$60.00	$952.00
			HISTORICAL EXTERM	$120.00	
			VILL HALL EXTERM	$147.00	
			POLICE EXTERM	$65.00	
			PW EXTERM	$88.00	
			SEN CENTER EXTERM	$88.00	
			TRAIN STA EXTERM	$104.00	
			VILL HALL EXTERM	$60.00	
			TRAIN STA EXTERM	$220.00	
233150	101-7101-531.31-55	JUST FAUCETS	PLUMBING SUPPLIES	$803.00	
233161	101-7101-531.21-36	LORELLE COMMUNICATIONS INC	VH RENTAL PROJECTOR	$1,200.00	$1,200.00
233162	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$161.40	$161.40
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	$45.45	$111.94
			HARDWARE SUPPLIES	$66.49	
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	STREET/SIDEWALK SUPPLIES	$20.82	$20.82
233169	101-7101-531.21-11	MECOR INC	HARDWARE SUPPLIES	$972.00	$1,944.00
			HARDWARE SUPPLIES	$972.00	
	101-7101-531.31-55	MECOR INC	HARDWARE SUPPLIES	$80.40	$1,659.90

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233169	101-7101-531.31-55	MECOR INC	HARDWARE SUPPLIES	$1,579.50	$1,659.90
233174	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	$630.00	$2,160.00
			SERVICE BLDG MAINT	$1,530.00	
	235-7101-571.50-25	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINT	$25,470.00	$25,470.00
233182	426-7101-571.50-25	NORINE NASELLI	SOD INSTALL REIMBURSEMENT	$777.74	$777.74
233183	101-7101-531.21-11	NATL DECORATING SERVICE INC	SERVICE BLDG MAINT	$904.63	$1,798.54
			SERVICE BLDG MAINT	$893.91	
233186	101-7101-531.31-45	NORTH AMERICAN CORPORATION OF IL	MISCELLANEOUS SUPPLIES	$325.89	$1,333.19
			MISCELLANEOUS SUPPLIES	$1,007.30	
233194	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES, GENERAL	$31.93	$167.11
			OFFICE SUPPLIES, GENERAL	$96.79	
			OFFICE SUPPLIES, GENERAL	$38.39	
233198	101-7101-531.22-70	PACIFIC TELEMANAGEMENT SERVICES	PAY PHONES	$300.00	$300.00
233199	101-7101-531.22-03	PAGONES MICHAEL	TRAVEL & TRAINING ADVANCE	$414.80	$414.80
233204	101-7101-531.31-65	PETTY CASH	SUPPLIES	$45.96	$45.96
233208	101-7101-531.21-15	POTHOLE PROS INC	SERVICE CONSTRUCTION	$2,718.50	$5,388.00
			SERVICE CONSTRUCTION	$2,669.50	
233209	101-7101-531.22-70	PRECISE MRM LLC	VEHICLE LOCATION DATA	$522.50	$522.50
233215	101-7101-531.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$187.15	$535.11
			CLOTHING & APPAREL	$219.97	
			CLOTHING & APPAREL	$127.99	
233216	401-7101-571.50-20	RESTORATION WORKS INC	SERVICE BLDG MAINT	$7,825.00	$7,825.00
233220	426-7101-571.50-25	RJN GROUP INC	SERVICE CONSULTING	$1,125.00	$1,125.00
233222	101-7101-531.21-36	ROUTE 12 RENTAL CO INC	KEROSENE	$65.00	$65.00
233229	101-7101-531.31-55	SHERWIN ACE HARDWARE	PLUMBING SUPPLIES	$2.79	$122.10

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233229	101-7101-531.31-55	SHERWIN ACE HARDWARE	PLUMBING SUPPLIES	$31.33	$122.10
			HARDWARE SUPPLIES	$87.98	
	101-7101-531.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$58.97	$58.97
233232	101-7101-531.31-55	STANDARD PIPE & SUPPLY INC	PLUMBING SUPPLIES	$37.82	$354.40
			BLDG MAINTENACE SUPPLY	$259.62	
			PLUMBING SUPPLIES	$24.78	
			PLUMBING SUPPLIES	$32.18	
233234	101-7101-531.31-75	STEINER ELECTRIC	STREET LIGHT SUPPLY	$124.20	$124.20
233253	101-7101-531.21-11	UNIFIRST CORPORATION	FIRE 3 FLOOR MATS	$35.03	$1,235.82
			FIRE 2 FLOOR MATS	$54.17	
			PW FLOOR MATS	$151.55	
			FIRE 4 FLOOR MATS	$45.53	
			FIRE 1 FLOOR MATS	$35.03	
			VH FLOOR MATS	$231.05	
			POLICE FLOOR MATS	$65.55	
			FIRE 3 FLOOR MATS	$35.03	
			FIRE 2 FLOOR MATS	$54.17	
			PW FLOOR MATS	$151.55	
			FIRE 4 FLOOR MATS	$45.53	
			FIRE 1 FLOOR MATS	$35.03	
			VH FLOOR MATS	$231.05	
			POLICE FLOOR MATS	$65.55	
233263	101-7101-531.21-65	VERIZON WIRELESS	ACCT 54209747800001	$17.12	
233265	101-7101-531.22-70	VERIZON WIRELESS	ACCT 64202486400001	$518.97	$518.97
233271	101-7101-531.30-39	WEX BANK	FUEL,OIL,GREASE, & LUBES	$48.45	$48.45

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233274	101-7101-531.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	$85.00	$85.00
802154	101-7101-531.22-70	AT & T	ACCT 84725334382001	$99.53	$402.89
			ACCT 84734215365273	$48.39	
			ACCT 84739420624707	$48.35	
			ACCT 84739443682112	$48.35	
			ACCT 84739893361501	$49.92	
			ACCT 84739893901330	$54.03	
			ACCT 84759391411742	$54.32	
802155	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	$31.55	$1,387.70
			ACCT 3183115007	$17.78	
			ACCT 4321662000	$1,129.40	
			ACCT 4643388009	$208.97	
802156	101-7101-531.21-50	CONSTELLATION NEW ENERGY INC	ACCT 8063218	$743.35	$12,466.31
			ACCT 8063214	$11,722.96	
802158	101-7101-531.21-50	NICOR	ACCT 06802945268	$46.36	$26,647.63
			ACCT 15839647334	$546.75	
			ACCT 25422686599	$2,996.37	
			ACCT 28178600004	$746.10	
			ACCT 38096400007	$1,562.75	
			ACCT 38178600003	$776.10	
			ACCT 40178600009	$320.08	
			ACCT 43278600002	$792.36	
			ACCT 53278600001	$2,490.35	
			ACCT 55616726109	$7,907.22	
			ACCT 58401600000	$843.49	

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Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802158	101-7101-531.21-50	NICOR	ACCT 72489260108	$285.95	$26,647.63
			ACCT 94830700004	$929.82	
			ACCT 96945600003	$3,884.51	
			ACCT 97034457784	$2,519.42	
				Division 1 Total	$279,835.21
				Department 71 Total	$279,835.21

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Department: 72 Water and Sewer

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233041	505-7201-561.31-85	AMAZON COM CAPITAL SERVICES	PUMPING SYSTEM SUPPLIES	$584.79	$584.79
233042	505-7201-561.50-20	AMERICAN DOOR & DOCK	SERVICE BLDG MAINTENANCE	$584.10	$1,382.85
			SERVICE BLDG MAINTENANCE	$798.75	
233043	505-7201-561.22-70	AMERICAN MESSAGING	ACCT U1109311	$514.87	$514.87
233044	505-7201-561.22-03	AMERICAN WATER WORKS ASSN	TRAVEL & TRAINING	$72.00	$72.00
233048	505-7201-561.22-02	SAM ARGIRIS	CDL REIMBURSEMENT	$50.00	$50.00
233069	505-7201-561.31-55	BUSHNELL INC	PLUMBING SUPPLIES	$330.20	$330.20
233071	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	$8,999.55	$8,999.55
	505-7201-561.21-62	C C CARTAGE INC	SERVICE DISPOSAL	$2,380.00	$2,380.00
	505-7201-561.31-90	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	$11,139.62	$11,139.62
233081	505-7201-561.30-35	MITCHELL COLDEBELLA	SAFETY SHOE REIMBURSEMENT	$200.00	$200.00
233082	505-7201-561.22-70	COMCAST CABLE	TV	$2.10	$2.10
233113	505-7201-561.31-05	FOREMAN JOSEPH D AND CO	PUMPING SYSTEM SUPPLIES	$1,750.00	$1,750.00
233120	505-7201-561.31-05	GRAINGER W W INC	PUMPING SYSTEM SUPPLIES	$1,337.13	$1,337.13
	505-7201-561.31-55	GRAINGER W W INC	HVAC EQUIPMENT SUPPLIES	$873.47	$873.47
	505-7201-561.31-65	GRAINGER W W INC	HARDWARE SUPPLIES	$226.66	$226.66
233126	505-7201-561.21-65	HARRIS TRUST & SAVINGS BANK	APPLE.COM/BILL	$0.99	$0.99
	505-7201-561.22-02	HARRIS TRUST & SAVINGS BANK	AWWA.ORG	$238.00	$238.00
	505-7201-561.30-35	HARRIS TRUST & SAVINGS BANK	SHUBEE	$116.83	$116.83
233127	505-7201-561.22-02	MICHAEL HASSENAUER	CDL REIMBURSEMENT	$65.00	$65.00
233130	505-7201-561.21-35	HBK WATER METER SERVICE INC	METER TESTING	$2,494.70	$2,494.70
233131	505-7201-561.31-90	HEALY ASPHALT COMPANY	STREET/SIDEWALK SUPPLIES	$3,153.15	$3,153.15
233134	505-7201-561.20-05	HR GREEN INC.	SERVICE CONSULTING	$1,942.50	$1,942.50

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233149	505-7201-561.21-65	JULIE INC	SERVICE CONSULTING	$17,221.48	$17,221.48
233162	505-7201-561.31-01	LOWES COMMERCIAL SERVICES	PLUMBING EQUIP FIXT,SUPP	$218.12	$218.12
	505-7201-561.31-02	LOWES COMMERCIAL SERVICES	PLUMBING EQUIP FIXT,SUPP	$40.17	$40.17
	505-7201-561.31-55	LOWES COMMERCIAL SERVICES	PLUMBING EQUIP FIXT,SUPP	$3.05	$3.05
233164	505-7201-561.50-15	MARK'S MACHINE SHOP, INC.	VEHICLE MAJOR TRANSPORT	$9,675.00	$9,675.00
233172	505-7201-561.31-05	METROPOLITAN INDUSTRIES	PUMPING SYSTEM SUPPLIES	$1,947.00	$1,947.00
233173	505-7201-561.31-65	MICROBIOLOGICS	WATER TEST LAB SUPPLIES	$248.63	$248.63
233204	505-7201-561.31-65	PETTY CASH	SUPPLIES	$5.28	$5.28
233209	505-7201-561.22-70	PRECISE MRM LLC	VEHICLE LOCATION DATA	$522.50	$522.50
233215	505-7201-561.30-35	RED WING BUSINESS ADVANTAGE ACCT	CLOTHING & APPAREL	$219.95	$219.95
233219	505-7201-561.20-05	RITTER GIS	PROFESSIONAL SERVICES	$2,010.00	$2,010.00
233229	505-7201-561.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	$45.96	$45.96
233231	505-7201-561.21-02	STANDARD EQUIPMENT CO	EQUIPMENT MAINTENANCE	$390.00	$390.00
233239	505-7201-561.20-05	SUBURBAN LABORATORIES INC	WATER SAMPLES	$199.60	$199.60
233244	505-7201-561.30-35	MIKE TAFFE	WORK BOOT REIMBURSEMENT	$155.00	$155.00
233245	505-7201-561.31-02	TEST GAUGE INC	METERS SUPPLY	$3,201.25	$7,656.63
			METERS SUPPLY	$1,495.73	
			METERS SUPPLY	$2,959.65	
233251	505-7201-561.50-10	ULINE INC	METERS DEPT TABLE	$658.14	$658.14
233256	505-7201-561.30-35	USA BLUEBOOK	WATER SUPPLIES	$189.91	$189.91
233264	505-7201-561.22-70	VERIZON WIRELESS	ACCT 78635116200001	$1,020.56	$1,020.56
233275	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLIES	$1,618.80	$7,271.16
			WATER SUPPLIES	$846.36	
			WATER SUPPLIES	$1,792.50	
			WATER SUPPLIES	$1,740.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233275	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	WATER SUPPLIES	$1,273.50	$7,271.16
802154	505-7201-561.22-70	AT & T	ACCT 84725301748135	$50.40	$50.40
802155	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	$434.58	$871.99
			ACCT 0111076085	$215.33	
			ACCT 0368380009	$31.13	
			ACCT 0684023014	$77.87	
			ACCT 1092085063	$113.08	
802156	505-7201-561.21-50	CONSTELLATION NEW ENERGY INC	ACCT 1050217	$2,725.10	$10,943.44
			ACCT 1050218	$2,325.93	
			ACCT 1050220	$5,892.41	
802158	505-7201-561.21-50	NICOR	ACCT 04055600003	$193.35	$944.02
			ACCT 19278600002	$257.97	
			ACCT 19426400008	$153.00	
			ACCT 42567835683	$50.17	
			ACCT 58544400003	$136.50	
			ACCT 90920700003	$153.03	
901820	505-7201-561.21-53	SOLID WASTE AGENCY	A021 TRUE UP 3 OF 4	$814,956.00	$814,956.00
901821	505-7201-561.22-05	CITIBANK	POSTAGE REPLENISHMENT	$1,481.82	$1,481.82
				Division 1 Total	$916,800.22
				Department 72 Total	$916,800.22

WARRANT REGISTER - GM0002

Department: 73 Parking

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802155	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	$560.25	$560.25
				Division 1 Total	$560.25

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802154	235-7302-532.21-50	AT & T	ACCT 84725309782425	$214.73	$214.73
				Division 2 Total	$214.73

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802154	235-7303-532.21-50	AT & T	ACCT 84763200281737	$197.67	$197.67
802158	235-7303-532.21-50	NICOR	ACCT 12690400002	$49.06	$49.06
				Division 3 Total	$246.73

Division: 4

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
802158	235-7304-532.21-50	NICOR	ACCT 92296400002	$162.09	$162.09
				Division 4 Total	$162.09
				Department 73 Total	$1,183.80

WARRANT REGISTER - GM0002

Department: 74 Solid Waste Dispsl SWANCC

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901819	511-7401-562.21-54	SOLID WASTE AGENCY	2021 TRUE UP 3 OF 4	$24,097.05	$152,876.05
			TIPPING FEES MARCH	$128,779.00	
				Division 1 Total	$152,876.05
				Department 74 Total	$152,876.05

WARRANT REGISTER - GM0002

Department: 75 Municipal Fleet Services

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233038	621-7501-551.31-51	ALEXANDER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	$1,426.79	$1,426.79
233041	621-7501-551.31-51	AMAZON COM CAPITAL SERVICES	FIRE EQUIPMENT & SUPPLY	$67.24	$67.24
	621-7501-551.31-65	AMAZON COM CAPITAL SERVICES	HARDWARE SUPPLIES	$39.78	$39.78
	621-7501-551.31-85	AMAZON COM CAPITAL SERVICES	HARDWARE SUPPLIES	$145.32	$145.32
233050	621-7501-551.31-51	ARLINGTON HEIGHTS FORD INC	VEH MAINTENANCE SUPPLY	$19.83	$409.59
			VEH MAINTENANCE SUPPLY	$96.51	
			VEH MAINTENANCE SUPPLY	$21.90	
			VEH MAINTENANCE SUPPLY	$114.80	
			VEH MAINTENANCE SUPPLY	$156.55	
233052	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	$58.09	$58.09
233059	621-7501-551.31-51	AUTO TECH CENTERS INC	VEH MAINTENANCE SUPPLY	$837.87	$1,067.37
			VEH MAINTENANCE SUPPLY	$229.50	
233060	621-7501-551.31-65	BATTERIES PLUS BULBS #842	VEH MAINTENANCE SUPPLY	$414.72	$414.72
233068	621-7501-551.21-07	BURRIS EQUIPMENT CO	SERVICE VEHICLE PARTS	$14,109.95	$14,109.95
	621-7501-551.31-51	BURRIS EQUIPMENT CO	VEH MAINTENANCE SUPPLY	$1,750.00	$1,750.00
233076	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	$156.60	$1,047.85
			VEH MAINTENANCE SUPPLY	$891.25	
233079	621-7501-551.21-36	CITY WELDING SALES & SERVICE	EQUIPMENT RENTAL	$126.99	$126.99
233106	621-7501-551.31-51	EJ EQUIPMENT INCORPORATED	VEH MAINTENANCE SUPPLY	$263.76	$263.76
233111	621-7501-551.31-51	FORCE AMERICA	VEH MAINTENANCE SUPPLY	$137.34	$137.34
233120	621-7501-551.31-51	GRAINGER W W INC	EQUIPMENT	$494.63	$0.00
			EQUIPMENT	($494.63)	
233126	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	MILTON INDUSTRIES INC	$59.49	$59.49

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233138	621-7501-551.21-07	IL SECRETARY OF STATE	VEH REGISTRATION RENEW	$151.00	$755.00
			VEH REGISTRATION RENEW	$151.00	
			VEH REGISTRATION RENEW	$151.00	
			VEH REGISTRATION RENEW	$151.00	
			VEH REGISTRATION RENEW	$151.00	
233146	621-7501-551.21-07	JAMES DRIVE SAFETY LANE LLC	EQUIPMENT MAINTENANCE	$209.00	$209.00
233153	621-7501-551.31-51	LEACH ENTERPRISES INC	VEH MAINTENANCE SUPPLY	$192.82	$2,096.24
			VEH MAINTENANCE SUPPLY	$1,791.08	
			VEH MAINTENANCE SUPPLY	$102.04	
			VEH MAINTENANCE SUPPLY	$10.30	
233157	621-7501-551.31-51	LINDCO EQUIPMENT SALES INC	VEH MAINTENANCE SUPPLY	$147.16	$147.16
233166	621-7501-551.31-51	MASTER HITCH INC	VEH MAINTENANCE SUPPLY	$163.50	$163.50
233168	621-7501-551.31-51	MC MASTER CARR SUPPLY CO	VEH MAINTENANCE SUPPLY	$12.66	$79.82
			VEH MAINTENANCE SUPPLY	$32.46	
			VEH MAINTENANCE SUPPLY	$34.70	
233176	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	$123.32	$1,288.10
			VEH MAINTENANCE SUPPLY	$1,164.78	
233178	621-7501-551.31-51	MORTON GROVE AUTOMOTIVE WEST	VEH MAINTENANCE SUPPLY	$195.00	$195.00
233181	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	$579.80	$2,130.64
			VEH MAINTENANCE SUPPLY	$82.12	
			VEH MAINTENANCE SUPPLY	$129.76	
			VEH MAINTENANCE SUPPLY	$58.50	
			VEH MAINTENANCE SUPPLY	$574.00	
			VEH MAINTENANCE SUPPLY	$28.82	
			VEH MAINTENANCE SUPPLY	$24.96	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233181	621-7501-551.31-51	NAPA HEIGHTS AUTOMOTIVE	VEH MAINTENANCE SUPPLY	$139.10	$2,130.64
			VEH MAINTENANCE SUPPLY	$16.71	
			VEH MAINTENANCE SUPPLY	$90.13	
			VEH MAINTENANCE SUPPLY	$71.39	
			VEH MAINTENANCE SUPPLY	$74.53	
			VEH MAINTENANCE SUPPLY	$104.19	
			VEH MAINTENANCE SUPPLY	$9.71	
			VEH MAINTENANCE SUPPLY	$33.10	
			VEH MAINTENANCE SUPPLY	$113.82	
233187	621-7501-551.31-51	NORTHERN TOOL & EQUIPMENT	VEH MAINTENANCE SUPPLY	$62.99	$62.99
233192	621-7501-551.31-51	NORTHWEST FREIGHTLINER	VEH MAINTENANCE SUPPLY	$242.63	$242.63
233197	621-7501-551.31-51	P & G KEENE	VEH MAINTENANCE SUPPLY	$685.00	$685.00
233200	621-7501-551.31-51	PATLIN INC	VEH MAINTENANCE SUPPLY	$115.97	$115.97
233223	621-7501-551.31-51	RUBBER INC	VEH MAINTENANCE SUPPLY	$11.32	$11.32
233224	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	$692.48	$931.03
			VEH MAINTENANCE SUPPLY	$238.55	
233230	621-7501-551.31-51	SPRING ALIGN	VEH MAINTENANCE SUPPLY	$399.99	$399.99
233253	621-7501-551.30-35	UNIFIRST CORPORATION	CLOTHING & APPAREL	$78.12	$156.24
			CLOTHING & APPAREL	$78.12	
233270	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	$1,318.96	$1,318.96
233272	621-7501-551.21-07	WINDSHIELD PROS INC	EQUIPMENT MAINTENANCE	$369.00	$883.00
			EQUIPMENT MAINTENANCE	$125.00	
			EQUIPMENT MAINTENANCE	$389.00	
233277	621-7501-551.31-51	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	$93.75	$204.63
			VEH MAINTENANCE SUPPLY	$110.88	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
				Division 1 Total	**$33,200.50**
				Department 75 Total	**$33,200.50**

WARRANT REGISTER - GM0002

Department: 80 Pensions

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
901821	705-8001-631.22-05	CITIBANK	POSTAGE REPLENISHMENT	$1,277.84	$1,277.84
	711-8001-631.22-05	CITIBANK	POSTAGE REPLENISHMENT	$34.79	$34.79
				Division 1 Total	$1,312.63
				Department 80 Total	$1,312.63

WARRANT REGISTER - GM0002

Department: 90 Capital

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233114	505-9001-571.50-25	FOURBRIDGE SOLUTIONS	SERVICE CONSULTING	$6,925.00	$6,925.00
				Division 1 Total	$6,925.00

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233092	621-9003-572.50-05	CURRIE MOTORS	VEHICLE MAJOR TRANSPORT	$39,172.77	$39,172.77
				Division 3 Total	$39,172.77
				Department 90 Total	$46,097.77

WARRANT REGISTER - GM0002

Department: 99 Non Operating

Division: 1

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
233171	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE FEB 2022	$7,152.55	$7,152.55
	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BUILDING RESERVE CHARGE	$3,749.07	$3,749.07
				Division 1 Total	$10,901.62
				Department 99 Total	$10,901.62
TOTAL ALL FUNDS:					$1,776,435.35

Village Board
2/21/2022

Item: Good Neighbor Award

Department: Police

On Monday morning, February 7, 2022, Arlington Heights resident, Andrea Schepp, made certain observations that caused her to question the welfare of a neighbor. Ms. Schepp noticed her neighbor's driveway was not shoveled, the neighbor had not been seen in the past week and garbage totes were not out for collection. These out-of-character observations raised sufficient concern that led Ms. Schepp to call 9-1-1 and asked that a police officer check on her neighbor.

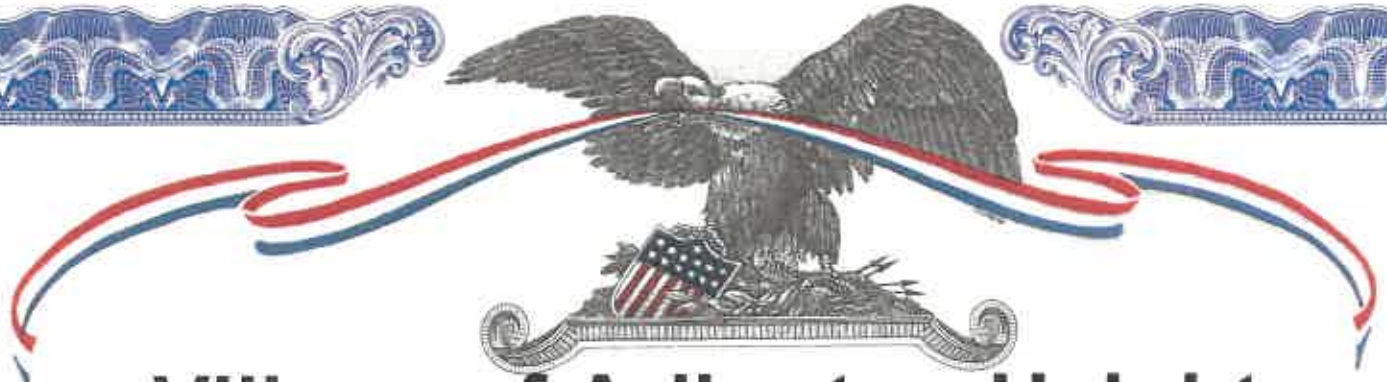
A police officer was dispatched to investigate the Check for Wellbeing request placed by Ms. Schepp. An officer arrived and spoke with Ms. Schepp. A cursory inspection of the home's exterior was conducted. While walking around the yard, a faint voice was heard by the investigating officer coming from inside. Someone was calling for help. Police made entry and found the homeowner laying on the floor, injured and incapacitated. A Fire Department response was added to the call for service. An ambulance and rescue squad arrived. Paramedics immediately assessed the patient's condition and determined transport to a local Emergency Department was necessary for continued treatment.

An investigation determined the patient, a senior citizen, had tripped and fell around 6:00am and remained on the kitchen floor for almost 4-hours before a call placed by Ms. Schepp directed first responders to check on her neighbor.

Andrea Schepp's family moved to Arlington Heights when she was 3-years-old. Family obligations caused her to move on two occasions. Ms. Schepp has resided in the Village for the past 23-years and, in total, has called the City of Good Neighbors home for 45-years. Ms. Schepp embodies the essence of Community by keeping a watchful eye on her neighborhood and did not hesitate to call 9-1-1 when something did not seem right. The action taken by Ms. Schepp exemplifies the definition of a Good Neighbor.

ATTACHMENTS:

Description	**Type**
Good Neighbor Award	Presentation



Village of Arlington Heights

the

City of Good Neighbors

GOOD NEIGHBOR AWARD

IS HEREBY PRESENTED BY THE VILLAGE BOARD OF TRUSTEES TO

Andrea Schepp

In recognition of your willingness to get involved and make a difference in the wellbeing of a fellow Arlington Heights resident, on February 7, 2022, you made several careful observations of your neighbor's home that were deemed to be out-of-character and immediately placed a call to 9-1-1. Your intuition led Arlington Heights Police and Fire Department personnel to find your neighbor who was injured and incapacitated. Your action certainly made a difference and embodies the essence of community embraced in the City of Good Neighbors and serves as an example for others to follow.

Thomas W. Hayes, Mayor

Trustee Rich Baldino
Trustee James Bertucci
Trustee Mary Beth Canty
Trustee Nicolle Grasse
Trustee Robin LaBedz
Trustee John Scaletta
Trustee Tom Schwingbeck
Trustee Jim Tinaglia

Village Board
2/21/2022

Item: Report of the Committee of the Whole Meeting of February 21, 2022

Department: Village Managers Office

Report of the Committee of the Whole Meeting of February 21, 2022

Interview of Pat O'Gorman for appointment to the Board of Local Improvements - term ending April 30, 2027

Village Board
2/21/2022

Item: HVAC Preventative Maintenance - Contract Extension 2022

Department: Public Works

On October 17, 2016, the Village awarded a three-year contract for HVAC Preventative Maintenance on the Village's commercial-sized HVAC systems to Hayes Mechanical of Chicago, Illinois.

Per Village Policy, contracts can be extended with Board approval, up to the original terms of the contract. This would be the third of three possible extensions.

This contract also provides established, bid hourly rates for future repairs. The contract is non-exclusive, and the Village is able to seek multiple quotes on larger repairs. Hayes is requesting a 1.3% increase in all pay items. This increase is allowed per contract terms and is equal to half of the Consumer Price Index (CPI).

The term of the extension would conclude in December 2022. Staff has been pleased with Hayes Mechanical's quality of work and customer service, and staff recommends the one-year extension of this contract with the requested price increase.

Funding for these services is available in Account No. 101-7101-531.21-02 with a FY2022 budget amount of $296,800.

RECOMMENDATION

It is recommended that the Village Board award a one-year contract extension to Hayes Mechanical of Chicago, Illinois, for HVAC Preventative Maintenance, up to the budgeted amount, and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Meter Van Purchase - Public Works

Department: Public Works

The approved 2022 Capital Budget includes $28,295 for the replacement of one transit van in the Water Meters Unit of the Public Works Department. The current vehicle is used by the Meters Unit on a daily basis.

The current 2002 van was repurposed to Meters, and is in excess of 21 years old. The Fleet Unit of Public Works has deemed the vehicle in need of replacement. If this award is approved, the existing vehicle will be sold at auction per Village requirements.

The proposed replacement vehicle is a 2022 Ford Transit Full-Sized Van. Staff is proposing to purchase the vehicle through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. SPC represents 143 municipalities in a six County Area of Northern Illinois, and is administered through the Northwest Municipal Conference. By bidding out common vehicles and services, the SPC is able to offer lower prices through greater economies of scale. Currie Motors Fleet of Frankfort, IL is the SPC low bidder on this vehicle. The purchase cost through SPC is $28,527 which is $232 over budget.

Funds for this purchase are available in Account No. 621-9003-572.50-05 (VH9502).

RECOMMENDATION

It is recommended that the Village Board approve the purchase of a 2022 Ford Transit Full-Sized Van in an amount not-to-exceed $28,527 from Currie Motors Fleet of Frankfort, Illinois, and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Municipal Buildings Custodial Services - Group A - 2022 Contract Extension

Department: Public Works

The Village utilizes three contracts for custodial services for the municipal buildings. "Group A" covers the cleaning needs of Village Hall, the Police Department, and the Senior Center.

The "Group A" cleaning contract covers services after normal business hours at Village Hall and the Senior Center five days a week, and seven days a week for the Police Center.

On April 4th, 2016, the Village Board awarded a three-year contract to Crystal Maintenance Services of Mount Prospect, IL for the above services. Per Village policy, successful contractors can be permitted up to three one-year extensions with Village Board approval.

Staff has been satisfied with the custodial services provided by Crystal Maintenance Services. Therefore, staff is recommending a one-year contract extension, per the original contract terms. This would be the third of three potential one-year contract extensions, and this extension would begin in 2022. Crystal Maintenance Services has offered to extend the contract for 12 months, with no increase in price.

Funds are available for these services in Account No. 101-7101-531.21-11. Estimated expenses for these services are $120,300.

RECOMMENDATION

It is recommended that the Village Board award a one-year contract extension for Municipal Buildings Custodial Services - Group A to Crystal Maintenance Services of Mount Prospect, Illinois, up to the budgeted amount, and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Municipal Buildings Custodial Services - Group B - 2022 Contract Extension

Department: Public Works

The Village utilizes three contracts for custodial services for the municipal buildings. The "Group B" contract covers the cleaning needs of the Public Works Administration Building, Fire Department Headquarters, two Train Stations, and the Historical Offices.

The "Group B" cleaning contract covers services after hours for Public Works Administration Building and the Fire Department Headquarters five days a week, and three days a week for the Historical offices. Due to the high use of the train stations, twice-a-day services for five days a week are necessary.

On April 4th, 2016, the Village Board awarded a three-year contract to Complete Cleaning of Wood Dale, IL for the above services. Per Village policy, successful contractors can be permitted up to three one-year extensions with Village Board approval.

Staff has been satisfied with the custodial services provided by Complete Cleaning. Therefore, staff is recommending a one-year contract extension, per the original contract terms, with no price increase. This would be the third of three possible extensions, and this extension would begin in 2022. Complete Cleaning has offered to extend the contract at no additional cost.

Funding for these services is available in Account No. 101-7101-531.21-11. The estimated expenses for these services for 2022 are $63,000.

RECOMMENDATION

It is recommended that the Village Board award a one-year contract extension for Municipal Buildings Custodial Services - Group B to Complete Cleaning of Wood Dale, Illinois, up to the budgeted amount, and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Ambulance Vehicle Purchase - Fire Department

Department: Public Works

The Fleet Replacement Program has an ambulance scheduled for replacement in each of the next two years. The FY22 Capital budget includes $334,866 for the replacement of one of the ambulances. The Fire Department utilizes six ambulances, with four in front-line service, and two in reserves. A committee comprised of Fire and Public Works staff have worked to complete the design and specifications of the new ambulance and has chosen Braun ambulance. The Braun module is most suitable for remounting on a new chassis in the future and ambulance remounts save 20-50% over buying new. Remounting provides additional future flexibility and possible cost savings. The power load cots and load systems can be reused in the future as well.

Current build times for these ambulances now exceed 12 months. Staff continues to witness price increases in the range of 7-20% per year on certain specialty vehicles. The long anticipated build times and inflation pressures continue to negatively impact Capital equipment purchases. In order to help offset these factors, staff is seeking permission to order both ambulances this year. The invoices will not be processed until next year upon receipt, and therefore would not negatively impact either budget. The vendor has offered a multi-unit discount of $2,500 if both ambulances are purchased together on top of all other savings.

By the time the new units are placed into operation, the current ambulances will be more than 10 years old. Fleet staff will evaluate the ambulances, re-establish the reserves, and surplus the oldest units in accordance with established guidelines.

The proposed ambulances would be purchased through the CO-OP Helping Governments Across the Country Buy (HGACBuy), a nationwide government procurement service. HGACBuy offers a joint purchasing program and bidding services to local governments, and has an ambulance contract with Braun Ambulance. North Central Emergency Vehicles is the local dealer for Braun Ambulance.

Staff is requesting approval to purchase two 2022 Ford F-550 Braun Chief XL

Type I Ambulances from North Central Emergency Vehicles in Plainfield, IL at a total cost of $665,037.46 or $332,518.73 per vehicle. It is understood that approving this item will obligate the Village to purchase one ambulance next year (FY23) and that both ambulances will be paid for in 2023.

Funding for these purchases is available in Account No. 621-9003-572.50-05 (VH9504).

RECOMMENDATION

It is recommended that the Village Board award the purchase of two 2022 Ford F-550 Braun Chief XL Type I Ambulances from North Central Emergency Vehicles in Plainfield, Illinois, at a cost of $332,518.73 per ambulance, for a total cost not-to-exceed $665,037.46 and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Interceptor Utility Vehicles Purchase - Police Department

Department: Public Works

The approved 2022 Capital Budget includes $245,068 for the replacement of six Police Department vehicles in the Patrol Division. This order accounts for four of the six budgeted Interceptors. The proposed vehicles are 2022 Ford Utility AWD Hybrid Police Interceptors.

The current vehicles will be in excess of five years old by the time they are replaced and have exceeded their useful lives as Police vehicles. The PW Fleet Unit has inspected these vehicles, and determined they are in need of replacement. The current vehicles will be repurposed to the Village's Pool Vehicle Program, or will be surplused in accordance with Village guidelines.

Staff is proposing to purchase the four 2022 Ford Utility hybrid vehicles at a cost of $37,898 each, and for a total cost of $151,592.

Staff proposes to purchase these vehicles through the Suburban Purchasing Cooperative (SPC). SPC is a joint purchasing program for local communities. The SPC represents 143 municipalities in the six County area of Northern Illinois, and is administered through the Northwest Municipal Conference. This year's winning bidder is Currie Motors Commercial Center of Frankfort, IL. The Village has worked with Currie Motors Commercial Center in the past and found them to be acceptable.

Funds are available for these purchases in Account No. 621-9003-572.50-05 (VH9503).

RECOMMENDATION

It is recommended that the Village Board approve the purchase of the four Ford 2022 Police Interceptor Utility Hybrid vehicles from Currie Motors Commercial Center of Frankfort, Illinois, in an total amount not-to-exceed $151,592 and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Station #13 North Water Tank Painting / Pipe Relocation and Station #16 West Pipe Relocation - Project Award

Department: Public Works

The 2022 approved budget includes $1,715,000 for the rehabilitation of the water tank at Well #13. Well #13 is located at 3702 N. Kennicott Avenue and consists of two 6-million gallon water storage tanks. The North tank requires maintenance repairs to the roof support, and painting of the interior/exterior of the tank. During the early design stages of this project, Northwest Water Commission (NWC) notified the Village of their desire to reconstruct the fill pipe to this tower and the tower at Well #16 located at 1405 W. Kirchhoff. NWC is responsible for the maintenance of this fill pipe and has requested to relocate the fill pipe from the exterior of the tank to the interior. This request affects tanks at both Well #13 North and Well #16 West. NWC has agreed to be responsible for the cost of design, construction, and construction inspection of the pipe changes.

Specifications and plans were prepared, advertised, and distributed to national industrial painting firms. On February 15, 2022, the following three bids were opened and publicly read aloud:

BIDDER	BID
Era Valdivia Contractors, Inc., Chicago, IL	$ 1,936,000
Jetco Ltd., Lake Zurich, IL	$ 2,113,239
TECORP, Joliet, IL	$ 2,196,045

The lowest responsive bidder, Era Valdivia Contractors, Inc.. of Chicago, IL, has received favorable comments from references checked by Village staff, and has successfully performed similar work for the Village in the past. The bidder has been determined to be responsible and the bid meets specifications. Robinson Engineering (Tank Painting Consultant) has reviewed all the documents and recommends awarding the bid to Era Valdivia Contractors. NWC will be reimbursing the Village $558,000 for the cost of relocating both fill pipes.

Funds for these services are available in Account No. 505-9001-571.50-25 (WA1101).

RECOMMENDATION

It is recommended that the Village Board award the bid for Station #13 North Water Tank - Painting / Pipe Relocation and Station #16 West - Pipe Relocation to Era Valdivia. of Chicago, Illinois for their not-to-exceed price of $1,936,000 and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Parking Garage LED Lights Upgrade - Award 2022

Department: Public Works

The FY22 Capital Plan includes $48,000 for the conversion of non-efficient lighting to Light Emitting Diodes (LED's). The Village plans to replace 150 lights in the North Garage - Public Parking Garage this year.

Public Works prepared bid specifications for the project. This bid was designed to provide competitive pricing for the parking garage project. Currently the North Garage has 150 lights rated at 128 watts each including a transformer. The proposed lights are only 33 watts each. ComEd offers a rebate program that should offset the costs by 15%. The Village has submitted the necessary paperwork for ComEd's Efficiency Rebate Program, and we anticipate a rebate of $7,837.50 which will offset the majority of the overage in this Account. When the rebate is applied, the Account will be over by $712.50 that can be absorbed by the overall Municipal Parking Fund.

On February 15, 2022, five bids were opened and publicly read aloud. The bids ranged from $56,550 to $162,697.50. All Tech Energy of Schaumburg, IL is the lowest responsible bidder, and meeting all bid requirements. Staff has checked references and received favorable comments and recommends award.

Funds are available in Account # 235-7101-571.50-25 (BL-1903) for this award.

RECOMMENDATION

It is recommended that the Village Board award the LED Lights bid to All Tech Energy of Schaumburg, Illinois in the amount of $56,550 for providing 150 LED fixtures in the North Garage - Public Parking Garage, and authorize staff to execute the necessary documents.

Village Board
2/21/2022

Item: Ordinance - Planned Unit Development Amendment - Southpoint Shopping Center Outlot - 711-715 E. Rand Rd.

Department: Planning/Legal

At the February 7, 2022, Village Board meeting, a request for an amendment to Planned Unit Development Ordinance Number 90-014, to modify a development plan including construction of two buildings on an outlot, a special use permit for a restaurant with a drive-through, conceptual approval for a future restaurant with a drive-through, and a variation from the Municipal Code, for the property at 711-715 E. Rand Rd., was discussed and approved. The Ordinance setting forth the provisions and conditions of the approval is attached.

ATTACHMENTS:

Description	Type
Ordinance Southpoint PUD Amendment	Ordinance

THIS SPACE FOR COOK COUNTY CLERK'S USE ONLY

ORDINANCE NUMBER: 2022-_____

AN ORDINANCE APPROVING AN AMENDMENT TO
PLANNED UNIT DEVELOPMENT ORDINANCE NUMBER 90-014,
GRANTING A SPECIAL USE PERMIT FOR A RESTAURANT WITH
WITH A DRIVE-THROUGH, CONCEPTUAL APPROVAL FOR A
FUTURE RESTAURANT WITH A DRIVE-THROUGH AND A VARIATION
FROM CHAPTER 28 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE
FOR THE PROPERTY AT 711-715 E. RAND ROAD

ADOPTED BY THE
PRESIDENT AND BOARD OF
TRUSTEES OF THE VILLAGE OF
ARLINGTON HEIGHTS THIS
21ST DAY OF FEBRUARY, 2022.

AN ORDINANCE APPROVING AN AMENDMENT TO
PLANNED UNIT DEVELOPMENT ORDINANCE NUMBER 90-014,
GRANTING A SPECIAL USE PERMIT FOR A RESTAURANT WITH
WITH A DRIVE-THROUGH, CONCEPTUAL APPROVAL FOR A
FUTURE RESTAURANT WITH A DRIVE-THROUGH AND A VARIATION
FROM CHAPTER 28 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE
FOR THE PROPERTY AT 711-715 E. RAND ROAD

WHEREAS, the President and Board of Trustees of the Village of Arlington Heights have heretofore passed and approved Ordinance Number 90-014, approving a planned unit development, for the property located at 711-715 E Rand Rd, Arlington Heights, Illinois; and

WHEREAS, the Plan Commission of the Village of Arlington Heights, in Petition Number 21-018, pursuant to notice, has on January 12, 2022, conducted a public hearing on a request for approval of an amendment to Planned Unit Development Ordinance Number 90-014, to allow modifications to the approved development plan including construction of two buildings on an outlot approved by Resolution Number 19-003, a special use permit for a 2,385 square foot restaurant with a drive-through, conceptual approval for a 4,419 square foot future restaurant with a drive-through and a variation from Chapter 28 of the Arlington Heights Municipal; and

WHEREAS, the President and Board of Trustees have considered the report and recommendations of the Plan Commission and have determined that authorizing and granting said requests, subject to certain conditions hereinafter described, is in the best interests of the Village,

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

SECTION 1. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. That the Planned Unit Development (PUD) approved in Ordinance Number 90-014, is hereby amended to allow modifications to the approved development plan including construction of two buildings on an outlot approved by Resolution Number R19-003, for the property legally described in Exhibit A, attached hereto. The Subject Property shall be in substantial compliance with the plans described in Exhibit C, attached hereto, copies of which are on file with the Village Clerk and available for inspection.

SECTION 3. That a special use permit to allow a 2,385 square foot restaurant with a drive-through, is hereby granted for the property legally described in Exhibit B, attached hereto.

SECTION 4. That conceptual approval for a 4,419 square foot future restaurant with a drive-through, is hereby granted for the property legally described in Exhibit B, attached hereto.

SECTION 5. That a variation from Chapter 28, Zoning Regulations, Section 6.15-1.2.b, Landscaping of Parking Lots, waiving the requirement for a landscape island to include a shade tree at the ends of one row of parking, is hereby granted.

SECTION 6. That approval of the amendment to Planned Unit Development Ordinance Numbers 90-014, special use permit for a restaurant, conceptual approval for a future restaurant and a variation from Chapter 28 of the Arlington Heights Municipal Code, are subject to the following conditions:

1. Should a new restaurant/tenant occupy the Chipotle building and said tenant does not wish to provide outdoor dining, the property owner shall be required to install the missing shade tree at the ends of one row of parking within 90 days of a request by the Village.

2. Compliance with the following October 12, 2021, Design Commission motion:

a. Compliance with the revised elevations and renderings submitted on October 4, 2021, Design Commission recommendations, compliance with all applicable Federal, State, and Village Codes regulations and policies, the issuance of all required permits, and the following:

i. A requirement to revise the upper wall material extending down to grade to be in the middle of each side wall, leaving the rear corners and rear wall as dark Exterior Insulation Finishing Systems (EIFS).

ii. Revise the proposed wall signs to comply with Chapter, 30 Sign Regulations, or request sign variations.

iii. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.

3. Any future restaurant in "Building 2" shall be required to obtain Special Use Permit approval (or a Special Use Permit Waiver, if applicable), prior to obtaining zoning approval on a building permit for construction of said building.

4. Any future Special Use Permit assumption of the Chipotle Special Use Permit must demonstrate to the satisfaction of the Village, that drive-through operations will not create stacking issues if non-mobile ordering is offered.

5. As part of building permit review, additional changes may be required to the striping proposed along the Ring Road as depicted within the KLOA "Preliminary Proposed Striping" Plan dated December 1, 2021.

6. The Petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

SECTION 7. Except as amended by this Ordinance, the remaining provisions of Ordinance Number 90-014 shall remain in full force and effect. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 8. Failure to Comply with Conditions. Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, in addition to all other remedies available to the Village, the approvals granted in this Ordinance, and in the Approved Planned Development (as amended) (collectively, the "Approvals"), will, at the sole discretion of the Village Board, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village Board may not so revoke the Approvals unless it first provides Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village Board. In the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such zoning enforcement action as may be appropriate under the circumstances.

SECTION 9. Amendments. Any amendment to any provision of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Zoning Code for the granting of planned unit developments.

SECTION 10. That the approval of the amendment to the Planned Unit Development granted in SECTION 2 of this Ordinance shall be effective for a period of no longer than 24 months from the date of this Ordinance, unless construction has begun or such approval has been extended by the President and Board of Trustees during that period.

SECTION 11. The Director of Building and Life Safety is hereby authorized to issue a permit upon proper application, in accordance with the provisions of this Ordinance and all applicable ordinances of the Village of Arlington Heights.

SECTION 12. That this Ordinance shall be recorded by the Village in the Office of the Cook County Clerk. This Ordinance and the privileges, obligations, and provisions contained herein will run with the Property, and will inure to the benefit of, and be binding upon, the Petitioner and its personal representatives, successors and assigns.

SECTION 13. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law; and

2. The filing by the Petitioner with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit D, attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions,

and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

In the event the Petitioner does not file fully executed copies of the Unconditional Agreement and Consent pursuant to this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees will have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

AYES:

NAYS:

PASSED AND APPROVED this 21st day of February, 2022.

ATTEST: _____
Village President

_____
Village Clerk

PUD:Southpoint PUD Amendment - Chipotle

Exhibit A

LEGAL DESCRIPTION OF THE PROPERTY

Property 1:
LOTS 1 AND 2 IN THE FINAL PLAT OF GARDEN FRESH RESUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 8, 2019 AS DOCUMENT NUMBER 1903918025, BEING A RESUBDIVISION OF PART OF LOTS 1 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, IN COOK COUNTY, ILLINOIS.

Common Address: 600, 711, and 715 East Rand Road, Arlington Heights, Illinois 60004

PIN: 03-20-200-019-0000
PIN: 03-29-341-018-0000

Property 2:
PART OF LOT 1 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTH WEST 1/4 OF THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH EAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 533.00 FEET TO THE SOUTH EAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140.00 FEET TO A CORNER OF LOT 1; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT I A DISTANCE OF 179.40 FEET; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 105.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 150.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 40.30 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 90.00 FEET; THENCE SOUTH O DEGREES, 01 MINUTES, 11 SECONDS EAST 64.70 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 240.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

AND:

LOT 2 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN,
ALSO THAT PART OF LOT 1 IN SAID CUB ADDITION DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 451.43 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH O DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE OF LOT 1 A DISTANCE OF 81.57 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140.00 FEET TO A CORNER OF LOT I; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 240.00 FEET; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 64.70 FEET; THENCE SOUTH 89 DEGREES,

58 MINUTES, 49 SECONDS WEST 13.45 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 49 SECONDS EAST 56.99 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 33.80 FEET TO THE POINT OF BEGINNING;

ALSO LOT 3 IN SAID CUB ADDITION, EXCEPTING THAT PART DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 3, BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN SAID CUB ADDITION, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 191.95 FEET TO A POINT OF CURVATURE; THENCE CONTINUING IN A SOUTHERLY DIRECTION ALONG THE WESTERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 130.00 FEET, AN ARC DISTANCE OF 108.42 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 105.30 FEET AND A BEARING OF SOUTH 23 DEGREES, 54 MINUTES, 41 SECONDS EAST; THENCE SOUTH 47 DEGREES, 48 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 280.60 FEET TO A POINT OF CURVATURE; THENCE IN AN EASTERLY DIRECTION ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCA VE TO THE NORTH, HAVING A RADIUS OF 122.50 FEET, AN ARC DISTANCE OF 90.26 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 88.23 FEET AND A BEARING OF SOUTH 68 DEGREES, 54 MINUTES, 41 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST ALONG THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 118.40 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCA VE TO THE SOUTHWEST, HAVING A RADIUS OF 77.50 FEET, AN ARC DISTANCE OF 89.45 FEET TO A CORNER OF LOT 1, THE CHORD OF SAID ARC HAVING A LENGTH OF 84.57 FEET AND A BEARING OF SOUTH 56 DEGREES, 57 MINUTES, 10 SECONDS EAST; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 22.68 FEET, THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCA VE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF NORTH 61 DEGREES, 32 MINUTES, 37 SECONDS WEST, THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 118.40 FEET TO A POINT OF CURVATURE; THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 142.50 FEET, AN ARC DISTANCE OF 104.99 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 102.64 FEET, AND A BEARING OF NORTH 68 DEGREES, 54 MINUTES, 41 SECONDS WEST; THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 280.60 FEET TO A POINT OF CURVATURE; THENCE IN A NORTHERLY DIRECTION ALONG A CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 150.00 FEET, AN ARC DISTANCE OF 125.09 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 121.50 FEET, AND A BEARING OF NORTH 23 DEGREES, 54 MINUTES, 41 SECONDS WEST; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST192.04 FEET TO THE NORTH LINE OF LOT 3; THENCE SOUTH 89 DEGREES, 59 MINUTES, 29 SECONDS EAST 20.00 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING FROM SAID LOT 3 THAT PORTION FALLING WITHIN SOUTHPOINT RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 10, 2017 AS DOCUMENT NO. 1706929022, IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT 27090321, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION; THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3, BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES, 48

MINUTES, 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES, 11 MINUTES, 49 SECONDS EAST 120.00 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 153.58 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 45.07 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES, 32 MINUTES, 37 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 25.91 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 294.22 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 6.42 FEET TO THE EAST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE, A DISTANCE OF 341.95 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 11.77 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 22.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 305.66 FEET; THENCE SOUTH 42 DEGREES, 11 MINUTES, 49 SECONDS WEST 62.50 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

AND:

LOTS 58 THROUGH 66 INCLUSIVE INC. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO, VACATED PRAIRIE A VENUE (33 FEET WIDE), LYING SOUTH OF THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 66, AND NORTH OF THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 58 (BEING ALSO THE NORTH LINE OF JANE A VENUE); ALSO VACATED LILLIAN (66 FEET WIDE), LYING BETWEEN LOTS 63 AND 64 ALL TN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174 AND FILED JULY 14, 1989 AS DOCUMENT LR3809529 IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 61 THROUGH 65, INCLUSIVE, IN C. A., GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 62 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 62 AND LOT 61, A DISTANCE OF 179.19 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 204.61 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 0.33 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 42.65 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 94.86 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.96 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 39.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.32 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE SOUTH 44 DEGREES, 58 MINUTES, 12 SECONDS WEST 12.73 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 121.74 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.26 FEET TO THE WEST LINE OF VACATED PRAIRIE AVENUE, AFORESAID; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST ALONG SAID WEST LINE 341.95 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 3.23 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 152.09 FEET; THENCE SOUTH 45 DEGREES, 01 MINUTES, 48 SECONDS EAST 12.73 FEET;

THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 24.38 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.90 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 349.03 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 226.45 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 44.97 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.75 FEET TO A POINT ON THE EAST LINE OF LOT 65 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE AND EAST LINE EXTENDED OF SAID LOTS 63, 64 AND 65, A DISTANCE OF 313.40 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING
PART OF LOTS 62 AND 63 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 63; THENCE SOUTH 89 DEGREES, 42 MINUTES, 11 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 63, A DISTANCE OF 32.74 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 90.01 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.90 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 21.40 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.38 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 45 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 152.09 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 64.46 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 53.60 FEET TO THE POINT OF BEGINNING;

ALSO EXCEPTING
PART OF LOTS 61 AND 62 TN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 61; THENCE SOUTH 89 DEGREES, 41 MINUTES, 51 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 61, A DISTANCE OF 32.71 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 80.29 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 64.46 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 121.74 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 12 SECONDS EAST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 24.32 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 39.80 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.96 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 14.57 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

AND:

LOTS 44, 45, AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO THAT PART OF VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, LYING BETWEEN SAID LOTS 45 AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, IN COOK COUNTY, ILLINOIS.

Common Addresses:
622, 626, 660, 664, 668, 676 East Rand Road, Arlington Heights, Illinois 60004
780, 784, 786, 792, 816, 820, 824, 828, 832, and 836 East Rand Road, Arlington Heights, Illinois 60004
PINs: 03-20-200-008, 03-20-200-012, 03-20-200-013, 03-20-201-014, 03-20-203-016, 03-20-201-009, and 03-20-201-015.

Property 3:
PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTH WEST 1/4 OF THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN. ACCORDING TO THE PLAT THEREOF RECORDED MAY 17. 1984 AS DOCUMENT NO. 27090321; ALSO PART OF LOTS 61 TO 65 INCLUSIVE IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS. A SUBDIVISION IN THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN REGISTERED MARCH 13, 1928 AS DOCUMENT NO, LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VA CA TED LILLIAN A VENUE (66 FEET WIDE) VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT NO. 88576174, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION; THENCE NORTH 47 DEGREES 4B MINUTES 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3. BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES 11 MINUTES 49 SECONDS EAST 120.00 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 153.58 FEET; THENCE NORTH 89 DEGREES 5B MINUTES 49 SECONDS EAST 45.07 FEET TO A POINT OF 1 CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE CONCA VE TO THE SOUTH WEST HA YING A RADIUS OF 57.50 FEET. AN ARC DISTANCE OF 57.16 FEET, THE CHORD OF SAID ARC HA YING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES 32 MINUTES 37 SECONDS EAST; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 25.91 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 294.22 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES 5B MINUTES 12 SECONDS EAST 9.65 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 4B SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 1.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 152.09 FEET; THENCE SOUTH 45 DEGREES 01 MINUTES 48 SECONDS EAST 12.73 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES 5B MINUTES 12 SECONDS EAST 24.38 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 4B SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 10.90 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 349.03 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 226.45 FEET; THENCE SOUTH 00 DEGREES O1 MINUTES 48 SECONDS EAST 44.97 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS 20. 75 FEET TO A POINT ON THE EAST LINE OF LOT 65 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST ALONG THE EAST LINE AND THE EAST LINE EXTENDED OF SAID LOTS 61, 62, 63, 64 AND 65, A DISTANCE OF 492.59 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 204.61 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 0.33 OF A FOOT; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 42.65 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 94.86 FEET; THENCE SOUTH 89 DEGREES

58 MINUTES 12 SECONDS WEST 10.96 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 39.80 FEET; THENCE SOUTH 59 DEGREES 5B MINUTES 12 SECONDS WEST 24.32 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 4B SECONDS WEST 3.08 FEET; THENCE SOUTH 89 DEGREES 5B MINUTES 12 SECONDS WEST 20.18 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 7.00 FEET; THENCE SOUTH 44 DEGREES 58 MINUTES 12 SECONDS WEST 12.73 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 121.74 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 13.03 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 22.80 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 305.66 FEET; THENCE SOUTH 42 DEGREES 11 MINUTES 49 SECONDS WEST 62.50 FEET TO THE PLACE OF BEGINNING IN COOK COUNTY, ILLINOIS.

AND:

PART OF LOTS 62 AND 63 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT NO. LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE AND VACATED LILLIAN A VENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13. 198B AS DOCUMENT NO. B857B174. DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTH WEST CORNER OF SAID LOT 63; THENCE SOUTH 89 DEGREES 42 MINUTES 11 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 63, A DISTANCE OF 32.74 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 90.01 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 10.90 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 21.40 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 24.38 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 4B SECONDS EAST 3.08 FEET; THENCE SOUTH 59 DEGREES 58 MINUTES 12 SECONDS WEST 20.18 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 7.00 FEET; THENCE NORTH 45 DEGREES 01 MINUTES 48 SECONDS WEST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 152.09 FEET; THENCE NORTH 89 DEGREES O I MINUTES 12 SECONDS EAST 64.46 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 53.60 FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

AND:

PART OF LOTS 61 AND 62 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT NO. LR398997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13. 1988 AS DOCUMENT NO. 88576174, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTH WEST CORNER OF SAID LOT 61; THENCE SOUTH 89 DEGREES 41 MINUTES 51 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 61, A DISTANCE OF 32.71 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 80.29 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 64.46 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 4B SECONDS WEST 121.74 FEET; THENCE NORTH 44 DEGREES 5B MINUTES 12 SECONDS EAST 12.73 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 4B SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 20.18 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 3.08 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS 24.32 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 39.80 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 10.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 14.57 FEET TO THE PLACE OF BEGINNING. IN COOK COUNTY. ILLINOIS.
Common Address: 750 East Rand Road, Arlington Heights, Illinois 60004
PIN(s): 03-20-200-011, 03-20-203-014, 03-20-203-015 and 03-20-203-013.

Property 4:
LOT 3 IN SOUTHPOINT RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 10, 2017 AS DOCUMENT NO. 1706929022, IN COOK COUNTY, ILLINOIS.

Common Address: 704-720 Rand Road, Arlington Heights, Illinois 60004
PIN: 03-20-200-016-0000

Property 5:
LOT 2 IN SOUTHPOINT RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 10, 2017 AS DOCUMENT NO. 1706929022, IN COOK COUNTY, ILLINOIS.

Common Address: 640 East Rand Road, Arlington Heights, Illinois 60004
PIN: 03-20-200-015-0000

Property 6:
LOT 1 IN SOUTHPOINT RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 10, 2017 AS DOCUMENT NO. 1706929022, IN COOK COUNTY, ILLINOIS.

Common Address: 630 East Rand Road, Arlington Heights, Illinois 60004
PIN: 03-20-200-014-0000

Exhibit B

LEGAL DESCRIPTION

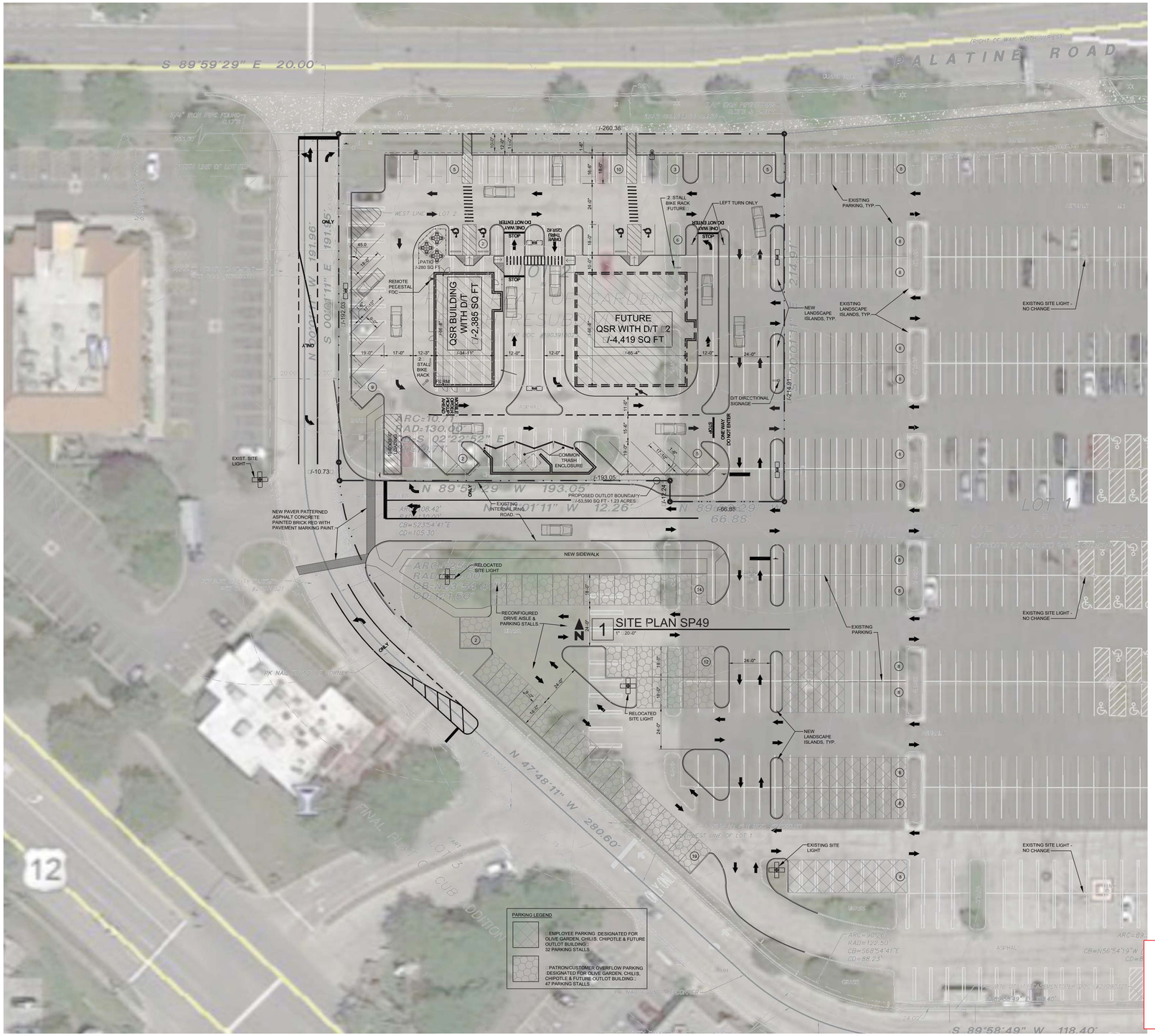
LOT 2 IN THE FINAL PLAT OF GARDEN FRESH RESUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 8, 2019 AS DOCUMENT NUMBER 1903918025, BEING A RESUBDIVISION OF PART OF LOTS 1 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321, IN COOK COUNTY, ILLINOIS.

Common Address: 711 and 715 East Rand Road, Arlington Heights, Illinois 60004

PIN: 03-20-200-019-0000

EXHIBIT C

Site Plans



1 SITE PLAN SP49
1" - 20'-0"

ADDRESS COMMENTS ROUND 3 12/22/2021

ASOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road Lincolnshire Illinois 60069
phone: 847 821 7667 fax: 847 821 8570

THESE DRAWINGS AND SPECIFICATIONS ARE THE CONFIDENTIAL AND PROPRIETARY PROPERTY OF SOOS & ASSOCIATES, INC. AND SHALL NOT BE COPIED OR REPRODUCED WITHOUT WRITTEN AUTHORIZATION. THE CONTRACT DOCUMENTS WERE PREPARED FOR USE ON THIS SPECIFIC SITE IN CONJUNCTION WITH ITS ISSUE DATE AND ARE NOT SUITABLE FOR USE ON A DIFFERENT SITE OR AT A LATER TIME. USE OF THESE DRAWINGS FOR REFERENCE OR EXAMPLE ON ANOTHER PROJECT REQUIRES THE SERVICES OF SOOS & ASSOCIATES, INC. REPRODUCTION OF THE CONTRACT DOCUMENTS FOR REUSE ON ANOTHER PROJECT IS NOT AUTHORIZED.

ILLINOIS DESIGN FIRM □184003287

Client
MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093

Project
MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT
600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Consultant

No.	Issue	Date
	ADDRESS PC COMMENTS – ROUND 3	2021-12-22
	ADDRESS PC COMMENTS – ROUND 2	2021-12-03
	ADDRESS PC COMMENTS – ROUND 1	2021-11-04
	SITE PLAN UPDATES	2021-10-06
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

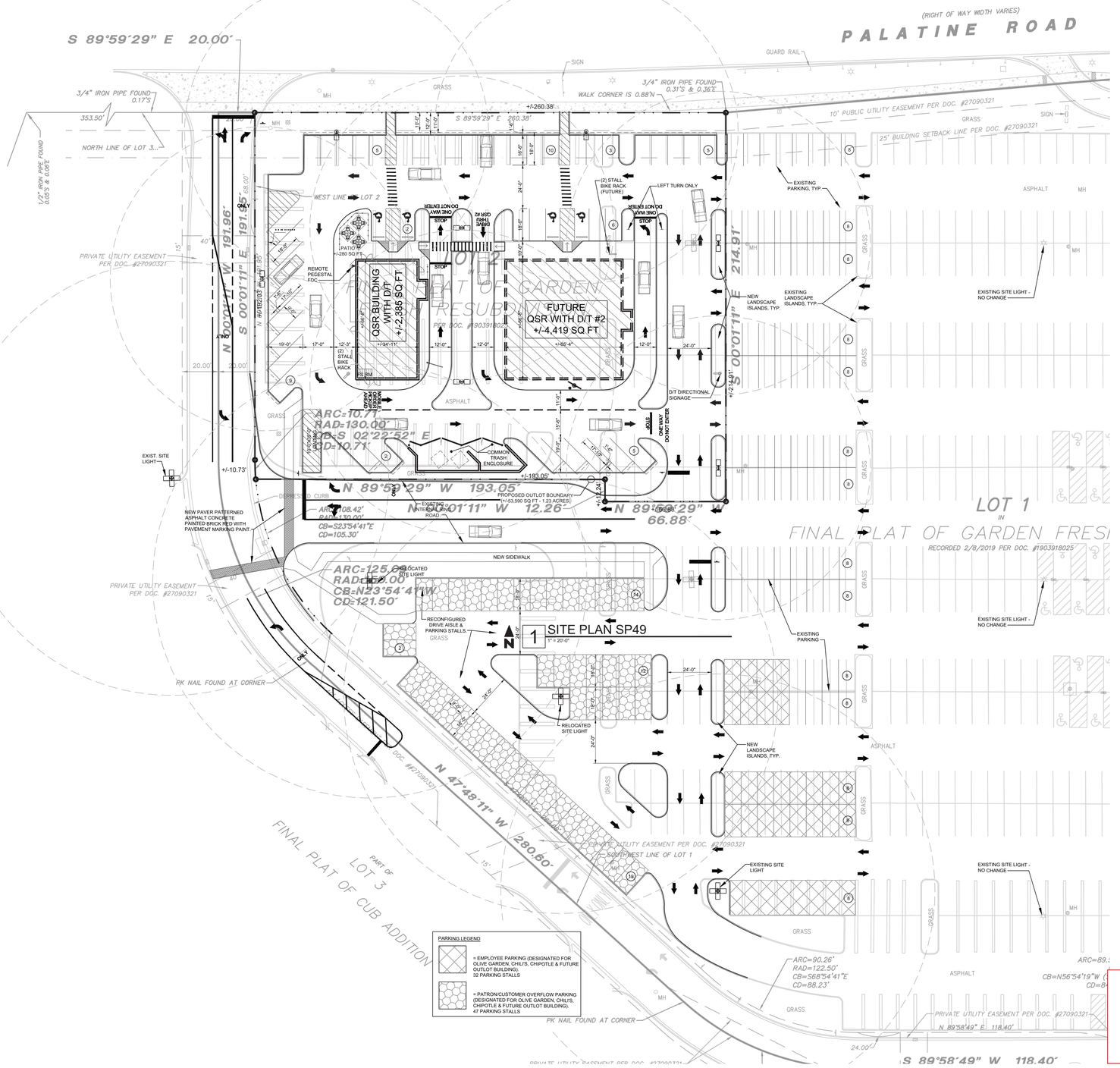
Seal

□ONING

Date	FERUARY 25, 2016
Job Number	21-047 MJ
Drawn	SOOS
Checked	SOOS
Approved	SOOS

Title
SITE PLAN

Sheet
A-05



ADDRESS COMMENTS ROUND 3 12/22/2021

ASOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road Lincolnshire Illinois 60069
phone: 847 821 7667 fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

Client

MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093

Project

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Consultant

No.	Issue	Date
	ADDRESS PC COMMENTS – ROUND 3	2021-12-22
	ADDRESS PC COMMENTS – ROUND 2	2021-12-03
	ADDRESS PC COMMENTS – ROUND 1	2021-11-04
	SITE PLAN UPDATES	2021-10-06
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

Seal

ZONING

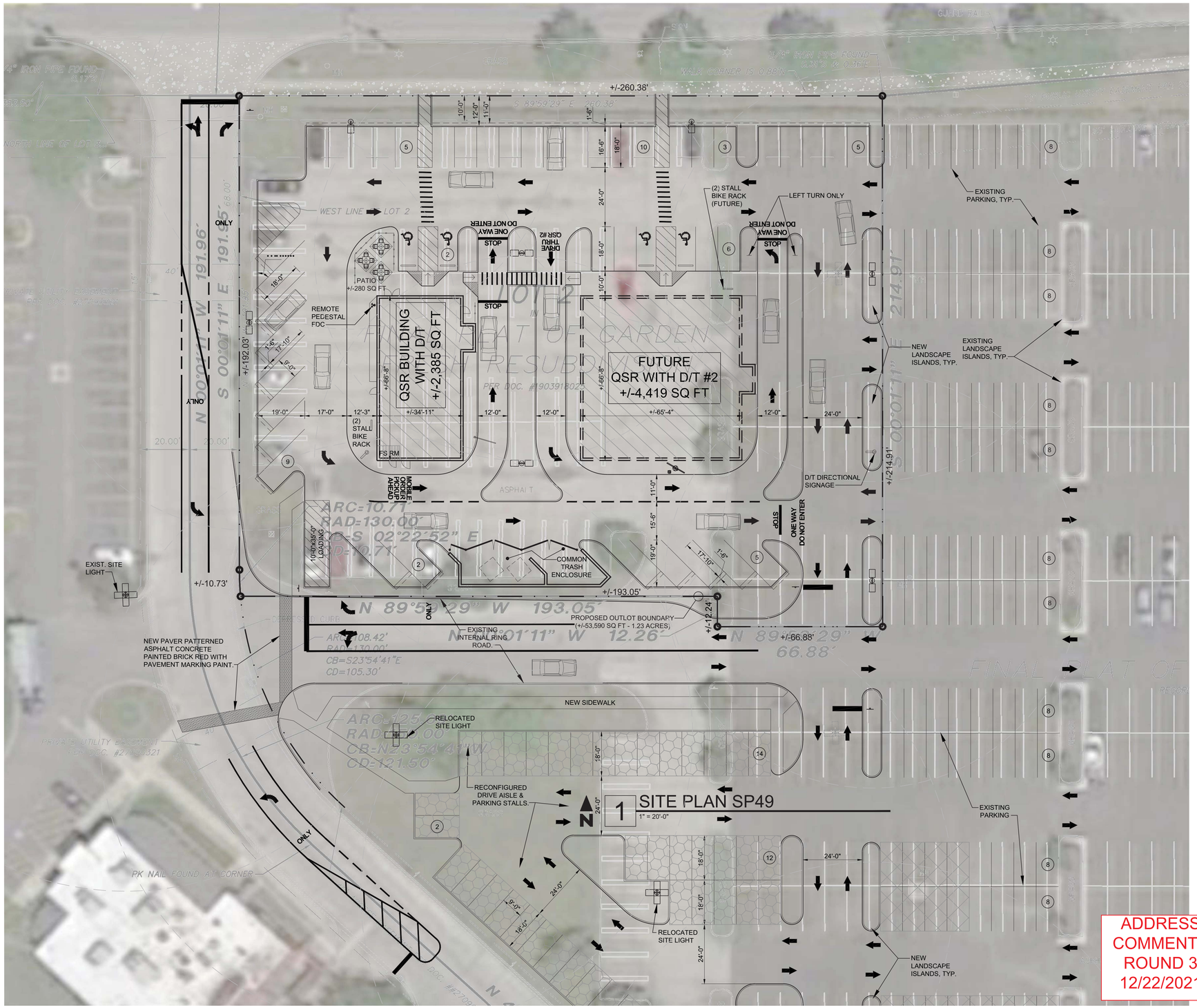
Date	FERUARY 25, 2016
Job Number	21-047 MJ
Drawn	SOOS
Checked	SOOS
Approved	SOOS

Title

SITE PLAN

Sheet

A-05



ASOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road Lincolnshire Illinois 60069
phone: 847 821 7667 fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

Client

MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093

Project

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Consultant

No.	Issue	Date
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	ADDRESS PC COMMENTS – ROUND 2	2021-12-03
	ADDRESS PC COMMENTS – ROUND 1	2021-11-04
	SITE PLAN UPDATES	2021-10-06
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

Seal

ZONING

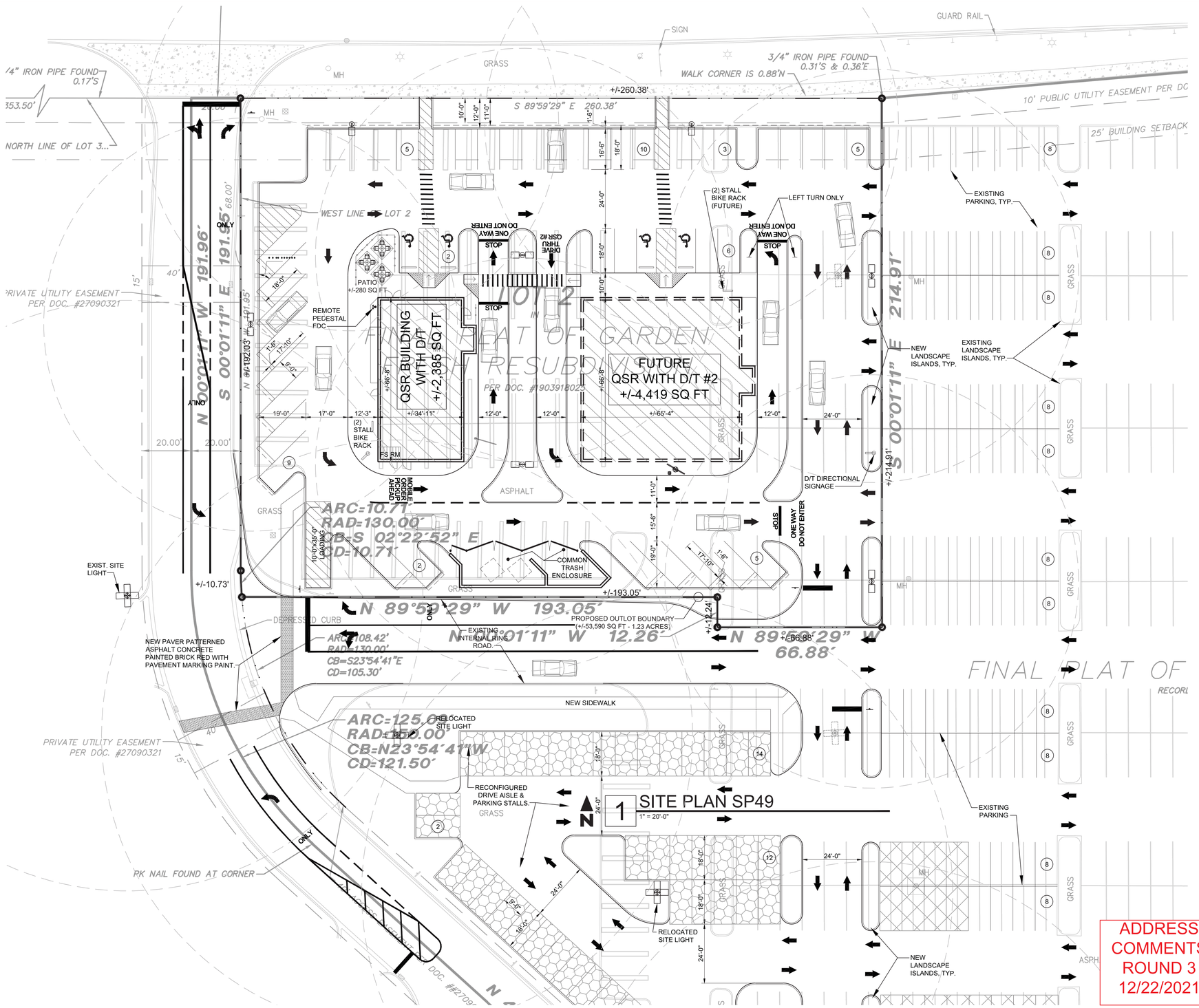
Date	FERUARY 25, 2016
Job Number	21-047 MJ
Drawn	SOOS
Checked	SOOS
Approved	SOOS

Title

SITE PLAN DETAIL

Sheet

A-06



ASOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road Lincolnshire Illinois 60069
phone: 847 821 7667 fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093

Client

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Project

Consultant

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	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

Seal

ZONING

Date	FERUARY 25, 2016
Job Number	21-047 MJ
Drawn	SOOS
Checked	SOOS
Approved	SOOS

Title

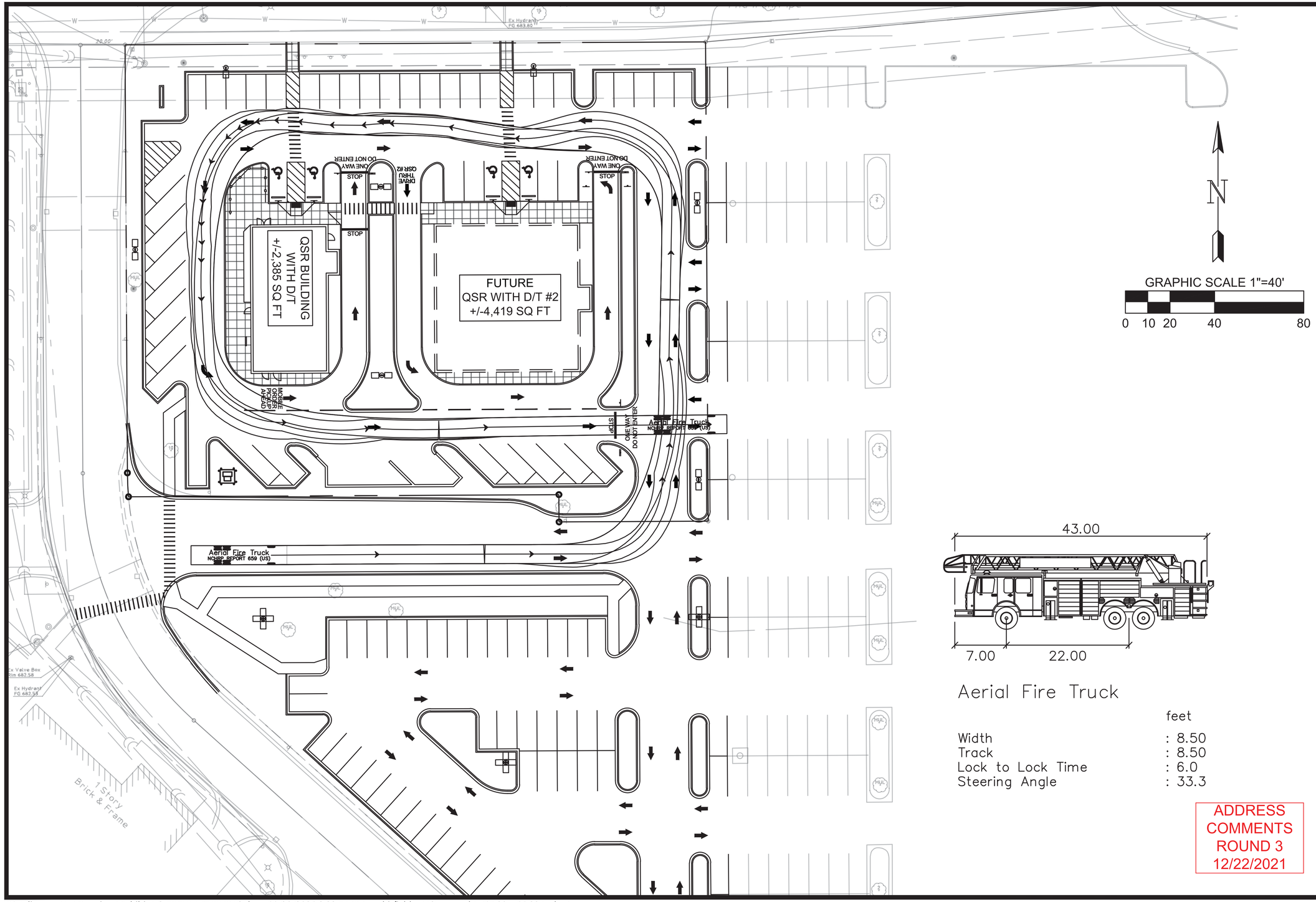
SITE PLAN DETAIL

Sheet

A-06

FIRETRUCK TURNING EXHIBIT

MJK SOUTHPOINT DEVELOPMENT



Aerial Fire Truck

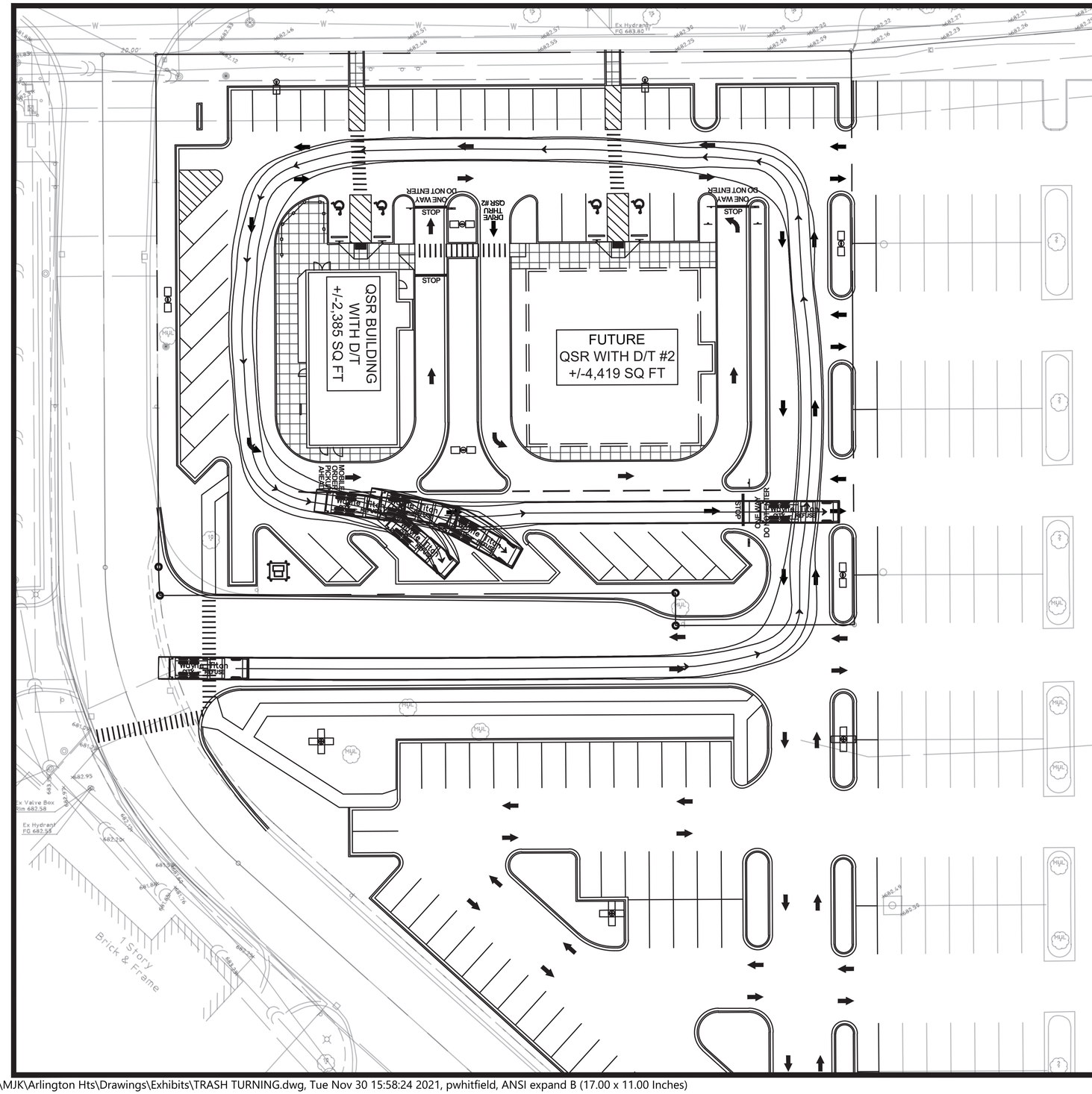
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Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

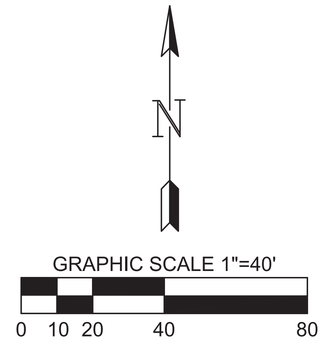
ADDRESS COMMENTS ROUND 3 12/22/2021

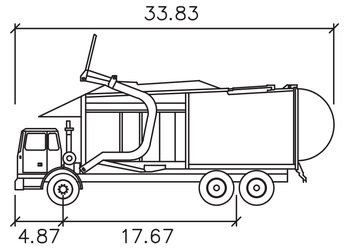
GSG CONSULTANTS, INC.
623 COOPER COURT, SCHAUMBURG, IL 60173
TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

DRAWN BY:	PROJECT:
AN	21-4002
CHECKED BY:	SCALE:
PW	1:40
DATE:	SHEET #:
11/30/2021	1 OF 1
SHEET NAME:	
FIRETRUCK	
FILE NAME:	
C-PRELIM_TURNING	

T:\MJK\Arlington Hts\Drawings\Exhibits\C-PRELIM_TURNING.dwg, 11/30/2021 3:33:54 PM, pwhitfield, ANSI expand B (17.00 x 11.00 Inches)







Wayne Titan

	feet
Width	: 8.46
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

ADDRESS COMMENTS ROUND 3 12/22/2021

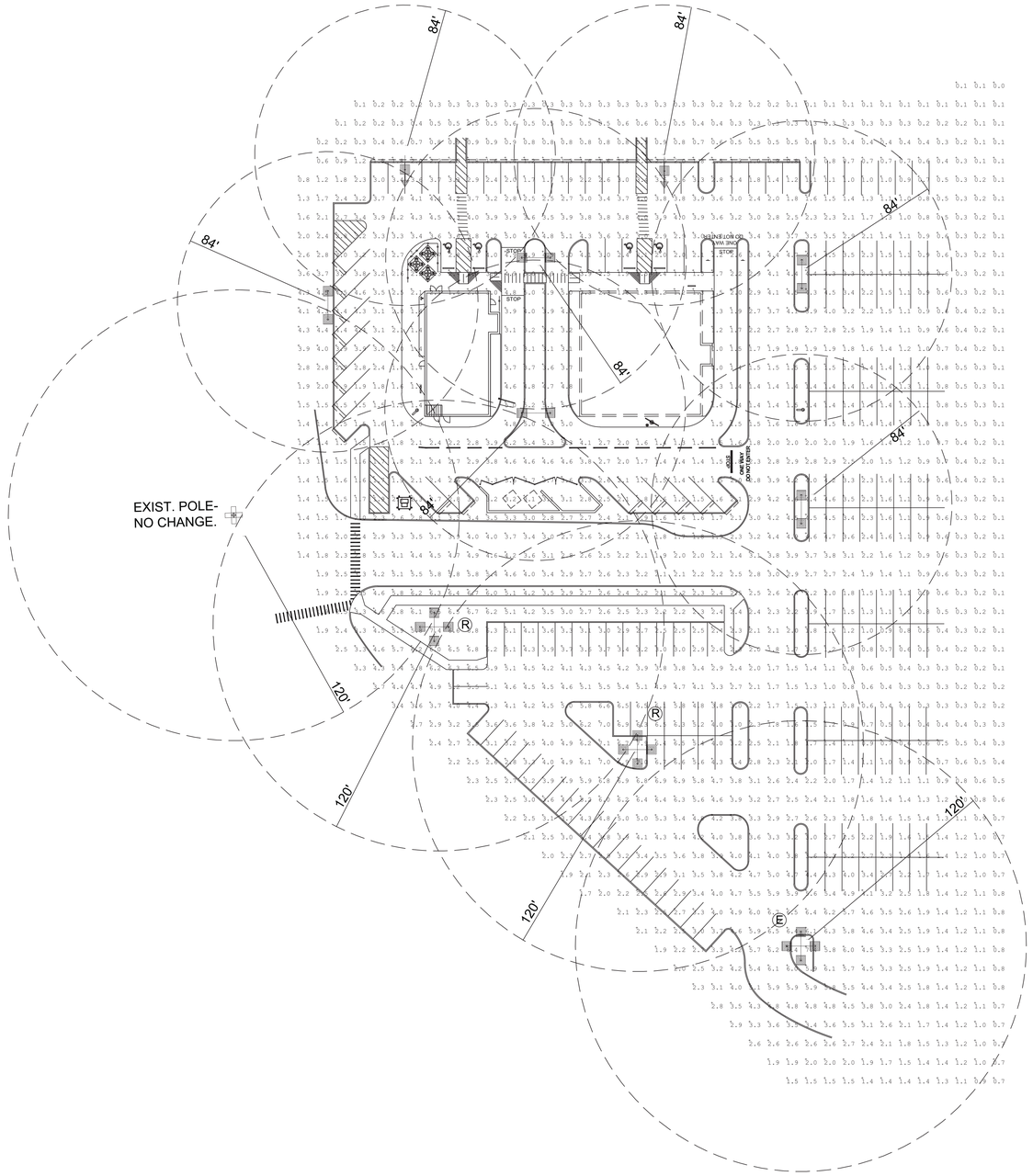
MJK SOUTHPOINT DEVELOPMENT

GARBAGE TRUCK TURNING EXHIBIT

GSG CONSULTANTS, INC.
623 COOPER COURT, SCHAUMBURG, IL 60173
TEL: +1.630.994.3600 | WWW.GSG-CONSULTANTS.COM

DRAWN BY:	PROJECT:
AN	21-4002
CHECKED BY:	SCALE:
PW	1:40
DATE:	SHEET #:
11/30/2021	1 OF 1
SHEET NAME:	
GARBAGE TRUCK EXHIBIT	
FILE NAME:	
TRASH TURNING	

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Ⓡ- RELOCATED POLE / NEW FIXTURES

Ⓔ- EXISTING POLE / NEW FIXTURES

Calculation Summary								
Label	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
DRIVE THRU	Fc	3.30	5.2	1.3	2.54	4.00	10	10
PARKING	Fc	3.09	5.1	1.1	2.81	4.64		
REAR	Fc	2.42	4.6	1.4	1.73	3.29		
SOUTHERN PARKING	Fc	4.05	7.9	1.0	4.05	7.90		

Luminaire Schedule						
CHIPOTLE OUTLOT ARLINGTON HEIGHTS, IL PLEASE CONTACT STEVE VARDEMAN AT SMVARDEMAN@GMAIL.COM						
Symbol	Qty	Label	Lum. Lumens	LLF	Description	Lum. Watts
	5	A	18498	0.950	SLM-LED-18L-SIL-5W-40-70CRI 25' POLE 2.5' BASE	135
	2	C	12043	0.950	SLM-LED-18L-SIL-FT-40-70CRI-IL 25' POLE 2.5' BASE	135
	3	D	24950	0.950	SLM-LED-24L-SIL-5W-40-70CRI 40' MOUNTING HEIGHT	176

- DUE TO CHANGING LIGHTING ORDINANCES IT IS THE CONTRACTORS RESPONSIBILITY TO SUBMIT THE SITE PHOTOMETRICS AND LUMINAIRE SPECS TO THE LOCAL INSPECTOR BEFORE ORDERING TO ENSURE THIS PLAN COMPLIES WITH LOCAL LIGHTING ORDINACES.
- THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS. CHANGES IN ELECTRICAL SUPPLY, AREA GEOMETRY AND OBJECTS WITHIN THE LIGHTED AREA MAY PRODUCE ILLUMINATION VALUES DIFFERENT FROM THE PREDICTED RESULTS SHOWN ON THIS LAYOUT.
- THIS LAYOUT IS BASED ON .IES FILES THAT WERE LAB TESTED OR COMPUTER GENERATED. ACTUAL RESULTS MAY VARY.

ADDRESS COMMENTS ROUND 3 12/22/2021

INNOVATIVE LIGHTING SOLUTIONS

STEVE VARDEMAN

817.925.7322

1300 JENKINS RD.

ALEDO, TX 76008

Project:

CHIPOTLE OUTLOT

ARLIGTON HEIGHTS, IL

SCALE: 1"= 20'

Notes:

REV 1: 7/21/21

REV 2: 8/10/21

REV 3: 10/25/21

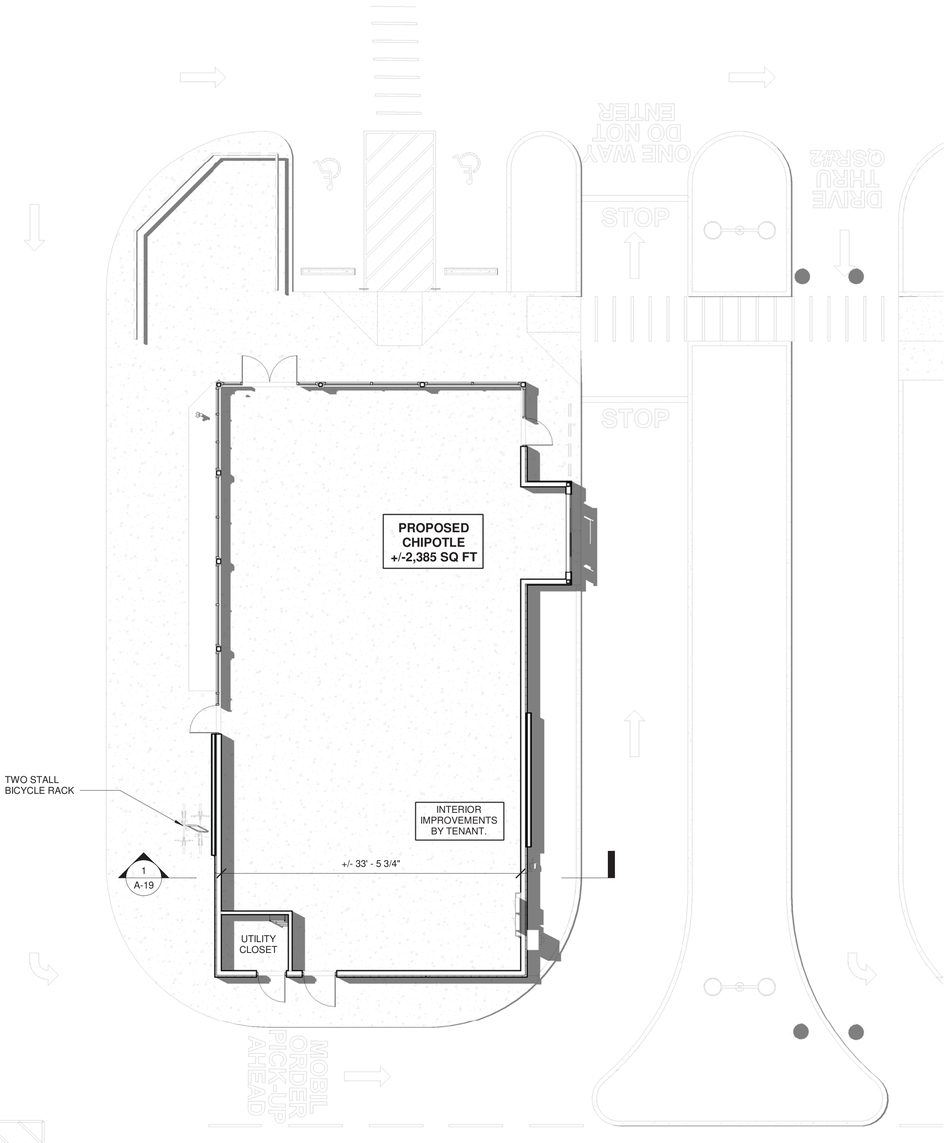
REV 4: 11/3/21

REV 5: 12/1/21

PRICING CONTACT:
STEVE VARDEMAN
817-925-7322

FILE:
CHIPOTLE OUTLOT.agi

Date:
7-19-21



1 PROPOSED FLOOR PLAN
1/8" = 1'-0"

ADDRESS COMMENTS ROUND 3 12/22/2021

A SOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road, Lincolnshire, Illinois 60069
Phone: 847 821 7667 Fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

MJK
REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093
CLIENT

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004
PROJECT

CONSULTANT

NO.	ISSUE	DATE
	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
	ADDRESS PC COMMENTS - ROUND 1	2021-11-04
	ADDRESS DC COMMENTS	2021-10-12
	BUILDING UPDATES	2021-10-01
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

FLOOR PLAN

SHEET

A-16

12/23/2021 2:49:09 PM C:\Users\ovivacqua\Documents\MJK_Southpoint-Chipotle_CENTRAL2021_ovivacqua@soosarchitects.com.rvt

EXTERIOR FINISH SCHEDULE - A-17 ARLINGTON HEIGHTS

EIFS-1 NOT USED

EIFS-2 EXTERIOR INSULATION FINISH SYSTEM
MANUFACTURER: DRYVIT SYSTEMS, INC. (OR EQUAL)
TYPE: OUTSULATION PLUS MD SYSTEM, REFER TO DETAILS
FINISH: SANDBLAST TEXTURE
COLOR: (PPG) KNIGHT'S ARMOR
PROFILE: N/A
*Contractor shall submit samples for architect's approval prior to ordering materials

CM-1 PREFINISHED CORRUGATED METAL CLADDING
MANUFACTURER: MBCI
TYPE: DESIGNER SERIES 12.0 CONCEALED FASTENER FLAT PANEL WALL SYSTEM - VERTICAL
FINISH: SR .28 SRI 30
COLOR: CHARCOAL GRAY
*Contractor shall submit samples for architect's approval prior to ordering materials

SF-1 ALUMINUM STOREFRONT SYSTEM
MANUFACTURER: KAWNEER
TYPE: TRIFAB VG-451UT (REFER TO A710 AND SPECIFICATIONS)
COLOR: PERMAFLUOR ARCHITECTURAL FINISH, CHARCOAL GRAY
GLAZING: 1" INSULATED LOW E CLEAR GLASS, SHGC-0.40 MAX.
PROVIDE TEMPERED/SAFETY AS REQUIRED BY CODE & AS NOTED ON DRAWINGS
*Contractor shall submit samples for architect's approval prior to ordering materials

MT-1 PREFINISHED METAL COPING
MFG: UNA-EDGE METAL EDGE SYSTEM
TYPE: UNA-EDGE CO COPING SYSTEM
THICKNESS: 0.505, CLEAT SPACING PER MANUFACTURER RECOMMENDATIONS
FINISH: KYNAR 500 (GALVANIZED G-90 STEEL)
COLOR: STONE WHITE (COLOR TO MATCH EIFS FOG)
*Contractor shall submit samples for architect's approval prior to ordering materials

MT-2 PREFINISHED METAL COPING
MFG: UNA-EDGE METAL EDGE SYSTEM
TYPE: UNA-EDGE CO COPING SYSTEM
THICKNESS: 0.505, CLEAT SPACING PER MANUFACTURER RECOMMENDATIONS
FINISH: KYNAR 500 (GALVANIZED G-90 STEEL)
COLOR: CHARCOAL GRAY (COLOR TO MATCH EIFS KNIGHT'S ARMOR)
*Contractor shall submit samples for architect's approval prior to ordering materials

GD-1 PATIO GUARDRAIL/FENCE
MFG: AMERISTAR FENCE PRODUCTS (OR CUSTOM, BY CHIPOTLE)
TYPE: MONTAGE PLUS, PREFINISHED STEEL
STYLE: MAJESTIC 2-RAIL PANELS, 4" GAP (MAX.)
FINISH: HIGH PERFORMANCE ECOT FINISH
COLOR: BLACK
*Contractor shall submit samples for architect's approval prior to ordering materials

HD-1 INSULATED HOLLOW METAL DOORS
MANUFACTURER: TBD
TYPE:
PAINT: SHERWIN WILLIAMS (COLOR TO MATCH KNIGHT'S ARMOR)
*Contractor shall submit samples for architect's approval prior to ordering materials

WA-1 WINDOW CANOPY
MANUFACTURER: API (OR EQUAL)
TYPE: PREFINISHED METAL CANOPY
COLOR: CHARCOAL GRAY
*Contractor shall submit samples for architect's approval prior to ordering materials

WL-1 CYLINDER UP/DOWN ACCENT WALL LIGHTING
MANUFACTURER: CONTECH LIGHTING
MODEL: CYL8 4 35K UD X M CLR B
COLOR: MATTE BLACK
*Contractor shall submit samples for architect's approval prior to ordering materials

MS-1 TRASH ENCLOSURE WALL- CMU
MANUFACTURER: NORTHFIELD BLOCK (OR EQUAL)
TYPE: ARCHITECTURAL CONCRETE MASONRY UNIT
FINISH: SPLIT FACE (INTEGRALLY COLORED)
COLOR: IRONWOOD - GRAY (NW)
*Contractor shall submit samples for architect's approval prior to ordering materials

NP-1 NICHIHA ARCHICTURAL FIBER CEMENT WALL PANELS
MANUFACTURER: NICHIHA FIBER CEMENT
TYPE/SYSTEM: ARCHITECTURALBLOCK - MODERN SERIES
SIZE: 18" X 72"
COLOR/FINISH: GRAY
*Contractor shall submit samples for architect's approval prior to ordering materials

SF-2 ALUMINUM STOREFRONT SYSTEM
MANUFACTURER: KAWNEER (OR APPROVED EQUAL)
TYPE: TRIFAB VG-451UT (REFER TO EXTERIOR ELEVATIONS)
COLOR: PERMAFLUOR ARCHITECTURAL FINISH, CHARCOAL GRAY
GLAZING: 1" INSULATED LOW E OPAQUE GLASS, SHGC-0.40 MAX.
OUTBOARD LITE: 1/4" HS CLEAR
SPACE: 1/2" ARGON FILLED AIR SPACE
INBOARD LITE: 1/4" HS OPTIGRAY TINT WITH WARM GRAY CERAMIC FRIT, SURFACE #3
PROVIDE TEMPERED/SAFETY AS REQUIRED BY CODE & AS NOTED ON DRAWINGS
*Contractor shall submit samples for architect's approval prior to ordering materials



1 NORTH (FRONT) ELEVATION
1/4" = 1'-0"

NOTE:
PROPOSED SIGNAGE IS CONCEPTUAL AND FOR REFERENCE ONLY.
ALL SIGNAGE BY TENANT.



2 WEST (SIDE) ELEVATION
1/4" = 1'-0"

A SOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road, Lincolnshire, Illinois 60069
Phone: 847 821 7667 Fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

MJK
REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093
CLIENT

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004
PROJECT

CONSULTANT

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	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

ADDRESS COMMENTS ROUND 3 12/22/2021

SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

EXTERIOR ELEVATIONS

SHEET

A-17

12/23/2021 2:49:13 PM C:\Users\ovivacqua\Documents\MJK_Southpoint-_Chipotle_CENTRAL2021_ovivacqua@soosarchitects.com.rvt

EXTERIOR FINISH SCHEDULE - A-18 ARLINGTON HEIGHTS

EIFS-1 NOT USED

EIFS-2 EXTERIOR INSULATION FINISH SYSTEM
MANUFACTURER: DRYVIT SYSTEMS, INC. (OR EQUAL)
TYPE: OUTSULATION PLUS MD SYSTEM, REFER TO DETAILS
FINISH: SANDBLAST TEXTURE
COLOR: (PPG) KNIGHT'S ARMOR
PROFILE: N/A
*Contractor shall submit samples for architect's approval prior to ordering materials

CM-1 PREFINISHED CORRUGATED METAL CLADDING
MANUFACTURER: MBCI
TYPE: DESIGNER SERIES 12.0 CONCEALED FASTENER FLAT PANEL WALL SYSTEM - VERTICAL
FINISH: SR .28 SRI 30
COLOR: CHARCOAL GRAY
*Contractor shall submit samples for architect's approval prior to ordering materials

SF-1 ALUMINUM STOREFRONT SYSTEM
MANUFACTURER: KAWNEER
TYPE: TRIFAB VG-451UT (REFER TO A710 AND SPECIFICATIONS)
COLOR: PERMAFLUOR ARCHITECTURAL FINISH, CHARCOAL GRAY
GLAZING: 1" INSULATED LOW E CLEAR GLASS, SHGC-0.40 MAX.
PROVIDE TEMPERED/SAFETY AS REQUIRED BY CODE & AS NOTED ON DRAWINGS
*Contractor shall submit samples for architect's approval prior to ordering materials

MT-1 PREFINISHED METAL COPING
MFG: UNA-EDGE METAL EDGE SYSTEM
TYPE: UNA-EDGE CO COPING SYSTEM
THICKNESS: 0.505, CLEAT SPACING PER MANUFACTURER RECOMMENDATIONS
FINISH: KYNAR 500 (GALVANIZED G-90 STEEL)
COLOR: STONE WHITE (COLOR TO MATCH EIFS FOG)
*Contractor shall submit samples for architect's approval prior to ordering materials

MT-2 PREFINISHED METAL COPING
MFG: UNA-EDGE METAL EDGE SYSTEM
TYPE: UNA-EDGE CO COPING SYSTEM
THICKNESS: 0.505, CLEAT SPACING PER MANUFACTURER RECOMMENDATIONS
FINISH: KYNAR 500 (GALVANIZED G-90 STEEL)
COLOR: CHARCOAL GRAY (COLOR TO MATCH EIFS KNIGHT'S ARMOR)
*Contractor shall submit samples for architect's approval prior to ordering materials

GD-1 PATIO GUARDRAIL/FENCE
MFG: AMERISTAR FENCE PRODUCTS (OR CUSTOM, BY CHIPOTLE)
TYPE: MONTAGE PLUS, PREFINISHED STEEL
STYLE: MAJESTIC 2-RAIL PANELS, 4" GAP (MAX.)
FINISH: HIGH PERFORMANCE ECOT FINISH
COLOR: BLACK
*Contractor shall submit samples for architect's approval prior to ordering materials

HD-1 INSULATED HOLLOW METAL DOORS
MANUFACTURER: TBD
TYPE:
PAINT: SHERWIN WILLIAMS (COLOR TO MATCH KNIGHT'S ARMOR)
*Contractor shall submit samples for architect's approval prior to ordering materials

WA-1 WINDOW CANOPY
MANUFACTURER: API (OR EQUAL)
TYPE: PREFINISHED METAL CANOPY
COLOR: CHARCOAL
*Contractor shall submit samples for architect's approval prior to ordering materials

WL-1 CYLINDER UP/DOWN ACCENT WALL LIGHTING
MANUFACTURER: CONTECH LIGHTING
MODEL: CYL8 4 35K UD X M CLR B
COLOR: MATTE BLACK
*Contractor shall submit samples for architect's approval prior to ordering materials

MS-1 TRASH ENCLOSURE WALL- CMU
MANUFACTURER: NORTHFIELD BLOCK (OR EQUAL)
TYPE: ARCHITECTURAL CONCRETE MASONRY UNIT
FINISH: SPLIT FACE (INTEGRALLY COLORED)
COLOR: IRONWOOD - GRAY (NW)
*Contractor shall submit samples for architect's approval prior to ordering materials

NP-1 NICHIHA ARCHICTURAL FIBER CEMENT WALL PANELS
MANUFACTURER: NICHIHA FIBER CEMENT
TYPE/SYSTEM: ARCHITECTURALBLOCK - MODERN SERIES
SIZE: 18" X 72"
COLOR/FINISH: GRAY
*Contractor shall submit samples for architect's approval prior to ordering materials

SF-2 ALUMINUM STOREFRONT SYSTEM
MANUFACTURER: KAWNEER (OR APPROVED EQUAL)
TYPE: TRIFAB VG-451UT (REFER TO EXTERIOR ELEVATIONS)
COLOR: PERMAFLUOR ARCHITECTURAL FINISH, CHARCOAL GRAY
GLAZING: 1" INSULATED LOW E OPAQUE GLASS, SHGC-0.40 MAX.
OUTBOARD LITE: 1/4" HS CLEAR
SPACE: 1/2" ARGON FILLED AIR SPACE
INBOARD LITE: 1/4" HS OPTIGRAY TINT WITH WARM GRAY CERAMIC FRIT, SURFACE #3
PROVIDE TEMPERED/SAFETY AS REQUIRED BY CODE & AS NOTED ON DRAWINGS
*Contractor shall submit samples for architect's approval prior to ordering materials



1 SOUTH (REAR) ELEVATION
1/4" = 1'-0"



2 EAST (SIDE) ELEVATION
1/4" = 1'-0"

NOTE:
PROPOSED SIGNAGE IS CONCEPTUAL AND FOR REFERENCE ONLY.
ALL SIGNAGE BY TENANT.

A SOOSOCIATES
Soos & Associates, Inc.
Architecture
105 Schelter Road, Lincolnshire, Illinois 60069
Phone: 847 821 7667 Fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

MJK
REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093
CLIENT

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004
PROJECT

CONSULTANT

	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
	ADDRESS PC COMMENTS - ROUND 1	2021-11-04
	ADDRESS DC COMMENTS	2021-10-12
	BUILDING UPDATES	2021-10-04
	BUILDING UPDATES	2021-10-01
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

ADDRESS COMMENTS ROUND 3 12/22/2021

SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

EXTERIOR ELEVATIONS

SHEET

A-18

12/23/2021 2:49:16 PM C:\Users\ovivacqua\Documents\MJK_Southpoint-Chipotle_CENTRAL2021_ovivacqua@soosarchitects.com.rvt



1 BUILDING CROSS SECTION
3/8" = 1'-0"

ADDRESS COMMENTS ROUND 3 12/22/2021

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ILLINOIS DESIGN FIRM # 184003287

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REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093

PROJECT
MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

CONSULTANT

NO.	ISSUE	DATE
	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
	ADDRESS PC COMMENTS - ROUND 1	2021-11-04
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

SEAL

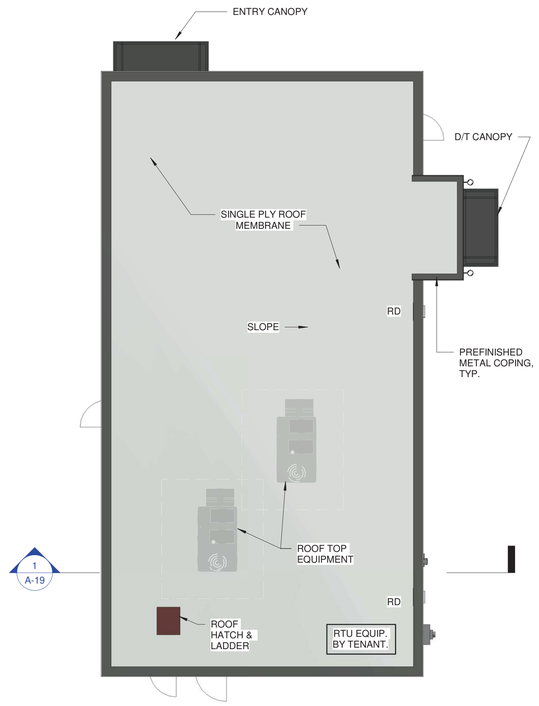
ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE
BUILDING SECTION

SHEET
A-19

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1 PROPOSED ROOF PLAN
1/8" = 1'-0"

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REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093

PROJECT
MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

CONSULTANT

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	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE
ROOF PLAN

SHEET
A-20

ADDRESS COMMENTS ROUND 3 12/22/2021

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CHIPOTLE - VIEW FROM NORTHWEST



CHIPOTLE - VIEW FROM NORTHEAST

ADDRESS COMMENTS ROUND 3 12/22/2021

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REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093

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600 E. RAND ROAD
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	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

EXTERIOR PERSPECTIVES

SHEET

A-21

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CHIPOTLE - VIEW FROM SOUTHEAST



CHIPOTLE - VIEW FROM SOUTHWEST

ADDRESS COMMENTS ROUND 3 12/22/2021

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600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PROJECT

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SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

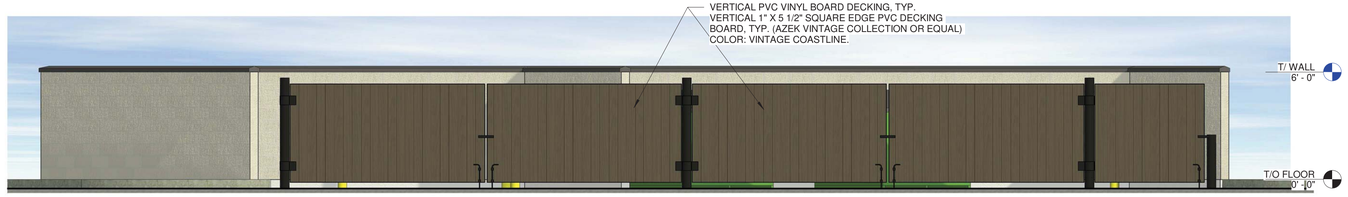
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EXTERIOR PERSPECTIVES

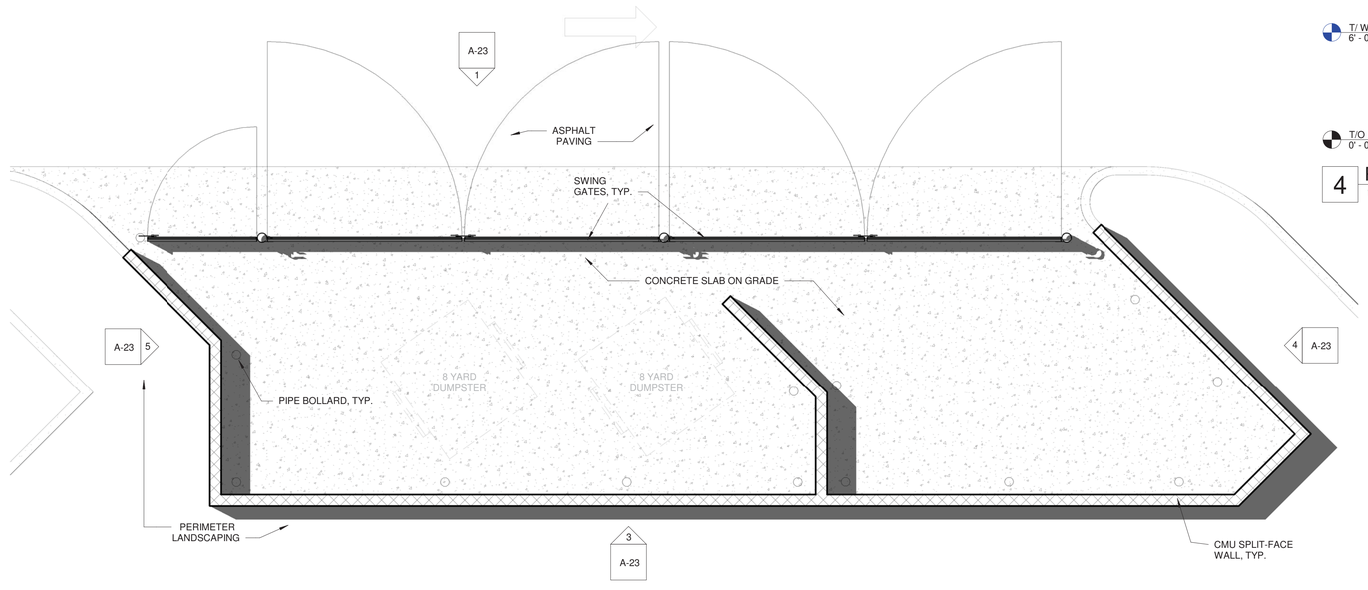
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A-22

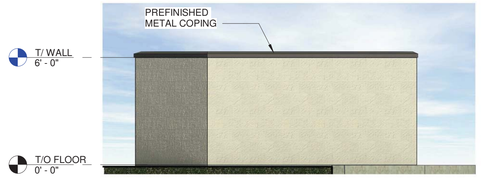
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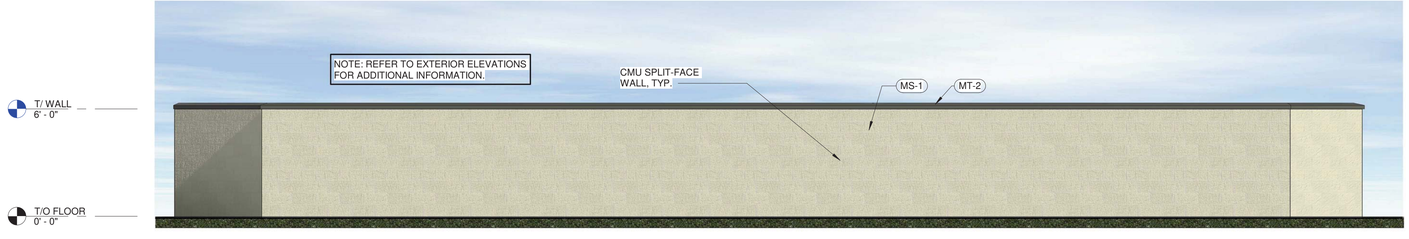
1 PROPOSED T/E NORTH
1/4" = 1'-0"



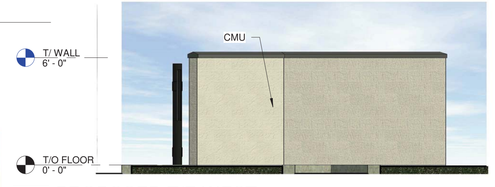
2 TRASH ENCLOSURE PLAN - ZONING
1/4" = 1'-0"



4 PROPOSED T/E EAST
1/4" = 1'-0"



3 PROPOSED T/E SOUTH
1/4" = 1'-0"



5 PROPOSED T/E WEST
1/4" = 1'-0"

ADDRESS COMMENTS ROUND 3 12/22/2021

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105 Schelter Road, Lincolnshire, Illinois 60069
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ILLINOIS DESIGN FIRM # 184003287

CLIENT

MJK
REAL ESTATE HOLDING COMPANY, LLC
1622 WILLOW ROAD, SUITE 201
NORTHFIELD, IL 60093

PROJECT

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

CONSULTANT

NO.	ISSUE	DATE
	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
	ADDRESS PC COMMENTS - ROUND 1	2021-11-04
	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

SEAL

ZONING

DATE	MAR 31, 2021
PROJECT NO.	21-005 MJ
DRAWN	Author
CHECKED	Checker
APPROVED	Approver

TITLE

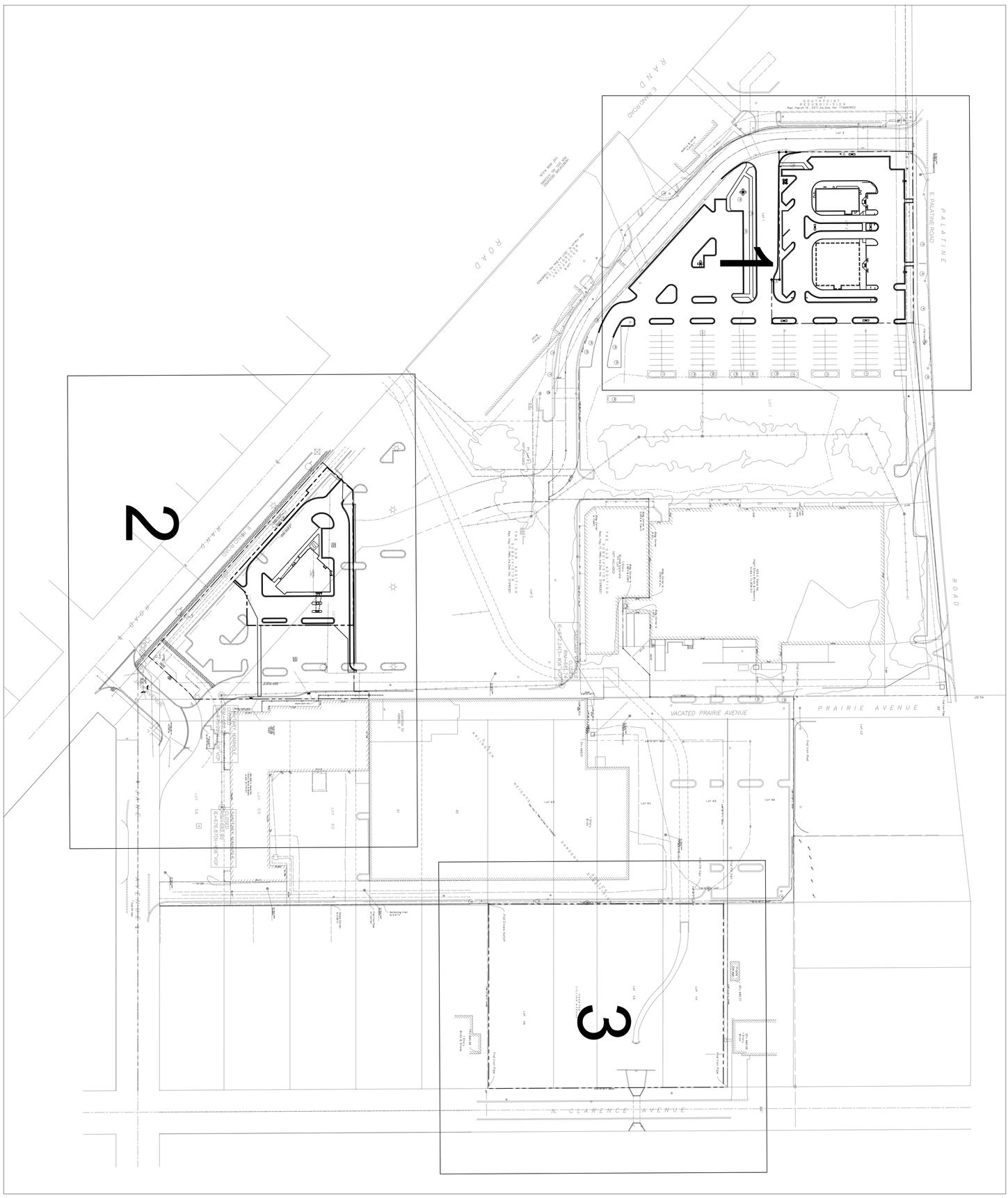
TRASH ENCLOSURE DETAILS

SHEET

A-23

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T:\MAK\Arlington Hts\Drawings\Preliminary\MX Arlington Hts PRELIMINARY.dwg, 12/9/2021 1:37:31 PM, pwinfield, ANSI expand D (34.00 x 22.00 Inches)



GRAPHIC SCALE 1"=80'
0 20 40 80 160

N

DRAWN BY:	PGW
CHECKED BY:	WC
DATE:	12/9/2021
FILE NAME:	MAK-ARLINGTON HTS_PRELIMINARY
PROJECT:	21-4002
SCALE:	1" = 80'
SHEET #	2 OF 12

OVERALL SITE & KEY PLAN

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

GSG CONSULTANTS, INC.
735 E. REMMINGTON RD, SCHAUMBURG, IL 60173
TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

REVISIONS

NO.	DATE:	DESCRIPTION:
--		
--		
--		
--		

GRAPHIC SCALE 1"=20'

0 5 10 20 40

FUTURE QSR WITH D/T #2 +/-4,419 SQ FT

QSR BUILDING WITH D/T +/-2,385 SQ FT

DRIVE THRU QSR #2

MOBILE ORDER PICKUP AHEAD

BIKE PARKING

ONE WAY DO NOT ENTER

STOP

ONLY

E. PALATINE ROAD

Find Iron Pipe

15' Private Utility Easement Per Doc. No. 27093321

10' Public Utility Easement Per Doc. No. 27093321

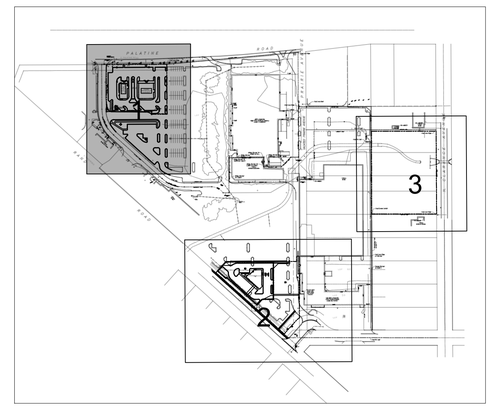
Lot 3

LEGEND

- HD PCC PAVEMENT
- HEAVY DUTY ASPHALT
- PCC SIDEWALK
- PERMEABLE PAVERS
- PAVER PATTERNED ASPHALT CONCRETE PAINTED BRICK RED

NOTES:

1. ALL DIMENSIONS ARE FROM BACK OF CURB UNLESS OTHERWISE NOTED.



REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
5		

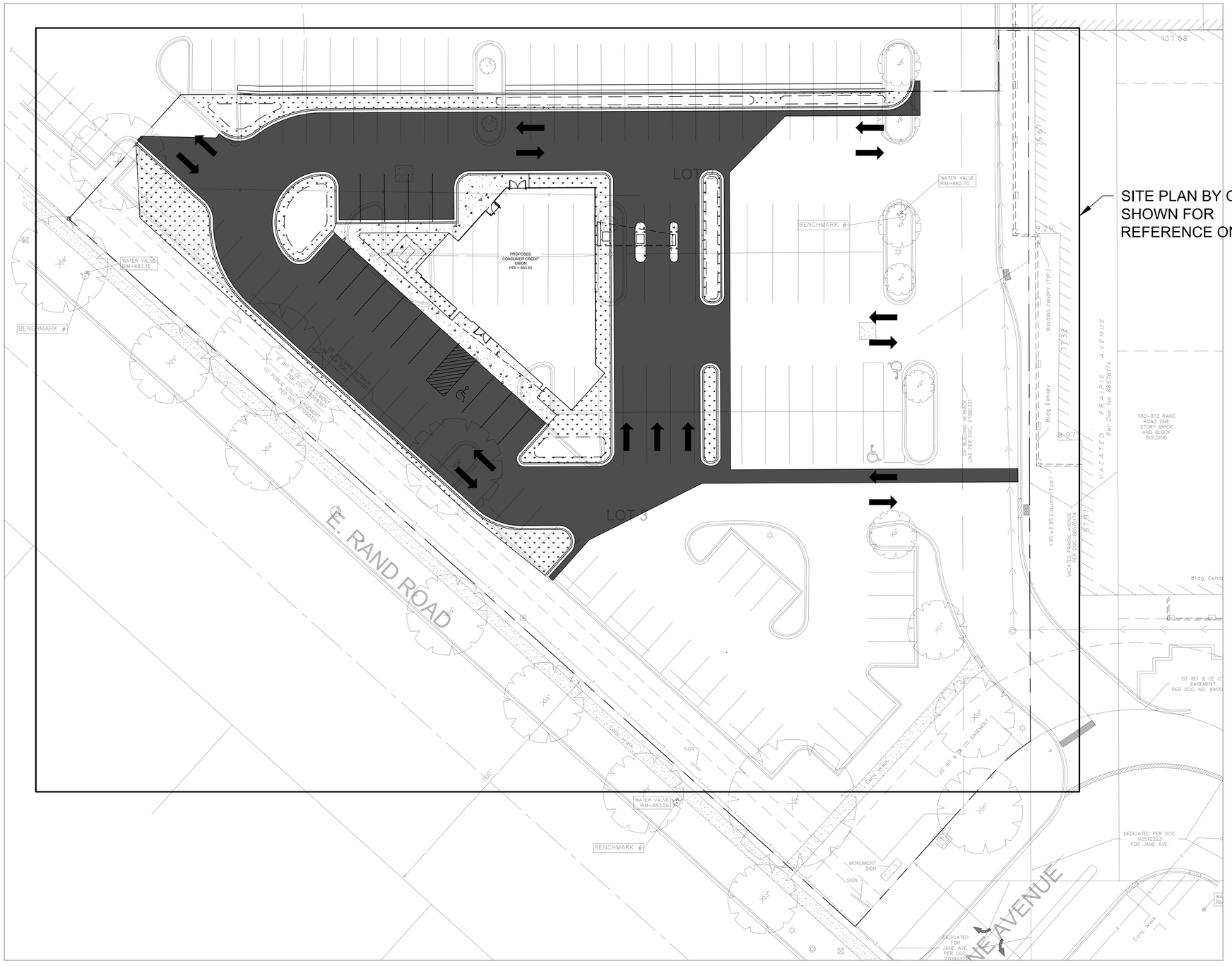
GSG CONSULTANTS, INC.
735 E. REMMINGTON RD, SCHAUMBURG, IL 60173
TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

GEOMETRY PLAN - 1

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/28/2021	6 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	

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SITE PLAN BY OTHERS SHOWN FOR REFERENCE ONLY

N

GRAPHIC SCALE 1"=20'

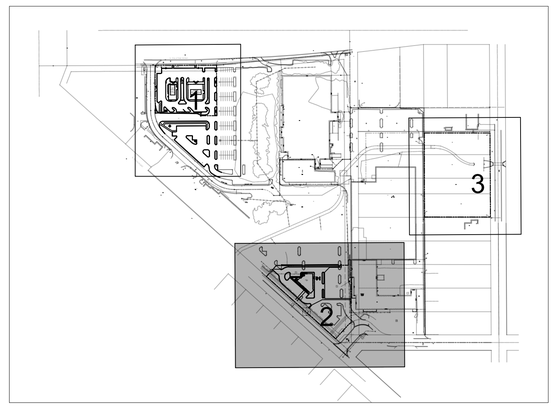
0 5 10 20 40

LEGEND

NEW ASPHALT PAVEMENT

NOTES:

1. SITE PLAN SHOWN FOR REFERENCE ONLY.



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
5		

GSG CONSULTANTS, INC.
735 E. REMMINGTON RD, SCHAUMBURG, IL 60173
TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

GEOMETRY PLAN - 2

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 30'
DATE:	SHEET #:
12/9/2021	7 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	

GRAPHIC SCALE 1"=20'

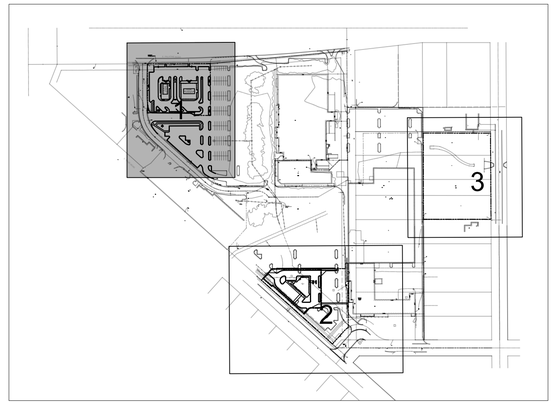
0 5 10 20 40

LEGEND

- STORM SEWER
- INLET
- CATCH BASIN
- MANHOLE
- PROPOSED GRADES (XXX.XX XX / XXXX)
- EXISTING GRADES (+681.77)
- MAJOR CONTOUR
- MINOR CONTOUR
- VOLUME CONTROL AREA

NOTES:

1. SEE SHEET 10 - GRADING PLAN - 1 FOR VOLUME CONTROL STORAGE QUANTITY.



KEY PLAN

REVISIONS

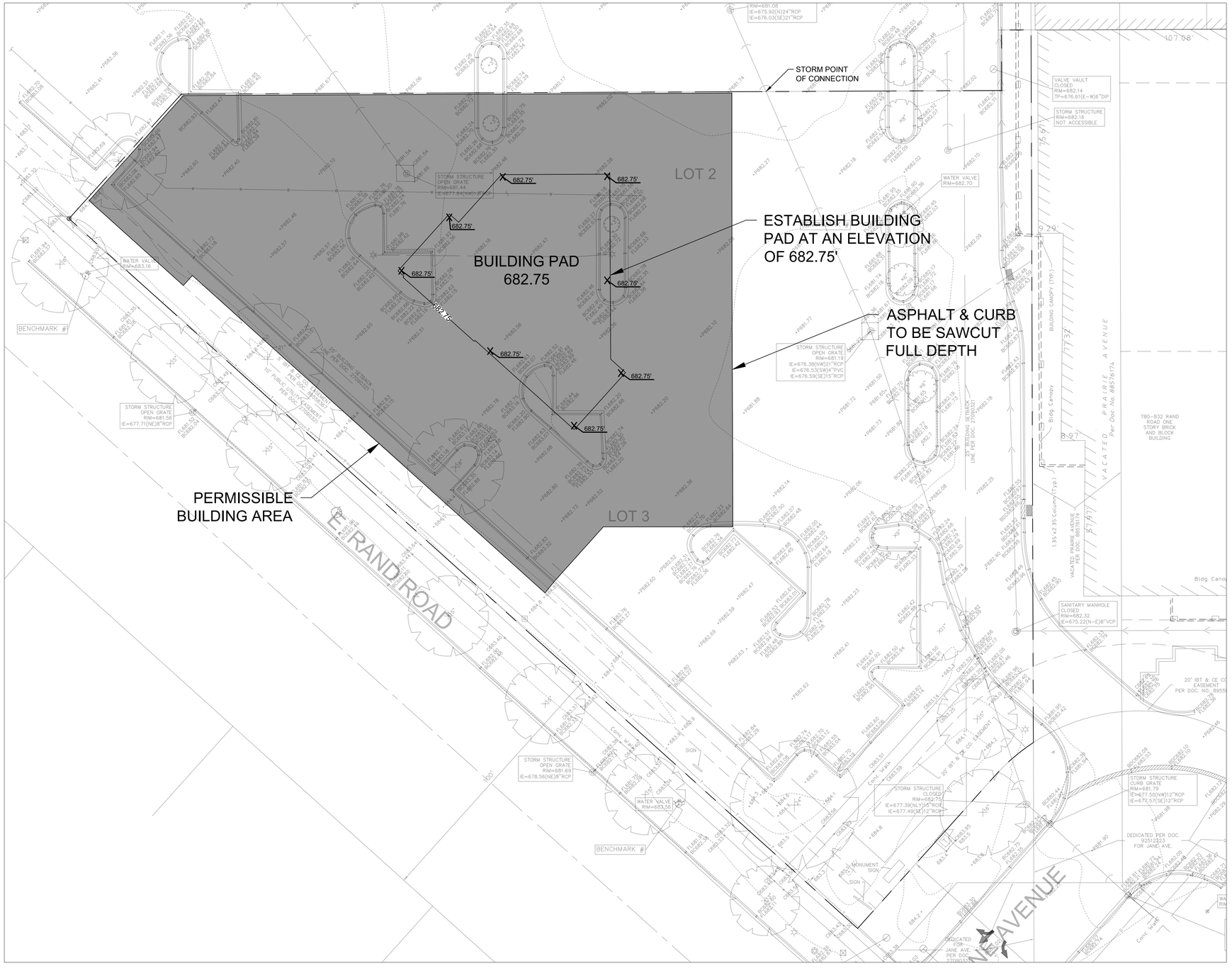
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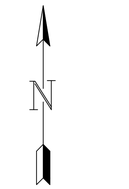
GSG CONSULTANTS, INC.
735 E. REMMINGTON RD, SCHAUMBURG, IL 60173
TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

GRADING PLAN - 1

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/9/2021	8 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	





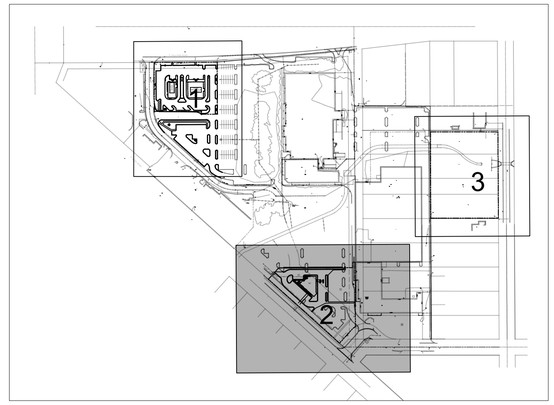
GRAPHIC SCALE 1"=20'

0 5 10 20 40

LEGEND

AREA TO BE CLEARED OF ALL ASPHALT, CONCRETE, LANDSCAPE, AND ANY OTHER MISCELLANEOUS ITEMS

NOTES:
1. SEE PLANS BY OTHERS FOR ADDITIONAL INFORMATION.



KEY PLAN

REVISIONS

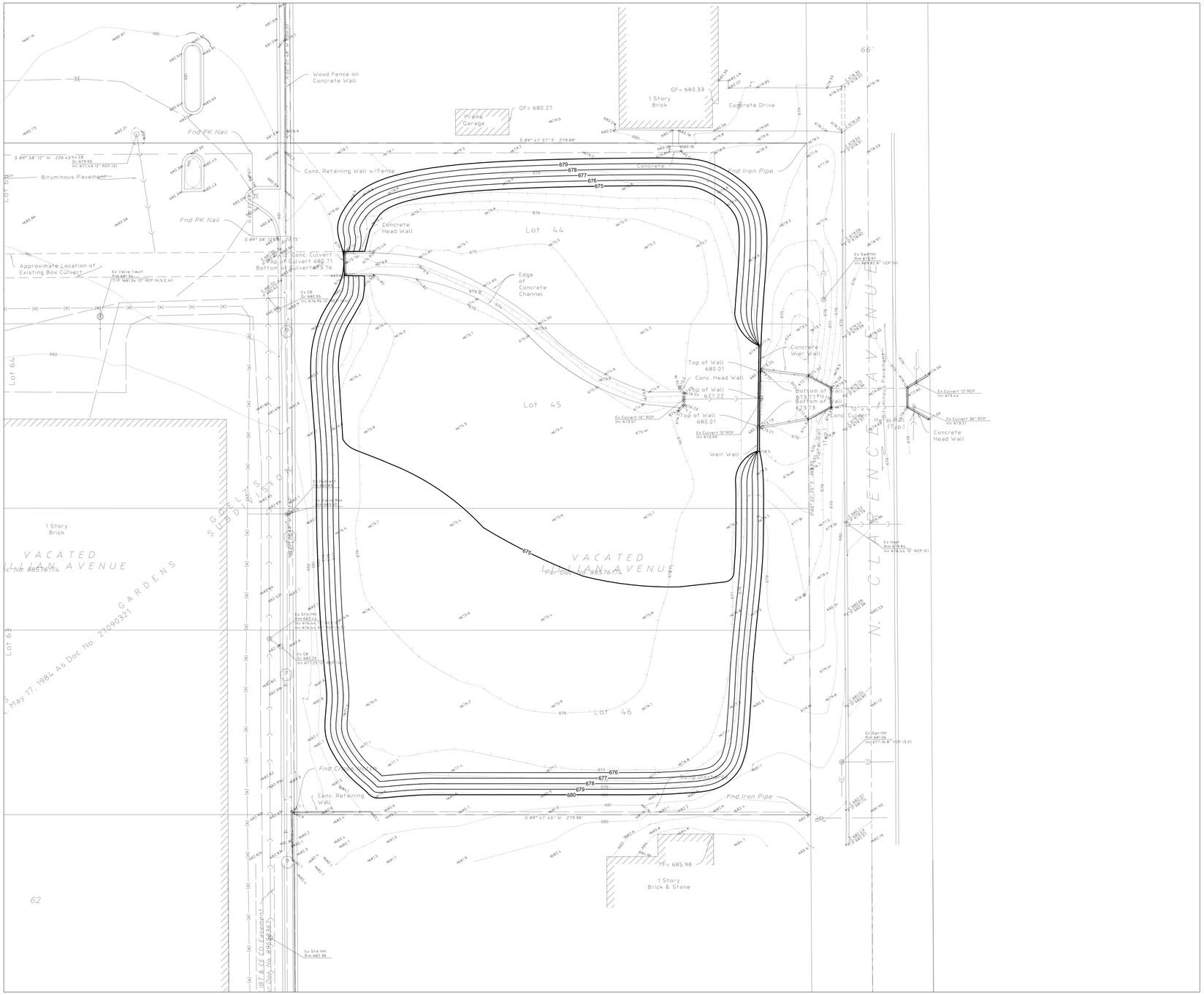
NO.	DATE:	DESCRIPTION:

GSG CONSULTANTS, INC.
735 E. REMMINGTON RD, SCHAUMBURG, IL 60173
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GRADING PLAN - 2

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/9/2021	9 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	



N

GRAPHIC SCALE 1"=30'

0 7.5 15 30 60

EXISTING DETENTION VOLUME:

TRIBUTARY AREA:	18.00 AC
SPO PERMIT REQUIRED:	5.68 AC-FT
ACTUAL (CURRENT POND):	3.44 AC-FT
UNDISTURBED PARKING DETENTION:	0.76 AC-FT

PROPOSED DETENTION VOLUME:

TRIBUTARY AREA:	10.08 AC
UNDISTURBED SPO VOLUME REQUIRED:	4.12 AC-FT
WMO PERMIT REQUIRED:	4.82 AC-FT
TOTAL DETENTION REQUIRED:	8.94 AC-FT
TOTAL POND VOLUME REQUIRED:	8.18 AC-FT
ACTUAL POND VOLUME PROVIDED:	8.49 AC-FT

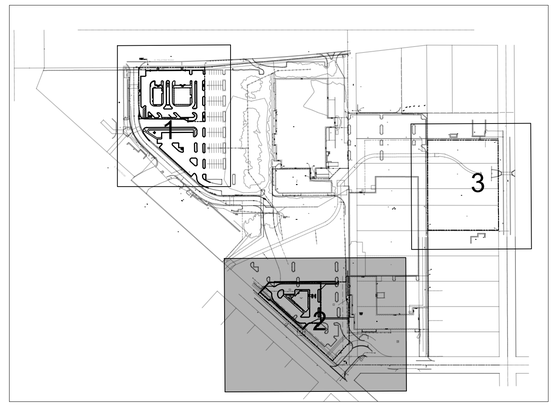
PROPOSED VOLUME CONTROL:

PERMEABLE PAVERS	
WMO PERMIT REQUIRED:	0.14 AC-FT
VOLUME PROVIDED:	0.15 AC-FT

SEE DRAINAGE REPORT FOR CALCULATIONS.

LEGEND

- STORM SEWER
- INLET
- CATCH BASIN
- MANHOLE
- XXX.XX XX / XXXX — PROPOSED GRADES
- +681.77 — EXISTING GRADES
- MAJOR CONTOUR
- MINOR CONTOUR



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
1		
1		
1		
1		

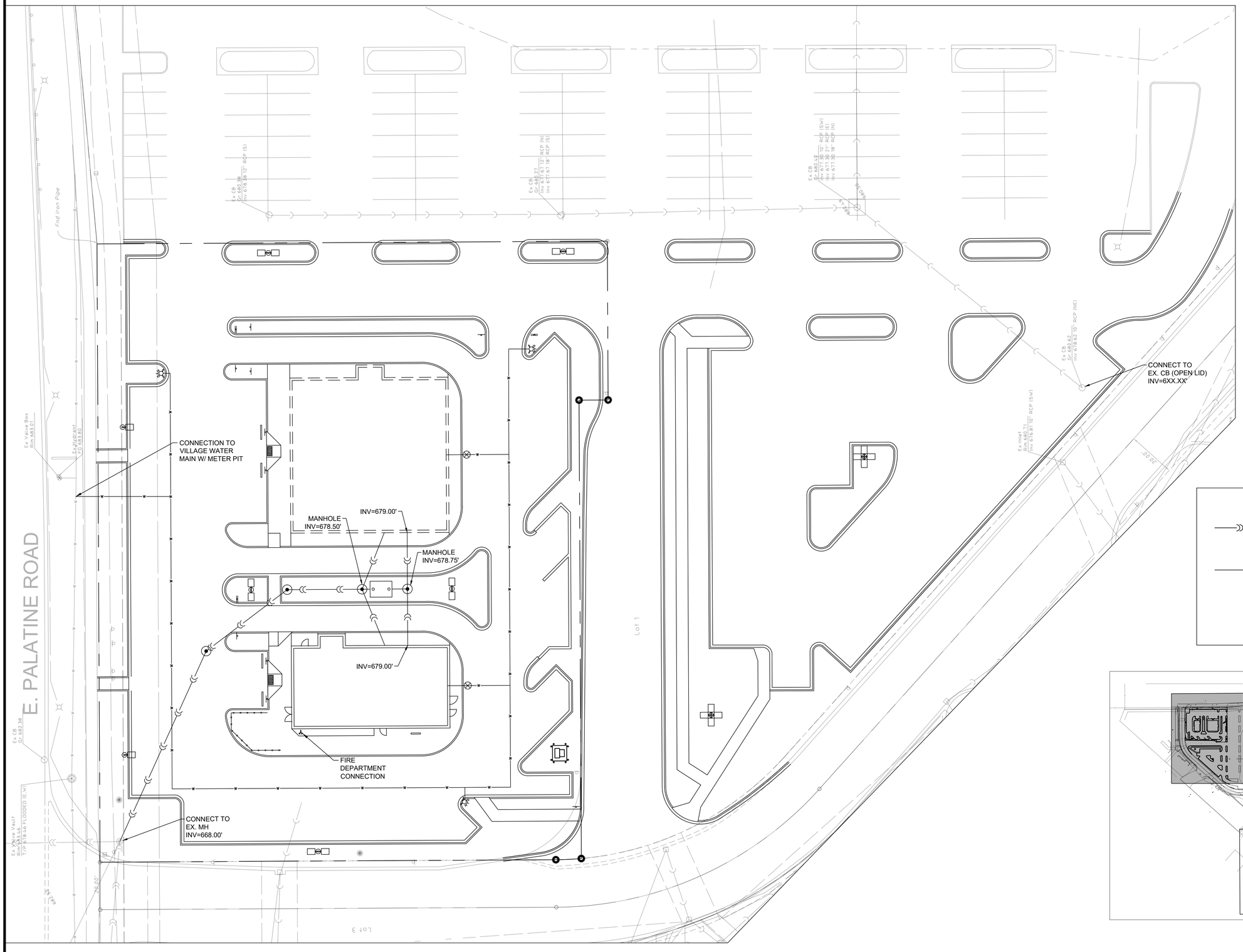
GSG CONSULTANTS, INC.
735 E. REMMINGTON RD, SCHAUMBURG, IL 60173
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GRADING PLAN - 3

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

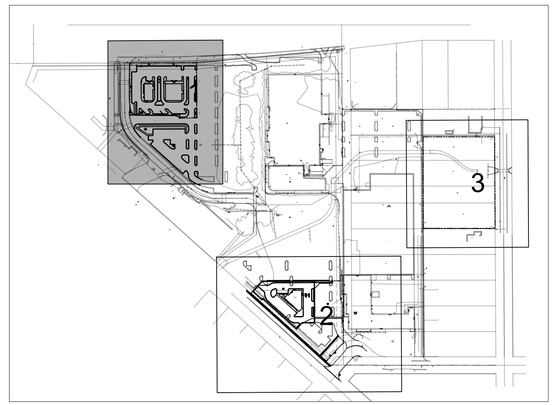
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PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 30'
DATE:	SHEET #:
12/9/2021	10 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	

T:\MJK\Arlington Hts\Drawings\Preliminary\MJK Arlington Hts_PRELIMINARY.dwg, 12/9/2021 1:36:47 PM, pwhitfield, ANSI expand D (34.00 x 22.00 Inches)



LEGEND

- SANITARY SEWER
- MANHOLE
- WATER MAIN
- WATER VALVE
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
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UTILITY PLAN - 1

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/9/2021	11 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	

RELOCATION OF WATER MAIN BY MJK

STORM POINT OF CONNECTION

45° BENDS

45° BENDS

45° BENDS

45° BENDS

WATER SERVICE BY OTHERS

SITE PLAN BY OTHERS. SHOWN FOR REFERENCE ONLY

SANITARY POINT OF CONNECTION

SCH. 40 PVC CONDUIT BY MJK

PROPOSED CONSUMER CREDIT UNION FFE = 683.50

RIM=681.08
IE=675.92(N)24"RCP
IE=676.03(SE)21"RCP

VALVE VAULT CLOSED
RIM=682.1±
TP=676.61(E-W)6"DIP

STORM STRUCTURE
RIM=682.7±
NOT ACCESSIBLE

STORM STRUCTURE
OPEN GRATE
RIM=681.4
IE=677.7(NW)12"RCP

WATER VALVE
RIM=682.70

BENCHMARK #

WATER VALVE
RIM=683.16

BENCHMARK #

STORM STRUCTURE
OPEN GRATE
RIM=681.19
IE=676.38(NW)21"RCP
IE=676.53(SW)4"PVC
IE=676.59(SE)15"RCP

STORM STRUCTURE
OPEN GRATE
RIM=681.56
IE=677.71(NE)6"RCP

107.58

75.9

9.29

11.32

8.97

5.61

BUILDING CANOPY (TYP.)

Bldg Canopy

1.35x2.35'Column (Typ.)

VACATED PRAIRIE AVENUE
Per Doc No. 88576174

780-832 RAND ROAD ONE STORY BRICK AND BLOCK BUILDING

E. RAND ROAD

SANITARY MANHOLE
CLOSED
RIM=682.02
IE=675.20(N-E)8"VCP

STORM STRUCTURE
OPEN GRATE
RIM=678.69
IE=678.56(NE)8"RCP

Conc. Walk

SIGN

WATER VALVE
RIM=683.56

BENCHMARK #

STORM STRUCTURE
RIM=682.75
IE=677.39(NLY)15"RCP
IE=677.49(SE)12"RCP

STORM STRUCTURE
CURB GRATE
RIM=681.79
IE=677.50(NW)12"RCP
IE=677.57(SE)12"RCP

MONUMENT SIGN

SIGN

PALATINE AVENUE

Conc. Walk

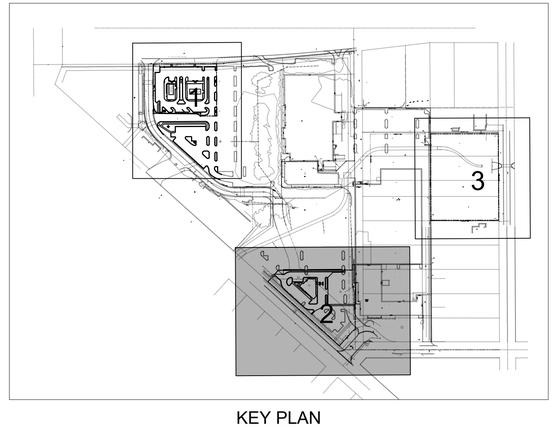
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GRAPHIC SCALE 1"=20'

0 5 10 20 40

LEGEND

- SANITARY SEWER
- MANHOLE
- WATER MAIN
- WATER VALVE
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
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GSG CONSULTANTS, INC.
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TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

UTILITY PLAN - 2

E. RAND ROAD & E. PALATINE ROAD
ARLINGTON HEIGHTS, IL

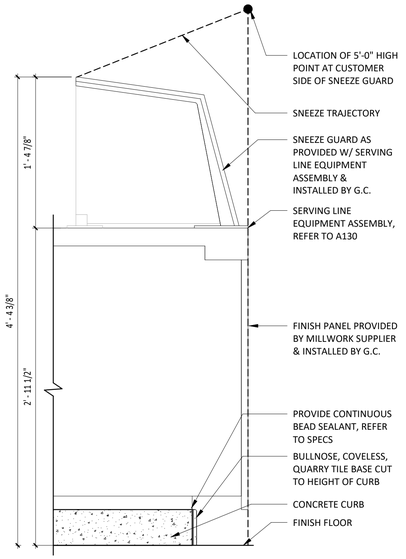
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12/9/2021	12 OF 12
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MJK ARLINGTON HTS_PRELIMINARY	

GENERAL NOTES

1. REFER TO SHEET A131 AND A132 FOR EQUIPMENT LIST AND FURNITURE SCHEDULE.
2. ALL DIMENSIONS TO EXTERIOR OR EXISTING WALLS ARE TO THE FINISH FACE OF THE EXISTING GYP. BD.
3. ALL DIMENSIONS ARE TO FACE OF FRAMING, EDGE OF EQUIPMENT, OR CENTERLINE OF EQUIPMENT UNLESS NOTED OTHERWISE.
4. ALL FURNITURE TO BE SQUARE/PARALLEL TO TENANT SPACE/WALLS AS SHOWN ON PLANS.

