Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
January 12, 2022
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

IIIAPPROVAL OF MINUTES

A. Shelter Inc. - 10/20/21

IV.PUBLIC HEARINGS

A. Southpoint Outlot - 711-715 E. Rand Rd. - PC#21-018
Amendment to PUD Ord. # 90-014 to allow changes to the Southpoint PUD development plan, Special Use Permit for Restaurant with a Drive-Through, Conceptual Approval for a Restaurant with a Drive-Through, Variations

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

V. OTHER BUSINESS

VI.ADJOURNMENT

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

Plan Commission
1/12/2022

Item: Shelter Inc - 10/20/21

Department: Planning & Community Development

ATTACHMENTS:

Description	**Type**
Shelter, Inc. - 10/20/21	Minutes

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

COMMISSION

RE: SHELTER, INC. - 207-209 EAST VALLEY LANE - PC #21-015
SPECIAL USE PERMIT FOR A SHELTER CARE HOME, PARKING VARIATION

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting held virtually, in response to the COVID-19 pandemic, which permits the public to fully participate via their computers or using their phones, on the 20th day of October, 2021 at the hour of 7:31 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner
HART PASSMAN, Village Attorney

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CHAIRPERSON DAWSON: All right, so let's call the meeting to order. Before we begin, I find that the public health concerns related to Corona virus pandemic render in-person attendance at the regular meeting location not feasible.

Could we have the Pledge of Allegiance, please? Bruce, you usually have our flag for us.

COMMISSIONER GREEN: There we go, we have one. If you guys would say it along with me?

(Pledge of Allegiance recited.)

CHAIRPERSON DAWSON: Okay, we have two minutes to approve.

MR. HUBBARD: We'll take roll call attendance if you don't mind before we do that.

Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Present.

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.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chair Dawson. Chair Dawson, are you there? Your screen looks frozen. Uh-oh, we lost our Chair.

COMMISSIONER JENSEN: Hopefully she'll come back.

(Long pause.)

MR. HUBBARD: I am going to shoot her a text right now to see what's going on.

CHAIRPERSON DAWSON: All right, sorry about that. I don't know where you're all at. I apologize, my one computer doesn't seem to want to connect to the internet so it jumped on to my other laptop.

Where are we at?

MR. HUBBARD: I was just finishing our attendance roll call, and I was at you, Chair Dawson.

CHAIRPERSON DAWSON: I am here.

MR. HUBBARD: All right.

CHAIRPERSON DAWSON: All right, minutes? Approval of minutes? Is there a motion to approve the minutes?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER LORENZINI: I'll second.

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MR. HUBBARD: Okay, Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Green.
COMMISSIONER JENSEN: Unmute, Bruce.
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: I was not in attendance so I will abstain.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.

Okay, so before we move on to our first agenda item, I think there's a couple of items we wanted to cover.

So, first, I wanted to say that as we open up tonight, I just wanted to say that I've been reflecting on the previous meeting. I think we can all agree that the individuals were very spirited I think, myself included. Sometimes as human beings, we on this board have a personal response to the matters before us; however, I'm cognizant that my role as Chair of this Commission is to facilitate open and respectful communications. As a life-long resident of Arlington Heights, I want my fellow community members to know that all of your input is valid. As a Commission, we are here to consider the issues before us, listen to the community, and reflect on your viewpoint.

I'd like to remind everyone that the purpose of the matter before the Plan Commission this evening is to determine whether this project meets the criteria for the requested zoning variation and the request for special use. The larger issue of whether this project is in the best interest of the Village of Arlington Heights is for the Board of Trustees to determine.

So, with that in mind, we'll move on to our first agenda item, but I believe that our attorney wanted to speak to us before we begin.

MR. PASSMAN: Sure, thank you, Madam Chairman, and good evening, members of the Commission, members of the public. A pleasure to see you virtually tonight.

I wanted to provide some context for why we're here, and some of this will be a little repetitive and what we discussed at the end of your last meeting on September 22nd, but there is, you know, we previewed that this meeting might happen and indeed here we are.

So, what happened on the 22nd, and I know that, you know, the Commissioners, eight of nine of you were, Commissioner Warskow, I know you've been made familiar with the events of the 22nd. After the public hearing was held, this Commission

entertained a motion to approve the zoning relief, and that motion garnered a four-to-four vote. The motion did not pass; however, as I advised that night, that did not mean that the matter was necessarily over. It simply meant the motion made did not pass.

So, we discussed that evening the various options that were available to the Plan Commission. One of those options would have been to continue the public hearing. That would have kept open the formal process. It would have allowed the Commission to accept additional evidence and additional testimony, both from the Applicant and the public at a subsequent night.

The Commission consciously chose not to do that. In fact, if you read your transcript from the 22nd, you discussed that, even inquired of the Applicant if they thought there might be more evidence that would be useful, and the Applicant declined to provide any additional evidence. So, the public hearing was not continued, and instead we adjourned the meeting at the end after that discussion.

Where that leaves us under the Zoning Code is I recognize perhaps a little unique and maybe unfamiliar territory for the Commission, because I know that typically you as many plan commissions in the area, you vote at the end of your hearing and you've had to vote it up or down and that's the end of it. This is a little bit different because there was no vote that was approved.

Under the Village's Zoning Code, the Plan Commission is given 30 days after the hearing in which to make its recommendation. In other words, this matter is still on your court for a 30-day period after the hearing is closed. Because the hearing was not continued on September 22nd, the 30-day clock started when that meeting adjourned; therefore, you have up to and through October 22nd in which to make your recommendation.

We've discussed this with Staff. We've discussed this with the members of the Village Board as well. I advised them that because the Plan Commission still has the right to make your recommendation, in any direction, the Village Board could not act on this until either you come together for a meeting and make your recommendation or the 30 days elapses without a recommendation.

We're here tonight because the decision was made to convene the Plan Commission to see if, having all nine of you here, the Commission could make your recommendation in whatever direction. It's important to note though, and my recommendation is, that because the hearing is closed, it is not appropriate to solicit any further testimony or input from the Applicant or from the general public. Their opportunity to testify, to provide evidence to you was granted in full on September 22nd. It would be inappropriate to take more testimony from anybody for, against, or indifferent to this proposal because then of course we would have to allow the others who may want to provide testimony to do the same, and this had not been noticed as a hearing, and so it would not be in line with the Illinois requirements for due process.

I do think that you can inquire clarifying questions of Staff. I know Mr. Hubbard is available to answer your questions. You may certainly deliberate amongst yourselves. But you should limit your consideration to the evidence that was placed before you on or before the September 22nd hearing. Anything that came after that, whether it might have been said or would be said tonight should be disregarded.

So, that's where we are. I know that kind of concludes my opening remarks, Chairman Dawson. I know a few members indicated they had some questions prior to convening the meeting at 7:30.

So, I'd be happy to entertain questions from anyone among the Plan Commission at this time.

CHAIRPERSON DAWSON: Okay, thank you so much for clarifying that. I think that's very helpful for everyone involved today. This is a bit of an unusual item, so Sam, if you could provide me some guidance on how we'll begin, please?

MR. HUBBARD: Well, based on what Mr. Passman has outlined, it sounds like the Plan Commission can, I mean, basically pick up where they left off after public comment was closed. They could discuss the project and somebody could make a motion. The Plan Commission could certainly discuss whether they want to even re-discuss the project or not, and maybe they make a motion or maybe a consensus is reached that it's not even appropriate to re-discuss it again at this time. Maybe they don't want to, but again, you know, the deliberations are open, so the Plan Commission is essentially free to talk amongst itself or ask Staff questions. Somebody could also throw a motion on the table and bring that forward. So, that's kind of our starting point this evening.

CHAIRPERSON DAWSON: Commissioners, go for it. We're open to you.

COMMISSIONER WARSKOW: I was the one who, in my absence, has instigated this unique situation. So, I'll just take a minute to tell everyone that I was not avoiding the decision or the meeting. I knew it was going to be controversial, but the only reason I was not in attendance at the meeting was I had a dental procedure done a few days before and I was not in a condition to speak that much, and I did have some facial things happening that would have distracted from the discussion. So, that is my reason for not appearing.

I would like the opportunity to weigh in, but I understand, you know, you all, my fellow Commissioners, have discussed this in full, so I'll leave it up to you as to whether or not you want to continue and, you know, hear other questions or comments I may have and then re-vote.

COMMISSIONER LORENZINI: Mary Jo, I'd just like to ask. Did you hear, were you online and did you hear the public discussion?

COMMISSIONER WARSKOW: No, I wasn't online at the time, but I did, I was given a link to the recording of the meeting which I listened in its entirety.

COMMISSIONER LORENZINI: Okay, thank you.

COMMISSIONER WARSKOW: So, I did hear all the comments made by Commissioners, by the public, by the Petitioner and by Staff.

COMMISSIONER LORENZINI: Thank you.

COMMISSIONER CHERWIN: Well, I don't want to speak for anybody else, but I personally would like to hear what Mary Jo has to say about the issue.

COMMISSIONER JENSEN: I agree, I'd like to hear it as well.

COMMISSIONER GREEN: Yes, I would like to hear that, sure.

CHAIRPERSON DAWSON: Nothing like putting Mary Jo on the spot.

COMMISSIONER WARSKOW: All right, so as I understand it, you know, our purview is limited to whether or not, as Commissioners, we feel the petition meets the special use criteria. I do think in particular people would be most focused on whether or not it is a detriment to the residential area in which it would be residing.

My opinion on that, based on all of the evidence and the testimony and then my own personal experiences, I won't get into details about that, but I do have personal experiences with young people who have troubles, and whether that's history or current, I have

had experience and it does impact how I think about that particular issue. I do not feel that it is a detriment to that neighborhood which I in fact grew up in on that Hill Drive from fifth grade until I graduated from college.

So, I'm very familiar with that neighborhood. I'm very familiar with the actual property itself. My opinion is that it is not detrimental, it does meet the special use criteria.

CHAIRPERSON DAWSON: Okay, thank you for that, Commissioner Warskow.

Commissioners, we have the opportunity here to discuss further if anybody would like to.

COMMISSIONER GREEN: I would like to make a couple of comments here if I could. I for one do not want to re-discuss everything that we talked about that night. I have a little problem with this re-vote. I think that I would like to make a motion actually to leave it at a tie, because I think the way the night that was there, unless you experienced that first-hand, I think that was the best decision that this Commission could come up with, I think, is a tie. Not for and not against.

I have no problem going back to that vote, and I would like to encourage everybody to think about it. It doesn't make it and it doesn't hurt it; it doesn't do anything. Leave it up to the Trustees who have the final decision on this anyway.

Anyway, that's my feeling on it, and I would, if it's appropriate, I would like to make a motion to leave it at a tie vote, four-four. Four against and four in favor.

COMMISSIONER SIGALOS: I would like to second that motion.

CHAIRPERSON DAWSON: Okay, thank you. Thank you, Commissioner Sigalos.

Just as a matter of discussion, you're right. You're absolutely right. For point of order, we have a motion and we needed a second. You're absolutely right, I spoke too soon.

Could you, Mr. Passman, speak if we can have such a motion?

MR. PASSMAN: I might, I would say that, you know, if the desire is, essentially Commissioner Green is asking that we stop discussing the matter and just move on because the vote that was taken was taken. Is that a fair statement, Commissioner Green?

COMMISSIONER GREEN: I would say. That's what I'm --

MR. PASSMAN: I'm trying to characterize it for a reason to try to fit it under the rules of procedure. I think it would probably be best characterized as, I would suggest perhaps it's a motion to postpone the matter. I realize postponement would mean this would, you know, it would likely, you know, go through the 30 days and it would take it away. I would suggest, Commissioner Green, a motion to postpone is essentially to take the matter on the table which is this item generally and push it off into some indefinite point in the future. If that's the motion that is made and seconded and then voted upon, then that would end this matter for tonight.

COMMISSIONER GREEN: Well, would that leave it as a four-four tie?

MR. PASSMAN: It would leave it, there would be no further vote whatsoever. So, all we would, the record would reflect that the Plan Commission made a motion on September 22nd to approve that failed by a four-to-four vote and that no further substantive motion was made. I'm being overly technical for a reason; I hope you'll indulge me, but --

COMMISSIONER GREEN: Okay, but I think that you've answered my question. So, however we do this, the old tie vote would remain.

MR. PASSMAN: I would say that, Commissioner Green, to characterize that, I'm asking would you characterize your motion as a motion to postpone this matter indefinitely?

COMMISSIONER GREEN: So, like I say, I don't understand the legal part of this at all, I'm an architect. So, if we postpone that, that just pushes it off, the 30 days expires, and it goes back to the previous vote?

MR. PASSMAN: Correct, that's a fair way to say it.

COMMISSIONER GREEN: Okay, if that's the maneuver that has to be done to keep it at the four-tour tie, then I suppose that's my recommendation based on expert legal advice. Thank you.

MR. PASSMAN: Sure.

COMMISSIONER ENNES: So, I have a question for Mr. Passman. Then it would go to the Board to decide?

MR. PASSMAN: Correct. So, right, on that note, I think Chairman, I'll characterize Commissioner Green's motion again as a motion to postpone indefinitely. I believe it's Commissioner Sigalos that seconded, is that correct?

COMMISSIONER SIGALOS: That's correct.

MR. PASSMAN: Okay, so if I, I mean, I'm happy to answer your remaining questions, and then obviously you can deliberate on this motion. Commissioner Ennes, that is correct. If this motion, this motion has been made and seconded, the motion to postpone, if this motion passes, then the matter, there will be no further discussion tonight on this agenda item because it will have been postponed.

As a practical matter, because of Open Meetings Act regulations that the Commission must abide by, there would be no way for this Commission to re-introduce the matter prior to the expiration of the 30 days. Once the 30-day expires, after the 22nd, then the ball bounces to the Village Board, and all the Village Board will have is the four-to-four vote that occurred on September 22nd. It will go up to the Village Board with the Plan Commission having failed to make a recommendation.

Let me point out, I know that sounds like a strong word, failed, there's nothing wrong with that legally. You are empowered to make a recommendation. Obviously, the code is written in your experience, I know you know generally you do make recommendations for or against, but there is nothing legally infirm if this motion passes and that happens.

COMMISSIONER JENSEN: A question of you, Mr. Passman. What is the implication for what the Board has to do if the Petitioner goes forward with this split vote and the failure of the motion? Does that require the Board to turn to the super majority or simple majority or what are the implications of our not taking further action?

MR. PASSMAN: Good question, Commissioner Jensen. The answer is complicated. Under Illinois law and the Village Code, there is no implication as to the special use permit. There is no requirement in Illinois law or the Village Code for a super majority vote. However, there is a state statute that provides that if a variation does not receive a positive recommendation, then the Board can only approve a variation by a two-thirds vote. So, if this motion to postpone is approved, or if otherwise the Commission does not vote to recommend

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the variations, then the Village Board will not be able to approve them except by super majority two-thirds vote. The special use permit will be on a simple majority regardless of what the Commission recommends or does not recommend.

COMMISSIONER JENSEN: I guess I'm still a little confused. I may be out of order referencing this, but in the supplemental thing that was in the list of items that, you know, were considered for this agenda item, it indicated that the Petitioners, they weren't asking for a variation relative to parking. Is that not the case?

MR. PASSMAN: I'll defer that to Mr. Hubbard. My understanding was that there were two variations that were still required.

COMMISSIONER JENSEN: Is the Staff requiring it? Because the Petitioner thinks they're not asking for one.

MR. HUBBARD: The code requires 10 parking spaces for a 12-person shelter care facility and a variation to waive the code-required traffic and parking study. The Petitioner may believe that the code does not require that, but Staff believes it is. I have not heard until this meeting, Commissioner Jensen, that the Petitioner did not agree that they're required to receive a variation for parking.

COMMISSIONER JENSEN: It's the first item in the list of supporting documents. You've clarified it, Sam, I think what you've said, and I appreciate the clarification that in fact they would need to get the variation in parking if they went forward. So, then what Mr. Passman has laid for us is that now they might, the Board can do a simple majority on the special use, they would need to get the super majority or two-thirds vote for the variation that Staff feels they need. Thank you for clarifying that.

COMMISSIONER WARSKOW: Can I ask a question?

COMMISSIONER ENNES: Commissioner Dawson?

CHAIRPERSON DAWSON: I'm sorry, yes, Commissioner Warskow had her hand raised. If anybody else wishes to speak, that might be the best way. You can either show or raise hand by the emoji on your screen. Thank you. That way, I want to make sure everyone is heard and everyone has all the time to ask all the questions they need. Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. In reading the motion which I believe the motion sheet that I was given for tonight is the same motion sheet that was utilized the other night. The first condition on that motion sheet is the capacity of the two units shall be a maximum of one individual per bedroom, maximum of six residents on the subject property with one in each bedroom.

Sam, does that same variation apply to a group home of six?

MR. HUBBARD: So, they would still need a parking variation with the capacity of six. The parking requirement reduces from 10 to I believe five parking spaces, it's either four or five parking spaces. Their plan showed that they would have only two parking spaces within the driveway, so they would only be providing two on site, so they would still need a variation although slightly less.

COMMISSIONER WARSKOW: Thanks for that clarification.

CHAIRPERSON DAWSON: Sorry, I was on mute.

Commissioner Ennes, yes?

COMMISSIONER ENNES: Yes, a couple of points. The residents at this home are not allowed to have cars, I mean, that's a fact of the matter, they are not allowed to

have cars. There's two people coming in and going, the certified staff that are there 24 hours a day, three shifts a day from what I understand are the only people that would be driving. For us to, when we've had other cases like this, the common sense of this says there's going to be two cars there. They have parking in the garage, Sam, is that not correct? Two spaces in the garage and two on the driveway?

MR. HUBBARD: They do have two in the garage, but their plan is to convert the garage into living space, so they would be left with only two in the driveway. It would be a total requirement of five parking spaces with the capacity of six.

COMMISSIONER ENNES: With the capacity of six, but none of those people can have cars, right?

MR. HUBBARD: Right, those are the regulations of Shelter, Inc.

COMMISSIONER ENNES: Right. So, we have also, in situations like this, very frequently waived the parking requirement, I'm sorry, the traffic study. To me, the technical issues about the special use that we're supposed to address here are not what I consider that significant. I think we would be shirking our responsibility to not make our vote tonight.

You know, we asked Mary Jo her position. She came out, she stated it. Then we go, oh, we just want to leave it as a tie.

You know, I live fairly close to this neighborhood. I know a lot of the people in the neighborhood. I can understand the feelings that a lot of them have about having this home there.

I also have a real problem, and Mary Jo, you may know more about the residents in this situation than I do, but these are young men, 17-and-a-half to 21, who are trying to get ahead. From what I understand, they're not allowed in there if they've been violent, if they've been sexual offenders. They very closely watch who is allowed into this home.

The reason that they're in this home is because, from what I understand from the Shelter information, is that these are unfortunate young men who were born into family situations where they were abused and neglected. For us not to give them, afford them this opportunity because there is a lot of resistance within the neighborhood to have the home there, I think is a mistake for us as the Plan Commission. We're here to look at what are the zoning issues, and I think the issues, if I haven't hit them all, Sam, and you want to add something that I've missed need them, but I think they are all not that major of issues that we shouldn't be able to address and approve, and not just pass this on and require the Board to do a majority vote to get this type of a project approved. Sue, that's all I have to say.

CHAIRPERSON DAWSON: Just to clarify, I think you said majority, I think you meant super majority?

COMMISSIONER ENNES: Super majority.

CHAIRPERSON DAWSON: I believe it was that, but I just want to make sure that that your statement, super majority?

COMMISSIONER ENNES: Yes. Thank you.

CHAIRPERSON DAWSON: Okay, Commissioner Lorenzini?

COMMISSIONER LORENZINI: Thank you. I don't want to rehash our points. I mean, I think everybody still has the same opinion that we had before but, and I see where you're coming from Bruce, you know, we made our vote, let's just get on with it. But if it's going to cause, if us not making a recommendation is going to make it harder for the Trustees to pass it should they want to, you know, let's say they would pass it by one vote but if we were to

make a recommendation they would need three votes more or something like that, I wouldn't want to put that burden on them. So, I'm not in favor of just passing it along the way it was and not make a recommendation, because if that's going to make it harder for the poll people who may be in the majority to get the project approved, I wouldn't want to do that. So, I think we should take a vote.

COMMISSIONER GREEN: If I could just answer to both Terry and Joe?

CHAIRPERSON DAWSON: Yes.

COMMISSIONER GREEN: Just part of the problem that we have with this whole meeting is the fact that everybody keeps talking about what the Plan Commission should do and we're failing this and we're failing that. I think we should keep our comments to what we think as individuals because I have the same kind of comment, I can give in rebuttal to that. I don't think this Commission should sell out the neighborhood for some idea, okay. There are other spots for this house to be. It doesn't have to be in the middle of a neighborhood.

So, if we're going to start saying how we're disappointed in people and the Commission for even thinking this and the things that were said last time which I don't ever want to revisit as a Commission, so I think we shouldn't be selling out the neighborhood. If that's where we're going with this, I want to get my digs in there as well.

So, that's why I think it should be left. Let the politicians deal with it, that's what they do best.

COMMISSIONER LORENZINI: I agree with you, Bruce, but we're just making it harder by requiring a super majority to get it passed.

COMMISSIONER GREEN: If this is such a good idea, they'll make the super majority, if that's what you're telling me.

COMMISSIONER LORENZINI: Okay.

CHAIRPERSON DAWSON: All right, I appreciate both of those viewpoints, and I agree. I'm thankful that we're not going to be rehashing all of what we said last time, but I do think, Commissioner Green, thank you for expressing that and reminding us of that viewpoint.

Do we have any further discussion before we vote on the motion before us? We do have a motion and seconded, so we do need to vote. Correct?

MR. PASSMAN: Yes, and as a reminder before Mr. Hubbard takes the roll on the vote, this is a motion to postpone this matter indefinitely. That is the question before the Commission.

CHAIRPERSON DAWSON: Sure.

COMMISSIONER WARSKOW: Does it make sense for me to vote on that motion?

CHAIRPERSON DAWSON: Yes.

MR. PASSMAN: Each and every one of you have the right to vote as you see fit.

COMMISSIONER WARSKOW: Okay.

MR. PASSMAN: I would say, to answer you, if that comes up again depending on how this goes, all nine of you have the right in my legal opinion to vote on any motion that comes before you tonight.

CHAIRPERSON DAWSON: So, Mr. Passman, I don't know that this is a necessary clarification, but I feel like when the motion is stated, and Commissioner Green, this is your motion so I want you to speak to this, but I feel like the motion stating that it's going to be

postponed indefinitely sounds, it might just sound a bit harsh. I think if we postponed it to the next meeting would still suffice, I just, Commissioner Green, this is your motion. Are you happy with it as stated by Mr. Passman? I just want to make sure that you feel that it's not being misrepresented or in any way turned into a comment you're not intending to make.

COMMISSIONER GREEN: You heard what I wanted it to be. I want it to go back to the tie vote, I'm very clear on that. The legal jargon that a few of you understand to me might have a tainting sound to it, but if they listen to what I'm asking for and this is the procedure that we have to follow, I guess we have no choice. So, yes, I have to agree with this. According to our Village Attorney, this is how you would make it stay as a four-four tie.

MR. PASSMAN: Yes, I would say, Chairman Dawson, I framed it that way, that is right out of Robert's Rules of Order. I mean, I don't want to get fussy about this, I'm trying to bring it where it makes some sense. What I understood Commissioner Green's desire, I'm trying to frame the motion to reflect his desire, is the last substantive vote is the four-four vote and that's it. The way we do that is we don't allow another substantive vote which the proper Robert's Rules motion for that is a motion to postpone indefinitely. That would accomplish the goal.

CHAIRPERSON DAWSON: Thank you for clarifying. I understand now why you're using the word indefinitely, and I hear Commissioner Green saying that he's comfortable with the revision to, no, not comfortable, no?

COMMISSIONER GREEN: I don't think there's a choice. You have to do it this way, so let's try it this way.

CHAIRPERSON DAWSON: Okay. All right, any further discussion before we go to a roll call vote on the motion before us? Does anyone need clarification on what it is we're voting on? Do we need to state it again, what the motion is?

COMMISSIONER LORENZINI: Yes, one more time.

CHAIRPERSON DAWSON: Thank you. Mr. Passman, I think that maybe, you can speak for yourself, but I think you'd appreciate it if he said it, right, Bruce?

MR. PASSMAN: Yes, I'm happy to do it. My understanding of the motion before the Commission is a motion to postpone indefinitely this item on the agenda, I believe item number five on the agenda indefinitely. So, rephrase that, sorry. The motion on the table is a motion to postpone indefinitely item five and the agenda concerning the Shelter, Inc. zoning application.

CHAIRPERSON DAWSON: All right, I don't know if we need to restate the second but just for all purposes, John, could you just restate? Just to make sure we're sure that we have appropriate --

COMMISSIONER SIGALOS: Yes, I certainly second that motion.

CHAIRPERSON DAWSON: Okay, let's proceed to a roll call vote then.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost.

CHAIRPERSON DAWSON: Commissioner Drost, you're on mute if you're

trying to speak.

COMMISSIONER DROST: Sorry. No.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: No.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: No.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: No.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: No.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: No.
MR. HUBBARD: So that motion has failed.
CHAIRPERSON DAWSON: That motion fails. We are still open for discussion or for another motion if somebody wanted to present another motion.
COMMISSIONER DROST: I'll make the motion.

A motion to recommend to the Village Board of Trustees approval of PC #21-015, a Special Use permit to allow a "Sheltered Care" home on the subject property, and the following variations:

1. **Variation to Chapter 28 of the Municipal Code, Section 6.12-1(3), to waive the requirement for a traffic and parking study from a qualified professional engineer.**
2. **Variation to Chapter 28 of the Municipal Code, Section 10.4, to reduce the required off-street parking spaces from 10 spaces to two spaces.**

This recommendation is subject to the following conditions:

1. **Capacity of the two units shall be a maximum of one individual per bedroom (maximum of six residents on the subject property with one in each bedroom) plus staff/counselors.**
2. **No less than one staff per six residents shall be present at the facility at all times, 24 hours a day, 365 days a year, so adequate supervision can be provided between the two units.**
3. **All staff must be trained in CPI and think/trauma training (or substantially similar training) to be able to de-escalate conflict and provide appropriate care for residents.**
4. **The Petitioner shall establish and follow screening procedures which will allow them to identify and accept the most appropriate candidates for the program.**
5. **Operation of the facility shall occur in substantial compliance to the "Transitional Living Program Handbook," which shall be updated for review by staff prior to appearing at the Village Board.**
6. **The Petitioner shall work with the Police Department to establish appropriate on-site security, as applicable, and shall establish regular reporting of statistics and resident contact information if warranted.**
7. **Residents living on the subject property shall not be allowed to park cars on the subject property.**

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

COMMISSIONER ENNES: I'll second that.
CHAIRPERSON DAWSON: Commissioner Ennes seconded.
Any discussion on this motion?
COMMISSIONER SIGALOS: I'd like to make a comment and remind everybody that we are not voting on the value of what Shelter provides to these youths, to the community in general. We're voting on the location in this residential neighborhood, and that's what we should be voting on. I said it before and I'll say it again, I'm fully supportive of Shelter, but this is the wrong location. They've got to find a better location and not infringe upon the residents that reside there.
So, again, we're not voting on the value of Shelter, what they provide. We're voting on the location. Thank you.
CHAIRPERSON DAWSON: All right, thank you for that.
Any other discussion on this point?
(No response.)
CHAIRPERSON DAWSON: Okay, seeing no further discussion, let's move to a roll call vote.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: No, with comment.
MR. HUBBARD: Commissioner Green.
COMMISSIONER GREEN: No.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: No.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: No.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes, with comment.
MR. HUBBARD: All right, that motion passes by a five-to-four vote. I believe Commissioner Cherwin had a comment and Chair Dawson had a comment.
COMMISSIONER CHERWIN: Yes, this is Jay. I haven't spoken tonight, you know, as I had at other meetings and listened to whatever the evidence. You know, the basis for my opinion is the special use, it's not a permitted use for a reason, right? You have to look at the existing area and the circumstances and give particular consideration to the adjacent established uses. We have several criteria that we looked at. You know, I think the testimony of neighbors is very important in a special use request because they're the ones that are going to

be the most affected. I didn't think that they're, I mean, I suppose you may disagree with their concerns, but I didn't think it was irrational or unreasonable. For them to think that their established single-family, you know, it's a family housing neighborhood, would be affected by adding this use with those young adults living in close quarters, I don't think the neighbors were out of line or irrational and I give it a lot of weight. At some point, the people's voices have to matter, particularly the people who are directly affected by it.

So, in coming to a decision of whether it's detrimental or not, I don't just rely on my experience or my own viewpoint, but I have to give consideration to people who have the most at stake. I'm reluctant to disregard such an overwhelming plea from the people who are most affected, and so I absolutely would vote no on this. That's all.

CHAIRPERSON DAWSON: Thank you for your comments.

My comment was only that, again as I stated at the beginning, I had thought long and hard, I apologize for my pet, about the last meeting and the many things that were said. I have gone back and forth actually with my own vote as to whether or not I would change my vote at this meeting. I took a very long look, a hard look at the required criteria and, in the end, felt that I would leave my vote as is and allow the Village Board to make the determination. However, the zoning criteria gives me pause because it is a neighborhood issue, and I think that there are very valid arguments there from a zoning variance issue. But as a Commissioner pointed out here, it's more of a technical issue, and because of that, I would really like to see how the Trustees weigh in on this. Our purview is very small, and they really I think are better suited to make this determination. So, that was my comment.

Okay, with that, Sam, what are the next steps?

MR. HUBBARD: So, we do, as a public meeting, we do have to open up for public comment. I do, I have received several e-mails with requests for comments to be read in this evening. So, I can certainly read those in or we can open up the floor for public comment first. I guess it's up to you, Chair Dawson.

CHAIRPERSON DAWSON: I don't know that procedurally it makes a difference.

Mr. Passman, do you have any preference to that? Why don't we, since people have been waiting on the line to speak, why don't we let them speak first and then move, if that's okay, and then we can move forward to reading the e-mails that you received into the record?

