Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
February 9, 2022
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

IIIAPPROVAL OF MINUTES

A. Southpoint Outlot - 1/12/22

B. BMO Bank - 1/12/22

IV.PUBLIC HEARINGS

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

V. OTHER BUSINESS

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

VI.ADJOURNMENT

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

Plan Commission
2/9/2022

Item: Southpoint Outlot - 1/12/22

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Minutes - 1/12/22	Minutes

PLAN
_____
_____
_____

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

COMMISSION

RE: SOUTHPOINT OUTLOT 711-715 EAST RAND ROAD - PC #21-018
AMENDMENT TO PUD ORDINANCE #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

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 7:30 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

DRAFT

CHAIRPERSON DAWSON: Call to order. I don't know what I'm doing, start with pledge? Let's start with the Pledge of Allegiance please.

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: All right, welcome, everybody. Let's go. Who's taking roll call?

MR. HUBBARD: I can take roll call.

Commissioner Cherwin.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Chair Dawson.

CHAIRPERSON DAWSON: Here.

All right, I need a minute. Okay, so let's see, approval of minutes. Thank you, George, I appreciate it.

We have the minutes for Shelter, the Shelter, Inc. meeting. Do I have a motion?

COMMISSIONER GREEN: I'd like to make a motion to approve.

CHAIRPERSON DAWSON: Thank you.

COMMISSIONER DROST: And I'll second.

CHAIRPERSON DAWSON: Any discussion?

(No response.)

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: All right. Okay, so with that, our first item on the agenda is the Southpoint Outlot. Is our Petitioner here? And have all public notices been given?

MR. HUBBARD: They have.

CHAIRPERSON DAWSON: Petitioner, can you come forward? Anybody who's going to be testifying tonight, please come up so I can swear you in. Please let the record show Commissioner Warskow is here now.

(Witnesses sworn.)

CHAIRPERSON DAWSON: All right, great. Please begin.

MR. SILVERMAN: Hello, my name is Richard Silverman. I'm here on behalf of MJK Real Estate Holding Company. We're a development company out of Northfield, Illinois. We are the property owner for the 1.23 acre parcel, outlot to Floor and Decor at

Southpoint Shopping Center. I am also a property owner at Southpoint Shopping Center of the Dogtopia building, the former Caldwell Banker building, as well as the parking lot in front of the former Bif building that we are proposing an outlot building you guys will hear, the Commission will hear in a couple of weeks.

Tonight, we're here to discuss our freestanding Chipotle, 2,385 square-foot freestanding building. It comes equipped with a new pick-up window for mobile ordering only, no drive-through ordering, no menu board, just app ordering on your phone. Chipotle has been in Arlington Heights for 25 plus years just north of this property. They have done extremely well in Arlington Heights, they want to stay committed to the community, but they would like to re-brand their store. They'd like to upgrade for the COVID factor of the new business with the pick-up window.

We're here today to request approval to build a 2,300 square-foot freestanding building. I can answer any questions or concerns you may have.

CHAIRPERSON DAWSON: Okay, great. So, let's see, do we have conditions for approval? Have you read the Staff report and do you agree with the conditions of approval?

MR. SILVERMAN: I do.

CHAIRPERSON DAWSON: Okay, terrific.

All right, Staff report please.

MR. HUBBARD: Sure, let me close out. You're concluded with your presentation?

MR. SILVERMAN: I can, I figured you would have questions.

CHAIRPERSON DAWSON: Oh, I'm sorry, I thought he was finished. That sounded like finished to me. Are you not finished?

MR. SILVERMAN: I have a presentation. I figured the Committee would have questions.

CHAIRPERSON DAWSON: Sorry, no, we will be asking questions later. When you said any questions, it sounded to me like that was it.

MR. SILVERMAN: I apologize. We just have a short presentation to kind of give you a configuration of where we are.

CHAIRPERSON DAWSON: Sure, yes, go for it. That's what we're here for.

MR. SILVERMAN: The 1.23 acre parcel that we are proposing improving is an outlot to Floor and Decor. It is just west of Floor and Decor. It has frontage on Palatine Road. You will find it just east of Olive Garden. There are seven outlot owners at Southpoint Shopping Center.

There is the outlot, thank you for the aerial. This is a view, street view of it if you are driving eastbound on Palatine Road. That is, it's currently a vacant parking lot that is being used as overflow employee parking for Olive Garden and Chili's.

Here is an aerial of our site plan. Our improvements extend beyond our boundaries of our property line. They extend just south of our parcel. Currently, there is a triangular grass parcel we are improving with additional parking for the shopping center with the focus of employee parking that I had just mentioned from overflow of Olive Garden and Chili's at this point.

Here is a zoom-in of the site plan. The buildings will be orientated with a northern-facing view, parking in front, employee parking in the rear, and parking to the east. Southpoint Shopping Center is cross parking, cross access, which means we all share in

the parking counts together.

The landscaping plan is up to city code, and here is the front view of the building. The northern view is on the top. We're proposing Nichiha panels, glass and EFIS as a building, as recommended at Design Committee that we were at a few weeks ago. This is the southern view of the building and the eastern view of the building.

That concludes my presentation, and I'm happy to answer any questions you have.

CHAIRPERSON DAWSON: All right, thank you.

So, we do Staff presentation, then we'll have questions.

MR. SILVERMAN: No problem, thank you.

CHAIRPERSON DAWSON: Okay, all right, thank you.

All right, Staff presentation please.

MR. HUBBARD: Yes. Good evening, Chairman Dawson and members of the Plan Commission. So, we're meeting tonight to discuss a public hearing on a proposed outlot development. It would include two buildings, one of those including a Chipotle. The property is located at 711-715 East Rand Road. It's within the Southpoint Shopping Center as you've heard. It's zoned B-3 which is a General Service Wholesale and Motor Vehicles District, and it's designated as commercial on our Comprehensive Plan.

When Southpoint was developed as a harmonious shopping center in the early 90's, late 80's, it was developed under a PUD, as a PUD. So, there's a PUD that governs the entire Southpoint Shopping Center. So, in order to make changes to that plan and add two new buildings, they need to modify the previously approved PUD. Additionally, one of the buildings is a 2,300 square-foot Chipotle Restaurant with a drive-through. All restaurants with drive-throughs in the Village of Arlington Heights requires special use permit approval. So, again, the Petitioner is before you this evening for a request for a special use permit.

Additionally, the plan shows a second future Phase II building, about 4,500 square feet in size, and that would be for a future restaurant to include a drive-through. It's just a placeholder at this time and it's I guess the desire of the owner to develop it as such, but they're still looking for tenants. So, the final Phase II has not yet been determined although the conceptual plan shown on the PUD documents would be approved if it is approved by the Village and it would receive PUD approval; however, if and when it does develop as a restaurant in the future, it would need formal special use permit approval or a special use permit waiver.

Additionally, there is one variation requested by the developer. It's for waiving a parking lot landscape island and tree, and I'll get into that in a little bit more detail later.

So, the Petitioner has undergone several actions to get them to the point they're at this evening. In mid 2018 and into early 2019, the Petitioner subdivided the Floor and Decor lot to create the actual platted lot that this development will go on. The Plan Commission may recall it going through the process back in 2018 for that subdivision, and the concept was always to develop it with a commercial development including a drive-through. The previous concept that was floated at that time was for a 10,000 multi-tenant commercial building. The present proposal is for two buildings totaling about 7,000 square feet of commercial floor area, so approximately a 3,000 square-foot reduction in floor area from what was originally contemplated when the subdivision occurred back in 2019.

On May 8th of 2019, they also went to the Conceptual Plan Review Committee for review of this outlot concept. At that time, it was still showing the 10,000 square-foot building, single building, multi-tenant. At that time, the building was oriented with its rear

and drive-through facing North and Palatine Road and its front facing south, and that was a topic of discussion at the Conceptual Plan Review Committee. There were some people that felt it would have a negative appearance with that drive-through and rear of the building facing Palatine Road. Others felt that it could be mitigated for through landscaping. But in any event, the Conceptual Plan Review Committee was supportive of the concept and encouraged the Petitioner to move forward.

The Design Commission met twice in September and in October, sorry, once in September, once in October, to discuss the project. It was continued in September to give the Petitioner an opportunity to make some enhancements to the architecture of the building that would a little more depth and character. When they came back on October 12th, they received approval subject to one condition to alter the location of some of the exterior building materials that the Design Commission felt would enhance the design.

So, here is the site, this is kind of the neighborhood aerial. You can see the Southpoint Shopping Center is outlined in red. The subject property is shaded in red as well. To the north is Palatine Road, and across Palatine Road are single-family residential homes. To the west are the Olive Garden and Chili's restaurants. To the east is the Floor and Decor site and the parking lot. To the south is, immediately to the south is a small, is a fairly large landscaped area and then an inline retail building as well.

So, here is kind of more of a zoomed-in aerial. You can see again the Olive Garden and Chili's, and then there is a landscaped island here. I keep referring to this because this site is currently a parking lot as you heard briefly. It's used mostly as overflow parking for both the Chili's and Olive Garden restaurants. So, when it's developed, most of that overflow parking is going to disappear, and that was something that the Village wanted to mitigate for as part of this process. So, this landscaped area here is proposed to turn into additional parking which would be in close proximity again to the Chili's and in fairly close proximity to the Olive Garden to provide them with some continual overflow parking opportunities because their lot does get to capacity during peak times.

Here is the site plan for the property. It shows the full scope of the changes with exception to some changes to the detention area that will need to occur as part of this development. Again, you can see this is the kind of triangle landscape area that I keep referring to that's being turned into new parking. That's to the south of the development. Again, it's the two-phase development, the second building has the drive-through lane which we can only conceptually approve at this time and would require a formal special use permit approval if and when a restaurant is proposed there.

Here's a zoom-in of the site. It's a fairly well-designed site layout. Again, it does have a strong orientation facing north towards Palatine Road which we feel is a positive thing. It's got good pedestrian connections to the sidewalk network. It's fairly insular, meaning that if there were to be stacking issues with any of these drive-throughs, that stacking wouldn't leach out of the site and onto, you know, other major drive aisles within the shopping center or onto public right-of-way. It's got generous landscape areas especially to the north and along the perimeter, and it does meet code for landscaping with exception to that one shade tree I mentioned.

So, overall, it's a really good site design and the Petitioner has worked extensively with the Village to get it here. I hope they would agree that this is the best state that we've seen this development. They have done several things at the request of the Village. The developer has combined this trash enclosure area to make it so it's one area rather than to have two separate enclosures, one for each business. Again, they reoriented the

building to face north.

They had originally proposed like a one-lane exit only egress point here which the Village had concerns about given adjacency to some of these intersections. So, that was eliminated as well. The Petitioner added decorative crosswalks to some of the areas to make, to again mitigate and make it a more pleasant pedestrian experience for those customers of Chili's and Olive Garden that park here to the east.

However, the Engineering Division did have some concerns with the site design as it relates to the drive-through. Initially, they were concerned about stacking capacity. So, you can see if cars began to stack and got to this point, then they would start to block the drive aisles and the exiting egress from the site. So, they did have that concern. However, as you've heard, this is not your typical drive-through, this is going to be mobile order only. So, you actually order on your app before you get there, you pay for it, and then really you just go through the drive-through to pick it up. You're not sitting in front of a menu board and speaker box and ordering your food and then waiting for them to prepare it in the drive-through lane. It's already preordered before you even get there, or you can pull into the parking lot park, order, and then go through the drive-through lane as well.

However, the Village is recommending a condition of approval that should a future restaurant occupy this site, that it gives the Village the ability to have a little oversight on the drive-through component to make sure that mobile ordering is offered if a new business came in, new restaurant came in and they wanted to utilize the special use permit. Without having mobile ordering, it could create some stacking issues in the drive-through lane, so Staff has recommended a condition of approval that just gives us oversight for Village review if a new restaurant comes in that does not incorporate a mobile ordering component.

One final item to note is that fairly late in the review process, the Petitioner has proposed some changes to the striping along this, what we call the ring road here. Historically, this left-turn lane has extended a little bit farther back. Before we agree to these changes, we'd like a little bit further study to make sure that, you know, this is an improvement and not going to cause any stacking or queuing issues at this intersection.

Relative to landscaping, as I mentioned the site is code compliant. There is one variation needed, and that's for a landscape island and shade tree that was required to be located here. A landscape island with a shade tree is required to be located on both sides of all parking rows. So, as you can see there is one here, there would need to be one here. This is the area they are proposing their outdoor dining in, and so a variation has been requested to waive that requirement because putting a landscape island in here would take away the ideal area for exterior dining.

So, the Petitioner provided a response to the necessary criteria for approval. We believe that the criteria have been met. We think that outdoor dining is something that should be encouraged. It's an amenity especially during these times, so where feasible we want to make sure that we're encouraging it. But we are recommending a condition of approval that should the restaurant leave or a new restaurant occupy the site that does not want outdoor dining, that the property owner will be required to install at the request of the Village a shade tree here within 90 days.

Relative to traffic, the Petitioner hired a traffic consultant to analyze the traffic and parking in the vicinity of this project. The consultant observed traffic movements at all key intersections over several days, two days back in February of 2020 prior to everything shutting down for the pandemic, and then three days in October of 2021. They did find the October 2021 counts to be higher, so that's what they went with for their study. They assigned

the trips that they're estimating to be generating by this development to the neighboring roadways and combined it with the observed traffic volumes that they saw to study the overall traffic impact of this development.

I think the key intersection is probably going to be this intersection here. You can see it's the ring road intersection with Palatine Road. It's a full access, unsignalized intersection. On the other side of the intersection is Eastwood Drive I believe, and that's a residential street, again full access, non-signalized for the entire intersection. The current, this is under current conditions, that intersection on the northbound and southbound approach is classified as a level of service C and F, delay of 23 seconds and about 50 seconds. Upon completion of the development, we're expecting those intersections to have about a 27-second delay and a 53-second delay. So, very minor increases in delay. One of the intersections is already an F, would continue to be so. The northbound approach would be a C going to a D with that four-second increase in delay time.

So, overall, these levels of service are not that bad. They show that the traffic can continue to move through the intersections. There is a signal at Rand Road and Palatine, and a signal at Windsor and Palatine. Those create gaps in the traffic stream that allow these movements to go through. So, in sum, we believe that the projected traffic will be accommodated by all of the surrounding intersections without requiring any significant improvements.

Relative to parking, the site is actually noncompliant relative to code. 68 spaces are required for this outlot, which is actually probably a pretty conservative number. It will probably be less when there is an actual tenant identified for that future restaurant. But with 68 stalls required, 47 are provided on the site, so there is a deficit on the actual outlot site. But again, the Southpoint Shopping Center is governed by an agreement that allows for shared parking across all users. So, the overflow can spill out onto some of the spaces by Floor and Decor or even down here if necessary.

So, from a code standpoint, while the individual site is deficit, overall Southpoint is not. It has a fairly large surplus relative to code requirements. So, from a code standpoint, there is no issue here. We really just want to make sure that there is enough parking and surplus overflow parking for the Chili's and Olive Garden Restaurant.

What the traffic and parking consultant did was they observed parking demand on three areas. The first was the Chili's and Olive Garden Restaurant. Then they observed parking demand here, and then they observed parking demand in the remaining areas of the shopping center to the east. Then based on that demand, they added in the expected demand of parking from the Chili's, I'm sorry, from the proposed Chipotle development, and they determined that while the capacity at Chili's and Olive Garden and times, the capacity here is close to completely full. The development will result in enough surplus parking in these adjacent areas to accommodate for that overflow demand. We don't anticipate a parking problem to occur. If one were to occur, I think it is going to be incumbent on the businesses here to make sure that their customers are parking in the, I'm sorry, their employees are parking in the areas that are farther away from the building and then free up some of the adjacent parking for their customers.

That being said, we are recommending approval of this application subject to six conditions here. I think all of them were referenced in the Staff report, and a few of them were referenced in my presentation this evening. If there are any specific questions, please feel free to ask, and that will conclude my presentation.

CHAIRPERSON DAWSON: Great, thank you, Sam.

Do I have a motion to approve the Staff report?

COMMISSIONER GREEN: So moved.

COMMISSIONER DROST: Second.

CHAIRPERSON DAWSON: All in favor?

(Chorus of ayes.)

CHAIRPERSON DAWSON: All right, do I have any questions for Staff or Petitioner before we open for public commentary?

COMMISSIONER JENSEN: Yes, I just have a couple of clarifying questions. Can you drive across Palatine Road from the mall to the subdivision so you can go all the way through? A lot of places, obviously, we don't allow that to happen. We can cross a major road, but you can at this point, because I know we have a letter from a neighbor who --

MR. HUBBARD: Yes.

COMMISSIONER JENSEN: -- raised that issue. I guess my other question, I guess it's for the Petitioner. Is this mobile ordering going to be the order of the day no matter what the pandemic state is? Is that what you're envisioning happening going forward? You don't envision anybody being able to order off of the board ever in the future, is my understanding correct?

MR. SILVERMAN: Correct. Chipotle is mobile ordering going forward. They were doing it prior to the pandemic, this just absolutely accelerated it.

COMMISSIONER JENSEN: Okay, great. That's all I have. I just wanted to clarify a couple of points.

MR. SILVERMAN: Thank you.

CHAIRPERSON DAWSON: Any other Commissioner comments before we open public commentary? Yes?

COMMISSIONER ENNES: I have a couple of quick questions, one for Staff. Sam, do you know who is paying to convert that landscaped area of parking to a parking lot?

MR. HUBBARD: I would assume --

COMMISSIONER ENNES: You're going to cover the total cost of that?

MR. SILVERMAN: I am covering the total cost of that, that is correct.

COMMISSIONER ENNES: Okay, and I had another question along the line of Lynn's, and that's in regard to that egress to the north. So, there's two egress lanes on the ring road. One is right only on the Palatine or the, what do we call it, the bypass road there, and the other can go straight across or to the left?

MR. SILVERMAN: Yes.

COMMISSIONER ENNES: Okay, that's all I have.

CHAIRPERSON DAWSON: Any other questions before we open it up?

COMMISSIONER LORENZINI: I've got a couple. So, Sam, when that triangular lot is paved, how is that going to affect the drainage?

MR. HUBBARD: So, they will have to make some improvements to the stormwater system to accommodate for that. So, they will be making, I think they're going to be digging out, there is an existing detention basin that serves the entire development. Let's see.

COMMISSIONER LORENZINI: That should be Floor and Decor?

MR. HUBBARD: Yes, you can see it right here. This is an existing detention basin that serves the entire development. So, they will be making some improvements. They're going to be digging it out a little bit deeper. Over the years, it's accumulated a lot of sediment and no longer has the original capacity that it was supposed to

have. So, not only are they going to be restoring the original capacity, but they're going to be adding additional capacity to accommodate for the improvements that are going to happen to the site.

COMMISSIONER LORENZINI: There's no TIF fund being involved with this development?

MR. HUBBARD: No, not that I'm aware of.

COMMISSIONER LORENZINI: Petitioner, how is somebody going to know it's online only if they just happened to see Chipotle and they drive in?

MR. SILVERMAN: I'm sorry, I couldn't hear you.

COMMISSIONER LORENZINI: My mic is not working. How will somebody know it's online ordering only?

MR. SILVERMAN: There is not a menu board and they wouldn't be able to order. They would pull up to the window and the employee would tell them it's mobile ordering only here.

COMMISSIONER WARSKOW: They can walk into the restaurant and order inside the restaurant.

COMMISSIONER LORENZINI: Is there going to be anything stopping the Chili's and Olive Garden people from parking in your lot?

MR. SILVERMAN: We have advised the neighboring property owners of our change in their intention to have employee park there. We will be governing our property and making sure that the employees of the neighboring businesses are parking on the correct lot. My lease with Chipotle, it mandates Chipotle's employees park in the designated employee parking only area already.

COMMISSIONER LORENZINI: Thank you.

COMMISSIONER ENNES: Sam, can they do that under the PUD while the parking lots are shared?

MR. HUBBARD: Yes, right. I mean, right, Chili's and Olive Garden could technically park on this site as well once it's developed because of those shared, you know, parking agreements.

COMMISSIONER ENNES: Okay.

CHAIRPERSON DAWSON: Okay, so with that, we're going to open it up for public commentary if there is any public commentary. If anybody wishes to speak before we begin, make sure you, before you ask your question, you're going to state your first and last name, spell your last name for the court reporter, provide your address if you wish, ask your question, and then when you're done, we'll move on to the next person. Is there anybody in the audience that wishes to speak? Come on up. Okay, again, state your first and last name, and if you're willing to, provide your address please.

MR. OBARA: Sure. My name is Donald Obara, O-b-a-r-a. I'm at 1902 North Burke Drive. Where that puts me is I'm the last house on Burke that hits Palatine Express right across the street from Floor and Decor. I'm not the resident though, there's another resident I think on Eastwood that sent in that online petition, that wasn't me; however, I do have two concerns I wanted to share.

First off, I do want to say I'm in support of this development. I think it's good. I have actually written out the businesses that I would like to see on this development, so I think this is a good thing for the community. So, I'm very happy about that.

The two things that I wanted to bring up for consideration is that pass-through on Eastwood Drive and Palatine. I sincerely hope that this QSR and Chipotle are

very, very busy. You know, with that, it is going to cause some more congestion. Right now, there's cars that stack up in that pass-through right now. The frontage road that I'm off of in Burke, cars speed through there all the time. That's not the fault of this development, that's just what it is. The police use my Burke Road as the parking lot for all the tickets that they give out, which is totally fine, I support all that.

But the reason I bring that up is that it's just going to get more and more congested. I think what it is is a lot of people just don't know what to do in that pass-through. I get it, it's not very common. You know, but maybe if we're adding some more signs in the street so people know that they turn here, this is the way that they're supposed to go, I would love to see a stop sign at the end of that frontage road. I know the other resident brought up that there were some potential T-bone accidents that she's seen there. I see one out in front of my house and that's not even at that intersection, but folks do fly right through there.

So, again, you know, the current situation is not the fault of the developer that's moving in here, but I think that is some consideration that it is going to add more to that, more to that congestion and probably more to the confusion. Again, I hope they're really busy because that's a good thing for the community, but I think it is something to take into consideration.

The other part I want to bring in consideration is kind of the visual look, also kind of garbage. I kind of bring this up because I used to work very similar, not with MJK, I don't think so, I used to work for Panera Bread and Steak and Shake opening up QSR concepts in Mount Prospect, Glenview and Elk Grove. So, I wasn't, some of my peers would come to these meetings, I wouldn't but some of my peers would. So, I think some of the things they've put on there is actually pretty thoughtful, but I was kind of curious about some of the considerations towards the visual that will be facing kind of Ivy Hill. So, I have not seen what some of those signs are.

I can say this, the Floor and Decor sign, to use those as an example, there's a Floor and Decor sign that faces north-south that, you know, kind of lights up our house. If it's for the traffic going east and west, it hits more of the cars going back and forth. I don't know what the plan is for the current signage on the buildings as well as how bright they are. LEDs and neons that are facing towards Ivy Hill will light us up. So, those are things I think that should be in consideration as well as kind of the garbage scenario.

I am pleased to say that the dumpsters are in the back away from the community, which is really, really good. Realistically, I know there's going to be garbage that's going to come over to the community. I get it, but I would like to see a little bit more of a comprehensive plan that maybe some landscaping that could act as a barrier. As it is right now, the current landscaping by Floor and Decor, very low bushes. I had receipts from Floor and Decor like you would not believe. Me and my son go out there and clean up all the time.

Is it realistic that it's going to block everything? It's not. But I think take into consideration some of the visual appeal that the residents of Ivy Hill are going to see. You know, this is our backyard, so we spend time with our family. We don't want a blaring neon sign in front of us, you know. We don't want, you know, empty garbage cups or receipts, and I get it, it's going to happen. I mean, it happened at Steak and Shake, it happened at Panera. You know, they tried putting up certain barriers for some of the outside dining to try to block it a little bit, but I think those things should also be taken into consideration.

You know, we want, I think the residents in Ivy Hill want to see them successful, you know, and I'd assume that they want to be good business partners for the community. You know, we plan on definitely seeing them, so we just hope that there could be

more consideration towards that point.

CHAIRPERSON DAWSON: Great, thank you very much.

MR. OBARA: Thank you.

CHAIRPERSON DAWSON: Are there any other public commentary? Oh, come on up. So, again, state your name, spell your last name, and if you're willing to do so, please provide your address.

MR. ZELEK: Sounds good. Can you, is this good? My name is David Zelek, last name is spelled Z-e-l-e-k. I'm a neighboring business owner of the proposed property over here.

The only thing that I really wanted to add was also similar, to kind of that little Palatine, that exit over there, oftentimes when people are like U-turning, taking left turns and stuff, it does get a little bit congested already. So, I don't know if like a sign or something would help out there, or you know, something, because I know that it does get congested and then people kind of, you know, just stare and look at each other, don't know what to do. One goes to turn, one goes into the plaza, one is going out. So, that's really the only thing that I wanted to say.

CHAIRPERSON DAWSON: Okay, great. Thank you very much.

MR. ZELEK: Yes.

CHAIRPERSON DAWSON: Any other, anybody else from the public? Once we close it, we're closed.

(No response.)

CHAIRPERSON DAWSON: Okay, so I am going to go ahead and close public commentary.

Sam, can you talk to the roadway and the process for signs? It's not really specific to this but maybe the people in the audience can have an understanding of that, maybe for us even. Show us the problem, can you?

MR. HUBBARD: Yes. So, I think what people are referring to as the pass-through is this little area right here that allows full access from these two streets. So, you can go southbound on Eastwood and take a left to head eastbound on Palatine Road. Similarly, you can take a left and go across traffic and head westbound on Palatine Road. So, that's the intersection that I believe they're referring to.

The Palatine Road right-of-way is under IDOT jurisdiction, so all improvements to the traffic system there would have to be done and coordinated through by IDOT. We've taken, they are aware of this plan, we've forwarded the plan to them, so they are aware of what's going on here. They have specific standards for when traffic improvements are required and warranted. So, for example, if a signal was to be proposed here, it would have to meet their standards. One of those standards being there would have to be a certain level of traffic on these minor legs of the intersection, and the projected traffic thresholds do not get close to what would warrant a signal at this intersection from IDOT standards. Even if a signal was warranted, it's in such close proximity to the existing signal at Rand and Palatine that it wouldn't meet IDOT standards for spacing.

So, you know, a signalized intersection here would not be allowed. Further improvements would need to be coordinated through IDOT. I don't know what their stance would be on like a stop sign at the legs here, if that would meet their standards. You know, we took a look at the number of accidents that occur at this intersection. It's not on the high end of things, I mean, it's kind of at a moderate, to be expected level. It's not a problem area for crashes and accidents.

So, I mean, from our standpoint, the existing system and improvements are able to accommodate for the expected traffic from this development.

CHAIRPERSON DAWSON: But just to clarify, if somebody wanted a sign, more signage, that's an IDOT issue, that's not a Village of Arlington Heights, correct?

MR. HUBBARD: Right. It would be, right, IDOT, yes.

CHAIRPERSON DAWSON: So, it's not within the power of the Village to put up signage, just to make sure everyone in the audience understands. What would someone, what would a resident or a community member who wishes to encourage the Village or IDOT to look into this, do they contact the Village? Is that what they would do?

MR. HUBBARD: Yes, they can certainly send an e-mail to me and I can forward it along to the Engineering Division. I mean, the Engineering Division is already aware of the issue here. We've already reached out to IDOT, provided them with the traffic study. They are aware of it, but if there are specific continued concerns, please make us aware of it and we'll do the best we can to help, you know, facilitate what we can with IDOT.

CHAIRPERSON DAWSON: Great, all right. There was one other element to the public commentary.

Petitioner, could you come up and speak to the signage? Oh, and also the --

MR. SILVERMAN: Garbage?

CHAIRPERSON DAWSON: -- garbage, the potential garbage issue, yes.

MR. SILVERMAN: I'll start with the garbage, not a problem. I understand garbage is a concern out there. Chipotle is a heavy producer of garbage. Chipotle currently has pickups seven days a week. They have garbage and recycling pickups seven days a week. So, anything that leaves their property is picked up in the morning and removed.

Me as the landlord, as the property owner, I have what is called a sweeping service. An individual comes out with literally a broom and a pail in their hands in the night and picks up garbage left over by customers or, unfortunately, neighboring property owners that don't have sweeping services. So, that is our standard for garbage.

In terms of Chipotle's signage, that is a Chipotle submittal that will come into the Village. Their intention by right is to have a sign on the northern exposure. It will meet all Village code standards with lumination, with light direction to make sure it does not shine directly, I apologize, shine directly into the neighboring village. That is Chipotle's intention, to put a sign on the north end at this point.

CHAIRPERSON DAWSON: And if for some reason they were proposing a non-compliant sign, just for clarification, you would have to come back to the Village for approval which would allow for commentary.

MR. SILVERMAN: Chipotle wouldn't --

CHAIRPERSON DAWSON: That's not the intention, I understand it. I just want to make sure that the public understands the process.

MR. SILVERMAN: You are correct. If there was anything about their sign that was not compliant, a sign permit would not be issued by the Village. If Chipotle did not want to change their sign to conform, they would have to reappear in front of Design Committee, or --

MR. HUBBARD: Design Commission.

CHAIRPERSON DAWSON: Right, so there'd be another opportunity. One of the things that he raised was the idea of some sort of landscaping to create a barrier so that garbage doesn't fall across. Is that anything you've done at any of your other facilities, anything you've considered?

MR. SILVERMAN: I have never done anything of that nature. Our landscaping meets Village code right now. Something about our property, too, is we have the outdoor patio. It is fenced in. So, our garbage from that would catch by the fence. We have garbages outside of our property, Chipotle will have theirs. Me as an owner will have garbages on the property that the sweeping service that I mentioned will empty when they are out at the property.

CHAIRPERSON DAWSON: The problem is people that attend your restaurant don't always use the garbage, right?

MR. SILVERMAN: And people that don't even attend your restaurant don't use the garbage as well.

CHAIRPERSON DAWSON: Right, exactly. Right.

MR. SILVERMAN: So, we have cameras at all of our properties that we continue to own, and we monitor them to see the level of garbage there. Southpoint does produce a good amount of waste from neighboring property owners in receipts and garbage bags. I understand.

CHAIRPERSON DAWSON: Okay, I would assume, but you can clarify that, if the neighborhood across is suddenly getting a large influx of garbage, who would they contact? They would contact you?

MR. SILVERMAN: Talk to the property ownership. That would be me.

CHAIRPERSON DAWSON: You would work with them. They can also notify the Village that it's becoming a nuisance. The Village doesn't have a lot that they can do other than they can work with the Petitioner and encourage them to fix a solution. So, communicate with the Village and with the Petitioner is key, okay?

All right, I think I got all the public commentary questions. So, with that, I'm going to look down here. Anyone have any additional questions? John?

COMMISSIONER SIGALOS: Yes. I had a question regarding this drive-through lane for mobile orders only. If something was to change and you were going to go through a typical drive-through lane, you really can't with this layout. Is that correct?

MR. SILVERMAN: That is correct. Chipotle signed a 15-year lease, and in their lease they are prohibited from changing the nature of their mobile pickup window at that point in time.

COMMISSIONER SIGALOS: Well, the only reason I'm bringing this up is I know for a fact that many of these quick serve restaurants, let's say Portillo's, McDonalds, the Buona Beef and so forth, they generate anywhere from 65 to 75 percent of their business through conventional drive-through. It seems that Chipotle would be maybe losing quite a bit of business without that conventional drive-through ordering and pickup. So, again, I'm not telling you how Chipotles have run their business, but it just seems like they're really limiting themselves from a possibility of a future conventional ordering and drive-through lane.

MR. SILVERMAN: Understood. They see it as an improvement to their current position in Arlington Heights. They are in a neighboring shopping center with back inline position.

COMMISSIONER SIGALOS: I am familiar with that, right.

MR. SILVERMAN: So, this is their prototype going forward with pickup windows that they're building around the country with 400 locations. So, they have no intention of leaving their mobile pickup ordering. They find it to be more efficient as well as they do curbside pickup. They have pull-up spaces.

COMMISSIONER SIGALOS: Personally, I've been involved with a Chipotle

construction, of a new Chipotle building in Lakemoor, and a future one in Batavia. I believe those are conventional ordering drive-through lanes, not just mobile app. So, is this like one of the first ones?

MR. SILVERMAN: No, this is very traditional for them.

COMMISSIONER SIGALOS: Really? Okay.

MR. SILVERMAN: This is their new development. I built the first one in Illinois, in New Lenox, Illinois, in 2016? In 2016, and they have not changed in the past six years from their mobile pickup window. I'm familiar with the Lakemoor development in front of Woodman's as well.

COMMISSIONER SIGALOS: Okay, thank you. I didn't have anything else.

CHAIRPERSON DAWSON: Commissioner Ennes? Any more questions?

COMMISSIONER DROST: No, I'll go ahead with a motion if you want.

CHAIRPERSON DAWSON: Yes, any questions down here before --

COMMISSIONER WARSKOW: Yes.

CHAIRPERSON DAWSON: Oh, looks like we have some questions.

COMMISSIONER WARSKOW: Yes. So, I am just wondering about the space that is for the future building and what that will look like to prevent people from just driving willy-nilly through that area to avoid lines or what have you?

MR. SILVERMAN: Great question. It is shaded on this plan for a landscape plan. Our intention is still improve it with the curbs around it. So, it will be built up as if there is a building going to be there with a pad and curbs. So, if somebody was to jump on it, they're going over a six-inch curb. That would stop them.

It's my hope that we have somebody shortly for the building. We don't at this point in time, but usually when you start moving some dirt and pushing a certain construction, you get interest. So, we're hoping for a quick reappearance in front of the Commission.

COMMISSIONER WARSKOW: Thank you.