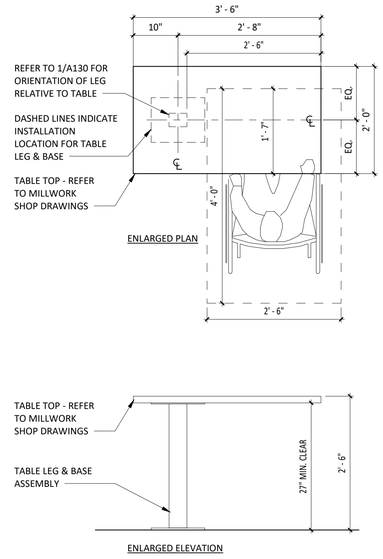
FFE PLAN KEYNOTES

1. HOOD ABOVE
2. CO2 REMOTE FILLER VERIFY LOCATION WITH CHIPOTLE CONSTRUCTION MANAGER
3. ELEC. PANEL LOCATION, SEE ELEC PLANS
4. BYPASS DISTRIBUTION PANEL, SEE ELEC PLANS
5. DOORBELL - REFER TO ELEC. DWGS - INSTALL @ 36"- 48" A.F.F.
6. HOSE BIB - REFER TO PLUMB. DWGS.
7. CHEMICAL CLEANER DISPENSING SYSTEM WITH INTEGRAL AIR GAP - REFER TO PLUMB. DWGS.
8. OFFICE DESK AND SHELVING - REFER TO SHEET A702 AND ELECTRICAL DWGS FOR MOUNTING HEIGHT AND OUTLET LOCATIONS
9. PATIO RAILING, SEE SHEET SP100 FOR DIMENSIONS
10. WATER FILTER ABOVE, REFER TO PLUMBING DRAWINGS
11. TELEPHONE BOARD ABOVE, REFER TO ELECTRICAL DRAWINGS
12. HOLD TRASH SURROUND 2" OFF ADJACANET WALL, TYP.
13. ALIGN TRASH SURROUND WITH EDGE OF DOOR
14. BACKFLOW PREVENTOR, REFER TO PLUMBING SHEETS
15. MOVEABLE LINEN BINS WITH LID, TYP. OF (4)
16. MOVEABLE BACK-UP TRASH BINS FOR DINING AREA TRASH SURROUNDS, TYP. OF (2)
17. 12" WIDE WALL SPACE MIN. FOR TIMECLOCK, VERIFY FINAL LOCATION WITH DM
18. EXISITNG INTERIOR ACCESS LADDER BY LANDLORD
19. LOCATION OF EXISTING RISER BY LANDLORD



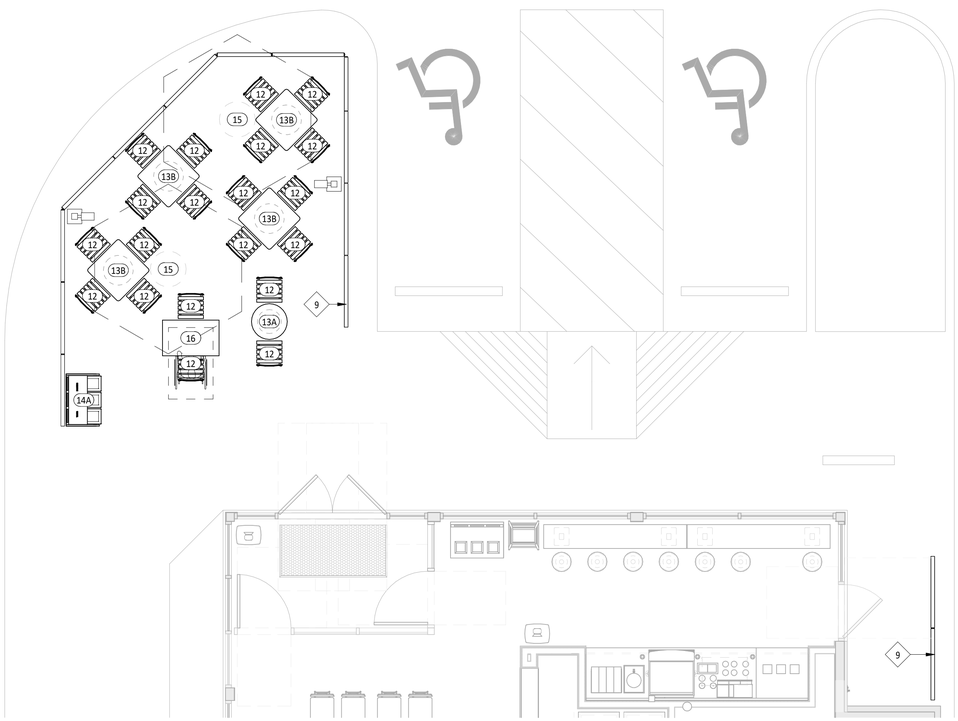
3 A130 DETAIL @ SERVELINE SNEEZE GUARD

1 1/2" = 1'-0"



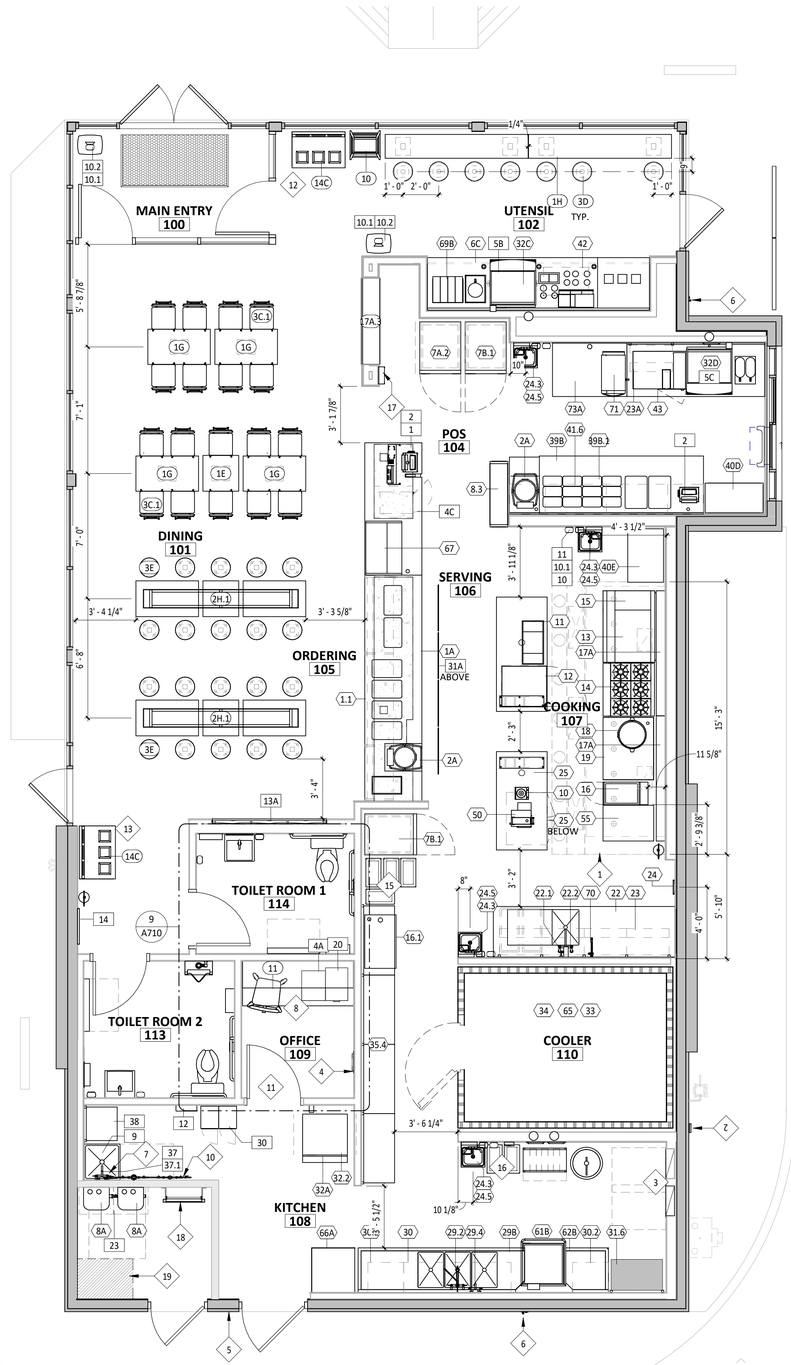
2 A130 DETAIL @ ACCESSIBLE TABLE

3/4" = 1'-0"



4 A130 FURNITURE, FIXTURE & EQUIPMENT PATIO PLAN

1/4" = 1'-0"



1 A130 FURNITURE, FIXTURE, & EQUIPMENT PLAN

1/4" = 1'-0"

Consultant:

WILKUS ARCHITECTS

15 Ninth Avenue North, Hopkins, MN 55343
Phone: 952.941.8660/ www.wilkusarch.com

Seal: FIRM REGISTRATION 000000000

REFERENCE ONLY
NOT FOR CONSTRUCTION

EXPIRES 00-00-0000

SIGNATURE

00 MONTH, YEAR

DATE

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TELEPHONE: (614) 318-2482
INTERNET: WWW.CHIPOTLE.COM

STORE NO.: 3673
"ARLINGTON HEIGHTS RELO"
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Issue Record:

Revisions:

Drawn: K. BLISS
Checked: K. MOAN

Project No.
2019-0552

Contents:
FF&E PLAN

A130

KITCHEN EQUIPMENT LIST

TAG	DESCRIPTION	MANUFACTURER	MODEL NO.	QTY	FURNISHED BY	INSTALLED BY	UTILITY				REMARKS
							ELEC	GAS	WATER	SEWER	
1.1	Sneeze Guard Serve Line 12 Pan (Right)	BSI	Custom-R	1	TMS	TMS/GC					
1A	M4.0 - Front Serve Line - 12 Pan - RTD - POS Right	Delfield	12 Pan Serve Line POS RTD_241x38.5in (Right)	1	KES	KES; GC	●			●	Installed On Concrete Curb
2A	Tortilla Warmer	Caliente Industries	A2	2	KES	KES	●				GC To Store In Walk-In Cooler Until Final Installation
6	Cup Dispenser	Dispense-Rite	CHIP-ECL-3B	1	KES	KES; GC					Installed At POS Counter
7A.2	Upright Beverage Cooler, Single Door, Hinge Right	Hoshizaki America, Inc.	R1A-FGCR	1	KES	KES	●				
7B.1	Upright Beverage Cooler, Single Door, Hinge Left	Hoshizaki America, Inc.	R1A-FSL	2	KES	KES	●				
8.3	M4.5 Chip Shelf	Trimark	Custom	1	KES	KES					
10	Blender	Vitamix	748	1	T	T	●				GC To Store In Walk-In Cooler Until Final Installation
11	Carving Station - 77x34in - Horizontal Well - Right	Delfield	77x34in Carving Station-RT	1	KES	KES	●				
12	Undercounter Refrigerator	Hoshizaki	CRMR27-LP	1	KES	KES	●				
13	Grill 48in - Natural Gas - Divider Left	Woodstone	WS-PL-48-36-4-CT-Left	1	KES	KES	●	●			
13.1	Woodstone Grease Splash Guard	Nationwide Fab; Marlo Mfg	CHP-GCG-GSG	1	KES	KES					Verify If Required
14	Range 6 Burner - Natural Gas	Garland	U36-6S	1	KES	KES		●			
15	Woodstone Grill Stand 48x31in - Divider Left	Woodstone	000-PL-STAND-CASTER	1	KES	KES					
16	Fryer - Gas - Standard Efficiency	Pitco	35CS	1	KES	KES	●	●			Mounted On Legs, G.C. To Pin Front Legs To Floor
16.1	Grease Caddy	American Welding	Chipotle Grease Caddy	1	KES	KES					
17A	Cook Line Stand Off - 84x6	Nationwide Fab; Marlo Mfg	CHP-7WS-6	2	KES	KES					Mount Top of Flat Surface at 33" AFF, Install Screws at Each Stud Location, Provide Blocking To Mount To Wall
18	Gas Rice Cooker	Rinnai	RER-55AS	1	KES	KES		●			Final Connection by GC. RE: Mechanical Drawings
19	Rice Cooker Stand - Left	Nationwide Fab; Marlo Mfg	CHP-RCS-42ES-34	1	KES	KES					
22	Prep Sink - Corner - Left	Trimark	S1-122x34-US-FF-L	1	KES	GC				●	
22.1	Prep Sink Faucet Big Flow Faucet	T&S	B-0293-01	1	KES	GC			●		
22.2	Prep Sink Vegetable Wash Faucet	T&S	B-0730	1	KES	GC			●		GC To Provide Connection For Chemical Dispensing Equipment
22.3	Prep Sink Drain Assembly	T&S	B-3950	1	KES	KES; GC				●	
23	4 Shelves - 120in Prep Sink	Amco	CHPPS120	1	KES	KES					Mount Bottom Of Standard At 50" AFF. Provide Plywood Blocking To Mount To Wall.
23A	2 Shelves - 30in	Amco	Custom	1	KES	KES					Mount Bottom Of Standard At 50" AFF. Provide Plywood Blocking To Mount To Wall.
24.3	Hand Sink Wall Mounted - Splash Both	Universal Stainless	EHS-1RL-NF	4	KES	GC				●	Provide Plywood Blocking To Mount To Wall
24.5	Kitchen Hand Sink Faucet Splash Mount	T&S	B-1146-04	4	KES	GC			●		
25	Rice Prep Table Island 66x34	Nationwide Fabrication; Marlo Mfg	Custom Table 66x34in	1	KES	KES					
26	Hot Holding Cabinet - Double Door (Rice)	Food Warming Equipment (FWE)	HLC-16-CHP	1	KES	KES	●				
29.2	Dish Sink Add-A-Faucet w/ Pre-Rinse	T&S	B-1033-12CRBJSK Substitute Sprayer B-0107-J-SWV	1	KES	GC			●		
29.3	Dish Sink Drain Assembly	T&S	B-3950	3	KES	KES; GC				●	
29.4	Dish Sink Chemical Faucet	T&S	B-2345-01-XX	1	KES	GC			●		GC To Provide Connection For Chemical Dispensing Equipment
29B	3 Comp Sink - 18x24in Bowls - 111 3/4in	Nationwide Fabrication; Marlo Mfg	S3-30x111.75x36.5-FF	1	KES	GC				●	
30	Shelving System - 3 Comp Sink	Amco	WST1879S	1	KES	KES					Mount bottom of Standard At 56"AFF. Provide Plywood Blocking
30.2	Shelving System - Dish Table	Amco	WST1879S	2	KES	KES					Mount bottom of Standard At 56"AFF. Provide Plywood Blocking. Mount Tight To Dish Machine
31.6	Drying Racks 21x36x85in - With Vented Aluminum Covers	Amco	Custom	1	KES	KES					Mount Bottom Of Standard At 12" AFF. Provide Plywood Blocking To Mount To Wall
32.1A	Ice Maker - Remote Condenser	Hoshizaki	URC-5F	1	KES	KES	●				Condensing Units To Be Secured To The Roof Per Code By GC
32.1B	Ice Maker - Remote Condenser	Hoshizaki	URC-9F	1	KES	KES	●				Condensing Units To Be Secured To The Roof Per Code By GC
32.2	Ice Maker - Storage Bin	Hoshizaki	B500SF	1	KES	KES				●	
32.3	Icemaker- Filter	Cuno	Bev 190	3	KES	KES			●		
32.4	Ice Maker - Scale Inhibitor	Cuno	CFS440-HT	3	KES	KES			●		
32.5	Ice Maker - Sanitizer	RGF	IMSB	3	TUV	GC	●				Refer To Installation Guide. When Installed At Utensil Counter, Mount Below Counter In Accessible Location. Refer To Plumbing Drawings.
32A	Ice Maker For B.O.H. Ice Bin (Shorter)	Hoshizaki	KML-700MRJ	1	KES	KES	●		●		Drain Ice Maker to Floor Sink, RE: Mech. Refrigeration By Tenant.
32C	Ice Maker Mounted On Soda Machine - Air Cooled	Hoshisaki	KMD-530MAJ	1	KES	KES	●		●	●	Drain Ice Maker to Floor Sink, RE: Mech. Refrigeration By Tenant.
32D	Ice Maker Mounted On Soda Machine - Remote Air Cooled	Hoshisaki	KMD-530MRJ	1	KES	KES	●		●	●	Drain Ice Maker to Floor Sink, RE: Mech. Refrigeration By Tenant.
33	Walk In Cooler 9x12x10ft 3in - Standard	Manitowoc	KAMC46-141-1EC-PCL-4	1	WCS	GC	●			●	Refer To Plumbing and Mechanical Drawings; Refrigeration By Tenant; Remote Exterior Compressor Unit To Be Secured To Roof Per Code By GC
34	Walk-In Cooler Shelving System - 9x12x10	Cambro (Camshelving)	CHP912ER	1	KES	KES					
35.4	Dry Storage Racks 21x192x85in	Amco	CHPDS485	1	KES	KES					Mount Bottom Of Standard At 12" AFF. Provide Plywood Blocking To Mount To Wall.
37	Mop Sink Faucet	T&S	B-0660-BSTR	1	KES	GC			●		
37.1	Mop Sink Chemical Faucet	T&S	B-2345-01-XX	1	KES	GC			●		GC To Provide Connection For Chemical Dispensing Equipment
38	6 Shelves - Chemical Storage Rack	Amco	CHPCS85	1	KES	KES					Mount Bottom Of Standard At 12" AFF. Provide Plywood Blocking To Mount To Wall.
39B	DML 2.0 130in – Right – W/POS & Cash Drawer	Franke/Delfield	DML 2.0_RT-130x39	1	KES	KES	●			●	
39B.1	DML 2.0 Wall Trim Package	Franke/Delfield	DML 2.0 Trim Kit	1	KES	KES					
40D	Holding Shelf	Trimark	TGS-39X20X80-B	1	KES	KES	●				
40E	M4.5 - Filler Stand At Range	Select Stainless	Custom	1	KES	KES					
41.5	DML 2.0 Shelving - 130in - Top Shelf	Franke/Delfield	CH000A32	1	KES	KES					Mount Bottom Of Shelf At 74 1/2" AFF. Provide Plywood Blocking To Mount To Wall.
41.6	DML 2.0 Shelving - 130in - Bottom Shelf	Franke/Delfield	CH000A34	1	KES	KES					Mount Bottom Of Lowest Portion Of Shelf At 54 1/2" AFF. Provide Plywood Blocking To Mount To Wall.
42	Shelving System Under Counter Beverage Station	ISS	WST1810CLR	1	KES	KES					Mounted on (4) casters, All casters to be swivel type, Front (2) casters to have brake, Located under utensil counter
43	Beverage Cooler Backbar 36in	Glasstender	LP36X-SS(X)	1	KES	KES	●				
50	Food Processor	Sammic	CA-31	1	KES	KES					
55	Filler Table - 24x34in	Trimark	TS-24x34x36-US-C	1	KES	KES					
56	Beverage Table - Fast Lane	Trimark	TS-36x92.5x36	1	KES	GC	●			●	
61B	Dish Machine (w/Pump)	Hobart	AM16SCB	1	KES	KES	●		●	●	
62B	Dish Table 30x30	Babington Technology	CDT-30X30X36.5-B-L	1	KES	GC					
65	Utility Cart (Not Shown)	Select Stainless	30SU-22-14-C4-TUBS-CUSTOM	1	KES	GC					Provided As Part Of The WIC Shelving
66A	Drop-Off Table - 29x30in	Trimark	TS-29x30x31-US-C	1	KES	KES					
67	Refrigerated Counter Case, Self-Serve	Structural Concepts	CO3324R-UC	1	KES	KES					
69B	M4.0 - Simplicity Bubbler Mini-Quad	Crathco	CS-4E-16	1	KES	GC	●			●	
70	Speed Fill Faucet	T&S	B-0432 MOD	1	KES	GC			●		
71	Quesadilla Press	Turbochef	Sota Touch	1	KES	KES	●				
73A	50" TurboChef Table	Trimark	50X36X36	1	KES	KES					

MISC. EQUIPMENT LIST

TAG	DESCRIPTION	QTY	FURNISHED BY	INSTALLED BY	UTILITY				REMARKS
					ELEC	GAS	WATER	SEWER	
1	Point of Sale Display	1	TMS	GC					Installed at POS Station
2	Point-Of-Sale System	2	T	TCC					Coordinate Requirements With Tenant and Elec. Drawings
4A	B-Rate (Standard Safe)	1	TS	GC					Install in Office, Bolt to Office Floor Slab
4C	Smart Safe	1	TSS	TSS	●				To Be Installed On Curb Under Serveline, Bolt to Curb Under Serveline POS
5B	Soda Dispenser - With Air-Cooled Ice Maker	1	SPS	SPS	●			●	Drain to Floor Sink, Tenant Millwork Supplier to Provide (2) Adjustable Legs to Support Dispenser From Under The Utensil Counter
5C	Soda Dispenser - With Remote Air-Cooled Ice Maker	1	SPS	SPS	●			●	Drain to Floor Sink, Tenant Millwork Supplier to Provide (2) Adjustable Legs to Support Dispenser From Under The Utensil Counter
6	Soda System Syrup Rack with Carbonator on Stainless Steel Shelf Wall Mounted at 89" AFF	1	SPS	SPS	●		●		
7A	Bulk CO2 Tank	1	CO2	CO2	●				Provide (1) 3/8inØ X 2in Embedment Hilti Kwik Bolt Tz Per Leg
8A	Gas Tankless Water Heater	2	GC	GC		●	●	●	Drain Water Heater To Floor Drain, RE: Mech.
9	Mop Sink, See Plumbing Drawings	1	GC	GC			●	●	See Plumbing Drawings
10	Touch-Free Soap Dispenser	4	WA	GC					
10.1	Hand Sanitizer Dispenser	6	WA	GC					
10.2	Hand Sanitizer Stand	2	WA	GC					
11	Paper Towel Dispenser, Bobrick B262	4	WA	GC					Provide Plywood Blocking to Mount to Wall
12	First Aid Kit	1	T	GC					Confirm Location With Chipotle CM Prior To Installation
13A	M4.0 Artwork Panels, 6 Panel System	1	TAS	GC					
14	License Frame	1	T	GC					Provide Plywood Backing In Wall At License Frame Location, Refer To Arch. Floor Plans And Elevations For License Frame Location.
16	Fire Extinguisher Package	1	GC	GC					Fire Extinguisher Package includes (2) Type 'ABC' and (1) Type 'K' Fire Extinguishers to be mounted in locations specified by the Fire Marshal. Provide plywood backing at specified locations.
16A	Fire Extinguisher Type ABC - B456	1	GC	GC					Mount in locations specified by the Fire Marshal. Provide plywood backing at specified locations.
16B	Fire Extinguisher Type K	1	GC	GC					Mount in locations specified by the Fire Marshal. Provide plywood backing at specified locations.
19	Hat & Coat Strips (Not Shown)	1	WA	GC					Provide Plywood Blocking to Mount to Wall
20	2-Drawer File Cabinet, By Tenant	1	T	T					By Tenant
23	Backflow Preventer	1					●	●	See MEP Sheets for Details
24	LaunchPort Wall Station	1	T	GC	●				Tablet By Tenant
28	Mop Strip (Not Shown)	1	T	GC					Provide Plywood Backing To Mount To Wall, 2 Hole At Mop Basin and 6 Hole In Kitchen
30	Lockers - 2 Wide x 5 High	1	KES	GC					
31A	21inx31in Menu System	1	TMB	GC					
32	CO2 Alarm	1	CO2AS	GC	●				Mount At 18" AFF, Refer to Electrical Drawings for Additional Details
33A	M4.0 - Pick-Up Sign - Single Faced - Flush Mounted - Face	1	TSV	GC					

FURNITURE LIST

TAG	DESCRIPTION	QTY	FURNISHED BY	INSTALLED BY	UTILITY				REMARKS
					ELEC	GAS	WATER	SEWER	
1E	M4.0 - Table 24x24in - Rectangular Base	1	TMS	GC					
1G	M4.0 - Table 24x42in, Rectangular Base (Centered)	4	TMS	GC					
1H	M4.0 - Community Table - Low - Window - Length Varies	2	TMS	GC					
2H.1	M4.0 - Bar Height Table 10-Top, With Footrest	2	TMS	GC					One Coat Hook Per Two Seats, Confirm Mounting Location With Shop Drawings
3C.1	M4.0 - Dining Room Chair	18	TMS	GC					
3D	M4.0 - Marshmallow Stool - Fixed	7	TMS	GC					Align Seat With Seam Perpendicular To Table Edge
3E	M4.0 - Bar Stool - Fixed	20	TMS	GC					Align Seat With Seam Perpendicular To Table Edge
6C	M4.0 - Beverage Counter - With Trash - 4" Splash - 149"	1	TMS	GC				●	Coordinate Floor Drain Installation with Utensil Counter Installation, Bins Provided by Tundra in Smallwares Package
10	Child's High Chair	1	T	GC					
11	Office Chair, By Tenant	1	T	T					By Tenant
12	Patio Chair - Bistro	20	KES	GC					Provided by EMU America, Contact: Carol Hughes (303-744-3200)
13A	24in Round Bistro Table	1	KES	GC					Provided By EMU America, Contact: Carol Hughes (303-744-3200)
13B	30in Square Bistro Table	4	KES	GC					Provided By EMU America, Contact: Carol Hughes (303-744-3200)
14A	3 Bin Trash/Recycling Surround - Exterior	1	TMS	GC					Bins Provided by Tundra in Smallwares Package
14C	M4.0 - 3 Bin Trash/Recycling Surround - Interior	2	TMS	GC					Bins Provided by Tundra in Smallwares Package
15	Patio Umbrella	2	KES	GC					
16	Accessible Patio Table	1	KES	GC					Provided By EMU America, Contact: Carol Hughes (303-744-3200)
17A.3	MOPUS Shelving - 58"	1	TMS	GC					GC To Provide Blocking In Walls At The Ends Of The MOPUS Shelf To Secure Shelves, Wood Edge Of The Shelves To Face The Dining Room

Consultant:

WILKUS ARCHITECTS

15 Ninth Avenue North, Hopkins, MN 55343
Phone: 952.941.6660/ www.wilkusarch.com

Seal: FIRM REGISTRATION 000000000

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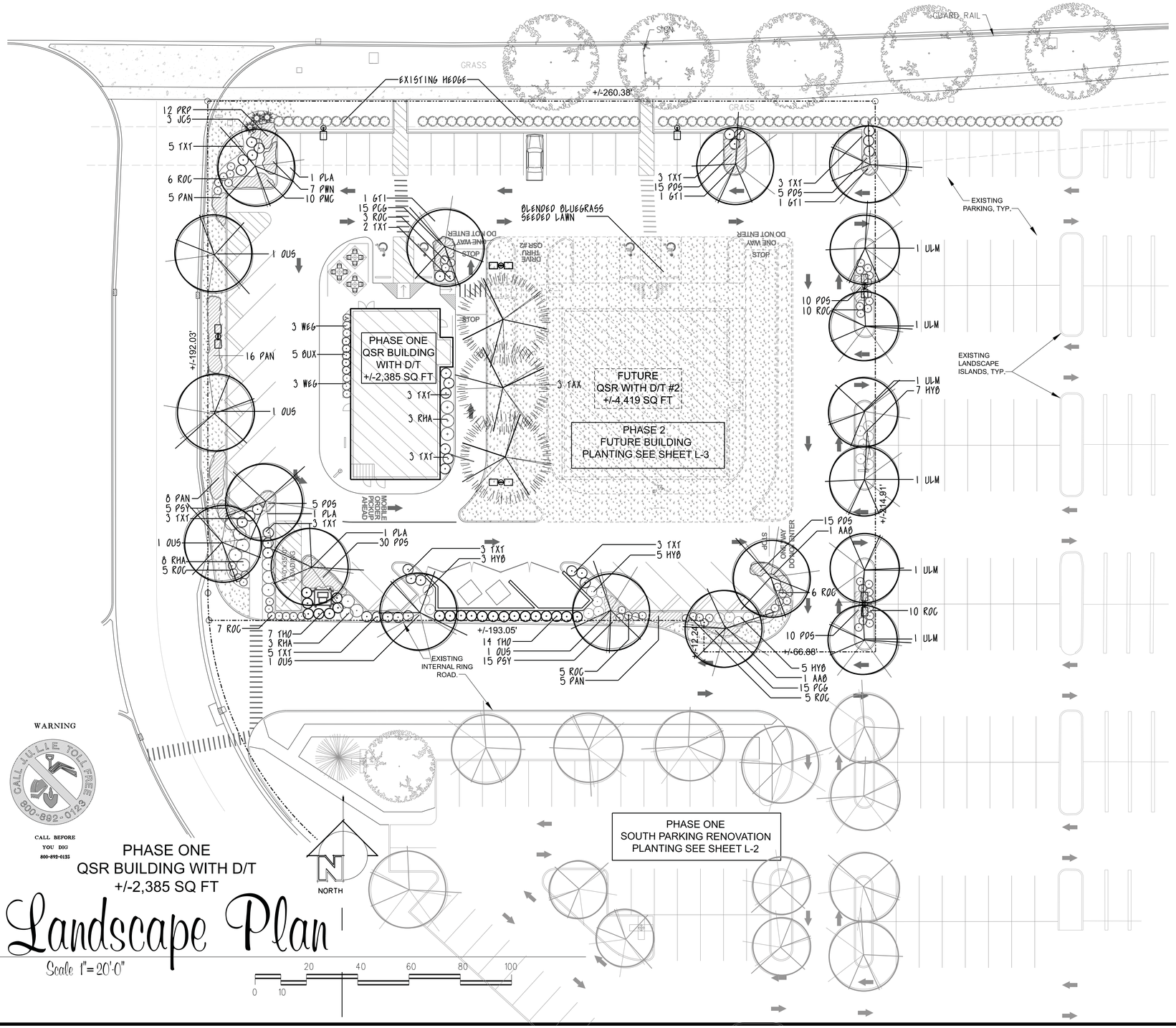
Revisions:

Drawn: DESIGNER
Checked: K. MOAN

Project No.: 2019-0552

Contents: FF&E SCHEDULES

A131



WARNING

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PHASE ONE
QSR BUILDING WITH D/T
+/-2,385 SQ FT

Landscape Plan

Scale 1"=20'-0"

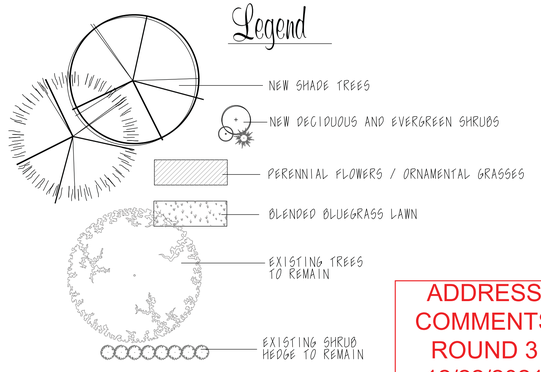
PLANT LIST

QTY	CODE	PLANT NAME		SIZE
3	GTI	GLEDITSIA TRIACANTHOS	SKYLINE HONEYLOCUST	4"CAL
2	AAØ	ACER FREEMANI	AUTUMN BLAZE MAPLE	4"CAL
5	QUS	QUERCUS BICOLOR	SWAMP WHITE OAK	4"CAL
3	TAX	TAXODIUM DISTICHUM	BALD CYPRESS	4"CAL
3	PLA	PLATANUS ACERIFOLIA	MORTON LONDON PLANETREE	4"CAL
6	ULM	ULMUS SPECIES	FRONTIER HYBRID ELM	4"CAL
32	TXT	TAXUS TAUTONI	TAUTON YEW	24"
3	JCS	JUNIPERUS CHINENSIS	SARGENT JUNIPER	18-24"
14	THO	THUJA OCCIDENTALIS	EMERALD GREEN ARBORVITAE	4' HT
5	BUX	BUXUS SPECIES	CHICAGOLAND GROWS BOXWOOD	18"
45	ROC	ROSA SPECIES	CORAL CARPET ROSE	18"
8	RHA	RHUS COPPELIANA	PRAIRIE FLAME SUMAC	3' HT"
5	HYD	HYDRANGEA MACROPHYLLA	BLOOMSTRUCK HYDRANGEA	30"
6	WEG	WIEGELA SPECIES	DARK HORSE WIEGELA	18"
10	PMG	GOREOPSIS VERTICILLATA	ZAGREB GOREOPSIS	1 GAL
25	PSY	HEMEROCALLIS SPECIES	GOING BANANAS DAYLILY	1 GAL
25	PRP	HEUCHERA MICRANTHA	GEORGIA PEACH CORALBELL	1 GAL
7	PWN	NEPETA RACEMOSA	WALKERS LOW CATMINT	1 GAL
30	PCG	GERANIUM SPECIES	MAX FREI GERANIUM	1 GAL
115	PDS	SPOROBOLUS SPECIES	PRAIRIE DROPSEED	1 GAL
24	PAN	PANICUM SPECIES	SWITCH GRASS	1 GAL

NOTE:

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10. SEE SHEETS L-4, L-5, L-6 FOR ADDITIONAL SPECIFICATIONS AND PLANTING DETAILS.

Legend



ADDRESS COMMENTS ROUND 3 12/22/2021

Landscape Plans Prepared By:
Paul A. Couture 8/9/21
Paul A. Couture, P.L.A. ASLA
I.L. License Number 157-00328

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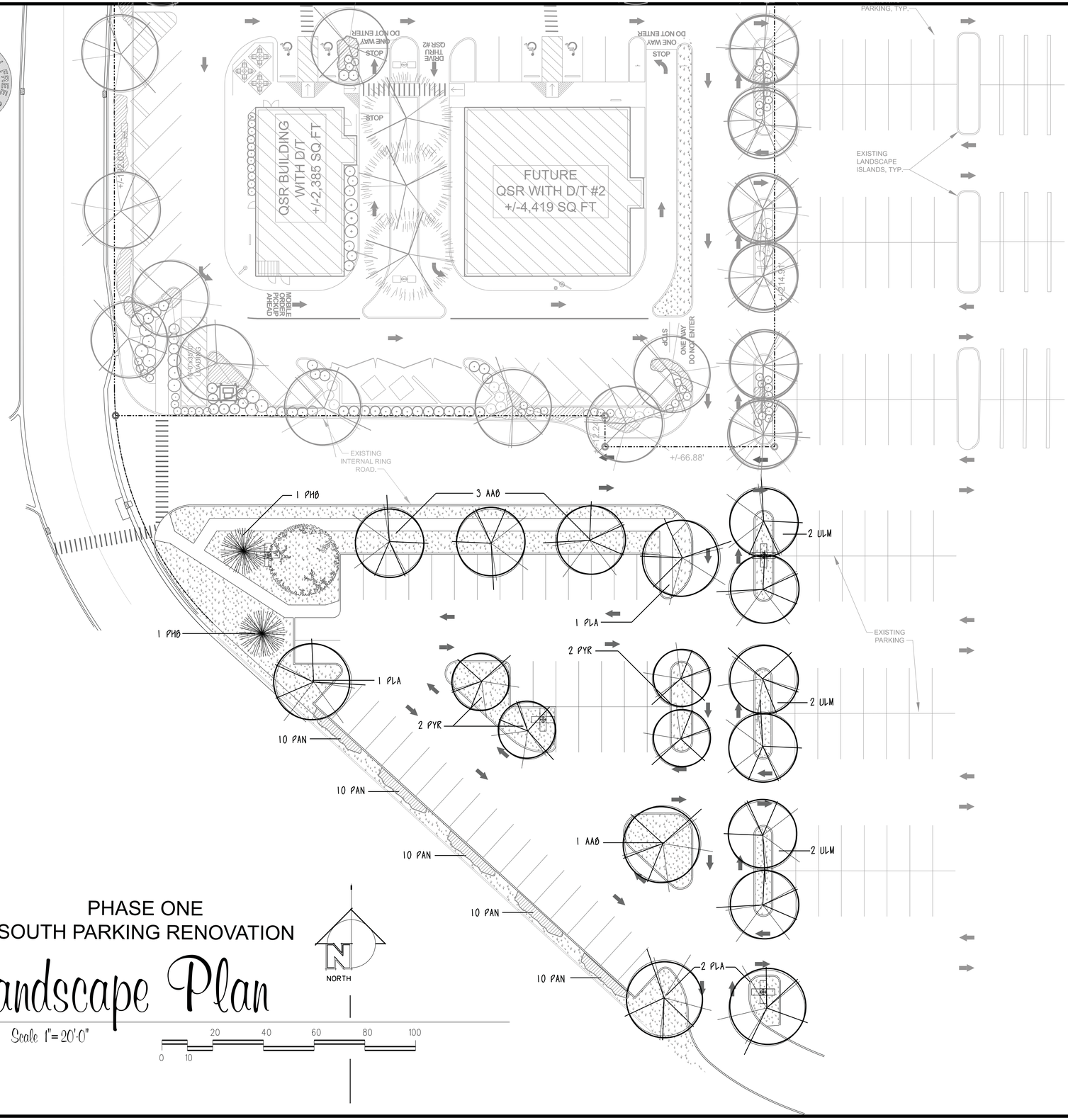
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10-10-21
12-02-21

DATE 07-21-21
SCALE AS SHOWN
DRAWN PAC
SHEET L-1
OF SIX

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PHASE ONE
SOUTH PARKING RENOVATION

Landscape Plan

Scale 1"=20'-0"

NORTH

0 10 20 40 60 80 100

PLANT LIST

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4	PLA	PLATANUS ACERIFOLIA	MORTON LONDON PLANETREE	4" CAL
4	PYR	PYRUS CALLERYANA	CHANTICLEER PEAR	4" CAL
2	PBH	PICEA DENSATA	BLACK HILL SPRUCE	6' HT
50	PAN	PANICUM SPECIES	SWITCHGRASS	1 GAL

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Legend

NEW SHADE & EVERGREEN TREES

EXISTING TREES TO REMAIN

BLENDED BLUEGRASS LAWN

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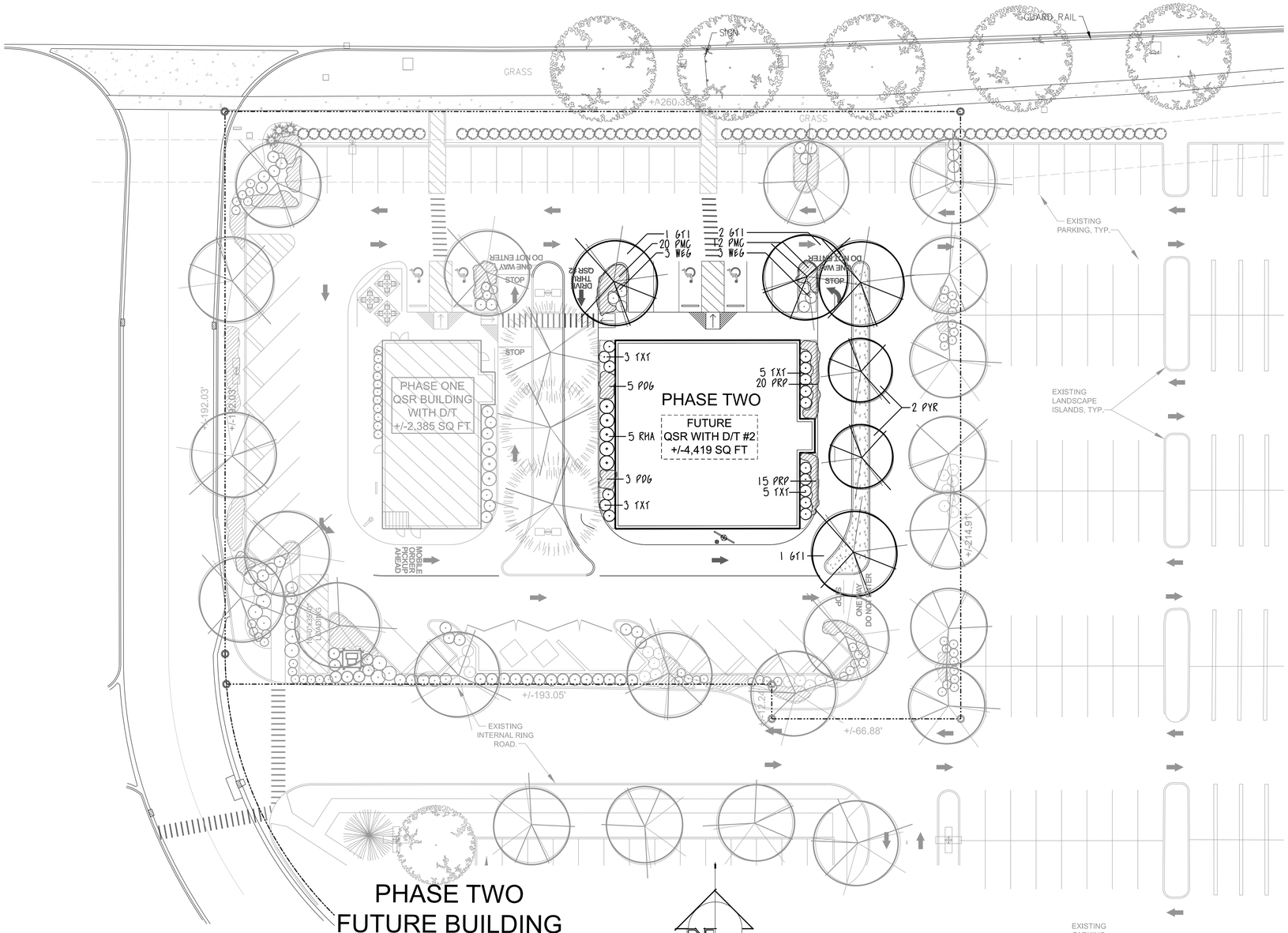
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E-mail: couturelandscape@comcast.net
www.CoutureLandscape.com

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DATE 07-21-21
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OF SIX

PALATINE ROAD



PHASE TWO
FUTURE BUILDING

Landscape Plan

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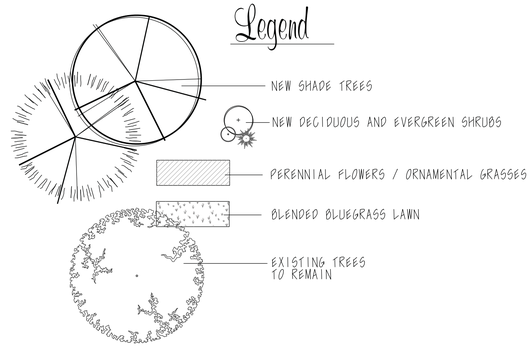
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2	CRP	CARPINUS BETULUS	COLUMNAR HORNBEAM	2.5"CAL
16	TXT	TAXUS TAUTONI	TAUTON YEW	24"
6	WEG	WEIGELA SPECIES	DARK HORSE WEIGELA	18"
9	RHA	RHUS COPPELIANA	PRAIRIE FLAME SUMAC	3' HT*
32	PMG	COREOPSIS VERTICILLATA	ZAGREB COREOPSIS	1 GAL
8	PDG	PENNISETUM HAMLIN	DWARF FOUNTAIN GRASS	1 GAL

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Legend



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Landscape Plans Prepared By:
Paul A. Couture 8/9/21
Paul A. Couture, P.L.A., A.S.L.A.
P.L. License Number 157-00328

PAUL A. COUTURE
157-000326
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STATE OF ILLINOIS
PROFESSIONAL
LANDSCAPE
ARCHITECT
2021

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REVISIONS
08-09-21
10-10-21
12-02-21

DATE 07-21-21

SCALE AS SHOWN

DRAWN PAC

SHEET L-3

OF SIX

LANDSCAPE SPECIFICATIONS

SECTION 0001

LANDSCAPE WORK

PART 1 GENERAL

1.01 DESCRIPTION

THESE GENERAL REQUIREMENTS APPLY TO ALL LANDSCAPE OPERATIONS. REFER TO SPECIFICATION SECTIONS FOR SPECIFIC GENERAL, PRODUCT, AND EXECUTION REQUIREMENTS.

1.02 QUALITY ASSURANCE

A. COMPLY WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REQUIREMENTS REGARDING MATERIALS, METHODS OF WORK, AND DISPOSAL OF EXCESS AND WASTE MATERIALS.
B. OBTAIN AND PAY FOR ALL REQUIRED INSPECTIONS, PERMITS, AND FEES. PROVIDE NOTICES REQUIRED BY GOVERNMENTAL AUTHORITIES.
C. OWNER SHALL APPOINT A QUALIFIED REPRESENTATIVE TO OVERSEE THE WORK AND ASSURE ITS ADHERENCE TO THE PLANS AND THESE SPECIFICATIONS. HENCEFORTH, THIS PERSON SHALL BE DESIGNATED AS OWNERS REPRESENTATIVE.
D. CONTRACTOR TO HAVE AN EXPERIENCED ENGLISH SPEAKING SUPERVISOR / FOREMAN ONSITE AT ALL TIMES THAT CAN ADEQUATELY COMMUNICATE WITH OWNERS REPRESENTATIVE WHEN NECESSARY, AND HAVE EXPERIENCED INSTALLERS WHO HAVE COMPLETED LANDSCAPING WORK SIMILAR IN MATERIAL, DESIGN, AND EXTENT AS TO THAT INDICATED FOR THIS PROJECT WITH A RECORD OF SUCCESSFUL LANDSCAPE ESTABLISHMENT.
E. CONTRACTORS WORKFORCE SHALL BE KNOWLEDGEABLE AND OR MAKE THEMSELVES KNOWLEDGEABLE OF ALL SAFETY REGULATIONS AND REQUIREMENTS PERTAINING TO THIS PROJECT INCLUDING WEARING ALL PROTECTIVE GEAR NEEDED TO COMPLY WITH THESE REQUIREMENTS. WORKMAN NOT IN COMPLIANCE CAN AND WILL BE DENIED ACCESS TO THE JOBSITE BY THE GENERAL CONTRACTOR . A SAFETY CLASS FOR WORKERS MAY BE REQUIRED BY THE GENERAL CONTRACTOR.

1.03 PROJECT CONDITIONS

A. LOCATE AND IDENTIFY EXISTING UNDERGROUND AND OVERHEAD SERVICES AND UTILITIES WITHIN CONTRACT LIMIT WORK AREAS. CONTACT UTILITY LOCATE AT 811. PROVIDE ADEQUATE MEANS OF PROTECTION OF UTILITIES AND SERVICES DESIGNATED TO REMAIN. REPAIR UTILITIES DAMAGED DURING SITE WORK OPERATIONS AT CONTRACTORS EXPENSE.
B. WHEN UNCHARTED OR INCORRECTLY CHARTED UNDERGROUND PIPING OR OTHER UTILITIES AND SERVICES ARE ENCOUNTERED DURING SITE WORK OPERATIONS, NOTIFY THE APPLICABLE UTILITY COMPANY IMMEDIATELY TO OBTAIN PROCEDURE DIRECTIONS. COOPERATE WITH THE APPLICABLE UTILITY COMPANY IN MAINTAINING ACTIVE SERVICES IN OPERATION.
C. LOCATE, PROTECT, AND MAINTAIN BENCHMARKS, MONUMENTS, CONTROL POINTS AND PROJECT ENGINEERING REFERENCE POINTS. RE-ESTABLISH DISTURBED OR DESTROYED ITEMS AT CONTRACTORS EXPENSE.
D. OBTAIN GOVERNING AUTHORITIES WRITTEN PERMISSION WHEN REQUIRED TO CLOSE OR OBSTRUCT STREET, WALKS AND ADJACENT FACILITIES. PROVIDE ALTERNATE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFIC WAYS WHEN REQUIRED BY GOVERNING AUTHORITIES.
E. CONTROL DUST CAUSED BY THE WORK. DAMPEN SURFACES AS REQUIRED. COMPLY WITH POLLUTION CONTROL REGULATIONS OF GOVERNING AUTHORITIES. .
F. PROTECT EXISTING BUILDINGS, PAVING, AND OTHER SERVICES OR FACILITIES ON SITE AND ADJACENT TO THE SITE FROM DAMAGE CAUSED BY WORK OPERATIONS. COST OF REPAIR AND RESTORATION OF DAMAGED ITEMS AT CONTRACTORS EXPENSE.
G. PROTECT AND MAINTAIN STREETLIGHTS, UTILITY POLES AND SERVICES, TRAFFIC SIGNAL CONTROL BOXES, CURB BOXES, VALVES AND OTHER SERVICES, EXCEPT ITEMS DESIGNATED FOR REMOVAL. REMOVE OR COORDINATE THE REMOVAL OF TRAFFIC SIGNS, PARKING METERS AND POSTAL MAILBOXES WITH THE APPLICABLE GOVERNMENTAL AGENCY.
H. AT THE CONCLUSION OF EACH WORK DAY, THE CONTRACTOR IS RESPONSIBLE FOR LEAVING THE SITE IN A CLEAN AND SAFE CONDITION.

PART 2 PRODUCTS

2.01 MATERIALS AND EQUIPMENT

A. MATERIALS AND EQUIPMENT: AS SELECTED BY CONTRACTOR, EXCEPT AS INDICATED.
B. EQUIPMENT: IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
C. MATERIALS: IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION

PART 3 EXECUTION

3.01 PREPARATION

A. EXAMINE THE AREAS AND CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED. DO NOT PROCEED WITH THE WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.
B. CONSULT THE AVAILABLE RECORDS AND DRAWINGS OF ADJACENT WORK AND OF EXISTING SERVICES AND UTILITIES WHICH MAY AFFECT WORK OPERATIONS, AS PROVIDED BY OWNER.

END OF SECTION 0001

SECTION 0002

TREE AND SHRUB PLANTING

PART 1 GENERAL

1.01 DESCRIPTION

A. PROVIDE TREES AND SHRUBS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:
   1. SOIL PREPARATION.
   2. TREES, SHRUBS.
   3. PLANTING MIXES.
   4. MULCH AND PLANTING ACCESSORIES.
   5. EXISTING PLANT RELOCATION.
B. RELATED WORK:
   1. SECTION 00000: EARTHWORK.
   2. SECTION 00004: SEEDING.
   3. SECTION 00005: SODDING.
   4. SECTION 00003: PERENNIAL , ORNAMENTAL GRASS, GROUNDCOVER PLANTING.

1.02 QUALITY ASSURANCE

A. COMPLY WITH SECTION 00001 REQUIREMENTS.
B. COMPLY WITH SECTION 00003 REQUIREMENTS WHEN APPLICABLE .
C. PROVIDE STOCK TRUE TO BOTANICAL NAME. DO NOT SUBSTITUTE WITHOUT PERMISSION OF OWNER OR OWNERS REPRESENTATIVE. NONCONFORMING PLANTS WILL BE REJECTED AT CONTRACTORS EXPENSE.
D. COMPLY WITH SIZING AND GRADING STANDARDS OF THE LATEST EDITION OF 'AMERICAN STANDARD FOR NURSERY STOCK'. A PLANT SHALL BE DIMENSIONED AS IT STANDS IN ITS NATURAL POSITION. NONCONFORMING PLANTS WILL BE REJECTED AT CONTRACTORS EXPENSE.
E. ALL PLANTS SHALL BE LOCALLY GROWN UNDER CLIMATIC AND SOIL CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
F. STOCK FURNISHED SHALL BE AT LEAST THE MINIMUM SIZE INDICATED. LARGER STOCK IS ACCEPTABLE WITHIN REASON, AT NO ADDITIONAL COST TO OWNER. ROOT SYSTEMS MUST MEET ANLA STANDARDS AS SPECIFIED. PLANTS SHOULD NOT BE ALTERED BY PRUNING OR OTHER MEANS TO MEET SPECIFICATIONS.
G. PROVIDE 'SPECIMEN' PLANTS WITH A SPECIAL HEIGHT, SHAPE OR CHARACTER OF GROWTH. SPECIMEN TREES OR SHRUBS MAY BE TAGGED AT THE SOURCE OF SUPPLY. THE OWNER'S REPRESENTATIVE MAY CHOOSE TO INSPECT SPECIMEN SELECTIONS AT THE SOURCE OF SUPPLY FOR SUITABILITY AND ADAPTABILITY TO SELECTED LOCATION. WHEN SPECIMEN PLANTS CANNOT BE PURCHASED LOCALLY, PROVIDE SUFFICIENT PHOTOGRAPHS OF THE PROPOSED SPECIMEN PLANTS FOR APPROVAL IF SO REQUESTED. NO 'FARK GRADE' MATERIAL WILL BE ACCEPTED.
H. PLANTS MAY BE INSPECTED AND APPROVED AT THE PLACE OF GROWTH, FOR COMPLIANCE WITH SPECIFICATION REQUIREMENTS FOR QUALITY, SIZE AND VARIETY.

CONTINUE SECTION 0002 TREE AND SHRUB PLANTING

1.03 SUBMITTALS

A. SUBMIT THE FOLLOWING MATERIAL SAMPLES, IF REQUESTED:
   1. MULCH -BULK OR BAGGED.
   2. DECORATIVE STONE OR GRAVEL -BAG OR BULK
B. SUBMIT THE FOLLOWING MATERIALS CERTIFICATION, IF REQUESTED:
   1. TOPSOIL SOURCE AND PH VALUE.
   2. PEAT MOSS, COMPOST, OR OTHER ORGANIC SOIL AMENDMENTS
   3. PLANT FERTILIZER.

1.04 DELIVERY, STORAGE, AND HANDLING

A. DELIVER FERTILIZER MATERIALS IN ORIGINAL, UNOPENED AND UNDAMAGED CONTAINERS SHOWING WEIGHT, ANALYSIS, AND NAME OF MANUFACTURER. STORE IN MANNER TO PREVENT WETTING AND DETERIORATION.
B. TAKE ALL PRECAUTIONS CUSTOMARY IN GOOD NURSERY PRACTICE TO PREPARE PLANTS FOR TRANSPORT. WORKMANSHIP, WHICH FAILS TO MEET THE HIGHEST STANDARDS, WILL BE REJECTED. SPRAY DECIDUOUS PLANTS IN FOLIAGE WITH AN APPROVED ANTI- DESICCANT IMMEDIATELY BEFORE DIGGING TO PREVENT DEHYDRATION WHEN IN LEAF. DIG, PACK, TRANSPORT, AND HANDLE PLANTS WITH CARE TO ENSURE PROTECTION AGAINST INJURY.
C. COVER PLANTS TRANSPORTED ON OPEN VEHICLES WITH A PROTECTIVE COVERING TO PREVENT WINDBURN.
D. MOISTEN ALL BURLAP ROOT BALL BEFORE TRANSPORTING. PREVENT SURFACE FROM DRYING DURING TRANSPORTING

1.05 PROJECT CONDITIONS

A. WORK NOTIFICATION: NOTIFY OWNERS REPRESENTATIVE AT LEAST TWO (2) WORKING DAYS PRIOR TO INSTALLATION OF PLANT MATERIAL.
B. PROTECT EXISTING UTILITIES, PAVING, AND OTHER FACILITIES FROM DAMAGE CAUSED BY LANDSCAPING OPERATIONS. CALL 811 TO MARK UNDERGROUND UTILITIES A MINIMUM OF 48 HOURS BEFORE DIGGING.
C. A COMPLETE LIST OF PLANTS, INCLUDING A SCHEDULE OF SIZES, QUANTITIES, AND OTHER REQUIREMENTS IS SHOWN ON THE DRAWINGS. IN THE EVENT THAT QUANTITY DISCREPANCIES OR MATERIAL OMISSIONS OCCUR IN THE PLANT MATERIALS LIST, THE PLANTING PLANS SHALL GOVERN. PAYMENT SHALL BE BASED ON ACTUAL INSTALLED PLANT COUNT.

1.06 WARRANTY

A. WARRANT PLANT MATERIAL TO REMAIN ALIVE AND BE IN A HEALTHY, VIGOROUS CONDITION FOR A PERIOD OF ONE (1) YEAR AFTER ACCEPTANCE, PROVIDED PLANTS ARE GIVEN PROPER CARE BY OWNER DURING THIS PERIOD.
   1. CONTRACTOR TO CALL FOR FINAL INSPECTION OF PLANTS.
   2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSPECT THE WATERING, CULTIVATION AND OTHER MAINTENANCE OPERATIONS PERFORMED BY THE OWNER DURING THE WARRANTY PERIOD.
   3. ANY METHODS OR PRACTICES, WHICH THE CONTRACTOR CONSIDERS UNSATISFACTORY AND NOT IN ACCORD WITH STANDARD HORTICULTURAL PRACTICES SHALL BE REPORTED TO THE OWNER IN WRITING.
B. REMOVE AND IMMEDIATELY REPLACE ALL PLANTS, AS DETERMINED BY THE OWNERS REPRESENTATIVE, TO BE UNSATISFACTORY DURING THE INITIAL PLANTING INSTALLATION.
C. REPLACE ONCE, IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS, ALL PLANTS THAT ARE DEAD OR, AS DETERMINED BY OWNER'S REPRESENTATIVE, ARE IN A SEVERELY UNHEALTHY CONDITION WITHIN WARRANTY PERIOD. REPLACEMENTS TO BE INSTALLED AT NEXT BEST PLANTING SEASON.
D. WARRANTY SHALL NOT INCLUDE DAMAGE OR LOSS OF TREES, PLANTS, OR GROUND COVERS CAUSED BY FIRES, FLOODS, DROUGHT, FREEZING RAINS, LIGHTNING STORMS, OR WINDS OVER 75 MILES PER HOUR, WINTER KILL CAUSED BY EXTREME COLD AND SEVERE WINTER CONDITIONS NOT TYPICAL OF PLANTING AREAS; ACTS OF VANDALISM, ANIMAL DESTRUCTION OR NEGLIGENCE ON THE PART OF THE OWNER. ANY REPLACEMENT ATTRIBUTED TO THESE CAUSES MUST BE IN ADDITION TO THE CONTRACT AMOUNT.

PART 2 PRODUCTS

2.01 MATERIALS

A. PLANTS: PROVIDE PLANTS TYPICAL OF THEIR SPECIES OR VARIETY; WITH NORMALLY DEVELOPED BRANCHES AND VIGOROUS ROOT SYSTEMS. PROVIDE ONLY SOUND, HEALTHY, VIGOROUS PLANTS FREE FROM DEFECTS, DISFIGURING KNOTS, SUNSCALD INJURIES, FROST CRACKS, ABRASIONS OF THE BARK, PLANT DISEASES, INSECT EGGS, BORERS, AND ALL FORMS OF INFESTATION.
   1. DIG BALLED AND BURLAPPED PLANTS WITH FIRM, NATURAL BALLS OF EARTH OF SUFFICIENT DIAMETER AND DEPTH AS NECESSARY FOR FULL RECOVERY OF THE PLANT. PROVIDE BALL SIZES COMPLYING WITH THE LATEST EDITION OF THE 'AMERICAN STANDARD FOR NURSERY STOCK'. CRACKED OR MUSHROOMED BALLS ARE NOT ACCEPTABLE.
   2. CONTAINER-GROWN STOCK SHALL HAVE GROWN IN A CONTAINER FOR SUFFICIENT LENGTH OF TIME FOR THE ROOT SYSTEM TO HAVE DEVELOPED TO HOLD ITS SOIL TOGETHER, FIRM AND WHOLE.
   A. NO PLANTS SHALL BE LOOSE IN THE CONTAINER.
   B. CONTAINER STOCK SHALL NOT BE POT BOUND.
   3. IF THE USE OF LARGER THAN SPECIFIED PLANTS IS ACCEPTABLE, INCREASE THE SPREAD OF ROOTS OR ROOT BALL IN PROPORTION TO THE SIZE OF THE PLANT.
   4. THE HEIGHT OF THE TREES, MEASURED FROM THE CROWN OF THE ROOTS TO THE TOP OF THE TOP BRANCH, SHALL NOT LESS THAN THE MINIMUM SIZE AND VARIETY DESIGNATED IN THE PLANT LIST AND ACCORDING TO THE ANLA STANDARDS FOR NURSERY STOCK.
   5. SHRUBS AND SMALL PLANTS SHALL MEET THE REQUIREMENTS FOR SPREAD AND/OR HEIGHT INDICATED IN THE PLANT LIST AND BE IN ACCORDANCE WITH ANLA STANDARDS.

2.02 ACCESSORIES

A. TOPSOIL FOR PLANTING BEDS: FERTILE, FRIABLE, NATURAL TOPSOIL WITHOUT ADMIXTURE OF SUBSOIL MATERIAL, OBTAINED FROM A WELL-DRAINED ARABLE SITE, REASONABLY FREE FROM CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIALS, WITH ACIDITY RANGE OF BETWEEN PH 5.5 TO 6.0 AND BE TYPICAL OF THE AREA.
   1. IDENTIFY SOURCE LOCATION OF TOPSOIL PROPOSED FOR USE ON THE PROJECT.
   2. PROVIDE TOPSOIL FREE OF SUBSTANCES HARMFUL TO THE PLANTS WHICH WILL BE GROWN IN THE SOIL.
B. PEAT MOSS: BROWN TO BLACK IN COLOR, WEED AND SEED FREE GRANULATED RAW PEAT OR BALED PEAT, CONTAINING NOT MORE THAN 9% MINERAL ON A DRY BASIS.
C. ORGANIC MATTER: ORGANIC MATTER CAN BE FROM PEAT MOSS, COMPOST, OR LOCALLY AVAILABLE ORGANIC WASTE. ORGANIC MATTER SHOULD BE WELL COMPOSTED, FREE FROM DEBRIS, WEED SEEDS, AND INSECTS OR DISEASES WHICH MAY BE HARMFUL TO THE INTENDED PLANTING.
D. MULCH: DARK PREMIUM GRADE , DOUBLE PROCESSED SHREDDED HARDWOOD UNLESS OTHERWISE APPROVED BY OWNERS REPRESENTATIVE.
E. FERTILIZER:
   1. PLANT FERTILIZER: COMMERCIAL TYPE APPROVED BY THE OWNERS REPRESENTATIVE, CONTAINING 10% NITROGEN, 10% PHOSPHORIC ACID AND 10% POTASH BY WEIGHT OR EQUIVALENT IN A SLOW RELEASED GRANULAR FORM.
F. PRE EMERGENT HERBICIDE: TREFLAN, RONSTAR-G OR APPROVED EQUIVALENT APPLIED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS TO ALL PLANT BED AREAS UNLESS OTHERWISE INDICATED.
G. ANTI-DESICCANT: PROTECTIVE FILM EMULSION PROVIDING A PROTECTIVE FILM OVER PLANT SURFACES; PERMEABLE TO PERMIT TRANSPIRATION. MIXED AND APPLIED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
H. WATER: HOSES OR OTHER METHODS OF TRANSPORTATION TO BE FURNISHED BY CONTRACTOR. WATER TO BE PROVIDED BY THE OWNER AT THE SITE.
I. STAKES FOR STAKING: HARDWOOD, 2" X 2" - 6.0' LONG 2X4 PINE IS PERMISSIBLE.
J. STAKES FOR GUYING: HARDWOOD, 2" X 2" X 24" LONG OR 'DUCKBILL' OR 'SPEED STAKE' EARTH ANCHORS.
K. GUYING/STAKING WIRE: 12- OR 14-GAUGE GALVANIZED WIRE.
   1. TURNBUCKLES: GALVANIZED STEEL OF SIZE AND GAUGE REQUIRED TO PROVIDE TENSILE STRENGTH EQUAL TO THAT OF THE WIRE. TURNBUCKLE OPENINGS SHALL BE AT LEAST 3".
L. STAKING AND GUYING HOSE: TWO-PLY, REINFORCED GARDEN HOSE NOT LESS THAN 1/2" INSIDE DIAMETER. SHALL BE UNIFORM IN COLOR.
M. PLASTIC GUY MATERIAL NO LESS THAN 1/4". SHALL BE UNIFORM IN COLOR AND LEVEL AS APPLIED.
N. TWINE: TWO-PLY JUTE MATERIAL.
O. WEED CONTROL BARRIER: 'IF INDICATED' ROT RESISTANT POLYPROPYLENE FABRIC OR EQUIVALENT, WATER AND AIR PERMEABLE.

PART 3 EXECUTION

3.01 INSPECTION

A. EXAMINE PROPOSED PLANTING AREAS AND CONDITIONS BEFORE INSTALLATION. DO NOT START PLANTING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

3.02 PREPARATION

A. COORDINATION AND SCHEDULING - TIME OF PLANTING
   COORDINATE INSTALLATION OF PLANTING MATERIALS DURING NORMAL PLANTING SEASONS FOR EACH TYPE OF PLANT MATERIAL REQUIRED. NORMAL SEASONS FOR THE INSTALLATION OF PLANT MATERIAL SHALL BE AS FOLLOWS:
   1. SPRING PLANTING: PERFORM FROM TIME SOIL BECOMES WORKABLE TO JUNE 15. INSTALL EVERGREEN TREES PRIOR TO NEW GROWTH BEGINNING IN THE SPRING.
   2. FALL PLANTING: PERFORM FROM SEPTEMBER 1 TO NOVEMBER 15. PERENNIALS AND GROUND COVERS SHALL BE COMPLETED BY OCTOBER 15.
   3. SUMMER PLANTING: PLANTING PERFORMED BETWEEN JUNE 15 AND AUGUST 31, SHALL BE CONSIDERED UNSEASONABLE AND WILL REQUIRE OWNER'S APPROVAL.
B. PLANTING SHALL BE PERFORMED ONLY BY EXPERIENCED WORKMEN FAMILIAR WITH PLANTING PROCEDURES UNDER THE SUPERVISION OF A QUALIFIED SUPERVISOR.
C. LOCATE PLANTS AS INDICATED ON DRAWINGS. IF OBSTRUCTIONS ARE ENCOUNTERED THAT ARE NOT SHOWN ON THE DRAWINGS, DO NOT PROCEED WITH PLANTING OPERATIONS UNTIL OWNER'S REPRESENTATIVE HAS SELECTED ALTERNATE PLANT LOCATIONS.
D. EXCAVATE CIRCULAR PLANT PITS WITH VERTICAL SIDES, EXCEPT FOR PLANTS SPECIFICALLY INDICATED TO BE PLANTED IN BEDS. PROVIDE SHRUB PITS AT LEAST TWICE AS WIDE AS THE ROOT SYSTEM AND 24" GREATER FOR TREES. DEPTH OF PIT SHALL BE NO GREATER THAN THE ROOT BALL DEPTH. SCARIFY BOTTOM OF THE PIT. REMOVE EXCESS EXCAVATED MATERIALS FROM THE SITE.
E. PLANTING MIXTURE FOR USE AROUND THE BALLS AND ROOTS OF TREES AND SHRUBS SHALL CONSIST OF FIVE (5) PARTS EXISTING SOIL TO ONE (1) PART PEAT MOSS AND LB. PLANT FERTILIZER FOR EACH CUBIC YARD OF MIXTURE OR EQUIVALENT. BAGGED BARK PROFESSIONAL MIXES ARE AN EQUIVALENT SUBSTITUTE FOR PEAT MOSS.

3.03 INSTALLATION

A. SET PLANT MATERIAL IN THE PLANTING PIT TO PROPER GRADE AND ALIGNMENT. SET PLANTS UPRIGHT, PLUM AND FACED TO GIVE THE BEST APPEARANCE OR RELATIONSHIP TO EACH OTHER OR ADJACENT STRUCTURES. SET PLANT MATERIAL NO LOWER THAN THE FINISH GRADE OR 2"-3" ABOVE FINISHED GRADE. NO FILLING WILL BE PERMITTED AROUND TRUNKS OR STEMS. BACK FILL THE PIT WITH EXISTING SOIL OR APPROVED TOP SOIL OR MIX. FORM A RING OF SOIL AROUND THE EDGE OF EACH PLANTING PIT TO RETAIN WATER.
B. AFTER PLANTS ARE SET, MUDDLE PLANTING SOIL MIXTURE AROUND BASES OF BALLS AND FILL ALL VOIDS.
   1. REMOVE ALL SYNTHETIC BURLAP AND ROPES, AND WIRES FROM THE COLLAR OF BALLS.
C. SPACE PLANTS IN ACCORDANCE WITH SCALED DRAWINGS.
D. WATERING: WATER PLANTING THOROUGHLY TO FILL SOILS AGAINST ROOT BALL AND SETTLE AIR POCKETS. ADDITIONAL SOIL MAY BE NEEDED, WATER AGAIN TO ENSURE COMPLETE COMPACTION.
E. MULCHING: TREES AND SHRUBS SHALL HAVE MULCH APPLIED IMMEDIATELY AFTER PLANTING. AFTER WATERING, RAKE MULCH TO PROVIDE A UNIFORM FINISHED SURFACE.
   1. MULCH TREES AND SHRUBS WITH REQUIRED MULCHING MATERIAL 3-4"
   2. MULCH PERENNIAL BEDS 2- 3" DEEP
   3. MULCH GROUND COVER BEDS TO A DEPTH OF 1-2" (NO MORE THAN 2") BEFORE INSTALLING GROUNDCOVER PLANTS. BRUSH MULCH OFF OF FOLIAGE.
F. WRAPPING, GUYING, STAKING: IT IS THE CONTRACTORS TO OPTION TO STAKE TREES, BUT HIS RESPONSIBILITY TO ASSURE PLANTS REMAIN PLUMB UNTIL END OF THE GUARANTEE PERIOD.
   1. WRAPPING SHOULD BE DONE ONLY ON AN AS NEED BASIS.
   2. STAKING/GUYING (IF NEEDED)
   A. STAKE/GUY SHOULD ONLY BE USED WHEN TREES ARE LOOSE OR WEAK STEMMED.
   SEE STAKING DETAILS ON THE DRAWINGS
G. PRUNING:
   1. REMOVE OR CUT BACK BROKEN, DAMAGED AND ASYMMETRICAL GROWTH OF NEW WOOD.
   2. UNLESS OTHERWISE DIRECTED, PRUNE EVERGREENS ONLY TO REMOVE BROKEN OR DAMAGED BRANCHES.
H. EXISTING PLANT RELOCATION:
   1. TRANSPLANT TREES AND SHRUBS DESIGNATED FOR RELOCATION TO LOCATIONS SHOWN ON THE DRAWINGS. PRUNE, DIG, BALL AND BURLAP, MOVE AND PLANT IN ACCORDANCE WITH SPECIFIED TREE PLANTING REQUIREMENTS.
   2. PRUNE, DIG, BALL AND BURLAP, AND MOVE DESIGNATED TREES FOR RELOCATION TO THE DESIGNATED PLANT STORAGE AREA FOR HEELING-IN OF MATERIALS UNTIL FINAL PLANTING AREAS ARE PREPARED, IF REQUIRED.
   A. MAINTAIN PLANTS IN STORAGE AREAS BY BRACING PLANTS IN VERTICAL POSITION AND SETTING BALLS IN AN ENCLOSED BERM OF TOPSOIL OR BARK. WATER AS REQUIRED TO MAINTAIN ADEQUATE ROOT MOISTURE.
   B. RE-BURLAP PLANT BALLS IF REQUIRED BEFORE FINAL TRANSPLANTING OPERATIONS.
   C. MOVE TO FINAL LOCATIONS SHOWN ON THE DRAWINGS AND PLANT IN ACCORDANCE WITH SPECIFIED TREE PLANTING REQUIREMENTS.
   3. TRANSPLANTS ARE NOT UNDER WARRANTY UNLESS INDICATED.

3.04 MAINTENANCE

A. MAINTENANCE OF INSTALLED AND ACCEPTED PLANTINGS WILL BE PERFORMED BY THE OWNER.
B. CONTRACTOR'S MAINTENANCE SHALL INCLUDE PRUNING, CULTIVATING, WEEDING, WATERING, AND APPLICATION OF APPROPRIATE INSECTICIDES AND FUNGICIDES NECESSARY TO MAINTAIN PLANTS FREE OF INSECTS AND DISEASE UNTIL ACCEPTANCE.
   1. RE-SET SETTLED PLANTS TO PROPER GRADE AND POSITION. RESTORE PLANTING SAUCER AND ADJACENT MATERIAL AND REMOVE DEAD MATERIAL.
   2. TIGHTEN AND REPAIR GUY WIRES AND STAKES AS REQUIRED, ONLY IF ORIGINALLY NEEDED.
   3. CORRECT DEFECTIVE WORK AS SOON AS POSSIBLE AFTER DEFICIENCIES BECOME APPARENT AND WEATHER AND SEASON PERMIT.
   4. WATER ALL PLANT MATERIAL AS NECESSARY .

3.05 ACCEPTANCE

A. PLANTED AREAS WILL BE INSPECTED AT COMPLETION OF INSTALLATION AND ACCEPTED SUBJECT TO COMPLIANCE WITH SPECIFIED MATERIALS AND INSTALLATION REQUIREMENTS.
B. INSPECTION UPON CONTRACTORS REQUEST TO DETERMINE ACCEPTANCE OF PLANTED AREAS WILL BE MADE BY THE OWNER'S REPRESENTATIVE.
   1. PLANTED AREAS WILL BE ACCEPTED PROVIDED ALL REQUIREMENTS HAVE BEEN COMPLIED WITH AND PLANT MATERIALS ARE ALIVE AND IN A HEALTHY, VIGOROUS CONDITION.
C. SECTIONS OF THE WORK MAY BE ACCEPTED WHEN COMPLETE UPON AGREEMENT OF THE OWNER'S REPRESENTATIVE AND THE CONTRACTOR.
D. UPON ACCEPTANCE, THE OWNER WILL ASSUME PLANT MAINTENANCE.

3.06 CLEANING

A. PERFORM CLEANING DURING INSTALLATION AND UPON COMPLETION OF THE WORK. REMOVE FROM SITE ALL EXCESS MATERIALS, SOIL, DEBRIS, AND EQUIPMENT. REPAIR DAMAGE RESULTING FROM PLANTING OPERATIONS.

END OF SECTION 0002

ADDRESS COMMENTS ROUND 3 12/22/2021

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REVISIONS 08-09-21

DATE 07-21-21

SCALE AS SHOWN

DRAWN PAC

SHEET L-4

OF SIX

LANDSCAPE SPECIFICATIONS

SECTION 0003

PERENNIALS - ORNAMENTAL GRASSES - GROUNDCOVER PLANTING

PART 1 GENERAL

1.01 DESCRIPTION

A. PROVIDE PERENNIALS, ORNAMENTAL GRASSES AND GROUND COVERS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:
   1. SOIL PREPARATION.
   2. PERENNIAL, ORNAMENTAL GRASSES AND GROUNDCOVERS.
   3. PLANTING MIXES.
   4. MULCH AND PLANTING ACCESSORIES.
B. RELATED WORK:
   1. SECTION 00000: EARTHWORK.
   2. SECTION 00004: SEEDING.
   3. SECTION 00005: SODDING.
   4. SECTION 00002: TREE AND SHRUB PLANTING.

1.02 QUALITY ASSURANCE

A. COMPLY WITH SECTION 00001 REQUIREMENTS.
   COMPLY WITH SECTION 00002 WHEN APPLICABLE.
B. LANDSCAPE CONTRACTORS SHALL PROVIDE STOCK TRUE TO BOTANICAL NAME AND LEGIBLY TAGGED. DO NOT SUBSTITUTE WITHOUT PERMISSION OF LANDSCAPE ARCHITECT.
C. COMPLY WITH SIZING AND GRADING STANDARDS OF THE LATEST EDITION OF 'AMERICAN STANDARD FOR NURSERY STOCK'. A PLANT SHALL BE DIMENSIONED AS IT STANDS IN ITS NATURAL POSITION.
   1. SPECIFIED POT SIZES AND PLANT GRADES SHOULD COMPLY WITH THE STANDARDS ACCEPTED BY THE ANLA. THESE STANDARDS LIST MINIMUM DIMENSIONS FOR CONTAINERS IN VARIOUS CLASSES AND DEFINE MINIMUM STANDARDS FOR BARE ROOT LINERS, DIVISIONS, AND FIELD CLUMPS.
D. ALL PLANTS SHALL BE LOCALLY GROWN UNDER CLIMATIC AND SOIL CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
E. STOCK FURNISHED SHALL BE AT LEAST THE MINIMUM SIZE INDICATED. LARGER STOCK IS ACCEPTABLE WITHIN REASON, AT NO ADDITIONAL COST TO OWNER. ROOT SYSTEMS MUST MEET ANLA STANDARDS AS SPECIFIED. PLANTS SHOULD NOT BE ALTERED BY PRUNING OR OTHER MEANS TO MEET SPECIFICATIONS.
F. PLANTS MAY BE INSPECTED AND APPROVED AT THE PLACE OF GROWTH, FOR COMPLIANCE WITH SPECIFICATION REQUIREMENTS FOR QUALITY, SIZE AND VARIETY.

1.03 SUBMITTALS

A. AFTER PREPARATION, A SAMPLE OF THE PLANTING SOIL SHALL BE SUBMITTED TO THE LANDSCAPE IF REQUESTED, PRIOR TO INSTALLATION OF THE PLANTS. ADDITIONAL ORGANIC MATTER AND PREPARATION MAY BE REQUIRED BASED ON THE PHYSICAL PROPERTIES OF THE SAMPLE SUBMITTED. A SEPARATE SAMPLE FROM EACH PLANTING BED SHALL BE SUBMITTED IF REQUESTED.
B. A SAMPLE OF THE ORGANIC MATTER SPECIFIED SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO USE. A LABORATORY ANALYSIS MAY BE REQUESTED IF DEEMED NECESSARY.
C. PRIOR TO USE, LABELS OF ALL SOIL AMENDMENTS SHALL BE INSPECTED BY THE LANDSCAPE ARCHITECT TO VERIFY COMPLIANCE WITH THE DESIGN SPECIFICATIONS. SAMPLES MAY BE REQUESTED FOR LABORATORY ANALYSIS.
D. EACH SEPARATELY CONTAINERIZED PLANT BROUGHT TO THE SITE SHALL BE LABELED WITHIN REASON. FLATS OF THE SAME PLANTS MAY HAVE ONE LABEL PER FLAT. EACH BUNDLE OF BARE ROOT PLANTS SHALL BE LABELED. THESE LABELS MUST SHOW THE BOTANICAL NAME OF THE PLANT. THE LANDSCAPE ARCHITECT SHALL INSPECT THE LABELS, CONTAINER SIZES, AND DIVISION SIZES OF BARE ROOT PLANTS FOR COMPLIANCE TO THE DESIGN SPECIFICATIONS PRIOR TO PLANTING. THE LANDSCAPE ARCHITECT SHALL ALSO VERIFY THAT THE PLANTS DELIVERED TO THE SITE ARE LABELED TRUE TO NAME. UPON ACCEPTANCE OF THE PLANTS BY THE OWNER, THE LANDSCAPE CONTRACTOR SHALL PROVIDE WRITTEN MAINTENANCE PROCEDURES FOR MAINTENANCE OF THE PLANTS.
E. FOLLOWING THE INSTALLATION, THE LANDSCAPE CONTRACTOR SHALL PROVIDE THE LANDSCAPE ARCHITECT WITH A COPY OF THE ORIGINAL PLAN NOTING ANY SITE ADJUSTMENTS TO THAT ORIGINAL PLAN

PART 2 PRODUCTS

2.01 MATERIALS

A. PLANTS: PROVIDE PLANTS TYPICAL OF THEIR SPECIES OR VARIETY; WITH NORMALLY DEVELOPED HABIT AND VIGOROUS ROOT SYSTEMS. PROVIDE ONLY SOUND, HEALTHY, VIGOROUS PLANTS FREE FROM DEFECTS, SUNSCALD INJURIES, PLANT DISEASES, INSECT EGGS, AND ALL FORMS OF INFESTATION.
   1. CONTAINER-GROWN STOCK SHALL HAVE GROWN IN A CONTAINER FOR SUFFICIENT LENGTH OF TIME FOR THE ROOT SYSTEM TO HAVE DEVELOPED TO HOLD ITS SOIL TOGETHER, FIRM AND WHOLE.
      A. NO PLANTS SHALL BE LOOSE IN THE CONTAINER.
      B. CONTAINER STOCK SHALL NOT BE POT BOUND.
   2. IF THE USE OF LARGER THAN SPECIFIED PLANTS IS ACCEPTABLE, INCREASE THE SPREAD OF ROOTS OR CONTAINER SIZE IN PROPORTION TO THE SIZE OF THE PLANT.
   3. PLANTS SHALL MEET THE REQUIREMENTS FOR SPREAD AND/OR HEIGHT INDICATED IN THE PLANT LIST AND BE IN ACCORDANCE WITH ANLA STANDARDS.

2.02 PLANT SPECIFICATIONS

A. PERENNIAL AND GROUNDCOVER PLANTS ARE SPECIFIED FOR DESIGN BY THE CONTAINER CLASS AND SIZE (I.E. 2" SQUARE CONTAINER OR 1 QUART CONTAINER, ETC.) OR, IF BARE ROOT, BY GRADE AS ACCEPTED BY ANLA STANDARDS FOR NURSERY STOCK AND THE PRODUCTION TRADE (I.E. 1-EYE DIVISION, 2-3 EYE DIVISION, FIELD CLUMP, ETC.).
B. PERENNIALS ARE SPECIFIED BY TYPE:
   1. CONTAINER-GROWN - GROWN TO A SPECIFIED SIZE IN A CONTAINER.
   2. BARE ROOT - PURCHASED FREE OF ANY GROWING MEDIUM REGARDLESS OF GROWING METHOD.
   3. FIELD-POTTED - FIELD-GROWN PLANTS WHICH ARE POTTED FOR DELIVERY AS THEY ARE DUG FROM THE FIELD.

2.03 SOIL REQUIREMENTS

DEPENDING ON EXISTING CONDITIONS OF TOPSOIL ONSITE, REQUIRED SOIL MIX MAY BE PREPARED ONSITE THROUGH MANUAL AND MECHANICAL MEANS, OR IN THE EVENT EXISTING SOIL IS IN UNACCEPTABLE CONDITION AND MAKEUP , NEW TOPSOIL OR A COMPLETE MIX TO BE INSTALLED AFTER EXISTING SOIL IS EXCAVATED TO PROPER DEPTH AND REMOVED / DISPOSED OFFSITE.
FINAL SOIL COMPOSITION IN PERENNIAL , ORNAMENTAL GRASS AND GROUNDCOVER BEDS TO BE
40% TOPSOIL , 30% ORGANIC MATTER, 30% COARSE SAND, PLUS 1 LB. FERTILIZER PER CUBIC YARD OF SOIL MIX

A. SOIL FOR PERENNIAL BEDS SHOULD BE ROTOTILLED 8 INCHES DEEP MINIMUM. GROUNDCOVER BEDS AT 6" MINIMUM UNLESS OTHERWISE NOTED. TOP SOIL SHOULD BE DRY, LOOSE, AND FREE OF DEBRIS. WHERE HARDPAN EXISTS BENEATH THE PREPARED BED, DEEPER PREPARATION MAY BE SPECIFIED. ADDITIONALLY, THE LANDSCAPE CONTRACTOR SHOULD IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT IF ANY BEDS DO NOT DRAIN PROPERLY.
BAGGED BARK PROFESSIONAL MIXES ARE AN EQUIVALENT SUBSTITUTE FOR PEAT MOSS.

2.04 AMENDMENTS

A. TOPSOIL: TOPSOIL FOR PLANTING BEDS: FERTILE, FRIABLE, NATURAL TOPSOIL WITHOUT ADMIXTURE OF SUBSOIL MATERIAL, OBTAINED FROM A WELL-DRAINED ARABLE SITE, REASONABLY FREE FROM CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIALS, WITH ACIDITY RANGE OF BETWEEN PH 5.5 TO 6.0 AND BE TYPICAL OF THE AREA.
   1. IDENTIFY SOURCE LOCATION OF TOPSOIL PROPOSED FOR USE ON THE PROJECT.
   2. PROVIDE TOPSOIL FREE OF SUBSTANCES HARMFUL TO THE PLANTS WHICH WILL BE GROWN IN THE SOIL.

B. ORGANIC MATTER- ORGANIC MATTER CAN BE FROM PEAT MOSS, COMPOST, OR LOCALLY AVAILABLE ORGANIC WASTE. ORGANIC MATTER SHOULD BE WELL COMPOSTED, FREE FROM DEBRIS, WEED SEEDS, AND INSECTS OR DISEASES WHICH MAY BE HARMFUL TO THE INTENDED PLANTING

C. FERTILIZERS: TO BE DELIVERED TO THE JOB SITE IN THEIR ORIGINAL PACKAGING WITH LEGIBLE, INTACT LABELS INDICATING NUTRIENT CONTENT AND SOURCE. LABELS SHOULD BE CHECKED PRIOR TO USE AND A SAMPLE MAY BE REQUESTED FOR LABORATORY ANALYSIS.
   1. COMMERCIAL TYPE APPROVED BY THE OWNER'S REPRESENTATIVE, CONTAINING 10% NITROGEN, 10% PHOSPHORIC ACID AND 10% POTASH BY WEIGHT OR EQUIVALENT IN A SLOW RELEASED GRANULAR FORM.

D. COARSE SAND: GRADATION FA-2

PART 3 EXECUTION

3.01 PRE-PLANTING AND POST-PLANTING INSTRUCTIONS

A. PRE-PLANTING.
1. PLANTS SHALL BE BROUGHT TO THE SITE THE DAY THEY ARE TO BE INSTALLED, IF POSSIBLE. IF SITUATIONS ARISE WHERE EARLIER DELIVERY CANNOT BE AVOIDED OR IF PLANTING IS DELAYED AFTER THE PLANTS HAVE BEEN DELIVERED, THEY SHALL BE STORED WHERE THEY CAN BE PROPERLY WATERED, SHELTERED FROM DIRECT SUNLIGHT, AND PROTECTED FROM MECHANICAL DAMAGE BY CONSTRUCTION EQUIPMENT, ANIMALS, ETC. IF STORAGE NEEDS TO BE MORE THAN TWO DAYS, THE PLANTS SHALL BE SEPARATED FAR ENOUGH FROM EACH OTHER TO PROVIDE GOOD AIR CIRCULATION TO THEIR TOPS, REDUCING THE RISK OF FUNGUS. BARE ROOT PLANTS WHICH MUST BE HELD SHALL BE HEALED-IN WHERE THEY CAN BE WATERED AS NEEDED.
2. ALL PLANTS SHALL BE WATERED THOROUGHLY AND ALLOWED TO DRAIN PRIOR TO PLANTING.
3. WHILE PLANTING, BARE ROOT PLANTS MUST BE PROTECTED FROM HOT SUN AND DRYING WIND BY SHADING THEM WITH BURLAP, LANDSCAPE FABRIC, STRAW OR OTHER BREATHABLE MATERIAL. PLASTIC IS UNACCEPTABLE. CONTAINERIZED PLANTS MUST BE LEFT IN THEIR CONTAINERS UNTIL EACH IS PLANTED. THEY SHALL NOT BE REMOVED FROM THE CONTAINERS TO BE LAID OUT ON THE BED WHERE SUN AND WIND WILL DAMAGE THE ROOTS PRIOR TO PLANTING.
4. ANY DEAD OR DAMAGED PLANT PARTS SHALL BE REMOVED FROM THE PLANTS UPON PLANTING.
5. SPACING: SPACE GROUNDCOVERS AND PERENNIALS IN ACCORDANCE WITH DESIGNATED AREAS ON DRAWINGS. IN CASE OF AREA SIZE DISCREPANCIES , A TIGHTER SPACING IS PREFERRED .

B. POST-PLANTING
   1. MULCH: WHERE MULCHING IS SPECIFIED, THE MULCH MUST BE PULLED AWAY FROM THE STEMS AND CROWNS OF PERENNIALS AND GROUNDCOVERS TO REDUCE THE OCCURRENCE OF ROT OR RODENT DAMAGE. MULCH THICKNESS IN BED AREAS SHOULD BE 2-3" FOR PERENNIALS AND 1-2" FOR GROUNDCOVERS.
   2. PERENNIAL AND GROUNDCOVER BED AREAS TO BE THOROUGHLY WATERED IMMEDIATELY AFTER INSTALLATION AND CLEANUP.

3.02 MAINTENANCE

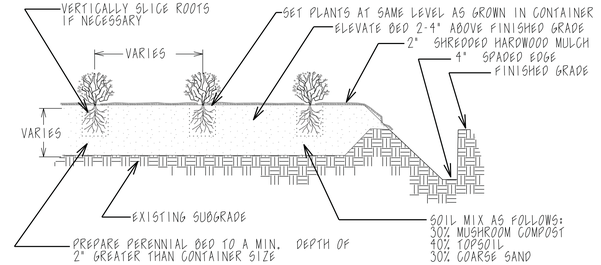
A. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF THE PERENNIALS FROM THE TIME THEY ARE BROUGHT ONTO THE JOB SITE UNTIL THEY ARE PLANTED AND ACCEPTED BY THE LANDSCAPE ARCHITECT .
1. PLANTS SHALL BE WATERED OFTEN ENOUGH TO PREVENT WILTING PRIOR TO PLANTING. AFTER PLANTING, THEY SHALL BE WATERED INITIALLY TO SETTLE THE SOIL, THEN TO PREVENT WILTING AND TO ALLOW THEM TO BECOME ESTABLISHED ON THE SITE.
2. THE BEDS SHALL BE FREE OF WEEDS AT PLANTING TIME AND SHALL BE MAINTAINED WEED FREE BY THE CONTRACTOR UNTIL THE PLANTING IS ACCEPTED BY THE CLIENT .
3. SHOULD INSECTS OR DISEASES ATTACK THE PLANTS AFTER INSTALLATION AND PRIOR TO ACCEPTANCE OF THE PLANTING, APPROPRIATE PESTICIDES SHALL BE PROPERLY APPLIED TO CORRECT THE SITUATION.
4. THE BEDS SHOULD BE CHECKED REGULARLY FOR SOIL SETTLING WHICH MAY EXPOSE THE ROOT BALLS OR OTHERWISE ENDANGER THE HEALTH OF THE PLANTING. SHOULD THIS OCCUR, THE CONTRACTOR SHALL CORRECT THE SETTLING PROBLEMS.
5. NEWLY PLANTED PERENNIALS AND GROUNDCOVERS MAY BE HEAVED OUT OF THE GROUND BY ALTERNATE FREEZES AND THAWS. SHOULD THIS OCCUR PRIOR TO ACCEPTANCE OF THE PLANTING, THE CONTRACTOR SHALL RE-SET THOSE AFFECTED PLANTS.
6. ANY NOTED DEFECTS, SUCH AS REVERSIONS, ERRANT GROWTH OR COLOR NOT TYPICAL FOR THE SPECIES OR CULTIVAR, SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT. THE RECOMMENDATIONS OF THE LANDSCAPE ARCHITECT SHALL BE FOLLOWED TO CORRECT THE SITUATION. RECOMMENDATIONS MAY INCLUDE REMOVAL OF THE ENTIRE PLANT.

B. THE CLIENT OR THE CLIENT'S ASSIGNED AGENT BECOMES RESPONSIBLE FOR THE MAINTENANCE OF THE PLANTS AFTER THE PLANTING HAS BEEN ACCEPTED BY THE LANDSCAPE ARCHITECT. FAILURE TO PROPERLY MAINTAIN THE PLANTING SHALL VOID ANY WARRANTY.
1. THE CLIENT SHALL WATER THE PLANTS TO PREVENT WILTING. THE SCHEDULE WILL VARY WITH THE GROWTH OF THE PLANTS AND PREVAILING CLIMATE. GENERALLY, NEW PLANTINGS WILL NEED TO RECEIVE 1 INCH OF WATER PER WEEK. A RAIN GAUGE SHOULD BE PLACED IN THE PLANTING TO CATCH BOTH RAINFALL AND IRRIGATION WATER TO VERIFY THE AMOUNT OF APPLICATION.
2. THE CLIENT SHALL PROPERLY PINCH, PRUNE, AND DEADHEAD THE HERBACEOUS PERENNIALS AS NEEDED AND AS REQUIRED TO MEET THE AESTHETIC GOAL OF THE PLANTING.
3. THE CLIENT SHALL MAINTAIN THE PLANTING FREE FROM COMPETING WEEDS.
4. THE CLIENT SHALL REGULARLY INSPECT THE PLANTING FOR INSECTS AND DISEASES, NOTIFYING THE LANDSCAPE ARCHITECT OF ANY NOTED OCCURRENCES. IF PESTICIDES ARE DEEMED NECESSARY, THEY SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.
5. AFTER THE ACCEPTANCE OF THE PLANTING, THE CLIENT IS RESPONSIBLE FOR CORRECTING ANY SETTLING OF THE PLANTING BEDS.
6. AFTER ACCEPTANCE, THE CLIENT IS RESPONSIBLE FOR SETTING ANY PLANTS WHICH ARE HEAVED OUT OF THE GROUND IN WHOLE OR IN PART BY CLIMATE CHANGES.
7. UNSATISFACTORY PERFORMANCE OF THE PERENNIALS AND GROUNDCOVERS NOTED BY THE CLIENT AFTER ACCEPTANCE OF THE PLANTING SHOULD IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT.

3.03 WARRANTY

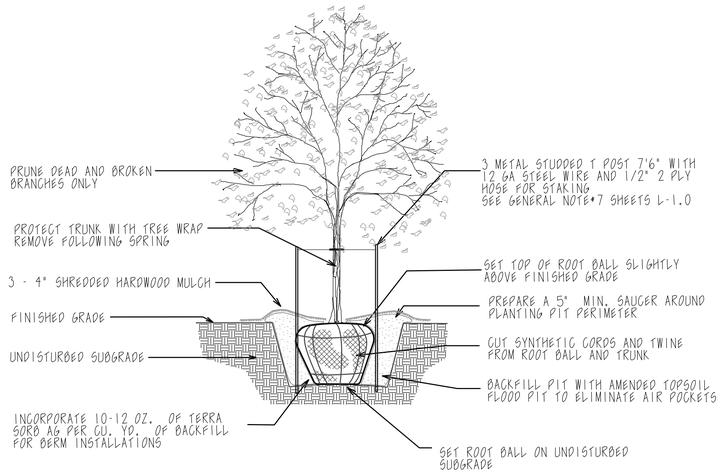
ALL PLANTS WILL BE GUARANTEED TO BE TRUE TO NAME AS LABELED AND FREE FROM INSECTS, DISEASES, AND MECHANICAL DAMAGES WHEN DELIVERED TO THE SITE. ALL PLANTS WILL BE GUARANTEED TO RESUME ACTIVE GROWTH IN THE APPROPRIATE SEASON AND TO SURVIVE FOR A MINIMUM OF ONE YEAR AFTER ACCEPTANCE BY THE CLIENT, PROVIDED THE RECOMMENDED MAINTENANCE PROCEDURES ARE FOLLOWED BY THE CLIENT. MAINTENANCE INCLUDES, BUT IS NOT LIMITED TO WATERING, FERTILIZING, MULCHING, PRUNING, PROTECTING FROM UNSEASONABLE WEATHER AND ALL OTHER NORMAL CULTURAL PRACTICES.

END OF SECTION 0003



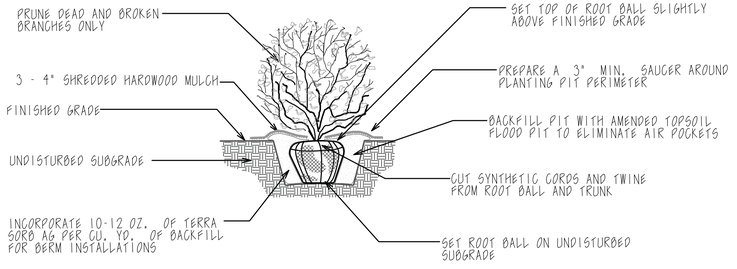
PERENNIAL PLANTING DETAIL

NOT TO SCALE USE ONLY LOCALLY GROWN NURSERY STOCK



TREE PLANTING DETAIL

NOT TO SCALE USE ONLY LOCALLY GROWN NURSERY STOCK



SHRUB PLANTING DETAIL

NOT TO SCALE USE ONLY LOCALLY GROWN NURSERY STOCK

ADDRESS COMMENTS ROUND 3 12/22/2021

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REVISIONS
08-09-21

DATE 07-21-21

SCALE AS SHOWN

DRAWN PAC

SHEET L-5

OF SIX

LANDSCAPE SPECIFICATIONS

SECTION 00004

SEEDING

PART 1 GENERAL

1.01 DESCRIPTION

A. PROVIDE SEEDED LAWNS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:
   1. SOIL PREPARATION.
   2. SEEDING LAWNS, AND OTHER INDICATED AREAS.
   3. MULCHING.
   4. REGONDITIONING EXISTING LAWNS.

B. RELATED WORK:
   1. SECTION 00000: EARTHWORK.
   2. SECTION 00004: SODDING.
   3. SECTION 00002: TREES AND SHRUB PLANTING,
   4. SECTION 00003: PERENNIAL, ORNAMENTAL GRASS, GROUNDCOVER PLANTING

1.02 QUALITY ASSURANCE

A. COMPLY WITH SECTION 00001 REQUIREMENTS.
B. COMPLY WITH ALL ILLINOIS STATE CERTIFICATION SEED STANDARDS.

1.03 DELIVERY, STORAGE, AND HANDLING

A. DELIVER SEED AND FERTILIZER MATERIALS IN ORIGINAL UNOPENED CONTAINERS SHOWING WEIGHT, ANALYSIS, AND NAME OF MANUFACTURER. STORE IN SUCH A MANNER TO PREVENT WETTING AND DETERIORATION.

1.04 PROJECT CONDITIONS

A. WORK NOTIFICATION: NOTIFY OWNER'S REPRESENTATIVE AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF SEEDING OPERATIONS.
B. PROTECT EXISTING UTILITIES, PAVING, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SEEDING OPERATIONS.
C. PERFORM SEEDING WORK ONLY AFTER PLANTING AND OTHER WORK AFFECTING GROUND SURFACE HAS BEEN COMPLETED.
D. THE OWNER IS RESPONSIBLE FOR RESTRICTING TRAFFIC FROM LAWN AREAS UPON NOTIFICATION OF COMPLETION OF WORK.
E. PROVIDE HOSE AND LAWN WATERING EQUIPMENT AS REQUIRED. OWNER TO PROVIDE WATER ON SITE.

WARRANTY

A. THE CONTRACTOR WARRANTIES ALL SEEDED AREAS TO BE INSTALLED ACCORDING TO SPECIFICATIONS, UNTIL ACCEPTED BY OWNER'S REPRESENTATIVE.

B. DISCLAIMER - ACTS OF GOD AND OTHER CONDITIONS BEYOND THE LANDSCAPE CONTRACTOR'S CONTROL SUCH AS VANDALISM SHALL NOT BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ANY OVER-SEEDING OR RE-GRADING CONTRIBUTED TO THIS MUST BE IN ADDITION TO THE CONTRACT AMOUNT.

PART 2 PRODUCTS

MATERIALS

A. LAWN SEED: RECOMMENDATION OF SEED MIX FROM LOCAL EXTENSION SERVICE FOR THAT AREA. FRESH, CLEAN, AND NEW CROP SEED MIXTURE.

B. SEED TYPE: AS SPECIFIED ON DRAWINGS OR RECOMMENDED FROM LOCAL EXTENSION SERVICE.

C. FERTILIZER:
   1. GRANULAR, NON-BURNING PRODUCT COMPOSED OF NOT LESS THAN 50% ORGANIC, SLOW ACTING, GUARANTEED ANALYSIS PROFESSIONAL FERTILIZER.
   2. STARTER FERTILIZER CONTAINING 5% NITROGEN, 20% PHOSPHORIC ACID, AND 20% POTASH BY WEIGHT, OR SIMILAR APPROVED COMPOSITION.

D. MULCH: TYPE / METHOD SPECIFIED ON DRAWING
   1. STRAW: CLEAN OAT OR WHEAT STRAW, WELL SEASONED BEFORE BALING, FREE FROM MATURE SEED-BEARING STALKS OR ROOTS OF PROHIBITED OR NOXIOUS WEEDS. SHOULD BE FREE OF ROT AND MILDEW.
   2. HYDRO-SEED : CELLION FIBER MULCH OR EQUAL.
   3. EROSION BLANKET: NORTH AMERICAN GREEN SC150, CURLEX, OR APPROVED EQUAL. TYPICAL ROLL 6'X90')72090'

E. WATER: FREE OF SUBSTANCE HARMFUL TO SEED GROWTH. HOSES OR OTHER METHODS OF TRANSPORTATION FURNISHED BY CONTRACTOR. WATER PROVIDED BY OWNER ON SITE.

PART 3 EXECUTION

3.01 INSPECTION

A. EXAMINE FINISH SURFACES, GRADES, TOPSOIL QUALITY, AND DEPTH. DO NOT START SEEDING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

3.02 PREPARATION

A. LIMIT PREPARATION TO AREAS WHICH WILL BE IMMEDIATELY SEEDED.

B. LOOSEN TOPSOIL OF LAWN AREAS TO MINIMUM DEPTH OF 3", IF COMPACTED. REMOVE STONES OVER 1" IN ANY DIMENSION, STICKS, ROOTS, RUBBISH, AND EXTRANEOUS MATTER.

C. APPLY FERTILIZER TO INDICATED TURF AREAS AT A RATE EQUAL TO 1.0 LB. OF ACTUAL NITROGEN PER 1,000 SQ. FT.(220 LBS./ACRE)

D. GRADE LAWN AREAS TO A SMOOTH, FREE-DRAINING, EVEN SURFACE WITH A LOOSE, MODERATELY COARSE TEXTURE.

E. RESTORE PREPARED AREAS TO SPECIFIED CONDITION IF ERODED, SETTLED, OR OTHERWISE DISTURBED AFTER FINE GRADING AND PRIOR TO SEEDING.

3.03 INSTALLATION

A. SEEDING:
   1. SEED IMMEDIATELY AFTER PREPARATION OF BED. SPRING SEEDING BETWEEN APRIL 1 AND JUNE 15 AND FALL SEEDING BETWEEN AUGUST 15 AND OCTOBER 15, OR AT SUCH OTHER TIMES ACCEPTABLE TO THE OWNER'S REPRESENTATIVE.
   2. SEED INDICATED AREAS WITHIN CONTRACT LIMITS. AREAS OUTSIDE CONTRACT LIMITS DISTURBED AS A RESULT OF CONSTRUCTION OPERATIONS WILL BE CHARGED ACCORDING TO AREA AND IN ADDITION TO CONTRACT.
   3. APPLY SEED WITH A ROTARY OR DROP TYPE DISTRIBUTOR. INSTALL SEED EVENLY BY SOWING EQUAL QUANTITIES IN TWO (2) DIRECTIONS, AT RIGHT ANGLES TO EACH OTHER.
   4. SOW GRASS SEED AT A RATE RECOMMENDED BY TYPE OF SEED USED. TYPICAL BLUEGRASS BLEND -5 LB. PER 1000 SQ'
   5. INCORPORATE SEED INTO TOP 1/8" OF SOIL AND ROLL.

B. MULCHING:
   1. PLACE STRAW ;FIBER MULCH , OR EROSION BLANKET ON SEEDED AREAS WITHIN 24 HOURS AFTER SEEDING.
   2. (A). PLACE STRAW MULCH UNIFORMLY IN CONTINUOUS BLANKET AT THE RATE OF 2.5 TONS PER ACRE, OR 2 BALES PER 1,000 SQ. FT. OF AREA. A MECHANICAL BLOWER MAY BE USED FOR STRAW MULCH APPLICATION WHEN ACCEPTABLE TO THE OWNER'S REPRESENTATIVE.
      (B) A CELLULOSE FIBER OR APPROVED EQUAL MAY BE USED IN AQUEOUS MIXTURE AT THE RATE OF 1500 LBS./ACRE.
   3. SECURE STRAW TO SOIL BY APPROVED METHODS.
   4. SECURE EROSION BLANKET TO SOIL AS PER MANUFACTURERS SPECIFICATION.

CONTINUE SECTION 00004 - SEEDING

3.04 REGONDITIONING EXISTING LAWNS

A. ANALYZE THE CONDITION OF EXISTING TURF AREAS TO REMAIN, AND DETERMINE THE EXTENT OF NECESSARY REGONDITIONING. PROVIDE UNIT COST AND ESTIMATE OF WORK. OBTAIN OWNER'S APPROVAL PRIOR TO COMMENCEMENT OF WORK.
B. REGONDITION EXISTING LAWN AREAS DAMAGED BY CONTRACTOR'S OPERATIONS, INCLUDING STORAGE OF MATERIALS OR EQUIPMENT AND MOVEMENT OF CONSTRUCTION VEHICLES, AND EXISTING LAWN AREAS AS INDICATED.
C. PROVIDE FERTILIZER, SEED AND SOIL AMENDMENTS AS SPECIFIED FOR NEW LAWNS AND AS REQUIRED TO PROVIDE A SATISFACTORILY REGONDITIONED LAWN. PROVIDE TOPSOIL AS REQUIRED TO FILL LOW AREAS AND MEET NEW FINISHED GRADES.
D. CULTIVATE BARE AND COMPACTED AREAS THOROUGHLY.
E. REMOVE DISEASED OR UNSATISFACTORY LAWN AREAS. DO NOT BURY INTO SOIL. REMOVE TOPSOIL CONTAINING FOREIGN MATERIALS RESULTING FROM CONTRACTOR'S OPERATIONS, INCLUDING OIL DRIPPINGS, STONE, GRAVEL, AND OTHER CONSTRUCTION MATERIALS.
F. WHERE SUBSTANTIAL BUT THIN LAWN REMAINS, RAKE, AERATE IF COMPACTED, OR CULTIVATE SOIL; FERTILIZE AND SEED.

3.05 MAINTENANCE

A. MAINTENANCE OF INSTALLED AND ACCEPTED SEEDED LAWNS WILL BE PERFORMED BY THE OWNER.

3.06 ACCEPTANCE

A. SEEDED AREAS WILL BE INSPECTED AT COMPLETION OF INSTALLATION AND ACCEPTED SUBJECT TO COMPLIANCE WITH SPECIFIED MATERIALS AND INSTALLATION REQUIREMENTS.
B. SECTIONS OF THE WORK MAY BE ACCEPTED WHEN COMPLETE UPON AGREEMENT OF THE OWNER'S REPRESENTATIVE AND THE CONTRACTOR.
C. UPON ACCEPTANCE, THE OWNER WILL ASSUME LAWN MAINTENANCE.

3.07 CLEANING

A. PERFORM CLEANING DURING INSTALLATION OF THE WORK AND UPON COMPLETION OF THE WORK. REMOVE FROM SITE ALL EXCESS MATERIALS, DEBRIS, AND EQUIPMENT. REPAIR DAMAGE RESULTING FROM SEEDING OPERATIONS.

END OF SECTION 00004

SECTION 00005

SODDING

PART 1 GENERAL

1.01 DESCRIPTION

A. PROVIDE SODDED LAWNS AS SHOWN AND SPECIFIED. THE WORK INCLUDES:
   1. SOIL PREPARATION.
   2. SODDING LAWNS.

B. RELATED WORK:
   1. SECTION 02200: EARTHWORK.
   2. SECTION 00004: SEEDING.
   3. SECTION 00002: TREES AND SHRUB PLANTING;
   4. SECTION 00003: PERENNIAL, ORNAMENTAL GRASS, GROUNDCOVER PLANTING

1.02 QUALITY ASSURANCE

A. COMPLY WITH SECTION 00001 REQUIREMENTS.
B. SOD: COMPLY WITH AMERICAN SOD PRODUCERS ASSOCIATION (ASPA) CLASSES OF SOD MATERIALS.

1.03 SUBMITTALS

A. SUBMIT SOD GROWER'S CERTIFICATION OF GRASS SPECIES. IDENTIFY SOURCE LOCATION.

1.04 DELIVERY, STORAGE, AND HANDLING

A. CUT, DELIVER AND INSTALL SOD WITHIN A 24-HOUR PERIOD.
   1. DO NOT HARVEST OR TRANSPORT SOD WHEN MOISTURE CONTENT MAY ADVERSELY AFFECT SOD SURVIVAL.
   2. PROTECT SOD FROM DEHYDRATION PRIOR TO INSTALLATION.

1.05 PROJECT CONDITIONS

A. WORK NOTIFICATION: NOTIFY OWNER'S REPRESENTATIVE AT LEAST FIVE (5) WORKING DAYS PRIOR TO START OF SODDING OPERATIONS.
B. PROTECT EXISTING UTILITIES, PAVING, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SODDING OPERATIONS.
C. PROVIDE HOSE AND LAWN WATERING EQUIPMENT AS REQUIRED. OWNER TO PROVIDE WATER ON SITE.

1.06 WARRANTY

A. DISCLAIMER - ACTS OF GOD AND OTHER CONDITIONS BEYOND THE LANDSCAPE CONTRACTOR'S CONTROL SUCH AS VANDALISM SHALL NOT BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. ANY RE-SODDING OR RE-GRADING CONTRIBUTED TO THIS MUST BE AN ADDITION TO THE CONTRACT AMOUNT.

PART 2 PRODUCTS

2.01 MATERIALS

A. SOD: TO BE HARVESTED FROM LOCAL SOD NURSERY AND UNLESS OTHERWISE INDICATED TO BE A(5) FIVE WAY MINIMUM BLUEGRASS BLEND. (FIVE VARIETIES OF BLUEGRASS)
B. PROVIDE WELL-ROOTED, HEALTHY SOD. PROVIDE SOD UNIFORM IN COLOR, LEAF TEXTURE, DENSITY AND DEVELOPMENT WHEN PLANTED.
   1. FURNISH SOD UNIFORMLY MACHINE-STRIPPED FROM 3/4" - 1 1/2" THICK WITH CLEAN CUT EDGES.
C. FERTILIZER:
   1. GRANULAR, NON-BURNING PRODUCT COMPOSED OF NOT LESS THAN 50% ORGANIC SLOW ACTING, GUARANTEED ANALYSIS PROFESSIONAL FERTILIZER.
   2. STARTER FERTILIZER CONTAINING 5% NITROGEN, 10% PHOSPHORIC ACID AND 10% POTASH BY WEIGHT, OR ACCORDING TO SPECIAL PROVISIONS.
D. WATER: FREE OF SUBSTANCE HARMFUL TO SOD GROWTH. HOSES OR OTHER METHODS OF TRANSPORTATION FURNISHED BY CONTRACTOR. WATER WILL BE PROVIDED BY THE OWNER ON SITE.

CONTINUE SECTION 00005 - SODDING

PART 3 EXECUTION

3.01 INSPECTION

A. EXAMINE FINISH SURFACES, GRADES, TOPSOIL QUALITY, AND DEPTH. DO NOT START SODDING WORK UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED.

3.02 PREPARATION

A. LIMIT PREPARATION TO AREAS WHICH WILL BE IMMEDIATELY SODDED.
B. ROTOTILL TOPSOIL OF LAWN AREAS TO MINIMUM DEPTH OF 3", IF COMPACTED. REMOVE STONES OVER 1" IN ANY DIMENSION, STICKS, ROOTS, RUBBISH, AND EXTRANEOUS MATTER.
D. APPLY FERTILIZER AT THE RATE EQUAL TO 1.0 LB. OF ACTUAL NITROGEN PER 1,000 SQ. FT. (220 LBS./ACRE). APPLY FERTILIZER BY MECHANICAL ROTARY OR DROP TYPE DISTRIBUTOR: THOROUGHLY AND EVENLY INCORPORATE IT INTO THE SOIL TO A DEPTH OF 3" BY DISKING OR OTHER APPROVED METHODS. FERTILIZE AREAS INACCESSIBLE TO POWER EQUIPMENT WITH HAND TOOLS AND INCORPORATE IT INTO SOIL.
E. GRADE LAWN AREAS TO SMOOTH, FREE-DRAINING AND EVEN SURFACE WITH A LOOSE, UNIFORMLY FINE TEXTURE.
F. RESTORE PREPARED AREAS TO SPECIFIED CONDITION IF ERODED, SETTLED, OR OTHER WISE DISTURBED AFTER FINE GRADING AND PRIOR TO SODDING.

3.03 INSTALLATION

A. TIME OF INSTALLATION: THE ACCEPTABLE TIME TO INSTALL SOD AND BE CONSIDERED 'IN SEASON' ARE AS FOLLOWS.
   1. SPRING - FROM THE TIME THE SOIL IS WORKABLE AND SOD IS BEING HARVESTED, UNTIL JUNE 15TH.
   2. FALL - FROM AUGUST 15TH TO NOVEMBER 1ST.

   ALL OTHER TIMES ARE CONSIDERED 'OUT OF SEASON' AND ARE NOT ACCEPTABLE TO INSTALL SOD AT THIS TIME WITHOUT APPROVAL OF LANDSCAPE ARCHITECT (LA) AND WITH THE ADDITIONAL CONDITIONS AS FOLLOWS:
   1. JUNE 16TH TO AUGUST 14TH
      A. SOD TO BE IRRIGATED BY AUTOMATIC SPRINKLER SYSTEM OR
      B. SOD TO BE IRRIGATED BY MANUAL MEANS WITH SUFFICIENT QUANTITIES OF HOSE AND SPRINKLER HEADS SO AS TO KEEP SOD LUSH AND HEALTHY UNTIL TIME OF KNITTING AND MOWING MAINTENANCE HAS BEGUN. WATERING TO BE MONITORED DAILEY.
   2. AFTER NOVEMBER 1ST. SOD MAY ONLY BE INSTALLED WITH (LA) APPROVAL AND MILD TEMPERATURES / CONDITIONS EXIST. SOD MAY NOT BE INSTALLED ON FROZEN GROUND AND UNTIL FINAL (FINE) GRADING AND GROUND PREPARATION HAS BEEN APPROVED FOR SOD INSTALLATION BY LANDSCAPE ARCHITECT.

B. SODDING:
1. LAY SOD TO FORM A SOLID MASS WITH TIGHTLY-FITTED JOINTS. BUTT ENDS AND SIDES OF SOD STRIPS. DO NOT OVERLAY EDGES. STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. REMOVE EXCESS SOD TO AVOID SMOTHERING OF ADJACENT GRASS. PROVIDE SOD PAD TOP FLUSH WITH ADJACENT CURBS, SIDEWALKS, DRAINS, AND SEEDED AREAS.
2. INSTALL INITIAL ROW OF SOD IN A STRAIGHT LINE, BEGINNING AT BOTTOM OF SLOPES, PERPENDICULAR TO DIRECTION OF THE SLOPED AREA. PLACE SUBSEQUENT ROWS PARALLEL TO AND LIGHTLY AGAINST PREVIOUSLY INSTALLED ROW.
3. TAMP OR ROLL WITH ROLLER TO ENSURE CONTACT WITH SUB- GRADE SOIL.
4. WATER SOD THOROUGHLY IMMEDIATELY AFTER LAYING.
5. STAKE SOD ON SLOPES OVER 2:1 TO ANCHOR.

C. SOD INDICATED AREAS WITHIN CONTRACT LIMITS. AREAS OUTSIDE CONTRACT LIMITS DISTURBED AS A RESULT OF CONSTRUCTION OPERATIONS ARE TO BE CHARGED ACCORDING TO SIZE OF AREA.

3.04 MAINTENANCE

A. MAINTENANCE OF INSTALLED AND ACCEPTED SODDED LAWNS WILL BE PERFORMED BY THE OWNER.

3.05 ACCEPTANCE

A. SODDED AREAS WILL BE INSPECTED AT COMPLETION OF INSTALLATION AND ACCEPTED SUBJECT TO COMPLIANCE WITH SPECIFIED MATERIALS AND INSTALLATION REQUIREMENTS.
B. INSPECTION TO DETERMINE ACCEPTANCE OF SODDED LAWNS WILL BE MADE BY THE OWNER'S REPRESENTATIVE, UPON CONTRACTOR'S REQUEST.
   1. SODDED AREAS WILL BE ACCEPTABLE PROVIDED ALL REQUIREMENTS HAVE BEEN COMPLIED WITH, AND A HEALTHY, EVEN-COLORED VIABLE LAWN IS PROVIDED.
C. SECTIONS OF THE WORK MAY BE ACCEPTED WHEN COMPLETE UPON AGREEMENT OF THE OWNER'S REPRESENTATIVE AND THE CONTRACTOR.
D. UPON ACCEPTANCE, THE OWNER WILL ASSUME LAWN MAINTENANCE.

3.06 CLEANING

A. PERFORM CLEANING DURING INSTALLATION OF THE WORK AND UPON COMPLETION OF THE WORK. REMOVE FROM SITE ALL EXCESS MATERIALS, DEBRIS, AND EQUIPMENT. REPAIR DAMAGE RESULTING FROM SODDING OPERATIONS.

END OF SECTION 00005

END

ADDRESS COMMENTS ROUND 3 12/22/2021

COUTURE Landscape Construction
Landscape Architects / Contractors
575 Swift Road Addison, Illinois 60101
Phone (630) 627-1966 Fax (630) 627-1964
www.CoutureLandscape.com

These drawings, plans and specifications and ideas contained herein are the property of Couture Landscape Construction and may not be used in any form or manner whatsoever without the written permission of Couture Landscape Construction. All Rights Reserved © Paul A. Couture

MJK Southpoint Shopping Center - Outlot
Palatine Road & Rand Road Arlington Hts. Illinois

REVISIONS 08-09-21

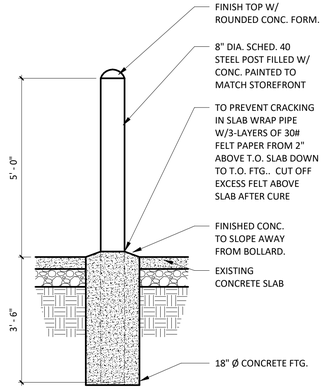
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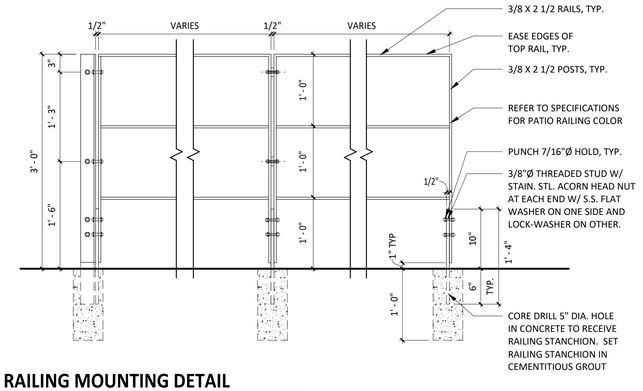
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SHEET L - 6

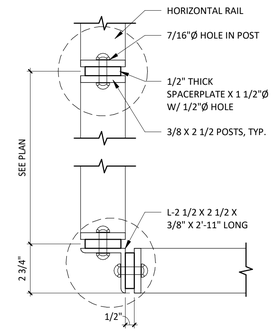
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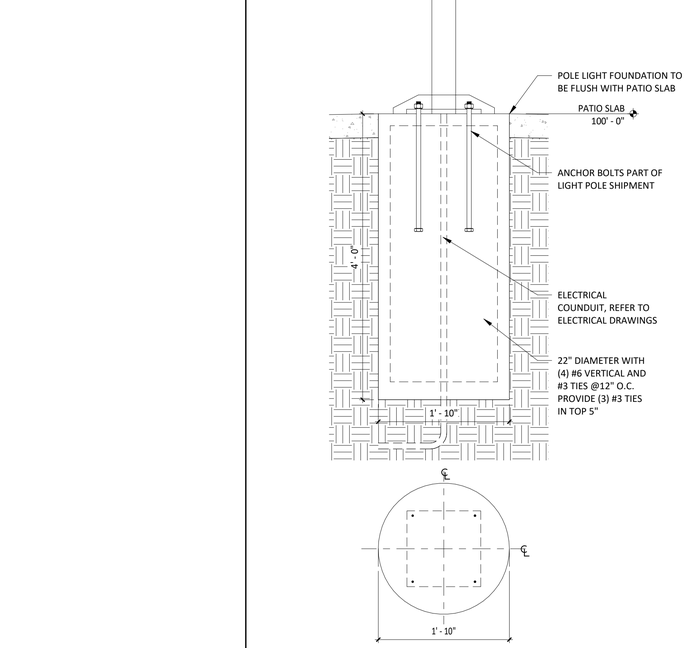
5 SP101 **TYP. BOLLARD DETAIL**
1/2" = 1'-0"



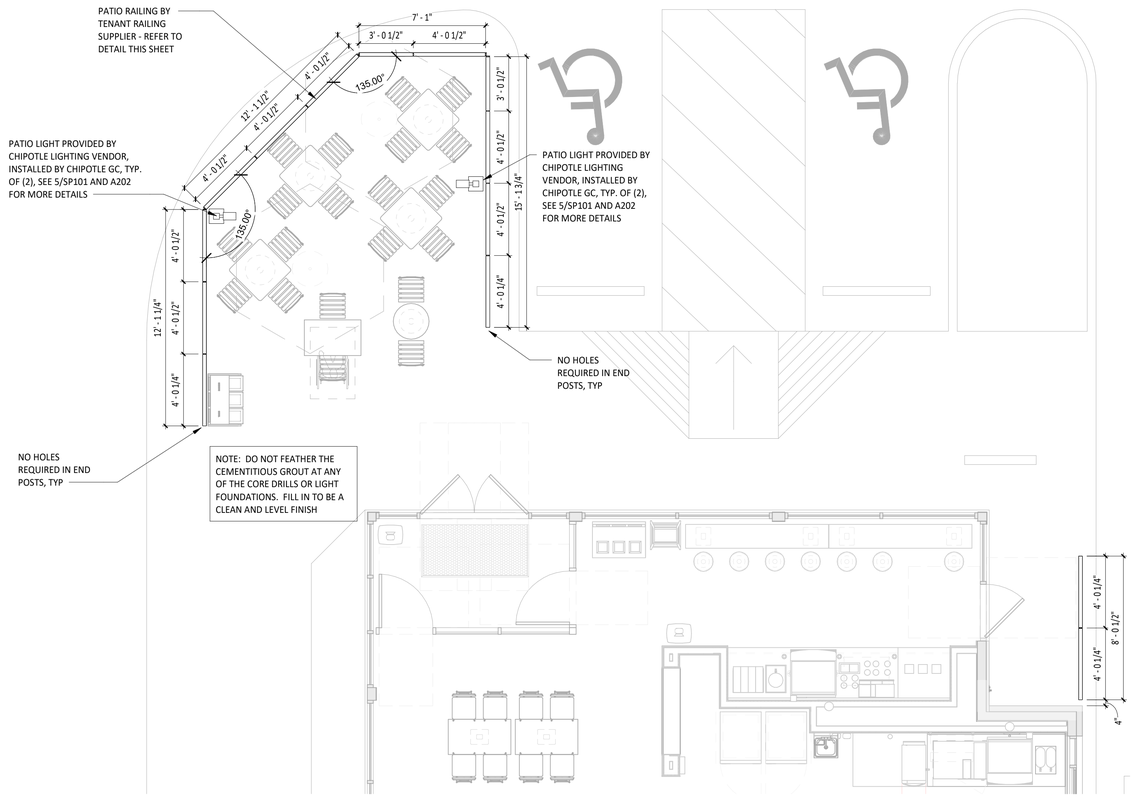
2 SP101 **RAILING MOUNTING DETAIL**
1" = 1'-0"



3 SP101 **RAILING PLAN DETAIL**
3" = 1'-0"



4 SP101 **EXTERIOR POLE LIGHT FOUNDATION DETAIL**
1" = 1'-0"



1 SP101 **DIMENSIONED PATIO PLAN**
1/4" = 1'-0"

Consultant:
WILKUS ARCHITECTS
15 Ninth Avenue North, Hopkins, MN 55343
Phone: 952.941.6660/ www.wilkusarch.com

Seal: FIRM REGISTRATION
000000000

REFERENCE ONLY
NOT FOR
CONSTRUCTION

EXPIRES 00-00-0000

SIGNATURE
00 MONTH, YEAR
DATE

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TELEPHONE: (614) 318-2482
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STORE NO.: 3673
"ARLINGTON HEIGHTS RELO"
600 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Issue Record:

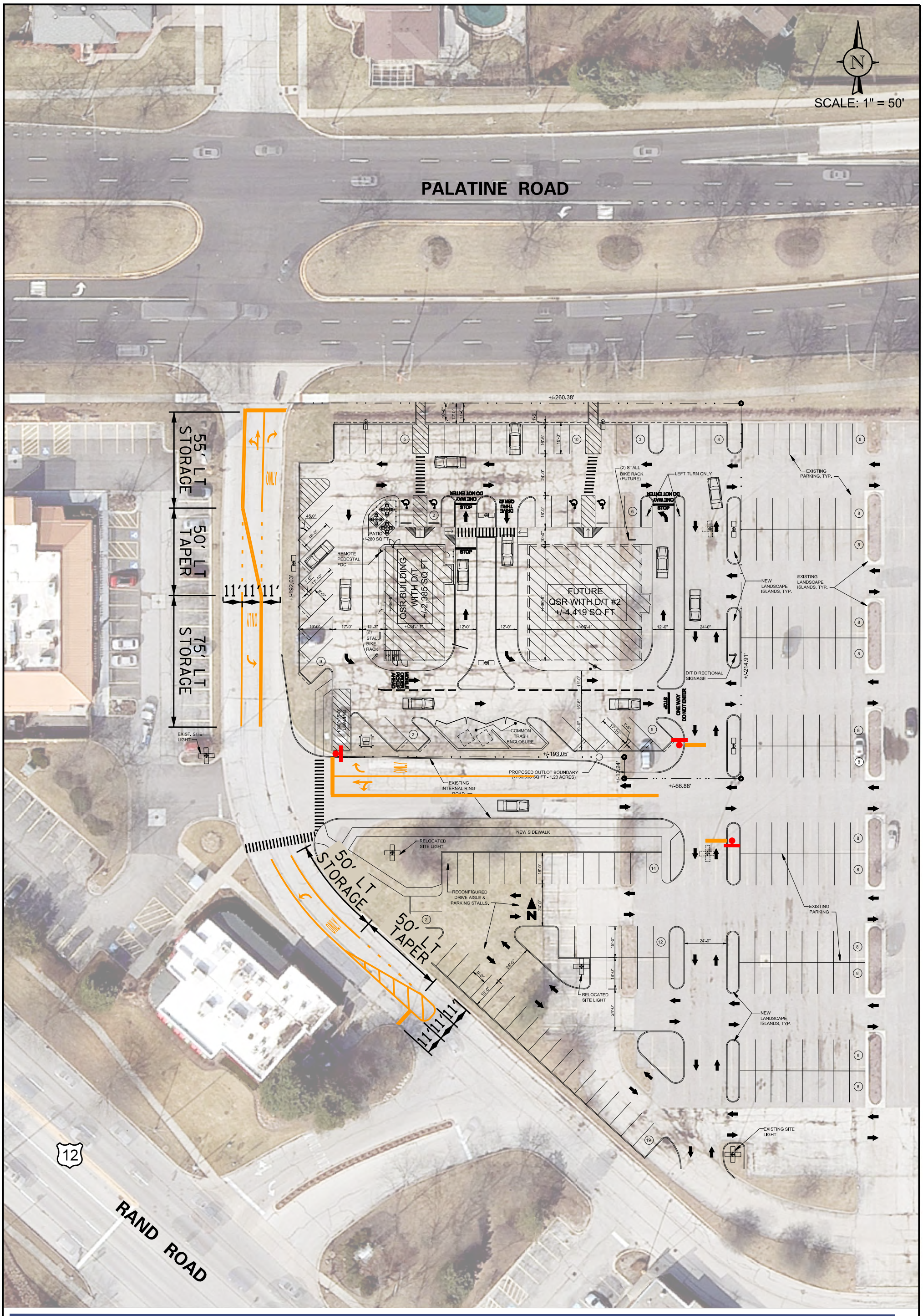
Revisions:

Drawn: DESIGNER
Checked: K. MOAN

Project No.
2019-0552

Contents:
ARCHITECTURAL SITE DETAILS

SP101



PROPOSED OUTLOT DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

PRELIMINARY PROPOSED STRIPING

DRAWN: MD
DATE: 12-01-21
PROJECT # 20-056
EXHIBIT: A
CHECKED: JM
REV:

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

EXHIBIT D

Unconditional Agreement and Consent

TO: The Village of Arlington Heights, Illinois ("Village"):

WHEREAS, MJK Real Estate Holding Company, LLC, Petitioner for the property located at the address commonly known as 711-715 East Rand Road, and legally described in Exhibit A of this Ordinance ("Property"); and

WHEREAS, Ordinance No. 2021-_____, adopted by the Village President and Board of Trustees, on February 21, 2022, ("Ordinance"), grants an amendment to Planned Unit Development Ordinance Number 90-014, a special use permit for a restaurant with a drive-through, conceptual approval of a restaurant with a drive-through and a variation from the Zoning Ordinance for the Property as described in the Ordinance; and

WHEREAS, SECTION 13 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Petitioner files, within 30 days following the passage of the Ordinance, their unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Petitioner does hereby agree and covenant as follows:

1. The Petitioner hereby unconditionally agrees to, accept, consent to, and will abide by, each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Petitioner acknowledges that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, has considered the possibility of the revocation provided for in the Ordinance, and agrees not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Petitioner acknowledges and agrees that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's granting for the Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Petitioner against damage or injury of any kind and at any time.

4. The Petitioner hereby agrees to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting an amendment to Planned Unit Development Ordinance Number 90-014, a special use permit for a restaurant with a drive-through, conceptual approval of a restaurant with a drive-through and a variation from the Zoning Ordinance for the Property.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____, 2022

ATTEST:	MJK Real Estate Holding Company, LLC
By:_____	By:_____
Its:_____	Its:_____

Village Board
2/21/2022

Item: Ordinance - Sign Variations - Arlington Town Square - 21 S Evergreen Ave

Department: Planning/Legal

At the February 7, 2022, Village Board meeting, a request for sign variations at Arlington Town Square, 21 S. Evergreen Avenue, for 1 blade sign and 1 wall sign, was discussed and approved. The Ordinance setting forth the provisions and conditions of the sign variations is attached.

ATTACHMENTS:

Description	Type
Arlington Town Square - Sign Variations	Ordinance

THIS SPACE FOR COOK COUNTY CLERK'S USE ONLY

VILLAGE OF ARLINGTON HEIGHTS

ORDINANCE NO. 2022-_____

AN ORDINANCE GRANTING VARIATIONS FOR
THE INSTALLATION OF ONE BLADE SIGN AND ONE WALL SIGN
FOR THE PROPERTY AT 21 SOUTH EVERGREEN AVENUE

ADOPTED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF ARLINGTON HEIGHTS
THIS 21ST DAY OF FEBRUARY, 2022.

Published in pamphlet form
by the authority of the
President and Board of Trustees
of the Village of Arlington Heights,
Cook County, Illinois this
21st day of February, 2022

_____
Village Clerk

AN ORDINANCE GRANTING VARIATIONS FOR
THE INSTALLATION OF ONE BLADE SIGN AND ONE WALL SIGN
FOR THE PROPERTY AT 21 SOUTH EVERGREEN AVENUE

WHEREAS, HCP III Arlington TS LLC, (*"Applicant"*) is the owner of record of that certain property located in the B-5 Downtown District (*"B-5 District"*), commonly known as 21 South Evergreen Avenue, and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance (*"Property"*); and

WHEREAS, the Property is improved with a multi-tenant shopping center, consisting of approximately 66,000 square feet of retail space on the ground level and 34,000 square feet of office space on the second floor (*"Existing Building"*); and

WHEREAS, in 2018, the Applicant received approval for multiple new signage throughout the shopping center, of which none have been installed; and

WHEREAS, as part of a current proposal for new "Office Center" signage to the Property and the Existing Building, the Applicant desires to install one 39.1 sf blade sign ("Blade Sign") with 27'-7¾" height above the pedestrian thoroughfare and internal illumination, and one 66.5 sf directory wall sign ("Wall Sign"); and

WHEREAS, pursuant to Section 30-201.h.6.b of the Sign Regulations, the maximum height of a blade sign above a pedestrian thoroughfare is 15 feet; and

WHEREAS, pursuant to Section 30-201.h.6.e of the Sign Regulations, the maximum permitted square footage of a blade sign is six square feet; and

WHEREAS, pursuant to Section 30-201.h.6.g of the Sign Regulations, blade signs are only allowed external illumination; and

WHEREAS, pursuant to Section 30-201.h.3.a of the Sign Regulations, the maximum size allowed for a directory wall sign is 30 square feet; and

WHEREAS, in order to permit the installation of the Proposed Blade Sign and Wall Sign on the Existing Building, the Applicant has submitted a petition for variations from Sections 30-201.h.6.b, 30-201.h.6.e, 30-201.h.6.g and 30-201.h.3.a of the Sign Regulations (collectively, the "*Requested Variations*"); and

WHEREAS, notification of a public meeting of the Design Commission of the Village of Arlington Heights (*"Design Commission"*) to consider approval of the Requested Variations was provided by the Applicant pursuant to Section 30-904 of the Sign Regulations by posting signage at the Property and serving written notice on neighboring property owners; and

WHEREAS, on January 11, 2022, the Design Commission conducted a public meeting to consider the Variations, and voted to recommend that the Village Board approve the Requested Variations; and

WHEREAS, the Village President and Board of Trustees have determined that the Requested Variations for the Proposed Blade Sign and Wall Sign meet the required standards for variations as set forth in Section 30-902 of the Sign Regulations; and

WHEREAS, the Village President and Board of Trustees have determined that it will serve and be in the best interests of the Village to grant the Requested Variations for the Proposed Blade Sign and Wall Sign, subject to the conditions, restrictions, and provisions of this Ordinance;

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

SECTION 1. RECITALS. The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

SECTION 2. GRANT OF VARIATIONS. Subject to, and contingent upon, the conditions, restrictions, and provisions set forth in Section 3 of this Ordinance, and in accordance with, and pursuant to, Section 30-902 of the Sign Regulations and the home rule powers of the Village, the Village hereby grants the following variations to the Applicant to permit the installation of the Proposed Blade Sign and Wall Sign:

A. Blade Sign. A variation from Section 30-201.h.6.b of the Sign Regulations, to allow a 27'-7¾" blade sign above the pedestrian thoroughfare.

B. Blade Sign. A variation from Section 30-201.h.6.g of the Sign Regulations, to allow a 39.1 square foot blade sign.

C. Blade Sign. A variation from Section 30-201.6.h.g of the Sign Regulations, to allow an internally illuminated blade sign.

D. Wall Sign. A variation Section 30-201.h.3.a, to allow a 66.5 square foot directory wall sign.

SECTION 3. CONDITIONS. Notwithstanding any use or development right that may be applicable or available pursuant to the provisions of the Sign Regulations or any other provision of the "Municipal Code of Arlington Heights, Illinois, 1995," as amended (*"Village Code"*) , the approvals granted pursuant to Section 2 of this Ordinance are hereby expressly subject to, and contingent upon, the development, use, and maintenance of the Proposed Blade Sign and Wall Sign, the Existing Building, and the Property in compliance with each and all of the following conditions:

A. Compliance with Regulations. Except to the extent specifically provided otherwise in this Ordinance, the development, use, operation, and maintenance of all signs on the Property (including, without limitation, the Proposed Blade Sign and Wall Sign, the Existing Building, and the Property must comply at all times with all applicable Village codes and ordinances, as the same have been or may be amended from time to time.

B. Compliance with Plans. Except for minor changes and site work approved by the Village's Director of Building (for matters within his or her permitting authority) in accordance with all applicable Village standards, the installation, use, operation, and maintenance of the Proposed Blade Sign and Wall Sign must comply with those certain plans prepared by the Applicant a copy of which is attached to and, by this reference, made a part of this Ordinance as Exhibit B ("Plans").

C. Repeal the previously approved 2018 office center canopy sign variations.

D. It is the architect/homeowner/builder's responsibility to comply with the Design

Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

SECTION 4. RECORDATION; BINDING EFFECT. A copy of this Ordinance will be recorded with the Cook County Clerk. This Ordinance and the privileges, obligations, and provisions contained herein inure solely to the benefit of, and are binding upon the Applicant and each of its heirs, representatives, successors, and assigns.

SECTION 5. FAILURE TO COMPLY WITH CONDITIONS. Upon the failure or refusal of the Applicant to comply with any or all of the conditions, restrictions, or provisions of this Ordinance, as applicable, the approval granted in Section 2 of this Ordinance may, at the sole discretion of the Village President and Board of Trustees, by ordinance duly adopted, be revoked and become null and void; provided, however, that the Village President and Board of Trustees may not so revoke the approval granted in Section 2 of this Ordinance unless they first provide the Applicant with two months advance written notice of the reasons for revocation and an opportunity to be heard at a regular meeting of the Village President and Board of Trustees. In the event of revocation, the development and use of the Property will be governed solely by the regulations of the B-5 District and the applicable provisions of the Sign Regulations and the Village Code, as the same may, from time to time, be amended. Further, in the event of such revocation, the Village Manager and Village Attorney are hereby authorized and directed to bring such enforcement action as may be appropriate under the circumstances.

SECTION 6. AMENDMENTS. Any amendments to the approvals granted in Section 2 of this Ordinance that may be requested by the Applicant after the effective date of this Ordinance may be granted only pursuant to the procedures, and subject to the standards and limitations, provided in the Sign Regulations and the Village Code.

SECTION 7. SEVERABILITY. If any provision of this Ordinance or part thereof is held invalid by a court of competent jurisdiction, the remaining provisions of this Ordinance are to remain in full force and effect, and will be interpreted, applied, and enforced so as to achieve, as near as may be, the purpose and intent of this Ordinance to the greatest extent permitted by applicable law.

SECTION 8. EFFECTIVE DATE.

A. This Ordinance will be effective only upon the occurrence of all of the following events:

1. Passage by the Village President and Board of Trustees in the manner required by law;

2. Publication in pamphlet form in the manner required by law; and

3. The filing by the Applicant with the Village Clerk of an Unconditional Agreement and Consent, in the form of Exhibit C attached to and, by this reference, made a part of this Ordinance, to accept and abide by each and all of the terms, conditions, and limitations set forth in this Ordinance and to indemnify the Village for any claims that may arise in connection with the approval of this Ordinance.

B. In the event the Applicant does not file fully executed copies of the Unconditional Agreement and Consent, as required by Section 8.A.3 of this Ordinance, within 30 days after the date of final passage of this Ordinance, the Village President and Board of Trustees

will have the right, in their sole discretion, to declare this Ordinance null and void and of no force or effect.

[SIGNATURE PAGE FOLLOWS]

AYES:

NAYS:

PASSED AND APPROVED THIS 21st day of February, 2022.

_____
Village President

ATTEST:

_____
Village Clerk

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

Lots 3, 4, and 6 in the Arlington Town Square Subdivision, recorded April 9, 1998 as Document No. 98281581 (being a subdivision in the West ½ of the Southwest ¼ of Section 29, Township 42 North, Range 11 East of the Third Principal Meridian in Cook County, Illinois).

P.I.N. 03-29-349-025

Commonly known as: 21 S. Evergreen Avenue, Arlington Heights, Illinois.

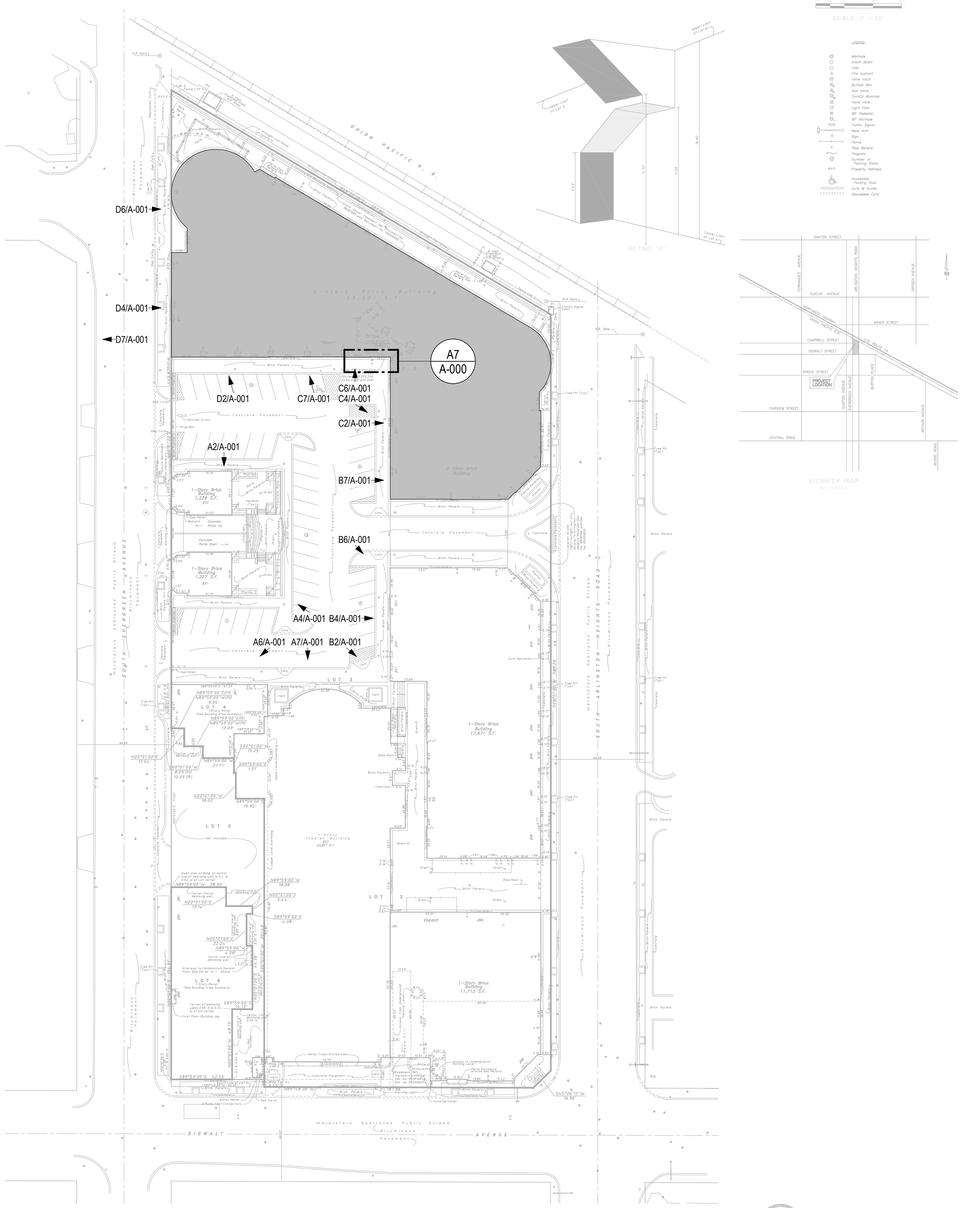
EXHIBIT B

SIGN PLANS



A7 / A-000 SCOPE OF WORK ENLARGED PLAN

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



A5 / A-000 SITE PLAN

SCALE: 1" = 50'-0"

HAEGER ENGINEERING
land surveyors
consulting engineers

NO.:	ISSUED FOR:	DATE

OKW Architects

OKW Architects

600 West Jackson Blvd
Chicago, IL 60661
T 312.798.7700
F 312.798.7777
www.okwarchitects.com

ARLINGTON TOWN SQUARE - OFFICE CENTER

21 S. EVERGREEN AVE.
ARLINGTON HEIGHTS, IL 60005

SITE PLAN & ENLARGED FLOOR PLAN

DRAWN BY: _____ CHECKED: _____

DATE: 12-02-2021

SHEET NO.: A-000

PROJ. NO.: 20079

© 2021 OKW ARCHITECTS



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

EXISTING CONDITIONS

NEW OFFICE ENTRY STUDY
21 S Evergreen Ave . Arlington, IL
September 10, 2021 Project #: 20079



PROPOSED OFFICE ENTRY

NO.:	ISSUED FOR:	DATE

OKW
Architects

600 West Jackson Blvd
Chicago, IL 60661
T 312.798.7700
F 312.798.7777
www.okwarchitects.com

ARLINGTON TOWN
SQUARE - OFFICE CENTER

21 S. EVERGREEN AVE.
ARLINGTON HEIGHTS, IL 60005

PROJECT RENDERING

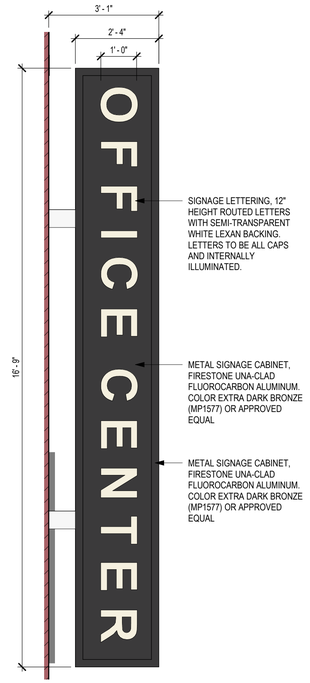
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DATE: 12-02-2021

SHEET NO.: A-002

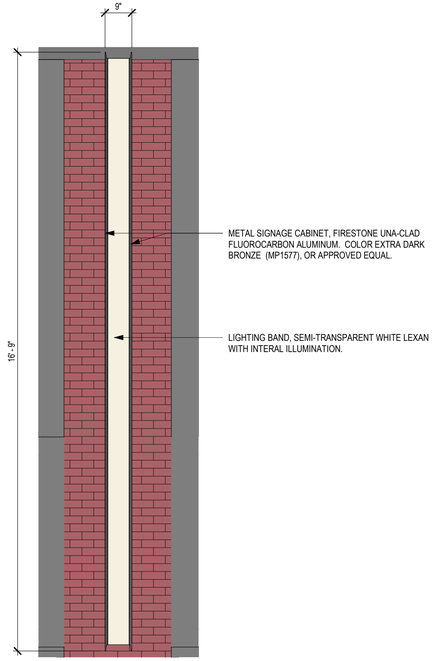
PROJ. NO.: 20079

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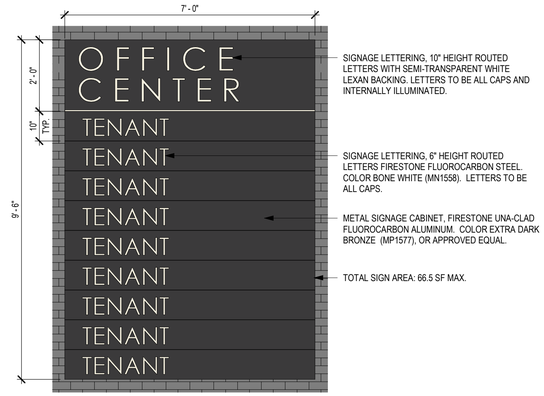
D7 A-200 PROPOSED BLADE SIGN ELEVATION

SCALE: 1/2" = 1'-0"



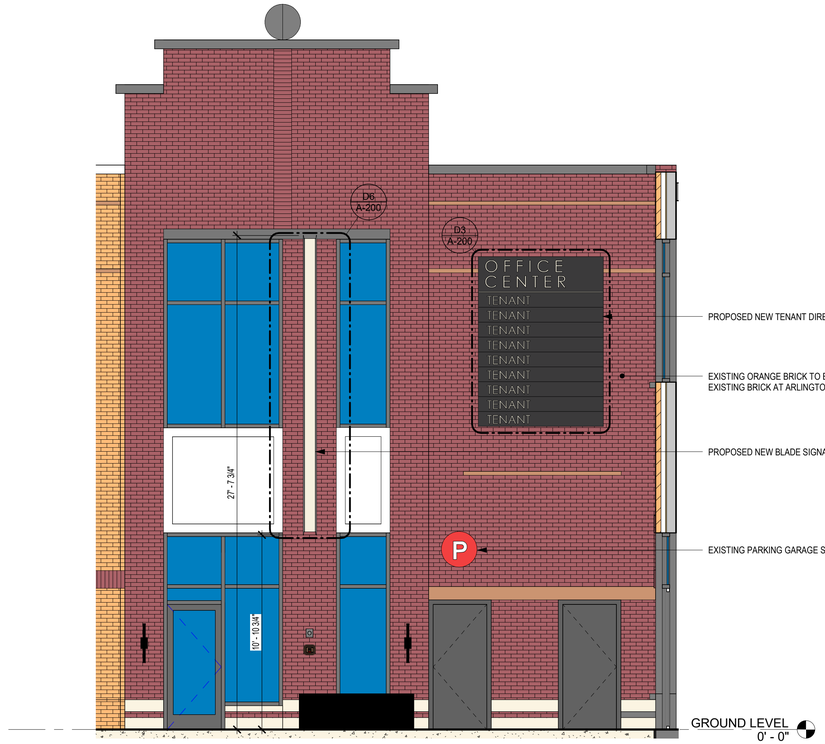
D6 A-200 PROPOSED BLADE SIGN SIDE ELEVATION

SCALE: 1/2" = 1'-0"



D3 A-200 PROPOSED TENANT DIRECTORY SIGNAGE

SCALE: 1/2" = 1'-0"



A7 A-200 PROPOSED SOUTH OFFICE ENTRY

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



A3 A-200 EXISTING SOUTH OFFICE ENTRY

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

NO.:	ISSUED FOR:	DATE

OKW Architects

OKW Architects

600 West Jackson Blvd
Chicago, IL 60661
T 312.798.7700
F 312.798.7777
www.okwarchitects.com

ARLINGTON TOWN SQUARE - OFFICE CENTER

21 S. EVERGREEN AVE.
ARLINGTON HEIGHTS, IL 60005

BUILDING ELEVATIONS & SIGNAGE DETAILS

DRAWN BY: Author CHECKED: Checker

DATE: 12-02-2021

SHEET NO.: A-200

PROJ. NO.: 20079

© 2021 OKW ARCHITECTS

MATERIAL LIST

1. PETITIONER NAME: OKW ARCHITECTS
2. DATE: NOVEMBER 12, 2021
3. PROJECT: ARLINGTON TOWN SQUARE – OFFICE CENTER
4. LOCATION: 21 S. EVERGREEN AVE., ARLINGTON HEIGHTS, IL 60005

OFFICE CENTER ENTRANCE SIGNAGE:

TENANT DIRECTORY SIGN

NON-ILLUMINATED LETTERING:	FIRESTONE BUILDING PRODUCTS, FLUOROCARBON STEEL "BONE WHITE" #MP1558
METAL CABINET:	FIRESTONE BUILDING PRODUCTS, FLUORCARBON ALUMINUM "EXTRA DARK BRONZE" #MP1577
ILLUMINATED LETTERING:	SEMI-TRANSPARENT WHITE LEXAN

BLADE SIGN

SIDE LIGHTING BAND:	SEMI-TRANSPARENT WHITE LEXAN
METAL CABINET:	FIRESTONE BUILDING PRODUCTS, FLUORCARBON ALUMINUM "EXTRA DARK BRONZE" #MP1577
ILLUMINATED LETTERING:	SEMI-TRANSPARENT WHITE LEXAN

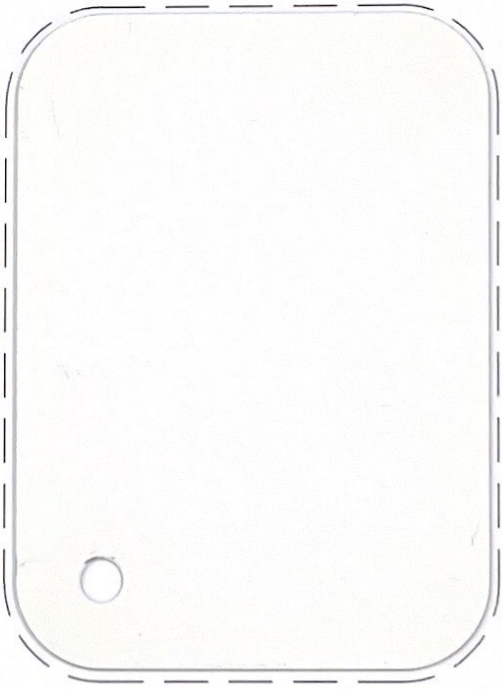
OKW Architects

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, Illinois 60661
P: 312.798.7700
okwarchitects.com



FIRESTONE
KYNAR 500 / HYLAR 5000
FLOUROCARBON
ALUMINUM
EXTRA DARK BRONZE (MP1577)

FIRESTONE
KYNAR 500 / HYLAR 5000
FLOUROCARBON
ALUMINUM
BONE WHITE (MP1558)



MATERIAL BOARD

OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

HUTENSKY CAPITAL PARTNERS

ARLINGTON TOWN SQUARE
OFFICE ENTRY - SIGN VARIATION
31S EVERGREEN AVE, ARLINGTON HEIGHTS, IL 60005

NOVEMBER 12, 2021 Project #: 20079

EX-01

EXHIBIT C

UNCONDITIONAL AGREEMENT AND CONSENT

TO: The Village of Arlington Heights, Illinois (*"Village"*):

WHEREAS, HCP III Arlington TS LLC, (*"Applicant"*) is the owner of record of that certain property located in the B-5 Downtown District (*"B-5 District"*), commonly known as 21 South Evergreen Avenue, and legally described in Exhibit A attached to and, by this reference, made a part of this Ordinance (*"Property"*); and

WHEREAS, Ordinance No. 2022-_____, adopted by the Village President and Board of Trustees on February 21, 2022 (*"Ordinance"*), grants variations to the Applicant from the Village's sign regulations for the installation of one blade sign and one wall sign on the Property; and

WHEREAS, Section 8 of the Ordinance provides, among other things, that the Ordinance will be of no force or effect unless and until the Applicant files, within 30 days following the passage of the Ordinance, their unconditional agreement and consent to accept and abide by each and all of the terms, conditions, and limitations set forth in the Ordinance;

NOW, THEREFORE, the Applicant does hereby agree and covenant as follows:

1. The Applicant hereby unconditionally agrees to, accept, consent to, and will abide by, each and all of the terms, conditions, limitations, restrictions, and provisions of the Ordinance.

2. The Applicant acknowledges that public notices and hearings have been properly given and held with respect to the adoption of the Ordinance, has considered the possibility of the revocation provided for in the Ordinance, and agrees not to challenge any such revocation on the grounds of any procedural infirmity or a denial of any procedural right.

3. The Applicant acknowledges and agrees that the Village is not and will not be, in any way, liable for any damages or injuries that may be sustained as a result of the Village's granting of the variations for the Property or its adoption of the Ordinance, and that the Village's approvals do not, and will not, in any way, be deemed to insure the Applicant against damage or injury of any kind and at any time.

4. The Applicant hereby agrees to hold harmless and indemnify the Village, the Village's corporate authorities, and all Village elected and appointed officials, officers, employees, agents, representatives, and attorneys, from any and all claims that may, at any time, be asserted against any of such parties in connection with the Village's adoption of the Ordinance granting the variations for the Property.

[SIGNATURES ON FOLLOWING PAGE]

Dated: _____, 2022

ATTEST: HCP III ARLINGTON TS LLC

By: _____ By: _____

Its: _____ Its: _____

Village Board
2/21/2022

Item: Reappointment of Stacy Ennes to PAM Board of Directors

Department: Village Managers Office

Reappointment of Stacy Ennes to the PAM Board of Directors - term ending 2-18-25

Village Board
2/21/2022

Item: Crescent Place - 310 W. Rand Rd. - PC#21-010

Department: Planning & Community Development

BACKGROUND

On October 18, 2021, the Village Board approved Ordinance #21-045 authorizing Preliminary Plat of Subdivision approval to consolidate the subject property into one lot and dedicate to IDOT a portion of the subject property that extends out into Rand Road. The petitioner has prepared a Final Plat of Subdivision, which contains the necessary signatures as required for Final Plat of Subdivision approval. The Village has reviewed the Final Plat of Subdivision and verified that it is substantially compliant with the preliminary approvals as outlined in Ordinance #21-045.

RECOMMENDATION

A public meeting was held by the Plan Commission on February 9, 2022 where Commissioner Warskow moved and Commissioner Jensen seconded:

A motion to recommend to the Village Board of Trustees, approval of Crescent Place, PC#21-010, Final Plat of Subdivision, subject to the following condition:

1. Prior to approval of a Certificate of Occupancy for Crescent Place, a Plat of Dedication shall be recorded with Cook County, which dedicates as IDOT right-of-way that portion of the subject property as noted on the Final Plat of Subdivision.

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

ATTACHMENTS:

Description	Type
Plan Commission Memo	Memorandum
PC Minutes 2/9/22 - DRAFT	Minutes
Final Plat	Exhibits

Memorandum

To: Chair Dawson and Members of the Plan Commission

CC: Randy Recklaus, Village Manager

All Department Heads

From: Sam Hubbard, Development Planner

Date: 2/4/2022

Re: PC #21-010: Crescent Place, Final Plat of Subdivision for Plan Commission Meeting on 2/9/22

On October 18, 2021, the Village Board approved Ordinance #21-045 authorizing Preliminary Plat of Subdivision approval to consolidate the subject property into one lot and dedicate to IDOT a portion of the subject property that extends out into Rand Road. The petitioner has prepared a Final Plat of Subdivision, which contains the necessary signatures as required for Final Plat of Subdivision approval. The Village has reviewed the Final Plat of Subdivision and verified that it is substantially compliant with the preliminary approvals as outlined in Ordinance #21-045.

Ordinance #21-045 required that at time of Final Plat of Subdivision, the petitioner provide additional details on the site photometrics in order to determine compliance with all code requirements. These details have been provided and staff has verified that the development will conform to all photometric requirements as contained in Chapter 28 of the Municipal Code.

Given the amount of time it can take for IDOT to sign a Plat of Subdivision that involves the dedication of land as IDOT right-of-way, the petitioner is proceeding with the Final Plat of Subdivision as a separate document from the IDOT right-of-way dedication. The Final Plat of Subdivision has been revised to note that the IDOT dedication will occur separately, and both IDOT and the Village are comfortable with this approach.

IDOT has signed the Plat of Subdivision, and they are currently reviewing the separate Plat of Dedication for that portion of the subject property that extends out into Rand Road. It should be noted that the Plat of Dedication will need to be reviewed by the Plan Commission and will ultimately require Village Board approval. To ensure that the petitioner follows through with the Plat of Dedication, a condition of approval on the Final Plat has been recommended below.

Prior to Village Board consideration of the Final Plat, the petitioner is required to pay all recording and benchmark fees, as well as provide the required maintenance bond/deposit and the public improvement bond/deposit.

Recommendation: The Staff Development Committee recommends APPROVAL of the Final Plat of Subdivision, subject to the following condition:

1. Prior to approval of a Certificate of Occupancy for Crescent Place, a Plat of Dedication shall be recorded with Cook County, which dedicates as IDOT right-of-way that portion of the subject property as noted on the Final Plat of Subdivision.

PLAN
_____
_____
_____

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

COMMISSION

RE: CRESCENT PLACE - 310 WEST RAND ROAD - PC #21-010
FINAL PLAT OF SUBDIVISION

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 9th day of February, 2022 at the hour of 8:10 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

CHAIRPERSON DAWSON: Okay, so now to the next item on our agenda. The next one? I believe so, I'm just waiting, the internet is slow, I'm just trying to get my agenda back up.

MR. HUBBARD: It's the Crescent Place final plat.

CHAIRPERSON DAWSON: Sorry, we've got that final plat of subdivision for Crescent Place.

MR. HUBBARD: We do have the Petitioner here. It's a fairly straight-forward process for the final plat. He could certainly come up and tell you about it, I can certainly tell you about it. He designed the plat to meet all of the final code requirements. Everything on the plat that's shown as necessary was there.

The one item I would note is there is a small right-of-way dedication required for IDOT on the western part of the site that was shown on the preliminary plat. I think IDOT takes a long time to sign a plat when land is dedicated and granted to them. The Petitioner has split off the process of the final plat that you'd be signing this evening. It shows this future dedication of the IDOT right-of-way to occur by a separate document, and that's allowed IDOT to sign the plat without the dedication so that it can get that done this evening.

Then the Petitioner is proceeding separately with IDOT with the plat of dedication, so that will be coming back in front of the Plan Commission just to be reviewed and approved with your signature and then approved by the Village Board. Because it will come later, approval of this final plat will be conditional upon getting that IDOT dedication done before occupancy of the building which will give the Petitioner plenty of time to do it and plenty of leverage and insurance to the Village that it will get done.

So, that being said, we're recommending approval of the final plat of subdivision subject to that one condition.

CHAIRPERSON DAWSON: Any questions, comments, or a motion?

COMMISSIONER WARSKOW: I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of Crescent Place, PC #21-010, Final Plat of Subdivision, subject to the following condition:

1. **Prior to approval of a certificate of occupancy for Crescent Place, a plat of dedication shall be recorded with Cook County, which dedicates as IDOT right-of-way that portion of the subject property as noted on the final plat of subdivision.**

CHAIRPERSON DAWSON: Second?

COMMISSIONER JENSEN: I'll second.

CHAIRPERSON DAWSON: All right, do I need a roll call or voice vote?

MR. HUBBARD: We'll do roll call.

Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
MR. GREEN: Thank you.
CHAIRPERSON DAWSON: Congratulations!
MR. GREEN: Much appreciated.
CHAIRPERSON DAWSON: All right, so there being, any other items we need done? I see nothing here on the public agenda.

Sam?

MR. HUBBARD: There's nothing. Well, no, I did want to mention that on January 22nd, Mr. George Miller passed away. I understand that he was a former commander of the Arlington Heights Auxiliary Police Department. He was also a former Plan Commissioner. I did not have the pleasure to get to know him but anyone that dedicates some of their time as a member of the Plan Commission is a noble individual to me. So, I have to acknowledge him and my condolences to anyone who knew him.

Next week, or I'm sorry, next Plan Commission, we will have Little Paw on the agenda. That's a, it's like a dog adoption center. It's going to be, or at least dog places get a lot of attention from some members of the community that are keeping their dogs on these dog shelters and dogs for sale and puppy mills and things like that. So, that's probably going to have a pretty significant public component. We're imagining that meeting will be probably a virtual meeting. So, keep your eyes out.

COMMISSIONER LORENZINI: What's the date, Sam?
MR. HUBBARD: What's that?
COMMISSIONER LORENZINI: What is the date?
MR. HUBBARD: What's the date? I believe it's the 23rd of February.
COMMISSIONER CHERWIN: I would just add George Miller was an awesome person. Great man, we will miss him.
CHAIRPERSON DAWSON: All right, great.

Do I have a motion to adjourn?

COMMISSIONER JENSEN: So moved.
COMMISSIONER CHERWIN: Second.
CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Anyone opposed?

(No response.)

CHAIRPERSON DAWSON: All right, good meeting, everyone.

(Whereupon, at 8:15 p.m., the public hearing on the above-mentioned petition was adjourned.)

FINAL PLAT OF SUBDIVISION

CRESCENT PLACE SUBDIVISION

OF

PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS:
310 W. RAND ROAD
ARLINGTON HEIGHTS, IL



VICINITY MAP

~ NO SCALE ~

PLAN COMMISSION AND VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

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 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

VILLAGE COLLECTOR

I DO HEREBY CERTIFY THAT THERE ARE NO DEFERRED SPECIAL ASSESSMENTS OR UNPAID CURRENT ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS_____DAY OF_____ , A.D., 20____.

_____
VILLAGE COLLECTOR

VILLAGE ENGINEER

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

ILLINOIS, THIS_____ DAY OF _____, A.D. 20____.
APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY

_____
VILLAGE ENGINEER

UTILITY APPROVAL AND ACCEPTANCE

COMMONWEALTH EDISON COMPANY
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20___

TITLE: _____

AMERITECH/SBC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20___

TITLE: _____

NICOR GAS
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20___

TITLE: _____

COMCAST CABLE
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20___

TITLE: _____

WYDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20___

TITLE: _____

SEND FUTURE TAX BILL TO:

HTG ARLINGTON, LP
3225 AVIATION AVENUE, 6TH FLOOR
COCONUT GROVE, FL 33133

COOK COUNTY CLERK'S CERTIFICATE

STATE OF ILLINOIS)
SS,
COUNTY OF COOK)

I, _____ DO NOT FIND ANY DELINQUENT GENERAL TAXES UNPAID, CURRENT GENERAL TAXES DELINQUENT, SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST THE TRACT OF LAND IN THE ABOVE PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK AT CHICAGO, ILLINOIS, THIS _____ DAY OF _____, A.D., 20___.