MR. PASSMAN: That's fine, Chairman.

MR. HUBBARD: Yes, absolutely. I will ask anyone in the public who wishes to make a public comment, please click the Raise Hand feature in Zoom. If you dialed in on a phone, you can dial *9 and it will raise your hand via your phone number here and I can eventually bring you in. But I will start bringing in individuals who have their hand raised currently. Let's see, three or four people would like to make comments. Let me bring over a Mr. Keith Moens.

Mr. Moens, you should now, yes, there you go, you should now be in Zoom and it should be asking you to unmute. You can, yes, I think we can hear you now.

MR. MOENS: Okay, thank you, Mr. Hubbard. I just want to thank the Plan Commission for all the work they've put into this. I understand the concerns and everything that was involved in that, and I really feel like you gave it its just due. I do agree with your vote, I think it's really something we can be proud of as a Village to help these kids move forward in a

good home and a good neighborhood.

So, thank you for your vote, and again I appreciate the time you spent. Thank you.

MR. HUBBARD: All right, thank you for your comment. I am now going to bring in a Jolanta Szymanska. Sorry, I'm sure I'm pronouncing your name wrong, but Zoom should now let you in the meeting and you should be able to unmute yourself and provide your public comment.

MRS. SZYMANSKA: Good evening. Thank you so much for your hard work. I really feel disappointed that you guys approved the motion. I feel that you did not listen to the community and I am afraid that the shelter will compromise our children's safety, senior safety. I personally walk around the neighborhood and I am truly disappointed with your decision today.

At the same time, it was nice to go around the neighborhood collecting signatures. We have a great neighborhood. Unfortunately, I don't think whoever is voting for the shelter is considering our vote. Most of the people on the Valley Lane, Knob Hill Drive, and Ivy Lane are opposing that. Basically, I feel that my voice is not heard.

I appreciate your hard work this evening. Thank you so much.

MR. HUBBARD: Thank you for your comment. Okay, I'm going to bring in MBlock. All right, MBlock, you should be joining the Zoom meeting. You can now unmute yourself and provide your comment.

MR. BLOCK: Okay, I think I got it. Can you hear me now?

MR. HUBBARD: We can, thank you.

MR. BLOCK: Okay, my name is Matthew Block I live in the Ivy Lane neighborhood in close proximity to this residence. I've just got a couple of comments I would like to make or something I would like to point out that I don't know if it was mentioned in the last meeting on this subject because I was not there for that. But on May 17th of 2021, an elementary school child was sexually assaulted on Valley Lane walking to Ivy Hill School, within 100 yards of the location if this property. To my knowledge, that offender has not been apprehended and I don't know if that was factored in the position on this.

I've talked to numerous neighbors in this neighborhood, and everyone I've talked to nobody wants this. The only other comment I have is in response to Shelter, Inc. They were sending flyers out to neighbors, people in the neighborhood, about DCFS, if any of these residents cause a problem, DCFS will be called. Well, I can tell you, as a retired law enforcement officer with 27 years on the job, I can assure you there is not much that DCFS can or will do if they are called.

That's all I have to say. Thank you for listening to me and thank you for your work.

MR. HUBBARD: Thank you for your comment. Okay, I'm going to try and bring in a Heidi Graham. All right, Heidi, I see you joined. You should now be able to unmute yourself and give your comment.

MS. GRAHAM: Yes, hi. Thank you so much for your hard work for our community. My name is Heidi Graham, I am both a resident of Arlington Heights as well as the President of the League of Women Voters of Arlington Heights, Mount Prospect and Buffalo Grove.

I very much appreciate your vote tonight on both League level, for

the work that I do with League, as well as a personal level. In regards to the League, we support fair housing. We support housing that meets basic human needs, and we also support low and moderate income housing, all of which is lacking in Arlington Heights, a community that claims to be a village of good neighbors. So, this particular plan helps us to actually live up to our city model of being a city of good neighbors.

I also want to speak on a personal level. I am a court-appointed special advocate in the foster care system. I actually deal with young people exactly like who will be served by these particular residents. These young people have been let down and failed by the system over and over and again, and the good people of Arlington Heights, most of my neighbors will say we want to do something, we want to be better, and this is our chance to be better.

These young people just need a chance. They are not violent. They are willing to add to our community, both economically, spiritually, and otherwise. We have to give them a chance. It is time that people that live in a community like Arlington Heights step up and actually do what they claim they want to do, which is to be a city of good neighbors.

So, anyway, I really do thank the Village and all of you on the Plan Commission for your yes vote tonight. I do recognize that this is hard work.

MR. HUBBARD: Thank you, Ms. Graham. Okay, I'm going to bring in an Al Gould. Mr. Gould, I see Zoom has now let you in to the meeting. You should be able to unmute yourself and provide your comment.

MR. GOULD: Good evening, you guys, hey. I'm not the best speaker, but I live at 419 East Valley Lane. I just think an issue like this that's going to have the impact that it is on our neighborhood for this project and for our future zoning decisions in our neighborhood going forward shouldn't be decided by a one vote majority at the Trustee level or whatever level it's going to next. I think it's a travesty. Thanks.

MR. HUBBARD: Thank you for your comment, Mr. Gould. All right, I'm going to bring in a Marcel Ciongan. Okay, I do see you have joined the meeting and you should be able to unmute yourself and provide your comment.

MR. CIONGAN: Good evening. I want to thank everybody for your effort and activity in your roles. I'm a little disappointed to see this motion being, you know, promoted with five to four. As other people said, I don't know, one vote, you know, shouldn't decide, you know, such a tight, you know, decision. It's a long-term decision. We try not to be emotional as some of you on the line. This is not about the activity of Shelter. This is just to point out that this is not the right location.

I'm 16 years in this address, 306 East Valley Lane. 24 years, you know, paying taxes in Arlington Heights. I felt, you know, that my voice can be heard here, and not only mine. We are talking about 399 signatures in this neighborhood, you know, all against, you know, this particular location.

Again, we are not against, you know, the activity of Shelter, but this is the wrong location, guys. As was pointed before, if you don't care about the safety of the kids, you know, or with the bus, you know, being in proximity, you know, of this address, at the end of the line is the Ivy Hill, if you don't care about the traffic issues of these properties right behind the corner, Valley Lane is extremely busy, there is no visibility for any driver backing, you know, another car there. Nobody cares, you know, about the precedent that would be set, you know. What will be next? Probably gambling, you know, casino or something. I don't know, maybe a

gentlemen's club, you know, in the duplex, you know, next to me.

I'm really, really disappointed. Thank you.

MR. HUBBARD: Thank you for your comments. Okay, the last hand I see raised, I'm going to bring in a Bruce/Donna A. Okay, we've got, one more hand just got raised. So, Bruce/Donna A, we're bringing you in to the Zoom meeting. You should be able to unmute yourself and provide your comment.

MRS. ACKERMAN: Hello, my name is Donna Ackerman, my husband is Bruce. We live on Knob Hill Drive and we've been here over 18 years.

As I listened at the last meeting, I was in attendance until the last minute after midnight, and I am concerned about the behaviors and attitudes of the board. I think the Plan Commission did not remove their emotion from it. One of you stated that it is a vote about a location and it is a vote about the zoning and changing the parking, and there's a couple of others in there having six or 12 residents that was also requested. Parking will have at least four cars there. When you change shifts, the two people that drove are going to have two more cars come up, so there will be four cars for at least an hour at the change of shift. I'd like that noted.

So, the emotion has not been removed. It is emotional, but you guys are supposed to vote without emotion. The location is what we are against, not the Shelter. We are not against the Shelter. For others to come on and say we're not standing up as residents of Arlington Heights, I don't think that's true.

They requested 12 kids to be in the house, and now all of a sudden it's changed to say they requested six kids to be in the house, one per bedroom. That is not the paper that we received. They asked for 12.

So, I am disappointed in tonight's vote, and I think that it should be a super majority vote for the politicians, but I also feel that the politicians should listen to the residents. I don't think that has happened tonight.

So, I do thank you for your time, but I am very disappointed in the outcome tonight. Thank you.

MR. HUBBARD: Thank you for your comment. Okay, I see three more hands are now raised. I will start with an Ana. Ana, I'm going to bring you in to the Zoom meeting. Let's see, I see you've just joined. Zoom should give you the option to unmute yourself and provide your comment.

MR. PALTOLPA: Hello, this is Peter, last name Paltolpa. I live with my wife and my kids at 407 East Valley Lane. This is like one minute away from the proposed Shelter, Inc.

You know, we are very disappointed, you know, with the result of the voting because we think you should listen to the community, especially the community which lives close to the proposed house. You know, we're against, most of us, you know, are against this protected shelter. I don't see this result in the voting, you know. So, you should take into consideration the closest neighborhood, you know, of the Shelter, Inc.

We are not against the Shelter as a company, but we are against the location. We have so many kids living over here and, you know, they're really afraid. You know, at this moment, they are afraid of what they can expect in the future. For our kids here, it's really important. Their childhood, you are talking about a second chance for these young guys, you know, yes, that's true, for them the second chance, but for our kids it's their first chance. They

deserve a safe childhood.

So, just take this into that consideration. The first chance of childhood I think is most important and the future of those kids will be much better, you know, I think without this kind of not-known shelter. Thank you for listening to me and thank you for taking into consideration our voice.

MR. HUBBARD: Thank you for your comment. All right, I am going to bring in a Tim McRaith. All right, Tim, I see that you have joined the meeting. You can unmute yourself and provide your comment.

MRS. McRAITH: Hi, my name is Pam McRaith. I live 250 feet from this duplex. I have been a resident of Arlington Heights for 30 years and 22 years living at my current address at Knob Hill Drive.

I'm disappointed in the vote tonight. The location is what we are against. I'm not against what the Shelter does, it's the location. In the minutes that were read or presented on September 22nd, they mentioned that these young people which are males, 17-and-a-half to 21 years old males that will be living in this facility that are overcoming extreme difficulties and challenges, we don't know what these extreme difficulties and challenges are. As just was mentioned a few minutes ago in the meeting just now, they said some of the kids are abused. If you have any background in that, you know that some children that are abused become abusers as they grow older.

I'm concerned for the safety of the neighborhood. This, having 12, six people worried me, six young males living in the house, at that age living there worried. When I heard it was 12, you can imagine that worried me even more. There's a bus stop directly across the street from this location. You have young girls standing outside waiting for the bus. You have young boys that will be waiting there. You have teenagers that will be walking past this location to go to the Jewel around the block.

This is a concern for me when there's 17-and-a-half-year-old to 21-year-old males all living in this complex. There is no facility that has had that or a precedent like that in our neighborhood. We don't have any houses in our neighborhood that have six to 12 young boys like that. They originally said 12 boys, or 12 young men I should say. That's almost like a fraternity in our neighborhood, 12 young men that are going to be supervised by two 25-year-old males.

If you take into consideration, that was considered at one of the meetings when they said that they received curfew calls, well, now you have 12 young males, you're going to have additional curfew calls. On top of that, you're dealing with the comings and goings of the ages of these boys. You don't know when one leaves and another one comes in. What difficulties are we going to face as a neighborhood as well?

Besides the disruption, it can be detrimental to our neighborhood with these police calls. I'm concerned about that. Again, the people that are saying we approve this, well, where do they live in Arlington Heights? They don't live within this proximity. They may live blocks away or miles away, but they're approving it because it's not in their neighborhood.

This is why we have a variance. We have a variance for this housing as a residential community, that's what we are, a community. If you open this precedence up to allow other facilities as such, then we could have this through our whole area and it's no longer a residential community with our kids able to play safely out front.

On my last note, we are a village of good neighbors. We pride ourselves for that. We have shown this by welcoming the Shelter at their current location in Arlington Heights also. TLP has been in Arlington Heights, as they said, since 1990's. The only reason they're moving is because their current facility is for sale. The current commercial neighborhood worked fine for them for many years. This neighborhood community that they're living in currently has apartments nearby. So, that's a community for them, and they have plenty of jobs in that area that are accessible by walking. So, I'm sure there are many housing opportunities available that meet the same need at their current location. As they stated, it worked so well for them.

So, I want to thank you for the time and I do want it noted that I'm very upset with this vote.

MR. HUBBARD: Thank you for your comments. I am going to bring in a Beth Arnold. Beth, I see that you have joined the meeting. You should be able to unmute yourself and provide your comment.

MS. ARNOLD: Good evening. My name is Beth Arnold, and I'm a retired educator. I spent most of my years at Buffalo Grove High School. Many of my neighbors know me, I've had some of their children as students. I have done nothing but dedicate my life to improving and supporting youth.

This shelter has a wonderful goal. It has picked a horrible location to do it. That is all we are trying to express. It is insulting to be accused of not being a city of good neighbors, for us here in this area to be accused of that. I agree with the previous speaker, the people who are supporting this are not in this neighborhood. They have not watched the traffic, looked at the bus stop, walked the streets, gotten signatures, platted 399 signatures meticulously on a street map to demonstrate the strong unity that this is not the right place.

We live right here, and I'm very sorry that you could not take that into consideration and understand this is about a variance, not about the goal of a worthy organization like Shelter. Thank you for your time.

MR. HUBBARD: Thank you for your comments. I am going to bring in a Diana Morris. Diana Morris, I see you've joined Zoom. You can provide your name and your comment.

MS. MORRIS: Yes, thank you. I'm Diana Morris. I am an employee at Shelter, Inc., but I have also worked in residential youth care for over 25 years in different agencies that provide neighborhood group homes like this, neighborhood-based group homes. I understand the concerns of the neighbors, but I've also seen that it does enhance the neighborhoods rather than detracting from them.

When we moved our girls home into Schaumburg 30 years ago, we requested a special use permit. At the time, the neighbors came to the plan commission and fought against it because of the same concerns we've heard. A year later, they came back and said it was actually a benefit to the community, having 24/7 staffing, there's neighborhood watch where we can notice when things are going on in the neighborhood and report them.

We've been in Palatine and Schaumburg, in a neighborhood for 20-30 years, each of them, and I feel like this is a benefit to the community rather than a detriment. So, thank you very much for your time.

MR. HUBBARD: Thank you for your comments. Okay, I'm going to bring in a Katherine Scortino. Katherine Scortino, I see that you have now joined the meeting. You

should be able to unmute yourself, provide your name and your comment.

MS. SCORTINO: My name is Katherine Scortino, and I just want to take exception to some of the previous speakers who have said that the neighbors in Ivy Hill are against this and don't want it. I have been a 42-year resident of the Ivy Hill neighborhood, and I am in very strong support of this facility.

We're not accusing other people of not being good neighbors, but I am going to say people are not taking the opportunity to really show that they are good neighbors. We're living here. They will be living with us. Some of us, especially me, have raised many young males, and we know the kind of support that they need. To be making comments about that on May 17th there was a sexual assault of a student going to Ivy Hill and tying that in with this home, that makes no sense. Why are we assuming that these young men are going to be doing things like that? It just, it appeals me that these kinds of comments are being made.

This is a wonderful, wonderful opportunity for us to be friends, to be neighbors, to hold the space for these young men who are only asking, who have applied for and have to apply for to be accepted into this program, for us to be able to hold the space for them to allow this growth, to be a part of a neighborhood, this is an opportunity we should not be avoiding. Again, I'm a 42-year resident of Ivy Hill and I want this. I'm in full support of this and I want this.

Thank you so much for your vote tonight. I'm so grateful, thank you.

MR. HUBBARD: Thank you for your comment. I don't see any more hands. I'm going to begin reading in the e-mails that I received.

E-mail No. 1: The proposed shelter on Valley Lane is the right mission in the wrong location. I support Shelter but I will never put anything above the safety of my family. This location is inappropriate due to the close proximity of the elementary school, bus stops, and middle and high schools, and neighborhood parks. In review of the police activity report for the current shelter location, our safety concerns are one hundred percent justified based on the current documented calls. Why are the residents who actually live near this location being ignored about our concerns? We pay more than enough in taxes to be listened to. Nobody is against helping people in need, but we are against sacrificing our own personal sense of security for this. If you truly cared about this shelter, then you would figure out a way to buy the existing location so this rezoning is not necessary. Anyone who believes this is a wonderful idea can reach out to Shelter and offer up a room in your own home to house one of these residents. If you have any reason not to, then you yourself are not aligned with putting a shelter in a family neighborhood. Please be sure to vote for the actual residents of Ivy Hill who will be impacted by this decision. Regards, Kerri Hood.

E-mail No. 2: Dear Plan Commission, I support the zoning changes for the new home for Shelter, Inc., the transitional housing for boys. The reason I support your yes vote is:

1. The kids admitted to this program have volunteered for it. They want to improve their lives and want to learn emerging adult skills like budgeting, working with others, and other life skills. The emerging adults have been vetted very carefully, and an adult will be on the premises 14-7. Many kids place out of foster care and are not taught further skills. What happens to them? It's a hard life, and many turn to ways to earn a living that hurt the community. Why would we not want to help the kids now when they want to learn

rather than wait until they're arrested and have made bad choices. This program protects and saves the kids from making bad mistakes and gives them love in a community that they crave.

2. There has been one police call over the last five years in the former facility. Calls are now mostly handled in-house because staff is more deeply trained.
3. The emerging adults are not allowed cars so there is no traffic problem in the neighborhood. This is also a DEI issue and that we can include youth in our town that seek help. It is an equity issue in that we can raise up everyone so all can attain their highest potential.

Please vote yes for Shelter, Inc. Linda Waycie, South Minster Presbyterian Church Member.

E-mail No. 3: As someone who worked at the DMV, I've encountered many homeless individuals. Many are women with children, victims of domestic violence. Sometimes people need a hand. God asks us to help the poor, so look deep in your heart before you vote. Gayle Bernacki.

E-mail No. 4: To whom it may concern, please vote to support Shelter, Inc. opening a home on East Valley Lane in Arlington Heights. If not here, then where? Where will these young adults go? They have already been short-changed by life by being in the foster care system. Now they need us as a greater community to step in and give them a helping hand to be able to function as full adults in our society. Let them live among us, let them live with us. Thank you. Patricia Rich.

E-mail No. 5: Dear Plan Commission members, I'm writing to ask you to please support Shelter, Inc.'s proposed site request for its Transitional Living Program. For over 10 years, Shelter, Inc.'s Transitional Living Program has provided vital services to the Arlington Heights community, providing help to hundreds of families and young adults. The tenants receive medical and dental care, clothing and assistance with general living and social skills so they can be successful upon graduation. The participants in this program are students at local schools and employees at local businesses. In other words, they are neighbors, and having these resources available to them only strengthens the community. There is a thorough screening of all applicants to the program. All residents are required to work or go to school. They must abide by strict curfews. Visitors are strictly monitored. Per the information prepared by the Village, there is no one call for police service at the existing two-unit residence over the last five years. This is a result of staff at the facility having implemented strategies to reduce the number of police calls and an able resolution of conflicts without outside assistance through intensive CPI training, Think Trauma training, enhanced screening, and the establishment of clinical services for their residents. They pointed out that over the last five years, the majority of calls at their existing facility have been for curfew violations, mental health checks, and other non-criminal reasons. The police had said they can accommodate the call volume. Thank you for your consideration. Joyce Slavik

E-mail No. 6: I, Tim McRaith, living within 250 feet of the property at 207-209 East Valley Lane, oppose the issuance of a variance to Chapter 28 of the Municipal Code. First, I trust that each of you have read all of the letters from those that live in the immediate neighborhood on Valley Lane and Knob Hill Drive, especially those within 250 feet. I strongly oppose this variance. The responses are overwhelmingly against this variance. If you look at those that are in favor of the variance, they are blocks if not miles away. Please take that

into consideration. Their voices should not count as much as those that have to live in the neighborhood and must deal with the consequences of this decision. Some, including the Chair of the Plan Commission, tried to paint an ugly picture as if we the neighbors are heartless individuals that don't want to help these young adults. That is the farthest from the truth. We have lived here for 22 years and the neighborhood has always been a peaceful and pleasant neighborhood and everyone has been so nice. We do not want to disrupt the fabric of this neighborhood with this variance. Many others have outlined the reasons why we don't want the variance, including traffic congestion, safety to our children, property values, and police calls at all hours of the day and night, so I won't belabor it. Shelter was never meant to go in a neighborhood like this, that's why they had to request the variance. We need to stick with the original code and not allow this variance. Thank you for your consideration on this matter. Please vote no. Sincerely, Timothy M. McRaith, 208 East Knob Hill Drive.

This will be e-mail No. 8: Dear members of the Arlington Heights Plan Commission, as a resident of Arlington Heights, I'm writing to urge you to support this special use permit to allow a shelter care home and minor variation approvals on the property purchased by Shelter, Inc. This program has a track record of success in serving young adults in our community and supporting them to transition into adulthood. These are vital services for those served by the program, and our community is enriched by these efforts. Continuing these services for participants in the program at a new location within our Village is something that should be facilitated by approving permit requests. Concerns presented by the opposition to this program being housed at this new location have been thoroughly addressed in response to nearby residents' input and concerns. As a resident who lives near the proposed site, I'm fully in support of this program. Our community has spent time and given lip service to being committed to diversity, equity, and inclusion. By allowing the Shelter, Inc. program to relocate and continue to thrive in our community, we demonstrate our commitment to have a more inclusive community that supports a whole range of residents. Please consider voting to support this permit. Erin Wyatt, Arlington Heights.

E-mail No. 9: Please vote to allow Shelter, Inc. to continue their work with youth, 17-and-a-half to 21 years of age, at their new location. As youth age out of the welfare system, they are vulnerable to being able to survive without additional help to finish schooling or seek employment. Shelter, Inc. is providing this opportunity for these young men to become productive citizens which is the goal of all developmental programs and the family. Shelter, Inc. provides also a strict set of guidelines for them to develop life skills. Please consider it a positive to have this organization in the area of Arlington Heights. Barbara Mass.

E-mail No. 10: Plan Commissioners, please open the attached file to show the breadth of the opposition of immediate neighbors within half a mile of the proposed Shelter, Inc. location. To date, we have 399 opposition signatures on the petition filed with the Village. Of those 399, there are 185 residents represented by red dots on the attached map who have signed the petition in opposition who live within a half mile of the proposed location. We used the neighborhood map from the 2020 Arlington Heights Zoning Map to create this document. Please consider our opposition to the requested rezoning. We live and have lived here in this neighborhood for an average of 22 years of residency across the body of opposition. We will bear the burden of the risk of the impacts to our safety, the character of the neighborhood being compromised, the decrease of property value, the increased traffic, et cetera, if you don't vote to deny this rezoning request. Thank you for your consideration to the

burden we will have to bear. Cathy Vaughn, 315 East Knob Hill Drive, plus 184 others in opposition.

E-mail No. 11: Hello, I would like you to support the Shelter project in Arlington Heights and vote yes on it at tomorrow's Plan Commission meeting. I believe Arlington Heights should be welcoming for these young folks who are learning how to become good citizens of the community through hard work and skills and education. Police calls to the current premises on Golf Road have been minimal over the past five years and have been mostly for curfew violations, mental health checks and other non-criminal reason. The police have said they can accommodate this call volume. The program has 24/7 on-site supervisor oversight with many restrictions on behavior within the premises. Arlington Heights needs to support people who are trying to improve their lives and the lives of those in their communities. Thank you for your consideration. Rosemary Walter.

E-mail No. 12: Thank you to the Commissioners for their service to the Village. Although my family has lived in Arlington Heights for six generations, I never realized the work of the Plan Commission. Since you will be reading this message after the vote on Shelter, Inc.'s request, I hope I will be thanking you for your yes vote as well as for your service. The futures of some very special young people are in your hands. Thank you if you've chosen to support them. Sandy Bourseau, 151 West Wing Street, Arlington Heights.

E-mail No. 13: My name is Daniel Crusius, and I am a life-long resident of Arlington Heights. I'm 25 years old. Shelter, Inc. is an important service for our Village to continue supporting. Shelter, Inc. provides mentorship and assistance to at-risk youth and will help create futures for our neighbors and will help build good residents of Arlington Heights. When an at-risk youth can succeed, everyone succeeds. Investing in youth and services to support our fellow neighbors will improve their quality of life and, as a result, will decrease crime by addressing the root cause of crime such as poverty. We have a moral obligation to support the vulnerable. The services Shelter, Inc. provides will help build good, upstanding citizens, and this mentorship will strengthen the Village of Arlington Heights, benefiting us all. We have an obligation to live out our priorities of diversity, equity and inclusion. Let us be the city of good neighbors. Please vote to support Shelter, Inc. Thank you. Daniel Crusius, 204 North Patton Avenue, Arlington Heights.

E-mail No. 14: The Transitional Living Program is not at issue. The requested variance is at issue.

1. The Staff report concluded that the request cannot be supported.
2. The variance request is why public comment is being made. The community should be heard. The community is against the variance being granted.
3. This is a precedent-setting situation. It should not be taken lightly or considered in one-off situation.
4. This is being placed directly into a residential area unlike the current location.
5. Safety. Current data should not be viewed at face value. The pandemic and small sample size impact the results. There is no guarantee that this will continue, especially considering that this plan will be doubling the size of the program. It is uncharted territory.
6. Concern over transparency. Did Shelter, Inc. communicate with members of the Plan Commission or Board prior to their purchase? Shelter, Inc. is handling this as a done deal. They have purchased the land and are going through the motions.

I believe the voices of the community should be heard and honored.

The Staff report supports not approving the granting of this variance. I believe that the variance should not be approved at this location. Dave Wichmann, 609 East Ivy Lane.

E-mail No. 15: I am asking the Plan Commission to vote in support of the new location for Shelter, Inc. At the last meeting, it was heartbreaking to hear some callers insinuate that the residents are delinquents or even predators because they have been under the guardianship of DCFS. Shelter, Inc. has a thorough screening process and the residents are well supervised. I have an 18-year-old who would absolutely not want to agree to a midnight curfew. The fact that these residents have agreed to this rule shows me that they are committed to this program to better their future. A vote of yes shows your support of Shelter, Inc., words of faint support do not. Wendy Dunnington.

E-mail No. 16: Dear Mr. Hubbard and members of the Housing Commission, I'm writing to urge you to approve the special use permit to allow a shelter care home for the two-story building on Valley Drive. The Transitional Living Program has been run successfully here in Arlington Heights. This program has 24-hour supervision, screens potential residents who must be either working or going to school, maintains strict curfews, and will be receiving training of various kinds that help them become vital members of the community. Sincerely, Alta J. Draut, 524 South Banbury Road, Arlington Heights.

Dear Decision Makers, this is e-mail No. 17, the last e-mail: Dear Decision Makers of Arlington Heights, I am a long-time resident and homeowner in Arlington Heights since 1987. I'm writing in support of Shelter, Inc. This program helps young people aging out of foster care with additional support before they must live on their own. The program has been a good neighbor in Arlington Heights for years and merely needs to move because their current location is no longer available due to the owner selling the property. We need to be good neighbors to these disadvantaged young people counting on the continuation of Shelter's much needed Transitional Living Program. The new location is walking distance from a shopping center, near potential jobs, and a bank, which is very helpful to them. It is in the best interest of everyone in the Village to help our youth to become more skilled with independent living and, through their vetting to be part of the program and their 24-hour supervision, they are sure to be successful. Please vote for the rezoning to allow the Shelter Transitional Living Program to continue with their desired new location without obstruction. Thank you for listening to our views. Patricia Crusius, 204 North Patton Avenue, Arlington Heights.

That is all of the e-mails.

CHAIRPERSON DAWSON: Okay, thank you to everyone who spoke today and who sent in e-mails and comments. We appreciate your time and efforts on this matter.

Sam, should we officially then call the public hearing closed, do you believe?

MR. PASSMAN: Public comment.

MR. HUBBARD: The public hearing is closed already, but the meeting could be --

CHAIRPERSON DAWSON: Oh, I'm sorry, I'm sorry, the comment. The public comment. Thank you, Mr. Passman, for pointing out my mistake.

MR. PASSMAN: Landing the aircraft carrier, so thank you. Sorry.

CHAIRPERSON DAWSON: Right, yes, thank you. I meant the public comment period.

MR. HUBBARD: Yes, a motion could be made to close the public comment

period and I will take a roll call vote.

COMMISSIONER GREEN: I'll make that motion.
COMMISSIONER JENSEN: I'll second.
MR. HUBBARD: Okay, Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.
MR. HUBBARD: Commissioner Ennes.
COMMISSIONER JENSEN: You've got to unmute, Terry.
COMMISSIONER ENNES: Yes. Thanks, Lynn.
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, well, as I typically like to say at the end, though we didn't have a full hearing today since we had it last time, again the Plan Commission's view, we focus really over a small element of the project and this is just a recommendation. I encourage all of you, both in favor and opposed, to please come to the Village Board of Trustees meeting and speak again, speak your voice. Your voices do matter and we do hear you. So, thanks again.

Do we have a date for the Village Board meeting?

MR. HUBBARD: We do not have a finalized date yet, but I do see the Petitioner in the audience, so I will certainly reach out to them once we have finalized the date.

CHAIRPERSON DAWSON: I don't believe there's any other items on the agenda, Sam?

MR. HUBBARD: There is not.
CHAIRPERSON DAWSON: Can we have a motion to adjourn?
COMMISSIONER GREEN: I'll make the motion to adjourn.
COMMISSIONER SIGALOS: I'll second.
CHAIRPERSON DAWSON: Roll call.
MR. HUBBARD: Right, Commissioner Green.
COMMISSIONER GREEN: Yes.
MR. HUBBARD: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MR. HUBBARD: Commissioner Cherwin.
COMMISSIONER CHERWIN: Yes.
MR. HUBBARD: Commissioner Drost.
COMMISSIONER DROST: Aye.

DRAFT

MR. HUBBARD: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MR. HUBBARD: Commissioner Jensen.
COMMISSIONER JENSEN: Yes.
MR. HUBBARD: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MR. HUBBARD: Commissioner Warskow.
COMMISSIONER WARSKOW: Yes.
MR. HUBBARD: Chair Dawson.
CHAIRPERSON DAWSON: Yes.

All right, thanks to everyone for your time this evening.