COMMISSIONER JENSEN: Just one other clarifying question. Do we have any information about accidents that happened on this pass-through between the mall and the subdivision?

MR. HUBBARD: Yes. Yes, I do have information on that. Let's see. So, this was provided by IDOT, and it only accounts for accidents that involve over $1,500 or greater in damage or personal injury, but here are the numbers.

COMMISSIONER JENSEN: Okay, well, thank you. I just wanted to make sure that it didn't have a disastrous situation that we're going to make worse.

COMMISSIONER ENNES: So, that's over a five-year timeframe?

MR. HUBBARD: Correct.

CHAIRPERSON DAWSON: All right, any other questions? I think we're ready for that motion.

COMMISSIONER DROST: I'll make a motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #21-018, an amendment to PUD Ordinance #90-014 to modify the approved Southpoint Development Plan and allow construction of two buildings on an outlot approved in 2019; a special use permit for a 2,385 square-foot restaurant with a drive-through; conceptual approval of a 4,419 square-foot future restaurant with a drive-through; and the following variation:

1. **A variation to Chapter 28 of the Municipal Code, Section 6.15-1.2B, to waive the**

requirement for a landscape island including a shade tree at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.

This recommendation is subject to the following conditions:

1. **Should a new restaurant/tenant occupy the Chipotle building, which tenant does not wish to provide outdoor dining, the property owner shall be required to install the missing shade tree within 90 days of a request by the Village.**
2. **Compliance with the October 12, 2021 Design Commission motion shall be required.**
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 12/1/21.**
6. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

CHAIRPERSON DAWSON: Do I have a second?
COMMISSIONER ENNES: I'll second it.
MR. HUBBARD: Who was the second?
CHAIRPERSON DAWSON: Commissioner Ennes.
MR. HUBBARD: Ennes. All right, Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.

All right, congratulations! Your next step would be to move on to the full Village Board as we're only a recommending body.

Do you have any information on a potential date for that, Sam?

MR. HUBBARD: We don't. It would either be at the first meeting in February or the second meeting in February. We're still working with scheduling on that.

CHAIRPERSON DAWSON: All right, so sometime in February.
MR. SILVERMAN: Thank you very much. We appreciate your time.
CHAIRPERSON DAWSON: All right, thank you.
COMMISSIONER DROST: Good luck!

(Whereupon, at 7:47 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

Plan Commission
2/9/2022

Item: BMO Bank - 1/12/22

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Minutes - 1/12/22	Minutes

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

DRAFT

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 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.**

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.)

DRAFT

Plan Commission
2/9/2022

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

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.

ATTACHMENTS:

Description	Type
PC Staff Report	Board or Commission Report
Public Notice	Exhibits
Aerial	Exhibits
CPRC Minutes 10/27/21	Minutes

DC Minutes 1/11/22	Minutes
DC Staff Report	Board or Commission Report
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

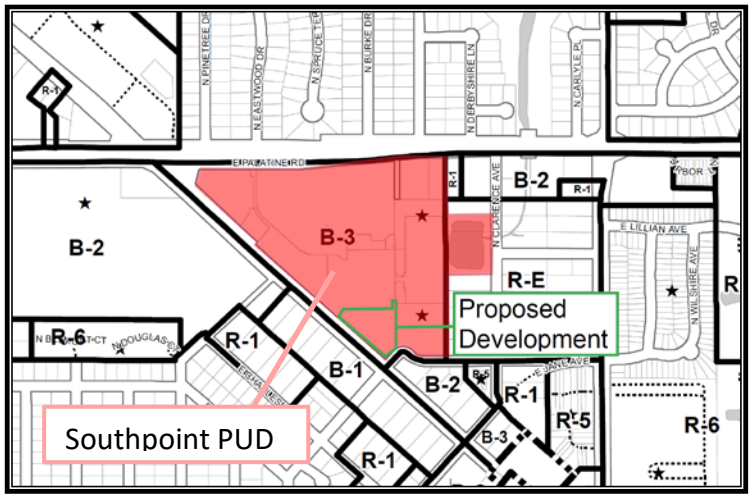
VILLAGE OF ARLINGTON HEIGHTS

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

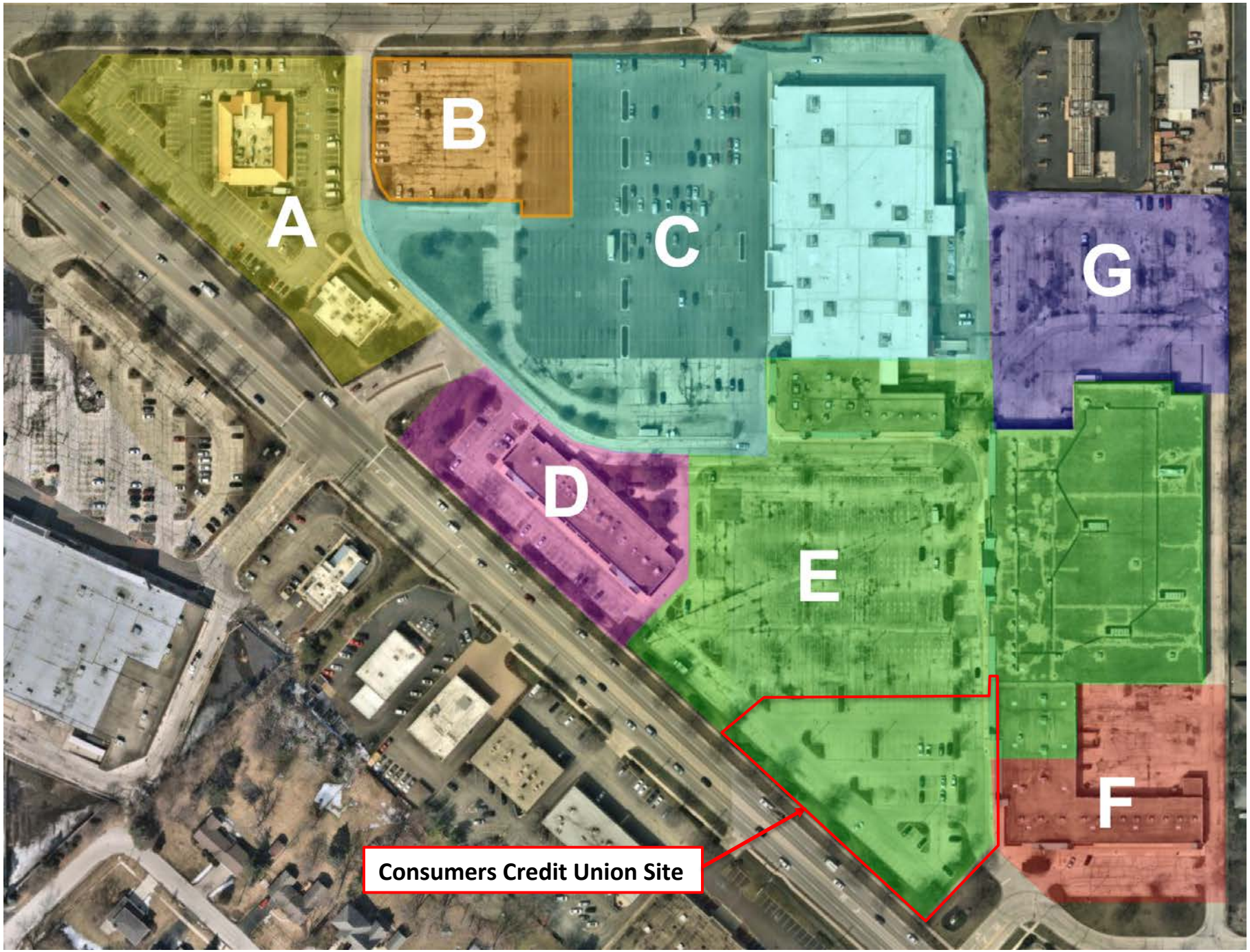
Cc: Randy Recklaus, Village Manager
All Department Heads

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 ****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Consumers Credit Union Site

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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

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

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 01/25/2022 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY _____
Authorized Agent

Control # 4576791

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PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Storage

Storage

NOTICE OF PUBLIC SALE. Notice is hereby given that PODS Enterprises, LLC will sell the contents of containers at auction to the highest bidder. Auction will be held online at www.StorageTreasures.com starting on February 3, 2022 and ending February 10, 2022 at 11AM EST. Please call (855) 304-9887 for more information. Contents to be sold may include general household goods, electronics, office & business equipment, furniture, clothing and other miscellaneous property. Contents are stored by the following persons: Nicolette Phillips - 121196BX; 472A26.
Published in Daily Herald Jan 25, Feb 1, 2022 (4576619)

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Public Hearings & Notices

Public Hearings & Notices

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Public Hearings & Notices

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON FEBRUARY 9, 2022, AT 7:30 P.M. to consider Petition No. 21-023, a request for an Amendment to Planned Unit Development (PUD) Ordinance #90-014 to allow modifications to the approved Southpoint PUD to enable construction of a bank, Special Use Permit approval for a 3,460 square foot bank with a drive-through, and any Variations from Chapter 28 of the Municipal Code as determined necessary by the Plan Commission, all on the subject property located at 950 E. Rand Road, in Arlington Heights, IL. In accordance with orders issued by the State of Illinois in response to the COVID-19 pandemic, this Plan Commission hearing may take place at the Arlington Heights Municipal Building, located at 33 S. Alington Heights Road, or virtually via Zoom Meeting.

If held virtually via Zoom, individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom, or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 3:00 p.m. on February 9, 2022.

If held in-person at the Arlington Heights Municipal Building, individuals who wish to comment or ask a question on an item on the Agenda can attend the hearing and participate in-person through the public comment process.

Specific details on the location of the hearing, as well as how to access and participate in the hearing, will be available at www.vah.com no later than February 4, 2022.

The legal description for the subject property is as follows:

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 1; 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, 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 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

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, 836, and 950 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 01 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 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 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
All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.
Susan Dawson, Chair, ARLINGTON HEIGHTS PLAN COMMISSION
Published in the Daily Herald on Tuesday, January 25, 2022 (4576791)

NEED AN ACCOUNTANT? Look in the PROFESSIONAL SERVICE DIRECTORY of the DAILY HERALD CLASSIFIED	NEED AN ACCOUNTANT? Look in the PROFESSIONAL SERVICE DIRECTORY of the DAILY HERALD CLASSIFIED	NEED AN ACCOUNTANT? Look in the PROFESSIONAL SERVICE DIRECTORY of the DAILY HERALD CLASSIFIED	NEED AN ACCOUNTANT? Look in the PROFESSIONAL SERVICE DIRECTORY of the DAILY HERALD CLASSIFIED	NEED AN ACCOUNTANT? Look in the PROFESSIONAL SERVICE DIRECTORY of the DAILY HERALD CLASSIFIED

NOTIFICATION AFFIDAVIT

I, Crystal Holowell hereby certify as follows:

1. That on the 24th day of January, 2022, affiant caused to be mailed in the Post Office of Valparaiso, Indiana, copies of the attached Notice of Public Hearing to all listed tax payers of real estate within 250 feet, excluding all Public Right-of-Ways of the subject property and to the owners, or representatives, of property listed as exempt, and to all Condominium Associations whose propety is within 250 feet of the subject site for which the hearing is being held..

2. That the parties to whom said notice was mailed are set forth on the attached list.

3. That the petitioner stated that the required sign(s) were erected as required by the Village of Arlington Heights.

Crystal M. Holowell
Signature

Subscribed and Sworn to before me
this 24 day of January, 2022.

Notary Public

EMILY C UNDERWOOD
Notary Public - Seal
Porter County - State of Indiana
Commission Number NP0731808
My Commission Expires Feb 21, 2029

Date: January 24, 2022

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for: an amendment to Planned Unit Development (PUD) Ordinance #90-014 to allow modifications to the approved Southpoint PUD to enable construction of a bank, Special Use Permit approval for a 3,460 square foot bank with a drive-through, and any Variations to Chapter 28 of the Municipal Code as determined necessary by the Plan Commission.

The location of the property is 950 E Rand Road, Arlington Heights, Illinois.

MJK Real Estate Holding Company, LLC is the beneficial owner of the property and Consumers Credit Union is the property tenant.

A Plan Commission public hearing on this petition will take place at 7:30pm on February 9, 2022. In accordance with orders issued by the State of Illinois in response to the COVID-19 pandemic, this Plan Commission hearing may take place at the Arlington Heights Municipal Building, located at 33 S. Arlington Heights Road, or may take place virtually via Zoom Meeting.

If held virtually via Zoom, individuals who wish to comment or ask a question on an item on the Agenda may either participate via Zoom, or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the hearing, the email must be received by 3:00 p.m. on February 9th, 2022.

If held in-person at the Arlington Heights Municipal Building, individuals who wish to comment or ask a question on an item on the Agenda can attend the hearing and participate in-person through the public comment process.

Specific details on the location of the hearing, as well as how to access and participate in the hearing, will be available at www.vah.com no later than February 4, 2022.

Crystal M. Holowell

Signature

Any individual who would like to attend this meeting but because of a disability needs some accommodation to participate, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, IL 60005 (847) 368-5793 or TDD # (847) 368-5794.

PINs that must received a notification letter	NAME	ADDRESS	CITY, STATE, ZIP
03173010220000	AMCAP NORTHPOINTII LLC	333 LUDLOW ST 8TH FLR	STAMFORD, CT 06902
03173030140000	BK OF AMER NC10010381	101 N TYRON STREET	CHARLOTTE, NC 28255
03174040090000	ROBERT PALUBSKI	1912 N SPRUCE TER	ARLNGTON HTS, IL 60004
03174040100000	STEVEN J EWERT	1908 SPRUCE TERR	ARLNGTON HTS, IL 60004
03174040130000	J & GLICKLEY	1903 N SPRUCE TERRACE	ARLINGTN HTS, IL 60004
03174040140000	THOMAS REID	1905 SPRUCE TERR	ARLINGTN HTS, IL 60004
03174040150000	REMEGIO DULAY	1907 N SPRUCE TERR	ARLNGTON HTS, IL 60004
03174040160000	WENDELL A STOIKE	1911 N SPRUCE TERR	ARLINGTON HT, IL 60004
03174040350000	MOLINARE	1914 BURKE DR	ARLNGTON HTS, IL 60004
03174040360000	MARVIN L HANSON	1910 N BURKE DR	ARLNGTN HTS, IL 60004
03174040380000	DONALD & KRYSTAL OHARS	1902 N BURKE DR	ARLINGTN HTS, IL 60004
03174040390000	LOUIS FOUTRIS	1904 SPRUCE TERR	ARLNGTON HTS, IL 60004
03174040400000	TIFFANY S KIM	1902 SPRUCE TERR	ARLINGTON HT, IL 60004
03174040410000	KRZYSZTOF IWANICKI	1903 N EASTWOOD	ARLNGTON HTS, IL 60004
03174040420000	RONALD & LIGIA POPA	1907 N EASTWOOD DR	ARLINGTN HTS, IL 60004
03174040430000	GERARD J KEHOE	1911 N EASTWOOD DR	ARLNGTON HTS, IL 60004
03174040440000	K MICHAEL & J AMLING	1915 N EASTWOOD	ARLINGTN HTS, IL 60004
03174050010000	C & D POST	1903 N BURKE DR	ARLINGTN HTS, IL 60004
03174050020000	EDMUND J CENTELLA	1907 N BURKE DR	ARLNGTN HTS, IL 60004
03174050030000	RAMSEN YOUSIF	1911 N BURKE DR	ARLNGTON HTS, IL 60004
03174050040000	ALISINA HAIDARY BIBI N	1915 N BURKE DR	ARLNGTON HTS, IL 60004
03174090210000	JOHN R OYEN LIVING TRU	1914 N PINETREE DR	ARLNGTON HTS, IL 60004
03174090220000	RICHARD C BENBON	1910 N PINETREE DR	ARLNGTON HTS, IL 60004
03174090230000	LAWRENCE T BURNETTE	1906 N PINETREE DR	ARLINGTON HT, IL 60004
03174090240000	GLEEN&RACHEL J ADUANA	1902 N PINETREE DR	ARLINGTON HT, IL 60004
03174110010000	LINDSEY & ROYCE FRANK	1903 N PINETREE DR	ARLINGTON HT, IL 60004
03174110020000	STEVEN INIGUEZ OR AREL	1907 N PINETREE DR	ARLNGTON HTS, IL 60004
03174110030000	BOEHM	1911 N PINETREE DR	ARLINGTON HT, IL 60004
03174110040000	SUSAN WERES	1915 N PINETREE DRIVE	ARLNGTON HTS, IL 60004
03174110210000	KEN HEINRICH	1914 EASTWOOD DR	ARLNGTON HTS, IL 60004
03174110220000	DANIEL K RATEIKE	1910 EASTWOOD DR	ARLNGTON HTS, IL 60004
03174110230000	WENZHUO LIANG	1906 N EASTWOOD DR	ARLNGTON HTS, IL 60004
03174110240000	DANNY JOHN	704 E PALATINE RD	ARLINGTN HTS, IL 60004
03174180070000	C & D KLIMOWICZ	1902 DERBYSHIRE	ARLINGTN HTS, IL 60004
03174180080000	ALEXANDRA CALDERARO	1905 N BRIGHTON PL	ARLNGTON HTS, IL 60004
03174180090000	ELIZABETH CHO	1909 BRIGHTON PL	ARLINGTON HT, IL 60004
03174180100000	VIJAY BHASKAR MUNAGALA	1913 N BRIGHTON PL	ARLNGTON HTS, IL 60004
03174190010000	ANN MAZURSKI	1904 N BRIGHTON PL	ARLNGTON HTS, IL 60004
03174190020000	SHAILENDRA K AGRAWALA	1908 N BRIGHTON PL	ARLNGTON HTS, IL 60004
03174190030000	FAYE BREGIANOS	1912 N BRIGHTON PL	ARLINGTN HTS, IL 60004
03174190040000	ANTHONY LOURAS	1916 N BRIGHTON PL	ARLNGTON HTS, IL 60004
03201010020000	NEW CINGULAR WIRELESS	1 AT T WAY ROOM 1B201	BEDMINSTER, NJ 07921
03201010160000	TOWN & COUNTRY CHICAGO	30050 CHAGRIN BLVD 360	PEPPER PIKE, OH 44124
03202000050000	KONVIN ASSOCIATES LP	297 N DEERE PARK DR E	HIGHLAND PK, IL 60035
03202000060000	ERJ DINING IV LLC	3309 COLLINS LANE	LOUISVILLE, KY 40245
03202000070000	CENTRAL REALTY CORP	390 TOWNLINE ROAD	MUNDELEIN, IL 60060
03202000080000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202000110000	RPS ARLINGTON LLC	215 W VERNE ST STE D	TAMPA, FL 33606
03202000120000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093

03202000130000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202000140000	OLIVE GARDEN 1154	PO BOX 695019	ORLANDO, FL 32869
03202000150000	INLAND SOUTHPOINT	2211 YORK ROAD STE 222	OAK BROOK, IL 60523
03202000160000	NARE SOUTHPOINT LLC	1613 W COLONIAL PKWY	INVERNESS, IL 60067
03202000170000	MJR SOUTHPOINT REAL ES	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202010010000	MYUNG YOON JEE	1007 E PALATINE RD	ARLINGTN HTS, IL 60004
03202010020000	ARLINGTON GARDEN & LAN	2763 E COUNTRY LAKE RD	ARLNGTON HTS, IL 60004
03202010030000	DAVID G AUL	835 N FORREST AVE	ARLINGTN HTS, IL 60004
03202010040000	DAVID G AUL	835 N FORREST AVE	ARLNGTON HTS, IL 60004
03202010080000	MARIA MAHERAS	1810 CLARENCE AV	ARLINGTON HT, IL 60004
03202010090000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202010140000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202010150000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202020040000	DAVID G AUL	835 N FORREST AVE	ARLNGTON HTS, IL 60004
03202020050000	DAVID AUL	835 N FORREST AVE	ARLNGTON HTS, IL 60004
03202020060000	BENEDETTO VITALE	533 COUNTY LINE ROAD	HIGHLAND PK, IL 60035
03202020100000	DAVID G AUL	1201 E PALATINE RD	ARLNGTN HTS, IL 60004
03202020110000	DAVID G AUL	1201 E PALATINE RD	ARLNGTN HTS, IL 60004
03202020140000	LAKEWOOD CHAPEL	1307 E. PALATINE ROAD	ARLINGTON HEIGHTS, IL 60004
03202030080000	TYLOR LEE	1712 N CLARENCE AVE	ARLNGTON HTS, IL 60004
03202030090000	DANN GRILLO	1708 N CLARENCE AVE	ARLINGTN HTS, IL 60004
03202030100000	MICHAEL P LASCO	1700 N CLARENCE AVE	ARLNGTON HTS, IL 60004
03202030110000	JAMES & PATRICIA KEHM	1626 N CLARENCE AV	ARLNGTON HTS, IL 60004
03202030120000	JOHN MONCAYO	1622 N CLARENCE AVE	ARLNGTON HTS, IL 60004
03202030130000	RPS ARLINGTON LLC	215 W VERNE ST STE D	TAMPA, FL 33606
03202030140000	RPS ARLINGTON LLC	215 W VERNE ST STE D	TAMPA, FL 33606
03202030150000	RPS ARLINGTON LLC	215 W VERNE ST STE D	TAMPA, FL 33606
03202030160000	MJR SOUTHPOINT RE HOLD	1622 WILLOW RD STE 201	NORTHFIELD, IL 60093
03202040010000	GARY ELLIS &O KOCHELYK	1721 N CLARENCE	ARLNGTON HTS, IL 60004
03202040020000	JOYCE WOOD	1715 CLARENCE AV	ARLNGTON HTS, IL 60004
03202040030000	PAUL B PETRIE	1709 N CLARENCE AVE	ARLNGTON HTS, IL 60004
03202040040000	ROBERT J LINDGREN	1705 N CLARENCE	ARLNGTON HTS, IL 60004
03202050010000	DUNKIN BRANDS RE TAX	130 ROYALL ST 3WB	CANTON, MA 02021
03202050020000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE3612	CHICAGO, IL 60611
03202050040000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE3612	CHICAGO, IL 60611
03202050050000	MARVIN F POER & CO	POB 52427 MIDAS REALTY	ATLANTA, GA 30355
03202050070000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE3612	CHICAGO, IL 60611
03202050080000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE3612	CHICAGO, IL 60611
03202050090000	THOMAS KREMER	1360 N SANDBURG #2604	CHICAGO, IL 60610
03202050100000	LYNNE E HANSE	1612 CLARENCE AV	ARLNGTON HTS, IL 60004
03202050110000	JEREMY ARGEST	1608 N CLARENCE AVE	ARLNGTON HTS, IL 60004
03202050120000	VULLAKULA & SRIRAMOJU	1604 N CALRENCE AVE	ARLINGTN HTS, IL 60004
03202050130000	PARKSIDE TOWNHOME ASSO	1612 N CLARENCE AV	ARLNGTON HTS, IL 60004
03202090010000	STEVE CASE	55 OTIS RD	BARRNGTN HLS, IL 60010
03202090020000	ANGELO PAVLIS	725 E RAND RD	ARLNGTON HTS, IL 60004
03202090050000	BRIAN PROPERTIES INC	2045 S ARLNGTON HTS RD	ARLNGTON HTS, IL 60005
03202090060000	HABITAT FOR HUMANITY	56 S. GROVE AVENUE	ELGIN, IL 60120
03202090070000	HABITAT FOR HUMANITY	56 S. GROVE AVENUE	ELGIN, IL 60120
03202090080000	HABITAT FOR HUMANITY	56 S. GROVE AVENUE	ELGIN, IL 60120
03202090100000	VICTOR L EVANS TRUSTEE	610 E CHARLES ST	ARLNGTON HTS, IL 60004
03202090110000	J & A VELLOOKUNNEL	616 E CHARLES ST	ARLINGTN HTS, IL 60004
03202090120000	K KEMPSKI & C QUIROGA	624 E CHARLES ST	ARLINGTN HTS, IL 60004

03202090130000	LAUREN HIMEL	706 E CHARLES ST	ARLINGTN HTS, IL 60004
03202090140000	THOMAS W MULLALLY JR	712 E CHARLES ST	ARLNGTN HTS, IL 60004
03202090190000	BRIAN PROPERTIES INC	2045 S ARLNGTON HTS RD	ARLNGTON HTS, IL 60005
03202090200000	BRIAN PROPERTIES INC	2045 S ARLNGTON HTS RD	ARLNGTON HTS, IL 60005
03202090210000	GENE NICK	604 E CHARLES	ARLNGTN HTS, IL 60004
03202090300000	SAMANTHA SALVI	1742 N BEVERLY LN	ARLNGTON HTS, IL 60004
03202090310000	KRISTI C RUCKSTAETTER	1738 N BEVERLY LANE	ARLINGTN HTS, IL 60004
03202100010000	REMY RLTY CORP	27 REDWOOD RD	DENVILLE, NJ 07834
03202100020000	SALVATION ARMY	5550 PRAIRIE STONE PKWY.	HOFFMAN ESTATES, IL 60192
03202100030000	THE SALVATION ARMY	10 W ALGONQUIN RD.	DES PLAINES, IL 60016
03202100160000	DONALD W DUFFEY	1737 N BEVERLY LN	ARLNGTON HTS, IL 60004

NOTICE OF PUBLIC HEARING

Hearing for: Amendment to PUD Ordinance #90-014, Special Use Permit to allow a bank with a drive through, and any variations as determined necessary by the Plan Commission.

Hearing Location: This hearing may take place at the Arlington Heights Municipal Building, located at 33 S. Arlington Heights Road, or virtually via Zoom meeting. Details on the location of the hearing, as well as instructions on how to access and participate in this hearing, will be available at www.vah.com no later than February 4, 2022.

DATE: FEBRUARY 9, 2022 **TIME: 7:30 PM**

PUBLIC PARTICIPATION & COMMENTS INVITED

For details call:
Crystal Holowell
(219) 476-1400

Or: Village of Arlington Heights
Department of Planning and
Community Development
Phone: (847) 368-5200

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PALATINE ROAD
RAND ROAD
SOUTHPOINT PUD
JANE AVE
BEVERLY LANE
SUBJECT PROPERTY

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A PUBLIC MEETING WAS HELD ON: October 27, 2021

Project Title: Southpoint PUD Amendment – Credit Union

Address: 780 E. Rand Rd.

Petitioner: Crystal M. Holowell
Shive-Hattery

Address: 57 Franklin Street - Suite 201
Valparaiso, IN 46383

Requested Action:

1. Amendment to PUD Ordinance 90-014 to modify the approved development plan to allow construction of an outlot building.
2. Special Use Permit approval for a 3,460 square feet bank, including a drive through.

Variations Required:

- None identified at this time.

Attendees: Crystal M. Holowell, Shive-Hattery
Richard B. Silverman, MJK Real Estate Holding Company, LLC
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner

PROJECT SUMMARY

The subject property is 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 includes approximately 1.6 acres; the majority of the site is developed as an approximately 142-space parking lot serving the commercial spaces within the shopping center directly to the east. Access to the shopping center comes from Palatine Road, Rand Road, and Jane Avenue.

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, which would include 65 parking stalls equating to an approximate reduction of 77 parking stalls for 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.

MEETING DISCUSSION:

Ms. Holowell stated they were approached to design a new branch location for the Consumers Credit Union in Arlington Heights back in August. The site is the northwest corner of Rand Road and Jane Avenue. The existing site is a surface parking lot. The plan is for the landlord to own the property and lease the building to Consumers Credit Union for a set amount of time and after that, the property would turn back to the landlord. The current plan was for a 3,460 square foot

single story building on the site with a three lane drive thru; two drive up lanes and one pass thru lane to the east of the site. Ms. Holowell believes there are 16 parking spaces that are being provided for customers and employees. The design of the site is designed to be as safe as possible for customers and employees. The parking is adjacent to the sidewalk allowing immediate access to the building so people don't have to walk across a parking thoroughfare to enter the building. The drive thru is off to the side of the building so the Rand Road frontage will have an opportunity for signage and have a good visibility from Rand Road as well. Ms. Holowell stated that there is a portion of the site where they would only repair and re-retripe the existing parking lot so, and that portion of parking will remain even though its part of Parcel E. The building would only take a portion of Parcel E for the building itself. The interior of the building includes about five enclosed offices, a lobby, some employee support spaces, and public and staff restroom. Ms. Holowell said that one of the comments on the previous staff review was to try to incorporate an interior trash and recycle space, the plan has been updated to incorporate this.

Mr. Silverman said that his group bought this portion of the Southpoint Shopping Center just over 2 years ago, and CoVid set their redevelopment plans back by about a year. Their group would be the outlot developers, and they are also working on another outlot in front of Floor and Décor, which will be coming to the Plan Commission in the next month. That outlot is for a Chipotle. The Consumers Credit Union parcel would have a 15-year ground lease, and he hopes that the bank will renew the lease beyond the initial 15-year term. The ground lease for Consumers Credit Union would be for a 1.5-1.6 acre parcel. The bank branch is only 3,400 square feet. It is clear that Consumers does not need the entire parcel and they have worked together, along with the Village, to make sure that parking is accessible to the existing Southpoint businesses as well. He believed that the Credit Union would fit in and flow with the existing Southpoint development.

Mr. Hubbard stated the property is part of the Southpoint Shopping Center PUD which was approved back in the late 1980's and the proposed redevelopment is going to require an amendment to the existing PUD. It's zoned in the B-3 district, which is a commercial district and is suitable for this type of use. However the drive-thru portion of the bank requires a special use permit. Accordingly, as the project moves forward the petitioner will need to provide a response to justify the special use permit as per the criteria in the code for special use permit approval. On the Comprehensive Plan this site is classified as suitable for commercial uses, so the proposal is compatible with existing Comprehensive Plan designation. As the development entails a new ground-up building, it will require Design Commission approval so when they are ready to make an application to the Plan Commission, a Design Commission application should also be submitted at the same time. The Design Commission process must be completed prior to going before the Plan Commission.

Mr. Hubbard said that during the preliminary staff review, the Staff Development Committee had outlined several concerns with the plan and asked for certain revisions and modifications, including reorienting the drive thru lanes so they were better concealed behind the building. One of the preliminary designs for the credit union showed the drive-thru lanes right in the front of the building on the Rand Road side, and the petitioner has since redesigned the building and done a good job addressing that concern. Staff had also asked that they look into different configurations for the interior drive lanes as some of them were intersecting at odd angles and there were a lot of intersections. The petitioner has reworked the plans to address this concern, and once the detailed plans go forward to the Plan Commission, staff will verify that this concern has been satisfactorily addressed. Staff had also asked that the petitioner preserve additional parking along the eastern part of the site, which was closer to the existing Southpoint retail spaces so that the proposed development wouldn't take away the prime parking spaces for the existing shopping center. The petitioner has revised the plans to address this as well. Finally, staff requested that the trash enclosure be incorporated into the building, which the petitioner has done. Mr. Hubbard stated that the petitioner has worked well with the Village to incorporate these changes and he appreciates their willingness to address the Village concerns. As this moves forward through the Plan Commission process, any further modifications to the plans to address the aforementioned issues can be done as part of the detailed Plan Commission review process.

Mr. Hubbard stated relative to traffic and parking, the project must submit a traffic parking study per code. Specifically, the Village wants to make sure there are no issues with circulation and staking on this site. The Village is aware of another owner in Southpoint that is contemplating a new curb cut into the shopping center, which would be slightly northwest of the credit union parcel, so the Village will want to make sure that any traffic analysis also takes into consideration the change in movements that may concur with the new curb cut. The shopping center is governed by a Reciprocal Easement Agreement that provides for shared access and parking between all of the users in the shopping center. Overall, the shopping center has a surplus of parking, although with the proposed Chipotle outlot, Consumers Credit Union project, and the proposed

curb cut, this surplus was getting smaller and smaller. The Village wants to ensure that the landlord for the credit union project is coordinating with the other shopping center owners to make sure they are aware of the redevelopment. We want to avoid a situation where other owners within Southpoint show up at the Plan Commission hearing for this project and object to the proposal, so the earlier that the owners can begin coordinating, the less likely that this would happened. On a preliminary basis, he understands that the other Southpoint owners are on board with the credit union project. Staff is generally supportive of this application; there was a list of items in the Staff Report that they were asking the petitioner to take in consideration as they finalize their plans. He clarified that the Staff Report accidently included the wrong set of approval criteria relative to any potential variations; should the project need variations, they must be justified per the correct criteria as outlined in the zoning ordinance.

Mr. Cherwin stated that he believed the project is a nice fit for the area, he is not concerned in terms of looking at the special use. Glad to see some activity at this location. Asked for clarification on the different owners within Southpoint and where they were in relation to the parking areas as outlined within the Staff Report. Specifically, he asked who the owners of parking areas F and G were.

Mr. Silverman said there are a lot of property owners in the Southpoint Shopping Center. They do not own the Chili's, Olive Garden, or the adjacent retail building. Floor & Décor was owned by a separate group as well. The former Bif Furniture parcel is separately owned. His group was closing tomorrow on a future outlot for Chipotle, which would be adjacent to Floor & Décor, and he will be back next month to the Plan Commission for approval of that redevelopment. Mr. Silverman stated that upon acquiring the future Chipotle site, his group, MJK Real Estate, would own just over 8 acres of land in Southpoint.

Mr. Hubbard clarified that the parking zones do not exactly match up with all the property lines.

Mr. Cherwin stated he has seen the plats on Southpoint and so he knows it's a bit of a complex arrangement. The parking for the shopping center is very plentiful, and the only times where he has seen it strained is at the westerly part of the shopping center by the restaurants when they are experiencing their peak load. Otherwise, he doesn't have a concern with parking at Southpoint. It appears the developer has been very responsive to the Village's preliminary comments, which is great. Feels this is a good fit for this area and he is comfortable with this proposal.