_____
COUNTY CLERK

SURVEYOR'S NOTES

IRON PIPES OR SURVEYOR'S NAIL ARE SET AT ALL LOT CORNERS UNLESS OTHERWISE NOTED.

ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

ALL EASEMENTS ARE HERETOFORE DEDICATED UNLESS OTHERWISE NOTED.

ALL EASEMENTS DEPICTED ON THE PLAT MAP ARE FOR PUBLIC UTILITIES UNLESS OTHERWISE NOTED.

BEARINGS SHOWN HEREON ARE BASED ON AN ASSUMED COORDINATE SYSTEM AND ARE INTENDED ONLY TO SHOW THE ANGULAR RELATIONSHIP BETWEEN LINES.

R=RECORD
M=MEASURED
D=DEED

AREA OF SURVEY

LOT 1 = 101,166 ± S.F. = 2.322 ACRES
IDOT DEDICATION = 6,142 ± S.F. = 0.141 ACRES
TOTAL = 107,308 ± S.F. = 2.463 ACRES

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF DU PAGE)

THIS IS TO CERTIFY THAT I, JEFFREY R. PANKOW, ILLINOIS PROFESSIONAL LAND SURVEYOR #3483 HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY AS SHOWN BY THIS PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION; ALL DIMENSIONS ARE IN FEET OR DECIMALS THEREOF;

PARCEL 1:

THAT PART OF THE SOUTH 150 FEET OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE CENTERLINE OF RAND ROAD AND SOUTHEASTERLY OF A LINE DRAWN AT RIGHT ANGLES TO SAID CENTERLINE OF RAND ROAD 94.89 FEET NORTHWESTERLY (AS MEASURED ALONG SAID CENTERLINE) OF THE INTERSECTION OF SAID CENTERLINE AND THE SOUTH LINE OF THE NORTHEAST 1/4 OF SECTION 18, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT D IN FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS BEING A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

(FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS PLAT RECORDED MARCH 16, 1972 AS DOCUMENT 21837755)

I FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE PLAT HEREON DRAWN IS SITUATED WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HEREAFTER AMENDED.

I, FURTHER STATE THAT THE PROPERTY IN THIS SUBDIVISION IS IN ZONE 'X' AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, AS SET FORTH ON THE FLOOD INSURANCE RATE MAP FOR THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS, COMMUNITY PANEL NUMBER 17031C0201J EFFECTIVE DATE OF AUGUST 19, 2008.

DATED THIS _____ DAY OF _____, A.D., 2021.

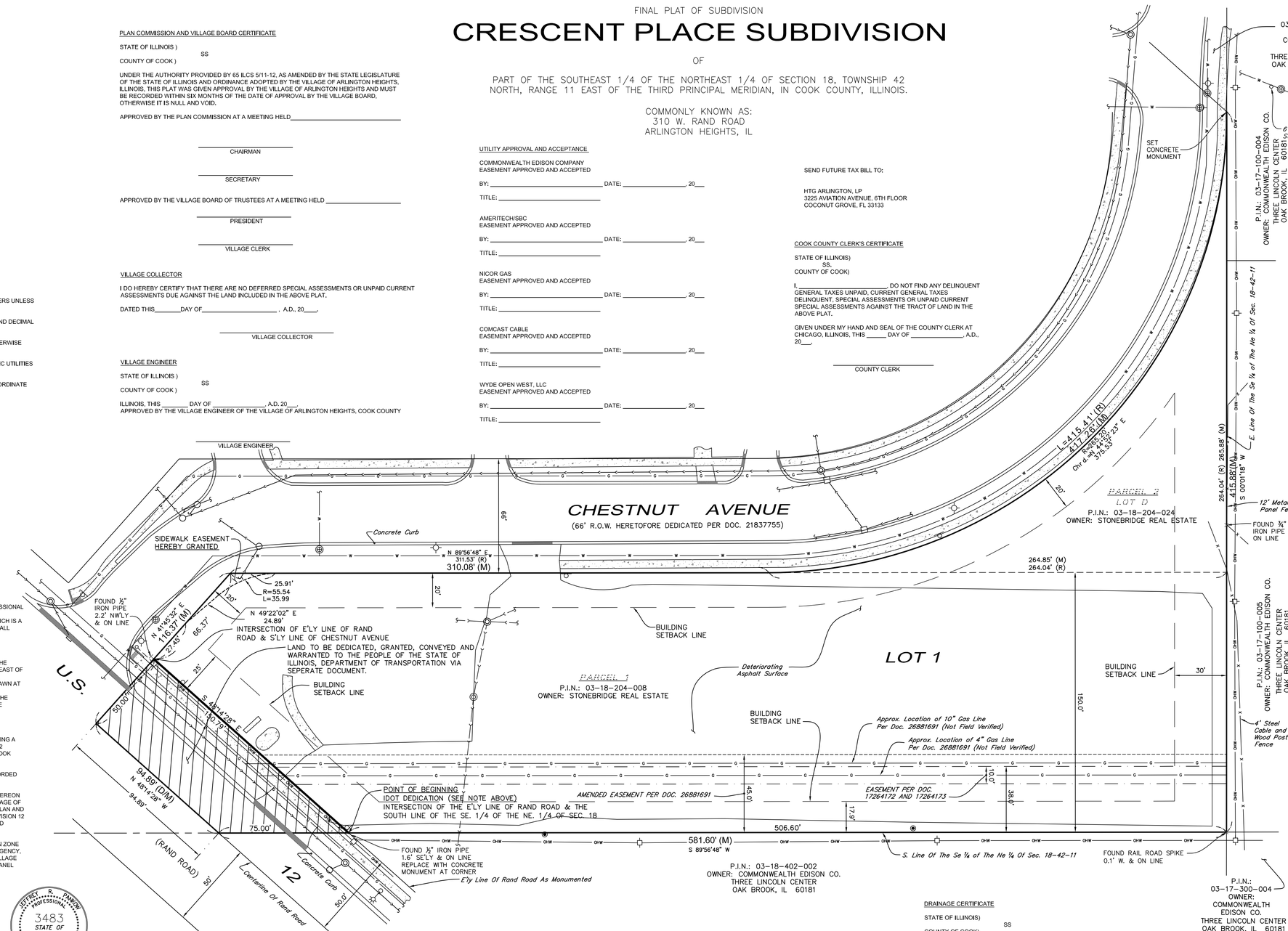
_____
ILLINOIS PROFESSIONAL LAND SURVEYOR #3483
LICENSE EXPIRATION/RENEWAL DATE: NOVEMBER 30, 2022

JEFFREY R. PANKOW 3483 STATE OF ILLINOIS LAND SURVEYOR LISLE, ILLINOIS

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

PROFESSIONAL LAND SURVEYING, INC.
3080 OGDEN AVENUE SUITE 307
LISLE, ILLINOIS 60532
PHONE: 630-778-1757
PROF. DESIGN FIRM # 184-004196
E-MAIL: info@plslisle.com

PREPARED FOR: HTG ILLINOIS DEVELOPER, L.L.C.
ADDRESS: 310 W. RAND ROAD ARLINGTON HEIGHTS, IL
BOOK & PG: 245/38 DATE: 4/8/21 JOB NO.: 2019018
DRAWN BY: SMR CHECK BY: GLK
REVISED: 4/14/2021 GLK PER CLIENT REVIEW
5/12/2021/SMR PER VILLAGE REVIEW
5/18/2021/JRP PER IDOT REVIEW
6/3/2021/GLK PER CLIENT REVIEW
10/14/2021/JRP TO FINAL PLAT
11/11/2021/GLK PER VILLAGE REVIEW
12/08/2021/GLK PER IDOT REVIEW
12/13/2021/GLK PER VILLAGE REVIEW
1/7/2022/GLK PER CLIENT REVIEW



VEHICULAR ACCESS NOTES:

1. THERE SHALL BE NO VEHICULAR ACCESS TO US 12 (RAND ROAD) FROM LOT 1.
2. ALL VEHICULAR ACCESS SHALL BE VIA INTERNAL CIRCULATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION APPROVAL

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT OF PARAGRAPH 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

BY: _____ DATE: _____, 20___
JOSE RIOS, P.E.
REGION ONE ENGINEER

SCHOOL DISTRICT

TO THE BEST OF OUR KNOWLEDGE, THE SCHOOL DISTRICT IN WHICH EACH TRACK, PARCEL, LOT OF BLOCK OF THE PROPOSED SUBDIVISION LIES IS:

ELEMENTARY: CONSOLIDATED COMMUNITY SCHOOL DISTRICT #25

HIGH SCHOOL: TOWNSHIP HIGH SCHOOL DISTRICT #214

COLLEGE: HARPER COMMUNITY COLLEGE DISTRICT #512

_____
OWNERS/OWNERS

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

THIS INSTRUMENT NO. _____ WAS FILED FOR RECORD IN THE RECORDER OF DEEDS OFFICE OF COOK COUNTY, ILLINOIS, AFORESAID, ON THE _____ DAY OF _____, A.D.,20____ AT _____ O'CLOCK ____ M.

_____
COOK COUNTY RECORDER

PUBLIC SIDEWALK EASEMENT LEGAL DESCRIPTION

THAT PART OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS; COMMENCING AT THE INTERSECTION OF THE NORTHEASTERLY LINE OF RAND ROAD (ALSO KNOWN AS ILLINOIS STATE ROUTE 12), AS MONUMENTED, AND THE SOUTH LINE OF THE SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 18; THENCE NORTH 48 DEGREES 14 MINUTES 28 SECONDS WEST, ALONG SAID NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 150.79 FEET THE SOUTHEASTERLY LINE OF CHESTNUT AVENUE AS DEDICATED BY THE FIRST ADDITION TO STONEBRIDGE HILL APARTMENTS ACCORDING TO THE PLAT THEREOF RECORDED MARCH 16, 1972 AS DOCUMENT 21837755; THENCE NORTH 41 DEGREES 45 MINUTES 32 SECONDS EAST, ALONG SAID NORTHEASTERLY LINE, A DISTANCE OF 27.45 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 41 DEGREES 45 MINUTES 32 SECONDS EAST, ALONG SAID NORTHEASTERLY LINE, A DISTANCE OF 38.92 FEET TO THE SOUTHERLY LINE SAID CHESTNUT AVENUE; THENCE NORTH 89 DEGREES 56 MINUTES 48 SECONDS EAST, ALONG SAID SOUTHERLY LINE, A DISTANCE OF 25.91 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF A NON-TANGENTIAL CURVE, CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 55.54 FEET, A DISTANCE OF 35.99 FEET, AND WHOSE CHORD LENGTH OF 35.37 FEET BEARS SOUTH 68 DEGREES 41 MINUTES 13 SECONDS WEST; THENCE SOUTH 49 DEGREES 22 MINUTES 02 SECONDS WEST A DISTANCE OF 24.89 FEET TO THE POINT OF BEGINNING, ALL LYING IN COOK COUNTY, ILLINOIS.

DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
SS
COUNTY OF COOK)

I, _____, A REGISTERED PROFESSIONAL ENGINEER IN ILLINOIS AND _____, THE OWNER OF THE LAND DEPICTED HEREON OR HIS DULY AUTHORIZED ATTORNEY, DO HEREBY STATE, THAT TO THE BEST OF OUR KNOWLEDGE AND BELIEF, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS AND PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION. FURTHER, AS ENGINEER, I HEREBY CERTIFY THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS SUBDIVISION OR ANY PART THEREOF IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

DATED THIS_____DAY OF _____, A.D., 20____.

_____
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER

_____
STATE REGISTRATION NUMBER

_____
REGISTRATION EXPIRATION DATE

PROPERTY OWNER'S SIGNATURES

BY: _____ BY: _____
OWNER OR ATTORNEY OWNER OR ATTORNEY

PRINT NAME PRINT NAME

OWNERS DEED OF DEDICATION

THE UNDERSIGNED, STONEBRIDGE REAL ESTATE COMPANY, LLC, OWNER OF THE REAL ESTATE SHOWN AND DESCRIBED HEREIN, DOES HEREBY PLAT AND SUBDIVIDE SAID REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE KNOWN AND DESIGNATED AS CRESCENT PLACE SUBDIVISION, AN ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ALL STREETS 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, OF VARYING WIDTHS, 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 ANY OWNER OF THE LOT IN THIS SUBDIVISION SHALL TAKE TITLE SUBJECT TO THE RIGHTS OF THE PUBLIC UTILITIES.

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, 2046, 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 OWNER OF THE LOT IN THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

WITNESS OUR HAND AND SEAL THIS ____ DAY OF _____, 20___.

OWNER: STONEBRIDGE REAL ESTATE COMPANY, LLC

BY: _____
MARIA MAGNUS, MANAGER

ADDRESS: 230 E. OHIO STREET, SUITE 400, CHICAGO, ILLINOIS 60611

NOTARY CERTIFICATE

STATE OF _____)
SS
COUNTY OF _____)

BEFORE ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY AND STATE AFORESAID, _____ PERSONALLY APPEARED AND 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 _____, A.D., 20____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

TITLE: _____

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Village Board
2/21/2022

Item: BMO Bank - 630 W Northwest Hwy - PC#21-022

Department: Planning & Community Development

Requested Action

1. Special Use Permit to allow a drive-through in the B-2 District.

Variations Required

1. A variation from Chapter 28, Section 6.15-1.2b to waive the requirement for landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter, at the end of every parking row.

Recommendation

A public hearing was held by the Plan Commission on January 12, 2022 where Commissioner Lorenzini moved and Commissioner Green seconded:

A motion to recommend to the Village Board of Trustees approval of PC #21-022, a special use permit to allow a drive-through in the B-2 District, and the following variation:

1. A variation from Chapter 28, Section 6.15-1.2B to waive the requirement for landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter, at the end of every parking row.

This recommendation is subject to the following conditions:

1. As part of final engineering during the permit review process, the Petitioner shall work with the Engineering Division to develop an acceptable stormwater detention system to the satisfaction of the Village. On-site detention shall be provided as determined by the Village engineer.

2. IDOT approval shall be required for the proposed modifications to access along Northwest Highway, and Cook County approval shall be required for the proposed modifications to access along Euclid Avenue.

3. Prior to appearing before the Village Board for review, the Petitioner shall work with the Village to explore options for eliminating the southernmost parking space of the eastern parking row and expanding the adjacent landscaped island, as well as shifting the southeast driveway farther east to reduce the chance of vehicular conflict.

4. Prior to appearing before the Village Board, the Petitioner shall provide an updated fire truck turning exhibit to the satisfaction of the Village demonstrating adequate fire apparatus access.

5. The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.

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

ATTACHMENTS:

Description	**Type**
Village Board Memo	Memorandum
PC Staff Report	Board or Commission Report
PC Minutes 1/12/22	Minutes
DC Minutes 11/9/21	Minutes
DC Staff Report	Board or Commission Report
Written Response to Special Use Permit Criteria	Correspondence
Written response to Zoning Code Variation Criteria	Correspondence
Aerial	Exhibits
Plat of Survey	Exhibits
Traffic & Parking Study	Exhibits
Stormwater Management Report	Exhibits
Elevations	Exhibits
Floor Plan	Exhibits
Revised Site & Engineering Plans	Exhibits
Revised Landscape Plans	Exhibits
Revised Fire Truck Turning Exhibits	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence

Department Comments - Round 3
PC Timeline Tracker
Correspondence
Exhibits

Memorandum

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

CC: Randy Recklaus, Village Manager

From: Jake Schmidt, Assistant Planner

Date: 2/15/2022

Re: PC #21-022: BMO Bank, 630 W. Northwest Highway

Background:

The Plan Commission's 8-0 recommendation of approval for the BMO Bank project on January 12th, 2022 included two conditions requiring changes prior to an appearance before the Village Board. These were conditions 3 and 4, outlined below with an update.

Update:

Condition 3 required that the petitioner work with the Village to explore options for eliminating the southernmost parking space of the eastern parking row and expanding the adjacent landscaped island, as well as shifting the southeast driveway further east to reduce the chance of vehicular conflict for vehicles driving south within the parking lot and vehicles entering from Northwest Highway. Prior to appearing before the Plan Commission, the petitioner relocated the southernmost parking space to the north side of the building, which resulted in a longer access driveway and adequately addressed Condition 3.

Condition 4 required that the petitioner provide updated fire truck turning exhibits to the satisfaction of the Village demonstrating adequate fire apparatus access. Only partial turning exhibits were provided prior to appearing before the Plan Commission. The petitioner provided a full set of fire truck turning exhibits to the Village on February 4th, 2022. These plans were reviewed by the Engineering Division and found to be satisfactory, addressing Condition 4.

Therefore, Conditions 3 and 4 are no longer required.

As an additional update, Condition 1 of the Plan Commission's recommendation required that the petitioner work with the Engineering Division to develop an acceptable stormwater detention system to the satisfaction of the Village. The petitioner has been in touch with the Village and has been working with the Engineering Division to develop an acceptable stormwater management system.

VILLAGE OF ARLINGTON HEIGHTS

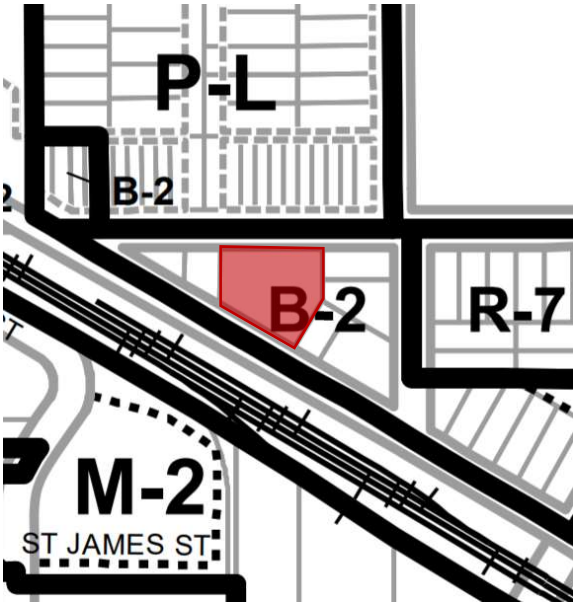
STAFF DEVELOPMENT COMMITTEE REPORT

***PC File Number**: 21-022*
***Project Title**: BMO Bank*
***Address**: 630 W. Northwest Hwy.*
***PIN**: 03-30-402-012-0000*

***To**: Plan Commission*
***Prepared By**: Jake Schmidt, Assistant Planner*
***Meeting Date**: January 12 2022*
***Date Prepared**: January 7 2022*

***Petitioner**: Mike Peirce*
Storebuild, LLC
***Address**: 1900 E. Golf Rd. Suite 950*
Schaumburg, IL 60173

***Existing Zoning**: B-2: General Business District*
***Comprehensive Plan**: Commercial*



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	P-L: Public Land District	Olympic Park	Parks
South	R-3: One-Family Dwelling District	Union Pacific ROW	Open Space
East	B-2: General Business District	Offices, Single-Family Home	Commercial
West	B-2: General Business District	Big Ange's Restaurant	Commercial

Requested Action:

1. Special Use Permit to allow a drive-through in the B-2 District.

Variations Required:

1. A variation from Chapter 28, Section 6.15-1.2b to waive the requirement for landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter, at the end of every parking row.

Project Background:

The subject property is located at 630 W. Northwest Hwy., and is currently developed with an 8,096 square-foot, 6-bay former Firestone auto repair facility with 15 parking spaces. The petitioner is proposing to demolish the existing building and construct a 4,177 square-foot bank building with 3 drive through/ATM lanes and 15 parking spaces. The bank's hours of operation would be 9:00 AM to 5:00 PM Monday through Friday, with shortened morning hours on Saturday. The bank would be closed on Sundays. The total number of employees to be employed by this branch would be seven to eight, with a peak number of seven working at any time.

Zoning and Comprehensive Plan

The subject property is located within the B-2 Zoning District, and while the bank is permitted by-right, the drive through requires a Special Use Permit reviewed by the Plan Commission and approved by the Village Board. In order to demonstrate conformance with the standards of approval for a Special Use Permit, the petitioner has provided a written response to the following justification criteria, as cited in Chapter 28, Section 8.5 of the Municipal Code:

1. **That said special use is deemed necessary for the public convenience at this location.**
    a. BMO Harris Bank N.A. plans on closing its outdated 1007 W. Euclid Avenue location. The special use for a drive-through is necessary for public convenience given the nature, extent, and demand for drive-through banking by BMO customers.
2. **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**
    a. BMO Harris Bank is a widely known and recognized national banking association providing myriad financial services to its customers which in no way will be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.
3. **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**
    a. The proposed use at the location – a full service branch bank with drive-up banking and 24/7 ATM operations - will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

Based on these responses, Staff believes that the criteria for Special Use Permit approval have been met.

The subject property is designated as appropriate for commercial uses per the Comprehensive Plan of the Village of Arlington Heights.

Building, Site Plan, and Landscaping

The applicant has prepared a site plan showing a 4,177 square-foot bank building with three drive-through lanes, 15 parking spaces, and three driveways. One driveway connects to Euclid Avenue, and two connect to Northwest Highway. The function of these driveways will be discussed further in the next section.

As the proposed building is new construction, Design Commission review was required. The Design Commission reviewed and approved the project with required changes on November 9th, 2021. Please refer to the Design Commission minutes for the recommendation. Overall the design is nicely done.

The petitioner has prepared a landscape plan to the satisfaction of Staff. The plan features landscape screening where feasible, a 6-foot tall solid fence adjacent to the single-family home to the east, and screening along Euclid Avenue and Northwest Highway. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a

minimum of four inches in diameter, shall be located at the end of every parking row. The two parking spaces at the northwest corner of the site do have landscape islands, but they do not meet code requirements for width and do not contain the required trees. Additionally, the southern island at the end of the eastern row of parking has a width of 7 feet, less than the width of one parking space. Therefore, a variation is required. The petitioner has provided a written response to variation justification criteria (included as **Attachment I** at the end of this report), which Staff believes justifies the variation. Staff also supports this variation due to the additional landscaping and screening proposed in other areas of the site, and in the interest of providing adequate parking capacity as detailed in the next section.

During second round review, the Engineering Division noted that the petitioner's detention plan captures only 1,287 cubic-feet of the required 10,455 cubic-feet of stormwater storage. The site drains into a tributary of the combined sewer system, and the Village is sensitive to storm water entering the combined sewer system. A storage vault may be needed to capture additional stormwater on-site. The petitioner shall work with the Engineering Division to develop an acceptable stormwater detention system to the satisfaction of the Village Engineer.

Traffic and Parking

As previously mentioned, the plan shows three driveways, with one connecting to Euclid Avenue and two connecting to Northwest Highway. On Northwest Highway, the southeast driveway would be in-only, the southwest driveway would be exit and right-turn only. On Euclid Avenue, the northern driveway would be in and out, with exiting movements restricted to right-turn only. Inbound movements would be permitted from east and westbound traffic on Northwest Highway and Euclid Avenue.

IDOT approval shall be required for the proposed modifications to access along Northwest Highway, and Cook County approval shall be required for the proposed modifications to access along Euclid Avenue. The petitioner has been in contact with both IDOT and Cook County regarding the design of the access driveways, and provided them preliminary plans for review. At the request of IDOT, the southeast driveway has been modified to allow in-only access as opposed to the previously proposed full access configuration. The petitioner also proposes limiting outbound movements from the southwest driveway to right turns only from the previous right and left movements, and restricting outbound movements at the northern driveway to right turns only from the previous right and left movements, as a result of preliminary feedback from IDOT and Cook County. While the petitioner has not yet submitted permits to IDOT or Cook County, as a result of these preliminary conversations the petitioner has indicated that both entities are comfortable with this access configuration, as it meets IDOT and Cook County's respective access requirements.

With respect to the southeast driveway, Staff has some concern regarding potential vehicular conflicts between vehicles entering the site and those backing in or out of the immediately adjacent parking space. Additionally, in the current configuration vehicles entering the site via the southeast driveway may be head-to-head with vehicles driving south in the parking lot. Prior to appearing before the Village Board for review, the petitioner shall work with the Village to explore options for eliminating the southernmost parking space of the eastern parking row and expanding the adjacent landscaped island, as well as shifting the southeast driveway further east to reduce the chance of vehicular conflict.

The function of these driveways and their potential impact on traffic was evaluated in a traffic and parking study provided by the petitioner. The traffic study indicated that the proposed development would not negatively impact adjacent roadways and nearby intersections, and that the proposed driveways can adequately accommodate anticipated traffic volumes. Trip generation is anticipated to be equal on both Northwest Highway and Euclid Avenue, with 12 AM peak hour inbound trips and 22 PM peak hour inbound trips on both abutting roads. It is anticipated that there will be 9 AM peak hour and 22 PM peak hour outbound trips onto Northwest Highway, with 8 AM peak hour trips and 21 PM peak hour outbound trips onto Euclid Avenue. The study also determined that adequate stacking is

provided at the drive through lanes. The lanes would accommodate four vehicles each, with stacking counts at similar sites ranging from three to four vehicles. As such, Staff does not have concerns with the capacity of the driveways or the function of the drive through.

The Engineering Division has requested a modified fire truck turning exhibit demonstrating that adequate fire apparatus access is possible from westbound Northwest Highway and eastbound Euclid Avenue. Prior to appearing before the Village Board, the petitioner shall provide an updated fire truck turning exhibit to the satisfaction of the Village demonstrating adequate fire apparatus access.

With respect to vehicular parking, the total parking requirement for the proposed facility is assessed at ratio of 1 space per 300 square-feet, the ratio for general office space. Per the Staff analysis, a total of 14 spaces would be required for the proposed facility. The subject site would be improved with 15 spaces, resulting in a code-required parking surplus of 1 parking space. The traffic and parking study indicated that peak parking demand may rise as high as 15 spaces, which would be accommodated in the proposed lot. As such, Staff does not have any concerns related to parking.

With respect to bicycle parking, office uses require 1 space per 6,000 SF of floor area, with a minimum of 2 spaces. As such, 2 bicycle parking spaces are required. The petitioner has included a 2-space rack at the northeast corner of the building, meeting this requirement.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Special Use Permit Request to allow a drive-through in conjunction with a permitted bank facility the subject property, and recommends **approval** of the petition, subject to the following:

1. As part of final engineering during the permit review process, the petitioner shall work with the Engineering Division to develop an acceptable stormwater detention system to the satisfaction of the Village. On-site detention shall be provided as determined by the Village Engineer.
2. IDOT approval shall be required for the proposed modifications to access along Northwest Highway, and Cook County approval shall be required for the proposed modifications to access along Euclid Avenue.
3. Prior to appearing before the Village Board for review, the petitioner shall work with the Village to explore options for eliminating the southernmost parking space of the eastern parking row and expanding the adjacent landscaped island, as well as shifting the southeast driveway further east to reduce the chance of vehicular conflict.
4. Prior to appearing before the Village Board, the petitioner shall provide an updated fire truck turning exhibit to the satisfaction of the Village demonstrating adequate fire apparatus access.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____January 7, 2022

Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
PC File 21-022

Attachment I – Written Response to Zoning Code Variation Justification Criteria

a) The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
The proposed use will not alter the character of the area. The landscape island in question is serving as a buffer for the dumpster area. The combination of decorative grasses along the refuse encloser masonry walls create a more pleasing aesthetic.

b) The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
The property has been vacant for numerous years. The applicant is ,installing various grasses to attempt to screen, the dumpster area from view and enhance the appearance. The alternative to the reduced island space would be to asphalt the area and eliminate the landscaping materials.

c) The proposed variation is in harmony with the spirit and intent of this Chapter; and
The proposed variation is consistent with the spirit of the referenced Chapter as we have intensified the decorative grasses in a continuous line from front to back of the adjacent parking space.

d) The variance requested is the minimum variance necessary to allow reasonable use of the property for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
The variance requested is the minimum necessary for the property to function properly as the intended use of the property.

APPROVED

PLAN
_____
_____
_____

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

COMMISSION

RE: BMO BANK - 630 WEST NORTHWEST HIGHWAY - PC #21-022
SPECIAL USE PERMIT TO ALLOW DRIVE-THROUGH IN B-2 DISTRICT

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 12th day of January, 2022 at the hour of 7:47 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
JAKE SCHMIDT, Assistant Planner

CHAIRPERSON DAWSON: All right, second item on the agenda is the BMO Bank. Is the Petitioner here? Great, thanks.

Jake, have all public notices been given? Sorry, let me let you get your microphone.

MR. SCHMIDT: Yes, they have.

CHAIRPERSON DAWSON: Didn't mean to rush you. Okay, terrific. Who will be speaking on behalf of the Petitioner this evening?

MR. NOSKEY: Hello, my name is Mark Noskey, I will be. I'm the architect of record for the project.

CHAIRPERSON DAWSON: Okay, anybody else who will be speaking?

MR. NOSKEY: Yes.

CHAIRPERSON DAWSON: I just want to swear you all in at once if you could all --

MR. NOSKEY: Yes. The other people with me are Luay Aboona from KLOA; from Storebuild, Dan Slattery which is the owner's rep; and Oz from Civworks which is the civil engineering person.

CHAIRPERSON DAWSON: Perfect, all right.

(Witnesses sworn.)

CHAIRPERSON DAWSON: Great, thank you. All right, Petitioner, would you like to begin your presentation?

MR. NOSKEY: Well, I don't have a presentation.

CHAIRPERSON DAWSON: Oh, that's fine. Perfectly fine.

MR. NOSKEY: I wanted to tell you that we're here for the special use permit for the drive-throughs on this one-story bank that is about 4,177 square feet. It is a single-story building made up of basically face brick and metal panel. There is an enclosed refuse enclosure and essentially parking and the three-lane drive-through with the bypass.

Essentially, you know, we've been before the Design Committee already, and I guess that would be part of the presentation, but we've already been there and addressed their comments and concerns. So, now we're really kind of in the next step for us.

So, I'll be here and, you know, the team is here to answer any questions.

CHAIRPERSON DAWSON: Okay, have you read the Staff report and do you agree to the conditions of approval?

MR. NOSKEY: We do.

CHAIRPERSON DAWSON: Terrific. All right, so no presentation, because last time I was jumping the gun and thought they were done. You're good?

MR. NOSKEY: Yes.

CHAIRPERSON DAWSON: Okay. All right, so with that, I will ask Jake to provide the Staff report.

MR. SCHMIDT: Certainly. The address of the subject property is 630 West Northwest Highway. The proposed use for the site would be a drive-through banking facility. The subject site is on B-2 General Business District, which does allow bank facilities but requires a special use permit for drive-throughs.

COMMISSIONER DROST: Jake, are you speaking into the mic?

MR. SCHMIDT: Yes. Is it --

COMMISSIONER DROST: Yes, it was a little muffled.

CHAIRPERSON DAWSON: Just a little closer would be good.

COMMISSIONER DROST: Yes, right.

MR. SCHMIDT: No problem. The requested action specifically is a special use permit to allow a drive-through in the B-2 District. The Comprehensive Plan designates the site for commercial purposes. The proposal is compliant with this designation. One variation is required as part of this petition, that being a variation from Chapter 28, Section 6.15-1.2b to waive the requirement for landscape islands equal in area to at least one parking space at the end of each parking row.

The proposed use would be a BMO Bank facility with three drive-through ATM lanes. It would operate from 9:00 a.m. to 5:00 p.m., Monday through Friday, with shortened morning hours on Saturday. The bank will be closed on Sundays. The bank would employ seven to eight persons, with a peak number of seven on site at any time.

The Design Commission did review and approve this project with required changes on November 9th, 2021. Overall, the design of the building is nicely done.

The Petitioner has provided a written response to the special use permit criteria. With respect to the first criterion that the said special use is deemed necessary for public convenience at this location, BMO Harris Bank plans on closing its 1007 West Euclid Avenue location, necessitating a new location at the subject site. With respect to the second criterion that such case will not under any circumstances be detrimental to the welfare of persons in the vicinity, BMO Harris Bank is a widely-known and recognized national banking association. It will not in any way be detrimental to persons within the vicinity. With respect to the third criterion, that the proposed use will comply with applicable regulations as specified in the ordinance and granted as part of the authorization from the Village Board of Trustees, the Petitioner has stated that the proposed bank will comply with all applicable regulations and conditions as part of any authorization from the Village Board. Staff believes that these responses are satisfactory and that the special use permit request is justified.

The subject site is bordered to the north by Euclid Avenue, and to the south by Northwest Highway. It is a through lot with frontage on both streets. It is just east of the Euclid Avenue and Northwest Highway intersection, and it's just west of Ridge Avenue.

The site is currently developed with a former Firestone Auto Service facility. The Petitioner is proposing to demolish the facility and construct a 4,177 square-foot building with a 15-space parking lot. Two-way circulation will be provided on the east side of the site with a one-way entrance off of Northwest Highway, one-way circulation will be provided on the west side of the site, three of the drive-through lanes exiting onto Northwest Highway.

Both exits on Northwest Highway and on Euclid Avenue will be right out only. The Petitioner has reached out to both IDOT and Cook County as part of this process and designed these driveways based on feedback from each agency. The entrances to the site on Euclid Avenue and on Northwest Highway would be full access along both eastbound and westbound traffic to access the site.

Of note on the site plan before you right now is a slight modification from the plans posted on the agenda, specifically, a change to the southeast corner. Staff did have concern regarding one-way traffic entering a two-way drive aisle, especially since the one-way traffic entering is closer to the southbound traffic that would be circulating within the site. The Petitioner has moved a parking space from this eastern row and moved it to the north side of the building allowing for an extended driveway to allow additional space to avoid any potential conflicts. Staff does encourage Petitioner to explore opportunities to shift the driveway farther

east.

There are a couple of engineering concerns Staff has that are yet to be resolved, although the Petitioner is responsive. The first would be related to stormwater detention. The Petitioner's detention plan captures only 1,287 cubic feet of the required 10,455 cubic feet of stormwater storage. The site does drain into the Village's combined sewer system, and the Village is sensitive to the stormwater entering the system. A storage vault may be needed to accommodate additional stormwater detention. The Petitioner shall work with the Engineering Division as part of final engineering permit review plans to develop an acceptable stormwater detention system to the satisfaction of the Village engineer.

Additionally, a full fire truck turning exhibit shall be required prior to an appearance before the Village Board that demonstrates adequate fire apparatus access is provided to the site. Petitioner did provide a partial turning exhibit as part of review, but a full turning exhibit would be required in order to review that adequate access is provided by the Engineering Division and the Fire Department.

A traffic and parking study was required and provided as part of this petition. With respect to traffic, the study indicated that the proposed access drives will be sufficient to accommodate the traffic generated by the proposed facility and that development of the site as proposed will not have a negative impact on adjacent roadways or intersections. With respect to the drive-through, the study noted that stacking will be provided for four vehicles. Peak stacking at similar facilities was four vehicles.

With respect to parking, per code a total of 14 spaces are required at the site. As the site is proposed to be developed with 15, this results in a code required parking surplus of one space. The traffic and parking study did indicate that up to 15 spaces could be needed. The proposal would provide adequate capacity in this instance. Two bicycle parking spaces are required and a bicycle rack is proposed at the northeast corner of the building close to the front entrance. Staff has no concerns regarding parking or traffic.

With respect to site landscaping, screening is proposed along the east property line as well as along public roadways. Full-sized trees will be provided in landscape islands with dwarf trees along Euclid Avenue. The Petitioner is also proposing a fence abutting the residential home to the east which would screen the parking lot.

Of note is missing landscape islands in the northwest corner. This requires a variation to waive the requirement for a full-size island at the end of each parking row. The Petitioner did provide a written response to variation justification criteria to the satisfaction of Staff. Staff supports this variation due to ample site landscaping and the desire to maintain adequate site parking.

In conclusion, the Staff Development Committee recommends approval of the application subject to five conditions, the first being that as part of final engineering during the permit review process, Petitioner shall work with the Engineering Division to develop an acceptable stormwater detention system to the satisfaction of the Village. On-site detention shall be provided as determined by the Village engineer. Secondly, IDOT approval shall be required for the proposed modifications to access along Northwest Highway which is under their jurisdiction. Cook County approval shall be required for the proposed modifications to access along Euclid Avenue which is under Cook County jurisdiction.

Prior to appearing before the Village Board for review, the Petitioner shall work with the Village to explore options for either eliminating the southern parking space, which they have done in their most recent plan, but also explore opportunities to shift the driveway farther east if feasible. The Petitioner shall also, prior to appearing before the Village

Board, provide an updated fire truck turning exhibit to the satisfaction of the Village demonstrating adequate fire apparatus access. Lastly, the Petitioner shall comply with all federal, state and Village codes, regulations and policies.

That concludes my presentation. Happy to answer any questions.

CHAIRPERSON DAWSON: Great, thank you.

Do I have a motion?

COMMISSIONER JENSEN: Motion to accept the report.

COMMISSIONER WARSKOW: I'll second.

CHAIRPERSON DAWSON: All right.

MR. HUBBARD: You could just do a --

CHAIRPERSON DAWSON: Oh, all in favor? I'm so used to roll calling.

(Chorus of ayes.)

CHAIRPERSON DAWSON: Great, terrific.

All right, thank you. Commissioners, do we have any initial questions? Yes, thank you, before we open up to the public.

COMMISSIONER JENSEN: Once again, just a clarification. Jake, can you bring up the slide that has the old Firestone building? Is there another one that has that as well? What I'm trying to get at is that, yes, that might, that's better. When Big Angie's came before the Plan Commission and the Board, they had a problem with parking spaces and they worked out a formal or informal arrangement with Firestone to use three parking spaces that are going to be to the west of the building because they were not used by Firestone. Those are going to go away obviously with this, I assume with this development.

Does that create a problem for the restaurant next door?

MR. SCHMIDT: The Big Angie's agreement with Firestone was informal and not in perpetuity. They do have a longer standing agreement with the Park District across the street, so if they need additional parking they can utilize that agreement for those spaces.

COMMISSIONER JENSEN: Great, so this will not be an issue based on that.

MR. SCHMIDT: No.

COMMISSIONER JENSEN: Great, thank you very much. That's all I have.

CHAIRPERSON DAWSON: Any other questions before we open to public? Any questions on this side?

Yes, Commissioner Ennes?

COMMISSIONER ENNES: Lynn, you and I are following the same lines here. In addition, and I remember from the Big Angie's the agreement they had with Bridgestone, with Firestone, there was also a drive aisle through there where they shared a line. Is that going to go away? Is there going to be a wide enough drive aisle behind their building to the east of their building there for cars to go through?

MR. SCHMIDT: The Big Angie's site shouldn't be negatively impacted. The proposed site plan does show the site, or the access aisle on the west side of the bank coming right up to the edge of Big Angie's property, but the drive aisle shouldn't be disturbed as is.

COMMISSIONER ENNES: Okay, but they won't have any parking over there?

MR. SCHMIDT: No.

COMMISSIONER ENNES: Then if we could go to the Staff Development report? There was an attachment to that. No, below this.

MR. SCHMIDT: Which attachment are you referring to?

COMMISSIONER ENNES: Here, I can --

MR. SCHMIDT: There was an attachment --

COMMISSIONER ENNES: This attachment. I think it might have been a response, written response to zoning code variation justification. Okay, if you can't access it --

MR. SCHMIDT: I don't have that immediately available.

COMMISSIONER ENNES: We frequently have a question in justifying a zoning variation. We talk about a property has been vacant and I'm not sure if it's just that it's been vacant or if it's been idle and can't be developed at what it's at, which I believe is what the real intent is of that provision to justify a zoning variation. I don't have a problem with what's going on with this project, but I think that this is something that comes up quite often and we see it's been vacant.

Whether the property, has this property been on the market for sale or they couldn't sell it?

MR. SCHMIDT: It has been listed for quite a while.

COMMISSIONER ENNES: Has it? Okay, because recently we've had some other properties that we said were vacant as a justification for, in one case a very significant zoning change, on Rand Road and Waverly. That property, subsequently I found out, had not been on the market. It was owned by the apartment complex, and I'm wondering why we would have used that as being blighted and it needed to be changed to get it to be developed.

Am I wrong in saying that it should be blighted and it can't be developed as what it's been zoned as or just that it's vacant?

MR. SCHMIDT: So, that attachment is just related to the variation request for parking lot islands. Our land use variation justification criteria are the same as our zoning code justification criteria. So, in the instance of a zoning code variation, it's not as critical. We rely on that criterion for deciding to grant the zoning code variation. If it's something along the lines of granting a variation from the use allowed on the site, it's more important to consider that other uses that are compliant haven't been able to locate onto the site.

COMMISSIONER ENNES: Whereas I think this is pretty much, it's compliant. It's not that big of an issue --

MR. SCHMIDT: Yes.

COMMISSIONER ENNES: -- but where we've used it in the past for big zoning changes --

MR. SCHMIDT: Correct, if they're land use variations.

COMMISSIONER ENNES: Should we be looking more stringently at vacant and not developable under its current zoning?

MR. SCHMIDT: This request isn't seeking a land use variation. So, that's not a major player in this.

COMMISSIONER ENNES: Okay.

MR. SCHMIDT: It is a compliant proposal and the only additional zoning approval that's required is a special use permit for the drive-through. As long as it meets those special use permit criteria --

COMMISSIONER ENNES: And I don't want to take up the time at this hearing to discuss that, but I think as a Commission, it's something that we should maybe address so we better understand the point that I'm getting at, if that makes sense.

MR. SCHMIDT: Understood.

COMMISSIONER ENNES: That's all I have, thank you.

CHAIRPERSON DAWSON: Any other questions before we open up for

public commentary?

COMMISSIONER DROST: Yes, just one question. This is to the Petitioner, what has become of the 007 property? The one 007? Euclid.

COMMISSIONER WARSKOW: Euclid.

CHAIRPERSON DAWSON: Oh, the current?

COMMISSIONER DROST: That would have been, that was supposed to be closed? Was that part of the --

MR. SCHMIDT: He's referring to the current location on Euclid Avenue.

CHAIRPERSON DAWSON: If you're going to speak though, if you could come up to the --

COMMISSIONER DROST: Yes, I just wanted, that was a point of clarification because in 2019, that was part of the deal, wasn't it? That that was going to be disposed of and then the new facility was going to be developed?

COMMISSIONER ENNES: Oh, the Euclid building?

COMMISSIONER DROST: Yes, Euclid, right. Just for the record, yes.

CHAIRPERSON DAWSON: If you could state your name for the record before you speak?

MR. PEIRCE: Mike Peirce, Storebuild. Their current location, they are a tenant, and I don't know if you recall but they had the roof collapse last year, but they are going to be vacating their tenancy there. So, the current owner probably will re-lease it or replace it with another user.

COMMISSIONER DROST: Yes, so, I mean, it was redeveloped. It's near the post office. It has sort of a common, the Arlington Heights 60606 post office. The question was, you know, it looked pretty workable, so you guys are basically abandoning, not abandoning but terminating that relationship and moving to 630 Northwest Highway, correct?

MR. PEIRCE: Correct, you know, obviously the modernization of banking, they want to adapt and, you know, sometimes locations get functionally obsolete, so the drive-through lanes and all the technology and just their operational prototype they have now, they can service the community better at this location.

COMMISSIONER DROST: Yes, we've heard about technology.

MR. PEIRCE: Absolutely, you know.

COMMISSIONER DROST: Yes, go ahead. And even in banking.

MR. PEIRCE: Yes, absolutely, without a question.

COMMISSIONER DROST: All right.

CHAIRPERSON DAWSON: All right, can we open to public commentary then? So, is there anyone in the public who wishes to speak about this? All right, sure, if you could come up to the podium? State your name and spell your last name for us. If you're willing, please provide your address.

MR. MANNELLA: Yes, hi. My name is Steven Mannella, M-a-n-n-e-l-l-a. I own a home in the neighborhood kind of just north of Euclid, east of Northwest Highway. So, this site is on my route to the train station that I go to downtown, so I pass it very often walking. So, I have lots of thoughts as I'm, you know, thinking about it. I've seen the site plan. I'm happy to see that something is happening because right now it's, you know, it's not fun to walk through or by, right?

When I looked at the site plan, I was wondering, that second driveway that is on the northern part, the exit, it seems like weirdly close to that drive aisle. I don't know if that's a public alley or if that's part of, you know, if that's part of the parcel or not. Was it

considered to put the exit into that drive aisle just to minimize curb cuts? You know, it seems like it's already there I believe, so you know, if there's a way to do that site so that we can use that?

CHAIRPERSON DAWSON: Could you show which one you're speaking --

MR. MANNELLA: Yes.

CHAIRPERSON DAWSON: I think you went too far.

MR. MANNELLA: The site plan slide I think shows it well.

MR. SCHMIDT: The one on the east side?

MR. MANNELLA: The one with the new, well, with the --

CHAIRPERSON DAWSON: The one with the arrows?

MR. MANNELLA: Yes. So, that, I guess that northwestern driveway, I mean, it's right next to another driveway, right? That cut? So, it's hard for me to understand why it would be like or even driving, I feel like you could right hook a car. So, I'm just saying was it considered to have the driveway come out into that north-south drive and then, you know, and so then to get rid of that northern driveway that's part of the development? That's just a thought.

Then for the landscaping that's facing Northwest Highway, I understand it's nice to have landscaping and trees. It's also very uncomfortable obviously to walk on that sidewalk as you're inches away from, you know, trucks. Is it possible, is there any precedent that like you could widen the sidewalk or a walkway into the property I suppose? So, at least for that short stretch, there's a little bit of a reprieve for a pedestrian that's going to the train station to get a little bit farther from the street at least for sometime?

I think that concludes my comment, so thank you.

CHAIRPERSON DAWSON: Great, thank you very much.

Any other public commentary?

(No response.)

CHAIRPERSON DAWSON: All right, at this time we're going to close public commentary.

So, Jake, could you speak to I think the traffic, his comments regarding the exit. I'm still confused by which one we're talking about. Then also, I'd like to see kind of the walkway, what he's talking about there, yes, thanks.

MR. SCHMIDT: So, to combine driveways on shared property, it would require cooperation between the two property owners, reciprocal access. Redesigning of the parking lot could add significant cost, and the neighboring property owner wouldn't be obliged to allow shared access. Cook County does have jurisdiction over that northern access road, and they're comfortable, in preliminary talks, with this configuration. The south side is a similar configuration where there's an outbound exit lane on the property to the east, and then inbound exit lane on the subject property.

These aren't atypical configurations. On busier roads, it's not uncommon to try to pursue shared access, but in this instance, that's not something that the Engineering Division commented on pursuing. Cook County did not make a comment on it looking at preliminary plans.

Then the comment regarding the sidewalk, on the south side there is a sidewalk that's right up against the roadway. It's a carriage walk. In the past, there have been times the Village has requested sidewalks be moved off the property line. This is a tight site. It's something we could look at, talk with our Engineering Division about. It would require either an easement on the property to allow perpetual use of that sidewalk, or it would require a dedication of land in order to put that sidewalk on the subject property as opposed to currently on the edge of the roadway.

It would be up to IDOT, too, depending on how the actual crosswalks need to be provided into and out of the site. They have jurisdiction on review of that aspect. So, it's something we can review, it's not something that was identified as necessary as part of this petition. That's something we can definitely look at.

CHAIRPERSON DAWSON: Would you show the landscape plan? Because I think he was commenting on the landscaping there as well. So, there really isn't anything that would be pushing out almost into the sidewalk to make it even smaller, right?

MR. SCHMIDT: No.

CHAIRPERSON DAWSON: Okay, and the property just south of that, not south of that. East? What is this, it's the directional, right? East, right?

MR. SCHMIDT: East.

COMMISSIONER ENNES: Right or left, yes.

CHAIRPERSON DAWSON: Right. I mean, so I understand the point. Really, I think it's a great point. If the sidewalk is too narrow, I mean, it is close to the train station, and it is pedestrian, and it's such a busy intersection that if we could consider a way to make it a little bit safer and wider, that would be great, but if all we're going to be able to do is get this property, it's not going to do really any good. So, I'm just curious, could the, the property just next to it, is that getting developed? There is not really any room to ask people to expand, correct? I mean, how would you even go about that?

MR. SCHMIDT: Correct. They would have to have some potential future access. If it was pushed back on this property from the roadway, it would have to bump back to the current location of the sidewalk before transitioning. To the west, that's Big Angie's, you know, they're a stable business. To the east, that site is now a dental office. That was recently reoccupied. They've invested in that site. It's not likely that they will want to redevelop any time soon. So, you wouldn't be looking at any immediate redevelopments in the area to link up that sidewalk at that same location. It would just bump in at this site if that's something that was considered.

CHAIRPERSON DAWSON: Okay, I think it's an excellent point and something that, as we're trying to encourage more walking unless car traffic, that the Village could look at, but I don't know that we can do anything about it today.

COMMISSIONER ENNES: What is the width of those sidewalks?

MR. SCHMIDT: Five feet.

COMMISSIONER ENNES: How much?

MR. PASTRANA: I'm Oz Pastrana, the civil engineer on the project. So, IDOT actually requested that we make that sidewalk seven feet wide. So, we are going to have to extend into the property by a foot.

CHAIRPERSON DAWSON: Oh, interesting, okay.

MR. PASTRANA: So, we will have to dedicate some kind of easement to the Village for that one foot section, but that's an IDOT requirement, that carriage walks such as this one be seven feet wide. So, we are, it's currently about 5.5 feet wide, so we're going to add a foot-and-a-half to it.

CHAIRPERSON DAWSON: Okay, so it is expanding a little bit. So, that's --

MR. PASTRANA: Yes. There will be more room for walking.

CHAIRPERSON DAWSON: That's good to hear, and then perhaps it's something the Village could keep on its radar. If we're ever able to redevelop more property there, we can try to keep that consistent.

COMMISSIONER ENNES: Does that apply to both roads? Euclid and --

CHAIRPERSON DAWSON: No, I think just Northwest Highway?

COMMISSIONER ENNES: But they're both state routes, right?

MR. SCHMIDT: No, only Northwest Highway is under IDOT jurisdiction. Cook County is responsible for Euclid Avenue.

CHAIRPERSON DAWSON: Oh, well, that makes a lot of sense. Sorry, sarcasm. It doesn't work so well with masks.

MR. PASTRANA: Just another quick comment. I mean, the Petitioner wanted me to comment on the question regarding the access drive, you know, like Jake said, we can't share an access drive with the adjoining property owner. It would be nice if we could keep that and exit out of there, but we can't. IDOT has specific requirements as far as how far we would have to be from the property line.

To Mike's point that he asked me to point out, we are significantly reducing the curb cuts out there. Right now, I think there's about 50 feet of curb cut to access the existing building, and we're reducing it to just these two small entryways. So, it will provide a nicer walk for the pedestrians I think, not having to go through those larger access points anymore.

CHAIRPERSON DAWSON: Well, it's a little bit wider and it will be definitely more pleasing with the landscaping and the new building.

MR. PASTRANA: Yes.

CHAIRPERSON DAWSON: Okay. All right, so --

COMMISSIONER LORENZINI: Sue, as long as the civil engineer is up there --

CHAIRPERSON DAWSON: Oh, one engineer to another, you want to have a conversation?

COMMISSIONER DROST: Yes, Joe is engineering.

COMMISSIONER LORENZINI: No, just a concern or a comment. This is a pretty tight site. Do you think you can get a fire truck turning radius fit in there?

MR. PASTRANA: Yes. So, we expect the fire truck to be able to get into the site from every direction. We have to provide some more movements that the Village has asked for, which we will. A fire truck can definitely not circulate around the entire site. They won't be able to exit through the exit from the drive-throughs, but they will be able to enter and stage and then, you know, they may have to back up and do three-point turns to get out of there, but the modeling shows that it is feasible.

So, it's, you know, not ideal, I mean, it's a very small site like you said. It's very tough to get a hundred-foot ladder truck in there. But the modeling shows that they can definitely enter the site and stage, and then, you know, by the time they have to leave, the emergency is over so they can, you know, maneuver as needed to get out of there. You know, the access on Northwest Highway is entrance only but, you know, in an emergency situation, the fire truck could use it as an exit with no concerns.

COMMISSIONER LORENZINI: I mean, there's quite a deficit on drainage.

MR. PASTRANA: Yes.

COMMISSIONER LORENZINI: How are you going to solve that issue?

MR. PASTRANA: So, drainage, we have to, I have to talk to the Engineering Department about it. Obviously, there's a lot of concerns or issues for providing that much drainage on such a small site. The main detriment on this site is that we're kind of at a high side, so we're at a high point in the Village. So, the existing storm that we have available to tie into is very shallow, so it's only about three feet deep I think on Northwest Highway. The one on

Euclid is even shallower, it's only 2.5 feet deep I think those catch basins.

So, that puts us into a situation where the largest size of an underground system that we can put in is either a two-foot high box culvert or a two-foot diameter pipe system, which when you consider 10,000 square feet, or 10,000 cubic feet in a two-foot diameter system, you've got pipes underneath two-thirds of the parking lot in this case, which is not ideal. I guess that's kind of it, so we're looking for a discussion with Engineering to kind of have a happy medium. I know the system we proposed does contain, collect, and release the 100-year storm event adequately without any real overflow. So, the entire 100-year storm would be contained within the site.

It's always difficult, I don't know, you as an engineer know that it's very difficult to provide detention for these small half-acre sites. I mean, it's just, they don't fit into a perfect box where you can easily provide detention. For the longest time, the threshold was one-acre sites before you had to start providing detention for that very reason, because it's again very difficult. This site has a lot more constraints than others.

The groundwater table is I think only two feet below, or three feet below the surface. So, that's a detriment as well. We can't put detention below the water table. Again, there's potential for some contamination from the old tanks. You don't necessarily want to excavate two-thirds of the site if you don't have to and disturb contaminated soils.

So, again, just a lot of constraints on the site. We're doing the best we can and we'll definitely coordinate with the Engineering Department on what they would like to see. You know, like I said, maybe we'd come to a happy medium and provide a good system for the Village that, you know, answers everybody's concerns.

COMMISSIONER LORENZINI: Okay, thank you.

MR. PASTRANA: Yes.

CHAIRPERSON DAWSON: Any other questions?

Commissioner Jensen and Warskow? Commissioner Green?

COMMISSIONER DROST: No, I just wanted to get on the comment on the sidewalk. That's going to be a big project because that whole distance is not in really good shape. It's sort of add-ons and sort of gerrymandered and it's not a straight shot, and then you've got the south end of it with no sidewalk because of the parking and the railroad commitments there. So, I feel your pain, Mr. Mannella.

COMMISSIONER SIGALOS: Yes, I have a question of Sam or Jake. These two issues that we're just talking about, the fire truck access, turning radiuses and so forth, and the stormwater detention, shouldn't those have been resolved and solved before they come to the Plan Commission?

MR. SCHMIDT: With respect to the fire truck turning exhibits, the Fire Department did see the initial exhibit which showed the truck access through the site. They were just missing movements from Euclid Avenue and Northwest Highway, and they did not have any initial concerns. That one is not severe to Staff.

With respect to stormwater detention, it is something that can be decided at a later date. Engineering Division does offer fees in lieu of detention once they look at a site and talked to site engineers to see what actually can be accomplished, which is why this is something that Staff is comfortable with occurring as part of final engineering during the permit review process.

COMMISSIONER SIGALOS: Okay.

MR. SCHMIDT: At that time, the Village engineer and the engineer for the subject project will come to a determination on what can be done, what's acceptable to the

Village, and that can be addressed at that point.

COMMISSIONER SIGALOS: Okay, thank you for clarifying that.

CHAIRPERSON DAWSON: Any other questions?

COMMISSIONER SIGALOS: I don't have anything else.

CHAIRPERSON DAWSON: Commissioner Ennes?

COMMISSIONER ENNES: I don't.

CHAIRPERSON DAWSON: Okay, I have a couple of questions. While we're still on the engineering concerns with the deficiency in the stormwater, is that any different on how it currently exists? I mean, we're not putting any, we're not taking away greenspace and adding on more cement, I don't think, right? Like it's --

MR. PASTRANA: No, we're actually increasing --

CHAIRPERSON DAWSON: So, there's a current deficiency. So, anything you do is an improvement to what we currently have?

MR. PASTRANA: Yes. So, everything we're doing is an improvement to what we currently have. The site is a 100 percent blacktop. There's no landscape areas. So, all the landscape areas that we're adding are a benefit. There's currently no detention. There aren't even any storm structures I think on the site, so all the rain just runs off to either Euclid or Northwest Highway every time it rains right now.

So, like I said, the system we proposed, while it doesn't meet the volume requirement, it does, you know, all the calculations do show that it does contain the 100-year storm event the way it should without overtopping any structures. Again, you know, Mike asked me to comment with regards to what MWRD would require for a site like this. MWRD has a retention component which would be a small amount of volume. But because we're adding all the pervious area, all the new landscaping, it's more than 15 percent of the site, so MWRD would not require any volume for that storage. MWRD requires detention volume for commercial sites that are three acres or larger, so this site under MWRD rules wouldn't require any volume storage. So, the volume storage is specifically a Village requirement at this point.

But to your point, yes, we're improving the site a lot more, you know, it's going to be a lot better than what's there now in terms of stormwater management.

CHAIRPERSON DAWSON: Right. So, right now it's all blacktop and you are actually adding some pervious surface areas to it and working with the Village to see if there's additional that you can do.

MR. PASTRANA: Correct.

CHAIRPERSON DAWSON: So, we're not creating a worse situation that exists.

MR. PASTRANA: No, no, definitely not.

CHAIRPERSON DAWSON: Okay. All right, then could you put the parking, or the traffic? I've got a question about the traffic. Not that slide, the one with the arrows. This one, thank you.

When I see, I don't know who wants to talk about traffic, but when I see the straight arrow, does that mean that you can do a right or a left into that? So, that's Euclid, correct? This white car is on Euclid with the arrow?

MR. PASTRANA: Yes.

CHAIRPERSON DAWSON: So, that car could turn right into the space, but if someone was on the other side of the street, can they turn left into that space?

MR. PASTRANA: So, the access on Euclid is left in, right in, and right out. The access points on Northwest Highway, the southern one is entrance only so people could do

a right-in or a left-in, and then the access point at the drive-through is this exit only but it's right-out only. So, you can only turn right.

CHAIRPERSON DAWSON: Okay, right. So, that's why I wanted to make sure I was reading that right. So, when it's straight, that means that there is more than one access.

MR. PASTRANA: Yes, both motions, a right turn in and a left turn in.

CHAIRPERSON DAWSON: So, I guess I'm more concerned at the Euclid end than the Northwest Highway end though I suppose I should, but that is such a congested area at rush hour and even not at rush hour. Plus, where do the roads, where does it go down to one lane? It's like --

COMMISSIONER WARSKOW: It's right there.

CHAIRPERSON DAWSON: Right there. So, you know, obviously, everyone has looked at this, so now you guys know better than me. I'm just pointing out that that concerns me, that you can make that, the right turn doesn't bother me, but that left turn, due to the congestion in the area and how it's going to block up traffic. Have we looked specifically at that? We don't have concerns? If for some reason it becomes an issue, what can we do?

MR. SCHMIDT: Considerably we could add a condition that if there are accidents at the site, we could restrict left-turn movements in. The Engineering Division did not flag this as a concern. The developer did review this with IDOT and Cook County, and there were no issues with that movement that they flagged. They obviously had some feedback. They restricted outbound movements to right only, but they didn't have any restrictions it seems to left turns in.

So, based on the feedback of the governing agencies for those roads and our own Engineering Division, we're comfortable with that movement being proposed.

CHAIRPERSON DAWSON: If we don't put a condition in but there suddenly becomes a lot of problems at that site, do we have any options, or do we have to put some sort of condition in?

MR. SCHMIDT: We could prevent left turns or --

CHAIRPERSON DAWSON: But I mean, do we have to put that condition in or five years from now can the Village go to them and say we have a problem here we need to fix? Or does it have to come from us? Do you see what I'm saying? If we don't put a condition in, can something still be fixed if it becomes a problem?

MR. SCHMIDT: Yes.

CHAIRPERSON DAWSON: That's all I wanted to know. So, you guys know what you're doing. I'm comfortable with that. I just want to know that if it becomes a problem, we can address it and that this Commission doesn't have to take some sort of action now to make sure that we have that opportunity later, okay? All right, that was it. Those are my questions. Any other questions? A motion? Oh, you want to say something, sure.

MR. PEIRCE: I want to make a quick comment to your concerns. Today it's full access on both Euclid and Northwest Highway with much larger areas of access. So, I don't know what the history has been as far as any issues, but we are severely reducing access to the point to where if you're just proposing more changes, especially getting into it, if you're coming from the west there would be no way to get in, if you eliminated one of those left-ins. So, it's as severely reduced as we can make it work, especially for the tenant.

CHAIRPERSON DAWSON: Sure, I understand. Again, I'm not suggesting any changes.

MR. PEIRCE: Sure.

CHAIRPERSON DAWSON: I respect that people much better educated on this point than myself have reviewed this and are okay with it. I just had to voice a concern.

MR. PEIRCE: Okay, totally understand. I just wanted to point that out, thank you.

CHAIRPERSON DAWSON: Yes. All right, do I have a motion?

COMMISSIONER LORENZINI: I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #21-022, a special use permit to allow a drive-through in the B-2 District, and the following variation:

1. **A variation from Chapter 28, Section 6.15-1.2B to waive the requirement for landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter, at the end of every parking row.**

This recommendation is subject to the following conditions:

1. **As part of final engineering during the permit review process, the Petitioner shall work with the Engineering Division to develop an acceptable stormwater detention system to the satisfaction of the Village. On-site detention shall be provided as determined by the Village engineer.**
2. **IDOT approval shall be required for the proposed modifications to access along Northwest Highway, and Cook County approval shall be required for the proposed modifications to access along Euclid Avenue.**
3. **Prior to appearing before the Village Board for review, the Petitioner shall work with the Village to explore options for eliminating the southernmost parking space of the eastern parking row and expanding the adjacent landscaped island, as well as shifting the southeast driveway farther east to reduce the chance of vehicular conflict.**
4. **Prior to appearing before the Village Board, the Petitioner shall provide an updated fire truck turning exhibit to the satisfaction of the Village demonstrating adequate fire apparatus access.**
5. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

COMMISSIONER GREEN: I'll second that.

CHAIRPERSON DAWSON: Great, we have a vote.

Roll call.

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. SCHMIDT: Commissioner Ennes.

COMMISSIONER ENNES: Yes.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.
MR. SCHMIDT: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. SCHMIDT: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. SCHMIDT: Chair Dawson.
CHAIRPERSON DAWSON: Yes.

All right, congratulations! Unanimous approval. Again, we're just a recommending body, you've got to go to the Village Board. Obviously, you've got some work to do before you get to the Village Board so you probably don't have an idea of when we get you on the agenda, but we'll be moving you along. All right, thank you. Congratulations!

Okay, do we have any other business?

MR. SCHMIDT: We do not.
CHAIRPERSON DAWSON: No other business. Do we have a motion?
COMMISSIONER WARSKOW: I make the motion.
COMMISSIONER GREEN: Motion to adjourn.
CHAIRPERSON DAWSON: Oh, everybody wants to make a motion tonight. All right, Bruce Green was the loudest voice on that.

Who is second?

COMMISSIONER SIGALOS: I'll second.
MR. HUBBARD: Before we take the vote, I will mention that I believe our January 26th meeting is going to be canceled. Another evening off.
CHAIRPERSON DAWSON: Wow, there's just not a lot going on these days, okay.

All right, all in favor?
(Chorus of ayes.)

CHAIRPERSON DAWSON: Terrific, thanks. Good to see everybody.

(Whereupon, at 9:00 p.m., the public hearing on the above-mentioned petition was adjourned.)

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
NOVEMBER 9, 2021

Acting Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present:	Ted Eckhardt, Acting Chair Kirsten Kingsley Scott Seyer
Members Absent:	Jonathan Kubow, Chair John Fitzgerald
Also Present:	Mark Nosky, CVG Architects for *BMO Bank* Dan Slattery, Storebuild for *BMO Bank* Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FOR OCTOBER 26, 2021

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF OCTOBER 26, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#21-068 – BMO Bank – 630 W. Northwest Hwy.

Mark Nosky, representing *Charles Vincent George Architects*, and Dan Slattery, representing *Storebuild*, were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is proposing to demolish an existing vacant auto repair building to allow construction of a new BMO Bank building with three drive-through lanes. The scope of the project includes a complete redevelopment of the site with new parking and landscaping. This project requires Plan Commission review and Village Board approval for a Special Use to allow a bank with drive-through in the B-2 Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The proposed design is based on BMO Bank's new prototype building design. Staff has the following concerns with the proposed design:

- The proposed design has numerous different materials and colors, and there is concern that it is too busy.
- The various colors and materials do not all work well together. The two different brick colors paired with the blue metal panels have a contrasting appearance.
- It is recommended to simplify the building's material and color palette. Consider using just the red brick, and omit the dark brick, or select a different brick that better complements the blue panels.
- The two metal coping colors are very similar. It is recommended to omit one of them.
- The blue metal panel color is quite bold. Per the Village's Design Guidelines, bright colors should be used for accent only. It is recommended to limit the amount of blue panels to the entry tower and drive-thru canopy wall only.
- The spandrel glass color is unusual and does not appear to work well with the other building colors.
- The continuous wall of windows on the southwest elevation (facing Northwest Highway) feels out of place as compared to the punched openings throughout the rest of the design. It is recommended to change the southwest elevation to match the southeast elevation with brick and punched openings.

One wall sign is allowed per street frontage. The subject property has two street frontages, so two wall signs are allowed. The proposed design includes two wall signs, with one sign located above the main entrance on the east, and the second wall sign on the west drive-through wall. Approval of the locations of these signs is still under review, and will be confirmed once a complete signage package is received. In addition to the wall signs, two ground signs are proposed including an existing pole-mounted sign facing Northwest Highway, and a new monument sign to face Euclid Avenue. Per code, 600 feet of separation is required between the ground signs, where only 160 feet (approximately) is proposed. The petitioner will either need to omit one of the ground signs, or apply for a sign variation. The existing ground sign has an old and dated appearance. It is recommended that it be removed and replaced with a new decorative monument style ground sign designed to match or complement the building design.

The proposed building has one rooftop mechanical unit, which is required to be screened from public view. The building design includes parapet walls which will screen the rooftop equipment. Landscaping is recommended to screen the exterior wall-mounted utility meters and equipment located on the north wall. One trash dumpster enclosure is proposed to be built with red brick to match the building design.

Overall, Staff is asking the Design Commission to evaluate the proposed design and the comments given by Staff. In addition, earlier today Staff received a revised design from the petitioner in response to Staff's comments, which is another option for the commissioners to look at tonight.

Acting Chair Eckhardt asked if there was any public comment on the project and there was no response from those in the audience.

Mr. Nosky said he received comments from Staff, took them to heart, and spent time in the past week trying to modify the building design and address some of the concerns. As a result, he presented the commissioners and Staff with a revised design. He explained that BMO is working towards developing a prototype design that is still evolving, and some of Staff's recommendations can be addressed because there is now a new set of materials selected for the prototype design. His firm previously worked on a BMO building in Hoffman Estates that includes the tan color brick called 'Grey'; however, BMO has since modified their prototype design package.

Mr. Nosky presented a color rendering of a BMO building in Ontario that consists of the same brick and stone, which are basically grey in nature, and the blue metal panel. The previously provided color photo of the BMO building in Hoffman Estates accurately shows the blue panel, but not the combination of the 2 brick colors being proposed at this new location in Arlington Heights. He also presented revised color elevations showing the field brick and accent brick/stone that are now being proposed, which are more on the dark grey side, and the accent brick color that consists of both lights and darks. He reviewed the changes that were made to the building elevations, which include eliminating some of the blue metal panel on the southwest elevation and replacing it with a punched window with a stone pattern, and doing the same on the northwest elevation where the stone will fill the area that was previously proposed as red brick. No changes were made to the parapet heights. Mr. Nosky also pointed out the silver metal panel areas on the drive-through canopy, and said they decided to remain with one coping color; however, the spandrel glass color was changed to a warm grey, and all other glass will be clear vision glass. The brick on the trash enclosure area will be the same as the field brick. A revised material list was also provided and Mr. Nosky said that samples of the revised materials were ordered last Friday from Canada, but not yet received for tonight's review. He asked that a condition of approval be made stating that the elevation drawing provided tonight depicts the revised materials. He also said that they agree with Staff's suggestion to remove the existing pole sign; however, the sign vendor will submit a sign package that could include variation requests for a monument sign and possibly an additional wall sign.

Acting Chair Eckhardt asked if Staff had an opinion about the signs shown on the exhibits, and Mr. Hautzinger replied that sign variations are not being reviewed tonight; however, 2 wall signs are allowed by code, one for each street frontage. An additional wall sign would require a variation, as well as more than 1 ground sign.

Commissioner Comments

Commissioner Seyer said that with only 3 commissioners here tonight, a unanimous vote from all three is required for approval of the project. Acting Chair Eckhart also explained the petitioner's option to table the project until more members are present, and asked for clarification that the petitioner is seeking approval of the revised design presented tonight, which Mr. Nosky confirmed.

Commissioner Seyer asked for clarification of the box shown at the top right on the northwest elevation, which he did not see on the roof plan. Mr. Nosky said the box is the backside of the entry tower which is u-shaped. Commissioner Seyer said that because this will be seen from far away, he preferred that the tower be 4-sided, or have the inside be the same color. He was also confused about why spandrel glass is being used, he wanted to know more details about the lights that look a bit commercial, and which of the 2 materials are being proposed on the trash enclosure. Mr. Nosky explained that spandrel glass occurs at the back wall that is closed in. It is there because BMO already developed it as a piece of the prototype design for identity. Commissioner Seyer did not understand why the spandrel glass windows are needed there and felt they looked out of place; however, he might be okay with the window to the right of it because they align with the windows on the right. With regards to the lighting, Mr. Nosky said that lighting has already been developed and is part of the Plan Commission submittal. The lights are flat, with the light source coming out at the bottom edge and not visible. The field brick is proposed on the trash enclosure.

Commissioner Seyer reiterated his previous comment that the box at the top right on the northwest elevation should either wrap all the way around or be painted all the same color; however, he preferred it be wrapped around and become one element. He suggested eliminating the spandrel glass windows on this elevation, or come up with a better

solution. Mr. Nosky referred to the photo of the BMO building in Hoffman Estates that has a similar condition with spandrel glass, and Commissioner Seyer said that a better term for it there is shadow box, because the vision glass goes all the way up, with the wall set back, which is nicely incorporated. Commissioner Seyer was in favor of the spandrel glass on top of the vision glass, but when it comes to the single windows on the northwest elevation; however, he preferred something else be done on the larger window, or eliminate it all together. He also said that final approval should include the brick material be submitted to Staff for review and approval, because although he liked the brick and how it looks on the rendering and the images, which is better than before, the actual sample should be submitted and looked at by Staff. Mr. Nosky said that they would consider wrapping the entire box at the top right on the northwest elevation, as suggested by Commissioner Seyer.

Commissioner Kingsley agreed with the comments made by Commissioner Seyer and appreciated the revisions that were done by the petitioner. She said that when she received the packet for tonight, she was really drawn to the photo of the BMO in Hoffman Estates, which has a consistent design theme with fewer materials on it; however, she felt the revised design presented tonight is a big improvement and she liked it. She was not a huge fan of the accent brick that is supposed to look like the stone, and preferred to see it used on certain elevations without the wainscoting; having the massing follow the materials might look nicer. She agreed with Staff about having a little less of the blue panels, which should be included on the southwest elevation because it is a main elevation. This building is at a prime location in the Village and will be seen from all different angles; however, the southwest and the northeast elevations feel like the 'back of the house', while the northwest and southeast elevations hold together much better. She wanted to see something done on the northwest and southeast elevations to make them look even nicer. She asked if the coping will match the silver, like it does on the Hoffman Estates building, and Mr. Nosky said that it would, which Commissioner Kingsley liked. She also liked that it ties in with the color of the windows; however, she was unsure about the color of the brick and felt either Staff or the commissioners need to review and approve it once a sample is submitted.

Commissioner Kingsley also had concerns about the location of the lights on the building and the photometrics of those lights. She felt the existing building should be documented prior to demolition because it is an iconic building from an era that will never be seen again, particularly the showroom on the left. She wanted it to be a requirement that the existing building be documented, at least photographically, and submitted to the Village prior to demolition.

Acting Chair Eckhardt generally agreed with the other commissioners' comments. With regards to the proposed masonry products, he asked if the brick is a flat, wire-cut brick, and Mr. Nosky said that it is. Acting Chair Eckhardt also asked how much color variation there is with the brick, because he was not getting the true aesthetic of it, and Mr. Nosky said he has not yet seen an actual sample of the brick. Acting Chair Eckhardt liked the originally proposed brick color scheme, which is similar to the new Chase Bank building recently built in downtown Mt. Prospect. He also liked the blue color being proposed that will help to identify the building, and he was okay with the mixture on all the elevations. He said that Commissioner Seyer's comments about the spandrel glass were appropriate, and he suggested the petitioner consider going with a shadow-box in the 2 bottom lights and vision light on top, which will allow natural light to get to the back-of-the-house. Other than those comments, Acting Chair Eckhardt was fine with the revised design, although he agreed that seeing the actual material samples was important, and he was okay with Staff reviewing them or bringing them back to the commission for review if necessary.

Acting Chair Eckhardt again asked if there was any public comment on the project, and there was no response from those in the audience.

Commissioner Seyer said the commissioners appear to have four major issues with the revised design. The first is whether or not the accent brick material is acceptable, which he was okay with as long as the sample is acceptable with regards to the true color. The second issue is whether or not the commissioners feel the blue panel on the southwest elevation in the center above the roof reads as a front entry or not; he felt that it felt like a front door and he would probably be supportive of a variation; however, he was okay with it the way it is proposed. The third issue is the tower at the corner along the northwest elevation that goes up, and a requirement to wrap it all the way around. The fourth issue is the spandrel glass on the northwest elevation, and whether or not the commissioners agree on where

that solution should be. One idea is to just make it one window, which he was okay with, or no windows. The fifth issue would be a requirement that historical photos of the existing building be submitted to the Village prior to the demolition of the existing building.

Commissioner Kingsley asked the other commissioners if they agreed with her recommendation to eliminate the stone wainscot which does not fit with the contemporary style. Commissioner Seyer was in favor of the suggestion. Commissioner Kingsley agreed with the issues summarized by Commissioner Seyer, except for the blue color, which she was having a hard time with. Acting Chair Eckhardt asked for a landscape plan for the site, and Mr. Hautzinger said that since this project is being reviewed by the Plan Commission, the Design Commission is limited to review of the building and signage only. Mr. Nosky indicated where foundation plantings are being proposed around the building, although he did not know specific species of plantings.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER KINGSLEY, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR *BMO BANK* TO BE LOCATED AT 630 W. NORTHWEST HIGHWAY. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 10/7/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT THAT THE TOWER ELEMENT ON THE NORTHWEST ELEVATION, TOP RIGHT CORNER, BE WRAPPED AROUND IN THE SAME BLUE PANEL.
2. A REQUIREMENT THAT THE EXISTING BUILDING BE PHOTOGRAPHED FOR HISTORICAL PURPOSES AND SUBMITED TO THE VILLAGE, AS DONE WITH PREVIOUS PROJECTS.
3. A REQUIREMENT THAT THE SPANDREL WINDOWS ON THE NORTHWEST ELEVATION, LEFT SIDE, BE ELIMINATED, PROVIDED THERE ARE NO SAFETY ISSUES WITH THE OWNER.
4. A REQUIREMENT THAT THE STONE WAINSCOT BE ELIMINATED, AND THAT BRICK MASONRY PRODUCT COMES ALL THE WAY DOWN TO THE GROUND IN AN APPROPRIATELY DETAILED MANNER.
5. A RECOMMENDATION TO LOOK AT AN ALTERNATE MATERIAL, SUCH AS THE SAME STONE, FOR THE SOUTHWEST ELEVATION ABOVE THE GLASS, TO MAKE IT FEEL MORE LIKE A FRONT DOOR.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
7. THE PETITIONER SHALL COMPLY WITH ALL FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES.

Acting Chair Eckhardt agreed with the motion but asked for clarification about the requirement to eliminate the blue portion above the window on the northwest elevation. Commissioner Seyer said he was referring to the southwest elevation, where Commissioner Kingsley said she had issues with. Commissioner Kingsley confirmed this was a concern for her because it is in the same plane, and they are flush but have a different pattern. She felt there should be an offset from the horizontal to the vertical, if it is the same material. She commented that this is only a recommendation in the motion. Commissioner Seyer said the tower on the southwest elevation at the far right side is a 7'-4" piece, and it is in the same plane when it meets the brick on the other side, which is the concern. If that 7'-4" piece were to bump out another 10 inches, it would feel more like a tower and not be in the same plane with the blue that is wrapping horizontally at that point. He asked if the petitioner was open to a plane change there, if the required setbacks allow it. Commissioner Kingsley said this suggestion is similar to the BMO in Hoffman Estates. Mr. Nosky gave thought to the suggestion and asked if it was necessary to be at 10-inches, he was considering 8-inches instead,

and Commissioner Seyer said it should be no less than 6-inches.

Commissioner Kingsley said that since the commissioners and Staff have not seen a sample of the brick and stone materials, she felt it should be a requirement in the motion that the samples be submitted to Staff for approval, or brought back to this commission if Staff has concerns. She added that looking at the brick and stone on-line, both look a little dark, and she preferred a stone with less texture.

Mr. Hautzinger asked if there were concerns with the colors between the brick and stone. Acting Chair Eckhardt said that without seeing the materials, it was difficult to know if the colors should be different enough so they look different, or be the same or similar for both, but a different pattern. If Staff has any hesitation when reviewing the samples, they should be brought back to the commissioners for review. Mr. Nosky said he believed that some of the field brick color is in the accent stone, but with more range of dark in it; however, he agreed that having the actual materials in-person is the only way to see the true colors.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

1. A REQUIREMENT THAT SAMPLES OF THE NEW MASONRY MATERIAL PRESENTED ON THE REVISED DRAWINGS TONIGHT, BE SUBMITTED FOR APPROVAL BY STAFF.
2. A REQUIREMENT THAT THE TOWER ELEMENT AT THE FRONT ENTRY, THAT IS VISIBLE ON THE SOUTHWEST ELELVATION, BE BROUGHT OUT A MINIMUM OF 6-INCHES TOWARDS NORTHWEST HIGHWAY, PREFERABLY 8-INCHES, BUT NOT TO EXCEED PAST THE PROPERTY LINE, TO CREATE A PLANE CHANGE FROM THE HORIZONTAL BLUE PANELS THAT ARE TO THE LEFT OF IT.
3. A REQUIREMENT THAT THE TOP OF THE TOWER ELEMENT AT THE FRONT ENTRY BE WRAPPED AROUND ON ALL FOUR SIDES WITH THE BLUE PANEL.
4. A RECOMMENDATION TO KEEP THE LOCATION OF THE ENTRY DOORS ON THE SOUTHEAST ELEVATION AS PROPOSED, BUT IT IS OKAY TO MOVE THEM TO BE SYMMETRICAL IF PREFERRED.
5. A REQUIREMENT THAT THE 2 SPANDREL WINDOWS AT THE LEFT SIDE OF THE NORTHWEST ELEVATION BE ELIMINATED, UNLESS THERE ARE SECURITY CONCERNS IN DOING SO, THEN ONE VISION WINDOW CAN REMAIN, WHICH IS A VISION OPPORTUNITY. THE DESIGN COMMISSION PREFERS THAT BOTH BE ELIMINATED.
6. A REQUIREMENT THAT THE STONE WAINSCOT BE ELIMINATED, AND THAT THE BRICK MASONRY MATERIAL BE BROUGHT DOWN ALL THE WAY DOWN TO THE GROUND IN AN APPROPRIATE MANNER.
8. A REQUIREMENT THAT THE EXISTING BUILDING BE PHOTOGRAPHED FOR HISTORICAL PURPOSES AND SUBMITED TO THE VILLAGE, AS DONE WITH PREVIOUS PROJECTS.
9. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
10. THE PETITIONER SHALL COMPLY WITH ALL FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES.

Mr. Hautzinger asked for clarification that the blue panels above the windows on the southwest elevation are to remain as currently proposed, which Commissioner Seyer confirmed.

SEYER, AYE; KINGSLEY, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

S T A F F D E S I G N C O M M I S S I O N R E P O R T

PROJECT INFORMATION:		**PETITION INFORMATION:**	
Project Name:	BMO Bank	**DC Number:**	21-068
Project Address:	630 W. Northwest Highway	**Petitioner Name:**	Mark Nosky
Prepared By:	Steve Hautzinger	**Petitioner Address:**	Charles Vincent George Architects 1245 Diehl Road, Suite 101 Northfield, IL 60563
Date Prepared:	November 3, 2021	**Meeting Date:**	November 9, 2021

Requested Action(s):
Approval of the proposed architectural design for a new commercial bank building with a drive-through.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval for a Special Use to allow a bank with drive-through in the B-2 Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is proposing to demolish an existing vacant auto repair building to allow construction of a new BMO Bank building with three drive-through lanes. The scope of the project includes a complete redevelopment of the site with new parking and landscaping.

Architectural Design:
The proposed design is based on BMO Bank's new prototype building design. Staff has the following concerns with the proposed design:

- The proposed design has numerous different materials and colors, and there is concern that it is too busy.
- The various colors and materials do not all work well together. The two different brick colors paired with the blue metal panels have a contrasting appearance.
- It is recommended to simplify the building's material and color palette. Consider using just the red brick, and omit the dark brick, or select a different brick that better complements the blue panels.
- The two metal coping colors are very similar. It is recommended to omit one of them.
- The blue metal panel color is quite bold. Per the Village's Design Guidelines, bright colors should be used for accent only. It is recommended to limit the amount of blue panels to the entry tower and drive-thru canopy wall only.
- The spandrel glass color is unusual and does not appear to work well with the other building colors.
- The continuous wall of windows on the southwest elevation (facing Northwest Highway) feels out of place as compared to the punched openings throughout the rest of the design. It is recommended to change the southwest elevation to match the southeast elevation with brick and punched openings.

Signage:
One wall sign is allowed per street frontage. The subject property has two street frontages, so two wall signs are allowed. The proposed design includes two wall signs, with one sign located above the main entrance on the east, and the second wall sign on the west drive-through wall. Approval of the locations of these signs is still under review, and will be confirmed once a complete signage package is received for review. In addition to the wall signs, two ground signs are proposed including an existing pole-mounted sign facing Northwest Highway, and a new monument sign to face Euclid Avenue. Per code, 600 feet of separation is

required between the ground signs, where only 160 feet (approximately) is proposed. The petitioner will either need to omit one of the ground signs, or apply for a sign variation. The existing ground sign has an old and dated appearance. It is recommended that it be removed and replaced with a new decorative monument style ground sign designed to match or complement the building design.



Photo 1. Existing ground sign facing Northwest Highway

Mechanical Equipment Screening:
The proposed building has one rooftop mechanical unit, which is required to be screened from public view. The building design includes parapet walls which will screen the rooftop equipment. Landscaping is recommended to screen the exterior wall-mounted utility meters and equipment located on the north wall.

Trash Dumpster Screening:
One trash dumpster enclosure is proposed to be built with red brick to match the building design.

RECOMMENDATION:
It is recommended that the Design Commission **evaluate** the proposed architectural design for BMO Bank located at 630 W. Northwest Highway. This recommendation is based on the plans received 10/7/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. A recommendation to simplify the building's material and color palette. Consider using just the red brick, and omit the dark brick, or select a different brick that better complements the blue panels.
2. A recommendation to omit one of the two metal coping colors.
3. A recommendation to limit the amount of blue metal panels to the entry tower and drive-thru canopy wall only.
4. Evaluate the unusual spandrel glass color against the overall material palette.
5. A recommendation to change the design of the southwest elevation (facing Northwest Highway) to match the southeast elevation with brick and punched openings, for a more cohesive appearance.
6. It is recommended that the existing pole-mounted ground sign be removed and replaced with a new decorative monument style ground sign designed to match or complement the building design.
7. Per code, 600 feet of separation is required between the proposed ground signs. Either omit one of the ground signs, or apply for a sign variation.
8. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.



November 3, 2021

Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Jake Schmidt, Development Planner, Petitioner, DC File 21-068

1. Please provide a written response to Special Use Permit criteria. The written response should directly address the following:

a) That said special use is deemed necessary for the public convenience at this location.
BMO Harris Bank N.A. plans on closing its outdated 1007 Euclid location and relocating its main Arlington Heights branch to a new, to be constructed, state-of-the-art full-service branch bank with drive-through banking services, at 630 W. Northwest Highway. The special use for a drive-through is necessary for public convenience given the nature, extent, and demand for drive-through banking by BMO customers.

b) That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity. BMO Harris Bank will be the sole occupant and user at the location. BMO Harris Bank is a widely known and recognized national banking association providing myriad financial services to its customer which in no way will be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.

c) That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
The proposed use at the location – a full service branch bank with drive-up banking and 24/7 ATM operations - will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

Modified Planning & Community Development Comments – Site:
Date: 12/16/2021

7. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in areato at least one parking space, protected by durable materials, and containing at least one live shadetree at a minimum of four inches in diameter shall be located at the end of every parking row. The northwest spaces do not have islands meeting this requirement. As such, a variation from this provisionis required.

So noted. We are requesting a waiver from this provision as the island at the northwest corner cannot be enlarged due to site constraints and parking needs.

8. For the required variation as noted in Comment 7, please provide a written response to the followingZoning Code Variation Criteria:

a) The proposed use will not alter the essential character of the locality and will be compatible withexisting uses and zoning of nearby property; and

The proposed use will not alter the character of the area. The landscape island in question is serving as a buffer for the dumpster area. The combination of decorative grasses along the refuse encloser masonry walls create a more pleasing aesthetic.

b) The plight of the owner is due to unique circumstances, which may include the length of time thesubject property has been vacant as zoned; and

The property has been vacant for numerous years. The applicant is installing various grasses to attempt to screen, the dumpster area from view and enhance the appearance. The alternative to the reduced island space would be to asphalt the area and eliminate the landscaping materials.

c) The proposed variation is in harmony with the spirit and intent of this Chapter; and

The proposed variation is consistent with the spirit of the referenced Chapter as we have intensified the decorative grasses in a continuous line from front to back of the adjacent parking space.

d) The variance requested is the minimum variance necessary to allow reasonable use of the property for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

The variance requested is the minimum necessary for the property to function properly as the intended use of the property.

GIS consortium MapOffice™

Aerial



Map created on June 21, 2021.
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Disclaimer: This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

1 TITLE DESCRIPTION

THAT PART OF THE WEST HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHEAST LINE OF THE NORTHWEST HIGHWAY THAT IS TWO HUNDRED AND TWENTY-FIVE HUNDREDTHS (200.25) FEET NORTHWESTERLY OF THE INTERSECTION OF SAID LINE WITH THE EAST LINE OF SAID WEST HALF (1/2) (THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY BEING SIXTY (60) FEET NORTHEAST OF AND PARALLEL TO THE NORTHEAST LINE OF THE CHICAGO AND NORTHWESTERN RAILWAY RIGHT-OFWAY); THENCE NORTHWESTERLY ALONG THE NORTHEAST LINE OF HIGHWAY, ONE HUNDRED FIFTY (150) FEET; THENCE NORTH ON A LINE DRAWN AT RIGHT ANGLES TO THE NORTH LINE OF SAID WEST HALF (1/2) A DISTANCE OF NINETY-EIGHT AND FORTY HUNDREDTHS (98.40) FEET TO THE SOUTH LINE OF EUCLID AVENUE, SAID POINT BEING THREE HUNDRED ONE AND TWENTYTWO HUNDREDTHS (301.22) FEET WEST OF THE EAST LINE OF SAID WEST HALF (1/2); THENCE EAST ON THE SOUTH LINE OF EUCLID AVENUE ONE HUNDRED SEVENTY-SEVEN AND FORTY-NINE HUNDREDTHS (177.49) FEET TO A POINT; THENCE SOUTH AT RIGHT ANGLES TO EUCLID AVENUE NINETY-THREE AND FIFTY-FIVE HUNDREDTHS (93.55) FEET TO A POINT THAT IS NINETY-FIVE (95.00) FEET NORTHEAST OF THE POINT OF BEGINNING (MEASURED AT RIGHT ANGLES TO THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY); THENCE SOUTHWEST ON A LINE DRAWN AT RIGHT ANGLES TO SAID NORTHWEST HIGHWAY NINETY-FIVE (95.00) FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

The land shown in this survey is the same as that described in First American Title Insurance Company Commitment Number NCS-1021729-CHI2, with an effective date of June 23, 2021.

2 TITLE INFORMATION

The Title Description and Schedule B Items hereon are from First American Title Insurance Company, Commitment No. NCS-1021729-CHI2, Dated June 23, 2021.

3 SCHEDULE 'B' PART II ITEMS

CONTAINS NO PLOTTABLE SURVEY MATTERS.

4 SURVEYOR CERTIFICATION

Certified to:
SB 89, LLC;
Bridgestone Retail Operations, LLC;
First American Title Insurance Company;
and Commercial Due Diligence Services:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(c), 8, 9, 10, 11(a), 13, 14, 16, 17, and 18 of Table A thereof.
The field work was completed on 06/11/2021.
Date of Plat: 10/27/2021.

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR #3681
LICENSE EXPIRES: NOVEMBER 30, 2022

5 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 17031C-0203-J, WHICH BEARS AN EFFECTIVE DATE OF 8/19/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE TO 0.2% ANNUAL CHANCE FLOOD PLAIN.

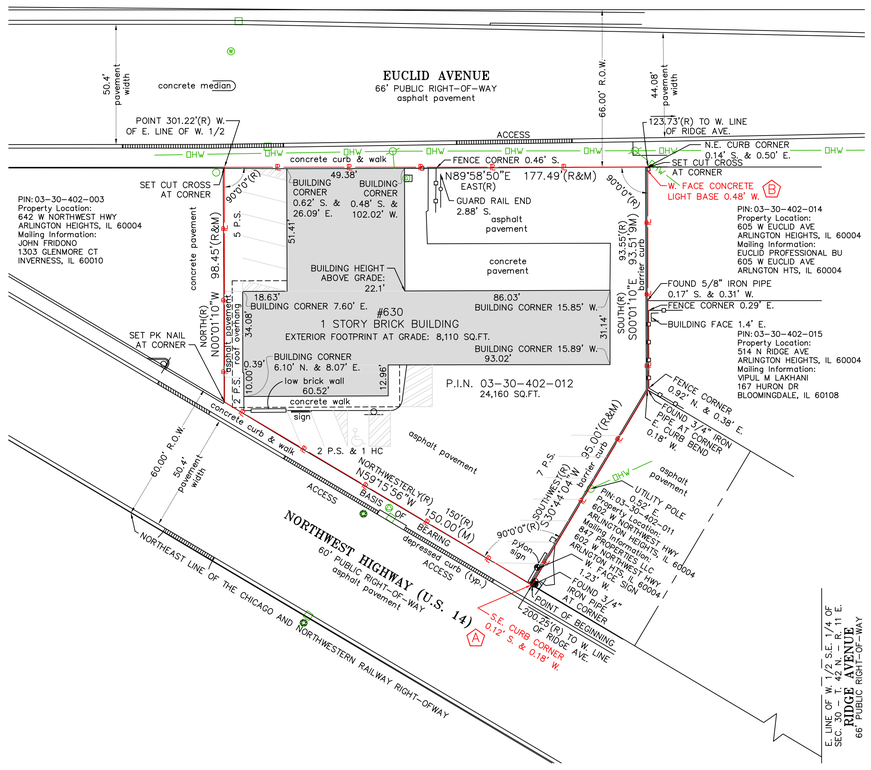
7 POSSIBLE ENCROACHMENTS

(A) — BARRIER CURB 0.12' S. OF S. LINE.

(B) — CONCRETE LIGHT POLE BASE 0.48' E. OF E. LINE

CONSULTING, INC.
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE, WHEELING, ILLINOIS 60090
PH. (847) 215-1133
FAX (847) 215-1177
1129 MAIN STREET, UNION GROVE, WISCONSIN 53182
PH. (262) 878-6200
E-MAIL: lg@lgconsulting.net
JOB #20855
FIRM NO. 184-001330

19 SURVEY DRAWING



10 BASIS OF BEARING

STATE PLANE COORDINATE SYSTEM ILLINOIS EAST; NORTH LINE OF NORTHWEST HIGHWAY N59°15'56"W

8 ZONING INFORMATION

3550 W. Robinson Street, 3rd Floor, Norman, OK 73072 - (888) 322-7371 - cds.solutions@firstam.com
Contact Chad Norton at chnorton@firstam.com or 405-253-2421 for further information.

Job # 21-08-0296

Date of Report: August 17, 2021

Zoning District as of the Date of this Report: General Business District - B-2

Code Sections Section 5.1-11; Parking Section 10.4-2

Minimum Front Setback: None listed, unless adjacent to residential district then, said residential district will apply.
Minimum Side Setbacks: None listed, unless adjacent to residential district then, said residential district will apply
Minimum Rear Setback: None listed, unless adjacent to residential district then, 20'
Maximum Height: None listed Minimum
Lot Area: Only applies when dwelling units are above the first floor, 3,500 sq ft
Minimum Lot Width: None listed
Minimum Lot Depth: None listed
Maximum Floor Area Ratio: 250%
Maximum Coverage: None listed
Minimum Parking: 1 space for each employee plus 3 spaces for each service bay

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11 SURVEYOR'S NOTES

1. ALL DISTANCES IN FEET AND DECIMAL PARTS THEREOF, NO DIMENSIONS TO BE ASSUMED FROM SCALING.
2. COMPARE YOUR DESCRIPTION AND SITE MARKINGS WITH THIS PLAT AND AT ONCE REPORT ANY DISCREPANCIES WHICH YOU MAY FIND.
3. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, PARKING, BUILDINGS, PARTY WALLS, EASEMENTS, SERVITUDES AND ENCROACHMENTS; ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
4. THE PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THE REFERENCED TITLE COMMITMENT.
5. HAS DIRECT ACCESS TO NORTHWEST HIGHWAY (U.S, 14) AND EUCLID AVENUE, BOTH PUBLIC ROAD.
6. TABLE A #10: NO EVIDENCE OF A PARTY WALL WITH RESPECT TO ADJOINING PROPERTIES WAS OBSERVED AT THE TIME OF THIS SURVEY.
7. TABLE A #11(A) NO PLANS OR REPORTS WERE PROVIDED TO THE SURVEYOR. UTILITY INFORMATION PROVIDED HEREON IS BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE AT THE TIME OF THIS SURVEY.
8. TABLE A #16; NO OBSERVABLE EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME OF THIS SURVEY.
9. TABLE A #17; NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OR OF COMPLETED CHANGES IN STREET RIGHT OF WAY LINES AT THE TIME OF THIS SURVEY.
10. TABLE A #18; NO PLOTTABLE APPURTENANT EASEMENTS WERE DISCLOSED IN DOCUMENTS PROVIDED TO, OR OBTAINED BY, THE SURVEYOR AT THE TIME OF THIS SURVEY.

12 PARKING INFORMATION

16 STANDARD STRIPED PARKING SPACES
1 HANDICAPPED STRIPED PARKING SPACE
17 TOTAL STRIPED PARKING SPACES

13 LAND AREA

24,160 SQUARE FEET / 0.55 ACRES

14 BUILDING AREA

EXTERIOR FOOTPRINT AT GRADE: 8,110 SQUARE FEET

15 BUILDING HEIGHT

BUILDING HEIGHT ABOVE GRADE: 22.1'

9 LEGEND

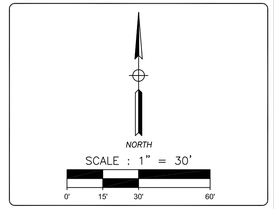
(R)	RECORD
(M)	MEASURED
—o—	SIGNPOST
	BOLLARD / POLE / POST
GM	GAS METER
	UTILITY POLE
MH	MANHOLE
TM	TRAFFIC MANHOLE
VV	VALVE VAULT
	CURB INLET
	CATCH BASIN
—o—o—o—o—	FENCE, WOOD
OHV	OVERHEAD WIRE(S)
	EASEMENT LINE
	SETBACK LINE
	PROPERTY LINE

Sheet 1 of 1

16 VICINITY MAP NO SCALE



17 NORTH ARROW / SCALE



6 CEMETERY

NO RECORD EVIDENCE OF CEMETERIES OR BURIAL GROUNDS WAS PROVIDED NOR WAS ANY EVIDENCE OBSERVED AT THE TIME OF THIS SURVEY.

Key to CDS ALTA Survey

1 TITLE DESCRIPTION
2 TITLE INFORMATION
3 SCHEDULE 'B' ITEMS
4 SURVEYOR CERTIFICATION
5 FLOOD INFORMATION
6 CEMETERY
7 POSSIBLE ENCROACHMENTS
8 ZONING INFORMATION
9 LEGEND
10 BASIS OF BEARING
11 SURVEYOR'S NOTES
12 PARKING INFORMATION
13 LAND AREA
14 BUILDING AREA
15 BUILDING HEIGHT
16 VICINITY MAP
17 NORTH ARROW / SCALE
18 CLIENT INFORMATION BOX
19 SURVEY DRAWING
20 PROJECT ADDRESS

18 ALTA/NSPS Land Title Survey

This survey prepared in accordance with the "2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys" (Effective February 23, 2021)

This Work Coordinated By:
FA Commercial Due Diligence Services Co.

CDS COMMERCIAL DUE DILIGENCE SERVICES
3550 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-253-2444
website: www.firstamcds.com
Toll Free: 888.322.7371

Drawn By: J.H.	Date: 10/27/2021
Surveyor Ref.No: 3681	Revision: New Title
Aprvd By: K.C.L.	Date:
Field Date: 06/11/2021	Revision:
Scale: 1"= 30'	Date:
	Revision:
	Date:
	Revision:

Prepared For:

Client Ref. No:

20 PROJECT ADDRESS

630 W. Northwest Highway
Arlington Heights, Illinois

Project Name:
Bridgestone-Arlington Heights IL-2021 Update

CDS Project Number:
21-05-0672

This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

Traffic Impact Study
Proposed Drive-In Bank

Arlington Heights, Illinois



Prepared For:

STOREBUILD

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

December 6, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed drive-in bank to be located in the southeast quadrant of the intersection of Euclid Avenue with Northwest Highway in Arlington Heights, Illinois.

As proposed, the site, which is currently occupied by a vacant building, will be developed with approximately 4,120 square-foot drive-in bank with three drive-through lanes and 15 parking spaces. Access to the proposed drive-in bank will be provided via a three-quarter access drive located on Euclid Avenue, a right-out only access drive serving the drive-through lanes located on Northwest Highway, and an inbound only access drive located on Northwest Highway.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed drive-in bank will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed drive-in bank, and evaluate the adequacy of the drive-through stacking and proposed parking supply.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area. The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed drive-in bank
- Directional distribution of the proposed drive-in bank traffic
- Vehicle trip generation for the proposed drive-in bank
- Future traffic conditions including access to the proposed drive-in bank
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed drive-through stacking and parking supply

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

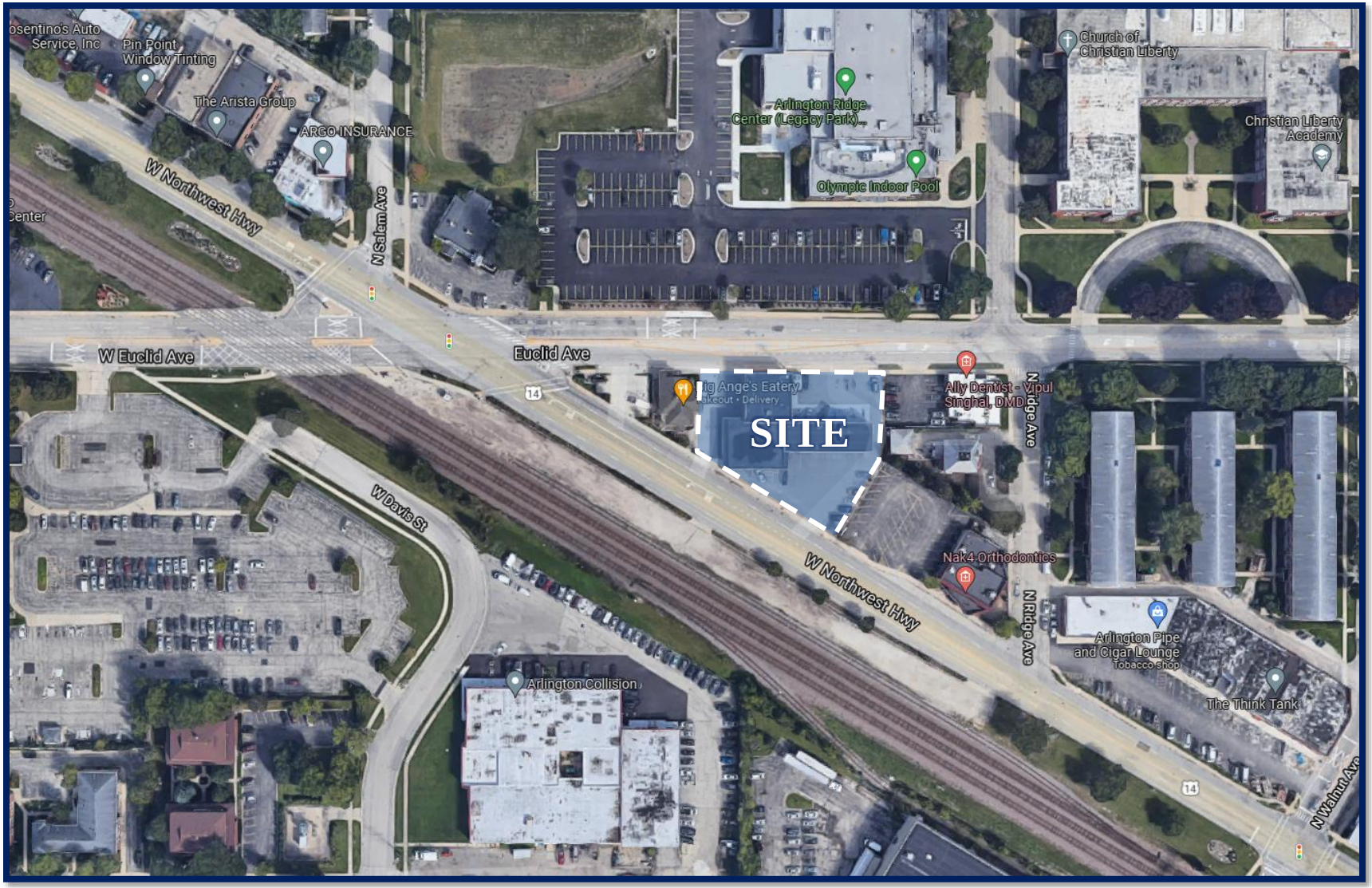
1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes including ambient traffic growth.

3. Future Condition – Analyze the capacity of the existing roadway system assuming the future projected traffic volumes that include the background traffic volumes and the traffic estimated to be generated by the proposed subject drive-in bank.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

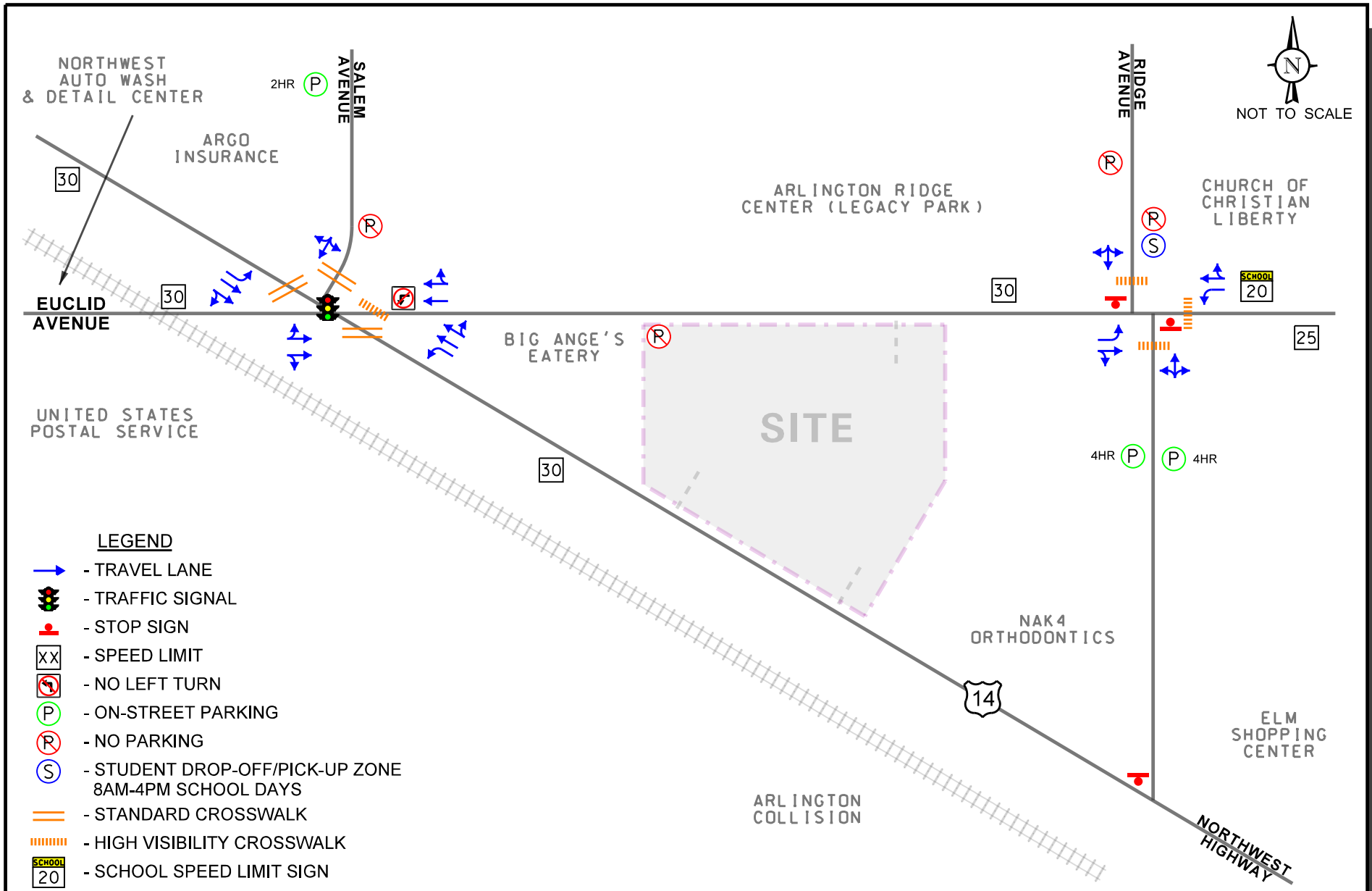
The site, which is currently occupied by a vacant building, is bounded by Euclid Avenue to the north, retail buildings to the east, Northwest Highway to the south and west, and Big Ange's Eatery restaurant to the west. Land uses in the vicinity of the site are primarily residential and commercial. In addition, Union Pacific Northwest (UP-NW) railroad tracks are located south of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed drive-in bank are illustrated in **Figure 3** and described below.

Northwest Highway is a northwest-southeast, minor arterial that generally provides two lanes in each direction in the vicinity of the site. At its signalized intersection with Euclid Avenue and Salem Avenue, Northwest Highway provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on both approaches. Additionally, standard style crosswalks are provided on the northwest and southeast legs of this intersection. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not classified as a Strategic Regional Arterial (SRA) in the vicinity of the site, and carries an Annual Average Daily Traffic (AADT) volume of approximately 15,800 vehicles (IDOT 2017). Northwest Highway has a posted speed limit of 30 miles per hour.

Euclid Avenue is an east-west, minor arterial that provides two lanes in both directions west of Northwest Highway, one lane in the eastbound direction and two lanes in the westbound direction between Northwest Highway and Ridge Avenue, and one lane in both directions east of Ridge Avenue. At its signalized intersection with Northwest Highway and Salem Avenue, Euclid Avenue provides a combined through/left-turn lane and a combined through/right-turn lane on the eastbound approach and a through lane and a combined through/right-turn lane on the westbound approach. Left-turn movements from westbound Euclid Avenue to southeast-bound Northwest Highway are not prohibited. Additionally, a high-visibility crosswalk is provided on the east leg of this intersection. At its unsignalized intersection with Ridge Avenue, Euclid Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on both approaches. Euclid Avenue is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH), carries an AADT of approximately 11,500 vehicles east of Northwest Highway (IDOT 2018) and 14,900 vehicles west of Northwest Highway (IDOT 2019), and has a posted speed limit of 30 miles per hour.



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Existing Roadway Characteristics

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Figure: 3

Ridge Avenue is a north-south, local roadway that provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Euclid Avenue, Ridge Avenue provides a combined left-turn/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on the north and south legs of this intersection. Parking is not permitted on both sides of the roadway north of Euclid Avenue and is restricted to four-hour parking south of Euclid Avenue.

Salem Avenue is a local roadway that has no outlet north of Northwest Highway. At its signalized intersection with Northwest Highway and Euclid Avenue, Salem Avenue provides a combined left-turn/through/right-turn lane on the southbound approach. In addition, a standard style crosswalk is provided on the north leg of this intersection. Salem Avenue is under the jurisdiction of the Village of Arlington Heights.

Existing Traffic Volumes

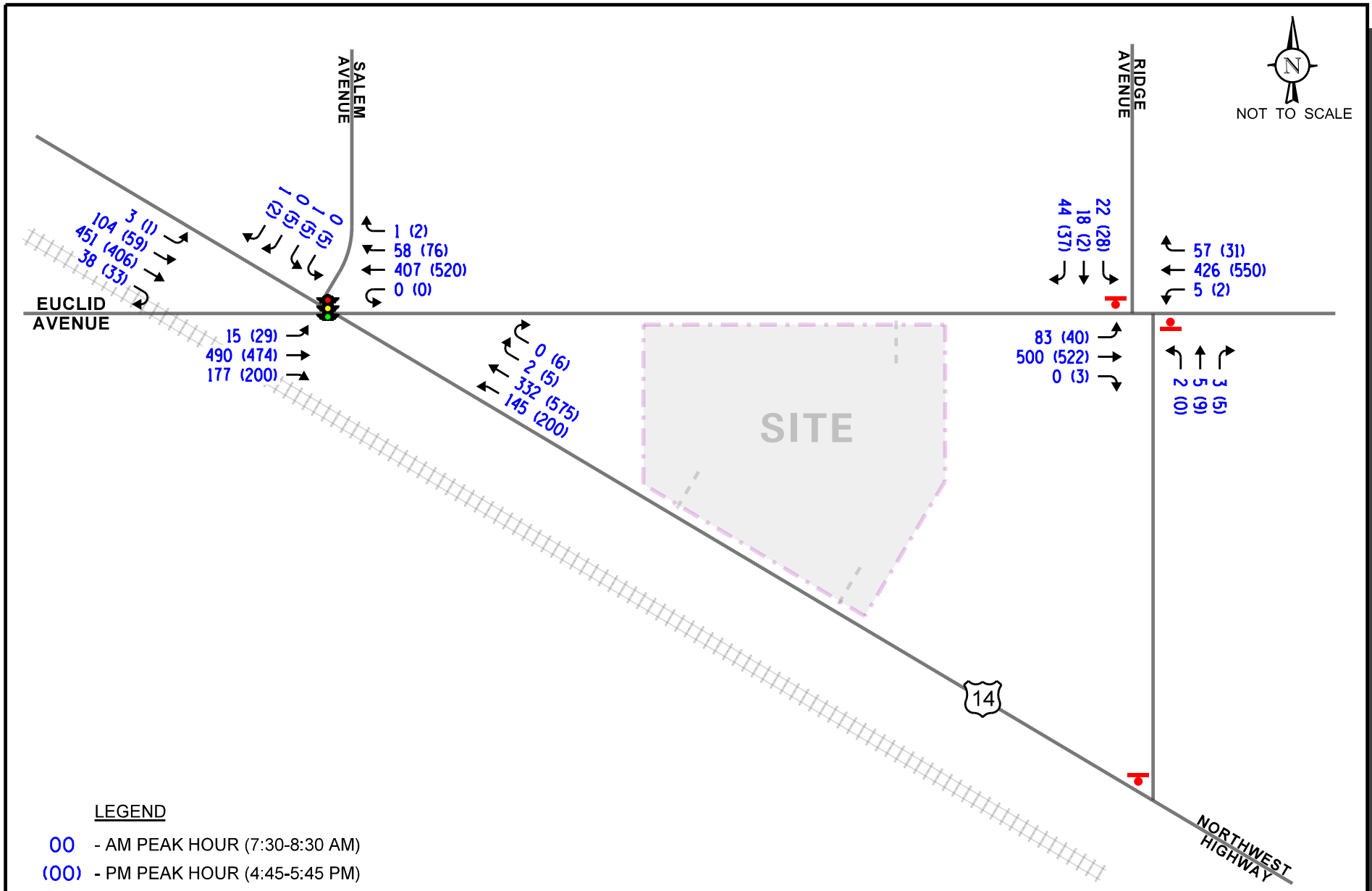
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. utilized peak period vehicle, pedestrian, and bicycle movement traffic counts using Miovision Video Scout Collection Units on Tuesday, September 21, 2021 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the intersections of Northwest Highway with Euclid Avenue and Salem Avenue and Euclid Avenue with Ridge Avenue. It should be noted that, due to the ongoing COVID-19 pandemic, the traffic volumes were adjusted based on a comparison with IDOT hourly counts. The comparison of the traffic volumes showed that the 2021 traffic counts on Euclid Avenue were consistent with the IDOT hourly counts during the weekday morning peak hour and were 15 percent lower during the weekday evening peak hour. In addition, the 2021 traffic counts on Northwest Highway were 10 percent lower during the weekday morning peak hour and five percent lower during the weekday evening peak hour. As such, the traffic counts were adjusted accordingly. **Figure 4** illustrates the Year 2021 base peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Train Observations

Euclid Avenue has an at-grade crossing with the Union Pacific – Northwest (UP-NW) Metra Commuter Railway approximately 195 feet west of Northwest Highway. In addition to freight trains, the railroad tracks carry 22 Metra inbound trips and 23 Metra outbound trips on weekdays. Field observations conducted during the peak hours indicated the following:

- During the weekday morning peak hour, three inbound Metra trains were observed. The gates were down for approximately 50 seconds. Westbound queues did not extend to Ridge Avenue either peak hour. During train events, the queues clear within one to two cycles.

- During the weekday evening peak hour, three Metra train events were observed (two outbound trains and one inbound train). The gates were down for approximately 50 seconds. Westbound queues did not extend up Ridge Avenue during either peak hour. During train events, the queues clear within one to two cycles.



Proposed
Drive-Thru Bank
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Year 2021 Base Traffic Volumes

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Figure: 4

Crash Analysis

KLOA, Inc. obtained crash data from IDOT for the most recent past five years available (2016 to 2020) for the intersections of Northwest Highway with Euclid Avenue and Salem Avenue and Euclid Avenue with Ridge Avenue[1]. **Tables 1** and **2** show a summary of the crash data. It should be noted that in the past five years, two fatal accidents occurred within proximity of the intersection of Northwest Highway with Euclid Avenue, which we understand consisted of passenger vehicles stopped on the railroad tracks.

Table 1
EUCLID AVENUE WITH NORTHWEST HIGHWAY – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2016	0	0	1	9	0	4	1	15
2017	1	0	0	8	2	2	0	13
2018	0	0	0	9	1	3	0	13
2019	0	0	1	3	3	1	0	8
2020	0	0	0	6	1	1	2	10
Total	**1**	**0**	**2**	**35**	**7**	**11**	**3**	**59**
Average	**<1.0**	**0**	**<1.0**	**7.0**	**1.4**	**2.2**	**<1.0**	**11.8**

Table 2
EUCLID AVENUE WITH RIDGE AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2016	2	0	0	1	0	1	1	5
2017	0	0	0	1	0	0	0	1
2018	0	0	0	0	0	0	0	0
2019	0	0	1	0	1	0	0	2
2020	1	0	0	1	0	1	0	3
Total	**3**	**0**	**1**	**3**	**1**	**2**	**1**	**11**
Average	**<1.0**	**0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**2.2**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation.

3. Traffic Characteristics of the Proposed Drive-In Bank

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed drive-in bank, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the plans call for the redeveloping the site with an approximately 4,120 square-foot drive-in bank with three drive-through lanes and 15 parking spaces. Access to the site will be provided via the following:

- A proposed three-quarter access drive located on Euclid Avenue approximately 430 feet east of Northwest Highway. This access drive will provide one inbound lane and one outbound lane restricted to right outbound movements only. Outbound movements should be under stop sign control.

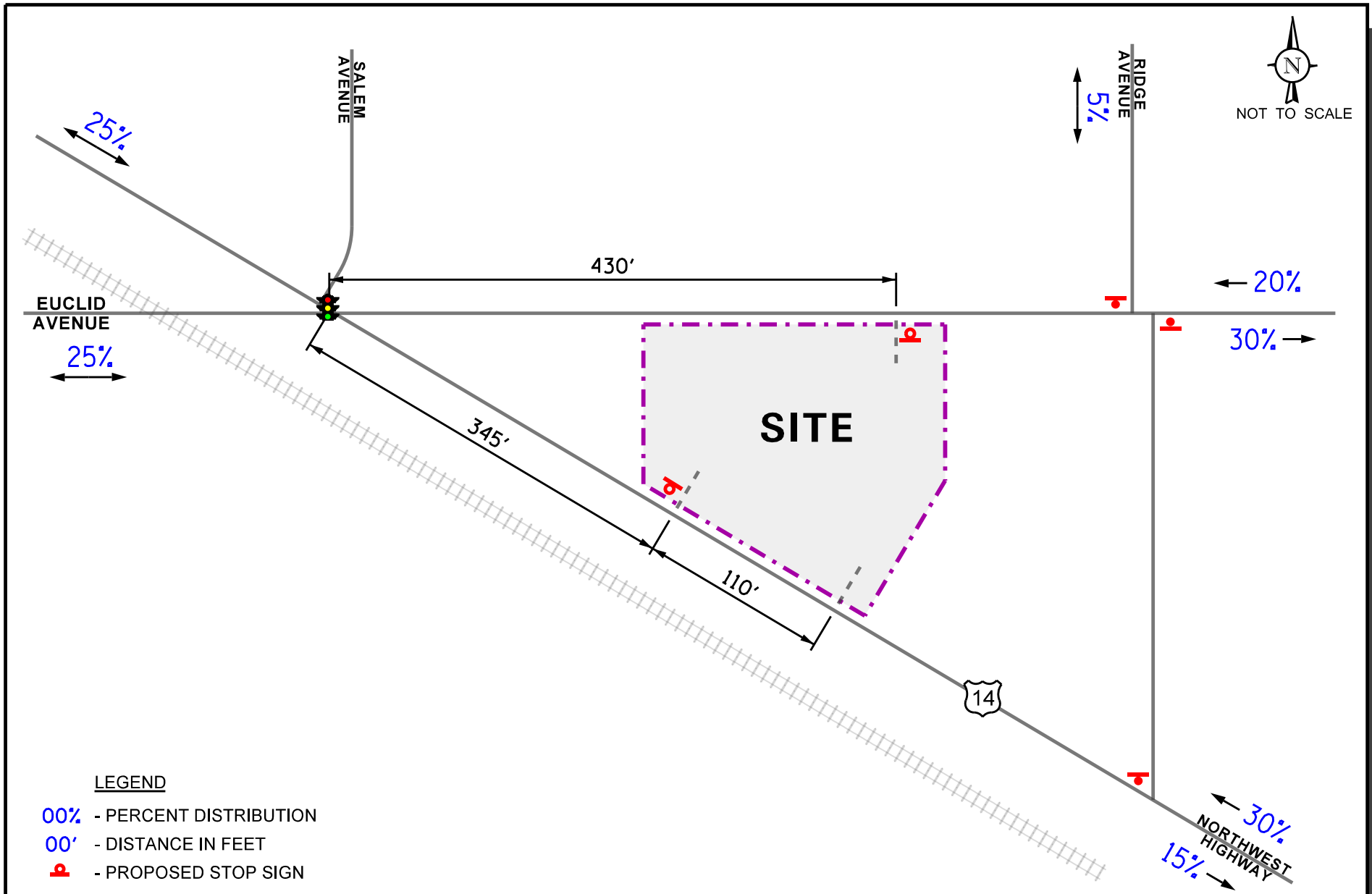
- A proposed inbound-only access drive located on Northwest Highway approximately 455 feet southeast of Euclid Avenue. This access drive will provide one inbound lane.

- A proposed right-out only access drive located on Northwest Highway approximately 345 feet southeast of Euclid Avenue. This access drive will provide one outbound lane that will be under stop sign control.

A copy of the site plan is included in the Appendix.

Directional Distribution

The directions from which employees and patrons of the drive-in bank will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the drive-in bank-generated traffic.



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Estimated Directional Distribution

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Figure: 5

Estimated Site Traffic Generation

The volume of traffic generated for the drive-in bank was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. It is important to note that surveys conducted by ITE have shown that approximately 30 percent of trips made to banks are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. However, in order to provide a conservative (worst-case) analysis, no pass-by reduction was applied to the trips estimated to be generated by the drive-in bank.

Table 3 tabulates the vehicle trips estimated for the proposed drive-in bank.

Table 3
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
912	Drive-In Bank (4,120 s.f.)	24	17	41	44	43	87	413

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed drive-in bank.

Drive-In Bank Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed drive-in bank were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the proposed drive-in bank is illustrated in **Figure 6**.

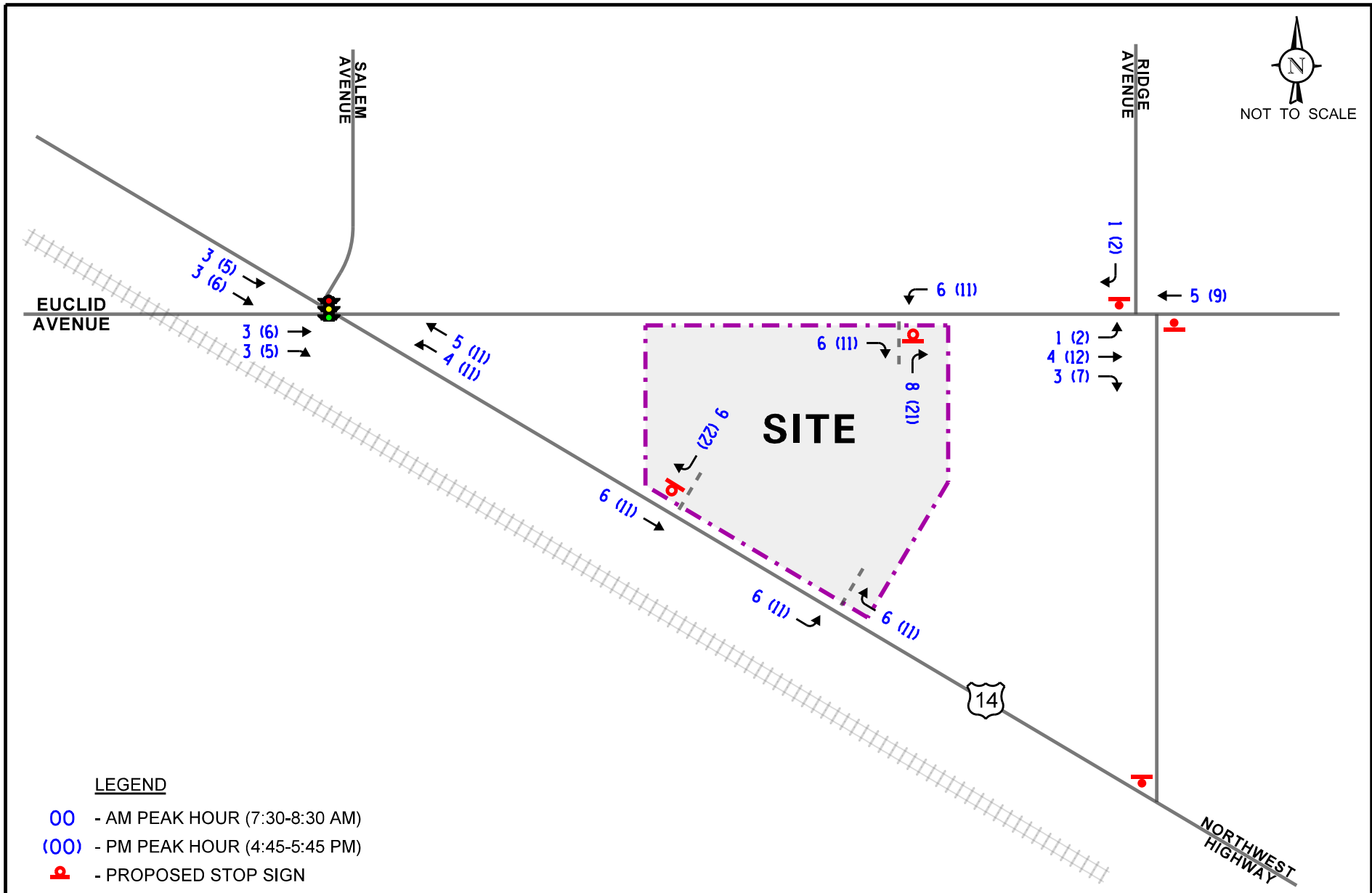
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a compound annual growth rate of approximately 0.42 percent per year. As such, traffic volumes were increased by 2.6 percent to represent Year 2027 (buildout plus five years) conditions. A copy of the CMAP projections letter is included in the Appendix.

Figure 7 illustrates the Year 2027 no-build traffic volumes.

Total Projected Traffic Volumes

The drive-in bank-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2027 total projected traffic volumes, as shown in **Figure 8**.



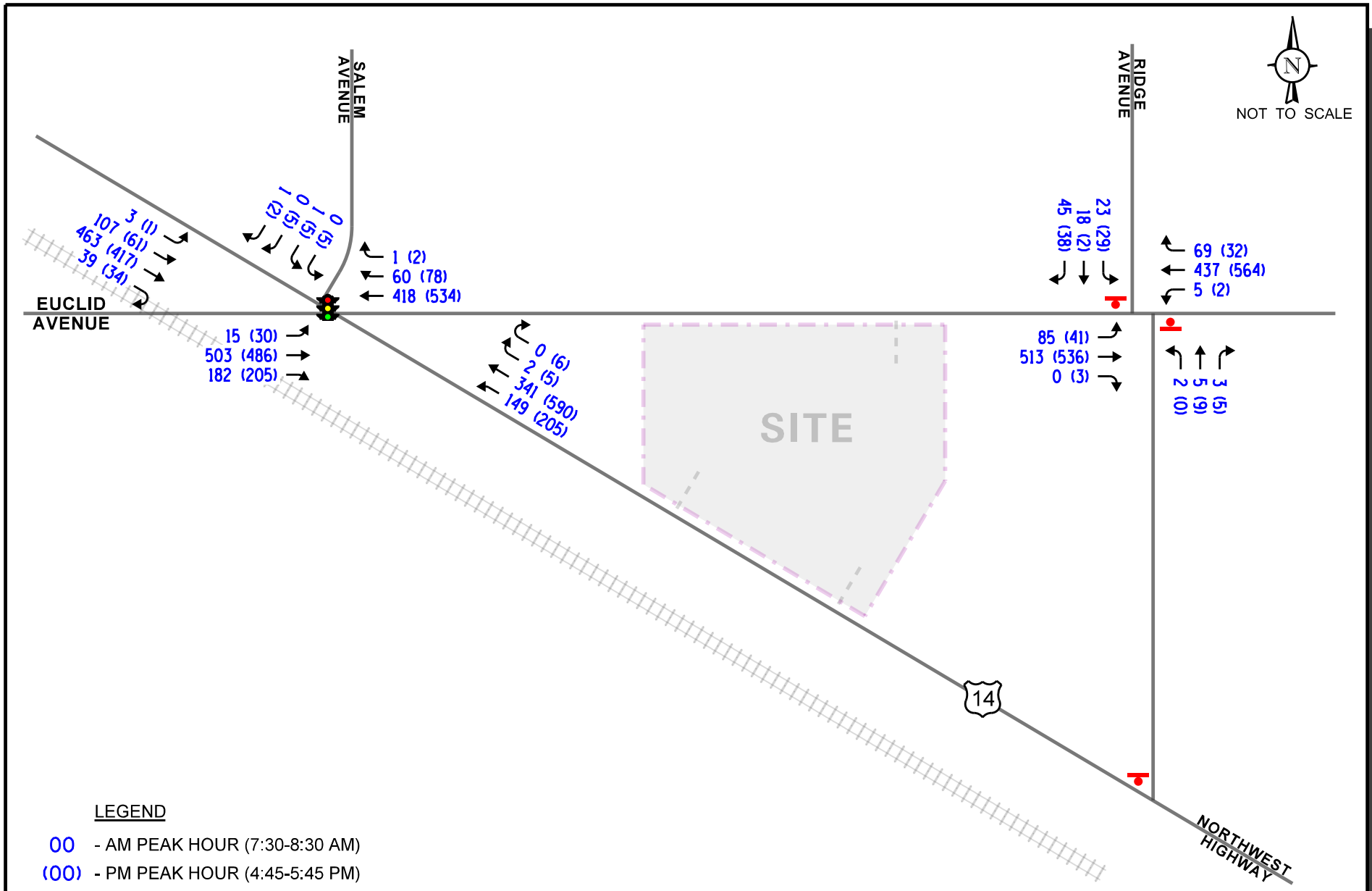
Proposed
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Arlington Heights, Illinois

New Site Traffic Assignment

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Job No: 21-247

Figure: 6



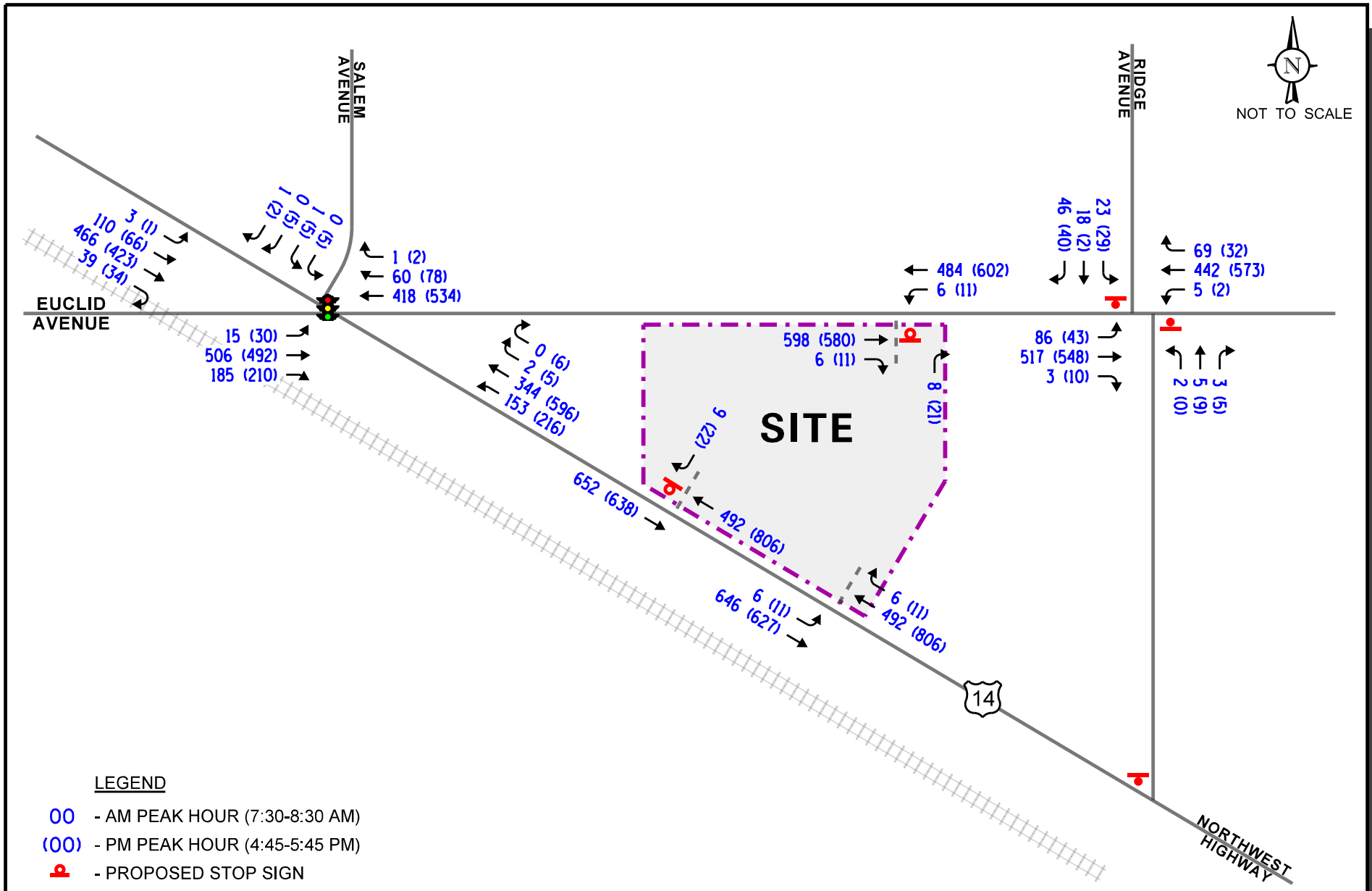
Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Year 2027 No-Build Traffic Volumes

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Job No: 21-247

Figure: 7



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Year 2027 Total Projected Traffic Volumes

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Job No: 21-247 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the base (Year 2021), no-build, and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the Synchro/SimTraffic 11 computer software. The analyses for the signalized intersection of Northwest Highway with Euclid Avenue/Salem Avenue were accomplished utilizing (actual or field measured) cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the base, no-build and Year 2027 total projected conditions are presented in **Tables 4** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – NORTHWEST HIGHWAY WITH EUCLID AVENUE/SALEM AVENUE – SIGNALIZED

	Peak Hour	Eastbound (Euclid Avenue)	Westbound (Euclid Avenue)	Southbound (Salem Avenue)	Southeast-bound (Northwest Highway)		Northwest-bound (Northwest Highway)		Overall
		L/T/R	L/T/R	L/T/R	L	TR	L	TR	
Year 2021 Base Conditions	Weekday Morning Peak Hour	C 22.2	B 19.7	E 65.0	C 30.1	D 52.6	C 34.9	D 44.1	C 32.9
					D – 48.6		D – 41.3		
	Weekday Evening Peak Hour	C 25.1	C 22.7	E 69.0	C 33.3	D 54.0	D 49.1	D 51.7	D 37.7
					D – 51.5		D – 51.0		
Year 2027 No-Build Conditions	Weekday Morning Peak Hour	C 23.0	C 20.2	E 65.0	C 29.6	D 52.2	C 34.8	D 43.6	C 33.0
					D – 48.2		D – 41.0		
	Weekday Evening Peak Hour	C 25.6	C 23.0	E 69.0	C 33.5	D 54.1	D 51.3	D 52.0	D 38.2
					D – 51.6		D – 51.8		
Year 2027 Projected Conditions	Weekday Morning	C 23.1	C 20.3	E 65.0	C 29.7	D 52.2	D 35.1	D 43.7	C 33.2
					D – 48.1		D – 41.0		
	Weekday Evening	C 26.0	C 23.2	E 69.0	C 33.9	D 54.0	D 55.6	D 52.3	D 38.8
					D – 51.4		D – 53.1		

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – BASE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ridge Avenue with Euclid Avenue				
• Northbound Approach	C	18.8	C	16.8
• Eastbound Left Turns	A	9.0	A	9.0
• Westbound Left Turns	A	8.6	A	8.6
• Southbound Approach	C	19.6	C	20.5

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2027 NO-BUILD TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ridge Avenue with Euclid Avenue				
• Northbound Approach	C	19.3	C	17.2
• Eastbound Left Turns	A	9.0	A	9.1
• Westbound Left Turns	A	8.7	A	8.7
• Southbound Approach	C	20.3	C	21.3

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2027 PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ridge Avenue with Euclid Avenue				
• Northbound Approach	C	19.5	C	17.5
• Eastbound Left Turns	A	9.1	A	9.1
• Westbound Left Turns	A	8.7	A	8.7
• Southbound Approach	C	20.5	C	21.9
Euclid Avenue with Proposed Three-Quarter Access Drive				
• Northbound Right Turns	B	12.6	B	12.6
• Westbound Left Turns	A	8.8	A	8.8
Northwest Highway with Proposed Right-Out Only Access Drive				
• Southbound Right Turns	A	9.9	B	11.5
Northwest Highway with Proposed Inbound-Only Access Drive				
• Southeast-bound Left Turns	A	8.4	A	9.7

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the drive-in bank traffic.

Northwest Highway with Euclid Avenue and Salem Avenue

The results of the capacity analysis indicate that overall, this intersection currently operates at level of service (LOS) C during the weekday morning peak hour and LOS D during the weekday evening peak hour. The westbound approach (Euclid Avenue) currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour, and the eastbound approach (Euclid Avenue) is operating at LOS C during both peak hours. In addition, the northwest bound and southeast-bound approaches (Northwest Highway) are operating at LOS D during both peak hours. The southbound approach (Salem Avenue) is operating at LOS E during both peak hours, which is due to the long cycle lengths (140 seconds) and limited amount of green time allocated to the Salem Avenue approach. The westbound approach is experiencing 95th percentile queues of approximately 210 feet during the weekday morning peak hour and 280 feet during the weekday evening peak hour. The northwest-bound left-turn movements are experiencing 95th percentile queues of approximately 135 feet during the weekday morning peak hour and 205 during the weekday evening peak hour. In addition, the northwest bound through/right-turn movements currently experience 95th percentile queues of approximately 175 feet during the weekday morning peak hour and 345 feet during the weekday evening peak hour. As previously indicated, three train events were observed during the weekday morning peak hour and three train events were observed during the weekday evening peak hour. During train events, the queues clear within one to two cycles.

Under Year 2027 no-build conditions, this intersection overall is projected to continue to operate at existing levels of service during the weekday morning and evening peak hours with increases in delay of less than one second. All of the approaches are projected to continue operating at the same existing levels of service, except for the westbound approach which will operate at LOS C during both peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, this intersection overall is projected to continue operating at the same levels of service during the weekday morning and evening peak hours with increases in delay of less than one second. All approaches are projected to continue operating at the same levels of service during both peak hours with increases in delay of less than one second. The northwest-bound left-turn movements will experience 95th percentile queues of approximately 140 feet during the weekday morning peak hour and 270 feet during the weekday evening peak hour. In addition, the northwest-bound through/right-turn movements will experience 95th percentile queues of approximately 190 feet during the weekday morning peak hour and 315 feet during the weekday evening peak hour. As such, the northwest-bound queues will extend past or beyond the proposed access drives during the weekday evening peak hour. However, these queues will clear with every green phase. It is also important to note that the queues will only increase by one to two vehicles under projected conditions during both peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed drive-in bank and no roadway improvements or traffic modifications are required.

Ridge Avenue with Euclid Avenue

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS C during the weekday morning and evening peak hours. In addition, the eastbound and westbound left-turn movements are operating at LOS A during both peak hours. Under Year 2027 no-build conditions, all movements are projected to operate at the same existing levels of service during both peak hours with increases in delay of less than one second. Under Year 2027 total projected conditions, all movements are projected to operate at the same levels of service during the weekday morning and evening peak hours with increases in delay of approximately one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed drive-in bank and no roadway improvements or traffic modifications are required.

Euclid Avenue with Proposed Three-Quarter Access Drive

Access to the drive-in bank is proposed via a three-quarter access drive located on Euclid Avenue approximately 430 feet east of Northwest Highway. This access drive will provide one inbound lane and one outbound lane restricted to right-turn outbound movements only. Outbound movements should be under stop sign control. Similar to other developments along Euclid Avenue, left-turn movements to the bank will be accommodated via the inside westbound through lane. The results of the capacity analysis indicate that the right-turn outbound movements will operate at LOS B during the weekday morning and evening peak hours with 95th percentile queues of approximately one to two vehicles during both peak hours. In addition, the westbound left-turn movements from Euclid Avenue into the site are projected to operate at LOS A during both peak hours with 95th percentile queues of approximately one to two vehicles. As such, the proposed drive-in bank access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

Northwest Highway with Proposed Right-Out Only Access Drive

Access from the drive-through lanes is proposed to be provided via a right-out only access drive located on Northwest Highway approximately 345 feet southeast of Euclid Avenue. This access drive will provide one outbound lane that will be under stop sign control. Additionally, this drive should be restricted to right-turn out movements only via pavement markings and appropriate signage.

The results of the capacity analysis indicate that the outbound right-turn movements from the outbound-only access drive onto Northwest Highway is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with 95th percentile queues of one to two vehicles during both peak hours. As such, the proposed drive-in bank access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

Northwest Highway with Proposed Inbound-Only Access Drive

Access to the drive-in bank is proposed via an inbound-only access drive located on Northwest Highway approximately 455 feet southeast of Euclid Avenue. This access drive will provide one inbound lane. Similar to other developments along Northwest Highway, left-turn movements to the bank will be accommodated via the inside southeast-bound through lane. In addition, the southeast-bound left-turn movements from Northwest Highway into the site will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles during both peak hours. As such, the proposed drive-in bank access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

Drive-Through Stacking Evaluation

As proposed, stacking for approximately four vehicles will be provided within each drive-through lane without blocking the circulation system. Observations and surveys performed at numerous banks in the Chicagoland area show that the maximum stacking within a drive-through lane is three to four vehicles. Furthermore, recent studies of an existing drive-in bank located in Glencoe indicated the maximum stacking was only two vehicles. It should be noted that the stacking for drive-through banks has been decreasing over the past decade due to new advancements in online backing, check depositing by phone, and peer-to-peer payment apps such as Zelle and Venmo, which reduce the need to visit a bank. As such, the stacking provided for the proposed drive-through lanes will be sufficient to accommodate the drive-through peak demand.

Parking Evaluation

As previously indicated, the plans call for the redeveloping the site with an approximately 4,120 square-foot drive-in bank with three drive-through lanes and 15 parking spaces. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the Village of Arlington Heights Code, and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village Code

- Banks (4,120 s.f.)
  - 14 parking spaces (ratio of one parking space for each 3,000 square feet)

Based on the above and the requirements of the Village of Arlington Heights, this translates into 14 parking spaces, which results in a surplus of one parking space.

ITE Parking Generation Manual

- Drive-In Bank (Land-Use Code 912):
  - 15 parking spaces (ratio of 3.72 spaces per 1,000 square feet)

Based on the above and the rates published in the ITE *Parking Generation Manual*, this translates into 15 parking spaces, which results in a surplus of zero parking spaces.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analyses have shown that the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed bank and no roadway improvements and/or traffic control modifications are required.

- The proposed access drives will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.

- The proposed exit-only access drive should be restricted to exiting movements only via pavement markings and appropriate signage.

- The proposed drive-through stacking will be adequate in accommodating the peak demand based on KLOA, Inc.'s surveys of other similar banks.

- The proposed parking supply of 15 parking spaces will be adequate in accommodating the parking demand of the proposed drive-in bank.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

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: Euclid Avenue with Ridge Avenue
Site Code:
Start Date: 09/21/2021

Turning Movement Data

Start Time	Euclid Avenue Eastbound						Euclid Avenue Westbound						Ridge Avenue Northbound						Ridge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	85	0	0	90	0	0	63	0	2	63	0	1	1	0	0	2	0	2	1	6	0	9	164
7:15 AM	0	3	105	1	0	109	0	0	68	5	1	73	0	0	1	1	0	2	0	2	3	2	0	7	191
7:30 AM	0	9	143	0	0	152	0	2	107	3	1	112	0	0	2	0	0	2	0	3	1	6	0	10	276
7:45 AM	0	14	130	0	0	144	0	0	113	5	0	118	0	1	1	1	0	3	0	7	2	11	0	20	285
Hourly Total	0	31	463	1	0	495	0	2	351	13	4	366	0	2	5	2	0	9	0	14	7	25	0	46	916
8:00 AM	0	25	114	0	0	139	0	0	95	19	1	114	0	1	1	0	0	2	0	2	7	8	0	17	272
8:15 AM	0	35	113	0	0	148	0	3	111	40	0	154	0	0	1	2	0	3	0	10	8	19	0	37	342
8:30 AM	0	2	78	1	0	81	0	2	98	7	0	107	0	2	1	0	0	3	0	9	1	16	0	26	217
8:45 AM	0	6	105	1	0	112	0	0	100	5	0	105	0	0	0	0	0	0	0	7	0	8	0	15	232
Hourly Total	0	68	410	2	0	480	0	5	404	71	1	480	0	3	3	2	0	8	0	28	16	51	0	95	1063
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	11	111	0	0	122	0	2	120	7	0	129	0	0	1	3	0	4	0	2	3	5	1	10	265
4:15 PM	0	9	113	1	0	123	0	0	103	16	0	119	0	0	6	2	0	8	0	7	0	7	0	14	264
4:30 PM	0	10	99	2	0	111	0	1	121	11	0	133	0	1	3	0	0	4	0	3	3	6	0	12	260
4:45 PM	0	10	105	1	0	116	0	0	106	8	0	114	0	0	2	2	0	4	0	3	1	7	0	11	245
Hourly Total	0	40	428	4	0	472	0	3	450	42	0	495	0	1	12	7	0	20	0	15	7	25	1	47	1034
5:00 PM	0	15	118	1	0	134	0	0	122	12	0	134	0	0	1	3	0	4	0	6	0	8	0	14	286
5:15 PM	0	6	128	1	0	135	0	0	127	5	0	132	0	0	4	0	0	4	0	14	1	15	1	30	301
5:30 PM	0	9	103	0	0	112	0	2	123	6	1	131	0	0	2	0	0	2	0	5	0	7	0	12	257
5:45 PM	0	11	111	1	1	123	0	2	94	17	0	113	0	0	1	0	0	1	0	3	3	8	0	14	251
Hourly Total	0	41	460	3	1	504	0	4	466	40	1	510	0	0	8	3	0	11	0	28	4	38	1	70	1095
Grand Total	0	180	1761	10	1	1951	0	14	1671	166	6	1851	0	6	28	14	0	48	0	85	34	139	2	258	4108
Approach %	0.0	9.2	90.3	0.5	-	-	0.0	0.8	90.3	9.0	-	-	0.0	12.5	58.3	29.2	-	-	0.0	32.9	13.2	53.9	-	-	-
Total %	0.0	4.4	42.9	0.2	-	47.5	0.0	0.3	40.7	4.0	-	45.1	0.0	0.1	0.7	0.3	-	1.2	0.0	2.1	0.8	3.4	-	6.3	-
Lights	0	179	1725	10	-	1914	0	14	1640	166	-	1820	0	6	28	14	-	48	0	85	34	137	-	256	4038
% Lights	-	99.4	98.0	100.0	-	98.1	-	100.0	98.1	100.0	-	98.3	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	98.6	-	99.2	98.3
Buses	0	1	2	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	6
% Buses	-	0.6	0.1	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.1
Single-Unit Trucks	0	0	17	0	-	17	0	0	19	0	-	19	0	0	0	0	-	0	0	0	0	0	-	0	36
% Single-Unit Trucks	-	0.0	1.0	0.0	-	0.9	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	17	0	-	17	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	27
% Articulated Trucks	-	0.0	1.0	0.0	-	0.9	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
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	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Euclid Avenue with Ridge Avenue
Site Code:
Start Date: 09/21/2021

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Euclid Avenue Eastbound						Euclid Avenue Westbound						Ridge Avenue Northbound						Ridge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	9	143	0	0	152	0	2	107	3	1	112	0	0	2	0	0	2	0	3	1	6	0	10	276
7:45 AM	0	14	130	0	0	144	0	0	113	5	0	118	0	1	1	1	0	3	0	7	2	11	0	20	285
8:00 AM	0	25	114	0	0	139	0	0	95	19	1	114	0	1	1	0	0	2	0	2	7	8	0	17	272
8:15 AM	0	35	113	0	0	148	0	3	111	40	0	154	0	0	1	2	0	3	0	10	8	19	0	37	342
Total	0	83	500	0	0	583	0	5	426	67	2	498	0	2	5	3	0	10	0	22	18	44	0	84	1175
Approach %	0.0	14.2	85.8	0.0	-	-	0.0	1.0	85.5	13.5	-	-	0.0	20.0	50.0	30.0	-	-	0.0	26.2	21.4	52.4	-	-	-
Total %	0.0	7.1	42.6	0.0	-	49.6	0.0	0.4	36.3	5.7	-	42.4	0.0	0.2	0.4	0.3	-	0.9	0.0	1.9	1.5	3.7	-	7.1	-
PHF	0.000	0.593	0.874	0.000	-	0.959	0.000	0.417	0.942	0.419	-	0.808	0.000	0.500	0.625	0.375	-	0.833	0.000	0.550	0.563	0.579	-	0.568	0.859
Lights	0	82	485	0	-	567	0	5	414	67	-	486	0	2	5	3	-	10	0	22	18	44	-	84	1147
% Lights	-	98.8	97.0	-	-	97.3	-	100.0	97.2	100.0	-	97.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	97.6
Buses	0	1	1	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	1.2	0.2	-	-	0.3	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	5	0	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	10
% Single-Unit Trucks	-	0.0	1.0	-	-	0.9	-	0.0	1.2	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	9	0	-	9	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	-	0.0	1.8	-	-	1.5	-	0.0	1.2	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Euclid Avenue with Ridge Avenue
Site Code:
Start Date: 09/21/2021

Turning Movement Peak Hour Data (4:45 PM)

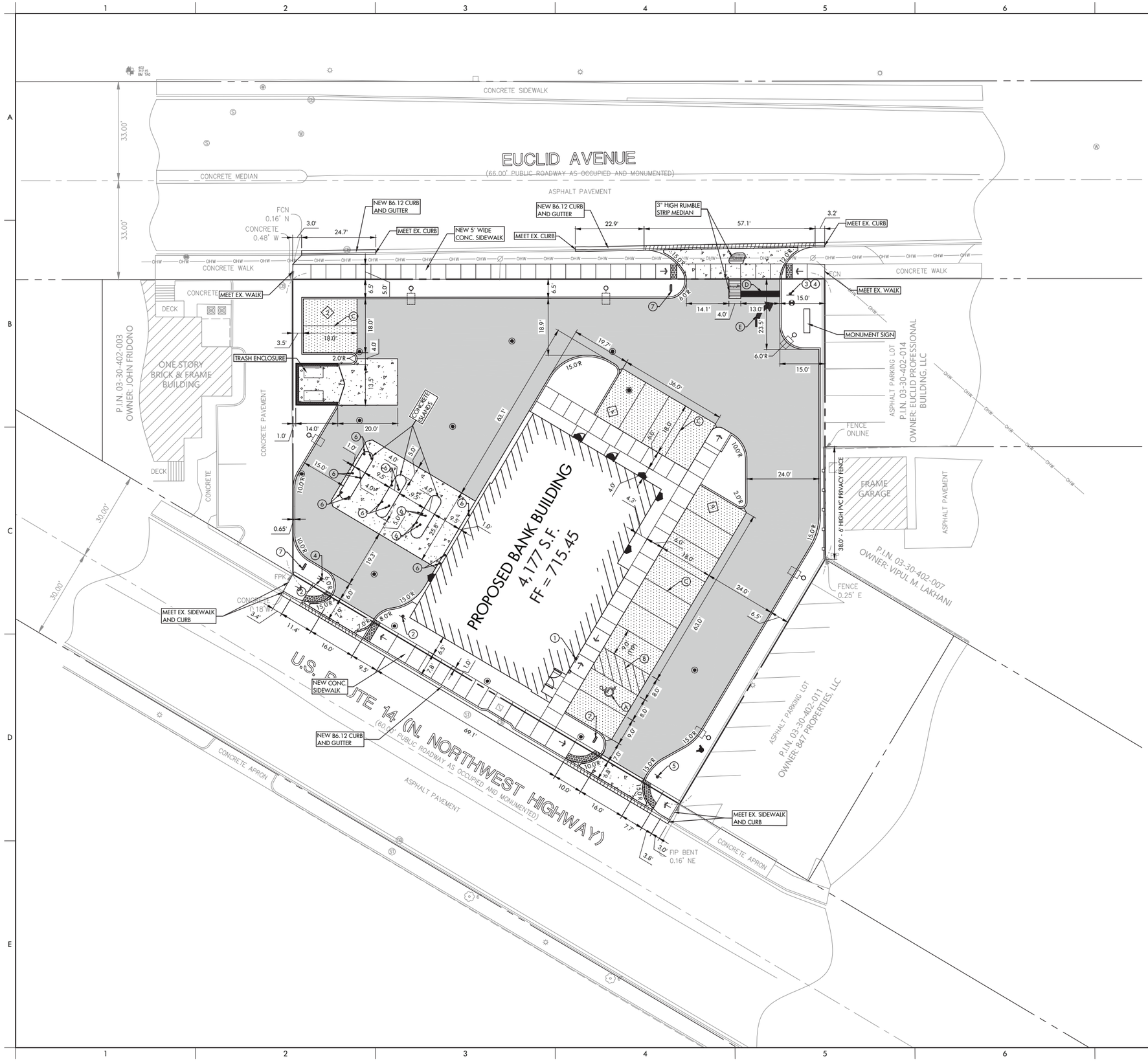
Start Time	Euclid Avenue Eastbound						Euclid Avenue Westbound						Ridge Avenue Northbound						Ridge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	10	105	1	0	116	0	0	106	8	0	114	0	0	2	2	0	4	0	3	1	7	0	11	245
5:00 PM	0	15	118	1	0	134	0	0	122	12	0	134	0	0	1	3	0	4	0	6	0	8	0	14	286
5:15 PM	0	6	128	1	0	135	0	0	127	5	0	132	0	0	4	0	0	4	0	14	1	15	1	30	301
5:30 PM	0	9	103	0	0	112	0	2	123	6	1	131	0	0	2	0	0	2	0	5	0	7	0	12	257
Total	0	40	454	3	0	497	0	2	478	31	1	511	0	0	9	5	0	14	0	28	2	37	1	67	1089
Approach %	0.0	8.0	91.3	0.6	-	-	0.0	0.4	93.5	6.1	-	-	0.0	0.0	64.3	35.7	-	-	0.0	41.8	3.0	55.2	-	-	-
Total %	0.0	3.7	41.7	0.3	-	45.6	0.0	0.2	43.9	2.8	-	46.9	0.0	0.0	0.8	0.5	-	1.3	0.0	2.6	0.2	3.4	-	6.2	-
PHF	0.000	0.667	0.887	0.750	-	0.920	0.000	0.250	0.941	0.646	-	0.953	0.000	0.000	0.563	0.417	-	0.875	0.000	0.500	0.500	0.617	-	0.558	0.904
Lights	0	40	449	3	-	492	0	2	472	31	-	505	0	0	9	5	-	14	0	28	2	37	-	67	1078
% Lights	-	100.0	98.9	100.0	-	99.0	-	100.0	98.7	100.0	-	98.8	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.6	-	0.0	0.8	0.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	2	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Study Name	Euclid Avenue with Northwest Highway/Salem Avenue
Start Date	Tuesday, September 21, 2021 7:00 AM
End Date	Tuesday, September 21, 2021 6:00 PM
Site Code	

Report Summary

		Eastbound							Westbound							Southbound							Southeastbound							Northwestbound							Crosswalk	
Time Period	**Class.**	**U**	**HL**	**L**	**T**	**BR**	**I**	**O**	**U**	**HL**	**T**	**BR**	**R**	**I**	**O**	**U**	**L**	**BL**	**R**	**HR**	**I**	**O**	**U**	**HL**	**BL**	**T**	**HR**	**I**	**O**	**U**	**BL**	**T**	**BR**	**HR**	**I**	**O**	**Total**		**idestria**	**Total**
Peak 1	Lights	0	15	0	470	174	659	575	0	0	398	54	1	453	573	0	0	1	0	1	2	6	0	3	103	385	37	528	358	0	140	288	2	0	430	560	2072	W	0	0
Specified Period	%	0%	100%	0%	96%	98%	97%	97%	0%	0%	98%	93%	100%	97%	96%	0%	0%	100%	0%	100%	100%	100%	0%	100%	99%	94%	97%	95%	95%	0%	97%	95%	100%	0%	96%	95%	96%		0%	
7:00 AM - 9:00 AM	Buses	0	0	0	3	1	4	2	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	8	E	1	1
One Hour Peak	%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%		100%	
7:30 AM - 8:30 AM	ıgle-Unit Truc	0	0	0	14	1	15	9	0	0	4	3	0	7	15	0	0	0	0	0	0	0	0	0	1	22	1	24	15	0	4	12	0	0	16	23	62	N	1	1
	%	0%	0%	0%	3%	1%	2%	2%	0%	0%	1%	5%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	3%	4%	4%	0%	3%	4%	0%	0%	4%	4%	3%		100%	
	ticulated Truc	0	0	0	3	1	4	4	0	0	3	1	0	4	3	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	1	0	0	0	1	4	12	NW	0	0
	%	0%	0%	0%	1%	1%	1%	1%	0%	0%	1%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	1%	0%	0%	0%	0%	1%	1%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**15**	**0**	**490**	**177**	**682**	**590**	**0**	**0**	**407**	**58**	**1**	**466**	**594**	**0**	**0**	**1**	**0**	**1**	**2**	**6**	**0**	**3**	**104**	**410**	**38**	**555**	**376**	**0**	**145**	**302**	**2**	**0**	**449**	**588**	**2154**		**2**	**2**
	PHF	0	0.75	0	0.88	0.74	0.85	0.83	0	0	0.81	0.58	0.25	0.81	0.89	0	0	0.25	0	0.25	0.5	0.75	0	0.75	0.72	0.82	0.79	0.87	0.83	0	0.86	0.76	0.5	0	0.81	0.92	0.94			
	Approach %						32%	27%						22%	28%						0%	0%						26%	17%						21%	27%				
Peak 2	Lights	0	28	0	410	200	638	685	0	0	448	74	2	524	478	1	5	5	5	2	18	9	0	1	57	381	33	472	643	0	199	539	5	6	749	586	2401	W	0	0
Specified Period	%	0%	97%	0%	100%	100%	100%	99%	0%	0%	99%	97%	100%	99%	99%	100%	100%	100%	100%	100%	100%	100%	0%	100%	97%	98%	100%	98%	98%	0%	100%	98%	100%	100%	99%	99%	99%		0%	
4:00 PM - 6:00 PM	Buses	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:45 PM - 5:45 PM	ıgle-Unit Truc	0	0	0	1	0	1	3	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	2	3	0	5	8	0	1	8	0	0	9	3	17	N	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	1%	1%	0%	1%	1%	0%	0%	1%	1%	1%		100%	
	ticulated Truc	0	1	0	1	0	2	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	1	0	0	1	2	7	NW	4	4
	%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	Total	**0**	**29**	**0**	**412**	**200**	**641**	**690**	**0**	**0**	**452**	**76**	**2**	**530**	**482**	**1**	**5**	**5**	**5**	**2**	**18**	**9**	**0**	**1**	**59**	**387**	**33**	**480**	**655**	**0**	**200**	**548**	**5**	**6**	**759**	**592**	**2428**		**7**	**7**
	PHF	0	0.72	0	0.9	0.94	0.91	0.89	0	0	0.86	0.83	0.25	0.86	0.89	0.25	0.62	0.31	0.42	0.5	0.75	0.56	0	0.25	0.82	0.88	0.55	0.9	0.89	0	0.72	0.89	0.42	0.75	0.84	0.94	0.9			
	Approach %						26%	28%						22%	20%						1%	0%						20%	27%						31%	24%				

Preliminary Site Plan



GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)

1 INCH = 15 FT

SITE DATA

TOTAL SITE AREA = 0.55 AC

PROPOSED BUILDING AREA = 4,171 S.F.