(Whereupon, at 9:04 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, SR., depose and say that I am a digital court reporter doing business in the State of Illinois; that I reported verbatim the foregoing proceedings and that the foregoing is a true and correct transcript to the best of my knowledge and ability.

_____
RON LeGRAND, SR.

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2021.

_____
NOTARY PUBLIC

DRAFT

Plan Commission
1/12/2022

Item: Southpoint Outlot - 711-715 E. Rand Rd - PC#21-018

Department: Planning & Community Development

Requested Action

1. 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.

2. Special Use Permit approval for a 2,385 square foot restaurant with a drive-through.

3. Conceptual approval for a 4,419 square foot future restaurant with a drive-through.

Variations Required:

1. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.

Recommendation

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #90-014 to allow modifications to the approved Southpoint PUD development plan, as well as a Special Use Permit to allow a 2,385 square foot restaurant with a drive-through on the subject property, and conceptual approval for a 4,419 square foot restaurant with a drive-through, and the following variation to Chapter 28 of the Municipal Code:

• Variation to Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.

The Staff Development Committee recommends APPROVAL of the application, 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 SUP 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 SUP 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.

ATTACHMENTS:

Description	**Type**
Staff Report	Board or Commission Report
Public Notice	Exhibits
CPRC Minutes 5-8-19	Minutes
DC Minutes 10-12-21	Minutes
DC Minutes 9-28-21	Minutes
Aerial	Exhibits
Justification for SUP	Correspondence
Justification for Variation	Correspondence
Project Narrative	Correspondence
Architectural Plans	Exhibits
Engineering Plans	Exhibits
Floor Plan	Exhibits
Landscape Plan	Exhibits
Patio Floor Plan	Exhibits
Preliminary Drainage Report	Exhibits
Striping Exhibit	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	Correspondence
Public Comment	Correspondence

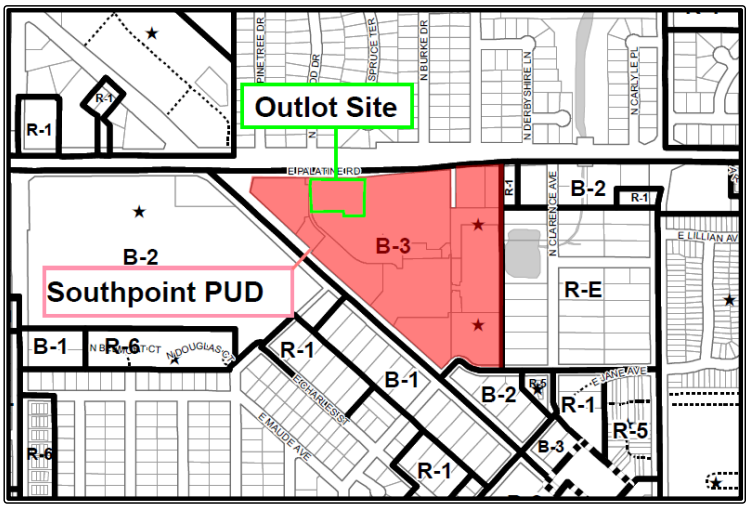
VILLAGE OF ARLINGTON HEIGHTS

STAFF DEVELOPMENT COMMITTEE REPORT

***Project Number**: PC 21-018*
***Project Title**: Southpoint PUD Amendment – Chipotle Outlot*
***Address**: 711-715 E. Rand Rd.*
***PIN**: 03-20-200-019*

***To**: Plan Commission*
***Prepared By**: Sam Hubbard, Development Planner*
***Meeting Date**: January 12, 2022*
***Date Prepared**: January 7, 2022*

***Petitioner**: Richard Silverman*
600 Rand Rd, LLC
***Address**: 390 Townline Road*
Mundelein, IL 60060



***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	R-3	Single-Family Homes	R&D Mfg and Warehouse
South	B-1, B-2	Furniture Store, Multi-tenant commercial building, Dunkin Donuts, Liquor Store	Offices Only, R&D Mfg and Warehouse
East	R-E	Single-Family Homes	Moderate Density Multi-Family
West	B-1, B-2	Town and Country Shopping Center, Fast Food restaurant (Burger King), Auto Repair shop	R&D Mfg and Warehouse

Requested Action:

1. 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.
2. Special Use Permit approval for a 2,385 square foot restaurant with a drive-through.
3. Conceptual approval for a 4,419 square foot future restaurant with a drive-through.

Variations Required:

1. Variation to Chapter 28 of the Municipal Code, Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.

Project Background:

The Southpoint Shopping Center PUD was subdivided in 2019 to create a new outlot site for future development located along Palatine Road. This newly created outlot (the subject property) is located in front of the Floor & Décor building at 600 E. Rand Road and it makes up the westernmost portion of the large parking lot directly in front of the Floor and Décor building. The outlot is 1.23 acres in size and presently developed with approximately 125 parking spaces that are mostly used as overflow parking by the Chili's and Olive Garden restaurants located to the west.

The present request is to amend the Southpoint PUD to allow development of this newly created outlot with two buildings totaling approximately 6,804 square feet of commercial floor area. The building at the east would be 2,385 square feet and would include a Chipotle restaurant with a drive-through. The second building, at the west of the outlot, would include a building of 4,419 square feet for a future tenant (or tenants depending on market demand) and would include space for a second drive-through. This second building would not be constructed at this time and would only be constructed once a tenant(s) has been identified. As such, the "building 2" site would exist as a grass pad until developed. Development of the Chipotle building would include construction of 41 parking stalls and development of the future building would add an additional six stalls for a total of 47 stalls upon completion of the development.

The subject property is part of the Southpoint Shopping Center PUD, which was approved in 1988. This PUD includes the subject property as well as the multi-tenant retail building attached to the Floor & Décor building, the former Bif Furniture building and the multi-tenant retail spaces attached to the Bif furniture building, and three outlots along the Rand Road frontage. The entire Southpoint Shopping Center is subject to a recently amended Construction, Operation, and Reciprocal Easement Agreement (OEA) that provides for shared access and shared parking between all users within the PUD. Access to the shopping center comes from two full access, signalized intersections with Rand Road, a full access non-signalized intersection with Palatine Road, and a right-in/right-out intersection with Palatine Road. Access within the shopping center is done primarily through an internal ring road that is owned and maintained by the shopping center.

Zoning and Comprehensive Plan

The subject property is currently zoned B-3, General Service, Wholesale, and Motor Vehicle District. In order to develop the outlot, an amendment to PUD Ordinance #90-014 must be approved. Additionally, although retail uses are allowed within the B-3 District, all restaurants including drive-through's must receive a Special Use Permit (although it should be noted that if the restaurant is under 4,000 square feet in size and does not include a drive-through it qualifies for a Special Use Permit Waiver). Accordingly, the proposed Chipotle building requires a Special Use Permit, and the future building will receive conceptual approval at this time. When a tenant is identified for that building and the property owner opts to move forward with construction, a separate Special Use Permit shall be required for the restaurant /drive-through.

As part of the zoning approval process, the petitioner has provided a written response explaining how the Chipotle restaurant and drive through will conform to the three Special Use Permit approval criteria, which have been summarized below:

- ***That said special use is deemed necessary for the public convenience at this location.***
- ***That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.***
- ***That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.***

Staff agrees that the necessary criteria for Special Use approval has been met and relative to the public convenience, notes that there is an existing Chipotle restaurant located approximately 1,750 feet to the northwest, which illustrates market demand for this use at this location (the existing Chipotle would be closed once the new store is constructed and operational). Furthermore, a drive-through use at this location, with the speakers on the opposite side of the building relative to the single-family homes across Palatine Road, will not threaten the health, safety, morals or general welfare of persons residing or working in the vicinity. It should be noted that these homes are located over 200 feet away across a major arterial (Palatine Road). The proposed Chipotle location will abide by any stipulations made a part of any zoning approvals.

The Comprehensive Plan classifies this property as "Commercial" and the proposed development is consistent with this designation.

Conceptual Plan Review Committee:

The petitioner appeared before the Conceptual Plan Review Committee on May 8, 2019. The development concept at that time was for a 10,000 square foot building, which would have included a drive-through and up to 7,000 square feet of restaurant floor area. Most of the discussion centered around the orientation of the building, which placed the rear of the building and drive through lane facing Palatine Road. The Conceptual Plan Review Committee encouraged the petitioner to re-orient the building to face Palatine Road, which the developer subsequently did.

Design Commission:

On September 21, 2021, the petitioner appeared before the Design Commission, which recommended a continuance to allow the petitioner to make certain modifications to the design that would add more depth and character to the building. Accordingly, on October 12, 2021, the petitioner re-appeared before the Design Commission and received a unanimous recommendation of approval, subject to one change required: revise the upper wall material extending down to grade to be in the middle of each side wall, leaving the rear corners and rear wall as dark EIFS. This change can be accommodated as part of building permit review.

TIF District

The subject property is located within TIF V, which was established in 2005 and includes both the Southpoint Shopping Center and the Town & Country Shopping Center. One of the goals of TIF V is to facilitate the redevelopment and revitalization of the Southpoint Shopping Center. The development of the outlot will help in the revitalization of the Southpoint Shopping Center and is consistent with the goals of TIF V.

Building and Site:

The petitioner has worked with staff to create a well-designed layout that will successfully integrate into Southpoint and provide a food & beverage tax generating land use on a site that is currently underutilized. Relative to the property, as mentioned above the petitioner has reoriented the buildings, which were originally positioned with their rear towards Palatine Road, to have them facing Palatine Road, forming a strong orientation towards this primary viewing corridor. The petitioner eliminated a proposed drive aisle connection to the Ring Road at the west of the site, consolidated separate dumpster enclosures for each building into one enclosure for the site, and added decorative crosswalks to the Ring Road. To make up for the lost overflow parking area used by Chili's (640 E. Rand Road) and Olive Garden (630 E. Rand Road), they will add a new parking area to the south of this outlot, increasing the number of stalls in that location by 19.

As previously mentioned, the existing site is currently used as a parking area patronized primarily by spillover traffic from the Chili's and Olive Garden restaurants located to the west/southwest. Landscaping on the subject property is sparse, consisting of approximately seven shade trees and an intermittent hedgerow

along Palatine Road. The redeveloped site will include over 20 shade trees and numerous groundcover plantings and shrubs. However, one row of parking is missing a required landscape island and shade tree, creating the need for the following variation:

- **Variation to Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.**

In order for any Variation to be approved, the Plan Commission must find that the requested variation conforms to the following hardship criteria:

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

The petitioner has provided a written response to the four criteria necessary for variation approval and believe that the approval criterial has been met. The Staff Development Committee concurs and notes that provision of the code required shade tree would render the outdoor dining area too small for legitimate use. Outdoor dining is an amenity that should be encouraged (where feasible), and to require the shade tree at the expense of outdoor dining opportunities would be impractical. However, as a condition of approval, staff recommends that the property owner be required to install the shade tree within 90 days, upon request by the Village, should the restaurant close and new tenant does not have a need for outdoor dining.

Detention:

When the property was subdivided and outlot created in 2019, the approval ordinance contained specific conditions relative to stormwater requirements. The petitioner has worked with the Engineering Division to put forth a viable preliminary plan for updating the site to current Village and MWRD stormwater regulations, which will involve dredging of the above ground stormwater pond at the east end of the shopping center and digging out additional depth for increased capacity. Pervious pavers will be utilized along the north and western parking rows on the subject property to provide volume control, and final details will be reviewed upon submission of a building permit.

Parking and Loading:

As required by code, the petitioner has submitted a traffic study by a qualified traffic engineer (KLOA), which assesses traffic, circulation, and parking. The traffic portion of the study is based on two sets of traffic counts within the Southpoint shopping center; one from three days in mid October of 2021, and one from two days in February of 2020 (prior to measures implemented that limited access to commercial venues due to the pandemic). In general, the 2021 counts were higher than the 2020 numbers, and subsequently they were used in the study. Traffic generation from the proposed outlot ***plus*** all of the vacant spaces within Southpoint (as based on ITE standards) was estimated and added to the observed traffic volumes from October of 2021. The impact to the Level of Service (LOS) at adjacent intersections was analyzed based on this total, which showed that all surrounding intersections are expected to continue operating at acceptable LOS without requiring any traffic control upgrades.

The key intersection for analysis is the Ring Road/Eastwood Drive full access intersection with Palatine Road, which is unsignalized. The traffic study found that left turning movements here would operate in the LOS C

to LOS F range, however, with no delay greater than 54 seconds. Given the traffic signals at Rand Road to the west and Windsor Drive to the east, gaps in the traffic allow movements through this intersection to clear without queuing outside of turning lanes or stacking to interfere with adjacent intersections.

Longer delays at the other full access signalized entrance/exits to Southpoint will occur under future conditions, but this is due mostly to delay created by the wait times at the signalized intersections. Despite having a long delay in certain instances, traffic is expected to clear these signalized intersections in one cycle. However, enhanced striping has been proposed along the Ring Road, which will need further analysis at time of permit to determine if warranted.

The site has been well designed to be located along the perimeter of the shopping center for visibility, but requiring automobile access to wrap through the interior circulation drive aisles within the Southpoint Shopping Center. This means that the site is well contained and drive-through stacking, if it were to occur, would not encroach into primary drive aisles of the shopping center or onto public streets. Additionally, the Chipotle restaurant drive-through will be for mobile orders only, meaning all food will be pre-ordered prior to entering the drive-through pick-up line. If food is not pre-ordered, customers are instructed to park and order on their phone and proceed to the drive-through pick-up window when their food is ready. In this regard, stacking for the Chipotle drive-through should not be an issue. However, the drive-through to the second (future) building discharges into an area where the only way to exit the site is to make a 180° turn to head southbound to the internal roadway within Southpoint. Given that this maneuver would cause vehicles to encroach into oncoming traffic, it shall be prohibited and cars exiting the future drive-through will need to exit left from the drive-through and proceed counterclockwise through the site for egress.

Relative to parking, as previously mentioned, the entire Southpoint Shopping Center is governed by an OEA, which allows shared parking throughout the PUD. The subject property is currently used as overflow parking for employees and patrons of the Olive Garden and Chili's restaurants within Southpoint, and to mitigate for the loss of this parking, the petitioner has proposed additional parking stalls in what is currently a landscape island at the south of the subject property, which will create additional overflow parking spaces that are in close proximity to Chili's and Olive Garden.

To verify that both existing restaurants will still have sufficient parking within close proximity, KLOA surveyed overflow parking during a Friday and Saturday in late February 2020 (prior to measures to limit access to commercial venues due to the pandemic). The survey concluded that the parking lots for both Chili's and Olive Garden get 90%-95% usage during peak evening times, and on weekends the overflow parking lot on the subject property is approximately 90% full (63 total spaces surveyed with 57 spaces peak observed occupancy). However, the surrounding areas to the east are underutilized and can accommodate additional employee parking. In conjunction with the net gain of 19 additional parking stalls that will be created in the landscape island, there should be adequate parking for all guests and employees at the existing and proposed restaurants. However, employee parking should be monitored. If parking for the existing restaurants becomes an issue, all restaurants in this area will need to work diligently with their employees to park in the fringe parking areas (as generally indicated on the architectural site plan) to preserve the closest spots for guests/customers.

The subject property has a deficit relative to parking, where approximately 68 parking spaces are required by code and 47 are provided. However, given that the adjacent parking areas to the east are underused, and because Southpoint requires/allows shared parking, any overflow that cannot be accommodated on the subject property will be easily accommodated in the parking fields to the east. As a whole, the entire Southpoint PUD includes a surplus of parking relative to code requirements, even factoring in a future

Consumers Bank outlot adjacent to Jane Avenue and a possible additional curb cut along Rand Road. The detailed parking calculations for Southpoint are included in **Appendix I** at the end of this report.

A total of four bicycle parking spaces are required. Two have been proposed adjacent to the Chipotle building, and when the second building is constructed, an additional two bike parking spaces will be added to the east side of the site.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #90-014 to allow modifications to the approved Southpoint PUD development plan, as well as a Special Use Permit to allow a 2,385 square foot restaurant with a drive-through on the subject property, and conceptual approval for a 4,419 square foot restaurant with a drive-through, and the following variation to Chapter 28 of the Municipal Code:

- **Variation to Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.**

The Staff Development Committee recommends **APPROVAL** of the application, subject to the following conditions:

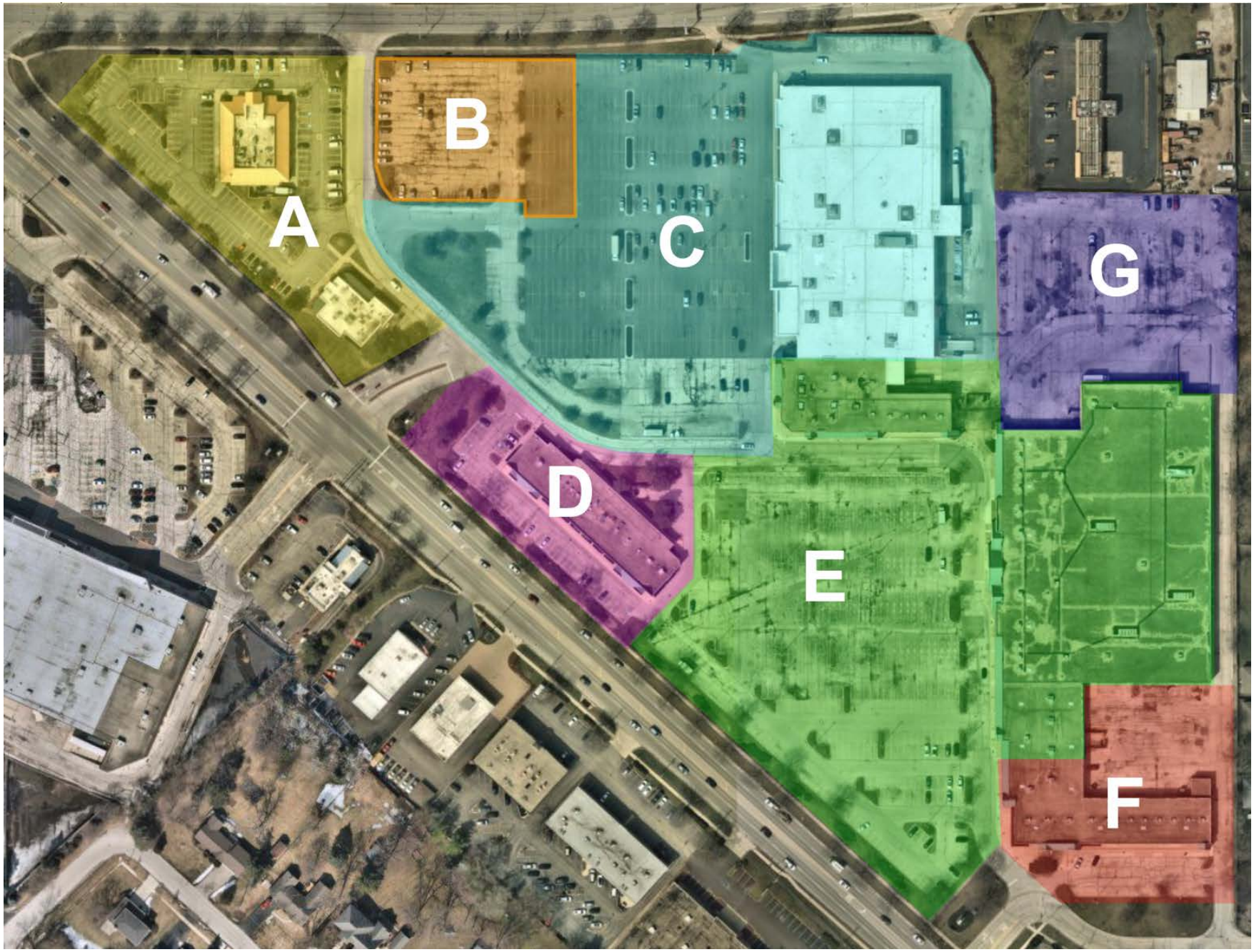
1. Should a new restaurant/tenant occupy the Chipotle building, which tenant does not wish to provide outdoor dining, the property owner shall be required to install the missing shade tree within 90 days of a request by the Village.
2. Compliance with the October 12, 2021, Design Commission motion shall be required.
3. Any future restaurant in "Building 2" shall be required to obtain Special Use Permit approval (or a SUP 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 SUP 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.

_____ January 7, 2022
Bill Enright, Assistant Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Appendix I: Code Required Parking

ZONE	SPACE	CODE USE	SQUARE FOOTAGE	SEATING AREA (SQ FT)	PARKING RATIO (1:X)	PARKING PROVIDED	PARKING REQUIRED
Zone A	Olive Garden	Restaurant - Sit Down	9,010	5715	1 Space per 45 sq. ft. of seating area	145	127
	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	47	19
	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.	422	245
	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.	49	13
	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.	497	30
	Dogtopia	Retail	5,200	-	1 Space per 300 sq. ft.		17
	BIF Furniture	Furniture Store	100,250	-	1 Space per 600 sq. ft.		167
	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.	40	38
	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	-	-	-	-	142	0
						1342	
						PARKING REQUIRED	914
						PARKING PROVIDED	1,342
						SURPLUS / (DEFICIT)	428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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 12/28/2021 in said DAILY HERALD.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzer
Authorized Agent

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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 JANUARY 12, 2022, AT 7:30 P.M. to consider Petition No. 21-018, a request for an amendment to Planned Unit Development Ordinance #90-014 to modify the approved Southpoint Shopping Center development plan and allow construction of two buildings on a newly created outlot, Special Use Permit approval for a 2,385 square foot restaurant with a drive-through, and Conceptual approval for a 4,419 square foot future restaurant with a drive through, all on the subject property located at 711 and 715 East Rand Road, in Arlington Heights, IL, and legally described 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 1 A DISTANCE OF 179.40 FEET; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 105.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 150.00 FEET; THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST 40.30 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 90.00 FEET; THENCE SOUTH O DEGREES, 01 MINUTES, 11 SECONDS EAST 64.70 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 240.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.
AND:
LOT 2 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO THAT PART OF LOT 1 IN SAID CUB ADDITION DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SAID LOT 1, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE EAST LINE OF LOT 1 A DISTANCE OF 451.43 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH O DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE OF LOT 1 A DISTANCE OF 81.57 FEET TO THE SOUTHEAST CORNER OF LOT 1; THENCE SOUTH 59 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 1 A DISTANCE OF 140.00 FEET TO A CORNER OF LOT I; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 179.40 FEET; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 240.00 FEET; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST 64.70 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 13.45 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 49 SECONDS EAST 56.99 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 33.80 FEET TO THE POINT OF BEGINNING; ALSO LOT 3 IN SAID CUB ADDITION, EXCEPTING THAT PART DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 3, BEING ALSO THE NORTHWEST CORNER OF LOT 1 IN SAID CUB ADDITION, THENCE SOUTH 0 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 191.95 FEET TO A POINT OF CURVATURE; THENCE CONTINUING IN A SOUTHERLY DIRECTION ALONG THE WESTERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 130.00 FEET, AN ARC DISTANCE OF 108.42 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 105.30 FEET AND A BEARING OF SOUTH 23 DEGREES, 54 MINUTES, 41 SECONDS EAST; THENCE SOUTH 47 DEGREES, 48 MINUTES, 11 SECONDS EAST ALONG THE WESTERLY LINE OF LOT 1 A DISTANCE OF 280.60 FEET TO A POINT OF CURVATURE; THENCE IN AN EASTERLY DIRECTION ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCA VE TO THE NORTH, HAVING A RADIUS OF 122.50 FEET, AN ARC DISTANCE OF 90.26 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 88.23 FEET AND A BEARING OF SOUTH 68 DEGREES, 54 MINUTES, 41 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST ALONG THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 118.40 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG THE SOUTHERLY LINE OF LOT 1, SAID LINE BEING A CURVE, CONCA VE TO THE SOUTHWEST, HAVING A RADIUS OF 77.50 FEET, AN ARC DISTANCE OF 89.45 FEET TO A CORNER OF LOT 1, THE CHORD OF SAID ARC HAVING A LENGTH OF 84.57 FEET AND A BEARING OF SOUTH 56 DEGREES, 57 MINUTES, 10 SECONDS EAST; THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST ALONG THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF LOT 1 A DISTANCE OF 22.68 FEET, THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCA VE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF NORTH 61 DEGREES, 32 MINUTES, 37 SECONDS WEST, THENCE SOUTH 89 DEGREES, 58 MINUTES, 49 SECONDS WEST 118.40 FEET TO A POINT OF CURVATURE; THENCE IN A NORTHWESTERLY DIRECTION ALONG A CURVE, CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 142.50 FEET, AN ARC DISTANCE OF 104.99 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 102.64 FEET, AND A BEARING OF NORTH 68 DEGREES, 54 MINUTES, 41 SECONDS WEST; THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 280.60 FEET TO A POINT OF CURVATURE; THENCE IN A NORTHERLY DIRECTION ALONG A CURVE, CONCAVE TO THE EAST, HAVING A RADIUS OF 150.00 FEET, AN ARC DISTANCE OF 125.09 FEET TO A POINT OF TANGENCY, THE CHORD OF SAID ARC HAVING A LENGTH OF 121.50 FEET, AND A BEARING OF NORTH 23 DEGREES, 54 MINUTES, 41 SECONDS WEST; THENCE NORTH O DEGREES, 01 MINUTES, 11 SECONDS WEST192.04 FEET TO THE NORTH LINE OF LOT 3; THENCE SOUTH 89 DEGREES, 59 MINUTES, 29 SECONDS EAST 20.00 FEET TO THE PLACE OF BEGINNING; ALSO EXCEPTING FROM SAID LOT 3 THAT PORTION FALLING WITHIN SOUTHPOINT RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOT 3 IN THE CUB ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 10, 2017 AS DOCUMENT NO. 1706929022, IN COOK COUNTY, ILLINOIS.
EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 17, 1984 AS DOCUMENT 27090321, DESCRIBED AS FOLLOWS:
COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION; THENCE NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3, BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES, 48 MINUTES, 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES, 11 MINUTES, 49 SECONDS EAST 120.00 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 153.58 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 45.07 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 57.50 FEET, AN ARC DISTANCE OF 57.16 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES, 32 MINUTES, 37 SECONDS EAST; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 25.91 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 49 SECONDS EAST 294.22 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 6.42 FEET TO THE EAST LINE OF SAID LOT 2; THENCE SOUTH 00 DEGREES, 01 MINUTES, 11 SECONDS EAST ALONG SAID EAST LINE, A DISTANCE OF 341.95 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 11.77 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 22.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 305.66 FEET; THENCE SOUTH 42 DEGREES, 11 MINUTES, 49 SECONDS WEST 62.50 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.
AND:
LOTS 58 THROUGH 66 INCLUSIVE INC. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO, VACATED PRAIRIE A VENUE (33 FEET WIDE), LYING SOUTH OF THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 66, AND NORTH OF THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 58 (BEING ALSO THE NORTH LINE OF JANE A VENUE); ALSO VACATED LILLIAN (66 FEET WIDE), LYING BETWEEN LOTS 63 AND 64 ALL TN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174 AND FILED JULY 14, 1989 AS DOCUMENT LR3809529 IN COOK COUNTY, ILLINOIS.
EXCEPTING FROM THE ABOVE DESCRIBED PROPERTY THAT PART OF LOTS 61 THROUGH 65, INCLUSIVE, IN C. A., GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF LOT 62 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 62 AND LOT 61, A DISTANCE OF 179.19 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 204.61 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 0.33 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 42.65 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 94.86 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.96 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 39.80 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.32 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE SOUTH 44 DEGREES, 58 MINUTES, 12 SECONDS WEST 12.73 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 121.74 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.26 FEET TO THE WEST LINE OF VACATED PRAIRIE AVENUE, AFORESAID; THENCE NORTH 00 DEGREES, 01 MINUTES, 11 SECONDS WEST ALONG SAID WEST LINE 341.95 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 3.23 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 1.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 152.09 FEET; THENCE SOUTH 45 DEGREES, 01 MINUTES, 48 SECONDS EAST 12.73 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 24.38 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.90 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 349.03 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 226.45 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 44.97 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.75 FEET TO A POINT ON THE EAST LINE OF LOT 65 IN SAID C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST ALONG THE EAST LINE AND EAST LINE EXTENDED OF SAID

Public Hearings & Notices

The Geneva Public Library District hereby provides public notice that an audit of its funds for the period July 1, 2020 through June 30, 2021 has been made by Sikich, LLP, and that a report of such audit dated December 23, 2021 has been filed with the County Clerk of Kane County. The full report of the audit is available for public inspection at the Geneva Public Library during regular business hours (9:00 am to 5:00 pm) Monday through Friday except for holidays.
Published in Daily Herald December 28, 2021 (4575454)

All Other

In the Circuit Court of the Nineteenth Judicial Circuit Lake County, Illinois
Mildred Leonard
Petitioner
vs.
Cheryl A. McCallum
Respondent
Case No. 2021OP001948
Notice by Publication
The requisite affidavit for publication having been filed, NOTICE IS HEREBY GIVEN YOU, Cheryl A. McCallum, respondent, that this case has been commenced in this court by the petitioner against you for Order of Protection and other relief.
UNLESS YOU file your answer or otherwise file your appearance in this case in the office of the clerk of this court in the Lake County Courthouse, Waukegan, Illinois, on or before January 28, 2022 *A JUDGMENT OR DECREE BY DEFAULT MAY BE TAKEN AGAINST YOU FOR THE RELIEF ASKED IN THE COMPLAINT.
Dated: November 15, 2021
/s/ Erin Cartwright Weinstein
Lake County Circuit Clerk
Published in Daily Herald Dec 14, 21, 28, 2021 (4574937)

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Public Hearings & Notices

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- DO NOT RENT HOUSING OR PURCHASE GOODS SIGHT – UNSEEN. That amazing rental or cheap item may not actually exist.
- NEVER WIRE FUNDS TO A STRANGER. Anyone who asks you to do so is likely a scammer.
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Public Hearings & Notices