Mr. Sigalos said that he is very happy that the shopping center is being further developed; it has been vacant for quite some time. The questions he had have been answered in the Staff Report. He asked if the Chipotle building was going to be towards Floor and Décor?

Mr. Silverman replied that it was in the lot that the Chili's and Olive Garden employees spill into.

Mr. Sigalos asked about the four items noted in the Staff Report and asked if the plans that had been provided to the Conceptual Plan Review Committee depicted the revisions to address staffs four areas of concern.

Ms. Holowell responded that the plans before the Conceptual Plan Review Committee were current and addressed the concerns by the Village.

Mr. Sigalos asked if the ground lease was for 15 years or 20 years and whether there was an option to purchase.

Mr. Silverman stated it is a 20-year lease, and apologized for the mistake. There was no option for purchase although there were options to extend the lease after the 20-year term.

Mr. Sigalos asked where the new proposed curb cut for a right-in/right-out would be.

Mr. Silverman stated that would be on the neighboring parcel, he is not the owner of it. He pointed out the location on a site plan. The property was owned by the owner of the former Bif building.

Mr. Sigalos asked if there was someone new going into the Bif building.

Mr. Silverman answered there is a proposal for it, but it was not his proposal and he couldn't share any details.

Mr. Sigalos asked if Mr. Silverman was able to meet with the other owners to discuss their proposal.

Mr. Silverman stated that there was a lengthy Reciprocal Easement Agreement from 1986, and when his group bought property in Southpoint they worked for two years to simply this document and establish a new Operating Easement Agreement for the entire shopping center. The OEA has notice rights for all shopping center owners within Southpoint. Per the OEA, they have already sent out notices regarding the Chipotle redevelopment and Consumers Bank redevelopment. It had been roughly 20 days since notice was given, and the other owners have five days to ask questions and 30 days to object. Nobody has objected thus far.

Mr. Sigalos stated that the project is great and he is happy to see the shopping center back to life.

Mr. Jensen stated he is supportive and would like to see the shopping center revitalized. The center was blighted and it would be good to have something move in. He asked about the requirement for a market study.

Mr. Hubbard explained that there is a standard for Special Use Permit approval. He reads the standard: The special use is deemed necessary for the public convenience at this location. A market study is used to demonstrate compliance with this standard. The study should show there is a demand and need for this type of use at this location. It should address the market demographic for this facility, include an analysis of the presence of the market demographic in the nearby vicinity, and whether there is competition for this type of facility and if so, how would this be addressed by the future user. The study would ultimately need to illustrate that this credit union is necessary for the public convenience at this location.

Mr. Jensen asked if they were clear on what they needed to do for the market study. Mr. Jensen stated he is very supportive of the project.

Mr. Cherwin commented that the credit union would not be moving forward with their proposal if they didn't believe there was demand for this facility at this location. They've likely already done this analysis and would just need to summarize their numbers and provide them to the Village.

Mr. Green stated all his questions were answered and moving the drive-thru to the side makes a lot of sense. Stated it is great and going to bring life to the area and has a great location with everything at that corner. He encouraged the petitioner to move forward.

Mr. Silverman explained that they hope to start moving dirt by March 13th and are hoping to be open at this time next year.

Ms. Holowell stated they are waiting for the traffic and parking study and it takes about a month so it's going to be at least three weeks before they can get the Plan Commission application submitted.

Mr. Hubbard said for the Design Commission they don't need a traffic and parking study, so they could submit a Design Commission application.

Mr. Jensen asked when will it be coming to Plan Commission.

Mr. Hubbard said it depends on when the application is received. The petitioner has indicated the application would be submitted towards the end of November so it could be at the Plan Commission towards the end of January or early February.

PUBLIC COMMENT

Mr. Moens asked if the committee could post the meeting minutes a little earlier. Some of the ones from tonight were from 7/28 and 10/27. Would like them on the website so they can be read. He also said that a couple of projects have come through and got turned away; Vine Street and South Ridge Rowhomes that got turned away by your informal vote. He

encouraged the committee to discuss a project but not discourage a petitioner from moving forward.

Mr. Green stated that he has noted Mr. Moens comments and just wants him to know that projects come to CPRC for their preliminary thoughts. We review the plans and they want our input. We don't vote.

Mr. Moens stated that the Vine Street was turned down.

Mr. Green said they didn't vote they just gave them their comments.

Mr. Jensen stated he doesn't remember taking a vote on anything.

Mr. Green said they do not vote. He stated that Vine Street was a project that was overly dense.

Mr. Moens stated that in the minutes that 2 out of the 3 commissioners didn't want it.

Mr. Jensen stated we had expressed we didn't want it, but didn't vote on this.

Mr. Green explained that petitioners come to the CPRC for an opinion based on experience. He remembers the Vine Street project and he felt it was too dense for the area and the commission didn't like it because it was too dense. That's the preliminary feedback that developers want to hear. Based on this feedback, developers can opt to do whatever they want. They can move forward if they would like.

Mr. Jensen said that the CPRC committee doesn't stop anyone from moving forward, we just give them an opinion. They can still take it to the Plan Commission.

Mr. Moens stated that two projects in the last six months got the impression that it was voted down and never came back. He is asking if the commission could be a less not in favor or a little more in favor.

Mr. Green replied that the committee would take these comments into consideration.

RECOMMENDATION

The Conceptual Plan Review Committee discussed the conceptual plans and encouraged the petitioner to proceed forward with their application.

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

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

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.

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 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 24.32 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 12.73 FEET; THENCE NORTH 45 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 152.09 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 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:

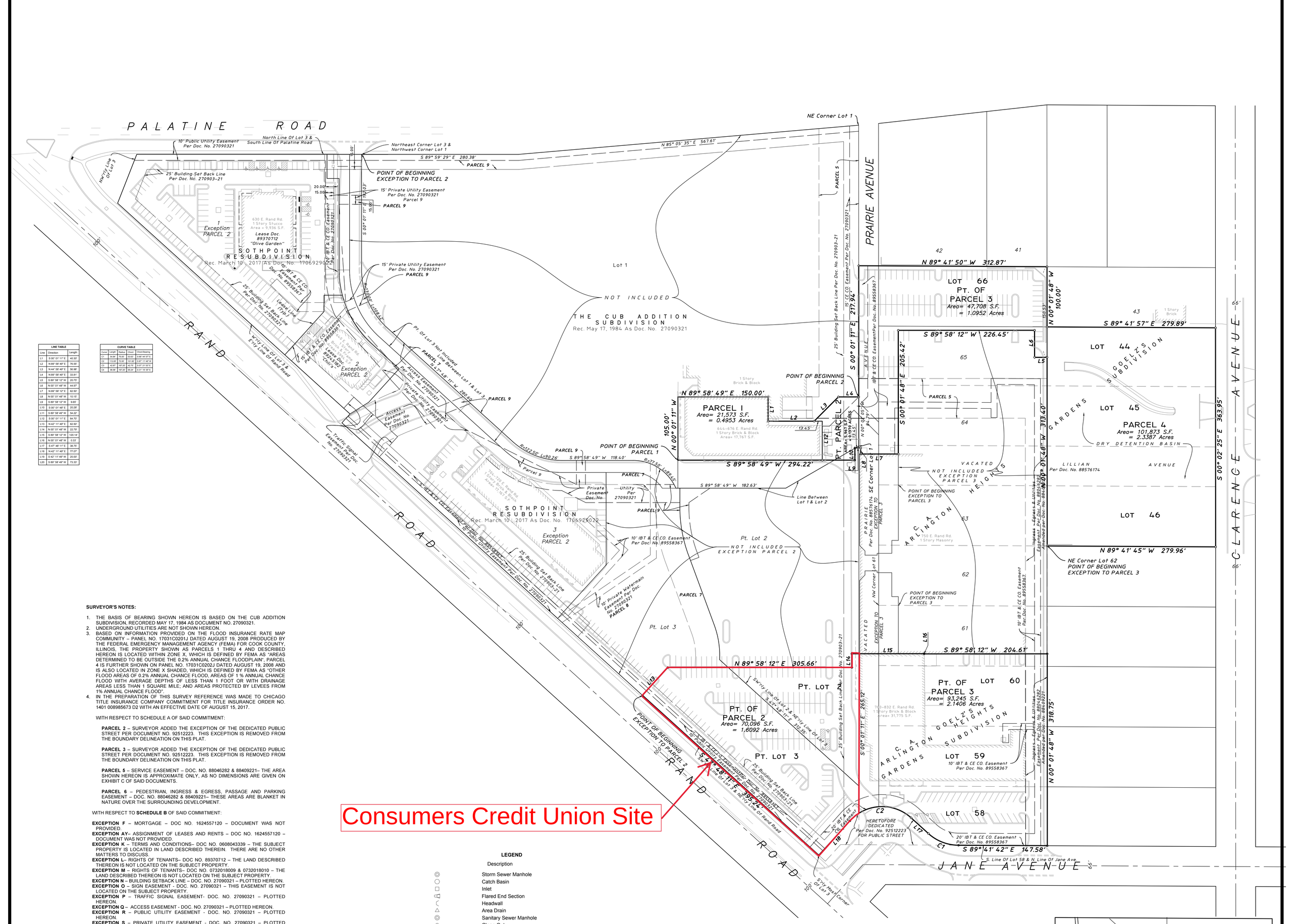
NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCELS 1 AND 2, AS SET FORTH IN PLAT OF SUBDIVISION RECORDED AS DOCUMENT 27090321 FOR INGRESS AND EGRESS, OVER SO MUCH OF THAT PART OF THE LAND DESIGNATED "ACCESS EASEMENT" ON SAID PLAT AS FALLS WITHIN THAT PART OF LOT 3 EXCEPTED FROM PARCEL 2 HEREIN, IN COOK 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).



Consumers Credit Union Site

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	84.70'
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	110.98'	75.00'	101.82'	S 87° 11' 49" W
C3	42.97'	167.20'	42.76'	S 07° 31' 57" E
C4	36.58'	167.20'	36.24'	S 21° 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 P

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. 2709032-21

N 00° 01' 11" W 217.84'

B/C Is 0.43'W

B/C Is 0.36'W

B/C Is 0.56'W

B/C Is 0.74'W

B/C Is 0.87'W

B/C Is 1.20'W

POINT OF BEGINNING PARCEL 2

N 89° 58' 49" E 33.81'

N 44° 58' 49" E 56.99'

AREA= 5,967 S.F. = 0.1369 ACRES

N 00° 01' 11" E 40.30'

Bldg. Corner Is 4.98'N & 0.93'E

Conc. Ret. Wall Is 4.30'W

Bldg. Corner Is 4.92'N Conc. 76.55'

N 89° 58' 49" E 13.45'

S 00° 01' 11" E 64.70'

N 00° 01' 05" W 64.79'

SE Corner Lot 1

PT. OF PARCEL 2

N 89° 58' 12" E 9.65'

S 00° 01' 48" E 10.15'

N 89° 58' 12" E 62.50'

S 00° 01' 48" E 20.28'

N 00° 01' 48" W 205.42'

PARCEL 5

N 00° 01' 48" W 313.40'

S 00° 02' 25" E 363.95'

S 00° 01' 48" E 100.00'

150.53'

S 89° 41' 57" E 279.89'

N 89° 58' 12" E 226.45'

S 00° 01' 48" E 44.97'

N 89° 58' 12" E 20.75'

Fnd PK Nail At Corner

Fnd Iron Pipe At Corner

Fnd Iron Rod Bent 5.25'S & 0.22'W

Fence Corner Is 4.80'S

Fence End Is 5.23'S

Conc. Retaining Wall w/Fence

Conc. Retaining Wall Is 1.98'W

Fence Is 1.90'W

Back Of Curb Is 5.60'W

Fence Is 1.20'W

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

Fence End Is 0.20'N

Fence Corner Is 1.68'S

End Retaining Wall Is 1.68'S

Gate

Retaining Wall Is 2.02'S

Gate Post Is 1.38'S

Back Of Curb Is 5.38'S

Retaining Wall Is 1.91'S

Gate Post Is 1.69'S

Conc. Retaining Wall Is 2.65'W

Back Of Curb Is 5.63'W

Wood Fence

Gravel

Conc. Retaining Wall

Bituminous Pavement

B/C Is 2.12'N

Fence Is 0.35'N

Fence Corner Is 0.63'N

B/C Is 1.98'N

S 89° 41' 50" E 312.87'

B/C Is 5.50'S

B/C Is 5.55'S

B/C Is 5.66'S

Gravel

Conc. Retaining Wall

LOT 66

PT. OF PARCEL 3
Area= 47,708 S.F.
= 1.0952 Acres

42

41

43

1Story Brick

Conc. Walk

Conc. Drive

66'

Fnd Iron Pipe At Corner

Fence End Is 5.23'S

Fnd Iron Pipe At Corner

LOT 44

LOT 45

LOT 46

PARCEL 4
Area= 101,873 S.F.
= 2.3387 Acres

DRY DETENTION BASIN

GOELZ'S SUBDIVISION

GARDENS

LILLIAN AVENUE
Per Doc. No. 88576174

Wood Fence

Conc. Head Wall

5'x12' RCBC

6' Flat Bottom Concrete Channel

Conc. Head Wall

NW Corner Of Head Wall Is 0.07'W

Conc. Head Wall

Conc.

Weir Wall

SW Corner Of Head Wall Is 0.0'N & 0.0'E

Metal Rail (Typ.)

Bituminous Pavement

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'

N 00° 01' 11" W 105.00'

Bldg. Corner Is 0.09'S & 11.64'E

Bldg. Corner Is O.L. & 0.95'E

PARCEL 1
Area= 21,573 S.F.
= 0.4953 Acres

Conc. Walk

644-676 E. Rand Rd.
1 Story Brick & Block
Area= 17,767 S.F.

Electrical Control Box

Bldg. Corner Is 6.86'S & 0.73'E

Conc. Steps w/Hand Rail

Bldg. Corner Is 0.0'N

Bldg. Corner Is 11.68'E

Bldg. Corner Is 7.34'N

Bldg. Corner Is 7.47'N

1.35'x2.35' Column (Typ.)

Bldg. Canopy

B/C Is 3.12'S

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

Column Is 0.59'S

Column Is 0.57'S

End Hand Rail Is 2.55'S

Bollard (Typ.)

Hand Rail (Typ.)

Trans Pad

Planter

Hand Rail (Typ.)

End Hand Rail Is O.L.

Stairs

Bituminous Pavement

S 89° 58' 49" W 182.63'

Line Between Lot 1 & Lot 2

Easement No. 27090321

5' Private Utility Easement Per Doc. No. 27090321

10' Private Watermain Easement Per Doc. No. 27090321 PARCEL 8

THE CUB ADDITION SUBDIVISION
Rec. May 17, 1984 As Doc. No. 27090321

Lot 2

LOT 2

NOT INCLUDED EXCEPTION PARCEL 2

POINT OF BEGINNING PARCEL 1

N 47° 58' 11" W 105.00'

Bldg. Canopy

Back Of Walk Is 1.62'S

Back Of Walk Is 1.92'SW

POINT OF BEGINNING EXCEPTION TO PARCEL 2

Back Of Curb Is 0.12'N

Back Of Curb Is 0.08'S

Back Of Curb Is 0.14'W

Back Of Curb Corner Is 1.33'E

Fnd Iron Pipe At Corner

S 47° 58' 11" W 62.50'

S 89° 58' 12" W 305.66'

S 00° 01' 48" E 22.79'

Back Of Curb Is 0.39'E

Back Of Curb Is 0.32'E

Sw'rly Line Of Lot 2 & NE'rly Line Of Lot 3

S 47° 58' 11" E 312.35'

PT. OF PARCEL 2
Area= 70,096 S.F.
= 1.6092 Acres

25' Building Set Back Line Per Doc. No. 2709032-21

N 00° 01' 11" W 265.12'

Bldg. Canopy

1.35'x2.35' Column (Typ.)

Bituminous Pavement

LOT 3

5' IBT & CE CO. Easement Per Doc. No. 89558367

10' Public Utility Easement Per Doc. No. 27090321

Sw'rly Line Of Lot 3 & NE'rly Line Of Rand Road

N 47° 58' 11" W 395.24'

25' Building Set Back Line Per Doc. No. 2709032-21

L.S. (Typ.)

Conc. Walk

Bituminous Pavement

Back Of Walk Is 2.52'SW

Back Of Walk Is 1.18'SW

R A N D R O A D

110'

OHW

Conc. Walk

Metal & Brick Sign

Trans Pad

10' IBT & CE CO. Easement

N 42° 11' 49" E 77.07'

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'

Back Of Curb Is 2.18'N

R=75.00' L=54.84' Ch.=53.63' Ch Brg.= S 68° 44' 57" E

Conc. Walk

S'rly Most Corner Of Lot 3

Landscaped

20' IBT & CE CO. Easement Per Doc. No. 89558367

Fence Corner Is 0.73'N & 0.63'W

S 89° 41' 42" E 147.59'

S. Line Of Lot 58 & N. Line Of Jane Ave.

JANE AVENUE

99'

Bituminous Pavement

Fnd PK Nail

LOT 58

L.S. (Typ.)

Bituminous Pavement

POINT OF BEGINNING EXCEPTION TO PARCEL 3

NOT INCLUDED EXCEPTION PARCEL 3

EXCEPTION TO PARCEL 3

PRAIRIE AVENUE
Per Doc No. 88576174

VACATED

C. A. ARLINGTON GARDENS

HEIGHTS

GOELZ'S SUBDIVISION

LOT 59

780-832 E. Rand Rd.
1 Story Brick & Block
Area= 31,775 S.F.

LOT 60

PT. OF PARCEL 3
Area= 93,245 S.F.
= 2.1406 Acres

10' IBT & CE CO. Easement Per Doc. No. 89558367

Trans Pad

Bldg. Canopy

1.35'x2.35' Column (Typ.)

Conc.

Wood Fence

Conc. Refuge Area

Bituminous Pavement

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

Ingress - Egress & Utilities Easement Per Doc. No. 88046282 Amended per Doc. No. 88409221

Bldg. Corner Is O.L. & 36.03'W

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'

S 89° 58' 12" W 204.61'

S 00° 01' 48" E 318.75'

Fnd Cross Notch 1.47'N & O.L.

Fnd Iron Pipe At Corner

NE Corner Lot 62 POINT OF BEGINNING EXCEPTION TO PARCEL 3

Fence Corner Is 1.76'N

End Of Retaining Wall Is 2.15'N

Conc. Retaining Wall

Fence Is 1.84'N

Fence End Is 1.69'N & 1.79'W

N 89° 41' 45" W 279.96'

Fnd Iron Pipe At Corner

66'

Conc. Retaining Wall Is 1.53'W

10' IBT & CE CO. Easement Per Doc. No. 89558367

VACATED

NW Corner Lot 61

POINT OF BEGINNING EXCEPTION TO PARCEL 3

EXCEPTION TO PARCEL 3

62

61

63

64

65

750 E. Rand Rd.
1 Story Masonry

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 0.14'W

Back Of Curb Corner Is 1.33'E

Fnd Iron Pipe At Corner

S 00° 01' 48" E 22.79'

S 89° 58' 12" W 305.66'

Sw'rly Line Of Lot 2 & NE'rly Line Of Lot 3

S 47° 58' 11" E 312.35'

Back Of Curb Is 1.62'S

Back Of Walk Is 1.92'SW

POINT OF BEGINNING EXCEPTION TO PARCEL 2

10'

S 47° 58' 11" W 62.50'

Bituminous Pavement

Conc. Walk

Back Of Walk Is 2.52'SW

Back Of Walk Is 1.18'SW

Metal & Brick Sign

Trans Pad

N 42° 11' 49" E 77.07'

S'rly Most Corner Of Lot 3

Conc. Walk

OHW

Bldg. Canopy

Bldg. Canopy

Conc.

Conc.

Bituminous Pavement

Landscaped

Fence Corner Is 0.56'W

Bituminous Pavement

Fence Corner Is 0.51'W

S 00° 01' 48" E 318.75'

Ingress - Egress & Utilities Easement Per Doc. No. 88046282 Amended per Doc. No. 88409221

10' IBT & CE CO. Easement Per Doc. No. 89558367

35.99'

258.96'

36.07'

Fnd Iron Pipe At Corner

Concrete Retaining Wall

Bituminous Pavement

Retaining Wall Is 0.51'W

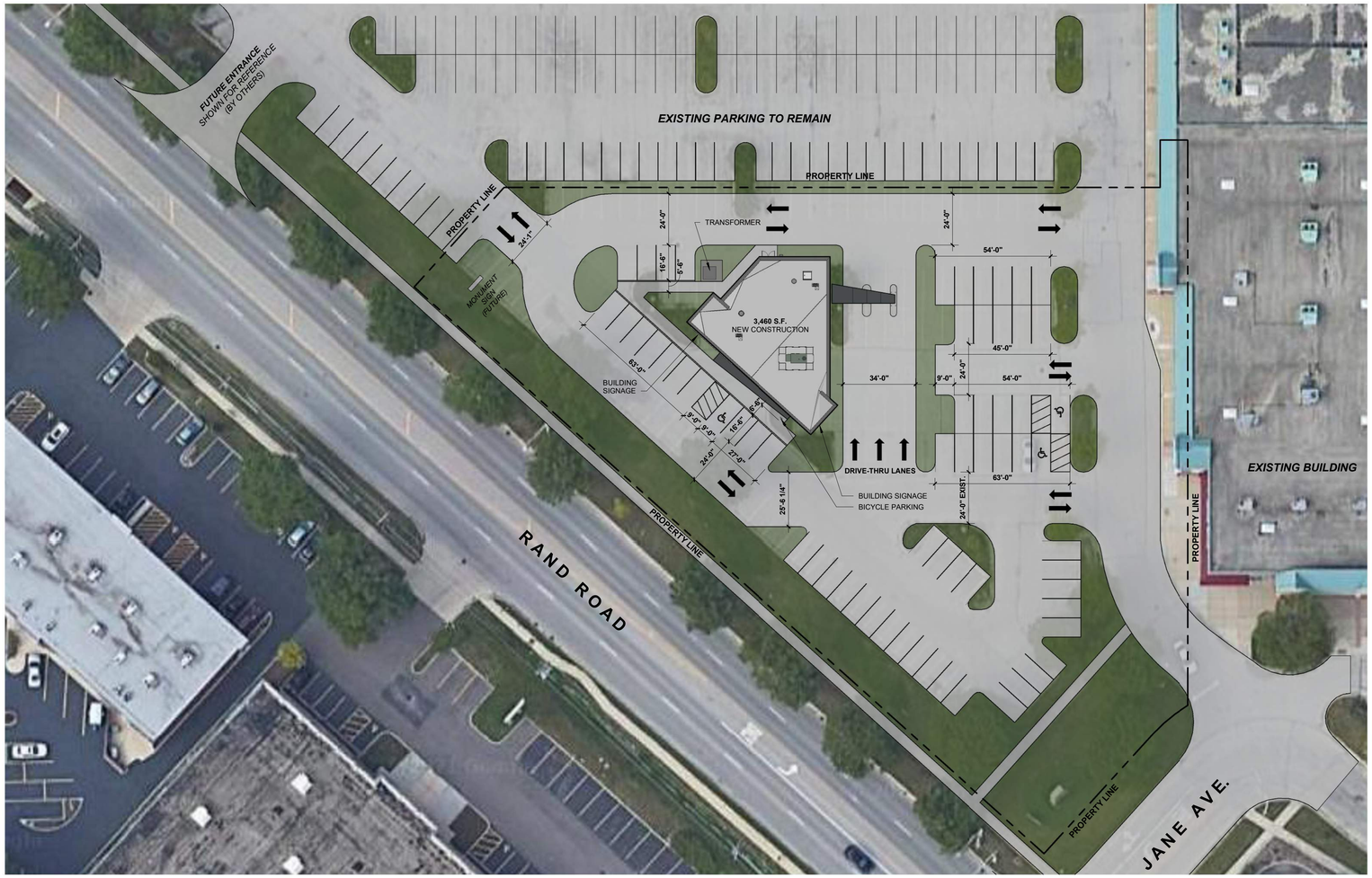
Fnd Iron Pipe At Corner

Fence Corner Is 0.56'W

Fence Corner Is 0.51'W

Fnd PK Nail

Bituminous Pavement



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

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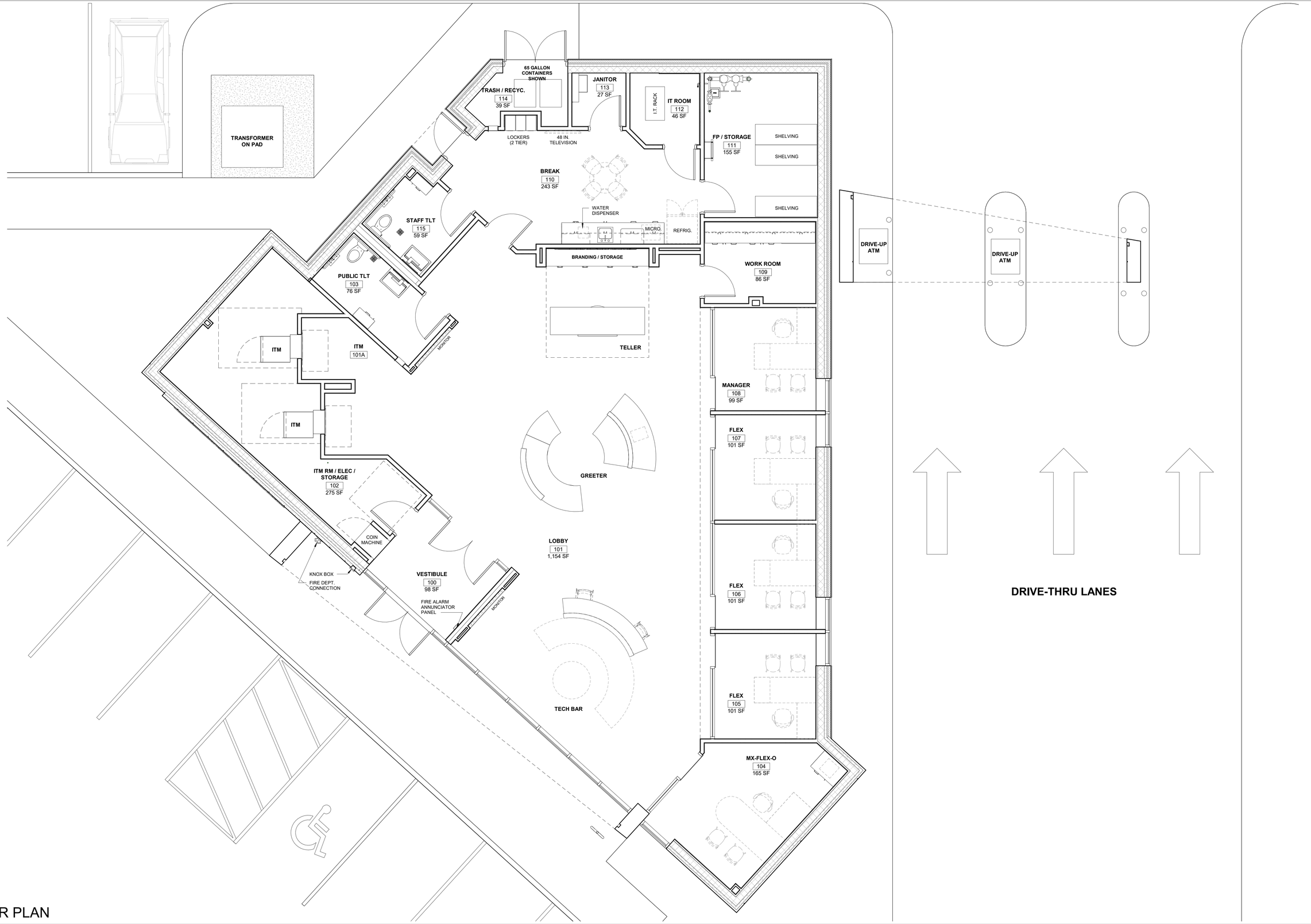

FLOOR PLAN

A-1

950 E. RAND ROAD
ARLINGTON HEIGHTS, IL
60004

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PLAN COMMISSION REVIEW
7211440

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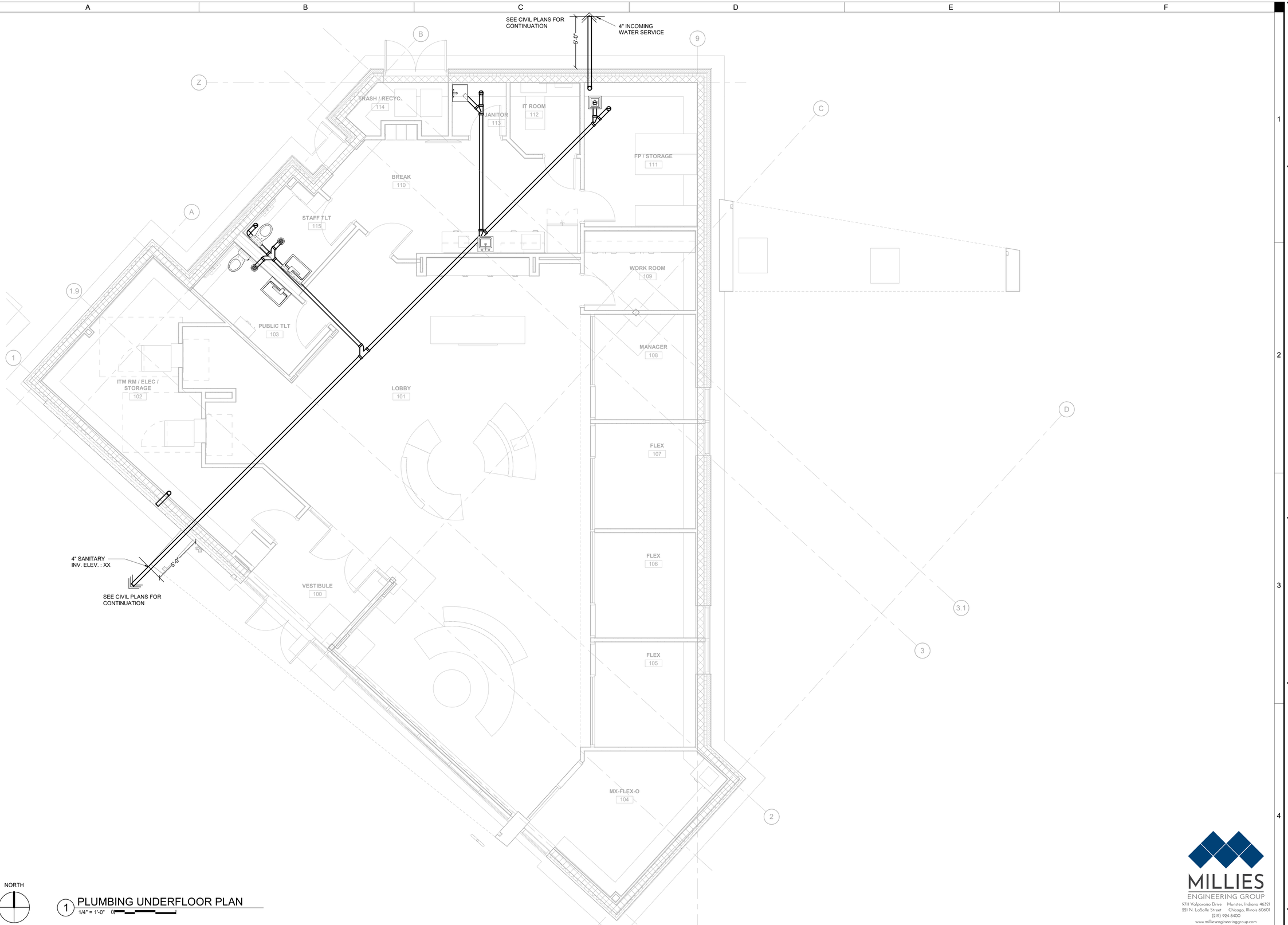