PARKING PROVIDED =
REGULAR PARKING PROVIDED = 14 SPACES
HANDICAP PARKING PROVIDED = 1 SPACES

TOTAL PARKING PROVIDED = 15 SPACES

SITE PLAN KEYED NOTES

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE (MOUNTED ON BUILDING WALL)
2. R5-1 DO NOT ENTER SIGN (30"X30")
3. R1-1 STOP SIGN (30"X30")
4. R3-5 RIGHT TURN ONLY SIGN (30"X36")
5. "NO EXIT / ENTRANCE ONLY" SIGN (18"X24")
6. PROTECTIVE BOLLARD (SEE ARCH. DWGS. FOR DETAILS)
7. WAY-FINDING SIGN (SEE SITE SIGNAGE PACKAGE)
- A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
- B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
- C. 4" SOLID YELLOW STRIPE (TYP)
- D. 24" WIDE WHITE STOP BAR (INSTALLED 4' BEFORE WALK)
- E. WHITE RIGHT TURN ONLY ARROW

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING AND ON THE EAST SIDE OF FOREST AVENUE SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL ON SHEET C6.0.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

HEAVY DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
7.25" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
4" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

LIGHT DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
6x6 - W2.9 x W2.9 WWF @ MIDPOINT OF CONCRETE THICKNESS
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

REVISIONS

2	12.08.21	REVISED PER VILLAGE REVIEW
1	10.07.21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Phone: (312) 237-2655
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE DIMENSIONAL AND PAVING PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=15'

SHEET NO.
C3.0

PROJ. NUMBER: 21022

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ITE Trip Generation Worksheets

Drive-in Bank
(912)

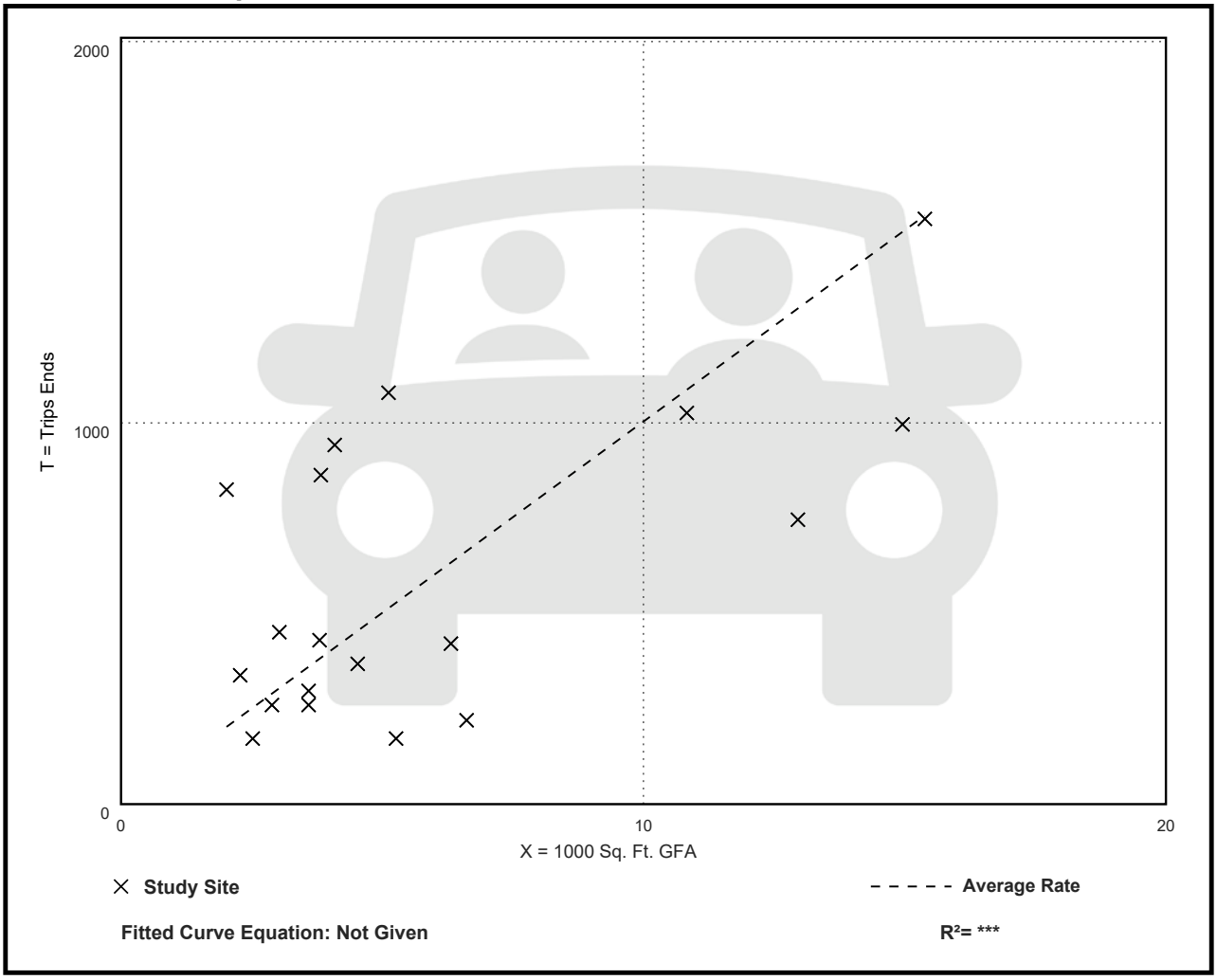
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.35	32.67 - 408.42	68.62

Data Plot and Equation



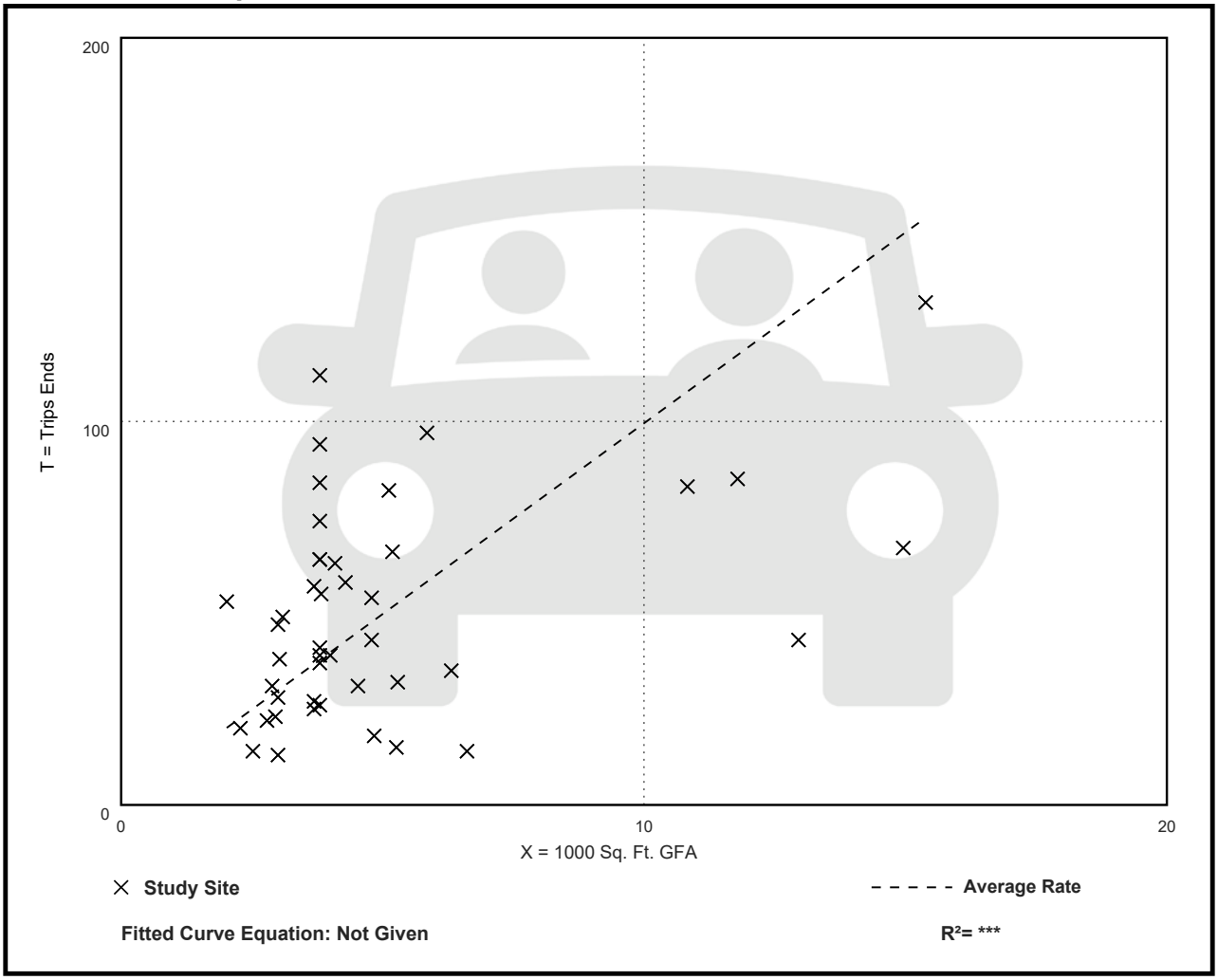
Drive-in Bank
(912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



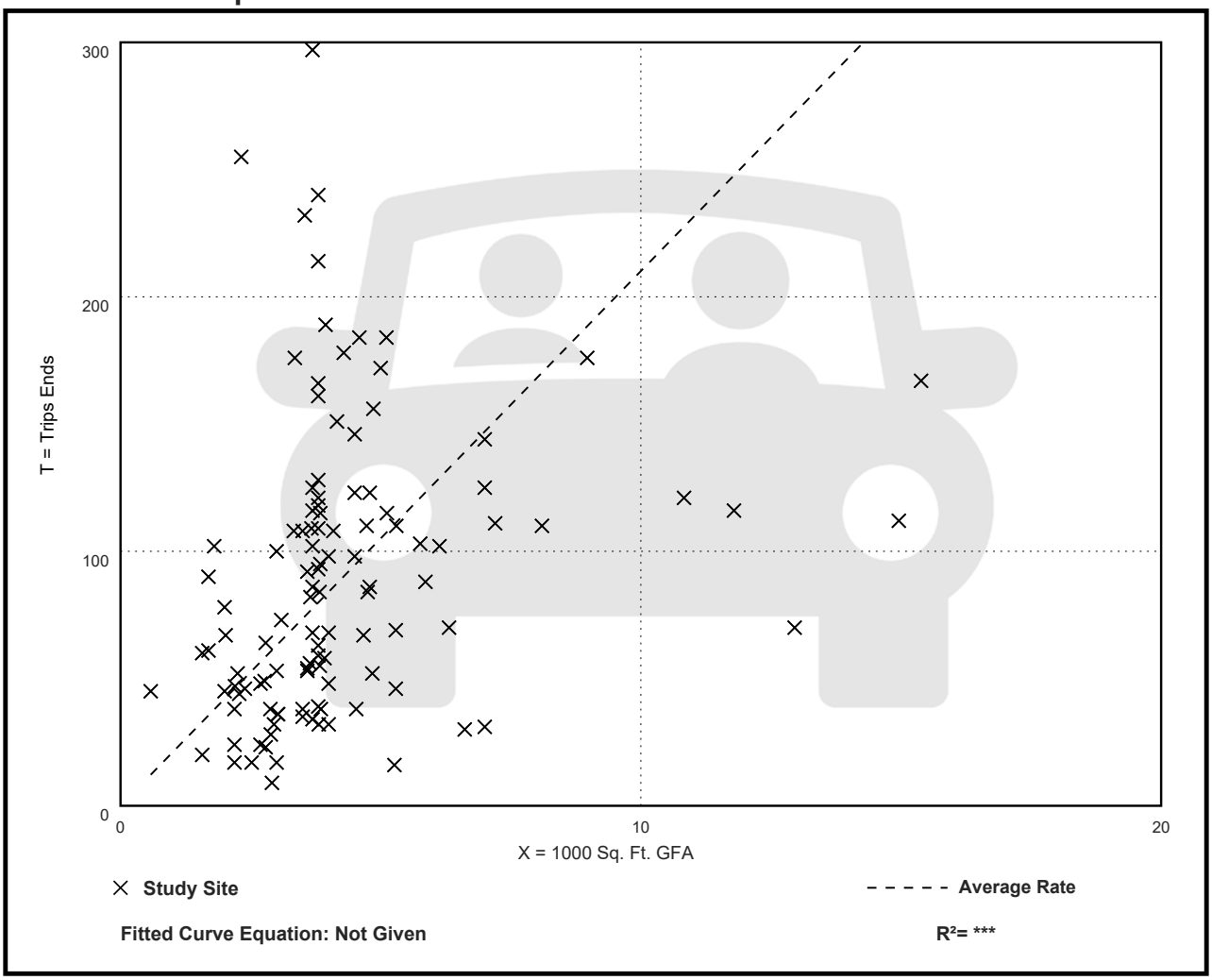
Drive-in Bank
(912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 114
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

October 12, 2021

Elise Purguette
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Euclid Avenue @ Northwest Highway
IDOT

Dear Mr. Purguette:

In response to a request made on your behalf and dated October 11, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Euclid Ave east of NW Highway	11,500	12,800
Euclid Ave west of NW Highway	14,900	16,600
NW Highway, @ Euclid Ave	15,800	19,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2021_CY_TrafficForecast\ArlingtonHeights\ck-127-21\ck-127-21.docx

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

Year 2021 Weekday Morning Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	15	490	177	407	58	1	1	1	3	104	451	38
Future Volume (vph)	15	490	177	407	58	1	1	1	3	104	451	38
Ideal Flow (vphpl)	1900	1900	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)	0		0		0		0			210		0
Storage Lanes	0		0		0		1			1		0
Taper Length (ft)	25						25			200		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00						1.00		
Frt		0.961		0.981			0.932				0.988	
Flt Protected		0.999					0.976			0.950		
Satd. Flow (prot)	0	3352	0	3441	0	0	1728	0	0	1788	3372	0
Flt Permitted		0.937					0.976			0.488		
Satd. Flow (perm)	0	3144	0	3441	0	0	1728	0	0	917	3372	0
Right Turn on Red			No			No		No				No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		863		371			409				775	
Travel Time (s)		19.6		8.4			9.3				17.6	
Confl. Peds. (#/hr)						1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	2%	7%	0%	0%	0%	0%	1%	6%	3%
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)	0	725	0	496	0	0	2	0	0	114	520	0
Turn Type	pm+pt	NA		NA			Prot		custom	pm+pt	NA	
Protected Phases	1	6		2			9			3	8	
Permitted Phases	6								3	8		
Detector Phase	1	6		2			9		3	3	8	
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0		3.0	3.0	8.0	
Minimum Split (s)	9.5	37.0		24.0			21.0		9.5	9.5	24.0	
Total Split (s)	25.0	53.0		28.0			21.0		16.0	16.0	47.0	
Total Split (%)	17.9%	37.9%		20.0%			15.0%		11.4%	11.4%	33.6%	
Yellow Time (s)	3.5	4.0		4.0			4.0		3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		2.0			2.0		0.0	0.0	2.0	
Lost Time Adjust (s)		0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)		6.0		6.0			6.0			3.5	6.0	
Lead/Lag	Lead			Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes					Yes	Yes	Yes	
Recall Mode	None	C-Min		C-Min			None		None	None	None	
Act Effct Green (s)		75.5		75.5			5.8			46.0	32.5	
Actuated g/C Ratio		0.54		0.54			0.04			0.33	0.23	



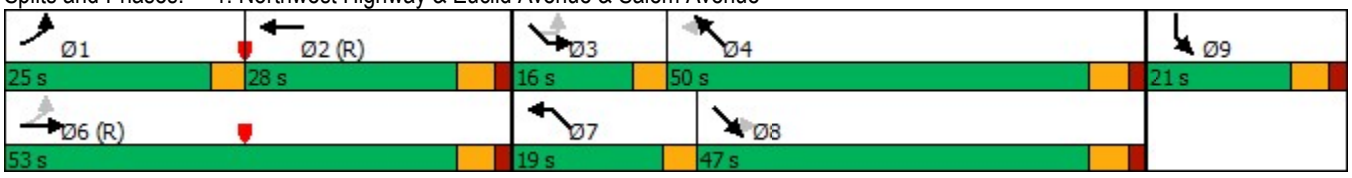
Lane Group	NWL	NWT	NWR
Lane Configurations			
Traffic Volume (vph)	145	332	2
Future Volume (vph)	145	332	2
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)	220		0
Storage Lanes	1		0
Taper Length (ft)	145		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1752	3435	0
Flt Permitted	0.250		
Satd. Flow (perm)	461	3435	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		493	
Travel Time (s)		11.2	
Confl. Peds. (#/hr)			1
Confl. Bikes (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	3%	5%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)			
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	154	355	0
Turn Type	pm+pt	NA	
Protected Phases	7	4	
Permitted Phases	4		
Detector Phase	7	4	
Switch Phase			
Minimum Initial (s)	3.0	15.0	
Minimum Split (s)	11.0	36.0	
Total Split (s)	19.0	50.0	
Total Split (%)	13.6%	35.7%	
Yellow Time (s)	3.5	4.0	
All-Red Time (s)	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.5	6.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	
Act Effct Green (s)	52.0	35.6	
Actuated g/C Ratio	0.37	0.25	

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
v/c Ratio		0.43		0.27			0.03			0.31	0.66	
Control Delay		22.2		19.7			65.0			30.1	52.6	
Queue Delay		0.0		0.0			0.0			0.0	0.0	
Total Delay		22.2		19.7			65.0			30.1	52.6	
LOS		C		B			E			C	D	
Approach Delay		22.2		19.7			65.0				48.6	
Approach LOS		C		B			E				D	
Queue Length 50th (ft)		198		122			2			68	227	
Queue Length 95th (ft)		331		211			12			103	271	
Internal Link Dist (ft)		783		291			329				695	
Turn Bay Length (ft)										210		
Base Capacity (vph)		1695		1855			185			388	987	
Starvation Cap Reductn		0		0			0			0	0	
Spillback Cap Reductn		0		0			0			0	0	
Storage Cap Reductn		0		0			0			0	0	
Reduced v/c Ratio		0.43		0.27			0.01			0.29	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	NWL	NWT	NWR
v/c Ratio	0.51	0.41	
Control Delay	34.9	44.1	
Queue Delay	0.0	0.0	
Total Delay	34.9	44.1	
LOS	C	D	
Approach Delay		41.3	
Approach LOS		D	
Queue Length 50th (ft)	94	141	
Queue Length 95th (ft)	135	177	
Internal Link Dist (ft)		413	
Turn Bay Length (ft)	220		
Base Capacity (vph)	315	1079	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.49	0.33	

Intersection Summary

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	500	0	5	426	67	2	5	3	22	18	44
Future Vol, veh/h	83	500	0	5	426	67	2	5	3	22	18	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	3	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	97	581	0	6	495	78	2	6	3	26	21	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	573	0	0	581	0	0	1357	1360	583	1328	1321	534
Stage 1	-	-	-	-	-	-	775	775	-	546	546	-
Stage 2	-	-	-	-	-	-	582	585	-	782	775	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1005	-	-	1003	-	-	127	150	516	133	158	550
Stage 1	-	-	-	-	-	-	394	411	-	526	521	-
Stage 2	-	-	-	-	-	-	502	501	-	390	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1005	-	-	1003	-	-	100	135	515	119	142	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	237	-	232	257	-
Stage 1	-	-	-	-	-	-	356	371	-	475	518	-
Stage 2	-	-	-	-	-	-	434	498	-	344	371	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	18.8	19.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	1005	-	-	1003	-	-	343
HCM Lane V/C Ratio	0.043	0.096	-	-	0.006	-	-	0.285
HCM Control Delay (s)	18.8	9	-	-	8.6	-	-	19.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.2

Capacity Analysis Summary Sheets

Year 2021 Weekday Evening Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
Lane Configurations												
Traffic Volume (vph)	29	474	200	520	76	2	5	5	5	2	1	59
Future Volume (vph)	29	474	200	520	76	2	5	5	5	2	1	59
Ideal Flow (vphpl)	1900	1900	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%				
Storage Length (ft)	0		0		0			0	0			210
Storage Lanes	0		0		0			1	0			1
Taper Length (ft)	25							25				200
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00								1.00
Frt		0.957		0.981				0.946				
Flt Protected		0.998						0.971				0.950
Satd. Flow (prot)	0	3444	0	3483	0	0	0	1745	0	0	0	1753
Flt Permitted		0.895						0.971				0.242
Satd. Flow (perm)	0	3088	0	3483	0	0	0	1745	0	0	0	446
Right Turn on Red			No			No				No		
Satd. Flow (RTOR)												
Link Speed (mph)		30		30				30				
Link Distance (ft)		863		371				409				
Travel Time (s)		19.6		8.4				9.3				
Confl. Peds. (#/hr)	4				4	1					1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%				0%				
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	781	0	664	0	0	0	20	0	0	0	67
Turn Type	pm+pt	NA		NA			Perm	Prot			custom	pm+pt
Protected Phases	1	6		2				9				3
Permitted Phases	6						9				3	8
Detector Phase	1	6		2			9	9			3	3
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0	3.0			3.0	3.0
Minimum Split (s)	9.5	37.0		24.0			21.0	21.0			9.5	9.5
Total Split (s)	27.0	60.0		33.0			21.0	21.0			14.0	14.0
Total Split (%)	19.3%	42.9%		23.6%			15.0%	15.0%			10.0%	10.0%
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0			3.5	3.5
All-Red Time (s)	0.0	2.0		2.0			2.0	2.0			0.0	0.0
Lost Time Adjust (s)		0.0		0.0				0.0				0.0
Total Lost Time (s)		6.0		6.0				6.0				3.5
Lead/Lag	Lead			Lag							Lead	Lead
Lead-Lag Optimize?	Yes			Yes							Yes	Yes
Recall Mode	None	C-Min		C-Min			None	None			None	None
Act Effct Green (s)		72.5		72.5				7.2				41.3
Actuated g/C Ratio		0.52		0.52				0.05				0.30

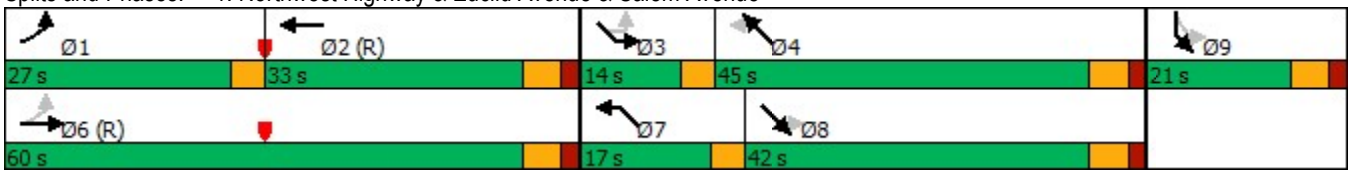


Lane Group	SET	SER	NWL	NWT	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	406	33	200	575	5	6
Future Volume (vph)	406	33	200	575	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0	220		0	
Storage Lanes		0	1		0	
Taper Length (ft)			145			
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				1.00		
Frt	0.989			0.997		
Flt Protected			0.950			
Satd. Flow (prot)	3505	0	1805	3528	0	0
Flt Permitted			0.257			
Satd. Flow (perm)	3505	0	488	3528	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	775			493		
Travel Time (s)	17.6			11.2		
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	0	222	652	0	0
Turn Type	NA		pm+pt	NA		
Protected Phases	8		7	4		
Permitted Phases			4			
Detector Phase	8		7	4		
Switch Phase						
Minimum Initial (s)	8.0		3.0	15.0		
Minimum Split (s)	24.0		11.0	36.0		
Total Split (s)	42.0		17.0	45.0		
Total Split (%)	30.0%		12.1%	32.1%		
Yellow Time (s)	4.0		3.5	4.0		
All-Red Time (s)	2.0		0.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0		
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None		None	None		
Act Effct Green (s)	30.0		49.4	36.7		
Actuated g/C Ratio	0.21		0.35	0.26		

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
v/c Ratio		0.49		0.37				0.22				0.31
Control Delay		25.1		22.7				69.0				33.3
Queue Delay		0.0		0.0				0.0				0.0
Total Delay		25.1		22.7				69.0				33.3
LOS		C		C				E				C
Approach Delay		25.1		22.7				69.0				
Approach LOS		C		C				E				
Queue Length 50th (ft)		252		197				18				41
Queue Length 95th (ft)		352		277				46				72
Internal Link Dist (ft)		783		291				329				
Turn Bay Length (ft)												210
Base Capacity (vph)		1599		1804				186				235
Starvation Cap Reductn		0		0				0				0
Spillback Cap Reductn		0		0				0				0
Storage Cap Reductn		0		0				0				0
Reduced v/c Ratio		0.49		0.37				0.11				0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	SET	SER	NWL	NWT	NWR	NWR2
v/c Ratio	0.65		0.74	0.71		
Control Delay	54.0		49.1	51.7		
Queue Delay	0.0		0.0	0.0		
Total Delay	54.0		49.1	51.7		
LOS	D		D	D		
Approach Delay	51.5			51.0		
Approach LOS	D			D		
Queue Length 50th (ft)	215		149	291		
Queue Length 95th (ft)	262		205	347		
Internal Link Dist (ft)	695			413		
Turn Bay Length (ft)			220			
Base Capacity (vph)	901		299	990		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.54		0.74	0.66		

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	522	3	2	550	31	0	9	5	28	21	37
Future Vol, veh/h	40	522	3	2	550	31	0	9	5	28	21	37
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	44	580	3	2	611	34	0	10	6	31	23	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	583	0	0	1334	1320	583	1312	1304	629
Stage 1	-	-	-	-	-	-	670	670	-	633	633	-
Stage 2	-	-	-	-	-	-	664	650	-	679	671	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	949	-	-	1001	-	-	132	158	516	137	162	486
Stage 1	-	-	-	-	-	-	450	459	-	471	476	-
Stage 2	-	-	-	-	-	-	453	468	-	445	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	948	-	-	1001	-	-	109	150	516	127	154	486
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	265	-	253	277	-
Stage 1	-	-	-	-	-	-	429	438	-	449	475	-
Stage 2	-	-	-	-	-	-	394	467	-	410	437	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	16.8	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	948	-	-	1001	-	-	327
HCM Lane V/C Ratio	0.048	0.047	-	-	0.002	-	-	0.292
HCM Control Delay (s)	16.8	9	-	-	8.6	-	-	20.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.2

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	15	503	182	418	60	1	1	1	3	107	463	39
Future Volume (vph)	15	503	182	418	60	1	1	1	3	107	463	39
Ideal Flow (vphpl)	1900	1900	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)	0		0		0		0			210		0
Storage Lanes	0		0		0		1			1		0
Taper Length (ft)	25						25			200		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00						1.00		
Frt		0.961		0.981			0.932				0.988	
Flt Protected		0.999					0.976			0.950		
Satd. Flow (prot)	0	3352	0	3441	0	0	1728	0	0	1788	3372	0
Flt Permitted		0.937					0.976			0.481		
Satd. Flow (perm)	0	3144	0	3441	0	0	1728	0	0	904	3372	0
Right Turn on Red			No			No		No				No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		863		371			409				775	
Travel Time (s)		19.6		8.4			9.3				17.6	
Confl. Peds. (#/hr)						1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	2%	7%	0%	0%	0%	0%	1%	6%	3%
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)	0	745	0	510	0	0	2	0	0	117	534	0
Turn Type	pm+pt	NA		NA			Prot		custom	pm+pt	NA	
Protected Phases	1	6		2			9			3	8	
Permitted Phases	6								3	8		
Detector Phase	1	6		2			9		3	3	8	
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0		3.0	3.0	8.0	
Minimum Split (s)	9.5	37.0		24.0			21.0		9.5	9.5	24.0	
Total Split (s)	25.0	53.0		28.0			21.0		16.0	16.0	47.0	
Total Split (%)	17.9%	37.9%		20.0%			15.0%		11.4%	11.4%	33.6%	
Yellow Time (s)	3.5	4.0		4.0			4.0		3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		2.0			2.0		0.0	0.0	2.0	
Lost Time Adjust (s)		0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)		6.0		6.0			6.0			3.5	6.0	
Lead/Lag	Lead			Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes					Yes	Yes	Yes	
Recall Mode	None	C-Min		C-Min			None		None	None	None	
Act Effct Green (s)		74.7		74.7			5.8			46.8	33.2	
Actuated g/C Ratio		0.53		0.53			0.04			0.33	0.24	

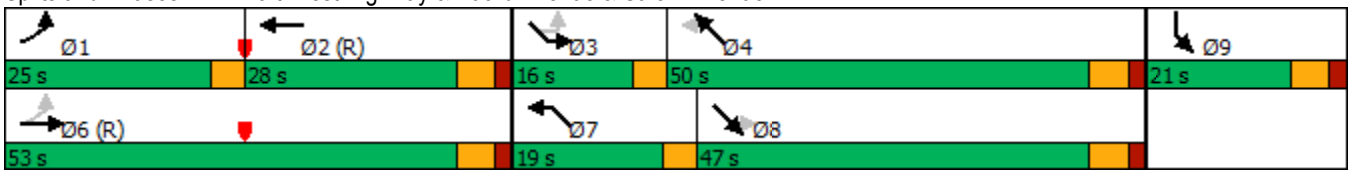


Lane Group	NWL	NWT	NWR
Lane Configurations			
Traffic Volume (vph)	149	341	2
Future Volume (vph)	149	341	2
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)	220		0
Storage Lanes	1		0
Taper Length (ft)	145		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1752	3435	0
Flt Permitted	0.243		
Satd. Flow (perm)	448	3435	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		493	
Travel Time (s)		11.2	
Confl. Peds. (#/hr)			1
Confl. Bikes (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	3%	5%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)			
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	159	365	0
Turn Type	pm+pt	NA	
Protected Phases	7	4	
Permitted Phases	4		
Detector Phase	7	4	
Switch Phase			
Minimum Initial (s)	3.0	15.0	
Minimum Split (s)	11.0	36.0	
Total Split (s)	19.0	50.0	
Total Split (%)	13.6%	35.7%	
Yellow Time (s)	3.5	4.0	
All-Red Time (s)	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.5	6.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	
Act Effct Green (s)	52.9	36.3	
Actuated g/C Ratio	0.38	0.26	

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
v/c Ratio		0.44		0.28			0.03			0.32	0.67	
Control Delay		23.0		20.2			65.0			29.6	52.2	
Queue Delay		0.0		0.0			0.0			0.0	0.0	
Total Delay		23.0		20.2			65.0			29.6	52.2	
LOS		C		C			E			C	D	
Approach Delay		23.0		20.2			65.0				48.2	
Approach LOS		C		C			E				D	
Queue Length 50th (ft)		208		127			2			69	233	
Queue Length 95th (ft)		345		218			12			104	277	
Internal Link Dist (ft)		783		291			329				695	
Turn Bay Length (ft)										210		
Base Capacity (vph)		1677		1835			185			390	987	
Starvation Cap Reductn		0		0			0			0	0	
Spillback Cap Reductn		0		0			0			0	0	
Storage Cap Reductn		0		0			0			0	0	
Reduced v/c Ratio		0.44		0.28			0.01			0.30	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	NWL	NWT	NWR
v/c Ratio	0.53	0.41	
Control Delay	34.8	43.6	
Queue Delay	0.0	0.0	
Total Delay	34.8	43.6	
LOS	C	D	
Approach Delay		41.0	
Approach LOS		D	
Queue Length 50th (ft)	96	144	
Queue Length 95th (ft)	138	181	
Internal Link Dist (ft)		413	
Turn Bay Length (ft)	220		
Base Capacity (vph)	314	1079	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.51	0.34	

Intersection Summary

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	85	513	0	5	437	69	2	5	3	23	18	45
Future Vol, veh/h	85	513	0	5	437	69	2	5	3	23	18	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	3	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	99	597	0	6	508	80	2	6	3	27	21	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	597	0	0	1392	1395	599	1362	1355	548
Stage 1	-	-	-	-	-	-	795	795	-	560	560	-
Stage 2	-	-	-	-	-	-	597	600	-	802	795	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	992	-	-	989	-	-	121	143	505	126	151	540
Stage 1	-	-	-	-	-	-	384	402	-	516	514	-
Stage 2	-	-	-	-	-	-	493	493	-	381	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	989	-	-	94	128	504	113	135	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	230	-	225	250	-
Stage 1	-	-	-	-	-	-	346	362	-	464	511	-
Stage 2	-	-	-	-	-	-	424	490	-	334	362	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	19.3	20.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	992	-	-	989	-	-	334
HCM Lane V/C Ratio	0.044	0.1	-	-	0.006	-	-	0.299
HCM Control Delay (s)	19.3	9	-	-	8.7	-	-	20.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.2

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions



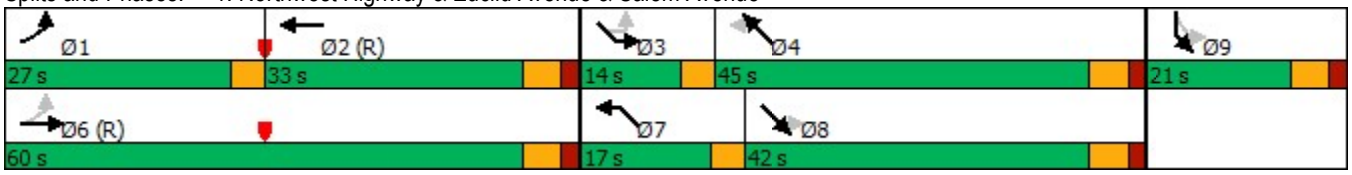
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
Lane Configurations												
Traffic Volume (vph)	30	486	205	534	78	2	5	5	5	2	1	61
Future Volume (vph)	30	486	205	534	78	2	5	5	5	2	1	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%				0%				
Storage Length (ft)	0		0		0			0	0			210
Storage Lanes	0		0		0			1	0			1
Taper Length (ft)	25							25				200
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00								1.00
Frt		0.957		0.980				0.946				
Flt Protected		0.998						0.971				0.950
Satd. Flow (prot)	0	3444	0	3479	0	0	0	1745	0	0	0	1753
Flt Permitted		0.892						0.971				0.229
Satd. Flow (perm)	0	3078	0	3479	0	0	0	1745	0	0	0	422
Right Turn on Red			No			No				No		
Satd. Flow (RTOR)												
Link Speed (mph)		30		30				30				
Link Distance (ft)		863		371				409				
Travel Time (s)		19.6		8.4				9.3				
Confl. Peds. (#/hr)	4				4	1					1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%				0%				
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	801	0	682	0	0	0	20	0	0	0	69
Turn Type	pm+pt	NA		NA			Perm	Prot			custom	pm+pt
Protected Phases	1	6		2				9				3
Permitted Phases	6						9				3	8
Detector Phase	1	6		2			9	9			3	3
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0	3.0			3.0	3.0
Minimum Split (s)	9.5	37.0		24.0			21.0	21.0			9.5	9.5
Total Split (s)	27.0	60.0		33.0			21.0	21.0			14.0	14.0
Total Split (%)	19.3%	42.9%		23.6%			15.0%	15.0%			10.0%	10.0%
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0			3.5	3.5
All-Red Time (s)	0.0	2.0		2.0			2.0	2.0			0.0	0.0
Lost Time Adjust (s)		0.0		0.0				0.0				0.0
Total Lost Time (s)		6.0		6.0				6.0				3.5
Lead/Lag	Lead			Lag							Lead	Lead
Lead-Lag Optimize?	Yes			Yes							Yes	Yes
Recall Mode	None	C-Min		C-Min			None	None			None	None
Act Effct Green (s)		72.2		72.2				7.2				41.7
Actuated g/C Ratio		0.52		0.52				0.05				0.30

Lane Group	SET	SER	NWL	NWT	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	417	34	205	590	5	6
Future Volume (vph)	417	34	205	590	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0	220		0	
Storage Lanes		0	1		0	
Taper Length (ft)			145			
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				1.00		
Frt	0.989			0.997		
Flt Protected			0.950			
Satd. Flow (prot)	3505	0	1805	3528	0	0
Flt Permitted			0.249			
Satd. Flow (perm)	3505	0	473	3528	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	775			493		
Travel Time (s)	17.6			11.2		
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	501	0	228	669	0	0
Turn Type	NA		pm+pt	NA		
Protected Phases	8		7	4		
Permitted Phases			4			
Detector Phase	8		7	4		
Switch Phase						
Minimum Initial (s)	8.0		3.0	15.0		
Minimum Split (s)	24.0		11.0	36.0		
Total Split (s)	42.0		17.0	45.0		
Total Split (%)	30.0%		12.1%	32.1%		
Yellow Time (s)	4.0		3.5	4.0		
All-Red Time (s)	2.0		0.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0		
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None		None	None		
Act Effct Green (s)	30.4		49.7	37.0		
Actuated g/C Ratio	0.22		0.36	0.26		

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
v/c Ratio		0.51		0.38				0.22				0.33
Control Delay		25.6		23.0				69.0				33.5
Queue Delay		0.0		0.0				0.0				0.0
Total Delay		25.6		23.0				69.0				33.5
LOS		C		C				E				C
Approach Delay		25.6		23.0				69.0				
Approach LOS		C		C				E				
Queue Length 50th (ft)		262		205				18				42
Queue Length 95th (ft)		363		286				46				73
Internal Link Dist (ft)		783		291				329				
Turn Bay Length (ft)												210
Base Capacity (vph)		1586		1793				186				230
Starvation Cap Reductn		0		0				0				0
Spillback Cap Reductn		0		0				0				0
Storage Cap Reductn		0		0				0				0
Reduced v/c Ratio		0.51		0.38				0.11				0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 38.2		Intersection LOS: D	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	SET	SER	NWL	NWT	NWR	NWR2
v/c Ratio	0.66		0.77	0.72		
Control Delay	54.1		51.3	52.0		
Queue Delay	0.0		0.0	0.0		
Total Delay	54.1		51.3	52.0		
LOS	D		D	D		
Approach Delay	51.6			51.8		
Approach LOS	D			D		
Queue Length 50th (ft)	221		153	300		
Queue Length 95th (ft)	269		#216	357		
Internal Link Dist (ft)	695			413		
Turn Bay Length (ft)			220			
Base Capacity (vph)	901		296	992		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.56		0.77	0.67		

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	536	3	2	564	32	0	9	5	29	21	38
Future Vol, veh/h	41	536	3	2	564	32	0	9	5	29	21	38
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	46	596	3	2	627	36	0	10	6	32	23	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	599	0	0	1372	1358	599	1349	1341	646
Stage 1	-	-	-	-	-	-	690	690	-	650	650	-
Stage 2	-	-	-	-	-	-	682	668	-	699	691	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	935	-	-	988	-	-	124	150	505	129	154	475
Stage 1	-	-	-	-	-	-	439	449	-	461	468	-
Stage 2	-	-	-	-	-	-	443	459	-	434	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	934	-	-	988	-	-	101	142	505	119	146	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	216	256	-	244	270	-
Stage 1	-	-	-	-	-	-	417	427	-	438	467	-
Stage 2	-	-	-	-	-	-	383	458	-	398	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	17.2	21.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	934	-	-	988	-	-	318
HCM Lane V/C Ratio	0.05	0.049	-	-	0.002	-	-	0.307
HCM Control Delay (s)	17.2	9.1	-	-	8.7	-	-	21.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.3

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions



Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	15	506	185	418	60	1	1	1	3	110	466	39
Future Volume (vph)	15	506	185	418	60	1	1	1	3	110	466	39
Ideal Flow (vphpl)	1900	1900	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)	0		0		0		0			210		0
Storage Lanes	0		0		0		1			1		0
Taper Length (ft)	25						25			200		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00						1.00		
Frt		0.961		0.981			0.932				0.989	
Flt Protected		0.999					0.976			0.950		
Satd. Flow (prot)	0	3352	0	3441	0	0	1728	0	0	1788	3375	0
Flt Permitted		0.937					0.976			0.476		
Satd. Flow (perm)	0	3144	0	3441	0	0	1728	0	0	894	3375	0
Right Turn on Red			No			No		No				No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		863		371			409				775	
Travel Time (s)		19.6		8.4			9.3				17.6	
Confl. Peds. (#/hr)						1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	2%	7%	0%	0%	0%	0%	1%	6%	3%
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)	0	751	0	510	0	0	2	0	0	120	537	0
Turn Type	pm+pt	NA		NA			Prot		custom	pm+pt	NA	
Protected Phases	1	6		2			9			3	8	
Permitted Phases	6								3	8		
Detector Phase	1	6		2			9		3	3	8	
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0		3.0	3.0	8.0	
Minimum Split (s)	9.5	37.0		24.0			21.0		9.5	9.5	24.0	
Total Split (s)	25.0	53.0		28.0			21.0		16.0	16.0	47.0	
Total Split (%)	17.9%	37.9%		20.0%			15.0%		11.4%	11.4%	33.6%	
Yellow Time (s)	3.5	4.0		4.0			4.0		3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		2.0			2.0		0.0	0.0	2.0	
Lost Time Adjust (s)		0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)		6.0		6.0			6.0			3.5	6.0	
Lead/Lag	Lead			Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes					Yes	Yes	Yes	
Recall Mode	None	C-Min		C-Min			None		None	None	None	
Act Effct Green (s)		74.5		74.5			5.8			46.9	33.3	
Actuated g/C Ratio		0.53		0.53			0.04			0.34	0.24	

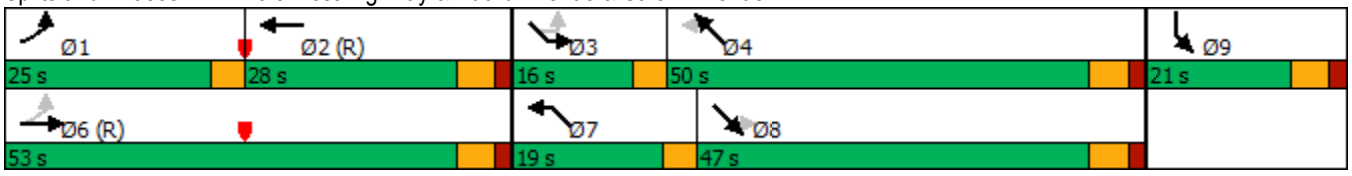


Lane Group	NWL	NWT	NWR
Lane Configurations			
Traffic Volume (vph)	153	346	2
Future Volume (vph)	153	346	2
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)	220		0
Storage Lanes	1		0
Taper Length (ft)	145		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1752	3435	0
Flt Permitted	0.241		
Satd. Flow (perm)	445	3435	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		493	
Travel Time (s)		11.2	
Confl. Peds. (#/hr)			1
Confl. Bikes (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	3%	5%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)			
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	163	370	0
Turn Type	pm+pt	NA	
Protected Phases	7	4	
Permitted Phases	4		
Detector Phase	7	4	
Switch Phase			
Minimum Initial (s)	3.0	15.0	
Minimum Split (s)	11.0	36.0	
Total Split (s)	19.0	50.0	
Total Split (%)	13.6%	35.7%	
Yellow Time (s)	3.5	4.0	
All-Red Time (s)	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.5	6.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	
Act Effct Green (s)	53.1	36.4	
Actuated g/C Ratio	0.38	0.26	

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
v/c Ratio		0.45		0.28			0.03			0.32	0.67	
Control Delay		23.1		20.3			65.0			29.7	52.2	
Queue Delay		0.0		0.0			0.0			0.0	0.0	
Total Delay		23.1		20.3			65.0			29.7	52.2	
LOS		C		C			E			C	D	
Approach Delay		23.1		20.3			65.0				48.1	
Approach LOS		C		C			E				D	
Queue Length 50th (ft)		210		127			2			71	234	
Queue Length 95th (ft)		349		218			12			106	278	
Internal Link Dist (ft)		783		291			329				695	
Turn Bay Length (ft)										210		
Base Capacity (vph)		1673		1831			185			388	988	
Starvation Cap Reductn		0		0			0			0	0	
Spillback Cap Reductn		0		0			0			0	0	
Storage Cap Reductn		0		0			0			0	0	
Reduced v/c Ratio		0.45		0.28			0.01			0.31	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	NWL	NWT	NWR
v/c Ratio	0.54	0.41	
Control Delay	35.1	43.7	
Queue Delay	0.0	0.0	
Total Delay	35.1	43.7	
LOS	D	D	
Approach Delay		41.0	
Approach LOS		D	
Queue Length 50th (ft)	99	146	
Queue Length 95th (ft)	140	183	
Internal Link Dist (ft)		413	
Turn Bay Length (ft)	220		
Base Capacity (vph)	314	1079	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.52	0.34	

Intersection Summary

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	86	517	3	5	442	69	2	5	3	23	18	46
Future Vol, veh/h	86	517	3	5	442	69	2	5	3	23	18	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	3	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	100	601	3	6	514	80	2	6	3	27	21	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	604	0	0	1406	1409	605	1375	1370	554
Stage 1	-	-	-	-	-	-	803	803	-	566	566	-
Stage 2	-	-	-	-	-	-	603	606	-	809	804	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	984	-	-	118	140	501	124	148	536
Stage 1	-	-	-	-	-	-	380	399	-	513	511	-
Stage 2	-	-	-	-	-	-	489	490	-	377	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	984	-	-	91	125	500	111	132	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	227	-	222	247	-
Stage 1	-	-	-	-	-	-	342	359	-	461	508	-
Stage 2	-	-	-	-	-	-	419	487	-	330	358	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	19.5	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	987	-	-	984	-	-	332
HCM Lane V/C Ratio	0.045	0.101	-	-	0.006	-	-	0.305
HCM Control Delay (s)	19.5	9.1	-	-	8.7	-	-	20.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	598	6	6	484	0	8
Future Vol, veh/h	598	6	6	484	0	8
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	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	629	6	6	509	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	635	0	-	632
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	958	-	0	484
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	958	-	-	484
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	958	-
HCM Lane V/C Ratio	0.017	-	-	0.007	-
HCM Control Delay (s)	12.6	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	652	492	0	0	9
Future Vol, veh/h	0	652	492	0	0	9
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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	5	0	0	0
Mvmt Flow	0	686	518	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	259
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	746
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	746
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	746
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	646	492	6	0	0
Future Vol, veh/h	6	646	492	6	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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	5	0	0	0
Mvmt Flow	6	680	518	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	524	0	-	0	873	262
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1053	-	-	-	293	743
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1053	-	-	-	290	743
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	689	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1053	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions



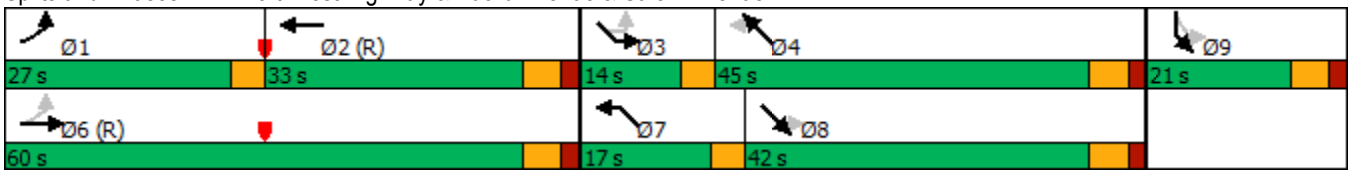
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
Lane Configurations												
Traffic Volume (vph)	30	492	210	534	78	2	5	5	5	2	1	66
Future Volume (vph)	30	492	210	534	78	2	5	5	5	2	1	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%				0%				
Storage Length (ft)	0		0		0			0	0			210
Storage Lanes	0		0		0			1	0			1
Taper Length (ft)	25							25				200
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00								1.00
Frt		0.957		0.980				0.946				
Flt Protected		0.998						0.971				0.950
Satd. Flow (prot)	0	3444	0	3479	0	0	0	1745	0	0	0	1753
Flt Permitted		0.893						0.971				0.220
Satd. Flow (perm)	0	3081	0	3479	0	0	0	1745	0	0	0	406
Right Turn on Red			No			No				No		
Satd. Flow (RTOR)												
Link Speed (mph)		30		30				30				
Link Distance (ft)		863		371				409				
Travel Time (s)		19.6		8.4				9.3				
Confl. Peds. (#/hr)	4				4	1					1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%				0%				
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	813	0	682	0	0	0	20	0	0	0	74
Turn Type	pm+pt	NA		NA			Perm	Prot			custom	pm+pt
Protected Phases	1	6		2				9				3
Permitted Phases	6						9				3	8
Detector Phase	1	6		2			9	9			3	3
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0	3.0			3.0	3.0
Minimum Split (s)	9.5	37.0		24.0			21.0	21.0			9.5	9.5
Total Split (s)	27.0	60.0		33.0			21.0	21.0			14.0	14.0
Total Split (%)	19.3%	42.9%		23.6%			15.0%	15.0%			10.0%	10.0%
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0			3.5	3.5
All-Red Time (s)	0.0	2.0		2.0			2.0	2.0			0.0	0.0
Lost Time Adjust (s)		0.0		0.0				0.0				0.0
Total Lost Time (s)		6.0		6.0				6.0				3.5
Lead/Lag	Lead			Lag							Lead	Lead
Lead-Lag Optimize?	Yes			Yes							Yes	Yes
Recall Mode	None	C-Min		C-Min			None	None			None	None
Act Effct Green (s)		71.9		71.9				7.2				42.2
Actuated g/C Ratio		0.51		0.51				0.05				0.30

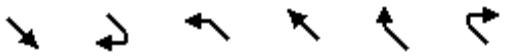
Lane Group	SET	SER	NWL	NWT	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	423	34	216	601	5	6
Future Volume (vph)	423	34	216	601	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0	220		0	
Storage Lanes		0	1		0	
Taper Length (ft)			145			
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				1.00		
Frt	0.989			0.997		
Flt Protected			0.950			
Satd. Flow (prot)	3505	0	1805	3528	0	0
Flt Permitted			0.245			
Satd. Flow (perm)	3505	0	466	3528	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	775			493		
Travel Time (s)	17.6			11.2		
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	508	0	240	681	0	0
Turn Type	NA		pm+pt	NA		
Protected Phases	8		7	4		
Permitted Phases			4			
Detector Phase	8		7	4		
Switch Phase						
Minimum Initial (s)	8.0		3.0	15.0		
Minimum Split (s)	24.0		11.0	36.0		
Total Split (s)	42.0		17.0	45.0		
Total Split (%)	30.0%		12.1%	32.1%		
Yellow Time (s)	4.0		3.5	4.0		
All-Red Time (s)	2.0		0.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0		
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None		None	None		
Act Effct Green (s)	30.7		50.0	37.1		
Actuated g/C Ratio	0.22		0.36	0.26		

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
v/c Ratio		0.51		0.38				0.22				0.35
Control Delay		26.0		23.2				69.0				33.9
Queue Delay		0.0		0.0				0.0				0.0
Total Delay		26.0		23.2				69.0				33.9
LOS		C		C				E				C
Approach Delay		26.0		23.2				69.0				
Approach LOS		C		C				E				
Queue Length 50th (ft)		268		206				18				45
Queue Length 95th (ft)		371		286				46				77
Internal Link Dist (ft)		783		291				329				
Turn Bay Length (ft)												210
Base Capacity (vph)		1581		1786				186				227
Starvation Cap Reductn		0		0				0				0
Spillback Cap Reductn		0		0				0				0
Storage Cap Reductn		0		0				0				0
Reduced v/c Ratio		0.51		0.38				0.11				0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	SET	SER	NWL	NWT	NWR	NWR2
v/c Ratio	0.66		0.81	0.73		
Control Delay	54.0		55.6	52.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	54.0		55.6	52.3		
LOS	D		E	D		
Approach Delay	51.4			53.1		
Approach LOS	D			D		
Queue Length 50th (ft)	224		161	306		
Queue Length 95th (ft)	273		#244	364		
Internal Link Dist (ft)	695			413		
Turn Bay Length (ft)			220			
Base Capacity (vph)	901		295	993		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.56		0.81	0.69		

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	548	10	2	573	32	0	9	5	29	21	40
Future Vol, veh/h	43	548	10	2	573	32	0	9	5	29	21	40
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	48	609	11	2	637	36	0	10	6	32	23	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	620	0	0	1404	1389	616	1380	1376	656
Stage 1	-	-	-	-	-	-	711	711	-	660	660	-
Stage 2	-	-	-	-	-	-	693	678	-	720	716	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	927	-	-	970	-	-	118	144	494	123	146	469
Stage 1	-	-	-	-	-	-	427	439	-	455	463	-
Stage 2	-	-	-	-	-	-	437	455	-	422	437	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	926	-	-	970	-	-	95	136	494	113	138	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	250	-	237	261	-
Stage 1	-	-	-	-	-	-	405	416	-	431	462	-
Stage 2	-	-	-	-	-	-	375	454	-	386	414	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	17.5	21.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	926	-	-	970	-	-	312
HCM Lane V/C Ratio	0.051	0.052	-	-	0.002	-	-	0.321
HCM Control Delay (s)	17.5	9.1	-	-	8.7	-	-	21.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	580	11	11	602	0	21
Future Vol, veh/h	580	11	11	602	0	21
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	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	611	12	12	634	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	623	0	-	617
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	968	-	0	494
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	968	-	-	494
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	968	-
HCM Lane V/C Ratio	0.045	-	-	0.012	-
HCM Control Delay (s)	12.6	-	-	8.8	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	638	806	0	0	22
Future Vol, veh/h	0	638	806	0	0	22
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, %	2	2	2	2	2	2
Mvmt Flow	0	672	848	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	424
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	579
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	579
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	579
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	627	806	0	0	0
Future Vol, veh/h	11	627	806	0	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	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	660	848	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	848	0	-	0	1202	424
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	785	-	-	-	177	579
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	785	-	-	-	173	579
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

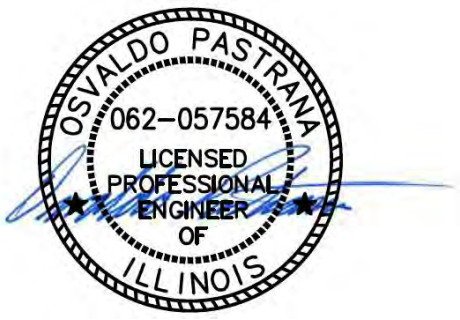
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	785	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	9.7	0.1	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

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FINAL STORMWATER MANAGEMENT ANALYSIS
PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY
VILLAGE OF ARLINGTON HEIGHTS, IL 60004

Prepared: December 10, 2021



DATE: 12-10-2021
EXPIRES: 02-28-2022

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PART I - SUMMARY

INTRODUCTION

The Proposed Bank Development will be a new approximately 4,177 sf bank building and associated three drive-thru aisles and 15-space parking lot. The Project will be developed on a 0.554-acre parcel located in the southeast quarter of Section 30, Township 42 North, Range 11 East of the Third Principal Meridian in the Village of Arlington Heights, Cook County, IL. The common address of the property is 630 W. Northwest Highway, Arlington Heights, IL 60004. The parcel is generally bounded by Euclid Avenue to the north, commercial/retail to the east and west, a single residential lot also to the east, commercial/retail to the southeast and Northwest Highway to the southwest.

This report has been prepared for the purpose of providing a discussion of the methodology used and the design assumptions considered in managing the drainage across this site.

EXISTING CONDITIONS

As shown on Civil Engineering Plans (the Plans), the site currently consists of an existing 8,089 sf one story brick commercial building and 14-space parking lot. The building is currently vacant and was previously used as an auto repair facility. As a result of this prior usage, the site has a history of underground storage tank usage and LUST incidents. The site is currently 100 percent impervious surface and does not have any existing detention storage or storm collection structures on-site.

As further noted on the Plans and on exhibit "EDC – Existing Drainage Conditions" located in Part II of this report, the site currently drains un-detained in two directions. There is a summit at the approximate center of the site that sends runoff from 0.212 acres north towards Euclid Avenue and the remaining 0.342 acres are directed south towards Northwest Highway. Runoff from these areas is then collected in an existing underground storm sewer system along the roadways or continues off-site along existing overflow locations depending on the severity of the storm event.

As further noted on exhibit EDC, the calculated un-detained existing 100-yr runoff to Euclid Avenue is 2.49 CFS and 4.02 CFS to Northwest Highway.

PROPOSED CONDITIONS

As can be seen on the Plans and as previously described, in the proposed with-development conditions, the site will consist of a new approximately 4,177 sf bank building and associated three

drive-thru aisles and 15-space parking lot. Runoff from the proposed improvements will be collected in a new oversized underground storm sewer system and released via an outlet control structure with the Village's minimum allowed 2" restrictor orifice into the existing storm sewer along Northwest Highway.

The Village of Arlington Heights Stormwater Regulations require that detention be provided for all new development and re-development using an allowable release rate of 0.18 CFS/AC. As noted on the rational method calculation sheet located in Part II of this report, with an allowable release rate of 0.099 CFS the proposed improvements would require approximately 0.24 AC-FT (10,455 CF) of detention volume. The Village stormwater regulations limit the minimum restrictor size to 2". Based on the size of the site being just over half an acre, the restrictor necessary to provide the allowable release rate would be smaller than 2".

There are several site constraints that make it unfeasible to provide the required detention for this site. The previously mentioned environmental concerns caused by the historical UST's. Because of this prior possible contamination, site excavation and dirt movement should be minimized as much as possible which would not be the case by having to install a significant underground detention system. The site appears to be at a high spot in the Village and as such the storm sewer systems along Euclid and Northwest Highway that are available to connect to are very shallow. Because of how shallow the connection points are, it is not possible to provide an underground detention system with more than 2' of elevation change and still maintain appropriate cover over the system. This would require a shallow plastic pipe or arch system to be installed beneath the majority of the site, including the drive-aisles and parking areas. The Village requires that any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Because of the shallow connection point and minimal cover over the systems that would result, it is not possible to find a pre-manufactured system that would be able to support that loading. A deep underground system with stormwater pumps would also not be possible for this site due to a relatively shallow ground elevation based on prior and recent soil borings.

As a result of the previously noted challenges, the design proposed to control the runoff in the following fashion: As noted on the plans and storm sewer calculations located in Part II of this report, the proposed storm sewer pipes have been upsized to provide as much volume storage as possible and maintain a minimum of 1' of cover over the pipes. This upsizing will result in available storage volume of 1,287 CF. This design also allows for the use of the minimum allowed 2" restrictor without surcharging the system or overtopping any of the structures. The 100-year storm would be fully collected and contained within the pipes and the release into the existing sewer along Northwest Highway would be controlled by the outlet control structure with the 2" restrictor. To prevent clogging of the restrictor, the outlet control structure design incorporates a perforated standpipe as noted on the detail on the plans. This standpipe configuration has been used successfully on many projects throughout Illinois to prevent clogging of small size restrictor configurations.

As noted on Exhibit PDC-Proposed Drainage Conditions, the final improvements will result in three separate sub-areas. Subarea-1 will be a very small area at the northeast corner that cannot be directed to the proposed storm sewer and would runoff undetained to Euclid Avenue. This small undetained drainage area will have a 100-YR flow to Euclid of 0.08 CFS which is significantly less than the 2.49 CFS flow under existing conditions. Subarea-2 includes the majority of the site (0.53 acres) which will be directed to and contained within the proposed underground storm sewer system. This system would release a 100-YR flow of 0.172 CFS through the 2" restrictor directly into the existing Northwest Highway storm sewer system. Subarea-3 would be a small undetained area that would sheet flow directly to Northwest Highway. This area will generate a 100-YR flow to Northwest Highway of 0.09 CFS. When combined with the controlled release, the total flow to Northwest Highway by the proposed improvement will be 0.262 CFS which is significantly less than the 4.02 CFS

Although the total calculated detention volume cannot be provided due to site constraints, the calculations show that the maximized amount of provided storage will be able to safely collect, contain and release the site runoff without surcharging or overtopping any structure or causing any detrimental impacts to downstream properties. As the calculations show the viability of the proposed design, the development team will request that the Village allow a variance for the reduced detention volume and consider a fee-in-lieu of amount for the remaining detention volume that cannot be provided.

UNDERGROUND STORM SEWER DESIGN

The proposed underground storm sewer system for the project was designed with enough capacity to collect, contain and pass the 100-year storm without overtopping any of the structures. Please refer to the storm sewer design spreadsheets included in Part II of this report for all calculations. All design rainfall events are based on the Illinois State Water Survey's Bulletin 75 values for Northeast Illinois.

Furthermore, as previously noted, because the runoff needs to be collected and stored within the proposed underground detention system, an analysis was performed to demonstrate that the storm sewer system with 2" restrictor will function properly without overtopping any of the structures during the 100-yr storm event.

WETLANDS

As shown in Exhibit WL-1 National Wetland Inventory Map included in Part II of this report, there do not appear to be any wetlands in the vicinity of the project location.

FLOODPLAIN

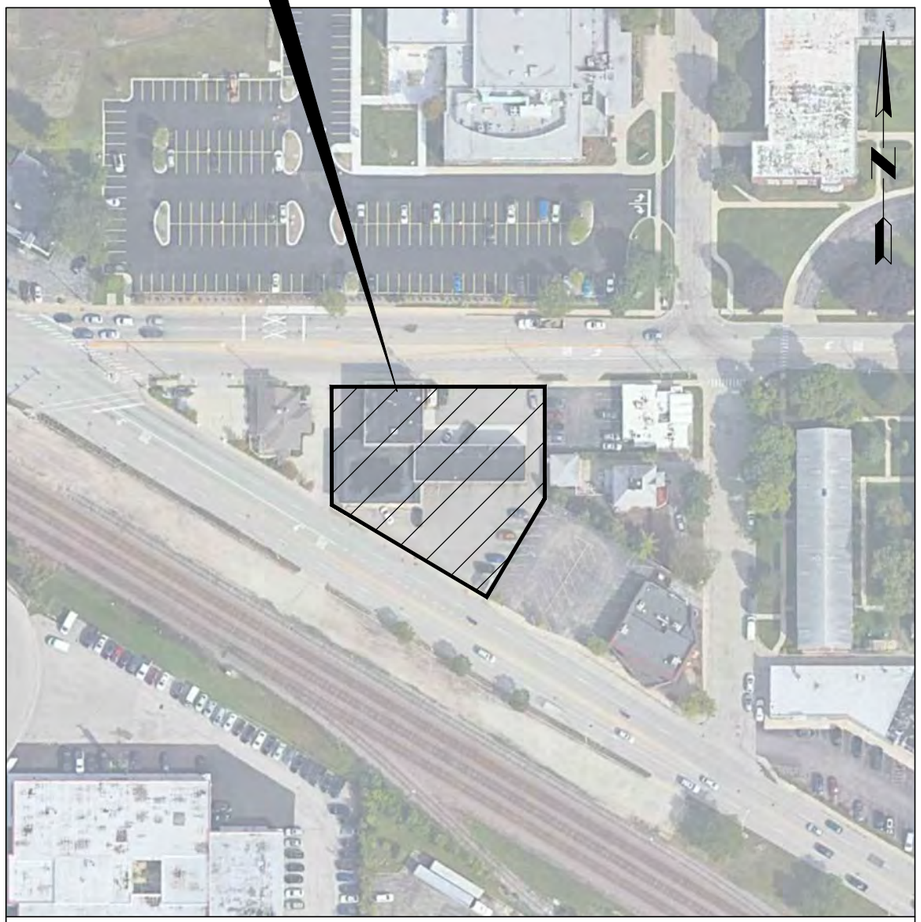
As shown on Exhibit FM-1 FEMA Flood Insurance Rate Map included in Part II of this report, in accordance with FIRM Panel 17031C0203J with effective date of August 19, 2008 there is no regulatory floodplain or floodway on the subject property.

CONCLUSION

The proposed drainage improvements, underground storm sewer and detention system for the Proposed Bank Development described in this report have been designed to collect, convey and manage accumulated runoff from the project in substantial accordance with the Stormwater Regulations. It is our professional opinion that this report and the exhibits and technical analyses presented herein demonstrate that this Proposed Bank Development, when fully constructed, will meet the intent of the current stormwater management requirements, will present no detrimental impacts downstream or to adjacent properties and should be granted approval.

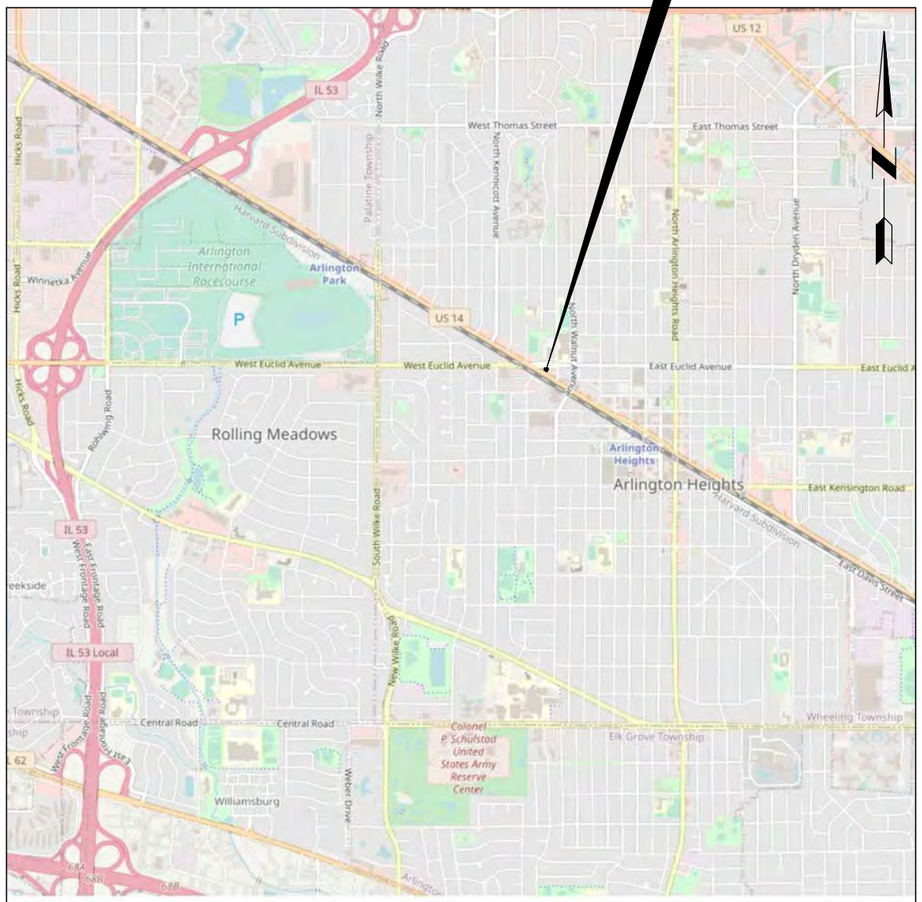
PART II – EXHIBITS

PROJECT LOCATION



AERIAL MAP N.T.S.

PROJECT LOCATION



VICINITY MAP N.T.S.

REVISIONS

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SITE LOCATION MAPS

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. SL-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022



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USGS TOPOGRAPHIC SURVEY

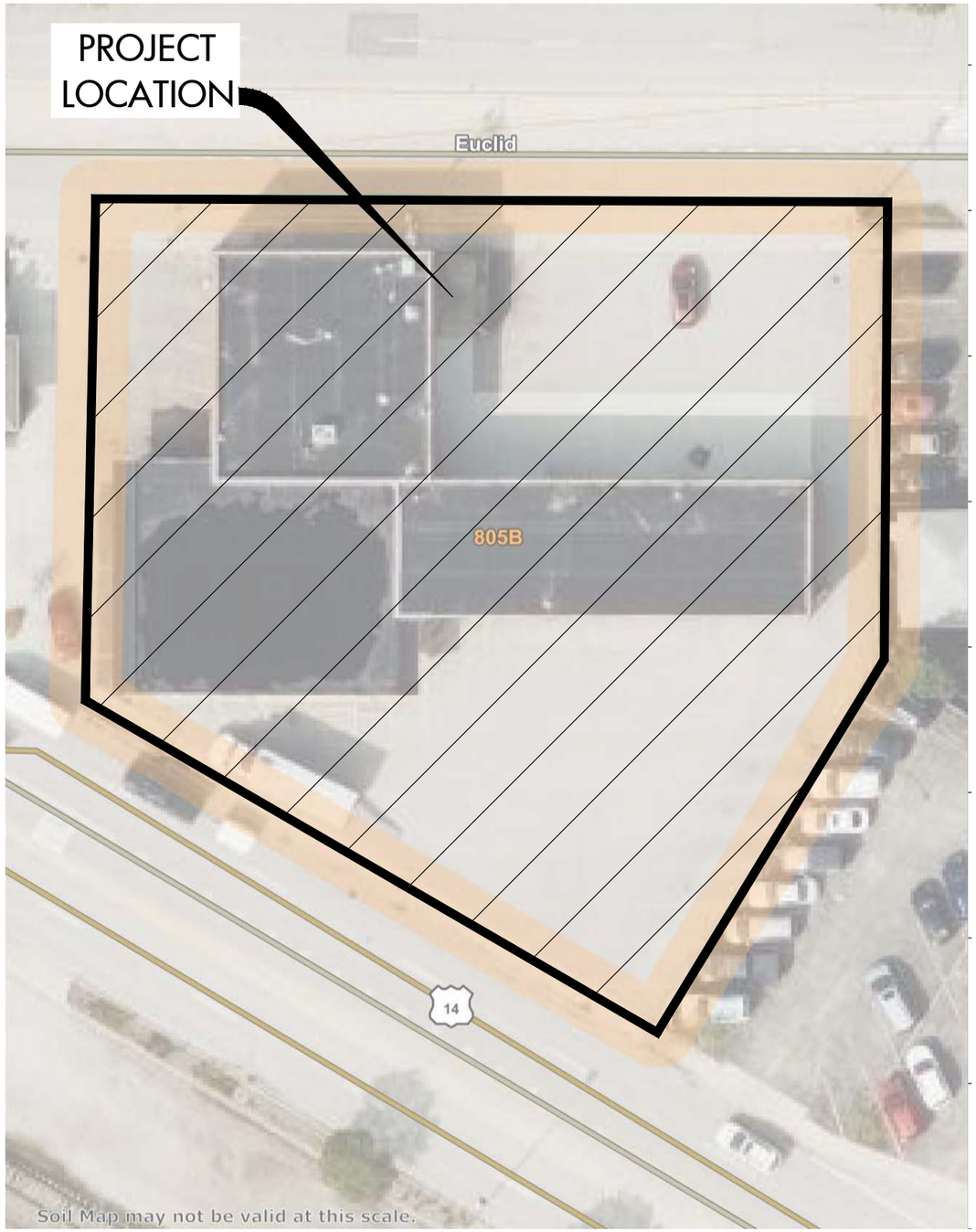
PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO.

TS-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022



Map Unit Legend	
805B	Orthents, clayey, undulating

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NRCS SOILS MAP

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. SM-1

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N

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0203J

FIRM

FLOOD INSURANCE RATE MAP

COOK COUNTY, ILLINOIS

AND INCORPORATED AREAS

PANEL 203 OF 832

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ARLINGTON HEIGHTS, VILLAGE OF	170056	0203	J
MOUNT PROSPECT, VILLAGE OF	170129	0203	J

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
17031C0203J

MAP REVISED
AUGUST 19, 2008

Federal Emergency Management Agency

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FEMA FLOOD INSURANCE RATE MAP

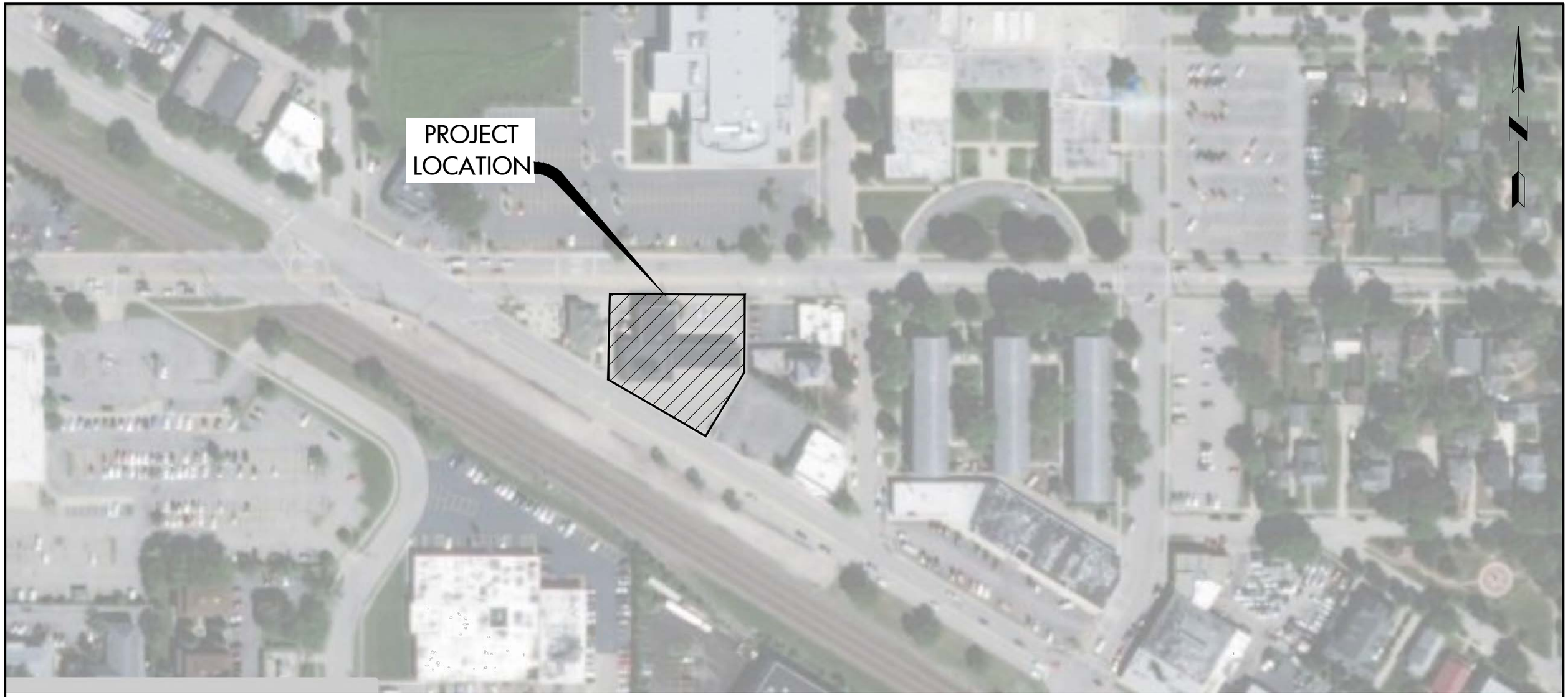
PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO.

FM-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022



Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

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NATIONAL WETLAND INVENTORY MAP

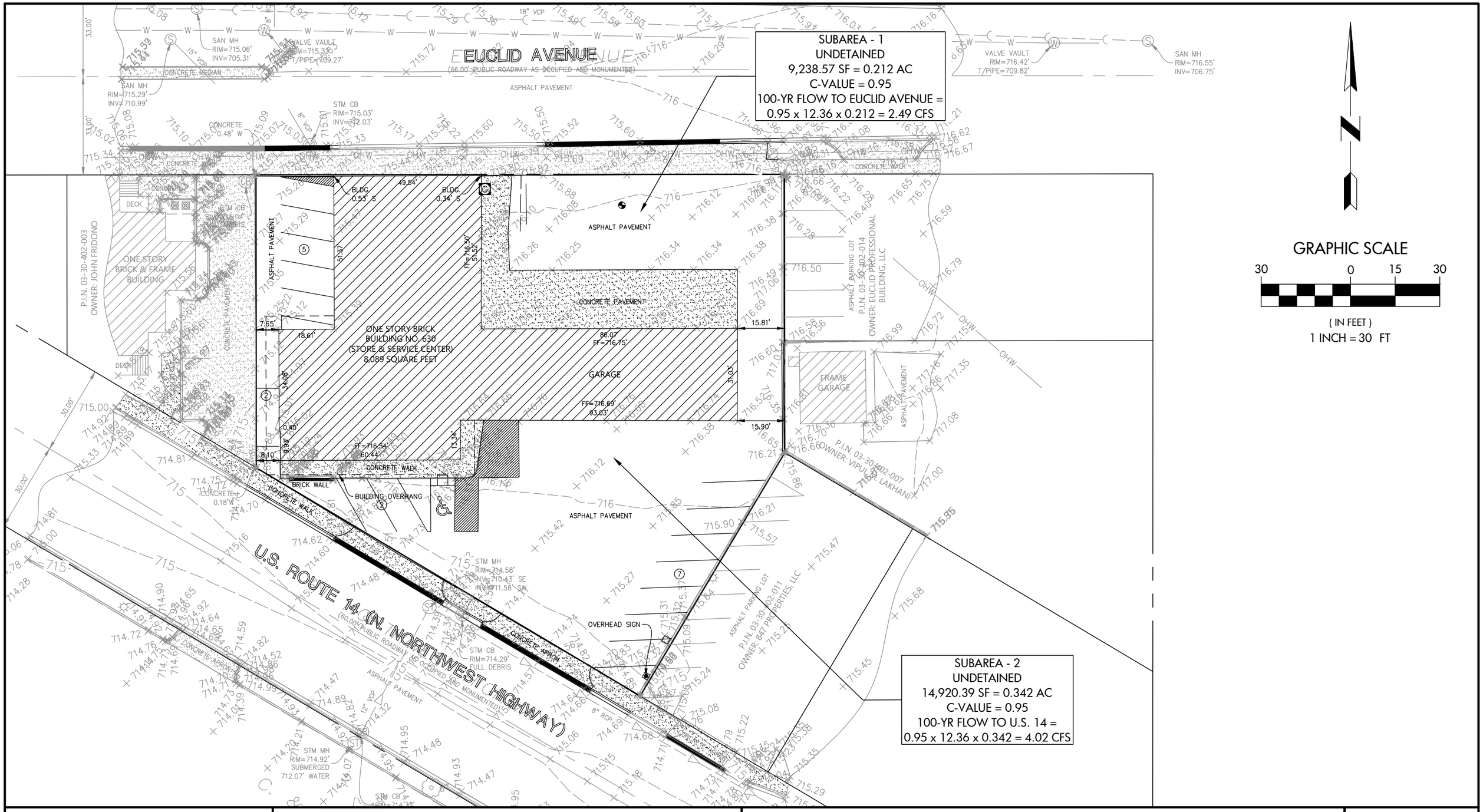
PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022

SHEET NO.

WL-1



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E-mail: info@civworks.com
Web: www.civworks.com

EXISTING DRAINAGE CONDITIONS

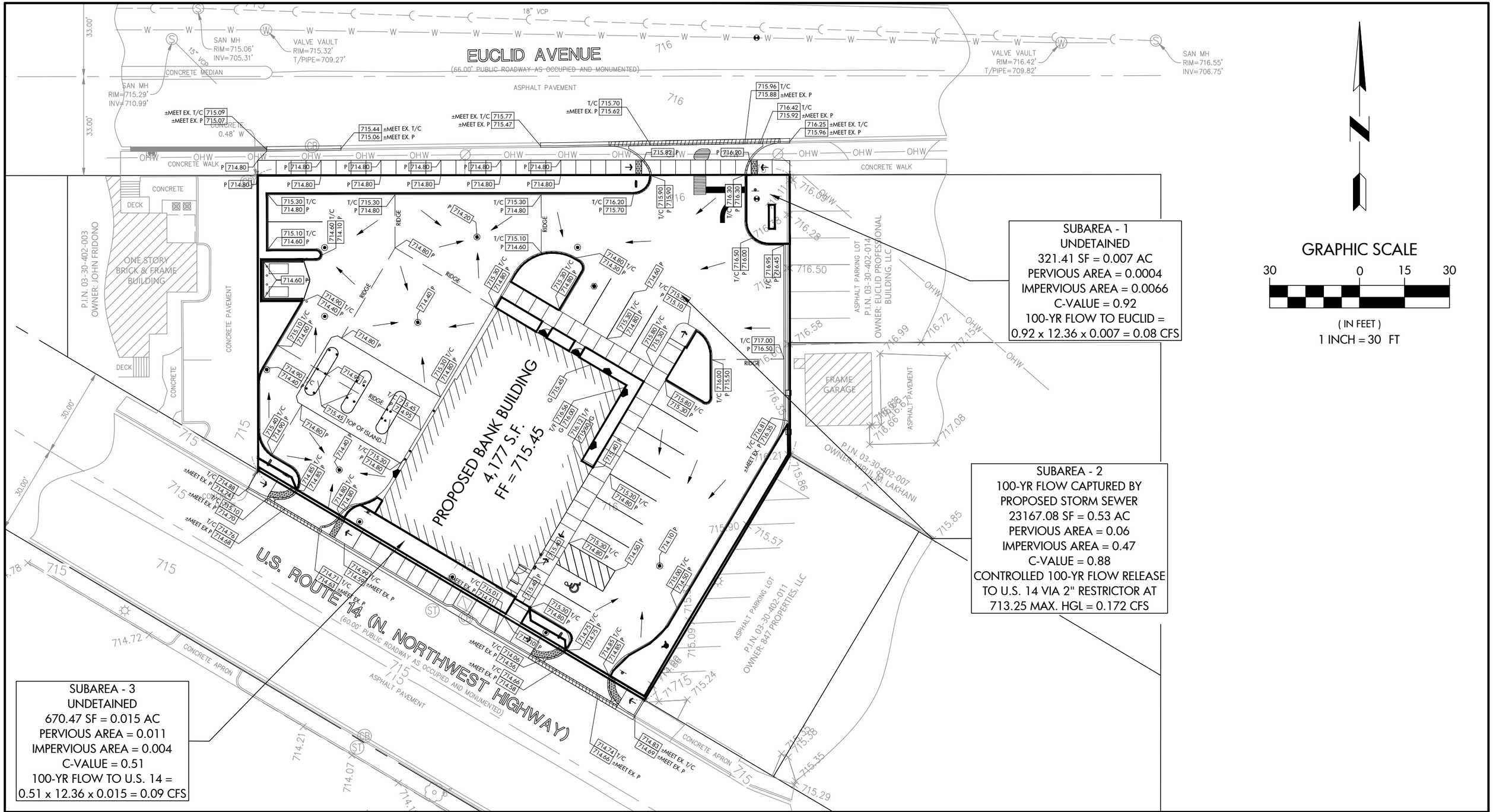
PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

EXHIBIT NO.

EDC

DRAWN BY:	OP	DATE:	12-10-21	SCALE:	1"=30'	PROJ. MGR.:	OP	PROJECT #:	21022



REVISIONS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CivWorks Consulting, LLC

3343 N. NEVA AVE.
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Web: www.civworks.com

PROPOSED DRAINAGE CONDITIONS

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

EXHIBIT NO.

PDC

DRAWN BY:	OP	DATE:	12-10-21	SCALE:	1"=30'	PROJ. MGR.:	OP	PROJECT #:	21022

CIVWORKS Consulting, LLC

PROJECT # 21022
DATE: 12/10/2021

PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS , IL
RATIONAL METHOD CALCULATION SHEET
PROPOSED CONDITIONS

A = TRIBUTARY AREA: 0.55 ACRES

RUNOFF COEFFICIENT CALCULATIONS

IMPERVIOUS AREA:	**0.48 X 0.95**	**0.46**	**C = TOTAL / A = 0.89**
GRASS AREA:	**0.07 X 0.50**	**0.04**	
WET DETENTION:	**0 X 1.00**	**0**	
	TOTAL =	**0.49**	

RELEASE RATES

ALLOWABLE RELEASE RATES: 0.18 CFS/AC x TRIBUTARY AREA = 0.099 CFS

STORAGE VOLUME (CALCULATED USING CURRENT BULLETIN 75 RAINFALL DATA)

STORM DURATION HOURS	RAINFALL INTENSITY IN/HR	RUNOFF RATE CFS	RELEASE RATE CFS	STORAGE RATE CFS	STORAGE REQUIRED MAXIMUM VALUE ACRE-FOOT
t	I	Q=C*I*A	Qr	Qs=Q-Qr	Qs*t/12
0.5	6.34	3.11	0.099	3.01	0.13
1	4.03	1.98	0.099	1.88	0.16
1.5	3.26	1.60	0.099	1.50	0.19
2	2.485	1.22	0.099	1.12	0.19
3	1.83	0.90	0.099	0.80	0.20
4	1.58	0.78	0.099	0.68	0.23
5	1.32	0.65	0.099	0.55	0.23
6	1.07	0.53	0.099	0.43	0.21
7	0.995	0.49	0.099	0.39	0.23
8	0.92	0.45	0.099	0.35	0.24
9	0.845	0.41	0.099	0.32	0.24
10	0.77	0.38	0.099	0.28	0.23
11	0.695	0.34	0.099	0.24	0.22
12	0.62	0.30	0.099	0.21	0.21
13	0.59	0.29	0.099	0.19	0.21
14	0.56	0.27	0.099	0.18	0.21
15	0.535	0.26	0.099	0.16	0.20
16	0.507	0.25	0.099	0.15	0.20
17	0.478	0.23	0.099	0.14	0.19
18	0.45	0.22	0.099	0.12	0.18

REQUIRED STORAGE VOLUME: 0.24 AC-FT

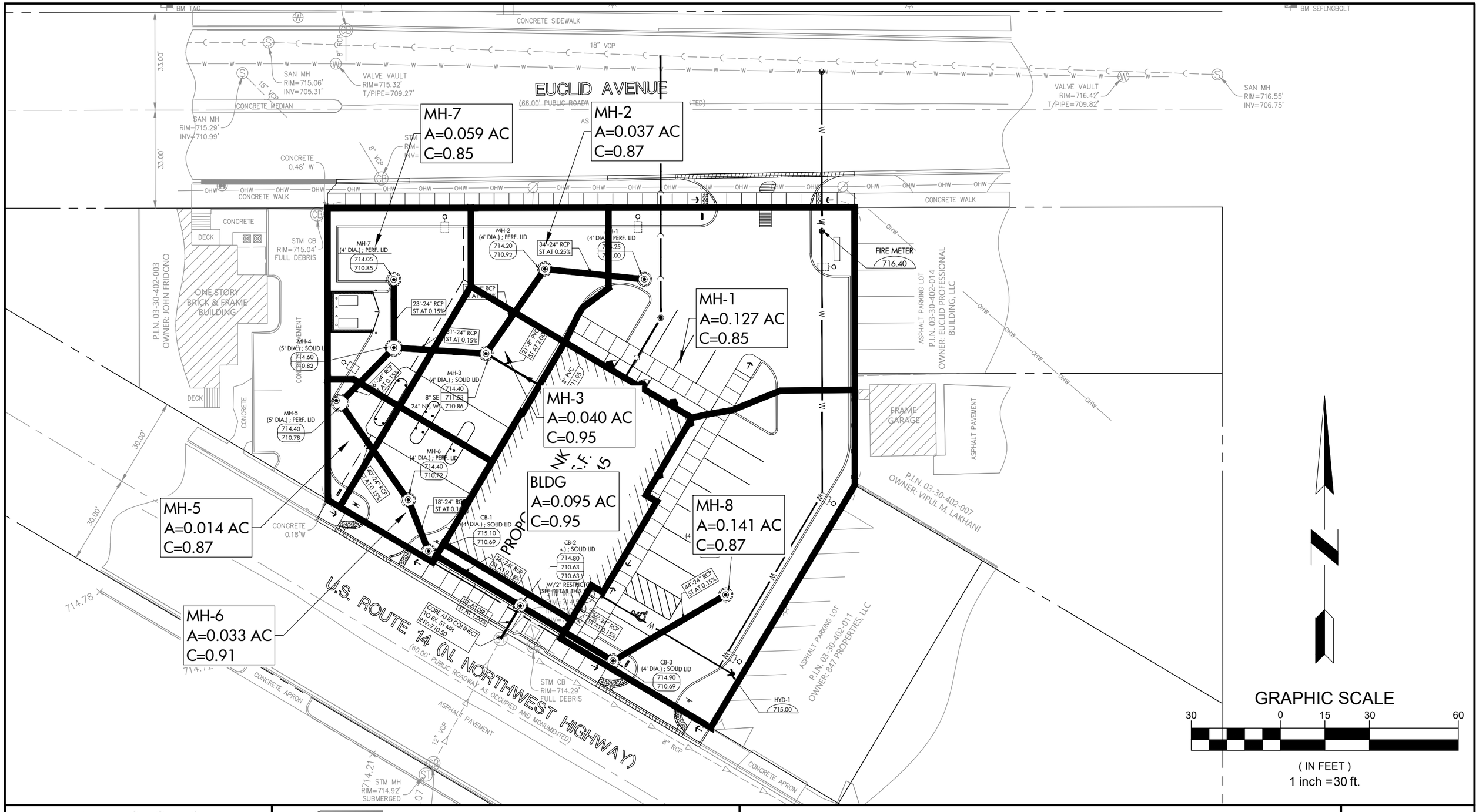
CivWorks Consulting, LLC

PROJECT # 21022
DATE: 12/10/2021

PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS , IL
RESTRICTOR CALCULATIONS

Basin Area	0.55 acres	Restrictor Data:		
Curve Number		Orifice Coef	0.61	
Time of Conc.		Bottom Orifice Elevation	710.63	(invert)
		Diameter	2.00	inches
Maximum 2yr	N/A	Top Orifice Elevation		(invert)
Release Rate	N/A cfs	Diameter		inches
Maximum 100yr				
Release Rate	0.0990 cfs	2-yr HWL	N/A	
		100-yr HWL	713.25	

Elevation	Volume (acre-ft)	Head on Bottom Restrictor	Head on Top Restrictor	Discharge (cfs)
710.63	0.000	0.00	0.00	0.0000
711.63	0.009	0.92	0.00	0.1023
712.63	0.170	1.92	0.00	0.1479
713.63	0.025	2.92	0.00	0.1824
714.10	0.029	3.39	0.00	0.1965



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STORM SEWER CATCHMENT AREAS

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. STC-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	1"=30'	PROJ. MGR.:	OP	PROJECT #:	21022

CivWorks Consulting, LLC

ON-SITE STORM SEWER

Date: 12/10/2021 — 100-YEAR STORM ANALYSIS

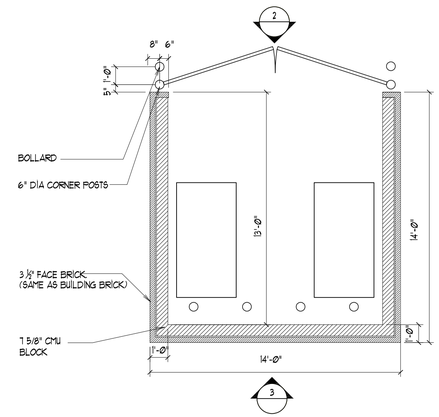
Storm Sewer Computation Sheet

Project: PROPOSED BANK DEVELOPMENT

By: OP — Check: — Mannings N-Value used = 0.13

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

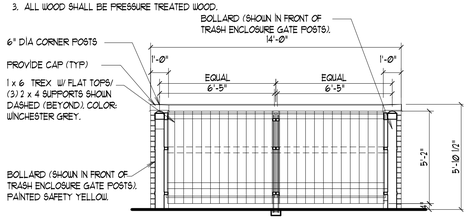
Pipe Location		Tributary Area				Intensity			Runoff	Pipe Design									Profile			
From	To	Area (acre)	C	AC (acre)	SAC (acre)	Inlet Tc (min)	Tc (min)	I (100yr) (in/hr)	Flow (cfs)	Pipe Length (feet)	Pipe Dia. (inch)	Pipe Slope %	Hyd. Slope %	$Q_{(full)}$ (cfs)	$V_{(full)}$ (fps)	$V_{(design)}$ (fps)	Depth of Flow %	Time in Pipe (min)	Rim Elevation	Water Surface Elev Up Stream	Water Surface Elev Down Stream	Pipe Invert Elev. Up Stream	Pipe Invert Elev. Down Stream
MH-1	MH-2	0.127	0.85	0.11	0.11	5	5.00	12.36	1.33	34'	24''	0.25%	0.00%	11.31	3.60	2.47	Pressure	0.23	714.30 P	713.08	713.07	711.00	710.92
MH-2	MH-3	0.037	0.87	0.03	0.14		5.23	12.29	1.72	35'	24''	0.15%	0.01%	8.76	2.79	2.37	Pressure	0.25	714.20 P	713.07	713.07	710.92	710.86
BLDG	MH-3	0.095	0.95	0.09	0.09	5	5.00	12.36	1.12	21'	8''	2.00%	0.85%	1.71	4.89	5.57	Pressure	0.06	715.45 P	713.25	713.07	711.95	711.53
MH-3	MH-4	0.04	0.95	0.04	0.27		5.48	12.21	3.28	31'	24''	0.15%	0.02%	8.76	2.79	2.82	Pressure	0.18	714.40 P	713.07	713.07	710.86	710.82
MH-7	MH-4	0.059	0.85	0.05	0.05	5	5.00	12.36	0.62	23'	24''	0.15%	0.00%	8.76	2.79	1.46	Pressure	0.26	714.10 P	713.07	713.07	710.85	710.82
MH-4	MH-5	0	0	0.00	0.32		5.66	12.15	3.87	26'	24''	0.15%	0.03%	8.76	2.79	2.93	Pressure	0.15	714.60 P	713.07	713.06	710.82	710.78
MH-5	MH-6	0.014	0.87	0.01	0.33		5.81	12.11	4.00	40'	24''	0.15%	0.03%	8.76	2.79	2.95	Pressure	0.23	714.30 P	713.06	713.05	710.78	710.72
MH-6	CB-1	0.033	0.91	0.03	0.36		6.03	12.04	4.34	18'	24''	0.15%	0.04%	8.76	2.79	3.00	Pressure	0.10	714.40 P	713.05	713.04	710.72	710.69
CB-1	CB-2	0	0	0.00	0.36		6.13	12.01	4.33	36'	24''	0.15%	0.04%	8.76	2.79	2.99	Pressure	0.20	715.10 P	713.04	713.03	710.69	710.63
MH-8	CB-3	0.141	0.87	0.12	0.12	5	5.00	12.36	1.52	44'	24''	0.25%	0.00%	11.31	3.60	2.62	Pressure	0.28	714.20 P	713.03	713.03	710.80	710.69
CB-3	CB-2	0	0	0.00	0.12		5.28	12.27	1.51	36'	24''	0.15%	0.00%	8.76	2.79	2.25	Pressure	0.27	714.90 P	713.03	713.03	710.69	710.63
CB-2	RESTR	0	0	0.00	0.48		6.33	11.94	5.77	0.0'	2.0''	0.10%	########	0.01	0.43	264.66	Pressure	0.00	714.80 G	713.03	711.17	710.63	710.63
RESTR	EX-MH	0	0	0.00	0.48		6.33	11.94	0.172	13'	8''	1.00%	1.00%	1.21	3.47	2.59	29%	0.08	714.58 P	711.17	711.17	710.63	710.50



1 TRASH ENCLOSURE PLAN

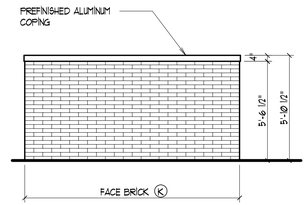
SCALE: 1/4" = 1'-0"

NOTE:
1. GATE: TREX BOARD ON BOARD GATE. TREX BOARD OVER PRESSURE TREATED WOOD.
2. ALL METAL/ STEEL TO BE PAINTED GALVANIZED, PAINTED BLACK.
3. ALL WOOD SHALL BE PRESSURE TREATED WOOD.



2 TRASH ENCLOSURE GATE ELEVATION

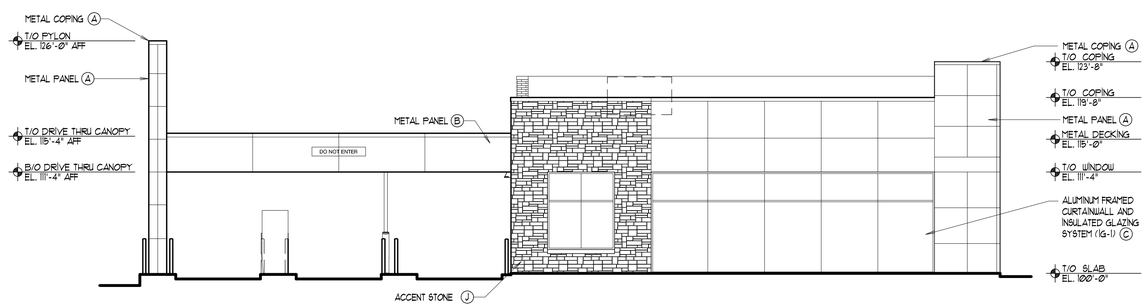
SCALE: 1/4" = 1'-0"



3 TRASH ENCLOSURE ELEVATION

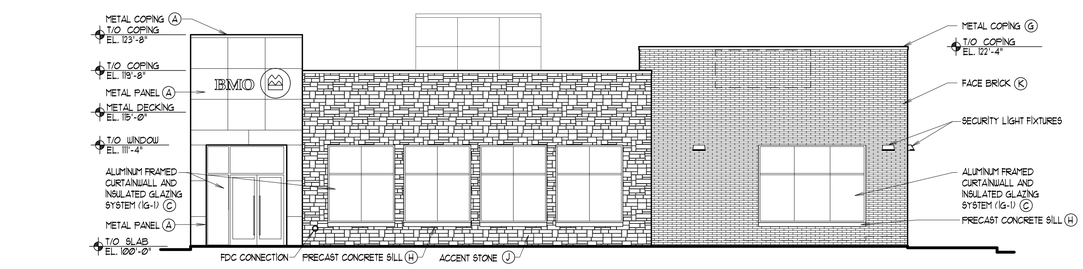
SCALE: 1/4" = 1'-0"

EXTERIOR MATERIAL LEGEND								
SYMBOL	(A)	(B)	(C)	(F)	(G)	(H)	(J)	(K)
MATERIAL	ALUMINUM COMPOSITE MATERIAL, DRY JOINT. (ACM-1)	ALUMINUM COMPOSITE MATERIAL, DRY JOINT. (ACM-2)	ALUMINUM FRAMED CURTAINWALL AND INSULATED GLAZING SYSTEM (IG-1)	INSULATED HOLLOW METAL DOOR AND FRAME, PAINTED	COPING / METAL TRIM	PRECAST CONCRETE SILL	ACCENT BRICK (STONE)	FIELD BRICK
MANUFACTURE	ALPOLIC ACM by Mitsubishi Chemical America	ALPOLIC ACM by Mitsubishi Chemical America	KAWNEER "6000 CURTAINWALL SYSTEM 2" VITRO CLEAR INSULATED GLAZING	TBD	BERRIDGE	ARCHITECTURAL CAST STONE	BRAMPTON BRICK, GRANADA, BRICK PATTERN B, (MOSAIC)	BRAMPTON BRICK, CONTEMPO FRP, 10"X3" CLAY BRICK
COLOR	MBU BLUE	MICA MNC	CLEAR GLASS	COLOR TO MATCH BRICK	ZINC GREY	TO BE DECIDED	COLOR: CINDER WITH NATURAL LIGHT GRAY MORTAR	COLOR: SHADOW WITH NATURAL LIGHT GRAY MORTAR
CONTACT								



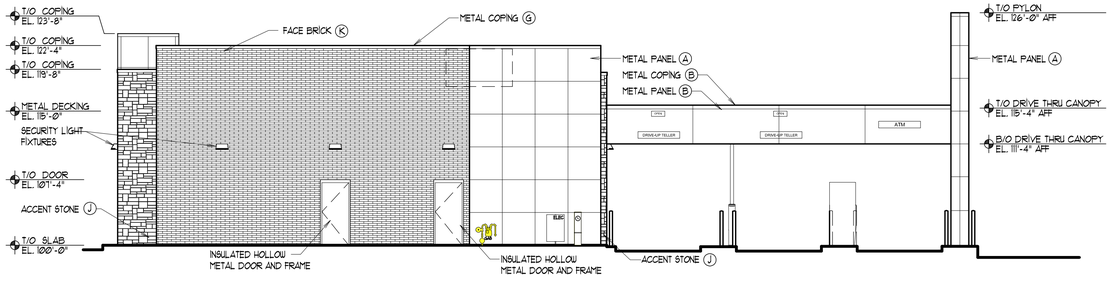
A SOUTHWEST ELEVATION

SCALE: 1/8" = 1'-0"



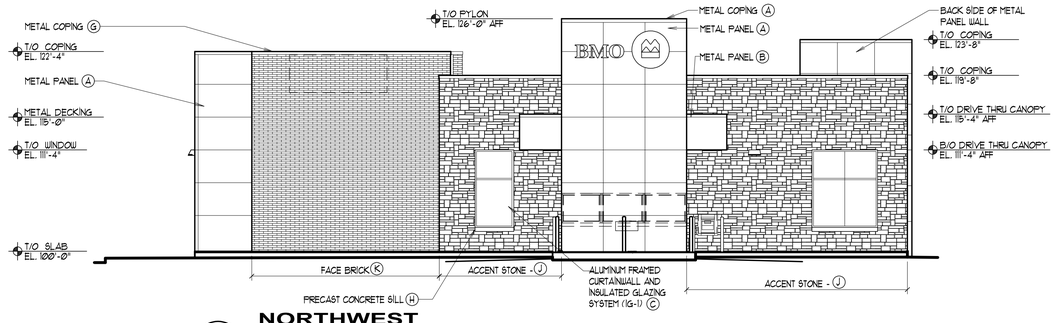
B SOUTHEAST ELEVATION

SCALE: 1/8" = 1'-0"



C NORTHEAST ELEVATION

SCALE: 1/8" = 1'-0"



D NORTHWEST ELEVATION

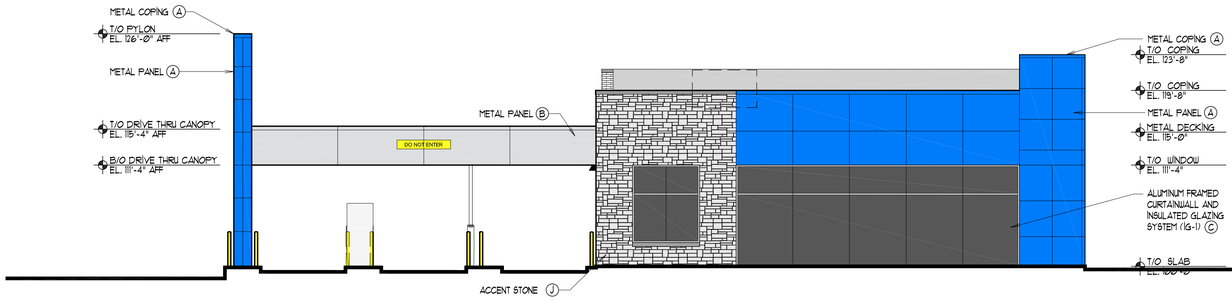
SCALE: 1/8" = 1'-0"

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

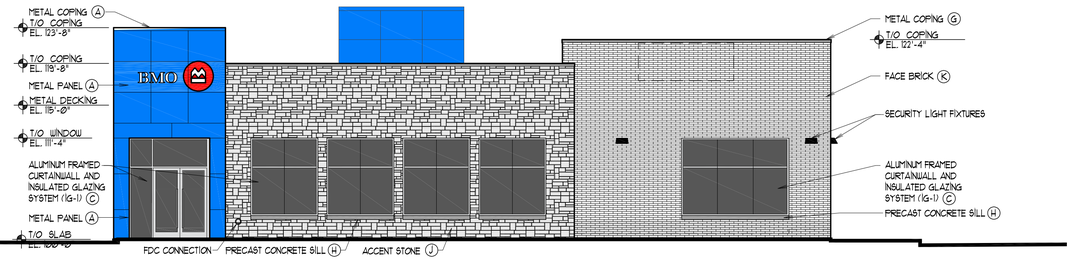
December 13 2021 | project 2021-069

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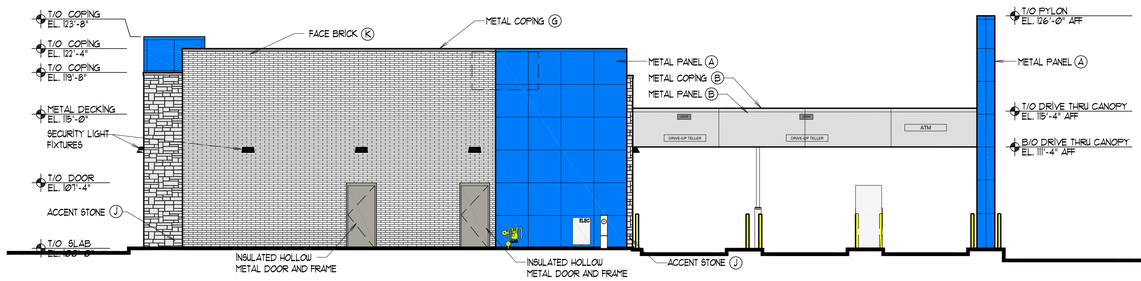
A SOUTHWEST ELEVATION

SCALE: 1/8" = 1'-0"



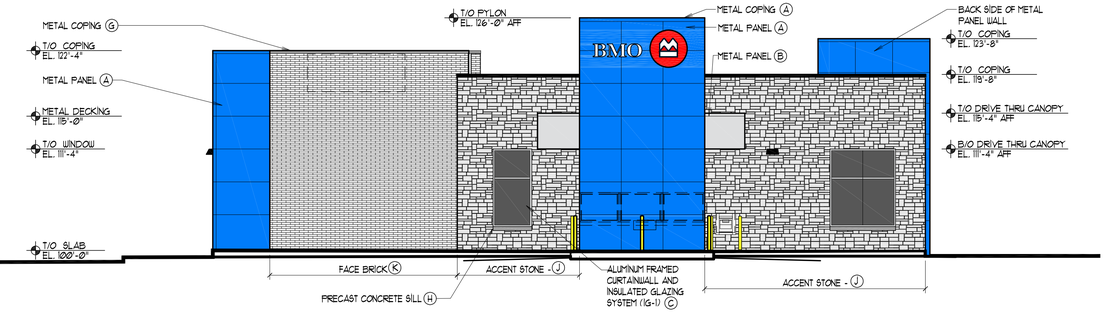
B SOUTHEAST ELEVATION

SCALE: 1/8" = 1'-0"



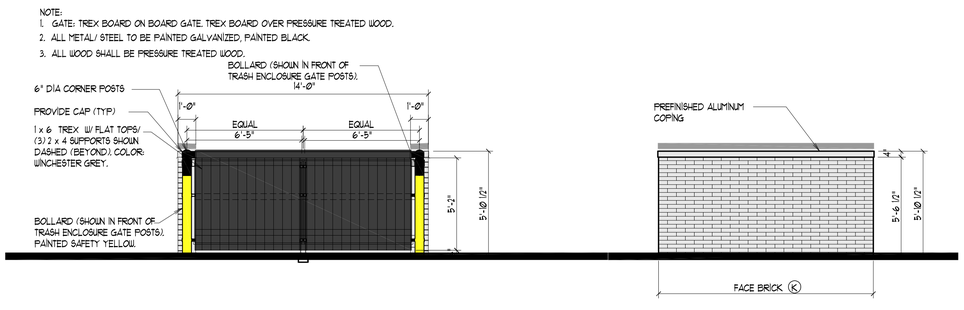
C NORTHEAST ELEVATION

SCALE: 1/8" = 1'-0"



D NORTHWEST ELEVATION

SCALE: 1/8" = 1'-0"



2 TRASH ENCLOSURE GATE ELEVATION

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

3 TRASH ENCLOSURE ELEVATION

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



FIELD BRICK
BRAMPTON BRICK
CONTEMPO PRP 10"X3"
COLOR: SHADOW



ACCENT BRICK (STONE)
BRAMPTON BRICK GRANADA
BRICK PATTERN MOSAIC
COLOR: CINDER



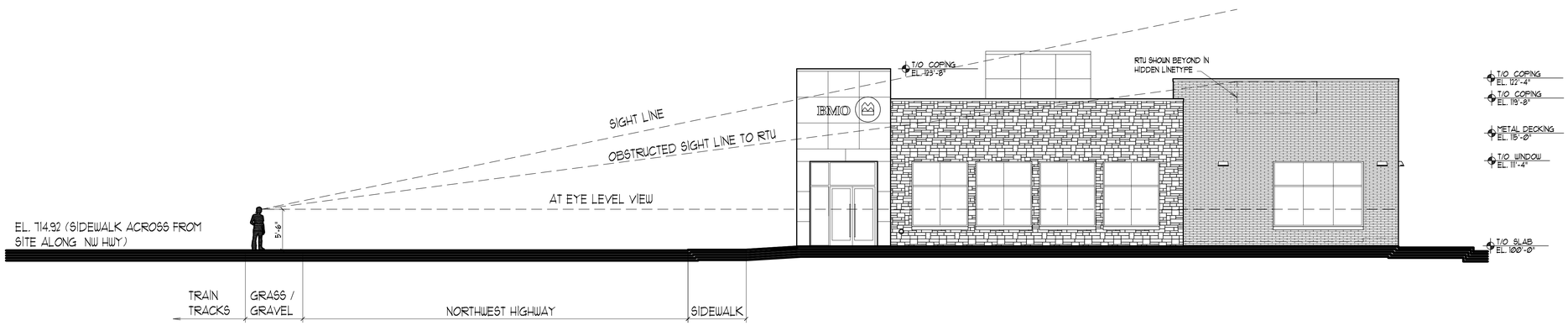
BERRIDGE COPING
ZINC GREY

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

December 13 2021 | project 2021-069

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SIGHT LINE STUDY

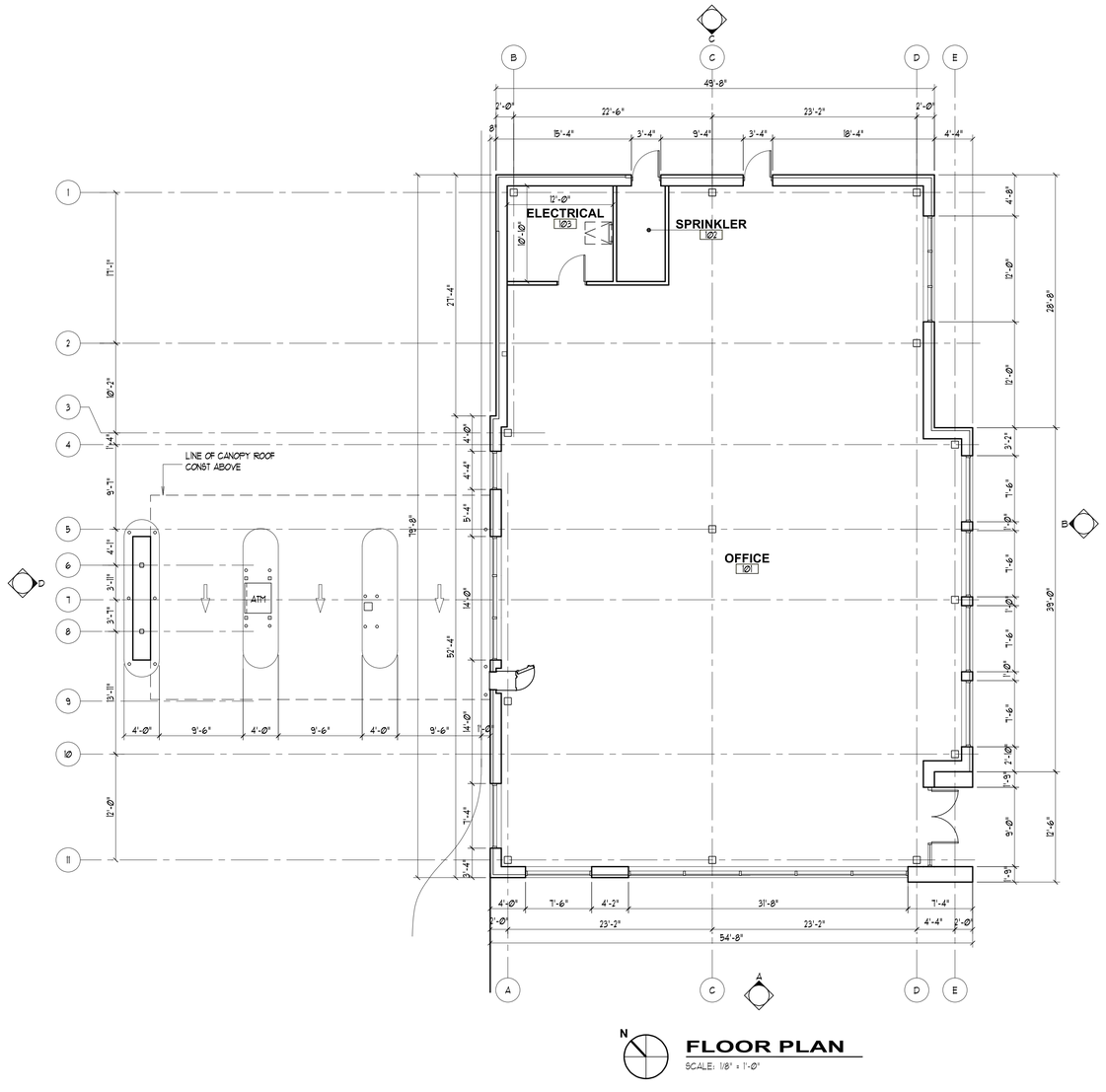
SCALE: 1/8"=1'-0"

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

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N

FLOOR PLAN

SCALE: 1/8" = 1'-0"

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

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PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, IL 60004

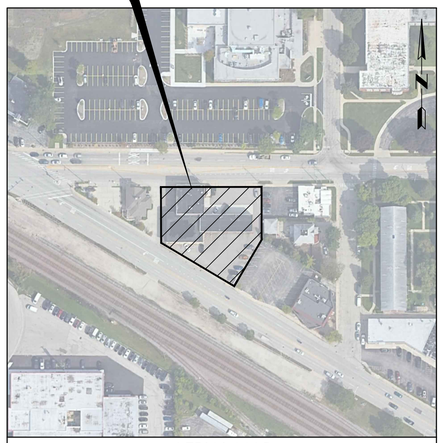
LEGEND

EXISTING	PROPOSED	DESCRIPTION
		LIGHT STANDARD/DOUBLE LIGHT STANDARD
		WATER VALVE VAULT
		WATER VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		SANITARY MANHOLE
		FLARED END SECTION
		STORM INLET
		STORM CATCH BASIN
		STORM MANHOLE
		CLEANOUT
		STORM SEWER PIPE
		SANITARY SEWER PIPE
W	W	WATER MAIN PIPE
FM	FM	FORCEMAIN PIPE
		STORM SEWER SERVICE
		SANITARY SEWER SERVICE
		WATER MAIN SERVICE
615.90 / 610.20	615.90 / 610.20	SANITARY RIM ELEVATION / SANITARY INVERT ELEVATION
616.50	616.50 / 28+00	WATER GRADE RING ELEVATION / WATER STATION LOCATION
615.90 / 606.20	615.90 / 606.20	STORM RIM ELEVATION / STORM INVERT ELEVATION
	XX	PROPOSED SANITARY STRUCTURE LABEL
	FH-XX	PROPOSED WATER STRUCTURE LABEL
	XX	PROPOSED STORM STRUCTURE LABEL
		PROPOSED RETAINING WALL
		CURB AND GUTTER
		DEPRESSED CURB AND GUTTER
		REVERSE CURB AND GUTTER
		SIDEWALK
		SWALE FLOW ARROW
		DRAINAGE ARROW
		OVERLAND FLOW
64	64	1 FOOT CONTOURS
		ACCESSIBLE CURB RAMP

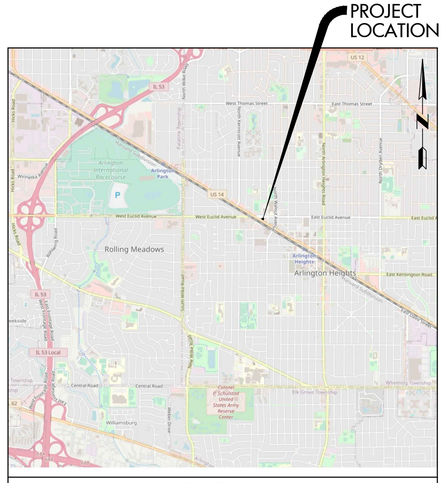
ABBREVIATIONS

ADJ	ADJUST	E	ELECTRIC	MH	STORM MANHOLE	RT	RIGHT
AGG.	AGGREGATE GRAVEL	E-E	EDGE TO EDGE	MIN.	MINIMUM	SAN	SANITARY SEWER
B.A.M.	BIT. AGG. MIXTURE	ELEV.	ELEVATION	NWL	NORMAL WATER LEVEL	SF	SQUARE FOOT
B-B	BACK TO BACK	E/P	EDGE OF PAVEMENT	OUD	OPEN LID	SHLD.	SHOULDER
B/P	BOTTOM OF PIPE	EX.	EXISTING	P.E.	PRIVATE ENTRANCE	SL	STREET LIGHT
B/WALL	GROUND AT BOTTOM OF WALL	F.E.	FIELD ENTRANCE	PERF.	PERFORATED	SMH	SANITARY MANHOLE
B.B.	BUFFALO BOX	F-F	FACE TO FACE	PC	POINT OF CURVE	ST	STORM SEWER
BIT.	BITUMINOUS CONCRETE	FF	FINISHED FLOOR	P.C.C.	PORTLAND CEMENT CONCRETE	STA.	STATION
BM	BENCHMARK	FES	FLARED END SECTION	PCC	POINT OF COMPOUND CURVE	STD	STANDARD
B.O.	BY OTHERS	FH	FIRE HYDRANT	PGL	PROFILE GRADE LINE	SW	SIDEWALK
C.E.	COMMERCIAL ENTRANCE	F/L	FLOW LINE	PI	POINT OF INTERSECTION	SY	SQUARE YARDS
CB	CATCH BASIN	FM	FORCE MAIN	PL	PROPERTY LINE	TBR	TO BE REMOVED
CL	CENTERLINE	G	GROUND	PP	POWER POLE	T	TELEPHONE
CLID	CLOSED LID	GAS	GAS	PROP.	PROPOSED	T-A	TYPE A
CMP	CORRUGATED METAL PIPE	G/F	GRADE AT FOUNDATION	PT	POINT OF TANGENCY	T/C	TOP OF CURB
CNTRL	CONTROL	GW	GUY WIRE	PVC	POLYVINYL CHLORIDE PIPE	T/F	TOP OF FOUNDATION
C.O.	CLEAN OUT	H.C.	HANDICAP	P.V.C.	POINT OF VERTICAL CURVE	T/P	TOP OF PIPE
CONC.	CONCRETE	HDWL	HEADWALL	PVI	POINT OF VERTICAL INTERSECTION	T/W	TOP OF WALK
CY	CUBIC YARD	HH	HANDHOLE	PVT	POINT OF VERTICAL TANGENCY	T/WALL	TOP OF WALL
D	DITCH	HWL	HIGH WATER LEVEL	P	PAVEMENT	TEMP	TEMPORARY
DIA.	DIAMETER	INL	INLET	R	RADIUS	TRANS	TRANSFORMER
DIP	DUCTILE IRON PIPE	INV.	INVERT	R.O.W.	RIGHT-OF-WAY	V.B.	VALVE BOX
DIWM	DUCTILE IRON WATER MAIN	IP	IRON PIPE	RCP	REINFORCED CONCRETE PIPE	V.V.	VALVE VAULT
DT	DRAIN TILE	MAX.	MAXIMUM	REM.	REMOVAL	WL	WATER LEVEL
D.S.	DOWN SPOUT	MB	MAILBOX	RR	RAILROAD	WM	WATER MAIN

FINAL SITE DEVELOPMENT PLANS



AERIAL MAP N.T.S.



VICINITY MAP N.T.S.

INDEX OF DRAWINGS

SHEET NO.	DRAWING TITLE
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C2.0	EXISTING CONDITIONS (BY OTHERS)
C2.1	SITE DEMOLITION PLAN
C3.0	SITE DIMENSIONAL AND PAVING PLAN
C4.0	SITE UTILITY PLAN
C5.0	SITE GRADING AND EROSION CONTROL PLAN
C6.0	SOIL EROSION AND SEDIMENT CONTROL DETAILS
C6.1	SITE CONSTRUCTION DETAILS - 1
C6.2	SITE CONSTRUCTION DETAILS - 2
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C6.5	SITE CONSTRUCTION DETAILS - 5
C7.0	GENERAL CONDITIONS AND DETAILED SPECIFICATIONS
PH1.0	SITE PHOTOMETRICS PLAN
PH2.0	SITE PHOTOMETRICS FIXTURE AND LIGHT POLE DETAILS

BENCHMARKS

1. BENCHMARK NO. 401
   SOUTHWEST FLANGE BOLT ON FIRE HYDRANT LOCATED AT THE NORTHEAST CORNER OF NORTH RIDGE AVENUE AND WEST EUCLID AVENUE
   ELEVATION = 718.00' NAVD88
2. BENCHMARK NO. 402
   TAG BOLT ON THE 2ND FIRE HYDRANT WEST OF THE CENTERLINE OF NORTH RIDGE AVENUE ON THE NORTH SIDE OF WEST EUCLID AVENUE
   ELEVATION = 717.15' NAVD88

Call Before You Dig JULIE ILLINOIS ONE CALL SYSTEM

CONTACT JULIE AT 811
OR 800-892-0123

48 HOURS (2 working days) BEFORE YOU DIG

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

OSVALDO PASTRANA 062-057584 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF ILLINOIS.

SIGNATURE: Osvaldo Pastrana
NAME: OSVALDO PASTRANA
DATE: 01-31-2022 LICENSE NUMBER: 062-057584
MY LICENSE RENEWAL DATE IS: FEBRUARY 28, 2022
PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: FULL CIVIL SET

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
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SHEET TITLE: CIVIL ENGINEERING COVER SHEET

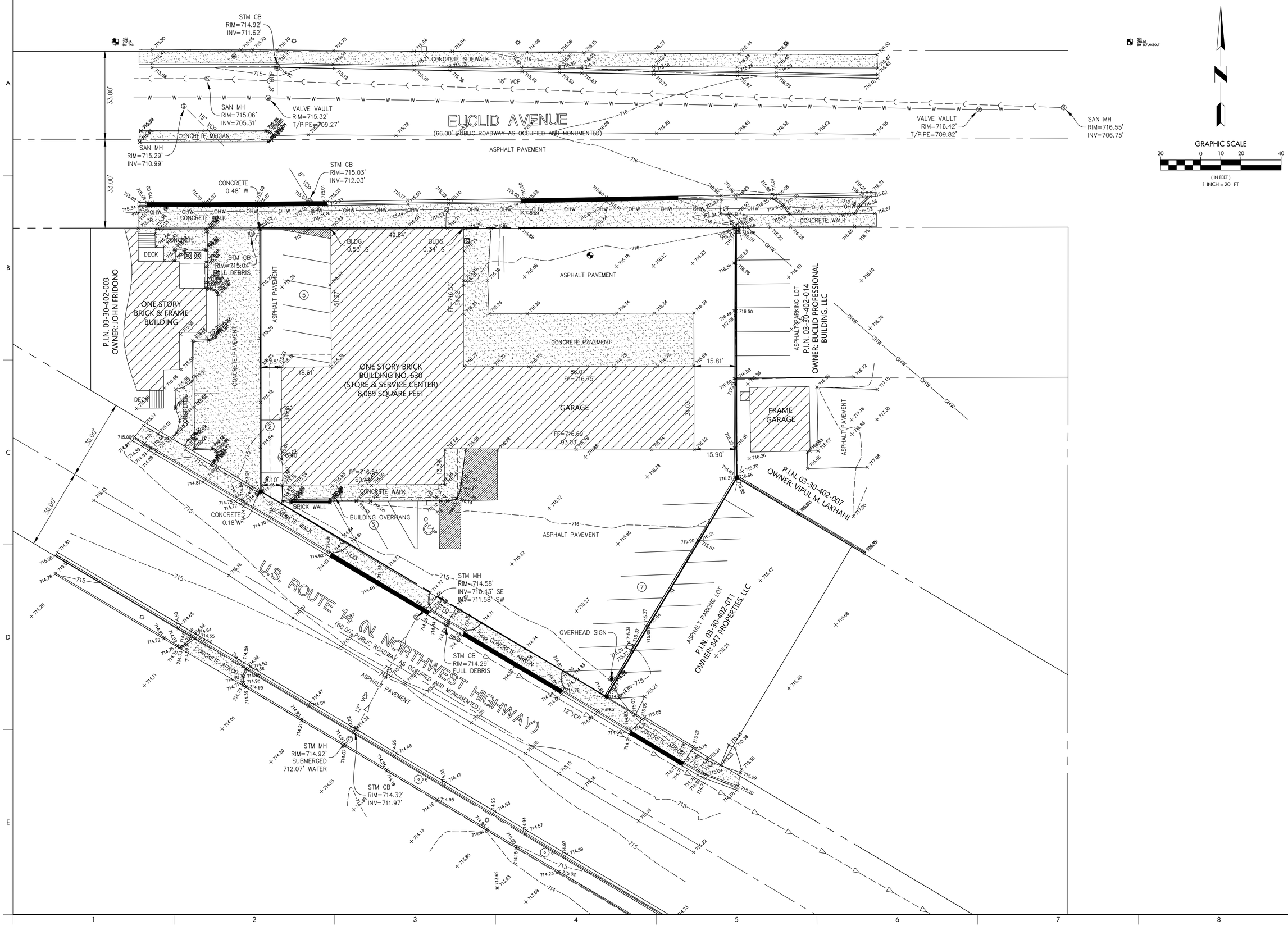
PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

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DRAWN BY:	OP
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SHEET NO. C1.0

PROJ. NUMBER: 21022

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SHEET TITLE:

EXISTING CONDITIONS (BY OTHERS)

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PROPOSED BANK DEVELOPMENT
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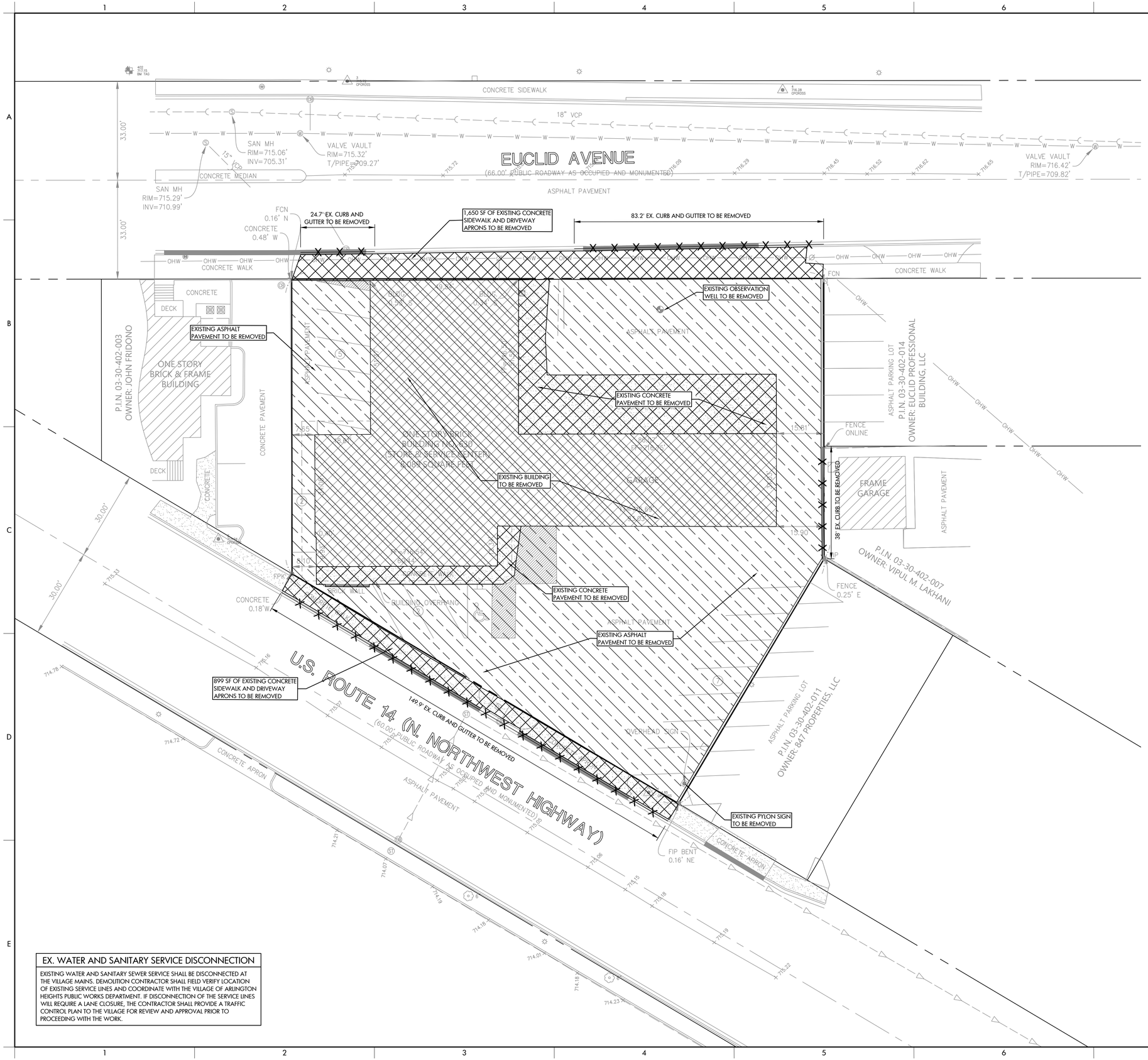
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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FT

DEMOLITION LEGEND

- EX. CONCRETE PAVEMENT TO BE REMOVED
- EX. ASPHALT PAVEMENT TO BE REMOVED
- EX. CURB TO BE REMOVED

DEBRIS AND SPOIL MATERIAL STOCKPILE

DUE TO THE LIMITED SIZE OF SITE AND AVAILABLE STAGING AREAS, STOCKPILING OF DEBRIS, SPOIL MATERIALS, OR ANY OTHER ITEMS SHALL NOT BE ALLOWED. ALL DEBRIS, SPOIL MATERIALS OR ANY OTHER DEMOLISHED ITEMS SHALL BE IMMEDIATELY HAULED OFF-SITE AND DISPOSED OF BY THE DEMOLITION CONTRACTOR IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS.

DEMOLITION NOTES

1. ALL UTILITY COMPANIES ARE TO BE CONTACTED TO PERMIT MARKING THEIR FACILITIES BEFORE ANY WORK IS DONE ON THE SITE.
2. THE OWNER SHALL BE PROVIDED WITH COPIES OF ALL DEMOLITION PERMITS AND UTILITY INFORMATION PRIOR TO THE COMMENCEMENT OF THE WORK.
3. CONTRACTOR IS TO VERIFY THAT ALL EXISTING UTILITY SERVICE LINES HAVE BEEN SHUT OFF OR DISCONNECTED AT THEIR RESPECTIVE MAIN LINES BEFORE BEGINNING STRUCTURE AND PAVEMENT REMOVAL ON THE SITE.
4. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. FURNISH ALL LABOR, MATERIALS, EQUIPMENT AND SERVICE NECESSARY TO COMPLETE THE WORK. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFF-SITE OF THE FOLLOWING ITEMS:
   - ON-SITE PAVEMENT
   - DEBRIS FROM ALL DEMOLISHED STRUCTURES
   - ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.

   CONTRACTOR MUST RECEIVE APPROVAL FROM AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT OR EXISTING STONE SUBBASE AS STRUCTURAL FILL.
5. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED FROM SITE AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED. THE USE OF EXPLOSIVES WILL NOT BE PERMITTED. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. THE CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC TO PROVIDE SAFE PASSAGE FOR VEHICULAR AND PEDESTRIAN TRAFFIC. THIS INCLUDES APPROPRIATE SIGNAGE FOR CLOSING THE PUBLIC SIDEWALK, ROADWAY AND NECESSARY PARKING SPACES. ALL MAINTENANCE OF TRAFFIC SHALL BE APPROVED BY THE MUNICIPALITY.
6. EXISTING UTILITIES TO REMAIN ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH FA-1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
7. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
8. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
9. REMOVE FROM SITE DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS. BURNING OF REMOVED MATERIALS WILL NOT BE PERMITTED ON SITE. TRANSPORT MATERIALS REMOVED AND DISPOSE OF OFF-SITE IN A LEGAL MANNER.
10. ALL EXISTING BUILDINGS, FOUNDATIONS, UTILITIES, AND LANDSCAPING AND OTHER IMPROVEMENTS ON ADJACENT PROPERTIES SHALL BE PROTECTED AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND INSTALL ANY MATERIALS, EQUIPMENT, AND/OR MANPOWER NECESSARY TO ACCOMPLISH THIS.

EX. WATER AND SANITARY SERVICE DISCONNECTION

EXISTING WATER AND SANITARY SEWER SERVICE SHALL BE DISCONNECTED AT THE VILLAGE MAINS. DEMOLITION CONTRACTOR SHALL FIELD VERIFY LOCATION OF EXISTING SERVICE LINES AND COORDINATE WITH THE VILLAGE OF ARLINGTON HEIGHTS PUBLIC WORKS DEPARTMENT. IF DISCONNECTION OF THE SERVICE LINES WILL REQUIRE A LANE CLOSURE, THE CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL PLAN TO THE VILLAGE FOR REVIEW AND APPROVAL PRIOR TO PROCEEDING WITH THE WORK.

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SHEET TITLE: SITE DEMOLITION PLAN

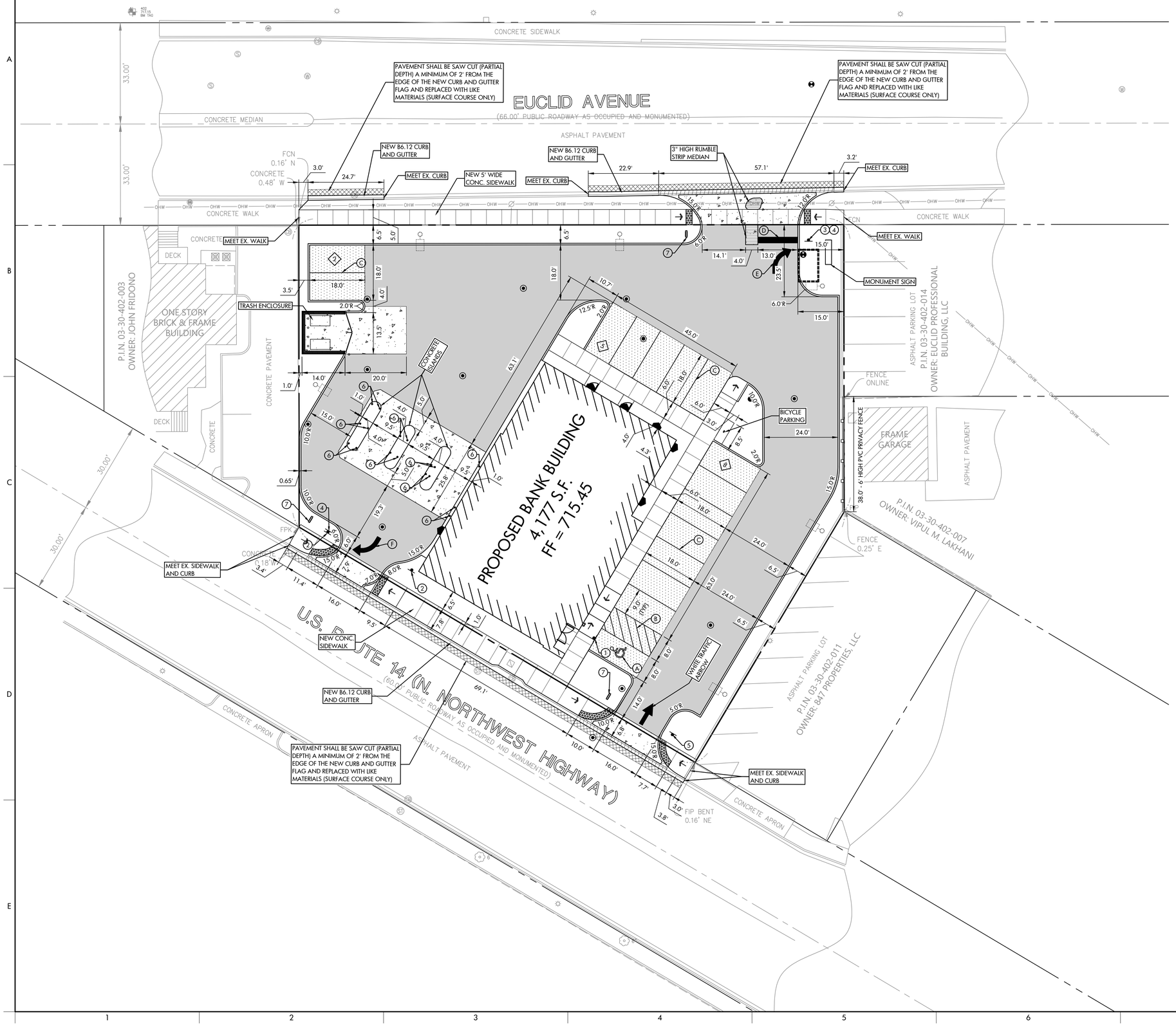
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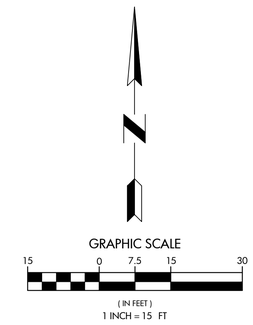
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SITE DATA

TOTAL SITE AREA = 0.55 AC

PROPOSED BUILDING AREA = 4,171 S.F.

PARKING PROVIDED =
REGULAR PARKING PROVIDED = 14 SPACES
HANDICAP PARKING PROVIDED = 1 SPACES

TOTAL PARKING PROVIDED = 15 SPACES

BICYCLE PARKING PROVIDED = 2 SPACES

SITE PLAN KEYED NOTES

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE (MOUNTED ON BUILDING WALL)
2. R5-1 DO NOT ENTER SIGN (30"X30")
3. R1-1 STOP SIGN (30"X30")
4. R3-5 RIGHT TURN ONLY SIGN (30"X36")
5. "NO EXIT / ENTRANCE ONLY" SIGN (18"X24")
6. PROTECTIVE BOLLARD (SEE ARCH. DWGS. FOR DETAILS)
7. WAY-FINDING SIGN (SEE SITE SIGNAGE PACKAGE)
- A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
- B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
- C. 4" SOLID YELLOW STRIPE (TYP)
- D. 24" WIDE WHITE STOP BAR (INSTALLED 4' BEFORE WALK)
- E. WHITE RIGHT TURN ONLY ARROW

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK ALONG THE PERIMETER OF THE BUILDING SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL ON SHEET C6.2.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.
10. ALL SIDEWALK SHALL MEET PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG).

SITE PAVING LEGEND

HEAVY DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
7.25" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
4" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

LIGHT DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
6x6 - W2.9 x W2.9 WWF @ MIDPOINT OF CONCRETE THICKNESS
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

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SHEET TITLE: SITE DIMENSIONAL AND PAVING PLAN

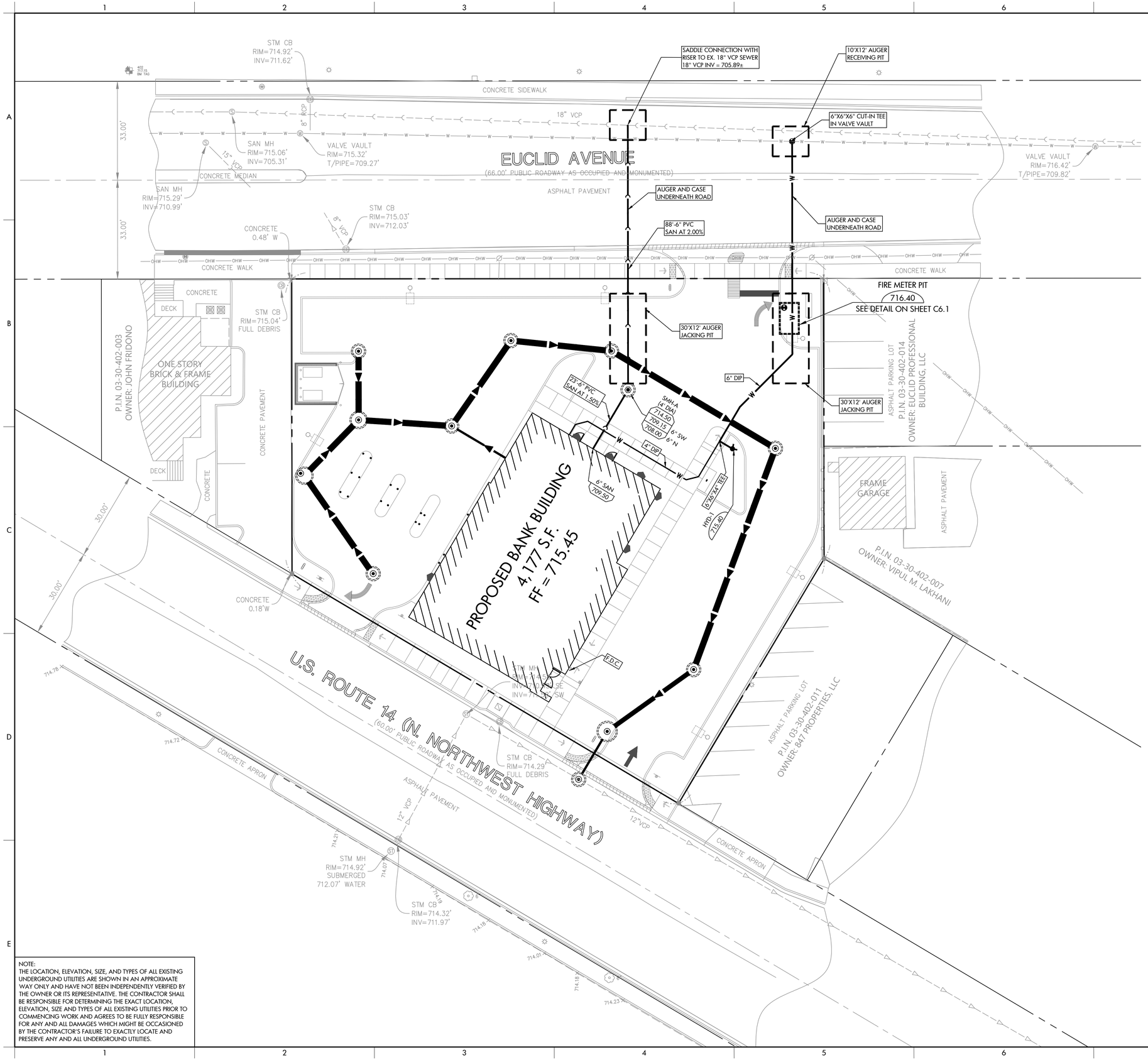
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GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)

1 INCH = 15 FT

GENERAL UTILITY NOTES

1. EXISTING UTILITY INFORMATION SHOWN IS BASED ON BEST AVAILABLE RECORDS AT THIS TIME. THE CONTRACTOR SHALL FIELD VERIFY LOCATION, SIZE AND DEPTH BEFORE ORDERING ANY MATERIAL, OR BEGINNING ANY PROPOSED CONSTRUCTION.
2. DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
3. FRAMES AND GRATES ARE AS FOLLOWS UNLESS OTHERWISE NOTED:
   F&SL IN OPEN SPACE AND PAVEMENT: EJIW 1022-2 WITH TYPE M1 GRATE (NEENAH R2502-A)
   F&PL IN OPEN SPACE: EJIW 6527 WITH TYPE M1 GRATE (NEENAH R-2502-A)
   F&PL IN PAVEMENT: NEENAH R-2504-D (OR APPROVED EQUAL)

   F&PL ALONG STANDARD CURB LINE: EJIW 7000 WITH TYPE T1 BACK AND TYPE M1 GRATE (NEENAH R-3281-A); FOR B6-12 APPLICATIONS, WIDEN GUTTER SECTION TO ACCOMODATE THE LARGER GRATE SECTION.

   F&PL ALONG DEPRESSED CURB LINE: EJIW 7000 WITH TYPE M3 FLAT GRATE

   EJIW = EAST JORDAN IRON WORKS
   F&SL = FRAME AND SOLID LID
   F&PL = FRAME AND PERFORATED LID
4. SEE LANDSCAPE PLANS FOR PROPOSED TREE LOCATIONS.
5. UTILITY CROSSINGS BETWEEN WET UTILITIES (WATER, SANITARY, STORM) AND DRY UTILITIES (GAS, ELECTRIC, TELEPHONE, TELE-COMMUNICATIONS) SHALL BE COORDINATED BETWEEN THE CONTRACTOR AND THE UTILITY COMPANIES TO ACCOMMODATE THE DESIGN OF THE WET UTILITY.
6. SEE ARCHITECTURAL AND PLUMBING PLANS FOR INVERT AND EXACT ENTRY LOCATION OF ALL BUILDING SERVICES.
7. THE ROUTING FOR TELEPHONE, ELECTRIC AND GAS SERVICE IF SHOWN IS FOR SCHEMATIC PURPOSES ONLY. THE CONTRACTOR SHALL CONTACT THE INDIVIDUAL UTILITY COMPANIES TO DETERMINE ACTUAL ROUTE AND COORDINATE THEIR CONSTRUCTION.
8. DRY UTILITY CONDUITS SHALL MAINTAIN 5 FT. OF HORIZONTAL SEPARATION FROM OTHER UTILITIES EXCEPT AT CROSSINGS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINAL UTILITY PIPE CLEANING PRIOR TO UTILITY BEING PUT INTO SERVICE.
10. CONTRACTOR SHALL PROVIDE WATER MAIN PROTECTION IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
11. STRUCTURE ADJUSTMENTS SHALL BE ACCOMPLISHED USING ADJUSTING RINGS UP TO A MAXIMUM OF 8". STRUCTURE ADJUSTMENTS OF MORE THAN 12" IN HEIGHT SHALL BE ACCOMPLISHED BY REMOVING THE STRUCTURE TOP AND INSTALLING A NEW BARREL SECTION OF SUFFICIENT HEIGHT TO LIMIT THE REQUIRED ADJUSTING RING HEIGHT TO 8" OR LESS.
12. NEW DIP WATER SERVICE LINES SHALL BE PRESSURE TESTED AND CHLORINATED IN ACCORDANCE WITH APPLICABLE REQUIREMENTS.
13. ALL DIP WATER MAIN 4" AND LARGER SHALL BE CLASS 52 DIP.
14. STORM SEWER LINES CROSSING OVER OR WITHIN 10' OF WATER MAIN SHALL BE RCP PIPE WITH C-361 O-RING GASKET JOINTS.

NOTE:
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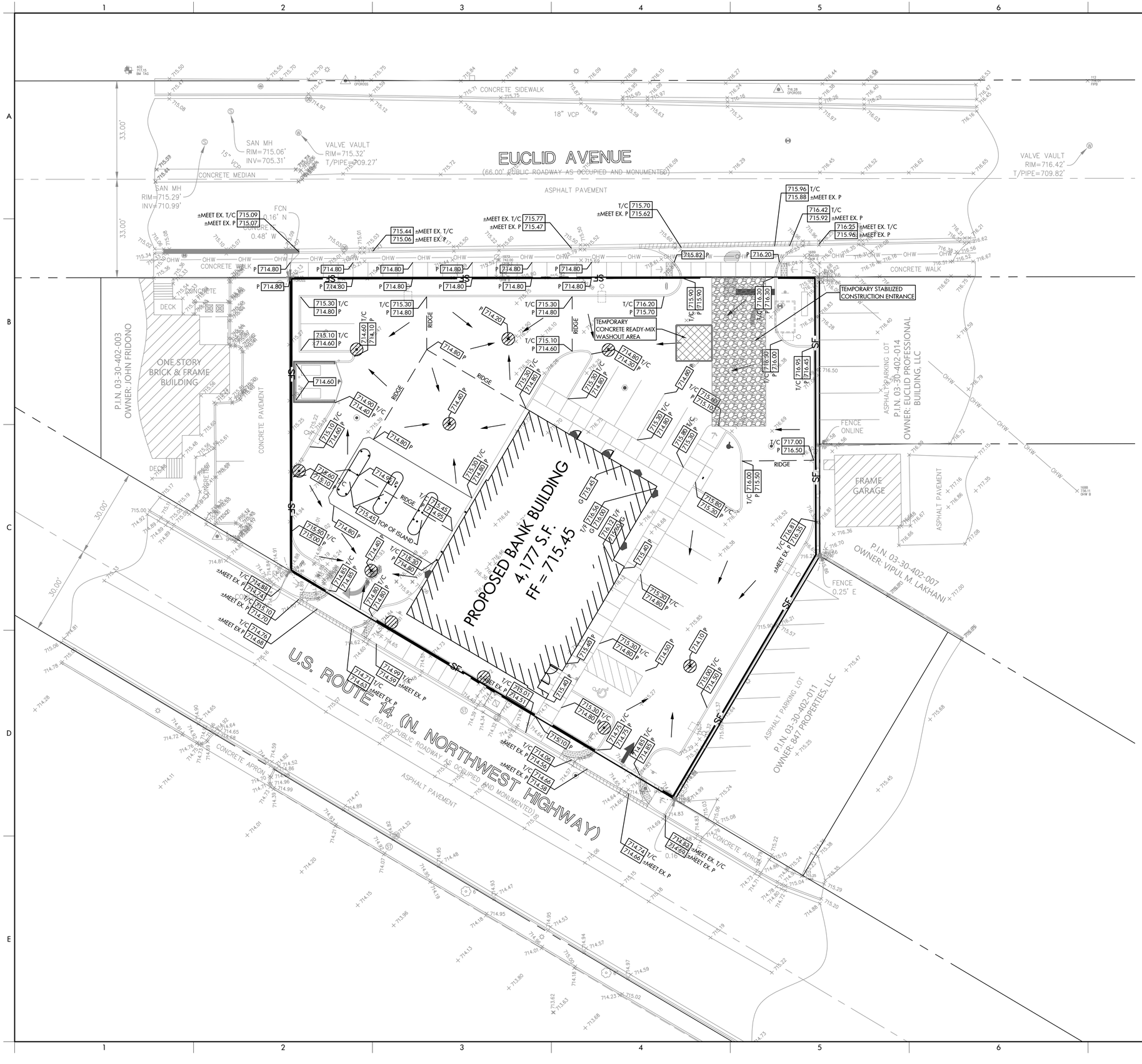
PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=20'

SHEET NO.
C4.0

PROJ. NUMBER: 21022

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GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)
1 INCH = 15 FT

EROSION CONTROL LEGEND

—SF—	SILT FENCE OR SEDIMENT CONTROL LOGS
	INLET FILTER BASKET

SITE RESTORATION NOTES

1. ALL RESTORATION WITHIN THE LIMITS OF THE RIGHT-OF-WAY SHALL BE COMPLETED WITH TOPSOIL AND SOD.
2. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL HAVE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

GRADING NOTES

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% MAX (1.00% MIN) CROSS SLOPE AND 5.00% MAX LONGITUDINAL SLOPE ON ALL SIDEWALKS. ALWAYS MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING.
4. EXISTING TOPOGRAPHIC SURVEY WAS PREPARED BY OTHERS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND BEFORE ORDERING MATERIALS. THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CIVIL ENGINEER OF ANY DISCREPANCIES.
5. SEE LANDSCAPE PLANS FOR MORE INFORMATION ON SITE LANDSCAPING.

SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL SILT FENCE OR SEDIMENT CONTROL LOGS AT LOCATIONS AS INDICATED ON THE PLANS.
2. CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE.
3. SITE DEMOLITION, BUILDING AND EXISTING PAVEMENT REMOVAL AND EXCESS MATERIAL HAUL OFF.
4. CUT AND FILL SITE TO SUB-GRADE.
5. CONSTRUCT UNDERGROUND IMPROVEMENTS; SANITARY SEWER, WATERMAIN, STORM SEWER, ETC. INSTALL INLET PROTECTION IN AND AROUND DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED
6. CONSTRUCT PARKING LOT AND BUILDING IMPROVEMENTS PER PLAN.
7. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING/SODDING AND LANDSCAPING.
8. REMOVE AND PROPERLY DISPOSE OF TEMPORARY EROSION CONTROL MEASURES.

EROSION AND SEDIMENT CONTROL NOTES

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE AND SILT FENCE PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE ON THE SITE. CONTRACTOR TO MAINTAIN CONSTRUCTION ENTRANCE AND SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
2. ALL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE CHECKED FOR STABILITY AND OPERATION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED. RECORDS OF THESE REQUIRED INSPECTIONS SHALL BE KEPT ON-SITE AT ALL TIMES THROUGHOUT CONSTRUCTION FOR REVIEW BY GOVERNMENTAL AGENCY INSPECTORS AS PER IEPA STANDARDS.
3. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED PER IEPA STANDARDS.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE.
5. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
6. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, THEN SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSTALLED DURING CONSTRUCTION.
7. OFF-SITE STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
8. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
9. ANY SOIL, MUD OR DEBRIS WASHED, TRACKED OR DEPOSITED ONTO A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORK DAY.
10. VEHICULAR ACCESS TO THE SITE SHALL BE RESTRICTED TO A GRAVEL DRIVE, SAID GRAVEL DRIVE SHALL BE INSTALLED WITHIN 3 DAYS OF EXISTING PAVEMENT REMOVAL AND BEFORE ANY NEW CONSTRUCTION BEGINS AT THE SITE.
11. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE MUNICIPALITY AS CONSTRUCTION PROGRESSES.
12. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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SHEET TITLE: SITE GRADING AND EROSION CONTROL PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=20'

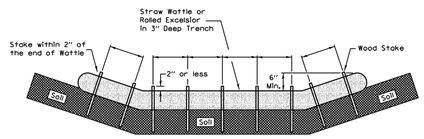
SHEET NO.
C5.0

PROJ. NUMBER: 21022

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ROLLED EROSION CONTROL PRODUCTS

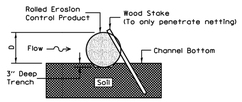
Staking Pattern Guide



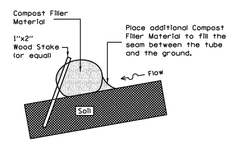
Notes:

1. Overlap minimum is the diameter of the roll.
2. 4' spacing for wattles.
3. 2' spacing for rolled excelsior.
4. Or space according to manufacturer's specifications.