NOTICE IS HEREBY GIVEN that a public hearing before the Plan Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois, will be held on Monday, January 17, 2022 at 7:00 p.m. in the Samuel E. Dean Board Room of the Butler Government Center, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, Illinois 60523 for the purpose of considering the application from the property owner, 3715 Spring Road, Oak Brook, IL 60523, who is seeking a Certificate of Appropriateness as provided for under Title 13 of the Zoning Ordinance of the Village of Oak Brook, Illinois, Ordinance G-272.
The applicant is seeking approval for the issuance of a

ALSO EXCEPTING
PART OF LOTS 62 AND 63 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 63; THENCE SOUTH 89 DEGREES, 42 MINUTES, 11 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 63, A DISTANCE OF 32.74 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 90.01 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 10.90 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 21.40 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 24.38 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 20.18 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 45 DEGREES, 01 MINUTES, 48 SECONDS WEST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 152.09 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 64.46 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 53.60 FEET TO THE POINT OF BEGINNING;
ALSO EXCEPTING
PART OF LOTS 61 AND 62 TN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 61; THENCE SOUTH 89 DEGREES, 41 MINUTES, 51 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 61, A DISTANCE OF 32.71 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 80.29 FEET; THENCE SOUTH 89 DEGREES, 58 MINUTES, 12 SECONDS WEST 64.46 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 121.74 FEET; THENCE NORTH 44 DEGREES, 58 MINUTES, 12 SECONDS EAST 12.73 FEET; THENCE NORTH 00 DEGREES, 01 MINUTES, 48 SECONDS WEST 7.00 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 20.18 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 3.08 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 24.32 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 39.80 FEET; THENCE NORTH 89 DEGREES, 58 MINUTES, 12 SECONDS EAST 10.96 FEET; THENCE SOUTH 00 DEGREES, 01 MINUTES, 48 SECONDS EAST 14.57 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.
AND:
LOTS 44, 45, AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, A SUBDIVISION IN THE NORTHEAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, REGISTERED MARCH 13, 1928 AS DOCUMENT LR396997; ALSO THAT PART OF VACATED LILLIAN AVENUE (66 FEET WIDE), VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT 88576174, LYING BETWEEN SAID LOTS 45 AND 46 IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS, IN COOK COUNTY, ILLINOIS.
Common Addresses:
622, 626, 660, 664, 668, 676 East Rand Road, Arlington Heights, Illinois 60004
780, 784, 786, 792, 816, 820, 824, 828, 832, and 836 East Rand Road, Arlington Heights, Illinois 60004
PINs: 03-20-200-008, 03-20-200-012, 03-20-200-013, 03-20-201-014, 03-20-203-016, 03-20-201-009, and 03-20-201-015.
Property 3:
PART OF LOTS 1, 2 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTH WEST 1/4 OF THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN. ACCORDING TO THE PLAT THEREOF RECORDED MAY 17. 1984 AS DOCUMENT NO. 27090321; ALSO PART OF LOTS 61 TO 65 INCLUSIVE IN C. A. GOELZ'S ARLINGTON HEIGHTS GARDENS. A SUBDIVISION IN THE NORTH EAST 1/4 OF SECTION 20, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN REGISTERED MARCH 13, 1928 AS DOCUMENT NO, LR396997; ALSO PART OF VACATED PRAIRIE AVENUE (33 FEET WIDE) AND VA CA TED LILLIAN A VENUE (66 FEET WIDE) VACATED ACCORDING TO ORDINANCE RECORDED DECEMBER 13, 1988 AS DOCUMENT NO. 88576174, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST SOUTHERLY CORNER OF SAID LOT 3 IN THE CUB ADDITION; THENCE NORTH 47 DEGREES 4B MINUTES 11 SECONDS WEST ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3. BEING ALSO THE NORTHEASTERLY LINE OF RAND ROAD, A DISTANCE OF 410.16 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SOUTHWESTERLY LINE OF LOT 3, NORTH 47 DEGREES 48 MINUTES 11 SECONDS WEST 190.40 FEET; THENCE NORTH 42 DEGREES 11 MINUTES 49 SECONDS EAST 120.00 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 153.58 FEET; THENCE NORTH 89 DEGREES 5B MINUTES 49 SECONDS EAST 45.07 FEET TO A POINT OF 1 CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE CONCA VE TO THE SOUTH WEST HA YING A RADIUS OF 57.50 FEET. AN ARC DISTANCE OF 57.16 FEET, THE CHORD OF SAID ARC HA YING A LENGTH OF 54.83 FEET, AND A BEARING OF SOUTH 61 DEGREES 32 MINUTES 37 SECONDS EAST; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 25.91 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 11 SECONDS WEST 46.57 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 49 SECONDS EAST 294.22 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 20.28 FEET; THENCE NORTH 89 DEGREES 5B MINUTES 12 SECONDS EAST 9.65 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 4B SECONDS EAST 10.15 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 12 SECONDS WEST 1.96 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 152.09 FEET; THENCE SOUTH 45 DEGREES 01 MINUTES 48 SECONDS EAST 12.73 FEET; THENCE SOUTH 00 DEGREES 01 MINUTES 48 SECONDS EAST 7.00 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 20.18 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 3.08 FEET; THENCE NORTH 89 DEGREES 5B MINUTES 12 SECONDS EAST 24.38 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 4B SECONDS WEST 21.40 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 10.90 FEET; THENCE NORTH 00 DEGREES 01 MINUTES 48 SECONDS WEST 349.03 FEET; THENCE NORTH 89 DEGREES 58 MINUTES 12 SECONDS EAST 226.45 FEET; THENCE SOUTH 00 DEGREES 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 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
As part of said petition, the applicant is requesting the following variations from Chapter 28 of the Municipal Code:
• Variation to Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.
• And any other required variations as determined necessary by the Plan Commission.
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 Daily Herald December 28, 2021 (4575337)

through 13-8-12 of the Zoning Ordinance in compliance with the Historic Graue Mill Gateway Area. The request is to build a single family residence. The property is located at 3715 Spring Road, Oak Brook, Illinois 60523.
All persons desiring to be heard will be afforded an opportunity to do so and may submit their statements orally or in writing or both. The hearing may be recessed to another date if notice of time and place thereof is publicly announced at the hearing or is given by newspaper publication not less than five (5) days prior to the date of the recessed hearing.
The subject property is located at 3715 Spring Road, in Oak Brook, Illinois and the legal description is as follows:
PARCEL 2 IN SAHLI'S ASSESSMENT PLAT RECORDED ON JULY 21, 2020 AS DOCUMENT NO. R2020-077385 IN THE OFFICE OF THE RECORDER OF DEEDS, DUPAGE COUNTY, ILLINOIS.
ALSO DESCRIBED AS:
PART OF THE SOUTHWEST QUARTER OF SECTION 36 TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT 659.68 FEET WEST OF THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 36; THENCE NORTH AND PARALLEL TO THE EAST LINE OF SECTION 36, A MEASURED DISTANCE OF 721.71 FEET (721 FEET RECORD) FOR A PLACE OF BEGINNING; THENCE CONTINUING NORTH AND PARALLEL TO THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 36, A DISTANCE OF 110.45 FEET; THENCE NORTH 87 DEGREES 59 MINUTES 25 SECONDS EAST A DISTANCE OF 180.93 FEET; THENCE SOUTH AND PARALLEL TO THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 36, A DISTANCE OF 167.53 FEET; THENCE NORTHWEST AND PARALLEL TO THE CENTERLINE OF SPRING ROAD, A DISTANCE OF 189.75 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.
The petitioner's application including all supporting documents is on file with the Development Services Department. Persons wishing to examine the petition documents may arrange to do so with the Development Services Department, Village of Oak Brook, 1200 Oak Brook Road, Oak Brook, IL 60523, telephone 630-368-5106.
In accord with the provisions of the American with Disabilities Act, any individual who is in need of a reasonable accommodation in order to participate in or benefit from attendance at this public meeting should contact the Butler Government Center (Village Hall), at 630-368-5010 as soon as possible before the meeting date or for TDD response (630) 990-2131 as soon as possible before the meeting date.
Charlotte Pruss, Village Clerk
Published at the direction of the Corporate Authorities and the Plan Commission of the Village of Oak Brook, DuPage and Cook Counties, Illinois.
Published in Daily Herald December 28, 2021 (4575513)

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON JANUARY 12, 2022, AT 7:30 P.M. to consider Petition No. 21-022, a request for a Special Use Permit to allow a drive-through in the B-2 District, all on the subject property located at 630 W. Northwest Highway, in Arlington Heights, IL, and legally described as follows:
THAT PART OF THE WEST HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT IN THE NORTHEAST LINE OF THE NORTHWEST HIGHWAY THAT IS TWO HUNDRED AND TWENTY-FIVE HUNDREDTHS (200.25) FEET NORTHWESTERLY OF THE INTERSECTION OF SAID LINE WITH THE EAST LINE OF SAID WEST HALF (1/2) (THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY BEING SIXTY (60) FEET NORTHEAST OF AND PARALLEL TO THE NORTHEAST LINE OF THE CHICAGO AND NORTHWESTERN RAILWAY RIGHT-OF-WAY); THENCE NORTHWESTERLY ALONG THE NORTHEAST LINE OF HIGHWAY, ONE HUNDRED FIFTY (150) FEET; THENCE NORTH ON A LINE DRAWN AT RIGHT ANGLES TO THE NORTH LINE OF SAID WEST HALF (1/2) A DISTANCE OF NINETY-EIGHT AND FORTY HUNDREDTHS (98.40) FEET TO THE SOUTH LINE OF EUCLID AVENUE, SAID POINT BEING THREE HUNDRED ONE AND TWENTY-TWO HUNDREDTHS (301.22) FEET WEST OF THE EAST LINE OF SAID WEST HALF (1/2); THENCE EAST ON THE SOUTH LINE OF EUCLID AVENUE ONE HUNDRED SEVENTY-SEVEN AND FORTY-NINE HUNDREDTHS (177.49) FEET TO A POINT; THENCE SOUTH AT RIGHT ANGLES TO EUCLID AVENUE NINETY-THREE AND FIFTY-FIVE HUNDREDTHS (93.55) FEET TO A POINT THAT IS NINETY-FIVE (95.00) FEET NORTHEAST OF THE POINT OF BEGINNING (MEASURED AT RIGHT ANGLES TO THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY); THENCE SOUTHWEST ON A LINE DRAWN AT RIGHT ANGLES TO SAID NORTHWEST HIGHWAY NINETY-FIVE (95.00) FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS. PIN: 03-29-341-013-0000.
As part of said petition, the applicant is requesting the following variation from Chapter 28 of the Municipal Code:
• Variation from Chapter 28, Section 6.15-1.2b, to waive the requirement to provide 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.
• And any other required variations as determined necessary by the Plan Commission.
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 Daily Herald December 28, 2021 (4575292)

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning and Zoning Commission of the Village of Hoffman Estates will hold a public hearing to consider a request for an amendment to the Poplar Creek RPD General Plan of Development to allow for a 3-story multi-family development on the property located at the southeast corner of Higgins Road and Moon Lake Boulevard. The Petitioner of this request is Fiduciary Real Estates Development, Inc.
P.I.N.: 07-07-400-061-0000
07-07-400-062-0000
07-07-400-063-0000
The hearing will be held on Wednesday, January 19, 2022, at 7:00 p.m. in the Hoffman Estates Municipal Building, 1900 Hassell Road, Hoffman Estates, IL.
Eva Combs, Chairperson
Planning and Zoning Commission
Published in Daily Herald December 28, 2021 (4575452).

NOTIFICATION AFFIDAVIT

I, Richard Silverman hereby certify as follows:

1. That on the 21ST day of December, 2021, affiant caused to be mailed in the Post Office of Northfield, IL, 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 property 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.

R Silverman
Signature

Subscribed and Sworn to before me
this 21 day of December, 2021.

Annette D Wax
Notary Public

ANNETTE D WAX
Official Seal
Notary Public - State of Illinois
My Commission Expires Dec 10, 2022

MJR/Southpoint Real Estate Holding Company LLC.
1622 Willow Road Suite 201
Northfield, IL 60093

P: 847-919-4812 F: 847-574-8046

RE: Southpoint Out-lot– PUD Amendment #21-018

NOTICE OF PUBLIC HEARING

Please be advised that a petition has been filed with the Village of Arlington Heights for:

- Amendment to PUD Ordinance #90-014 to modify the approved development plan for the Southpoint Shopping Center.
- Special Use Permit approval to allow a 2,385 square foot restaurant including a drive-through
- Conceptual approval for a future 4,419 square foot restaurant including a drive-through
- 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 a parking row where code requires a landscape island including a shade tree at the end of all parking rows
- Any other Variations determined as necessary by the Plan Commission.

The location of the property is 711-715 E. Palatine Road (generally located in-between Floor and Décor at 600 E. Palatine Road and Olive Garden at 630 E. Rand Rd).
MJR/Southpoint Real Estate Holding Company LLC, 1622 Willow Road Suite 201, Northfield, IL 60093 is the beneficial owner of the property.

This hearing is open to the public and comments from the public on the proposal are invited. Hearing on said petition will be held by the Arlington Heights Plan Commission at the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, IL, 3rd Floor, at 7:30PM, on Wednesday, January 12, 2022.

Richard Silverman
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.

48.00 in

30.00 in

NOTICE OF PUBLIC HEARING

HEARING FOR: AMENDMENT TO PUD ORDINANCE 90-014, SPECIAL USE PERMIT APPROVAL FOR A RESTAURANT WITH A DRIVE-THROUGH, CONCEPTUAL APPROVAL FOR A FUTURE RESTAURANT WITH A DRIVE-THROUGH, VARIATION TO CHAPTER 28 OF THE MUNICIPAL CODE, SECTION 6.15-1.2B

HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS ROAD

DATE: JANUARY 12, 2022 **TIME:** 7:30 PM

PUBLIC ATTENDANCE & COMMENTS INVITED

FOR DETAILS CALL:
RICHARD SILVERMAN
847-919-4804

OR:

VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
PHONE: (847) 368-5200

FASTSIGNS
More than fast. More than signs.
Arlington Heights,IL

Desc: NOTICE OF PUBLIC HEARING SIGN
Material:
Dims: AS SHOWN

No. of sides: 1
Qty: 3

Client: MJK REAL ESTATE HOLDING COMPANY

Work Order #: 50536
Revision Number: r_1 Author: Dani
Date: 12/20/21 Scale: 1/1

NOTICE OF PUBLIC HEARING
HEARING FOR: AMENDMENT TO PUD ORDINANCE 90-014, SPECIAL USE PERMIT APPROVAL FOR A RESTAURANT WITH A DRIVE-THROUGH, CONCEPTUAL APPROVAL FOR A FUTURE RESTAURANT WITH A DRIVE-THROUGH, VARIATION TO CHAPTER 28 OF THE MUNICIPAL CODE, SECTION 6.15-1.2B
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BUILDING 33 S. ARLINGTON HEIGHTS ROAD
DATE: JANUARY 12, 2022 TIME: 7:30 PM
PUBLIC ATTENDANCE & COMMENTS INVITED
FOR DETAILS CALL:
RICHARD SILVERMAN
847-919-4804
OR:
VILLAGE OF ARLINGTON HEIGHTS
DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT
PHONE: (847) 368-5200

Charles Fitzhenry
RealtyLink Commercial
C: 843.637.1935
cfitzhenry@realtylinkdev.com
REALTYLINK
www.realtylinkdev.com
VARIATION TO CHAPTER
CODE, SECTION 6.15-1.2B
HEARING LOCATION: ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS ROAD
DATE: JANUARY 12, 2022
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PHONE: (847) 368-5200

PINs that must received a notification letter	NAME	ADDRESS	CITY	STATE	ZIP
03173010220000	AMCAP NORTHPOINT II LLC.	333 LUDLOW ST. 8TH FLR.	STAMFORD	CT	06902
03173030140000	BANK OF AMERICA NC10010381	101 N. TYRON STREET	CHARLOTTE	NC	28255
03174040090000	ROBERT PALUBSKI	1912 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040100000	STEVEN J EWERT	1908 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040130000	J & GLICKLEY	1903 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040140000	THOMAS REID	1905 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040150000	REMEGIO DULAY	1907 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040160000	WENDELL A STOIKE	1911 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040350000	MOLINARE	1914 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174040360000	MARVIN L HANSON	1910 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174040380000	DONALD & KRYSTAL OHARS	1902 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174040390000	LOUIS FOUTRIS	1904 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040400000	TIFFANY KIM	1902 N SPRUCE TERRACE	ARLINGTON HTS	IL	60004
03174040410000	KRZYSZTOF IWANICKI	1903 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174040420000	RONALD & LIGIA POPA	1907 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174040430000	GERALD J KEHOE	1911 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174040440000	K MICHAEL & J AMILING	1915 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174050010000	C & D POST	1903 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174050020000	EDMUND J CENTRELLA	1907 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174050030000	RAMSEN YOUSIF	1911 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174050040000	ALISINA HAIDARY BIBI N	1915 N BURKE DRIVE	ARLINGTON HTS	IL	60004
03174090210000	JOHN R OYEN LIVING TRU	1914 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174090220000	RICHARD C BENBON	1910 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174090230000	LAWRENCE T BURNETTE	1906 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174090240000	GLEEN & RACHEL J ADUANA	1902 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174110010000	LINDSEY & ROYCE FRANK	1903 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174110020000	STEVEN INIGUEZ OR AREL	1907 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174110030000	BOEHM	1911 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174110040000	SUSAN WERES	1915 N PINETREE DRIVE	ARLINGTON HTS	IL	60004
03174110210000	KEN HEINRICH	1914 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174110220000	DANIEL K RATEIKE	1910 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174110230000	WENZHUO LIANG	1906 N EASTWOOD DR	ARLINGTON HTS	IL	60004
03174110240000	DANNY JOHN	704 E PALATINE RD	ARLINGTON HTS	IL	60004
03174180070000	C & D KLIMOWICZ	1902 DERBYSHIRE	ARLINGTON HTS	IL	60004
03174180080000	ALEXANDRA CALDERARO	1905 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03174180090000	ELIZABETH CHO	1909 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03174180100000	VIJAY BHASKAR MUNAGALA	1913 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03174190010000	ANN MAZURSKI	1904 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03174190020000	SHAILENDRA K AGRAWALA	1908 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03174190030000	FAYE BREGIANOS	1912 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03174190040000	ANTHONY LOURAS	1916 N BRIGHTON PL	ARLINGTON HTS	IL	60004
03201010020000	NEW CINCULAR 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 PARK	IL	60035
03202000060000	ERJ DINING IV LLC	3309 COLLINS LANE	LOUISVILLE	KY	40245
03202000070000	CENTRAL REALTY CORP	390 TOWNLINE RD	MUNDELEIN	IL	60060
03202000080000	MJR SOUTHPOINT RE HOLDING CO	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 HOLDING CO	1622 WILLOW RD STE 201	NORTHFIELD	IL	60093
03202000130000	MJR SOUTHPOINT RE HOLDING CO	1622 WILLOW RD STE 201	NORTHFIELD	IL	60093
03202000140000	OLIVE GARDEN 1154	P.O. 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	600 RAND RD LLC	390 TOWNLINE RD	MUNDELEIN	IL	60060
03202010010000	MYUNG YOON JEE	1007 E PALATINE RD	ARLINGTON HTS	I	60004
03202010020000	ARLINGTON GARDEN & LAN	2763 E COUNTRY LAKE RD	ARLINGTON HTS	IL	60004
03202010030000	DAVID G AUL	835 N FORREST	ARLINGTON HTS	IL	60004
03202010040000	DAVID G AUL	835 N FORREST	ARLINGTON HTS	IL	60004
03202010080000	MARIA MAHERAS	1810 CLARENCE AVE	ARLINGTON HTS	IL	60004
03202010090000	MJR SOUTHPOINT RE HOLDING CO	1622 WILLOW RD STE 201	NORTHFIELD	IL	60093
03202010140000	MJR SOUTHPOINT RE HOLDING CO	1622 WILLOW RD STE 201	NORTHFIELD	IL	60093
03202010150000	MJR SOUTHPOINT RE HOLDING CO	1622 WILLOW RD STE 201	NORTHFIELD	IL	60093
03202020040000	DAVID G AUL	835 N FORREST	ARLINGTON HTS	IL	60004
03202020050000	DAVID G AUL	835 N FORREST	ARLINGTON HTS	IL	60004
03202020060000	BENEDETTO VITALE	533 COUNTY LINE ROAD	HIGHLAND PARK	IL	60035
03202020100000	DAVID G AUL	1201 E PALATINE RD	ARLINGTON HTS	IL	60004
03202020110000	DAVID G AUL	1201 E PALATINE RD	ARLINGTON HTS	IL	60004
03202020140000	BUILDING OWNER	1307 E PALATINE RD	ARLINGTON HTS	IL	60004
03202030080000	MARK BALEK	120 W UNIVERSITY DR	ARLINGTON HTS	IL	60004
03202030090000	DANN GRILLO	1708 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202030100000	MICHAEL P LASCO	1700 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202030110000	JAMES & PATRICIA KEHM	1626 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202030120000	WILLIAM C CHRISTOFFEL	1622 N CLARENCE AVE	ARLINGTON 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 HOLDING CO	1622 WILLOW RD STE 201	NORTHFIELD	IL	60093
03202040010000	GARY ELLIS & O KOCHELYK	1721 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202040020000	JOYCE WOOD	1715 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202040030000	PAUL B PETRIE	1709 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202040040000	ROBERT J LINDGREN	1705 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202050010000	DUNKIN BRANDS RE TAX	130 ROYALL ST 3WB	CANTON	MA	02021
03202050020000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE. 3612	CHICAGO	IL	60611
03202050040000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE. 3612	CHICAGO	IL	60611
03202050050000	MARVIN F POER & CO	POB 52427 MIDAS REALTY	ATLANTA	GA	30355
03202050070000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE. 3612	CHICAGO	IL	60611
03202050080000	NOVOGRODER NCI TINLEY	875 N MICHIGAN STE. 3612	CHICAGO	IL	60611
03202050090000	THOMAS KREMER	1360 N SANDBURG #3604	CHICAGO	IL	60610
03202050100000	LYNNE E HANSE	1612 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202050110000	JEREMY ARGEST	1608 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202050120000	VIULLAKULA & SRIRAMOJU	1604 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202050130000	PARKSIDE TOWNHOME ASSOC.	1612 N CLARENCE AVE	ARLINGTON HTS	IL	60004
03202090010000	STEVE CASE	55 OTIS ROAD	BARRINGTON HILLS	IL	60010
03202090020000	ANGELO PAVLIS	725 E RAND ROAD	ARLINGTON HTS	IL	60004
03202090050000	BRIAN PROPERTIES INC	2045 S ARLINGTON HTS RD	ARLINGTON HTS	IL	60005
03202090060000	955 E RAND ROAD VENTURE	1S 450 SUMMIT AVE #150	OAKBROOK TERR	IL	60181
03202090070000	955 E RAND ROAD VENTURE	1S 450 SUMMIT AVE #150	OAKBROOK TERR	IL	60181
03202090080000	955 E RAND ROAD VENTURE	1S 450 SUMMIT AVE #150	OAKBROOK TERR	IL	60181
03202090100000	VICTOR L EVANS TRUSTEE	610 E CHARLES STREET	ARLINGTON HTS	IL	60004
03202090110000	J & A VELLOOKUNNEL	616 E CHARLES STREET	ARLINGTON HTS	IL	60004
03202090120000	K KEMPSKI & C QUIROGA	624 E CHARLES STREET	ARLINGTON HTS	IL	60004
03202090130000	LAUREN HIMEL	706 E CHARLES STREET	ARLINGTON HTS	IL	60004
03202090140000	THOMAS W MULLALLY JR	712 E CHARLES STREET	ARLINGTON HTS	IL	60004
03202090190000	BRIAN PROPERTIES INC	2045 S ARLINGTON HTS RD	ARLINGTON HTS	IL	60004
03202090200000	BRIAN PROPERTIES INC	2045 S ARLINGTON HTS RD	ARLINGTON HTS	IL	60004
03202090210000	GENE NICK	604 E CHARLES STREET	ARLINGTON HTS	IL	60004
03202090300000	SAMANTHA SALVI	1742 N BEVERLY LANE	ARLINGTON HTS	IL	60004
03202090310000	KRISTI C RUCKSTAETTER	1738 N BEVERLY LANE	ARLINGTON HTS	IL	60004
03202100010000	REMY REALTY CORP	27 REDWOOD ROAD	DENVILLE	NJ	07834
03202100020000	SALVATION ARMY	5550 PRAIRIE STONE PKWY	HOFFMAN ESTATES	IL	60192
03202100030000	LAND OWNER	1035 E RAND ROAD	ARLINGTON HTS	IL	60004
03202100160000	DONALD W DUFFEY	1737 N BEVERLY LANE	ARLINGTON HTS	IL	60004

REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON: May 8, 2019

Project Title: Southpoint PUD Amendment (Chipotle)

Address: 711-715 E. Rand Rd.

Petitioner: Orlando Vivaqua
Soos & Associates, Inc.

Address: 105 Schelter Road
Lincolnshire, IL 60069

Requested Action:

1. Amendment to PUD Ordinance 90-014 to modify the approved development plan to allow construction of an outlot building.
2. Conceptual Special Use Permit approval for up to 7,000 square feet of restaurant space, including a drive through.

Variations Required:

- None identified at this time.

Attendees: Orlando Vivaqua, Soos & Associates
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The Southpoint Shopping Center PUD was subdivided earlier this year to allow the creation of a new outlot located along Palatine Road. This outlot is located in front of the Floor & Décor building located at 600 W. Rand Road and makes up the westernmost portion of the large parking lot directly in front of the Floor and Décor building. The present request is to amend the Southpoint PUD to allow development of this newly created outlot with an approximately 10,000 square foot multi-tenant commercial building. The site would include up to 7,000 square feet of "fast casual" dining, including a drive-through lane.

The subject property is part of the Southpoint Shopping Center PUD, which was approved in 1988. This PUD includes the subject property as well as the multi-tenant retail building attached to the Floor & Décor building, the Bif Furniture building and the multi-tenant retail spaces attached to the Bif furniture building, and three outlots along the Rand Road frontage. The entire Southpoint Shopping Center is subject to a lengthy Reciprocal Easement Agreement (REA) that provides for shared access and shared parking between all users within the PUD.

Meeting Discussion:

Mr. Vivaqua introduced himself and stated that the proposed project was a continuation of a project that started over a year ago with the subdivision of the property to create the outlot. Now they were ready to develop a 10,000 square foot retail building with space for a drive-through. They envisioned the building to have food related tenants on either end and a retail related tenant in the center unit, although no tenants has officially signed on to the development at this point. Parking and landscaping enhancements in the area would be done.

Commissioner Green stated that Southpoint did not have a shortage of available parking stalls.

Mr. Vivaqua agreed and confirmed that the development would fit in well with the existing shopping center and they were excited to move forward with the project.

Mr. Hubbard explained that the subject property was zoned B-3, which is a Service, Wholesale, and Motor Vehicle zoning district. In 1990 the property was granted a PUD to allow for the current Southpoint Shopping center development, and the proposed outlot building requires and amendment to this PUD. The proposed restaurants in the building will require special use permit approval if they're over 4,000 square feet in size and/or include a drive-through. Since there are no tenants known at this time, only conceptual approval can be given. When the property was subdivided to create the outlot site in 2019, staff provided the petitioner with certain site related comments, which they will need to address as this project moves forward. Design Commission review would be required. Staff would like to hear from the CPRC regarding the orientation of the building with the rear of the structure and with the drive-through lane facing north towards Palatine Road. Would this be acceptable with enhanced landscaping in this area, or should the site be re-oriented to have a strong frontal expression facing the primary viewing corridor (Palatine Road)? The petitioner should be aware that there are certain stormwater issues that need to be addressed as part of this development, which were established when the property was subdivided earlier this year. A traffic and parking study would be required, which should survey the existing parking taking place on the outlot since it is currently used as overflow parking for the Chili's and Olive Garden restaurants to the west. When the outlot was created, there was a requirement that additional overflow parking capacity would need to be created within an existing landscape island south of the outlot. The petitioner would need to confirm if any changes were needed to the existing Reciprocal Easement Agreement (REA) and/or to the Covenants, Conditions, and Restrictions (CCR's) that govern the shopping center. Shared parking and shared access had to be provided through-out the PUD and the petitioner would need to verify that there were no issues with that. The Staff Development Committee was generally supportive of this project.

Commissioner Green asked who's responsibility it would be to add the additional parking to the landscape island, the developer or the property owner?

Mr. Hubbard explained that the developer would be required to make that improvement when they building their building.

Commissioner Jensen asked if the developer owned the landscape area that would become parking.

Mr. Vivaqua replied that the developer did not own the triangular landscape area that would become parking. He thought the parking would benefit the proposed building as well.

Commissioner Cherwin asked about parking overflow and allowances for shared parking.

Mr. Hubbard responded that Southpoint had shared parking through-out the shopping center, so although there were different owners of different portions on the shopping center, they all had rights to park within the parking spaces in Southpoint.

Commissioner Cherwin encouraged the petitioner to be more creative in screening the rear of the building; he did not like the appearance of the rear of the building fronting Palatine Road. Otherwise he was very supportive of this project.

Commissioner Sigalos agreed that a different treatment was needed for the rear of the building since it faced Palatine Road.

Mr. Hubbard mentioned that there were several similar commercial buildings on Elmhurst Road in Mount Prospect adjacent to the Randhurst Mall that were oriented with the rear and drive-through facing the street, which people could drive by and get a feel for how it looked. There was extensive landscaping in these instances.

Commissioner Sigalos asked if the buildings could be reversed to face north with the drive-through lanes on the southern side.

Mr. Vivaqua responded that it might be challenging to fit everything in and have site circulation flow sufficiently if the drive-through lanes were at the rear.

Discussion ensued on similarly oriented developments with drive-throughs in the vicinity.

Commissioner Green commented that the traffic on Palatine Road was going too fast to be able to take advantage of the front facing north, so he thought that the rear of the building should face the shopping center where people would be able to enjoy it more.