NORTH

1 PLUMBING UNDERFLOOR PLAN
1/4" = 1'-0"

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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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221 N. LaSalle Street Chicago, Illinois 60601
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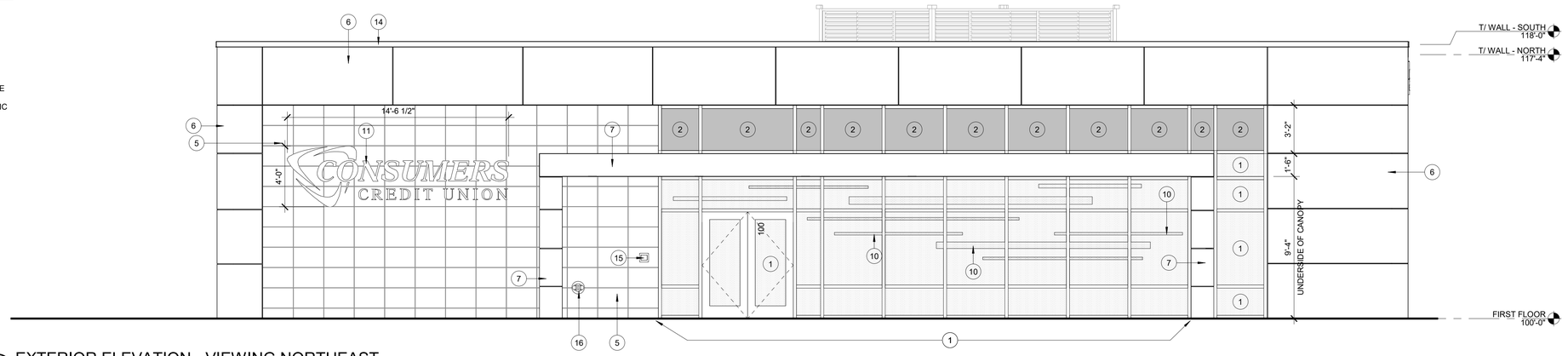
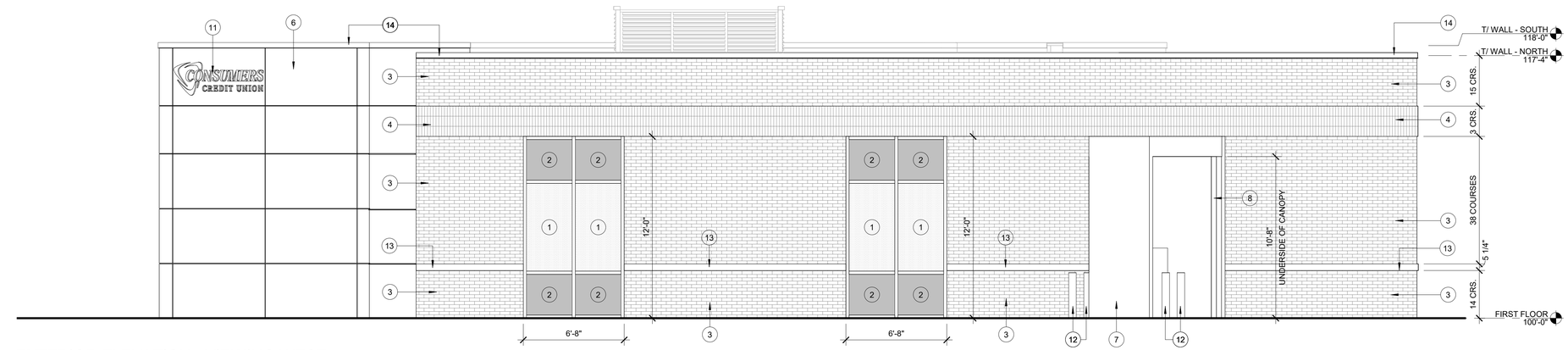
EXTERIOR ELEVATION LEGEND

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



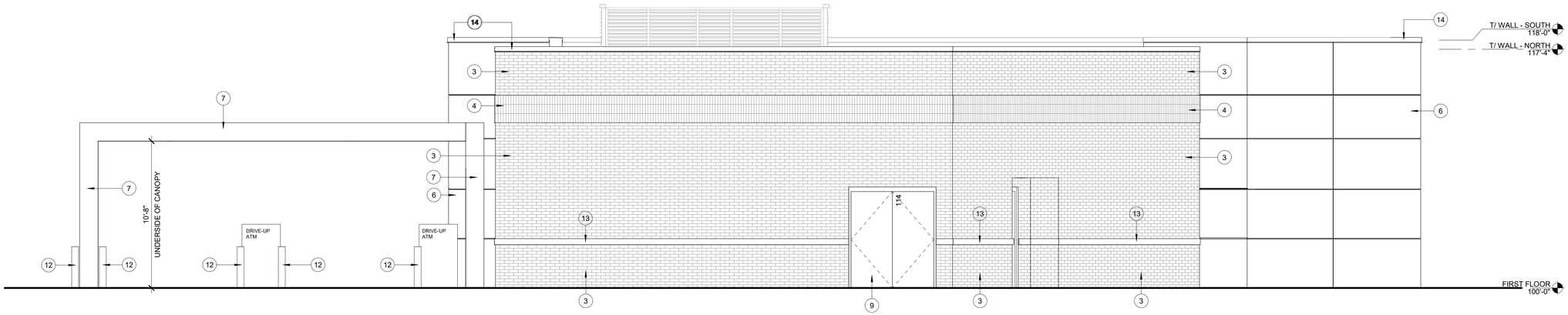
A2 EXTERIOR ELEVATION - VIEWING NORTHEAST

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

CONSUMERS CREDIT UNION
950 E. RAND ROAD
ARLINGTON HEIGHTS, IL 60004

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN: CH
APPROVED: JL
ISSUED FOR: PLAN COMMISSION REVIEW
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
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10	APPLIED COLOR GLASS FILM - FINAL DESIGN TO BE DETERMINED
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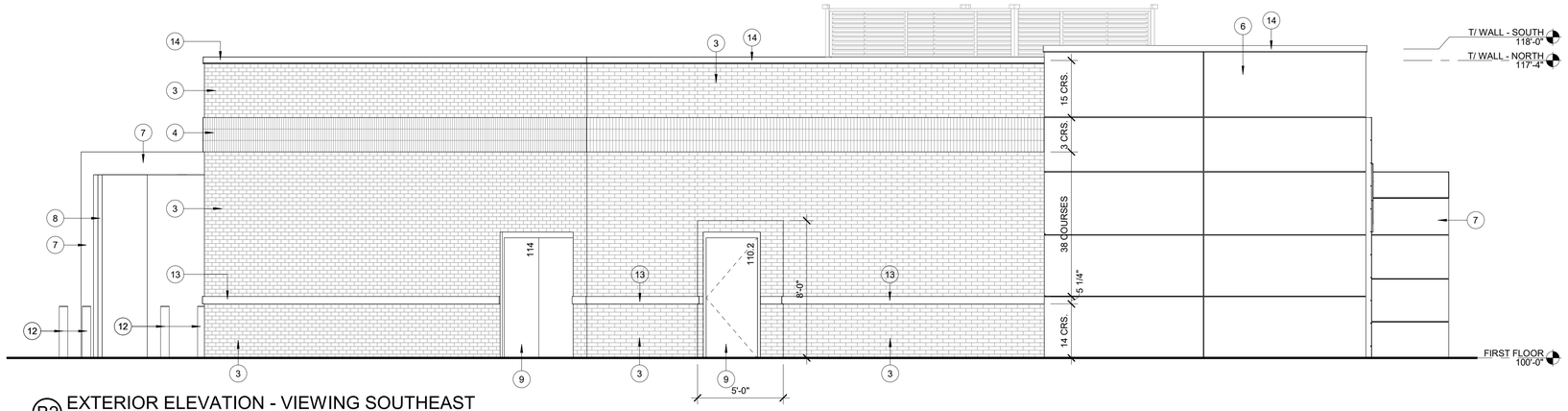
12	BOLLARD - PAINTED
13	CAST STONE HORIZONTAL BAND - MONUMENT WHITE
14	METAL COPING TO MATCH COMPOSITE METAL PANEL - TYPE 1
15	KNOX BOX
16	FIRE DEPARTMENT CONNECTION



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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PROJECT #: 7211440
FIELD BOOK:

EXTERIOR ELEVATIONS

A-3

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VIEW FROM SOUTHWEST

VIEW FROM SOUTHEAST

VIEW FROM NORTHEAST

VIEW FROM NORTHWEST

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RAND ROAD ARLINGTON HEIGHTS, IL

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DRAWN: MLH
APPROVED: JMR
ISSUED FOR: VILLAGE RESPONSE
DATE: 01/10/22
PROJECT NO: 7211440
FIELD BOOK: ---
CLIENT NO: ---

SITE PLAN

C101

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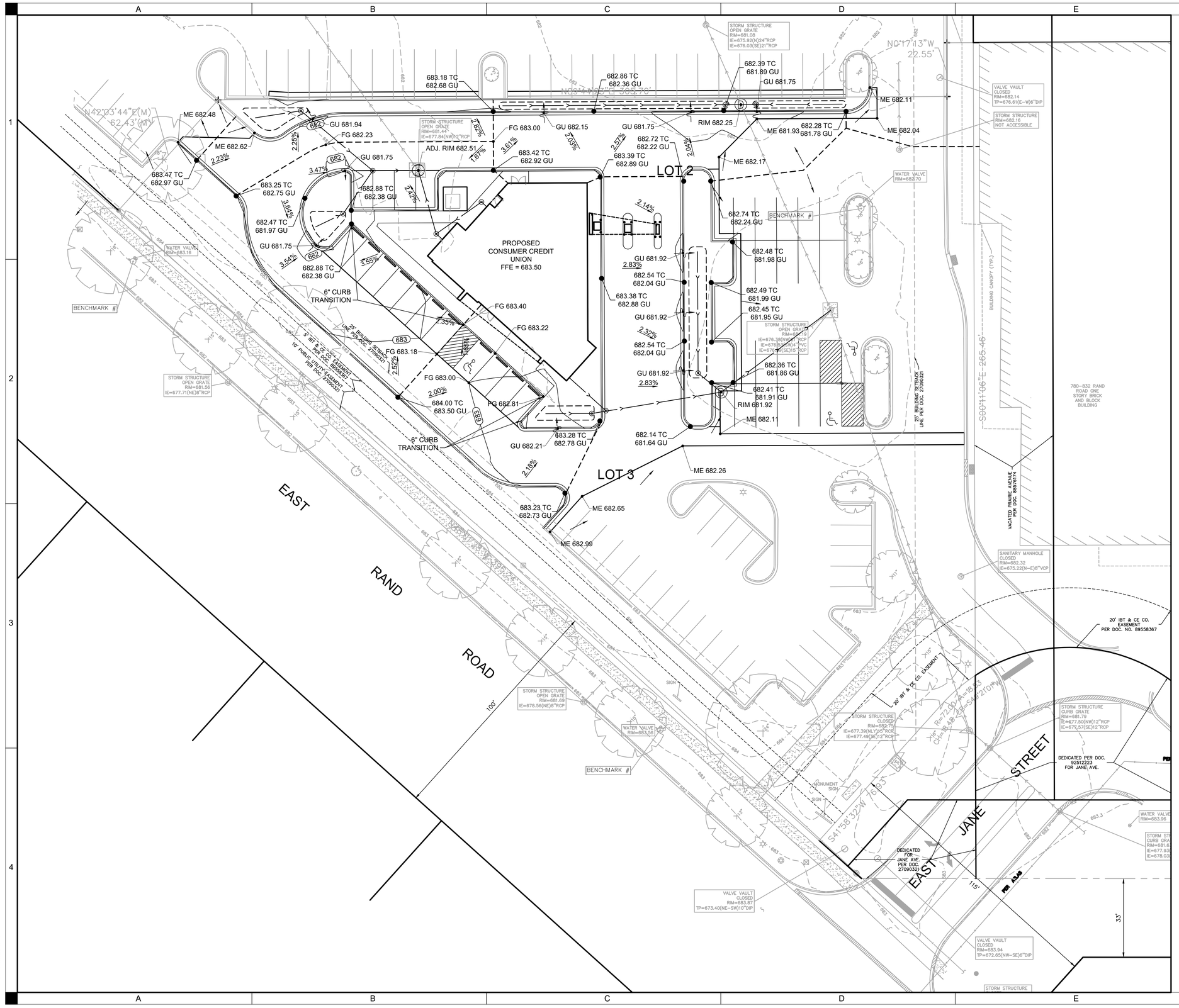

GRADING LEGEND:

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°42'21"E 305.79'
PROP. BIOCELL OBSERVATION WELL, TYP.
EXISTING STORM SEWER, TYP.
WATER VALVE RIM=682.70
38 LF 4" D.I. STM SEWER @ 1.00%
PROP. TRANSFORMER
LOT 2
PROP. 4" D.I. WATER BUILDING CONNECTION
BENCHMARK #
EXISTING WATER LINE
13 LF 4" PERF. HDPE STM SEWER @ 1.00%
PROP. FIRE HYDRANT
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=677.79(SE)15"RCP
BENCHMARK #
25' BUILDING SETBACK LINE PER DOC. 27090321
10' PUBLIC UTILITY EASEMENT PER DOC. 27090321
5' IBT & CE CO. EASEMENT PER DOC. 89558367
PROP. SANITARY BUILDING CONNECTION INV. 678.50
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
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.
LOT 3
PROP. SANITARY SEWER CLEANOUT, TYP.
PROP. BIOCELL OBSERVATION WELL, TYP.
PROP. GAS LINE, TYP.
EAST
RAND
ROAD
100'
S0°11'06"E 265.46'
BUILDING CANOPY (TYP.)
VACATED PRAIRIE AVENUE PER DOC. 89570174
SANITARY MANHOLE CLOSED RIM=682.32 IE=675.22(N-E)8"VCP
20' IBT & CE CO. EASEMENT PER DOC. NO. 89558367
STORM STRUCTURE OPEN GRATE RIM=681.56 IE=678.56(NE)8"RCP
WATER VALVE RIM=683.56
SIGN
STORM STRUCTURE CLOSED RIM=682.75 IE=677.39(NW)15"RCP IE=677.49(SE)12"RCP
20' IBT & CE CO. EASEMENT
R=72.00 A=16.63 CH=16.48 S54°21'07"W
STORM STRUCTURE CURB GRATE RIM=681.79 IE=677.50(NW)12"RCP IE=677.57(SE)12"RCP
DEDICATED PER DOC. 92512223 FOR JANE AVE.
MONUMENT SIGN
S41°35'32"W 76.83'
PER ATLAS
WATER VALVE RIM=683.96
DEDICATED FOR JANE AVE. PER DOC. 27090321
115'
33'
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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CONSUMER CREDIT UNION

CONSUMER CREDIT UNION
RAND ROAD ARLINGTON HEIGHTS, IL

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWN: MLH
APPROVED: JMR
ISSUED FOR: VILLAGE RESPONSE
DATE: 01/10/22
PROJECT NO: 7211440
FIELD BOOK: ---
CLIENT NO: ---

UTILITY PLAN

C301

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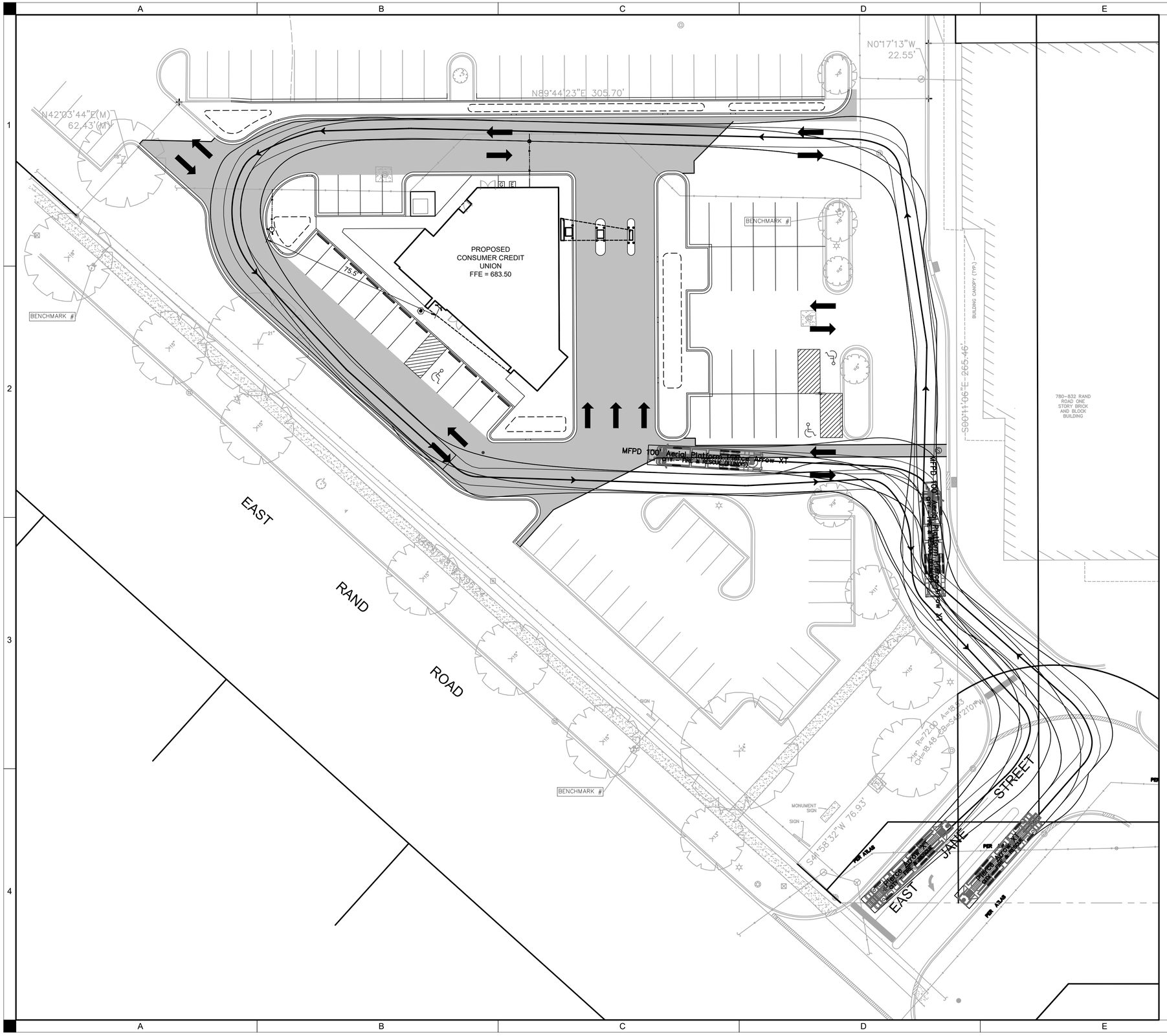
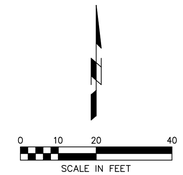
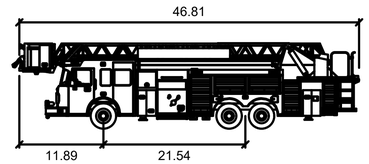




GENERAL NOTES:

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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CONSUMER CREDIT UNION
RAND ROAD ARLINGTON HEIGHTS, IL

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DRAWN: MLH
APPROVED: JMR
ISSUED FOR: VILLAGE RESPONSE
DATE: 01/10/22
PROJECT NO.7211440
FIELD BOOK: ---
CLIENT NO: ---

FIRE TRUCK
EXHIBIT

EX-FT

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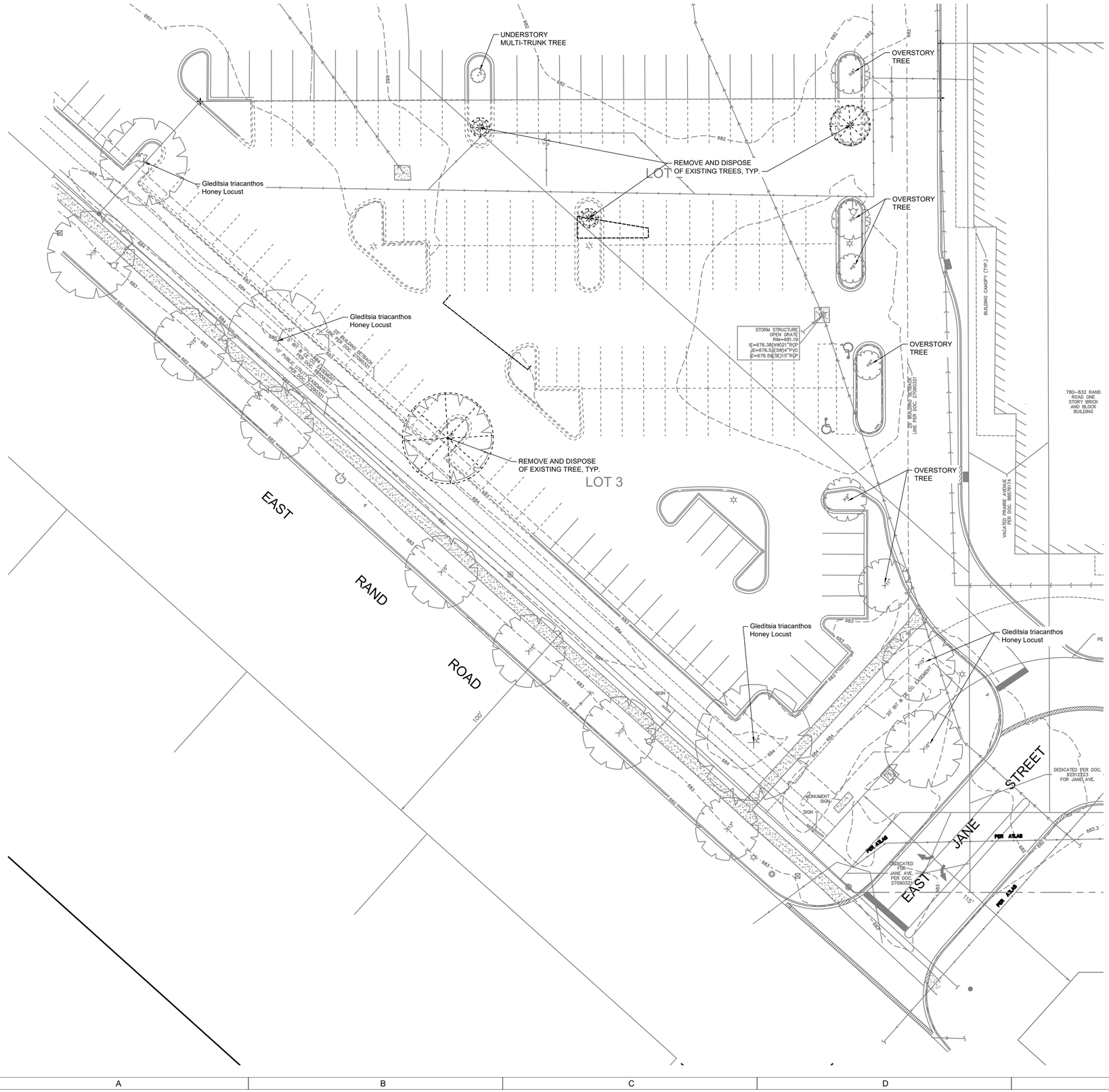
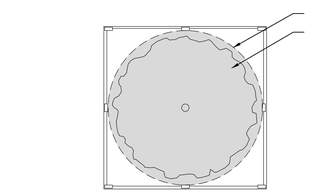
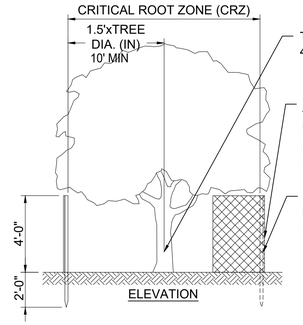




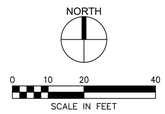
PLAN



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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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:

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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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: 7211449
FIELD BOOK: ---
CLIENT NO:

LANDSCAPE PLAN

L101

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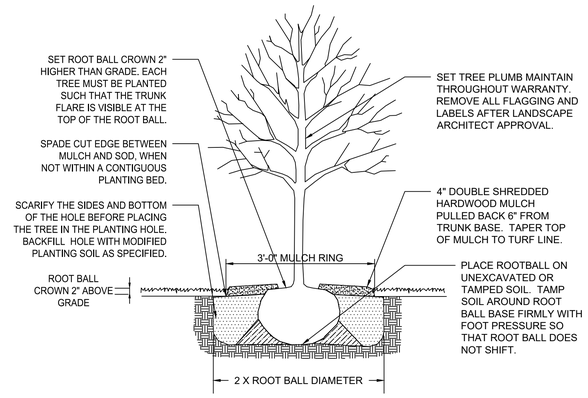
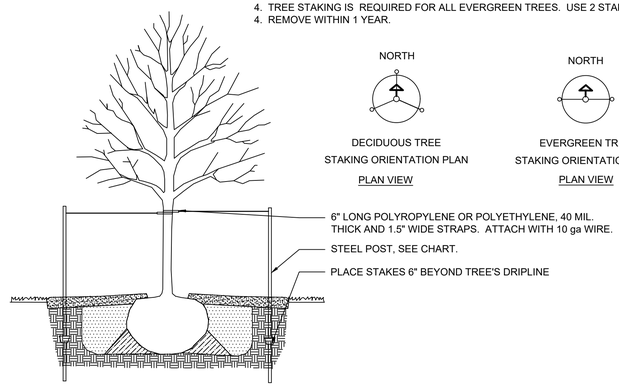
SODDING AND LIVE PLANTING NOTES:

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.

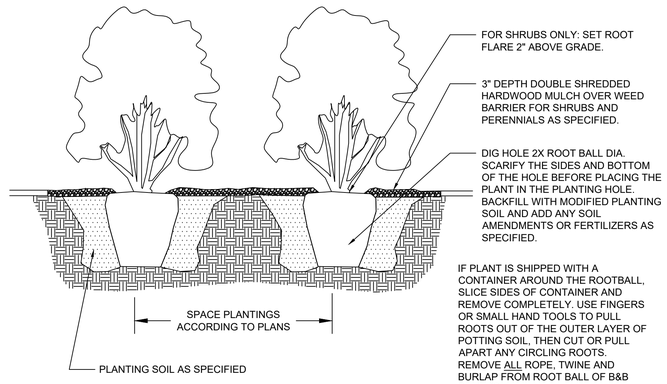


A6 DECIDUOUS TREE PLANTING
NTS

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

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Consumers Credit Union - Arlington Heights

CONSUMERS CREDIT UNION
RAND ROAD
ARLINGTON HEIGHTS, IL

PRELIMINARY - NOT FOR CONSTRUCTION

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ISSUED FOR: PLAN COMMISSION APPLICATION
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FIELD BOOK: ---
CLIENT NO.

LANDSCAPE DETAILS

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Consumers Credit Union

JLL : 4-5 minutes : 9/25/2020

Palatine Relocation Analysis

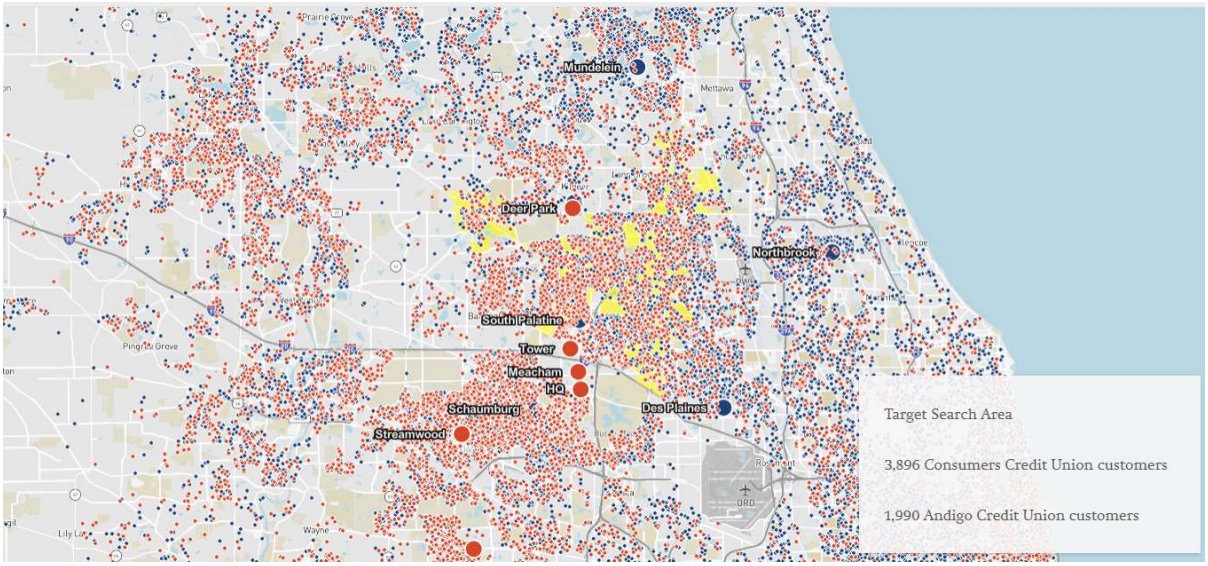
Project Overview

- 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.

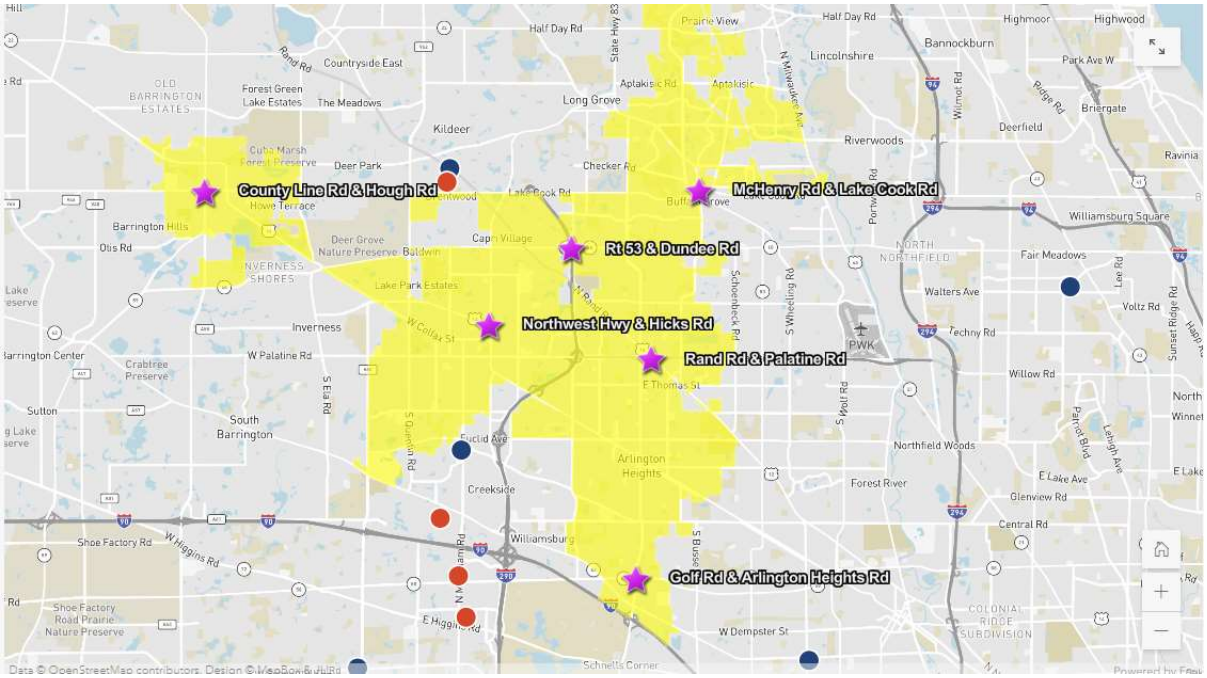
Branch Name	Total Deposits	Total Population	5-Year Population Growth	Daytime Population	Median Household Income	# of Businesses
Consumers Credit Union						
HQ	This information is withheld by the client.	53,891	-0.20%	56,513	$91,443	2,015
Round Lake Beach		89,923	-0.18%	76,360	$78,935	2,048
North Waukegan		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

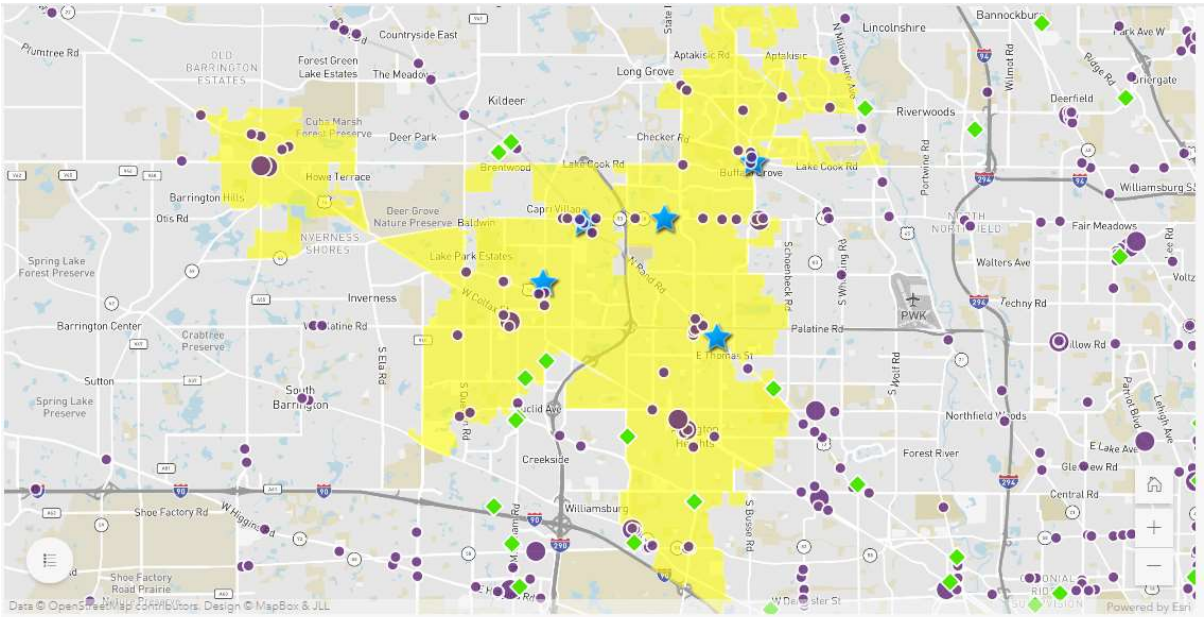
Arlington Heights

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.

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

EXISTING METAL HALIDE POLE LIGHT TO REMAIN. ESTIMATED 300W BULB FOR CALCULATION

+40' AFG

EA +15' AFG

EC +40' AFG

TYP (4) EB +10' AFG

EA +15' AFG

EA +15' AFG

TYP (3) EB +9.25" AFG

EA +15' AFG

EC +40' AFG

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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

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Autodesk Revit 2021

D-Series Size 1
LED Area Luminaire

Buy American

Catalog Number

Notes

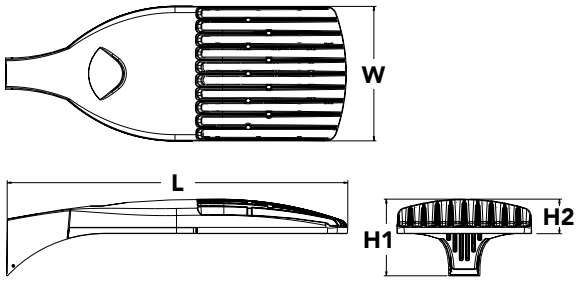
Type

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

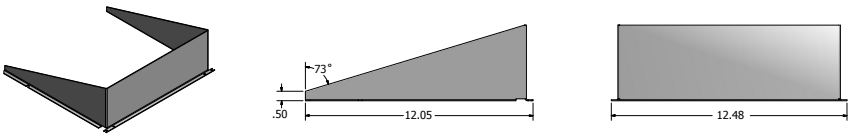
For more control options, visit DTL and ROAM online.