Stake Detail



Compost Filter Sock Detail



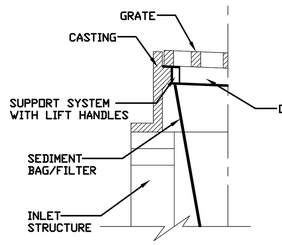
When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

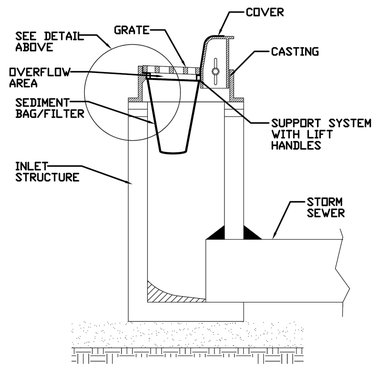
Notes:

1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
3. Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacings The toe of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 8-19-11
Approved ____ Date ____		

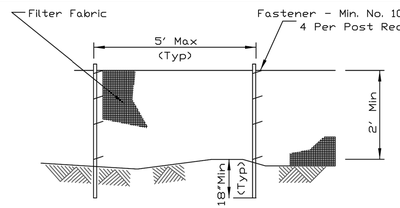
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



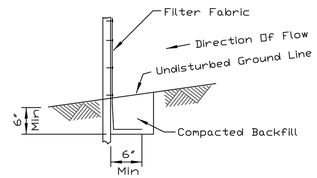


REFERENCE		STANDARD DWG. NO.
Project		IUM-561D
Designed ____ Date ____		SHEET 1 OF 1
Checked ____ Date ____		DATE 01-11-11
Approved ____ Date ____		

SILT FENCE PLAN



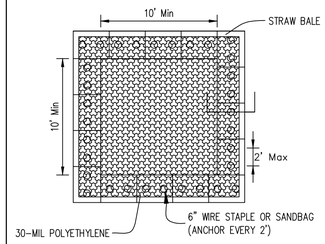
ELEVATION



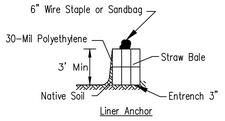
FABRIC ANCHOR DETAIL

NOTES:
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE		STANDARD DWG. NO.
Project		IUM-620A
Designed ____ Date ____		SHEET 1 OF 2
Checked ____ Date ____		DATE 3-16-12
Approved ____ Date ____		

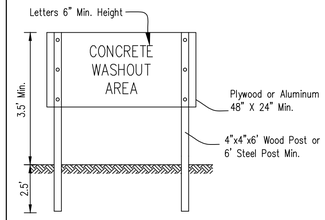


PLAN VIEW



Liner Anchor

STRAW BALE ANCHOR SECTIONS



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

Date: 12/10/21 Scale: 1" = 20' Job No. 21022	TEMPORARY CONCRETE WASHOUT FACILITY – STRAW BALE	Designed ____ Date ____ Drawn By: JOSEPH ____ 5/15 Checked ____ Approved ____

1. THE EXCAVATING AND UNDERGROUND CONTRACTOR SHALL BE RESPONSIBLE FOR THE INITIAL CONSTRUCTION OF THE EROSION CONTROL MEASURES SHOWN IN THE PLAN, AND SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID FACILITIES UNTIL THE COMPLETION OF HIS FINAL GRADING OPERATIONS AFTER CONSTRUCTION OF THOSE IMPROVEMENTS IN HIS CONTRACT. THE CONTRACTOR'S EROSION CONTROL MAINTENANCE RESPONSIBILITIES SHALL BE EXCLUSIVE OF THE CONSTRUCTION WARRANTY AND/OR GUARANTEE PERIOD.
2. ALL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE CHECKED FOR STABILITY AND OPERATION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED.
3. SEDIMENT SHALL BE REMOVED FROM THE SEDIMENT TRAPS WHEN THE STORAGE CAPACITY HAS BEEN APPROXIMATELY 50% FILLED.
4. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT BECOMES APPROXIMATELY 0.5' DEEP AT THE FENCE. THE SILT FENCE SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A BARRIER.
5. ALL SEEDED AREAS WILL BE FERTILIZED, RE-SEEDED AS NECESSARY, AND MULCHED AS REQUIRED TO MAINTAIN A VIGOROUS, DENSE VEGETATIVE COVER.
6. AFTER CONSTRUCTION AND UPON FINAL SITE STABILIZATION, THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL DEVICES AND TURN OVER MAINTENANCE OF THE PERMANENT EROSION CONTROL MEASURES TO THE OWNER.
7. AFTER CONSTRUCTION, THE OWNER SHALL MAINTAIN ALL PERMANENT CONTROL DEVICES IN ORDER TO PREVENT EROSION.

RECOMMENDED EROSION CONTROL MAINTENANCE SCHEDULE

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

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SHEET TITLE: SOIL EROSION AND SEDIMENT CONTROL DETAILS

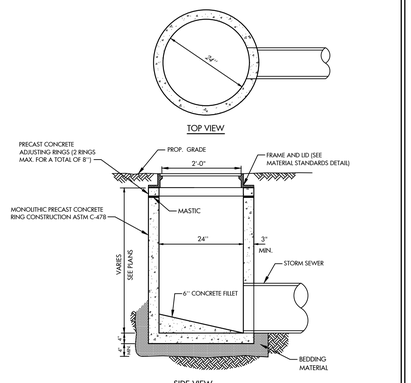
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630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
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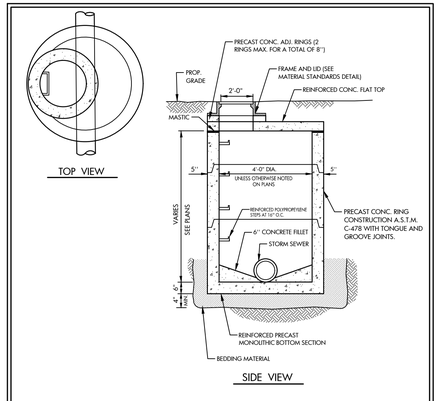
PROJ. NUMBER: 21022

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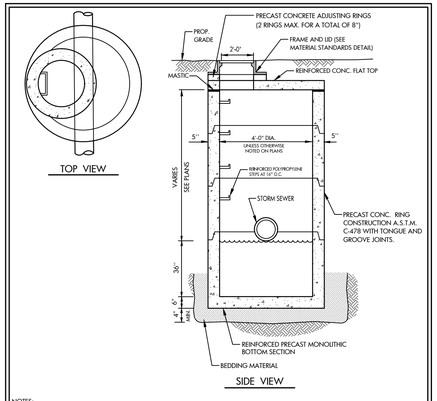
NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

INLET DETAIL



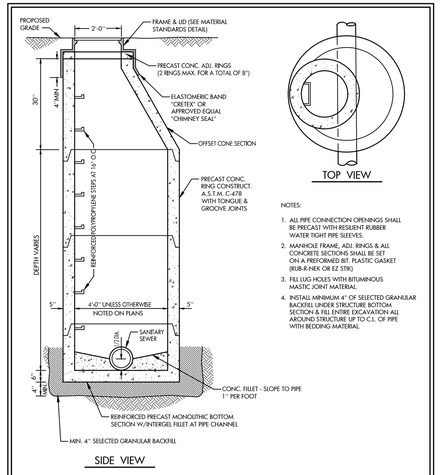
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1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR MANHOLE GREATER THAN 6' DEEP.
6. ALL JOINTS SHALL BE MORTARED ON INTERIOR OF MANHOLE.

STORM MANHOLE DETAIL



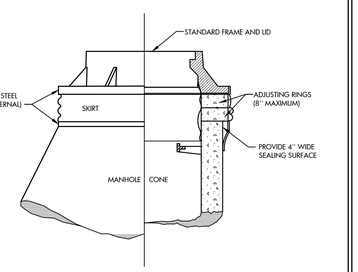
NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR CATCHBASINS GREATER THAN 6' DEEP ABOVE WATER LEVEL.
6. ALL JOINTS SHALL BE MORTARED ON INTERIOR OF MANHOLE.

CATCH BASIN DETAIL



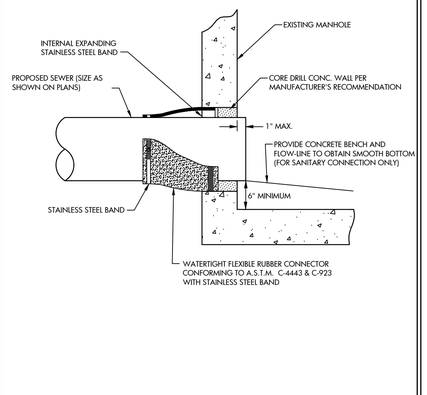
NOTES:
1. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
2. MANHOLE FRAME, ADJ. RINGS & ALL CONCRETE SECTIONS SHALL BE SET ON A PREFORMED BIT. PLASTIC GASKET (RUB-R-NEK OR EZ STIK)
3. FILL LUG HOLES WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.

SANITARY MANHOLE DETAIL

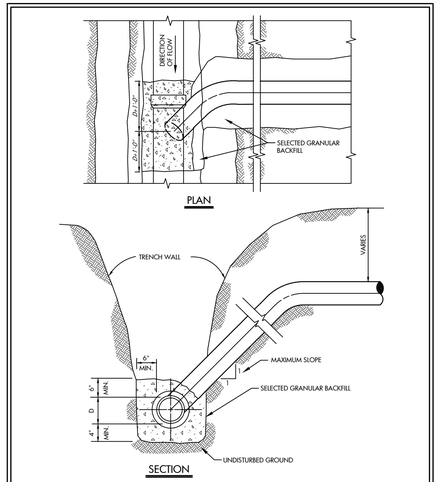


NOTES:
1. (ELASTOMERIC BANDS) SHALL BE INSTALLED ON ALL SANITARY SEWAGE SYSTEM MANHOLES.
2. "CRETEX" EXTERNAL OR INTERNAL SEALS ARE RECOMMENDED; OTHER PRODUCTS OR OTHER DESIGN SOLUTIONS SHALL REQUIRE THE APPROVAL OF THE MUNICIPALITY.
3. (ELASTOMERIC BANDS) CHIMNEY SEALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

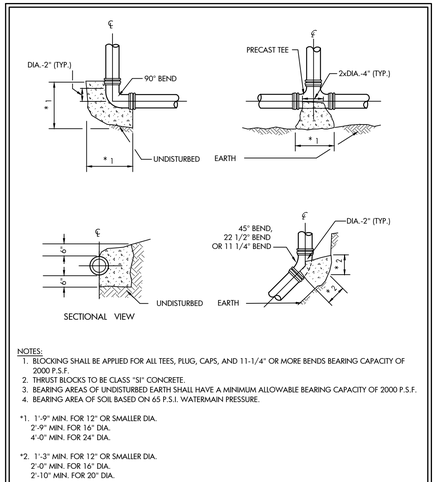
ELASTOMERIC BAND DETAIL



PIPE CONNECTION TO EXISTING MANHOLE DETAIL



SERVICE RISER CONNECTION

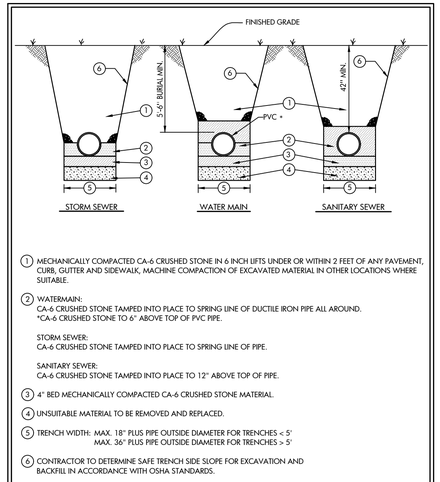


NOTES:
1. BLOCKING SHALL BE APPLIED FOR ALL TEES, PLUG, CAPS, AND 11-1/4° OR MORE BENDS BEARING CAPACITY OF 2000 P.S.F.
2. THRUST BLOCKS TO BE CLASS "SI" CONCRETE.
3. BEARING AREAS OF UNDISTURBED EARTH SHALL HAVE A MINIMUM ALLOWABLE BEARING CAPACITY OF 2000 P.S.F.
4. BEARING AREA OF SOIL BASED ON 65 P.S.I. WATERMAIN PRESSURE.

*1. 1'-9" MIN. FOR 12" OR SMALLER DIA.
2'-9" MIN. FOR 16" DIA.
4'-0" MIN. FOR 24" DIA.

*2. 1'-3" MIN. FOR 12" OR SMALLER DIA.
2'-0" MIN. FOR 16" DIA.
2'-10" MIN. FOR 20" DIA.

THRUST BLOCKING DETAIL



(1) MECHANICALLY COMPACTED CA-6 CRUSHED STONE IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB, GUTTER AND SIDEWALK, MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.

(2) WATERMAIN:
CA-6 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF DUCTILE IRON PIPE ALL AROUND.
*CA-6 CRUSHED STONE TO 6" ABOVE TOP OF PVC PIPE.

STORM SEWER:
CA-6 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF PIPE.

SANITARY SEWER:
CA-6 CRUSHED STONE TAMPED INTO PLACE TO 12" ABOVE TOP OF PIPE.

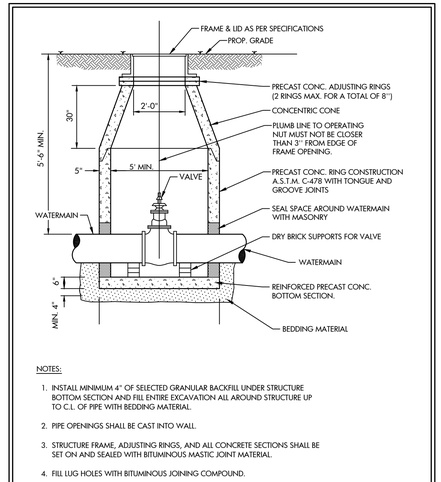
(3) 4" BED MECHANICALLY COMPACTED CA-6 CRUSHED STONE MATERIAL.

(4) UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED.

(5) TRENCH WIDTH: MAX. 18" PLUS PIPE OUTSIDE DIAMETER FOR TRENCHES < 5'
MAX. 36" PLUS PIPE OUTSIDE DIAMETER FOR TRENCHES > 5'

(6) CONTRACTOR TO DETERMINE SAFE TRENCH SIDE SLOPE FOR EXCAVATION AND BACKFILL IN ACCORDANCE WITH OSHA STANDARDS.

PIPE BEDDING DETAIL



NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

VALVE VAULT DETAIL

STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

41-2.01 PROTECTION OF WATER MAIN AND WATER SERVICE LINES

41-2.01A GENERAL

Water mains and water service lines shall be protected from sanitary sewers, storm sewers, combined sewers, house sewer service connections and drains as follows:

41-2.01B HORIZONTAL SEPARATION - WATER MAINS AND SEWERS

(1.) Water mains shall be located at least ten (10) feet (3.1 m) horizontally from any existing or proposed drain, storm sewer, sanitary sewer, combined sewer or sewer service connection.

(2.) Water mains may be located closer than ten (10) feet (3.1 m) to a sewer line when:

(a) local conditions prevent a lateral separation of ten (10) feet (3.1 m); and

(b) the water main invert is at least eighteen (18) inches (460 mm) above the crown of the sewer; and

(c) the water main is either in a separate trench or in the same trench on an undisturbed earth shelf located to one side of the sewer.

(3.) When it is impossible to meet (1) or (2) above, both the water main and drain or sewer shall be constructed of slip-on or mechanical joint cast or ductile iron pipe, prestressed concrete pipe, or PVC pipe equivalent to water main standards of construction. The drain or sewer shall be pressure tested to the maximum expected surcharge head before backfilling. See Standard Drawing No. 18.

STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

41-2.01C VERTICAL SEPARATION - WATER MAINS AND SEWERS

(1.) A water main shall be separated from a sewer so that its invert is a minimum of eighteen (18) inches (460mm) above the crown of the drain or sewer whenever water mains cross storm sewers, sanitary sewers or sewer service connections. The vertical separation shall be maintained for that portion of the water main located within ten (10) feet (3.1m) horizontally of any sewer or drain crossed. A length of water main pipe shall be centered over the sewer to be crossed with joints equidistant from the sewer or drain.

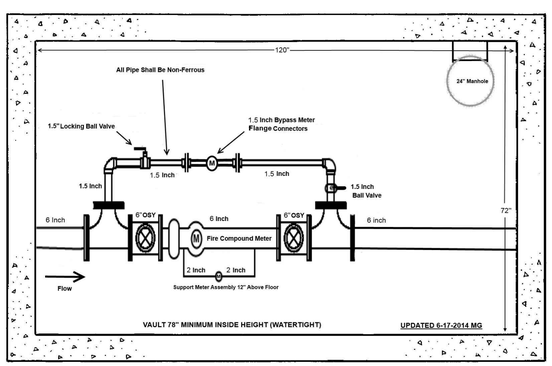
(2.) Both the water main and sewer shall be constructed of slip-on or mechanical joint cast or ductile iron pipe, prestressed concrete pipe, or PVC pipe equivalent to water main standards of construction when: (a) it is impossible to obtain the proper vertical separation as described in (1) above; or (b) the water main passes under a sewer or drain.

(3.) A vertical separation of eighteen (18) inches (460 mm) between the invert of the sewer or drain and the crown of the water main shall be maintained where a water main crosses under a sewer. Support the sewer or drain lines to prevent settling and breaking the main, as shown on the Plans or as approved by the ENGINEER.

(4.) Construction shall extend on each side of the crossing until the perpendicular distance from the water main to the sewer or drain line is at least ten (10) feet (3.1 m) See Standard Drawings No. 20-23.

WATER AND SEWER SEPARATION REQUIREMENTS (HORIZONTAL AND VERTICAL SEPARATION)

6" TYPICAL UNDERGROUND METER PIT INSTALLATION



WATER METER VAULT DETAIL

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PUBLIC WORKS

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
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Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 1

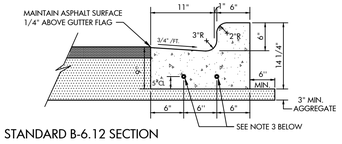
PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

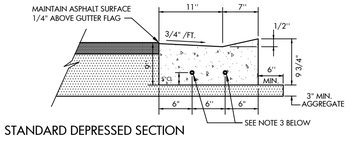
SHEET NO.
C6.1

PROJ. NUMBER: 21022

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STANDARD B-6.12 SECTION

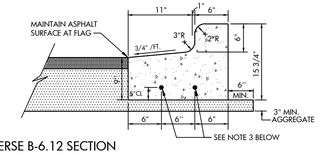


STANDARD DEPRESSED SECTION

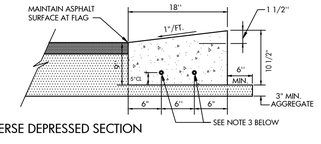
NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2-#4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE.

STANDARD B-6.12 CURB AND GUTTER DETAIL



REVERSE B-6.12 SECTION

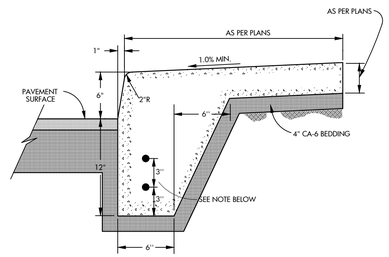


REVERSE DEPRESSED SECTION

NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
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4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE.

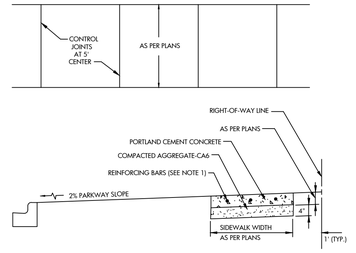
REVERSE B-6.12 CURB AND GUTTER DETAIL



NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2-#4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.

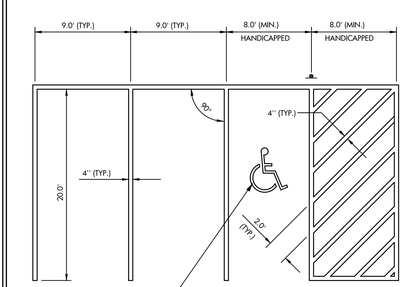
COMBINATION BARRIER CURB AND SIDEWALK DETAIL



NOTES:

1. AT ALL TRENCH CROSSINGS, 3-1/2" REINFORCING BARS (10' LONG) SHALL BE PLACED, EQUALLY SPACED AND CENTERED OVER THE TRENCH.
2. CONCRETE THICKNESS SHALL BE 8" AT ALL DRIVEWAYS AND TRENCH CROSSINGS.
3. 3/4" EXPANSION JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 50'.
4. CONTROL JOINTS SHALL BE THE SAME AS THE SIDEWALK WIDTH AND 1/4" IN DEPTH.

TYPICAL SIDEWALK DETAIL

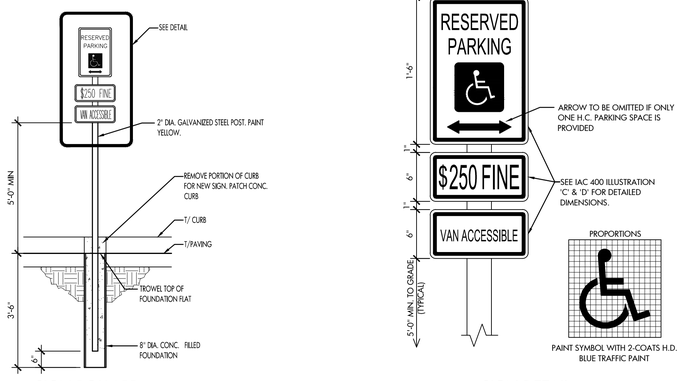


90° STALL

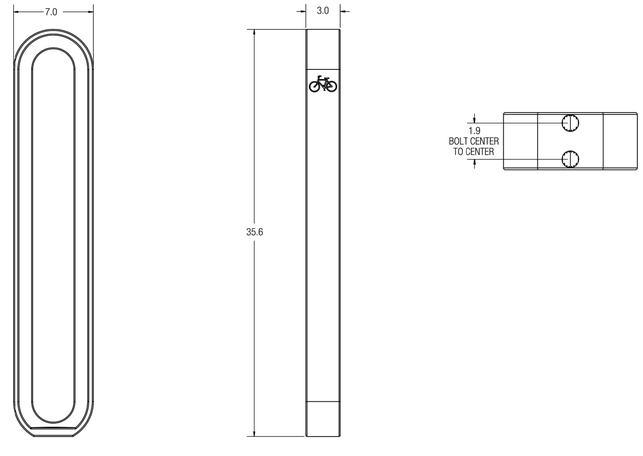
NOTE:

1. ALL STRIPING TO BE TWO COATS WHITE PAINT, UNLESS OTHERWISE NOTED.

TYPICAL 90° PARKING STRIPING DETAIL



R7-8 HANDICAPPED SIGN DETAIL



CUSTOMER APPROVAL:

X_____

DATE:

X_____

UNLESS OTHERWISE SPECIFIED, DIMENSIONS ARE IN INCHES	FORMS+SURFACES® 10 Pine Street, Pittsburgh, PA 15223 Tel (800) 451-0410 Fax (412) 781-7840		
TOLERANCES (UNLESS OTHERWISE SPECIFIED): FRACTIONAL: ±1/32 ANGULAR/BEND: ±1° THREE PLACE DECIMAL: ±.030 TWO PLACE DECIMAL: ±.020		DATE	OLYMPIA BIKE RACK SKOLY
		01/01/2011	
MATERIAL: SEE DATA SHEET			
FINISH: SEE DATA SHEET	DO NOT SCALE DRAWING		
WEIGHT: 22 LBS	PROPRIETARY AND CONFIDENTIAL		
SOURCE: -	THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FORMS + SURFACES. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS PROHIBITED.	SIZE: B	DWG. NO.: SKOLY-CS / REV: 0 / SHEET: 1 OF 1
SCALE: N.T.S.			

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

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E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 2

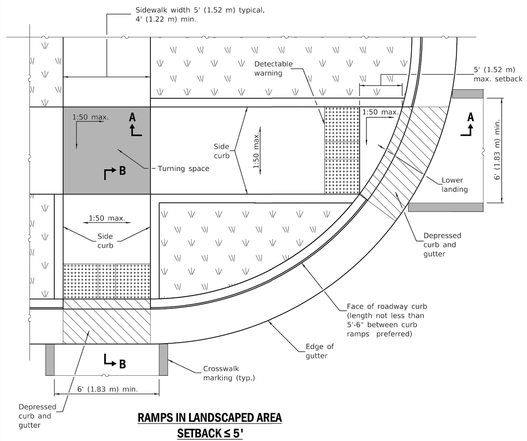
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630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
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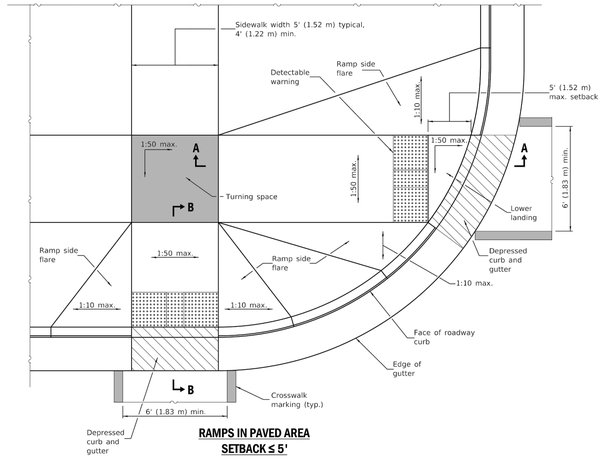
SHEET NO.
C6.2

PROJ. NUMBER: 21022

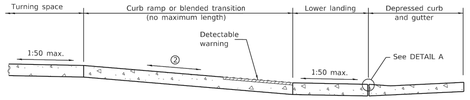
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RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

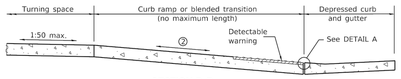


RAMPS IN PAVED AREA
SETBACK ≤ 5'



SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

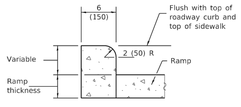


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

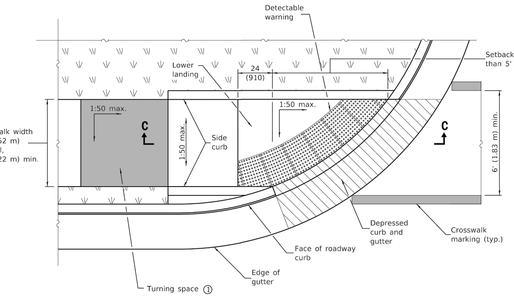
See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.

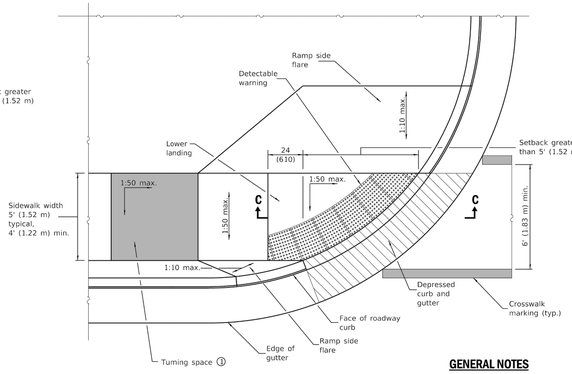
PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)

STANDARD 424001-11

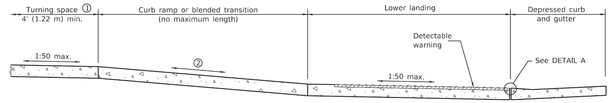
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTHA 1-1-19 (424001)



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

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

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

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

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

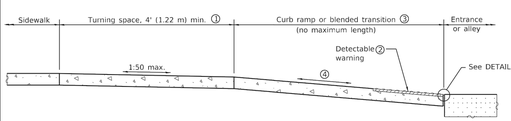
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)

STANDARD 424001-11

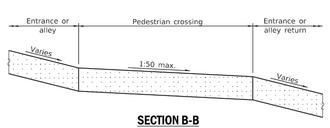
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTHA 1-1-19 (424001)



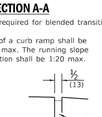
SECTION A-A

① Turning space not required for blended transitions.

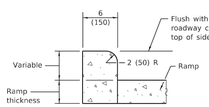
④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



SECTION B-B



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

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

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

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

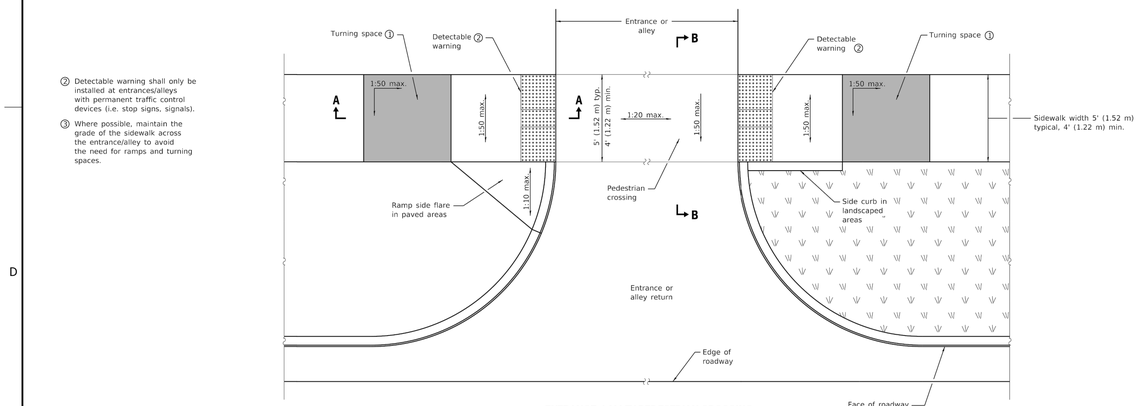
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.
1-1-18	Omitted diagonal slope at
	upper landings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

STANDARD 424026-03

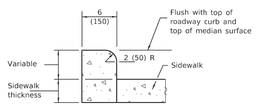
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTHA 1-1-19



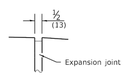
ENTRANCE / ALLEY PEDESTRIAN CROSSING

② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

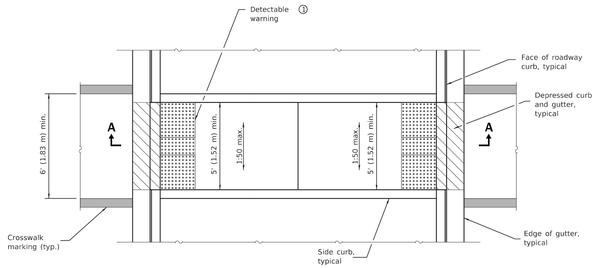
③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.



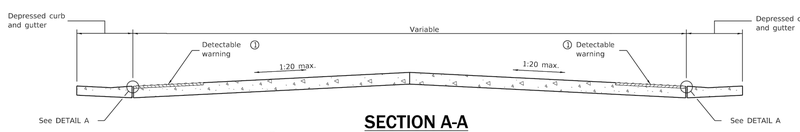
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable warnings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

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

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

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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

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

DATE	REVISIONS
1-1-19	Added placement tolerances for
	detectable warnings.
1-1-12	Widened crosswalk to 6'.
	(1.83 m) min. inside dimension.
	Revised General Notes.

MEDIAN PEDESTRIAN CROSSINGS

STANDARD 424031-02

Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
BDE/ISTHA 1-1-12

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
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E-mail: info@civworks.com
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CivWorks Consulting, LLC

SHEET TITLE: SITE CONSTRUCTION DETAILS - 3

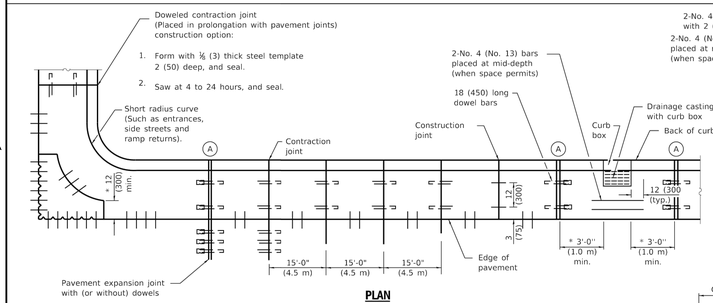
PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.: OP
DRAWN BY: OP
FIRST ISSUE DATE: 09-21-2021
SCALE: N.T.S.

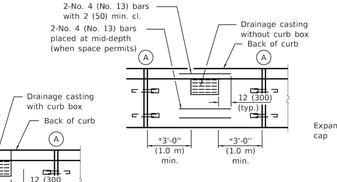
SHEET NO.
C6.3

PROJ. NUMBER: 21022

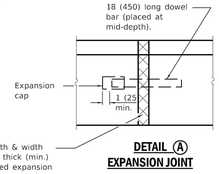
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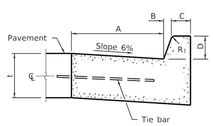
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



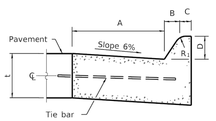
* This dimension shall be adjusted to align with joint on the adjacent pavement



DETAIL Ⓐ
EXPANSION JOINT



BARRIER CURB

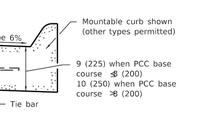


MOUNTABLE CURB

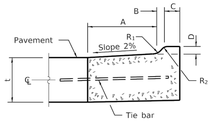
TABLE OF DIMENSIONS BARRIER CURB						
TYPE	A	B	C	D	R_1	
B-6.06 ✱ (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)	
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)	
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)	
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)	
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)	
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)	
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)	

✱ For corner islands only.

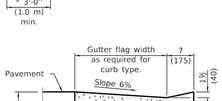
TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



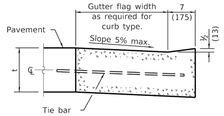
ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)



DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

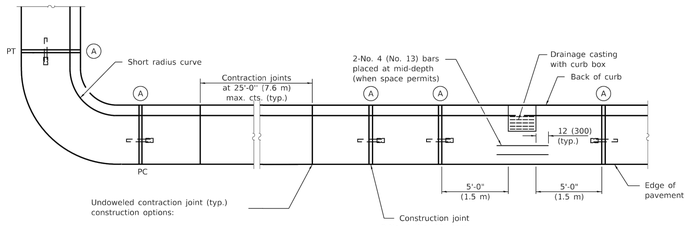
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie
	bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier
	curb and gutter to table
	(corner islands only).

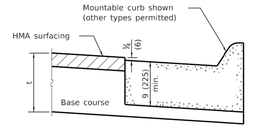
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

STANDARD 606001-07

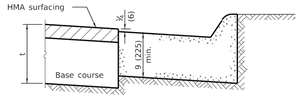
Illinois Department of Transportation
PASSED January 1, 2018 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2018 — ENGINEER OF DESIGN AND ENVIRONMENT
606001-07 1-1-18



PLAN



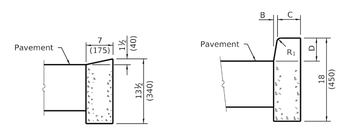
ON DISTURBED SUBGRADE



ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

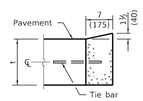
Illinois Department of Transportation
PASSED January 1, 2019 — ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
606001-07 1-1-19



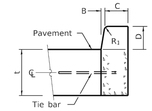
DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



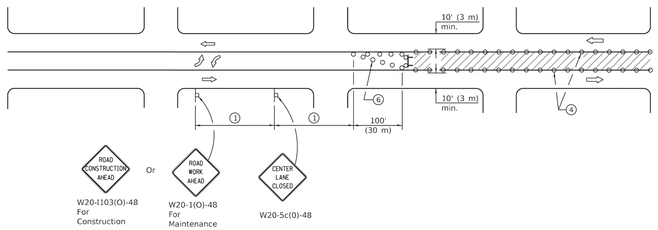
BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001-07



CASE I
(Signs required for both directions)

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign
- Cone, drum or barricade
- Sign on portable or permanent support
- Type III barricade with flashing lights

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (70 km/h).
3. Required if work exceeds 500' (164 m) or 1 block.
4. Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

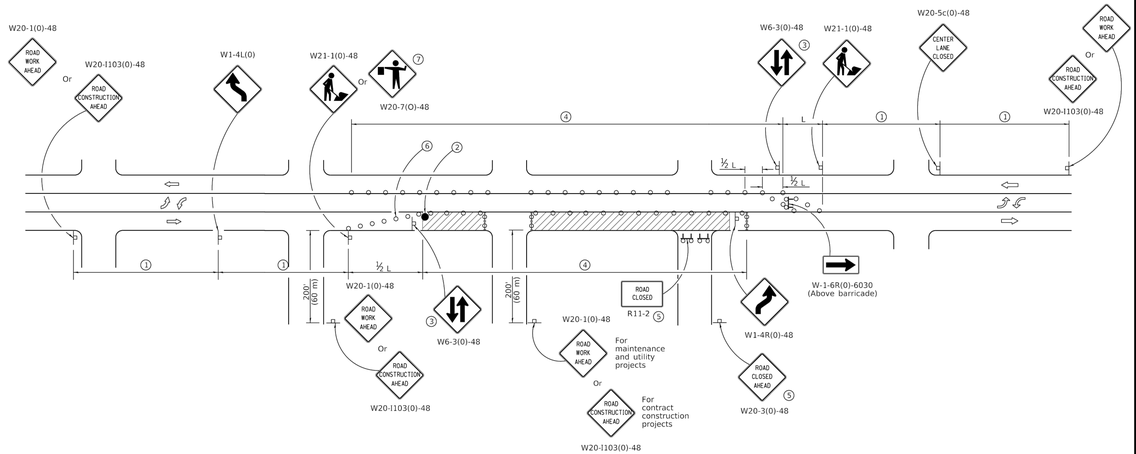
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Corrected sign number for
	TWO WAY TRAFFIC sign for
	CASE II.

URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 1 of 2)

STANDARD 701502-09

Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY, PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
606001-07 1-1-19



CASE II

Illinois Department of Transportation
APPROVED January 1, 2019 — ENGINEER OF SAFETY, PROG. AND ENGINEERING
APPROVED January 1, 2019 — ENGINEER OF DESIGN AND ENVIRONMENT
606001-07 1-1-19

URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 2 of 2)

STANDARD 701502-09

REVISIONS		
5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
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Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE:
SITE CONSTRUCTION DETAILS - 4

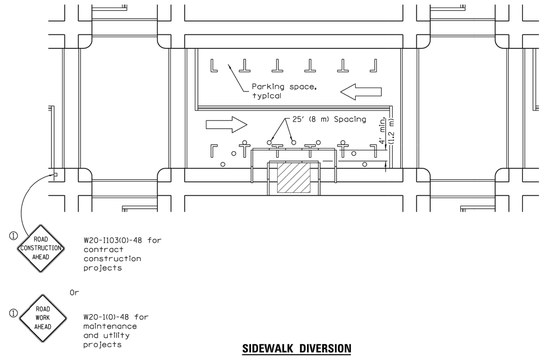
PROJECT:
PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

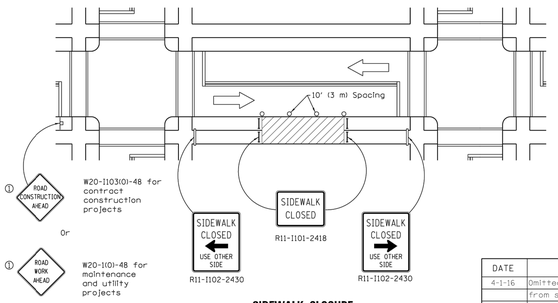
SHEET NO.
C6.4

PROJ. NUMBER: 21022

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SIDEWALK DIVERSION



SIDEWALK CLOSURE

SYMBOLS

- Work area
- Sign on portable or permanent support
- Barricade or drum
- Cone, drum or barricade
- Type III barricade
- Detectable pedestrian channelizing barricade

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

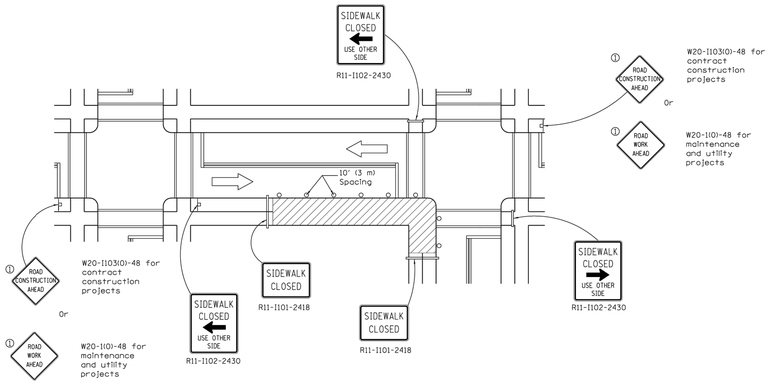
DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of plan views. Renamed Std.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

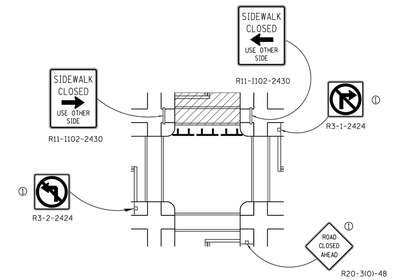
(Sheet 1 of 2)

STANDARD 701801-06

Illinois Department of Transportation
APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016
ENGINEER OF BUREAU AND ENVIRONMENT
ISSUED 1-1-97



CORNER CLOSURE



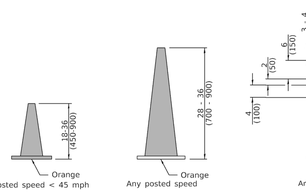
CROSSWALK CLOSURE

Illinois Department of Transportation
APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING
APPROVED April 1, 2016
ENGINEER OF BUREAU AND ENVIRONMENT
ISSUED 1-1-97

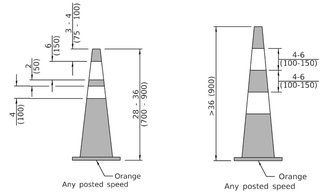
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06

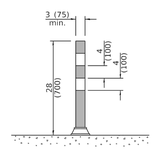


DAYTIME USE

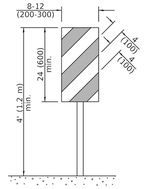


DAY OR NIGHTTIME USE

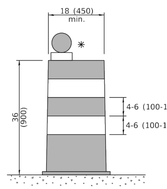
CONES



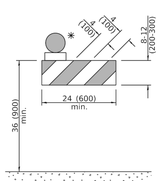
TUBULAR MARKER



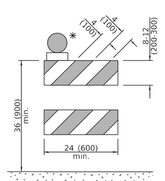
VERTICAL PANEL
POST MOUNTED



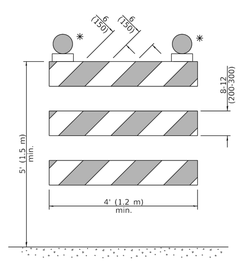
DRUM



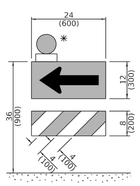
TYPE I BARRICADE



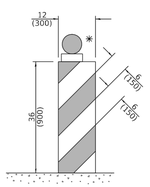
TYPE II BARRICADE



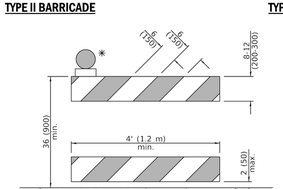
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

✳ Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

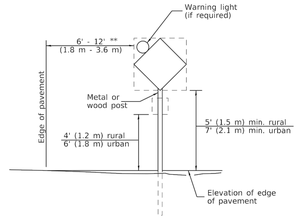
DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

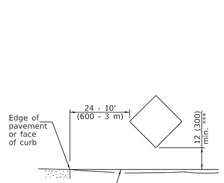
STANDARD 701901-08

Illinois Department of Transportation
APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING
APPROVED January 1, 2019
ENGINEER OF BUREAU AND ENVIRONMENT
ISSUED 1-1-13



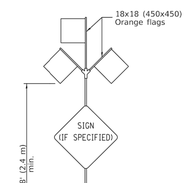
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE



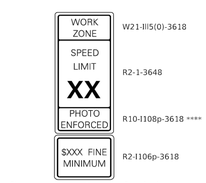
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



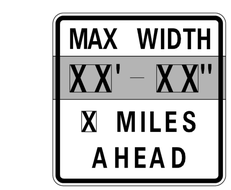
Sign assembly as shown on Standards or as allowed by District Operations.



This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

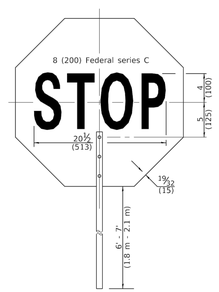
**** R10-1108p shall only be used along roadways under the jurisdiction of the State.



W12-1103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
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Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 5

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C6.5

PROJ. NUMBER: 21022

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GENERAL CONDITIONS

DEFINITION OF TERMS

a. "CLIENT" shall mean StoreBuild, LLC, which is the person or entity with whom CivWorks Consulting, LLC has contracted with to prepare Civil Engineering PLANS and SPECIFICATIONS.

b. "ENGINEER" shall mean CivWorks Consulting, LLC, a Civil Engineering consultant on the subject project.

c. "PLANS and SPECIFICATIONS" shall mean the Civil Engineering PLANS and SPECIFICATIONS prepared by the ENGINEER, which may be a part of the contract documents for the subject project.

d. "CONTRACTOR" shall mean any person or entity performing any work described in the PLANS and SPECIFICATIONS.

e. "JURISDICTIONAL GOVERNMENTAL ENTITY" shall mean any municipal, county, state or federal unit of government from whom an approval, permit and/or review is required for any aspect of the subject project.

INTENT OF THE CONTRACT DOCUMENTS

The intention of the PLANS and SPECIFICATIONS is to set forth certain requirements of performance, type of equipment and structures, and standards of materials and construction. They may also identify labor and materials, equipment and transportation necessary for the proper execution of the work but are not intended to be infinitely determined so as to include minor items obviously required as part of the work. The PLANS and SPECIFICATIONS require new material and equipment unless otherwise indicated, and to require complete performance of the work in spite of omissions of specific references to any minor component part. It is not intended, however, that materials or work not covered by or properly inferred from any heading, branch, class or trade of the SPECIFICATIONS shall be supplied unless distinctly so noted. Materials or work described in words, which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.

INTERPRETATION OF PLANS AND SPECIFICATIONS

a. The CLIENT and/or CONTRACTOR shall promptly report any errors or ambiguities in the PLANS and SPECIFICATIONS to the ENGINEER. Questions as to meaning of PLANS and SPECIFICATIONS shall be interpreted by the ENGINEER, whose decision shall be final and binding on all parties concerned.

b. The ENGINEER will provide the CLIENT with such information as may be required to show revised or additional details of construction.

c. Should any discrepancies or conflicts on the PLANS or SPECIFICATIONS be discovered either prior to or after award of the contract, the ENGINEER's attention shall be called to the same before the work is begun thereon and the proper corrections made. Neither the CLIENT nor the CONTRACTOR may take advantage of any error or omissions in the PLANS and SPECIFICATIONS. The ENGINEER will provide information when errors or omissions are discovered.

GOVERNING BODIES

All works herein proposed shall be completed in accordance with all requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, and all such pertinent laws, directives, ordinances and the like shall be considered to be a part of these SPECIFICATIONS. If a discrepancy is noted between the PLANS and SPECIFICATIONS and requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, the CONTRACTOR shall immediately notify the ENGINEER in writing.

LOCATION OF UNDERGROUND FACILITIES

When the PLANS and SPECIFICATIONS include information pertaining to the location of existing underground facilities, such information represents only the opinion of the ENGINEER as to the approximate location of such utilities. At the locations wherein detailed positions of these facilities become necessary to the new construction, the CONTRACTOR shall furnish all labor and tools to either verify and substantiate the location or definitely establish the position of the facilities. The ENGINEER assumes no responsibility whatever with respect to the sufficiency or accuracy of the information shown on the PLANS and SPECIFICATIONS relative to the location of underground facilities.

It shall be the CONTRACTOR's responsibility prior to construction, to notify all Utility Companies of the intentions to begin construction and to verify the actual location of all such facilities. The CONTRACTOR shall also obtain from the respective Utility Companies the working schedules for removing or adjusting these facilities.

UNSUITABLE SOILS

The PLANS have been prepared by the ENGINEER based on the assumption that all soils on the project are suitable to support the proposed improvements shown. The CONTRACTOR shall immediately notify the ENGINEER if he discovers or encounters an obstruction that prevents the installation of the improvement according to the line and grades shown on the PLANS.

PROTECTION OF TREES

All trees that are not to be removed shall be protected from damage. Trees shall not be removed unless requested to do so in writing by the CLIENT.

NOTIFICATION OF UTILITY COMPANIES

The CONTRACTOR shall notify all applicable Jurisdictional Governmental Entities or utility companies, i.e., electric, telephone, gas and cable TV prior to beginning any construction so that said entity or company can establish the location of underground pipes, conduits or cables adjoining or crossing proposed construction.

SOIL BORING DATA

Copies of results of soil boring and reports, if such borings were taken by the CLIENT in the vicinity of the proposed construction site, should be made available by the CLIENT to the CONTRACTOR. These borings are presented for whatever purpose the CONTRACTOR chooses to make of them. The ENGINEER makes no representation or warranty regarding the number, location, spacing or depth of borings taken, nor of the accuracy or reliability of the information given in the results thereof.

Further, the ENGINEER does not assume responsibility for the possibility that during construction, the soil and groundwater condition may be different than indicated. Neither does the ENGINEER assume responsibility for variations of soil and groundwater at location between borings. The CONTRACTOR is required to make its own borings, explorations and observations to determine soil and groundwater conditions.

TRAFFIC CONTROL

The CONTRACTOR shall provide when required by any JURISDICTIONAL GOVERNMENTAL ENTITY, all signs, equipment, and personnel necessary to provide for safe and efficient traffic flow in all areas where the work will interrupt, interfere or cause to change in any form, the conditions of traffic flow that existed prior to the commencement of any portions of the work. The CLIENT may, at his discretion, require the CONTRACTOR to furnish traffic control under these or other circumstances where in his opinion it is necessary for the protection of life and property. The need for traffic control shall be anticipated by the CLIENT.

UTILITY POLES

It shall be the responsibility of the CONTRACTOR to arrange for the relocation or bracing of existing utility poles that may be within the working limits of this contract. It is expressly understood that all work and costs connected with the maintenance of these utility poles, their temporary relocations, etc., shall be the responsibility of the CLIENT or the CONTRACTOR.

RESTORATION

Restoration of damage to public or private property outside the limits of this project and of all existing roads and rights-of-way and easements shall be completed in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

It is the intent of these SPECIFICATIONS that clean-up and final restoration shall be performed immediately upon completion of each phase of the work so that these areas will be restored as nearly as possible to their original condition or better, and shall include but not be limited to, restoration of maintained lawns and rights-of-way, roadways, driveways, sidewalks, ditches, bushes, hedges, trees, shrubs, fences, mailboxes, sewers, drain tiles, water mains, etc.

ROAD CLEANING

The CONTRACTOR shall maintain roadways adjoining the project site free from mud and debris at all times. If mud and/or debris is carried onto the roadways from vehicles entering onto the highway from either the CONTRACTOR's trucks, his employees' vehicles, or his material suppliers, the CONTRACTOR shall immediately remove said mud and/or debris.

DETAILED SPECIFICATIONS

I. EXCAVATION AND GRADING

A. STANDARDS

This work shall be completed in conformance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

B. GENERAL

EARTHWORK CALCULATIONS AND CROSS SECTIONS

The CONTRACTOR understands that any earthwork calculations, quantities or cross sections that have been furnished by the ENGINEER are for information only and are provided without any guarantee by the CLIENT or ENGINEER whatsoever as to their sufficiency or accuracy. CONTRACTOR warrants that he has performed his own subsurface investigations as necessary and his own calculations and cross sections to determine site soil conditions and earthwork volumes.

C. EXCAVATION AND EMBANKMENT

DEMOLITION

(a) CONTRACTOR shall perform all demolition work in accordance with all applicable Federal, State and local requirements.

(b) The CONTRACTOR shall coordinate all demolition with the JURISDICTIONAL GOVERNING ENTITY and CLIENT to ensure protection and maintenance of sanitary sewer and water utilities as necessary and to provide stormwater conveyance until new facilities are constructed, tested and placed into operation.

(c) CONTRACTOR shall develop and implement a daily program of dust control and shall submit and obtain JURISDICTIONAL GOVERNING ENTITY approval of dust control procedures prior to demolition of any structures. Modification of dust control procedures shall be performed by the CONTRACTOR to the satisfaction of the JURISDICTIONAL GOVERNING ENTITY as requested.

(d) All asphalt pavement curb and gutter and miscellaneous structures shall be demolished by the CONTRACTOR and disposed of as approved by CLIENT.

(e) All existing sewers outside the building as indicated on the PLANS to be abandoned shall be removed from the site and disposed of by the CONTRACTOR.

(f) Voids left by any item removed under any proposed building, pavement or walk or within 24" thereof shall be filled and compacted with suitable materials by the CONTRACTOR.

(g) All fire access lanes within the project area shall remain in service, clean of debris, and accessible for use by emergency vehicles.

(h) Any existing wells encountered shall be exposed and sealed 3' below proposed finish grade by the CONTRACTOR in accordance with Section 920.120 of the Illinois Water Well Construction Code, Department of Public Health, Latest Edition, and all applicable local rules and regulations.

(i) Any existing septic tanks and grease traps encountered shall have all liquids and solids removed and disposed of by a licensed commercial hauler in accordance with Governmental Jurisdictional Entity regulations, and the tank and grease traps shall then be filled with suitable materials or removed from the site and disposed of by the CONTRACTOR.

(j) Any material containing asbestos found within existing structures shall be removed from the site and disposed of off-site by the CONTRACTOR in accordance with County, State and Federal regulations.

CLEARING, GRUBBING AND TREE REMOVAL

The site shall be cleared, grubbed, and trees and stumps removed where designated on the PLANS. Trees designated to remain shall be protected from damage.

TOPSOIL STRIPPING

Upon completion of demolition, clearing, grubbing and tree removal, all topsoil shall be stripped from under all buildings and pavements areas, and other areas necessary to complete the work. Topsoil stripped shall be placed in stockpiles in locations as designated by the CLIENT.

TOPSOIL RESPREAD

Upon completion of parking lot improvements and installation of underground utilities a minimum of six inches (6") of topsoil shall be respread over all onsite areas which are disturbed by earthwork construction, except building pads and pavements, which shall be kept free from topsoil.

EXCAVATION AND EMBANKMENT (FILL)

Upon completion of topsoil stripping, all excavation and embankments shall be completed as shown on the PLANS. All suitable excavated materials shall be hauled, placed (moisture conditioned if necessary) and compacted in the embankment areas. The CONTRACTOR shall include all dewatering, temporary ditching and culverts necessary to complete the excavation and embankment.

Specifically included in the scope of Excavation and Embankments is grading and shaping of all cut or fill areas including swales and ditches; handling of sewer spoil, etc., and all work required to provide positive drainage at the end of each working day and upon completion of a section.

The CONTRACTOR shall be responsible for the excavation of all swales and ditches and for the excavation or filling of the parking lot within the work limits to within ±0.1 feet of the proposed subgrade elevations indicated on the PLANS. He shall be responsible for obtaining compaction in accordance with the minimum values listed in the table below for all embankments unless more stringent values are listed in the soils report, and to use any method approved by the CLIENT necessary to obtain this compaction (i.e., soil fabric or any undercutting that may be required). All existing materials are assumed to have a California Bearing Ratio (CBR) of 3.0.

Type Material	Percent Compaction Standard	Pavement & Floor Slabs	Grass Areas
Sandy Soils	Modified Proctor	95%	90%
Clayey Soils	Standard Proctor	95%	90%

unless approved otherwise in the soils report or by the CLIENT.

The CONTRACTOR shall notify the CLIENT if proper compaction cannot be obtained so that the CLIENT may determine what remedial measures may be needed.

A soils testing firm employed by the CLIENT shall determine which soils are unsuitable. Materials in their natural state being defined as unsuitable that would be suitable material if moisture conditioned, shall be conditioned by the CONTRACTOR and used as suitable embankment material or hauled from the site.

For purposes of definition, unsuitable material shall be as follows unless determined otherwise by the Soils Engineer:

a. Any soil whose optimum moisture content exceeds 25%.
b. Any cohesive soil with a unconfined compressive strength of 1.5 tons per square foot or less.
c. Any soil whose silt content exceeds 60% by weight.
d. Any soil whose maximum density is less than 100 pounds per cubic foot.
e. Any soil containing organic, deleterious, or hazardous material.

Upon completion of excavation and shaping of the water retention areas, all silt seams and granular or sandy soils shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof so that the lakes will maintain the proposed normal water level and that leakage does not exceed ½ inch per week.

Ditches and swales are to be excavated to the lines and grades indicated on the PLANS. All suitable materials excavated from the ditches shall be used in construction of the embankments.

The CONTRACTOR shall notify the CLIENT immediately upon encountering groundwater during excavation. If in the opinion of the CLIENT or the JURISDICTIONAL GOVERNING ENTITY this condition necessitates the installation of perforated drain tile bedded in washed gravel or open storm sewer joints wrapped with fabric, the CONTRACTOR shall install same.

During excavation and embankment, grades may be adjusted to provide an overall site earthwork balance. The CONTRACTOR shall cooperate fully with the CLIENT in adjustment of grades, construction methods and placement of material to meet the above goals and shall immediately advise CLIENT if he believes that the earthwork will not balance.

It is the intent of these PLANS that storm waters falling on the site be diverted into sedimentation / lake / detention basins during construction. The CONTRACTOR shall construct and maintain any temporary ditches or swales that are necessary to accomplish this prior to beginning mass excavation.

EROSION CONTROL

Suitable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

UNDERCUTTING DURING EARTHWORK

If the subgrade cannot be dried adequately by discing as outlined above for placement of material to planned grades and if the CLIENT determines that the subgrade does not meet the standards set forth above, the CLIENT may require undercutting.

II. UNDERGROUND IMPROVEMENTS

A. GENERAL

STANDARDS

All underground improvements shall be constructed and tested in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, The Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois and the City of Arlington Heights Water Main, Sanitary Sewer and Storm Sewer Requirements. In the event of conflicting guidelines, the more restrictive shall govern.

SELECTED GRANULAR BACKFILL

Selected Granular Backfill shall be required for all sewer and water main trenches lying under existing or proposed streets, driveways, parking lots and within 24" thereof, and where noted on PLANS. All material placed in such trenches shall be in accordance with the above standards.l

MANHOLES, CATCH BASIN, & INLETS

All Manholes, Catch Basins, and Inlets shall be constructed of reinforced precast concrete ring construction with tongue and groove joints in conformance with the latest revision of ASTM designation C-478. All joints between sections and frames (except sanitary manholes, see Section IIB Manholes, below) shall be sealed with mastic type bituminous jointing compound. CONTRACTOR shall remove all excess mastic on inside of structure and butter joints with mortar. Manholes are to have offset cones except that no cone shall be used on storm manholes 6'-0" deep or less in which case a reinforced concrete flat top section shall be used, and Valve Vaults shall have concentric cones. Only concrete adjustment rings will be permitted where necessary and shall be limited to two adjustment rings totaling not more than 8" in height. All manholes and catch basin steps shall be copolymer polypropylene with continuous ½" steel reinforcement as manufactured by MA Industries, or approved equal.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS

Horizontal and vertical separation of water and sewer mains shall be in accordance with Standard Specifications for Water and Sewer Construction in Illinois Section 41-2.01B and 41-2.01C and Standard Drawing 18, 19, 20, 21, 22, 23 and 24.

STRUCTURE ADJUSTMENTS

Structures shall be adjusted to the finished grade as shown on PLANS.

B. SANITARY SEWERS AND APPURTENANCES

SANITARY SEWER PIPE

Sanitary sewer pipe including building services, shall conform to the following:

(a) Polyvinyl Chloride (PVC) Sewer Pipe shall be SDR 26, complying with ASTM D2241, 160 psi pressure pipe push-on bell and spigot type joints with rubber ring seal gasket ASTM D3139.

Sanitary sewers shall include bedding and backfilling.

MANHOLES

Manholes shall be constructed in conformance with Section IIA Manholes, etc. above. The concrete base and bottom section shall be constructed of precast reinforced concrete monolithically cast sections including benches, pipe connection and invert flow lines. Manhole frame and lids shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs. or approved equal, with lids imprinted "SANITARY", and recessed pick holes. Manhole joints between adjustment rings and frames and between manhole sections shall be set on preformed plastic gasket consisting of a homogeneous blend of refined hydrocarbon resins and plasticizing compounds reinforced with inert mineral filler to provide a water tight seal. All pipe connection openings shall be precast with resilient rubber water tight pipe sleeves. A 10" elastomeric band (chimney seal, Wrapid Seal Manhole Encapsulation System or approved equal) shall be installed extending from the manhole top to the manhole frame as shown on detail. Manholes shall include steps, frame & grate, bedding, and trench backfill.

BEDDING

Bedding shall be placed as shown on the detail.

TESTING

Sanitary sewers shall be air tested and tested for deflection in accordance with the requirements of Section 31-1.1 "TESTING AND INSPECTION FOR ACCEPTANCE OF SANITARY SEWERS" of the Standard Specifications for Water and Sewer Main Construction in Illinois or the JURISDICTIONAL GOVERNING ENTITY, whichever is more restrictive. In addition, a televised inspection of the completed sanitary sewers shall be conducted and a copy of the videotape and report furnished to the JURISDICTIONAL GOVERNING ENTITY.

All sanitary manholes are to be tested for water tightness in accordance with ASTM C969-94-"Standard Practice for Infiltration and Exfiltration Acceptance Testing of Installed Precast Concrete Pipe Sewer Lines", Vol. 04.05 or ASTM C1244-93-"Standard Test Method for Concrete Sewer Manholes by the Negative Pressure (Vacuum) Test", Vol. 04-05.

SERVICES

A wye branch or "tee" and sanitary service line, properly plugged and sealed shall be constructed as shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted red. The CONTRACTOR shall keep accurate records of all Wye or Tee locations as measured from the downstream manhole as well as the service lengths and furnish same to CLIENT.

RISERS

Risers shall be constructed in locations as shown on the PLANS and according to the detail.

TELEVISION INSPECTION

Upon completion of construction a television inspection of the sanitary sewer system shall be performed on all portions of the sewer if required by the JURISDICTIONAL GOVERNING ENTITIY. Videotapes and written report of all television inspections shall be provided to the CLIENT. The form of report and type and format of the videotape shall be approved by the JURISDICTIONAL GOVERNING ENTITIY.

All sewers and appurtenances shall be cleaned prior to inspection and testing required by this section.

All defects and corrective work required as the result of television inspection shall be performed by the CONTRACTOR without delay. All dips, cracks, leaks, improperly sealed joints and departures from approved grades and alignment shall be repaired by removing and replacing the involved sections of pipe. Upon completion thereof, the sewer shall be retested and such further inspection made as may appear warranted by the CLIENT.

MISCELLANEOUS

a. All abandoned sanitary sewers shall be plugged at both ends with 2-ft long non-shrink concrete or mortar plugs.

b. All floor drains shall be connected to the sanitary sewer.

C. WATER MAINS AND APPURTENANCES

WATER MAIN PIPE (3" AND LARGER)

Water main pipe shall conform to the following:

(a) Ductile iron cement lined pipe conforming to the latest revision of ANSI SPECIFICATIONS A21 Class 52 with 150 psi working pressure or American Water Works Association Specification (AWWA), C150 or ASTM C296 with "push on" type joints.

Installation shall be in accordance with AWWA C603. All water main fittings shall be mechanical joint cast iron ANSI Specification A21.10 or compact ductile iron fittings (AWWA C-153) with 250 psi working pressure.

Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater. Minimum cover for all water mains, including services, shall be 5'-6" from the finished grade. Water main shall include bedding and backfilling.

VALVES AND VAULTS

Valve and vaults shall be constructed in conformance with Section IIA Manholes, etc. above. Frame and lids shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs. or approved equal, with lids imprinted with the word "WATER". Valves shall be non-rising stem and shall close by turning clockwise. All valves shall be resilient wedge gate or ball valves conforming to the latest revision of AWWA Specification C500 with a rated working pressure of 200 psi in accordance with JURISDICTIONAL GOVERNING ENTITIY requirements, except that butterfly valves shall be constructed on all water mains 16" diameter and larger. Valve vaults shall include valve, frame and grate, bedding, and trench backfill, if required.

VALVES AND BOXES

Valves and boxes shall be constructed in conformance with the standard detail. Valve boxes shall be Minneapolis style extension screw type having lids imprinted with the letters "Water" and shall close by turning clockwise. All valves shall be resilient wedge gate or ball valve conforming to the latest revision of AWWA Specification C500 with a rated working pressure of 200 psi in accordance with JURISDICTIONAL GOVERNING ENTITIY requirements, except that butterfly valves shall be constructed on all water mains 16" diameter and larger.

TAP, STOPS AND BOX

The CONTRACTOR shall determine from the JURISDICTIONAL GOVERNING ENTITY as to the exact style, type, and manufacture of Corporation stops, ground key stops and services boxes preferred by the JURISDICTIONAL GOVERNING ENTITIY and shall furnish same.

FIRE HYDRANTS

All Fire Hydrants on new water main shall be new Waterous Pacer Model WB-67 Fire Hydrants painted red.

SMALL WATER SERVICES (2" DIAMETER OR LESS)

Water services shall be type K copper size as shown on PLANS, and constructed where shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted blue. The CONTRACTOR shall keep accurate records of tap locations and service box locations, as well as the service lengths and furnish same to CLIENT. Water services shall include bedding and trench backfill.

DISINFECTION

Disinfections shall meet all of the requirements of the State of Illinois, Environmental Protection Agency, Public Water Supplies Division. The safe quality of the water supply shall be demonstrated by bacteriological analysis of samples collected at sampling taps on at least two consecutive days following disinfection of the mains and copies of the said report submitted to the JURISDICTIONAL GOVERNING ENTITIY and the CLIENT.

PRESSURE TEST

Allowable leakage, test pressure and duration shall be as per the requirements of the JURISDICTIONAL GOVERNING ENTITIY.

PRESSURE CONNECTION TO EXISTING WATER MAIN

The CONTRACTOR shall maintain system pressure on existing water main at all times. Existing water main shall be located and material excavated, and valve basin slab and main supports installed. The existing water main shall be cleaned and the exterior disinfected prior to making the tap (all materials used shall conform to AWWA C110).

BEDDING

Bedding shall be placed as shown on the detail.

D. STORM SEWERS AND APPURTENANCES

STORM SEWER PIPE

Storm sewer pipe shall conform to the following:

(a) Polyvinyl Chloride (PVC) Pipe: ASTM D3034, rated SDR 21, continually marked with manufacturer's name, pipe size, cell classification, SDR rating. Joints shall conform to ASTM D3212.

(b) Reinforced concrete pipe minimum Class IV in conformance with the latest revision of ASTM designation C-76 pipe with C443 joints.

Storm sewer shall include bedding and trench backfill.

MANHOLES, INLETS & CATCH BASINS

Manholes, Inlets and Catch Basins shall be constructed in conformance with Section IIA Manholes, etc. above. Frames and lids shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs. or approved equal, with lids imprinted with the word "STORM" and a "DUMP NO WASTE DRAINS TO CREEK" emblem. All frames and grates shall be provided such that the flange fully covers the opening plus 2" of the structure as a minimum. Manholes shall include steps, frame & grate, bedding and trench backfill.

BEDDING

Bedding shall be placed as shown on the detail.

MISCELLANEOUS

(a) All existing field drainage tile or storm sewers encountered or damaged during construction shall either be restored to their original condition, properly rerouted and/or connected to the storm sewer system.

(b) Footing drains shall be connected to sump pumps or discharged directly into storm sewers. Footing drains or drainage tile shall not be connected to the sanitary sewer.

III. ROADWAY AND PARKING LOT IMPROVEMENTS

STANDARDS

Work shall be completed in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

SUBGRADE PREPARATION

The CONTRACTOR shall be responsible for all subgrade compaction and preparation to ±0.1-foot of the proposed subgrade elevation with the average subgrade elevation to be within ±0.02-feet of the proposed subgrade grade elevation.

BITUMINOUS BASE COURSE

Bituminous base course shall be installed where shown on the PLANS and shall have a Marshall stability of 750 or greater.

AGGREGATE BASE COURSE TYPE 'B'

Compacted aggregate base course type "B" shall be constructed using IDOT Type CA6 materials and shall be placed where shown on the PLANS.

BITUMINOUS CONCRETE, BINDER AND SURFACE COURSE

Bituminous pavement shall consist of bituminous concrete binder and surface courses (IDOT) Class I, to the compacted thickness as shown on the PLANS. The base course shall be cleaned and primed in accordance with the JURISDICTIONAL GOVERNING ENTITIY. The bituminous concrete surface course shall be placed after the base course has gone through one winter season, as directed by the CLIENT. Prior to the placement of the bituminous concrete surface, the JURISDICTIONAL GOVERNING ENTITIY shall examine the completed pavement, including curb and gutter, and all failures shall be corrected by the CONTRACTOR.

SIDEWALKS

Concrete sidewalks shall be constructed to width and thickness as shown on the PLANS. Sidewalks shall be thickened to a minimum of 8" at all driveways. All sidewalks shall be IDOT Class SI concrete, on aggregate base as shown on the detail. A ¾" expansion joint shall be provided when meeting existing sidewalk.

CURB AND GUTTER

Curb and gutter shall be as per the detail shown on the PLANS, which shall include compacted aggregate base course under the curb and gutter. All contraction and expansion joints shall be constructed as per the detail.

CONCRETE PAVEMENTS

Concrete pavements shall be constructed as shown on the PLANS. Slabs shall be constructed on an aggregate base course Type B. Driveway entrance aprons shall be constructed with 6"x6" - W2.9xW2.9 welded wire fabric on an aggregate base course Type B. The CONTRACTOR shall sawcut joints in concrete pavements immediately after installation.

CONCRETE CURB REMOVAL AND REPLACEMENT

The CONTRACTOR shall saw cut and remove the existing concrete curb where shown on the PLANS and install a curb of similar cross section and pavement to that removed (or depressed curb and gutter if shown on the PLANS). Upon completion of the curb all voids, if any, between the existing pavement and the new curb shall be filled with concrete to within 2" of the final surface, which is to be filled with bituminous pavement. The area behind the curb shall be filled and compacted with embankment material within 6" of the top of the new curb. The CONTRACTOR shall then restore the remaining 6" to its original condition (i.e., sod, gravel, topsoil). Where proposed curb connects to an existing curb, the existing curb shall be saw cut and then two 18" long x ¾" (#6) dowel bars shall be drilled and installed 9" into the existing and proposed curb. Bars shall be installed in a location similar to the expansion joint in the curb.

PROOF ROLLING

The CONTRACTOR shall provide a fully loaded vehicle, size approved by the CLIENT or JURISDICTIONAL GOVERNING ENTITIY if required. Proof rolling shall be observed by the CLIENT and JURISDICTIONAL GOVERNING ENTITIY. It shall be at the CLIENT's option which of the following methods of proof rolling is to be completed:

(a) If the base course is proof-rolled and passes, then the binder course and the surface course may be placed without further proof rolling.

(b) If the binder course is placed it will be proof-rolled when the CLIENT requests and the surface course shall not be applied until the binder course passes a proper proof rolling.

In any case, the base course and/or the binder course shall be repaired before proceeding to the next step.

PAVEMENT MARKING - PAINT

The CONTRACTOR shall furnish and apply painted marking lines, letters & symbols of the patterns, sizes and colors where shown on the PLANS. Paint shall be as follows:

Federal SPECIFICATIONS and Standards:

1. A-A-2886A Paint, Traffic, Solvent Based (supercedes FS TT-P-85E and FS-TT-P-115F, Type I).

American Association of State Highway and Transportation (AASHTO)

1. AASHTO M248 Ready-Mixed White and Yellow Traffic Paints

PAVEMENT MARKING - THERMOPLASTIC

The CONTRACTOR shall furnish and apply extruded thermoplastic pavement marking lines, letters and symbols of the patterns, sizes and colors where shown on the PLANS. Thermoplastic pavement marking shall be installed in accordance with the IDOT Standard Specifications.

INSURANCE AND LEGAL

HOLD HARMLESS

To the fullest extent permitted by law, the CONTRACTOR shall waive any right of contribution and shall indemnify and hold harmless the ENGINEER, its agents, employees and consultants from and against all claims, damages, losses and expenses, including but not limited to, attorneys' fees and economic or consequential damages, arising out of or resulting from or in connection with the performance of their work. However, this indemnity agreement shall not require the CONTRACTOR to indemnify the ENGINEER, it s consultants, agents or employees against its own negligence.

Claims, damages, losses and expenses as these words are used in the Agreement shall be construed to include, but not be limited to (1) injury or damage consequent upon the failure of or use or misuse of any hoist, rigging, blocking, scaffolding or any and all other kinds of items of equipment, whether or not the same be owned, furnished or loaned by the CONTRACTOR; (2) all attorneys' fees and costs incurred in bringing an action to enforce the provisions of this indemnity or any other indemnity; and (3) time expended by the party being indemnified and their employees, at their usual rates plus costs or travel, long distance telephone and reproduction of documents.

Only to the extent necessary to prevent this provision from being void under Statute 740 ILCS 35/1, this indemnity agreement shall not require the CONTRACTOR to indemnify the ENGINEER, its consultants, agents or employees against its own negligence.

INSURANCE

CONTRACTOR will purchase insurance to protect the ENGINEER and its consultants, agents, and employees from any claims for bodily injuries or property damage arising out of the construction work, including but not limited to naming the ENGINEER and its consultants, agents and employees as additional named insureds under the CONTRACTOR'S general liability policy applicable to the project, which must contain a clause stating that it is primary coverage for the ENGINEER with ENGINEER'S other applicable coverage to be considered excess.

THIRD PARTY BENEFICIARY

The ENGINEER is intended to be a third party beneficiary of the construction contract.

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

REVISIONS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CivWorks Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: GENERAL CONDITIONS AND DETAILED SPECIFICATIONS

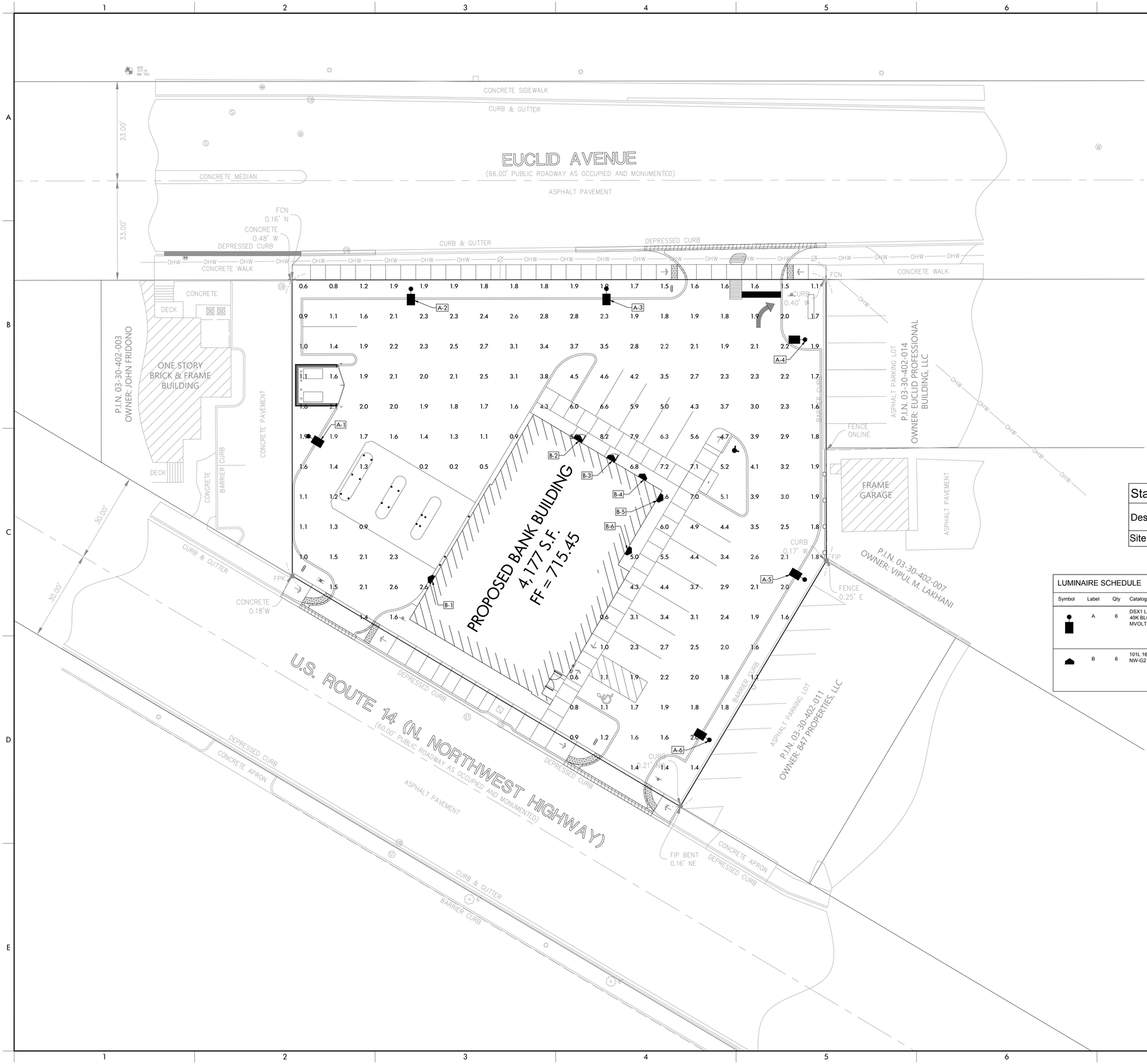
PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C7.0

PROJ. NUMBER: 21022

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GRAPHIC SCALE

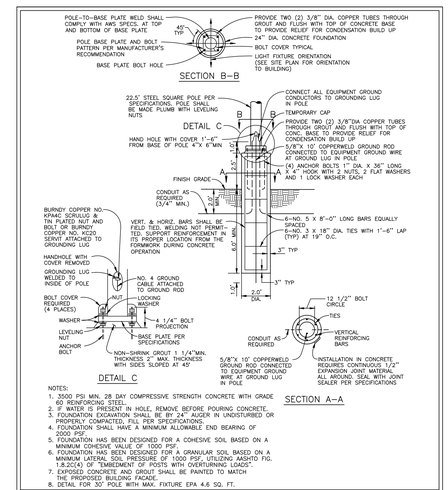
15 0 7.5 15 30

(IN FEET)
1 INCH = 15 FT

Statistics					
Description	Avg	Max	Min	Max/Min	Avg/Min
Site Area	2.53 fc	8.2 fc	0.2 fc	42.76:1	13.16:1

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Mounting Height	File	Lumens	LLF	Watts
	A	6	DSX1 LED P2 40K BLC MVOLT HS	LITHONIA: POLE MOUNTED DSX1 LED W (30) LED COUNT, 700mA DRIVE CURRENT, 70 WATT, 4000K LED, TYPE T3M OPTICS WITH HOUSE SHIELD AND BACK LIGHT CONTROL	LED	25'	DSX1_LED_P2_40K_BLC_MVOLT.ies	Absolute	1.00	70
	B	6	101L 16L 1000 NW-G2 3 UNV	GARDCO: WALL MOUNTED 101L (16) LED COUNT, 1000 Ma DRIVE CURRENT, 55 WATT, 4000K LED TYPE 3 OPTICS	LED	11'-4"	101l-16l-1000-nw-g1-3.IES	Absolute	1.00	55



LIGHT POLE BASE DETAIL

REVISIONS

5	01-31-22	REVISED PER VILLAGE REVIEW
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE PHOTOMETRICS PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=30'

SHEET NO.
PH1.0

PROJ. NUMBER: 21022

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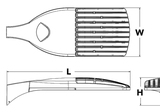
D-Series Size 1
LED Area Luminaire

d|series

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications



EPA: 1.01 ft² (0.09 m²)
Length: 33" (83.8 cm)
Width: 13" (33.0 cm)
Height: 7-1/2" (19.0 cm)
Weight (max): 27 lbs (12.2 kg)

Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability!1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background.

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA DDBXD

DSX1LED							
Series	**LEDs**	**Color temperature**	**Distribution**		**Voltage**	**Mounting**
DSX1 LED	**Forward optics** P1 P4 P7 P2 P5 P8 P3 P6 P9 **Rotated optics** P10! P12! P11! P13!	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted[4]	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short	T5S Type V short T5M Type V medium T5W Type V wide BLC Backlight control[5] LCCO Left corner cutoff[5] RCCO Right corner cutoff[5]	MVOLT[1,6] 120-277V 120[1] 120V 208[1,6] 208V 240[1,6] 240V 277[1,6] 277V 347[1,6] 347V 480[1,6,7] 480V	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[8] RPUMBA Round pole universal mounting adaptor[8] **Shipped separately** KMAB DDBXD U Mast arm mounting bracket adaptor (specify finish)[9]

Control options			Other options		Finish (required)	
Shipped installed		PIRHTFCW Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 3fc[10,11,12]	**Shipped installed**		DDBXD Dark bronze	
NLTAIR2 nLight AIR generation 2 enabled[13]			HS House-side shield[14]		DBLXD Black	
PER NEMA twist-lock receptacle only (controls ordered separate) [1]		BL30 Bi-level switched dimming, 30% [5,14,15]	SF Single fuse (120, 277, 347V)[1]		DNAXD Natural aluminum	
PERS Five-wire receptacle only (controls ordered separate) [1,13]		BL50 Bi-level switched dimming, 50% [5,14,15]	DF Double fuse (208, 240, 480V)[1]		DWHXD White	
PER7 Seven-wire receptacle only (controls ordered separate) [1,13]		PNMTD3 Part night, dim till dawn [5,15]	L90 Left rotated optics [1]		DDBTXD Textured dark bronze	
DMG 0-10V dimming extend out back of housing for external control (leads exit fixture)		PNMT5D3 Part night, dim 5 hrs [5,15]	R90 Right rotated optics [1]		DBLBXD Textured black	
DS Dual switching [16,18]		PNMT6D3 Part night, dim 6 hrs [5,15]	**Shipped separately**		DNATXD Textured natural aluminum	
PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc [5,15,16]		PNMT7D3 Part night, dim 7 hrs [5,15]	BS Bird spikes[14]		DWHGXD Textured white	
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc [5,15,16]		FAO Field adjustable output[16]	EGS External glare shield[17]			
PIRHTW Network, Bi-level motion/ambient sensor[4]						
PIR1FC3V Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [5,15,16]						

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Ordering Information

Accessories

Ordered and shipped separately.

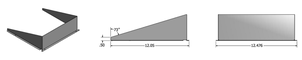
DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V) [1]
DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V) [1]
DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V) [1]
DSHORT SBK U Shorting cap [1]
DSX1HS SBK U House-side shield for 40 LED unit[14]
DSX1HS 40C U House-side shield for 40 LED unit[14]
DSX1HS 60C U House-side shield for 60 LED unit[14]
PUMBA DDBXD U Square and round pole universal mounting bracket (specify finish)[19]
KMAB DDBXD U Mast arm mounting bracket adapter (specify finish)[19]

For more control options, visit DTL and ROAM online.

NOTES

1. P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
2. AMBPC is not available with BLC, LCCO, RCCO or P4, P5, P8, P9 or P13.
3. Not available with HS.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5. Any PIRx with BL30, BL50 or PNMT, is not available with 208V, 240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified.
6. Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
7. Not available in P1 or P10. Not available with BL30, BL50 or PNMT options.
8. Must be ordered with fixture for factory installation. Requires (2) additional mounting holes. Universal mounting bracket is not intended to be used with the Dark Sky Friendly luminaire.
9. Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
10. Must be ordered with PIRHN.
11. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
12. If NLTAIR2 node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting cap included.
13. Provides 0/10V fixture operation via (2) independent drivers. Not available with PER, PERS, PER7, PIR or PIRH. Not available with P1, P2, P3 or P4.
14. Requires (2) separately switched circuits.
15. Reference Motion Sensor Default Settings Table 3.
16. Reference PIR table on page 3 to see functionality.
17. Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
18. Not available with 347V, 480V, PNMT, DS. For PERS or PER7, see PER Table on page 3. Requires isolated neutral.
19. Not available with 347V, 480V, DS, BL30, BL50. For PERS or PER7, see PER Table on page 3. Separate Dusk to Dawn required.
20. Not available with other dimming controls options.
21. Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
22. Not available with P1, P10, P11, P12 or P13. Reference Table 5.
23. Requires luminaire be specified with PER, PER5 or PER7 option. See PER Table on page 3.
24. For retrofit use only.

External Glare Shield

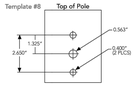


Drilling

HANDHOLE ORIENTATION



Template #8

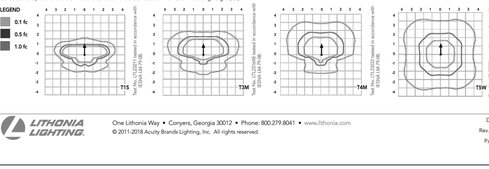


Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

LEGEND
0.1 fc
0.5 fc
1.0 fc



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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)				40K (4000 K, 70 CRI)				50K (5000 K, 70 CRI)				AMBPC (Amber Phosphor Converted)			
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	P1	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130	3,640	1	0	1	70
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130	3,813	1	0	1	73
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131	3,689	1	0	1	71
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127	3,770	1	0	1	73
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131	3,752	1	0	1	72
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128	3,758	1	0	1	72
				TFTM	6,474	1	0	1	120	6,963	1	0	2	129	7,051	1	0	2	131	3,701	1	0	1	71
				T5VS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136	3,928	2	0	0	76
				T5S	6,728	1	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136	3,881	2	0	0	75
				T5M	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136	3,930	2	0	1	76
				T5W	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135	3,820	3	0	1	73
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107					
				LCCO	3,943	1	0	1	73	4,248	1	0	2	79	4,302	1	0	2	80					
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80					
30	700	P2	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129	4,561	1	0	1	67
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128	4,777	1	0	1	70
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129	4,622	1	0	2	68
				T3S	8,031	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125	4,724	1	0	1	69
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129	4,701	1	0	2	69
				T4M	8,083	1	0	2	116	8,708	2	0	2	124	8,818	2	0	2	126	4,709	1	0	2	69
				TFTM	8,267	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129	4,638	1	0	2	68
				T5VS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134	4,922	2	0	0	72
				T5S	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134	4,863	2	0	0	72
				T5M	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134	4,924	3	0	1	72
				T5W	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133	4,787	3	0	1	70
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106					
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79					
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79					
30	1050	P3	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,723	3	0	3	125					
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125					
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125					
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121					
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125					
				T4M	11,426	2	0	2	112	12,309	2	0	2	121	12,465	2	0	2	122					
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125					
				T5VS	12,140	3	0	1	119	13,078	3	0	3	128	13,244	3	0	3	130					
				T5S	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130					
				T5M	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130					
				T5W	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129					
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102					
				LCCO	7,121	1	0	2	70	7,671	1	0	2	75	7,768	1	0	2	76					
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76					
30	1250	P4	125W	T1S	13,455	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117					
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117					
				T2M	13,490	2	0	3	108	14,532	3	0	3	116	14,716	3	0	3	118					
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114					
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117					
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115					
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117					
				T5VS	13,987	4	0	3	112	15,068	4	0	4	120	15,259	4	0	4	122					
				T5S	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122					
				T5M	13,963	4	0	3	112	15,042	4	0	3	120	15,233	4	0	3	122					
				T5W	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121					
				BLC	11,027	1	0	2	88	11,879	1	0	3	95	12,029	1	0	3	96					
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72					
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72					
30	1400	P5	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116					
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116					
				T2M	14,739	2	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117					
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113					
				T3M	14,704	2	0	2	107	15,840	3	0	3	115	16,040	3	0	3	116					
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114					
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116					
				T5VS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121					
				T5S	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121					
				T5M	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121					
				T5W	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120					
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95					
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71					
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71					

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LITHONIA LIGHTING®

FEATURES & SPECIFICATIONS

INTENDED USE — Square straight aluminum general purpose pole for up to 35 foot mounting heights.

CONSTRUCTION — Shaft: Made from extruded 6063-T6 or 6061-T6 aluminum alloy, square tube is uniform in cross-section down length of shaft with no taper.

Hand hole: Reinforced rectangular hand hole is located 18" above base, 4" poles have 2" x 4" hand hole; 5" and 6" poles have 2.5" x 4" hand hole). Hand-hole cover plate made from aluminum alloy.

Hardware: Stainless steel

Top cap: Removable top cap provided with drill-mount poles.

Base Cover: Cast aluminum, two piece. Optional cast aluminum base cover available.

FINISH — Must specify finish.

GROUNDING — Provision located inside hand hole rim. Grounding hardware is not included (provided by others).

ANCHOR BOLTS — Fabricated from carbon steel bar with minimum-yield strength of 55,000 psi. Upper portion of anchor bolt is galvanized per ASTM A-153. Each anchor bolt is furnished with two hex nuts and two flat washers.

Catalog Number
Notes
Type



Anchor Base Poles

SSA

SQUARE STRAIGHT ALUMINUM

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative.

Example: SSA 20 4C DM19 BA

SSA					
Series	**Nominal fixture mounting height**	**Nominal shaft base size/wall thickness**	**Mounting**[1]	**Options**	**Finish**[10]
SSA	8 – 35 feet (See back page.)	(See back page.)	**Tenon mounting** PT Open top T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS)[2] T35 4" O.D. (3-1/2" NPS)[2] **Drill mounting**[3] DM19 1 at 90° DM28 2 at 180° DM28PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° CSX/DSX/ARC*/OMERO* Drill mounting[3] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° AERO.* Suspend drill mounting[3,4] DMAxARGT_ OMERO* Suspend drill mounting[3,4] DMAxAMRT_	**Shipped installed** LJAB Less anchor bolts FBC Full base cover VD Vibration damper TP Tamper proof HT-1BAXX Horizontal arm bracket (1 fixture)[5,6] FDExx Festoon outlet less electrical[7] CP12xx 1/2" coupling[8] CP134xx 1" coupling[8] CPLTxx 1" coupling[8] NPL12xx 1/2" threaded nipple[8] NPL34xx 3/4" threaded nipple[8] NPLTxx 1" threaded nipple[8] EHHxx Extra handhole[9,11] MAEX Match existing[9] USPOM Lithonia Status point of manufacture[12]	**Standard colors** DDB Dark bronze DWH White DBL Black DMB Medium bronze DNA Natural aluminum BA Brushed aluminum **Classic colors** DSS Sandstone DGC Charcoal gray DTG Tennis green DBR Bright red DSB Steel blue **Class 1 architectural anodized** ABL Black ADB Dark bronze ANA Natural **Architectural colors (powder finish)**[10]

NOTES

1. When ordering tenon mounting and drill mounting for the same pole, follow this example: SMA28/T20. The combination includes a required extra handhole.
2. 3-1/2" and 4" tenons available on 5" and 6" shafts only.
3. The drilling template to be used for a particular luminaire depends on the luminaire that is used. Refer to the Technical Data Section of the Outdoor Binder for Drilling Templates.
4. Insert "1" or "2" to designate fixture size; e.g. DM19AST2.
5. Specify location and orientation when ordering option. For 1st "x" Specify the height in feet above base of pole. Example: 1ft = 5 and 20ft = 20
6. For 2nd "x" Specify orientation from handhole (A,B,C,D) Refer to the Handhole Orientation diagram on this page.
7. Horizontal arm is 18" x 2-3/8" O.D. tenon standard.
8. Combination of tenon-top and drill mount includes extra handhole.
9. Must add exigital water number
10. Use when mill certifications are required.
11. Finish must be specified. Additional colors available; see www.lithonia.com/architekten or Architectural Colors brochure (Form No. 794.3).

HANDHOLE ORIENTATION



IMPORTANT INSTALLATION NOTES:

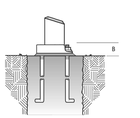
- **Do not** erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use factory template.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.

OUTDOOR POLE-SSA

SSA Square Straight Aluminum Poles

TECHNICAL INFORMATION

Catalog Number	Nominal mount ht. (ft)	Pole Shaft Size (in x ft)	Wall Thick (in)	EPA (ft2) with 1.3 gust 80 mph	90 mph	100 mph	Max.	Bolt Circle (in)	Bolt Size (in. x in. x in.)	Approximate ship (lbs.)
SSA 8 4C	8	4.0 x 8.0	0.125	16.5	12.6	9.9	300	8.5-9.625	3/4 x 18 x 3	32
SSA 10 4C	10	4.0 x 10.0	0.125	11.5	8.6	6.5	230	8.5-9.625	3/4 x 18 x 3	37
SSA 12 4C	12	4.0 x 12.0	0.125	12.4	9.2	6.9	160	8.5-9.625	3/4 x 18 x 3	40
SSA 14 4C	14	4.0 x 14.0	0.125	9.3	6.7	4.8	120	8.5-9.625	3/4 x 18 x 3	50
SSA 15 4C	15	4.0 x 15.0	0.125	8	5.6	3.9	100	8.5-9.625	3/4 x 18 x 3	52
SSA 16 4C	16	4.0 x 16.0	0.125	6.9	4.7	3.1	90	8.5-9.625	3/4 x 18 x 3	54
SSA 16 4G	16	4.0 x 16.0	0.188	11.8	8.5	6.2	130	8.5-9.625	3/4 x 30 x 3	74
SSA 16 5G	16	5.0 x 16.0	0.188	15	11.1	7.5	280	10.5-11.5	3/4 x 30 x 3	83
SSA 18 4C	18	4.0 x 18.0	0.125	4.9	3	1.7	70	8.5-9.625	3/4 x 18 x 3	57
SSA 18 4G	18	4.0 x 18.0	0.188	9.2	6.4	4.4	100	8.5-9.625	3/4 x 30 x 3	80
SSA 18 5G	18	5.0 x 18.0	0.188	16.8	12.2	8.9	230	10.5-11.5	3/4 x 30 x 3	91
SSA 20 4C	20	4.0 x 20.0	0.125	3.3	1.7	0.5	40	8.5-9.625	3/4 x 18 x 3	62
SSA 20 4G	20	4.0 x 20.0	0.188	7	4.6	2.9	80	8.5-9.625	3/4 x 30 x 3	85
SSA 20 5G	20	5.0 x 20.0	0.188	13.6	9.5	6.6	180	10.5-11.5	3/4 x 30 x 3	107
SSA 20 6G	20	6.0 x 20.0	0.188	22	15.9	11.6	230	12-13	1 x 36 x 4	155
SSA 20 6J	20	6.0 x 20.0	0.25	30.4	22.6	17	300	12-13	1 x 36 x 4	202
SSA 25 5G	25	5.0 x 25.0	0.188	7.2	4.2	2	110	10.5-11.5	3/4 x 30 x 3	130
SSA 25 6G	25	6.0 x 25.0	0.188	13.2	8.6	5.4	180	12-13	1 x 36 x 4	180
SSA 25 6J	25	6.0 x 25.0	0.25	19.7	13.8	9.5	250	12-13	1 x 36 x 4	224
SSA 30 6G	30	6.0 x 30.0	0.188	7	3.4	0.8	130	12-13	1 x 36 x 4	210
SSA 30 6J	30	6.0 x 30.0	0.25	12.2	7.5	4.1	170	12-13	1 x 36 x 4	258
SSA 32 6J	32	6.0 x 32.0	0.25	9.7	5.4	2.3	160	12-13	1 x 36 x 4	272
SSA 35 6J	35	6.0 x 35.0	0.25	6.4	2.6	--	200	12-13	1 x 36 x 4	294
SSA 35 7J	35	6.75 x 35.0	0.25	7.6	3.1	--	150	14.625	1 x 36 x 4	290



POLE DATA

Shaft base size	Bolt circle A	Bolt projection B	Base square C	Template description	Anchor bolt description
4"C	8.5" – 9.625"	3.125"	9.938"	ABTEMPLATE P550045	AB18-0
4"G	8.5" – 9.625"	3.125"	9.938"	ABTEMPLATE P550045	AB30-0
5"	10.5" – 11.5"	3.25"	11.563"	ABTEMPLATE P550046	AB30-0
6"	12"–13"	4"	12.25"	ABTEMPLATE P550044	AB36-0
7"	14.625"	4.125"	15"	ABTEMPLATE P550130	AB36-0

IMPORTANT:

- These specifications are intended for general purposes only. Lithonia reserves the right to change material or design, without prior notice, in a continuing effort to upgrade its products.

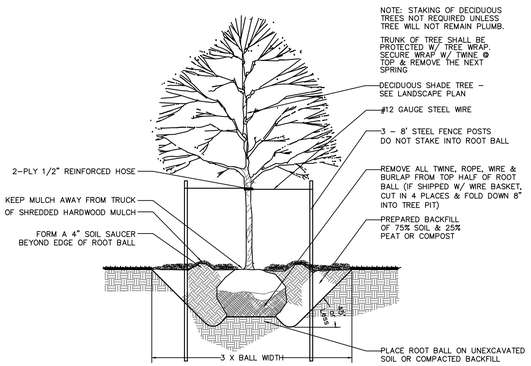
LITHONIA LIGHTING®
An AcuityBrands Company

POLE-SSA

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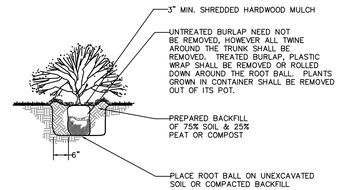
GARDCO by Signify

Wall Mount
LED Wall Sconce



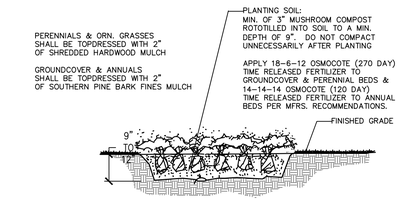
DECIDUOUS TREE

n.t.s.



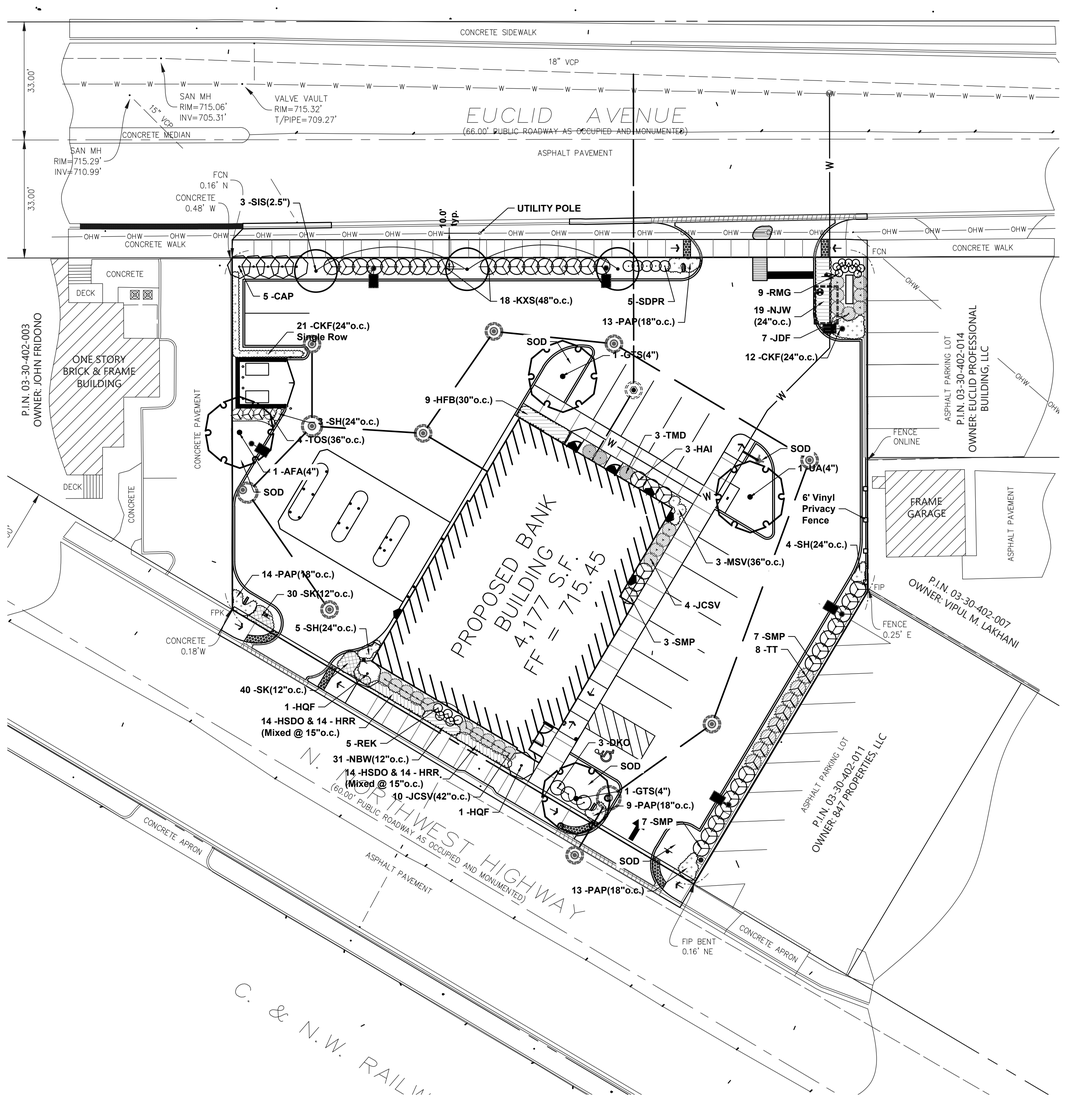
SHRUBS

n.t.s.

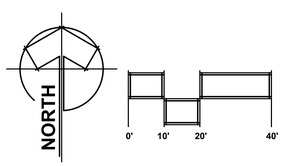


BED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVER & ANNUALS)

n.t.s.



Know what's **below.** **Call** before you dig.



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS SHADE TREES		
AFJ	1	Acer f. 'Armstrong'	Armstrong Red Maple	4.0" BB
GTS	2	Gleditsia t.i.'Skyline'	Skyline Honeylocust	4.0" BB
UA	1	Ulmus 'Morton'	Accolade Elm	4.0" BB
		DECIDUOUS ORNAMENTAL TREES		
SIS	3	Syringa r. 'Ivory Silk'	Ivory Silk Tree Lilac	2.5" BB
		DECIDUOUS SHRUBS & SHRUB ROSES		
CAP	5	Cotoneaster acutifolia	Peking Cotoneaster	36"
DKO	3	Diervilla r. 'G2X88544'	Orange Kodiak Diervilla	#3/18"
FXS	18	Forsythia x. 'Sunrise'	Sunrise Forsythia	36"
HAI	3	Hydrangea a. 'Abetwo'	Incrediball Hydrangea	#5/24"
HQF	2	Hydrangea p. 'Bulk'	Quick Fire Hydrangea	#5/30"
REK	5	Rosa 'BAmir'	Easy Elegance Kashmir Rose	#3/18"
RMG	9	Rosa ' BAgirl'	Easy Elegance My Girl	#3/18"
SDPR	5	Spiraea j. 'SMNSJMFR"	Double Play Red Spirea	#3/18"
SMP	17	Syringa m. 'Pabibin'	Dwarf Korean Lilac	#5/24"
		EVERGREEN SHRUBS		
JDF	7	Juniperus c 'Daub's Frosted'	Daub's Frosted Juniper	#5/24"
JCSV	14	Juniperus c. sargenti 'Verdis'	Green Sargent Juniper	#5/24"
TMD	3	Taxus m. 'Densiformis'	Dense Yew	#5/24"
TOS	4	Thuja o. 'Smaragd'	Emerald Green Arborvitae	5' BB
TT	8	Thuja o. 'Bailjohn'	Technito Arborvitea	3' BB
		ORNAMENTAL GRASS		
CKF	33	Calamgrostis a. 'Karl Foerster'	Feather Reed Grass	#1
MSV	3	Miscanthus s. 'Variegatus'	Variegated Silver Grass	#1
PAP	49	Pennisetum a 'Piglet'	Piglet Fountain Grass	#1
SH	12	Sporobolus heterolepis	Prairie Dropseed	#1
		PERENNIALS		
HRR	28	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	#1
HSDO	28	Hemerocallis 'Stella-de-Oro'	Stella-de-Oro Daylily	#1
HFB	9	Hosta 'Fragrant Bouquet'	Fragrant Bouquet Hosta	#1
NBW	31	Nepeta r. 'Blue Wonder'	Blue Wonder Catmint	#1
NJW	19	Nepeta f. 'Novanepjun'	Junior Walker Catmint	#1
		GROUNDCOVERS & VINES		
SK	7	Sedum kamtschaticum	Russian Sedum **(70 plants)**	from 10 flat

MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
96 SY	Sod	Kentucky Bluegrass Blend (mineral base)
27 CY	Mulch	Shredded Hardwood Bark
70 SF	Mulch	Southern Pine Bark Fines
4 CY	Mulch	Compost (Yard Waste or Mushroom)

GENERAL NOTES:

1. Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

2. The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

3. Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

4. If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

5. Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

6. Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

7. Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

8. Actions taken without the knowledge and consist of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

9. Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

10. Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

11. All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

12. The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

13. All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with a two inch (2") layer of southern pine bark fines mulch.

14. All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

15. Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

16. Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

17. All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

18. Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

19. Sod shall be mineral base only.

20. All plant material shall be guaranteed for one (1) year from the date of acceptance.

REVISIONS

3	Per Village Review	01-31-22
2	Village Review	12-10-21
1	Architect's Review	10-06-21

630 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, ILLINOIS

SEAL:

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TITLE

LANDSCAPE PLAN

PROJECT NO.: 21-175

DATE: 10–06–2021

SCALE: 1"=20'

SHEET

L1.0

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PLANT MATERIAL

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes furnishing of all materials, and the performance of all operation in connection with the planting of deciduous & evergreen trees, deciduous & evergreen shrubs, shrub roses, perennials, ornamental grasses, groundcover, bulbs (if any) and annual flowers (if any) in strict conformance with the project specifications and applicable drawings which are subject to the terms and conditions of the Contract.

1.2 GENERAL REQUIREMENTS

All plant material shall comply with the State of ILLINOIS and FEDERAL laws with respect to inspection for plant diseases and insect infestation. An inspection certificate required by law to this effect shall accompany each shipment. The Landscape Architect reserves the right to inspect the plant material at the place of growth but such inspection shall not preclude the right of rejection at the site.

1.3 APPLICABLE STANDARDS

A. *American National Standards for Tree Care Operations*, ANSI A300, American National Standards Institute, 11 West 42nd Street, New York, N.Y. 10036.
B. *American Standard for Nursery Stock*, ANSI Z60.1, American Nursery & Landscape Association, 1000 Vermont Avenue NW, Suite 300, Washington, D.C. 20005.
C. *Hortus Third*, The Staff of the L.J. Bailey Hortorium, 1976, MacMillan Publishing Co., New York.
D. All standards shall include the latest additions and amendments as of the dated of advertisement for bids.

PART 2 - MATERIALS

2.1 GENERAL
The Landscape Architect reserves the right to tag or inspect plants at the nursery but such inspection shall not preclude the right of rejection at the site. Contractor shall furnish and install all plants as shown on the drawing and in the quantities as actually designated on the drawings. The quantities shown on the plant list are included for convenience purposes only.

2.2 NOMENCLATURE
The names of the plants indicated on the drawings conform generally with those accepted in the nursery trade.

2.3 QUALITY AND SIZE
Plants shall have a habit of growth that is normal for the species and shall be sound, healthy, vigorous, and free from insect pests, their eggs or larvae, plant diseases, and injuries. All plants shall be nursery grown under climatic conditions similar to those which exist in the locality of the site for at least two (2) years and equal or exceed the measurements specified in the plant list. They shall be measured before pruning with branches in formal position. All necessary pruning shall be performed only at the time of planting. Trees will not be accepted which have their leaders cut or which have their leaders damaged so that cutting is necessary. Plants larger in size than specified may be used with the approval of the Landscape Architect but the use of larger plants will make no change in the contract price. Requirements for the measurement, branching, quality, balling, and burlapping of plants on the plant list shall follow the Code of Standards (Z60.1-most current edition) by the AMERICAN NURSERY & LANDSCAPE ASSOCIATION, formerly known as the AMERICAN ASSOCIATION OF NURSERYMEN, INC. All plant material with shriveled dry roots or which does not comply with the specifications will be rejected. All shrubs shall be at least twice transplanted and must have a fully developed fibrous root system typical of the stated species. All shrubs must be freshly dug immediately before shipping unless they are containerized. Pre-dug, healed-in plants may be considered only in special cases involving planting during the hot months between the spring and fall planting seasons. Use of such material will be allowed only upon the approval of the Landscape Architect and is subject to his inspection prior to said approval.

2.4 DELIVERIES
The Contractor shall take all precautions that are demanded by good trade practice to insure arrival of the plant material at the stated delivery point in good condition and without injury of any nature. Plants shall be covered properly to prevent drying, transit disease, or injury.

2.5 TEMPORARY STORAGE
Insofar as it is possible, plant material shall be planted on the day of delivery. In the event this is not possible, the Contractor shall protect the unplanted stock from sun and drying winds at all times. All balled and burlapped plants shall be shaded from the sun, have their ball set off the ground and healed in with sawdust, peat, soil or other moisture-holding material and shall be kept moist. Plants should not remain unplanted for longer than three (3) days if in leaf. On-site storage shall be only in area(s) designated by the Owner.

2.6 SUBSTITUTIONS
Substitutions may be permitted only upon submission of written proof that the specified plant is not obtainable locally. Such substitution may be made only upon authorization by the Landscape Architect.

2.7 SELECTION
All plants shall be obtained from nurseries licensed by the State of Illinois and approved by the Landscape Architect. The Landscape Architect reserves the right to accompany the Contractor to the nurseries for the purpose of selecting (tagging) material. Plant sources located outside the State of Illinois must be approved by the Landscape Architect.

2.8 TOPSOIL
Topsoil if needed shall be imported. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:
A. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
B. pH: No lower than 5.0 nor higher than 8.0.
C. TEXTURE: No more than 25 percent clay.
D. SOLUBLE SALT: No more than 1000 ppm
E. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.9 MULCH
Mulch shall consist of the following:

A. MUSHROOM COMPOST
Mushroom compost shall be composed of well-rotted cattle or stable manure with an admixture of 15-30% topsoil and shall have been used for the commercial growing of at least one (1) crop of mushrooms.
B. SHREDDED HARDWOOD BARK (general mulching)
Shredded hardwood bark shall consist of finely shredded hardwood bark, free of sticks and leaves.

2.10 FERTILIZER & NUTRIENTS

Fertilizer shall be commercial fertilizer which shall be a complete fertilizer with the following approximate analysis:

A. Shrubs
Woodace (14-3-3) slow-release briquettes or acceptable equivalent approved by Landscape Architect.
B. Roses
1. Woodace (14-3-3) slow-release briquettes
2. Superthrive liquid or acceptable equivalent approved by Landscape Architect.
C. Perennials, Groundcover, Ornamental Grasses & Vines
Osmocote (18-6-12) 8-9 month controlled release, or acceptable equivalent approved by the Landscape Architect.
D. Annual Flowers
Osmocote (14-14-14) 3-4 month controlled release or acceptable equivalent approved by the Landscape Architect.
E. Bulbs
Holland Bulb Booster (9-9-6) or acceptable equivalent approved by the Landscape Architect.
F. Deciduous & Evergreen Trees
No fertilizer required

2.11 TREE WRAPPING MATERIAL

A. Wrap shall be - Breathable synthetic fabric tree wrap. White in color, delivered in 75 mm (3 in.) wide rolls. Specifically manufactured for tree wrapping. Tree wrap shall be "Breathable Fabric Tree Wrap" as manufactured by the Dewitt Company, Inc., Sikeston, MO, or approved equal. Submit manufacture literature for approval.
B. Tape for securing the wrap shall be bio-degradable tape suitable for nursery use and which is expected to degrade in sunlight in less than two (2) years after installation.

2.12 WATER

Potable water shall be supplied by the Owner at no cost to the Contractor by way of an irrigation system, quick coupler system, hose bibs, hydrant meter or a designated fill-up source on site.

PART 3 - EXECUTION

Planting operations shall be conducted under favorable weather conditions during the season stated in the Contract. Before excavations are made the surrounding turf (if existing) shall be covered in a manner that will satisfactorily protect all turf areas that are to be trucked or hauled over and upon which soil is to temporarily stocked. The Contractor shall be responsible for the restoration of all damaged existing turf. All restoration shall be sodded.

3.1 TIME SCHEDULE OF PLANTING OPERATION

Landscaping shall be performed during the season or seasons which are normal for such work as determined by weather conditions and by accepted practice. Planting may be performed under unseasonable conditions without additional compensation, but such work must have the prior approval of the Landscape Architect and/or Owner in writing as to the time of work and methods of operations. Approval to plant under such conditions shall in no way relieve the Contractor form the guarantee provisions of these specifications.

PLANTING SEASON	ACCEPTABLE TIME PERIOD
1. SPRING	a. From time soil is workable to June 15 with the following exception:

1) Bare root materials (if any) shall cease on May 31

2. FALL	a. Sept. 1 to Nov. 15 with following exceptions:

1) Evergreen Shrub planting to cease Oct. 31
2) Evergreen Tree planting to cease Oct. 15
3) Perennial & Ornamental Grass planting to cease Oct. 15

3.2 WATERING

All plants shall receive a thorough watering immediately after installation. During times of extreme heat, all evergreen and deciduous trees shall receive a minimum of 10 gallons of water per tree per watering up to two (2) additional waterings shall be performed as needed. The use of drip irrigation tree bags are encouraged (e.g., gatorbags). All additional waterings will be performed by the Owner or in accordance with a Change Order per the Supplemental Bid prices for additional watering.

3.3 MAINTENANCE
Maintenance shall be performed by the Contractor as follows:

A. TEMPORARY MAINTENANCE
The Contractor shall be responsible for the total maintenance of all plant material until such a date as all landscape operations have received Preliminary Acceptance. Temporary maintenance shall begin immediately after each plant is installed and shall include up to three (3) waterings, and all necessary cultivation, weeding, pruning, disease and insect pest control, protective spraying, resetting of plants to proper grades or upright position, restoration of damaged planting saucers, and any other procedure consistence with good horticultural practice necessary to insure normal, vigorous, and healthy growth of all work under this Contract. Upon the Preliminary Acceptance of all planted areas, the responsibility for plant maintenance rests solely with the Owner, with the following exceptions.

B. CONTINUED MAINTENANCE
For the duration of the guarantee period the Contractor shall be responsible for the resetting of settled plants, the straightening of plants which are not plumb and the tightening of tree guys (if utilized). All other maintenance is the responsibility of the Owner. However, it is the Contractor's responsibility to occasionally inspect the quality of the Owner's maintenance.

3.4 ACCEPTANCE

A. PRELIMINARY PLANTING ACCEPTANCE
Preliminary planting acceptance shall be given for completed planting operations for the purpose of the Contractor becoming eligible for payment for this portion of the Contract work. In order to obtain Preliminary Acceptance, the Contractor shall notify the Owner and/or Owner's Representative by phone or in writing at the conclusion of all planting operations so that preliminary acceptability by way of a field inspection can be performed. In order for an area to be accepted on a preliminary basis, it shall conform to the following:
1. All plant material shall be in conformance with the Drawings with respect to quality, size, species and location, except those items accepted or revised in the field by the Landscape Architect.
2. All plant material shall be in a healthy condition, as defined under the guarantee requirements stated below in Section 3.14

B. FINAL PLANTING ACCEPTANCE
Final planting acceptance shall be granted after the completion of all replacement operations required fulfilling the guarantee stated below.
On or about the expiration of the one-year (1 year) guarantee, a follow-up inspection will be made by the Owners and/or Owner's Representative to determine replacements required to be made by the Contractor in accordance with the provisions of these specifications. The inspector will document his/her findings in a field report. Upon completion of the replacement program, the Owner and/or Owner's Representative shall conduct an inspection to determine the acceptability of the required replacements. If all is found to be acceptable as defined by Item A above, the Contractor and the General Contractor shall be notified in writing of his final acceptance of work.

3.5 GUARANTEE
The Contractor shall guarantee for a period of one (1) year the replacement of any permanent plant which has died, or is in a dying condition, or which has failed to flourish in such a manner that its usefulness or appearance has been impaired. Any tree with a dead main leader or with a crown which is twenty-five percent (25%) or more dead shall be replaced.
These guarantees shall be in accordance with the following:

A. ONE YEAR PERIOD
The one (1) year period shall begin on the date of Preliminary Acceptance of all plant material.
B. REPLACEMENTS & DAMAGES
The decisions of the Owner and/or Owner's Representative for required replacements shall be conclusive and binding upon the Contractor. The Contractor shall also be responsible for repairing damage to persons and property also caused by defective workmanship and materials.
C. EXCLUSIONS
The Contractor shall not be liable for the replacement of plants which were damaged by animals, by deicing compounds, fertilizers, pesticides or other materials not specified by the Contract documents or not applied by him under his supervision, by relocating or removal by others, by Acts of God, by vandalism or by terrorism.
D. GUARANTEE PERIOD INSPECTION
During the guarantee period, the Contractor shall, from time to time, inspect the watering, cultivation, and other maintenance operations carried on by the Owner with respect to such work, and promptly report to the Owner any methods, practices or operations which he considers unsatisfactory, and not in accord with his interests or good horticultural practices. The failure of the Contractor to so inspect or report shall be construed as an acceptance by him of the Owner's maintenance operations, and he shall not thereafter claim or assert that any defects which may later develop are the result of such methods or practices or operations.

TURF GRASS

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes finish grading, furnishing fertilizer, seed and/or sod as specified and performance of all operations in connection with seeding and/or sodding in strict accordance with the applicable Drawings and subject to the terms and conditions of the Contract.

1.2 EQUIPMENT

The Contractor shall provide and maintain equipment suitable for the execution and completion of the work specified in accordance with (IDOT) Standard Specifications. All equipment shall be operated by personnel trained in the operation of such equipment.

PART 2 - PRODUCTS

2.1 TOPSOIL

Topsoil for planting operations shall be obtained from an on-site stockpile generated from site stripping. In the event that none is available, needed topsoil shall be imported from an off-site source. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:

1. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
2. pH: No lower than 5.0 nor higher than 8.0.
3. TEXTURE: No more than 25 percent clay.
4. SOLUBLE SALT: No more than 1000 ppm.
5. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.2 COMMERCIAL FERTILIZER AND DELIVERY

Fertilizer shall be delivered to the site in unopened, original containers, each bearing name and address of the manufacturer, name brand, or trademark, and manufacturer's guaranteed analysis. Any fertilizer which becomes caked or otherwise damaged, making it unsuitable to use, will not be accepted. Fertilizer shall not have been exposed to weather prior to delivery on the site and after delivery until used. It shall be completely protected at all times and shall not be stored in direct contact with the ground.

A. FERTILIZER STRENGTH
The fertilizer shall be a complete fertilizer containing a minimum basis percentage by weight of the following:
1. PRIOR TO SEEDING AND/OR SODDING 6-24-24
Nitrogen..... 6%
Phosphorous..... 24%
Potash..... 24%

2. AFTER SEEDING AND/OR SODDING 18-5-9
Nitrogen..... 18%
Phosphorous..... 5%
Potash..... 9%

a) One-quarter of the nitrogen shall be in the form of nitrates, one-quarter in the form of ammonia salts, and one-half in the form of organic nitrogen.
b) Available phosphoric acid shall be derived from super-phosphate having a minimum guaranteed analysis of 20% of available phosphate.
c) The potash shall be in the form of sulphate of potash.

The balance of the fertilizer shall be made up of materials usually present in such a product. It shall be free from dust, sticks, sand, stone, or other debris.

2.3 GRASS SEED (if specified)
Grass seed shall be reclaimed seed of the previous season's seed crops. All seed shall meet requirements established by the State and Federal Seed and Weed Controls Laws. The grass seed mixture shall be composed of the following grass seeds mixed in proportions by weight and shall meet or exceed the minimum percentages of purity and germination as indicated.

PROPORTION BY WEIGHT	TYPE OF GRASS
1. CONVENTIONAL TURF GRASS MIX (if specified)	
60%	KENTUCKY BLUEGRASS (blend of 3 cultivars)
30%	PERENNIAL RYEGRASS (blend of 2 cultivars)
10%	CREEPING RED FESCUE
	(Apply at 7 lbs./1,000 S.F. for mechanical seeding)
2. SALT TOLERANT MIX (if specified)	
40%	"FULTS' ALKALI GRASS (PUCCINELLIA DISTANS)
30%	CREEPING RED FESCUE
20%	KENTUCKY BLUEGRASS
10%	PERENNIAL RYEGRASS
	(Apply at 5 lbs./1,000 S.F. for mechanical seeding)

The percentage of hard seed included as a part of the germination percentage of any lot of seed, shall not exceed twenty. Kentucky bluegrass seed shall weigh a minimum of 28 pounds to the nearest measured bushel. Weed seed content shall not exceed 0.25%.

1. PACKING AND MARKETING

All seeds shall be delivered in suitable bags in accordance with standard commercial practice. Each bag shall be tagged or labeled as required by the law of the STATE OF ILLINOIS. The vendor's name shall show on or be attached to each bag together with a statement signed by the vendor showing: a) the kind of seed contained, b) the percentage of purity and germination, c) the percentage of hard seed, if any, d) a statement conforming to the laws of the STATE OF ILLINOIS hereinbefore mentioned showing percentage of weed seeds, if any. Seed which has become wet, moldy, or otherwise damaged will be rejected.

2.4 EROSION CONTROL BLANKET

1. STRAW BLANKET (if specified)
a. S-75 Straw Blanket (North American Green)
b. AEC Premier Straw Blanket (American Excelsior Company)
c. or equivalent

2. STRAW/COCONUT BLANKET (if specified)
a. SC-150 Straw/Coconut Blanket (North American Green)
b. AEC Premier Straw/Coconut Blanket (American Excelsior Company)
c. or equivalent

2.5 HYDROMULCH (if specified)
SoilCover Hydraulic Wood Mulch by Profile distributed by ERO-TEX (866)437-6839

2.6 SOD (if specified)
Sod shall comply with State and Federal laws with respect to inspection for plant diseases and insect infestation. It shall be fresh cut, live, nursery grown sod, not less than one and one half (1 1/2) inches thick having well-matted roots. The root zone shall be of good, fertile, natural mineral soil free from stones and debris. Peat sod will not be acceptable. The turf shall contain no bent or quack grass nor any other noxious weed growth. It shall be of firm tough texture having a compact growth of grass. The sod sections shall be standard in size (24 inches wide x 3 feet in length) and each section shall be strong enough to support its own weight and retain its size and shape when suspended vertically from a firm grasp on the upper ten (10%) percent of the section.

Before being cut and lifted, the sod shall have been mowed at least twice with a lawn mower and the final mowing not more than seven days before the sod is cut. Sod which is not placed within 48 hours of cutting shall not be used without the approval of the Owner and/or Landscape Architect.

The Owner and/or Landscape Architect, reserves the right to inspect the sod at the source before cutting and areas that fail to meet with his approval shall not be cut for the purpose of supplying material under the contract. The Owner and/or Landscape Architect shall be permitted to take such samples as he may select. All sod shall be fresh and green when placed. Any sod that is dried out, burned, inferior in quality to said samples, or in any way failing to meet the requirements of these specifications will be rejected and the Contractor shall immediately remove such rejected material from the premises of the project and supply suitable material in its place.

1. BLUEGRASS SOD shall be a blend of at least three (3) cultivars of Kentucky bluegrass grown on a mineral base.

2. SALT SOD (if specified) shall be a blend of Kentucky Bluegrass, 'Fults' Alkalie Grass (Puccinellia Distans), Perennial Ryegrass and other types as approved by the Landscape Architect grown on a mineral base.

2.7 WATER

The Owner shall provide at no cost, sufficient water for the Contractor to maintain plant materials and seeded and sodded areas in accordance with the requirements of the applicable technical specifications. Potable water shall be supplied by the Owner by way of a permanent underground irrigation system, quick coupler system, hose bibs, fire hydrants or a designated fill-up source for mobile tanks. When water is provided by way of fire hydrants, it shall be the Contractor's responsibility to be completely familiar with all local ordinances concerning the use of this water source. If a meter is required, it is the Contractor's responsibility to obtain, store and return the meter. All fees incurred by the Contractor in obtaining the meter and utilizing the water supply will be reimbursed to him by the Owner.

In the event that the on-site water supply is curtailed or terminated by the Owner or by ordinance during the period the Contract is in effect, or that there is no on-site sources of water, the Contractor shall supply water from off-site in sufficient quantities to complete the job. Compensation for this additional item will be in accordance with a solicited price quote. If authorization to supply off-site water is not given to the Contractor by the Owner, when the Owner is unable to supply the water in sufficient quantities, the Contractor shall not be left responsible for damage to new plantings (plant materials & sod) or failure of seed to germinate and grow caused a direct result of an inadequate water supply.

PART 3 - EXECUTION

3.1 SEED - The accepted seasons for sowing seed in lawn areas shall be defined as follows:

PLANTING SEASONS	SPRING	FALL
Turf grass	April 1 * to May 31	Aug. 15 to Sept. 30

*** or as soon as the soil is free of frost and in a workable condition.**

Seeding during other time periods shall require the approval of the Owner and/or Landscape Architect. All sowing of seed shall be completed after all trees and shrubs have been installed, if any.

3.2 SOD - The accepted seasons for laying sod shall be as follows:

1. SPRING SODDING shall be performed from the time the soil becomes workable and unfrozen sod becomes available to June 15.
2. FALL SODDING shall be performed from August 15 to October 31.

Sodding during the summer season, defined as June 16 to August 14, will be acceptable if the area is served by an operational irrigation system. Sodding after Novermber 1 shall be considered unseasonable and will require the approval of the Landscape Architect or Owner.

3.3 REQUIRED MAINTENANCE

The Contractor shall be responsible for maintaining all newly seeded and sodded areas until such a time as these areas are granted acceptance by the Owner and/or Landscape Architect. Maintenance during this time period shall and consist of watering, mowing, fertilization and herbicide application, as well as any other horticultural practices necessary to establish an acceptable stand of grass.

A. WATERING

1. The Contractor shall water all newly seeded areas once immediately upon completion. Additional watering shall be performed as needed in the absence of adequate rainfall. All water should be applied as a spray or dispersion to prevent run-off or damage. The Contractor shall be responsible for watering until turf is established and accepted. If the Owner supplies an in-ground irrigation system, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided.

2. The Contractor shall water all newly installed **sod** immediately. The Contractor shall remain responsible for watering through three (3) applications. If the Owner supplies an in-ground irrigation system included in the scope of these improvements, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided. Watering after the required three (3) waterings shall be the responsibility of the Owner, or in accordance with authorized supplemental watering.

B. MOWING

1. The Contractor shall mow all **seeded** areas three (3) times. The three (3) mowings shall be performed once the turf has reached a height of three inches (3") and shall maintain the turf at 2-2½". At no time should more than 1/3 of the leaf blade be removed by any mowing.

2. The Contractor shall mow all **sodded** areas once. The one (1) mowing shall be performed once the turf has reached a height of three inches (3"). At no time should more than 1/3 of the leaf blade be removed by any mowing.

C. FERTILIZATION

1. **Seeded** areas after completion of the second required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two (2) passes at right angles to each other.

2. **Sodded** area after completion of the required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two passes at right angles to each other.

D. HERBICIDE

The Contractor shall be responsible for one (1) application of a weed control product no sooner than the second mowing with the areas seeded. The product shall reflect the specific weed problem which may exist.

3.4 ACCEPTANCE

Acceptance of seeded areas will be determined by the Owner and/or Landscape Architect.
Acceptance shall be granted upon conformance with the following:
1. Grass shall display a reasonably uniform distribution of grass plants.
2. Grass shall display vigorous growth and be green and healthy in appearance.
3. Grass shall have received the required mowings, fertilization and herbicide application.

The Contractor shall not be held liable for damage incurred to the seed areas caused by deicing compounds, toxic substances, fertilizers, pesticides and other materials not specified or not applied by him or under his supervision, nor those damages caused by vandalism or acts of nature.

3.5 GUARANTEE

The Contractor shall guarantee the provision of a green, healthy relatively weed free turf at the time of acceptance.

TEMPORARY WATERING

Temporary watering shall be performed via a temporary above ground irrigation system from the building water supply and/or from water trucks.

A. Kentucky Bluegrass Sod

1. Immediately subsequent to sod installation all areas shall be watered to a depth of one (1) inch Additional watering shall be performed to a total of fifteen (15) times approximately every other day for a minimum of a one (1) month period. During extremely hot periods, often between June 15th and August 31st, watering daily may be required.

2. Newly laid sod must be kept moist, but not water logged. The moisture should extend into the soil below the sod to encourage root development. A general rule-of-thumb is to apply one (1) inch of water every other day in the absence of adequate rainfall. Early morning watering is preferred and should not be performed after 1:00 PM. Watering personnel shall routinely probe the sodded areas in multiple locations to determine moisture levels and the watering program should be adjusted as needed. Newly laid sod should not be allowed to dry out as during the initial 2-3 weeks subsequent to laying, dryness will cause shrinkage leaving unwanted open gaps between bales.

3. Depending on conditions, sod may take 1-3 weeks to root into the soil. Once the sod takes root, watering frequency can be gradually reduced. One (1) inch of water applied once a week is generally acceptable except during hot periods.

B. Seed Mixes with Straw Blanket (if any)

1. Immediately after the completion of seeding operations, all seed & blanket areas shall be watered to a depth of two (2) inches. Additional watering shall be performed to a total of fifteen (15) times.

2. During the seed germination period, seeded areas shall be kept moist in the absence of adequate rainfall to a depth of one (1) inch. A fine spray should be utilized to avoid seed bed disturbance/erosion. Watering personnel shall routinely probe the seeded areas in multiple locations to determine moisture levels and the watering program should be adjusted accordingly. A five to ten (5-10) minute watering duration is generally adequate. During the germination period, daily watering may be required during extremely hot periods.

3. Once the seed has fully germinated (not just the cover crop) the watering shall be increased to a two (2) inch depth. The soil should be allowed to dry out between waterings and generally every other day watering during this stage is adequate, depending on rainfall.

C. Plant Material Watering

1. All plants shall receive a thorough watering immediately subsequent to installation including a minimum of four (4) additional waterings when needed.

2. During times of extreme heat, all evergreen and deciduous trees shall receive a minimum of ten (10) gallons of water per tree per watering. Hand injection probe watering or slow release watering bags are the preferred methods for effectively applying water to trees. The use of 20-gallon slow-release irrigation tree bags is highly encouraged and may be substituted for the above mentioned injection waterings. Such watering bags shall be kept operational for a minimum of five (5) continuous days. If this watering method is used in lieu of injection waterings, they shall be provided, as weather conditions dictate, for three (3) watering periods of five (5) continuous days each.

REVISIONS

3	Per Village Review	01-31-22
2	Village Review	12-10-21
1	Architect's Review	10-06-21

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SEAL:

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no.
157-000422
REGISTERED
LANDSCAPE ARCHITECT

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826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE

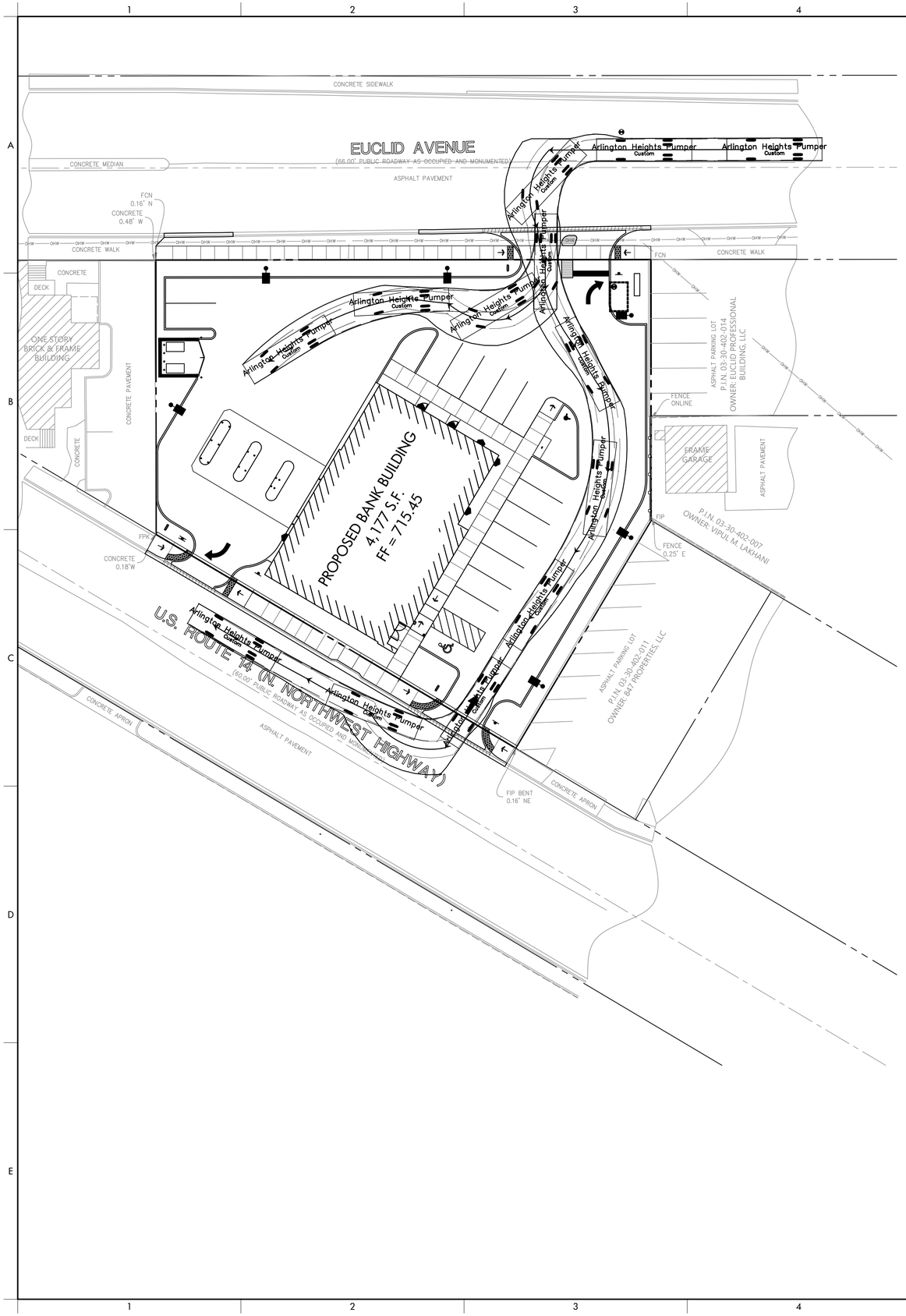
LANDSCAPE SPECIFICATIONS

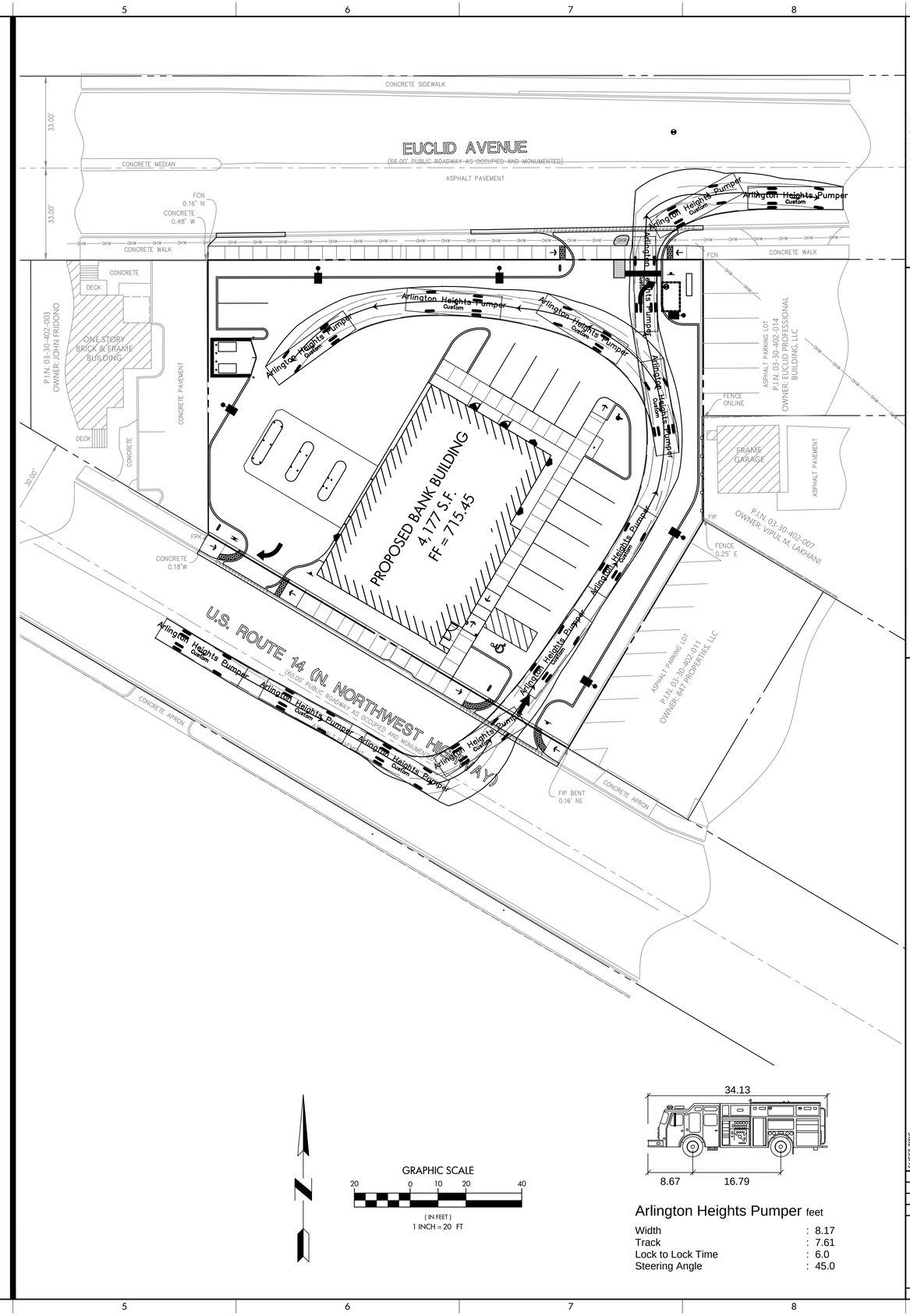
PROJECT NO.:
21-175

DATE: 10-06-2021
SCALE: 1"=10'

SHEET
L2.0

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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FT

Arlington Heights Pumper feet

Width	: 8.17
Track	: 7.61
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

REVISIONS

2	02-03-22	REVISED PER VILLAGE REVIEW
1	01-31-22	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE:
FIRE TRUCK TURN EXHIBIT
WEST BOUND EUCLID ; EAST BOUND NW HWY.

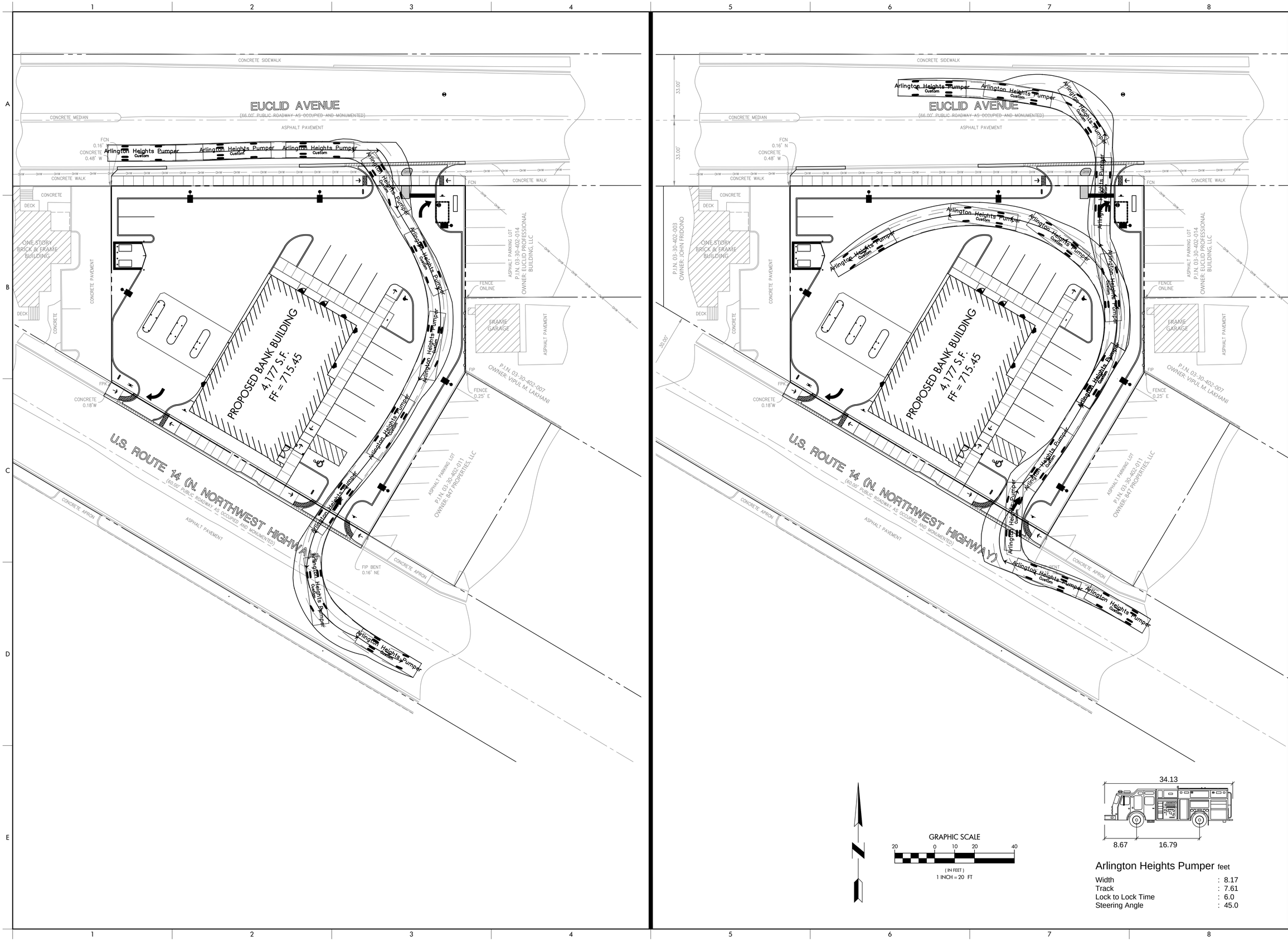
PROJECT:
PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	12-10-2021
SCALE:	1"=15'

SHEET NO.
TR1.0

PROJ. NUMBER: 21022

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GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 INCH = 20 FT

Arlington Heights Pumper feet

Width	:	8.17
Track	:	7.61
Lock to Lock Time	:	6.0
Steering Angle	:	45.0

REVISIONS		
2	02-03-22	REVISED PER VILLAGE REVIEW
1	01-31-22	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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3343 N. NEVA AVENUE
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Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE:
FIRE TRUCK TURN EXHIBIT
EAST BOUND EUCLID ; WEST BOUND NW HWY.

PROJECT:
PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	12-10-2021
SCALE:	1"=15'

SHEET NO.
TR2.0

PROJ. NUMBER: 21022

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Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Sam Hubbard, Planning and Community Development**

From: **Nusrat Jahan, Building & Life Safety Department**

Subject: **630 W. Northwest Highway -BMO Bank – SUP for Drive Through**

PC #: **21- 022**

Date: **November 17, 2021**

General Comments:

The Information provided is conceptual only and subject to a formal plan review.

1. The following currently adopted codes shall apply
    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 Illinois Energy Conservation Code with amendments
    f. 2018 Illinois Accessibility Code
    g. NFPA 2017 National Electrical Code with amendments
    h. Current Illinois Plumbing Code with amendments
    i. NFPA 2015 Life Safety Code
    j. Illinois Elevator Safety Rules

2. **Chapter 5, 2018 International Fire Code – Fire service features.**
    a. 503 – Fire Apparatus Access Roads.
        i. 503.1.1 Buildings and facilities.
        ii. 503.2.5 Dead ends – amended Appendix D.
    b. 504 – Access to Building Openings and Roofs.
    c. 505 – Premises Identification – Amended to 6” not 4” characters.
    d. 506 – Key Boxes – Knox Box.
    e. Fire Protection Water Supplies.
    f. 509 – Fire Protection and Utility Equipment Identification and Access.

3. **Chapter 9 IFC – Fire Protection and Life Safety Systems**
    a. 903.2.13 Group B – Automatic Sprinkler system shall be provided throughout buildings with a group B fire area.

b. 903.3.5 – Water supply shall comply with this section & the Standard referenced in Section 903.3.1.
c. 903.4 – Sprinkler system supervision & Alarms.
d. 903.4.1 – Monitoring.
e. 903.4.2 – Alarms.
f. 907.2.2 – Fire alarm system.

PLAN COMMISSION PC #21-022
BMO Bank SUP
630 W Northwest Highway
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 proposed project must meet the Village's detention requirements and MWRD volume control. An MWRD permit is required.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

15. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) is required for all onsite utilities, including detention facilities. The OUMA must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

16. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the Northwest Highway right-of-way, including the storm sewer connection, will require a permit from IDOT.

17. Euclid Avenue is under the jurisdiction of the Cook County Highway Department (CCHD). All work within the Euclid Ave right-of-way will require a permit from CCHD.

18. The proposed utility connections on Euclid Avenue will require a road closure and detour.

19. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

20. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case an engine. 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 apparatus.

21. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

22. The existing asphalt parking lot is paved to the west lot line, adjacent to and matching the elevations for the existing concrete parking lot for the neighboring property. The proposed curb adjacent to the existing concrete parking lot will be higher. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted.

23. New sidewalk along Northwest Highway and Euclid Ave:
    a) Shall meet Public Rights-of-Way Accessibility Guidelines
    b) Shall be 8" thick through the driveways
    c) In the event a stop sign is required, detectable warning panels will be required.

Traffic

24. On the southwest access drive into the Northwest Highway (exit from the drive through) consideration should be given to prohibiting left turn (southwest direction). Drivers should be allowed to leave the site just by making a right turn into Northwest Highway to avoid crossing three lanes and blocking westbound traffic.

Public Works

25. Existing water and sewer connections will need to be disconnected at the Village mains.

26. All pavement shall be surface patched 2' beyond sawcut for all work.

27. Trees along Euclid shall be dwarf in size due to overhead wires.

28. Provide water vault detail. Vault shall be minimum of 5'.

Michael L. Pagones, P.E. 11/17/21
Michael L. Pagones, P.E. Date
Village Engineer

Attachments:
Fire Apparatus Turning Performance Analysis (1 page)

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

_____

_____

_____

_____

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_____

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_____

_____

_____

_____

_____

_____

_____

NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
NOV 17 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

BMO Bank
630 W Northwest Highway

Round 1 Review Comments

11/15/2021

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?**
   During peak traffic hours, the intersection of Euclid and Northwest Highway (adjacent to the proposed business) experiences traffic delays especially related to the train crossing.

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.**
   Due to the high traffic volume during peak hours, vehicles entering or leaving the business and attempting to cross over two lanes of traffic on Northwest Highway may cause traffic problems. A traffic impact study is recommended for this reason.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A-O #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

568

Supervisor's Signature

Village of Arlington Heights
33 S. Arlington Heights Rd.,
Arlington Heights, IL 60005
Phone: 847.368.5300 | Fax: 847.368.5970

Emergency Information Card

Personal Information

First Name

Last Name

Name of Business (If Applicable)

Street Address

City

State

Zip

Home Phone

Cell Phone

Email Address

In Case of Emergency Please Call

Emergency Contact #1

First Name

Last Name

Street Address

City

State

Zip

Home Phone

Cell Phone

Email Address

Emergency Information Card

Emergency Contact #2

First Name

Last Name

Street Address

City

State

Zip

Home Phone

Cell Phone

Email Address

Alarm System (If Applicable)

Alarm Company

Alarm Company Phone Number

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: SB 89, LLC
202 S. Gary Avenue
Bloomingdale, IL 60108
Owner: Bridgestone Retail Operations, LLC
200 4th Avenue South
Nashville, TN 37201
Contact Person: Mike Peirce
Address: 202 S. Gary Avenue
Bloomingdale, IL 60108
Phone #: 630-205-7384
Fax #: N/A
E-Mail: mpeirce@storebuild.com

P.I.N.# 03-30-402-012-0000
Location: 630 W Northwest Hwy, Arlington Heights
Rezoning: _____ Current: _____ Proposed: _____
Subdivision: _____
# of Lots: 1 Current: _____ Proposed: _____
PUD: _____ For: _____
Special Use: ✔ For: Drive Thru
Land Use Variation: _____ For: _____

Land Use: _____ Current: _____
Proposed: _____
Site Gross Area: 24,160 sf
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:
   See David Rabbs comments.

11-10-21
Environmental Health Officer Date

11/10/21
Director Date

Plan Review for Accessibility

Address:	BMO Bank 630 W. Northwest Highway SUP for a Drive-Through in B-2
	P.C. #21-022
	Round 1
Submitted to:	Jake Schmidt, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	November 5, 2021
Re:	Illinois Accessibility Code (IAC) effective October 23, 2018 https://www2.illinois.gov/cdb/announcements/2018/Documents/Register%20Page.pdf

---

1. Accessible Pedestrian Route from Euclid Avenue Sidewalk
   Consider adding a pedestrian curb ramp where the sidewalk crosses the curb on the Northeast side of the facility.

Planning & Community Development Dept. Review

November 17, 2021

REVIEW ROUND 1

Project: BMO Bank
630 W Northwest Highway

Case Number: PC 21-022

General:

1. Please provide a written response to Special Use Permit criteria. The written response should directly address the following:
   a) **That said special use is deemed necessary for the public convenience at this location.**
   b) **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**
   c) **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**
2. The provided Market Study is acceptable.

Site:

3. The proposed ground signage is not compliant with code allowances. Please note that the proposed signage would not be allowed without a variation granted via the Design Commission process.
4. Maximum permitted lighting in business districts cannot exceed 2.0 foot-candles. The proposed lighting exceeds 2.0 foot-candles in multiple locations per the provided photometric plan. Please revise the proposed lighting and photometric plan so that lighting at the property line does not exceed 2.0 foot-candles.
5. Screening along the east property line adjacent to the residential property shall be provided. Screening should be comprised of a planting bed with 6-foot tall evergreen shrubbery or a 6-foot tall solid fence. Given the drive aisle exceeds the minimum width of 24 feet there is room to incorporate screening in one of the aforementioned forms.
6. The maximum permitted fence height is 6 feet. The proposed dumpster enclosure is proposed to be 6-feet 4 inches. Please reduce the height of the dumpster enclosure to 6 feet.
7. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter shall be located at the end of every parking row. The northwest spaces do not have islands meeting this requirement. As such, a variation from this provision is required.
8. For the required variation as noted in Comment 7, please provide a written response to the following Zoning Code Variation Criteria:
   a) **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and**
   b) **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and**
   c) **The proposed variation is in harmony with the spirit and intent of this Chapter; and**
   d) **The variance requested is the minimum variance necessary to allow reasonable use of the property for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

Traffic Study:

9. The provided study is marked as a draft. Please provide the finalized study as soon as possible.
10. The provided draft study does not include information on parking demand. The finalized study should include a parking demand analysis.
11. Additional comments may be provided once the finalized traffic study is provided.

Prepared by:



BMO Bank
630 W. Northwest Highway
PC #21-022
November 17, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15-1.2b, a 4" caliper shade tree is required at the end of each parking row in an island that is equal in area to one parking space. In the northwest corner please increase the size of the islands or seek a variation. In addition, incorporate additional shade trees in order to meet the code requirement. Please incorporate an additional shade tree south of the trash enclosure and provide an additional tree along Euclid Avenue for a total of three trees along the frontage.

2) It is recommended that options be explored for incorporating a three foot wide planting bed along the east and west property line where the pavement abuts the curb/ neighboring parking area.

3) Along the southeast property line please continue the row of shrubs in place of the turf.

4) Along Euclid and Northwest Highway please increase the size of the shrubs so that they are a minimum of three feet high at time of installation (Chapter 28, Section 6.15).

5) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

BMO Bank
630 W. Northwest Highway
Plan Commission Application – SUP for Drive Through
Round 1 Comments and Applicant Response

Building and Life Safety Department Comments

1. The following currently adopted codes shall apply
    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 Illinois Energy Conservation Code with amendments
    f. 2018 Illinois Accessibility Code
    g. NFPA 2017 National Electrical Code with amendments
    h. Current Illinois Plumbing Code with amendments
    i. NFPA 2015 Life Safety Code
    j. Illinois Elevator Safety Rules

2. **Chapter 5, 2018 International Fire Code – Fire service features.**
    a. 503 – Fire Apparatus Access Roads.
        i. 503.1.1 Buildings and facilities.
        ii. 503.2.5 Dead ends – amended Appendix D.
    b. 504 – Access to Building Openings and Roofs.
    c. 505 – Premises Identification – Amended to 6" not 4" characters.
    d. 506 – Key Boxes – Knox Box.
    e. Fire Protection Water Supplies.
    f. 509 – Fire Protection and Utility Equipment Identification and Access.

3. **Chapter 9 IFC – Fire Protection and Life Safety Systems**
    a. 903.2.13 Group B – Automatic Sprinkler system shall be provided throughout buildingswith a group B fire area.
    b. 903.3.5 – Water supply shall comply with this section & the Standard referenced in Section 903.3.1.
    c. 903.4 – Sprinkler system supervision & Alarms.
    d. 903.4.1 – Monitoring.
    e. 903.4.2 – Alarms.
    f. 907.2.2 – Fire alarm system.

    Applicant acknowledges Building and Life Safety Department comments and confirms Applicant with design project consistent with the existing codes.

Engineering Comments

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.

    The Applicant acknowledges the above comments.

12. Final engineering plans shall be geo referenced by using State Plane Coordinate System- Illinois East. Beloware details about projection:

Projected Coordinate System:Projection:
Central Meridian: Scale_Factor: atitude_Of_Origin:
Linear Unit:
Geographic Coordinate System:Datum:

The plans are referenced to the Illinois East State Plane Coordinate System.

13. The proposed project must meet the Village's detention requirements and MWRD volume control. An MWRD permit is required.

Please see updated plans and Stormwater Report. Please note that we will be pursuing a waiver of the MWRD Volume Control requirement due to the reduction in impervious area and prior LUST on-site. Infiltration practices are not practical for this site. We are in the process of preparing the MWRD permit applications and will submit as required.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

Please see updated plans and Stormwater Report. Please note that we will be pursuing a waiver of the MWRD Volume Control requirement due to the reduction in impervious area and prior LUST on-site. Infiltration practices are not practical for this site. We are in the process of preparing the MWRD permit applications and will submit as required.

15. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) is required for all onsite utilities, including detention facilities. The OUMA must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

So noted. The required OUMA will be provided at the time of final engineering submittal for approval.

16. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the Northwest Highway right-of-way, including the storm sewer connection, will require a permit from IDOT.

So noted. IDOT permitting is in progress.

17. Euclid Avenue is under the jurisdiction of the Cook County Highway Department (CCHD). All work within the Euclid Ave right-of-way will require a permit from CCHD.
So noted. CCHD permitting is in progress.

18. The proposed utility connections on Euclid Avenue will require a road closure and detour.

Note that CCHD will not allow an open cut installation of these utility connections and is requiring that they be augured and cased. The receiving pit will allow the road to remain partially open during construction. The contractor will provide a traffic maintenance and control plan prior to starting construction.

19. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

Revised photometric plan has been provided with the updated plans.

20. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case an engine. 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 inall possible directions of travel. Attached are the specifications for the apparatus.

    The Autoturn Exhibit is provided with the updated plans.

21. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

    Pavement sections have been revised as required.

22. The existing asphalt parking lot is paved to the west lot line, adjacent to and matching the elevations for the existing concrete parking lot for the neighboring property. The proposed curb adjacent to the existing concrete parking lot will be higher. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted.

    The curb is entirely contained within our property, we don't see how this would negatively impact the neighboring parcel as their drive is wide enough for vehicles to not have to encroach onto our parcel. Furthermore, the neighboring drainage is from north to south so their drainage will not be affected by the slightly higher curb on our side.

23. New sidewalk along Northwest Highway and Euclid Ave:
    a) Shall meet Public Rights-of-Way Accessibility Guidelines
    b) Shall be 8" thick through the driveways
    c) In the event a stop sign is required, detectable warning panels will be required.

    Noted. Updated plans have addressed these comments.

Traffic

24. On the southwest access drive into the Northwest Highway (exit from the drive through) consideration should be given to prohibiting left tum (southwest direction). Drivers should be allowed to leave the site just by making a right turn into Northwest Highway to avoid crossing three lanes and blocking westbound traffic.
    The TIS has been revised accordingly

Public Works

25. Existing water and sewer connections will need to be disconnected at the Village mains.

26. All pavement shall be surface patched 2' beyond sawcut for all work.

27. Trees along Euclid shall be dwarf in size due to overhead wires.

28. Provide water vault detail. Vault shall be minimum of 5'.

Noted. Updated plans have been modified to address these comments.

Fire Department Comments

1. Building is to be sprinkled per code.
2. The Fire Department Connection shall be located at the main front entrance of each building. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
3. A Knox Box shall be located at the main front entrance.
4. Install a fully operational annunciator panel or alarm panel at the main front entrance.

Noted, these items will be addressed as part of the permit drawings.

Police Department Comments

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 shouldbe 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?**
   During peak traffic hours, the intersection of Euclid and Northwest Highway (adjacent to the proposed business) experiences traffic delays especially related to the train crossing.

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.**
   Due to the high traffic volume during peak hours, vehicles entering or leaving the business and attempting to cross over two lanes of traffic on Northwest Highway may cause traffic problems. A traffic impact study is recommended for this reason.

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.

Comments and statements are duly noted and will be evaluated and addressed as a part of the approval process.

Disability Services Comments

1. Accessible Pedestrian Route from Euclid Avenue Sidewalk
   Consider adding a pedestrian curb ramp where the sidewalk crosses thecurb on the Northeast side of the facility.

Noted. Plans have been modified to add this ramp.

Planning & Community Development Comments

1. Please provide a written response to Special Use Permit criteria. The written response should directlyaddress the following:
   a) That said special use is deemed necessary for the public convenience at this location.
   BMO Harris Bank N.A. plans on closing its outdated 1007 Euclid location and relocating its main Arlington Heights branch to a new, to be constructed, state-of-the-art full-service branch bank with drive-through banking services, at 630 W. Northwest Highway. The special use for a drive-through is necessary for public convenience given the nature, extent, and demand for drive-through banking by BMO customers.
   b) That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.