Commissioner Cherwin stated that he was not opposed to that orientation, but thought that the rear facing Palatine needed to be dressed up if it were to remain facing north.

Commissioner Green stated that he thought enhanced landscaping would be great. It would hide the cars and still allow the building to be visible. He thought this was a good project and encouraged the petitioner to move forward.

Commissioner Jensen asked if the renderings depicted how the building would look or whether it was just a placeholder.

Mr. Vivaqua replied that in general, yes, although certain tenants sometimes have specific design needs. There were no specific tenants signed on yet.

Commissioner Jensen stated that this was a good project and that he encouraged them to make enhancements to the rear of the building if it were to remain facing Palatine Road.

Commissioner Green reiterated that the rear of the building needed to be dressed up and that it would also be appreciated by the future tenants. He summarized the Conceptual Plan Review Committee as being positive and encouraged the petitioner to move forward.

RECOMMENDATION

The Conceptual Plan Review Committee advised 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.
OCTOBER 12, 2021

Chair Kubow called the meeting to order at 6:30 p.m.

Members Present:	Jonathan Kubow, Chair John Fitzgerald Ted Eckhardt Scott Seyer
Members Absent:	Kirsten Kingsley
Also Present:	Richard Silverman, MJK Real Estate *for Chipotle* Mark Battista, Rohrman Auto Group for *Lexus of Arlington* Lucian Lange, Reitan Architects for *Lexus of Arlington* Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FOR SEPTEMBER 28, 2021

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF SEPTEMBER 28, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

Mr. Hautzinger apologized for the technical issues with the Village's overhead projector, making it impossible to project the documents and drawings for the projects being reviewed tonight. He added that paper copies of the documents and drawings were available for viewing.

ITEM 1. COMMERCIAL RE-REVIEW

DC#21-056 – Chipotle – 600 E. Rand Rd.

Richard Silverman, representing *MJK Real Estate,* was present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a new free-standing Chipotle fast casual restaurant at the Southpoint shopping center. This project was reviewed by the Design Commission on September 28, 2021, at which time the Design Commission CONTINUED the project for re-review due to concerns regarding the proposed design.

Mr. Hautzinger summarized comments and feedback from the September 28 meeting. The proposed design is based on Chipotle's prototype drive-through building design. However, overall, it is quite plain and lacking detail. Staff recommended additional design development to create additional architectural interest. Examples of similar completed Chipotle restaurants were provided for reference. Staff suggested incorporating the continuous wrapping storefront feature as seen on the Chipotle in Plano, Texas. A continuous canopy shade feature was also suggested as a possible design feature. The Design Commissioners agreed that the design was lacking, especially the front (north) elevation, and further design development was required, with the following comments:

- The pilasters between the storefront windows look too heavy. The continuous wrapping storefront detail as seen in Plano, Texas and Countryside, Illinois was encouraged.
- It was suggested to bring the upper wall material down in some locations to add interest to the design.
- It is expected that four wall signs will not be approved, so additional detailing of the upper walls was encouraged especially on the walls that will not have signage.

In response to the Design Commission's comments on September 28, the petitioner made the following changes to the design:

- The upper wall material has been changed from EIFS to a modular fiber cement panel system by Nichiha, and the material has been brought down to grade at the southwest corner of the building.
- The EIFS piers between the windows have been omitted, and a continuous wrapping storefront system has been added.
- Two of the four proposed wall signs have been omitted.
- The doors on the rear of the building have been changed to aluminum with glass to match the storefronts.

Staff felt that the change to Nichiha wall panels is a nice upgrade from EIFS that adds detail and interest to the design. Additionally, the narrow piers at the storefront create the appearance of a continuous wrapping storefront which is also a nice design enhancement. Overall, the design looks much better than the previous submittal. The only comment on the revised design is that the upper wall material extending down at the southwest corner has an odd proportion. It is recommended to extend the upper wall material down to grade in the middle of each side wall, leaving the rear corners and rear wall as dark EIFS, similar to the Chipotle restaurant in Countryside, Illinois.

The revised design is now showing only two wall signs. Per code, only one wall sign is allowed per street frontage, so the second wall sign is not allowed. However, sign variations have previously been approved to allow a second wall sign at similar drive-through restaurants.

With these comments, Staff recommends approval of the design.

Chair Kubow asked if the petitioner had any comments at this time. Mr. Silverman thanked the commissioners for looking at the design again for the new Chipotle building. They want the building upgraded from an architectural standpoint by changing materials, more storefront, more glass, more architectural features. He still believed that Chipotle will be requesting 4 signs for the building, which is why the building is still designed the way it is. He was open to any questions from the commissioners.

Mr. Hautzinger said the petitioner provided an additional revision today, which was printed and given to the commissioners tonight. This revision includes a change to the way the upper wall material is coming down; it now comes down the sides instead of in the back corner. Staff felt this was a better solution and recommends approval of that option. Mr. Silverman clarified that they are asking for approval of the latest revision that includes the change of where the panels come down.

The commissioners summarized their comments. Commissioner Eckhardt greatly appreciated the revisions that were made in response to the commissioners' previous comments, and the upgrade of material to the cement panels. He really liked that change. He also agreed with Staff on the most recent revision to the pattern of the fiber cement panels that now turn the corner nicely. He asked Staff if the commissioners should be commenting tonight on the signs shown on the building. Mr. Hautzinger said a formal sign variation request has not been received yet; however, the commissioners could provide preliminary feedback tonight on the signs being shown. He clarified that one wall sign is allowed per code, and any additional wall signs will require variations. Commissioner Eckhardt reiterated that he liked the revised building design presented tonight, and felt that having only one sign on a free-standing building like this would be a hardship. He had no issue with the building having 2 wall signs.

Commissioner Fitzgerald liked the changes that were made to the design and felt the building looked great. He was fine with the submitted design or the revision received tonight.

Commissioner Seyer appreciated the petitioner listening to the commissioners' comments and making the changes being presented. He liked the change in material and also the change in the storefront. He strongly preferred the building design shown in the drawings received and dated today, October 12, 2021.

Chair Kubow agreed with the comments made, and really appreciated the petitioner turning the design around so quickly and taking into account the comments previously made by the commissioners. He commended Staff again for their comments on the revised design and the additional revision made by the petitioner as a result, which he felt was a vast improvement. He loved the panels that come down the middle of the storefront, and said that the Nichiha panel system is a solid product and good decision long term. He had no further comments.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER SEYER, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR *CHIPOTLE* LOCATED AT 600 E. RAND ROAD. THIS RECOMMENDATION IS SUBJECT TO COMPLIANCE WITH THE REVISED ELEVATIONS AND RENDERINGS DATED AND RECEIVED 10/12/21, 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.

ECKHARDT, AYE; SEYER, AYE, FITZGERALD, AYE; KUBOW, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 28, 2021

Chair Kubow called the meeting to order at 6:30 p.m.

Members Present:	Jonathan Kubow, Chair John Fitzgerald Ted Eckhardt Scott Seyer
Members Absent:	Kirsten Kingsley
Also Present:	Heidi Lapin, WT Group for *Trio Gas Station* Brian Wente, Graham Enterprises for *Trio Gas Station* Orlando Vivacqua, Soos & Associates *for Chipotle* Richard Silverman, MJK Real Estate *for Chipotle* Brian Roginski, Owner for *Cortland's Garage* Jim Platt for *Cortland's Garage* Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FOR AUGUST 24, 2021

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE MEETING MINUTES OF AUGUST 24, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 4. COMMERCIAL REVIEW

DC#21-056 – Chipotle – 600 E. Rand Rd.

Orlando Vivacqua, representing *Soos & Associates*, and Richard Silverman, representing *MJK Real Estate,* were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a new free-standing Chipotle casual restaurant at the Southpoint shopping center. The proposed restaurant will be located in an existing parking area facing Palatine Road, adjacent to the existing Olive Garden restaurant. The restaurant will have indoor dining, outdoor dining, and a drive through. The scope of the project includes redevelopment of the site with new parking, landscaping, and an adjacent future outlot building.

The proposed design is based on Chipotle's prototype drive-through building design. Overall, the proposed design is quite plain and lacking detail. Additional design development is recommended to add additional architectural interest. Examples of similar completed Chipotle restaurants have been provided for reference. Both of the examples have an overall simple appearance, but the design of the building in Plano, Texas includes a continuous wrapping storefront feature that adds architectural interest to the design. A continuous canopy shade feature could also be considered as an additional design feature.

The proposed design includes four wall signs, one on each wall of the building. Per code, only one wall sign is allowed per street frontage, so the three additional wall signs are not allowed. Sign variations have previously been approved to allow a second wall sign at similar drive-through restaurants, but four wall signs is excessive. The review tonight is for building design only, with signage to come under a separate review.

The proposed building has two rooftop mechanical units, which are required to be fully screened from public view. The building design includes a continuous parapet wall which is an ideal way to screen the rooftop equipment. Utility meters on the west wall will be screened from view landscaping. One trash dumpster enclosure is proposed to be built behind the building with gray colored split-face CMU and gray PVC gates. The gray colored materials coordinate well with the proposed gray EIFS building.

Based on these comments, Staff recommends the Design Commission evaluate the proposed design.

Mr. Silverman said that his company is a small, family-owned, third generation real estate development company out of Northfield that has built 27 buildings, most of which they still own and operate, with more than 10 of those being Chipotles, with 3 more Chipotles proposed for next year in multiple states including Illinois. Chipotle has been in Arlington Heights for more than 15 years in the adjacent shopping center to the north, and they want to relocate to an outlot building that will include a pick-up window for mobile and phone orders; it will not have drive-through ordering. Chipotle has just under 3,000 locations in the United States and their new prototype is for a free-standing building; they no longer want to be in multi-tenant strip centers. A free-standing development is being proposed at this location, based on this new prototype, with the sign component to come directly from Chipotle under a separate submittal. Mr. Silverman added that Chipotle will most likely be requesting sign variations for this new building, which are depicted in the renderings to show the architectural impact they will have.

Mr. Silverman said that Staff has provided them with many rounds of comments, and they feel they have addressed most of them, including an additional 100 sf landlord room int the building to add a roof hatch and ladder for mechanical equipment, as well as additional screening for the garbage corral. The suggested awing component wrapping around the building has been done before, and Chipotle has found that they do not provide screening cover, but rather are an architectural feature that ends up just getting damaged and cost money to maintain. The proposed building will consist of EIFS, with the front of the building to be almost full glass that faces north and the west side of the intersection of Rand & Palatine. No windows are located on the south elevation because it is the back of the building where cooking stations and cold storage are located. He concluded his comments and welcomed any questions at this time.

The commissioners summarized their comments. Commissioner Seyer was happy to see a well established chain coming to this location that will add some activity to this shopping center, which he is in favor of. He was also supportive of there being design standards for large chains such as Chipotle, but he felt that other existing stand-alone Chipotles look better than the prototype being presented tonight; there is something missing. He pointed out that other stand alone Chipotles, setting aside any with their own piers at the corners where there is a duel entry, have a plane change between the front entry storefront and whatever is happening on top. This prototype design feels like a hat on top of a brick wall that has openings, and it is unappealing to him. From a design perspective, he wanted to see the front of the building treated differently with a plane change; either the stucco portion comes out or the storefront is set back, similar to other store examples seen online, such as 'Statesboro'. The current prototype is lacking any real design articulation that would help it stand out and be a positive attribute to the area. He also liked the idea of the material at the top of the building coming down to the ground somewhere, which he has seen on other stores. Commissioner Seyer concluded that his primary concern is how the front of the building looks, which he felt could be easily enhanced and mean a lot to the design of the building.

Commissioner Eckhardt agreed with Commissioner Seyer's comment and asked the Architect if there is currently a plane change on the front of the building. Mr. Vivacqua clarified that there is currently approximately 6-inches of difference between the upper portion and the lower portion, and Commissioner Eckhardt said he was okay with the 6-inches being proposed. Commissioner Eckhardt also said that from an aesthetic standpoint, he liked the simplicity of the building with the white on top and the grey down below; however, he wanted to see more transparency. He felt that the pilasters were very heavy in terms of scale and seem to be flush with the glass instead of protruding somewhat to show they are real pilasters. He liked the previously shown store with a curtain wall, which would be a cost savings way to go instead, and he wanted to see the corner of the building be more integral by letting it wrap like other stores. Commissioner Eckhardt also questioned if it would be better to change the control joints on the north elevation, because right now it is going down the center of the sign, which really bothers him; he wanted to see it become 3 panels so the sign sits on its own white solid background. He also said that the building does not look good without the signs, and the signs will make the building come together. He was okay with the rest of the building.

Commissioner Fitzgerald said it seems like the building has been designed to have signs on all four sides, and thinking that that might not happen, he wanted to see more design on whichever 2 sides the petitioner chose. He felt the front (north) elevation was very very plain and needed something done to beef it up, and he asked if there would be a ground sign and where it would be located. Mr. Silverman said that Staff asked them to omit the ground sign, which they did. Mr. Hautzinger clarified that Chipotle will be part of the Southpoint Shopping Center and therefore eligible for a tenant panel on the existing monument sign for the center, which is located directly adjacent at the driveway. Commissioner Fitzgerald said he preferred the building design shown in Plano Texas versus the Dallas store because it had more detail with the windows; however, his biggest issue is with the sides of the building that have no signage.

Chair Kubow said the design shown in the Plano example was really clean, super simple, and really welcoming. He felt the petitioner could do that very easily at this location, and still keep the cap. He added a suggestion to do a slight bookend with the white color dropped down about 3-feet to give more articulation on the back. He felt the design was pretty close and needed only a few adjustments to be similar to the example in Plano, Texas.

Chair Kubow asked if there was any public comment on this project and there was no response from the audience.

Mr. Silverman appreciated the commissioners' feedback on the design and said they will continue to work with Chipotle on a design that works for them. He said that a building in Texas has to be designed a lot different than a building in Illinois that has winter conditions year round, for both efficiency purposes and ownership purposes. Having windows around the corner of the building is concerning to them but they will look at that, and the concerns about the appropriate location of the EIFS reveal may not be an issue if Chipotle decides to ask for signage above the door. They have already omitted the ground sign at the request of Staff, knowing that building signage is much more important, and they are happy to figure out how to make the front elevation more welcoming; however, they are trying to balance what Chipotle is asking for and the feedback given by this commission and Staff, as well as the Plan Commission review

they are scheduled for at the end of October, which they are concerned about possibly missing because this review has not been finalized. He added that the Southpoint Shopping Center needs help with new activity and they are trying to get things moving along with this project.

In terms of compatibility with this very simple but nicely designed building, Commissioner Eckhardt asked the petitioner if they had any idea of what the design of the future adjacent building might be, and Mr. Silverman said that it could be anything from a food user with a drive-through, to a medical building, to a retailer; however, there is no tenant interest at this time for the second building.

Chair Fitzgerald asked about options for the project to be reviewed again. Mr. Hautzinger said that since there is no public meeting sign posting required for Design Commission review of this project, so there is flexibility in terms of rescheduling for another review. If the project is not receiving approval tonight and returns for another review, he recommends a motion to continue the project. Ideally, the goal is to complete the design review process before the project goes before the Plan Commission, and there are two Design Commission meetings scheduled before the Plan Commission review of this project at the end of October.

Commissioner Eckhardt stressed the importance of this commission approving the project at either of the next two Design Commission meetings, to ensure the Plan Commission review of the project is not impacted. He reiterated his comments as follows: he wants to see the bottom of the building get a little lighter in color; he was okay either way with bringing some of the white colors down to the ground, as opposed to the darker surface; and he had concerns about EIFS at the ground level. It is all a visual thing for him.

Commissioner Seyer said that he respects the timing issue with this project, but if this commission makes special efforts for this petitioner, then every petitioner would wait until the last minute and come in with a bad design and ask for approval to avoid rescheduling other reviews with the Village; this commission cannot do that and he encouraged the petitioner to get the design right. He felt that wrapping the storefront all the way around would make it more inviting and a significant improvement, similar to the Chipotle in Countryside, Illinois at 5801 S. LaGrange Rd, which looks so much more inviting and lighter. He also wanted to see a little more EIFS come down lower, even if the brick remains at the base. He would go along with the rest of the commission if certain things are just created more inviting with the storefront. Mr. Hautzinger clarified that the base of the building is EFIS not brick; there are two EIFS colors proposed. Mr. Silverman said that making the EIFS on the back of the building white is an easy change.

Commissioner Fitzgerald reiterated that he wants to see some kind of option on the top of the building if signage is not allowed on all four sides, and the white color brought down on either the south or west elevation, which Commissioner Seyer illustrated how it would look. The petitioner said they are happy to make those updates to the design; the storefront to match closer to the store in Plano and Countryside, and pulling down the white EIFS in the rear of the building.

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER SEYER, TO CONTINUE THE REVIEW OF THE CHIPOTLE PROJECT(DC#21-056) TO ONE THE NEXT TWO DESIGN COMMISSION MEETINGS.

ECKHARDT, AYE; SEYER, AYE; FITZGERALD, AYE; KUBOW, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

PALATINE ROAD
SUBJECT PROPERTY
RAND ROAD
SOUTHPOINT PUD
NORTH
Google

ASOOSOCIATES

Sam Hubbard, Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S Arlington Heights, IL 60004
July 28, 2021

RE: Southpoint Shopping Center – Chipotle Outlot Development
600 E. Rand Rd
Arlington Heights, IL 60004
Soos Project Number: 21-047 MJ

Dear Sam,

The proposed Quick Service Restaurant that also includes a Mobil Order Pickup Window will be located within currently under-utilized shopping center parking spaces.

The proposed QSR project is deemed necessary and suitable for the proposed location based on similar uses of the surrounding shopping center that includes a variety of restaurants and a wide range of retail establishments. In keeping with the existing adjoining businesses, the proposed project is not anticipated to cause any detriment beyond what is generated by the existing surrounding uses to the health, safety or general welfare of persons residing or working in the vicinity.

It is the developer's intent for the proposed project to comply with all applicable codes, regulations specified in the ordinance and to incorporate any stipulations and conditions granted by the Village Board of Trustees as they relate to the proposed project.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

ASOOSOCIATES

Sam Hubbard, Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S Arlington Heights, IL 60004
December 21, 2021

RE: Southpoint Shopping Center – Chipotle Outlot Development
600 E. Rand Rd
Arlington Heights, IL 60004
Soos Project Number: 21-047 MJ
Variation Criteria for one Shade Tree

Dear Sam,

The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.

The proposed outdoor seating area in lieu of the shade tree will not alter the character of the locality and will be compatible with existing uses and zoning (B-3 General Services, Wholesale & Motor Vehicle District) of nearby property. The tenant will provide a decorative fence that will define the seating area. Outdoor furniture & umbrellas will further enhance the patio area.

The plight of the owner is due to circumstances, which may include the length of time the subject property has been vacant as zoned.

The proposed outdoor seating location accommodates the vehicular circulation of the site and provides patrons with easy access from the main entry doors.

The proposed variation is in harmony with the spirit and intent of this Chapter.

The proposed outdoor seating area's relationship to the main doors will allow patrons to efficiently access outdoor seating and the restaurant's facilities. The tenant's unique mobile order pickup operation accommodates an area dedicated to outdoor seating.

The variance requested is the minimum variance necessary to allow reasonable use of the property.

The proposed one tree variance is the minimum variance necessary that allows reasonable use of the property. Additionally, landscape upgrades are being provided throughout the outlot development as well as the parking field to the south, etc.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

July 28, 2021

To whom it may concern:

It is Chipotle's desire to relocate its existing store to South Point Shopping Center in Arlington Heights. This decision was made due to the following factors:

- Significant upgrade in Focal Point and visibility
- Established market with high brand awareness and over 2.0M sf of retail space
- Strong retail synergy with Olive Garden, Chili's and Floor and Décor
- Proximity to John Hersey High School (2,031 students) to the southeast
- Both Rand Rd and Palatine Rd have a full access interchange to Interstate 290/Highway 53
- The ability to add our Chipotlane Digital Pick-Up Window

The Chipotlane digital pick up window format delivers the most convenient way possible to pick up digital order with easy access, highly visibility, safe for pedestrians and minimal stacking of cars.

- No speaker/order boxes
- No canopies
- No Menu boards
- No long lines
- No fast food cues
- Everything is ordered ahead, digitally, and the customer is given a specific time to pick up the order at the window

Chipotle is extremely committed to sustainability in the product that we serve as well as the stores that we build. Our new store in Arlington Heights will feature the following highly efficient and sustainable products:

- All LED Lighting (Int/Ext)
- High Efficiency HVAC
- Tankless Water Heaters
- Low-Flow Plumbing Fixtures
- Energy Management Systems
- Low VOC Finishes
- Natural/Raw Materials
- Recycling/Sorting
- Energy Efficient BOH Equipment

Chipotle will employ approximately 30 people at this location with each shift utilizing 6-8 employees. (8 employees during the lunch and dinner rush hours)

Arlington Heights is a proven market for us where we have enjoyed two decades of success. We would like to continue to serve the community high quality food, using only responsibly raised meat and local and organic produce from our most updated model restaurant.

Thank you for your consideration. We look forward to at least another 20 years of business with Arlington Heights

Andrea Weisberg

Real Estate Manager

Chipotle Mexican Grill

847-337-1332 (cell)

aweisberg@chipotle.com

Outlot Development
within Southpoint Shopping Center
Proposed One-Story QSR Building

600 East Rand Road, Arlington Heights, IL 60004

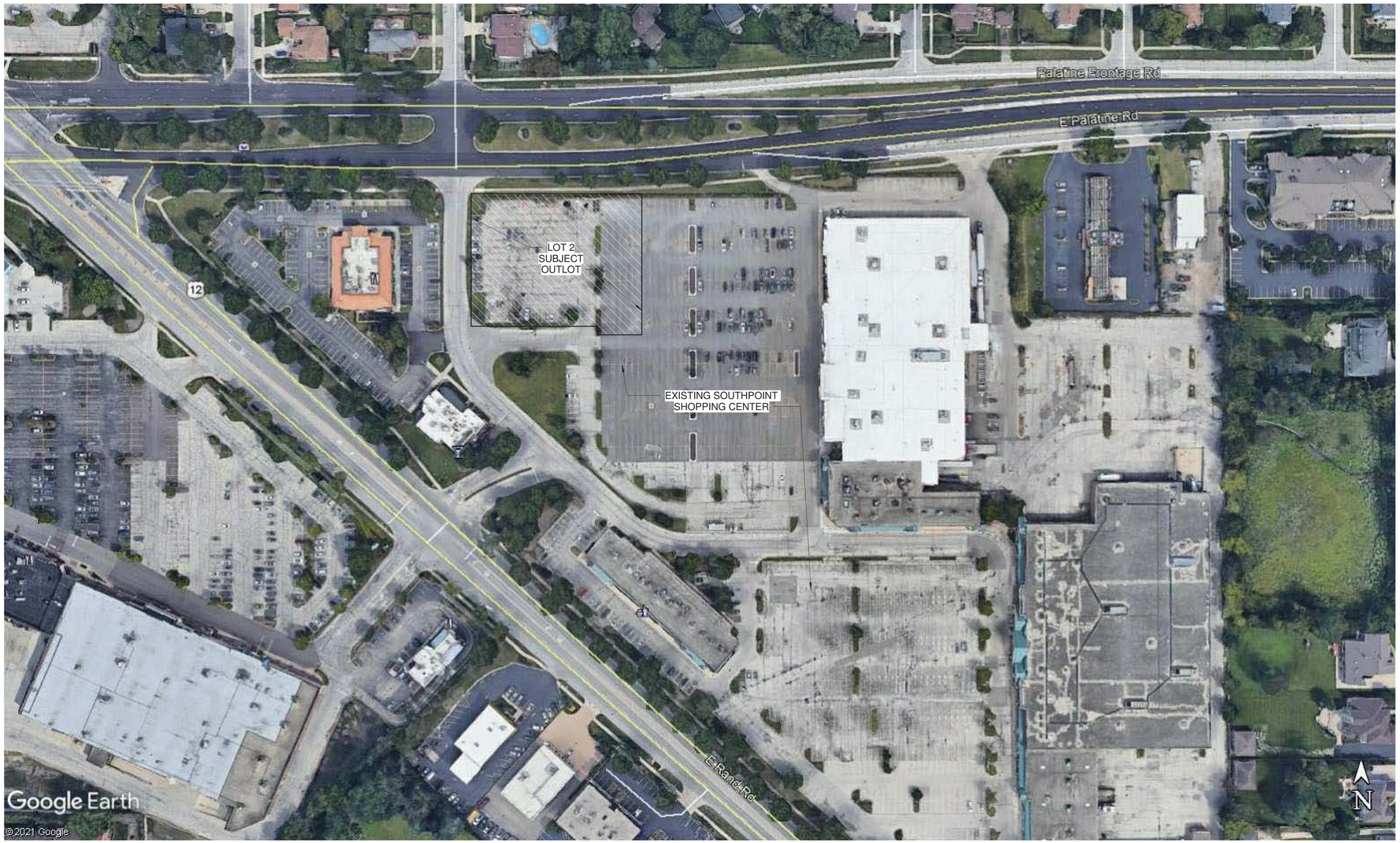
Address PC Comments ROUND 3 - DRAWINGS INDEX (Date: December 22, 2021)

SHEET	SHEET TITLE	,
A-00	COVER SHEET	
A-01	EXISTING CONDITIONS AERIAL	
A-02	ALTA/NSPS LAND TITLE SURVEY	
A-03 (SHEET 1)	EXISTING CONDITIONS - TOPOGRAPHIC SURVEY	
A-04 (SUR-1)	FLOOR & DECOR ALTA SURVEY	
A-05	SITE PLAN	
A-06	SITE PLAN DETAIL	
A-07	FIRE TRUCK PLAN	
A-08	REFUSE TRUCK PLAN	
A-09 (L-1)	LANDSCAPE PLAN	
A-10 (L-2)	LANDSCAPE PLAN	
A-11 (L-3)	LANDSCAPE PLAN	
A-12 (L-4)	LANDSCAPE SPECIFICATIONS	
A-13 (L-5)	LANDSCAPE SPECIFICATIONS	
A-14 (L-6)	LANDSCAPE SPECIFICATIONS	
A-15	SITE LIGHTING PLAN	
A-16	FLOOR PLAN	
A-17	EXTERIOR ELEVATIONS	
A-18	EXTERIOR ELEVATIONS	
A-19	BUILDING SECTION	
A-20	ROOF PLAN	
A-21	EXTERIOR PERSPECTIVES	
A-22	EXTERIOR PERSPECTIVES	
A-23	TRASH ENCLOSURE DETAILS	

MJK Real Estate Holding Company, LLC.
1622 Willow Road, Suite 201
Northfield, IL 60093 847-919-4801

Soos & Associates, Inc.
105 Schelter Road, Suite 101
Lincolnshire, IL 60069 847-821-7667

ADDRESS COMMENTS ROUND 3 12/22/2021



EXISTING CONDITIONS AERIAL

ADDRESS COMMENTS ROUND 3 12/22/2021

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

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

ILLINOIS DESIGN FIRM # 184003287

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

CLIENT

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

PROJECT

CONSULTANT

	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
	ADDRESS PC COMMENTS - ROUND 1	2021-11-04
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

SEAL

ZONING

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

TITLE

EXISTING CONDITIONS AERIAL

SHEET

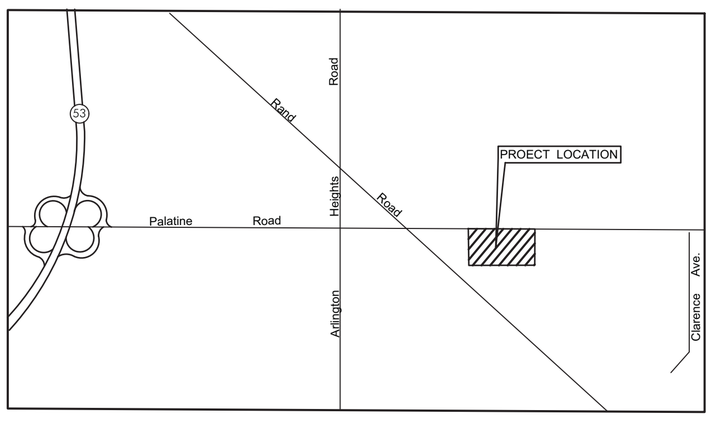
A-01

12/23/2021 2:49:07 PM C:\Users\ovivacqua\Documents\MJK_Southpoint-Chipotle_CENTRAL2021_ovivacqua@soosarchitects.com.rvt

ALTA/NSPS LAND TITLE SURVEY

OF

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



LOCATION MAP
NOT TO SCALE

20 10 0 20
SCALE: 1" = 20'

PALATINE ROAD

HERETOFORE DEDICATED
PER DOC. NO. 4703986
R.O.W. WIDTH
VARIES

Bituminous Pavement
Frontage Road Sign
Concrete Walk
Concrete Walk
S 89° 59' 29" E 260.38'
20.00'
10' Public Utility Easement Per Doc. No. 27090321
25' Building Set Back Line Per Doc. No. 27090321
10' Private Utility Easement Per Doc. No. 27090321
15' Private Utility Easement Per Doc. No. 27090321
IBT & CE CO. Easement Per Doc. No. 89558367
Lot 1
SOUTHPOINT RESUBDIVISION
Rec. March 10, 2017 As Doc. No. 1706929 22
Pt Lot 3
SOUTHPOINT RESUBDIVISION
Rec. March 10, 2017 As Doc. No. 1706929 22
Lot 1
Bituminous Pavement
N 00° 01' 11" W 192.03'
Access Easement Per Doc. No. 27090321
Private Utility Easement Per Doc. No. 27090321
LOT 2
Area =53,590 S.F.
= 1.2303 Ac.
Bituminous Pavement
R=126.10'
L=10.73'
Ch.=10.73'
Ch Brg.= N 02° 23' 17" W
N 89° 59' 29" W 193.05'
N 00° 01' 11" W
12.24'
N 89° 59' 29" W 66.88'
Bituminous Pavement
Lot 1
15' Private Utility Easement Per Doc. No. 27090321
IBT & CE CO. Easement Per Doc No 89558367
Lot 2
SOUTHPOINT RESUBDIVISION
Rec. March 10, 2017 As Doc. No. 1706929 22
S 00° 01' 11" E 214.91'
Lot 1

Surveyor's Notes:

1. The basis of bearing shown hereon is based on The Final Plat of Garden Fresh Resubdivision, Recorded February 8, 2019, 1984 as Doc. No. 19039180251.
2. Utility information shown hereon is based upon field measurements, available records. Information from field data is limited to that which is visible and can be measured. This survey does not exclude the possibility of the existence of other underground utilities and or structures. Record information is based upon data collected from both public and private sources. The completeness and/or accuracy of these records cannot be guaranteed, except for those items that can be verified by field measurement. Prior to any excavation contact J.U.L.I.E. (1-800-892-0123) for utility markings.
3. Based on information provided on the Flood Insurance Rate Map Community – Panel No. 17031C0202J dated August 19, 2008 produced by the Federal Emergency Management Agency (FEMA) for Cook County, Illinois, the property shown 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."
4. With regards to Table A item 9 – there are many areas where parking lines are not discernable and there for a current accurate parking count cannot be provided however looking at historical photos and documents there is approximately 132 parking spaces located on the subject property.
5. In the preparation of this survey reference was made to Chicago Title Insurance Company Commitment for Title Insurance Order No. 19012253WF with an Effective Date of February 25, 2020.