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.

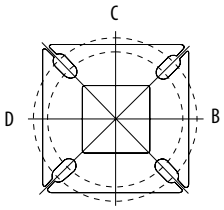
Options

EGS - External Glare Shield

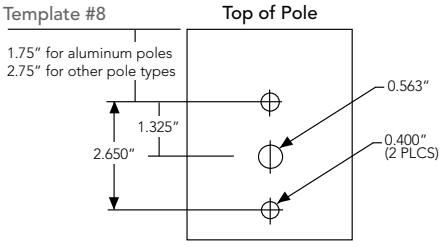


Drilling

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

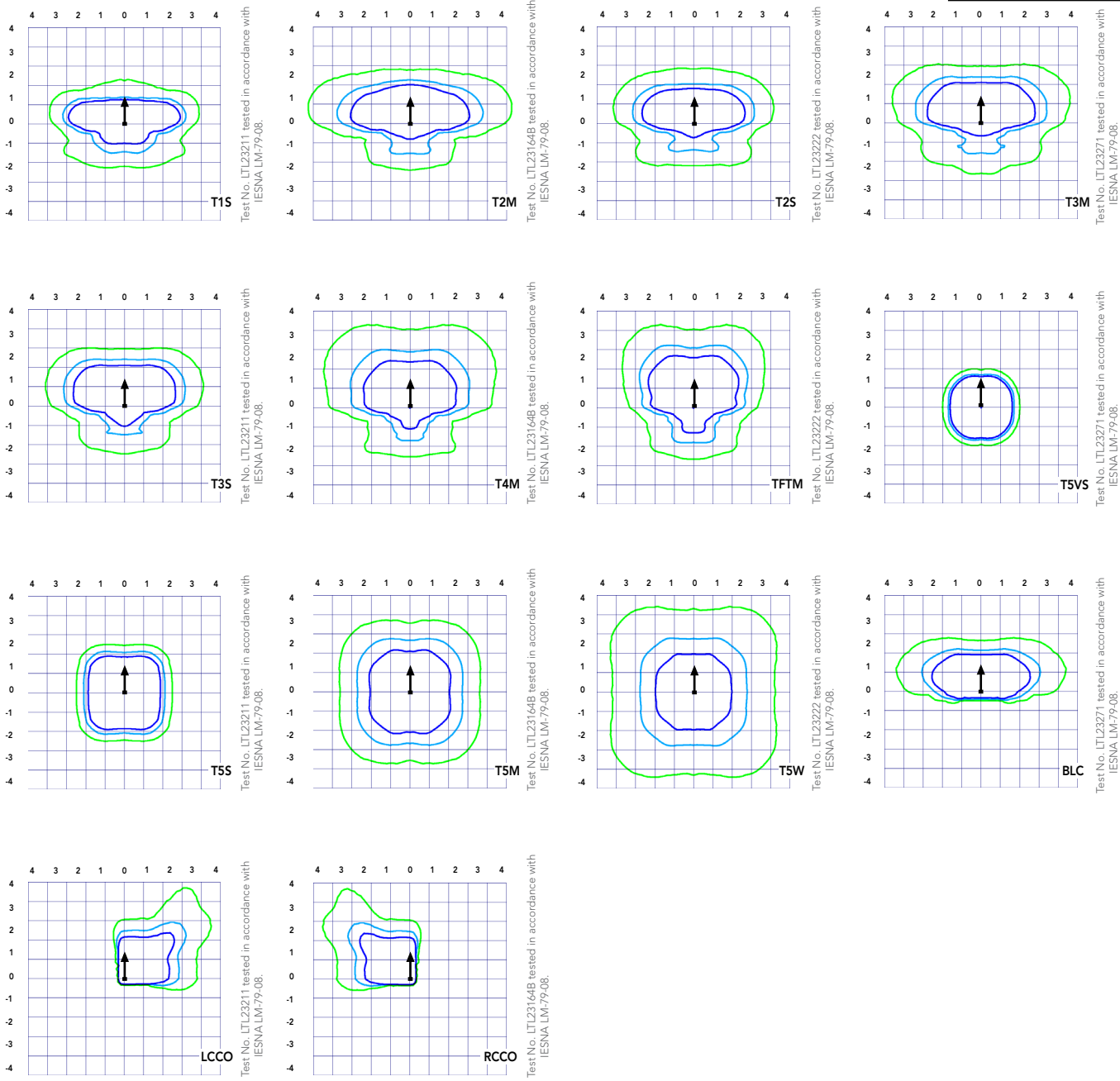
To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

FIXTURES EA & EC

Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

LEGEND

- 0.1 fc
- 0.5 fc
- 1.0 fc



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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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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
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

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

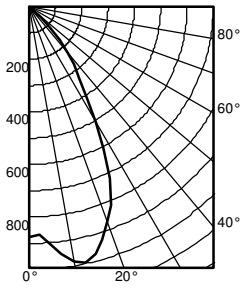
Notes

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	

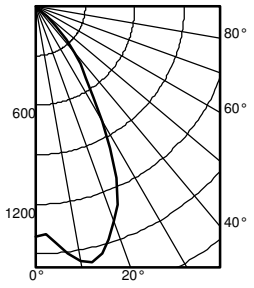
Zone	Lumens	% Lamp
0° - 30°	680.7	69.0
0° - 40°	895.0	90.7
0° - 60°	986.0	99.9
0° - 90°	987.0	100.0
90° - 120°	0.0	0.0
90° - 130°	0.0	0.0
90° - 150°	0.0	0.0
90° - 180°	0.0	0.0
0° - 180°	987.0	*100.0

*Efficiency

pf / pc / pw	80% 50%	80% 30%	80% 10%	70% 50%	70% 30%	70% 10%	50% 50%	50% 30%	50% 10%
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

Mounting Height	Inital FC Center Beam	50% beam - 54.5° Diameter	50% beam - 54.5° FC	10% beam - 82.2° Diameter	10% beam - 82.2° 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	

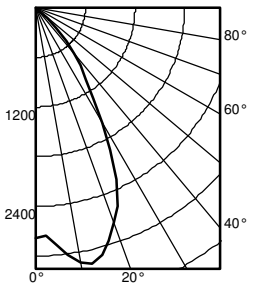
Zone	Lumens	% Lamp
0° - 30°	1084.6	69.0
0° - 40°	1426.2	90.7
0° - 60°	1571.3	99.9
0° - 90°	1572.9	100.0
90° - 120°	0.0	0.0
90° - 130°	0.0	0.0
90° - 150°	0.0	0.0
90° - 180°	0.0	0.0
0° - 180°	1572.9	*100.0

*Efficiency

pf / pc / pw	80% 50%	80% 30%	80% 10%	70% 50%	70% 30%	70% 10%	50% 50%	50% 30%	50% 10%
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

Mounting Height	Inital FC Center Beam	50% beam - 54.5° Diameter	50% beam - 54.5° FC	10% beam - 82.2° Diameter	10% beam - 82.2° 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 / pc / pw	80% 50%	80% 30%	80% 10%	70% 50%	70% 30%	70% 10%	50% 50%	50% 30%	50% 10%
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

Mounting Height	Inital FC Center Beam	50% beam - 54.5° Diameter	50% beam - 54.5° FC	10% beam - 82.2° Diameter	10% beam - 82.2° 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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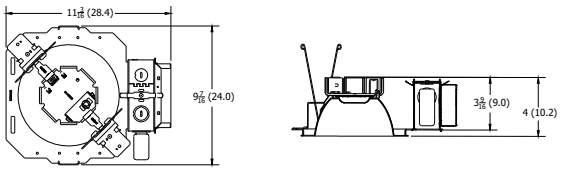
LDN6

FIXTURE EB

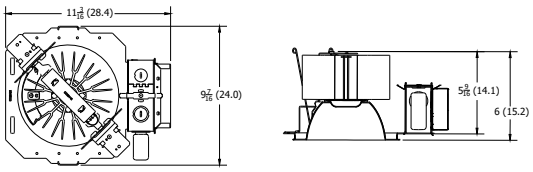
* All dimensions are inches (centimeters) unless otherwise noted.

LDN6 500 - 1500 LUMENS



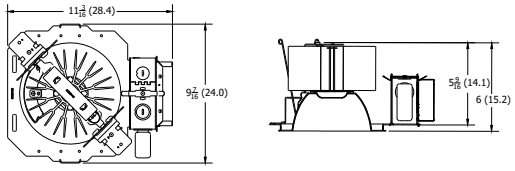
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6 2000 - 3000 LUMENS



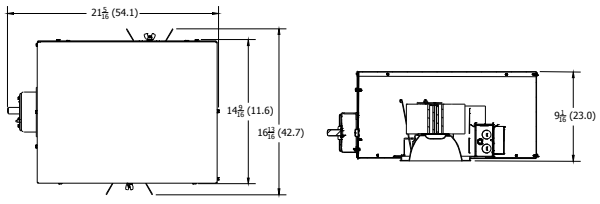
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

LDN6 4000 - 5000 LUMENS



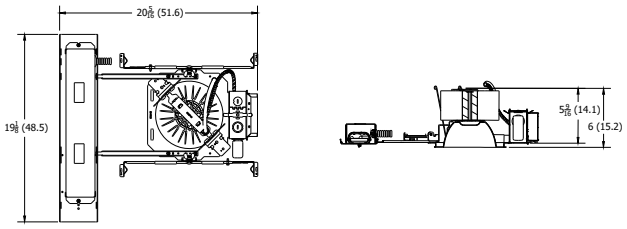
Marked Spacing: 24 x 24 x 10
Aperture: 6-1/4 (15.9)
Ceiling Opening: 7-1/8 (18.1)
Overlap Trim: 7-1/2 (19.1)

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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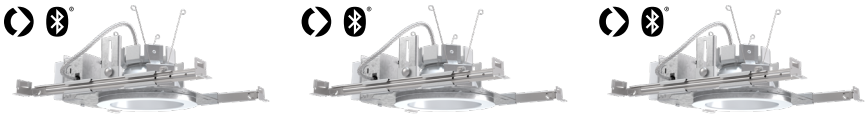
ADDITIONAL DATA

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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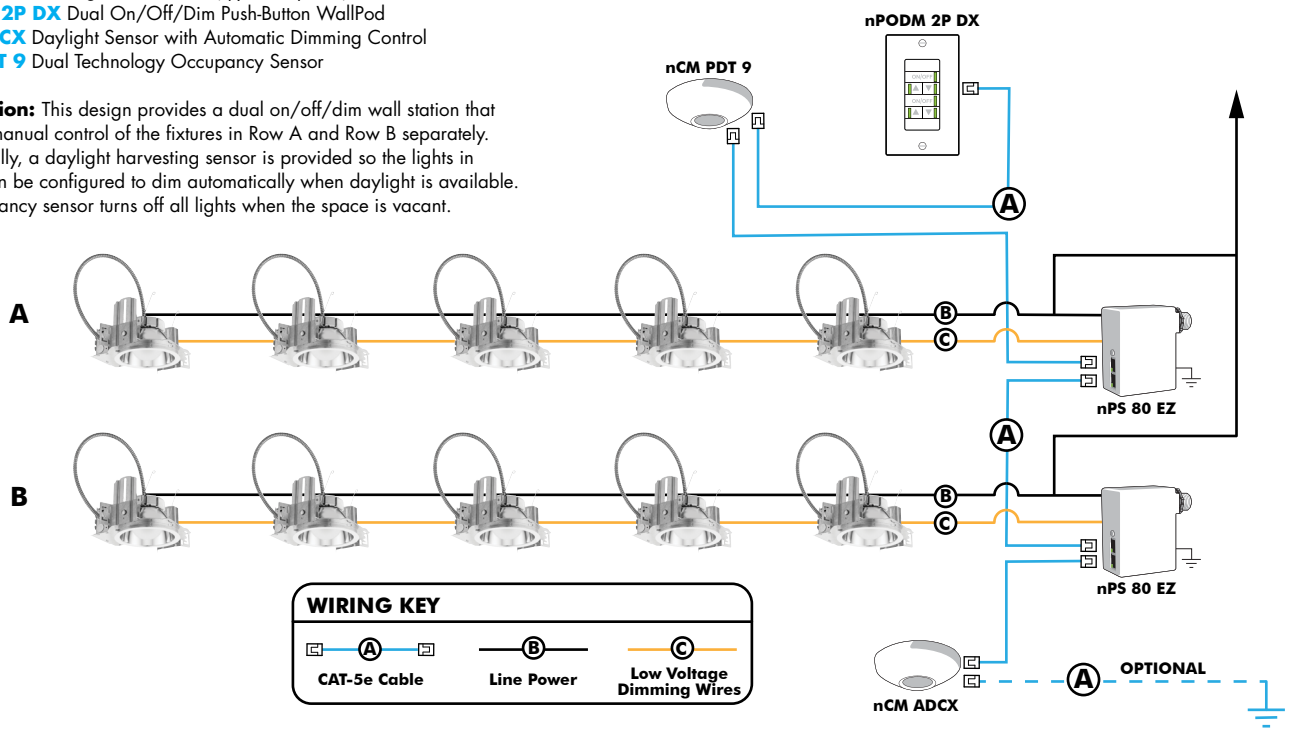
EXAMPLE
Group Fixture Control*
*Appiication diagram applies for fixtures with eldoLED drivers only.

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).

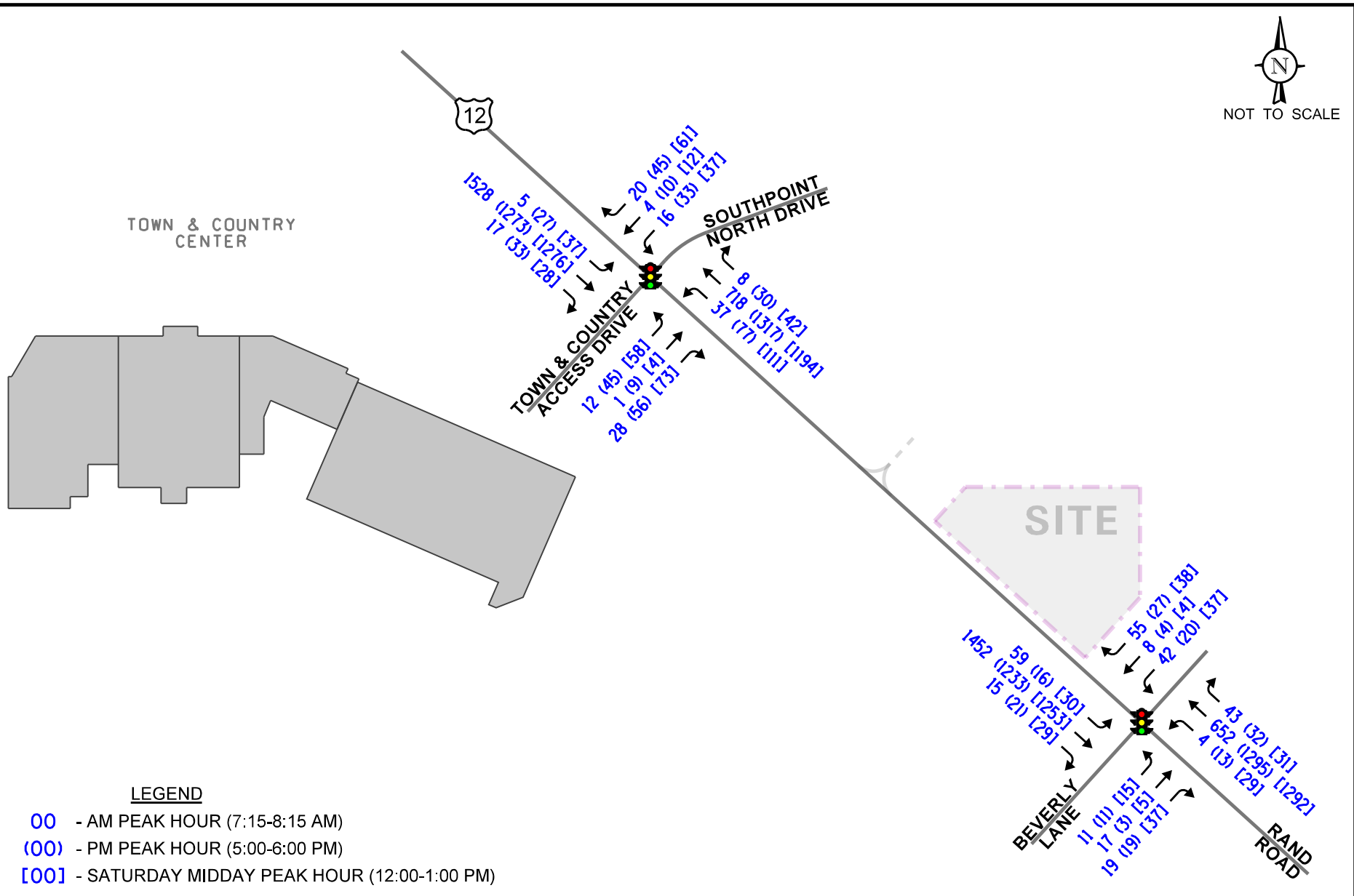
Jane Avenue/Beverly Lane are northeast-southwest local roads. Jane Avenue extends from Rand Road east to its terminus at Clarence Avenue and serves the Southpoint retail center, other retail stores, and a multi-family building. At its signalized intersection with Rand Road, both roads provide an exclusive 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

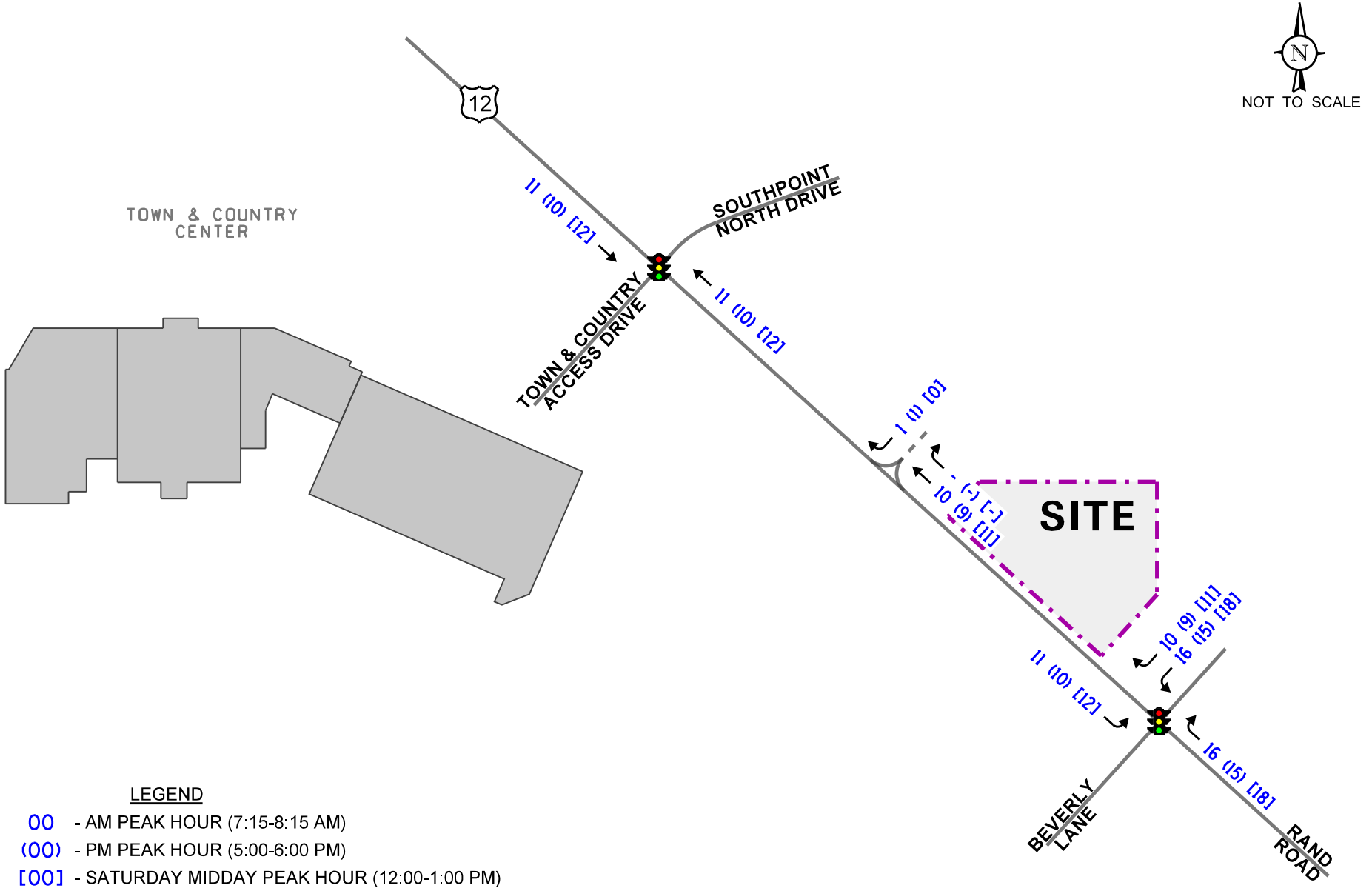
Based on a recent traffic study prepared for a potential user for the vacant Bif Furniture store, a right-in/right-out access drive is proposed off Rand Road midpoint between the two signalized access drives serving the shopping center. While it is our understanding that the approval of the proposed 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

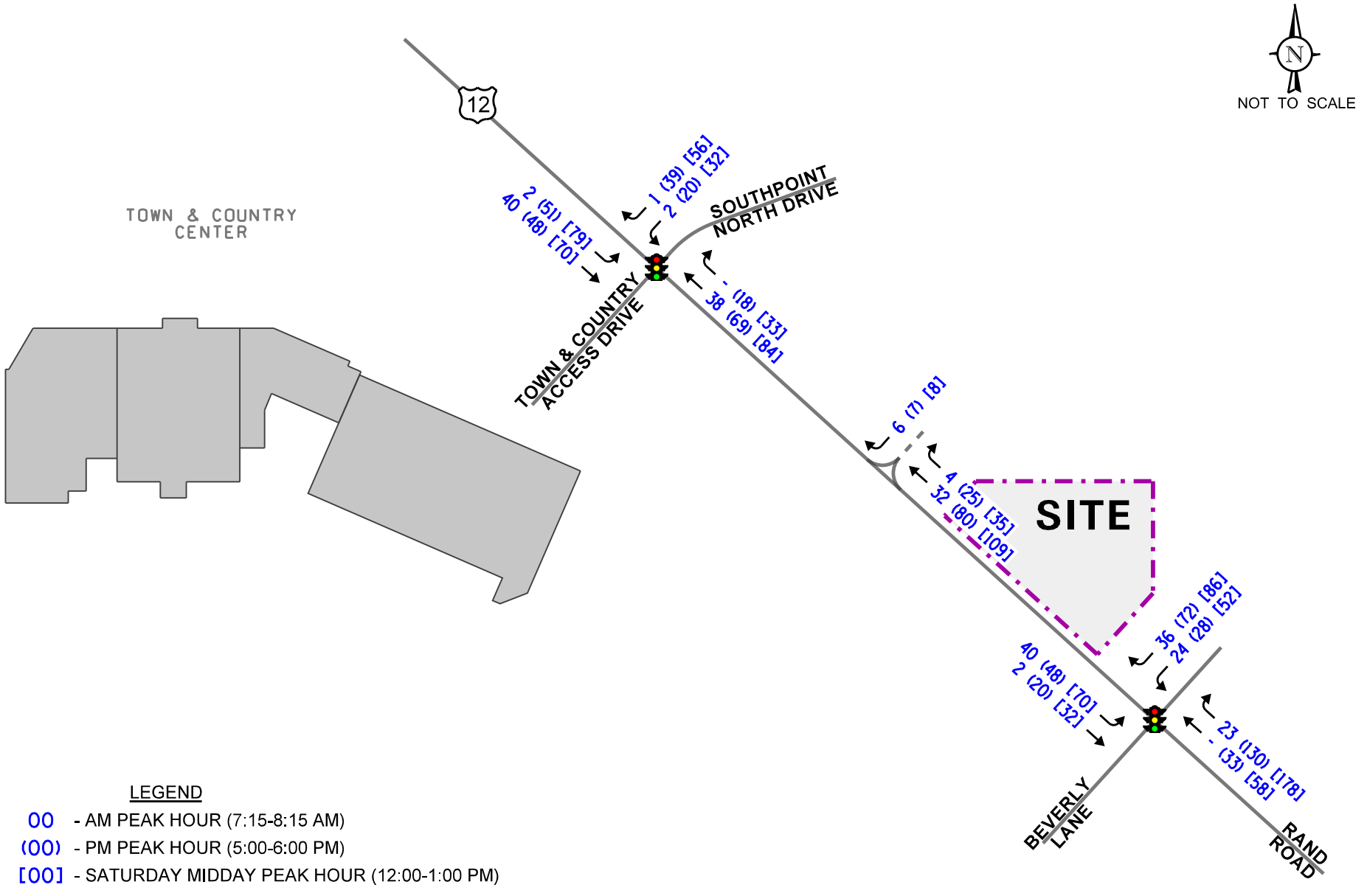
Current Vacancies and Planned Developments

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**



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

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

[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

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

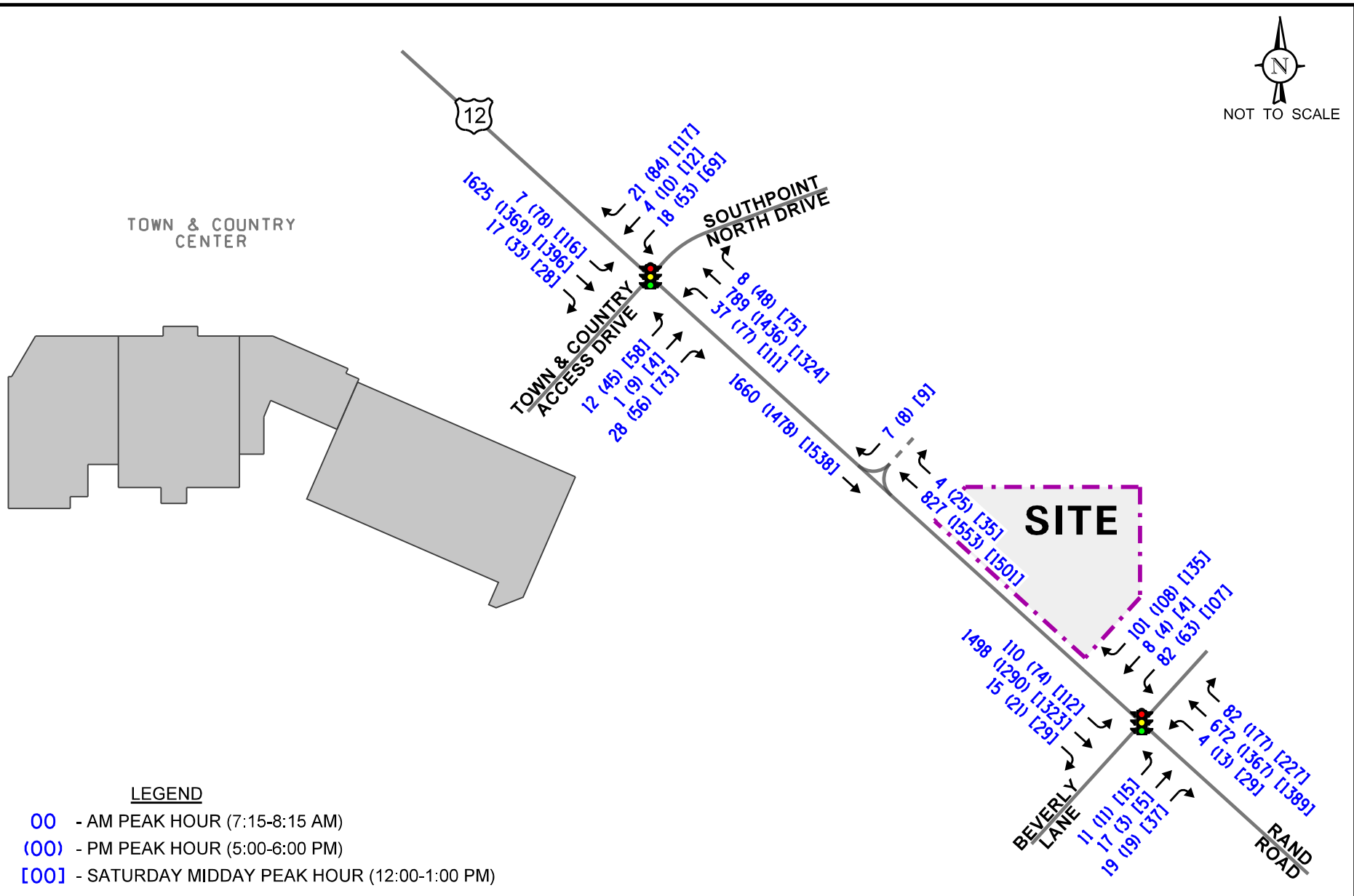
Total Projected Traffic Volumes

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

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

Job No: 21-303

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

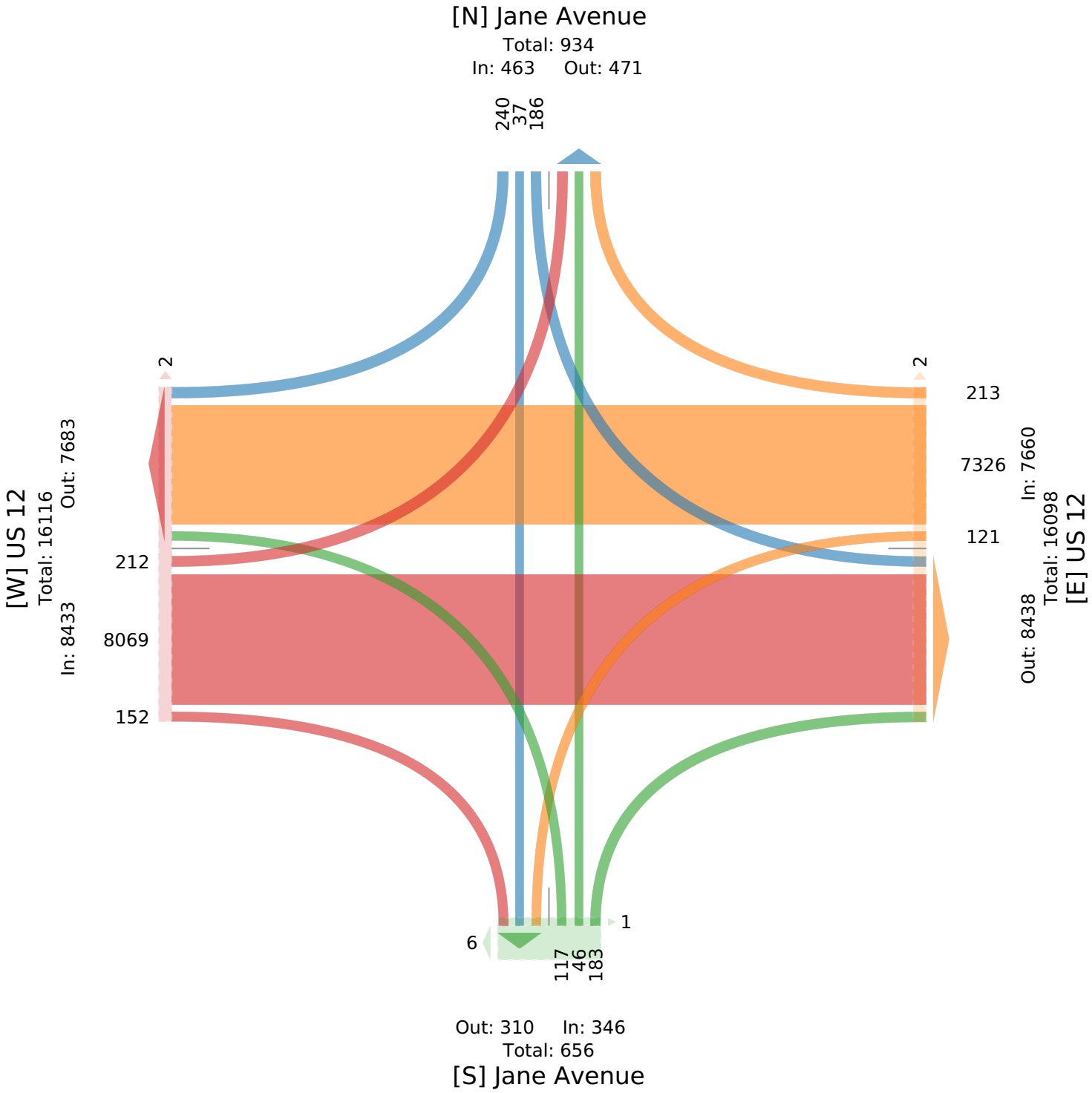
Leg	Jane Avenue Southbound						US 12 Westbound						Jane Avenue Northbound						US 12 Eastbound						
Direction																									
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-11-06 11:00AM	11	0	6	0	**17**	-	7	290	2	0	**299**	1	10	2	8	0	**20**	0	10	297	10	0	**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