BMO Harris Bank will be the sole occupant and user at the location. BMO Harris Bank is a widely known and recognized national banking association providing myriad financial services to its customer which in no way will be detrimental to the health,safety, morals or general welfare of persons residing or working in the vicinity.

c) That the proposed use will comply with the regulations and conditions specified in this ordinance forsuch use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

The proposed use at the location – a full service branch bank with drive-up banking and 24/7 ATM operations - will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

2. The provided Market Study is acceptable.

Site:

3. The proposed ground signage is not compliant with code allowances. Please note that the proposedsignage would not be allowed without a variation granted via the Design Commission process.

Noted, Plans will be modified. A separate building and ground signage application shall be submitted, and any variance requests will be addressed at that time.

4. Maximum permitted lighting in business districts cannot exceed 2.0 foot-candles. The proposed lighting exceeds 2.0 foot-candles in multiple locations per the provided photometric plan. Please revise the proposed lighting and photometric plan so that lighting at the property line does not exceed 2.0 foot-candles.

Noted. Revised photometric plan is included in the plans and has been modified accordingly to address the comments.

5. Screening along the east property line adjacent to the residential property shall be provided. Screening should be comprised of a planting bed with 6-foot-tall evergreen shrubbery or a 6-foot-tall solid fence. Given the drive aisle exceeds the minimum width of 24 feet there is room to incorporate screening in one of the aforementioned forms.

Plans have been modified to provide for a 6-foot-tall solid fence along the residential property.

6. The maximum permitted fence height is 6 feet. The proposed dumpster enclosure is proposed to be 6-feet 4 inches. Please reduce the height of the dumpster enclosure to 6 feet.

The enclosure walls have been reduced below 6 feet.

7. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in areato at least one parking space, protected by durable materials, and containing at least one live shadetree at a minimum of four inches in diameter shall be located at the end of every parking row. The northwest spaces do not have islands meeting this requirement. As such, a variation from this provisionis required.

So noted. We are requesting a waiver from this provision as the island at the northwest corner cannot be enlarged due to site constraints and parking needs.

8. For the required variation as noted in Comment 7, please provide a written response to the followingZoning Code Variation Criteria:
   a) The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
   b) The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
   c) The proposed variation is in harmony with the spirit and intent of this Chapter; and
   d) The variance requested is the minimum variance necessary to allow reasonable use of the property for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

The proposed is consistent with existing uses and zoning of surrounding properties. The property has been vacant for numerous years and the current Owner desires to dispose of the property. The proposed variance is consistent with Zoning Code Variation Criteria. The variance requested is the minimum variance needed for the operation of the proposed use.

Traffic Study:

9. The provided study is marked as a draft. Please provide the finalized study as soon as possible.

The traffic study has been updated and finalized.

10. The provided draft study does not include information on parking demand. The finalized study shouldinclude a parking demand analysis.

The TIS has been revised accordingly.

11. Additional comments may be provided once the finalized traffic study is provided.

Understood and noted.

Landscape Comments

1) Per Chapter 28, Section 6.15-1.2b, a 4" caliper shade tree is required at the end of each parking row in an island that is equal in area to one parking space. In the northwest corner please increase the size of the islands or seek a variation. In addition, incorporate additional shade trees in order to meet the code requirement. Please incorporate an additional shade tree south of the trash enclosure and provide an additional tree along Euclid Avenue for a total of three trees along the frontage.

Noted. Plans revised accordingly.

2) It is recommended that options be explored for incorporating a three foot wide planting bed along the east and west property line where the pavement abuts the curb/ neighboring parking area.

We have explored the options but found that this is not possible due to site constraints.

3) Along the southeast property line please continue the row of shrubs in place of the turf.

Noted. Plans revised accordingly.

4) Along Euclid and Northwest Highway please increase the size of the shrubs so that they are a minimum of three feet high at time of installation (Chapter 28, Section 6.15).

Noted. Plans revised accordingly.

5) If there are any utility meters or mechanical units, they must be screened with landscaping oranother appropriate method of screening.

Noted. Appropriate landscaping has been included that will screen the exterior meters and other elements.

6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

Applicant shall have the appropriate bond posted and fees paid in compliance with the ordinance.

PLAN COMMISSION PC #21-022
BMO Bank SUP
630 W Northwest Highway
Round 2

29. The petitioner's response to comment nos. 11, 12, 15, 16, 17, 19, 21, 24, and 28 are acceptable.

30. The petitioner's response to comment nos. 13 and 14 is noted. The proposed methodology only captures 1,287 CF of the required 10,455 CF of storage. The Village is aware of the constraints of the site; however, the petitioner shall consider other alternatives for underground detention to provide additional storage, for example a shallow box culvert. This area is tributary to the combined sewer area, the Village is sensitive to storm water entering a combined system. The restrictor detail is not acceptable. Attached is an outlet control structure that would be acceptable to the Village.

31. The petitioner's response to comment no. 18 is noted. The pit for the water main connection will impact both westbound lanes of Euclid Ave, the sanitary sewer connection will require a lane closure, and the storm sewer connection on Northwest Highway will also require a lane closure. A traffic control plan shall be provided for all necessary lane closures.

32. The petitioner's response to comment no. 20 is noted. Additional exhibits shall be provided showing access to the site from westbound Northwest Highway and entering the site from Euclid Avenue. Access off Euclid Avenue will require the responding vehicle to travel over the 3" rumble median. Staff will review internally with the Fire Department to verify that this is acceptable. In the event modifications to the 3" rumble median are required by the Fire Department, this can be addressed at permit.

33. The petitioner's response to comment no. 22 is noted. In reference to the picture below, the adjacent concrete parking lot is flush with the existing asphalt adjacent to the building. A section of the curb will be adjacent to the edge of the concrete parking lot will not be at the same elevation. Although the drainage of the adjacent parking lot is not impacted, the use of the adjacent lot is of concern, particularly if snow is covering the curb and a vehicle is unaware that there is an elevation difference and could drive over the curb. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted. The petitioner should consider coordinating with the adjacent parcel and constructing a curb adjacent to the concrete parking lot.



34. The petitioner's response to comment no. 23 is noted.
    a) Shall meet Public Rights-of-Way Accessibility Guidelines (PROWAG). Add a note to the plans.
    b) Shall be 8" thick through the driveways. Update the sidewalk detail on sheet C6.2.
    c) In the event a stop sign is proposed, detectable warning panels will be required. Detectable warning panels are shown at all entrances, including the entrance only and at locations without a stop sign. Detectable warning panels will only be required at the entrance only and right turn only off of Northwest Highway that is not currently shown under stop control if required by IDOT.
    d) Details of all ADA ramps including the onsite ramp near the handicap accessible parking stall shall be provided. This can be addressed at permit.
    e) Additional sidewalk in the public right-of-way beyond the limits shown on the plans may be required to meet PROWAG, or if the existing condition of the sidewalk at the limits of construction is not acceptable. This can be addressed at permit and during construction.
    f) The general note on sheet C3.0 references Forest Ave. Revise the note accordingly.
    g) The sidewalk shall carry through all entrances and exits, with the curb stopping on either side of the sidewalk. This can be addressed at permit.

Public Works

35. The petitioner's response to comment no. 25 is noted.
    a) Show location of the existing water and sanitary sewer service. If disconnection of the service will require a lane closure, provide a traffic control plan.
    b) Add a note to the plans that the existing water and sanitary sewer services shall be disconnected at the Village mains. The Public Works Department shall be notified a minimum of 48 hours in advance.

36. The petitioner's response to comment no. 26 is noted. Show the pavement patching and a note to the plans that the pavement shall be patched 2 ft beyond the sawcut for all work, including the proposed utility connections, the abandonment of the existing utility connections, and the curb replacement on Northwest Highway and Euclid Avenue. CCHD and IDOT may have additional requirements for the repairs to the pavement.

37. The petitioner's response to comment no. 27 is noted. The landscape plan calls for Ivory Silk Tree Lilac that can grow to 20-25 ft. All plantings on Euclid Ave shall be dwarf in size due to overhead wires.

38. The water service is located under the proposed 24" pipe. This section of pipe shall be water main quality.

39. Show the curb adjacent to the sidewalk around the perimeter of the building on the site plan. Curb stops are required because of the vehicle overhang, or widen the sidewalk.

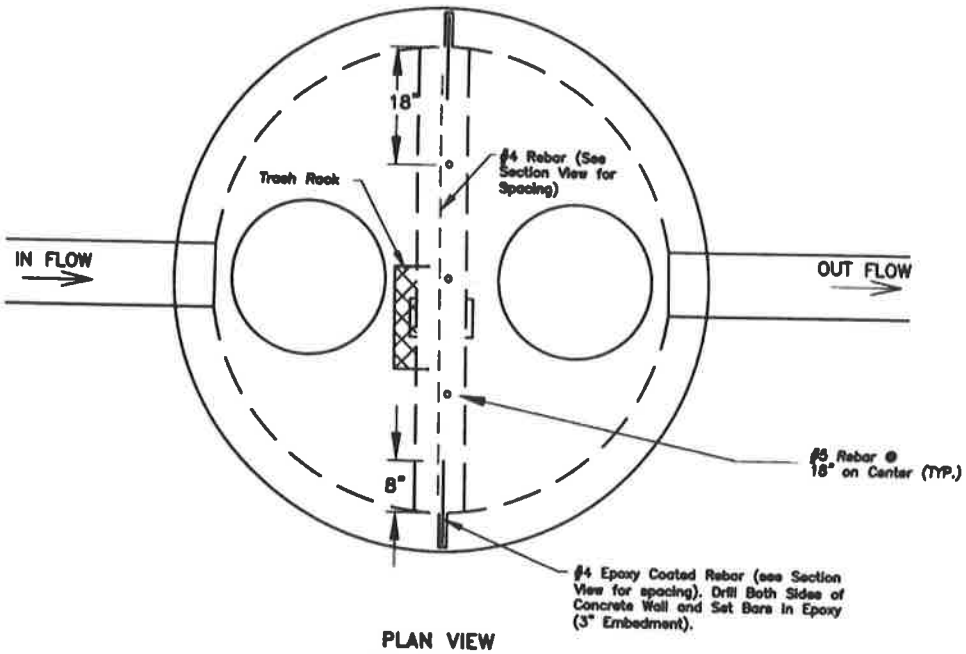
Traffic

40. Two-way traffic is allowed in the 24 ft drive aisle to the east of the building for the vehicles entering the site off of Euclid Ave. The drive aisle narrows near the handicap accessible parking stall and the adjacent stall just off of Northwest Highway. A vehicle trying to access the stall off of Northwest Highway from Euclid Ave could be in conflict with a vehicle entering the site off of Northwest Highway due to the reduced width of the drive aisle.

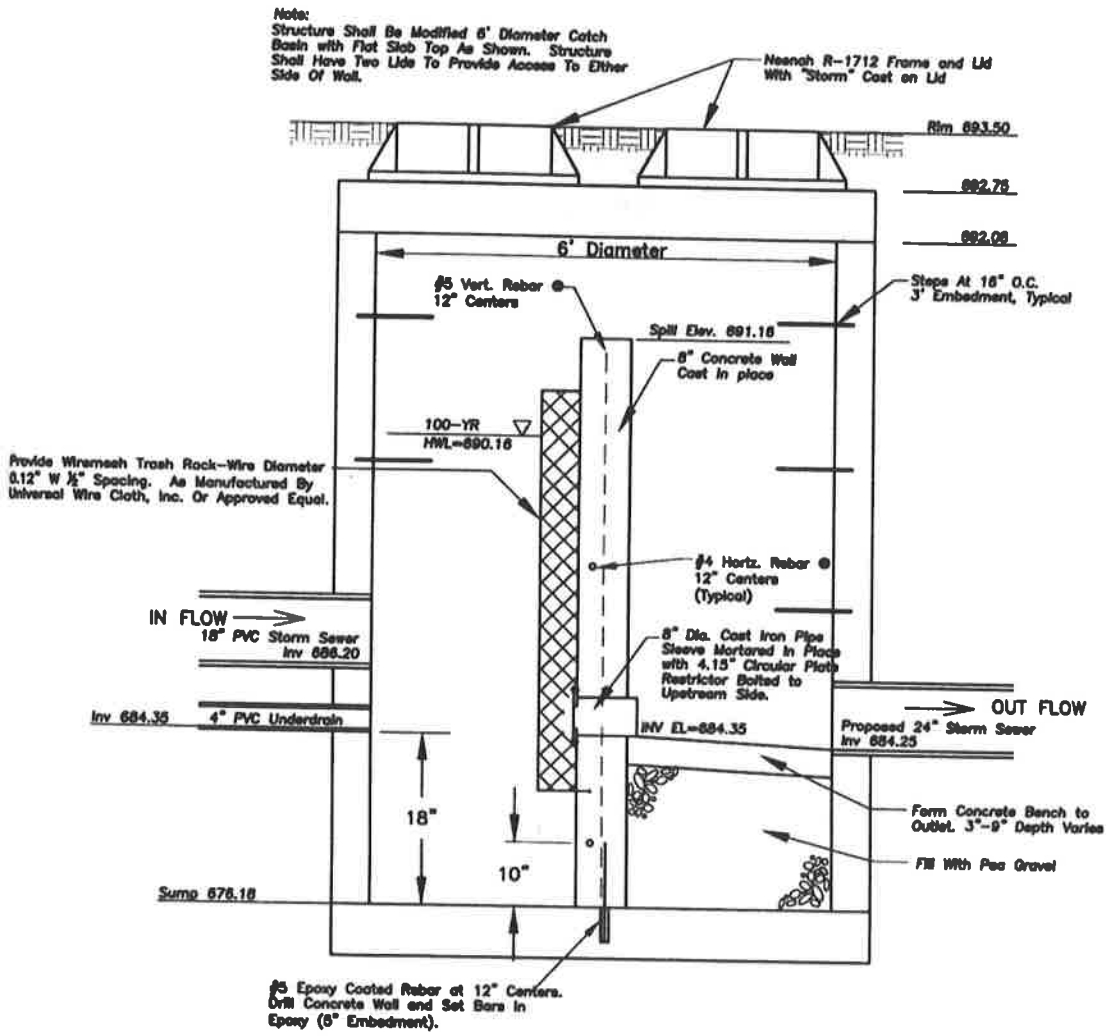
41. Add pavement striping at the entrance and exit off of Northwest Highway.

1/6/22

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



PLAN VIEW
NOT TO SCALE



OUTLET CONTROL STRUCTURE

Planning & Community Development Dept. Review

December 20, 2021

REVIEW ROUND 2

Project: BMO Bank
630 W Northwest Highway

Case Number: PC 21-022

General:

1. The written response to Special Use Permit criteria is acceptable.
2. The written response to Zoning Code Variation Criteria is acceptable.

Traffic Study:

3. The provided study is acceptable.

Prepared by:

BMO Bank
630 W. Northwest Highway
PC #21-022
December 20, 2021

Landscape Comments

1. Along Euclid Avenue it is recommended that the three ornamental trees be replace with three shade trees.

2. Along Euclid Avenue and Northwest Highway consider substituting the proposed Junipers and Yews with a more salt/drought tolerant shrub.

PLAN COMMISSION PC #21-022
BMO Bank SUP
630 W Northwest Highway
Round 2

CivWorks Response in Bold Italics dated 01-31-2022

29. The petitioner's response to comment nos. 11, 12, 15, 16, 17, 19, 21, 24, and 28 are acceptable.
So noted.

30. The petitioner's response to comment nos. 13 and 14 is noted. The proposed methodology only captures 1,287 CF of the required 10,455 CF of storage. The Village is aware of the constraints of the site; however, the petitioner shall consider other alternatives for underground detention to provide additional storage, for example a shallow box culvert. This area is tributary to the combined sewer area, the Village is sensitive to storm water entering a combined system. The restrictor detail is not acceptable. Attached is an outlet control structure that would be acceptable to the Village.
So noted. The storm sewer and detention design is still being coordinated with the Village engineering department and will be finalized during the permit stage.

31. The petitioner's response to comment no. 18 is noted. The pit for the water main connection will impact both westbound lanes of Euclid Ave, the sanitary sewer connection will require a lane closure, and the storm sewer connection on Northwest Highway will also require a lane closure. A traffic control plan shall be provided for all necessary lane closures.
So noted. A traffic control plan will be provided as needed for the required connections.

32. The petitioner's response to comment no. 20 is noted. Additional exhibits shall be provided showing access to the site from westbound Northwest Highway and entering the site from Euclid Avenue. Access off Euclid Avenue will require the responding vehicle to travel over the 3" rumble median. Staff will review internally with the Fire Department to verify that this is acceptable. In the event modifications to the 3" rumble median are required by the Fire Department, this can be addressed at permit.
The requested additional truck turn exhibit is enclosed for review.

33. The petitioner's response to comment no. 22 is noted. In reference to the picture below, the adjacent concrete parking lot is flush with the existing asphalt adjacent to the building. A section of the curb will be adjacent to the edge of the concrete parking lot will not be at the same elevation. Although the drainage of the adjacent parking lot is not impacted, the use of the adjacent lot is of concern, particularly if snow is covering the curb and a vehicle is unaware that there is an elevation difference and could drive over the curb. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted. The petitioner should consider coordinating with the adjacent parcel and constructing a curb adjacent to the concrete parking lot.



Note that the grading in this area has been adjusted so that the pavement elevation on our site matches the pavement elevation on the adjoining parcel. This will create a situation where the curb will be raised and act as a barrier between the two properties. There is no longer a danger of someone not realizing there is an elevation difference and driving over the curb.

34. The petitioner's response to comment no. 23 is noted.
    a) Shall meet Public Rights-of-Way Accessibility Guidelines (PROWAG). Add a note to the plans.
    Note #10 has been added to Sheet C3.0 indicating this requirement.
    b) Shall be 8" thick through the driveways. Update the sidewalk detail on sheet C6.2.
    The sidewalk detail on Sheet C6.2 has been updated to show the 8" thick requirement.
    c) In the event a stop sign is proposed, detectable warning panels will be required. Detectable warning panels are shown at all entrances, including the entrance only and at locations without a stop sign. Detectable warning panels will only be required at the entrance only and right turn only off of Northwest Highway that is not currently shown under stop control if required by IDOT.
    A stop sign is included at the access to Euclid, therefore detectable warnings have been added to the ramps. Though the access points on Northwest Highway do not have stop signs, IDOT will require that detectable warnings be included on the ramps.
    d) Details of all ADA ramps including the onsite ramp near the handicap accessible parking stall shall be provided. This can be addressed at permit.
    So noted. The required details will be included in the permit set.
    e) Additional sidewalk in the public right-of-way beyond the limits shown on the plans may be required to meet PROWAG, or if the existing condition of the sidewalk at the limits of construction is not acceptable. This can be addressed at permit and during construction.
    So noted.
    f) The general note on sheet C3.0 references Forest Ave. Revise the note accordingly.
    The general note has been revised as required.
    g) The sidewalk shall carry through all entrances and exits, with the curb stopping on either side of the sidewalk. This can be addressed at permit.
    So noted. This will be addressed at permit.

Public Works

35. The petitioner's response to comment no. 25 is noted.
    a) Show location of the existing water and sanitary sewer service. If disconnection of the service will require a lane closure, provide a traffic control plan.
    b) Add a note to the plans that the existing water and sanitary sewer services shall be disconnected at the Village mains. The Public Works Department shall be notified a minimum of 48 hours in advance.

A note has been added to Sheet C2.1 indicating these requirements. Note that we are in the process of investigating the locations of the existing service lines and will incorporate the latest available information on the permit set.

36. The petitioner's response to comment no. 26 is noted. Show the pavement patching and a note to the plans that the pavement shall be patched 2 ft beyond the sawcut for all work, including the proposed utility connections, the abandonment of the existing utility connections, and the curb replacement on Nonhwest Highway and Euclid Avenue. CCHD and IDOT may have additional requirements for the repairs to the pavement.

Hatching and a call-out indicating this requirement has been added to Sheet C3.0.

37. The petitioner's response to comment no. 27 is noted. The landscape plan calls for Ivory Silk Tree Lilac that can grow to 20-25 ft. All plantings on Euclid Ave shall be dwarf in size due to overhead wires.

This comment appears to conflict with comment 1 from the planning department below. This comment asks for a dwarf tree to be used while comment 1 below is recommending shade trees. No changes have been made to the plantings on Euclid. While it is true that the specified Ivory Silk Lilac can grow to the height stated above, it will only have a mature width of about 15' or 7.5' from the trunk. These trees are being planted about ten (10) feet away from the centerline of the utility

poles (dimension added to plan). As a result, it is very unlikely that they will grow into the overhead wires. If they do, very minimal pruning would be required. Furthermore, this species was chosen because it does not produce a berry or apple that would fall on the adjacent sidewalk and parking lot, staining those surfaces or possibly creating a slipping hazard.

38. The water service is located under the proposed 24" pipe. This section of pipe shall be water main quality.

So noted. All crossings and pipe materials shall be resolved on the permit set once the storm design is finalized.

39. Show the curb adjacent to the sidewalk around the perimeter of the building on the site plan. Curb stops are required because of the vehicle overhang, or widen the sidewalk.

The sidewalk around the perimeter of the building is intended to be a combination curb and sidewalk per the detail on sheet C6.2. The edge of sidewalk shown is the face of curb. We respectfully disagree that curb stops are required; the proposed sidewalk is 6' wide which would still leave an ADA acceptable 4' clear path of travel assuming a 2' vehicle overhang, therefore curb stops are not necessary.

Traffic

40. Two-way traffic is allowed in the 24 ft drive aisle to the east of the building for the vehicles entering the site off of Euclid Ave. The drive aisle narrows near the handicap accessible parking stall and the adjacent stall just off of Northwest Highway. A vehicle trying to access the stall off of Northwest Highway from Euclid Ave could be in conflict with a vehicle entering the site off of Northwest Highway due to the reduced width of the drive aisle.

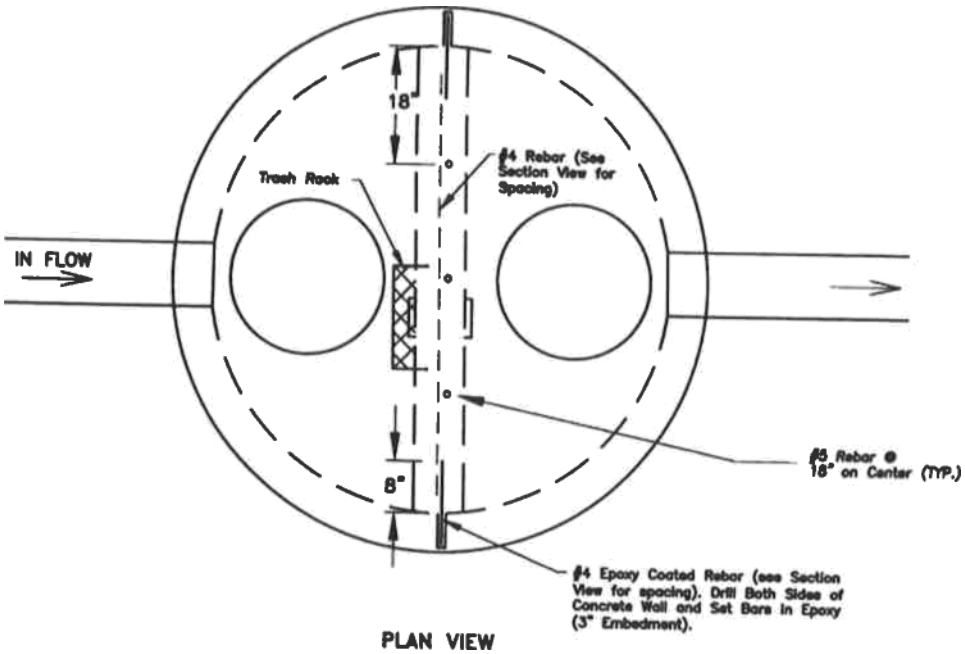
Pursuant to prior discussions we have relocated the southernmost parking space to the northwest corner of the building in order to lengthen the distance at the entrance off Northwest Highway as much as possible to mitigate any potential traffic conflicts at this location.

41. Add pavement striping at the entrance and exit off of Northwest Highway.

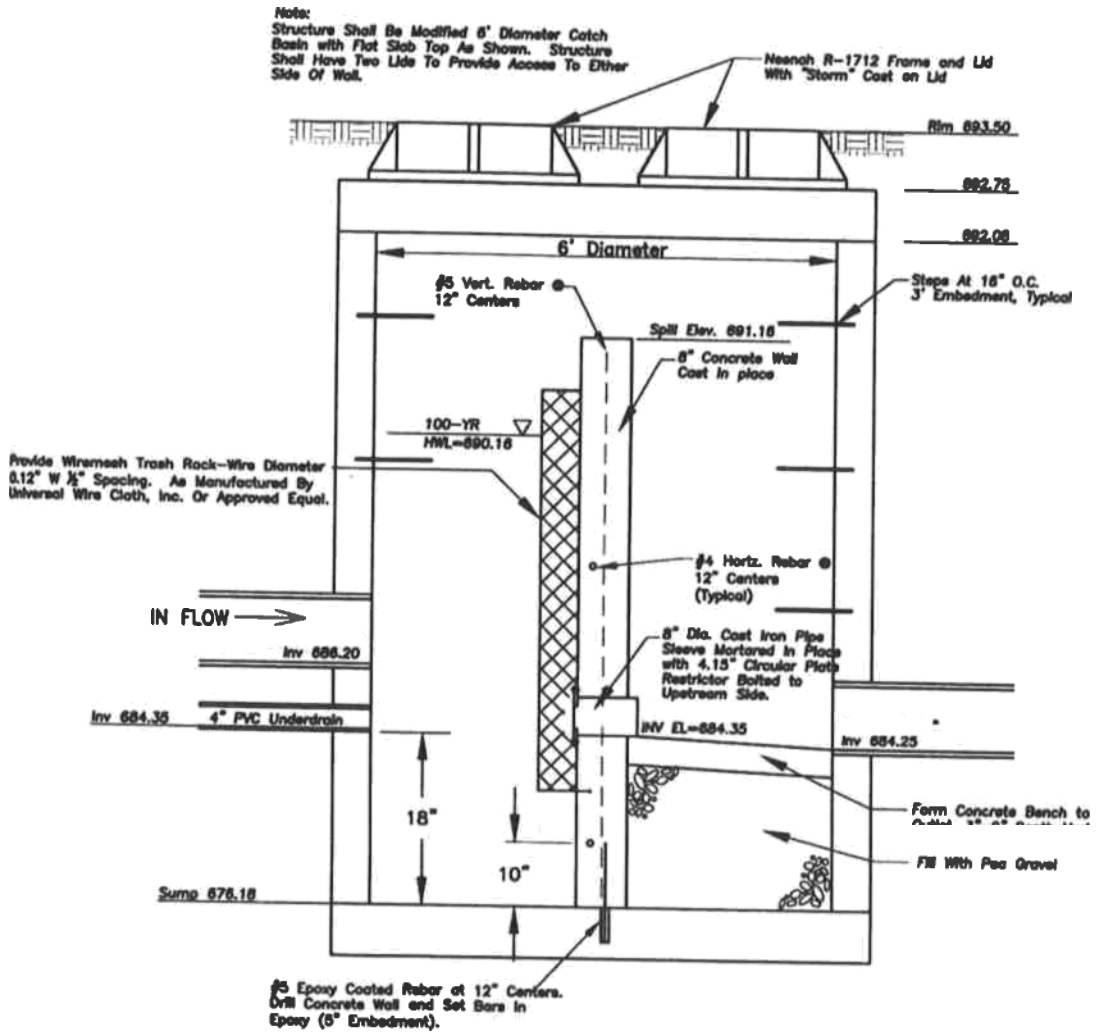
Pavement striping has been added as requested.

1/6/22

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



PLAN VIEW
h0T TO SCALE



OUTLET CONTROL STRUCTURE

Planning & Community Development Dept. Review

December 20, 2021

REVIEW ROUND 2

Project: BMO Bank
630 W Northwest Highway

Case Number: PC 21-022

General:

1. The written response to Special Use Permit criteria is acceptable.
2. The written response to Zoning Code Variation Criteria is acceptable.

Traffic Study:

3. The provided study is acceptable.

Prepared by:



BMO Bank
630 W. Northwest Highway
PC #21-022
December 20, 2021

Landscape Comments

1. Along Euclid Avenue it is recommended that the three ornamental trees be replace with three shade trees.
   No changes have been made. See response to comment 37 above.

2. Along Euclid Avenue and Northwest Highway consider substituting the proposed Junipers and Yews with a more salt/drought tolerant shrub.
   We have revised the plantings along Euclid Avenue replacing the Sea Green Junipers with a Sunrise Forsythia which are very tolerant of salt spray and roadside conditions. They are also tolerant of dry soils and drought conditions. We have replaced the Yew foundation plantings the front the Northwest Highway with a Sargent Juniper which have a higher tolerance for salty soil conditions than the Chinese Juniper varieties.

PLAN COMMISSION PC #21-022
BMO Bank SUP
630 W Northwest Highway
Round 3 (electronic)

42. The petitioner's response to comment nos. 29, 31, 32, 33, 34, 36, 37, 38, and 41 are acceptable.

43. The petitioner's response to comment no. 30 is noted. Per correspondence with the Engineer, the storm sewer connection shall be made to the combined sewer located on Euclid Ave. This will allow a deeper connection than the combined sewer on Northwest Highway. This will also allow the ability to meet the Village's detention requirements. This can be addressed at permit.

44. The petitioner's response to comment no. 35 is noted. The note on the plans shall state that the Public Works Department must have a minimum of 48 hours in advance of disconnecting the existing water and sanitary sewer services. This can be addressed at permit.

45. The petitioner's response to comment no. 39 is noted. The parking stalls can be reduced to 16.5 ft and the sidewalk widened to allow for the overhang, or add the curb stops. This can be addressed at permit.

Traffic

46. The petitioner's response to comment no. 40 is noted. The plans will be reviewed by the Illinois Department of Transportation (IDOT). In the even IDOT has any concerns with the proposed configuration and any potential conflicts with vehicles entering the site, this can be addressed at permit.

2/8/22

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

PLAN COMMISSION PROJECT TIMELINE

Project Name: BMO Bank
PC Number: 21-022
Location: 630 W. Northwest Hwy.
Requested Action:

1. Special Use Permit to allow a drive-through in the B-2 District.
2. A variation from Chapter 28, Section 6.15-1.2b to waive the requirement for landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter, at the end of every parking row.

	Date	# of Business Days
Petitioner Provided Documentation for CPRC	7-7-21	-
Conceptual Plan Review Meeting (CPRC)	7-14-21	5
Awaiting PC Application Submittal	11-2-21	78
PC Application Submittal Date	11-2-21	-
1st Round Department Comments	11-18-21	11
Petitioner's Response – 1st Round	12-14-21	16
2nd Round Department Comments	1-6-22	14
Petitioner's Response – 2nd Round	2-1-22	17
3rd Round Department Comments	2-8-22	7
PC Hearing	1-12-22	71 Days from Application Submittal
Village Board	2-21-22	27
Potential Village Board Ord. Adoption	3-7-22	10

Village Board
2/21/2022

Item: Consumers Credit Union - 950 E. Rand Rd. - PC#21-023

Department: Planning & Community Development

Requested Action

1. Amendment to Planned Unit Development (PUD) Ordinance #90-014 to allow modifications to the Southpoint PUD to enable construction of a bank building.

2. Special Use Permit approval for a 3,460 square foot bank with a drive-through.

Variations Required

1. None.

Recommendation

A public hearing was held by the Plan Commission on February 9, 2022 where Commissioner Cherwin moved and Commissioner Sigalos seconded:

A motion to recommend to the Village Board of Trustees approval of PC#21-023, an Amendment to Planned Unit Development Ordinance #90-014 to allow modifications to the Southpoint PUD to enable construction of a bank building, and a Special Use Permit for a 3,460 square foot bank with a drive-through.

This recommendation is subject to the following conditions:

1. No Village building permit will be issued for Consumers Credit Union site until the MWRD and Village permits are issued for the work needed on the existing detention basin as required under PC #21-018.

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

Roll Call Vote: Commissioners Cherwin, Sigalos, Ennes, Jensen, Lorenzini,

Warskow, and Chair Dawson voted in favor. Motion carried.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
PC Minutes 2/9/22 - DRAFT	Minutes
DC Minutes 1/11/22	Minutes
DC Staff Report	Board or Commission Report
Aerial	Exhibits
Project Narrative	Correspondence
Justification for SUP	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Landscape Plan	Exhibits
Market Study	Exhibits
Photometric Plan	Exhibits
Traffic & Parking Study	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence
Department Comments - Round 3	Correspondence
Department Comments - Round 3 - Petitioner Response	Board or Commission Report
PC Timeline Tracker	Exhibits

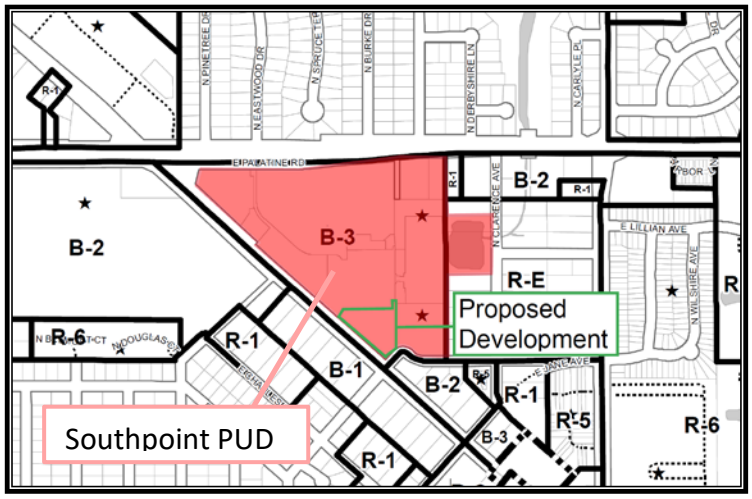
VILLAGE OF ARLINGTON HEIGHTS

STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 21-023*
***Project Title**: Consumers Credit Union*
***Address**: 780 E. Rand Rd.*
***PIN**: 03-20-200-012*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: February 9, 2022*
***Date Prepared**: February 4, 2022*

***Petitioner**: Shive-Hattery*
***Address**: 57 Franklin Street - Suite 201*
Valparaiso, IN 46383



***Existing Zoning**: B-3: General Service, Wholesale, and Motor Vehicles District*
***Comprehensive Plan**: Commercial*

SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-3: General Service, Wholesale, and Motor Vehicles District	Multi-tenant commercial building, Floor & Décor	Commercial
South	B-1: Limited Retail Business District	Habitat for Humanity ReStore	Commercial
East	B-2: General Business District, B-3: General Service, Wholesale, and Motor Vehicles District	Multi-tenant commercial building, Dunkin Donuts with Drive-through	Commercial
West	B-1: Limited Retail Business District	Multi-tenant commercial building	Commercial

Requested Action:

1. Amendment to Planned Unit Development (PUD) Ordinance #90-014 to allow modifications to the Southpoint PUD to enable construction of a bank building.
2. Special Use Permit approval for a 3,460 square foot bank with a drive-through

Variations Required:

1. None.

Project Background:

The subject property is part of the Southpoint Shopping Center, which is located at the southeast corner of Rand Road and Palatine Road and is governed by a PUD that was approved in 1988. In particular, the site is located at the northwest corner of Jane Avenue and Rand Road and is approximately 1.6 acres in size. The majority of the site is developed as 137-space parking lot serving the commercial units within the shopping center directly to the east. Access to the shopping center comes from Palatine Road, Rand Road, and Jane Avenue. Each street provides the following ingress/egress points to and from the shopping center:

- Palatine Road: 1) Full access non-signalized intersection, 2) right in only access, and 3) right-in/right-out only access
- Rand Road: 1) Full access signalized intersection
- Jane Avenue: 1) Full access that leads to a full access signalized intersection with Rand Road
- It should be noted that a possible future tenant that would occupy the former Bif Furniture building is proposing a new right-in/right-out curb cut along Rand Road immediately to the west of the subject property.

The petitioner is proposing development of the subject property as a 3,460 square foot bank facility (Consumers Credit Union) including a two-car drive through with a 3rd "pass-thru" lane. The site would include 62 parking stalls equating to a reduction of 75 parking stalls in this part of the shopping center. At peak shift, the bank would have between 4-7 employees onsite and standard business hours would be from 9:00 am – 5:00 pm Monday through Thursday, 9:00 am – 6:00 pm on Friday, and 9:00 am – 1:00 pm on Saturday. Access to the credit union would come from the existing drive aisles within the Southpoint Shopping Center. No subdivision of land is proposed; the credit union would have a 20-year land lease for the property.

As stated above, the Southpoint Shopping Center PUD was originally approved in 1988. This PUD includes the subject property, the former Bif Furniture property as well as the multi-tenant retail spaces attached to and located at the south/southeast of the Bif building. The shopping center also includes the Floor & Décor site and three outlots along the Rand Road frontage (Chili's, Olive Garden, and a multi-tenant building). The entire Southpoint Shopping Center is subject to a recently revised Operation Easement Agreement (OEA) that provides for shared access and shared parking between all users within the PUD. There have been two recent subdivisions within the PUD; in 2016 the lot that contains the Chili's restaurant, Olive Garden restaurant, and the multi-tenant commercial building along Rand Road was subdivided so that each building was on its own lot, and in 2019 the Floor & Décor property was subdivided to create a new outlot. The Plan Commission recently recommended approval of an application to develop Floor & Décor outlot with a standalone Chipotle building including a drive-through, as well as a pad for a future 4,419 square foot retail building (with space for an additional drive-through). That application is going to the Village Board on February 7th.

Zoning and Comprehensive Plan

The subject property is zoned B-3, General Service, Wholesale and Motor Vehicles District. Banks are classified as permitted uses within the B-3 District, however, drive-through facilities are required to receive Special Use Permit approval. Additionally, since Southpoint is governed by an existing PUD, an amendment to PUD Ordinance #90-014 is required. The property owner (MJR Southpoint Real Estate Holding, LLC), who owns the subject property and a portion of the multi-tenant shopping center units to the east, is not proposing a subdivision to create this outlot. Consumers Bank would lease the land from the property owner and the existing platted lot lines would remain unchanged.

The Comprehensive Plan classifies this property as appropriate for commercial land uses and the bank development is therefore compatible with the Comprehensive Plan designation. Special Use Permits shall only be approved when they conform to the three standards of approval as specified within Chapter 28 of the Municipal Code, which have been included below for reference.

- **That said special use is deemed necessary for the public convenience at this location.**
- **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**
- **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

The petitioner has provided a written response to each criterion, which outlines how each standard has been met. This response is included within the packet transmitted to the Plan Commission. Staff concurs with the petitioner and believes that the necessary standards for approval have been met for issuance of a special use permit and is supportive of this project.

The petitioner has provided notice regarding the Consumers Credit Union development to all other property owners within the Southpoint PUD. According to the petitioner, none of the other owners have stated objections to this project.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee (CPRC) on October 27, 2021, for a preliminary review of their development concept. There was discussion about coordination with the other owners in the Southpoint PUD, the overall parking within Southpoint, and the lease term for the property. In sum, all four members of the CPRC expressed preliminary support for the concept. The full minutes from this meeting are included in the packet transmitted to the Plan Commission.

Building, Site, Landscaping:

The proposed structure and site plan conform to all zoning code requirements and no variations have been requested. On January 11, 2022, the petitioner appeared before the Design Commission and received a unanimous recommendation of approval with no modifications to the design required.

The petitioner has collaborated with staff to put forth a well designed site plan that results in a high-quality development. Several changes to the plans have been made, including; 1) reorienting the drive-through lanes so that they are better concealed behind the building; 2) revisions to the interior circulation that has reduced points of potential vehicular conflict; 3) modifications to the site plan to preserve parking spaces at the eastern side of the credit union site for patrons of the shopping center properties to the east; 4) incorporation of the exterior trash receptacles to be within the building, and; 5) shifting the location of the transformer to the side of the building for enhanced screening. Landscaping and site illumination complies with all code requirements.

The necessary stormwater improvements for this project have been incorporated into the stormwater plans for the aforementioned Chipotle project (PC #21-018), which will require dredging the existing detention basin that serves Southpoint (located at the rear of the shopping center), as well as modifying the grades within that basin for increased capacity. Accordingly, no permit for the Consumers project can be issued until

an MWRD and Village sitework permit has been issued for the work needed on the existing detention basin as depicted in the Chipotle project plans. A condition of approval has been added to address this.

Parking, Traffic, and Circulation:

Per Chapter 28, Section 6.12-1(2)a, the petitioner has provided a traffic and parking study by Kenig, Lindgren, O'Hara & Aboona, a certified traffic engineer, that assesses access (location, design, and Level of Service), on-site circulation, drive through stacking/queuing, trip generation and distribution, and parking. The study observed and documented traffic movements within Southpoint during one weekday and one weekend day in October of 2021, as well as one weekday in November of 2021. They compared the traffic volumes to previous traffic observations in Southpoint from February of 2020 (prior to mass closures due to CoVid) to ensure that the 2021 values accurately captured demand. In general, the 2021 data was 10%-25% higher than the 2020 data and as such it was used in the study to establish the baseline traffic conditions.

From there, the study took into account the traffic anticipated by the future Chipotle development, as well as the estimated traffic that would be generated from all of the vacant spaces within the shopping center, and added these to the baseline volumes. Finally, they added anticipated traffic from the Consumers development, which was based on data provided by Consumers from an existing branch location in Gurnee.

In sum, the study concluded that the existing roadway system and access drives will be able to sufficiently accommodate the estimated traffic from the Consumers project, as well as the estimated traffic that would be generated from the vacant spaces within Southpoint once they are filled. It should be noted that the intersection of Jane Avenue and Rand Road is expected to operate at a Level of Service (LOS) of "F" (equating to an 84-second delay) during peak evening conditions. This delay is primarily due to the long green time allocated to Rand Road during peak conditions, which results in a longer delay on the minor legs of that intersection (Jane Avenue and Beverly Lane). Vehicles that are queuing on Jane Avenue and awaiting a green signal for egress onto Rand Road will back up to where they can block the entrance/exit into the Southpoint shopping center, and an existing "Do Not Block Driveway" sign exists for west/southwest bound traffic on Jane Avenue.

Traffic from the Consumers site is not expected to have a substantial impact at this intersection as it is anticipated to increase the overall traffic volumes through this intersection by less than 14%. Additionally, all traffic on Jane Avenue is expected to clear the Rand Road intersection with every cycle of the light. It is also important to note that the stacking on Jane Avenue that extends past the Southpoint entrance drive is an existing condition that already occurs during peak travel periods. Vehicles from Consumers that are leaving Southpoint during peak times when the queue extends past the entrance/exit drive will stack within Southpoint and will not block the other drive aisles within the shopping center. Finally, it should be noted that the new curb cut on Rand Road that would provide access into/out of Southpoint would be located approximately 100 feet to the northwest of the Consumers site. Should the curb cut be constructed, vehicles from the Consumers site will have a more streamlined means of egress onto northwest bound Rand Road, which would help to relieve pressure on the Jane Avenue/Rand Road intersection.

Relative to onsite drive-through stacking for Consumers, the site has been well designed to contain expected stacking within the drive-through lanes. Should a long drive-through queue occur, the stacking would occur within the Consumers site and would not overflow to where it would block any of the primary drive aisles within the Shopping center.

As mentioned above, the Southpoint PUD is governed by an OEA that provides for shared access and shared parking between all users within the shopping center. Parking for the entire shopping center conforms to code requirements. For analysis purposes, the Village has divided Southpoint Shopping Center into seven parking zones based upon what portion of the shopping center each parking area serves. The detailed parking calculations can be found in **Appendix I** at the end of this report, and a summary of the parking calculations is included below.

Development			Parking Required	Parking Provided
Southpoint Shopping Center			1,093	1,251
Total Square Footage	263,661	PARKING TOTALS	1,093	1,251
		Overall **Surplus** / (Deficit)	**158***	

* Takes into consideration the proposed curb cut northwest of the Consumers site and the Chipotle development

The Consumers Credit Union site exceeds code requirements with regards to parking, where 12 parking spaces are required by code and there are 15 spaces immediately adjacent to the proposed credit union building. Additionally, the remainder of the site preserves 47 spaces for the existing commercial units within Southpoint located immediately to the east. The Southpoint Shopping Center currently has a 419 parking space surplus relative to code requirements, and this surplus would reduce to 158 parking spaces upon completion of the Chipotle development, Consumers Credit Union project, and the proposed Rand Road curb cut to the northwest of the Consumers site.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to Planned Unit Development (PUD) Ordinance #90-014 to allow modifications to the Southpoint PUD to enable construction of a bank building, and a Special Use Permit for a 3,460 square foot bank with a drive-through, and recommends **APPROVAL** of the application subject to the following conditions:

1. No Village building permit will be issued for Consumers Credit Union site until the MWRD and Village permits are issued for the work needed on the existing detention basin as required under PC #21-018.
2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

_____ February 4, 2022
Bill Enright, Assistant Director of Planning and Community Development

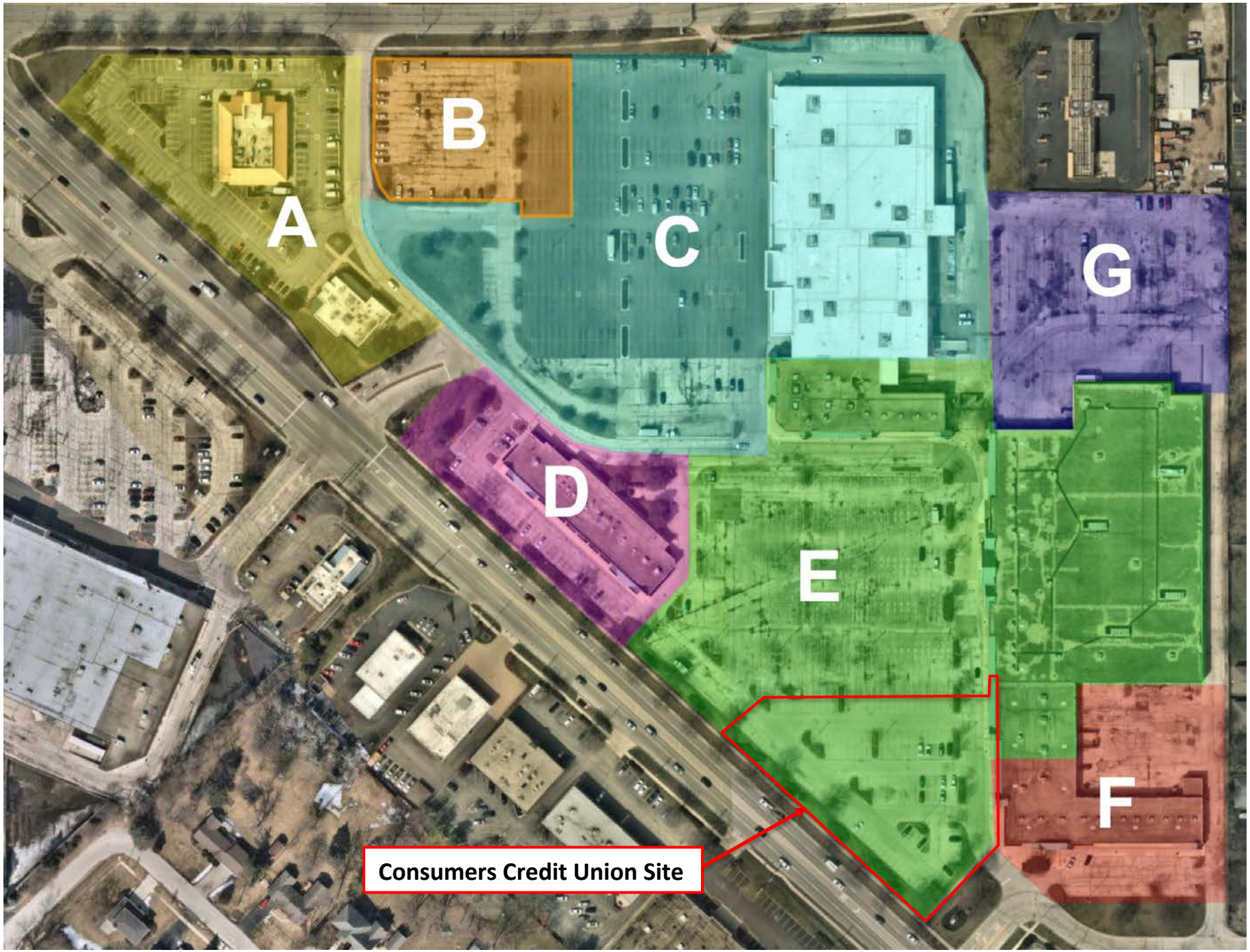
Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix I – Detailed Parking Calculations (Assuming Curb Cut and Chipotle Development Occur)

Zone	Space	Code Use	Sq. Footage	Seating Area (Sq. Ft.)	Parking Ratio (1:X)	Parking Req'd	Parking Provided	Total Parking Required
Zone A	Olive Garden	Restaurant - Sit Down	9,010	5715	1 Space per 45 sq. ft. of seating area	127	145	200
	Chili's	Restaurant - Sit Down	5,995	3285	1 Space per 45 sq. ft. of seating area	73		
Zone B	Chipotle	Restaurant - Sit Down	2,385	858	1 Space per 45 sq. ft. of seating area	19	47	68
	Restaurant #2	Restaurant - Sit Down	4,419	2209.5	1 Space per 45 sq. ft. of seating area	49		
Zone C	Floor & Décor	Retail	73,375	-	1 Space per 300 sq. ft.	245	424	**254**
	Vacant	Retail	1,800	-	1 Space per 300 sq. ft.	6		
	Kitchen & Bath Masters	Retail	1,133	-	1 Space per 300 sq. ft.	4		
Zone D	Pearle Vision	Medical Office	2,632		1 Space per 200 sq. ft.	13	49	**75**
	Dental One	Medical Office	2,985		1 Space per 200 sq. ft.	15		
	Subway	Restaurant - Sit Down	1,190	600	1 Space per 45 sq. ft. of seating area	13		
	American Mattress	Retail	3,028	-	1 Space per 300 sq. ft.	10		
	Next Door & Window	Retail	4,003	-	1 Space per 300 sq. ft.	13		
	Sprint	Retail	2,981	-	1 Space per 300 sq. ft.	10		
Zone E	Vacant	Retail	8,900	-	1 Space per 300 sq. ft.	30	404	**425**
	Credit Union	Bank	3,460		1 Space per 300 sq. ft.	12		
	Dogtopia	Retail	5,200	-	1 Space per 300 sq. ft.	17		
	Vacant*	Retail	100,250	-	1 Space per 300 sq. ft.	334		
	Vacant	Retail	3,800	-	1 Space per 300 sq. ft.	13		
	Vacant	Retail	3,400	-	1 Space per 300 sq. ft.	11		
	Vacant	Retail	2,400	-	1 Space per 300 sq. ft.	8		
Zone F	Coldwell Banker	Office	11,479	-	1 Space per 300 sq. ft.	38	40	**71**
	Happy Cleaners	Retail	1,135	-	1 Space per 300 sq. ft.	4		
	Vacant	Retail	2,270	-	1 Space per 300 sq. ft.	8		
	Vacant	Retail	1,495	-	1 Space per 300 sq. ft.	5		
	Vacant	Retail	2,265	-	1 Space per 300 sq. ft.	8		
	Vacant	Retail	2,623	-	1 Space per 300 sq. ft.	9		
Zone G	Parking	-	-	-	-	0	142	0
			263,613				1251	1093
							PARKING REQUIRED	1,093
							PARKING PROVIDED	1,251
							SURPLUS */ (DEFICIT)*	**158**

* Assumes conservative scenario where former Bif space is occupied by a standard retail tenant.

****ZONE MAP IS ON NEXT PAGE ****


A
B
C
D
E
F
G
Consumers Credit Union Site

PLAN
COMMISSION

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

RE: CONSUMERS CREDIT UNION - 950 EAST RAND ROAD - PC #21-023
PUD AMENDMENT, SPECIAL USE PERMIT FOR DRIVE-THROUGH

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 9th day of February, 2022 at the hour of 7:30 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

DRAFT

CHAIRPERSON DAWSON: Okay, we're going to call this meeting to order, everybody. So, do I have to bang this gavel? This is Tom's and I don't like to touch it. It's Tom's. They were getting unruly over there.

All right, let's Pledge of Allegiance, please. Let's stand for Pledge.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, so we have first item on the agenda is approval of minutes.

COMMISSIONER ENNES: Or roll call?

CHAIRPERSON DAWSON: Or roll call of attendance, that would maybe be the first item on the agenda, thank you. I skipped over that one. Sam even gave me a cheat sheet to look at.

MR. HUBBARD: I don't think our microphones are working tonight, at least not on my end, and it may not be working on the podium. So, I'll just try and shout.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

(No response.)

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Here. All right.

MR. HUBBARD: There's a microphone on.

CHAIRPERSON DAWSON: I'm sorry?

MR. HUBBARD: This one -- I'm just going to see if this works. This works.

CHAIRPERSON DAWSON: All right, fancy.

All right, so our first agenda item then is approval of the minutes.

COMMISSIONER WARSKOW: I make a motion to approve the minutes from the last Plan Commission meeting.

COMMISSIONER ENNES: I'll second it.

CHAIRPERSON DAWSON: Any discussion before we vote?

(No response.)

CHAIRPERSON DAWSON: All right, voice vote first. All in favor? No? Yes. All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposition? Any abstentions?

COMMISSIONER CHERWIN: I abstain. I wasn't here.

DRAFT

CHAIRPERSON DAWSON: All right, great.

So, then we have the first petition on the agenda here is, I think we have two. Sorry.

MR. HUBBARD: One for the final plat.

CHAIRPERSON DAWSON: Okay, oh, one is the Crescent Place, it's their final plat, got it. Got it, got it, got it.

Okay, so the first item on the agenda is, sorry, my computer is not coming up with my agenda. Where are we?

MR. HUBBARD: Consumers Credit Union.

CHAIRPERSON DAWSON: Thank you so much. I'm trying to get, it was slow. Consumers Credit Union, I'm putting the agenda up. There it is, Consumers Credit Union. Is the Petitioner here? These are going to be five minutes to read.

Go ahead. Yes, go ahead.

MS. HOLOWELL: I'm sorry, I wasn't sure, you seemed to talk about minutes. Hopefully you guys can hear me, I'm not very loud.

CHAIRPERSON DAWSON: So, before you speak, all public notices, have they been given, Sam?

MR. HUBBARD: Yes, they have.

CHAIRPERSON DAWSON: Okay, and then are you going to be the only one speaking tonight, or are there other people that might be speaking or answering questions? So, that I can swear you in all at once.

MS. HOLOWELL: The plan is for me to take over the presentation.

CHAIRPERSON DAWSON: Okay. All right, so I need to swear you in.

(Witness sworn.)

CHAIRPERSON DAWSON: All right, thank you. You can begin.

MS. HOLOWELL: Hi, everyone. My name is Crystal Holowell. I'm an architect with Shive Hattery, and I'm a member of the project team that's been working on the project that we'll be presenting tonight, which is Consumers Credit Union.

This is the existing site for the project. The area that is dashed in in gray is the subject property for the site. The address is 950 East Rand Road and it's part of the Southpoint Shopping Center, if you're familiar with that. Consumers Credit Union has entered into a 20-year ground lease with the property owner, MJR Southpoint Real Estate Holding Company, LLC. The site is currently being used as a surface parking lot for the Southpoint Shopping Center.

The site area is about 1.6 acres and it's currently zoned as a B-3. The plan is for the parcel to remain as part of the Southpoint Shopping Center property rather than being subdivided off into a separate property. There is an existing PUD for the Southpoint Shopping Center and it will be amended to allow for the construction of an outlot building.

These are just some photos of the existing site. If you've been by the Southpoint Shopping Center recently, you're probably familiar with how it looks currently. Again, here are just some existing photos of the site just to get you acclimated to it.

This is our proposed site plan, it's in progress currently. A portion of the site is planned to be used for the construction of a new 3,460 square-foot bank building with an adjacent covered three-lane drive-through. Let me know if you would like me to point out any specific area. I know it's not a huge image on the screen. A portion of the site to the right, or to the east of the new building would be repaired and re-striped, and those parking areas would

remain for the use of the customers of the Southpoint Shopping Center businesses.

The parking on the site is designed to allow for ease of flow through the site. The dedicated employee and customer parking for the bank is directly adjacent to the bank building. This is beneficial because it allows customers and employees to have a safe route of travel from their car directly up to the building without having to pass through or over vehicular traffic. Next slide.

Prior to the project being started, there was an in-depth market analysis done on the site. The goal was for the new proposed bank building to be located on a site that would benefit both their existing customers as well as attract new customers.

One other note that I wanted to make about the layout on the site for this project, rather than having a screened-in trash enclosure for this particular site, we've decided to locate that function within the envelope of the building, so you won't see that on the exterior here.

This is a conceptual rendering of the facade that faces Rand Road. The primary building materials that are planned for the project are a composite metal panel, smooth, white ASCO material, and brick veneer. On this facade specifically, most of the facade is the silver metal panel color. The canopy is a dark gray metal panel, and it has a slim accent band of dark blue, and that dark blue, you can't really see it very well in this image particularly, but it ties into the logo for the Consumers Credit Union signage on the same wall. The linear colors that are on the glass, that's an applied glass film and that is still in progress, being designed, but it will be applied after the glass has been installed. The design and color that will be selected is to be determined.

So, this is the southwest facade of the building, the one that faces Rand Road. The north, east and west facades of the building are primarily brick veneer. There's a dark gray running line brick, if you can actually move forward just a little bit further. This is the material sample board that was provided as part of our Design Commission application, just so you can see what the colors look like. But in the upper right corner is the brick veneer that's used on the north, east and west facades of the building, and the dark gray running line, and a light gray soldier course accent here. Then you can also see up in the upper left corner, those are the three colors of the composite metal.

These are some straight-on elevations of the building to give you an idea of the proportions of the different materials. Again, this is the Rand Road facade of the building. This is the view from the east. This is looking at the masonry veneer, you're seeing the composite metal panel, that silver color that I mentioned before on the left of this image. Also, you can see, it's an angled view but you can see the drive-through canopy there.

This is the direct facade of the building, again brick veneer. You can see the drive-through canopy straight on in this elevation. Again, that's the dark gray metal panel finish.

Oh, one thing I didn't mention before also, on the roof we do have a single rooftop unit for the building. That is completely screened by a louvered enclosure, and the color of that enclosure would also complement the exterior building materials.

This is a view straight on of the west elevation of the building. This is where you're seeing the employee entrance. Again, you're seeing the silver metal panels on the right along with the shorter front entry canopy which is the dark gray.

This is just an image from our landscape plan. We're using plantings fairly extensively on this project. It helps to soften some of the building edges, and we're also

using it to help screen the location of the transformer on the site. I don't know if you can get close to this, but It's located on the west side of the building, and the plantings directly around it really help to screen it visually. We're also providing some new trees on the site which will comply with the Municipal Code.

As far as the interior spaces, there are five enclosed offices in the building. The lobby is a large open space with lots of sunlight. That main wall that faces Rand Road is southwest facing, so we're allowing for some motorized roller shades to help with the glare coming in from that window. We have an employee break room and work room, and we are, sorry, we're providing separate trash and recycle collection in an effort to try to encourage recycling in the building.

There are also public and staff restrooms provided in the plan. Let me go to the plan actually so you can see. The lavatory that we selected for the project also has a built-in hand dryer which we hope will help to reduce the amount of paper towel waste that's produced by the building. Then finally, there are just some general building support spaces for the building as well.

I think that's everything. I appreciate your consideration of this project. Are there any questions I could answer?

CHAIRPERSON DAWSON: Before we do that, we need to have the Staff report, and then I see that there are two conditions. Have you reviewed the conditions? Have you read the Staff report and the conditions?

MS. HOLOWELL: I'll check. Is it the requested action in the front --

CHAIRPERSON DAWSON: It says there is a no Village building permit will be issued for the Consumers Credit Union site until the MWRD and Village permits are issued.

MS. HOLOWELL: Oh, yes.

CHAIRPERSON DAWSON: And that you'll comply with all federal, state laws.

MS. HOLOWELL: Yes.

CHAIRPERSON DAWSON: Correct?

MS. HOLOWELL: Yes, right.

CHAIRPERSON DAWSON: This is just making sure that you've reviewed those and agree.

Okay, so at this time, we will be hearing the Staff report, and then we'll be opening it up for questions.

MR. HUBBARD: Sure. Thank you, Chair Dawson.

So, as you've heard, the site is at 950 East Rand Road, that's part of the Southpoint Shopping Center, and the Petitioner is wanting to put up approximately a 3,460 square-foot bank facility. Bank facilities in the B-3 Zoning District are permitted uses, so this proposed use is allowed under the underlying B-3 Zoning District.

Additionally, the Southpoint Shopping Center, a majority of it is designated as suitable for commercial uses in our Comprehensive Plan, so this proposed bank/credit union building is compatible with the Comprehensive Plan designation for the property as well. Because Southpoint was developed as a PUD in the early 90's, an amendment to that PUD is required to allow for the proposed credit union, so that's one of the zoning approvals requested this evening. Additionally, although a bank or a credit union is listed as a permitted use in the B-3 district, drive-through facilities require a special use permit. So, the other reason the Petitioner is before you this evening is to request approval of a special use permit to allow that

drive-through.

There are no variations requested as part of this application.

The Petitioner has appeared in front of the Conceptual Plan Review Committee on October 22nd of last year. I would say they received a very positive review of their concept. The Conceptual Plan Review Committee members were supportive of seeing redevelopment here in Southpoint. This is part of the TIF District. We've been trying to facilitate redevelopment here for several years, and so the Conceptual Plan Review Committee members were supportive of redevelopment efforts and were generally supportive of the concept of the credit union. They did not express any major concerns.

On January 11th of this year, the credit union appeared before the Design Commission. They did receive a unanimous recommendation of approval without any required changes to the architecture.

So, here's an aerial of the site. You can see Southpoint bounded in red. The site of the proposed credit union is shown in yellow, it's kind of at the southern edge of the Southpoint Shopping Center. It's right at the corner of Jane Avenue which is here, across the street it's called Beverly, and then Rand Road is the diagonal street northeast and northwest.

Directly across the street is the Habitat for Humanity Restore. To the southeast, there is an existing Dunkin' Donuts with a drive-through. This is the, east is the inline tenant spaces of Southpoint, the vacant BIF furniture store to the northeast, Floor and Decor, and then there is the inline retail along Rand Road, and then there are some other retail opportunities, commercial, northwest on Rand Road as well.

Here is kind of a zoom-in aerial showing a little closer of the credit union site. Here on this aerial, you can see the Chipotle site to the northwest. This went to the Plan Commission last month and received a recommendation of approval. Then of course the credit union site to the south. Again, you can see this intersection of Jane Avenue and Rand Road, we'll be talking a little bit more about that. Then referenced in the Staff report was a future potential curb cut proposed onto Rand Road that is in this location here. As you can see, it's very close, in close proximity to the proposed Consumers site, just a little bit to the northwest, about a hundred feet to the northwest is that potential, future proposed curb cut.

So, here is the site plan you've seen. I just want to talk briefly about some of the site design, and Petitioner did work well with Staff to make some changes and modifications along the way. A lot of the changes we felt were very positive. One example is they replaced the drive-through lanes to the rear of the site so that they'd be better concealed behind the building. Originally, they were proposed along the front.

As you heard, they moved the transformer at the request of Staff, so it went to the rear. Originally as proposed, it was visible at the front; now it's better screened behind the building. They incorporated the interior trash room at the request of Staff. They preserved some of the existing parking to serve the retail spaces to the east. Then the drive-through stacking is fairly well designed. There is enough space for about four to five cars to stack here, and then if stacking did leach out, it's not like it's going to block one of the main primary drive aisles. It would just be this east-west drive aisle within the Consumers site which also has a means to circumvent it if it did get blocked. So, by and large, we thought it was a well-designed site.

It is worth mentioning that the proposed development here along with the Chipotle development on the northern part of Southpoint require some improvements to the existing stormwater detention basin located at the rear of Southpoint. So, they are going to have

to dredge that out and then dig it out a little bit to add some increase in capacity there. Because all of those engineering changes and plans were really vetted as a part of that Chipotle project, we just are recommending a condition of approval to make it clear that this project, the Consumers project, cannot move forward until those engineering changes, as outlined in the Chipotle project which accommodated for the stormwater capacity needed for the Consumers project, that this project not move forward until those plans have been approved. So, that was one condition of approval recommended by Staff.

Briefly on landscaping, the site does conform with all landscape code requirements. They did add some additional shade trees where they were missing, added some landscaping around the transformer. I will point out, they did add a tree at the northwest of the site at the request of Staff. We have verified that that's actually not on the property although it does need a shade tree there, so we'll work with the center property owner to get that installed. We're not expecting that that be installed as part of this project.

When it comes to traffic, this was probably the key area of analysis here. So, the Petitioner hired KLOA to do the traffic analysis. They observed and documented existing traffic conditions during several days of last year to document kind of baseline traffic in the area. They forecasted traffic for the Credit Union based on an existing facility in Gurnee, compared that to what ITE would recommend, and they were generally consistent. Then they forecasted the expected traffic from the future Chipotle development, the overall Southpoint Shopping Center when all the vacancies are filled, and then for the Consumers' expected traffic as well. They assigned those additional trips to all the roadway intersections, and then they did a level of service analysis.

The direction of travel, you know, all of the trips are going to be, not all, but the primary trips are going to be generated to and from the northeast, so they're going to head to and from Jane Avenue. So, that's really the intersection, the key intersection that we wanted to focus on. As you can see, this is the southwest-bound Jane Avenue intersection where it connects to Rand Road. It would operate under future conditions during the Saturday peak at a level F. It currently operates at a level E, so it's not very good as far as delay right now with filling the vacancies in Southpoint, and then the Consumers project is expected to increase the level of delay there.

So, I just want to show that intersection here. This is the intersection specifically I'm talking about. What we wanted to make sure was during peak conditions when cars are starting to stack up there, we just want to make sure that they're not stacking so far back that they're blocking the entrance and exit into Southpoint. Unfortunately, that does currently happen now. During one of the KLOA observations, during the peak morning hour, they did observe it's queuing back and stacking and blocking this intersection once, but there is sign in that block, the driveway intersection, so, you know, that helps to facilitate movements through here.

I would note that even during peak conditions, during every cycle of the light at this intersection, this whole queue is expected to make it out during one cycle of the light so that they're not going to continue compounding and stacking and getting larger and larger, but this was something that, you know, it was important to note as part of this process.

The increase in trips within Southpoint that would be generated by Consumers are fairly minimal. It's around 14 percent of the overall trips that would go through this intersection, so it's not a substantially high amount. This increase is fairly moderate to low, you know, relatively speaking.

Again, this is an existing condition with the traffic stack-ups, but it's something that should be monitored as this project, as this development, Southpoint, continues to be redeveloped in the future. It's something that we're going to need to pay attention to and make sure that the queuing and stacking here is not becoming an issue. That being said, we are recommending approval of the application subject to the one condition I mentioned and the other condition outlined here.

I will touch on parking briefly. Overall parking for Southpoint complies with code requirements. There is an operating easement agreement document that outlines shared parking and shared access throughout Southpoint. Excuse me, there is a condition, or there is a provision in there that allows for employee parking to occur off site at, you know, other locations within the shopping center that may not be owned by the individual property owner in the shopping center. So, shared parking does exist there. The provisions are established that allow it. It only aids, you know, and it encourages parking in building parking areas kind of to preserve some of those prime spaces for the businesses in Southpoint.

So, from a code standpoint, it complies. We believe it has enough parking to be successful. It has the necessary managing document in place to allow for that shared parking, it's just going to be coordination between the owners to make sure that their employees and tenants are parking at the correct spaces.

That being said, we are supportive of the project and recommending approval subject to these two conditions. Thank you.

CHAIRPERSON DAWSON: Okay, great.

So, do we have a motion to include the Staff report into the public record?

COMMISSIONER ENNES: So moved.

COMMISSIONER CHERWIN: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: Any opposed?

(No response.)

CHAIRPERSON DAWSON: Any abstains?

(No response.)

CHAIRPERSON DAWSON: All right, so the motion passes.

Do we have any initial questions for the Petitioner or Staff? Yes, Lynn.

COMMISSIONER JENSEN: Just a clarifying question about that new curb cut on Rand. It's in the report and I don't really clearly remember why we had a new curb cut on Rand between the, you know, between the two places where we currently have the curb cut now.

MR. HUBBARD: Sure. My understanding is there is a prospective tenant to occupy the Bif space and they're really desirous of having this additional curb cut. From Staff's perspective, I think we're supportive of it but, you know, it needs to be reviewed by IDOT, it needs to meet their standards, but we're open to considering it and we think it would help relieve pressure on that Jane Avenue intersection as well, but again, it needs IDOT approval.

COMMISSIONER JENSEN: This traffic study did not address that particular issue, did it?

MR. HUBBARD: No, it did. Yes, it did. It was designed to take that future curb cut into consideration.

COMMISSIONER JENSEN: Okay, great, thanks.

CHAIRPERSON DAWSON: Any other comments or questions before we open it up on this side?

COMMISSIONER LORENZINI: Quick question. I'm just, maybe I'm just not familiar with the term, but the metal panels, they don't look like composite though.

MS. HOLOWELL: A composite metal panel is kind of a sandwich panel. It has an interior and exterior base that are aluminum. The interior I believe is --

MR. SILVERMAN: Well, it can be used later or not. It's really just --

MS. HOLOWELL: Yes.

COMMISSIONER LORENZINI: That's fine, that's fine, okay.

CHAIRPERSON DAWSON: Any comments on this side? No?

COMMISSIONER WARSKOW: Yes, I've got one.

CHAIRPERSON DAWSON: Oh, well, sorry.

COMMISSIONER WARSKOW: So, yes, I have observed the Jane intersection in the morning because I take my dog to Dogtopia on occasion, and there is a real problem there. I'm very supportive of this project. I don't think it has, you know, the issues that we had with others like the Dogtopia, the worries about the noise and all of that, but that intersection is going to become a real problem. What you say, if it is we'll take a look at it, what are the options? What is that threshold at which you will address that?

MR. HUBBARD: Well, I mean, this property is, the overall Southpoint development is part of a TIF District, so we could certainly, you know, look to see if there's any TIF funding available for improvements, but certainly, anything there needs to be done in coordination with IDOT, too. The signal is part of a larger network of signals along Rand Road.

So, I mean, it's not an easy situation to address. I mean, it's built out, it's, you know, it can be at capacity during peak times. It would take some pretty significant; I think, changes, but again this is part of a TIF District so there may be an opportunity there.

COMMISSIONER WARSKOW: Just because we include conditions in other petitions that if it becomes a problem for a business, that, you know, it will have to be addressed and the business will have to work with the Village. I think the real problem child here is the Dunkin' Donuts. I think it creates both a stacking problem in and a stacking problem coming out. Was that ever a part of the Dunkin' Donuts approval to review?

MR. HUBBARD: I don't know off-hand. I'd have to go back to that approval.

COMMISSIONER WARSKOW: Yes, because I think that's the situation that really needs to be addressed is the Dunkin' Donuts. All right, that's it for my questions.

CHAIRPERSON DAWSON: All right, now to this side, any comments or questions?

COMMISSIONER ENNES: No, I think everybody here --

CHAIRPERSON DAWSON: All right, so we are going to open up for public commentary.

Is there anyone in the public who would like to speak about this, ask questions?

(No response.)

CHAIRPERSON DAWSON: Nobody in the public. All right, so closing the public commentary.

Did you want to propose anything to this project related to parking --

COMMISSIONER WARSKOW: No.

CHAIRPERSON DAWSON: -- or you're just raising it as an issue for the area?

COMMISSIONER WARSKOW: Yes, I'm raising it as an issue for the area.

CHAIRPERSON DAWSON: Yes, I wonder about the hours because I believe the Dunkin' Donuts problem is early morning.

COMMISSIONER WARSKOW: It's early morning, yes.

CHAIRPERSON DAWSON: Right.

COMMISSIONER WARSKOW: I would suppose; I've seen it on the weekends, too.

CHAIRPERSON DAWSON: Well, I've used that Dunkin' Donuts, yes.

COMMISSIONER WARSKOW: So, yes.

CHAIRPERSON DAWSON: Do you have any concerns about the parking or the traffic issues, Petitioner, with what she's raising as an issue? Have you seen that? Have you been to the site?

MS. HOLOWELL: I haven't seen issues of the stacking at the Jane Avenue, unfortunately, just what I've seen in the traffic study that we've had done for the project.

CHAIRPERSON DAWSON: Okay, all right. Any other comments?

COMMISSIONER CHERWIN: Yes, could I just, real quick on that. Maybe it's in the report.

Sam, so we know the Bif Furniture is not occupied right now, that's correct, right? They're not? Then we do know that the proposed Floor and Decor are, but there is a strip like south of Floor and Decor, and then there is just like a strip like in the F area that's south of Bif, right? If you know like, you know, that little strip with the blue orange, like that Laser Tag place that's just south of Floor and Decor?

MR. HUBBARD: Yes.

COMMISSIONER CHERWIN: Is there anybody in there now or not?

MR. HUBBARD: That's where Dogtopia is.

COMMISSIONER CHERWIN: Oh, that's right, okay. Okay, and then the Bif Furniture is empty, and then the stuff south of Bif?

MR. HUBBARD: I believe it's mostly empty now. It used to have a Coldwell Banker, but I believe they vacated. So, I guess very --

COMMISSIONER CHERWIN: Is that, I mean, it seem to me like this parking lot, I brought this up at the Committee, too, it just seems like it's completely underutilized. So, at some point this whole section, I mean, I see the issue with traffic and I agree on that, too, but, you know, this going in there is so marginal compared to how this was designed in the first place. I mean, you know, it's there, it might not have been, you know, optimally designed, you know, initially, but I certainly wouldn't hold that against this property.

I do think that that right-in/right-out will relieve pressure like you said, maybe it was the property. Yes, I guess, you know, but the center itself is going to have, you know, there's expectations that if that is filled, you know, there's going to be traffic. So, I agree that, you know, we have to wait for it to be addressed, but I certainly, like Commissioner Warskow said, I wouldn't hold it against this particular project, but more of a future look to be taken in consideration of the right-in/right-out.

I support the project. I did at Committee; I think it's a good project. I'd like to see it move forward.

CHAIRPERSON DAWSON: Then do we have a motion?

COMMISSIONER CHERWIN: I'll move.
COMMISSIONER ENNES: I have a question.
CHAIRPERSON DAWSON: Sure, or if you have a question.
COMMISSIONER ENNES: First of all, I'm sorry, I didn't get your last name?
MS. HOLOWELL: Holowell.
COMMISSIONER ENNES: Holloway?
MS. HOLOWELL: Holowell.
COMMISSIONER ENNES: Okay. All right, so you're the architect, you're not an employee of the credit union?
MS. HOLOWELL: No, no. I'm an architect of Shive Hattery.
COMMISSIONER ENNES: So, you can't speak on behalf of them. Is there a representative from the credit union here? What's your position there?
CHAIRPERSON DAWSON: I have to swear him in. Do you mind if I interrupt your questions?
COMMISSIONER ENNES: No, I'm fine.
CHAIRPERSON DAWSON: Okay, if you could come up? I just need to swear you in.
(Witness sworn.)
CHAIRPERSON DAWSON: All right, if you could just state your name, spell your last name for us, and then Terry can ask the question.
MR. BELLISARIO: It's Joe Bellisario, B-e-l-l-i-s-a-r-i-o. I'm in the facilities department of the credit union. I'm an in-house architect.
COMMISSIONER ENNES: Have you been involved with the planning of this project?
MR. BELLISARIO: Somewhat, but it's mostly been the Shive Hattery group.
COMMISSIONER ENNES: My question is in regard to the PUD in your property. You're going to be a tenant, correct?
MR. BELLISARIO: Correct.
COMMISSIONER ENNES: On this property, there isn't going to be a new tax parcel, is there? Do you know?
MR. BELLISARIO: I believe --
MR. SILVERMAN: I'm happy to answer this question, if you would like.
COMMISSIONER ENNES: Okay, I take it you're related to the shopping center?
MR. SILVERMAN: I'm the property owner.
COMMISSIONER ENNES: Okay, you might be the person to answer this.
MR. SILVERMAN: I'm happy to answer.
CHAIRPERSON DAWSON: You can come up and we can swear you in.
(Witness sworn.)
CHAIRPERSON DAWSON: All right, if you could state your name and spell your last name for us please?
MR. SILVERMAN: Richard Silverman, S-i-l-v-e-r-m-a-n. It's nice to see you again. I was here as a representative on behalf of Chipotle. I am the landowner. This specific PIN that we are discussing, or that parcel of 1.6 acres already has a tax PIN to it. So, it will not be a subdivision, we already have a PIN number assigned to this specific parcel.
COMMISSIONER ENNES: To the parcel that's in the yellow?

MR. SILVERMAN: Yes, sir.

COMMISSIONER ENNES: Okay, and do you own the entire shopping center?

MR. SILVERMAN: I am one of six shopping center owners, one of the six owners of the shopping center. I own the former Coldwell Banker building, I know there was a question about its occupancy. RE/MAX Real Estate occupies that space now, they occupy over 11,000 square feet. I own the Dogtopia building and I own the future Chipotle outlot, as well as some parking lot and retention ponds.

COMMISSIONER ENNES: Okay, and what my concern is, if you could go to the site plan for the project? I see frequently issues that arise in the PUD, based on the definitions that are included in the lease documents, as to what is part of the common area parking. Do we have a drawing that breaks out the difference between the leased premises and what would be common area? Because it looks like they are going to be improving some of the common area parking; is that correct?

MR. SILVERMAN: I think I can help clarify this. Consumers Credit Union is ground leasing the entire parcel. The entire parcel is cross parked through the entire shopping center.

COMMISSIONER ENNES: Okay.

MR. SILVERMAN: So, they are improving part of, only on their parcel, no land outside the 1.6 acres that we are discussing, for shared use of the shopping center to be cross parked.

COMMISSIONER ENNES: Okay, and is any of their property allocated out to the PUD? To the other tenants?

MR. SILVERMAN: There is no specific allocation. The entire shopping center, all, I can't speak to the acres of the entire shopping center, it's all a 100 percent cross parked.

COMMISSIONER CHERWIN: So, in theory, I'm sorry, Terry, can I just interject?

COMMISSIONER ENNES: No, go ahead, Jay.

COMMISSIONER CHERWIN: So, in theory, if somebody from Dogtopia wanted to park along Rand Road, they would have the rights under the LDA?

MR. SILVERMAN: Yes, they would.

COMMISSIONER CHERWIN: The question would be why would they want to.

COMMISSIONER ENNES: I understand that. My concern is when you get a tenant in a property and they have this access parking above and beyond what they need as part of the common area, they have to pay higher expenses in the property, or they can, I'm not saying they are, and that's kind of what my concern is, is when these things come up later they could be very --

MR. SILVERMAN: My lease document covers the responsibilities of maintenance of the site with the tenant of the properties.

COMMISSIONER ENNES: That's all I have. Thank you.

CHAIRPERSON DAWSON: Okay, now do we have a motion? Jay?

COMMISSIONER CHERWIN: Oh, yes. So, Commissioner Cherwin, I'll make a motion.

DRAFT

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #21-023, an Amendment to Planned Unit Development Ordinance #90-014, to allow modifications to the Southpoint PUD to enable construction of a bank building, and Special Use Permit approval for a 3,460 square-foot bank with a drive-through.

This recommendation is subject to the following conditions:

1. **No Village building permit will be issued for the Consumers Credit Union site until the MWRD and Village permits are issued for the work needed on the existing detention basin as required under PC #21-018.**
2. **The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.**

CHAIRPERSON DAWSON: Do I have a second?
COMMISSIONER SIGALOS: I'll second.
CHAIRPERSON DAWSON: All right, roll call.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Green.
(No response.)
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.
All right, you received unanimous approval. Congratulations! As you know, we're just a recommending body, so you will need to go in front of the Village Board. Sam can get you more information about that. Thank you.
MR. SILVERMAN: Thank you.
(Whereupon, at 8:10 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JANUARY 11, 2022

Chair Kubow called the meeting to order at 6:30 p.m.

Members Present:	Jonathan Kubow, Chair Ted Eckhardt Kirsten Kingsley John Fitzgerald
Members Absent:	Scott Seyer
Also Present:	Nicholas Sahm, OKW Architects for *Arlington Town Square* Crystal Holowell, Shive-Hattery for *Consumers Credit Union* Richard Silverman, MJK Real Estate for *Consumers Credit Union* Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FOR DECEMBER 14, 2021

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF DECEMBER 14, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#21-088 – Consumers Credit Union – 950 E. Rand Rd.

Commissioner Eckhardt recused himself from the project because he conducts business with this institution, and he left the meeting.

Crystal Holowell, representing *Shive-Hattery,* and Richard Silverman, representing *MJK Real Estate*, were present on behalf of the project.

Mr. Hautzinger said this project requires Plan Commission review and Village Board approval to amend the existing Planned Unit Development for the Southpoint shopping center, as well as Special Use approval for a bank with a drive-through. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The petitioner is proposing to build a new free-standing bank building at the Southpoint shopping center. The proposed building with three drive-through lanes will be a new outlot building located in the existing parking area facing Rand Road. The proposed building design has a fresh and modern appearance. The composition of the front elevation facing Rand Road is nicely done with a combination of gray metal panels, white cast stone masonry, and a glass storefront with clear anodized mullions. The sculptural designs of the main entrance canopy and drive-through canopy use the same dark gray metal panels with subtle blue accent border. The side and rear elevations also consist of quality materials with gray brick walls and light gray brick and cast stone banding. The triangular-like plan of the building provides additional interest with angled walls on the sides and rear.

The proposed design does not match the existing design theme of the Southpoint Shopping Center, but it is common practice throughout the Village for outlot buildings to be designed in their own unique branding and style. The overall design is of a high quality with appropriate scale and massing, and it will be a nice enhancement to the Southpoint shopping center as well as the Rand Road retail corridor.

With regards to signage, only one wall sign is allowed per street frontage. The subject site has frontage on Rand Road, so only one wall sign is allowed. The proposed design includes two wall signs with a main larger wall sign facing Rand Road and a secondary smaller sign on the southeast side wall. The main wall sign is nicely designed and integrated with the overall architectural design of the building, but the second wall sign is not allowed and should be removed from the design.

The proposed building has one primary rooftop mechanical unit and other smaller rooftop equipment, which are required to be fully screened from public view. The smaller pieces of equipment are adequately setback towards the rear of the building, and the main rooftop unit will have an individual unit screen attached. The building design includes an interior trash storage room, which is ideal to screen the trash and recycling containers.

Staff recommends approval of the proposed architectural design as submitted, with the comment to remove the second wall sign being shown on the southeast side of the building that is not allowed by code.

Commissioner Kingsley asked if the site has 2 street frontages, one on Rand Road and one on Jane Avenue. Mr. Hautzinger said he initially thought there were 2 street frontages, but the property lines for this property do not meet up to Jane Avenue, so technically it does not have street frontage there. Commissioner Fitzgerald asked if there would be a ground sign for the building and Mr. Hautzinger said there is an existing multi-tenant ground sign for the shopping center that he would anticipate the petitioner being added to; however, an additional free-standing ground sign would not be allowed by code and the petitioner is currently not proposing one. Chair Kubow said he fully supports this new building as proposed; this shopping center looks like it is currently struggling and this new building

will be a huge improvement. He also commented about the loss of parking that will result from the new building.

Ms. Holowell said their main intent with this project is to provide the Village with a high quality building with good materials that will be durable over time, with a minimal amount of branding colors so the building appears more timeless overall. With regards to signage, she pointed out the main signage along Rand Road adjacent to the entry that provides visibility when traveling east on Rand Road; however, when traveling west on Rand Road and turning into Jane Avenue, the smaller secondary wall sign would be beneficial for consumers to know what this building is, because of how the building is situated on this triangular site. She asked if this was open to discussion tonight.

Mr. Hautzinger stated that a second wall sign would require a variation and a separate application for review with this commission and the Village Board; however, the commissioners could provide preliminary feedback at this time. He asked the petitioner if there is an opportunity for this new business to be included on the existing multi-tenant monument sign for the shopping center, and Ms. Holowell replied that their team is currently discussing a plan to add another entrance off Rand Road just outside the boundary of this project, although that is not part of this project, and their hope is to have a monument sign for this tenant closer to where that new entrance would be, instead of a monument sign at the southeast portion of the site where the existing multi-tenant monument sign is. She asked if using just the logo as a secondary wall sign would still be considered a sign, or perhaps an architectural feature of the building. Mr. Hautzinger said the logo would still be considered a sign. Ms. Holowell asked about the timeline for review of this project if a sign variation request is included, and Mr. Hautzinger said that the variation request could happen later and it would be separate from the design and zoning approvals.

Mr. Hautzinger stated that the red boundary lines shown on the drawings were added by Staff for clarification. Mr. Silverman said he is the property owner and he is entering into a 20-year ground lease with Consumers Credit Union. He is responsible for the site work, and he recently appeared before this commission for the new Chipotle building also being built at this shopping center, which is going before the Plan Commission tomorrow night. He clarified that the 1.6-acre parcel (75,000 sf) for Consumers Credit Union does abut to Jane Avenue; in their opinion, it has frontage to 2 roadways, which he felt even stronger about because he was required to post 3 public meeting signs for the Plan Commission hearing tomorrow for Chipotle; one on Rand Road, one on Palatine Road, and one on Jane Avenue. He also said that Consumers Credit Union will not have access to panels on the existing multi-tenant ground sign; there are 8 different owners of Southpoint shopping center and 3 multi-tenant signs, so tenant panels are hard to come by. Mr. Silverman reiterated that ownership feels strongly about having 2 signs on this new building.

Mr. Hautzinger thanked Mr. Silverman for the clarification and said it is possible that the actual boundary lines for this parcel may have been misinterpreted, and Staff will look into that further for clarification. Mr. Silverman pointed out that even though the Consumers Credit Union building will be tucked up in the corner of the parcel and appears to be a separate outlot parcel, the tenant is leasing the entire 70,000 sf parcel that abuts up to Jane Avenue. He asked that Staff look into this for clarification. Mr. Hautzinger said that if this parcel does abut to Jane Avenue, then the second wall sign would be allowed by code; he would review this issue with other Staff to confirm.

Mr. Silverman also responded to Chair Kubow's comment about the loss of parking; Southpoint Shopping Center currently has a 1000+ surplus of parking spaces on the site, which was determined by a traffic study done by Consumers Credit Union. He also said that a new right-in, right-out on Rand Road referred to Ms. Holowell will be addressed in the future by his neighboring property owner; he could not speak to that for this development.

The commissioners summarized their comments. Commissioner Kingsley said it was a nice project and she liked the materials chosen. She was in support of 2 wall signs and pointed out that when going east on Rand Road, the front door projection will totally hide the wall sign on the front elevation. She said the rooftop screening looks really nice and she assumed that it would match the dark grey hue, which Ms. Holowell confirmed. Commissioner Kingsley had concerns about screening of the transformer, and Ms. Holowell said that tall plantings and evergreens are proposed around the transformer to provide year-round screening. Mr. Hautzinger replied that Staff shares the concern about the transformer location; however, it is under the purview of the Plan Commission review.

Commissioner Fitzgerald said the building in general looks really nice, and it is nice to see this entire property slowly improve. He loved the front of the building that looks great, including the wall sign being shown. He said that he has always been open to variations for signage on this property, the property across the street, and the property kitty-corner, because these properties are all unusual with regards to entering the property and what is visible. He was also open to signage on the other side of the building where the transformer is located; the elevation marked 'exterior elevation viewing south'. It would be a lost opportunity to improve the big blank elevation. Mr. Silverman said that if it is determined after this meeting that this parcel does have 2 street frontages and 2 wall signs are allowed by code, then they would absolutely come in for a variation for a third wall sign on the facade that Commissioner Fitzgerald just pointed out. Commissioner Fitzgerald said that overall the building is very nice looking and will be a huge addition to the shopping center as kind of an entrance monument when traveling on Rand Road from the south.

Chair Kubow agreed with the commissioners and said that in urban design, buildings are pushed off toward the main street such as this, although that can create some issues with signage. He was okay with the wall sign on the front elevation, and would support a second wall sign shown on the other elevation. He felt a secondary sign on this site was necessary. He was in support of the project which will be a huge improvement to the shopping center.

Chair Kubow asked if there were any public comments on the project and there was no response from those in the audience.

Mr. Hautzinger said the comments and discussion regarding the transformer location and landscaping are welcome comments that will be forwarded to the Plan Commission; however, those comments should not be part of the motion tonight. Commissioner Kingsley understood and asked how the commissioners should handle the issue of the second wall sign. Mr. Hautzinger said that Staff will confirm the property lines for this parcel to determine whether 2 wall signs are allowed.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER FITZGERALD, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR *CONSUMERS CREDIT UNION* TO BE LOCATED AT *950 E. RAND ROAD*, AS SUBMITTED. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 12/3/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

KINGSLEY, AYE; FITZGERALD, AYE; KUBOW, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

S T A F F D E S I G N C O M M I S S I O N R E P O R T

PROJECT INFORMATION:		**PETITION INFORMATION:**	
Project Name:	Consumers Credit Union	**DC Number:**	21-088
Project Address:	950 E. Rand Road	**Petitioner Name:**	Crystal Holowell
Prepared By:	Steve Hautzinger	**Petitioner Address:**	Shive-Hattery 57 Franklin Street, Suite 201 Valparaiso, IN 46383
Date Prepared:	January 5, 2022	**Meeting Date:**	January 11, 2022

Requested Action(s):
Approval of the proposed architectural design for a new bank building.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

This project requires Plan Commission review and Village Board approval to amend the existing Planned Unit Development for the Southpoint shopping center, as well as Special Use approval for a bank with a drive-through. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

"*For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission* ***for building and signage only****."*

Summary:
The petitioner is proposing to build a new free-standing bank building at the Southpoint shopping center. The proposed building with three drive-through lanes will be a new outlot building located in the existing parking area facing Rand Road.

Architectural Design:
The proposed building design has a fresh and modern appearance. The composition of the front elevation facing Rand Road is nicely done with a combination of gray metal panels, white cast stone masonry, and a glass storefront with clear anodized mullions. The sculptural designs of the main entrance canopy and drive-through canopy use the same dark gray metal panels with subtle blue accent border. The side and rear elevations also consist of quality materials with gray brick walls and light gray brick and cast stone banding. The triangular-like plan of the building provides additional interest with angled walls on the sides and rear.

The proposed design does not match the existing design theme of the Southpoint Shopping Center, but it is common practice throughout the Village for outlot buildings to be designed in their own unique branding and style. The overall design is of a high quality with appropriate scale and massing, and it will be a nice enhancement to the Southpoint shopping center as well as the Rand Road retail corridor.

Signage:
Per code, only one wall sign is allowed per street frontage. The subject site has frontage on Rand Road, so only one wall sign is allowed. The proposed design includes two wall signs with a main larger wall sign facing Rand Road and a secondary smaller sign on the southeast side wall. The main wall sign is nicely designed and integrated with the overall architectural design of the building, but the second wall sign is not allowed and should be removed from the design.

Mechanical Equipment Screening:
The proposed building has one primary rooftop mechanical unit and other smaller rooftop equipment, which are required to be fully screened from public view. The smaller pieces of equipment are adequately setback towards the rear of the building, and the

main rooftop unit will have an individual unit screen attached.

Trash Screening:
The building design includes an interior trash storage room, which is ideal to screen the trash and recycling containers.

RECOMMENDATION:
It is recommended that the Design Commission **approve** the proposed architectural design for Consumers Credit Union to be located at 950 E. Rand Road. This recommendation is subject to compliance with the plans received 12/3/21, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. The second wall sign on the southeast side of the building is not allowed and should be removed.
2. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, sign code or building or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/owner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans and sign permit plans comply with all zoning code, building code and sign code requirements.



January 5, 2022

Steve Hautzinger AIA, Design Planner
Department of Planning & Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 21-088


PALATINE ROAD
RAND ROAD
SOUTHPOINT PUD
JANE AVE
BEVERLY LANE
SUBJECT PROPERTY

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

November 17, 2021

Consumers Credit Union
780 E. Rand Road
Arlington Heights, IL

P.I.N. # 03-20-200-012

Project Description:

This project is contracted as a Ground Lease between MJR Southpoint Real Estate Holding Company, LLC and Consumers Credit Union for a 20 year term. Consumers Credit Union will be the building owner for the duration of the 20 year term. Upon expiration of the lease, ownership will transfer back to MJR Southpoint Real Estate Holding Company, LLC.

The proposed project is a new Consumers Credit Union branch location in Arlington Heights, Illinois. The site is currently a surface parking lot for the Southpoint Shopping Center and is zoned B-3. The parcel is approximately 70,000 square feet in area and located just northwest of the intersection of Rand Road and Jane Avenue. The project team is proposing an amendment to the existing PUD at the Southpoint Shopping Center to allow for the construction of an outlot building.

A portion of the existing surface parking lot is planned to be used for the construction of a free-standing approximately 3,460 square foot bank building with drive-through. The drive-through will have a total of three lanes, including one pass-through lane. A portion of the existing parking (approximately 50 spaces) within the parcel will be repaired and restriped as needed for proper maintenance and aesthetics. A total of sixteen parking spaces will be created for customer and employee parking adjacent the bank building, including one code required ADA parking space and adjacent access aisle. All parking within the parcel is designed for ease of flow through the site and to maximize safety for customers and employees. The building area incorporates five enclosed offices, and it is expected that the branch location will have approximately 4-7 employees at any one time. Normal business hours for the branch and drive-through are expected to be 9:00 am – 5:00 pm Monday through Thursday, 9:00 am – 6:00 pm Friday, and 9:00 am – 1:00 pm on Saturday. Besides the enclosed offices, the interior of the building contains a main lobby with freestanding millwork greeter and teller stations, an employee break room and work room, public and staff restrooms, and support spaces for the building.

Consumers Credit Union completed an in-depth market analysis study prior to the start of the project in an effort to locate this proposed new branch on a site that will most benefit their existing customers while also attracting new customers. The proposed location at 780 E. Rand Road meets their requirements and will provide a new business in Arlington Heights on a currently underutilized site.

Exterior elevations and renderings have been developed with the client for the Village's review. The primary exterior materials are gray brick and buff cast stone masonry along with select areas of gray composite metal panels, clear anodized aluminum framing, and insulating low-e glass to provide natural light to the interior spaces. Roller shades will be provided to minimize the effect of glare on employees and customers. Recycling will also be encouraged by providing separate trash and recycle collection in the break room. The current floor plan incorporates a restroom lavatory that also serves as a hand dryer in an attempt to reduce paper towel usage. The main southwest-facing building façade will address Rand Road, allowing for signage opportunities and visibility to traffic. The overall height of this single story building is approximately 17'-4".

The project is currently in the Construction Documents phase of design. The project team expects to complete drawings in late February 2022 with construction starting in early April 2022. There is a projected six month construction schedule with substantial completion occurring in October 2022.

Thank you for considering this project for the Village of Arlington Heights.

Consumers Credit Union
780 E. Rand Road
Arlington Heights, IL

P.I.N. # 03-20-200-012

Special Use Justifications:

1. That said special use is deemed necessary for the public convenience at this location.

   a. Response: Based on the market analysis study completed prior to the start of this project, a need exists for a Consumers Credit Union branch in this area of Arlington Heights. There is a lack of credit unions in the target area and a branch in the proposed location would provide more convenient service to its existing customers.

2. That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity.

   a. Response: The site currently exists as a parking lot for the Southpoint Shopping Center. The proposed new construction will be built according to current codes and regulations. The layout of the site is intended to protect the safety of pedestrian employees and customers of the future credit union, while also allowing for the best flow of vehicular traffic through the site. The exterior of the building was designed to be aesthetically pleasing and of a height similar to other single-story buildings in the immediate area.

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

   a. Response: It is the intention of the project team to work seamlessly with the Village of Arlington Heights to provide a new business to the community that will benefit all those involved. With the site being zoned B-3, a credit union is permitted as an accepted use. Because the bank is a Commercial entity, it aligns with the Village's comprehensive plan for the property. We will meet all height, setback, and FAR restrictions for this B-3 district. We feel that this project is a good fit for the proposed site in Arlington Heights and will benefit the members of the community.

SHEET 1 OF 2

ALTA / ACSM LAND TITLE SURVEY

OF

Alta Certificate

PARCEL 1:

PART OF LOT 1 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTH WEST 1/4 OF THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH EAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 533.00 FEET TO THE SOUTH EAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140.00 FEET TO A CORNER OF LOT 1; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 105.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 150.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 40.30 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 90.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 64.70 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 240.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

LOT 2 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN,

ALSO THAT PART OF LOT 1 IN SAID CUB ADDITION DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 451.43 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE OF LOT 1 A DISTANCE OF 81.57 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 240.00 FEET; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 64.70 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 13.45 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 49 SECONDS EAST 56.99 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 33.80 FEET TO THE POINT OF BEGINNING;

ALSO LOT 3 IN SAID CUB ADDITION, EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 3, BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN SAID CUB ADDITION, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 191.95 FEET TO A POINT OF CURVATURE; THENCE CONTINUING IN A SOUTHERLY DIRECTION ALONG THE WESTERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 130.00 FEET, AN ARC DISTANCE OF 108.42 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 105.30 FEET AND A BEARING OF SOUTH 23 DEGREES, 54 MINUTES, 41 SECONDS EAST; THENCE SOUTH 47 DEGREES, 48 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 280.60 FEET TO A POINT OF CURVATURE; THENCE IN AN EASTERLY DIRECTION ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 122.50 FEET, AN ARC DISTANCE OF 90.26 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 88.23 FEET AND A BEARING OF SOUTH 68 DEGREES, 54 MINUTES, 41 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST ALONG THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 118.40 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 77.50 FEET, AN ARC DISTANCE OF 89.45 FEET TO A CORNER OF LOT 1, THE CHORD OF SAID ARC HAVING A LENGTH OF 84.57 FEET AND A BEARING OF SOUTH 56 DEGREES, 57 MINUTES, 10 SECONDS EAST; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 22.68 FEET, THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF NORTH 61 DEGREES, 32 MINUTES, 37 SECONDS WEST, THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 118.40 FEET TO A POINT OF CURVATURE; THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 142.50 FEET, AN ARC DISTANCE OF 104.99 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 102.64 FEET, AND A BEARING OF NORTH 68 DEGREES, 54 MINUTES, 41 SECONDS WEST; THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 280.60 FEET TO A POINT OF CURVATURE; THENCE IN A NORTHERLY DIRECTION ALONG A CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 150.00 FEET, AN ARC DISTANCE OF 125.09 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 121.50 FEET, AND A BEARING OF NORTH 23 DEGREES, 54 MINUTES, 41 SECONDS WEST; THENCE NORTH 0 DEGREES, 01 MINUTES, 11 SECONDS WEST 192.04 FEET TO THE NORTH LINE OF LOT 3, THENCE SOUTH 89 DEGREES, 59 MINUTES, 29 SECONDS EAST 20.00 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING FROM SAID LOT 3 THAT PORTION FALLING WITHIN SOUTHPOINT RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 10, 2017 AS DOCUMENT NO. 1706929022, IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT 27090321, DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION; THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3, BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES, 11 MINUTES, 49 SECONDS EAST 120.00 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 153.58 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 45.07 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES, 32 MINUTES, 37 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 25.91 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 294.22 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 6.42 FEET TO THE EAST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE, A DISTANCE OF 341.95 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 11.77 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 22.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 305.66 FEET; THENCE SOUTH 42 DEGREES, 11 MINUTES, 49 SECONDS WEST 62.50 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOTS 58 THROUGH 66 INCLUSIVE IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO, VACATED PRAIRIE AVENUE (33 FEET WIDE), LYING SOUTH OF THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 66, AND NORTH OF THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 58 (BEING ALSO THE NORTH LINE OF JANE AVENUE); ALSO VACATED LILLIAN (66 FEET WIDE), LYING BETWEEN LOTS 63 AND 64 ALL IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174 AND FILED JULY 14, 1989 AS DOCUMENT LR3809529 IN COOK COUNTY, ILLINOIS.

EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 61 THROUGH 65, INCLUSIVE, IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 62 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 62 AND LOT 61, A DISTANCE OF 179.19 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 204.61 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 0.33 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 42.65 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 94.96 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.96 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 39.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.32 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 12.73 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 121.74 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.26 FEET TO THE WEST LINE OF VACATED PRAIRIE AVENUE, AFORESAID; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST ALONG SAID WEST LINE 341.95 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 3.23 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 152.09 FEET; THENCE SOUTH 45 DEGREES, 01 MINUTES, 48 SECONDS EAST 12.73 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 24.32 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.90 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 349.03 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 226.45 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 44.97 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.75 FEET TO A POINT ON THE EAST LINE OF LOT 65 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE AND EAST LINE EXTENDED OF SAID LOTS 63, 64 AND 65, A DISTANCE OF 313.40 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING

PART OF LOTS 62 AND 63 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 63; THENCE SOUTH 89 DEGREES, 42 MINUTES, 11 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 63, A DISTANCE OF 32.74 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 90.01 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.90 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 21.40 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.38 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 45 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 152.09 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 64.46 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 53.60 FEET TO THE POINT OF BEGINNING;

ALSO EXCEPTING

PART OF LOTS 61 AND 62 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 61; THENCE SOUTH 89 DEGREES, 41 MINUTES, 51 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 61, A DISTANCE OF 32.71 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 80.29 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 64.46 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 121.74 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 12 SECONDS EAST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 24.32 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 39.80 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.96 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 14.57 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

LOTS 44, 45, AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO THAT PART OF VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, LYING BETWEEN SAID LOTS 45 AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS 1, 2 AND 3, AS CREATED BY DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS AND EASEMENTS RECORDED FEBRUARY 1, 1988 AS DOCUMENT 88046282, BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, AND LA SALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531 FOR INGRESS AND EGRESS AND PASSAGE OF PEDESTRIANS AND MOTOR VEHICLES OVER THAT PART OF THE LAND DESIGNATED "SERVICE EASEMENT" ON THE SITE PLAN ATTACHED TO SAID DECLARATION AS EXHIBIT C, IN COOK COUNTY, ILLINOIS, AS AMENDED BY FIRST AMENDMENT RECORDED AS DOCUMENT 88409221, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95498113).

PARCEL 6:

NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS 1, 2 AND 3, AS CREATED BY DECLARATION OF PROTECTIVE COVENANTS, RESTRICTIONS AND EASEMENTS RECORDED FEBRUARY 1, 1988 AS DOCUMENT 88046282, BY AND BETWEEN AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 21, 1983 AND KNOWN AS TRUST NUMBER 57529, AND LASALLE NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 11, 1986 AND KNOWN AS TRUST NUMBER 111531, FOR INGRESS, EGRESS AND PASSAGE BY PEDESTRIANS, AND INGRESS, EGRESS, PASSAGE AND PARKING BY MOTOR VEHICLES OVER THE LAND NORTH AND EAST AND ADJOINING PARCELS 1 AND 2, IN COOK COUNTY, ILLINOIS, AS AMENDED BY FIRST AMENDMENT RECORDED AS DOCUMENT 88409221, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT.

PARCEL 7:

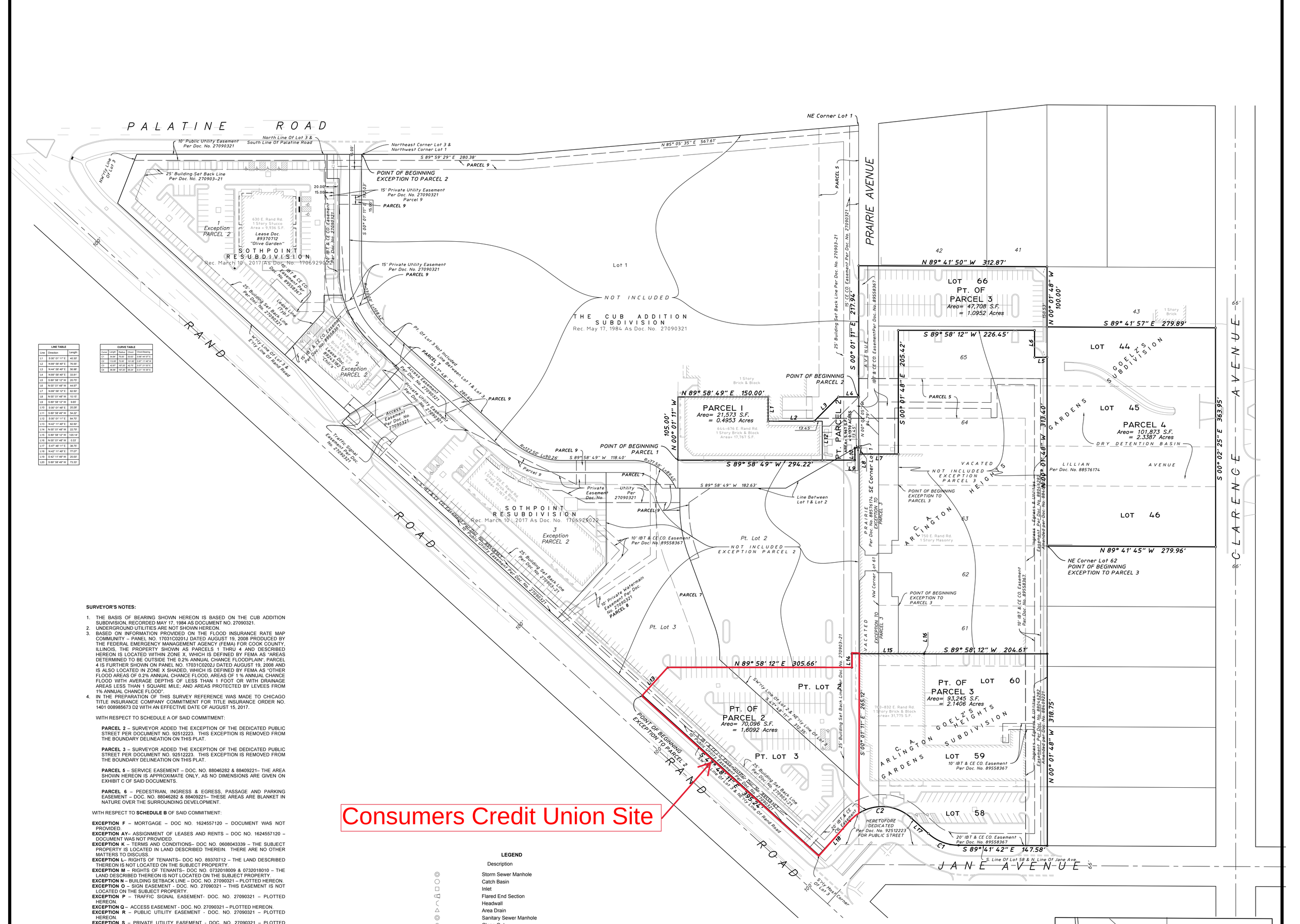
NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321 FOR INGRESS AND EGRESS, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED "ACCESS EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2 HEREIN, IN COOK COUNTY, ILLINOIS, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95498113).

PARCEL 8:

NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR PRIVATE WATER MAIN, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED AS "PRIVATE WATER MAIN EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2 HEREIN, IN COOK COUNTY, ILLINOIS, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95498113).

PARCEL 9:

NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321, FOR UTILITIES, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED AS "PRIVATE UTILITY EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2 HEREIN, IN COOK COUNTY, ILLINOIS, (EXCEPT THEREFROM THOSE PORTIONS THAT WERE VACATED BY PLAT OF EASEMENT VACATION RECORDED AS DOCUMENT 95498113).



LINE TABLE		
Line	Direction	Length
L1	S 00° 01' 11" E	40.30'
L2	N 89° 58' 49" E	76.55'
L3	N 44° 58' 49" E	56.98'
L4	N 89° 58' 49" E	33.81'
L5	S 89° 58' 12" W	20.75'
L6	N 00° 01' 48" W	44.97'
L7	N 89° 58' 12" E	62.50'
L8	N 00° 01' 48" W	10.15'
L9	S 89° 58' 12" W	9.65'
L10	S 00° 01' 48" E	20.28'
L11	S 89° 58' 49" W	54.22'
L12	S 00° 01' 11" E	64.70'
L13	N 42° 11' 49" E	62.50'
L14	N 00° 01' 48" W	22.79'
L15	S 89° 58' 12" W	120.14'
L16	N 00° 01' 48" W	0.33'
L17	S 47° 48' 11" E	38.78'
L18	N 42° 11' 49" E	77.07'
L19	S 42° 11' 49" W	20.00'
L20	S 89° 58' 49" W	73.33'

CURVE TABLE				
Curve	Length	Radius	Chord	Chord Bearing
C1	54.94'	75.00'	53.82'	S 68° 44' 07" E
C2	113.09'	72.00'	101.82'	S 87° 11' 49" W
C3	42.97'	187.20'	42.76'	S 07° 31' 53" E
C4	36.58'	187.20'	36.24'	S 31° 15' 35" E

SURVEYOR'S NOTES:

1. THE BASIS OF BEARING SHOWN HEREON IS BASED ON THE CUB ADDITION SUBDIVISION, RECORDED MAY 17, 1984 AS DOCUMENT NO. 27090321.
2. UNDERGROUND UTILITIES ARE NOT SHOWN HEREON.
3. BASED ON INFORMATION PROVIDED ON THE FLOOD INSURANCE RATE MAP COMMUNITY – PANEL NO. 17031C0201J DATED AUGUST 19, 2008 PRODUCED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR COOK COUNTY, ILLINOIS, THE PROPERTY SHOWN AS PARCELS 1 THRU 4 AND DESCRIBED HEREON IS LOCATED WITHIN ZONE X, WHICH IS DEFINED BY FEMA AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN", PARCEL 4 IS FURTHER SHOWN ON PANEL NO. 17031C0202J DATED AUGUST 19, 2008 AND IS ALSO LOCATED IN ZONE X SHADED, WHICH IS DEFINED BY FEMA AS "OTHER FLOOD AREAS OF 0.2% ANNUAL CHANCE FLOOD, AREAS OF 1 % ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD".
4. IN THE PREPARATION OF THIS SURVEY REFERENCE WAS MADE TO CHICAGO TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE ORDER NO. 1401 008985673 D2 WITH AN EFFECTIVE DATE OF AUGUST 15, 2017.

WITH RESPECT TO SCHEDULE A OF SAID COMMITMENT:

PARCEL 2 – SURVEYOR ADDED THE EXCEPTION OF THE DEDICATED PUBLIC STREET PER DOCUMENT NO. 92512223. THIS EXCEPTION IS REMOVED FROM THE BOUNDARY DELINEATION ON THIS PLAT.

PARCEL 3 – SURVEYOR ADDED THE EXCEPTION OF THE DEDICATED PUBLIC STREET PER DOCUMENT NO. 92512223. THIS EXCEPTION IS REMOVED FROM THE BOUNDARY DELINE

ALTA / ACSM LAND TITLE SURVEY

N

30' 15' 0 30'

SCALE: 1" = 30'

NOT INCLUDED

Lot 1

THE CUB ADDITION SUBDIVISION
Rec. May 17, 1984 As Doc. No. 27090321

PRAIRIE AVENUE

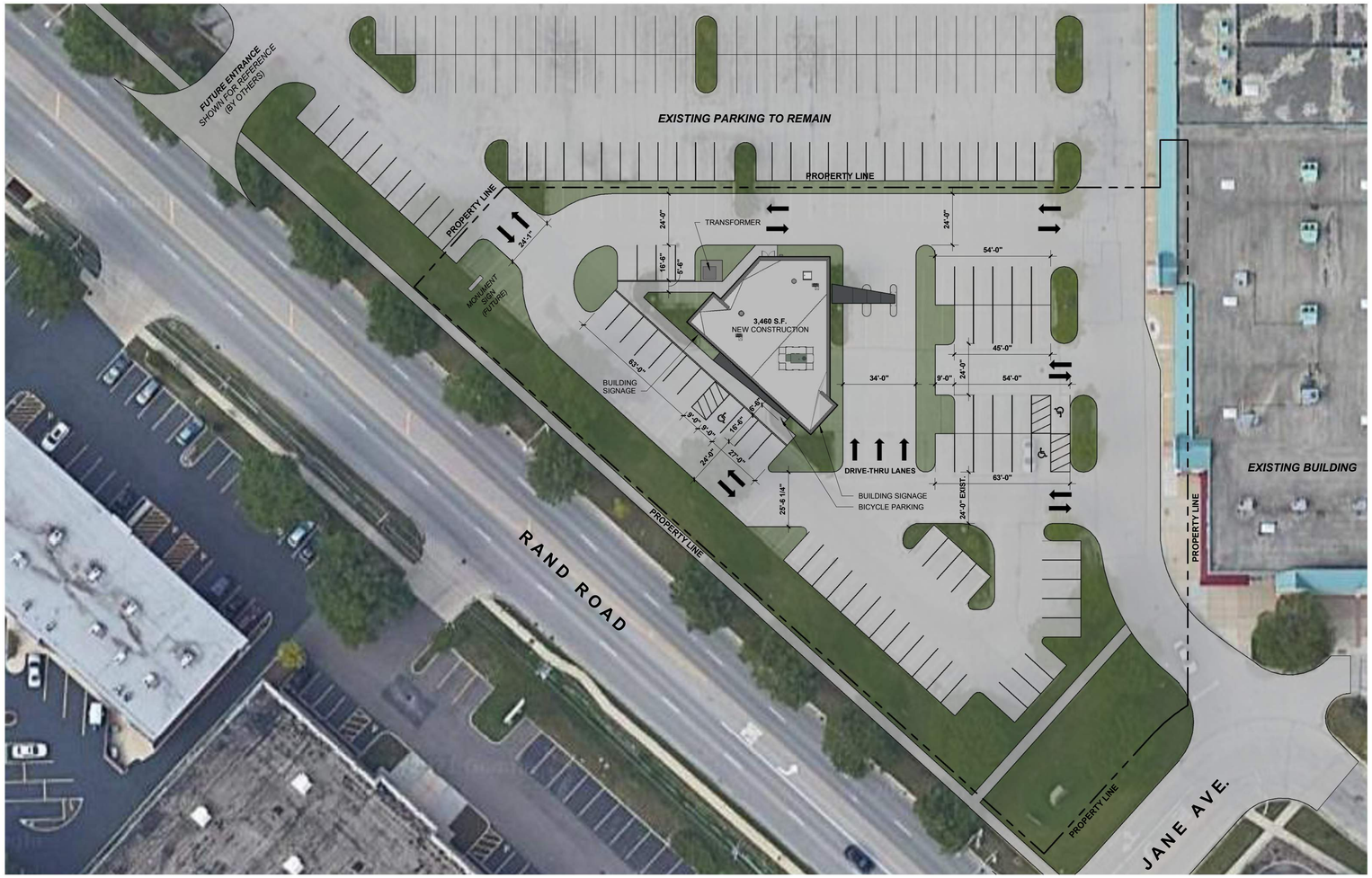
15' CE CO. Easement Per Doc. No. 27090321

25' Building Set Back Line Per Doc. No. 2709O3-21

42

41

Fence Corner Is 0.63'N
B/C Is 1.98'N
Bituminous Pavement
B/C Is 2.12'N
Fence Is 0.35'N
Fnd Iron Pipe At Corner
S 89° 41' 50" E 312.87'
Wood Fence
Fence End Is 0.20'N
Fence Corner Is 1.68'S
End Retaing Wall Is 1.68'S
Gate
Fence Corner Is 1.85'S
Conc. Retaining Wall Is 2.66'S
Fence Corner Is 0.85'N & 2.32'W
Fnd Iron Pipe At Corner
B/C Is 5.50'S
Wood Fence
B/C Is 5.55'S
B/C Is 5.66'S
Gravel
Conc. Retaining Wall
Back Of Curb Is 5.38'S
Retaining Wall Is 1.91'S
Gate Post Is 1.69'S
Retaining Wall Is 2.02'S
Gate Post Is 1.38'S
Conc. Retaining Wall Is 2.65'W
Back Of Curb Is 5.63'W
LOT 66
Bituminous Pavement
PT. OF PARCEL 3
Area= 47,708 S.F.
= 1.0952 Acres
B/C Is 0.43'W
B/C Is 0.35'W
B/C Is 0.56'W
B/C Is 0.74'W
N 00° 01' 11" W 217.84'
Conc. Retaining Wall
Gravel
S 00° 01' 48" E 100.00'
150.53'
Fence Corner Is 4.80'S
Fnd PK Nail At Corner
Fnd Iron Pipe At Corner
S 89° 41' 57" E 279.89'
43
1Story Brick
Conc. Walk
Conc. Drive
66'
Fnd PK Nail At Corner
N 89° 58' 12" E 226.45'
L.S. (Typ.)
Fnd Iron Rod Bent 5.25'S & 0.22' W
Conc. Retaining Wall w/Fence
Fence End Is 5.23'S
Fnd Iron Pipe At Corner
Conc. Retaining Wall Is 1.98'W
S 00° 01' 48" E 44.97'
Fnd Iron Pipe At Corner
Fnd PK Nail At Corner
N 89° 58' 12" E 20.75'
Back Of Curb Is 5.60'W
Fence Is 1.90'W
5'x12' RCBC
Conc. Head Wall
Fence Is 1.20'W
LOT 44
6' Flat Bottom Concrete Channel
Conc. Head Wall
LOT 45
NW Corner Of Head Wall Is 0.07'W
Conc. Head Wall
Conc.
Weir Wall
Bituminous Pavement
Metal Rail (Typ.)
S 00° 02' 25" E 363.95'
SW Corner Of Head Wall Is 0.0'N & 0.0'E
GOELZ'S SUBDIVISION
PARCEL 4
Area= 101,873 S.F.
= 2.3387 Acres
DRY DETENTION BASIN
CLARENCE AVENUE
Canopy
2' Sq. Column
1 Story Brick & Block
Column Is 7.70'N
Column Is 7.93'N
Column Is 1.95'S & 3.54'E
B/C Is 1.11'E
Column Is 3.56'E
N 89° 58' 49" E 150.00'
Bldg. Corner Is 0.09'S & 11.64'E
Conc. Walk
N 00° 01' 11" W 105.00'
PARCEL 1
Area= 21,573 S.F.
= 0.4953 Acres
644-676 E. Rand Rd.
1 Story Brick & Block
Area= 17,767 S.F.
Bldg. Corner Is 11.68'E
Bldg. Corner Is 7.34'N
B/C Is 1.62'E
POINT OF BEGINNING PARCEL 1
B/C Is 3.12'S
Bldg. Canopy
B/C Is 3.13'S
Conc. Walk
B/C Is 3.11'S
Column Is 0.69'S
S 89° 58' 49" W 294.22'
Column Is 0.63'S
1.35'x2.35' Column (Typ.)
Bldg. Corner Is 7.47'N
Bldg. Corner Is 0.0'N
Hand Rail (Typ.)
Planter
End Hand Rail Is 0.0'E
Trans Pad
Bldg. Is 0.0'L.
Bituminous Pavement
Easement No. 27090321
5' Private Utility Easement Per Doc. No. 27090321
S 89° 58' 49" W 182.63'
Line Between Lot 1 & Lot 2
10' Private Watermain Easement Per Doc. No. 27090321 PARCEL B
THE CUB ADDITION SUBDIVISION
Rec. May 17, 1984 As Doc. No. 27090321
Lot 2
LOT 2
NOT INCLUDED EXCEPTION PARCEL 2
Bldg. Corner Is 0.09'S & 11.64'E
Bldg. Corner Is O.L. & 0.95'E
Conc. Retaining Wall
Conc. Ret. Wall Is 4.30'W
Bldg. Corner Is 4.98'N & 0.93'E
N 00° 01' 11" E 40.30'
Bldg. Corner Is 4.92'N
Conc.
76.55'
N 89° 58' 49" E
13.45
Conc. Steps w/Hand Rail
Electrical Control Box
Bldg. Corner Is 6.86'S & 0.73'E
644-676 E. Rand Rd.
1 Story Brick & Block
Area= 17,767 S.F.
N 44° 58' 49" E 56.99'
AREA= 5,967 S.F.
= 0.1369 ACRES
Guard Rail
Trans Pad
Bldg. Corner Is 0.0'N
N 00° 01' 11" E 64.70'
PT. PARCEL 2
S 00° 01' 11" E 64.79'
SE Corner Lot 1
N 89° 58' 12" E 9.65'
S 00° 01' 48" E 10.15'
Trans Pad
Bldg. Is O.L.
N 89° 58' 12" E 62.50'
Planter
End Hand Rail Is 0.0'E
Bldg. Corner Is 7.47'N
1.35'x2.35' Column (Typ.)
Bldg. Canopy
Conc. Walk
Column Is 0.59'S
Column Is 0.57'S
End Hand Rail Is 2.55'S
Bollard (Typ.)
Hand Rail (Typ.)
S 00° 01' 48" E 20.28'
Line Between Lot 1 & Lot 2
POINT OF BEGINNING PARCEL 2
N 89° 58' 49" E 33.81'
B/C Is 0.87'W
B/C Is 1.20'W
B/C Is 0.74'W
N 00° 01' 48" W 205.42'
PARCEL 5
IBT & CE CO. Easement Per Doc. No. 89558367
AVENUE
25' Building Set Back Line Per Doc. No. 2709O3-21
N 00° 01' 05" W 84.79'
PRAIRIE AVENUE Per Doc. No. 88576174
65
64
63
62
61
LOT 2
LOT 3
PT. OF PARCEL 2
Area= 70,096 S.F.
= 1.6092 Acres
Bituminous Pavement
Bldg. Canopy
1.35'x2.35' Column (Typ.)
Conc. Walk
Conc. Steps
Back Of Walk Is 2.52'SW
Back Of Walk Is 1.18'SW
Back Of Curb Is 0.39'E
Back Of Curb Is 0.32'E
Back Of Curb Corner Is 0.12'N
Back Of Curb Corner Is 0.08'S
Back Of Curb Corner Is 4.14'W
Back Of Curb Corner Is 0.33'E
End Iron Pipe At Corner
S 00° 01' 48" E 22.79'
S 89° 58' 12" W 305.66'
S 47° 48' 11" W 62.50'
Set Iron Pipe At Corner
POINT OF BEGINNING EXCEPTION TO PARCEL 2
Sw'rly Line Of Lot 2 & NE'rly Line Of Lot 3
S 47° 48' 11" E 312.35'
25' Building Set Back Line Per Doc. No. 2709O3-21
10' Public Utility Easement Per Doc. No. 8955367
5' IBT & CE CO. Easement Per Doc. No. 8955367
Sw'rly Line Of Lot 3 & NE'rly Line Of Rand Road
N 47° 48' 11" W 395.24'
R A N D
R O A D
Conc. Walk
Bituminous Pavement
Back Of Walk Is 2.52'SW
Back Of Walk Is 1.18'SW
Metal & Block Sign
Trans Pad
20' IBT & CE CO. Easement Per Doc. No. 89558367
R=12.00' L=113.09' Ch.=101.82
Ch Brg. =S 87° 11' 49" W
HERETOFORE DEDICATED PER DOC. NO. 92512223 FOR PUBLIC STREET
S 47° 48' 11" E 38.75'
N 42° 11' 49" E 77.07'
Back Of Curb Is 2.18'N
R=75.00'
L=54.84'
Ch.=53.63'
Ch Brg.= S 68° 44' 57" E
Landscaped
S 89° 41' 42" E 147.59'
S. Line Of Lot 58 & N. Line Of Jane Ave.
Fence Corner Is 0.73'N & 0.63'W
S'ly Most Corner Of Lot 3
Conc. Walk
OHW
J A N E A V E N U E
Fnd PK Nail
66'
99'
110'
10'
LOT 58
LOT 59
LOT 60
Bituminous Pavement
Wood Fence
Conc. Refuge Area
PT. OF PARCEL 3
Area= 93,245 S.F.
= 2.1406 Acres
GOELZ'S HEIGHTS SUBDIVISION
10' IBT & CE CO. Easement Per Doc. No. 89558367
Trans Pad
Bldg. Canopy
780-832 E. Rand Rd.
1 Story Brick & Block
Area= 31,775 S.F.
Ingress - Egress & Utilities Easement Per Doc. No. 88046282 Amended per Doc. No. 88409221
Concrete Retaining Wall
Retaining Wall Is 0.51'W
Fnd Iron Pipe At Corner
Fence Corner Is 0.56'W
Fence Corner Is 0.51'W
S 00° 01' 48" E 318.75'
35.99'
36.07'
258.96'
NOT INCLUDED EXCEPTION PARCEL 3
POINT OF BEGINNING EXCEPTION TO PARCEL 3
NE Corner Lot 62 POINT OF BEGINNING EXCEPTION TO PARCEL 3
EXCEPTION TO PARCEL 3
VACATED
NW Corner Lot 61
PRAIRIE AVENUE Per Doc. No. 88576174
C.A. ARLINGTON HEIGHTS
ARLINGTON GARDENS
LILLIAN AVENUE Per Doc. No. 88576174
Wood Fence
Fence Corner Is 1.76'N
Conc. Retaining Wall
End Of Retaining Wall Is 2.15'N
Fence Is 1.84'N
Fence End Is 1.69'N & 1.79'W
Fnd Cross Notch 1.47'N & O.L.
Fnd Iron Pipe At Corner
N 89° 41' 45" W 279.96'
Fnd Iron Pipe At Corner
Property Line Is Center Of 8" Party Wall
S 89° 58' 12" W 120.14'
Bldg. Corner Is 0.33'S & 1.80'E
Bldg. Corner Is O.L. & 0.45'E
N 00° 01' 48" W 0.33'
Bldg. Corner Is O.L. & 36.03'W
S 89° 58' 12" W 204.61'
Conc.
Bituminous Pavement
Landscaped
20' IBT & CE CO. Easement Per Doc. No. 89558367
Fnd PK Nail
Fence Corner Is 0.51'W
Fnd Iron Pipe At Corner
Retaining Wall Is 0.51'W
Concrete Retaining Wall
Ingress - Egress & Utilities Easement Per Doc. No. 88046282 Amended per Doc. No. 88409221
10' IBT & CE CO. Easement Per Doc. No. 89558367
Bituminous Pavement
Conc. Walk
Conc. Steps
Conc. Retaining Wall
Bldg. Canopy
1.35'x2.35' Column (Typ.)
Conc.
L.S. (Typ.)
Bituminous Pavement
Conc. Walk
Metal Rail (Typ.)
Trans Pad
Bituminous Pavement
Conc. Walk
Bituminous Pavement
Conc. Walk
Bituminous Pavement
Conc. Walk



NORTH

1 SITE PLAN
1" = 30'-0" 0 45'

SITE PLAN NOTES

1. REFER TO ELEVATION SHEETS FOR SIZES OF WALL-MOUNTED SIGNAGE.
2. REFER TO SHEET EX-FT FOR FIRE TRUCK TRAVEL PATHS THROUGH THE SITE.
3. TRASH COLLECTION FOR THE PROPOSED NEW BUILDING IS LOCATED WITHIN THE BUILDING ENVELOPE RATHER THAN AS AN EXTERIOR SCREENED ENCLOSURE. REFER TO NOTE PLAN FOR MORE INFORMATION.
4. REFER TO PHOTOMETRIC PLAN FOR INFORMATION RELATED TO SITE LIGHTING.
5. **AREA CALCULATIONS:**
   - A. LAND AREA = APPROX. 70,000 SQ. FT. (1.6 ACRES) PER SURVEY.
   - B. PROPOSED BUILDING AREA = 3,460 SQ. FT.
   - C. FAR COVERAGE = 3,460 S.F. / 70,000 SQ. FT. = 0.05
6. **PARKING CALCULATIONS** (REFER TO TRAFFIC AND PARKING STUDY FOR MORE IN-DEPTH INFORMATION)
   - A. TOTAL PARKING SPACES REQUIRED = 12
     TOTAL PARKING SPACES PROVIDED = 15
     TOTAL BICYCLE PARKING SPACES REQUIRED / PROVIDED = 2
     a. *REFERENCE: VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE - CHAPTER 28*
   - B. HANDICAPPED PARKING SPACES REQUIRED = 1
     a. *REFERENCE: 2018 ILLINOIS ACCESSIBILITY CODE*

SITE PLAN

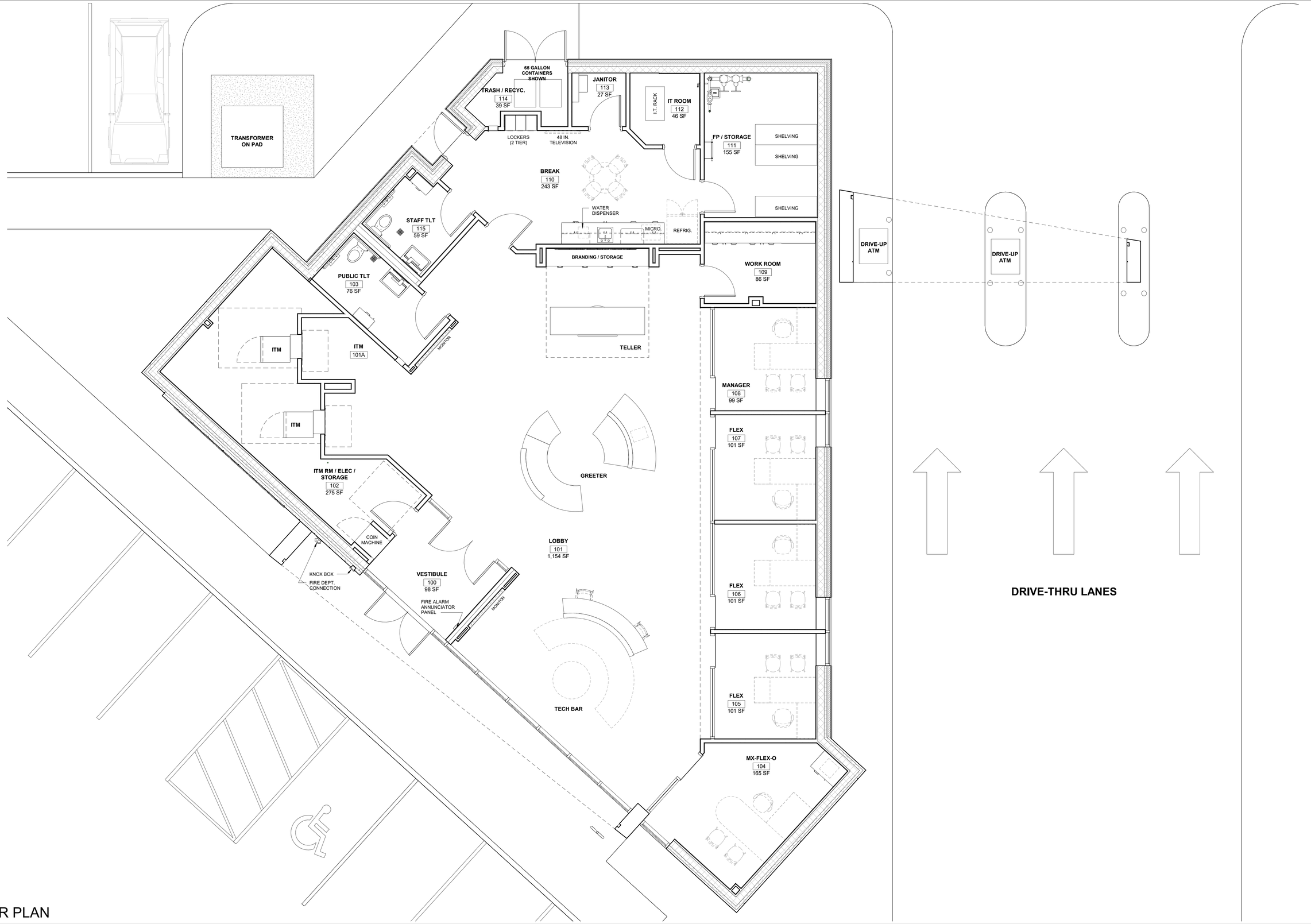
A-0

950 E. RAND ROAD
ARLINGTON HEIGHTS, IL
60004

Consumers Credit Union - Arlington Heights

01/24/22
PLAN COMMISSION REVIEW
7211440

SHIVEHATTERY
ARCHITECTURE + ENGINEERING



FLOOR PLAN

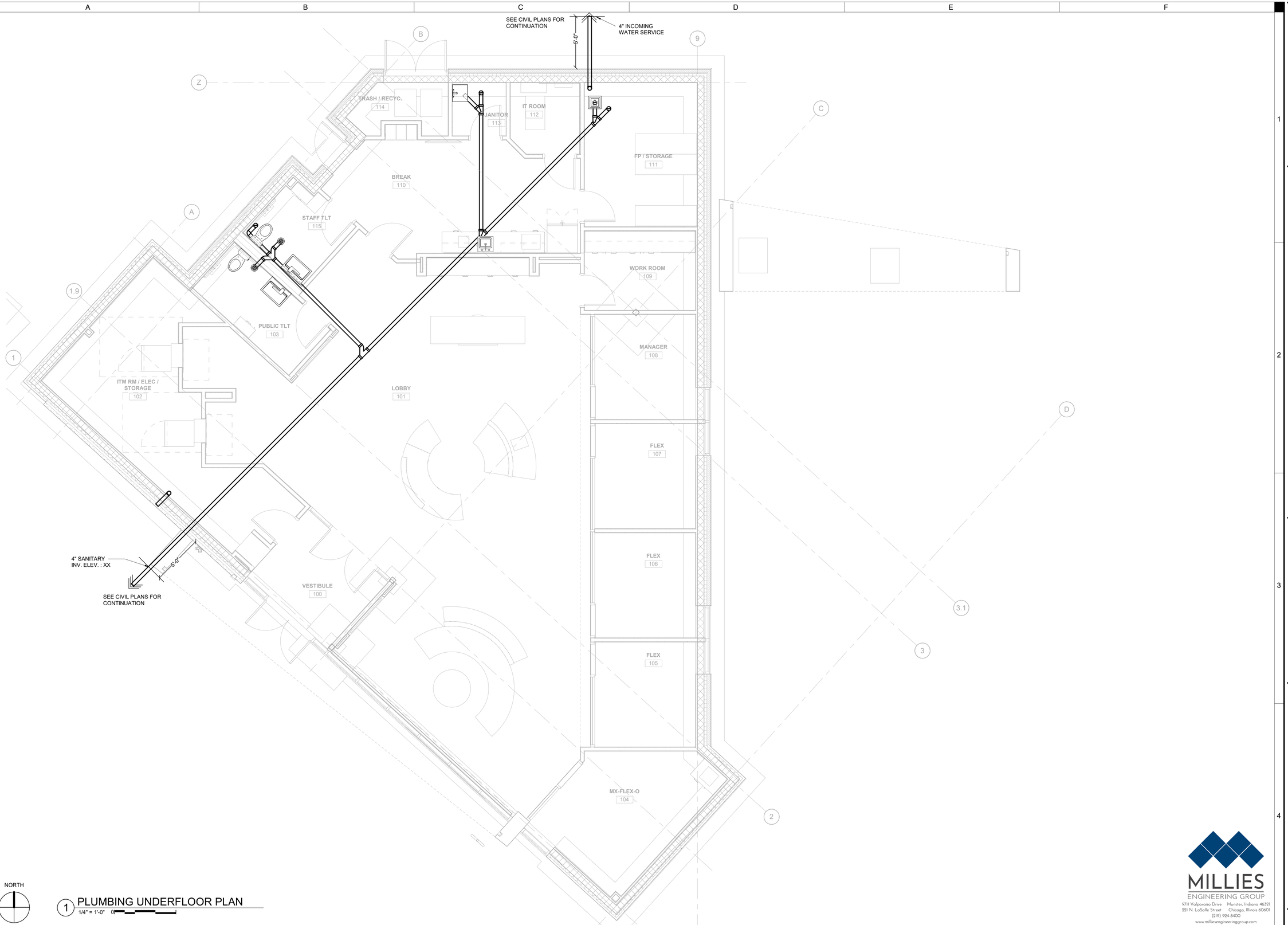
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950 E. RAND ROAD
ARLINGTON HEIGHTS, IL
60004

Consumers Credit Union - Arlington Heights

01/24/22
PLAN COMMISSION REVIEW
7211440

SHIVEHATTERY
ARCHITECTURE + ENGINEERING



NORTH

1 PLUMBING UNDERFLOOR PLAN
1/4" = 1'-0"

SHIVEHATTERY
ARCHITECTURE + ENGINEERING
440 North Wells Street, Suite 320 | Chicago, Illinois 60654
312.324.5500 | www.shive-hattery.com
Iowa | Illinois | Indiana | Nebraska | Wisconsin
Illinois Firm Number: 184-000214

Consumers Credit Union - Arlington Heights

CONSUMERS CREDIT UNION
950 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN: MDG
APPROVED: DJ
ISSUED FOR: PLAN COMMISSION REVIEW
DATE: 01/10/2022
PROJECT #: 7211440
FIELD BOOK:

PLUMBING UNDERFLOOR PLAN

P101

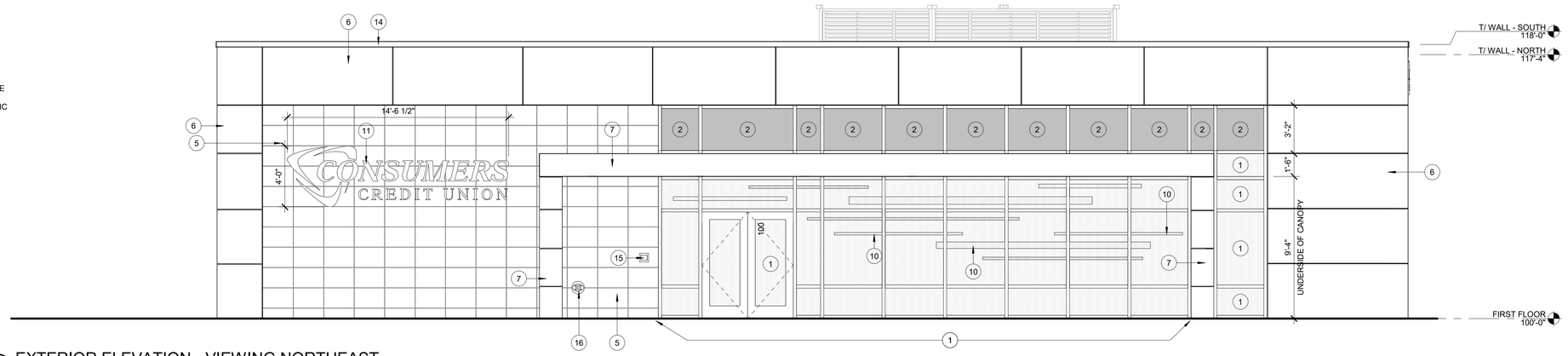
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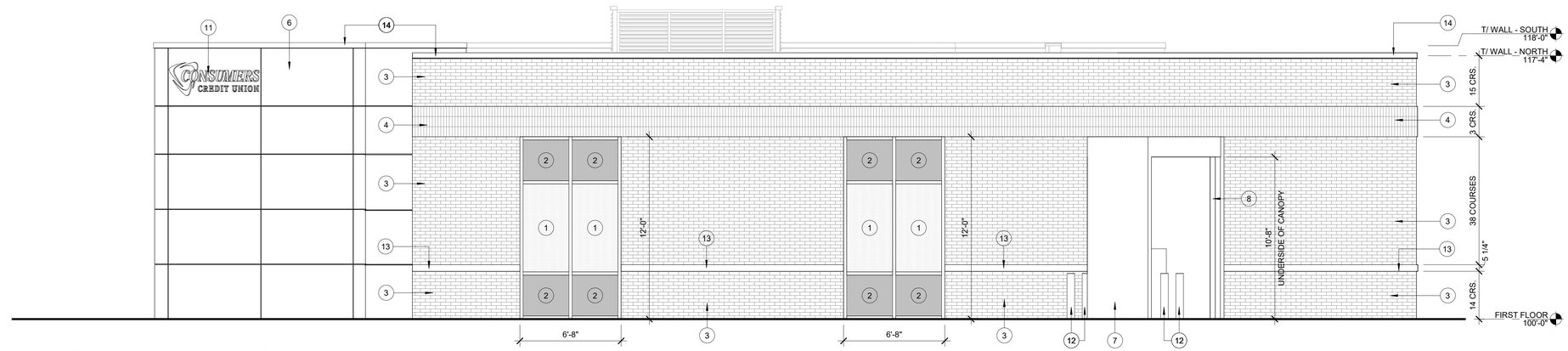
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1/10/2022 1:15:31 PM
Autodesk Revit 2021

EXTERIOR ELEVATION LEGEND

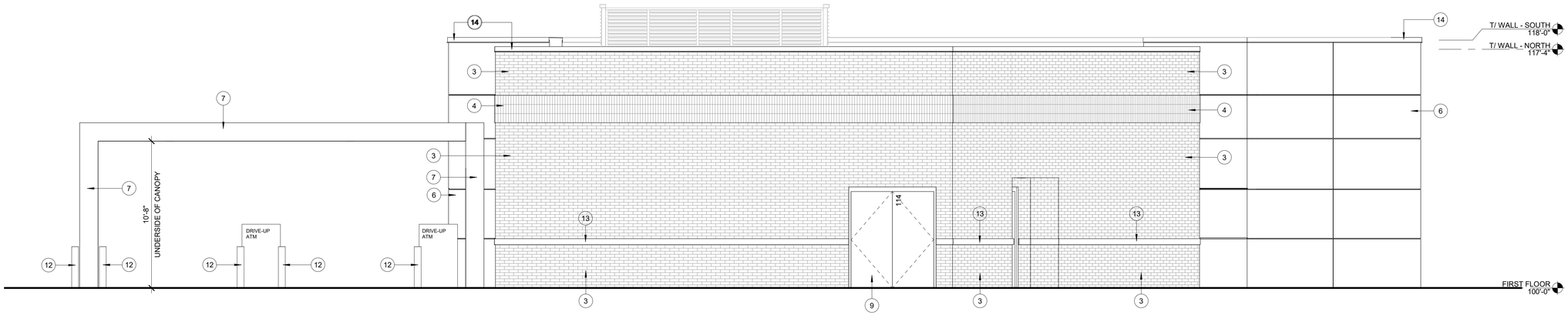
1. 1" THICK CLEAR GLASS (LOW-E, INSULATING)
2. 1" THICK SPANDREL GLASS
3. FACE BRICK VENEER - TYPE 1 - BELDEN ENGLISH GRAY VELOUR
4. FACE BRICK VENEER - TYPE 2 - BELDEN SMOKY GRAY VELOUR
5. CAST STONE MASONRY VENEER (16" H x 24" L) - MONUMENT WHITE
6. COMPOSITE METAL PANEL - TYPE 1 - BEACHSTONE GRAY METALLIC
7. COMPOSITE METAL PANEL - TYPE 2 - GREYHOUND
8. COMPOSITE METAL PANEL - TYPE 3 - ULTRAMARINE BLUE
9. GALVANIZED INSULATED HOLLOW METAL DOOR AND FRAME
10. APPLIED COLOR GLASS FILM - FINAL DESIGN TO BE DETERMINED
11. EXTERIOR WALL-MOUNTED SIGNAGE
12. BOLLARD - PAINTED
13. CAST STONE HORIZONTAL BAND - MONUMENT WHITE
14. METAL COPING TO MATCH COMPOSITE METAL PANEL - TYPE 1
15. KNOX BOX
16. FIRE DEPARTMENT CONNECTION



A2 EXTERIOR ELEVATION - VIEWING NORTHEAST
1/4" = 1'-0" 0 6'



A3 EXTERIOR ELEVATION - VIEWING WEST
1/4" = 1'-0" 0 6'



A4 EXTERIOR ELEVATION - VIEWING SOUTH
1/4" = 1'-0" 0 6'

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Consumers Credit Union - Arlington Heights

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ARLINGTON HEIGHTS, IL 60004

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DATE: 01/10/2022
PROJECT #: 7211440
FIELD BOOK:

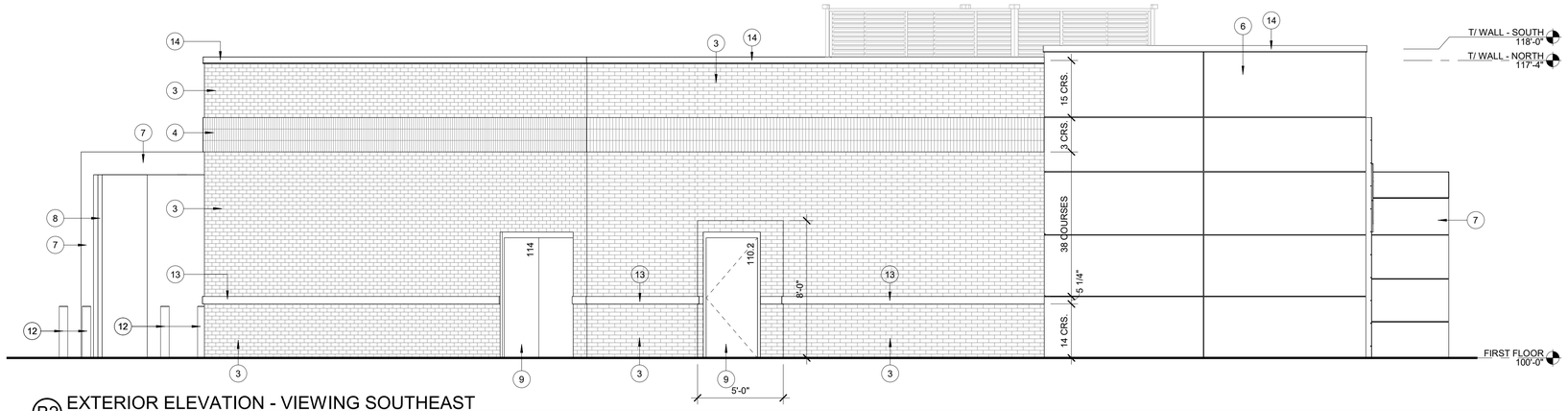
EXTERIOR ELEVATIONS

A-2

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EXTERIOR ELEVATION LEGEND

1. 1" THICK CLEAR GLASS (LOW-E, INSULATING)
2. 1" THICK SPANDREL GLASS
3. FACE BRICK VENEER - TYPE 1 - BELDEN ENGLISH GRAY VELOUR
4. FACE BRICK VENEER - TYPE 2 - BELDEN SMOKY GRAY VELOUR
5. CAST STONE MASONRY VENEER (16" H x 24" L) - MONUMENT WHITE
6. COMPOSITE METAL PANEL - TYPE 1 - BEACHSTONE GRAY METALLIC
7. COMPOSITE METAL PANEL - TYPE 2 - GREYHOUND
8. COMPOSITE METAL PANEL - TYPE 3 - ULTRAMARINE BLUE
9. GALVANIZED INSULATED HOLLOW METAL DOOR AND FRAME
10. APPLIED COLOR GLASS FILM - FINAL DESIGN TO BE DETERMINED
11. EXTERIOR WALL-MOUNTED SIGNAGE
12. BOLLARD - PAINTED
13. CAST STONE HORIZONTAL BAND - MONUMENT WHITE
14. METAL COPING TO MATCH COMPOSITE METAL PANEL - TYPE 1
15. KNOX BOX
16. FIRE DEPARTMENT CONNECTION



B2 EXTERIOR ELEVATION - VIEWING SOUTHEAST
1/4" = 1'-0" 0' 6'

B3 EXTERIOR ELEVATION - VIEWING NORTHWEST
1/4" = 1'-0" 0' 6'

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EXTERIOR ELEVATIONS

A-3

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VIEW FROM SOUTHWEST



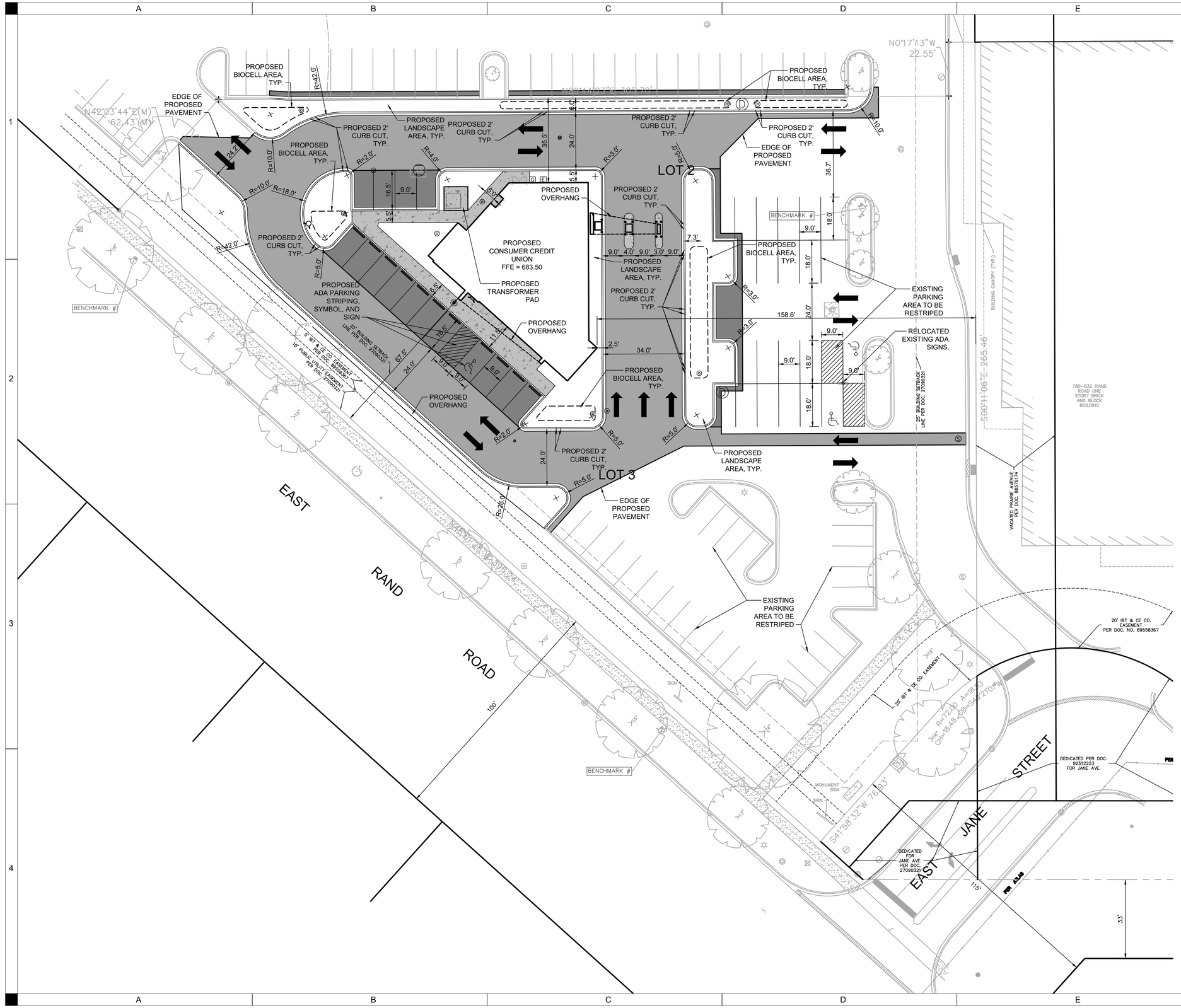
VIEW FROM SOUTHEAST



VIEW FROM NORTHEAST



VIEW FROM NORTHWEST



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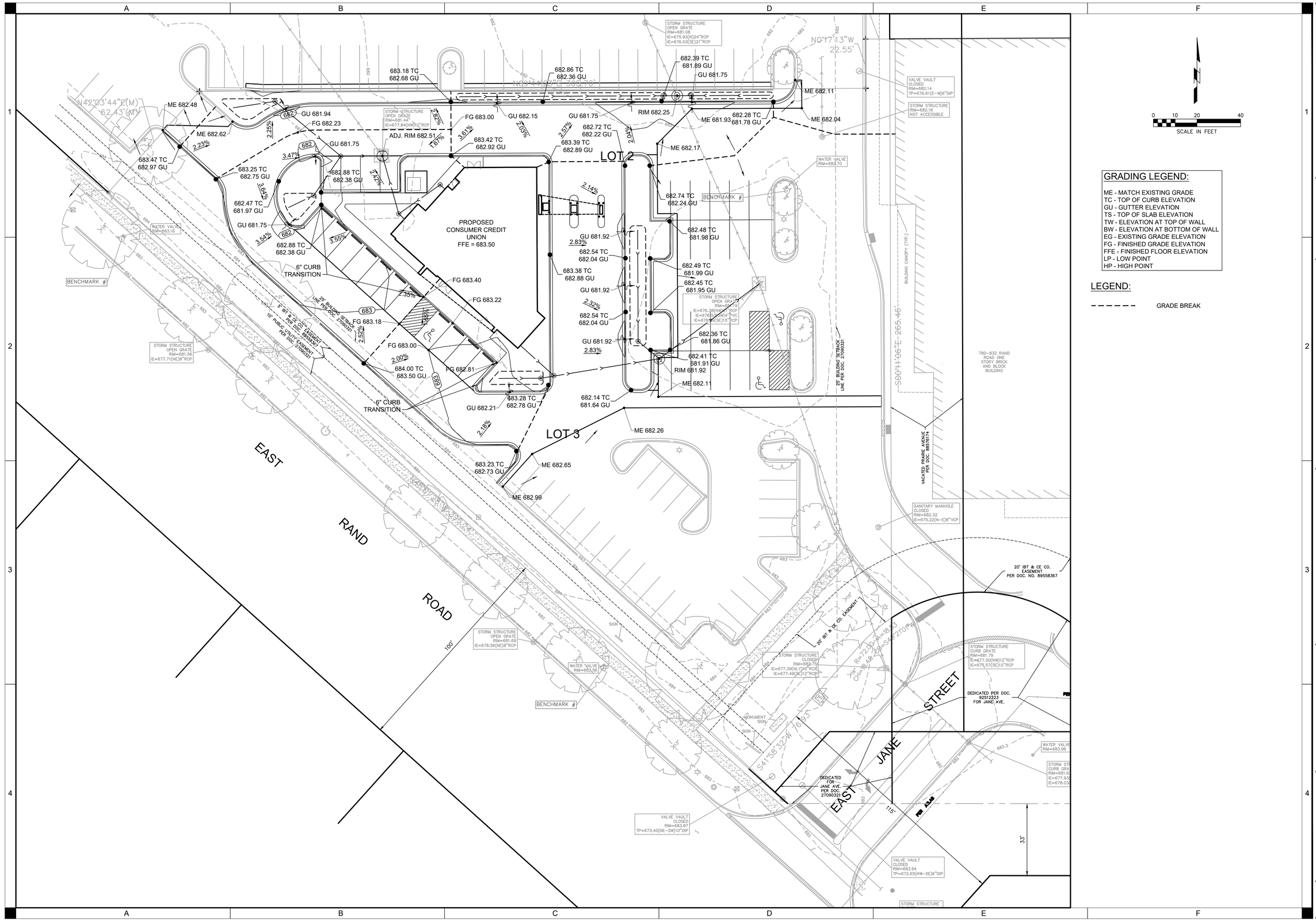
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SITE PLAN

C101

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GRADING LEGEND:

ME - MATCH EXISTING GRADE
TC - TOP OF CURB ELEVATION
GU - GUTTER ELEVATION
TS - TOP OF SLAB ELEVATION
TW - ELEVATION AT TOP OF WALL
BW - ELEVATION AT BOTTOM OF WALL
EG - EXISTING GRADE ELEVATION
FG - FINISHED GRADE ELEVATION
FFE - FINISHED FLOOR ELEVATION
LP - LOW POINT
HP - HIGH POINT

LEGEND:

GRADE BREAK

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GRADING PLAN

C201

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38 LF 4" HDPE STM SEWER @ 1.00%
19 LF 4" PERF. HDPE STM SEWER @ 1.00%
EXISTING STORM SEWER, TYP.
PROP. STM. SEWERS TO TIE INTO EXISTING STM. STRUCTURE W INV. 678.30 S. INV. 679.96
93 LF 4" PERF. HDPE STM SEWER @ 1.00%
PROPOSED CONNECTION TO RELOCATED 8" WATER MAIN AND VALVE VAULT
PROP. STORM MH RIM 682.25 NW/SE 21" INV. 676.13 E/W 4" INV. 678.25
36 LF 4" PERF. HDPE STM SEWER @ 1.00%
STORM STRUCTURE OPEN GRATE RIM=681.08 IE=675.92(N)24"RCP IE=676.03(SE)21"RCP
N0°17'13"W 22.55'
VALVE VAULT CLOSED RIM=682.14 TP=676.61(E-W)6"DIP
STORM STRUCTURE RIM=682.18 NOT ACCESSIBLE
N42°03'44"E(M) 62.43'(M)
25 LF 6" HDPE STM SEWER @ 1.00%
STORM STRUCTURE OPEN GRATE RIM=681.44 IE=677.84(NW)12"RCP
PROP. BIOCELL OBSERVATION WELL, TYP.
EXISTING 8" D.I. WATER MAIN
PROP. GAS METER
PROP. ELECTRIC METER
RELOCATED 8" D.I.P WATER MAIN BY MJK
N47°42'12"E 305.79'
PROP. BIOCELL OBSERVATION WELL, TYP.
LOT 2
EXISTING STORM SEWER, TYP.
WATER VALVE RIM=682.70
38 LF 4" D.I. STM SEWER @ 1.00%
PROP. TRANSFORMER
PROP. 4" D.I. WATER BUILDING CONNECTION
BENCHMARK #
13 LF 4" PERF. HDPE STM SEWER @ 1.00%
PROP. FIRE HYDRANT
EXISTING WATER LINE
WATER VALVE RIM=683.16
PROPOSED CONSUMER CREDIT UNION FFE = 683.50
51 LF 4" PERF. HDPE STM SEWER @ 1.00%
9 LF 4" HDPE STM SEWER @ 1.00%
PROP. STM. SEWER TO TIE INTO EXISTING STM. STRUCTURE INV. 677.67
27 LF 6" D.I. STM SEWER @ 1.00%
PROP. STORM CLEANOUT, TYP.
PROP. ROOF DRAIN COLLECTION, TYP.
PROP. FDC
PROP. SANITARY INSPECTION MH RIM 683.42 INV. 678.40
PROP. BIOCELL OBSERVATION WELL, TYP.
EXISTING STORM SEWER, TYP.
STORM STRUCTURE OPEN GRATE RIM=681.19 IE=676.38(NW)12"RCP IE=676.58(W)4"PVC IE=677.78(SE)15"RCP
BUILDING CANOPY (TYP.)
PROP. SANITARY BUILDING CONNECTION INV. 678.50
LINE 25' BUILDING SETBACK PER DOC. 27090321
5' IBT & CE CO. EASEMENT PER DOC. 89558367
10' PUBLIC UTILITY EASEMENT PER DOC. 27090321
57 LF 12" HDPE STM SEWER @ 1.00%
PROP. STORM CLEANOUT, TYP.
PROP. STORM MH RIM 681.96 N 4" INV. 678.75 SE 6" INV. 678.75 E 12" INV 678.25
25' BUILDING SETBACK LINE PER DOC. 27090321
PROP. SAN. SEWER MH P. 6" INV. 674.99 EX. 8" INV. 674.89
AND BLOCK BUILDING
STORM STRUCTURE OPEN GRATE RIM=681.56 IE=677.71(NE)8"RCP
19 LF 4" PERF. HDPE STM SEWER @ 1.00%
49 LF 6" HDPE STM SEWER @ 1.00%
PROPOSED 6" SANITARY SEWER TO RUN A TOTAL OF 256 LF @ 1.37%, TYP.
S01°11'06"E 265.46'
LOT 3
PROP. SANITARY SEWER CLEANOUT, TYP.
PROP. BIOCELL OBSERVATION WELL, TYP.
VACATED PRAIRIE AVENUE PER DOC. 8857074
PROP. GAS LINE, TYP.
SANITARY MANHOLE CLOSED RIM=682.32 IE=675.22(N-E)8"VCP
EAST
RAND
ROAD
100'
20' IBT & CE CO. EASEMENT PER DOC. NO. 89558367
20' IBT & CE CO. EASEMENT
STORM STRUCTURE OPEN GRATE RIM=678.56(NE)8"RCP
WATER VALVE RIM=683.56
SIGN
STORM STRUCTURE CLOSED RIM=682.75 IE=677.39(NLY)15"RCP IE=677.49(SE)12"RCP
R=72.00 A=18.63 CH=18.48 S54°21'07"W
STORM STRUCTURE CURB GRATE RIM=681.79 IE=677.50(NW)12"RCP IE=677.57(SE)12"RCP
BENCHMARK #
MONUMENT SIGN
DEDICATED PER DOC. 92512223 FOR JANE AVE.
S41°35'32"W 76.03'
PER ATLAS
DEDICATED FOR JANE AVE. PER DOC. 27090321
115'
33'
WATER VALVE RIM=683.98
VALVE VAULT CLOSED RIM=683.87 TP=673.40(NE-SW)10"DIP
VALVE VAULT CLOSED RIM=683.94 TP=672.65(NW-SE)6"DIP
STORM STRUCTURE

0 10 20 40
SCALE IN FEET

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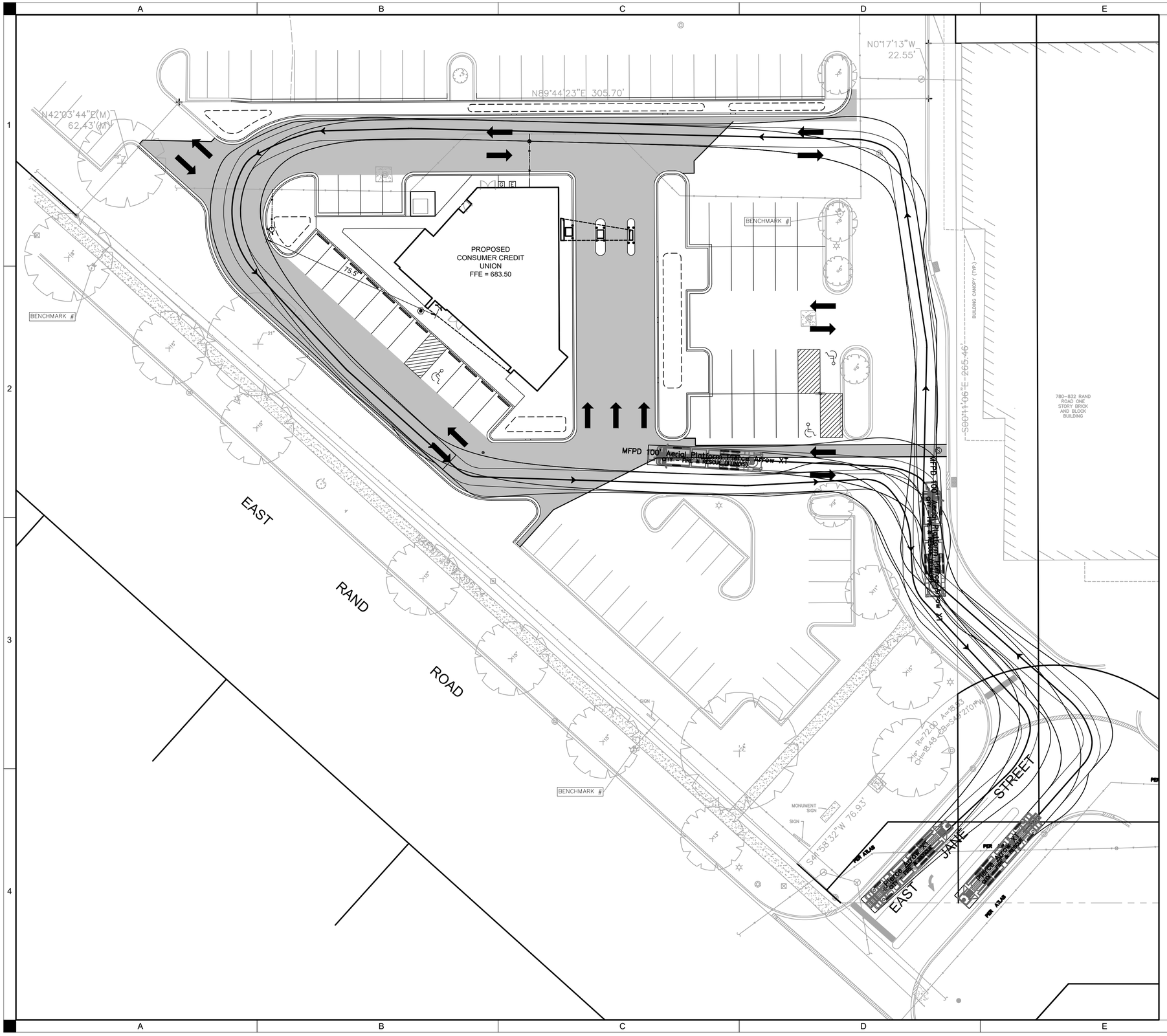
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UTILITY PLAN

C301

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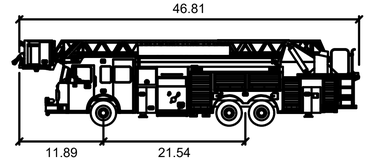
0 10 20 40

SCALE IN FEET

GENERAL NOTES:

FIRE LANES TO HAVE A HEAVY DUTY PAVEMENT SECTION MEETING OR EXCEEDING THE FOLLOWING DESIGN:

2" SURFACE COURSE,
2-1/2" N-50 BINDER
5" N-50 BINDER
4" CA-6 STONE SUBBASE



MFPD 100' Aerial Platform Pierce Arrow XT

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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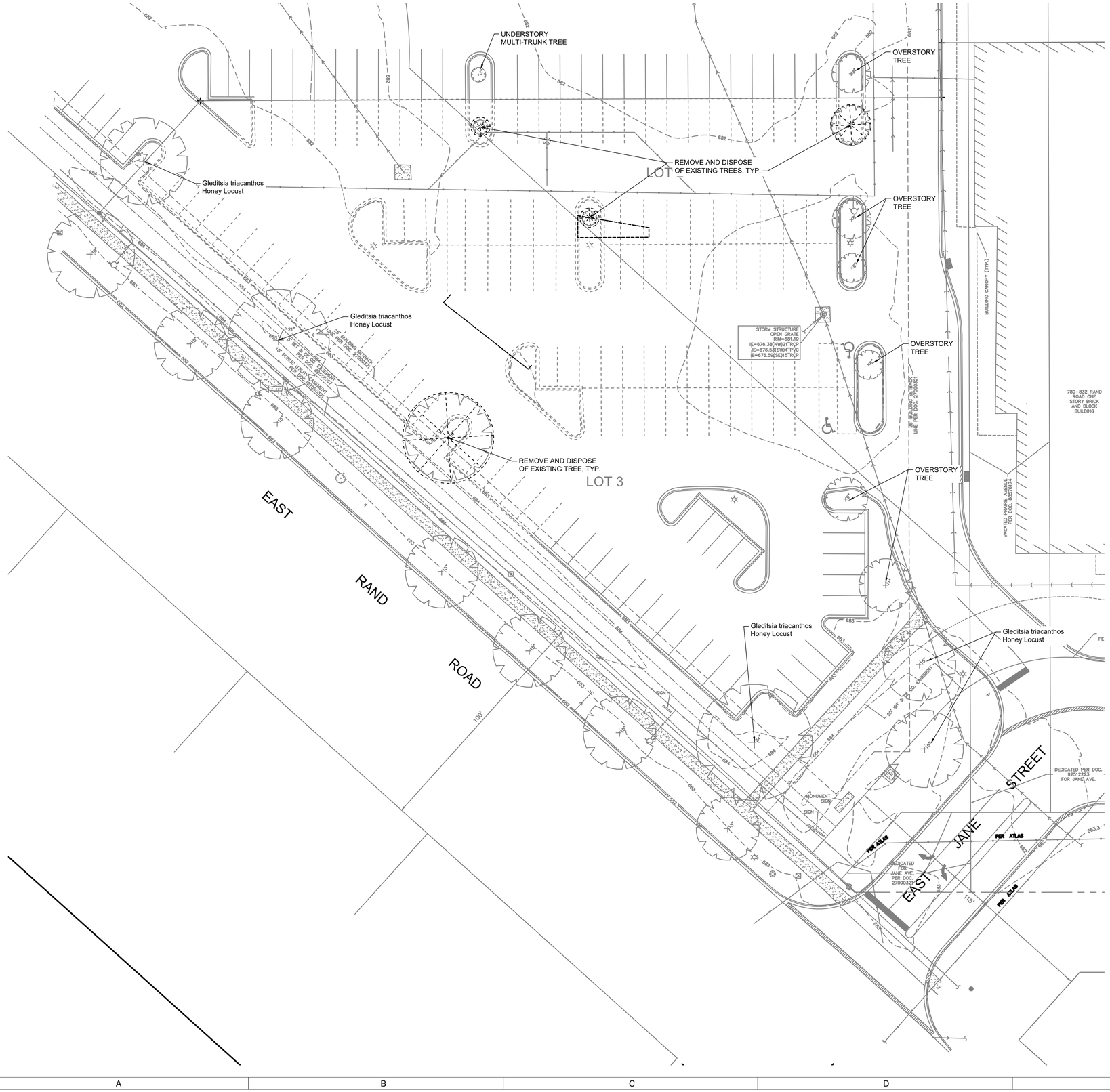
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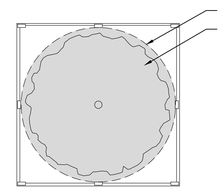
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FIRE TRUCK
EXHIBIT

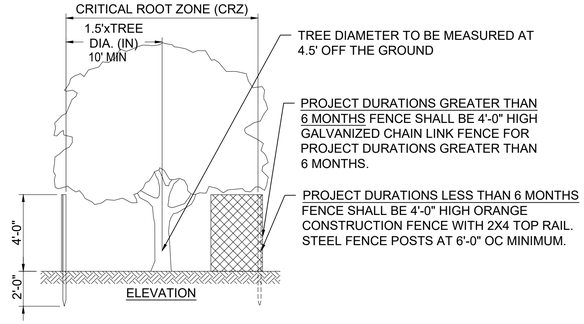
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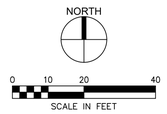
PLAN



ELEVATION

NOTES:
1. TYPICAL ALL TREES INSIDE WORK AREA
2. FENCE LOCATION TO BE APPROVED BY THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION ACTIVITIES.
3. THE SOIL WITHIN THE CRZ SHALL NOT BE DISTURBED IN ANY MANNER DURING CONSTRUCTION. NO EQUIPMENT, MATERIALS, SUPPLIES, AND/ORSALVAGE SHALL BE STORED OR PLACED WITHIN THE ZONE. NO VEHICULAR OR EQUIPMENT TRAFFIC SHALL BE PERMITTED WITHIN THE CRZ. NO FILLING OR CURING OF EXISTING SOILS SHALL BE PERMITTED WITHIN THE CRZ. THE OWNER'S REPRESENTATIVE AND/OR LANDSCAPE SERVICES MUST APPROVE ANY DEVIATION FROM THE STANDARD.