With respect to **Schedule B** of said commitment:

Exception U – Building Setback Lines – Doc. No. 27090321 – Plotted and shown hereon.
Exception V – Building Setback Lines – Doc. No. 27090321 & 95498113 – Plotted and shown hereon.
Exception W – Access Easement – Doc. No. 95498113 – The property therein described is not located on the subject property.
Exception X – Terms Provisions and Conditions - Doc. No. 27089855 – The subject property is located within the land described therein however there are no easements or servitudes to plot.
Exception Y – Terms Provisions and Conditions - Doc. No. 27089856 – The subject property is located within the land described therein however there are no easements or servitudes to plot.
Exception Z – Provisions - Doc. No. 27089856 – The subject property is located within the land described therein however there are no easements or servitudes to plot.
Exception AA – Terms and Provisions of ordinances - Doc. No. 0508703007 & 0508703009 – The subject property is located within the land described therein however there are no easements or servitudes to plot.
Exception AB – Terms Provisions and Conditions - Doc. No. 88046282 & 88409221 – The subject property is located within the land described therein however there are no easements or servitudes to plot.

PARKING SUMMARY (See Surveyors Note #4)

REGULAR SPACES	132
ACCESSIBLE SPACES	0
TOTAL	**132**

LEGEND

- Manhole
- Catch Basin
- Inlet
- Fire Hydrant
- Valve Vault
- Valve Box
- Light Pole
- Sign
- Marked Electric Point
- Marked Gas Point
- Curb & Gutter
- Depressed Curb

STATE OF ILLINOIS
JEFFREY W. GLUNT
035-3695
SCHAUMBURG, ILLINOIS
PROFESSIONAL LAND SURVEYOR

EXPIRES 11-30-20

State of Illinois)
) SS:
County of Cook)

To: MJR/Waukegan Real Estate Holding Company, LLC, an Illinois limited liability company and Chicago Title Insurance Company, its successors and/or assigns,

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 8, and 9 of Table A thereof. The field work was completed on March 26, 2020.

This professional service conforms to the current Illinois minimum standards for a boundary survey.

Schaumburg, Illinois May 6, 2020

By: _____
Illinois Professional Land Surveyor No. 3695

Order By. : Central Realty
Order No. : 17-159

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173
Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
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Plot Date: May 06, 2020 - 9:51am Plotted By: jeff- Layout: ALTA-NSPS LTS
File Name: P:\2017\17159\Drawings\Final Survey\17159-Plat of Survey(Lot 2(outlot)).dwg

PALATINE ROAD

N 85° 05' 35" E 567.61'

Concrete Walk

Bituminous Pavement

Frontage Road Sign

Ex Valve Box Rim 682.96

Fnd Iron Pipe

Ex Hydrant FG 683.80

Ex Valve Vault Rim 683.44 12" RCP S&W 678.46 Flooded (E,W)

Ex CB Gr 682.38

Ex San MH Rim 682.16 Inv 666.89 8" VCP (E,W)

Ex San MH Rim 682.61 Inv 667.46 8" VCP (S,E)

S 89° 59' 29" E 20.00'

24.00'

10' Public Utility Easement Per Doc. No. 27090321

25' Building Set Back Line Per Doc. No. 27090321

Trans Pad

Stone Sign Base

15' Private Utility Easement Per Doc. No. 27090321

Ex Inlet Rim 681.28 Inv 678.28 12" RCP (E) Inv 678.28 15" RCP (W)

Ex Inlet Rim 681.32 Inv 678.32 15" RCP (E) Inv 677.82 15" RCP (W)

Ex Stm MH Rim 682.70 Inv 677.55 15" RCP (E) Inv 677.55 24" RCP (S)

S 00° 01' 11" E 192.03'

Lot 3

SOUTHPOINT RESUBDIVISION

Rec. March 10, 2017 As Doc. No. 1709229322

Lot 1

Bituminous Pavement

Access Easement Per Doc. No. 27090321

Private Utility Easement Per Doc. No. 27090321

Ex San MH Rim 682.48 Inv 667.88 8" VCP (N,S)

CP# 1001
Cross Notch
N: 47862.5441
E: 50314.7088
Elev.: 681.96

Ex Inlet Rim 680.83 Inv 1680.83 12" RCP (N,E,W)

Ex Inlet Rim 680.57 Inv 1680.57 12" RCP (N,E,W)

Ex CB Gr 681.30

15' Private Utility Easement Per Doc. No. 27090321

Ex Stm MH Rim 682.55 Inv 677.10 10" RCP (E) Inv 677.10 24" RCP (N,S)

Ex San MH Rim 683.06 Inv 668.06 8" VCP (N,NE)

Ex Valve Box Rim 682.58

Ex Hydrant FG 682.53

Curb Cut

Ex Inlet Rim 681.63 Inv 678.03 12" RCP (SE)

Ex Inlet Rim 680.71 Inv 676.81 10" RCP (SW)

Ex CB Gr 680.62 Inv 678.62 15" RCP (NE)

15' Private Utility Easement Per Doc. No. 27090321

Ex Stm MH Rim 681.27 Inv 676.87 10" RCP (NE, NW) Inv 676.87 24" RCP (NW,SE)

Ex San MH Rim 681.35 Inv 668.70 8" VCP (NW,SE)

Ex San MH Rim 681.60 Inv 669.60 8" VCP (NW,SE)

Ex Valve Box Rim 682.20

Ex Hydrant FG 682.22

Ex Stm MH Rim 681.54 Can't Open

Ex CB Gr 681.10

Ex Stm MH Rim 681.38 Inv 676.76 24" RCP (NW,SE) Inv 677.06 12" RCP (SW)

Conc. Wall

Rand Road

Ex Inlet Rim 680.55 Inv 676.90 15" RCP (S)

15' Private Utility Easement Per Doc. No. 27090321

R=126.10'
L=10.73'
Ch.=10.73'
Ch Brg.= S 02° 23' 17" E

S 89° 59' 29" E 193.05'

S 00° 01' 11" E 12.24'

S 89° 59' 29" E 66.88'

N 00° 01' 11" W 214.91'

Ex CB Gr 680.95 Inv 678.75 12" RCP (W)

Ex CB Gr 680.38 Inv 678.38 12" RCP (S)

Ex CB Gr 680.23 Inv 677.67 12" RCP (N) Inv 677.67 18" RCP (S)

LOT 1

LOT 2

Ex CB Gr 680.40 Inv 677.30 10" RCP (SW) Inv 677.30 21" RCP (E) Inv 677.30 18" RCP (N)

CP# 1000
Cross Notch
N: 49695.2319
E: 50737.3647
Elev.: 682.04

Ex CB Gr 680.62 Inv 678.62 15" RCP (NE)

15' Private Utility Easement Per Doc. No. 27090321

Ex Stm MH Rim 681.27 Inv 676.87 10" RCP (NE, NW) Inv 676.87 24" RCP (NW,SE)

Ex San MH Rim 681.35 Inv 668.70 8" VCP (NW,SE)

Ex Inlet Rim 680.55 Inv 676.90 15" RCP (S)

15' Private Utility Easement Per Doc. No. 27090321

R=2150' L=104.69' Ch=104.69' Ch Brg.= S 88° 34' 36" E

S 89° 58' 49" W 118.40'

Ex Stm MH Rim 681.38 Inv 676.76 24" RCP (NW,SE) Inv 677.06 12" RCP (SW)

CP# 1003
PK Nail
N: 49589.6250
E: 50642.5656
Elev.: 681.46

Ex Inlet Rim 680.63 Inv 676.63 10" RCP (N,S)

15' Private Utility Easement Per Doc. No. 27090321

10' Private Watermain Easement Per Doc. No. 27090321

S 89° 58' 49" W 25.92'

R=2150' L=59.19'

Access Easement Per Doc. No. 27090321

Pt. Lot 3

NOT INCLUDED

THE CUB ADDITION SUBDIVISION

Rec. May 17, 1984 As Doc. No. 27090321

Lot 2

Ex CB Gr 681.46

Bituminous Pavement

Concrete Walk

S 89° 58' 49" W 150.00'

Bldg. Corner is 0.06'E & O.L.

Bldg. Corner is 0.09'S & 11.64'E

Conc. Columns (Typ.)

Bldg. Corner is 4.98'N & 0.06'E

1 Story Brick& Concrete

Pt. Lot 1

NOT INCLUDED

THE CUB ADDITION SUBDIVISION

Rec. May 17, 1984 As Doc. No. 27090321

Bldg. Corner is 11.68'E

S 00° 01' 11" E 151.57'

N 00° 01' 11" W 49.30'

Concrete Walk

Ex San MH Rim 682.33

Siamese Connection

5.65'

1.60'

8.00'

0.40'

Conc. Columns (Typ.)

0.63'

600 E. Rand Rd
Hight Story Brick & Masonry
Area = 74,826 S.F.

Canopy (Typ.)

Conc. Columns (Typ.)

Bldg. Corner is 0.4'L.

Bldg. Corner is 0.09'S & 11.64'E

Conc. Columns (Typ.)

Bldg. Corner is 4.98'N & 0.06'E

1 Story Brick& Concrete

Pt. Lot 1

NOT INCLUDED

THE CUB ADDITION SUBDIVISION

Rec. May 17, 1984 As Doc. No. 27090321

Bldg. Corner is 11.68'E

Concrete Walk

Ex San MH Rim 682.33

Bituminous Pavement

Ex CB Gr 681.46

Ex Inlet Rim 680.63 Inv 676.63 10" RCP (N,S)

Lot 2

Pt. Lot 3

NOT INCLUDED

THE CUB ADDITION SUBDIVISION

Rec. May 17, 1984 As Doc. No. 27090321

Ordered By: Jerry Messner
Order No.: 13-166 Lot No.

HEREFORE DEDICATED PER DOC. NO. 4703986 100' WIDE R.O.W.

RAND ROAD

12.83'

80.70'

50' Public Utility Easement Per Doc. No. 27090321

Bituminous Pavement

Concrete Walk

Ex Stm MH Rim 682.55 Inv 677.10 10" RCP (E) Inv 677.10 24" RCP (N,S)

Ex San MH Rim 683.06 Inv 668.06 8" VCP (N,NE)

Ex Valve Box Rim 682.58

Ex Hydrant FG 682.53

Curb Cut

Ex Inlet Rim 681.63 Inv 678.03 12" RCP (SE)

Ex Inlet Rim 680.71 Inv 676.81 10" RCP (SW)

Ex CB Gr 680.62 Inv 678.62 15" RCP (NE)

15' Private Utility Easement Per Doc. No. 27090321

Ex Stm MH Rim 681.27 Inv 676.87 10" RCP (NE, NW) Inv 676.87 24" RCP (NW,SE)

Ex San MH Rim 681.35 Inv 668.70 8" VCP (NW,SE)

Ex San MH Rim 681.60 Inv 669.60 8" VCP (NW,SE)

Ex Valve Box Rim 682.20

Ex Hydrant FG 682.22

Ex Stm MH Rim 681.54 Can't Open

Ex CB Gr 681.10

Ex Stm MH Rim 681.38 Inv 676.76 24" RCP (NW,SE) Inv 677.06 12" RCP (SW)

Conc. Wall

Rand Road

Ex Inlet Rim 680.55 Inv 676.90 15" RCP (S)

15' Private Utility Easement Per Doc. No. 27090321

R=2150' L=104.69' Ch=104.69' Ch Brg.= S 88° 34' 36" E

S 89° 58' 49" W 118.40'

15' Private Utility Easement Per Doc. No. 27090321

Access Easement Per Doc. No. 27090321

R=2150' L=59.19'

S 89° 58' 49" W 25.92'

10' Private Watermain Easement Per Doc. No. 27090321

Lot 2

Pt. Lot 3

NOT INCLUDED

THE CUB ADDITION SUBDIVISION

Rec. May 17, 1984 As Doc. No. 27090321

Ordered By: Jerry Messner
Order No.: 13-166 Lot No.

RAND ROAD

SOUTHPOINT RESUBDIVISION

Rec. March 10, 2017 As Doc. No. 1709229322

Lot 3

Lot 1

Bituminous Pavement

Ex Inlet Rim 680.83 Inv 1680.83 12" RCP (N,E,W)

Ex Inlet Rim 680.57 Inv 1680.57 12" RCP (N,E,W)

Ex CB Gr 681.30

Ex Stm MH Rim 682.55 Inv 677.10 10" RCP (E) Inv 677.10 24" RCP (N,S)

Ex San MH Rim 683.06 Inv 668.06 8" VCP (N,NE)

Ex Valve Box Rim 682.58

Ex Hydrant FG 682.53

Curb Cut

Ex Inlet Rim 681.63 Inv 678.03 12" RCP (SE)

Ex Inlet Rim 680.71 Inv 676.81 10" RCP (SW)

Ex CB Gr 680.62 Inv 678.62 15" RCP (NE)

15' Private Utility Easement Per Doc. No. 27090321

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Conc. Wall

Ex Inlet Rim 680.55 Inv 676.90 15" RCP (S)

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R=2150' L=59.19'

S 89° 58' 49" W 25.92'

10' Private Watermain Easement Per Doc. No. 27090321

Lot 2

Pt. Lot 3

NOT INCLUDED

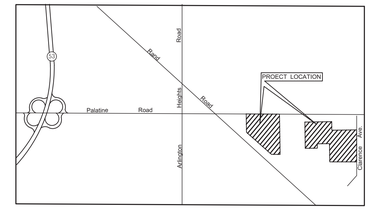
THE CUB ADDITION SUBDIVISION

Rec. May 17, 1984 As Doc. No. 27090321

Ordered By: Jerry Messner
Order No.: 13-166 Lot No.

LOCATION MAP

NOT TO SCALE



Surveyor's Notes:

1. Field work was completed on March 26, 2020.
2. The Horizontal coordinates and basis of bearing shown hereon are based on NAD 83(2012) Illinois East Zone 1201 State Plane Coordinates as referenced from Kara Company's RTK Network.
3. The Vertical Datum referenced hereon is based on NAVD 88 (Geoid 12A) as referenced from Kara Company's RTK Network.
4. The boundary lines shown hereon are based on the Plat of Survey performed by Haeger Engineering LLC, Job No. 17159. The local boundary lines shown are meant to show practical location of the topographical project limits. This drawing and information shown hereon **SHOULD NOT** be used or interpreted as a Boundary Survey. Please refer to said Plat of Survey for Boundary line information.
5. Utility information shown hereon is based upon field measurements, available records. Information from field data is limited to that which is visible and can be measured. This survey does not exclude the possibility of the existence of other underground utilities and or structures. Record information is based upon data collected from both public and private sources. The completeness and/or accuracy of these records cannot be guaranteed, except for those items that can be verified by field measurement. Prior to any excavation contact J.U.L.I.E (1-800-892-0123).

Benchmark

Site BenchmarkS

CP # 1001 (See Survey)
Description: Cross Notch
Elevation: 681.96 NAVD 88 (Geoid 12A)

CP # 1000 (See Survey)
Description: Cross Notch
Elevation: 682.04 NAVD 88 (Geoid 12A)

LEGEND

- Manhole
- Catch Basin
- Inlet
- Flared End Section
- Headwall
- Clean Out
- Storm Sewer
- Sanitary Sewer
- Water Main
- Fire Hydrant
- Valve Vault
- Valve Box
- B-Box
- Light Pole
- Hand Hole
- Fence
- Guardrail
- Pipe Bollard
- Sign
- Gas Valve
- Gas Meter
- Gas Line
- Electric Line
- Overhead Utility Line
- Electrical Pedestal
- Electric Meter
- Guy Wire
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Telephone Line
- Cable TV Pedestal
- Curb & Gutter
- Depressed Curb
- Retaining Wall
- C XXX.XX — Curb Elevation and
- G/P XXX.XX — Gutter/Pavement Elevation
- XXX.XX — Pavement Elevation
- XXX.XX — Sidewalk Elevation
- XXX.X + — Ground Elevation
- XXX — Contour Line
- Deciduous Tree
- Coniferous Tree
- Bush

NORTH

15 0 30

Scale: 1" = 20'

No.	Date	Revision

HAEGER ENGINEERING
consulting engineers · land surveyors
100 East State Parkway, Schaumburg, IL 60173 · 224.387.2994.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No.: 184.003132
www.haegerengineering.com

TOPOGRAPHIC SURVEY

SOUTHPOINT MALL
RAND & PALATINE ROAD
ARLINGTON HEIGHTS

STATE OF ILLINOIS
JEFFREY W. GLUNT
035-3695
SCHAUMBURG, ILLINOIS
PROFESSIONAL LAND SURVEYOR

EXPIRES 11-30-20

State of Illinois)
) SS:
County of Cook)

This professional service conforms to the current Illinois minimum standards for a topographic survey.

Schaumburg, Illinois March 31, 2020

By: _____
Illinois Professional Land Surveyor No. 3695

Project Manager: JWG
Drafter: TSK
Date: 2020-03-31
Project No. 17159
Sheet 1 / 2

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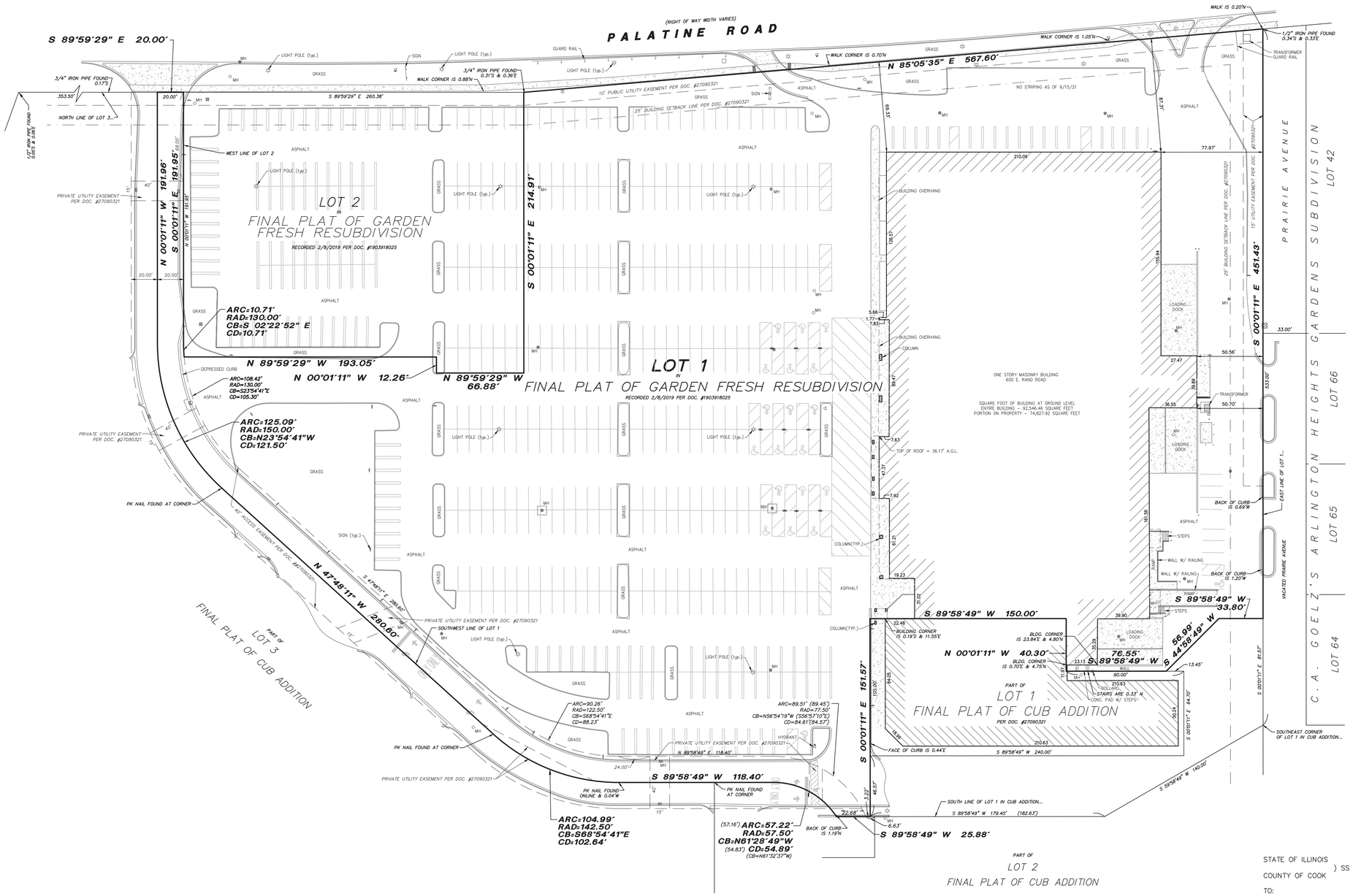
Plot Date: Mar 31, 2020 - 3:27pm Plotted By: tommy-k
File Name: P:\2017\17159\Drawings\Final Survey\17159-Topographic Survey.dwg

ALTA / NSPS
LAND TITLE SURVEY

LOT 1 IN THE FINAL PLAT OF GARDEN FRESH RESUBDIVISION, BEING A RESUBDIVISION OF PART OF LOTS 1 AND 3 IN THE CUB ADDITION, BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OD SECTION 20, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 8, 2019 AS DOCUMENT 1903918025, IN COOK COUNTY ILLINOIS



NOTES:

1. PERMANENT INDEX NUMBER (P.I.N. #): 03-20-200-018
2. THE LOCATION OF UNDERGROUND UTILITIES WAS DETERMINED BY FIELD OBSERVATION AND VISIBLE MARKINGS ONLY.
3. PROPERTY AREA: 7.649 ACRES (333,208 SQUARE FEET)
4. FIELD WORK COMPLETED ON SEPTEMBER 15TH, 2021.
5. ACCORDING TO OUR INTERPOLATION OF THE FLOOD INSURANCE RATE MAP THIS SITE IS LISTED AS BEING IN A ZONE "X", DESCRIBED AS "AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOODPLAIN" PER F.E.M.A. PANEL NO. 17031C0201J DATED AUGUST 19TH, 2008.
6. SURVEY PREPARED FOR: MJK REAL ESTATES HOLDING COMPANY, LLC.
7. THERE ARE A TOTAL OF 408 PARKING SPACES, OF WHICH 19 ARE RESERVED FOR HANDICAPPED USE.
8. BUILDING TIES & DIMENSIONS SHOWN ARE MEASURED FROM THE OUTSIDE FACE OF THE BUILDING.
9. THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME THE FIELD WORK WAS PERFORMED.
10. TO THE BEST OF THE SURVEYORS KNOWLEDGE THERE ARE NO PROPOSED CHANGES TO THE STREET RIGHT OF WAY LINES.
11. THERE WAS NO OBSERVED EVIDENCE OF WETLAND DELINEATION ON THE SURVEYED PROPERTY.
12. BASIS OF BEARINGS ARE BASED ON THE NORTH LINE OF LOT 1 IN THE FINAL PLAT OF GARDEN FRESH RESUBDIVISION PER DOCUMENT NUMBER 1903918025, RECORDED FEBRUARY 8TH, 2019.
13. ANY DISCREPANCIES FOUND WITHIN THIS DOCUMENT NEED TO BE REPORTED TO THE SURVEYOR AS SOON AS POSSIBLE.

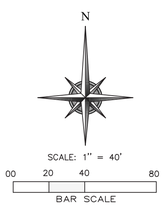
TITLE NOTES:

SURVEY PREPARED WITHOUT THE AID OF A TITLE REPORT, REFER TO A CURRENT TITLE REPORT, DEED AND LOCAL CODES FOR ANY EASEMENT, BUILDING SETBACKS AND OTHER LOCAL RESTRICTIONS NOT SHOWN HERON.

LOCATION MAP

LEGEND

PROPERTY LINE	UTILITY POLE	SOIL BORING
CENTER LINE	TYPICAL SIGN	TELEPHONE MANHOLE
EASEMENT LINE	FLARED END SECTION	PARKING METER
BUILDING SETBACK	CLOSED MANHOLE	GUARDRAIL
(XXXX) RECORD DATA	OPEN GRATE MANHOLE	GUY WIRE ANCHOR
XXX.XX TOP OF (CURB,WALL, ETC.) SPOT GRADE XXX.XX BOTTOM OF (GROUND, GUTTER,ETC.)	BEEHIVE GRATE MANHOLE	773 CONTOUR LINE
CONCRETE	GUTTER FRAME MANHOLE	TREE LINE / HEDGE LINE
	VALVE VAULT	EDGE GRAVEL/STONE
	FIRE HYDRANT	FENCE LINE
EVERGREEN/DECIDUOUS WITH SIZE IN INCHES	B-BOX / SERVICE VALVE	STORM SEWER
	POST LIGHT\GROUND LIGHT	SANITARY SEWER
SHRUB/SHRUB LINE	AREA LIGHT\LIGHT POLE	COMBO SEWER
	STREET LIGHT	WATER SERVICE LINE
MONITOR WELL	TRAFFIC SIGNAL	WATER MAIN
GAS VALVE	MAST ARM SIGNAL	OVERHEAD LINE
UTILITY MARKINGS (cable,elec,fiber) (tel,water,gas)	HANDHOLE (electric\traffic)	FIBER OPTIC LINE
	GAS METER	GAS LINE
	ELECTRIC METER	U.G. TELCO LINE
MAILBOX	PEDESTAL(telco,elec,cable)	U.G. ELECTRIC LINE



STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2,3,4,7(A),7(B)(1),7(C),8,9,10(A),11,16,17,18,19 AND 20 OF TABLE "A" THEREOF. THE FIELD WORK WAS COMPLETED ON 9/15/21.

GIVEN UNDER MY HAND AND SEAL THIS 29th DAY OF NOVEMBER, A.D. 2021, AT HOFFMAN ESTATES, ILLINOIS.