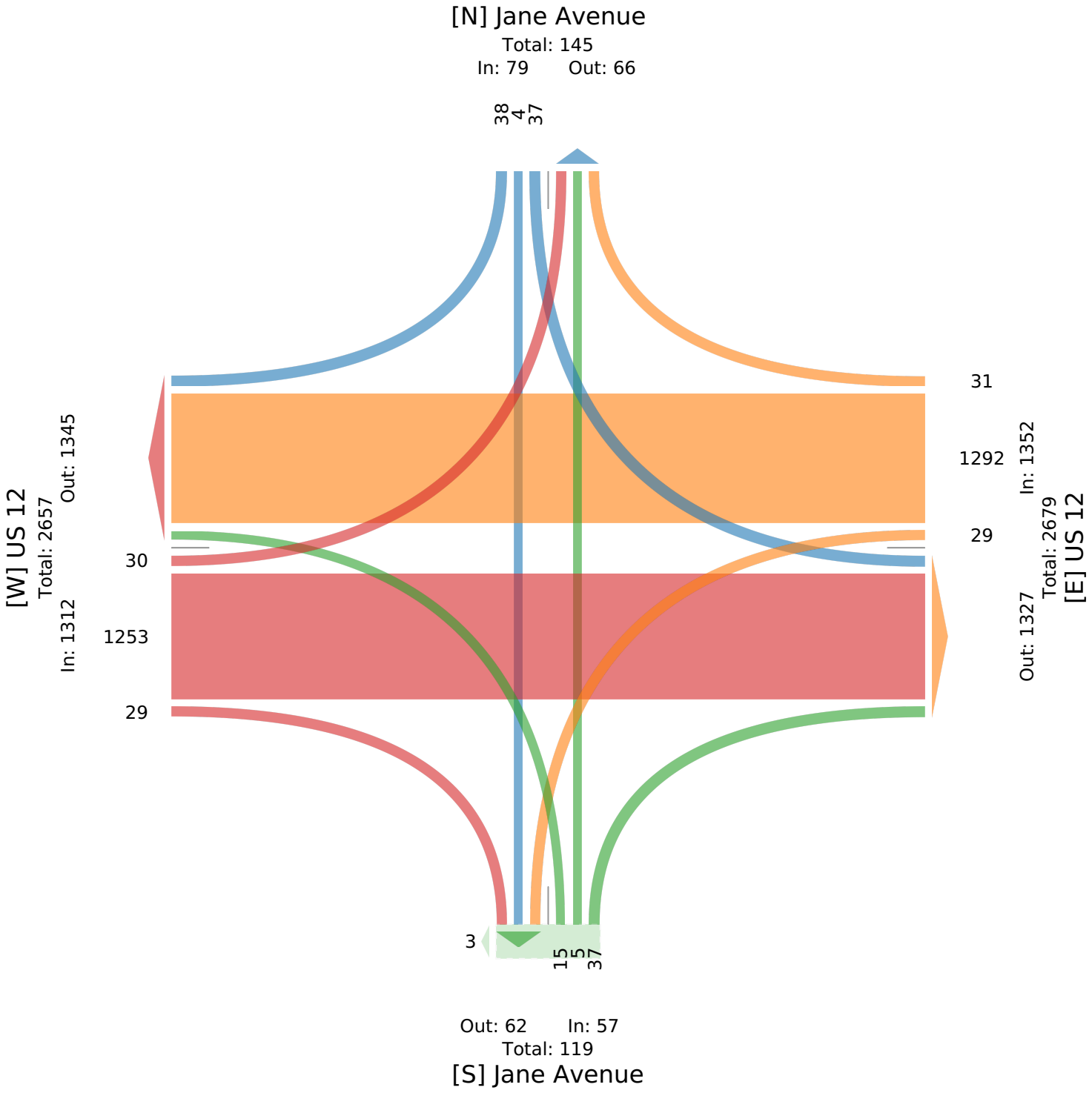
Leg	Jane Avenue						US 12						Jane Avenue						US 12						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-11-06 11:45AM	10	0	12	0	**22**	-	9	336	2	0	**347**	0	6	0	0	0	**6**	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

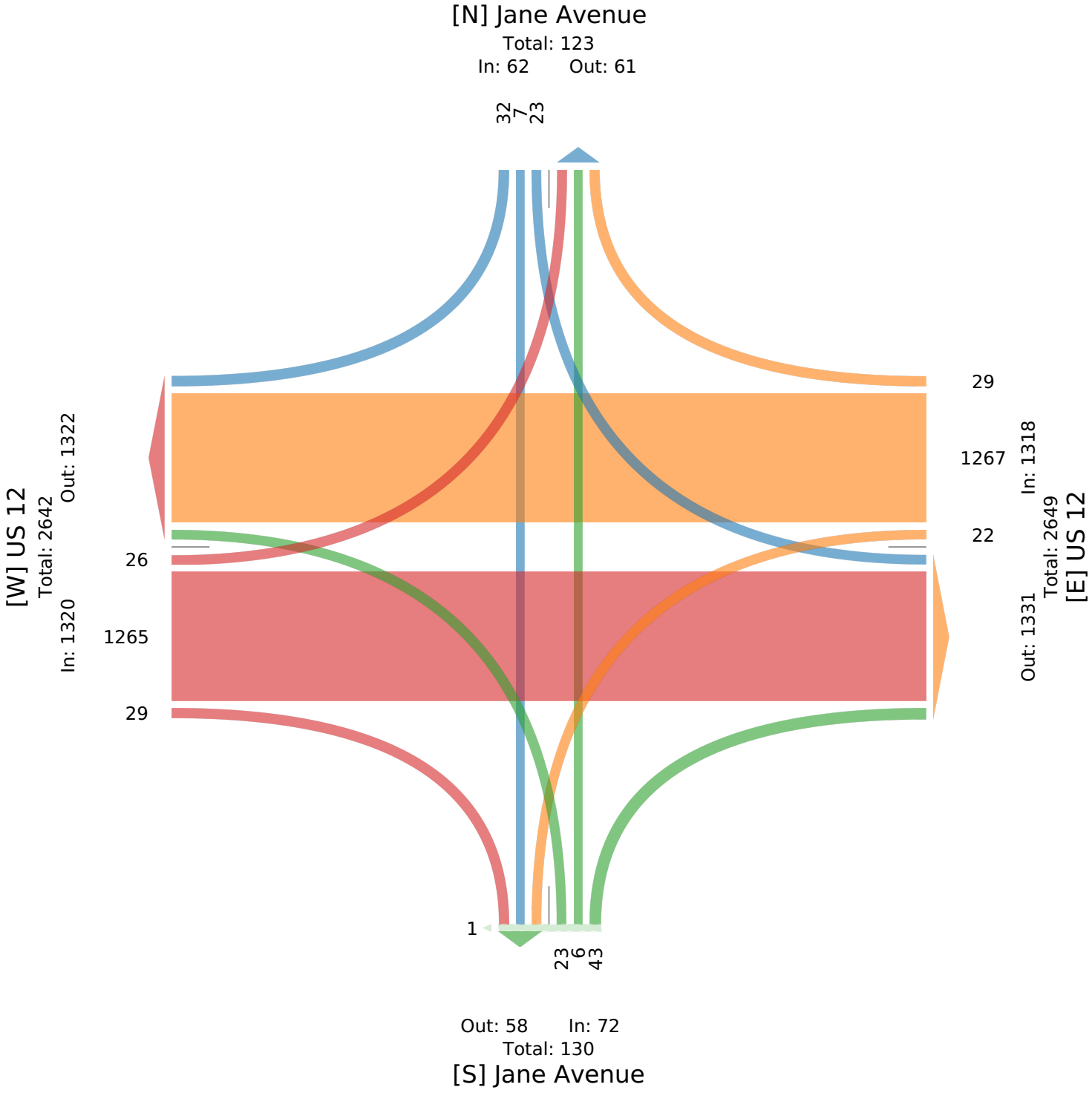
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Jane Avenue Southbound						US 12 Westbound						Jane Avenue Northbound						US 12 Eastbound						
Direction																									
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

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



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

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**
2021-11-09 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
ID: 897569, Location: 42.106227, -87.970953

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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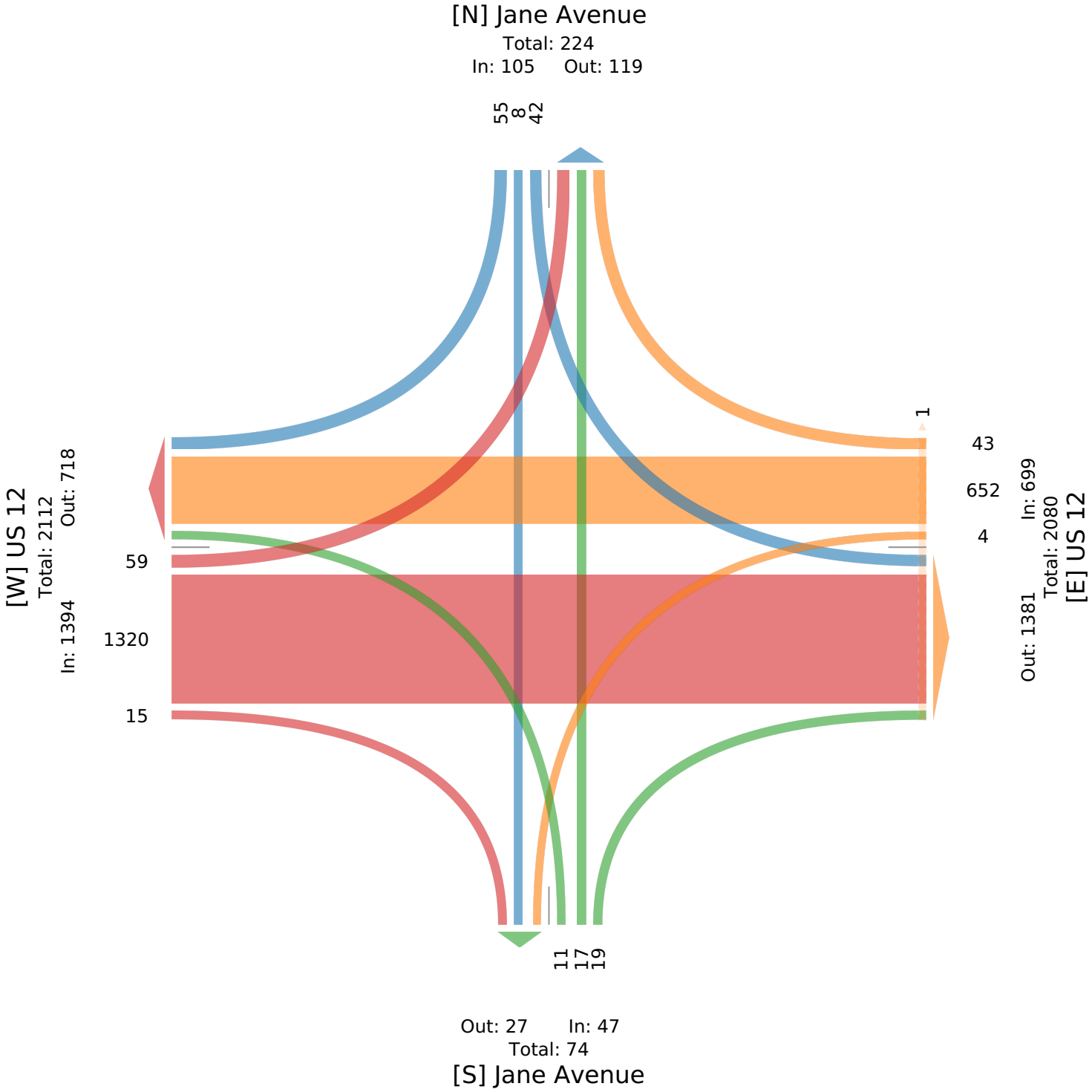


Rand Road with Jane Avenue - TMC

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

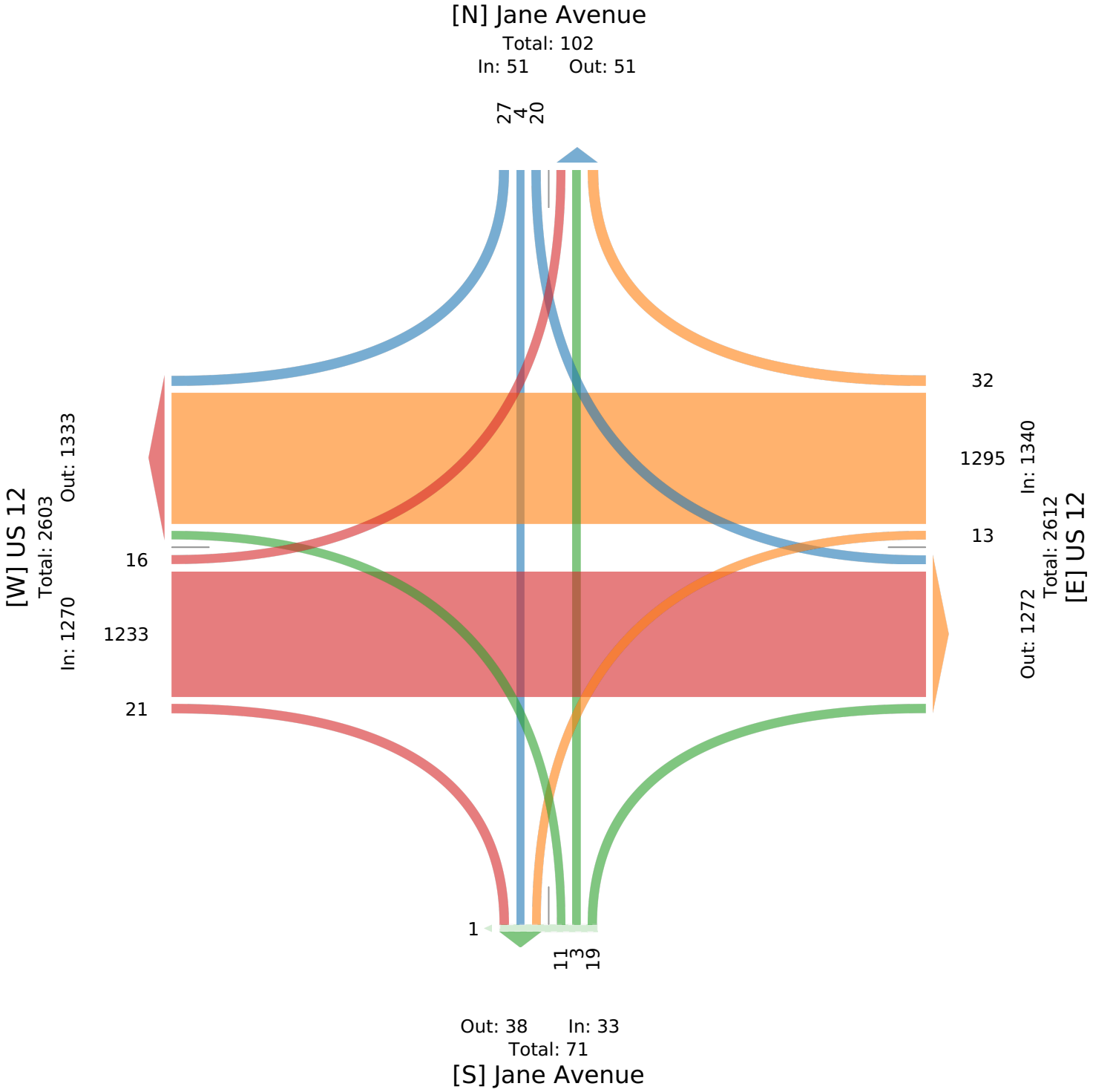
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Jane Avenue Southbound						US 12 Westbound						Jane Avenue Northbound						US 12 Eastbound						
Direction																									
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

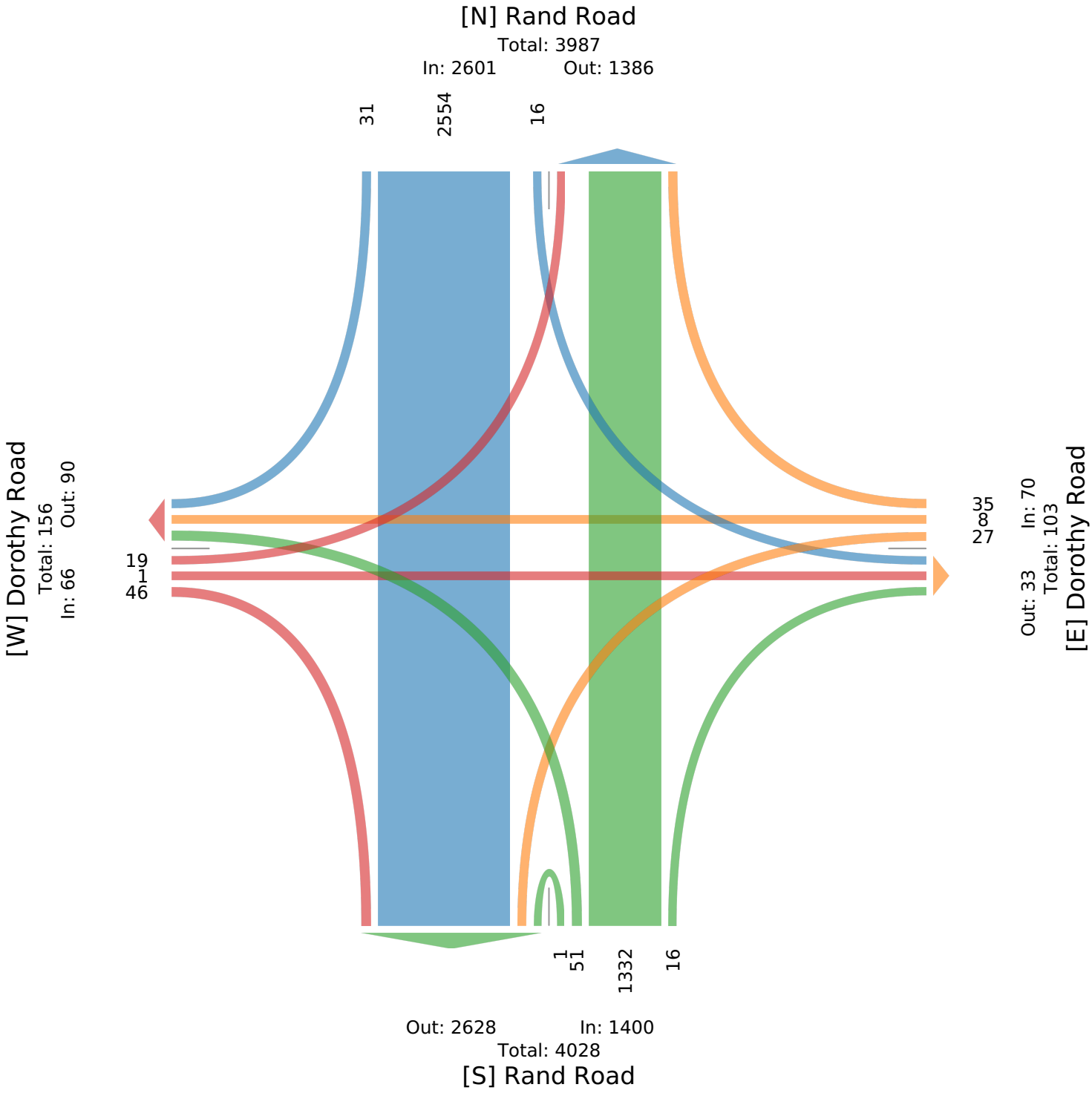
Leg / Direction	Rand Road Southbound						Dorothy Road Westbound						Rand Road Northbound						Dorothy Road Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 7:00AM	1	286	3	0	**290**	0	4	0	1	0	**5**	0	1	114	0	0	**115**	0	3	0	0	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

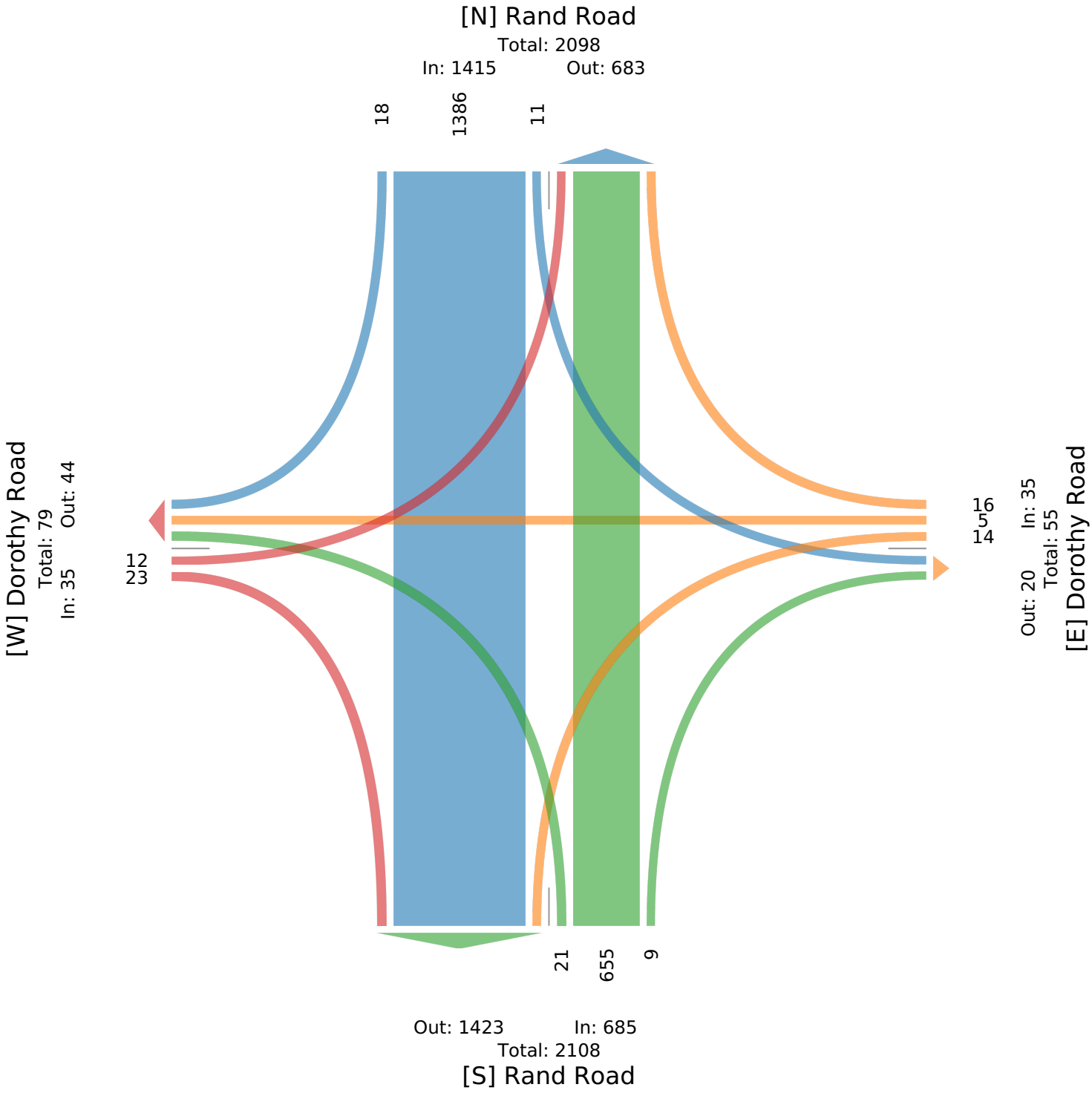
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 7:15AM	3	353	3	0	**359**	0	6	0	5	0	**11**	0	2	143	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

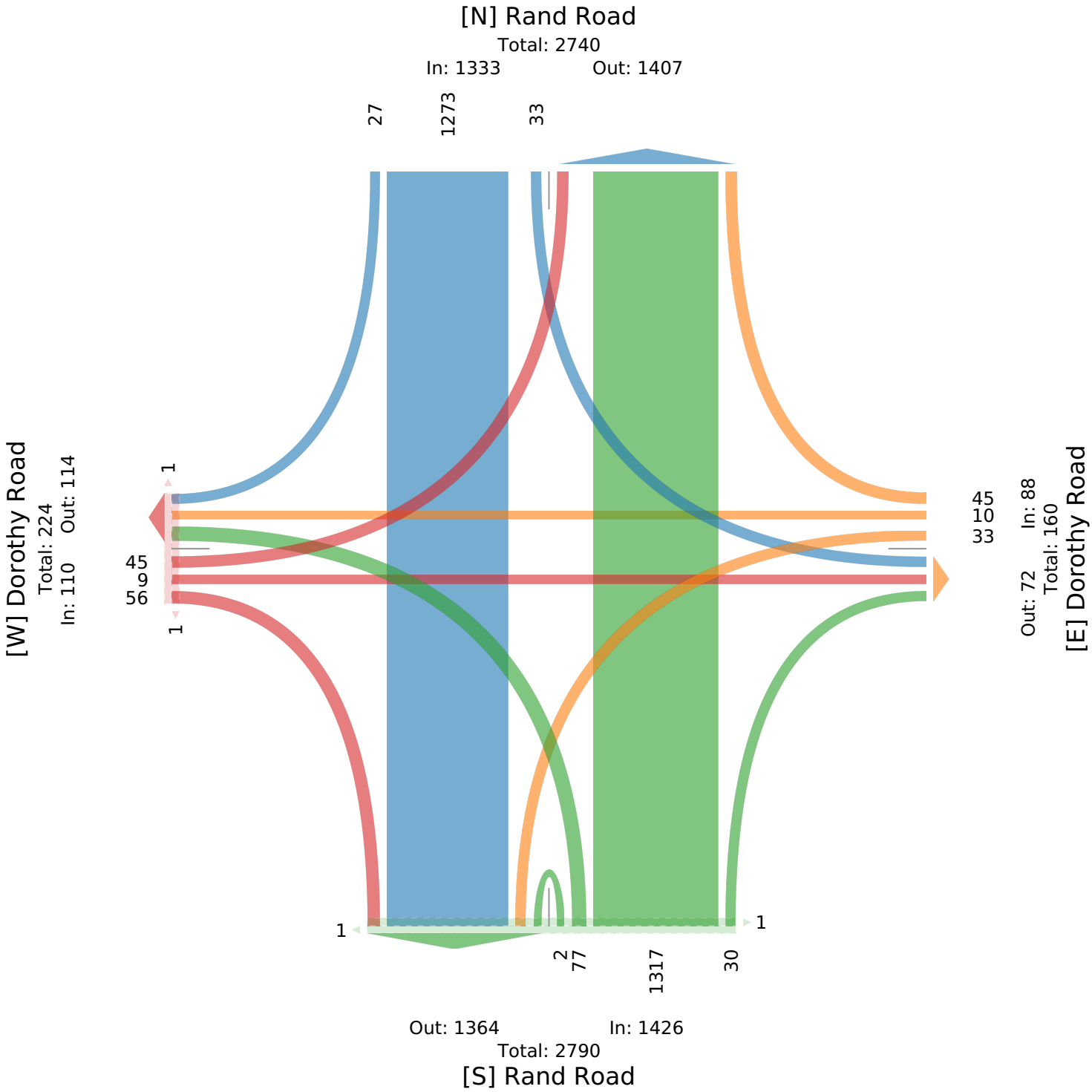
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 4:45PM	10	339	8	0	**357**	0	13	4	7	0	**24**	0	5	297	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

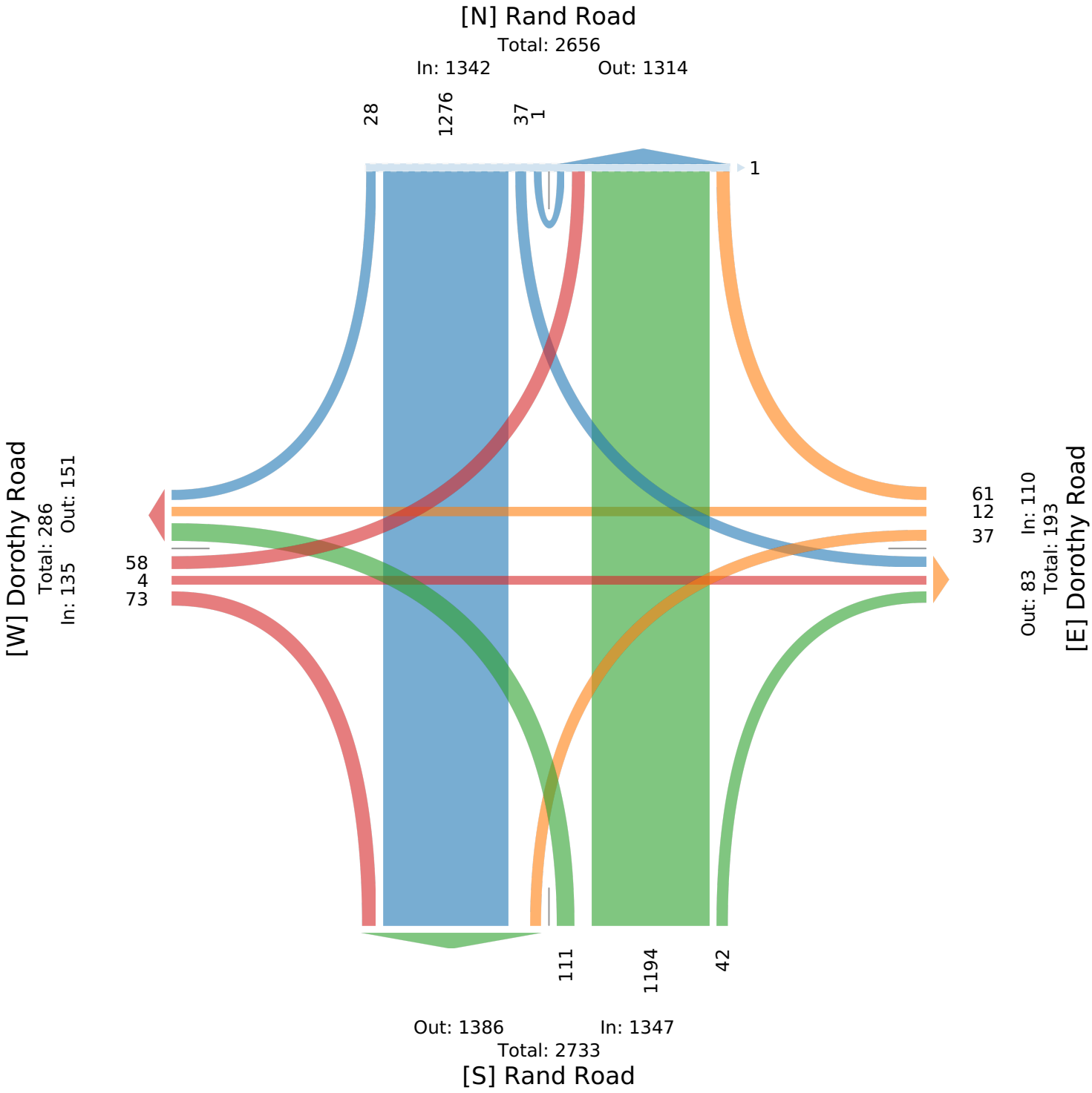
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-16 12:00PM	7	316	13	1	**337**	0	19	1	9	0	**29**	0	7	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 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**
2021-10-16 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.
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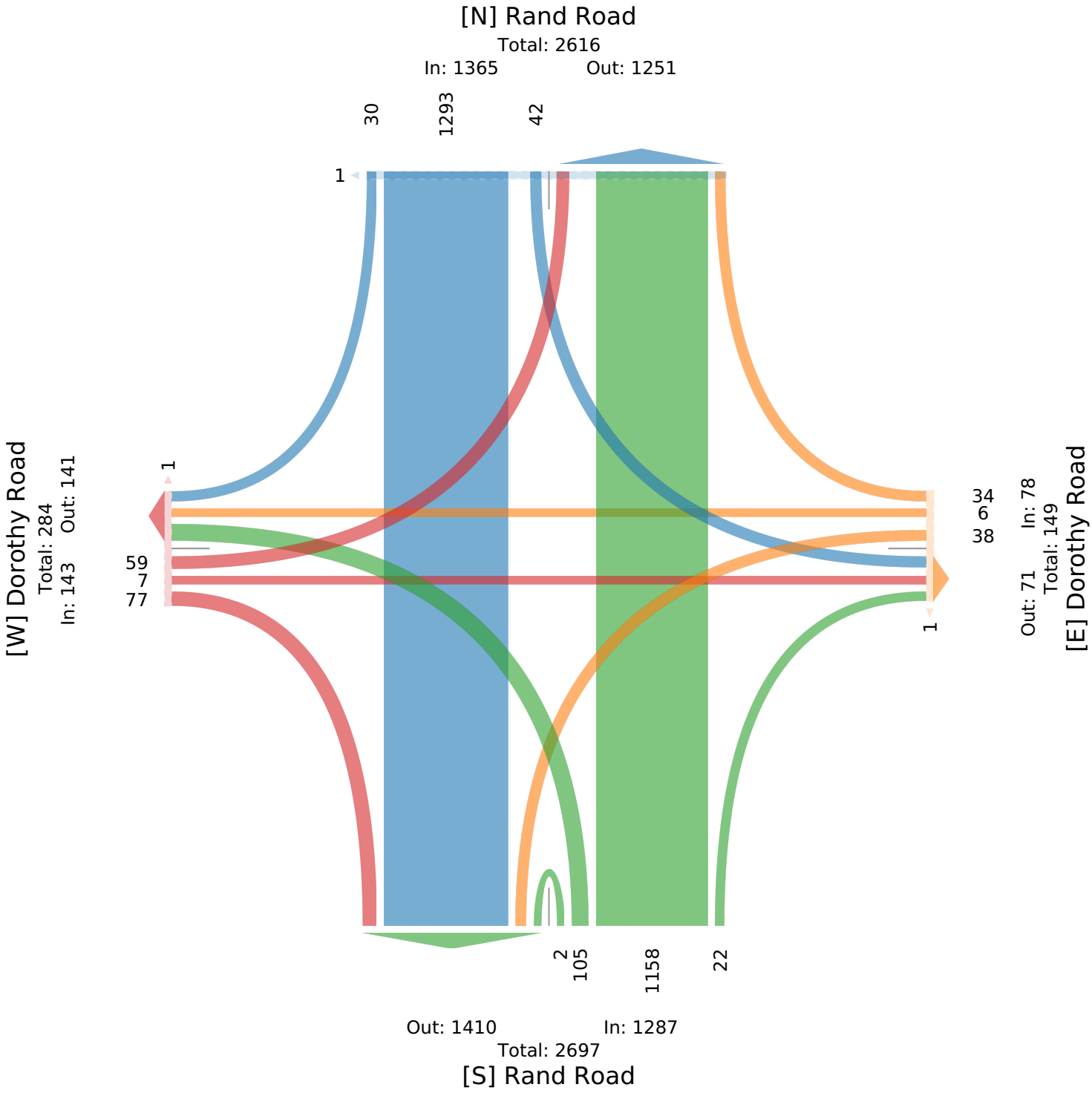