1 TREE PROTECTION DETAIL
NTS



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TREE PRESERVATION PLAN

L100

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PLANT SCHEDULE SITE

TREES	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
BET FAR	2	Betula platyphylla 'Fargo' TM	Dakota Pinnacle Asian White Birch	B & B	4"Cal
CEL OCC	3	Celtis occidentalis	Common Hackberry	B & B	4"Cal
GLE SKY	2	Gleditsia triacanthos inermis 'Skyline'	Skyline Honey Locust	B & B	4"Cal
GYM DIO	2	Gymnocladus dioica 'Espresso'	Kentucky Coffeetree	B & B	4"Cal
QUE BIC	4	Quercus bicolor	Swamp White Oak	B & B	4"Cal
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
JUN OWL	51	Juniperus virginiana 'Grey Owl'	Grey Owl Eastern Redcedar	CONT.	3 gal
RIB ALP	38	Ribes alpinum 'Green Mound'	Green Mound Alpine Currant	CONT.	3 gal
SPI TOR	15	Spiraea betulifolia 'Tor'	Tor Birchleaf Spirea	CONT.	3 gal
ORNAMENTAL GRASS	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
CAL KAR	81	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	CONT.	1 gal
CAR MUS	87	Carex muskingumensis	Palm Sedge	CONT.	1 gal
PAN SHD	36	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	CONT.	1 gal
SPO HET	227	Sporobolus heterolepis	Prairie Dropseed	CONT.	1 gal
PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	ROOT	SIZE
HEM STE	176	Hemerocallis x 'Stella de Oro'	Stella de Oro Daylily	CONT.	1 gal
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	
SOD 100	1,770 sf	Sod	Sod	SF	

LANDSCAPE NOTES:

1. ALL TREES SHALL BE PER THE RECOMMENDATIONS AND REQUIREMENTS OF THE CURRENT ANSI 'AMERICAN STANDARDS FOR NURSERY STOCK'.
2. PROTECT ALL EXISTING AND NEW STRUCTURES AND UTILITY SERVICES DURING INSTALLATION OF ALL PLANT MATERIAL. NOTIFY ENGINEER IMMEDIATELY UPON CONFLICT OF PLANTS, STRUCTURES, AND UTILITIES.
3. ALL PLANTING BEDS SHALL RECEIVE 3" DOUBLE SHREDDED HARDWOOD MULCH, UNLESS OTHERWISE NOTED.
4. REPAIR ALL AREAS OF DISTURBANCE BEYOND WHAT IS INCLUDED IN DRAWINGS WITH TURF SEED UNLESS NOTED OTHERWISE.
5. PLANTING BEDS SHALL BE TILLED TO A DEPTH OF 12" TO DECOMPACT SOILS.
6. ISLANDS SHALL BE CORED OUT TO REMOVE ALL GRANULAR AND COMPACTED SUBBASE TO A DEPTH OF 36" BELOW FINISH PAVING SURFACE AND FILLED WITH APPROVED TOPSOIL.
7. SPADE CUT EDGE OF PLANTING BEDS ADJACENT TO TURF.

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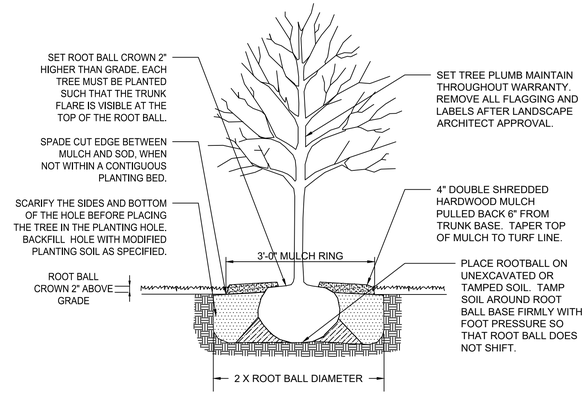
LANDSCAPE PLAN

L101

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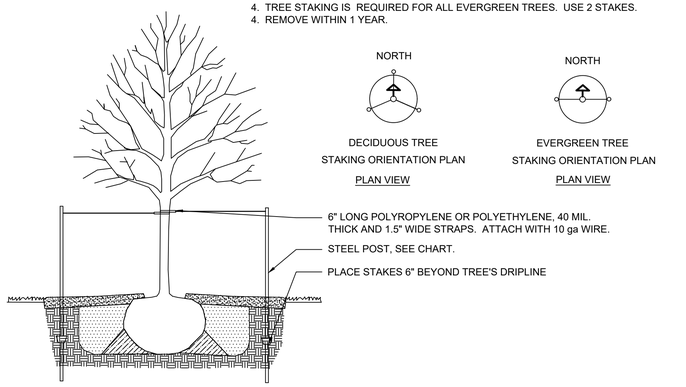
SODDING AND LIVE PLANTING NOTES:

1. ALL SOD INSTALLATION AND RELATED WORK SHALL CONFORM TO CURRENT IOWA STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) DIVISION 9, SECTION 9020 - SODDING, UNLESS OTHERWISE NOTED.
2. ALL PLANT INSTALLATION AND RELATED WORK SHALL CONFORM TO CURRENT IOWA STATEWIDE URBAN DESIGN AND SPECIFICATIONS (SUDAS) DIVISION 9, SECTION 9030 - PLANT MATERIAL AND PLANTING, UNLESS OTHERWISE NOTED.
3. ALL PLANTING WORK SHALL BE COORDINATED WITH THE WORK OF OTHER TRADES ON SITE.
4. LOCATIONS OF ALL UTILITIES SHOWN ON THE PLANS ARE TAKEN FROM EXISTING RECORDS. THE EXACT LOCATION AND ELEVATION OF ALL UTILITIES MUST BE DETERMINED BY THE CONTRACTOR. IT SHALL BE THE DUTY OF THE CONTRACTOR TO ASCERTAIN WHETHER ANY ADDITIONAL UTILITIES OTHER THAN THOSE SHOWN ON THE PLAN MAY BE PRESENT.
5. PROTECT ALL EXISTING AND NEW STRUCTURES AND UTILITY SERVICES DURING INSTALLATION OF ALL PLANT MATERIAL. IF CONFLICTS EXIST BETWEEN PROPOSED PLANTING LOCATIONS AND OTHER STRUCTURES AND UTILITIES, CONTRACTOR SHALL COORDINATE PLANTING ADJUSTMENTS WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
6. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE DUE TO OPERATIONS INSIDE AND OUTSIDE OF THE CONTRACT LIMIT LINE. ANY AREAS OUTSIDE THE LIMIT OF WORK THAT ARE DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER.
7. ALL TREES, SHRUBS, AND PERENNIAL PLANTS ARE LISTED IN THIS PLANT SCHEDULE. IF DISCREPANCIES EXIST BETWEEN QUANTITIES SHOWN ON THE DRAWINGS AND QUANTITIES LISTED IN THE PLANT SCHEDULE, THE PLAN QUANTITIES SHALL PREVAIL.
8. ALL PLANT MATERIALS MUST CONFORM TO AMERICAN STANDARDS FOR NURSERY STOCK (A.S.N.S.), LATEST EDITION PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, WASHINGTON D.C. LARGER SIZED PLANT MATERIALS OF THE SPECIES LISTED MAY BE USED IF THE STOCK CONFORMS TO THE A.S.N.S.
9. ANY PROPOSED SUBSTITUTIONS OF PLANT SPECIES SHALL BE MADE WITH PLANTS OF EQUIVALENT OVERALL FORM, HEIGHT, BRANCHING HABIT, FLOWER, LEAF, COLOR, FRUIT AND CULTURE, AND ONLY AFTER WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
10. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION VERIFYING PLANT CULTURE, SIZE, CONDITION, AND NURSERY CERTIFICATION IN CONFORMANCE WITH SUDAS SECTION 9030 TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE OWNER AND/OR LANDSCAPE ARCHITECT RESERVE THE RIGHT TO REJECT PLANTS THAT DO NOT CONFORM TO PROJECT SPECIFICATIONS AND ANSI STANDARDS UPON DELIVERY TO THE SITE.
11. SOD SHALL BE RHIZOMATOUS TURF-TYPE TALL FESCUE BY AGRILAND FS OR APPROVED EQUAL.
12. WOOD MULCH SHALL BE DOUBLE-SHREDDED HARDWOOD MULCH, PLACED TO A 3" TYPICAL DEPTH PER PLAN.
13. PLANTING SOIL MIX SHALL CONSIST OF (1) PART LEAF-BASED ORGANIC COMPOST THOROUGHLY MIXED WITH (4) PARTS EXISTING OR IMPORTED LOAM TOPSOIL, PLACED TO A MINIMUM DEPTH OF 12".
14. THE CONTRACTOR SHALL PREPARE TOPSOIL IN ALL SODDED AREAS TO CONFORM WITH SUDAS SECTION 2010 - EARTHWORK.
15. THE CONTRACTOR SHALL REMOVE ALL CONSTRUCTION DEBRIS AND MATERIALS INJURIOUS TO PLANT GROWTH FROM PLANTING PITS AND BEDS PRIOR TO BACKFILLING WITH PLANTING SOIL MIX.
16. APPLY PRE-EMERGENT WEED PREVENTER TO PLANTING AREAS PRIOR TO MULCHING.
17. THE CONTRACTOR SHALL GUARANTEE ALL SOD TO BE IN A LIVE AND HEALTHY GROWING CONDITION FOR 60 DAYS AFTER SUBSTANTIAL COMPLETION OR SHALL BE REPLACED FREE OF CHARGE, BY CONTRACTOR, WITH THE SAME GRADE AND SPECIES IN CONFORMANCE WITH THE ESTABLISHMENT PERIOD DESCRIBED IN SUDAS SECTION 9020.
18. THE CONTRACTOR SHALL GUARANTEE ALL LIVE PLANT MATERIAL TO BE IN A LIVE AND HEALTHY GROWING CONDITION FOR ONE FULL YEAR AFTER SUBSTANTIAL COMPLETION OR SHALL BE REPLACED FREE OF CHARGE, BY CONTRACTOR, WITH THE SAME GRADE AND SPECIES IN CONFORMANCE WITH THE ESTABLISHMENT PERIOD DESCRIBED IN SUDAS SECTION 9030.
19. POINTS OF INSPECTION: THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR OWNER'S REPRESENTATIVE AT LEAST FIVE (5) DAYS PRIOR TO START OF WORK, INSPECTIONS, OR DELIVERY TO THE PROJECT SITE TO ALLOW FOR INSPECTION SCHEDULING FOR EACH OF THE FOLLOWING WORK ACTIVITIES LISTED BELOW. THE NOTICE MUST BE SENT VIA CONFIRMABLE EMAIL OR FACSIMILE TRANSMISSION TO THE OWNER AND/OR OWNER'S REPRESENTATIVE.
    - A. PRE-INSTALLATION MEETING: THE CONTRACTOR SHALL MEET WITH THE OWNER AND/OR OWNER'S REPRESENTATIVE TO REVIEW SCHEDULE, SUBMITTALS, AND PROJECT EXPECTATIONS. THIS MEETING SHALL OCCUR AT LEAST 10 DAYS PRIOR TO THE START OF ANY WORK OR DELIVERIES TO THE JOB SITE.
    - B. 1ST INSPECTION MEETING: THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR OWNER'S REPRESENTATIVE 5 DAYS IN ADVANCE FOR REVIEW ON PLANT STOCK DELIVERY, BALLED AND BURLAPPED TREE PLANTING PROCEDURES, PLANT BED PREPARATION, AND OTHER REVIEW. THIS MEETING SHALL OCCUR BEFORE PLANTING BEGINS TO ENSURE BEDS ARE CORRECT AND THE PROPER PLANTING PROCEDURES ARE FOLLOWED.
    - C. FINAL INSPECTION MEETING: THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR OWNER'S REPRESENTATIVE 5 DAYS IN ADVANCE FOR REVIEW OF COMPLETE INSTALLATION. A PUNCHLIST BY THE OWNER AND/OR OWNER'S REPRESENTATIVE SHALL BE CREATED AND SENT TO THE CONTRACTOR AND OWNER TO COORDINATE ANY CLEAN UP, PLANT REPLACEMENT, AND REPAIR.
    - D. FINAL PROJECT ACCEPTANCE: THE CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST TO THE OWNER AND/OR OWNER'S REPRESENTATIVE FOR SITE INSPECTION AT LEAST FOURTEEN (14) DAYS BEFORE THE ANTICIPATED DATE OF INSPECTION.

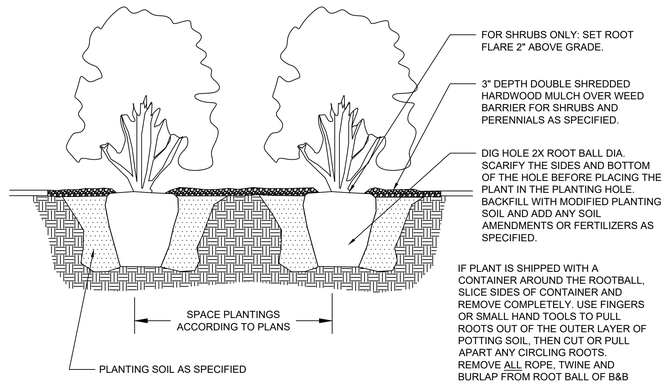


A6 DECIDUOUS TREE PLANTING
NTS

NOTES:
1. STEEL POSTS TO BE NOTCHED OR DRILLED TO RETAIN GUY WIRES. PLACE OUTSIDE OF PLANTING HOLE. DRIVE PLUMB REGARDLESS OF GROUND SLOPE.
3. TREE STAKING IS REQUIRED FOR ALL DECIDUOUS TREES. USE 3 STAKES.
4. TREE STAKING IS REQUIRED FOR ALL EVERGREEN TREES. USE 2 STAKES.
4. REMOVE WITHIN 1 YEAR.



C6 TREE STAKING DETAIL
NTS



G6 PERENNIAL AND SHRUB PLANTING BED
NTS

SHIVEHATTERY
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Iowa | Illinois | Indiana | Nebraska
Illinois Firm Number: 184-000214

Consumers Credit Union - Arlington Heights

CONSUMERS CREDIT UNION
RAND ROAD
ARLINGTON HEIGHTS, IL

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN: EDR
APPROVED: CBE
ISSUED FOR: PLAN COMMISSION APPLICATION
DATE: 1/24/2022
PROJECT NO. 7211440
FIELD BOOK: ---
CLIENT NO.

LANDSCAPE DETAILS

L102

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Consumers Credit Union

JLL : 4-5 minutes : 9/25/2020

Palatine Relocation Analysis

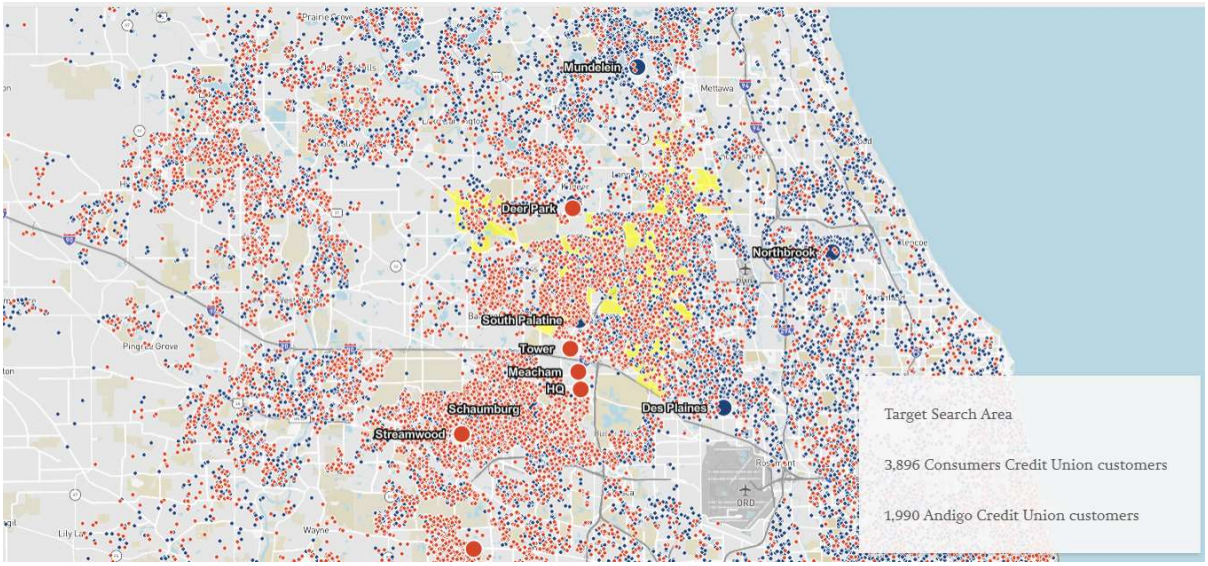
Project Overview

- The purpose of this study is to assist Consumers Credit Union in identifing an alternative location for their existing Palatine branch.
- The target search area focused on the following cities and towns: Barrington, Palatine, Arlington Heights, and Buffalo Grove.
- The existing consumer base was analyzed to determine the most successful Consumers Credit Union and Andigo branches, along with identifying key demographic attributes of potential new consumers.
- Six retail corridors were identified in the target search area, that have the demographics, co-tenancy, and traffic volumes to support a successful Consumers Credit Union branch.
- Five availabilities in the market are highlighted to demonstrate JLL's ability to provide real estate alternatives to the existing Consumers Credit Union Palatine branch.

Existing Consumer Base

Consumers Credit Union currently has 12 operational branches in the Chicagoland area, and Andigo Credit Union has 7 branches.

Using the provided customer data, a high level analysis of branch performance was completed and summarized below. Active customers are those that have either deposits, mortgages, or loans with the credit unions.



84,148 customers in Chicago MSA

18,165 customers in Chicago MSA

3,896 Consumers Credit Union customers

1,990 Andigo Credit Union customers

Target Consumers

By analyzing the demographic make-up of the area surrounding existing Consumers Credit Union and Andigo Credit union branches, we can determine the the target customer base. Using these target metrics, similar locations in the target search area can be identified. The data was analyzed at a 10-minute drive time around each branch. The existing branches have strong total and daytime population numbers, and above average median household incomes vs the US average of $62,000.

10-minute drive time demographics around existing locations.

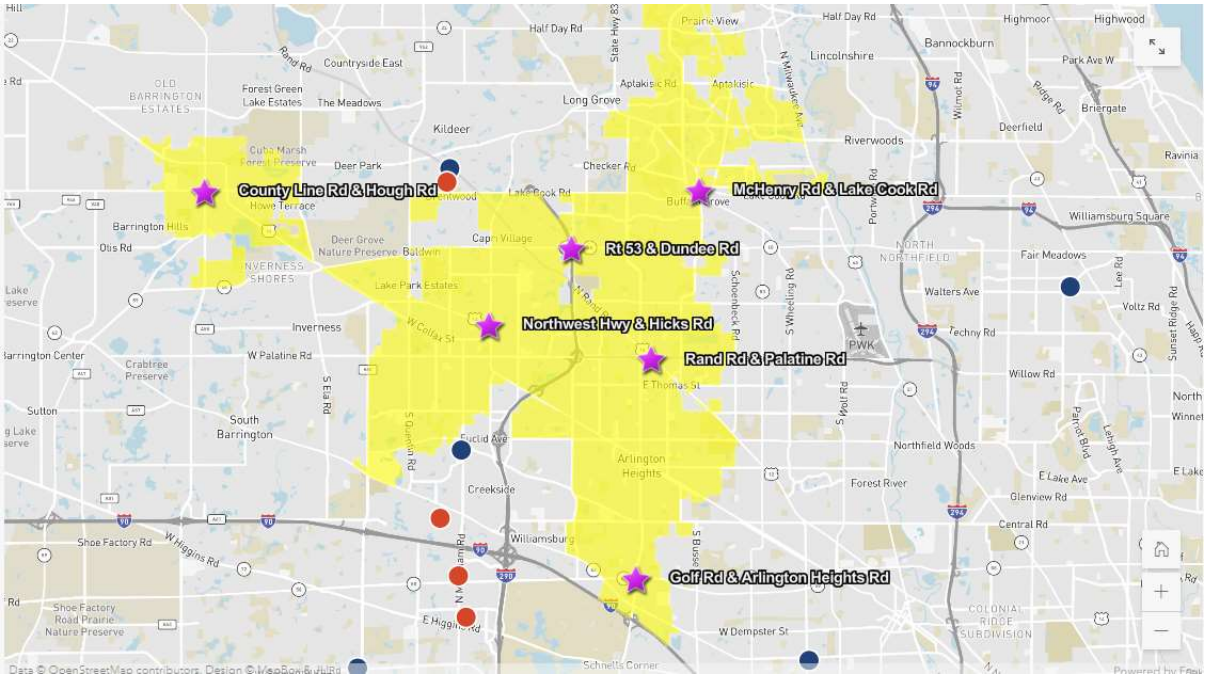
Branch Name	Total Deposits	Total Population	5-Year Population Growth	Daytime Population	Median Household Income	# of Businesses
Consumers Credit Union						
HQ	This information is withheld by the client.	53,891	-0.20%	56,513	$91,443	2,015
Round Lake Beach		89,923	-0.18%	76,360	$78,935	2,048
North Waukegan		90,475	-0.15%	73,616	$57,636	1,822
Mundelein		83,653	0.04%	87,270	$109,475	3,319
Waukegan		133,747	-0.14%	122,753	$53,328	3,865
South Palatine		140,633	-0.10%	179,547	$92,731	7,873
Schaumburg		159,097	-0.28%	179,703	$82,745	7,108
Gurnee		101,696	-0.15%	98,793	$74,989	3,556
Northbrook		97,876	-0.01%	143,167	$133,016	6,531
Volo		103,552	-0.11%	88,982	$81,039	2,606
Kildeer		144,008	-0.23%	142,005	$100,059	5,586
Des Plaines		118,930	-0.20%	142,323	$71,552	6,967
Andigo Credit Union						
Schaumburg - Meacham	This information is withheld by the client.	170,122	-0.19%	212,284	$82,690	8,894
HQ		146,078	-0.23%	187,036	$80,471	8,313
Schaumburg - Tower		84,872	0.03%	123,865	$92,316	6,033
Deer Park		100,417	-0.24%	96,087	$95,563	3,465
Carol Stream		147,309	-0.13%	134,771	$91,868	4,122
Streamwood		164,878	-0.24%	147,399	$82,451	4,211
Merchandise Mart - Chicago		270,978	1.23%	593,739	$105,919	30,471
Branch Average (Merchandise Mart Removed)						
		118,398	-0.15	127,360	$86,239.28	4,907

10-minute drive time demographics around existing locations.

Opportunities

By analyzing the existing consumer base and demographics, it is clear that successful branches are located in prime retail corridors, that offer high levels of daytime population and visibility. The six main target retail corridors in Barrington, Palatine, Arlington Heights, and Buffalo Grove are highlighted below. These markets have the potential to service the existing consumer base and attract new customers.

10-minute drive time demographics around target retail corridors.



Intersection	City	# of Existing Customers with 10-Minute Drive Time	Total Population	5-Year Population Growth	Daytime Population	Median Household Income	# of Businesses
Target Retail Trade Areas							
County Line Rd & Hough Rd	Barrington	1,696	68,955	-0.07%	72,300	$122,528	3,411
McHenry Rd & Lake Cook Rd	Buffalo Grove	2,596	168,630	-0.15%	189,188	$91,148	6,706
Rt 53 & Dundee Rd	Palatine	1,424	181,379	-0.26%	173,115	$90,115	6,068
Northwest Hwy & Hicks Rd	Palatine	5,174	163,948	-0.20%	172,027	$92,064	6,255
Rand Rd & Palatine Rd	Arlington Heights	4,516	244,125	-0.25%	244,202	$88,195	8,217
Golf Rd & Arlington Heights Rd	Arlington Heights	3,005	180,641	-0.21%	237,112	$80,544	10,977
Existing Branch Average							
Consumers Credit Union & Andigo Credit Union Branches			118,398	-0.15	127,360	$86,239	4,907

10-minute drive time demographics around target retail corridors.

Click on the black arrows below to view additional information such as co-tenants and traffic volumes in the target retail corridors.

Buffalo Grove

McHenry Rd & Lake Cook Rd

Palatine

Palatine

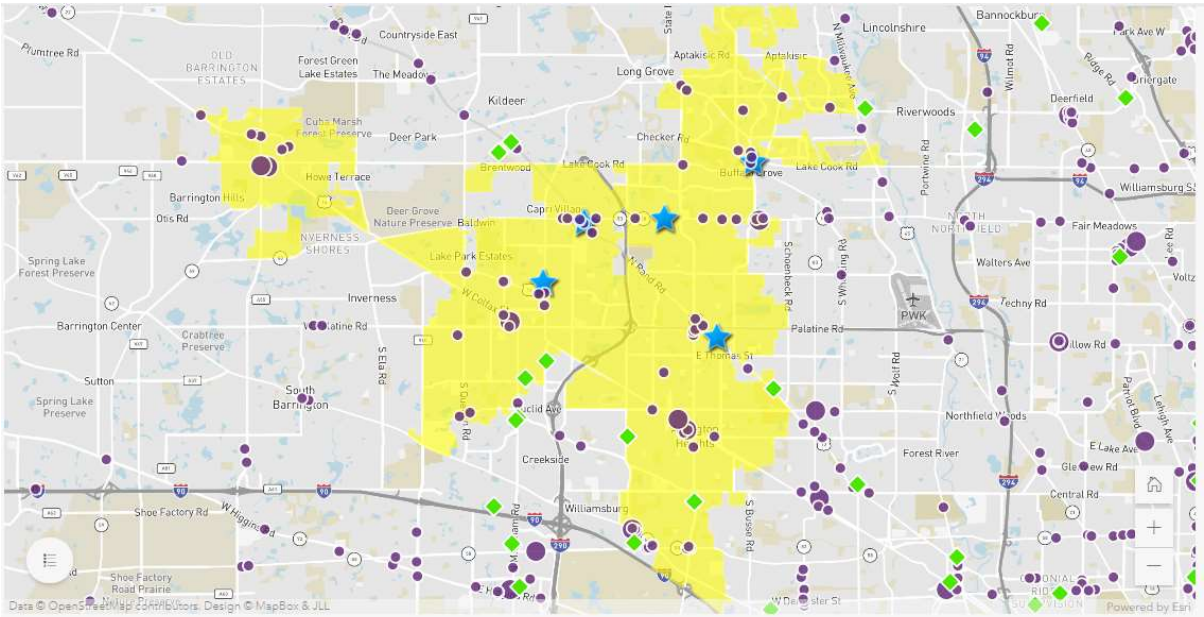
Arlington Heights

Arlington Heights

Golf Rd & Arlington Heights Rd

Competition

Explore the existing banks and credit unions in the target search area. The larger circles represent bigger deposits per bank branch. Credit unions are represented by green diamonds, and it is seen that very few are located within our search area. Consumers Credit Union has an opportunity to fill this void.



Competition Overview

Market Availabilities

660 N Hicks Rd, Palatine

770 W Dundee Rd, Arlington Heights

11,400 SF building on 0.91 acres

51 McHenry Rd, Buffalo Grove

4,184 SF freestanding building

Former restaurant for sale or lease

1434 N Rand Rd, Arlington Heights

4,542 SF outlot parcel with drive-thru available

Southpoint Shopping Center

Contacts

Mark Kolar | Senior Vice President | Mark.Kolar@am.jll.com

Jim Rose | Senior Vice President | Jim.Rose@am.jll.com

Shannon Happ | GIS Director | Shannon.Happ@am.jll.com

Based on the market analysis completed for the proposed site (780 E. Rand Road), the project team has identified that there is a lack of credit unions in the target area. By studying the number and density of existing and potential new customers in the area, current customer travel distance, and activity at other existing branch locations, we are able to determine that a need exists for a Consumers Credit Union branch in this area of Arlington Heights. The data collected sets a reasonable expectation that a Consumers Credit Union branch at the proposed location would be successful. In addition, the Consumers team would be able to provide more convenient service to its existing customers, while attracting new customers to a currently underutilized site.

EA
+15' AFG

EA
+15' AFG

EC
+40' AFG

TYP (4)
EB
+10' AFG

EA
+15' AFG

TYP (3)
EB
+9.25" AFG

EA
+15' AFG

EC
+40' AFG

EXISTING POLE LIGHT NEAR THIS AREA IS TO REMAIN TO LIGHT EXISTING DRIVE AISLE OUTSIDE OF THIS PROPERTY. THIS IS THE ONLY AREA WHERE THE FOOT CANDLES AT THE PROPERTY LINE EXCEEDS 2.0 AND THIS IS DUE TO THE EXISTING LIGHTING.

EXISTING METAL HALIDE POLE LIGHT TO REMAIN. ESTIMATED 300W BULB FOR CALCULATION

+40' AFG

EXISTING METAL HALIDE POLE LIGHT TO REMAIN. ESTIMATED 300W BULB FOR CALCULATION

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Illinois Firm Number: 184-000214

Consumers Credit Union - Arlington Heights

CONSUMERS CREDIT UNION
950 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN: RH
APPROVED: DJ
ISSUED FOR: EARLY RELEASE PACKAGE
DATE: 01/24/2022
PROJECT #: 7211440
FIELD BOOK:

ELECTRICAL PHOTOMETRIC PLAN

E000

BIM 360://7211440 Consumers Credit Union/MEG
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Autodesk Revit 2021



D-Series Size 1
LED Area Luminaire

Buy American

Catalog Number

Notes

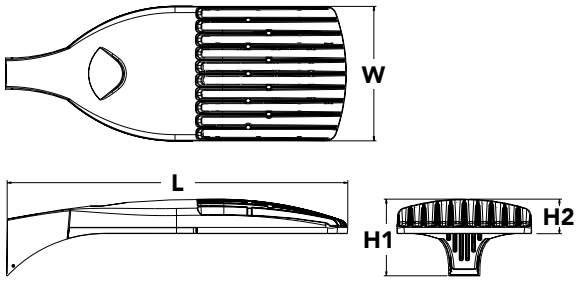
Type

Hit the Tab key or mouse over the page to see all interactive elements.

FIXTURES EA & EC

Specifications

EPA:	1.01 ft² (0.09 m²)
Length:	33" (83.8 cm)
Width:	13" (33.0 cm)
Height H1:	7-1/2" (19.0 cm)
Height H2:	3-1/2"
Weight (max):	27 lbs (12.2 kg)



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series

DSX1 LED

LEDs

Forward optics

P1	P4 [1]	P7 [1]
P2	P5 [1]	P8
P3	P6 [1]	P9 [1]

Rotated optics

P10 [2]	P12 [2]
P11 [2]	P13 [1,2]

Color temperature

30K	3000 K
40K	4000 K
50K	5000 K

Distribution

T1S	Type I short (Automotive)
T2S	Type II short
T2M	Type II medium
T3S	Type III short
T3M	Type III medium
T4M	Type IV medium
TFTM	Forward throw medium
T5VS	Type V very short [3]
T5S	Type V short [3]
T5M	Type V medium [3]
T5W	Type V wide [3]
BLC	Backlight control [4]
LCCO	Left corner cutoff [4]
RCCO	Right corner cutoff [4]

Voltage

MVOLT [5]
XVOLT (277V-480V) [6,7,8]
120 [9]
208 [9]
240 [9]
277 [9]
347 [9]
480 [9]

Mounting

Shipped included

SPA	Square pole mounting
RPA	Round pole mounting [10]
WBA	Wall bracket [3]
SPUMBA	Square pole universal mounting adaptor [11]
RPUMBA	Round pole universal mounting adaptor [9]

Shipped separately

KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [12]

Control options

Shipped installed

NLTAIR2	nLight AIR generation 2 enabled [13]
PIRHN	Network, high/low motion/ambient sensor [14]
PER	NEMA twist-lock receptacle only (controls ordered separate) [15]
PER5	Five-pin receptacle only (controls ordered separate) [15,16]
PER7	Seven-pin receptacle only (controls ordered separate) [15,16]
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) [17]
DS	Dual switching [18,19,20]
PIR	High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc [20,21]
PIRH	High/low, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc [20,21]
PIR1FC3V	High/low, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc [20,21]
PIRH1FC3V	Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc [20,21]
FAO	Field adjustable output [20,21]

Other options

Shipped installed

HS	House-side shield [23]
SF	Single fuse (120, 277, 347V) [9]
DF	Double fuse (208, 240, 480V) [9]
L90	Left rotated optics [2]
R90	Right rotated optics [2]
HA	50°C ambient operations [1]
BAA	Buy America(n) Act Compliant

Shipped separately

BS	Bird spikes [24]
EGS	External glare shield

Finish *(required)*

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [25]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [25]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [25]
DSHORT SBK U	Shorting cap [25]
DSX1HS 30C U	House-side shield for P1, P2, P3, P4 and P5 [23]
DSX1HS 40C U	House-side shield for P6 and P7 [23]
DSX1HS 60C U	House-side shield for P8, P9, P10, P11 and P12 [23]
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) [26]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [12]
DSX1EGS (FINISH) U	External glare shield

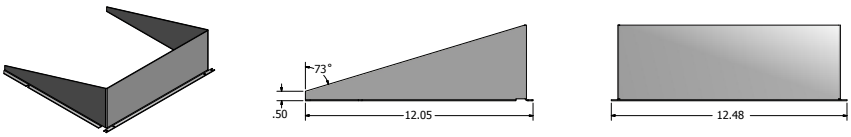
For more control options, visit DTL and ROAM online.

NOTES

1 HA not available with P4, P5, P6, P7, P9 and P13.
2 P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
3 Any Type 5 distribution with photocell, is not available with WBA.
4 Not available with HS.
5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
6 XVOLT only suitable for use with P3, P5, P6, P7, P9 and P13.
7 XVOLT works with any voltage between 277V and 480V.
8 XVOLT not available with fusing (SF or DF) and not available with PIR, PIRH, PIR1FC3V, PIRH1FC3V.
9 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V. XVOLT not available with fusing (SF or DF.
10 Suitable for mounting to round poles between 3.5" and 12" diameter.
11 Universal mounting brackets intended for retrofit on existing, pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31. Only usable when pole's drill pattern is NOT Lithonia template #8
12 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" diameter mast arm (not included).
13 Must be ordered with PIRHN. Sensor cover available only in dark bronze, black, white and natural aluminum colors.
14 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
15 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Shorting cap included.
16 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming.
17 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V, FAO.
18 Provides 50/50fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
19 Requires (2) separately switched circuits with isolated neutrol.
20 Reference Controls Option Default settings table on page 4.
21 Reference Motion Sensor table on page 4 to see functionality.
22 Not available with other dimming controls options.
23 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
24 Must be ordered with fixture for factory pre-drilling.
25 Requires luminaire to be specified with PER, PER5 or PER7 option. See Control Option Table on page 4.
26 For retrofit use only. Only usable when pole's drill pattern is NOT Lithonia template #8.

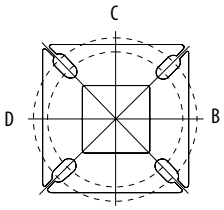
Options

EGS - External Glare Shield

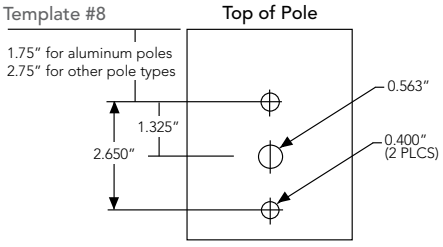


Drilling

HANDHOLE ORIENTATION



Template #8



Tenon Mounting Slipfitter

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @ 90	3 @120	4 @ 90
2-3/8"	RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 390	AS3-5 320	AS3-5 490
2-7/8"	RPA	AST25-190	AST25-280	AST25-290	AST25-390	AST25-320	AST25-490
4"	RPA	AST35-190	AST35-280	AST35-290	AST35-390	AST35-320	AST35-490

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

DSX1 Area Luminaire - EPA

*Includes luminaire and integral mounting arm. Other tenons, arms, brackets or other accessories are not included in this EPA data.

Fixture Quantity & Mounting Configuration	Single DM19	2 @ 180 DM28	2 @ 90 DM29	3 @ 90 DM39	3 @ 120 DM32	4 @ 90 DM49
Mounting Type						
DSX1 LED	1.013	2.025	1.945	3.038	2.850	3.749

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

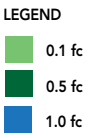
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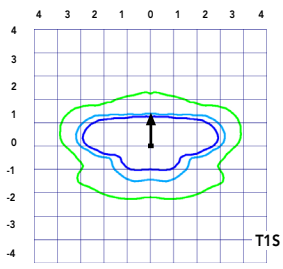
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

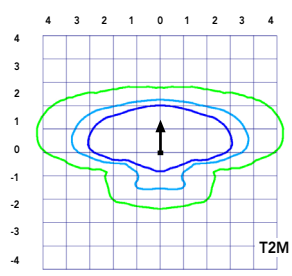
FIXTURES EA & EC

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

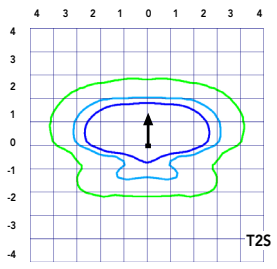




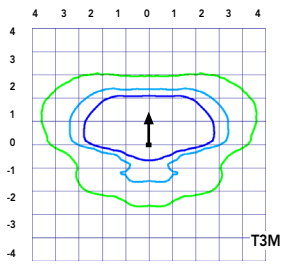
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



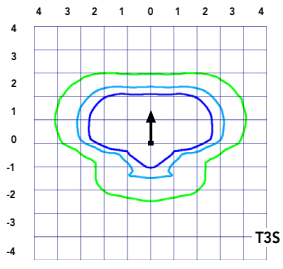
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



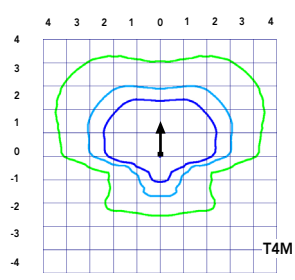
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



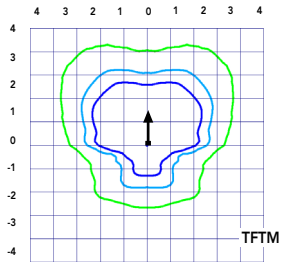
Test No. LTL23271 tested in accordance with IESNA LM-79-08.



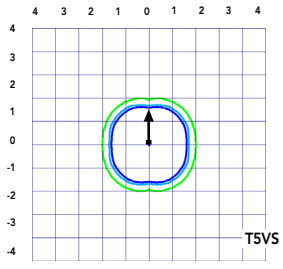
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



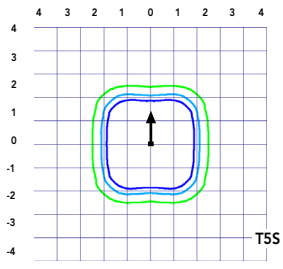
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



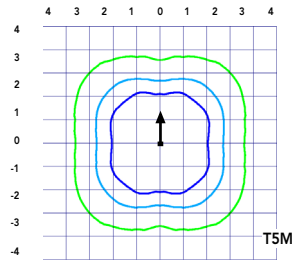
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



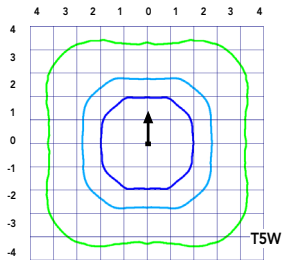
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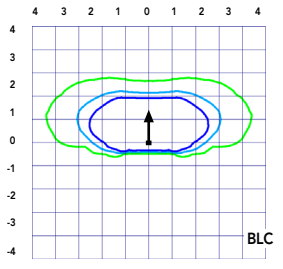
Test No. LTL23211 tested in accordance with IESNA LM-79-08.



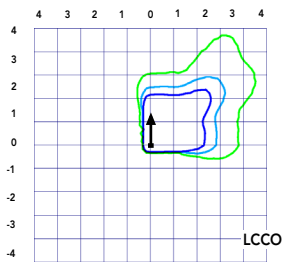
Test No. LTL23164B tested in accordance with IESNA LM-79-08.



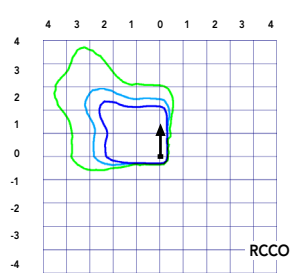
Test No. LTL23222 tested in accordance with IESNA LM-79-08.



Test No. LTL23271 tested in accordance with IESNA LM-79-08.



Test No. LTL23211 tested in accordance with IESNA LM-79-08.



Test No. LTL23164B tested in accordance with IESNA LM-79-08.

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Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min
*for use when motion sensor is used as dusk to dawn control.						

Electrical Load

	Performance Package	LED Count	Drive Current	Wattage	Current (A) 120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	30	530	54	0.45	0.26	0.23	0.19	0.10	0.12
	P2	30	700	70	0.59	0.34	0.30	0.25	0.20	0.16
	P3	30	1050	102	0.86	0.50	0.44	0.38	0.30	0.22
	P4	30	1250	125	1.06	0.60	0.52	0.46	0.37	0.27
	P5	30	1400	138	1.16	0.67	0.58	0.51	0.40	0.29
	P6	40	1250	163	1.36	0.78	0.68	0.59	0.47	0.34
	P7	40	1400	183	1.53	0.88	0.76	0.66	0.53	0.38
	P8	60	1050	207	1.74	0.98	0.87	0.76	0.64	0.49
	P9	60	1250	241	2.01	1.16	1.01	0.89	0.70	0.51
Rotated Optics (Requires L90 or R90)	P10	60	530	106	0.90	0.52	0.47	0.43	0.33	0.27
	P11	60	700	137	1.15	0.67	0.60	0.53	0.42	0.32
	P12	60	1050	207	1.74	0.99	0.87	0.76	0.60	0.46
	P13	60	1250	231	1.93	1.12	0.97	0.86	0.67	0.49

Controls Options				
Nomenclature	**Description**	**Functionality**	**Primary control device**	**Notes**
FAO	Field adjustable output device installed inside the luminaire; wired to the driver dimming leads.	Allows the luminaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independently for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two separately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell recepticle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

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Lumen Output

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Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	**P1**	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131
				T5VS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136
				T5S	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136
				T5M	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136
				T5W	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
30	700	**P2**	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129
				T5VS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134
				T5S	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134
				T5M	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134
				T5W	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
30	1050	**P3**	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125
				T5VS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130
				T5S	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130
				T5M	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130
				T5W	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
30	1250	**P4**	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117
				T5VS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122
				T5S	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122
				T5M	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122
				T5W	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
30	1400	**P5**	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116
				T5VS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121
				T5S	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121
				T5M	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121
				T5W	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71

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Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1250	**P6**	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118
				T5VS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123
				T5M	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123
				T5W	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
40	1400	**P7**	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115
				T2S	19,206	3	0	3	105	20,690	3	0	3	113	20,952	3	0	3	114
				T2M	19,305	3	0	3	105	20,797	3	0	3	114	21,060	3	0	3	115
				T3S	18,696	3	0	3	102	20,141	3	0	3	110	20,396	3	0	4	111
				T3M	19,258	3	0	3	105	20,746	3	0	3	113	21,009	3	0	3	115
				T4M	18,840	3	0	4	103	20,296	3	0	4	111	20,553	3	0	4	112
				TFTM	19,246	3	0	4	105	20,734	3	0	4	113	20,996	3	0	4	115
				T5VS	20,017	4	0	1	109	21,564	4	0	1	118	21,837	4	0	1	119
				T5S	20,033	4	0	2	109	21,581	4	0	2	118	21,854	4	0	2	119
				T5M	19,983	4	0	2	109	21,527	5	0	3	118	21,799	5	0	3	119
				T5W	19,852	5	0	3	108	21,386	5	0	3	117	21,656	5	0	3	118
				BLC	15,780	2	0	3	86	16,999	2	0	3	93	17,214	2	0	3	94
				LCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
				RCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
60	1050	**P8**	207W	T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119
				T5VS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
60	1250	**P9**	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116
				T2S	25,548	3	0	4	106	27,522	3	0	4	114	27,871	3	0	4	116
				T2M	25,680	3	0	3	107	27,664	3	0	3	115	28,014	3	0	3	116
				T3S	24,870	3	0	4	103	26,791	3	0	4	111	27,130	3	0	4	113
				T3M	25,617	3	0	4	106	27,597	3	0	4	115	27,946	3	0	4	116
				T4M	25,061	3	0	4	104	26,997	3	0	4	112	27,339	3	0	4	113
				TFTM	25,602	3	0	4	106	27,580	3	0	4	114	27,929	3	0	4	116
				T5VS	26,626	5	0	1	110	28,684	5	0	1	119	29,047	5	0	1	121
				T5S	26,648	4	0	2	111	28,707	5	0	2	119	29,070	5	0	2	121
				T5M	26,581	5	0	3	110	28,635	5	0	3	119	28,997	5	0	3	120
				T5W	26,406	5	0	4	110	28,447	5	0	4	118	28,807	5	0	4	120
				BLC	20,990	2	0	3	87	22,612	2	0	3	94	22,898	2	0	3	95
				LCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71
				RCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71

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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	**P10**	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137
				T5VS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138
				T5S	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136
				T5M	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136
				T5W	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80
60	700	**P11**	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134
				T5VS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135
				T5S	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134
				T5M	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134
				T5W	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79
60	1050	**P12**	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123
				T5VS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124
				T5S	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72
60	1250	**P13**	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122
				T5VS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123
				T5S	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122
				T5M	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122
				T5W	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72
				RCCO	15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72

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FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft^2) for optimized pole wind loading.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS
The DSX1 LED area luminaire has a number of control options. DSX Size 1, comes standard with 0-10V dimming drivers. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS
The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION
Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). NEMA photocontrol receptacle are also available.

LISTINGS
UL listed to meet U.S. and Canadian standards. UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

BUY AMERICAN
Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

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LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

FEATURES & SPECIFICATIONS

INTENDED USE — Typical applications include corridors, lobbies, conference rooms and private offices.

CONSTRUCTION — Galvanized steel mounting/plaster frame; galvanized steel junction box with bottom-hinged access covers and spring latches. Reflectors are retained by torsion springs.

Vertically adjustable mounting brackets with commercial bar hangers provide 3-3/4" total adjustment.

Two combination ½"-3/4" and four ½" knockouts for straight-through conduit runs. Capacity: 8 (4 in, 4 out). No. 12 AWG conductors, rated for 90°C.

Accommodates 12"-24" joist spacing.

Passive cooling thermal management for 25°C standard; high ambient (40°C) option available. Light engine and drivers are accessible from above or below ceiling.

Max ceiling thickness 1-1/2".

OPTICS — LEDs are binned to a 3-step SDCM; 80 CRI minimum. 90 CRI optional.

LED light source concealed with diffusing optical lens.

General illumination lighting with 1.0 S/MH and 55° cutoff to source and source image.

Self-flanged anodized reflectors in specular, semi-specular, or matte diffuse finishes. Also available in white and black painted reflectors.

ELECTRICAL — Multi-volt (120-277V, 50/60Hz) 0-10V dimming drivers mounted to junction box, 10% or 1% minimum dimming level available.

0-10V dimming fixture requires two (2) additional low-voltage wires to be pulled.

70% lumen maintenance at 60,000 hours.

LISTINGS — Certified to US and Canadian safety standards. Wet location standard (covered ceiling). IP55 rated. ENERGY STAR® certified product.

BUY AMERICAN — Product with the BAA option is assembled in the USA and meets the Buy America(n) government procurement requirements under FAR, DFARS and DOT. Please refer to www.acuitybrands.com/buy-american for additional information.

WARRANTY — 5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

Specifications subject to change without notice.

A+ Capable options indicated by this color background.



LDN6

FIXTURE EB

6" Open and WallWash LED
Non-IC
New Construction Downlight

Buy American

battery pack

ENERGY STAR

ORDERING INFORMATION

Lead times will vary depending on options selected. Consult with your sales representative.

Example: LDN6 35/15 LO6AR LSS MVOLT EZ10

LDN6													
Series		**Color temperature**		**Lumens**[1]				**Aperture/Trim Color**				**Finish**		**Voltage**	
LDN6	6" round	27/	2700K	05	500 lumens	25	2500 lumens	LO6	Downlight	AR	Clear	LSS	Semi-specular	MVOLT	Multi-volt
		30/	3000K	07	750 lumens	30	3000 lumens	LW6	Wallwash	WR[2]	White	LD	Matte diffuse	120	120V
		35/	3500K	10	1000 lumens	40	4000 lumens			BR[2]	Black	LS	Specular	277	277V
		40/	4000K	15	1500 lumens	50	5000 lumens							347[3]	347V
		50/	5000K	20	2000 lumens										

Driver	
GZ10	0-10V driver dims to 10%
GZ1	0-10V driver dims to 1%
D10	Minimum dimming 10% driver for use with JOT
D1	Minimum dimming 1% driver for use with JOT
EZ10	0-10V eldoLED driver with smooth and flicker-free deep dimming performance down to 10%
EZ1	0-10V eldoLED driver with smooth and flicker-free deep dimming performance down to 1%
EDAB	eldoLED DALI SOLDRIVE dim to dark

Options	
SF[4]	Single fuse
TRW[5]	White painted flange
TRBL[5]	Black painted flange
EL[6]	Emergency battery pack with integral test switch. 10W Constant Power, Not Certified in CA Title 20 MAEDBS
ELR[6]	Emergency battery pack with remote test switch. 10W Constant Power, Not Certified in CA Title 20 MAEDBS
ELSD[6]	Emergency battery pack with self-diagnostics, integral test switch. 10W Constant Power, Not Certified in CA Title 20 MAEDBS
ELRSD[6]	Emergency battery pack with self-diagnostics, remote test switch. 10W Constant Power, Not Certified in CA Title 20 MAEDBS
E10WCP[6]	Emergency battery pack, 10W Constant Power with integral test switch. Certified in CA Title 20 MAEDB
E10WCPR[6]	Emergency battery pack, 10W Constant Power with remote test switch. Certified in CA Title 20 MAEDB
NPP16D[7]	nLight® network power/relay pack with 0-10V dimming for non-eldoLED drivers (GZ10, GZ1).
NPP16DER[7]	nLight® network power/relay pack with 0-10V dimming for non-eldoLED drivers (GZ10, GZ1). ER controls fixtures on emergency circuit.
N80[8]	nLight™ Lumen Compensation
JOT[13]	Wireless room control with "Just One Touch" pairing
NPS80EZ[7]	nLight® dimming pack controls 0-10V eldoLED drivers (EZ10, EZ1).
NPS80EZER[7]	nLight® dimming pack controls 0-10V eldoLED drivers (EZ10, EZ1). ER controls fixtures on emergency circuit.
HAO[11]	High ambient option
CP[12]	Chicago Plenum
RRL___	RELOC®-ready luminaire connectors enable a simple and consistent factory installed option across all ABL luminaire brands. Available only in RRLA, RRLB, RRLAE, and RRLC12S. Refer to RRL spec sheet on www.acuitybrands.com for the RELOC product specifications.
NLTAIR2[9, 10]	nLight® Air enabled
NLTAIRER2[9, 10]	nLight® AIR Dimming Pack Wireless Controls. Controls fixtures on emergency circuit, not available with battery pack options
NLTAIREM2[9, 10]	nLight® AIR Dimming Pack Wireless Controls. UL924 Emergency Operation, via power interrupt detection. Available with battery pack options.
BAA	Buy America(n) Act Compliant
90CRI	High CRI (90+)

Accessories: *Order as separate catalog number.*

PS1055CP	FMC Power Sentry batterypack, T20 compliant, field installable, 10w constant power
EAC ISSM 375	Compact interruptible emergency AC power system
EAC ISSM 125	Compact interruptible emergency AC power system
GRA68 JZ	Oversized trim ring with 8" outside diameter
SCA6	Sloped Ceiling Adapter. Degree of slope must be specified (5D, 10D, 15D, 20D, 25D, 30D). Ex: SCA6 10D

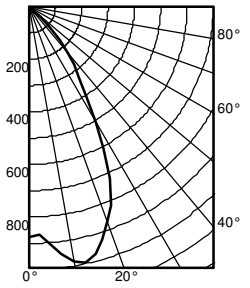
Notes

1. Overall height varies based on lumen package; refer to dimensional chart on page 3.
2. Not available with finishes.
3. Not available with emergency options.
4. Must specify voltage 120V or 277V.
5. Available with clear (AR) reflector only.
6. 12.5" of plenum depth or top access required for battery pack maintenance.
7. Specify voltage. ER for use with generator supply EM power. Will require an emergency hot feed and normal hot feed.
8. Fixture begins at 80% light level. Must be specified with NPS80EZ or NPS80EZ ER. Only available with EZ10 and EZ1 drivers.
9. Not available with CP, NPS80EZ, NPS80EZER, NPP16D, NPP16DER or N80 options.
10. NLTAIR2, NLTAIRER2 and NLTAIREM2 not recommended for metal ceiling installations.
11. Fixture height is 6.5" for all lumen packages with HAO.
12. Must specify voltage for 3000lm and above. 5000lm with marked spacing 24 L x 24 W x 14 H. Not available with emergency battery pack option.
13. Must specify D10 or D1 driver. Not available with nLight options. Not available with CP. Not recommended for metal ceiling installation. Not for use with emergency backup power systems other than battery packs.

PHOTOMETRY

Distribution Curve | **Distribution Data** | **Output Data** | **Coefficient of Utilization** | **Illuminance Data at 30" Above Floor for a Single Luminaire**

LDN6 35/10 LO6AR, input watts: 10.44, delivered lumens: 987.10, LM/W = 94.54, spacing criterion at 0= 1.02, test no. ISF 30716P262.



	Ave	Lumens
0	876	
5	905	89
15	971	269
25	720	322
35	330	214
45	110	87
55	1	4
65	1	1
75	0	0
85	0	0
90	0	

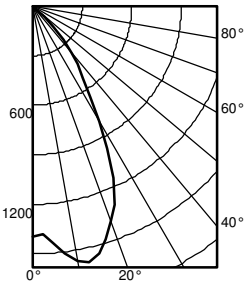
Zone	Lumens	% Lamp
0° - 30°	680.7	69.0
0° - 40°	895.0	90.7
0° - 60°	986.0	99.9
0° - 90°	987.0	100.0
90° - 120°	0.0	0.0
90° - 130°	0.0	0.0
90° - 150°	0.0	0.0
90° - 180°	0.0	0.0
0° - 180°	987.0	*100.0

*Efficiency

pf	80%			70%			50%		
pc	50%	30%	10%	50%	30%	10%	50%	30%	10%
pw									
0	119	119	119	116	116	116	111	111	111
1	111	108	106	109	106	104	104	103	101
2	103	99	95	101	97	94	98	95	92
3	96	91	87	94	90	86	92	88	85
4	89	84	79	88	83	79	86	81	78
5	83	77	73	82	77	73	81	76	72
6	78	72	68	77	72	67	76	71	67
7	73	67	63	73	67	63	71	66	62
8	69	63	59	68	62	58	67	62	58
9	65	59	55	64	59	55	63	58	54
10	61	55	51	61	55	51	60	55	51

		50% beam - 54.5°		10% beam - 82.2°	
Mounting Height	Inital FC Center Beam	Diameter	FC	Diameter	FC
8.0	29.0	5.7	14.5	9.6	2.9
10.0	15.6	7.7	7.8	13.1	1.6
12.0	9.7	9.8	4.9	16.6	1.0
14.0	6.6	11.8	3.3	20.1	0.7
16.0	4.8	13.9	2.4	23.6	0.5

LDN6 35/15 LO6AR, input watts: 17.52, delivered lumens: 1572.9, LM/W = 89.77, spacing criterion at 0= 1.02, test no. ISF 30716P265.



	Ave	Lumens
0	1396	
5	1442	142
15	1547	429
25	1147	514
35	526	342
45	176	139
55	2	6
65	1	1
75	1	1
85	0	0
90	0	

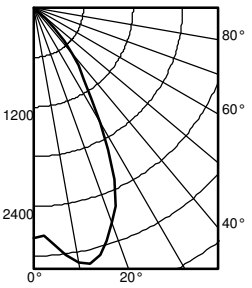
Zone	Lumens	% Lamp
0° - 30°	1084.6	69.0
0° - 40°	1426.2	90.7
0° - 60°	1571.3	99.9
0° - 90°	1572.9	100.0
90° - 120°	0.0	0.0
90° - 130°	0.0	0.0
90° - 150°	0.0	0.0
90° - 180°	0.0	0.0
0° - 180°	1572.9	*100.0

*Efficiency

pf	80%			70%			50%		
pc	50%	30%	10%	50%	30%	10%	50%	30%	10%
pw									
0	119	119	119	116	116	116	111	111	111
1	111	108	106	109	106	104	104	103	101
2	103	99	95	101	97	94	98	95	92
3	96	91	87	94	90	86	92	88	85
4	89	84	79	88	83	79	86	81	78
5	83	77	73	82	77	73	81	76	72
6	78	72	68	77	72	67	76	71	67
7	73	67	63	73	67	63	71	66	62
8	69	63	59	68	62	58	67	62	58
9	65	59	55	64	59	55	63	58	54
10	61	55	51	61	55	51	60	55	51

		50% beam - 54.5°		10% beam - 82.2°	
Mounting Height	Inital FC Center Beam	Diameter	FC	Diameter	FC
8.0	46.2	5.7	23.1	9.6	4.6
10.0	24.8	7.7	12.4	13.1	2.5
12.0	15.5	9.8	7.7	16.6	1.5
14.0	10.6	11.8	5.3	20.1	1.1
16.0	7.7	13.9	3.8	23.6	0.8

LDN6 35/30 LO6AR, input watts: 34.75, delivered lumens: 3138.5, LM/W = 90.31, spacing criterion at 0= 1.02, test no. ISF 30716P274.



	Ave	Lumens
0	2786	
5	2877	284
15	3087	855
25	2289	1025
35	1049	682
45	350	277
55	5	12
65	2	2
75	1	1
85	0	0
90	0	

Zone	Lumens	% Lamp
0° - 30°	2164.3	69.0
0° - 40°	2845.9	90.7
0° - 60°	3135.3	99.9
0° - 90°	3138.5	100.0
90° - 120°	0.0	0.0
90° - 130°	0.0	0.0
90° - 150°	0.0	0.0
90° - 180°	0.0	0.0
0° - 180°	3138.5	*100.0

*Efficiency

pf	80%			70%			50%		
pc	50%	30%	10%	50%	30%	10%	50%	30%	10%
pw									
0	119	119	119	116	116	116	111	111	111
1	111	108	106	109	106	104	104	103	101
2	103	99	95	101	97	94	98	95	92
3	96	91	87	94	90	86	92	88	85
4	89	84	79	88	83	79	86	81	78
5	83	77	73	82	77	73	81	76	72
6	78	72	68	77	72	67	76	71	67
7	73	67	63	73	67	63	71	66	62
8	69	63	59	68	62	58	67	62	58
9	65	59	55	64	59	55	63	58	54
10	61	55	51	61	55	51	60	55	51

		50% beam - 54.5°		10% beam - 82.2°	
Mounting Height	Inital FC Center Beam	Diameter	FC	Diameter	FC
8.0	92.1	5.7	46.1	9.6	9.2
10.0	49.5	7.7	24.8	13.1	5.0
12.0	30.9	9.8	15.4	16.6	3.1
14.0	21.1	11.8	10.5	20.1	2.1
16.0	15.3	13.9	7.6	23.6	1.5

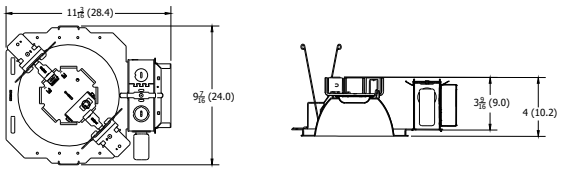
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LDN6

FIXTURE EB

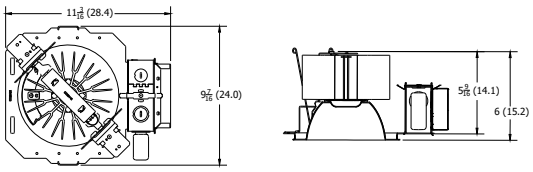
* All dimensions are inches (centimeters) unless otherwise noted.

LDN6 500 - 1500 LUMENS



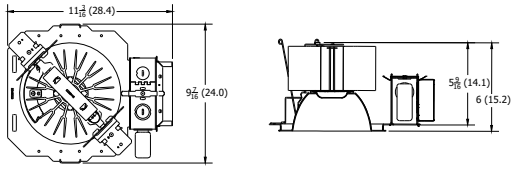
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6 2000 - 3000 LUMENS



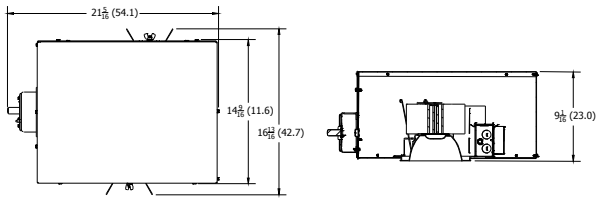
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6 4000 - 5000 LUMENS



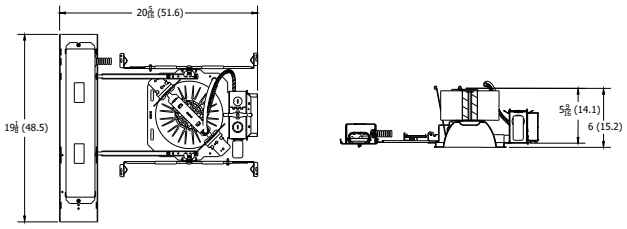
Marked Spacing: 24 x 24 x 10
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6 CP



Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6 EL



Marked Spacing above 3000 Lumens: 24 x 24 x 10
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6			
Nominal Lumens	**Lumens**	**Wattage**	**Lm/W**
500	527.9	5.8	90.5
750	758.1	8.9	85.1
1000	950.1	10.4	91.0
1500	1514	17.5	86.4
2000	2006	22.5	89.1
2500	2504	28.3	88.6
3000	3021	34.8	86.9
4000	4008	44.3	90.6
5000	4975	57.7	86.3

HOW TO ESTIMATE DELIVERED LUMENS IN EMERGENCY MODE

Use the formula below to estimate the delivered lumens in emergency mode

Delivered Lumens = 1.25 x P x LPW

P = Ouput power of emergency driver. P = 10W for PS1055CP

LPW = Lumen per watt rating of the luminaire. This information is available on the ABL luminaire spec sheet.
The LPW rating is also available at Designlight Consortium.

LUMEN OUTPUT MULTIPLIERS - FINISH			
	Clear (AR)	**White (WR)**	**Black (BR)**
Specular (LS)	1.0	N/A	N/A
Semi-specular (LSS)	0.950	N/A	N/A
Matte diffuse (LD)	0.85	N/A	N/A
Painted	N/A	0.87	0.73

LUMEN OUTPUT MULTIPLIERS - CCT					
	2700K	**3000K**	**3500K**	**4000K**	**5000K**
80CRI	0.950	0.966	1.000	1.025	1.101

Notes

- Tested in accordance with IESNA LM-79-08.
- Tested to current IES and NEMA standards under stabilized laboratory conditions.
- CRI: 80 typical.

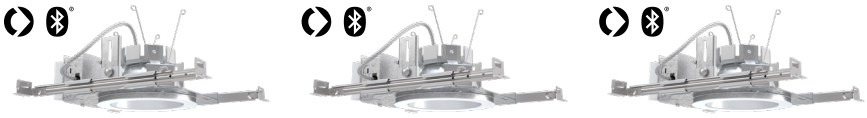
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ADDITIONAL DATA

JOT
JUST ONE TOUCH

The Sensor Switch JOT enabled solution offers a wireless, app-free approach to single room lighting control. JOT enabled products use Bluetooth® Low Energy (BLE) technology to enable wireless dimming and switching.

Diagram



LDN6 Series



Sensor Switch
WSXA JOT

1. **Power:** Install JOT enabled fixtures and controls as instructed.
2. **Pair:** Insert the pairing tool into the pinhole on the wall switch; press and hold any button for 6 seconds.
3. **Play:** Once paired, each fixture will individually dim down to 10% brightness. All products will be fully functional.

COMPATIBLE 0-10V WALL-MOUNT DIMMERS		
MANUFACTURER	PART NO.	POWER BOOSTER AVAILABLE
Lutron®	Diva® DVTV	
	Diva® DVSCTV	
	Nova T® NTFTV	
	Nova® NFTV	
Leviton®	AWSMT-7DW	CN100
	AWSMG-7DW	PE300
	AMRMG-7DW	
	Leviton Centura Fluorescent Control System	
	IllumaTech® IP7 Series	
Synergy®	ISD BC	RDMFC
	SLD LPCS	
	Digital Equinox (DEQ BC)	
Douglas Lighting Controls	WPC-5721	
Entertainment Technology	Tap Glide TG600FAM120 (120V)	
	Tap Glide Heatsink TGH1500FAM120 (120V)	
	Oasis 0A2000FAMU	
Honeywell	EL7315A1019	EL7305A1010 (optional)
	EL7315A1009	
HUNT Dimming	Preset slide: PS-010-IV and PS-010-WH	
	Preset slide: PS-010-3W-IV and PS-010-3W-WH	
	Preset slide, controls FD-010: PS-IFC-010-IV and PS-IFC-010-WH-120/277V	
	Preset slide, controls FD-010: PS-IFC-010-3W-IV and PS-IFC-010-3W-WH-120/277V	
	Remote mounted unit: FD-010	
Lehigh Electronic Products	Solitaire	PBX
PDM Electrical Products	WPC-5721	
Starfield Controls	TR61 with DALI interface port	RT03 DALInet Router
WattStopper®	LS-4 used with LCD-101 and LCD-103	

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and out-of-the-box control compatibility with simple commissioning.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is part of an A+ Certified solution for nLight® control networks when ordered with drivers marked by a shaded background*
- This luminaire is part of an A+ Certified solution for nLight control networks, providing advanced control functionality at the luminaire level, when selection includes driver and control options marked by a shaded background*

To learn more about A+, visit www.acuitybrands.com/aplus.

*See ordering tree for details

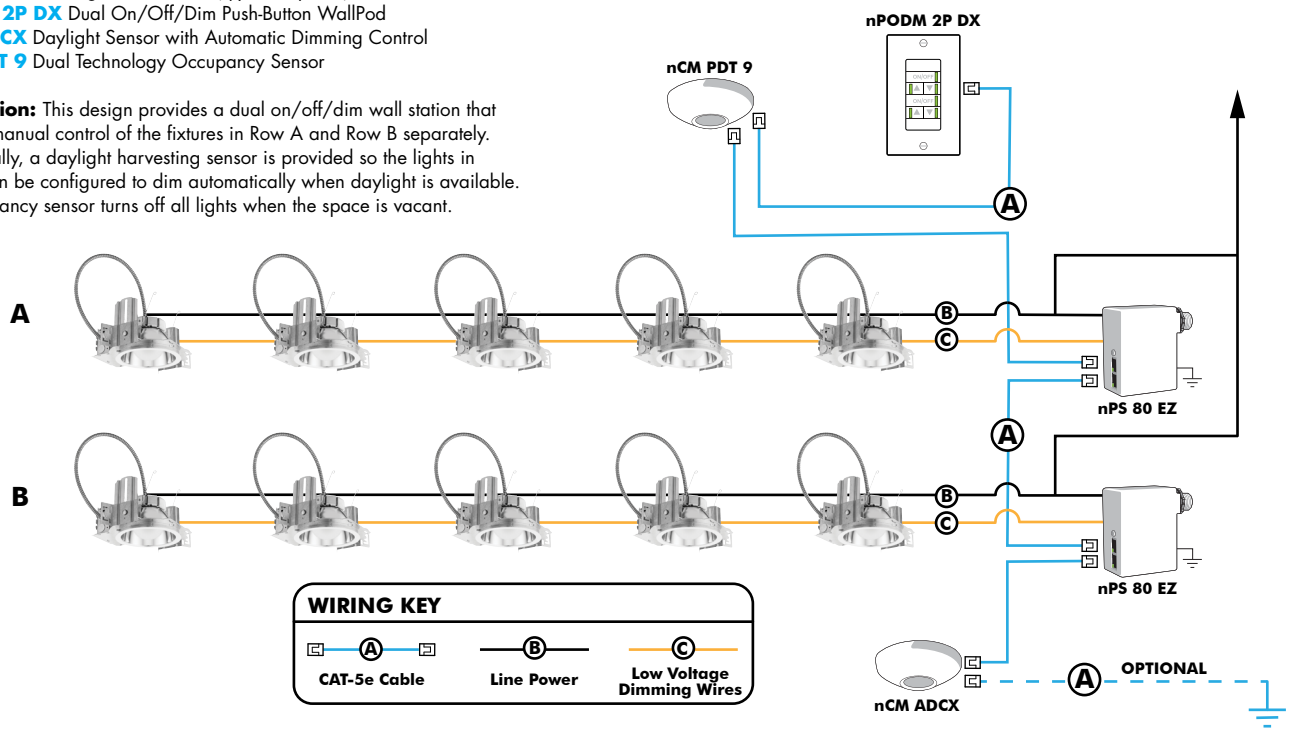
DOWNLIGHTING: One Lithonia Way Conyers, GA 30012 Phone: 800-705-SERV (7378) www.lithonia.com

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EXAMPLE
Group Fixture Control*
*Appiication diagram applies for fixtures with eldoLED drivers only.

nPS 80 EZ Dimming/Control Pack (qty: 2 required)
nPODM 2P DX Dual On/Off/Dim Push-Button WallPod
nCM ADCX Daylight Sensor with Automatic Dimming Control
nCM PDT 9 Dual Technology Occupancy Sensor

Description: This design provides a dual on/off/dim wall station that enables manual control of the fixtures in Row A and Row B separately. Additionally, a daylight harvesting sensor is provided so the lights in Row B can be configured to dim automatically when daylight is available. An occupancy sensor turns off all lights when the space is vacant.



Choose Wall Controls

nLight offers multiple styles of wall controls - each with varying features and user experience.



Push-Button Wallpod
Traditional tactile buttons and LED user feedback



Graphic Wallpod
Full color touch screen provides a sophisticated look and feel

nLight® Wired Controls Accessories:			
Order as separate catalog number. Visit www.acuitybrands.com/products/controls/nlight for complete listing of nLight controls.			
WallPod Stations	**Model number**	**Occupancy sensors**	**Model Number**
On/Off	nPODM (Color)	Small motion 360°, ceiling (PIR/dual Tech)	nCM 9 / nCM PDT 9
On/Off & Raise/Lower	nPOD DX (Color)	Large motion 360°, ceiling (PIR/dual tech)	nCM 10 / nCM PDT 10
Graphic Touchscreen	nPOD GFX (Color)	Wide View (PIR/dual tech)	nWV 16 / nWV PDT 16
Photocell controls	**Model Number**	Wall Switch w/ Raise/Lower (PIR/dual tech)	nWSX LV DX / nWSX PDT LV DX
Dimming	nCM ADCX	**Cat-5 cables (plenum rated)**	**Model Number**
		10', CAT5 10FT	CAT5 10FT J1
		15, CAT5 15FT	CAT5 15FT J1

nLight® AIR Control Accessories: *Order as separate catalog number. Visit www.acuitybrands.com/products/controls/nlightair.*	
Wall switches	**Model number**
On/Off single pole	rPODB [color]
On/Off two pole	rPODB 2P [color]
On/Off & raise/lower single pole	rPODB DX [color]
On/Off & raise/lower two pole	rPODB 2P DX [color]
On/Off & raise/lower single pole	rPODBZ DX WH[1]

Notes
1 Can only be ordered with the RES7Z zone control sensor version.

nLight AIR

nLight AIR is the ideal solution for retrofit or new construction spaces where adding communication is cost prohibitive. The integrated nLight AIR rPP20 Power Pack is part of each Lithonia LDN Luminaire. These individually addressable controls offer the ultimate in flexibility during initial setup and for space repurposing.



Simple as 1,2,3

1. Install the nLight® AIR fixtures with embedded smart sensor
2. Install the wireless battery-powered wall switch
3. With CLAIRITY app, pair the fixtures with the wall switch and if desired, customize the sensor settings for the desired outcome



nLight AIR rPODB 2P DX Mobile Device

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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: Crystal Holowell, AIA, LEED AP
Shive-Hattery

FROM: Javier Millan
Principal

Luay R. Aboona, PE, PTOE
Principal

DATE: January 5, 2022

SUBJECT: Summary Traffic and Parking Evaluation
Proposed Consumer Credit Union - Southpoint Retail Center
Arlington Heights, Illinois

This memorandum summarizes the findings of a traffic and parking evaluation prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development of a 3,460 square-foot credit union with three drive-through lanes in an outlot within the Southpoint retail center in Arlington Heights, Illinois. The outlot is located on the east side of Rand Road just north of Jane Avenue. Access will be provided via the existing access drives serving the Southpoint shopping center and via a proposed right-in/right-out access drive off Rand Road.

The purpose of this memorandum is to determine the impact, if any, of the traffic that will be generated by the proposed credit union on the external intersections as well as to evaluate the existing parking demand and the future parking demand with the proposed outlot.

Existing Conditions

The site of the proposed outlot, as previously indicated, is located on the east side of Rand Road just north of Jane Avenue within the Southpoint retail center. **Figure 1** shows an aerial view of the site. Land uses in the vicinity of the site are mostly commercial with single-family residential bordering the Southpoint shopping center to the east.



Aerial View of Site **Figure 1**

Existing Roadway System Characteristics

The following summarizes the existing roadway characteristics within the vicinity of the site.

Rand Road (U.S. Route 12) is a northwest-southeast arterial roadway that generally provides a five-lane cross-section in the vicinity of the site with two lanes in each direction divided by a painted median. At its signalized intersection with Beverly Lane/Jane Avenue, Rand Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. At its signalized intersection with the Southpoint retail center access drive and the Town & Country shopping center access drive, Rand Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northwest-bound approach. The southeast-bound approach provides an exclusive left-turn lane, two through lanes, and a shared through/right-turn lane. Rand Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified by IDOT as a Strategic Regional Arterial (SRA), carries an Annual Average Daily Traffic (AADT) volume of 29,200 vehicles as reported by IDOT in 2019, and has a posted speed limit of 35 miles per hour (mph).

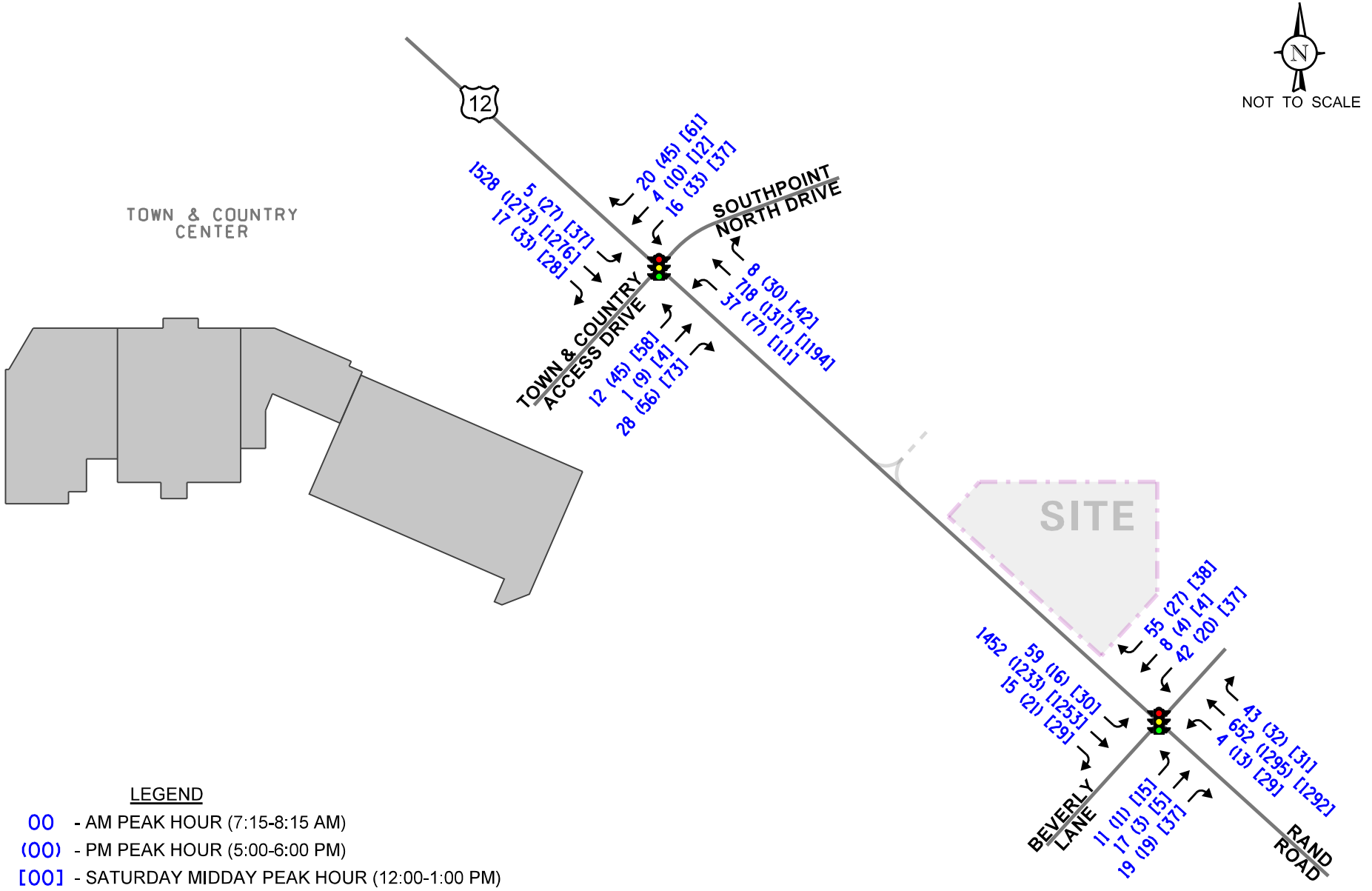
Jane Avenue/Beverly Lane are northeast-southwest local roads. Jane Avenue extends from Rand Road east to its terminus at Clarence Avenue and serves the Southpoint retail center, other retail stores, and a multi-family building. At its signalized intersection with Rand Road, both roads provide an exclusive left-turn lane and a shared through/right-turn lane.

The *Southpoint retail center north full access drive* is located opposite the Town & Country shopping center access drive. At its signalized intersection with Rand Road, both approaches provide an exclusive left-turn lane and a shared through/right-turn lane.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic and pedestrian counts on Thursday, October 14, 2021 and Tuesday, November 9, 2021 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday, October 16 and November 6, 2021 during the midday (11:00 A.M. to 2:00 P.M.) peak period at the intersections of Rand Road with the Southpoint access drive/Town & Country access drive and Palatine Road with the Southpoint ring road/Eastwood Drive. The 2021 traffic counts were compared with previous traffic counts conducted in February 2020 before the pandemic. Based on a comparison of the traffic counts, the 2021 traffic counts were generally 10 to 25 percent higher and, as such, were utilized as base conditions.

The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:15 to 8:15 A.M., the weekday evening peak hour of traffic occurs from 5:00 to 6:00 P.M., and the Saturday midday peak hour of traffic occurs from 12:00 to 1:00 P.M. **Figure 2** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Consumers Credit Union
Arlington Heights, Illinois

Existing Traffic Volumes

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

Job No: 21-303 Figure: 2

Proposed Development Plan and Trip Generation

Currently, the Southpoint center is approximately 225,149 square feet in size (including the vacant Bif Furniture retail space). As proposed, the outlot parcel located on the north side of Rand Road just west of Jane Avenue will be developed with a 3,460 square-foot credit union with three drive-through lanes.

The traffic that will be generated by the proposed credit union was based on data from a similar facility in Gurnee, Illinois. It is important to note that a credit union unlike a typical bank is limited to members. As such, a credit union will generate less traffic than a regular drive-through bank. **Table 1** shows the site-generated traffic volumes for the proposed development.

Table 1
PROJECTED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Credit Union (3,460 s.f.)[1]	20	20	40	25	25	50	30	30	60

1 – Based on transaction data of a similar facility provided by the Credit Union

Planned Access Improvements

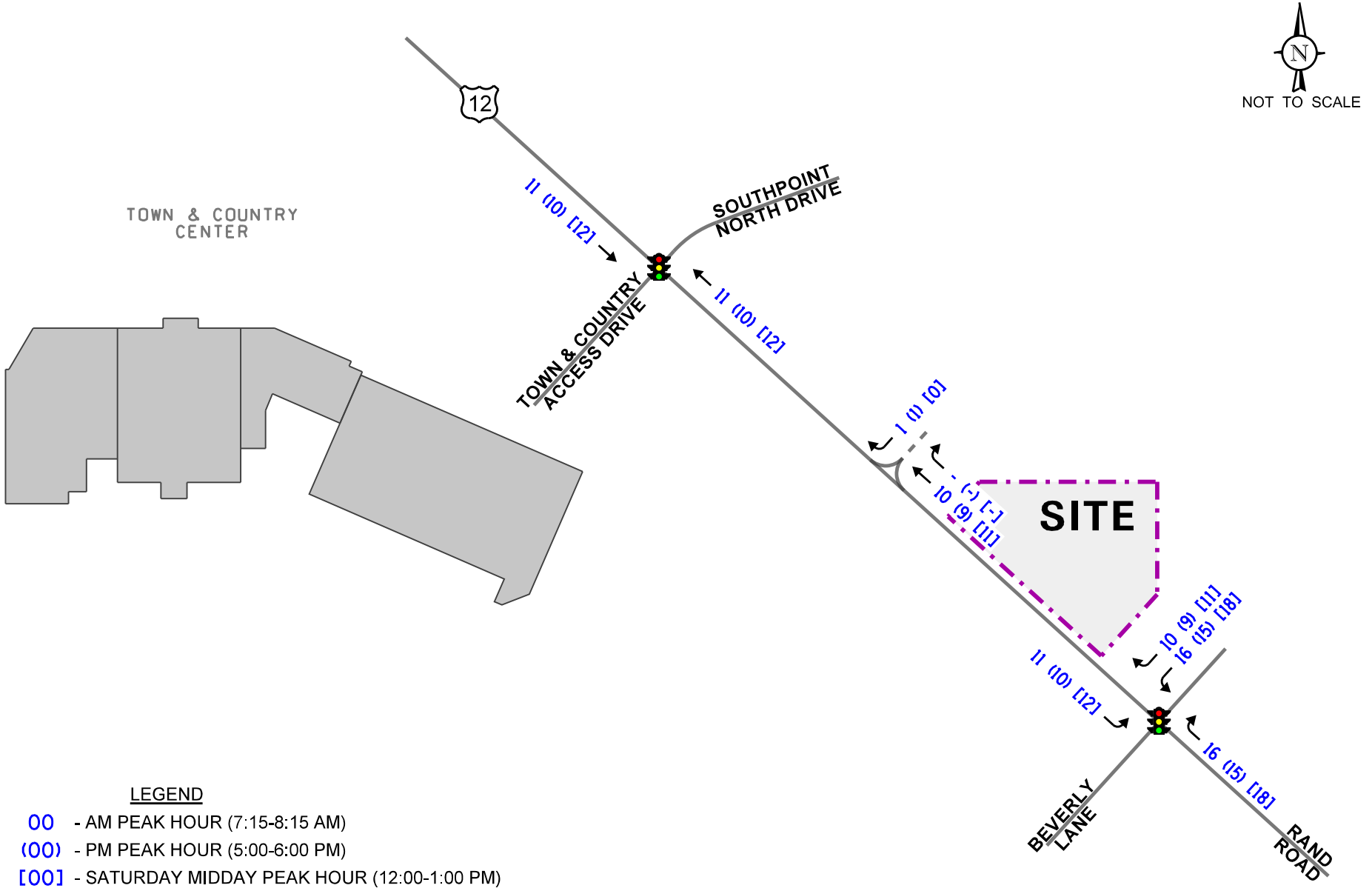
Based on a recent traffic study prepared for a potential user for the vacant Bif Furniture store, a right-in/right-out access drive is proposed off Rand Road midpoint between the two signalized access drives serving the shopping center. While it is our understanding that the approval of the proposed right-in/right-out access drive is still being evaluated by IDOT at the request of the Village of Arlington Heights staff, the site traffic assignment and future analyses assume the provision of this right-in/right-out access drive.

Directional Distribution

Based on existing travel patterns and a previous traffic study conducted for a planned fitness center that was to occupy the Bif Furniture storefront, it is estimated that 60 percent of the traffic will arrive/depart to the north and 40 percent will arrive/depart to the south.

Site Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development were assigned to the external area roadways based on the previously estimated directional distribution, the proposed land use plan, and planned access improvements. **Figure 3** illustrates the assignment of the development-generated traffic volumes.



Consumers Credit Union
Arlington Heights, Illinois

Estimated Site Traffic Assignment

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

Job No: 21-303

Figure: 3

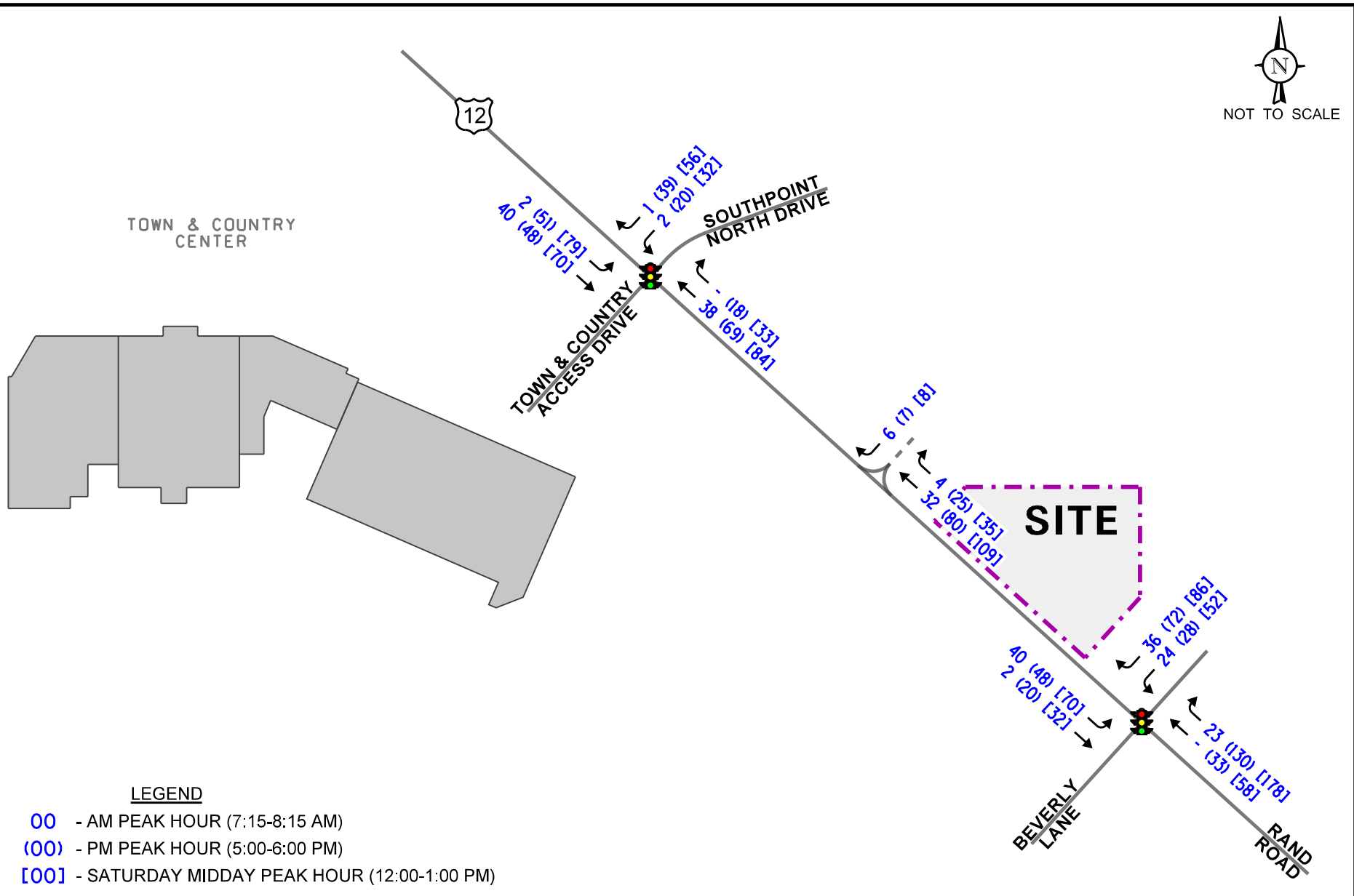
Current Vacancies and Planned Developments

Based on information provided to KLOA, Inc., the Southpoint retail center has approximately 31,229 square feet of vacancies (not including the 110,000 square-foot Bif furniture store). The traffic to be generated by these vacancies and the potential developments of two quick service restaurants (QSRs), one of which will be a free-standing Chipotle, in the southeast quadrant of the intersection of Palatine Road with the Southpoint shopping center west drive was also estimated in order to project Year 2026 conditions with the full occupancy of the shopping center and the planned development.

The traffic that will be generated by the proposed Chipotle restaurant was based on a survey of a free-standing Chipotle of a similar size located at 300 Ogden Avenue in Westmont, Illinois. The number of trips to be generated by the other quick service restaurant was estimated based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). Copies of the ITE trip generation sheets are included in the Appendix. **Table 2** shows the traffic to be generated by the current vacancies and the planned QSRs. **Figure 4** shows the traffic assignment of these vacancies and future developments.

Table 2
VACANCIES/PLANNED DEVELOPMENT PEAK HOUR TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Retail (141,229 s.f.)	74	45	119	230	250	480	323	298	621
Chipotle (2,385 s.f.)	--	--	--	34	30	64	43	46	89
Quick Casual Restaurant (4,419 s.f.)	3	3	6	35	28	63	79	65	144
Internal Capture Reduction (10%)	*-8*	*-5*	*-13*	*-30*	*-31*	*-61*	*-45*	*-41*	*-86*
Total New Trips	**69**	**43**	**112**	**269**	**277**	**546**	**400**	**368**	**768**



Consumers Credit Union
Arlington Heights, Illinois

Vacancies and Planned Retail Outlot Traffic Assignment

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

Job No: 21-303 Figure: 4

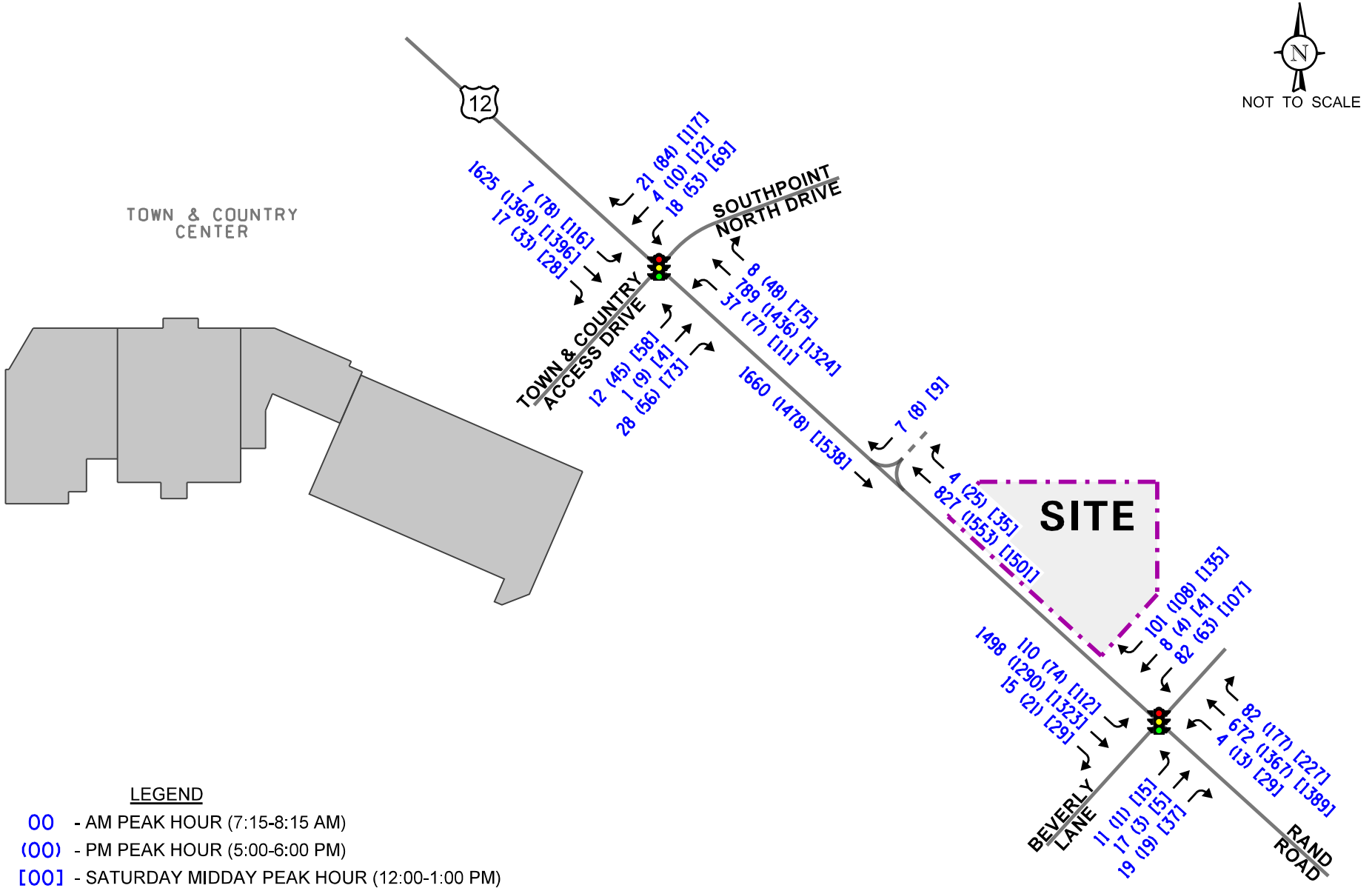
Total Projected Traffic Volumes

The total projected traffic volumes consist of the existing traffic volumes (Figure 2) increased by a growth factor of three percent to reflect Year 2026 conditions, site traffic assignment (Figure 3), and the vacancy/planned development traffic assignment (Figure 4). **Figure 5** illustrates the total traffic volumes.

Evaluation and Recommendations

Capacity analyses using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 6th Edition and Synchro/SimTraffic 11 capacity analysis software were conducted at the intersections of the Rand Road with the Southpoint North Drive, proposed right-in/right-out access drive, and Jane Avenue to determine the impact, if any, of additional traffic generated by the proposed development. The results of the capacity analysis for the existing and projected traffic volumes for the intersections are summarized in **Tables 2** through **4**. A discussion of the operations of each intersection follows.

Copies of the HCM definitions of levels of service and the capacity analysis summary sheets are included in the Appendix.



Consumers Credit Union
Arlington Heights, Illinois

Total Projected Traffic Volumes

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Figure: 5

Table 2
CAPACITY ANALYSIS RESULTS – RAND ROAD/SOUTHPOINT NORTH DRIVE/TOWN & COUNTRY DRIVE

	Peak Hour	Southeast-bound		Northwest-bound		Northeast-bound		Southwest-bound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning Peak Hour	A 1.4	A 4.3	A 3.4	A 3.6	E 68.9	C 27.2	E 70.9	C 32.4	A 5.4
		A – 4.3		A – 3.6		D – 39.3		D – 48.1		
	Weekday Evening Peak Hour	A 2.3	A 5.3	A 4.7	B 10.6	F 83.7	C 25.4	E 75.2	C 27.3	B 10.5
		A – 5.3		B – 10.2		D – 49.5		D – 45.2		
	Saturday Midday Peak Hour	A 2.9	A 7.0	A 3.8	A 7.0	E 65.8	B 17.2	E 56.8	C 21.1	A 9.2
		A – 6.9		A – 6.7		D – 38.0		C – 33.1		
Year 2026 Total Projected Conditions	Weekday Morning Peak Hour	A 1.4	A 4.6	A 4.6	A 6.3	E 68.3	C 26.9	E 71.4	C 31.7	A 6.4
		A – 4.6		A – 6.2		D – 38.9		D – 48.6		
	Weekday Evening Peak Hour	A 4.5	A 5.6	A 4.5	B 16.2	F 92.9	C 24.3	F 84.4	C 22.6	B 13.9
		A – 5.5		B – 15.6		D – 52.6		D – 44.8		
	Saturday Midday Peak Hour	A 6.4	A 7.7	A 5.0	A 6.4	F 80.9	B 16.3	E 66.3	B 17.7	B 10.1
		A – 7.6		A – 6.3		D – 44.0		C – 34.6		

Delay is measured in seconds.

Table 3
CAPACITY ANALYSIS RESULTS – RAND ROAD/JANE AVENUE/BEVERLY LANE

	Peak Hour	Southeast-bound		Northwest-bound		Northeast-bound		Southwest-bound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning Peak Hour	A 2.4	A 9.6	A 2.0	A 4.7	E 61.3	D 39.0	E 77.0	C 24.0	B 10.3
		A – 9.3		A – 4.7		D – 44.1		D – 45.3		
	Weekday Evening Peak Hour	A 1.4	A 4.0	A 1.4	A 3.8	E 71.4	C 32.5	E 77.4	C 31.9	A 5.2
		A – 4.0		A – 3.8		D – 45.1		D – 49.9		
	Saturday Midday Peak Hour	A 2.3	A 8.1	A 2.3	A 6.0	D 54.0	C 22.6	E 62.6	C 21.9	A 8.4
		A – 8.0		A – 5.9		C – 31.0		D – 41.1		
Year 2026 Total Projected Conditions	Weekday Morning Peak Hour	A 4.2	B 13.4	A 3.2	A 7.4	E 56.1	C 33.6	E 79.4	B 16.8	B 14.0
		B – 12.8		A – 7.4		D – 38.8		D – 43.7		
	Weekday Evening Peak Hour	A 6.4	A 5.8	A 2.5	A 8.7	E 65.7	C 27.3	F 84.0	B 18.5	A 9.6
		A – 5.8		A – 8.7		D – 39.7		D – 42.2		
	Saturday Midday Peak Hour	B 18.0	B 10.9	A 3.4	B 12.8	D 50.8	B 19.2	E 78.7	B 14.0	B 14.5
		B – 11.4		B – 12.6		C – 27.6		D – 42.2		

Delay is measured in seconds.

Table 4
LEVEL OF SERVICE AND DELAY – PROJECTED CONDITIONS

Intersection	Weekday Midday Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Rand Road with Proposed Right-In/Right-Out Access Drive						
• Southwest-bound Right Turn	B	11.6	C	17.4	C	17.0

Discussion and Recommendations

The following summarizes how the intersections within the study area currently operate and are projected to operate assuming the total projected traffic volumes. It will also identify any roadway and traffic control improvements and/or modifications necessary to accommodate the projected traffic volumes.

Rand Road with Southpoint North Drive/Town & Country Drive

The results of the capacity analyses indicate that this intersection is operating at an overall acceptable Level of Service (LOS) during all three peak hours. Further inspection of the capacity analyses indicates that the left-turn movements from the minor approaches operate at LOS F and E during the weekday evening and Saturday midday peak hours, respectively. This is due to the long time vehicles have to wait as a result of the long cycle length and not due to capacity constraints. Under future conditions, the intersections will continue operating at an overall acceptable LOS with minimal increases in delay. Furthermore, based on a review of the capacity analyses and the simulation runs, the 95th percentile queues for outbound traffic will not extend to the ring road and all of the outbound vehicles will clear the intersections within one cycle length. As such, no geometric or traffic control improvements will be necessary at these intersections in conjunction with the proposed development.

Rand Road with Jane Avenue/Beverly Lane

The results of the capacity analyses indicate that this intersection is operating at an overall acceptable Level of Service (LOS) during all three peak hours. Further inspection of the capacity analyses indicates that the left-turn movements from the minor approaches operate at LOS E. This is due to the long time vehicles have to wait as a result of the long cycle length and not due to capacity constraints. Under future conditions, the intersection will continue operating at an overall acceptable LOS with minimal increases in delay. Furthermore, based on a review of the simulation runs, all of the outbound vehicles will clear the intersection within one cycle length. As such, no geometric or traffic control improvements will be necessary at this intersection in conjunction with the proposed development.

Rand Road with Proposed Right-In/Right-Out Access Drive

The results of the capacity analyses indicate that the outbound movements from this intersection are and will continue operating at LOS C or better. As such, no geometric or traffic control improvements will be necessary at this intersection in conjunction with the proposed development.

Internal Circulation Evaluation

Based on a review of the site plan dated 9/10/21, the site will provide two-way drive aisles, thus providing for efficient and consistent two-way traffic flow throughout the parking field. The westerly side of the building will be the drive-through lanes (see next section). In order to minimize conflicts between vehicular traffic, it is recommended to close/eliminate the opening of the middle east-west parking drive aisle with the drive-through lane. This would require the provision of a hammerhead turnaround area to allow vehicles to turn around, should the parking field be fully occupied. Lastly, the southeast-bound movement of the drive aisle parallel with Rand Road should be under stop sign control at its intersection with the credit union drive aisles. Although the anticipated traffic volumes at this intersection will be relatively low, the intersection should be periodically monitored to determine if modifications to the recommended traffic control should be implemented.

Drive-Through Stacking Evaluation

Based on a review of the site plan, the site will provide two drive-through lanes and an ATM lane on the east side of the building with vehicles entering from the south and exiting to the north where they can either travel east or west. As proposed, approximately five vehicles can be stored per lane within the drive-through with additional stacking available for approximately four to five more vehicles within the site without extending onto the north-south aisle fronting the Southpoint shopping center. Based on KLOA, Inc.'s observations of a number of banks in the Chicagoland area as well as studies conducted by others, the maximum stacking within a single drive-through lane was found to be three to four vehicles. As such, the stacking provided for the proposed drive-through lanes will be sufficient to accommodate the drive-through peak demand without negatively impacting the on-site circulation of the proposed credit union or the Southpoint shopping center.

Parking Evaluation

Based on a review of the site plan, the plan calls for reconfiguring the parking lot in the northwest quadrant of Jane Avenue and Rand Road for the development of the proposed credit union. It is important to note that the parking field where the credit union is proposed to be located provides approximately 142 parking spaces. Once the credit union is constructed, the number of parking spaces will be reduced by 77 spaces for a total of 65 parking spaces (16 for the proposed credit union and 49 still available for the stores on the east side).

Parking Required by Code

Parking required by Village Code is shown in **Table 6**. As shown in Table 6, the proposed parking supply of 525 parking spaces exceeds the requirements of the Village Code.

Table 6
PARKING REQUIRED BY CODE

Land Use	Spaces Required
Credit Union	
1 space per 300 square feet (3,460 square feet):	12
Total Parking Spaces Provided:	**16**
Parking Surplus:	**+ 4**

Peak Parking Demand Based on ITE

The peak parking demand for the proposed land use was estimated using data published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. **Table 7** tabulates the projected peak parking demand anticipated for the proposed development on a weekday and on a Saturday.

Table 7
PROJECTED PARKING DEMAND

ITE Land-Use Code	Land Use	Peak Parking Demand Ratio	Peak Parking Demand Spaces
912	Credit Union -3,460 s.f. (Weekday)	3.72 per 1,000 s.f.	13
492	Credit Union -3,460 s.f. (Saturday)	3.05 per 1,000 s.f.	11
	Total Parking Surplus (Weekday)		**3**
	Total Parking Surplus (Saturday)		**5**

Overall Southpoint Shopping Center Parking Evaluation

Based on field visit the parking field bordered by the former Laser Quest to the north, Rand Road to the south, the former Bif Furniture store to the east, and the Sprint store to the west provides approximately 510 parking spaces. Given the type of land uses east of the parking field (occupied and vacant) and based on the Village of Arlington Heights Zoning Ordinance, approximately 425 parking spaces should be provided in this parking field.

As previously indicated, the proposed development of the credit union will reduce the number of parking spaces available within this field by 77 spaces, thus bringing the number of available parking spaces to 433. As such, this net number of parking spaces will still meet the Village of Arlington Heights parking requirements for the area.

It is important to note that shared parking will result between all of the land uses within the Southpoint retail center. The shared parking methodology is based on the following two main principles:

1. The variation in the peak accumulation of parked vehicles due to time differences in the activity patterns of land uses (by hour, by day, by season) within the development.

2. The relationships among land use activities in a given area or development that result in people being attracted to two or more land uses on a single auto trip.

The proposed credit union and the current land uses within the Southpoint retail center consist of several uses that can be served by shared parking as interaction between these uses will occur.

As such, the shared parking methodology will reduce the total number of parking spaces that will be required for the various land uses within the Southpoint retail center.

Therefore, based on the above, the number of parking spaces provided will be sufficient to accommodate the credit union parking demand and that of the existing uses as well as current vacancies and future development.

Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed development will be located within the Southpoint retail center and will consist of a 3,460 square-foot credit union to be located in the northwest quadrant of the intersection of Rand Road with Jane Avenue.

- The existing access system coupled with the proposed right-in/right-out access drive off Rand Road will be adequate and ensure that efficient and flexible access is provided, minimizing delays and reducing the traffic load at any specific access drive.

- The results of the capacity analysis show that the existing roadway system and the existing access drives will be able to sufficiently accommodate the estimated site-generated traffic as well as the vacancy and future development traffic.

- The opening of the middle east-west parking drive aisle with the drive-through lane should be close/eliminated to reduce the number of vehicular conflicts.

- The closing of this opening will require the provision of a hammerhead turnaround area to allow vehicles to turn around should the parking field be fully occupied.

- The southeast-bound movement of the drive aisle parallel with Rand Road should be under stop sign control at its intersection with the credit union drive aisles.

- The proposed drive-through lane stacking of five vehicles per lane will be adequate to accommodate the projected peak queueing of the credit union.

- The proposed number of parking spaces will exceed the number of parking spaces required by Village Code.

- The overall net number of parking spaces within the shopping center's easterly parking field will still exceed the number of parking spaces required by Village Code and will be adequate in accommodating the future parking demand of the adjacent land uses.

Appendix

Traffic Count Summary Sheets
ITE Trip Generation Sheets
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Rand Road with Jane Avenue - TMC

Sat Nov 6, 2021
Full Length (11 AM-2 PM, 7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953



Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

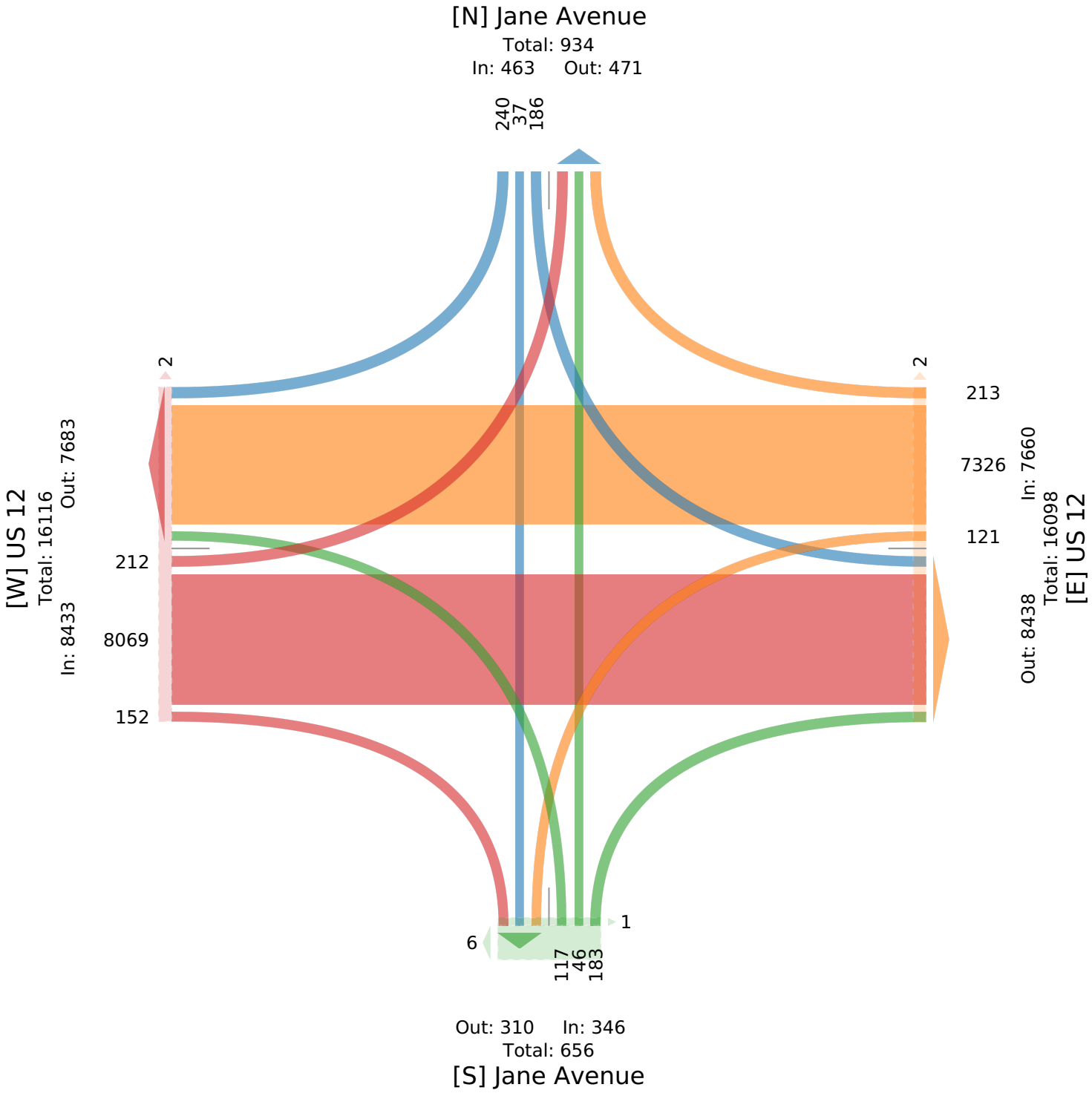
Leg	Jane Avenue						US 12						Jane Avenue						US 12						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-11-06 11:00AM	11	0	6	0	**17**	-	7	290	2	0	**299**	1	10	2	8	0	**20**	0	10	297	10	0	**317**	0	**653**
11:15AM	7	0	7	0	**14**	-	8	297	14	0	**319**	0	8	3	8	0	**19**	0	5	286	8	0	**299**	0	**651**
11:30AM	9	0	7	0	**16**	-	5	293	8	0	**306**	0	12	2	9	0	**23**	1	5	302	7	0	**314**	0	**659**
11:45AM	10	0	12	0	**22**	-	9	336	2	0	**347**	0	6	0	0	0	**6**	1	6	327	12	0	**345**	0	**720**
Hourly Total	37	0	32	0	**69**	-	29	1216	26	0	**1271**	1	36	7	25	0	**68**	2	26	1212	37	0	**1275**	0	**2683**
12:00PM	10	3	10	0	**23**	-	3	309	10	0	**322**	0	10	1	7	0	**18**	1	5	327	9	0	**341**	0	**704**
12:15PM	9	0	3	0	**12**	-	8	333	9	0	**350**	0	13	1	4	0	**18**	0	7	288	3	0	**298**	0	**678**
12:30PM	9	1	12	0	**22**	-	11	314	8	0	**333**	0	8	3	4	0	**15**	1	11	311	6	0	**328**	0	**698**
12:45PM	5	4	6	0	**15**	-	10	343	5	0	**358**	0	8	1	8	0	**17**	1	8	299	9	0	**316**	0	**706**
Hourly Total	33	8	31	0	**72**	-	32	1299	32	0	**1363**	0	39	6	23	0	**68**	3	31	1225	27	0	**1283**	0	**2786**
1:00PM	10	2	12	0	**24**	-	6	310	4	0	**320**	0	9	2	8	0	**19**	0	6	330	9	0	**345**	0	**708**
1:15PM	9	2	7	0	**18**	-	8	330	8	0	**346**	0	8	0	6	0	**14**	1	5	312	5	0	**322**	0	**700**
1:30PM	6	2	2	0	**10**	-	5	314	5	0	**324**	0	13	0	4	0	**17**	0	9	349	7	0	**365**	0	**716**
1:45PM	7	1	2	0	**10**	-	10	313	5	0	**328**	0	13	4	5	0	**22**	0	9	274	5	0	**288**	0	**648**
Hourly Total	32	7	23	0	**62**	-	29	1267	22	0	**1318**	0	43	6	23	0	**72**	1	29	1265	26	0	**1320**	0	**2772**
2021-11-09 7:00AM	8	0	3	0	**11**	-	6	58	0	0	**64**	0	3	0	0	0	**3**	0	0	133	5	0	**138**	0	**216**
7:15AM	10	0	4	0	**14**	-	3	73	0	0	**76**	0	1	0	1	0	**2**	0	1	177	8	0	**186**	1	**278**
7:30AM	7	2	7	0	**16**	-	8	99	0	0	**107**	0	1	3	0	0	**4**	0	0	184	8	0	**192**	0	**319**
7:45AM	7	1	2	0	**10**	-	14	131	1	0	**146**	0	2	1	0	0	**3**	0	0	246	11	0	**257**	0	**416**
Hourly Total	32	3	16	0	**51**	-	31	361	1	0	**393**	0	7	4	1	0	**12**	0	1	740	32	0	**773**	1	**1229**
8:00AM	8	0	7	0	**15**	-	8	140	3	0	**151**	0	3	4	0	0	**7**	0	2	295	12	0	**309**	0	**482**
8:15AM	14	4	14	0	**32**	-	6	157	0	0	**163**	0	3	7	1	0	**11**	0	2	330	17	0	**349**	0	**555**
8:30AM	21	1	11	0	**33**	-	19	163	0	0	**182**	0	7	5	6	0	**18**	0	5	361	13	0	**379**	0	**612**
8:45AM	12	3	10	0	**25**	-	10	192	1	0	**203**	1	6	1	4	0	**11**	0	6	334	17	0	**357**	0	**596**
Hourly Total	55	8	42	0	**105**	-	43	652	4	0	**699**	1	19	17	11	0	**47**	0	15	1320	59	0	**1394**	0	**2245**
4:00PM	7	4	3	0	**14**	-	7	282	15	0	**304**	0	6	2	6	0	**14**	0	5	267	5	0	**277**	0	**609**
4:15PM	4	1	9	0	**14**	-	4	336	3	0	**343**	0	4	1	2	0	**7**	0	5	248	1	0	**254**	0	**618**
4:30PM	7	1	4	0	**12**	-	2	295	3	0	**300**	0	7	0	9	0	**16**	0	10	266	5	0	**281**	1	**609**
4:45PM	6	1	6	0	**13**	-	4	323	2	0	**329**	0	3	0	6	0	**9**	0	9	293	4	0	**306**	0	**657**
Hourly Total	24	7	22	0	**53**	-	17	1236	23	0	**1276**	0	20	3	23	0	**46**	0	29	1074	15	0	**1118**	1	**2493**
5:00PM	7	0	3	0	**10**	-	5	290	3	0	**298**	0	5	0	6	0	**11**	0	5	301	6	0	**312**	0	**631**
5:15PM	3	1	11	0	**15**	-	11	316	4	0	**331**	0	5	2	1	0	**8**	0	4	299	4	0	**307**	0	**661**
5:30PM	8	2	3	0	**13**	-	7	324	2	0	**333**	0	3	0	3	0	**6**	0	7	282	5	0	**294**	0	**646**
5:45PM	9	1	3	0	**13**	-	9	365	4	0	**378**	0	6	1	1	0	**8**	1	5	351	1	0	**357**	0	**756**
Hourly Total	27	4	20	0	**51**	-	32	1295	13	0	**1340**	0	19	3	11	0	**33**	1	21	1233	16	0	**1270**	0	**2694**
Total	240	37	186	0	**463**	-	213	7326	121	0	**7660**	2	183	46	117	0	**346**	7	152	8069	212	0	**8433**	2	**16902**
% Approach	51.8%	8.0%	40.2%	0%	**-**	-	2.8%	95.6%	1.6%	0%	**-**	-	52.9%	13.3%	33.8%	0%	**-**	-	1.8%	95.7%	2.5%	0%	**-**	-	-
% Total	1.4%	0.2%	1.1%	0%	**2.7%**	-	1.3%	43.3%	0.7%	0%	**45.3%**	-	1.1%	0.3%	0.7%	0%	**2.0%**	-	0.9%	47.7%	1.3%	0%	**49.9%**	-	-
Lights	238	37	185	0	**460**	-	212	7197	121	0	**7530**	-	182	44	114	0	**340**	-	150	7944	211	0	**8305**	-	16635
% Lights	99.2%	100%	99.5%	0%	**99.4%**	-	99.5%	98.2%	100%	0%	**98.3%**	-	99.5%	95.7%	97.4%	0%	**98.3%**	-	98.7%	98.5%	99.5%	0%	**98.5%**	-	98.4%
Single-Unit Trucks	0	0	1	0	**1**	-	1	89	0	0	**90**	-	0	1	1	0	**2**	-	1	74	1	0	**76**	-	169
% Single-Unit Trucks	0%	0%	0.5%	0%	**0.2%**	-	0.5%	1.2%	0%	0%	**1.2%**	-	0%	2.2%	0.9%	0%	**0.6%**	-	0.7%	0.9%	0.5%	0%	**0.9%**	-	1.0%
Articulated Trucks	0	0	0	0	**0**	-	0	27	0	0	**27**	-	0	0	0	0	**0**	-	0	44	0	0	**44**	-	71
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.4%
Buses	2	0	0	0	**2**	-	0	13	0	0	**13**	-	0	1	2	0	**3**	-	1	7	0	0	**8**	-	26
% Buses	0.8%	0%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	2.2%	1.7%	0%	**0.9%**	-	0.7%	0.1%	0%	0%	**0.1%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1

Leg	Jane Avenue						US 12						Jane Avenue						US 12						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue - TMC
Sat Nov 6, 2021
Full Length (11 AM-2 PM, 7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue - TMC

Sat Nov 6, 2021
Midday Peak (WKND) (Nov 06 2021 11:45AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

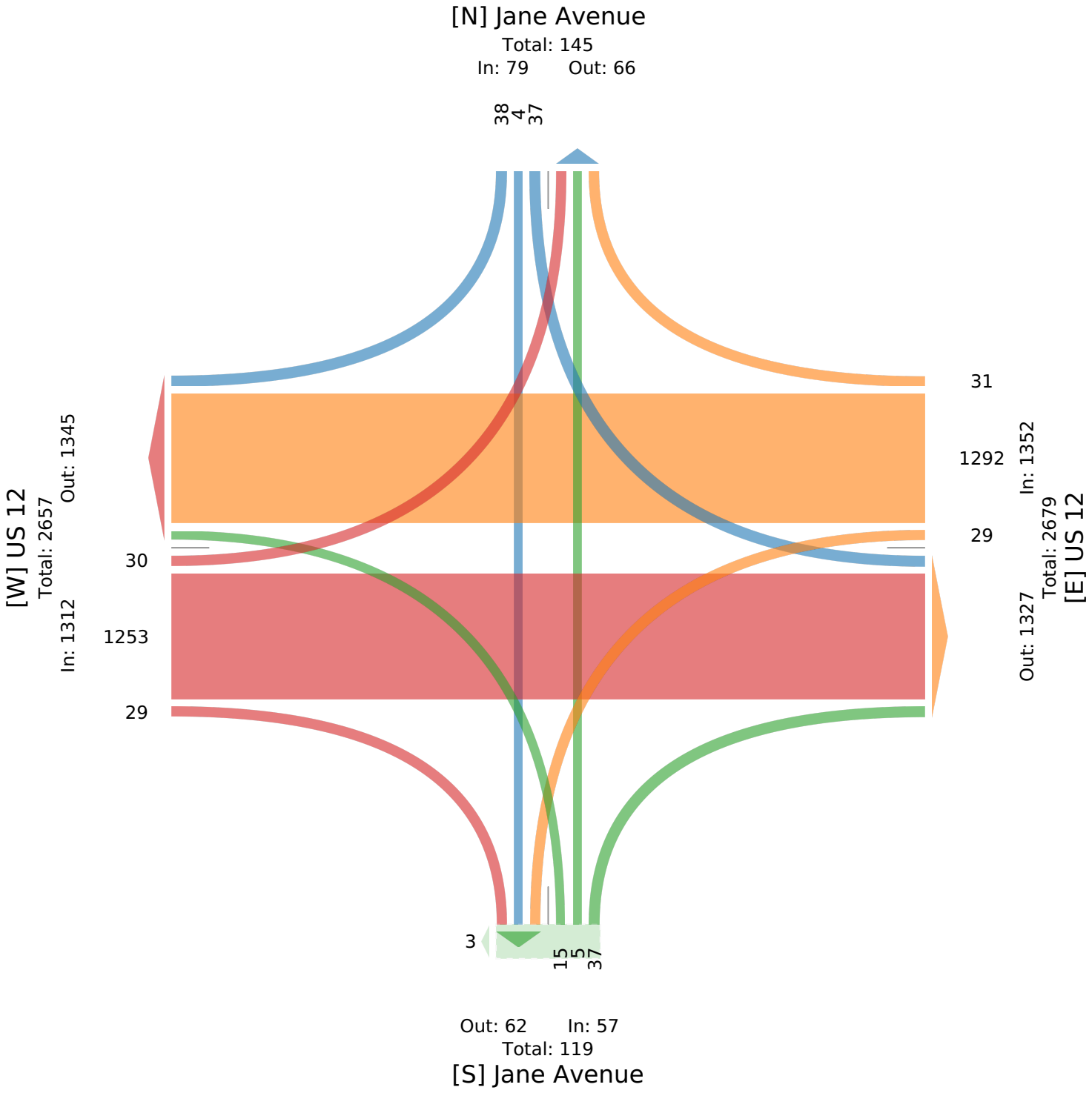
Leg / Direction	Jane Avenue Southbound						US 12 Westbound						Jane Avenue Northbound						US 12 Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-06 11:45AM	10	0	12	0	**22**	-	9	336	2	0	**347**	0	6	0	0	0	**6**	1	6	327	12	0	**345**	0	**720**
12:00PM	10	3	10	0	**23**	-	3	309	10	0	**322**	0	10	1	7	0	**18**	1	5	327	9	0	**341**	0	**704**
12:15PM	9	0	3	0	**12**	-	8	333	9	0	**350**	0	13	1	4	0	**18**	0	7	288	3	0	**298**	0	**678**
12:30PM	9	1	12	0	**22**	-	11	314	8	0	**333**	0	8	3	4	0	**15**	1	11	311	6	0	**328**	0	**698**
Total	38	4	37	0	**79**	-	31	1292	29	0	**1352**	0	37	5	15	0	**57**	3	29	1253	30	0	**1312**	0	**2800**
% Approach	48.1%	5.1%	46.8%	0%	**-**	-	2.3%	95.6%	2.1%	0%	**-**	-	64.9%	8.8%	26.3%	0%	**-**	-	2.2%	95.5%	2.3%	0%	**-**	-	-
% Total	1.4%	0.1%	1.3%	0%	**2.8%**	-	1.1%	46.1%	1.0%	0%	**48.3%**	-	1.3%	0.2%	0.5%	0%	**2.0%**	-	1.0%	44.8%	1.1%	0%	**46.9%**	-	-
PHF	0.950	0.333	0.771		**0.859**	-	0.705	0.961	0.725		**0.966**	-	0.712	0.417	0.536		**0.792**	-	0.659	0.958	0.625		**0.951**	-	0.972
Lights	38	4	37	0	**79**	-	31	1281	29	0	**1341**	-	37	5	15	0	**57**	-	29	1239	30	0	**1298**	-	2775
% Lights	100%	100%	100%	0%	**100%**	-	100%	99.1%	100%	0%	**99.2%**	-	100%	100%	100%	0%	**100%**	-	100%	98.9%	100%	0%	**98.9%**	-	99.1%
Single-Unit Trucks	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	20
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.9%**	-	0.7%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue - TMC

Sat Nov 6, 2021
Midday Peak (WKND) (Nov 06 2021 11:45AM - 12:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Jane Avenue - TMC

Sat Nov 6, 2021
PM Peak (WKND) (Nov 06 2021 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

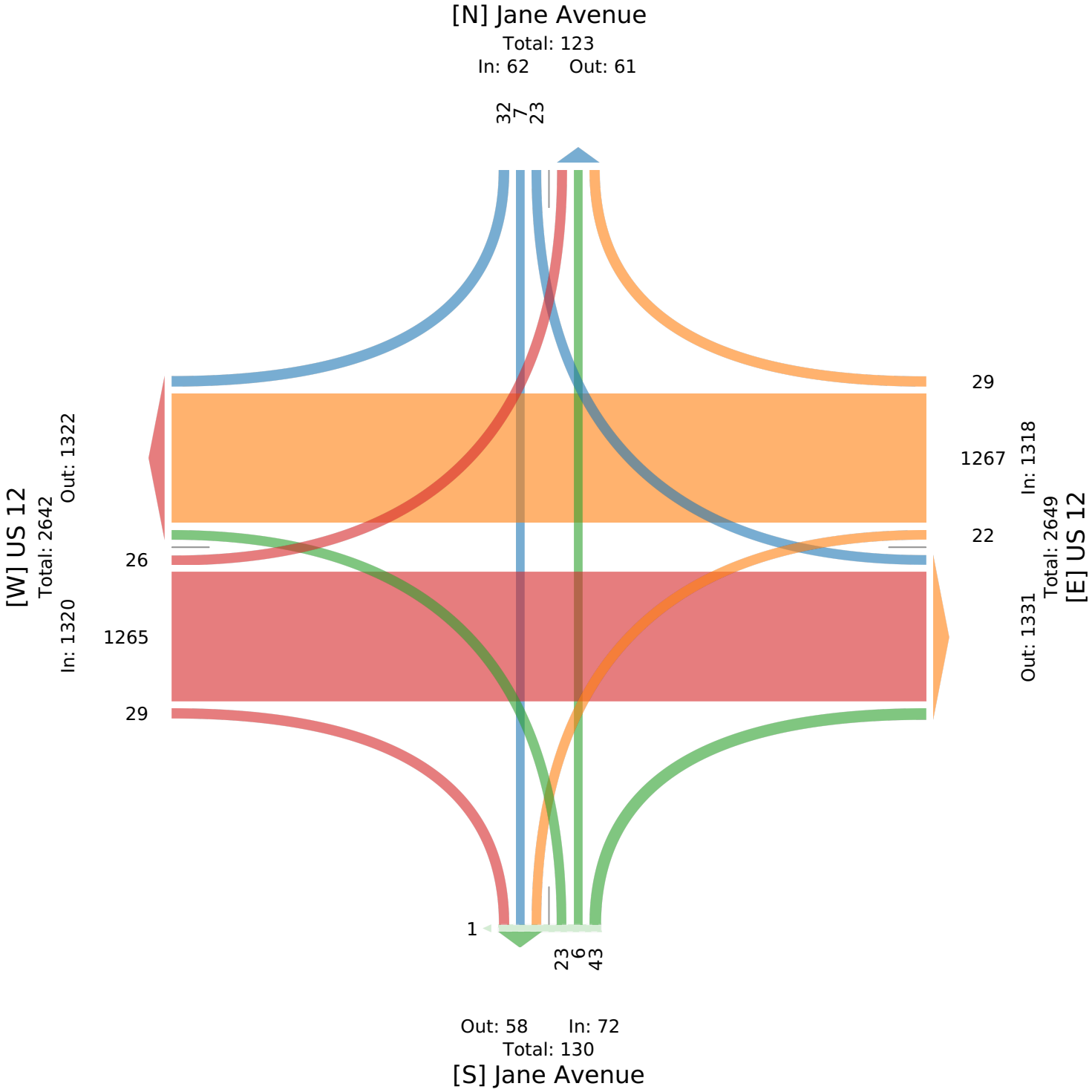
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Jane Avenue						US 12						Jane Avenue						US 12						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-06 1:00PM	10	2	12	0	**24**	-	6	310	4	0	**320**	0	9	2	8	0	**19**	0	6	330	9	0	**345**	0	**708**
1:15PM	9	2	7	0	**18**	-	8	330	8	0	**346**	0	8	0	6	0	**14**	1	5	312	5	0	**322**	0	**700**
1:30PM	6	2	2	0	**10**	-	5	314	5	0	**324**	0	13	0	4	0	**17**	0	9	349	7	0	**365**	0	**716**
1:45PM	7	1	2	0	**10**	-	10	313	5	0	**328**	0	13	4	5	0	**22**	0	9	274	5	0	**288**	0	**648**
Total	32	7	23	0	**62**	-	29	1267	22	0	**1318**	0	43	6	23	0	**72**	1	29	1265	26	0	**1320**	0	**2772**
% Approach	51.6%	11.3%	37.1%	0%	**-**	-	2.2%	96.1%	1.7%	0%	**-**	-	59.7%	8.3%	31.9%	0%	**-**	-	2.2%	95.8%	2.0%	0%	**-**	-	-
% Total	1.2%	0.3%	0.8%	0%	**2.2%**	-	1.0%	45.7%	0.8%	0%	**47.5%**	-	1.6%	0.2%	0.8%	0%	**2.6%**	-	1.0%	45.6%	0.9%	0%	**47.6%**	-	-
PHF	0.800	0.875	0.479	-	**0.646**	-	0.725	0.960	0.688	-	**0.952**	-	0.808	0.375	0.719	-	**0.807**	-	0.806	0.906	0.722	-	**0.904**	-	0.969
Lights	32	7	22	0	**61**	-	29	1251	22	0	**1302**	-	42	5	23	0	**70**	-	29	1252	25	0	**1306**	-	2739
% Lights	100%	100%	95.7%	0%	**98.4%**	-	100%	98.7%	100%	0%	**98.8%**	-	97.7%	83.3%	100%	0%	**97.2%**	-	100%	99.0%	96.2%	0%	**98.9%**	-	98.8%
Single-Unit Trucks	0	0	1	0	**1**	-	0	10	0	0	**10**	-	0	1	0	0	**1**	-	0	10	1	0	**11**	-	23
% Single-Unit Trucks	0%	0%	4.3%	0%	**1.6%**	-	0%	0.8%	0%	0%	**0.8%**	-	0%	16.7%	0%	0%	**1.4%**	-	0%	0.8%	3.8%	0%	**0.8%**	-	0.8%
Articulated Trucks	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	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**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.3%	0%	0%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue - TMC
Sat Nov 6, 2021
PM Peak (WKND) (Nov 06 2021 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

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Rand Road with Jane Avenue - TMC

Tue Nov 9, 2021
AM Peak (Nov 09 2021 8AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

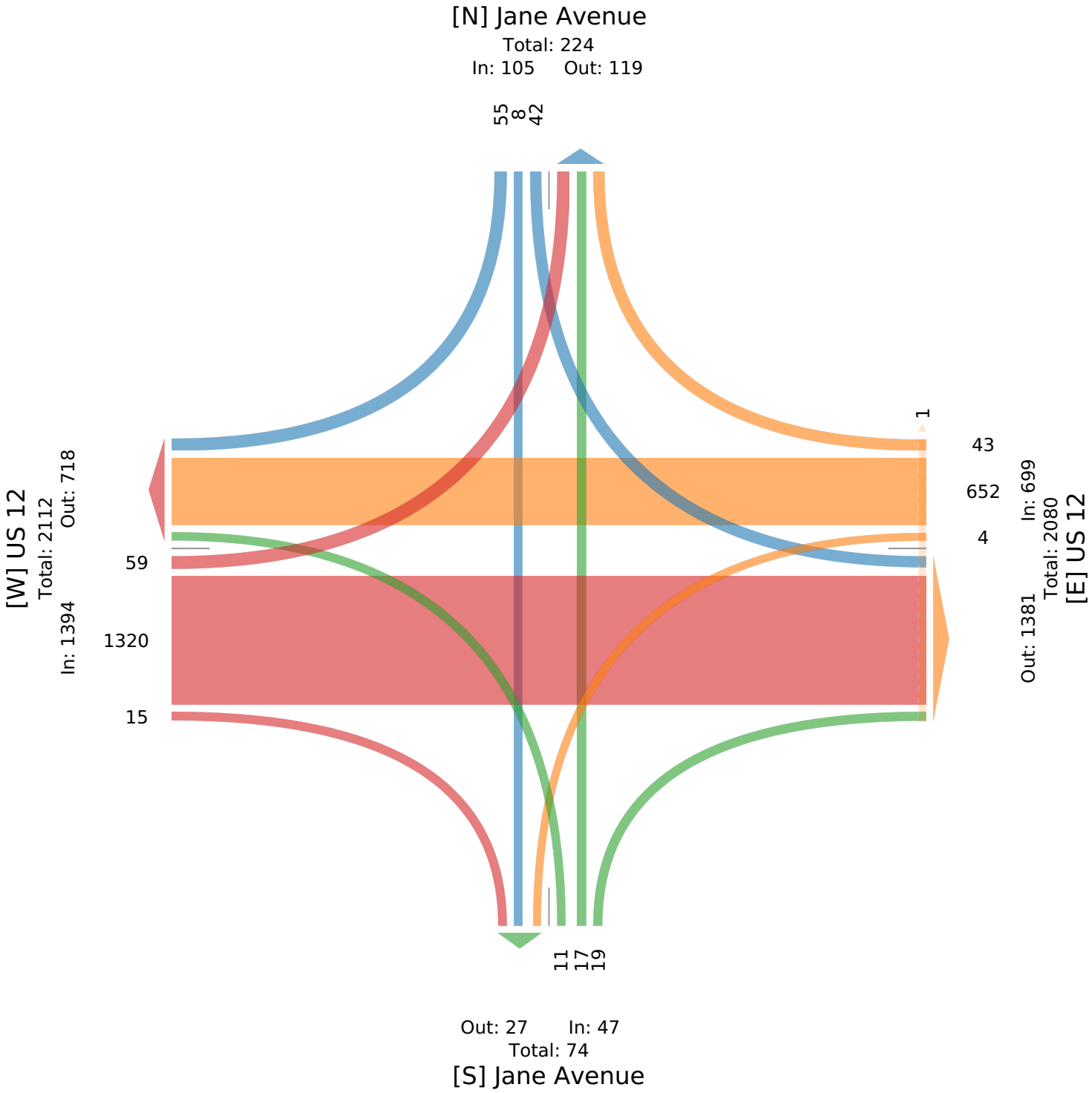
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Leg	Jane Avenue						US 12						Jane Avenue						US 12						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-09 8:00AM	8	0	7	0	**15**	-	8	140	3	0	**151**	0	3	4	0	0	**7**	0	2	295	12	0	**309**	0	**482**
8:15AM	14	4	14	0	**32**	-	6	157	0	0	**163**	0	3	7	1	0	**11**	0	2	330	17	0	**349**	0	**555**
8:30AM	21	1	11	0	**33**	-	19	163	0	0	**182**	0	7	5	6	0	**18**	0	5	361	13	0	**379**	0	**612**
8:45AM	12	3	10	0	**25**	-	10	192	1	0	**203**	1	6	1	4	0	**11**	0	6	334	17	0	**357**	0	**596**
Total	55	8	42	0	**105**	-	43	652	4	0	**699**	1	19	17	11	0	**47**	0	15	1320	59	0	**1394**	0	**2245**
% Approach	52.4%	7.6%	40.0%	0%	**-**	-	6.2%	93.3%	0.6%	0%	**-**	-	40.4%	36.2%	23.4%	0%	**-**	-	1.1%	94.7%	4.2%	0%	**-**	-	-
% Total	2.4%	0.4%	1.9%	0%	**4.7%**	-	1.9%	29.0%	0.2%	0%	**31.1%**	-	0.8%	0.8%	0.5%	0%	**2.1%**	-	0.7%	58.8%	2.6%	0%	**62.1%**	-	-
PHF	0.655	0.500	0.750		**- 0.795**	-	0.566	0.849	0.333		**- 0.861**	-	0.679	0.607	0.458		**- 0.653**	-	0.625	0.914	0.868		**- 0.920**	-	0.917
Lights	55	8	42	0	**105**	-	43	619	4	0	**666**	-	19	16	10	0	**45**	-	15	1281	59	0	**1355**	-	2171
% Lights	100%	100%	100%	0%	**100%**	-	100%	94.9%	100%	0%	**95.3%**	-	100%	94.1%	90.9%	0%	**95.7%**	-	100%	97.0%	100%	0%	**97.2%**	-	96.7%
Single-Unit Trucks	0	0	0	0	**0**	-	0	26	0	0	**26**	-	0	0	0	0	**0**	-	0	30	0	0	**30**	-	56
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	4.0%	0%	0%	**3.7%**	-	0%	0%	0%	0%	**0%**	-	0%	2.3%	0%	0%	**2.2%**	-	2.5%
Articulated Trucks	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	12
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.5%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	1	0	**2**	-	0	2	0	0	**2**	-	6
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	5.9%	9.1%	0%	**4.3%**	-	0%	0.2%	0%	0%	**0.1%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue - TMC
Tue Nov 9, 2021
AM Peak (Nov 09 2021 8AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
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Rand Road with Jane Avenue - TMC

Tue Nov 9, 2021
PM Peak (Nov 09 2021 5PM - 6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

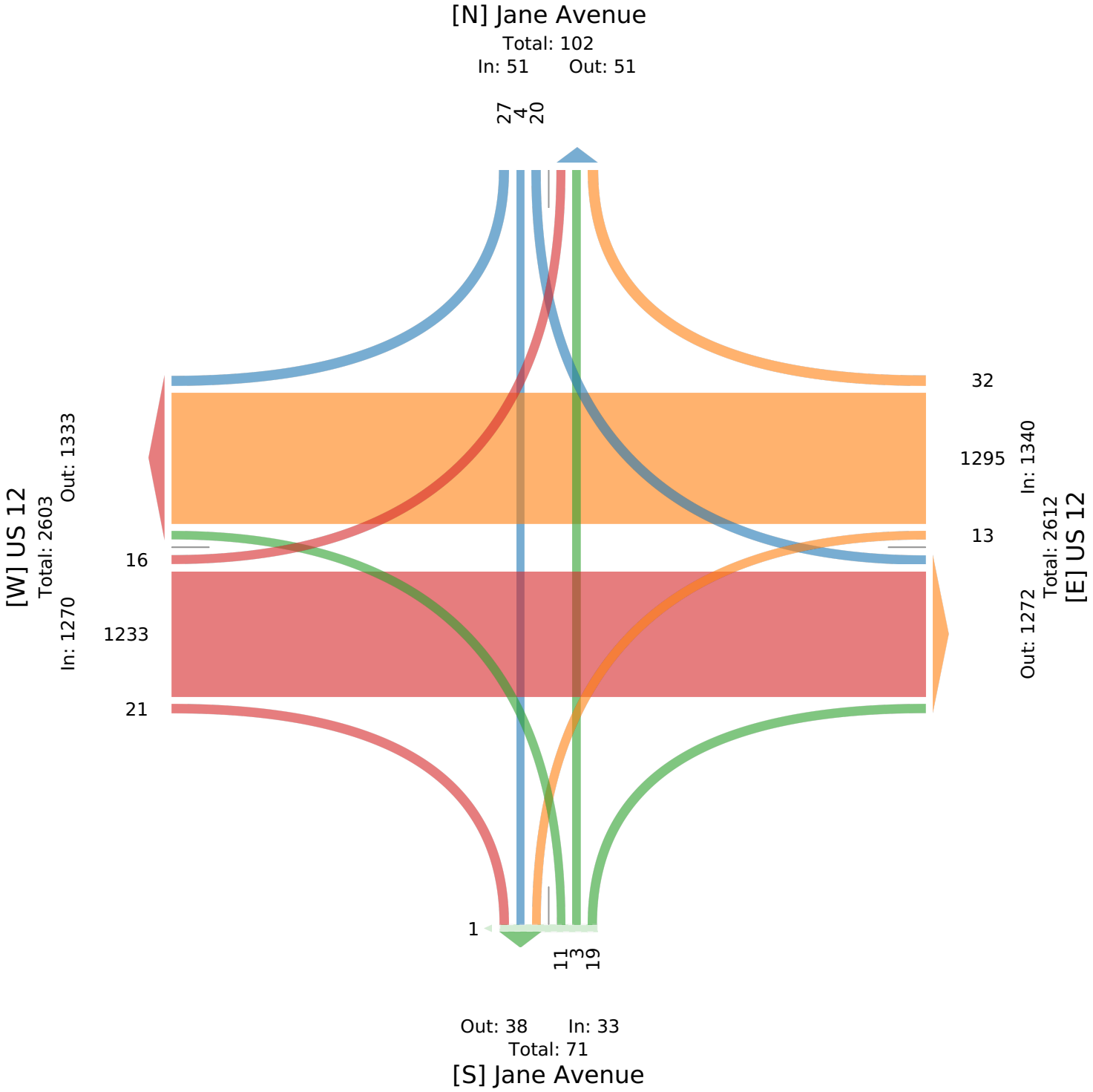
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9575 W. Higgins Rd., Suite 400,
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Leg	Jane Avenue						US 12						Jane Avenue						US 12						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-09 5:00PM	7	0	3	0	**10**	-	5	290	3	0	**298**	0	5	0	6	0	**11**	0	5	301	6	0	**312**	0	**631**
5:15PM	3	1	11	0	**15**	-	11	316	4	0	**331**	0	5	2	1	0	**8**	0	4	299	4	0	**307**	0	**661**
5:30PM	8	2	3	0	**13**	-	7	324	2	0	**333**	0	3	0	3	0	**6**	0	7	282	5	0	**294**	0	**646**
5:45PM	9	1	3	0	**13**	-	9	365	4	0	**378**	0	6	1	1	0	**8**	1	5	351	1	0	**357**	0	**756**
Total	27	4	20	0	**51**	-	32	1295	13	0	**1340**	0	19	3	11	0	**33**	1	21	1233	16	0	**1270**	0	**2694**
% Approach	52.9%	7.8%	39.2%	0%	**-**	-	2.4%	96.6%	1.0%	0%	**-**	-	57.6%	9.1%	33.3%	0%	**-**	-	1.7%	97.1%	1.3%	0%	**-**	-	-
% Total	1.0%	0.1%	0.7%	0%	**1.9%**	-	1.2%	48.1%	0.5%	0%	**49.7%**	-	0.7%	0.1%	0.4%	0%	**1.2%**	-	0.8%	45.8%	0.6%	0%	**47.1%**	-	-
PHF	0.750	0.500	0.455	-	**0.850**	-	0.727	0.887	0.813	-	**0.886**	-	0.792	0.375	0.458	-	**0.750**	-	0.750	0.878	0.667	-	**0.889**	-	0.891
Lights	27	4	20	0	**51**	-	32	1275	13	0	**1320**	-	19	3	11	0	**33**	-	19	1224	16	0	**1259**	-	2663
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.5%	100%	0%	**98.5%**	-	100%	100%	100%	0%	**100%**	-	90.5%	99.3%	100%	0%	**99.1%**	-	98.8%
Single-Unit Trucks	0	0	0	0	**0**	-	0	15	0	0	**15**	-	0	0	0	0	**0**	-	1	7	0	0	**8**	-	23
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	4.8%	0.6%	0%	0%	**0.6%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	4
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	4.8%	0.1%	0%	0%	**0.2%**	-	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%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Jane Avenue - TMC
Tue Nov 9, 2021
PM Peak (Nov 09 2021 5PM - 6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 897569, Location: 42.106227, -87.970953

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Signalized Access - AM - TMC

Thu Oct 14, 2021
Full Length (7 AM-9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 889076, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