FRANJO I. MATICIC – PLS #035-003556 EXPIRES 11/30/2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.007570-0015

PROFESSIONAL LAND SURVEYOR
FRANJO I. MATICIC
035-003556
HOFFMAN ESTATES ILLINOIS
STATE OF ILLINOIS

AQUATIC \ CIVIL \ MECHANICAL \ ELECTRICAL \ PLUMBING \ TELECOMMUNICATION \ STRUCTURAL \ ACCESSIBILITY CONSULTING \ DESIGN & PROGRAM MANAGEMENT \ LAND SURVEY

WT GROUP
Engineering with Precision, Pace and Passion.
2975 Pratum Avenue | Hoffman Estates, IL 60192
T 224.293.5555 | F 224.293.5444
www.wtgroup.com
IL License No: 184.007570-0015 Expires: 04.30.2023

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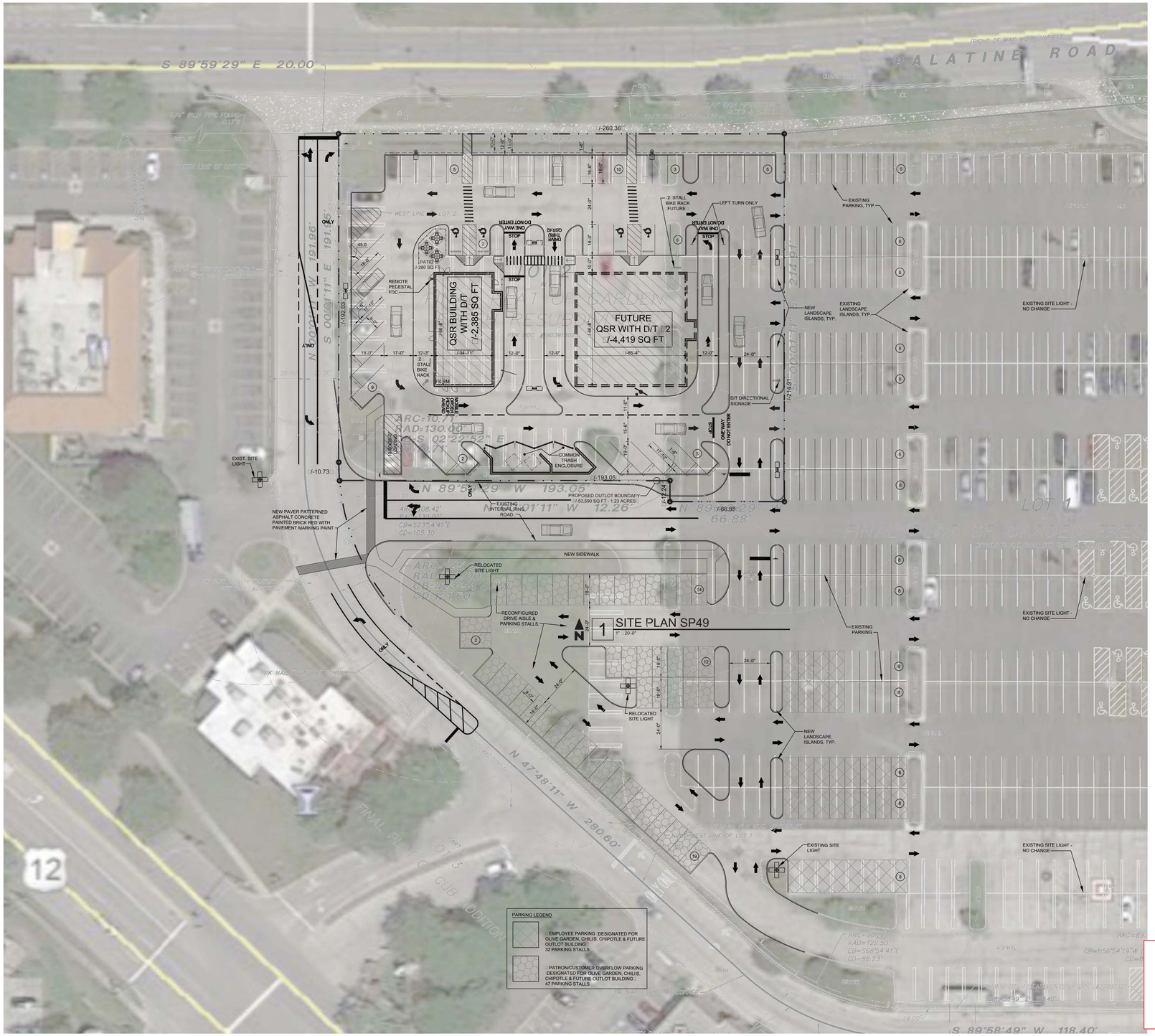
FLOOR N DECOR
600 E. RAND ROAD
ARLINGTON HEIGHTS, ILLINOIS

ISSUE

TO	DATE
CLIENT	9/21/21
CLIENT	11/29/21

CHECK:FIM
DRAWN:KCH
JOB: S2100092

SUR-1
SHEET 1 OF 1
ALTA/NSPS
LAND TITLE SURVEY



ADDRESS COMMENTS ROUND 3 12/22/2021

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

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

ILLINOIS DESIGN FIRM □184003287

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

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

Consultant

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

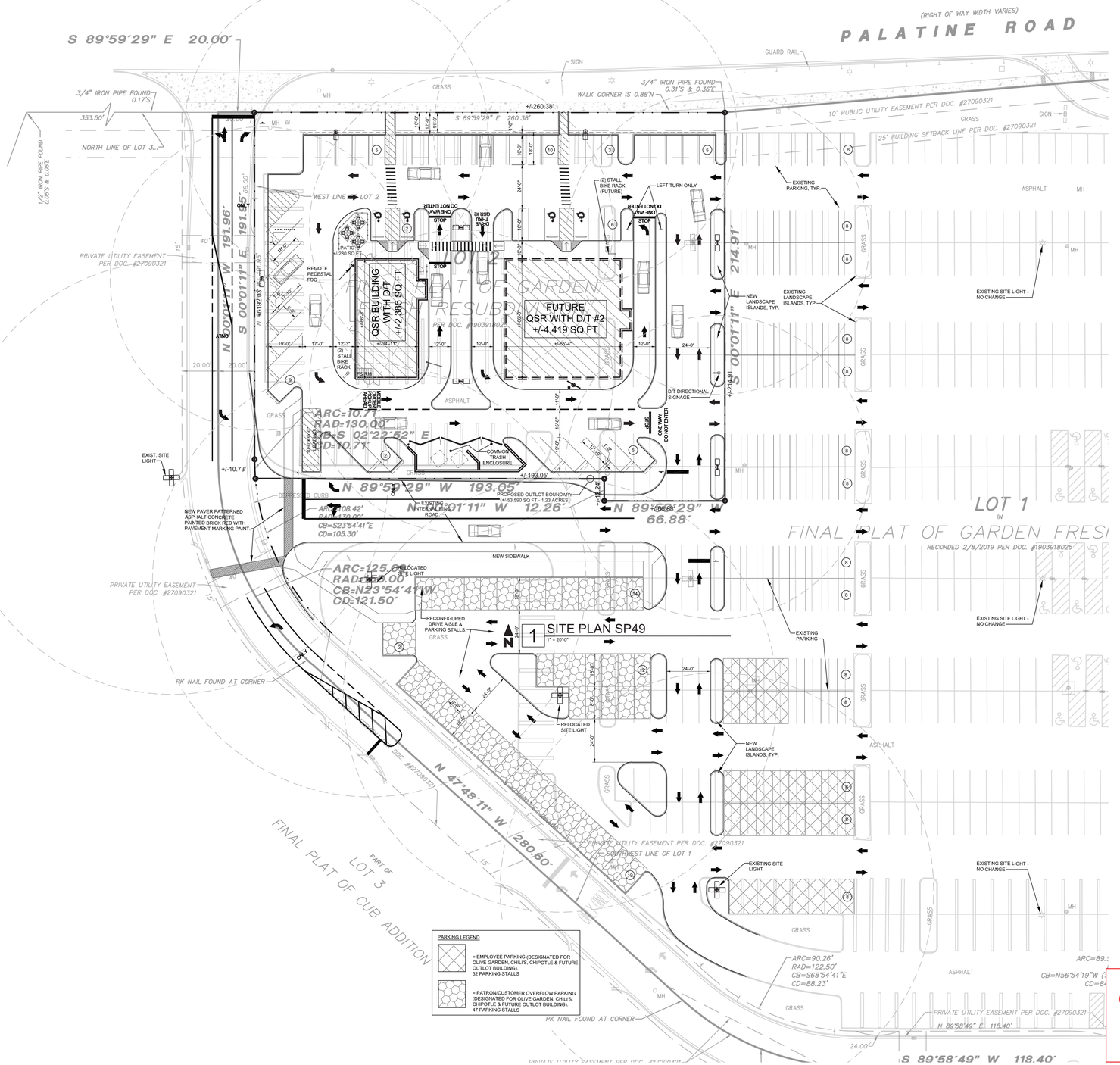
Seal

□ONING

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

Title
SITE PLAN

Sheet
A-05



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

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ILLINOIS DESIGN FIRM # 184003287

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

Client

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Project

Consultant

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

Seal

ZONING

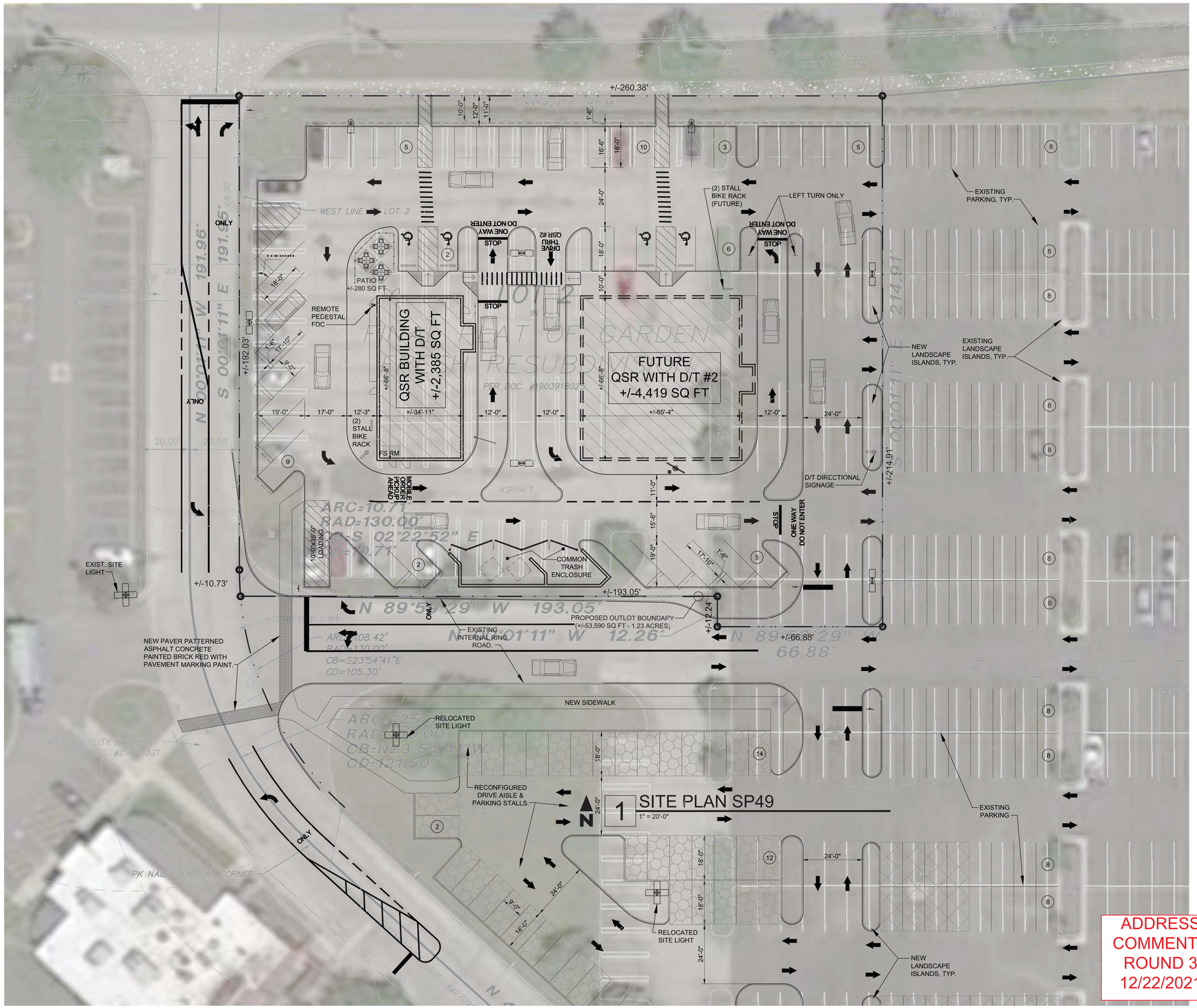
Date	FERUARY 25, 2016
Job Number	21-047 MJ
Drawn	SOOS
Checked	SOOS
Approved	SOOS

Title

SITE PLAN

Sheet

A-05



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

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

ILLINOIS DESIGN FIRM # 184003287

Client

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

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Project

Consultant

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

Seal

ZONING

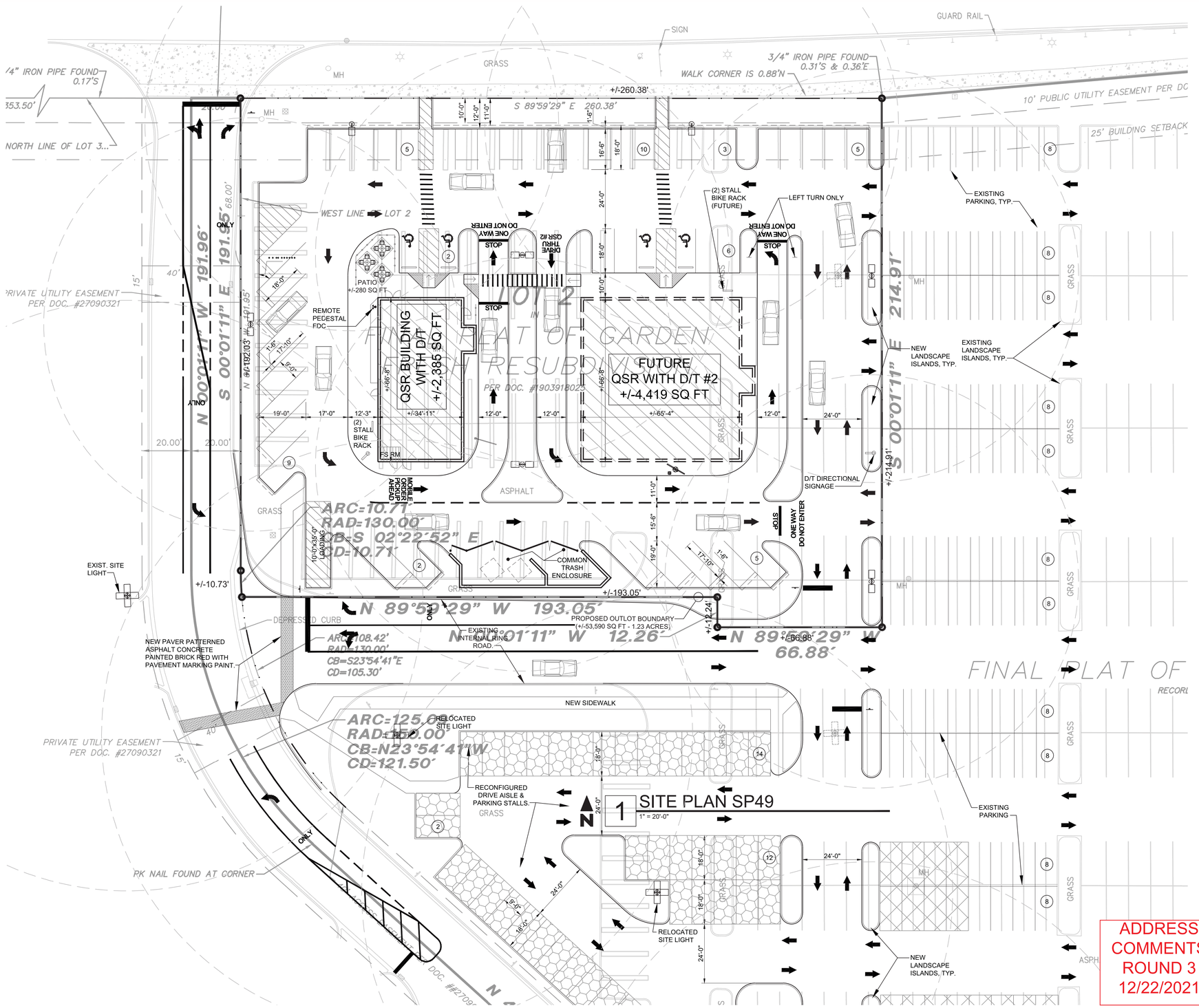
Date	FERUARY 25, 2016
Job Number	21-047 MJ
Drawn	SOOS
Checked	SOOS
Approved	SOOS

Title

SITE PLAN DETAIL

Sheet

A-06



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105 Schelter Road Lincolnshire Illinois 60069
phone: 847 821 7667 fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

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

Client

MJK SOUTHPOINT SHOPPING CENTER - OUTLOT DEVELOPMENT

600 EAST RAND ROAD
ARLINGTON HEIGHTS, IL 60004

Project

Consultant

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

Seal

ZONING

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

Title

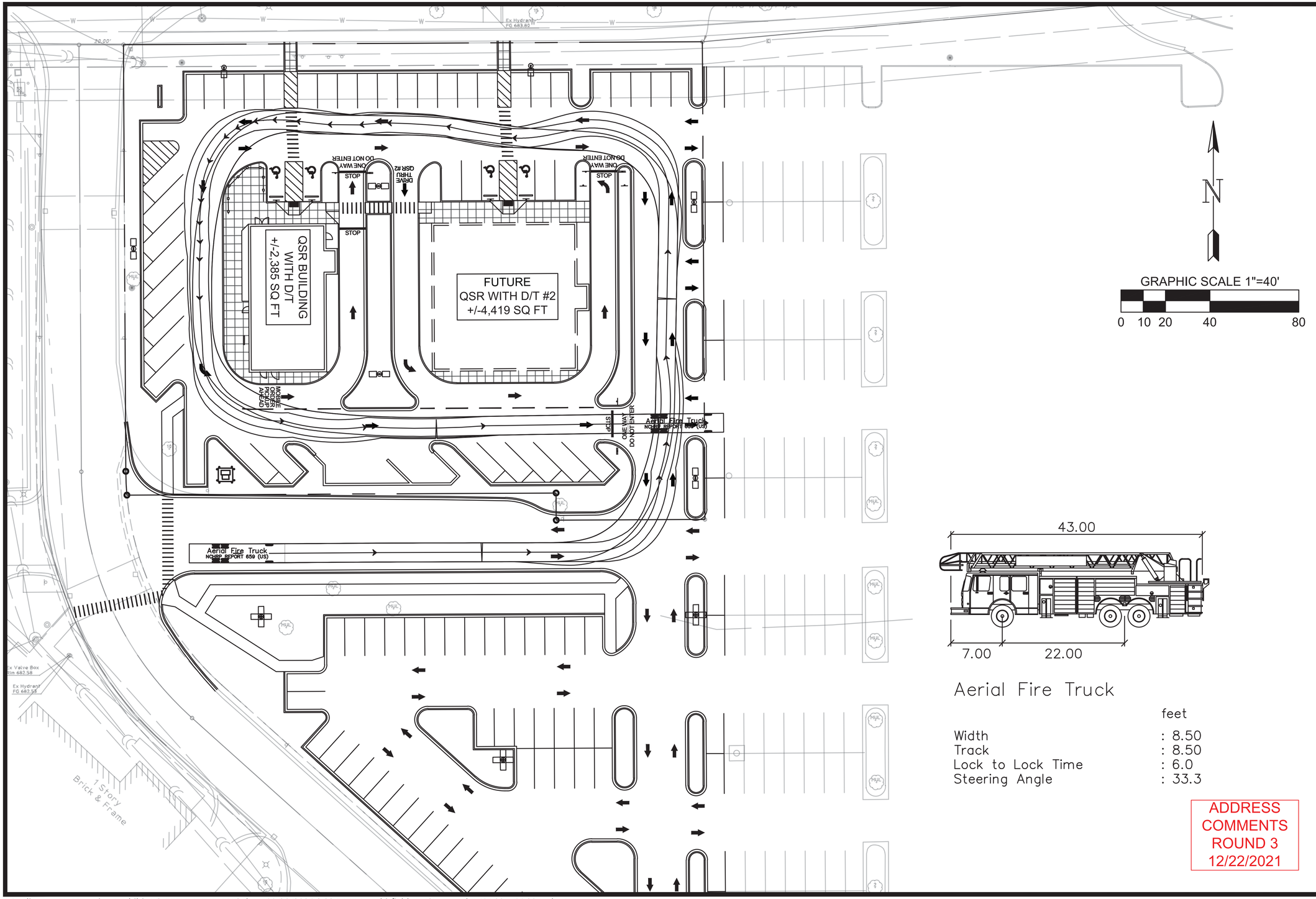
SITE PLAN DETAIL

Sheet

A-06

FIRETRUCK TURNING EXHIBIT

MJK SOUTHPOINT DEVELOPMENT



GRAPHIC SCALE 1"=40'

0 10 20 40 80

Aerial Fire Truck

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

ADDRESS COMMENTS ROUND 3 12/22/2021

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

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

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

GARBAGE TRUCK TURNING EXHIBIT

MJK SOUTHPOINT DEVELOPMENT

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

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

DRIVE THRU QSR #2

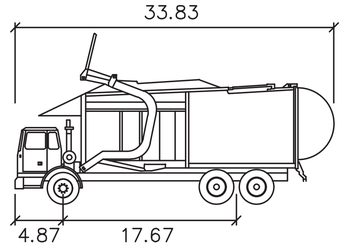
ONE WAY DO NOT ENTER

STOP

MOBILE ORDER PICK UP AHEAD

GRAPHIC SCALE 1"=40'

0 10 20 40 80



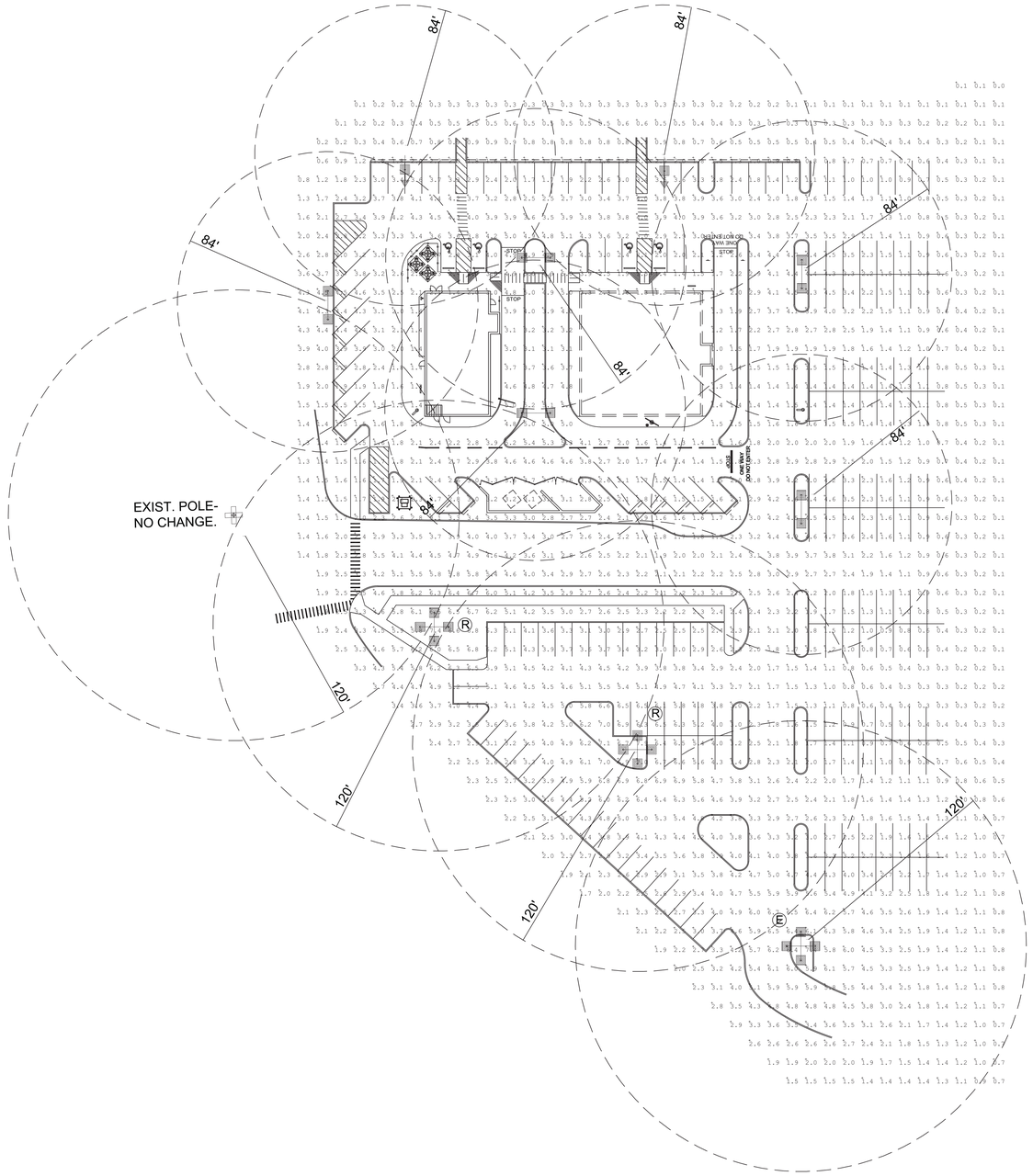
Wayne Titan

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

ADDRESS COMMENTS ROUND 3 12/22/2021

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

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



Ⓡ- RELOCATED POLE / NEW FIXTURES

Ⓔ- EXISTING POLE / NEW FIXTURES

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

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

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

ADDRESS COMMENTS ROUND 3 12/22/2021

INNOVATIVE LIGHTING SOLUTIONS

STEVE VARDEMAN

817.925.7322

1300 JENKINS RD.

ALEDO, TX 76008

Project:

CHIPOTLE OUTLOT

ARLIGTON HEIGHTS, IL

SCALE: 1"= 20'

Notes:

REV 1: 7/21/21

REV 2: 8/10/21

REV 3: 10/25/21

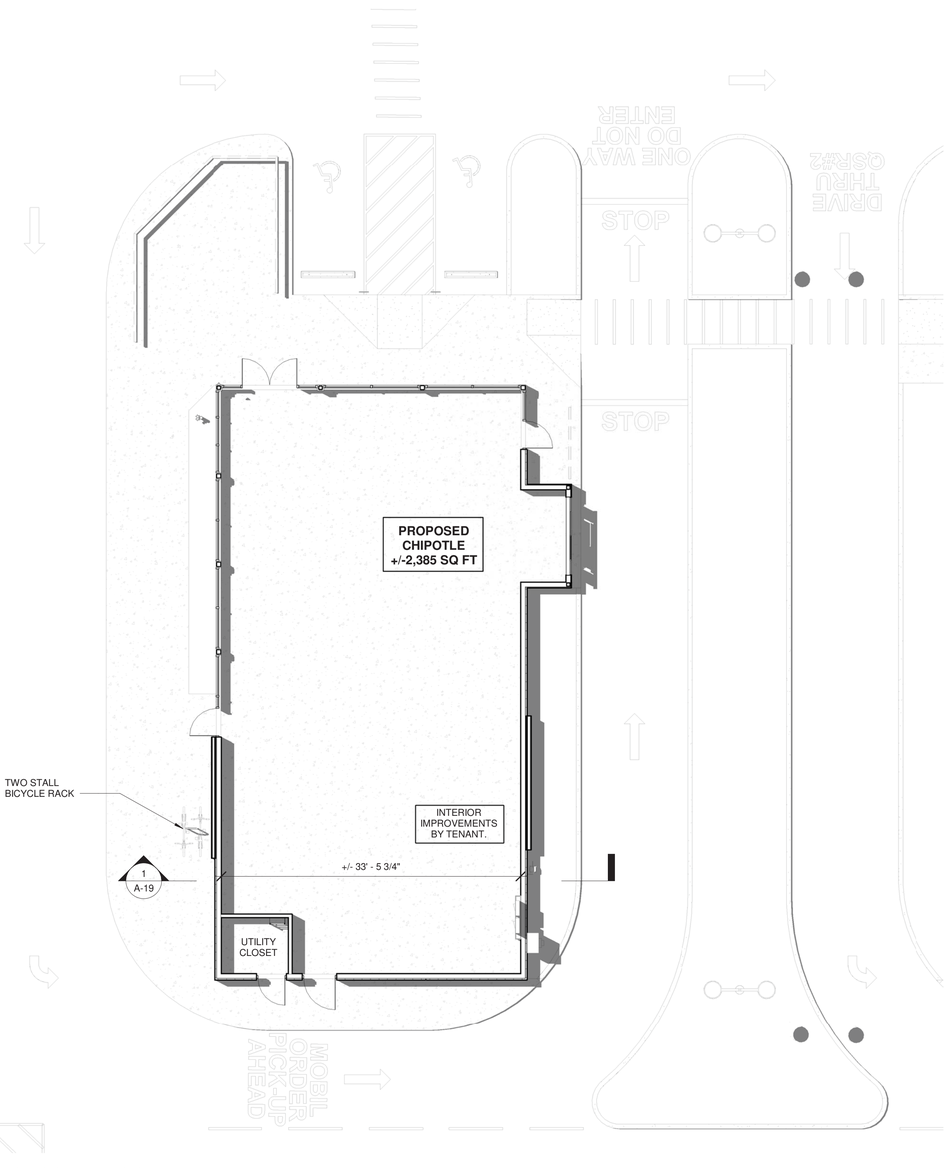
REV 4: 11/3/21

REV 5: 12/1/21

PRICING CONTACT:
STEVE VARDEMAN
817-925-7322

FILE:
CHIPOTLE OUTLOT.agi

Date:
7-19-21



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

ADDRESS COMMENTS ROUND 3 12/22/2021

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

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ILLINOIS DESIGN FIRM # 184003287

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

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

CONSULTANT

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

SEAL

ZONING

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

TITLE
FLOOR PLAN

SHEET
A-16

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

EXTERIOR FINISH SCHEDULE - A-17 ARLINGTON HEIGHTS

EIFS-1 NOT USED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ILLINOIS DESIGN FIRM # 184003287

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

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

CONSULTANT

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

NO.	ISSUE	DATE

ADDRESS COMMENTS ROUND 3 12/22/2021

SEAL

ZONING

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

TITLE

EXTERIOR ELEVATIONS

SHEET

A-17

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

EXTERIOR FINISH SCHEDULE - A-18 ARLINGTON HEIGHTS

EIFS-1 NOT USED

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A SOOSOCIATES
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Phone: 847 821 7667 Fax: 847 821 8570

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ILLINOIS DESIGN FIRM # 184003287

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NORTHFIELD, IL 60093
CLIENT

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

CONSULTANT

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	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
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	BUILDING UPDATES	2021-09-14
	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

ADDRESS COMMENTS ROUND 3 12/22/2021

SEAL

ZONING

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

TITLE

EXTERIOR ELEVATIONS

SHEET

A-18

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

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

ADDRESS COMMENTS ROUND 3 12/22/2021

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

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ILLINOIS DESIGN FIRM # 184003287

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

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

CONSULTANT

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

SEAL

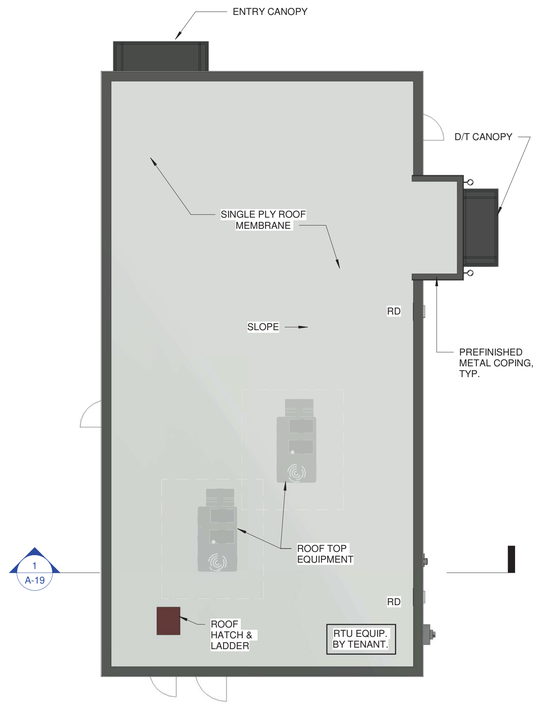
ZONING

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

TITLE
BUILDING SECTION

SHEET
A-19

12/23/2021 2:49:18 PM C:\Users\oviviacqua\Documents\MJK_Southpoint--Chipotle_CENTRAL2021_oviviacqua@soosarchitects.com.rvt