ITE Trip Generation Sheets

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)

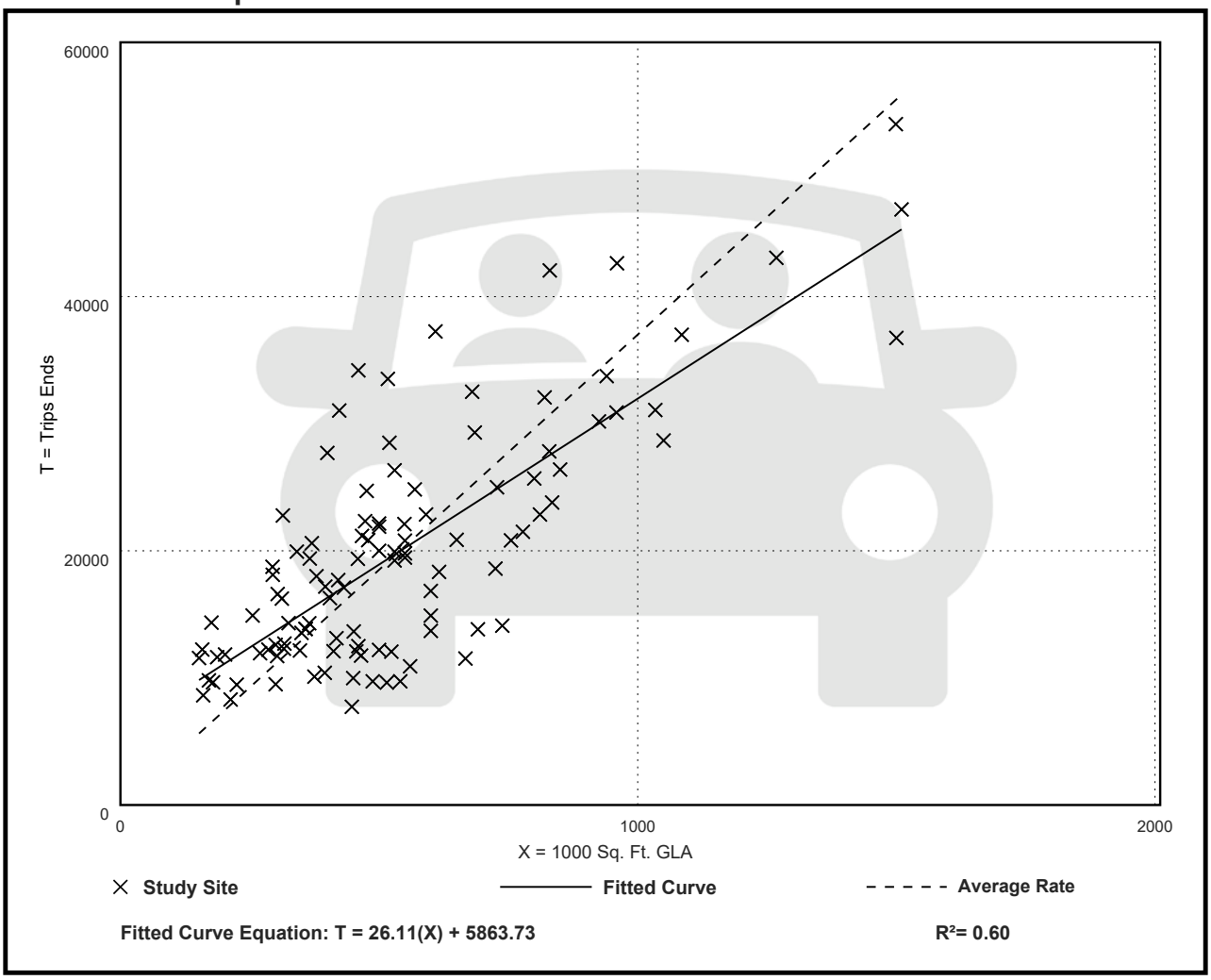
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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

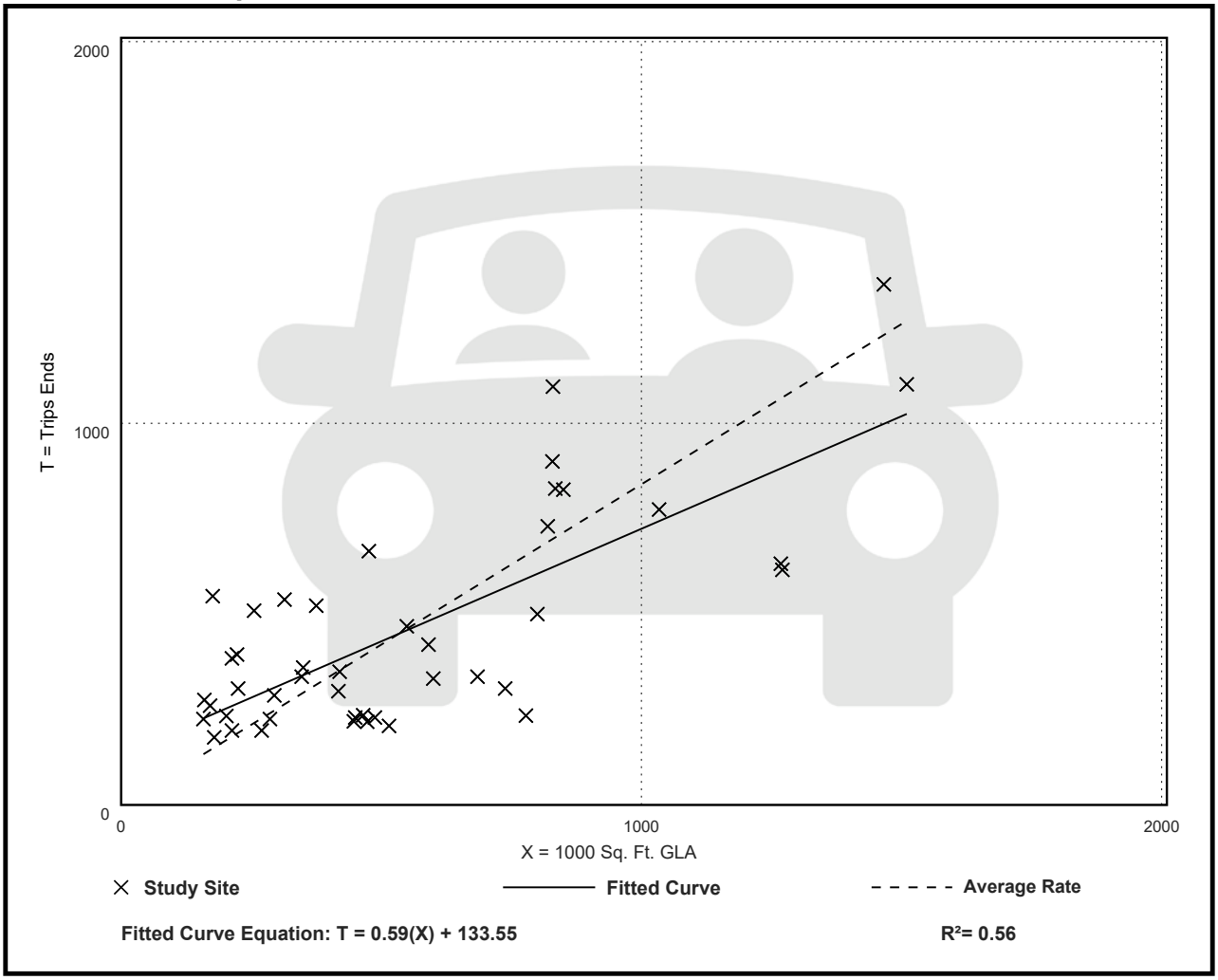
Shopping Center (>150k)
(820)

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

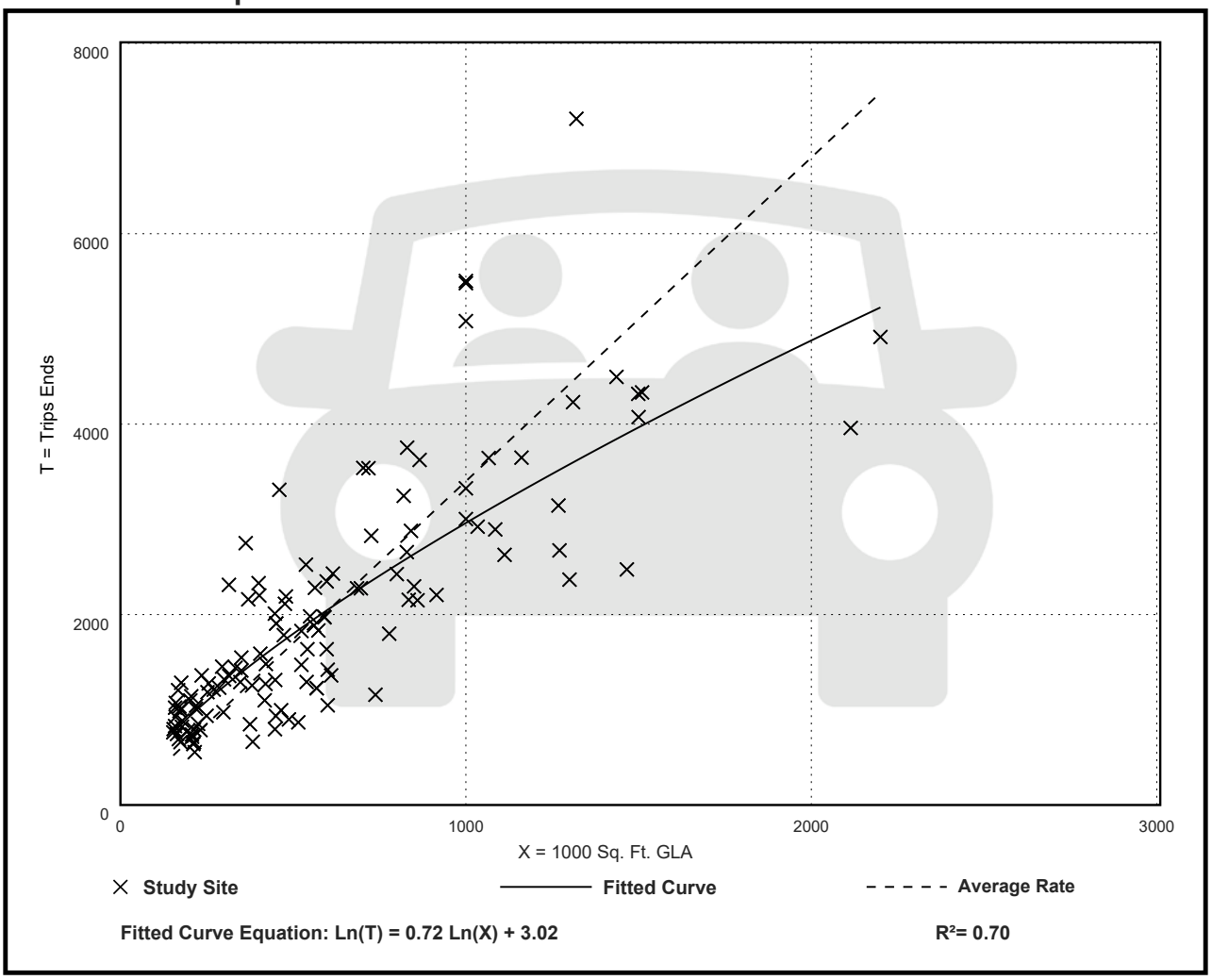
Shopping Center (>150k)
(820)

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)

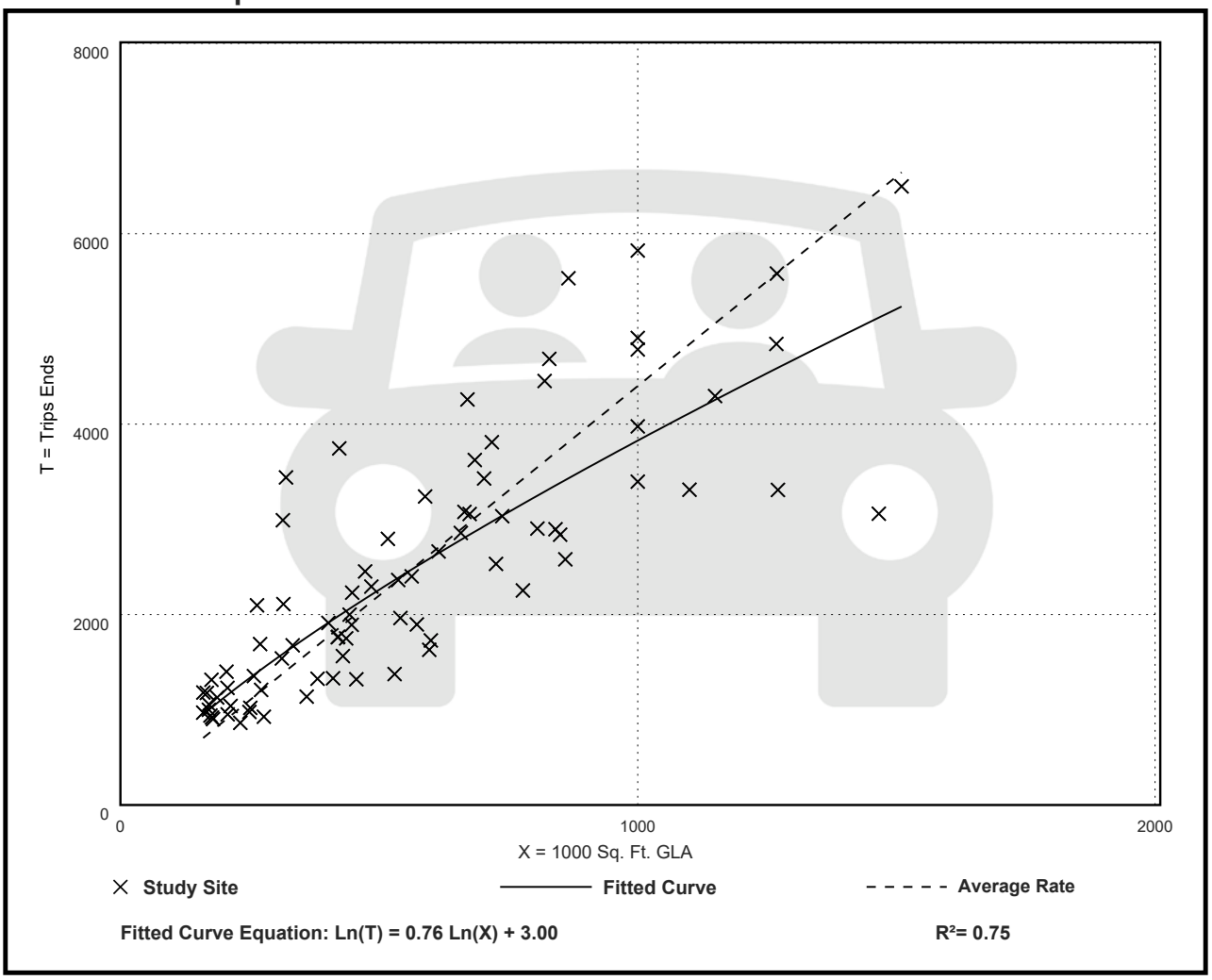
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

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



Fitted Curve Equation: Ln(T) = 0.76 Ln(X) + 3.00

R^2= 0.75

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

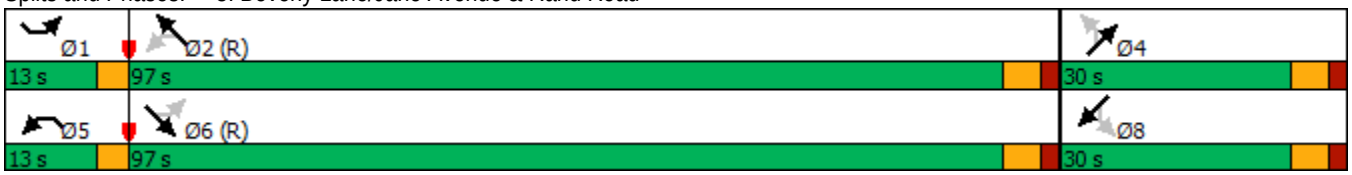
Weekday Morning Peak Hour – Existing Conditions

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

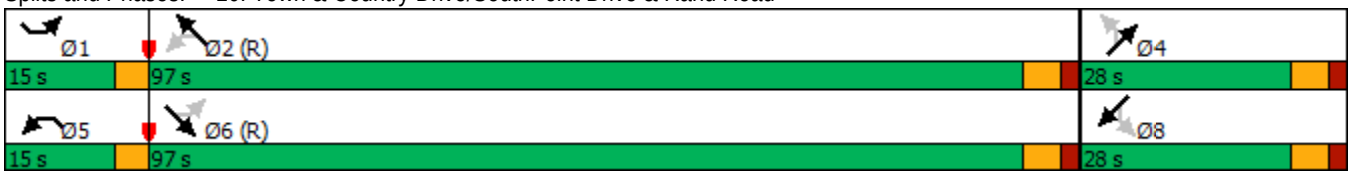


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	1528	17	37	718	8	12	1	28	16	4	20
Future Volume (vph)	5	1528	17	37	718	8	12	1	28	16	4	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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

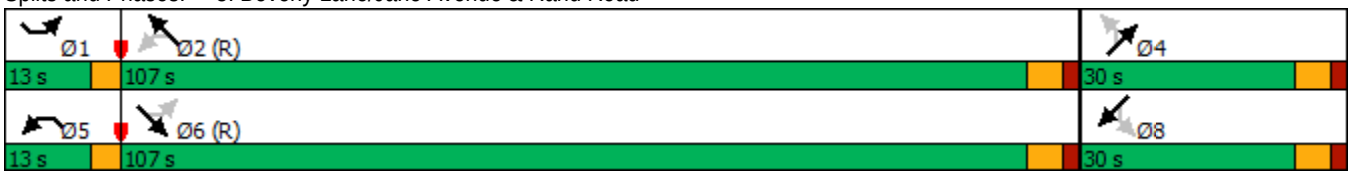
Weekday Evening Peak Hour – Existing Conditions

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

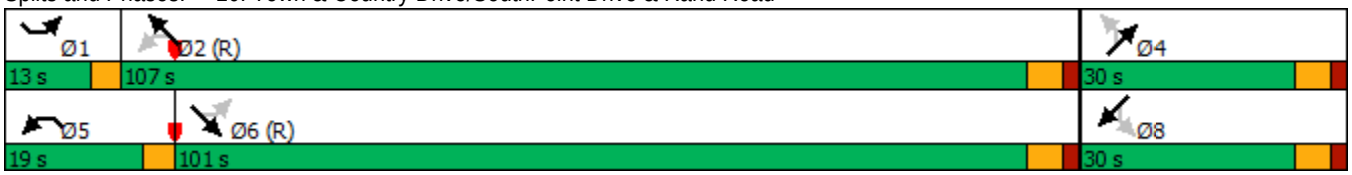


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	1273	33	77	1317	30	45	9	56	33	10	45
Future Volume (vph)	27	1273	33	77	1317	30	45	9	56	33	10	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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	

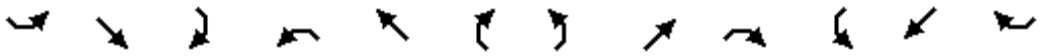
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 48 (32%), Referenced to phase 2:NWTL and 6:SETL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.5		Intersection 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

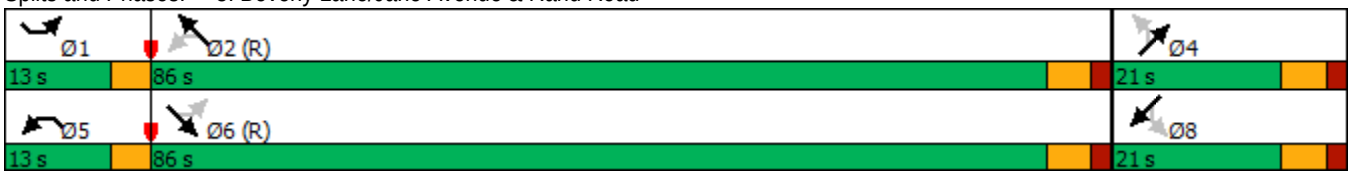


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	1253	29	29	1292	31	15	5	37	37	4	38
Future Volume (vph)	30	1253	29	29	1292	31	15	5	37	37	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

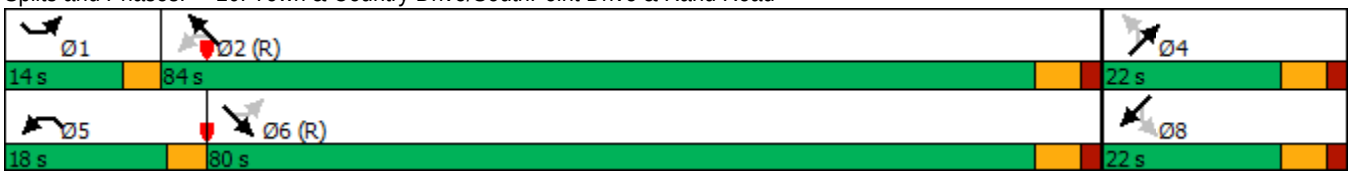


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	37	1276	28	111	1194	42	58	4	73	37	12	61
Future Volume (vph)	37	1276	28	111	1194	42	58	4	73	37	12	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

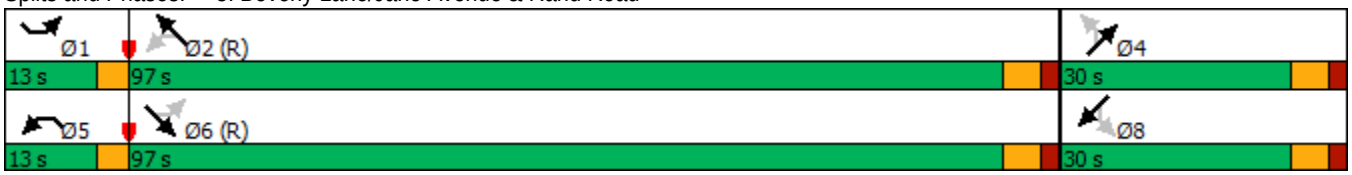
Weekday Morning Peak Hour – Projected Conditions

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

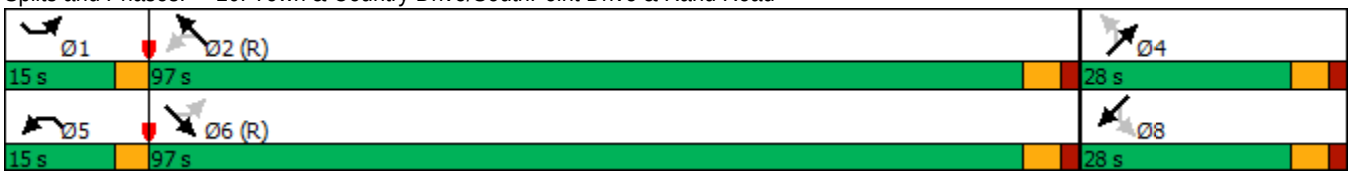


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	7	1625	17	37	789	8	12	1	28	18	4	21
Future Volume (vph)	7	1625	17	37	789	8	12	1	28	18	4	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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

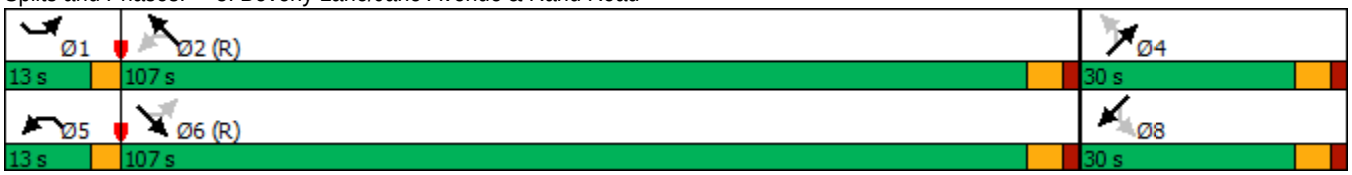
Weekday Evening Peak Hour – Projected Conditions

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

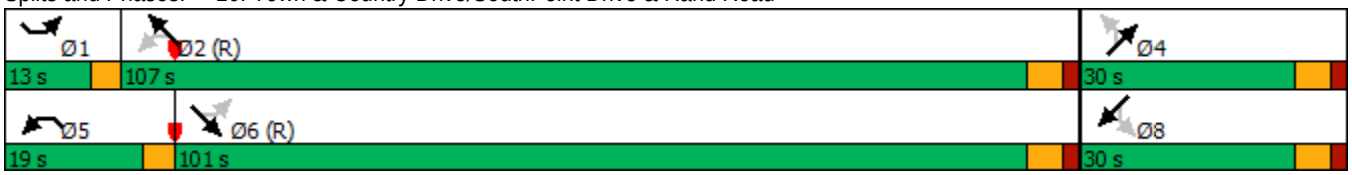


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	78	1273	33	77	1436	48	45	9	56	53	10	84
Future Volume (vph)	78	1273	33	77	1436	48	45	9	56	53	10	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (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

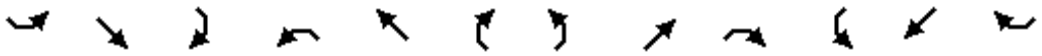
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	858
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	300
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	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

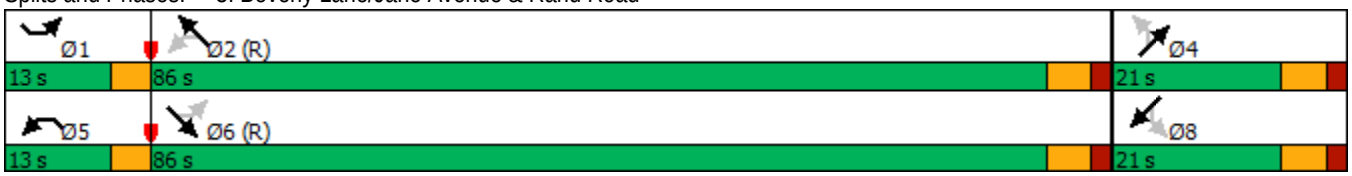


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	112	1323	29	29	1389	227	15	5	37	107	4	135
Future Volume (vph)	112	1323	29	29	1389	227	15	5	37	107	4	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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

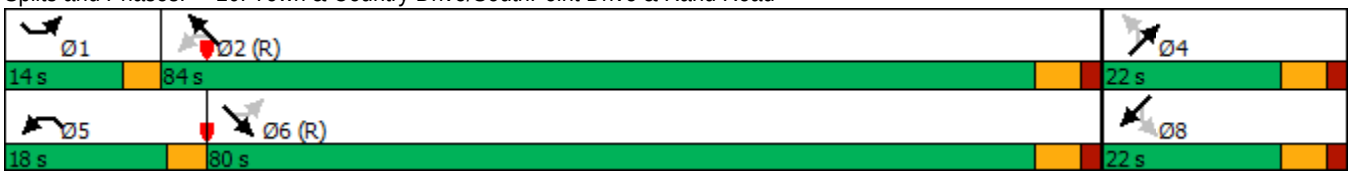


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	116	1396	28	111	1324	75	58	4	73	69	12	117
Future Volume (vph)	116	1396	28	111	1324	75	58	4	73	69	12	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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

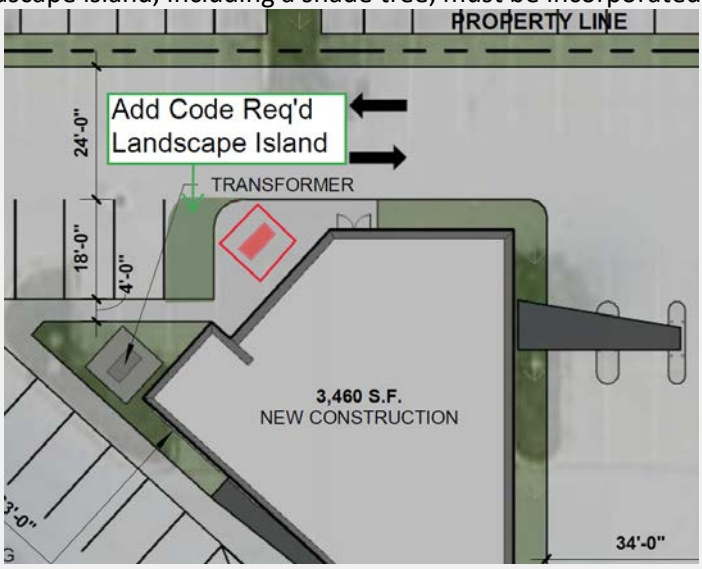
Project: Southpoint PUD Amendment – Consumers Credit Union
950 E. Rand Rd.

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.

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:

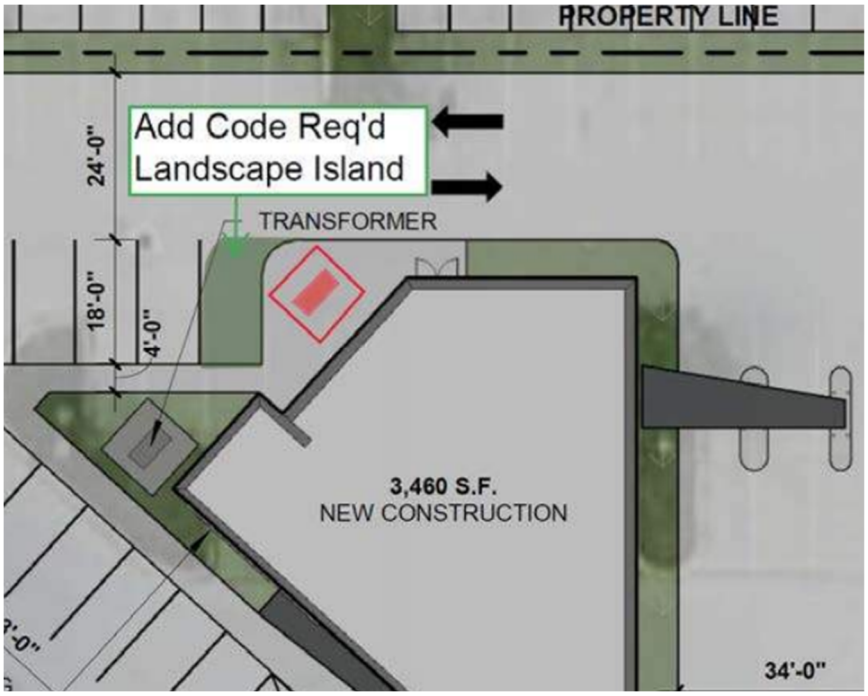
a) Amendment to PUD Ordinance #90-014 to modify the approved development Southpoint PUD plans to allow development of an outlot containing a bank building with a drive-through.
b) Special Use Permit approval for a 3,460 foot bank with a drive-through.

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;



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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

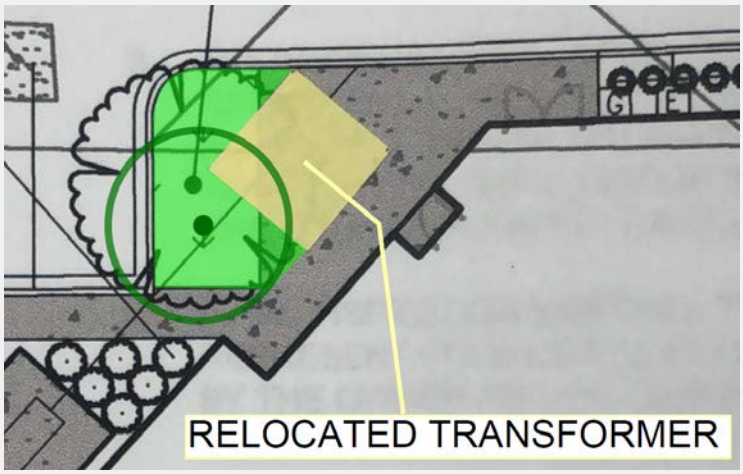
REVIEW ROUND 2

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.

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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.