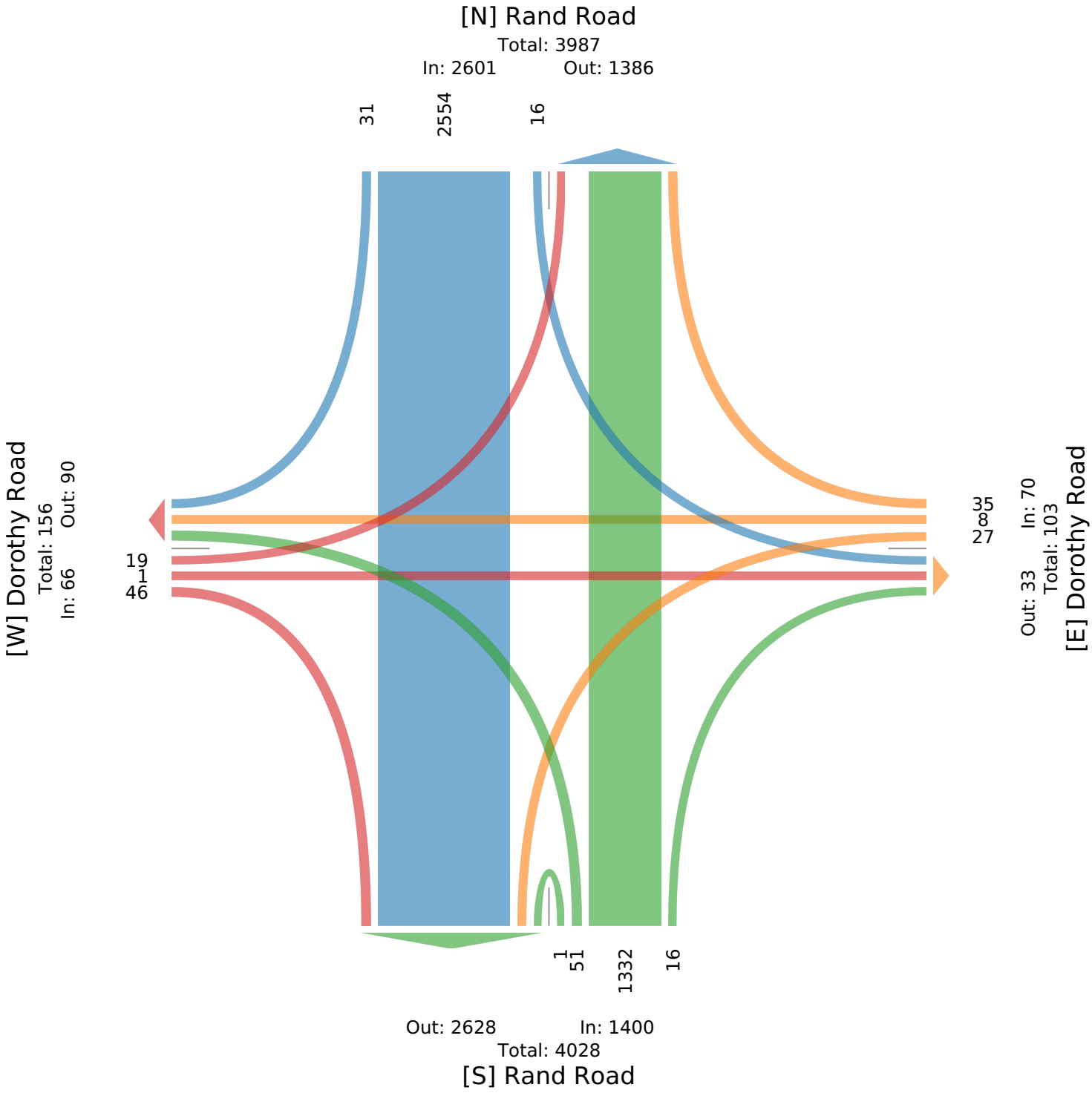
Leg / Direction	Rand Road Southbound						Dorothy Road Westbound						Rand Road Northbound						Dorothy Road Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 7:00AM	1	286	3	0	**290**	0	4	0	1	0	**5**	0	1	114	0	0	**115**	0	3	0	0	0	**3**	0	**413**
7:15AM	3	353	3	0	**359**	0	6	0	5	0	**11**	0	2	143	5	0	**150**	0	6	0	1	0	**7**	0	**527**
7:30AM	6	341	2	0	**349**	0	3	3	3	0	**9**	0	2	171	3	0	**176**	0	6	0	2	0	**8**	0	**542**
7:45AM	4	395	3	0	**402**	0	2	1	2	0	**5**	0	3	186	6	0	**195**	0	3	0	4	0	**7**	0	**609**
Hourly Total	14	1375	11	0	**1400**	0	15	4	11	0	**30**	0	8	614	14	0	**636**	0	18	0	7	0	**25**	0	**2091**
8:00AM	5	297	3	0	**305**	0	5	1	4	0	**10**	0	2	155	7	0	**164**	0	8	0	5	0	**13**	0	**492**
8:15AM	8	297	0	0	**305**	0	4	1	7	0	**12**	0	1	146	14	0	**161**	0	6	1	2	0	**9**	0	**487**
8:30AM	2	290	1	0	**293**	0	7	1	1	0	**9**	0	2	219	7	0	**228**	0	10	0	3	0	**13**	0	**543**
8:45AM	2	295	1	0	**298**	0	4	1	4	0	**9**	0	3	198	9	1	**211**	0	4	0	2	0	**6**	0	**524**
Hourly Total	17	1179	5	0	**1201**	0	20	4	16	0	**40**	0	8	718	37	1	**764**	0	28	1	12	0	**41**	0	**2046**
Total	31	2554	16	0	**2601**	0	35	8	27	0	**70**	0	16	1332	51	1	**1400**	0	46	1	19	0	**66**	0	**4137**
% Approach	1.2%	98.2%	0.6%	0%	**-**	-	50.0%	11.4%	38.6%	0%	**-**	-	1.1%	95.1%	3.6%	0.1%	**-**	-	69.7%	1.5%	28.8%	0%	**-**	-	-
% Total	0.7%	61.7%	0.4%	0%	**62.9%**	-	0.8%	0.2%	0.7%	0%	**1.7%**	-	0.4%	32.2%	1.2%	0%	**33.8%**	-	1.1%	0%	0.5%	0%	**1.6%**	-	-
Lights	29	2468	16	0	**2513**	-	33	8	25	0	**66**	-	15	1278	49	1	**1343**	-	43	0	16	0	**59**	-	3981
% Lights	93.5%	96.6%	100%	0%	**96.6%**	-	94.3%	100%	92.6%	0%	**94.3%**	-	93.8%	95.9%	96.1%	100%	**95.9%**	-	93.5%	0%	84.2%	0%	**89.4%**	-	96.2%
Single-Unit Trucks	1	59	0	0	**60**	-	2	0	1	0	**3**	-	1	35	1	0	**37**	-	1	0	2	0	**3**	-	103
% Single-Unit Trucks	3.2%	2.3%	0%	0%	**2.3%**	-	5.7%	0%	3.7%	0%	**4.3%**	-	6.3%	2.6%	2.0%	0%	**2.6%**	-	2.2%	0%	10.5%	0%	**4.5%**	-	2.5%
Articulated Trucks	1	22	0	0	**23**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	1	0	1	0	**2**	-	37
% Articulated Trucks	3.2%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	2.2%	0%	5.3%	0%	**3.0%**	-	0.9%
Buses	0	5	0	0	**5**	-	0	0	1	0	**1**	-	0	7	1	0	**8**	-	1	0	0	0	**1**	-	15
% Buses	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	3.7%	0%	**1.4%**	-	0%	0.5%	2.0%	0%	**0.6%**	-	2.2%	0%	0%	0%	**1.5%**	-	0.4%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	100%	0%	0%	**1.5%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Signalized Access - AM - TMC

Thu Oct 14, 2021
Full Length (7 AM-9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 889076, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Signalized Access - AM - TMC

Thu Oct 14, 2021
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 889076, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

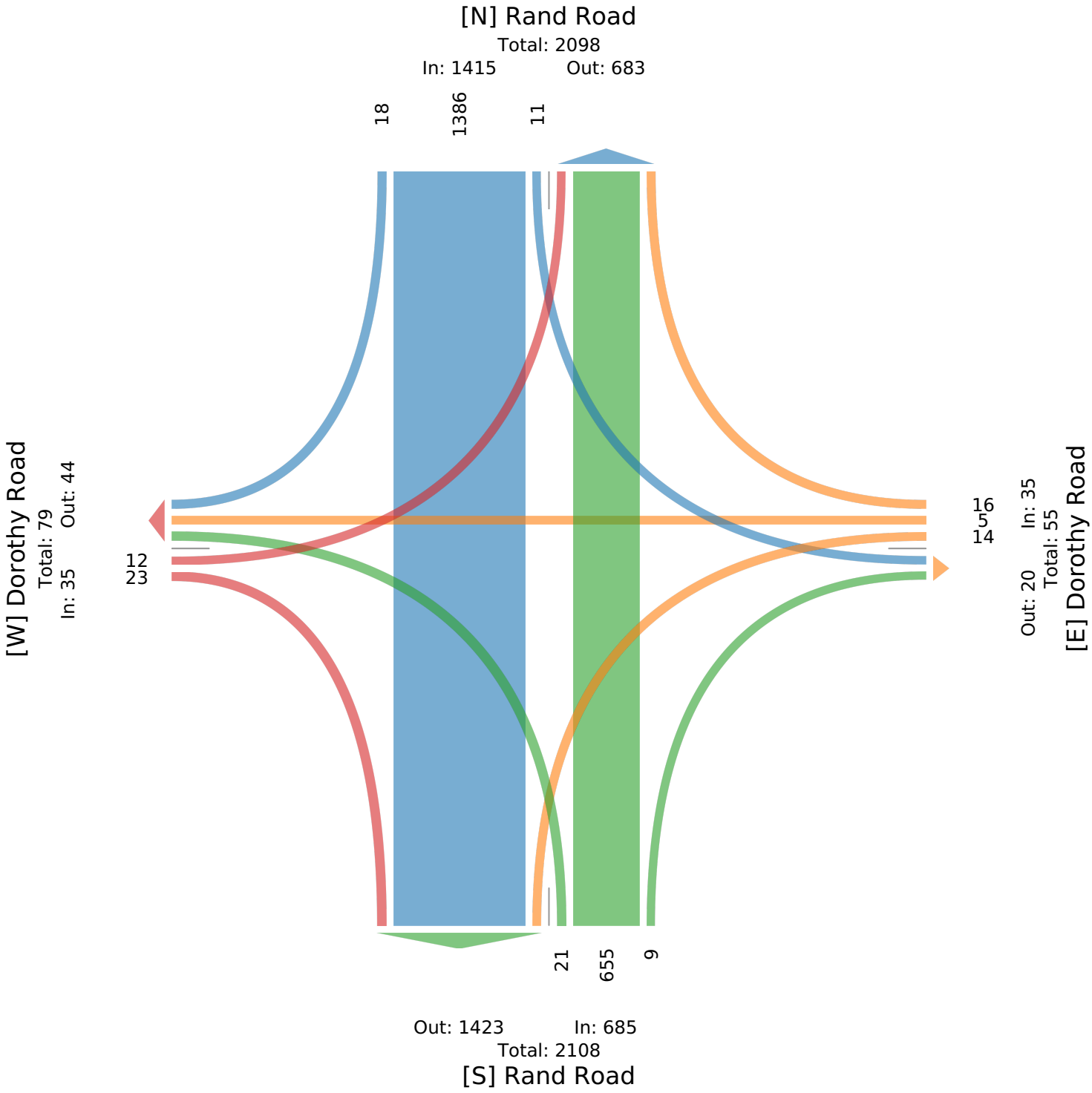
Leg / Direction	Rand Road Southbound						Dorothy Road Westbound						Rand Road Northbound						Dorothy Road Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 7:15AM	3	353	3	0	**359**	0	6	0	5	0	**11**	0	2	143	5	0	**150**	0	6	0	1	0	**7**	0	**527**
7:30AM	6	341	2	0	**349**	0	3	3	3	0	**9**	0	2	171	3	0	**176**	0	6	0	2	0	**8**	0	**542**
7:45AM	4	395	3	0	**402**	0	2	1	2	0	**5**	0	3	186	6	0	**195**	0	3	0	4	0	**7**	0	**609**
8:00AM	5	297	3	0	**305**	0	5	1	4	0	**10**	0	2	155	7	0	**164**	0	8	0	5	0	**13**	0	**492**
Total	18	1386	11	0	**1415**	0	16	5	14	0	**35**	0	9	655	21	0	**685**	0	23	0	12	0	**35**	0	**2170**
% Approach	1.3%	98.0%	0.8%	0%	**-**	-	45.7%	14.3%	40.0%	0%	**-**	-	1.3%	95.6%	3.1%	0%	**-**	-	65.7%	0%	34.3%	0%	**-**	-	-
% Total	0.8%	63.9%	0.5%	0%	**65.2%**	-	0.7%	0.2%	0.6%	0%	**1.6%**	-	0.4%	30.2%	1.0%	0%	**31.6%**	-	1.1%	0%	0.6%	0%	**1.6%**	-	-
PHF	0.750	0.877	0.917	-	**0.880**	-	0.667	0.417	0.700	-	**0.795**	-	0.750	0.880	0.750	-	**0.878**	-	0.719	-	0.600	-	**0.673**	-	0.891
Lights	17	1353	11	0	**1381**	-	15	5	13	0	**33**	-	9	626	20	0	**655**	-	22	0	11	0	**33**	-	2102
% Lights	94.4%	97.6%	100%	0%	**97.6%**	-	93.8%	100%	92.9%	0%	**94.3%**	-	100%	95.6%	95.2%	0%	**95.6%**	-	95.7%	0%	91.7%	0%	**94.3%**	-	96.9%
Single-Unit Trucks	0	23	0	0	**23**	-	1	0	1	0	**2**	-	0	19	1	0	**20**	-	0	0	1	0	**1**	-	46
% Single-Unit Trucks	0%	1.7%	0%	0%	**1.6%**	-	6.3%	0%	7.1%	0%	**5.7%**	-	0%	2.9%	4.8%	0%	**2.9%**	-	0%	0%	8.3%	0%	**2.9%**	-	2.1%
Articulated Trucks	1	8	0	0	**9**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	15
% Articulated Trucks	5.6%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	4	0	0	**4**	-	1	0	0	0	**1**	-	7
% Buses	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	4.3%	0%	0%	0%	**2.9%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Signalized Access - AM - TMC

Thu Oct 14, 2021
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 889076, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Signalized Access - TMC

Thu Oct 14, 2021
PM Peak (Oct 14 2021 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888830, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

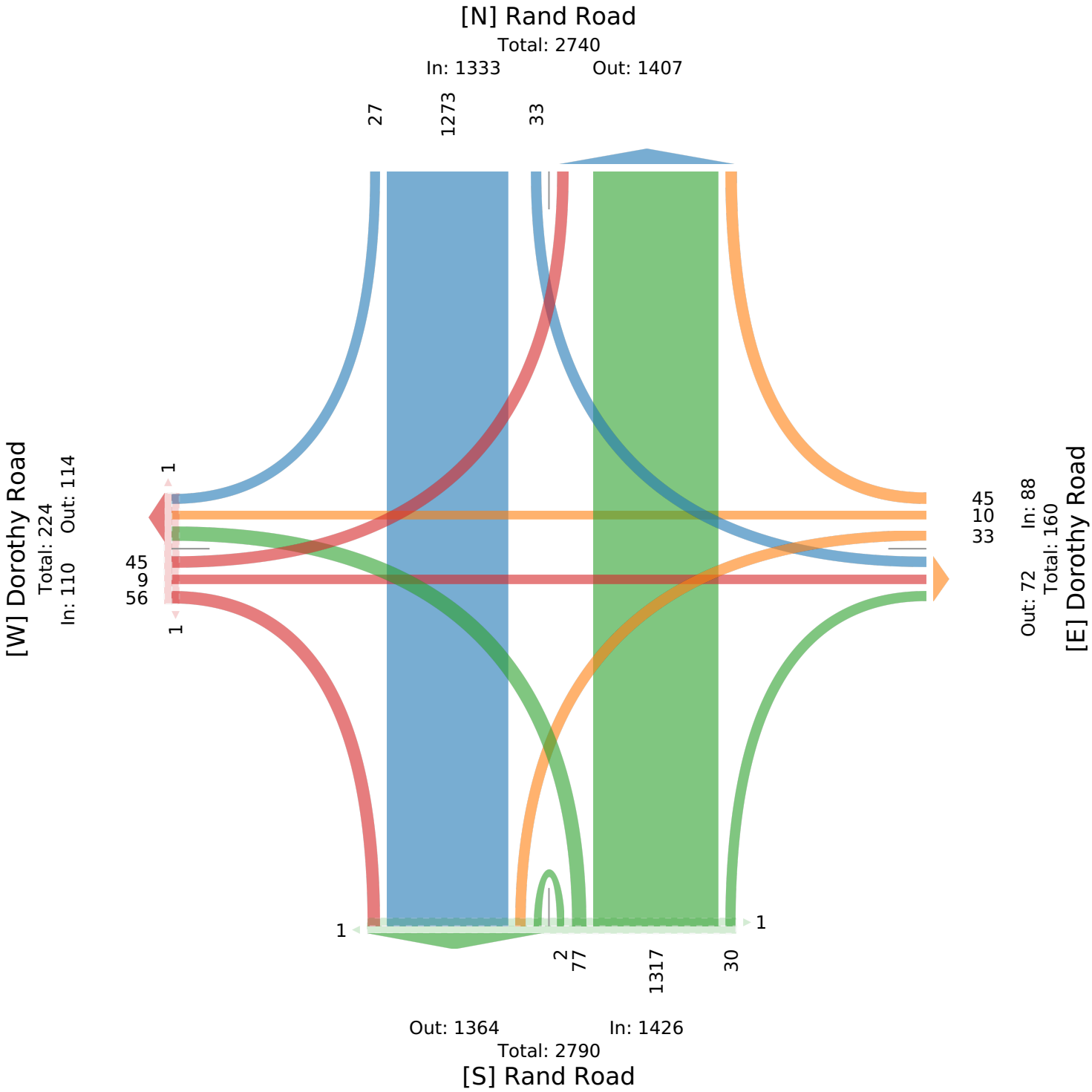
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 4:45PM	10	339	8	0	**357**	0	13	4	7	0	**24**	0	5	297	16	0	**318**	0	18	2	10	0	**30**	0	**729**
5:00PM	5	353	4	0	**362**	0	8	2	13	0	**23**	0	9	342	19	0	**370**	1	14	1	13	0	**28**	1	**783**
5:15PM	5	302	13	0	**320**	0	12	3	8	0	**23**	0	7	350	25	2	**384**	1	13	3	11	0	**27**	0	**754**
5:30PM	7	279	8	0	**294**	0	12	1	5	0	**18**	0	9	328	17	0	**354**	0	11	3	11	0	**25**	1	**691**
Total	27	1273	33	0	**1333**	0	45	10	33	0	**88**	0	30	1317	77	2	**1426**	2	56	9	45	0	**110**	2	**2957**
% Approach	2.0%	95.5%	2.5%	0%	**-**	-	51.1%	11.4%	37.5%	0%	**-**	-	2.1%	92.4%	5.4%	0.1%	**-**	-	50.9%	8.2%	40.9%	0%	**-**	-	-
% Total	0.9%	43.1%	1.1%	0%	**45.1%**	-	1.5%	0.3%	1.1%	0%	**3.0%**	-	1.0%	44.5%	2.6%	0.1%	**48.2%**	-	1.9%	0.3%	1.5%	0%	**3.7%**	-	-
PHF	0.675	0.902	0.615	-	**0.920**	-	0.865	0.500	0.635	-	**0.896**	-	0.833	0.940	0.770	0.250	**0.928**	-	0.778	0.750	0.865	-	**0.917**	-	0.944
Lights	27	1257	32	0	**1316**	-	44	8	33	0	**85**	-	30	1303	76	2	**1411**	-	55	9	44	0	**108**	-	2920
% Lights	100%	98.7%	97.0%	0%	**98.7%**	-	97.8%	80.0%	100%	0%	**96.6%**	-	100%	98.9%	98.7%	100%	**98.9%**	-	98.2%	100%	97.8%	0%	**98.2%**	-	98.7%
Single-Unit Trucks	0	12	0	0	**12**	-	1	0	0	0	**1**	-	0	5	1	0	**6**	-	1	0	1	0	**2**	-	21
% Single-Unit Trucks	0%	0.9%	0%	0%	**0.9%**	-	2.2%	0%	0%	0%	**1.1%**	-	0%	0.4%	1.3%	0%	**0.4%**	-	1.8%	0%	2.2%	0%	**1.8%**	-	0.7%
Articulated Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	10
% Articulated Trucks	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Buses	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Bicycles on Road	0	0	1	0	**1**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	4
% Bicycles on Road	0%	0%	3.0%	0%	**0.1%**	-	0%	20.0%	0%	0%	**2.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Signalized Access - TMC

Thu Oct 14, 2021
PM Peak (Oct 14 2021 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888830, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Signalized Access - TMC

Sat Oct 16, 2021
Midday Peak (WKND) (Oct 16 2021 12PM - 1 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888830, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

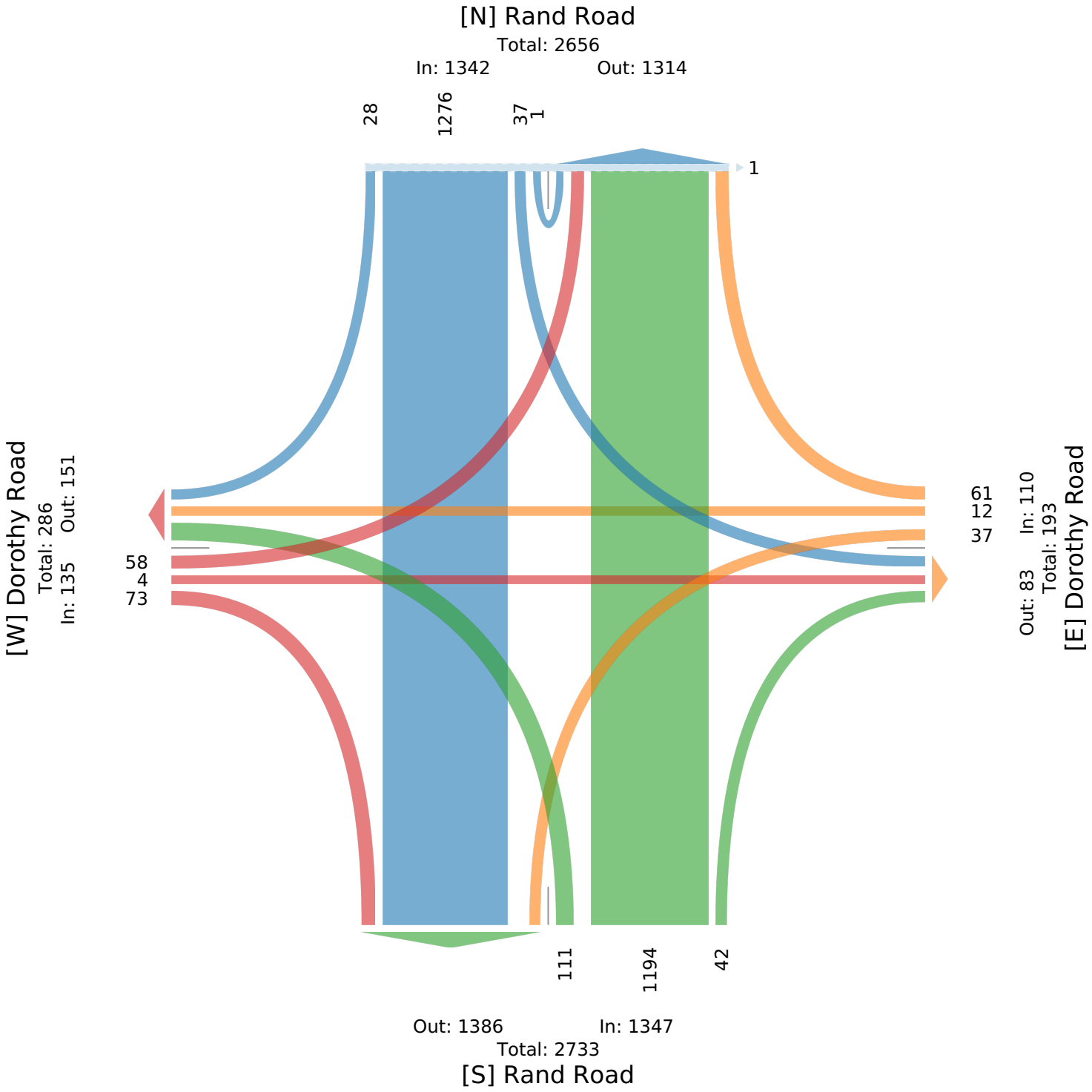
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-16 12:00PM	7	316	13	1	**337**	0	19	1	9	0	**29**	0	7	272	29	0	**308**	0	19	0	8	0	**27**	0	**701**
12:15PM	5	317	7	0	**329**	1	15	2	10	0	**27**	0	10	283	21	0	**314**	0	19	2	14	0	**35**	0	**705**
12:30PM	7	329	8	0	**344**	0	11	4	7	0	**22**	0	15	313	28	0	**356**	0	18	1	14	0	**33**	0	**755**
12:45PM	9	314	9	0	**332**	0	16	5	11	0	**32**	0	10	326	33	0	**369**	0	17	1	22	0	**40**	0	**773**
Total	28	1276	37	1	**1342**	1	61	12	37	0	**110**	0	42	1194	111	0	**1347**	0	73	4	58	0	**135**	0	**2934**
% Approach	2.1%	95.1%	2.8%	0.1%	**-**	-	55.5%	10.9%	33.6%	0%	**-**	-	3.1%	88.6%	8.2%	0%	**-**	-	54.1%	3.0%	43.0%	0%	**-**	-	-
% Total	1.0%	43.5%	1.3%	0%	**45.7%**	-	2.1%	0.4%	1.3%	0%	**3.7%**	-	1.4%	40.7%	3.8%	0%	**45.9%**	-	2.5%	0.1%	2.0%	0%	**4.6%**	-	-
PHF	0.750	0.970	0.712	0.250	**0.975**	-	0.803	0.600	0.841	-	**0.859**	-	0.700	0.916	0.841	-	**0.913**	-	0.961	0.500	0.659	-	**0.844**	-	0.949
Lights	27	1265	36	1	**1329**	-	61	12	36	0	**109**	-	42	1169	111	0	**1322**	-	73	4	58	0	**135**	-	2895
% Lights	96.4%	99.1%	97.3%	100%	**99.0%**	-	100%	100%	97.3%	0%	**99.1%**	-	100%	97.9%	100%	0%	**98.1%**	-	100%	100%	100%	0%	**100%**	-	98.7%
Single-Unit Trucks	0	10	1	0	**11**	-	0	0	1	0	**1**	-	0	22	0	0	**22**	-	0	0	0	0	**0**	-	34
% Single-Unit Trucks	0%	0.8%	2.7%	0%	**0.8%**	-	0%	0%	2.7%	0%	**0.9%**	-	0%	1.8%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	3.6%	0%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Signalized Access - TMC

Sat Oct 16, 2021
Midday Peak (WKND) (Oct 16 2021 12PM - 1 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888830, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Rand Road with Signalized Access - TMC

Sat Oct 16, 2021
PM Peak (WKND) (Oct 16 2021 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888830, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

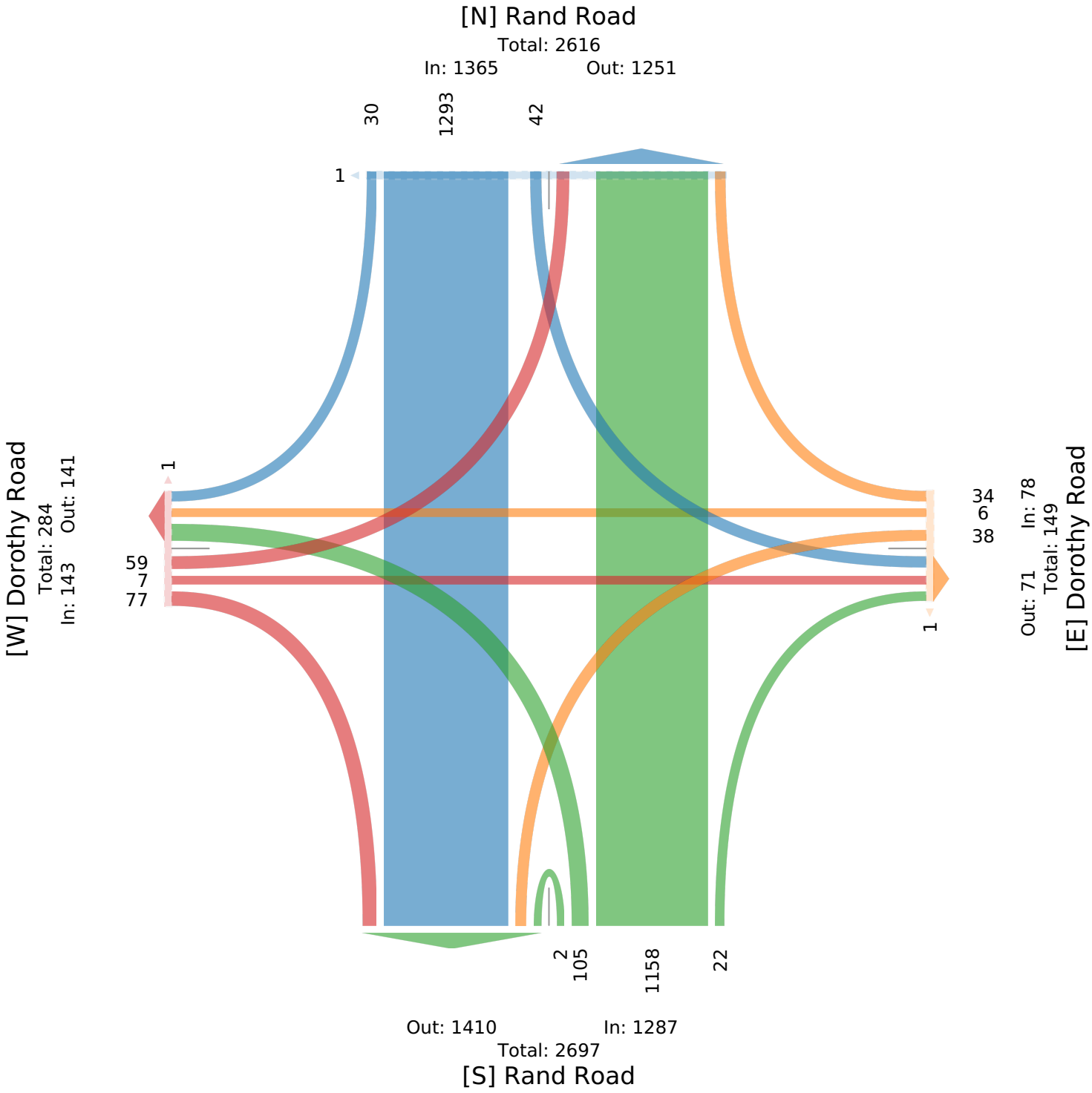
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-16 1:00PM	7	339	9	0	**355**	0	7	2	9	0	**18**	0	3	279	27	0	**309**	0	22	1	10	0	**33**	0	**715**
1:15PM	9	304	13	0	**326**	0	11	2	9	0	**22**	0	7	310	26	0	**343**	0	17	1	22	0	**40**	0	**731**
1:30PM	9	331	10	0	**350**	0	7	1	6	0	**14**	1	7	285	27	1	**320**	0	19	4	13	0	**36**	0	**720**
1:45PM	5	319	10	0	**334**	1	9	1	14	0	**24**	0	5	284	25	1	**315**	0	19	1	14	0	**34**	1	**707**
Total	30	1293	42	0	**1365**	1	34	6	38	0	**78**	1	22	1158	105	2	**1287**	0	77	7	59	0	**143**	1	**2873**
% Approach	2.2%	94.7%	3.1%	0%	**-**	-	43.6%	7.7%	48.7%	0%	**-**	-	1.7%	90.0%	8.2%	0.2%	**-**	-	53.8%	4.9%	41.3%	0%	**-**	-	-
% Total	1.0%	45.0%	1.5%	0%	**47.5%**	-	1.2%	0.2%	1.3%	0%	**2.7%**	-	0.8%	40.3%	3.7%	0.1%	**44.8%**	-	2.7%	0.2%	2.1%	0%	**5.0%**	-	-
PHF	0.833	0.954	0.808	-	**0.961**	-	0.773	0.625	0.679	-	**0.802**	-	0.786	0.934	0.963	0.500	**0.937**	-	0.864	0.438	0.670	-	**0.888**	-	0.982
Lights	30	1275	41	0	**1346**	-	33	5	38	0	**76**	-	22	1150	104	2	**1278**	-	76	7	59	0	**142**	-	2842
% Lights	100%	98.6%	97.6%	0%	**98.6%**	-	97.1%	83.3%	100%	0%	**97.4%**	-	100%	99.3%	99.0%	100%	**99.3%**	-	98.7%	100%	100%	0%	**99.3%**	-	98.9%
Single-Unit Trucks	0	14	1	0	**15**	-	1	0	0	0	**1**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	21
% Single-Unit Trucks	0%	1.1%	2.4%	0%	**1.1%**	-	2.9%	0%	0%	0%	**1.3%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Articulated Trucks	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	6
% Articulated Trucks	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	1	0	**1**	-	1	0	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	16.7%	0%	0%	**1.3%**	-	0%	0%	1.0%	0%	**0.1%**	-	1.3%	0%	0%	0%	**0.7%**	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Rand Road with Signalized Access - TMC

Sat Oct 16, 2021
PM Peak (WKND) (Oct 16 2021 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888830, Location: 42.108233, -87.973935

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
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ITE Trip Generation Sheets

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky,

Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

Shopping Center (>150k)
(820)

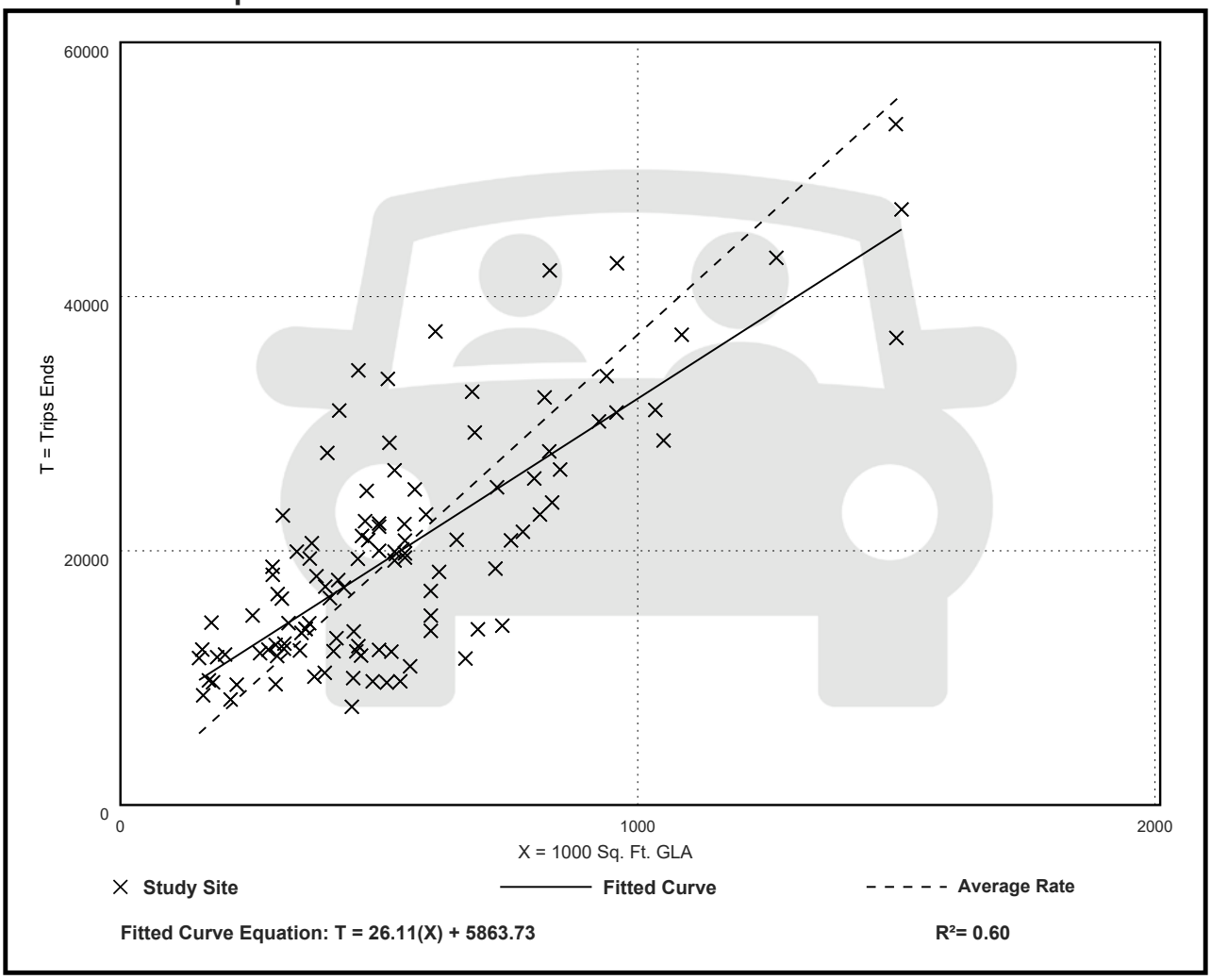
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73

R^2= 0.60

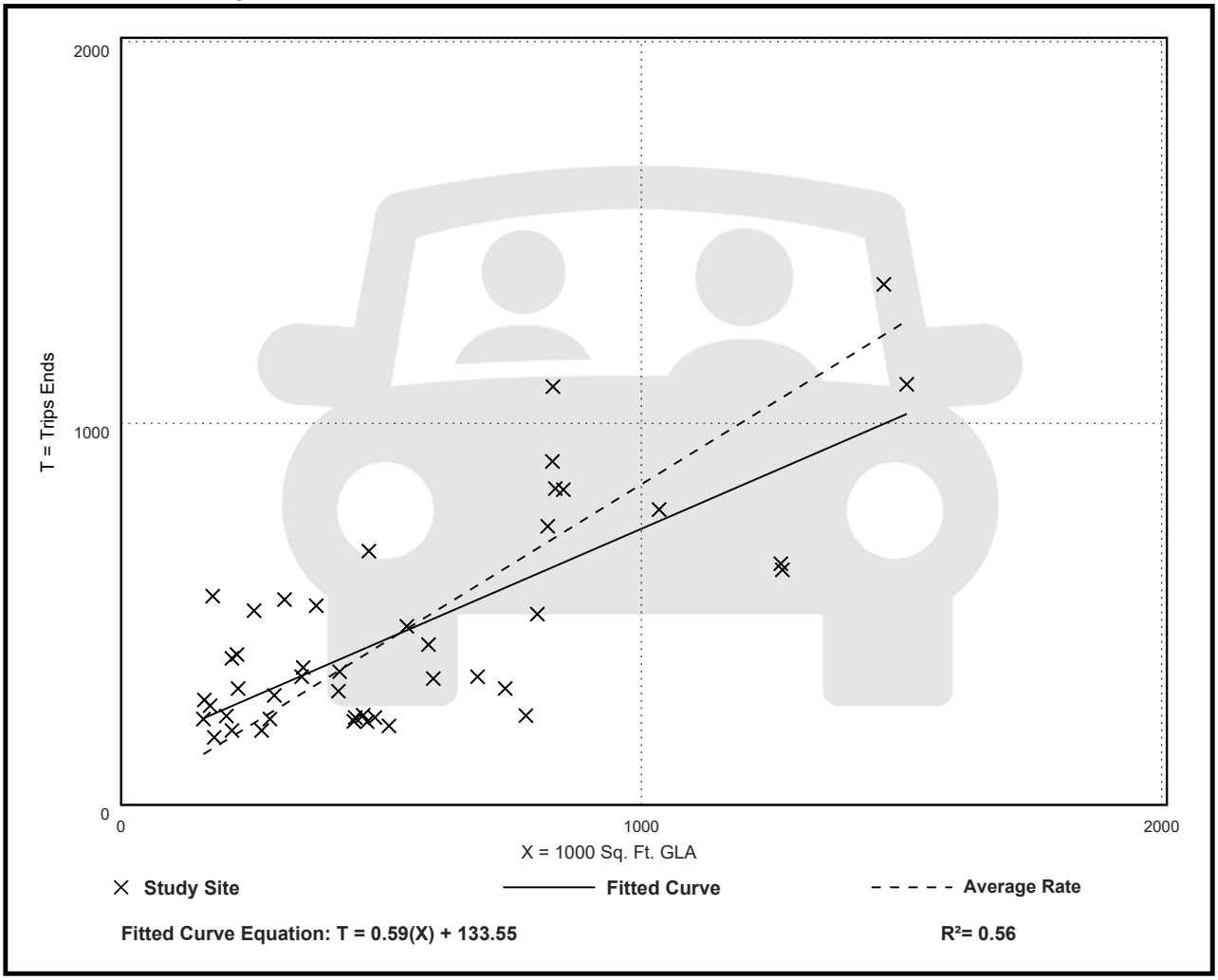
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) + 133.55

R^2= 0.56

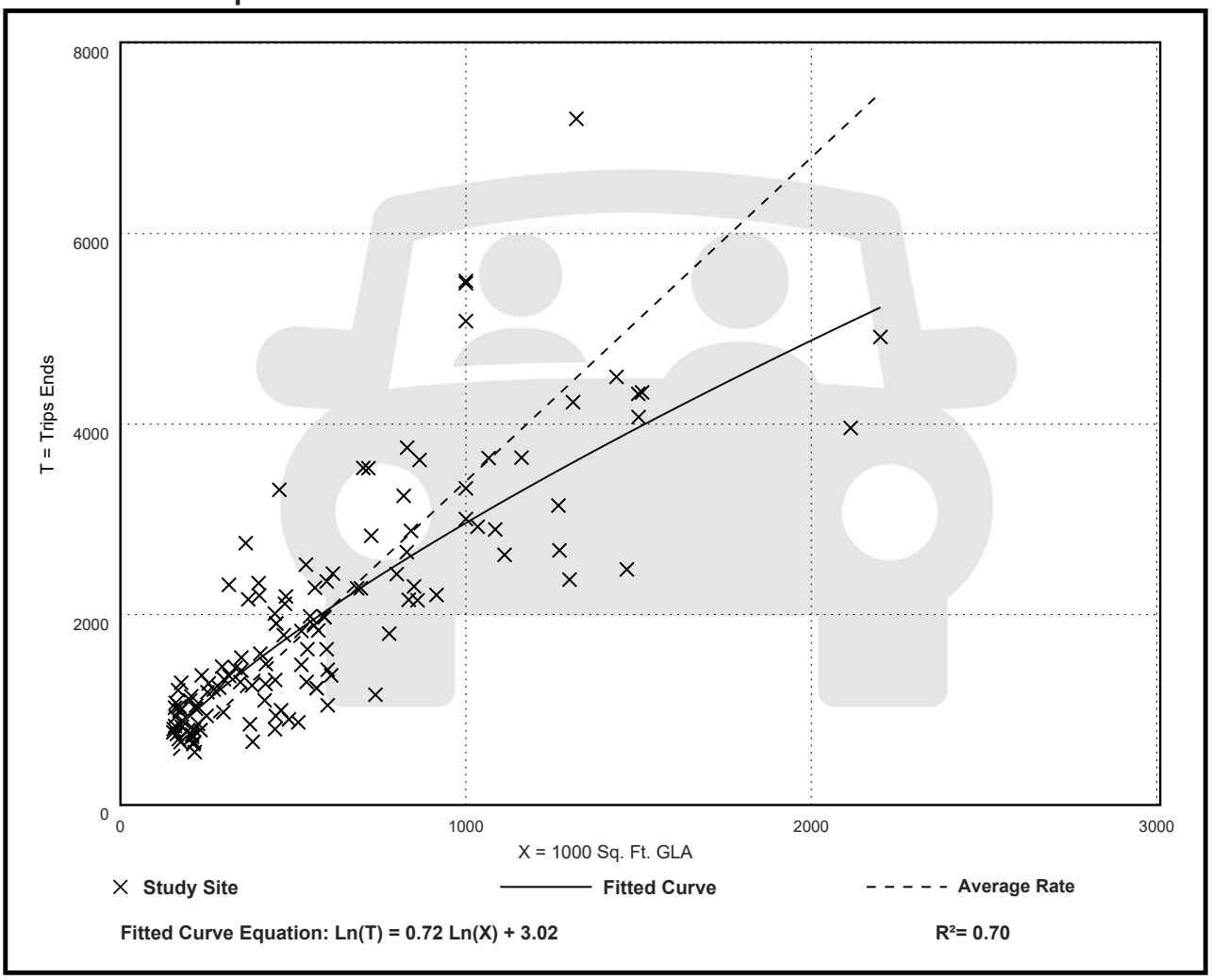
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Shopping Center (>150k)
(820)

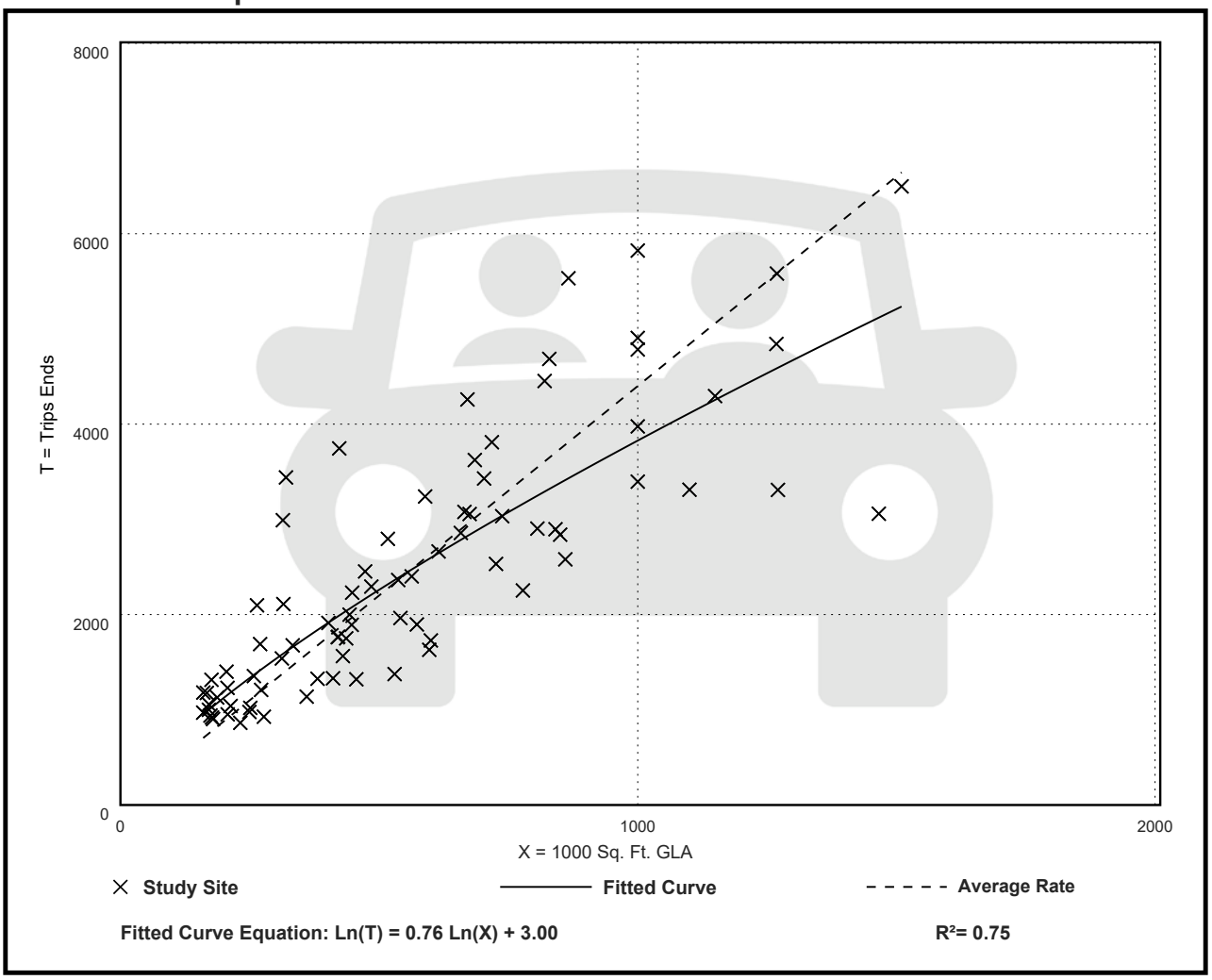
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 81
Avg. 1000 Sq. Ft. GLA: 559
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.40	2.09 - 10.75	1.41

Data Plot and Equation



Level of Service Table

LEVEL OF SERVICE CRITERIA

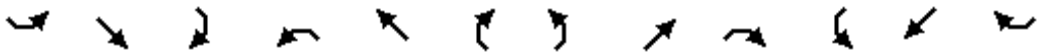
Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of 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

Weekday Morning Peak Hour – Existing Conditions

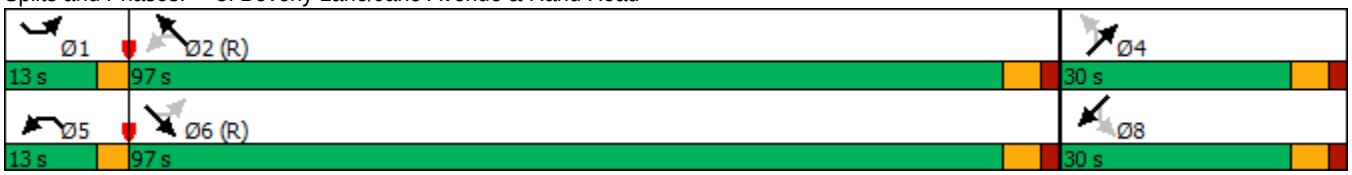


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	59	1452	15	4	652	43	11	17	19	42	8	55
Future Volume (vph)	59	1452	15	4	652	43	11	17	19	42	8	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.991			0.921			0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3499	0	1805	3503	0	1805	1723	0	1752	1623	0
Flt Permitted	0.340			0.134			0.711			0.731		
Satd. Flow (perm)	633	3499	0	255	3503	0	1351	1723	0	1348	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			10			21			61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	0%	0%	2%	4%	0%	0%	3%	3%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	1630	0	4	772	0	12	40	0	47	70	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	97.0		13.0	97.0		30.0	30.0		30.0	30.0	
Total Split (%)	9.3%	69.3%		9.3%	69.3%		21.4%	21.4%		21.4%	21.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	122.2	119.4		119.1	113.3		10.2	10.2		10.3	10.3	
Actuated g/C Ratio	0.87	0.85		0.85	0.81		0.07	0.07		0.07	0.07	
v/c Ratio	0.11	0.55		0.01	0.27		0.12	0.28		0.48	0.40	
Control Delay	2.4	9.6		2.0	4.7		61.3	39.0		77.0	24.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.4	9.6		2.0	4.7		61.3	39.0		77.0	24.0	
LOS	A	A		A	A		E	D		E	C	
Approach Delay		9.3			4.7			44.1			45.3	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	6	257		1	92		10	17		42	8	
Queue Length 95th (ft)	21	594		2	138		32	54		84	56	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	631	2985		327	2836		231	312		231	328	
Starvation Cap Reductn	0	0		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	0.55		0.01	0.27		0.05	0.13		0.20	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 118 (84%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 67.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

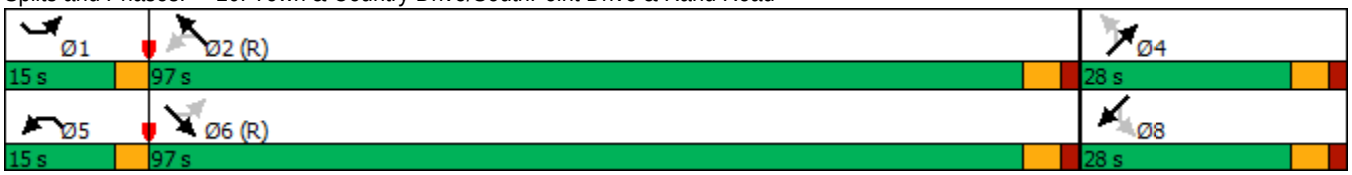


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	1528	17	37	718	8	12	1	28	16	4	20
Future Volume (vph)	5	1528	17	37	718	8	12	1	28	16	4	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998			0.855			0.873	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5023	0	1805	3533	0	1656	1535	0	1805	1579	0
Flt Permitted	0.350			0.118			0.740			0.736		
Satd. Flow (perm)	665	5023	0	224	3533	0	1290	1535	0	1398	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			31			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	0%	2%	0%	9%	0%	6%	0%	33%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1698	0	41	798	0	13	32	0	18	26	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	97.0		15.0	97.0		28.0	28.0		28.0	28.0	
Total Split (%)	10.7%	69.3%		10.7%	69.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	122.3	116.5		124.8	122.2		7.4	7.4		7.4	7.4	
Actuated g/C Ratio	0.87	0.83		0.89	0.87		0.05	0.05		0.05	0.05	
v/c Ratio	0.01	0.41		0.15	0.26		0.19	0.29		0.25	0.25	
Control Delay	1.4	4.3		3.4	3.6		68.9	27.2		70.9	32.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.4	4.3		3.4	3.6		68.9	27.2		70.9	32.4	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		4.3			3.6			39.3			48.1	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	1	146		3	48		12	1		16	4	
Queue Length 95th (ft)	2	190		18	186		35	35		43	35	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	689	4180		330	3085		202	267		219	266	
Starvation Cap Reductn	0	0		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	0.01	0.41		0.12	0.26		0.06	0.12		0.08	0.10	

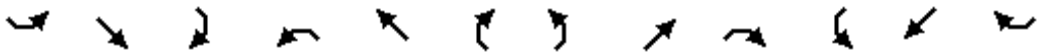
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 47 (34%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 5.4		Intersection LOS: A	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Capacity Analysis Summary Sheets

Weekday Evening Peak Hour – Existing Conditions

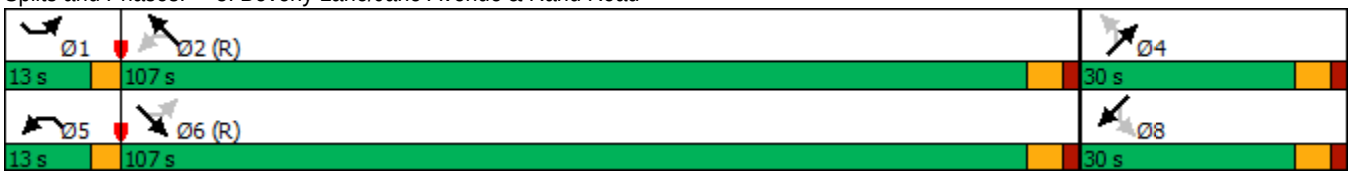


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	16	1233	21	13	1295	32	11	3	19	20	4	27
Future Volume (vph)	16	1233	21	13	1295	32	11	3	19	20	4	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.996			0.870			0.869	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3561	0	1805	1653	0	1805	1651	0
Flt Permitted	0.179			0.196			0.736			0.742		
Satd. Flow (perm)	340	3564	0	372	3561	0	1398	1653	0	1410	1651	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			20			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	1306	0	14	1382	0	11	23	0	21	32	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	107.0		13.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	71.3%		8.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	133.6	130.0		133.6	130.0		7.8	7.8		7.8	7.8	
Actuated g/C Ratio	0.89	0.87		0.89	0.87		0.05	0.05		0.05	0.05	
v/c Ratio	0.05	0.42		0.04	0.45		0.15	0.22		0.29	0.29	
Control Delay	1.4	4.0		1.4	3.8		71.4	32.5		77.4	31.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.4	4.0		1.4	3.8		71.4	32.5		77.4	31.9	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		4.0			3.8			45.1			49.9	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	1	97		1	112		11	3		20	4	
Queue Length 95th (ft)	4	213		4	250		32	34		50	40	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	398	3088		425	3085		223	281		225	287	
Starvation Cap Reductn	0	0		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	0.04	0.42		0.03	0.45		0.05	0.08		0.09	0.11	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 134 (89%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 5.2		Intersection LOS: A	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

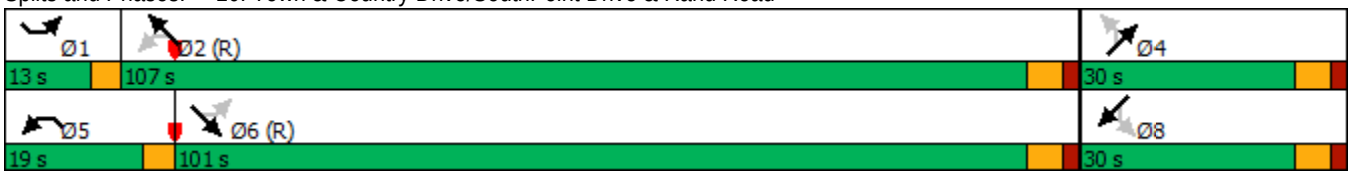


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	1273	33	77	1317	30	45	9	56	33	10	45
Future Volume (vph)	27	1273	33	77	1317	30	45	9	56	33	10	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.997			0.870			0.876	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5116	0	1805	3564	0	1770	1653	0	1805	1664	0
Flt Permitted	0.172			0.173			0.720			0.713		
Satd. Flow (perm)	327	5116	0	329	3564	0	1341	1653	0	1355	1664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			58			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1360	0	80	1403	0	47	67	0	34	57	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	101.0		19.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	67.3%		12.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	125.7	117.4		128.3	121.7		10.6	10.6		10.6	10.6	
Actuated g/C Ratio	0.84	0.78		0.86	0.81		0.07	0.07		0.07	0.07	
v/c Ratio	0.08	0.34		0.23	0.49		0.50	0.39		0.36	0.35	
Control Delay	2.3	5.3		4.7	10.6		83.7	25.4		75.2	27.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.3	5.3		4.7	10.6		83.7	25.4		75.2	27.3	
LOS	A	A		A	B		F	C		E	C	
Approach Delay		5.3			10.2			49.5			45.2	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	3	124		8	218		45	8		32	9	
Queue Length 95th (ft)	9	172		45	575		88	58		69	55	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	375	4005		437	2891		214	313		216	305	
Starvation Cap Reductn	0	0		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	0.07	0.34		0.18	0.49		0.22	0.21		0.16	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 48 (32%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Capacity Analysis Summary Sheets

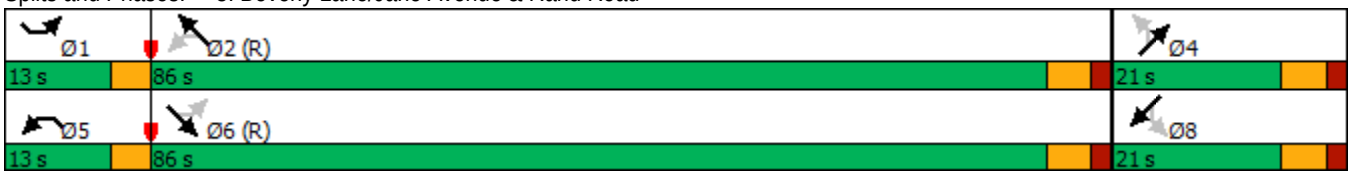
Saturday Midday Peak Hour – Existing Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	1253	29	29	1292	31	15	5	37	37	4	38
Future Volume (vph)	30	1253	29	29	1292	31	15	5	37	37	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.996			0.867			0.864	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3561	0	1805	1647	0	1805	1642	0
Flt Permitted	0.167			0.177			0.728			0.728		
Satd. Flow (perm)	317	3564	0	336	3561	0	1383	1647	0	1383	1642	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4			39			40	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	1350	0	31	1393	0	16	44	0	39	44	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		21.0	21.0		21.0	21.0	
Total Split (s)	13.0	86.0		13.0	86.0		21.0	21.0		21.0	21.0	
Total Split (%)	10.8%	71.7%		10.8%	71.7%		17.5%	17.5%		17.5%	17.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	101.9	96.9		101.8	96.9		8.9	8.9		8.9	8.9	
Actuated g/C Ratio	0.85	0.81		0.85	0.81		0.07	0.07		0.07	0.07	
v/c Ratio	0.09	0.47		0.09	0.48		0.16	0.28		0.38	0.28	
Control Delay	2.3	8.1		2.3	6.0		54.0	22.6		62.8	21.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.3	8.1		2.3	6.0		54.0	22.6		62.8	21.9	
LOS	A	A		A	A		D	C		E	C	
Approach Delay		8.0			5.9			31.0			41.1	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)	3	182		3	201		12	4		29	3	
Queue Length 95th (ft)	8	356		9	286		34	40		65	39	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	392	2879		407	2876		172	240		172	240	
Starvation Cap Reductn	0	0		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	0.08	0.47		0.08	0.48		0.09	0.18		0.23	0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 8.4		Intersection LOS: A	
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

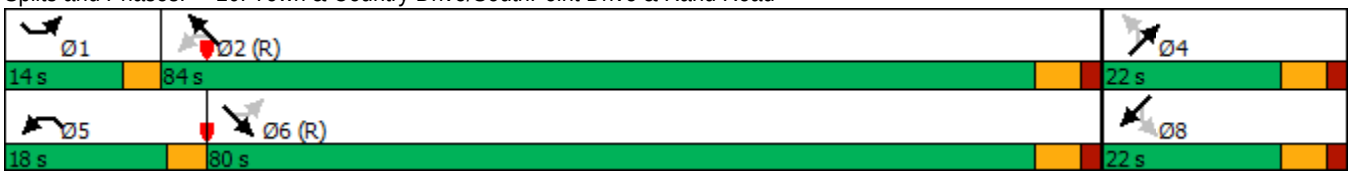


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	37	1276	28	111	1194	42	58	4	73	37	12	61
Future Volume (vph)	37	1276	28	111	1194	42	58	4	73	37	12	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.857			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5118	0	1787	3558	0	1770	1594	0	1805	1619	0
Flt Permitted	0.193			0.168			0.707			0.705		
Satd. Flow (perm)	367	5118	0	316	3558	0	1317	1594	0	1340	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			76			64	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	2%	5%	2%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1358	0	116	1288	0	60	80	0	39	77	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	80.0		18.0	84.0		22.0	22.0		22.0	22.0	
Total Split (%)	11.7%	66.7%		15.0%	70.0%		18.3%	18.3%		18.3%	18.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	95.2	86.7		98.4	91.3		10.8	10.8		10.8	10.8	
Actuated g/C Ratio	0.79	0.72		0.82	0.76		0.09	0.09		0.09	0.09	
v/c Ratio	0.11	0.37		0.34	0.48		0.51	0.38		0.33	0.38	
Control Delay	2.9	7.0		3.8	7.0		65.8	17.2		56.8	21.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.9	7.0		3.8	7.0		65.8	17.2		56.8	21.1	
LOS	A	A		A	A		E	B		E	C	
Approach Delay		6.9			6.7			38.0			33.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	4	127		0	281		45	3		29	9	
Queue Length 95th (ft)	12	184		9	381		88	49		63	55	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	429	3698		440	2709		175	278		178	271	
Starvation Cap Reductn	0	0		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	0.09	0.37		0.26	0.48		0.34	0.29		0.22	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 62 (52%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Capacity Analysis Summary Sheets

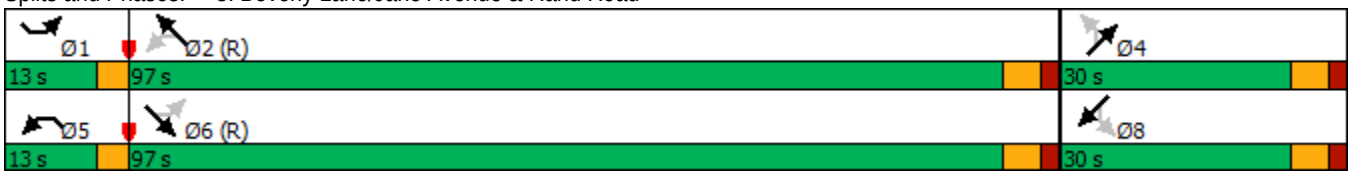
Weekday Morning Peak Hour – Projected Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	110	1498	15	4	672	82	11	17	19	82	8	101
Future Volume (vph)	110	1498	15	4	672	82	11	17	19	82	8	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.984			0.921			0.861	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3499	0	1805	3475	0	1805	1723	0	1752	1606	0
Flt Permitted	0.306			0.119			0.541			0.731		
Satd. Flow (perm)	570	3499	0	226	3475	0	1028	1723	0	1348	1606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			19			21			112	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	0%	0%	2%	4%	0%	0%	3%	3%	0%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	1681	0	4	838	0	12	40	0	91	121	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	97.0		13.0	97.0		30.0	30.0		30.0	30.0	
Total Split (%)	9.3%	69.3%		9.3%	69.3%		21.4%	21.4%		21.4%	21.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	115.7	111.4		110.4	102.3		14.8	14.8		14.8	14.8	
Actuated g/C Ratio	0.83	0.80		0.79	0.73		0.11	0.11		0.11	0.11	
v/c Ratio	0.23	0.60		0.02	0.33		0.11	0.20		0.64	0.45	
Control Delay	4.2	13.4		3.2	7.4		56.1	33.6		79.4	16.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.2	13.4		3.2	7.4		56.1	33.6		79.4	16.8	
LOS	A	B		A	A		E	C		E	B	
Approach Delay		12.8			7.4			38.8			43.7	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	17	344		1	123		10	16		81	8	
Queue Length 95th (ft)	49	730		3	191		30	51		136	66	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	552	2784		291	2545		176	312		231	368	
Starvation Cap Reductn	0	0		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	0.22	0.60		0.01	0.33		0.07	0.13		0.39	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 118 (84%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

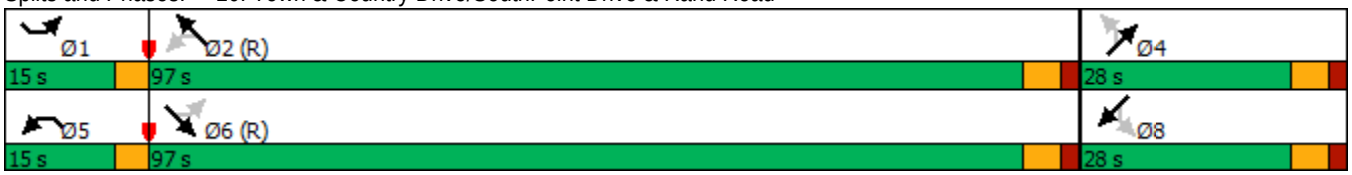


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	1625	17	37	789	8	12	1	28	18	4	21
Future Volume (vph)	7	1625	17	37	789	8	12	1	28	18	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.998			0.855			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5023	0	1805	3533	0	1656	1535	0	1805	1580	0
Flt Permitted	0.324			0.104			0.740			0.736		
Satd. Flow (perm)	616	5023	0	198	3533	0	1290	1535	0	1398	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1			31			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	3%	8%	0%	2%	0%	9%	0%	6%	0%	33%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1805	0	41	876	0	13	32	0	20	27	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	15.0	97.0		15.0	97.0		28.0	28.0		28.0	28.0	
Total Split (%)	10.7%	69.3%		10.7%	69.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	122.1	116.3		124.6	122.1		7.6	7.6		7.6	7.6	
Actuated g/C Ratio	0.87	0.83		0.89	0.87		0.05	0.05		0.05	0.05	
v/c Ratio	0.01	0.43		0.17	0.28		0.19	0.29		0.27	0.25	
Control Delay	1.4	4.6		4.6	6.3		68.3	26.9		71.4	31.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.4	4.6		4.6	6.3		68.3	26.9		71.4	31.7	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		4.6			6.2			38.9			48.6	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	1	162		5	109		12	1		18	4	
Queue Length 95th (ft)	3	210		27	297		35	35		46	35	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	648	4173		309	3080		202	267		219	267	
Starvation Cap Reductn	0	0		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	0.01	0.43		0.13	0.28		0.06	0.12		0.09	0.10	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 47 (34%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑↱			↱
Traffic Vol, veh/h	0	1660	827	4	0	7
Future Vol, veh/h	0	1660	827	4	0	7
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1804	899	4	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	452
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	555
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	555
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	- 555
HCM Lane V/C Ratio	-	-	- 0.014
HCM Control Delay (s)	-	-	- 11.6
HCM Lane LOS	-	-	- B
HCM 95th %tile Q(veh)	-	-	- 0

Capacity Analysis Summary Sheets

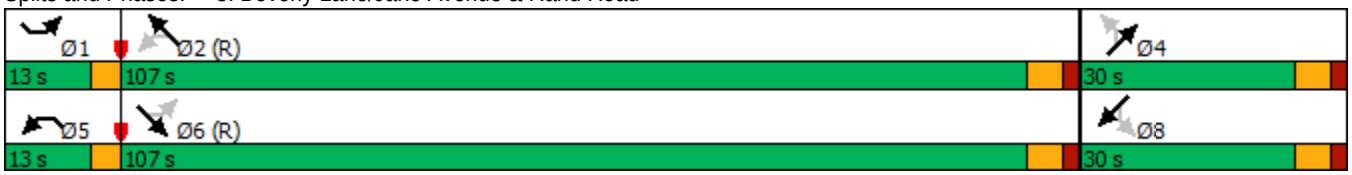
Weekday Evening Peak Hour – Projected Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	74	1290	21	13	1367	177	11	3	19	63	4	108
Future Volume (vph)	74	1290	21	13	1367	177	11	3	19	63	4	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.983			0.870			0.855	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3568	0	1805	3517	0	1805	1653	0	1805	1624	0
Flt Permitted	0.119			0.181			0.486			0.742		
Satd. Flow (perm)	226	3568	0	344	3517	0	923	1653	0	1410	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			20			20			113	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1366	0	14	1608	0	11	23	0	66	117	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	107.0		13.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	71.3%		8.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	127.3	121.9		123.8	115.6		12.4	12.4		12.4	12.4	
Actuated g/C Ratio	0.85	0.81		0.83	0.77		0.08	0.08		0.08	0.08	
v/c Ratio	0.30	0.47		0.04	0.59		0.14	0.15		0.57	0.49	
Control Delay	6.4	5.8		2.5	8.7		65.7	27.3		84.0	18.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.4	5.8		2.5	8.7		65.7	27.3		84.0	18.5	
LOS	A	A		A	A		E	C		F	B	
Approach Delay		5.8			8.7			39.7			42.2	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	9	140		2	302		10	3		63	4	
Queue Length 95th (ft)	28	286		6	431		31	32		113	65	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	293	2899		385	2714		147	281		225	354	
Starvation Cap Reductn	0	0		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	0.26	0.47		0.04	0.59		0.07	0.08		0.29	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 134 (89%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 71.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road

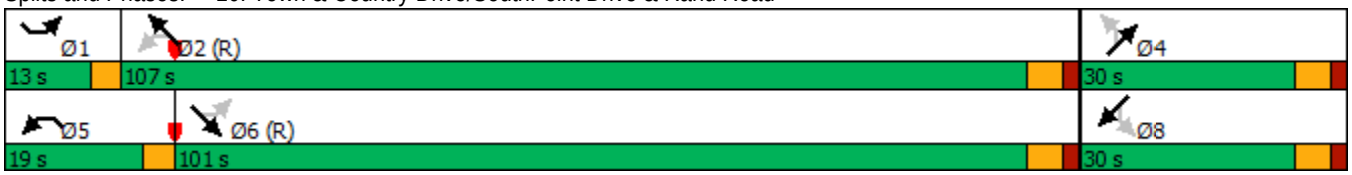


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	78	1273	33	77	1436	48	45	9	56	53	10	84
Future Volume (vph)	78	1273	33	77	1436	48	45	9	56	53	10	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.995			0.870			0.865	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5116	0	1805	3558	0	1770	1653	0	1805	1644	0
Flt Permitted	0.135			0.177			0.573			0.713		
Satd. Flow (perm)	256	5116	0	336	3558	0	1067	1653	0	1355	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			5			58			88	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	1360	0	80	1546	0	47	67	0	55	98	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	13.0	101.0		19.0	107.0		30.0	30.0		30.0	30.0	
Total Split (%)	8.7%	67.3%		12.7%	71.3%		20.0%	20.0%		20.0%	20.0%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	125.6	116.5		125.5	116.5		11.4	11.4		11.4	11.4	
Actuated g/C Ratio	0.84	0.78		0.84	0.78		0.08	0.08		0.08	0.08	
v/c Ratio	0.29	0.34		0.23	0.56		0.58	0.37		0.54	0.48	
Control Delay	4.5	5.6		4.5	16.2		92.9	24.3		84.4	22.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.5	5.6		4.5	16.2		92.9	24.3		84.4	22.6	
LOS	A	A		A	B		F	C		F	C	
Approach Delay		5.5			15.6			52.6			44.8	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	9	128		18	541		45	8		53	9	
Queue Length 95th (ft)	21	179		m29	680		89	57		100	67	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	317	3975		440	2764		170	313		216	336	
Starvation Cap Reductn	0	0		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	0.26	0.34		0.18	0.56		0.28	0.21		0.25	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 48 (32%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1478	1553	25	0	8
Future Vol, veh/h	0	1478	1553	25	0	8
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1607	1688	27	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	858
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	300
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	- 300
HCM Lane V/C Ratio	-	-	- 0.029
HCM Control Delay (s)	-	-	- 17.4
HCM Lane LOS	-	-	- C
HCM 95th %tile Q(veh)	-	-	- 0.1

Capacity Analysis Summary Sheets

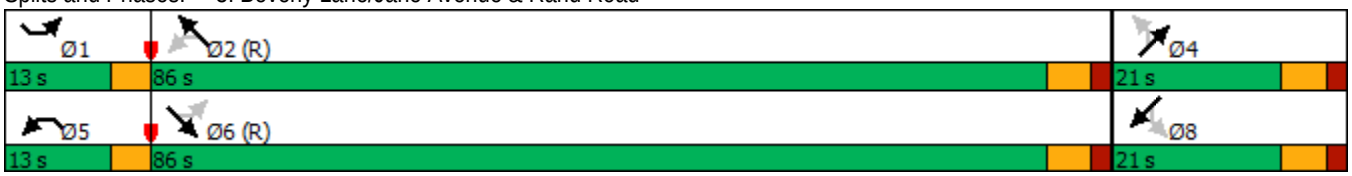
Saturday Midday Peak Hour – Projected Conditions

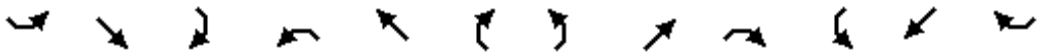
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	112	1323	29	29	1389	227	15	5	37	107	4	135
Future Volume (vph)	112	1323	29	29	1389	227	15	5	37	107	4	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	140			105			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.979			0.867			0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3564	0	1805	3504	0	1805	1647	0	1805	1623	0
Flt Permitted	0.087			0.157			0.493			0.728		
Satd. Flow (perm)	165	3564	0	298	3504	0	937	1647	0	1383	1623	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			33			39			142	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			719			267			169	
Travel Time (s)		11.4			16.3			6.1			3.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	1424	0	31	1701	0	16	44	0	113	146	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		21.0	21.0		21.0	21.0	
Total Split (s)	13.0	86.0		13.0	86.0		21.0	21.0		21.0	21.0	
Total Split (%)	10.8%	71.7%		10.8%	71.7%		17.5%	17.5%		17.5%	17.5%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	96.3	88.9		92.1	83.7		13.3	13.3		13.3	13.3	
Actuated g/C Ratio	0.80	0.74		0.77	0.70		0.11	0.11		0.11	0.11	
v/c Ratio	0.50	0.54		0.10	0.69		0.15	0.20		0.74	0.48	
Control Delay	18.0	10.9		3.4	12.8		50.8	19.2		78.7	14.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	10.9		3.4	12.8		50.8	19.2		78.7	14.0	
LOS	B	B		A	B		D	B		E	B	
Approach Delay		11.4			12.6			27.6			42.2	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	28	244		4	374		11	3		85	3	
Queue Length 95th (ft)	80	410		10	486		34	39		#164	64	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		423			639			187			89	
Turn Bay Length (ft)	150			100								
Base Capacity (vph)	263	2641		356	2454		117	240		172	327	
Starvation Cap Reductn	0	0		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	0.45	0.54		0.09	0.69		0.14	0.18		0.66	0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 18 (15%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Beverly Lane/Jane Avenue & Rand Road



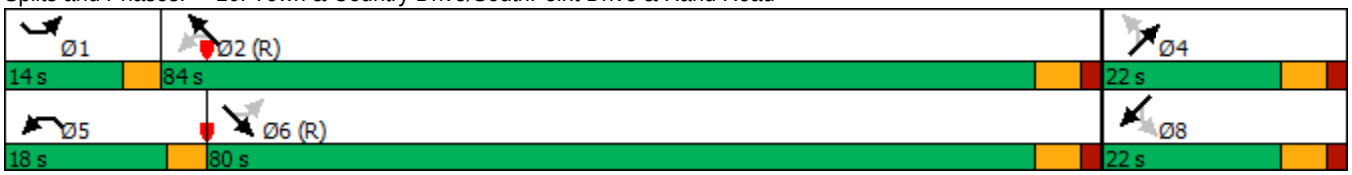


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	116	1396	28	111	1324	75	58	4	73	69	12	117
Future Volume (vph)	116	1396	28	111	1324	75	58	4	73	69	12	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145		0	230		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	120			110			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.992			0.857			0.864	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5118	0	1787	3548	0	1770	1594	0	1805	1597	0
Flt Permitted	0.140			0.148			0.513			0.705		
Satd. Flow (perm)	266	5118	0	278	3548	0	956	1594	0	1340	1597	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			76			122	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			595			187			240	
Travel Time (s)		18.1			13.5			4.3			5.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	1%	3%	1%	1%	0%	2%	5%	2%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1483	0	116	1457	0	60	80	0	72	135	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	24.0		9.5	24.0		24.0	24.0		24.0	24.0	
Total Split (s)	14.0	80.0		18.0	84.0		22.0	22.0		22.0	22.0	
Total Split (%)	11.7%	66.7%		15.0%	70.0%		18.3%	18.3%		18.3%	18.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
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		3.5	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	95.3	85.7		95.2	85.6		11.8	11.8		11.8	11.8	
Actuated g/C Ratio	0.79	0.71		0.79	0.71		0.10	0.10		0.10	0.10	
v/c Ratio	0.40	0.41		0.38	0.57		0.65	0.36		0.55	0.51	
Control Delay	6.4	7.7		5.0	6.4		80.9	16.3		66.3	17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.4	7.7		5.0	6.4		80.9	16.3		66.3	17.7	
LOS	A	A		A	A		F	B		E	B	
Approach Delay		7.6			6.3			44.0			34.6	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	14	151		2	282		45	3		54	9	
Queue Length 95th (ft)	30	209		m7	343		91	49		100	68	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			515			107			160	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	352	3656		411	2534		127	278		178	318	
Starvation Cap Reductn	0	0		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	0.34	0.41		0.28	0.57		0.47	0.29		0.40	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 62 (52%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1538	1501	35	0	9
Future Vol, veh/h	0	1538	1501	35	0	9
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1672	1632	38	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	835
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	311
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	311
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	- 311
HCM Lane V/C Ratio	-	-	- 0.031
HCM Control Delay (s)	-	-	- 17
HCM Lane LOS	-	-	- C
HCM 95th %tile Q(veh)	-	-	- 0.1

Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Sam Hubbard, Planning and Community Development**

From: **Nusrat Jahan, Building & Life Safety Department**

Subject: **780 E. Rand Road – Consumer's Credit Union – SUP for Drive Through**

PC #: **21- 023**

Date: **December 14, 2021**

General Comments:

The Information provided is conceptual only and subject to a formal plan review.

1. The following currently adopted codes shall apply
    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 Illinois Energy Conservation Code with amendments
    f. 2018 Illinois Accessibility Code
    g. 2017 National Electrical Code with amendments
    h. 2014 Illinois Plumbing Code with amendments

2. Overhead utility and power lines shall not be located over the aerial fire apparatus road or between the aerial fire apparatus road and the building. Other obstruction shall be permitted to be placed with the approval of the *fire code official*.

3. Fire Department connections shall be located on the street side of the building, fully visible and located at the front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in according with the NFPA standard applicable to the system design. The location of fire department connections shall be approved by the *fire code official.*

4. A complete NFPA compliant fire suppression system is required.

5. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

6. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

7. The fire alarm shall be capable of sending a wireless signal and shall be monitored by the Northwest Central Dispatch.

8. Separate permits are required for fire suppression and fire alarm systems.

9. A zoning indicator panel and the associated controls, or fire alarm control panel shall be located within the close proximity to the front main entrance.

10. A Knox Box shall be provided and contain keys to gain necessary access as required by the fire code official.

PLAN COMMISSION PC #21-023
Consumer's Credit Union PUD Amendment
780 E Rand 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 required detention for this site will be accommodated under a separate Village and MWRD permit for 600 E Rand Road; however, volume control meeting MWRD is required for this outlot. An MWRD permit is required.

14. All onsite utilities, including the volume control facility for the outlot and the detention system for the entire complex, will be private and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

15. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard.

16. The proposed storm sewer, including structures, invert elevations, rim elevations, pipe size and slope shall be shown on the plans. The plans shall include the connection to the existing internal storm sewer system.

17. The Village's GIS database indicates that the existing 8" water main onsite is located in the vicinity of the proposed building. The water main must be relocated.

18. Show the location of the water service and fire connection for the new building.

19. Show the location of the sanitary sewer service. If the most viable connection to the sanitary sewer is the existing sanitary sewer located on the south side of Rand Road, an IDOT permit will be required.

20. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

21. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

22. The fire turning movement exhibit included for the credit union site show limited clearance for the drive aisle parallel to Rand Road and in the vicinity of the south median located before the drive through. The width and/or radius at these locations should be increased to better accommodate the truck.

23. Contribution Ordinance No. 79-159 for PIN 03-20-200-012 has not been paid. A fee of $2,566.40 shall be due at permit ($1,600 per acre).

Public Works:

24. The relocation and connection of the existing private water main will need to be coordinated with the landlord of 626-836 E Rand Rd.

25. The sanitary and storm sewer connections must be coordinated with the landlord of the property.

26. Verify the condition of the existing manholes prior to making connections. Replace if necessary.

27. Proposed changes to water main shall be placed on plans or applied for separately and approved prior to construction. Comments on water will be provided at that time.

Traffic:

28. The Village concurs with the KLOA report that the middle east parking aisle access to the drive through lanes be eliminated to avoid conflicts. This will also impact the fire access.

12-21-21

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

Attachments:

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: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Consumer's Credit Union PUD
780 E Rand Rd

Round 1 Review Comments **12/09/2021**

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?**
   There are no traffic problems at this location.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A-O, #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

568

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-023
Petitioner: Shive-Hattery
57 Franklin Street, Suite 201
Valparaiso, IN 46383
Owner: MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093
Contact Person: Crystal Holowell
Address: 57 Franklin Street, Suite 201
Valparaiso, IN 46383
Phone #: 219-476-1438
Fax #: 219-476-1401
E-Mail: cholowell@shive-hattery.com

P.I.N.# 03-20-200-012
Location: 780 E. Rand Rd., Arlington Heights
Rezoning: _____ Current: B3 Proposed: _____
Subdivision: _____
# of Lots: 1 Current: 1 Proposed: 1
PUD: ✓ For: Amendment
Special Use: ✓ For: Drive-Through
Land Use Variation: _____ For: _____

Land Use: _____ Current: Parking Lot
Proposed: Credit Union
Site Gross Area: 70,000 square feet
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

No comments at this time.

Sean Freres 12/9//21
Environmental Health Officer Date

James McCalister 12/9//21
Director Date

Planning & Community Development Dept. Review

December 21, 2021

REVIEW ROUND 1

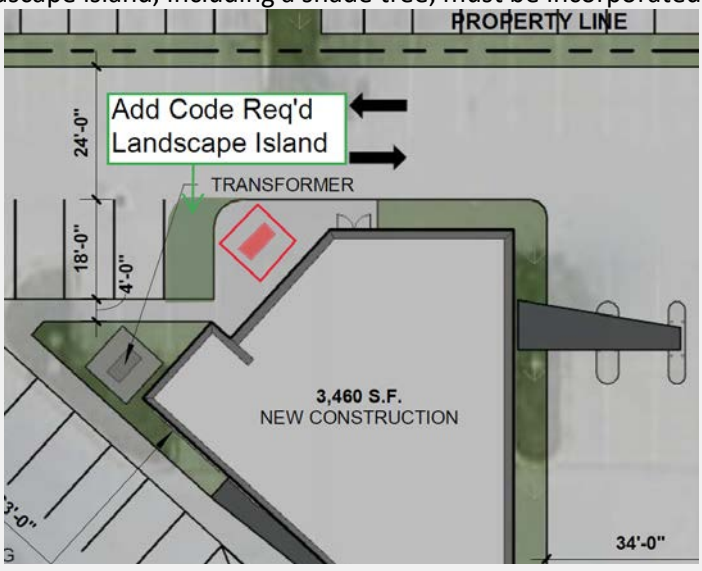
Project: Southpoint PUD Amendment – Consumers Credit Union
950 E. Rand Rd.

Case Number: PC 21-023

7. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions:
   a) **Amendment to PUD Ordinance #90-014 to modify the approved development Southpoint PUD plans to allow development of an outlot containing a bank building with a drive-through.**
   b) **Special Use Permit approval for a 3,460 foot bank with a drive-through.**

8. The proposed 40' tall light pole adjacent to the drive-through canopy does not appear to conform to the requirements of Section 10.2-12.3.c.3. For every one foot of height, light fixtures must be setback 3' lineal feet from adjacent light poles. Please correct the photometric plan to conform to this requirement.

9. The transformer location should be pushed back to be better screened from view. Please see below. Missing landscape island, including a shade tree, must be incorporated as required by Code;



10. Provide a legal description for the Consumers Credit Union lot as specified in Lease Agreement, Exhibit A-2.

11. All revised plans must include a revision date.

12. Please submit a USB/flash drive containing all revised plans and documents, along with an electronic copy of a response to all review comments.

13. Appendix coversheet within KLOA study should include a table of contents for appendix documents.

14. All plans shall be revised per KLOA study to remove perpendicular access into drive through lanes. A small hammerhead shall be incorporated in drive aisle to allow for parking stall egress.

Prepared by: 

Consumer's Credit Union – Southpoint PUD Amendment
780 E. Rand Road
PC #21-023
December 16, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row and increase the size of the proposed trees so that they are a minimum of four inch caliper. For a double row of parking, two four inch caliper shade trees are required.

2) Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with shrubs. In addition, a three foot high screen must be provided along East Jane.

3) Please evaluate the location of the transformer. It is recommended that the transformer be located northeast of the current location between the service door and where the building is recessed. Some of the concrete walkway may need to be eliminated to allow for landscaping in order to screen the transformer.

4) It is recommended that landscaping such as ornamental grasses be provided in the island that is north of the building and runs east/west.

5) The engineering plans identify bio-cells. Please evaluate the proposed landscaping located in the bio-cells. In addition, please identify the bio-cells on the landscape plan.

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

January 10, 2022

Consumers Credit Union
950 E. Rand Road
Arlington Heights, IL

P.I.N. # 03-20-200-012

Plan Commission Responses – Round 1

General Comments – Building & Life Safety Dept. – Round 1:

1. The following currently adopted codes shall apply:
    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 Illinois Energy Conservation Code with amendments
    f. 2018 Illinois Accessibility Code
    g. 2017 National Electrical Code with amendments
    h. 2014 Illinois Plumbing Code with amendment

    Response: Acknowledged by the project team

2. Overhead utility and power lines shall not be located over the aerial fire apparatus road or between the aerial fire apparatus road and the building. Other obstruction shall be permitted to be placed with the approval of the fire code official.

    Response: No overhead utility and power lines have been identified in the aerial fire apparatus road or between the road and the building.

3. Fire Department connections shall be located on the street side of the building, fully visible and located at the front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in according with the NFPA standard applicable to the system design. The location of fire department connections shall be approved by the fire code official.

    Response: A fire department connection has been added to the preferred location. Additionally, a fire hydrant has been added to be within 100’ of the FDC. See the C301 Utility Plan and the EX-FT Fire Truck Exhibit.

4. A complete NFPA compliant fire suppression system is required.

    Response: This requirement is understood by the project team. A compliant fire suppression system will be designed for the project and will be shown in the construction documents.

5. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

Response: Acknowledged by the project team. Proper access and clearances will be maintained.

6. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

Response: A compliant fire alarm system will be provided for this project and will be shown in the construction documents. A fire alarm annunciator panel is located on the east wall of Vestibule 100. Please refer to updated note plan provided with this submittal.

7. The fire alarm shall be capable of sending a wireless signal and shall be monitored by the Northwest Central Dispatch.

Response: The system will be capable. The riser diagram will be updated to indicate wireless communication is required.

8. Separate permits are required for fire suppression and fire alarm systems.

Response: Acknowledged by the project team

9. A zoning indicator panel and the associated controls, or fire alarm control panel shall be located within the close proximity to the front main entrance.

Response: A fire alarm annunciator panel is located on the east wall of Vestibule 100. The design team prefers to locate the fire alarm control panel in the FP / Storage Room with the fire protection equipment, but it could be located in ITM Rm / Elec / Storage 102 if preferred by the Village of Arlington Heights.

10. A Knox Box shall be provided and contain keys to gain necessary access as required by the fire code official.

Response: A Knox Box will be provided adjacent the main entry door facing Rand Road. Please refer to the updated note plan and building elevation provided with this submittal.

PUD Amendment – 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.

Response: Acknowledged by the project team

12. Final engineering plans shall be georeferenced by using State Plan 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

Response: Acknowledged by the project team

13. The required detention for this site will be accommodated under a separate Village and MWRD permit for 600 E Rand Road; however, volume control meeting MWRD is required for this outlot. An MWRD permit is required.

Response: Acknowledged by the project team.

14. All onsite utilities, including the volume control facility for the outlot and the detention system for the entire complex, will be private and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

Response: Acknowledged by the project team.

15. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard.

Response: No detention storage under pavement is currently proposed.

16. The proposed storm sewer, including structures, invert elevations, rim elevations, pipe size and slope shall be shown on the plans. The plans shall include the connection to the existing internal storm sewer system.

Response: These items are shown on the plans. See the C301 Utility Plan.

17. The Village's GIS database indicates that the existing 8" water main is located in the vicinity of the proposed building. The water main must be relocated.

Response: The relocation of the water main has been coordinated with the Landlord.

18. Show the location of the water service and fire connection for the new building.

Response: The water service and fire connection can be seen on the C301 Utility Plan.

19. Show the location of the sanitary sewer service. If the most viable connection to the sanitary sewer is the existing sanitary sewer located on the south side of Rand Road, an IDOT permit will be required.

Response: The sanitary sewer service can be seen on the C301 Utility Plan. The sanitary service is currently tying into the development's existing sanitary sewer system.

20. Provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

Response: Refer to the lighting cut sheets included with this submittal.

21. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

Response: The pavement design is called out on the EX-FT Fire Truck Exhibit.

22. The fire turning movement exhibit included for the credit union site show limited clearance for the drive aisle parallel to Rand Road and in the vicinity of the south median located before the drive through. The width and/or radius at these locations should be increased to better accommodate the truck.

Response: The fire turning movement has updated to show more clearance. Note that the closing off of the drive aisle that was tying into the drive-thru lanes now restricts the ability of the fire apparatus to drive through the drive-thru lanes.

23. Contribution Ordinance No. 79-159 for PIN 03-20-200-012 has not been paid. A fee of $2,566.40 shall be due at permit ($1,600 per acre).

Response: This outstanding fee will be handled by the Landlord (Land Owner).

Public Works – Round 1:

24. The relocation and connection of the existing private water main will need to be coordinated with the landlord of 626-836 E Rand Road.

Response: This item has been coordinated with the Landlord.

25. The sanitary and storm sewer connections must be coordinated with the landlord of the property.

Response: Acknowledged by the project team.

26. Verify the condition of the existing manholes prior to making connections. Replace if necessary.

Response: Acknowledged by the project team.

27. Proposed changes to water main shall be placed on plans or applied for separately and approved prior to construction. Comments on water will be provided at that time.

Response: The Landlord's current water main relocation routing has been added to the plans. The Landlord is to get the relocation approved.

Traffic – Round 1:

28. The Village concurs with the KLOA report that the middle east parking aisle access to the drive through lanes be eliminated to avoid conflicts. This will also impact the fire access.

Response: The parking aisle access to the drive through lanes has been eliminated. Please refer to the updated site plans provided with this submittal.

Arlington Heights Fire Department General Comments – Round 1:

1. Building is to be sprinklered per code.

Response: This requirement is understood by the project team. A compliant fire suppression system will be designed for the project and will be shown in the construction documents.

2. The Fire Department Connection shall be located at the main front entrance. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

Response: A fire department connection has been added to the preferred location. Additionally, a fire hydrant has been added to be within 100' of the FDC. See the C301Utility Plan and the EX-FT Fire Truck Exhibit.

3. A Knox Box shall be located at the main front entrance.

Response: A Knox Box will be provided adjacent the main entry door facing Rand Road. Please refer to the updated note plan and building elevation provided with this submittal.

4. Install a fully operational annunciator panel or alarm panel at the main front entrance.

Response: A compliant fire alarm system will be provided for this project and will be shown in the construction documents. A fire alarm annunciator panel is located on the east wall of Vestibule 100. Please refer to updated note plan provided with this submittal.

Community Services Bureau – Round 1:

1. Character of use:
The character of use is consistent with the area and is not a concern.

Response: Acknowledged by the project team

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.

Response: Acknowledged by the project team. Exterior of the building will be lit per Village Code and will be illuminated during nighttime hours.

3. Present traffic problems?
There are no traffic problems at this location.

Response: Acknowledged by the project team

4. Traffic accidents at particular location?
This is not a problem area in relation to traffic accidents.

Response: Acknowledged by the project team

5. Traffic problems that may be created by the development.
This development should not create any additional traffic problems.

Response: Acknowledged by the project team

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.

Response: A completed Emergency Information Card has been sent to the Village of Arlington Heights Police Department. The landscaping being proposed attempts to screen equipment from view while not reducing the public's sense of safety. Additionally, the building tenant will be installing exterior security cameras at the building perimeter to discourage unlawful behavior and promote public safety and security. The exterior of the building will also be well-lit. The building tenant is not opposed to installing signage as mentioned in the comment above.

Health Services Department – Round 1:

No comments at this time.

Planning & Community Development Dept. Review – Round 1:

7. Based on a review of the Round 1 submittal, the Plan Commission must review the following zoning actions:

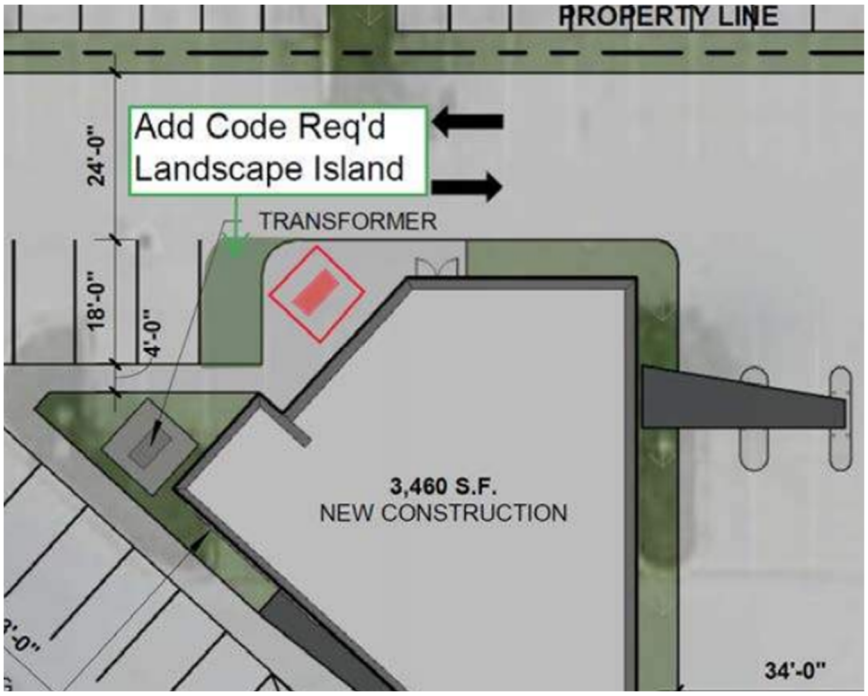
a) Amendment to PUD Ordinance #90-014 to modify the approved development Southpoint PUD plans to allow development of an outlot containing a bank building with a drive-through.
b) Special Use Permit approval for a 3,460 foot bank with a drive-through.

Response: Acknowledged by the project team

8. The proposed 40' tall light pole adjacent to the drive-through canopy does not appear to conform to the requirements of Section 10.2-12.3.c.3. For every one foot of height, light fixtures must be setback 3' lineal feet from adjacent light poles. Please correct the photometric plan to conform to this requirement.

Response: The pole adjacent the drive-through canopy has been removed. Wall mounted, full cut off fixtures have been added to the rear wall with the canopy to cover the lighting in this area. The rest of the parking lot has existing 40' light poles so we have re-used or matched these for consistency. Refer to updated photometric plan E000.

9. The transformer location should be pushed back to be better screened from view. Please see below. Missing landscape island, including a shade tree, must be incorporated as required by Code;



SHIVEHATTERY
ARCHITECTURE + ENGINEERING

Response: Based on clearance requirements from ComEd and the location of the employee man door shown on the Note Plan, locating the transformer further Northeast as proposed is not ideal. We have included tall grasses and dense evergreen plantings immediately around the transformer location to help screen it from view throughout the year. A landscape island and tree have been added in this location as requested. Refer to the updated Landscape Plan and Site Plan.

10. Provide a legal description for the Consumers Credit Union lot as specified in Lease Agreement, Exhibit A-2.

Response: The project team understands this requirement. The information will be provided on or before January 17, 2022 as previously discussed with the Village of Arlington Heights representative.

11. All revised plans must include a revision date.

Response: All revised plans are dated for January 10, 2022.

12. Please submit a USB/flash drive containing all revised plans and documents, along with an electronic copy of a response to all review comments.

Response: An electronic version of this submittal is being provided on a USB/flash drive along with the hard copy versions of the responses, drawings, and supporting documents.

13. Appendix coversheet within KLOA study should include a table of contents for appendix documents.

Response: Please refer to the updated KLOA study provided with this submittal.

14. All plans shall be revised per KLOA study to remove perpendicular access into drive through lanes. A small hammerhead shall be incorporated in drive aisle to allow for parking stall egress.

Response: The parking aisle access to the drive through lanes has been eliminated. Please refer to the updated site plans provided with this submittal.

Landscape Comments – Round 1:

1. Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row and increase the size of the proposed trees so that they are a minimum of four inch caliper. For a double row of parking, two four inch caliper shade trees are required.

Response: Tree calipers have been increased to 4”, and tree locations re revised accordingly.

2. Per Chapter 28, Section 6.15 a three foot high screen is required between the public right of way and the parking area. Identify the existing landscaping along Rand Road and infill any gaps with shrubs. In addition, a three foot high screen must be provided along East Jane.

Response: Proposed shrubs are added along Rand Road and Jane Street to provide continuous screening from the parking lot.

3. Please evaluate the location of the transformer. It is recommended that the transformer be located northeast of the current location between the service door and where the building is recessed. Some of the concrete walkway may need to be eliminated to allow for landscaping in order to screen the transformer.

Response: Based on clearance requirements from ComEd and the location of the employee man door shown on the Note Plan, locating the transformer further Northeast as proposed is not ideal. We have included tall grasses and dense evergreen plantings immediately around the transformer location to help screen it from view throughout the year. Refer to the updated Landscape Plan and Site Plan.

4. It is recommended that landscaping such as ornamental grasses be provided in the island that is north of the building and runs east/west.

Response: Ornamental grasses have been added in the north island.

5. The engineering plans identify bio-cells. Please evaluate the proposed landscaping located in the bio-cells. In addition, please identify the bio-cells on the landscape plan.

Response: Biocells have been labeled on the landscape plan, and biocell plantings have been updated.

PLAN COMMISSION PC #21-023
Consumer's Credit Union PUD Amendment
780 E Rand Rd
Round 2

29. The petitioner's response to comment nos. 11, 12, 15, 16, 20, 22, 25, 27 and 28 are acceptable.

30. The petitioner's response to comment no. 13 is noted.
    a) Although the required detention for this site will be accommodated under a separate permit for the entire complex, the development for this site is over 0.5 acre, which would require an MWRD permit. The permit for the modifications to the detention for the entire complex must be issued before the separate permit for this site can be approved. The petitioner shall acknowledge this.
    b) Additional information shall be provided for the volume control facilities for the MWRD, including calculations. This can be addressed at permit.

31. The petitioner's response to comment no. 14 is noted. The Onsite Utility Maintenance Agreement (OUMA) can be addressed at permit.

32. The petitioner's response to comment no. 17 is noted.
    a) Provide the size of the existing and proposed water main.
    b) Valves shall be installed at each connection for pressure testing and chlorination purposes.
    c) Provide a sequence for pressure testing and chlorination.
    d) An IEPA permit will be required for the new water main.
    e) The new water main is located under proposed storm sewer. The storm sewer section shall be constructed of water main quality pipe.
    f) A new volume control facility is shown to be located over a section of the existing water main west of the building. Verify that there will be no conflicts.

33. The petitioner's response to comment no. 18 is noted. Sheet C301 shows only the service to the building.
    a) Show the fire connection.
    b) Provide the size of the water service.

34. The petitioner's response to comment no. 19 is noted.
    a) Minimum size for a sanitary sewer service is 6". Revise the plans accordingly.
    b) The proposed sanitary sewer service is 256 ft in length. For maintenance purposes, the applicant could consider constructing the first section of sanitary sewer from the connection to the existing system to the first clean out as a sanitary sewer main extension, 8" in diameter. This would require a new manhole at the connection and at the western limits to connect to the 6" service. A wye bench will be required in manhole(s). A sewer main extension would also require an MWRD and IEPA permits.
    c) Provide an inspection manhole within 5 ft of the building.

35. The petitioner's response to comment no. 21 is noted.
    a) Show the limits of the heavy-duty pavement on the site plan.
    b) Provide an additional exhibit showing access to the site from the west. This can be addressed at permit.

36. The petitioner's response to comment no. 23 is noted. Payment of the Contribution Ordinance will be required at permit. The petitioner shall acknowledge this.

Public Works:

37. The petitioner's response to comment no. 24 is noted. Please see comment no. 32 for additional comments.

38. The petitioner's response to comment no. 26 is noted. A note shall be added to the plans to address the condition of the existing manholes. This can be addressed at permit.

39. Show the location of the signage for the handicap accessible parking stall. This can be addressed at permit.

40. Provide a detail of the ADA ramp from the handicap accessible parking stall to the front entrance. This should include spot elevations, slopes and dimensions. This can be addressed at permit.

41. The parking stalls around the perimeter of the building can be reduced to 16 ½ ft. This would allow the sidewalk to be widened to better accommodate pedestrians.

42. Final engineering plans will require details and specifications. This can be addressed at permit.

1/19/22

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

AT PERMIT:

OUMA
Volume Control calculations
Contribution Ordinance payment in the amount of $2,566.40 is due at permit
Fire hydrant within 100 ft of connection (verify with Fire Department)

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 19, 2022

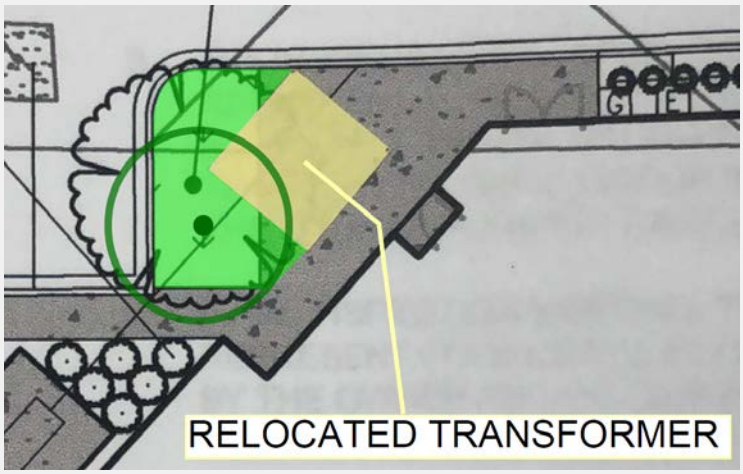
REVIEW ROUND 2

Project: Southpoint PUD Amendment – Consumers Credit Union
950 E. Rand Rd.

Case Number: PC 21-023

15. The response to the following comments is acceptable: #7, #8, and #10 - #14.

16. The response to comment #9 is not acceptable. The transformer shall be relocated as generally shown below, with slight modifications to the greenspace and location of the required shade tree as indicated. Additional landscaping shall be added to the northwest and southwest of the transformer where feasible:



17. Additional coordination between the civil plans and architectural plans is needed in the area shown below:



The civil plans show two additional parking stalls in this area compared to the architectural plans. Please correct so that all plans are consistent.

18. The response to comment #8 is noted. Please verify that the proposed 40' tall pole within the northwest landscape island will maintain 120' separation from all existing poles located to the north. If 120' separation is not provided, please either request a variation and provide a written response to the four criteria for variation approval or revise the plans for compliance.

Traffic Related:

19. Why do some of the Northeast Bound and Southwest Bound movements decrease in delay under future conditions in Table 3 of the KLOA study? Similarly, why is there a decrease in delay under future conditions in Table 2?

20. Relative to the Jane Ave/Beverley Lane and Rand Road intersection, did the 95th percentile queues on the minor legs extend to block any of the adjacent driveways/site entrances? Most notably, did the queue reach/block the entrance into the Southpoint shopping center?

21. Does ITE have a LUC for peak vehicle trips from a Credit Union? If so, how does that compare to the data used in the study that was provided by Consumers Credit Union in Gurnee?

22. All revised plans must include a revision date.

Prepared by: 

Consumer's Credit Union – Southpoint PUD Amendment
780 E. Rand Road
PC #21-023
January 19, 2022

Landscape Comments

1) Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. There are four islands where the code required tree is absent. Please incorporate a tree in the island located in the northwest corner, the center island south of the building (two trees) and in the island east of the building adjacent to the main drive aisle.

2) 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.

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

January 24, 2022

Consumers Credit Union
950 E. Rand Road
Arlington Heights, IL

P.I.N. # 03-20-200-012

Plan Commission Responses – Round 2

PUD Amendment – Round 2:

29. The petitioner's response to comment nos. 11, 12,15, 16, 20, 22, 25, 27, and 28 are acceptable.

    Response: Acknowledged by the project team.

30. The petitioner's response to comment no. 13 is noted.

    a) Although the required detention for this site will be accommodated under a separate permit for the entire complex, the development for this site is over 0.5 acre, which would require an MWRD permit. The permit for the modifications to the detention for the entire complex must be issued before the separate permit for this site can be approved. The petitioner shall acknowledge this.

    b) Additional information shall be provided for the volume control facilities for the MWRD, including calculations. This can be addressed at permit.

    Response: Acknowledged by the project team. Volume control info/calcs to be provided at Permit.

31. The petitioner's response to comment no. 14 is noted. The Onsite Utility Maintenance Agreement (OUMA) can be addressed at permit.

    Response: The Onsite Utility Maintenance Agreement (OUMA) will be addressed during permitting.

32. The petitioner's response to comment no. 17 is noted.

    a) Provide the size of the existing and proposed water main.
    b) Valves shall be installed at each connection for pressure testing and chlorination purposes.
    c) Provide a sequence for pressure testing and chlorination.
    d) An IEPA permit will be required for the new water main.
    e) The new water main is located under proposed storm sewer. The storm sewer section shall be constructed of water main quality pipe.
    f) A new volume control facility is shown to be located over a section of the existing water main west of the building. Verify that there will be no conflicts.

Response:
a. The existing and proposed water sizes have been added to the plans. See the C301 Utility Plan.
b. The valve vault for the 4" line to the building has been shifted to the connection point and called out. Any additional valves on the rerouted 8" water main are to be provided by the Landlord (MJK).
c. The sequence for pressure testing and chlorination is to be provided by MJK.
d. The re-routing of the existing 8" water main will be done by MJK and reflected in our plans. IEPA permit to be obtained by them.
e. The storm sewers crossing the water main are now called out as D.I.
f. The referred volume control facility has been relocated to avoid the existing water main.

33. The petitioner's response to comment no. 18 is noted. Sheet C301 shows only the service to the building.

    a) Show the fire connection.
    b) Provide the size of the water service.

    Response: A callout has been added for the FDC located by the building entrance. The size of the proposed water service has been added to a callout (4").

34. The petitioner's response to comment no. 19 is noted.

    a) Minimum size for a sanitary sewer is 6". Revise the plans accordingly.
    b) The proposed sanitary sewer service is 256 ft in length. For maintenance purposes, the applicant could consider constructing the first section of sanitary sewer from the connection to the existing system to the first clean out as a sanitary sewer main extension, 8" in diameter. This would require a new manhole at the connection and at the western limits to connect to the 6" service. A wye bench would be required in manhole(s). A sewer main extension would also require an MWRD and IEPA permits.
    c) Provide an inspection manhole within 5 ft of the building.

    Response:
    a. The sanitary sewer has been adjusted to be 6".
    b. The sanitary sewer is designed to be 6" for the full run. A MWRD permit is to be obtained.
    c. An inspection manhole has been added to the sanitary line.

35. The petitioner's response to comment no. 21 is noted.

    a) Show the limits of the heavy-duty pavement on the site plan.
    b) Provide an additional exhibit showing access to the site from the west. This can be addressed at permit.

    Response: See the C101 Site Plan and the EX-FT Fire Truck Exhibit for the limits of the heavy-duty pavement. The additional exhibit is to be provided at permit.

36. The petitioner's response to comment no. 23 is noted. Payment of the Contribution Ordinance will be required at permit. The petitioner shall acknowledge this.

Response: Acknowledged by the project team. This fee will be paid during the permitting process.

Public Works – Round 2:

37. The petitioner's response to comment no. 24 is noted. Please see comment no. 32 for additional comments.

    Response: See response for comment no. 32.

38. The petitioner's response to comment no. 26 is noted. A note shall be added to the plans to address the condition of the existing manholes. This can be addressed at permit.

    Response: Note to be added to plans for Permit.

39. Show the location of the signage for the handicap accessible parking stall. This can be addressed at permit.

    Response: ADA parking signage is called out in the C101 Site Plan.

40. Provide a detail of the ADA ramp from the handicap accessible parking stall to the front entrance. This should include spot elevations, slopes, and dimensions. This can be addressed at permit.

    Response: The ADA parking area has been designed to be flush with the sidewalk. The curb line then transitions into a 6" curb. See the C201 Grading Plan. Additionally, concrete curb stops have been added to the parking spaces in front of the building.

41. The parking stalls around the perimeter of the building can be reduced to 16 ½ ft. This would allow the sidewalk to be widened to better accommodate pedestrians.

    Response: These parking stalls have been reduced to 16'-6" and the sidewalk has been widened.

42. Final engineering plans will require details and specifications. This can be addressed at permit.

    Response: Final details and specifications will be included in the Permit Set.

At Permit:

1. OUMA
2. Volume Control calculations
3. Contribution Ordinance payment in the amount of $2,566.40 is due at permit.
4. Fire hydrant within 100 ft of connection (verify with Fire Department)

Response: All four items listed above will be addressed during permitting.

Arlington Heights Fire Department General Comments – Round 2:

The Fire Department has no additional comments at this time.

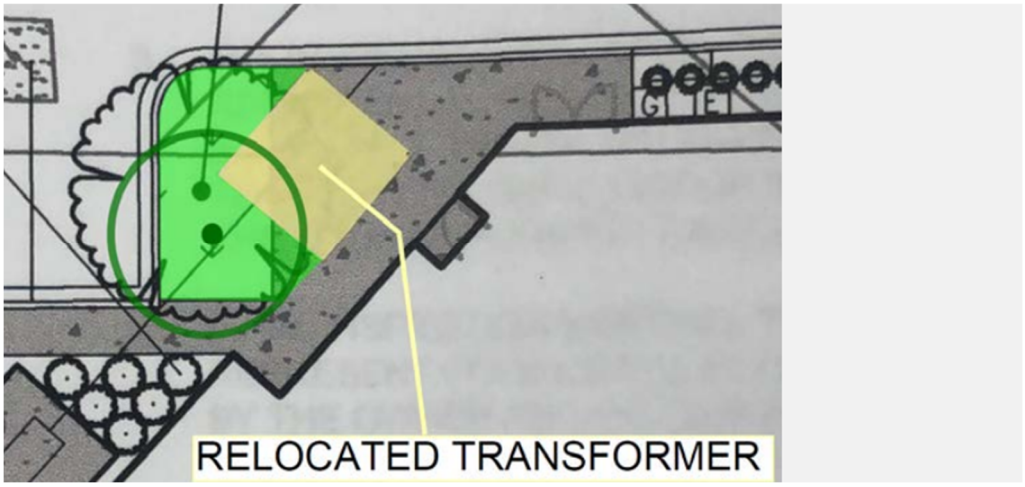
Response: Acknowledged by the project team

Planning & Community Development Dept. Review – Round 2:

15. The response to the following comments is acceptable: #7, #8, and #10 - #14.

    Response: Acknowledged by the project team

16. The response to comment #9 is not acceptable. The transformer shall be relocated as generally shown below, with slight modifications to the greenspace and location of the required shade tree as indicated. Additional landscaping shall be added to the northwest and southwest of the transformer where feasible:



    Response: As requested, the transformer and pad have been relocated northeast of its previous location. Refer to the updated plans included in this submittal package.

17. Additional coordination between the civil plans and architectural plans is needed in the area shown below:



The civil plans show two additional parking stalls in this area compared to the architectural plans. Please correct so that all plans are consistent.

Response: Plans have been updated to be consistent. See the C101 Site Plan for updated site layout.

18. The response to comment #8 is noted. Please verify that the proposed 40' tall pole within the northwest landscape island will maintain 120' separation from all existing poles located to the north. If 120' separation is not provided, please either request a variation and provide a written response to the four criteria for variation approval or revise the plans for compliance.

    Response: The location of the proposed pole light will be located 120' from any existing pole fixtures to the north. Refer to sheet E000 for revised light fixture location in the northwest landscape island.

Traffic Related:

19. Why do some of the Northeast Bound and Southwest Bound movements decrease in delay under future conditions in Table 3 of the KLOA study? Similarly, why is there a decrease in delay under future conditions in Table 2?

Response: Based on the current methodology of analyzing fully actuated traffic signals, a traffic signal will react and adjust to traffic demand/volumes. Given the parameters inputted in the capacity analyses (minimum green time and maximum green time) as shown in the signal timings provided by the Illinois Department of Transportation, the traffic signal will react to the additional traffic by very often allocating the maximum allowable green time to the minor street. Under existing conditions, the maximum green time is probably not triggered very often due to the lower volumes. As such, it is common and correct that under future conditions, the delay for the minor legs may be less than existing conditions.

20. Relative to the Jane Ave/Beverley Lane and Rand Road intersection, did the 95th percentile queues on the minor legs extend to block any of the adjacent driveways/site entrances? Most notably, did the queue reach/block the entrance into the Southpoint shopping center?

    Response: Based on a review of the capacity analyses, the queues will extend approximately 50 to 75 feet past the internal access drive intersection with Jane Avenue. Inspection of the area indicates there is a "Do Not Block Driveway" sign on Jane Avenue before approaching its intersection with the existing shopping center driveway. This projected queue is expected given that the majority of the green time is allocated to Rand Road and something that most likely occurred when the shopping center was fully occupied. Given that the increase in traffic is due to the assumption of the shopping center being fully occupied, these queues will occur internally within the center. Furthermore, based on the results of the capacity analyses, the 95th percentile queues will not extend to or beyond the first internal parking drive aisle.

21. Does ITE have a LUC for peak vehicle trips from a Credit Union? If so, how does that compare to the data used in the study that was provided by Consumers Credit Union in Gurnee?

    Response: The ITE Trip Generation Manual, 11th Edition does not have data for a credit union. As discussed in the traffic study, given that credit unions normally operate on a membership basis, a credit union will generate less traffic than a regular drive-through bank. Table 1 below shows a comparison of the estimated trips for a regular drive-through bank versus those for a credit union based on the Gurnee location.

Table 1
PROJECTED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Credit Union (3,460 s.f.)[1]	20	20	40	25	25	50	30	30	60
Drive-Through Bank (3,460 s.f.) LUC 912	16	10	26	40	41	81	41	42	83

1 – Based on transaction data of a similar facility provided by the Credit Union

As can be seen, a credit union generates more traffic during the weekday morning peak hour, approximately 38 percent less traffic during the weekday evening peak hour, and approximately 27 percent less traffic during the Saturday midday peak hour.

22. All revised plans must include a revision date.

    Response: Revised plans are dated for January 24, 2022.

Landscape Comments – Round 2:

1. Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. There are four islands where the code required tree is absent. Please incorporate a tree in the island located in the northwest corner, the center island south of the building (two trees) and in the island east of the building adjacent to the main drive aisle.

   Response: Trees have been added in the four requested locations. Refer to landscape plans.

2. 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.

   Response: Noted.

SHIVEHATTERY
ARCHITECTURE + ENGINEERING

January 24, 2022

Consumers Credit Union
950 E. Rand Road
Arlington Heights, IL

P.I.N. # 03-20-200-012

Plan Commission Responses – Round 2

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The Fire Department has no additional comments at this time.

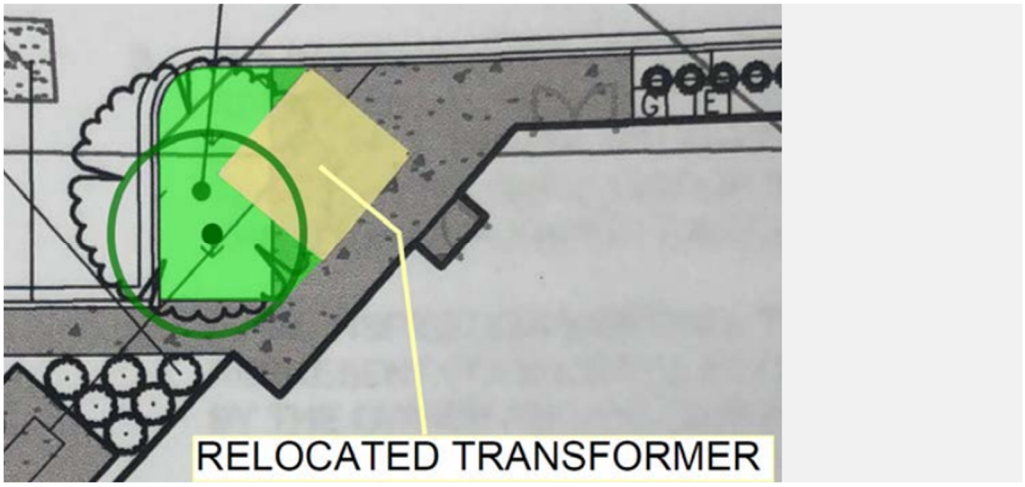
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Planning & Community Development Dept. Review – Round 2:

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19. Why do some of the Northeast Bound and Southwest Bound movements decrease in delay under future conditions in Table 3 of the KLOA study? Similarly, why is there a decrease in delay under future conditions in Table 2?

Response: Based on the current methodology of analyzing fully actuated traffic signals, a traffic signal will react and adjust to traffic demand/volumes. Given the parameters inputted in the capacity analyses (minimum green time and maximum green time) as shown in the signal timings provided by the Illinois Department of Transportation, the traffic signal will react to the additional traffic by very often allocating the maximum allowable green time to the minor street. Under existing conditions, the maximum green time is probably not triggered very often due to the lower volumes. As such, it is common and correct that under future conditions, the delay for the minor legs may be less than existing conditions.

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SHIVEHATTERY
ARCHITECTURE + ENGINEERING

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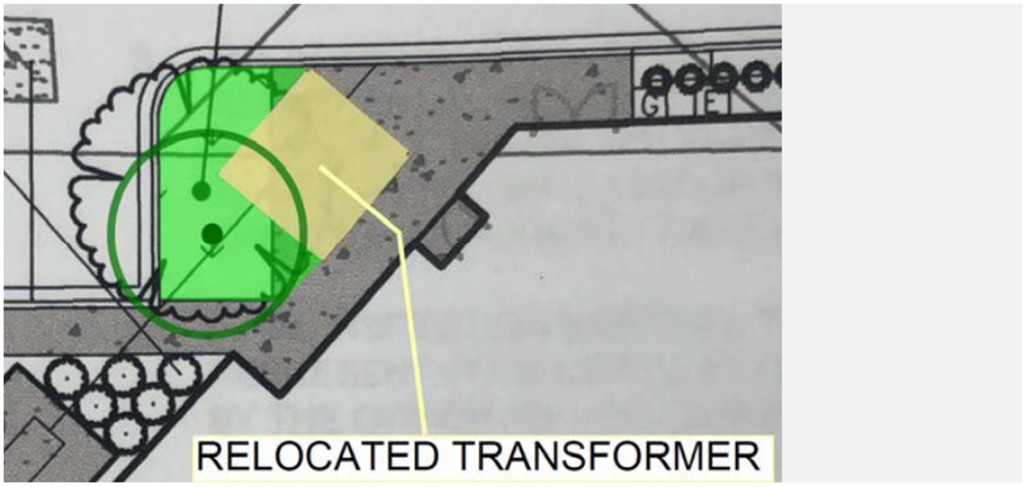
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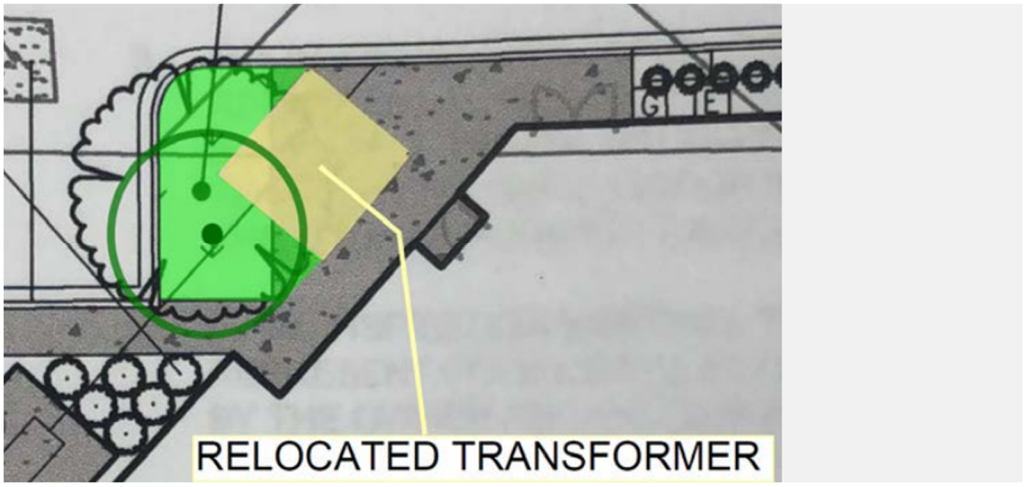
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40. Provide a detail of the ADA ramp from the handicap accessible parking stall to the front entrance. This should include spot elevations, slopes, and dimensions. This can be addressed at permit.

    Response: The ADA parking area has been designed to be flush with the sidewalk. The curb line then transitions into a 6" curb. See the C201 Grading Plan. Additionally, concrete curb stops have been added to the parking spaces in front of the building.

41. The parking stalls around the perimeter of the building can be reduced to 16 ½ ft. This would allow the sidewalk to be widened to better accommodate pedestrians.

    Response: These parking stalls have been reduced to 16'-6" and the sidewalk has been widened.

42. Final engineering plans will require details and specifications. This can be addressed at permit.

    Response: Final details and specifications will be included in the Permit Set.

At Permit:

1. OUMA
2. Volume Control calculations
3. Contribution Ordinance payment in the amount of $2,566.40 is due at permit.
4. Fire hydrant within 100 ft of connection (verify with Fire Department)

Response: All four items listed above will be addressed during permitting.

Arlington Heights Fire Department General Comments – Round 2:

The Fire Department has no additional comments at this time.

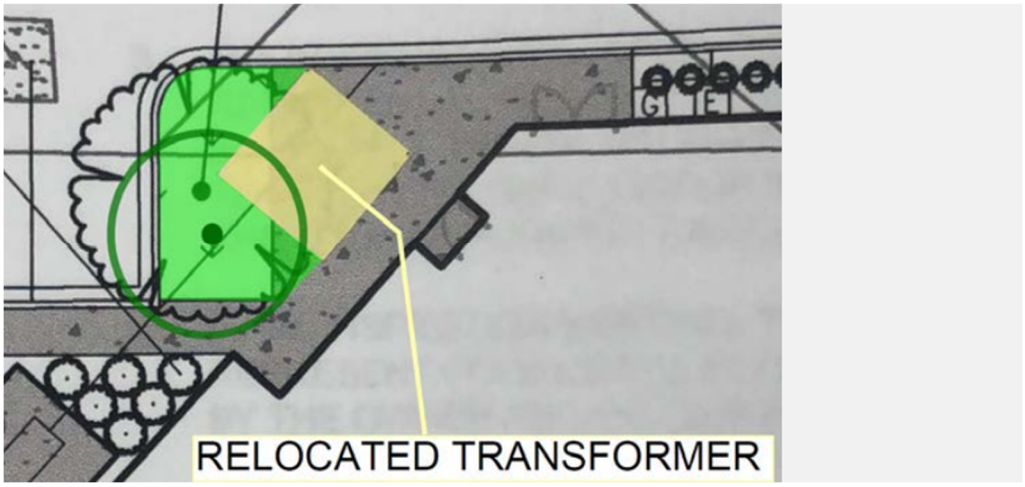
Response: Acknowledged by the project team

Planning & Community Development Dept. Review – Round 2:

15. The response to the following comments is acceptable: #7, #8, and #10 - #14.

    Response: Acknowledged by the project team

16. The response to comment #9 is not acceptable. The transformer shall be relocated as generally shown below, with slight modifications to the greenspace and location of the required shade tree as indicated. Additional landscaping shall be added to the northwest and southwest of the transformer where feasible:



    Response: As requested, the transformer and pad have been relocated northeast of its previous location. Refer to the updated plans included in this submittal package.

17. Additional coordination between the civil plans and architectural plans is needed in the area shown below:



The civil plans show two additional parking stalls in this area compared to the architectural plans. Please correct so that all plans are consistent.

Response: Plans have been updated to be consistent. See the C101 Site Plan for updated site layout.

18. The response to comment #8 is noted. Please verify that the proposed 40' tall pole within the northwest landscape island will maintain 120' separation from all existing poles located to the north. If 120' separation is not provided, please either request a variation and provide a written response to the four criteria for variation approval or revise the plans for compliance.

    Response: The location of the proposed pole light will be located 120' from any existing pole fixtures to the north. Refer to sheet E000 for revised light fixture location in the northwest landscape island.

Traffic Related:

19. Why do some of the Northeast Bound and Southwest Bound movements decrease in delay under future conditions in Table 3 of the KLOA study? Similarly, why is there a decrease in delay under future conditions in Table 2?

Response: Based on the current methodology of analyzing fully actuated traffic signals, a traffic signal will react and adjust to traffic demand/volumes. Given the parameters inputted in the capacity analyses (minimum green time and maximum green time) as shown in the signal timings provided by the Illinois Department of Transportation, the traffic signal will react to the additional traffic by very often allocating the maximum allowable green time to the minor street. Under existing conditions, the maximum green time is probably not triggered very often due to the lower volumes. As such, it is common and correct that under future conditions, the delay for the minor legs may be less than existing conditions.

20. Relative to the Jane Ave/Beverley Lane and Rand Road intersection, did the 95th percentile queues on the minor legs extend to block any of the adjacent driveways/site entrances? Most notably, did the queue reach/block the entrance into the Southpoint shopping center?

    Response: Based on a review of the capacity analyses, the queues will extend approximately 50 to 75 feet past the internal access drive intersection with Jane Avenue. Inspection of the area indicates there is a "Do Not Block Driveway" sign on Jane Avenue before approaching its intersection with the existing shopping center driveway. This projected queue is expected given that the majority of the green time is allocated to Rand Road and something that most likely occurred when the shopping center was fully occupied. Given that the increase in traffic is due to the assumption of the shopping center being fully occupied, these queues will occur internally within the center. Furthermore, based on the results of the capacity analyses, the 95th percentile queues will not extend to or beyond the first internal parking drive aisle.

21. Does ITE have a LUC for peak vehicle trips from a Credit Union? If so, how does that compare to the data used in the study that was provided by Consumers Credit Union in Gurnee?

    Response: The ITE Trip Generation Manual, 11th Edition does not have data for a credit union. As discussed in the traffic study, given that credit unions normally operate on a membership basis, a credit union will generate less traffic than a regular drive-through bank. Table 1 below shows a comparison of the estimated trips for a regular drive-through bank versus those for a credit union based on the Gurnee location.

Table 1
PROJECTED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Credit Union (3,460 s.f.)[1]	20	20	40	25	25	50	30	30	60
Drive-Through Bank (3,460 s.f.) LUC 912	16	10	26	40	41	81	41	42	83

1 – Based on transaction data of a similar facility provided by the Credit Union

As can be seen, a credit union generates more traffic during the weekday morning peak hour, approximately 38 percent less traffic during the weekday evening peak hour, and approximately 27 percent less traffic during the Saturday midday peak hour.

22. All revised plans must include a revision date.

    Response: Revised plans are dated for January 24, 2022.

Landscape Comments – Round 2:

1. Per Chapter 28, Section 6.15, a four inch caliper shade tree is required at the ends of all parking rows. Please incorporate a tree at the end of each parking row. There are four islands where the code required tree is absent. Please incorporate a tree in the island located in the northwest corner, the center island south of the building (two trees) and in the island east of the building adjacent to the main drive aisle.

   Response: Trees have been added in the four requested locations. Refer to landscape plans.

2. 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.

   Response: Noted.

PLAN COMMISSION PC #21-023
Consumer's Credit Union PUD Amendment
780 E Rand Rd
Round 3

43. The petitioner's response to comment nos. 30, 31, 33, 34, 35, 36, 37, 38, 41 and 42 are acceptable.

44. The petitioner's response to comment no. 32 is noted. The valve vaults for the rerouted water main, IEPA permit, and sequence for pressure testing and chlorination can be addressed at permit.

45. The petitioner's response to comment no. 39 is noted. The placement of the sign shall be in compliance with the Illinois Accessibility Code and placed in the center of the parking space. This can be addressed at permit.

46. The petitioner's response to comment no. 40 is noted. Additional spot elevations and slopes shall be provided for the sidewalk ramp. This can be addressed at permit

47. The sanitary sewer clean out in the parking lot is not capable of handling traffic loads. Replace with a manhole. This can be addressed at permit.

7/1/22

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

Planning & Community Development Dept. Review

February 2, 2022

REVIEW ROUND 3

Project: Southpoint PUD Amendment – Consumers Credit Union
950 E. Rand Rd.

Case Number: PC 21-023

23. The response to the following comments is acceptable: #15, #16, #17, #18, #19, #21, and #22.

24. The response to comment #20 is noted. During the onsite observations of existing traffic conditions, did the queue extend back to block the Jane Avenue/Southpoint entrance drive intersection at any point? The landlord must be made aware of the potential stacking issue and should monitor the intersection upon completion of this project. If stacking/backups become a significant problem, the property owner should analyze and propose potential improvements. Future redevelopment in Southpoint must take into account potential stacking issues in this location.

25. Please be aware that any approval of this application will be conditional upon the following:

    No Village permit will be issued for this site until the MWRD and Village permits are issued for the work needed on the existing detention basin as required under PC #21-018 Southpoint Outlot PUD Amendment (Chipotle project).

Prepared by: Sam Hubbard

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-023
Petitioner: Shive-Hattery
57 Franklin Street, Suite 201
Valparaiso, IN 46383
Owner: MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093
Contact Person: Crystal Holowell
Address: 57 Franklin Street, Suite 201
Valparaiso, IN 46383
Phone #: 219-476-1438
Fax #: 219-476-1401
E-Mail: cholowell@shive-hattery.com

P.I.N.# 03-20-200-012
Location: 780 E. Rand Rd., Arlington Heights
Rezoning: _____ Current: B3 Proposed: _____
Subdivision: _____
# of Lots: 1 Current: 1 Proposed: 1
PUD: ✔ For: Amendment
Special Use: ✔ For: Drive-Through
Land Use Variation: _____ For: _____

Land Use: _____ Current: Parking Lot
Proposed: Credit Union
Site Gross Area: 70,000 square feet
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	X	
2. Complies with Landscape Plan Ordinance	X	
3. Parkway Tree Fee Required (See below.)	X	

Comments:

No COMMENTS

Coordinator 2/2/22 Date

PLAN COMMISSION PC #21-023
Consumer's Credit Union PUD Amendment
780 E Rand Rd
Round 3

43. The petitioner's response to comment nos. 30, 31, 33, 34, 35, 36, 37, 38, 41 and 42 are acceptable. Acknowledged- Shive-Hattery 2/4/22
44. The petitioner's response to comment no. 32 is noted. The valve vaults for the rerouted water main, IEPA permit, and sequence for pressure testing and chlorination can be addressed at permit. Acknowledged- Shive-Hattery 2/4/22
45. The petitioner's response to comment no. 39 is noted. The placement of the sign shall be in compliance with the Illinois Accessibility Code and placed in the center of the parking space. This can be addressed at permit. Acknowledged- Shive-Hattery 2/4/22
46. The petitioner's response to comment no. 40 is noted. Additional spot elevations and slopes shall be provided for the sidewalk ramp. This can be addressed at permit Acknowledged- Shive-Hattery 2/4/22

47. The sanitary sewer clean out in the parking lot is not capable of handling traffic loads. Replace with a manhole. This can be addressed at permit. Acknowledged- Shive-Hattery 2/4/22

2/1/22

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

Planning & Community Development Dept. Review

February 2, 2022

REVIEW ROUND 3

Project: Southpoint PUD Amendment – Consumers Credit Union
950 E. Rand Rd.

Case Number: PC 21-023

23. The response to the following comments is acceptable: #15, #16, #17, #18, #19, #21, and #22.
    Acknowledged- Shive-Hattery 2/4/22
24. The response to comment #20 is noted. During the onsite observations of existing traffic conditions, did the queue extend back to block the Jane Avenue/Southpoint entrance drive intersection at any point? The landlord must be made aware of the potential stacking issue and should monitor the intersection upon completion of this project. If stacking/backups become a significant problem, the property owner should analyze and propose potential improvements. Future redevelopment in Southpoint must take into account potential stacking issues in this location. See response below from KLOA.

25. Please be aware that any approval of this application will be conditional upon the following:

    No Village permit will be issued for this site until the MWRD and Village permits are issued for the work needed on the existing detention basin as required under PC #21-018 Southpoint Outlot PUD Amendment (Chipotle project). Acknowledged- Shive-Hattery 2/4/22

Prepared by: Sam Hubbard

Response to comment #24:
Based on our field observations of existing conditions, outbound traffic from Jane Avenue backed up to the Southpoint entrance drive only once during the morning peak hour. As previously explained, given that the traffic signal is fully actuated, Jane Avenue is currently not receiving all of the green time that it could probably receive. As such, it is possible that under future conditions the future traffic volumes will trigger the maximum amount of green time allocated within the traffic controller program and the queues might not be as long as those calculated by the capacity analysis software. Please note that the Credit Union alone would not exacerbate these queues as they will only be contributing about one 26 additional outbound trips during the morning peak hour. This translates into approximately one additional vehicle every 2.3 minutes. However, it is understood and agreed that as the shopping center continues to be redeveloped, periodic monitoring of the operation of this intersection should be conducted to determine if any potential modifications are necessary to address the potential stacking issues at this location.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-023
Petitioner: Shive-Hattery
57 Franklin Street, Suite 201
Valparaiso, IN 46383
Owner: MJK Real Estate Holding Company
1622 Willow Road, Suite 201
Northfield, IL 60093
Contact Person: Crystal Holowell
Address: 57 Franklin Street, Suite 201
Valparaiso, IN 46383
Phone #: 219-476-1438
Fax #: 219-476-1401
E-Mail: cholowell@shive-hattery.com

P.I.N.# 03-20-200-012
Location: 780 E. Rand Rd., Arlington Heights
Rezoning: _____ Current: B3 Proposed: _____
Subdivision: _____
# of Lots: 1 Current: 1 Proposed: 1
PUD: ✔ For: Amendment
Special Use: ✔ For: Drive-Through
Land Use Variation: _____ For: _____

Land Use: _____ Current: Parking Lot
Proposed: Credit Union
Site Gross Area: 70,000 square feet
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	X	
2. Complies with Landscape Plan Ordinance	X	
3. Parkway Tree Fee Required (See below.)	X	

Comments:

No COMMENTS

Coordinator 2/2/22 Date

PLAN COMMISSION PROJECT TIMELINE

Project Name: Consumer's Credit Union
PC Number: 21-023
Location: 950 E. Rand Road

Requested Action:

1. Amendment to Planned Unit Development (PUD) Ordinance #90-014 to allow modifications to the Southpoint PUD to enable construction of a bank building.
2. Special Use Permit approval for a 3,460 square foot bank with a drive-through

	Date	# of Business Days
Petitioner Provides Plans needed for CPRC	09/10/21	
Conceptual Plan Review Meeting (CPRC)	10/13/21	23
Awaiting Petitioner PC Application	12/03/21	34
PC Application Submittal Date	12/03/21	-
1st Round Department Comments	12/21/21	12
Petitioner's Response – 1st Round	01/10/22	11
2nd Round Department Comments	01/19/22	7
Petitioner's Response – 2nd Round	01/26/22	12
3rd Round Department Comments	02/02/22	6
Petitioner's Response – 3rd Round	02/04/22	2
PC Hearing	02/09/22	44 days from application date
Village Board	02/21/22	8
Potential Village Board Ord. Adoption	03/07/22	10

Village Board
2/21/2022

Item: Discussion of Adult Use Cannabis Pilot Program

Department: Village Manager's Office

Discussion of Adult Use Cannabis Pilot Program

In August 2020, the Village Board adopted ordinances to allow a pilot program for adult use cannabis and creating an adult use cannabis tax. In December 2021, the Board extended the pilot through March 2022.

The purpose of the pilot program was to be able to evaluate the operation of the adult use cannabis operation as it related to impact upon the police department, as well as parking and traffic. The operator, Verilife, located at Golf and Arlington Heights Road, provided a parking and traffic study pre-operation as well as during this pilot time period. The Planning Community Development Department along with Public Works Engineering division and the Police Department, reviewed these traffic studies and concurred with its findings, that parking in traffic impact increases were not significant. Level of service at the full access drive on Arlington Heights Road was impacted, however, the level of service remained at level of Service F (which it was prior to the opening of the facility). A summary of the parking study findings have been attached.

With respect to parking, there were no observed significant parking issues at peak parking demand. Peak parking counts pre-recreational sales in August 2020 were 164 vehicles compared to 163 vehicles in April 2021 and again in May 2021 with a peak parking count of 175 vehicles. The Police Department also have seen no rise in calls for service at this location or any direct bearing on police activity in the surrounding area.

The existing operator, Verilife, is requesting that the pilot program be made permanent. Staff recommends that Cannabis sales should be allowed on a permanent basis but would like feedback from the Board on how and where Cannabis should be allowed going forward in Arlington Heights. If the Board agrees that Cannabis sales should continue on a permanent basis, there are number of possible paths the Village can take.

In October 2019, a report was provided to the Village Board outlining some

options which included allowing Verilife (the medical cannabis operator at the time) to sell adult use cannabis, to allow the sale of cannabis more broadly in the community, or to allow up to three adult use cannabis facilities in Arlington Heights. That report has been included for your reference. Staff is seeking feedback from the Board at the February 21st meeting on which of these paths (or any other concepts) to take for finalizing an ordinance for approval. Once direction from the Board is given, Staff will update the current drafts of the ordinances for approval at a Board meeting in March.

Recommendation:
Provide direction and feedback to Village Staff on the issue of the Cannabis Pilot Program.

1. Direct Staff to prepare and finalize an ordinance to allow adult use cannabis as a permanent use at the current location only; or
2. Direct Staff to prepare and finalize an ordinance to allow adult use cannabis at any appropriate zoned location that is not within 1,000 feet of the various uses outlined by Staff in the 2019 Staff report; or
3. Direct Staff to prepare and finalize an ordinance to allow adult use cannabis as a permanent use with no more than three facilities within the village, one may be located south of Central Road, one may be located north of Central Road but south of Hintz Road and one located north of Hintz Road. No adult use cannabis may be located in the downtown district.

ATTACHMENTS:

Description	**Type**
Adult Use Cannabis Memo & Ordinances	Memorandum
Verilife Parking Summary	Report

Legal Department

Memo

To: Randy Recklaus, Village Manager

From: Robin R. Ward, In-House Counsel

Date: October 17, 2019

Re: Draft Ordinances - Regulation of Adult Use Cannabis

Attached are three ordinances proposing regulations for adult-use cannabis. Keep in mind that the Village cannot outlaw adult use cannabis and cannot adopt special licensing requirements.

Ordinance A: This ordinance amends the Code to prohibit all types of adult-use cannabis business establishments. This ordinance is straightforward.

Ordinance B: This ordinance sets forth proposed Code amendments, most significantly creating an article in the Code related to cannabis businesses. Any or all of the specific proposals can be changed if the Board wants different parameters.

As drafted, only dispensaries would be permitted – all other adult use cannabis businesses would be prohibited. The ordinance prohibits on-premises consumption.

The proposed ordinance sets a limit of no more than three dispensaries. There could only be one in each of three designated areas: south of Central, between Central and Hintz but not in the B-5, and north of Hintz. Further, dispensaries could not be located within 1000 feet of schools and parks. There is a map after Ordinance B which shows these proposed location limits for dispensaries. They would be permitted uses in the B-2 and B-3 zoning districts.

There are several reasons Staff is suggesting that dispensaries, if permitted by the Board, be a permitted use, not a special use:

1. Liquor stores and drug stores are both permitted uses in the B-2 and B-3 districts. There are significantly more regulations related to the sale of cannabis than either liquor or prescription drugs. As so many factors are already regulated by the State for cannabis dispensaries, including security, hours of operation, manner of sale, advertising, packaging, etc., there are no obvious local issues for which a special use could be conditioned. Pursuant to State law, dispensaries can only be open between the hours of 6:00 a.m. and 10:00 p.m.

2. By the time any ordinance is adopted permitting the sale of cannabis in the Village, there will have been several public discussions on the subject, including a public hearing at the Plan Commission for certain necessary amendments to the Zoning Code, making a public hearing for a special use seem potentially redundant.

3. Assuming the Village Board limits the number of cannabis dispensaries to two or three as well as the other proposed location limitations, there will already be

established limitations on where dispensaries can go, essentially already determining that dispensaries in those areas are acceptable.

Ordinance B also contains proposed amendments to Chapter 28 (Zoning Code) but those are limited to adding appropriate definitions and adding adult use cannabis dispensaries to the Permitted Use Table. That process will include a public hearing before the Plan Commission, with a scope limited to those two proposed amendments. The proposed Chapter 28 amendments would only be presented to the Plan Commission if the Village Board decided to move forward with permitting adult use business establishments.

Ordinance C: This ordinance, which is only necessary to be considered if Ordinance B is moved forward, proposes a 3% tax on the retail sale of adult use cannabis. This is the maximum permitted by the State law.

Conclusion

At this time, in order to ensure that the Village makes its own determination as to regulations related to cannabis businesses prior to January 1, the Committee-of-the-Whole needs to determine which ordinance(s), it wants to recommend the Village Board adopt.

AN ORDINANCE AMENDING CHAPTER 7 THE MUNICIPAL CODE OF THE VILLAGE OF ARLINGTON HEIGHTS

WHEREAS, the Village of Arlington Heights has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs and that protect the public health, safety and welfare of its citizens; and

WHEREAS, this Ordinance is adopted pursuant to the provisions of the Illinois Cannabis Regulation and Tax Act, Public Act 101-0027, which provides that the Village has the authority to prohibit adult-use cannabis business establishments; and

WHEREAS, the Village has determined that the operation of cannabis business establishments would present adverse impacts upon the health, safety and welfare of the residents, and additional costs, burdens and impacts upon law enforcement and regulatory operations of the Village; and

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Arlington Heights as follows:

SECTION ONE: That Chapter 7, Other Village Government Provisions, of the Arlington Heights Municipal Code, is as follows by the addition of the following new Article XVI:

ARTICLE XVI Cannabis Business Establishments Prohibited

Section 7-1601 Definitions. For purposes of this Article, the following definitions shall apply:

a. Adult-Use Cannabis Business Establishment. A cultivation center, craft grower, processing organization, infuser organization, dispensing organization or transporting organization.

b. Adult-Use Cannabis Craft Grower. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to cultivate, dry, cure and package cannabis and perform other necessary activities to make cannabis available for sale at a dispensing organization or use at a processing organization, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

c. Adult-Use Cannabis Cultivation Center. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to cultivate, process, transport and perform necessary activities to provide cannabis and cannabis-infused products to licensed cannabis business establishments, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

d. Adult-Use Cannabis Dispensing Organization. A facility operated by an organization or business that is licensed by the Illinois Department of Financial and Professional Regulation to acquire cannabis from licensed cannabis business establishments for the purpose of selling or dispensing cannabis, cannabis-infused products, cannabis seeds, paraphernalia or related supplies to purchasers or to qualified registered medical cannabis

patients and caregivers, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

e. Adult-Use Cannabis Infuser Organization or Infuser. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to directly incorporate cannabis or cannabis concentrate into a product formulation to produce a cannabis-infused product, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

f. Adult-Use Cannabis Processing Organization or Processor. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to either extract constituent chemicals or compounds to produce cannabis concentrate or incorporate cannabis or cannabis concentrate into a product formulation to produce a cannabis product, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

g. Adult-Use Cannabis Transporting Organization or Transporter. An organization or business that is licensed by the Illinois Department of Agriculture to transport cannabis on behalf of a cannabis business establishment or a community college licensed under the Community College Cannabis Vocational Training Pilot Program, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

h. Person. Any person, firm, corporation, association, club, society or other organization, including any owner, manager, proprietor, employee, volunteer or agent.

Section 7-1602 Cannabis Business Establishments Prohibited. The following Adult-Use Cannabis Business Establishments are prohibited. No person shall locate, operate, own, suffer, allow to be operated or aide, abet or assist in the operation within the Village of any of the following:

Adult-Use Cannabis Craft Grower
Adult-Use Cannabis Cultivation Center
Adult-Use Cannabis Dispensing Organization
Adult-Use Cannabis Infuser Organization or Infuser
Adult-Use Cannabis Processing Organization or Processor
Adult-Use Cannabis Transporting Organization or Transporter

Section 7-1603 Public Nuisance Declared. Operation of any prohibited Cannabis Business Establishment within the Village in violation of the provisions of this Article is hereby declared a public nuisance and shall be abated pursuant to all available remedies.

Section 7-1604 Violations. Violations of this Article may be enforced in accordance with the provisions of Section 1-501 of this Code.

SECTION TWO: If any provision of this Ordinance, or the application of any provision of this Ordinance, is held unconstitutional or otherwise invalid, such occurrence shall not affect other provisions of this Ordinance, or their application, that can be given effect without the

unconstitutional or invalid provision or its application. Each unconstitutional or invalid provision, or application of such provision, is severable, unless otherwise provided by this Ordinance.

SECTION THREE: That this Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

AYES:

NAYS:

PASSED AND APPROVED this ___ day of _____ 2019.

_____
Village President

ATTEST:

_____
Village Clerk

AN ORDINANCE AMENDING CHAPTERS 12 AND 28 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE TO PROVIDE FOR THE RETAIL SALE OF RECREATIONAL CANNABIS

WHEREAS, the Village of Arlington Heights is a home rule unit of local government, pursuant to Article 7, Section 6 of the 1970 Constitution of the State of Illinois and, as a home rule unit, the Village may exercise any power and perform any functions pertaining to its government and affairs; and

WHEREAS, pursuant to the Act, the Village may enact reasonable zoning ordinances or resolutions not in conflict with the Act, regulating cannabis business establishments, including rules adopted governing the time, place, manner and number of cannabis business establishments, and minimum distance limitations between cannabis business establishments and locations the City/Village deems sensitive; and

WHEREAS**,** on _____, the Village Board considered amendments to the Municipal Code to provide regulations for businesses related to adult-use cannabis facilities within the Village; and

WHEREAS, pursuant to notice, on _____, the Plan Commission, in Petition Number _____, conducted a public concerning the proposed amendments to Chapter 28 of the Municipal Code and has recommended adoption of the proposed amendments to the President and Board of Trustees; and

WHEREAS, the President and Board of Trustees have determined that amendments to Chapters 7, 8, 12, and 28 of the Arlington Heights Municipal Code is in the best interests of the Village of Arlington Heights,

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

SECTION ONE: That Chapter 12 of the Municipal Code of the Village of Arlington Heights is hereby amended by renumbering Article XX Penalties to Article XXI and adding the following new Article XX Adult Use Cannabis Dispensaries, which shall read as follows:

Article XX Adult-Use Cannabis Dispensaries

Section 12-2001 Definition. Unless otherwise expressly stated, the following terms, phrases, and words shall have the meanings set forth below:

a. Act. Cannabis Regulation and Tax Act (Public Act 101-0027, 410 ILCS 705/1 et seq.).

b. Adult-Use Cannabis Business Establishment. A cultivation center, craft grower, processing organization, infuser organization, dispensing organization or transporting organization.

c. Adult-Use Cannabis Craft Grower. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to cultivate, dry, cure and package cannabis and perform other necessary activities to make cannabis available for sale at a dispensing organization or use at a processing organization, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

d. Adult-Use Cannabis Cultivation Center. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to cultivate, process, transport and perform necessary activities to provide cannabis and cannabis-infused products to licensed cannabis business establishments, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

e. Adult-Use Cannabis Dispensing Organization. A facility operated by an organization or business that is licensed by the Illinois Department of Financial and Professional Regulation to acquire cannabis from licensed cannabis business establishments for the purpose of selling or dispensing cannabis, cannabis-infused products, cannabis seeds, paraphernalia or related supplies to purchasers or to qualified registered medical cannabis patients and caregivers, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

f. Adult-Use Cannabis Infuser Organization or Infuser. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to directly incorporate cannabis or cannabis concentrate into a product formulation to produce a cannabis-infused product, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

g. Adult-Use Cannabis Processing Organization or Processor. A facility operated by an organization or business that is licensed by the Illinois Department of Agriculture to either extract constituent chemicals or compounds to produce cannabis concentrate or incorporate cannabis or cannabis concentrate into a product formulation to produce a cannabis product, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

h. Adult-Use Cannabis Transporting Organization or Transporter. An organization or business that is licensed by the Illinois Department of Agriculture to transport cannabis on behalf of a cannabis business establishment or a community college licensed under the Community College Cannabis Vocational Training Pilot Program, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

Section 12-2002 Prohibited Cannabis Businesses. The following businesses are not permitted within the Village: Adult-Use Cannabis Craft Grower, Adult-Use Cannabis Cultivation Center, Adult-Use Cannabis Infuser Organization or Infuser, and Adult-Use Cannabis Processing Organization or Processor.

Section 12-2003 License Required. A Business License shall be required to establish, operate, or maintain an Adult-Use Cannabis Dispensing Organization within the Village.

Section 12-2004 Application. An application for an Adult-Use Cannabis Dispensing Organization shall be made in conformity with the general requirements of this Code relating to applications for licenses. In addition, the applicant shall provide all required licenses from the State with the application as well as an affidavit affirming compliance with all requirements of the Act.

Section 12-2005 Regulations Applicable to Adult-Use Cannabis Dispensing Organizations. In addition to the regulations in the Act, the following shall apply to all Adult-Use Cannabis Dispensing Organizations located in the Village:

a. No on-premises consumption of cannabis products is permitted.

b. At least 75% of the floor area of any tenant space occupied by a dispensing organization shall be devoted to the activities of the dispensing organization as authorized by the Act, and no dispensing organization shall also sell food for consumption on the premises.

c. Based on the proposed location, the Village may require a parking study to ensure there sufficient parking for the proposed dispensary, depending on the location and the parking situation at that location.

Section 12-2006 Location of Adult Adult-Use Cannabis Dispensing Organizations. In addition to the location restrictions in the Act, the following shall apply:

a. No Adult-Use Cannabis Dispensing Organization shall be located within 1,000 feet of the property line of a pre-existing primary or secondary school or public park or recreational area which has been designated for park or recreational activities including, but not limited to, a park, playground, nature trails, swimming pool, reservoir, athletic field, basketball or tennis courts, pedestrian/bicycle paths, wilderness areas, or other similar public land within the Village, which is under the control, operation, or management of the Village or the Arlington Heights Park District.

b. No Adult-Use Cannabis Dispensing Organization shall be located within 1,000 feet of the intersection of Dundee Road and Arlington Heights Road.

c. There shall be no more than three Adult-Use Cannabis Dispensing Organizations in the Village. One may be located south of Central Road, one may be located north of Central Road but south of Hintz Road, and one may be located north of Hintz Road.

d. No Adult-Use Cannabis Dispensing Organizations may be located in the Downtown District (the area zoned B5).

SECTION TWO: That Chapter 28, Zoning Regulations, of the Village of Arlington Heights Municipal Code, be and is hereby amended as follows:

a. The following definition shall be added to Section 3.2, Definitions:

Adult-Use Cannabis Dispensing Organization. A facility operated by an organization or business that is licensed by the Illinois Department of Financial and Professional Regulation to acquire cannabis from licensed cannabis business establishments for the purpose of selling or dispensing cannabis, cannabis-infused products, cannabis seeds, paraphernalia or related supplies to purchasers or to qualified registered medical cannabis

patients and caregivers, per the Cannabis Regulation and Tax Act, as it may be amended from time-to-time, and regulations promulgated thereunder.

b. The Permitted Use Table in Section 5.5-1, Non-Manufacturing and Non-Residential, shall be amended by adding the use, "Adult-Use Cannabis Dispensing Organizations" to the Table, which shall be allowed as a Permitted Use in the B-2 and B-3 Zoning Districts only.

SECTION THREE: This ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof, and shall be in full force and effect from and after its passage and approval, and publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this _____ day of _____ 2019.

_____
Village President

ATTEST:

_____
Village Clerk

Village of Arlington Heights

Cannabis Dispensary Location Limitations

W DUNDEE RD AND N ARLINGTON HEIGHTS RD

W LAKE COOK RD
W DUNDEE RD
E LINTZ RD
W HINTZ RD
W RAND RD
N BUFFALO GROVE RD
SCHOENBECK RD
W PALATINE RD
E PALATINE RD
N ARLINGTON HEIGHTS RD
W THOMAS ST
E THOMAS ST
E RAND RD
WILLOW RD
INDUSTRIAL AVE
W OAKTON ST
E OAKTON ST
CAMP MCDONALD RD
W NORTHWEST HWY
W EUCLID AVE
E EUCLID AVE
N WILKE RD
E KENSINGTON RD
KENSINGTON RD
E NORTHWEST HWY
WEST FRONTAGE RD
EAST FRONTAGE RD
BARKER AVE
W KIRCHHOFF RD
W CENTRAL RD
E CENTRAL RD
S NEW WILKE RD
S ARLINGTON HEIGHTS RD
MEIER RD
W ALGONQUIN RD
W GOLF RD
E GOLF RD
E ALGONQUIN RD
W FR RD
E FRONTAGE RD
MERSON ST

N
W
E
S

0 0.375 0.75 1.5 Miles

Legend

- Demarcation Boundary
- Prohibited Zone - 1,000 ft
- B-2 - General Business District
- B-3 - General Service, Wholesale and Motor Vehicle District
- Regional Lakes
- Regional Streams
- Regional Parks

Ordinance C

AN ORDINANCE AMENDING CHAPTER 7 OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

WHEREAS, the Village has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs and that protect the public health, safety and welfare of its citizens; and

WHEREAS, this Ordinance is adopted pursuant to the provisions of the Illinois Municipal Cannabis Retailers' Occupation Tax Act, 65 ILCS 5/11-8-22 *et seq*. ("Act"); and

WHEREAS, this Ordinance is intended to impose the tax authorized by the Act providing for a Municipal Cannabis Retailers' Occupation Tax which will be collected by the Illinois Department of Revenue;

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

SECTION ONE: That Chapter 7 of the Arlington Heights Municipal Code is amended by adding the following new Article XVI:

ARTICLE XVI Municipal Cannabis Retailers' Occupation Tax

Section 7-1601 Municipal Cannabis Retailers' Occupation Tax. A tax is hereby imposed upon all persons engaged in the business of selling cannabis, other than cannabis purchased under the Compassionate Use of Medical Cannabis Pilot Program Act, at retail in the Village at the rate of 3% of the gross receipts from these sales made in the course of that business. The imposition of this tax is in accordance with the provisions of Sections 8-11-22, of the Illinois Municipal Code (65 ILCS 5/8-11-22).

Section 7-1602 Collection of Tax by Retailers. The tax imposed by this Article shall be remitted by such retailer to the Illinois Department of Revenue ("IDR"). Any tax required to be collected pursuant to this Article and any such tax collected by such retailer and required to be remitted to IDR shall constitute a debt owed by the retailer to the State. Retailers may reimburse themselves for their seller's tax liability hereunder by separately stating that tax as an additional charge, which charge may be stated in combination, in a single amount, with any State tax that sellers are required to collect.

Section 7-1603 Severability. If any provision of this Article or the application thereof to any person or circumstances is held invalid, the remainder of this Article and the application of such provision to other persons or circumstances shall not be affected thereby.

SECTION TWO: That this Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law; provided, however, that the tax provided for herein shall take effect for all sales on or after the first day of January, 2020.

Copies of this Ordinance shall be certified and sent to the Illinois Department of Revenue prior to September 30, 2019.

AYES:

NAYS:

PASSED AND APPROVED this _____ day of _____ 2019.

_____

ATTEST: Village President

_____

Village Clerk

Legalrw.Code Amendments. Chapter 7 Article XVI Cannabis Tax

Verilife Parking Study Summary Data

Study Date	Peak Parking Observed	Percent of Lot Occupied	Peak Demand Hour	Remaining Available Spaces
8/26 - 8/30 2020	164	48%	3:30 PM	180
4/28 - 5/2 2021	163	47%	12:00 PM	181
11/3 - 11/7 2021	184	53%	1:30 PM	160