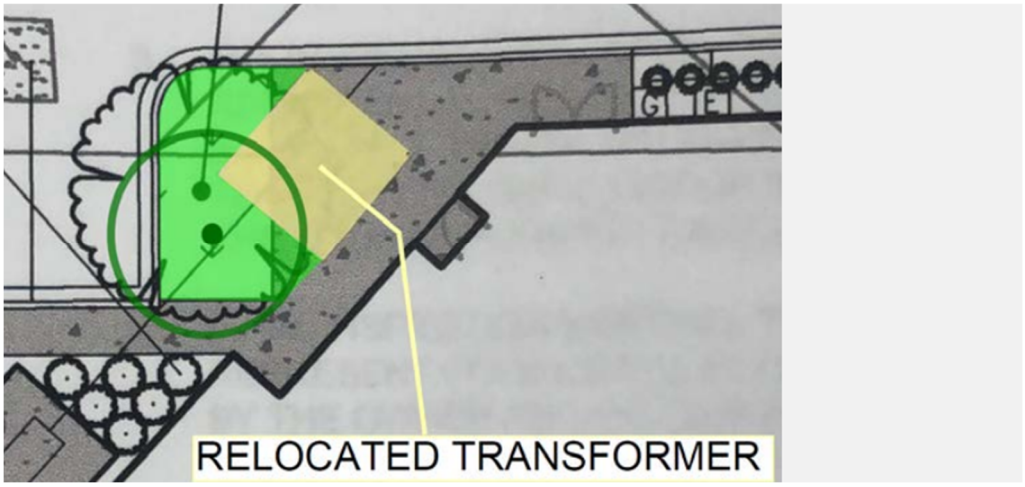
Response: Acknowledged by the project team

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

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.

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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").

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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.

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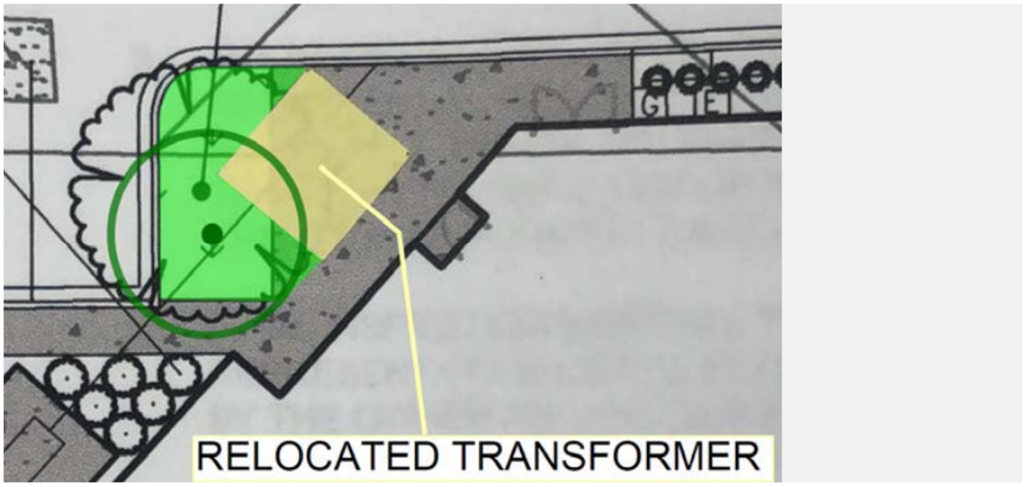

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SHIVEHATTERY
ARCHITECTURE + ENGINEERING

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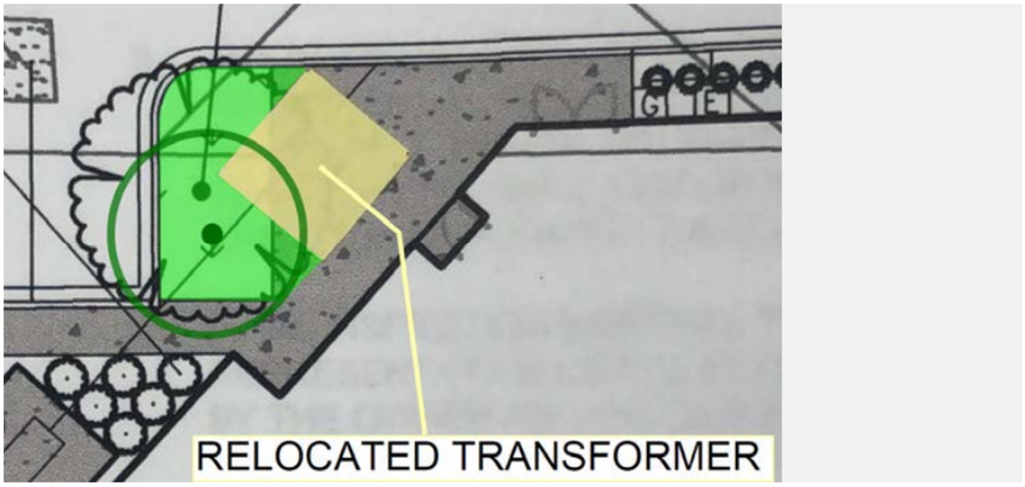

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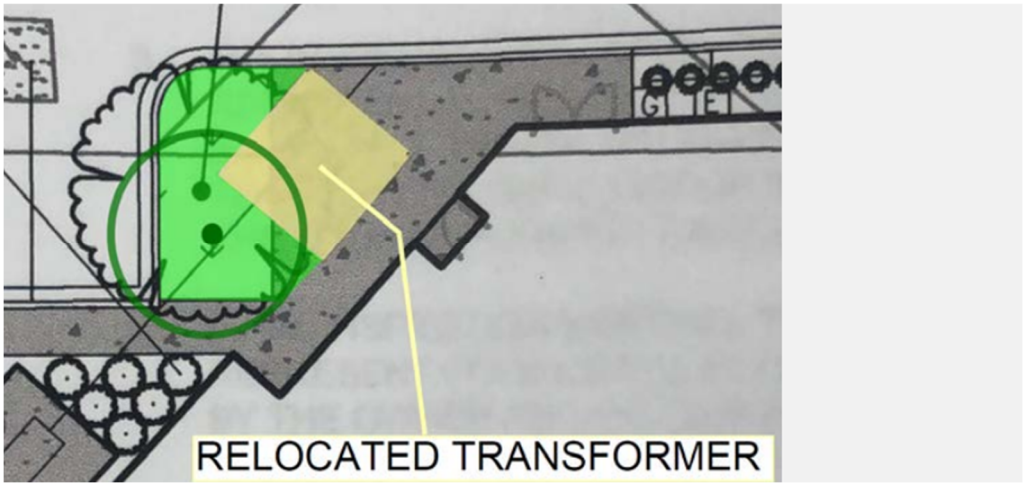

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    b) Valves shall be installed at each connection for pressure testing and chlorination purposes.
    c) Provide a sequence for pressure testing and chlorination.
    d) An IEPA permit will be required for the new water main.
    e) The new water 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.

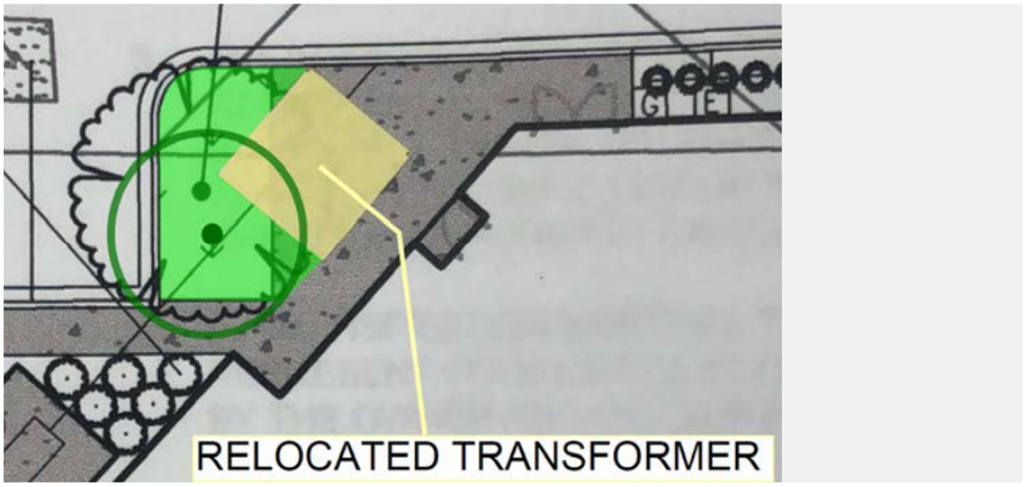
Response: Acknowledged by the project team

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.

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

Michael L. Pagones, P.E. Date 2/1/22
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
2/9/2022

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

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.

ATTACHMENTS:

Description	Type
Final Plat	Exhibits
Plan Commission Memo	Memorandum
Department Comments - Round 1 Final Plat	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2 Final Plat	Correspondence
Department Comments - Round 2 - Petitioner Response	Correspondence
Department Comments - Round 3 Final Plat	Correspondence

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.

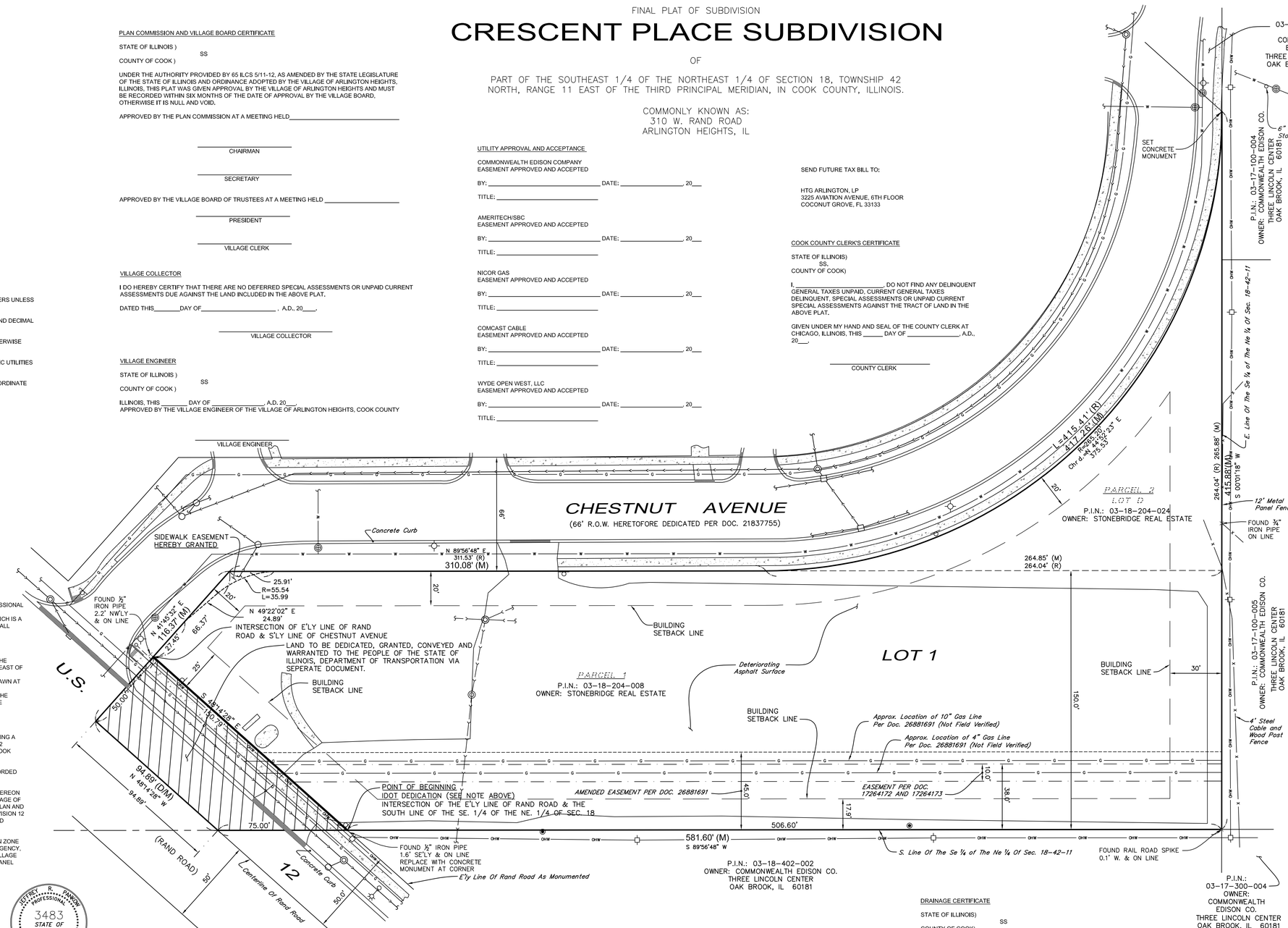
_____
ILLINOIS PROFESSIONAL LAND SURVEYOR #3483
LICENSE EXPIRATION/RENEWAL DATE: NOVEMBER 30, 2022

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



SCALE: 1" = 30'

PERMANENT TAX INDEX NUMBER
03-18-204-008
03-18-204-024

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

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: _____

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

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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 COMMISSION PC #21-010
Crescent Place Final Plat of Subdivision
310 W Rand Rd
Final Plat Round 1 (Round 4)

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

12. Since a subdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. The public improvements for this development would be public sidewalk. The Engineer's Estimate of construction cost for public improvements and site improvements have been reviewed. The unit prices for the public improvements are low and do not include all necessary line items to complete the work. Revise the estimate for public improvements, including traffic control, restoration, repairs to the pavement (Rand Rd and Chestnut Ave), and mobilization.

13. The Final Plat of Subdivision must be reviewed and approved by Engineering prior to final Plan Commission approval. The original signed mylar Final Plat of Subdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

14. The proposed detention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) must be executed prior to final engineering approval. The Engineer has been provided an editable version of the OUMA.

15. The Stormwater Management Report and detention calculations have been reviewed.
    i) An MWRD permit will be required. The Village is in receipt of the MWRD permit application.
    ii) The runoff from both entrances is shown as unrestricted. This must be routed through the detention system. Revise the plan and Stormwater Management Report accordingly.
    iii) The release point from the detention system is shown to be through a 12" collar constructed in the modular wall. Provide a flared end section.
    iv) Add an additional cross section for the release point from the detention system.
    v) Additional information must be provided for the permeable paver system.
        (a) The 12" layer of CA-7 stone must be fully encapsulated by the filter fabric.
        (b) The bottom of the CA-7 stone layer must be level. Provide spot elevations for the proposed elevations of the finished grade, including the bottom of the CA-7 layer.
        (c) Provide a copy of the manufacturer's brochure showing specifications for the permeable paver system

16. Final subdivision approval will require final engineering plans.

17. The "Autoturn" exhibit for the fire truck has been reviewed. The entrances and the easterly and westerly radius in the parking lot should be increased to better accommodate the turning radius of the fire truck during winter months when snow accumulating at the curb could restrict movement and to minimize potential conflict with the light pole located in the easterly island adjacent to the fire lane.

18. The 90-degree bend in the water service entering the building should be replaced with two 45-degree bends.

19. The existing sanitary manhole shall be inspected prior to tap to ensure it is structurally sound after old sewer line is abandoned. Add a note to the plans.

20. The proposed sanitary sewer service will be constructed below the existing gas lines. Provide additional information on how the gas lines will be protected during installation of the sanitary sewer service.

21. It is recommended that the existing sanitary sewer service be removed, not abandoned.

22. The proposeed sanitary sewer service crosses property owned by Commonwealth Edison Co. An easement must be obtained from ComEd for the private sanitary sewer service.

23. The demolition plan should have silt fence and construction fence around the entire perimeter of the property.

24. A permit from the Illinois Department of Transportation (IDOT) is required for all work within the right-of-way of Rand Rd.

25. For the removal of the curb, installation of the new curb, and any utility connections in the pavement, the pavement on Rand Rd and Chestnut Ave must be patched. A minimum of 2 ft of the pavement must be removed and replaced. In addition, Rand Rd shall be repaired to IDOT standards. This may require a concrete base beneath the asphalt surface.

26. In the event the existing sidewalk to remain along Chestnut Ave and Rand Rd is in disrepair or does not meet the current guidelines for the Public Rights-of-Way Accessibility Guidelines (PROWAG), additional sidewalk may need to be removed and replaced.

27. The sidewalk shall carry through both entrances and the curb shall stop on either side of the sidewalk. Revise the plan accordingly.

28. Show the detectable warning panels on the respective details.

29. The new sidewalk on Chestnut Ave connects to an existing handicap curb ramp at Rand Rd. Provide a detail with spot elevations for the proposed work and existing sidewalk. In the event the existing curb ramp will not be compliant with PROWAG, additional sidewalk may need to be removed and replaced to bring the curb ramp into compliance.

30. Provide the IDOT detail for the curb ramp.

31. The top of foundation and finished grades appear high in comparison to the neighboring elevations and top of curb.

32. Landscaping wall may require fencing.

33. Applicant must obtain permission from from all parties to construct over the existing gas lines and within the easements

Final Plat of Subdivision:

34. The plat was reviewed against the attached Final Plat of Subdivision Checklist.
    i) Item J, provide a legal description for the public sidewalk easement.
    ii) Item L, provide the endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, forclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
    iii) Item N, fill in the deed of dedication and update for the Notary Public signature.
    iv) Item T, fill the "Send Tax Bill To with name and address.

35. Provide the Utility Signature Blocks.

Michael L. Pagones, P.E. — Date 10/29/21
Village Engineer

Attachments:
Final Plat of Subdivision (3 pages)
Sample Utility Signature Blocks (1 page)

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ○ a. The date of preparation of the final plat and by whom prepared.
- ○ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ○ c. All permanent survey monuments, markers and bench marks.
- ○ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ○ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ○ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ○ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ○ h. All easements for rights of way established for public use and utilities.
- ○ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ○ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ○ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ○ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ○ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ○ n. A deed of dedication in the form set forth in Section 29-217(a):
  The Final plat shall contain a deed of dedication substantially as follows:

  "We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 _____.

_____
Notary Public"

○ o. A blank certificate of approval in the form set forth in Section 29-217(b). The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

_____
Chairman

_____
Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

_____
President

_____
Village Clerk

APPROVED by the Village Collector

_____

APPROVED by the Village Engineer

_____"

○ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

_____
Signature

(SURVEYOR'S SEAL)

Illinois Land Surveyor
No. _____"

○ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.

○ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.

○ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.

○ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.

○ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

Sample Signature Blocks

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: _____

WIDE OPEN WEST, LLC
EASEMENT APPROVED AND ACCEPTED

BY: _____ DATE: _____, 20__

TITLE: _____

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-010

Project Name Crescent Place

Project Location 310 W. Rand Road

Planning Department Contact Sam Hubbard

General Comments

Round 1-Final Plat Round

The Fire Department has no additional comments at this time. It appears that are no changes that will affect earlier Fire Department comments for the Final Plat Round.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date October 29, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

Planning & Community Development Dept. Review

November 2, 2021

REVIEW ROUND 1 – Final Plat (overall Round 4)

Project: Crescent Place
310 W. Rand Rd.

Case Number: PC 20-010

General:

1. Please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, ***no less than one week*** prior to the Plan Commission meeting date for Final Plat of Subdivision approval.

2. Please note that payment of all applicable engineering fees and the provision of all surety bonds, public improvement deposits, and maintenance guarantees must be provided ***one week prior*** to appearing before the Village Board for Final Plat approval.

3. Please note that all signage shall be reviewed separately upon submittal of signage permit. Approval of the final engineering plans shall not be considered approval of the signage shown.

4. Several light poles do not appear to meet the spacing standards of Section 10.2-12.3.c.3. Please review all light pole locations and revise accordingly for compliance with Section 10.2-12.3.c.3

5. Will the 24' poles be mounted on a concrete base or is the 24' tall height reflective of the distance from grade to the top of the pole?

6. Photometric levels at the eastern property line cannot exceed 0.1 foot candle since the abutting property is zoned R-1, One-Family Dwelling District.

Final Plat of Subdivision:

7. Please revise the Deed of Dedication so that the "_____ feet in width" reads "of varying widths"

Prepared by: _____

Crescent Place
310 W. Rand Road
PC #21-010
October 22, 2021

Landscape Comments

No comments

We believe this addresses the comments raised in the review. If you have any questions or if I can be of further assistance, please do not hesitate to call.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
Marek K. Klonowski, P.E.

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

PLAN COMMISSION PC #21-010
Crescent Place Final Plat of Subdivision
310 W Rand Rd
Final Plat Round 2 (Round 5)

36. The petitioner's response to comment nos. 11, 13, 16, 17, 18, 19, 20, 21, 25, 26, 27, 28, 29, 30, and 32 are acceptable.

37. The petitioner's response to comment no. 12 is not acceptable. The Engineer's Estimate of construction costs for the public improvements is still significantly low. This estimate also does not include all work that will be required to work within IDOT right-of-way on Rand Road. Revise the estimate. In the event the revised Engineer's Estimate is still not acceptable, the Village will determine the estimate that will be used for the fees.

38. The petitioner's response to comment no. 14 is noted. The first and second paragraphs on page two of the OUMA must be updated to account for the utilities located in the easements and the ComEd property to the south.

39. The petitioner's response to comment no. 15 is noted.
    i) Per a conversation with the Engineer, at this time, the Village will not sign the MWRD permit until after final plat approval.
    ii) Regarding the unrestricted runoff for both entrances, the approach of utilizing permeable pavers is acceptable. Per a conversation with the Engineer, it is our understanding that there is an elevation discrepancy. It is unclear from this conversation to what extent this will impact the plans. In the event this discrepancy alters the site plan, the plans shall be revised to show the correct elevations, the Stormwater Management Report, and the unrestricted runoff at both entrances should be re-evaluated to determine if they could be routed through the detention system.
    iii) The petitioner's response to comment no. iii) is acceptable.
    iv) A cross section was provided for the weir; however, an additional cross section is needed for the new flared end section to the parking lot.
    v) The petitioner's response to comment no. v) is acceptable.

40. The petitioner's response to comment no. 22 is noted. The easement from ComEd for the new sanitary service shall be in place before issuance of the construction permit.

41. The petitioner's response to comment no. 23 is noted. The construction fence is shown at the back of curb, within the public right-of-way. The Village is aware that a section of the public walk will be removed and replaced as part of the project; however, the construction fence should be installed at the property line, behind the existing sidewalk. The sidewalk can be removed and replaced with typical traffic control devices to protect any open excavation.

42. The petitioner's response to comment no. 24 is noted. Per a conversation with the Engineer, it is our understanding that IDOT is requiring that all the sidewalk along Rand Rd be removed and replaced. This should be reflected in the Engineer's Estimate and the plans.

43. The petitioner's response to comment no. 31 is noted. It is our understanding that there is an elevation discrepancy. In the event this alters the top of foundation or the finished grades adjacent to the building, additional comments will be forthcoming upon review of the revised plans that show the correct elevations.

44. The petitioner's response to comment no. 33 is noted. The letter provided by Nicor addresses only the 12" storm sewer which is located above the gas lines. Permission must also be granted for the abandonment of the existing sanitary sewer service and construction of the new sanitary sewer service below the gas lines.

45. The two new fire hydrants shall be installed with pressure connections, not cut-in tees.

Final Plat of Subdivision:

46. The petitioner's response to comment no. 34 is noted. Item N has not been completely addressed. Update the Notary Public Signature.

47. The petitioner has not provided a response to comment no. 35. The utility signature blocks must be added to the plat.

11/30/21

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

Planning & Community Development Dept. Review

November 30, 2021

REVIEW ROUND 2 – Final Plat (overall Round 5)

Project: Crescent Place
310 W. Rand Rd.

Case Number: PC 20-010

8. The responses to comments #3 - #6 are acceptable.

9. The response to comment #1 is noted. Once any outstanding comments from Engineering (relative to the Final Plat) are resolved, it can be printed on mylar and all non-Village related signatures can be obtained. Once all Final Engineering issues are resolved, we can work on a date for the Plan Commission. The next potential meeting would be January 12th, however, we likely have a full agenda for that meeting and final scheduling for that meeting will be done on a first come/first served basis. Assuming there is space for you on the January 12th agenda, and assuming that you're able to resolve any outstanding engineering issues, the Final Plat including all signatures on mylar, would need to be received no later than January 5th.

10. The response to comment #2 is noted. Should the January 12th Plan Commission meeting be viable, the Final Plat would go to the Village Board for approval on February 7th. All bonds, deposits, and recording fee's would need to be provided no later than January 31st.

11. Please note that any fencing required for the retaining walls must conform to all fence regulations contained within Chapter 28 (Zoning Ordinance).

12. What is meant by the Vehicular Access note #2 on the Final Plat? Won't all site access come from Chestnut as opposed to internal circulation from other properties?

13. The Final Plat shows HTG as being the property owners. If closing on the property has not yet been completed by the time the Plat is printed on Mylar and ready for signatures, the Owners Deed of Dedication must be revised to reflect the current owner of the property and the current owner of the property would need to sign all areas needing owner signature.

Prepared by: Sam Hubbard

December 13, 2021

Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Attn: Mr. Sam Hubbard, Development Planner

Re: Crescent Place
310 W. Rand Road
Arlington Heights, Illinois
Project No. 21-010
Final Plat Round 2 (Round 5)
GW# DD57

Dear Mr. Hubbard:

Groundwork has reviewed the comments with regards to the above referenced project, provided in your email of 12/01/2021. We have enclosed two (2) copies of the modified plans and Plat, both with a revision date of 12/13/2021. The following is a point-by-point response to the plan review comments and modifications made to the plans:

Engineering Plan Comments:

36. Comment: The petitioner's response to comment nos. 11, 13, 16, 17, 18, 19, 20, 21, 25, 26, 27, 28, 29, 30, and 32 are acceptable.
Response: *Acknowledged. Thank you.*

37. Comment: The petitioner's response to comment no. 12 is not acceptable. The Engineer's Estimate of construction costs for the public improvements is still significantly low. This estimate also does not include all work that will be required to work within IDOT right-of-way on Rand Road. Revise the estimate. In the event the revised Engineer's Estimate is still not acceptable, the Village will determine the estimate that will be used for the fees.

Response: *The estimate of construction costs has been updated as requested to include the additional sidewalk in the Rand Road right-of-way. Unit prices for some items have been increased, where applicable.*

38. Comment: The petitioner's response to comment no. 14 is noted. The first and second paragraphs on page two of the OUMA must be updated to account for the utilities located in the easements and the ComEd property to the south.

Response: *The first two paragraphs have been updated accordingly.*

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39. Comment: The petitioner's response to comment no. 15 is noted.

i) Per a conversation with the Engineer, at this time, the Village will not sign the MWRD permit until after final plat approval.
ii) Regarding the unrestricted runoff for both entrances, the approach of utilizing permeable pavers is acceptable. Per a conversation with the Engineer, it is our understanding that there is an elevation discrepancy. It is unclear from this conversation to what extent this will impact the plans. In the event this discrepancy alters the site plan, the plans shall be revised to show the correct elevations, the Stormwater Management Report, and the unrestricted runoff at both entrances should be re-evaluated to determine if they could be routed through the detention system.
iii) The petitioner's response to comment no. iii) is acceptable.
iv) A cross section was provided for the weir; however, an additional cross section is needed for the new flared end section to the parking lot.
v) The petitioner's response to comment no. v) is acceptable.

Response:

i) Acknowledged. Since MWRD review is a significant component of permitting and the Village is relying on MWRD for analyzing stormwater management system hydrology, we are respectfully requesting Village signatures on the MWRD permit after Village Engineering review of the final plat submittal is complete.
ii) The elevation discrepancy was noted in a conversation as a possible difference between the Stonebridge Apartment as-built plans provided by MWRD, dated 10/20/1972, and the current topographic survey for the site. The difference is approximately 2 inches and is not considered significant. Since we will continue to rely on the current topographic survey performed with modern methodology as the basis for our design, the difference does not affect the civil plans or the Stormwater Management Report.

The following elevation data is relevant to an evaluation of the unrestricted runoff at both entrances:

- Weir overflow elevation 701.23
- High Water Level, detention basin 700.73
- West Drive at 1' from property line 701.05
- East Drive at 1' from property line 699.75

With both drives below the overflow elevation, rather than routing the unrestricted flows through the detention basin, the design captures stormwater with permeable pavers. The specified infiltration capacity of these pavers is 140 in/hr, which should capture even the heaviest storms.

iii) Acknowledged.
iv) Cross Section L has been added, as requested, to Sheet C3-2.
v) Acknowledged.

40. Comment: The petitioner's response to comment no. 22 is noted. The easement from ComEd for the new sanitary service shall be in place before issuance of the construction permit.
Response: *Acknowledged.*

41. Comment: The petitioner's response to comment no. 23 is noted. The construction fence is shown at the back of curb, within the public right-of-way. The Village is aware that a section of the public walk will be removed and replaced as part of the project; however, the construction fence should be installed at the property line, behind the existing sidewalk. The sidewalk can be removed and replaced with typical traffic control devices to protect any open excavation.
Response: *Sheet C10-0 has been revised to show the construction fence at the property line.*

42. **Comment:** The petitioner's response to comment no. 24 is noted. Per a conversation with the Engineer, it is our understanding that IDOT is requiring that all the sidewalk along Rand Rd be removed and replaced. This should be reflected in the Engineer's Estimate and the plans.
Response: *The plans now show removal and replacement of all the sidewalk fronting Rand Road. This is reflected in the Engineer's Estimate.*

43. **Comment:** The petitioner's response to comment no. 31 is noted. It is our understanding that there is an elevation discrepancy. In the event this alters the top of foundation or the finished grades adjacent to the building, additional comments will be forthcoming upon review of the revised plans that show the correct elevations.
Response: *Please see the first paragraph of the response to 39.ii. Accordingly, the building finished floor and grades adjacent to the building have not been changed.*

44. **Comment:** The petitioner's response to comment no. 33 is noted. The letter provided by Nicor addresses only the 12" storm sewer which is located above the gas lines. Permission must also be granted for the abandonment of the existing sanitary sewer service and construction of the new sanitary sewer service below the gas lines.
Response: *The updated Nicor letter is attached.*

45. **Comment:** The two new fire hydrants shall be installed with pressure connections, not cut-in tees.
Response: *Revised accordingly. See Sheet C4-0.*

Final Plat of Subdivision:

46. **Comment:** The petitioner's response to comment no. 34 is noted. Item N has not been completely addressed. Update the Notary Public Signature.
Response: *Revised accordingly.*

47. **Comment:** The petitioner has not provided a response to comment no. 35. The utility signature blocks must be added to the plat.
Response: *Revised accordingly.*

Planning & Community Development Dept. Review:

8. **Comment:** The responses to comments #3 - #6 are acceptable.
Response: *Acknowledged. Thank you.*

9. **Comment:** The response to comment #1 is noted. Once any outstanding comments from Engineering (relative to the Final Plat) are resolved, it can be printed on mylar and all non-Village related signatures can be obtained. Once all Final Engineering issues are resolved, we can work on a date for the Plan Commission. The next potential meeting would be January 12th, however, we likely have a full agenda for that meeting and final scheduling for that meeting will be done on a first come/first served basis. Assuming there is space for you on the January 12th agenda, and assuming that you're able to resolve any outstanding engineering issues, the Final Plat including all signatures on mylar, would need to be received no later than January 5th.
Response: *Acknowledged.*

10. **Comment:** The response to comment #2 is noted. Should the January 12th Plan Commission meeting be viable, the Final Plat would go to the Village Board for approval on February 7th. All bonds, deposits, and recording fees would need to be provided no later than January 31st.
Response: *Acknowledged.*

11. **Comment:** Please note that any fencing required for the retaining walls must conform to all fence regulations contained within Chapter 28 (Zoning Ordinance).
Response: *Acknowledged.*

12. **Question:** What is meant by the Vehicular Access note #2 on the Final Plat? Won't all site access come from Chestnut as opposed to internal circulation from other properties?
Answer: *The language of this note was provided by IDOT, since they view Chestnut Street as internal circulation. We have revised the note, for clarity, to reference Chestnut Street.*

13. **Comment:** The Final Plat shows HTG as being the property owners. If closing on the property has not yet been completed by the time the Plat is printed on Mylar and ready for signatures, the Owners Deed of Dedication must be revised to reflect the current owner of the property and the current owner of the property would need to sign all areas needing owner signature.
Response: *The property owner has been revised to StoneBridge Real Estate Company, LLC.*

We believe this addresses the comments raised in the review. If you have any questions or if I can be of further assistance, please do not hesitate to call.

Very truly yours,

GROUNDWORK, LTD.
ARCHITECTS/PLANNERS/ENGINEERS

By:_____
Marek K. Klonowski, P.E.

cc: Mr. Jake Zunamon – Housing Trust Group (HTG) (electronic)
Mr. Bill Schneider – Turnstone Development (electronic)
Mr. Rob Natke – UrbanWorks Architects (electronic)

PLAN COMMISSION PC #21-010
Crescent Place Final Plat of Subdivision
310 W Rand Rd
Final Plat Round 3 (Round 6)

48. The petitioner's response to comment nos. 36, 39, 40, 42, 43 44, 45, 46, and 47 are acceptable.

49. The petitioner's response to comment no. 37 is noted. The Engineer's Estimate of construction costs for the public improvements is still significantly low and does not include all line items that will be required to work within IDOT right-of-way on Rand Road. The Village will determine the unit prices that will be used for the fees. This will be provided by the Village prior to the final Plan Commission meeting.

50. The petitioner's response to comment no. 38 is noted. The Village will execute the OUMA upon approval of the final plat by the Village Board.

51. The petitioner's response to comment no. 41 is noted. The tree protection shown on sheet C1.0 shall not block the sidewalk. This can be addressed at permit.

52. A fence will be required at the top of the modular wall of the detention facility. This can be addressed at permit.

12/22/21

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

Planning & Community Development Dept. Review

December 28, 2021

REVIEW ROUND 3 – Final Plat (overall Round 6)

Project: Crescent Place
310 W. Rand Rd.

Case Number: PC 20-010

14. The responses to comments #8 - #13 are acceptable.

15. Final unit prices to be used for EOPC and bond/deposit amounts shall be provided by the Engineering Division by January 5th. To be placed on the Plan Commission Agenda for the January 12th Plan Commission meeting, you will need to provide the Final Plat printed on mylar with all non-Village related signatures obtain by January 7th . Should the January 12th Plan Commission meeting be viable, the Final Plat would go to the Village Board for approval on February 7th. All bonds, deposits, and recording fee's would need to be provided no later than January 31st.

Prepared by: _____