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

A SOOSOCIATES
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Architecture
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ILLINOIS DESIGN FIRM # 184003287

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MJK
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NORTHFIELD, IL 60093

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

CONSULTANT

	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
	ADDRESS PC COMMENTS - ROUND 1	2021-11-04
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	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

NO.	ISSUE	DATE

SEAL

ZONING

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

TITLE
ROOF PLAN

SHEET
A-20

ADDRESS COMMENTS ROUND 3 12/22/2021

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CHIPOTLE - VIEW FROM NORTHWEST

CHIPOTLE - VIEW FROM NORTHEAST

ADDRESS COMMENTS ROUND 3 12/22/2021

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ILLINOIS DESIGN FIRM # 184003287

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

PROJECT

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

CONSULTANT

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

NO.	ISSUE	DATE

SEAL

ZONING

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

TITLE

EXTERIOR PERSPECTIVES

SHEET

A-21

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CHIPOTLE - VIEW FROM SOUTHEAST

CHIPOTLE - VIEW FROM SOUTHWEST

ADDRESS COMMENTS ROUND 3 12/22/2021

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Architecture
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ILLINOIS DESIGN FIRM # 184003287

CLIENT

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

PROJECT

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

CONSULTANT

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

NO.	ISSUE	DATE

SEAL

ZONING

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

TITLE

EXTERIOR PERSPECTIVES

SHEET

A-22

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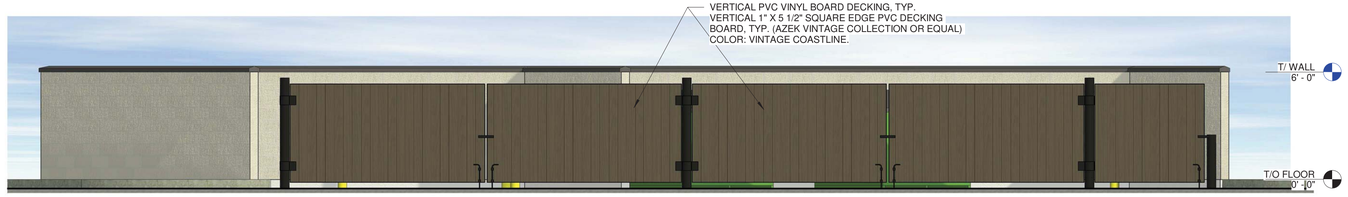
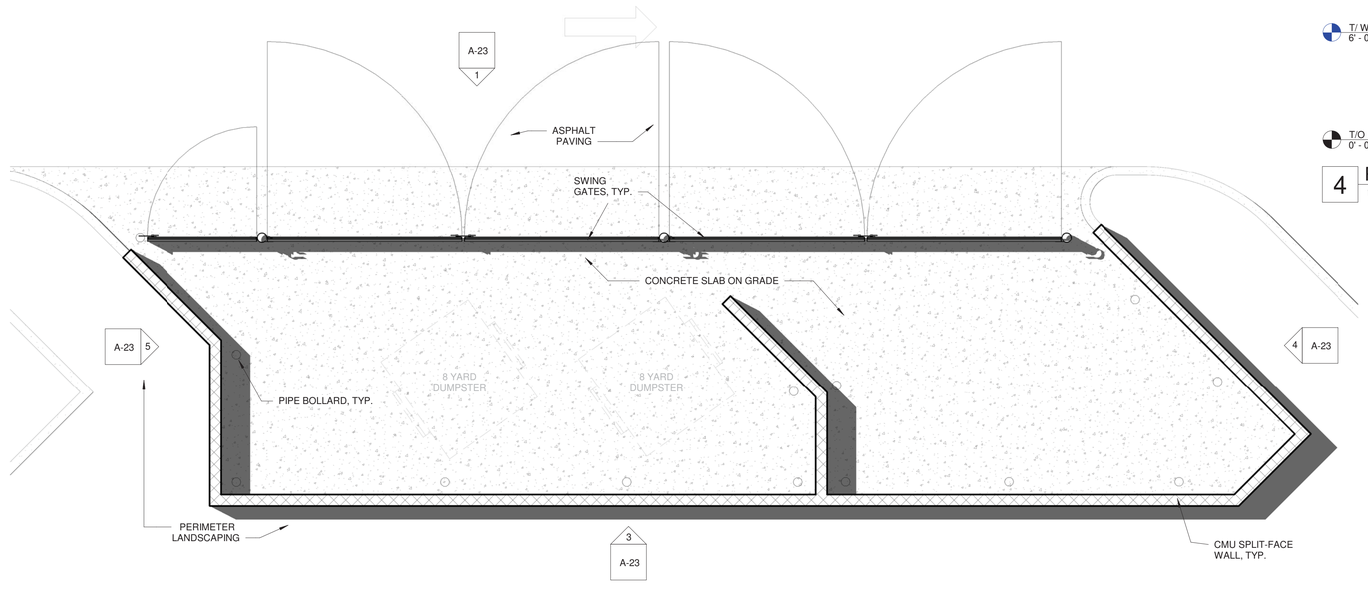
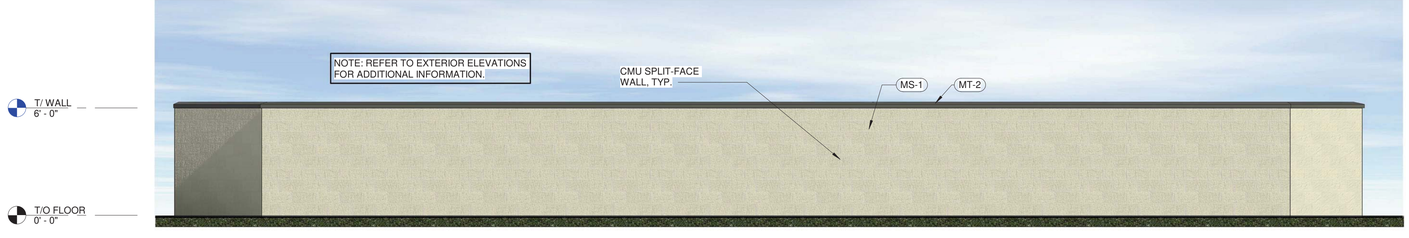


1 PROPOSED T/E NORTH
1/4" = 1'-0"



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

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



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

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

ADDRESS COMMENTS ROUND 3 12/22/2021

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

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ILLINOIS DESIGN FIRM # 184003287

CLIENT

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

PROJECT

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

CONSULTANT

NO.	ISSUE	DATE
	ADDRESS PC COMMENTS - ROUND 3	2021-12-22
	ADDRESS PC COMMENTS - ROUND 2	2021-12-03
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	PLAN COMMISSION & DESIGN COMMISSION	2021-08-10
	PLAN COMMISSION & DESIGN COMMISSION	2021-07-29

SEAL

ZONING

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

TITLE

TRASH ENCLOSURE DETAILS

SHEET

A-23

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MJK SOUTHPOINT DEVELOPMENT

E. RAND ROAD
ARLINGTON HEIGHTS, IL

PRELIMINARY ENGINEERING

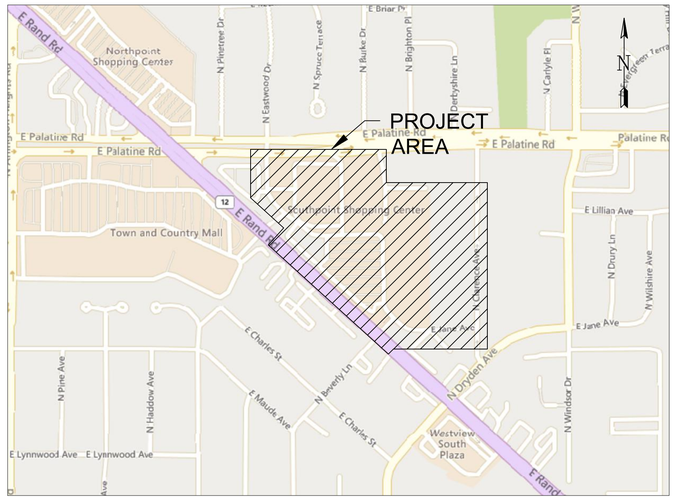
CLIENT:
MJK REAL ESTATE HOLDING COMPANY
790 ESTATE DRIVE
SUITE 100
DEERFIELD, IL 60015

ARCHITECT:
SOOS & ASSOCIATES, INC.
105 SCHELTER ROAD
LINCOLNSHIRE, IL 60069
(847) 821-7667

ENGINEER :
GSG CONSULTANTS
735 REMINGTON ROAD
SCHAUMBURG, IL 60173
(630) 994-2600

SURVEYOR:
COMPASS SURVEYING LTD.
2631 GINGER WOODS PKWY
SUITE 100
AURORA, IL 60502
(630) 820-9100

SURVEYOR:
HAEGER ENGINEERING
100 EAST STATE PARKWAY
SCHAUMBURG, IL 60173
(847) 394-6600



LOCATION MAP
N.T.S

INDEX OF SHEETS	
SHEET	DESCRIPTION
1	COVER SHEET
2	OVERALL SITE & KEY PLAN
3-5	EXISTING CONDITIONS
6-7	GEOMETRY PLAN
8-10	GRADING PLAN
11-12	UTILITY PLAN

BENCHMARKS

SITE BENCHMARK 1
DESCRIPTION: MUELLER BOLT ON FIRE HYDRANT IN CURB ISLAND AT EAST CENTER OF SUBJECT SITE
ELEVATION = 685.13 (NAVD 88)

SITE BENCHMARK 2
DESCRIPTION: MUELLER BOLT ON FIRST FIRE HYDRANT NORTHWEST OF RAND ROAD AND JANE AVENUE
ELEVATION = 685.58 (NAVD 88)

SITE BENCHMARK 3
DESCRIPTION: MUELLER BOLT ON SECOND FIRE HYDRANT NORTHWEST OF RAND ROAD AND JANE AVENUE
ELEVATION = 685.33 (NAVD 88)

811 Know what's **below.** **Call** before you dig.

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
5		

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

COVER SHEET

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

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

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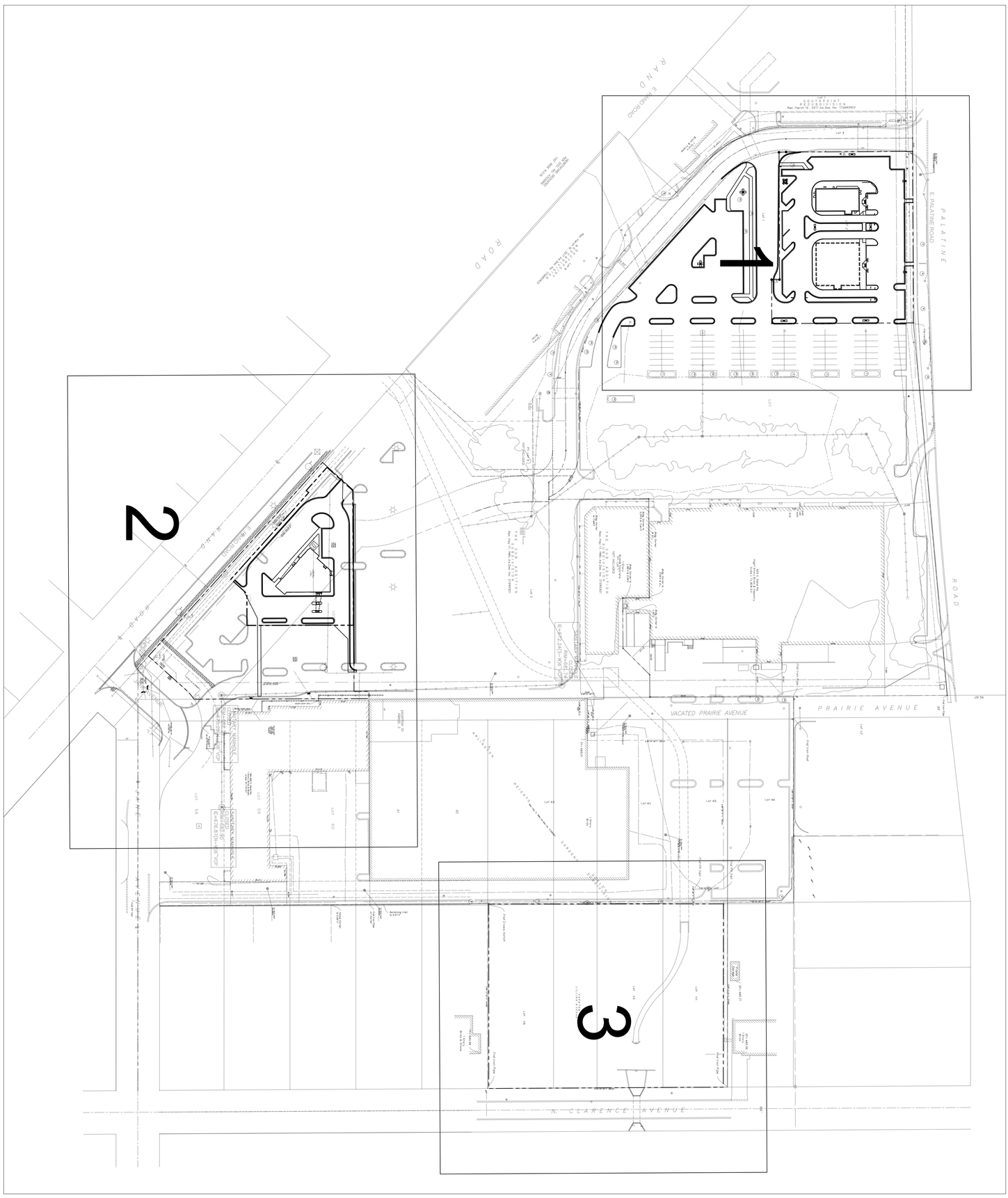

GRAPHIC SCALE 1"=80'
0 20 40 80 160

N

OVERALL SITE & KEY PLAN

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

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REVISIONS

NO.	DATE:	DESCRIPTION:
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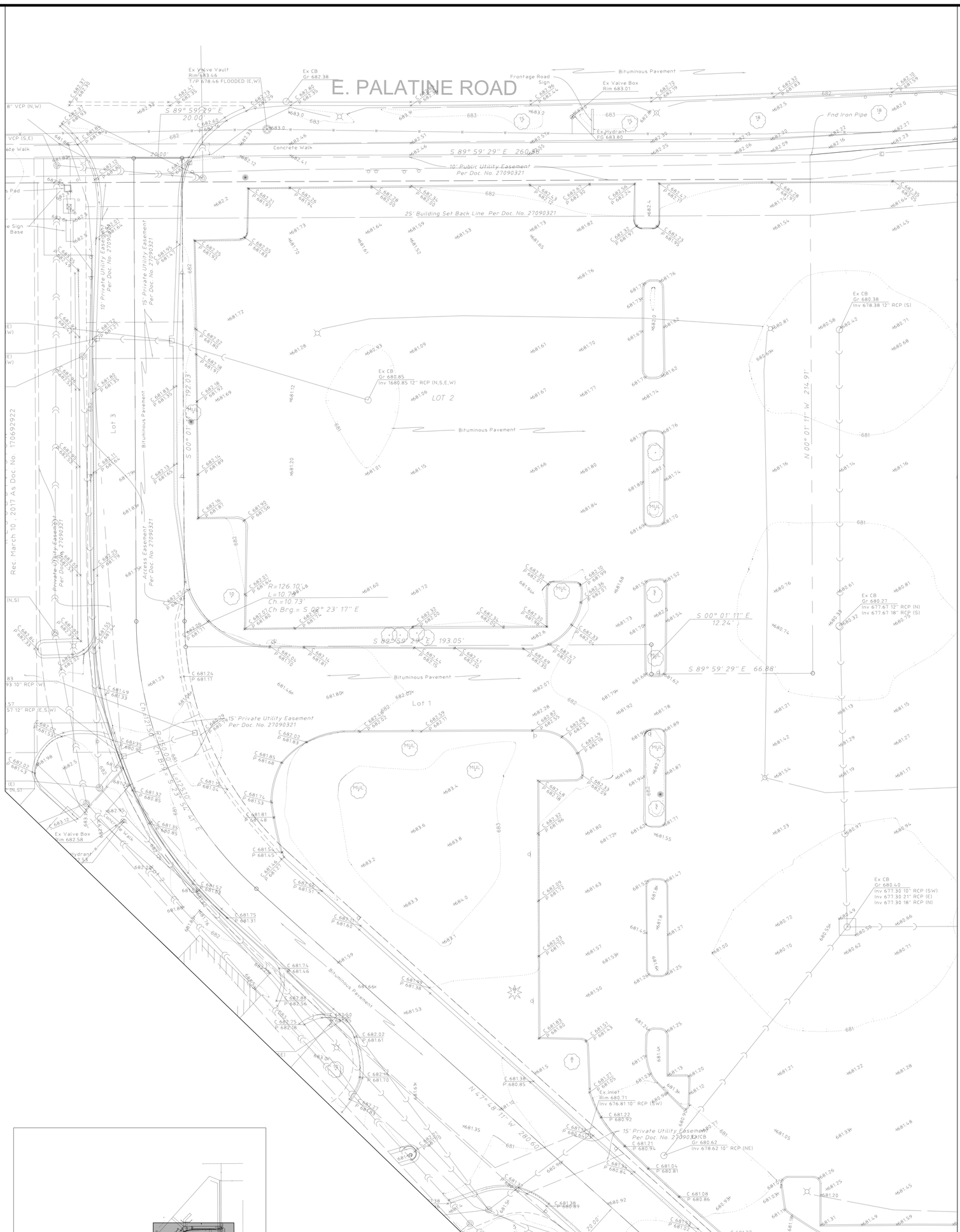
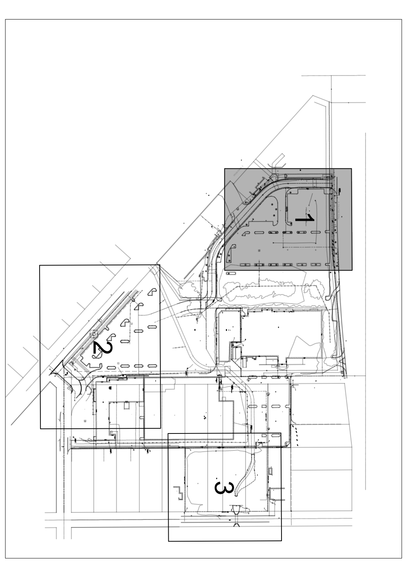
DRAWN BY:	PGW
PROJECT:	21-4002
CHECKED BY:	WC
SCALE:	1" = 80'
DATE:	12/9/2021
SHEET #:	2 OF 12
FILE NAME:	MAK-ARLINGTON HTS_PRELIMINARY



KEY PLAN



DRAWN BY:	PGW
CHECKED BY:	WC
DATE:	12/9/2021
SHEET #	3 OF 12
SCALE:	1" = 20'
PROJECT:	21-4002
FILE NAME:	MJK-ARLINGTON HTS_PRELIMINARY

EXISTING CONDITIONS - 1

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

GSG CONSULTANTS, INC.
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REVISIONS

NO.	DATE:	DESCRIPTION:
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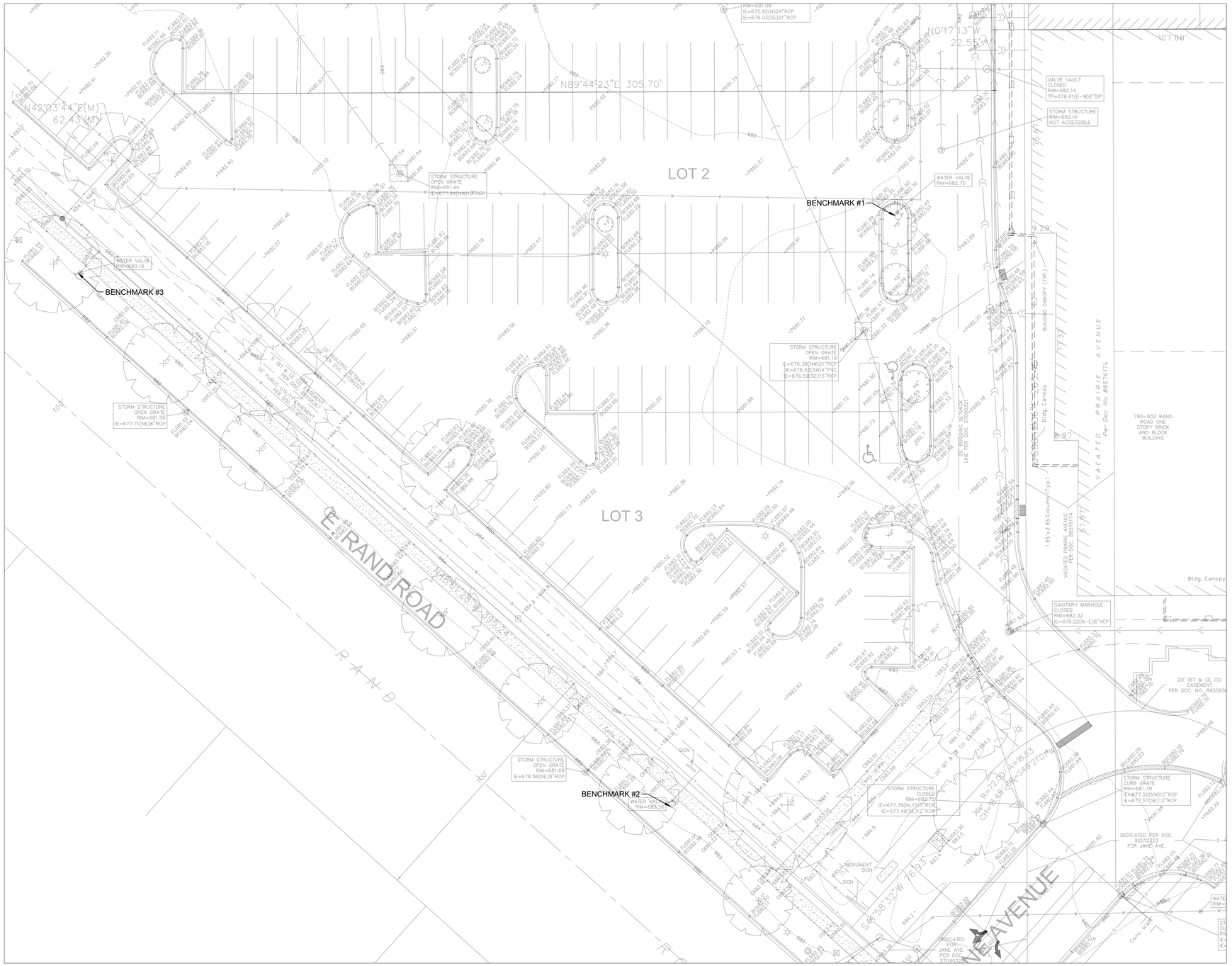

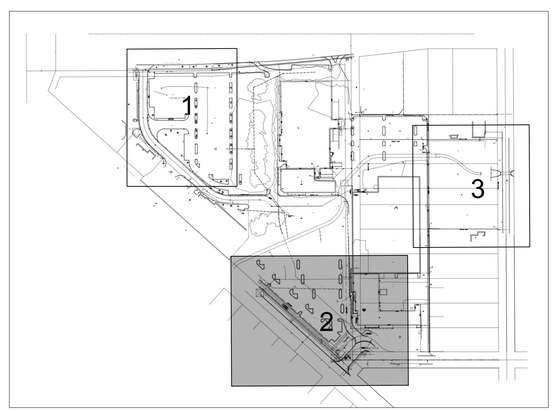

KEY PLAN

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

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EXISTING CONDITIONS - 2

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

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/9/2021	4 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	

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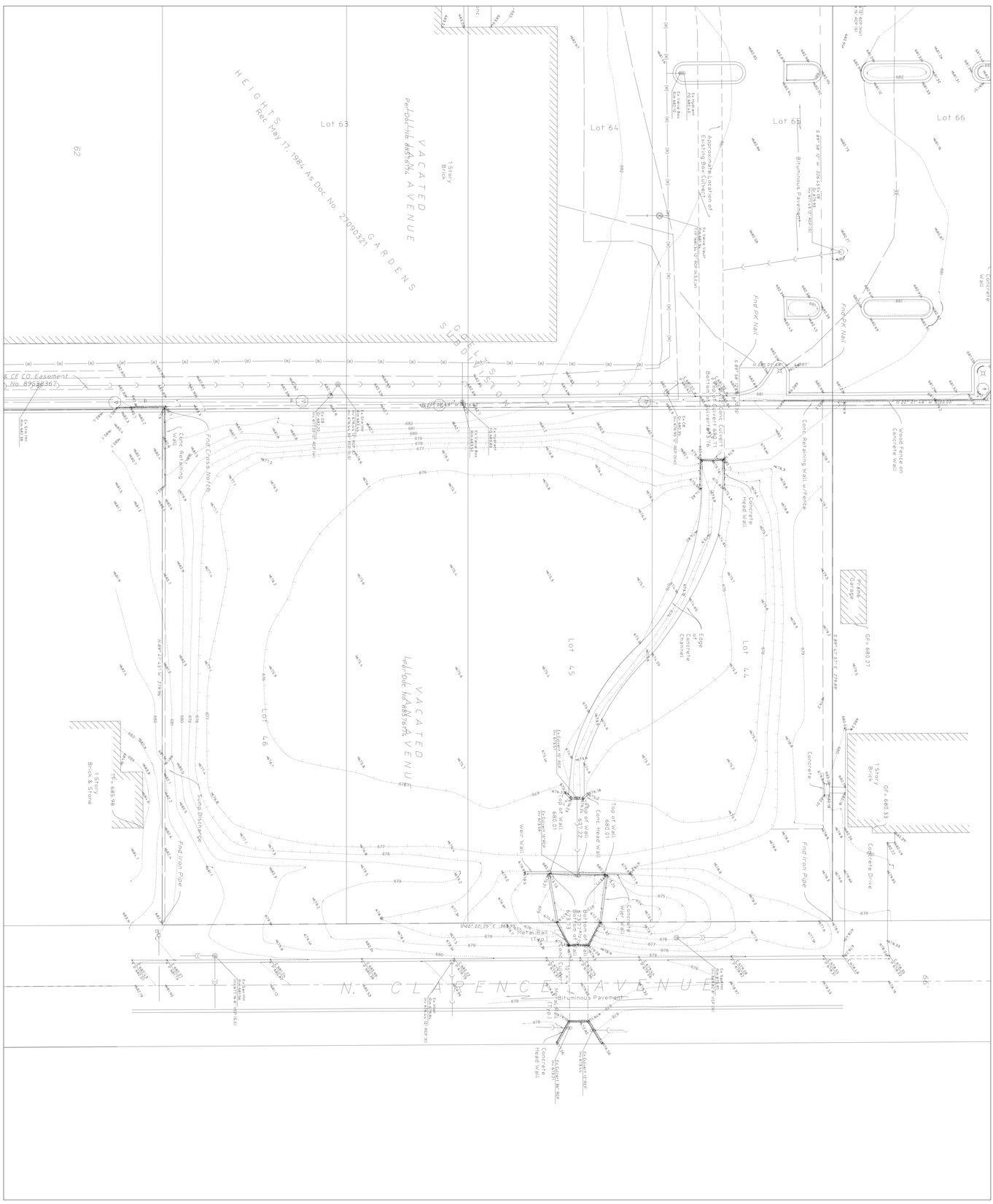
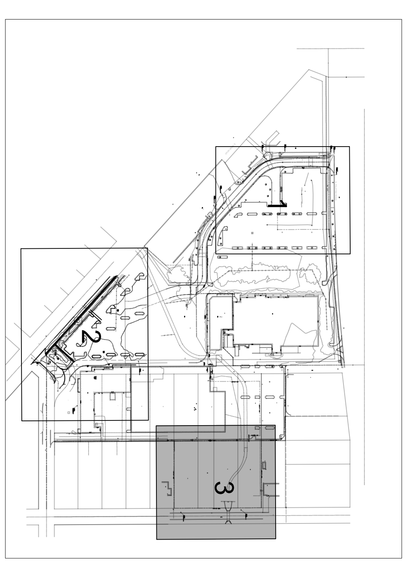
T:\MAK\Arlington Hts\Drawings\Preliminary\MAK Arlington Hts PRELIMINARY.dwg, 12/9/2021 1:34:31 PM, pwinfield, ANSI expand D (34.00 x 22.00 Inches)



KEY PLAN



GRAPHIC SCALE 1"=30'
0 7.5 15 30 60

N

DRAWN BY:	PGW
PROJECT:	21-4002
CHECKED BY:	WC
SCALE:	1" = 30'
DATE:	12/9/2021
SHEET #:	5 OF 12
FILE NAME:	MAK-ARLINGTON HTS_PRELIMINARY

EXISTING CONDITIONS - 3

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

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

REVISIONS

NO.	DATE:	DESCRIPTION:
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--		

E. PALATINE ROAD

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

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

BIKE PARKING

DRIVE THRU QSR #2

MOBILE ORDER PICKUP AHEAD

ONE WAY
DO NOT ENTER

STOP

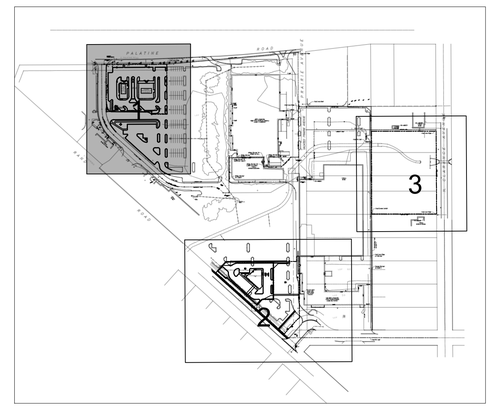
ONLY

GRAPHIC SCALE 1"=20'
0 5 10 20 40

LEGEND

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

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



REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
5		

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GEOMETRY PLAN - 1

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

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

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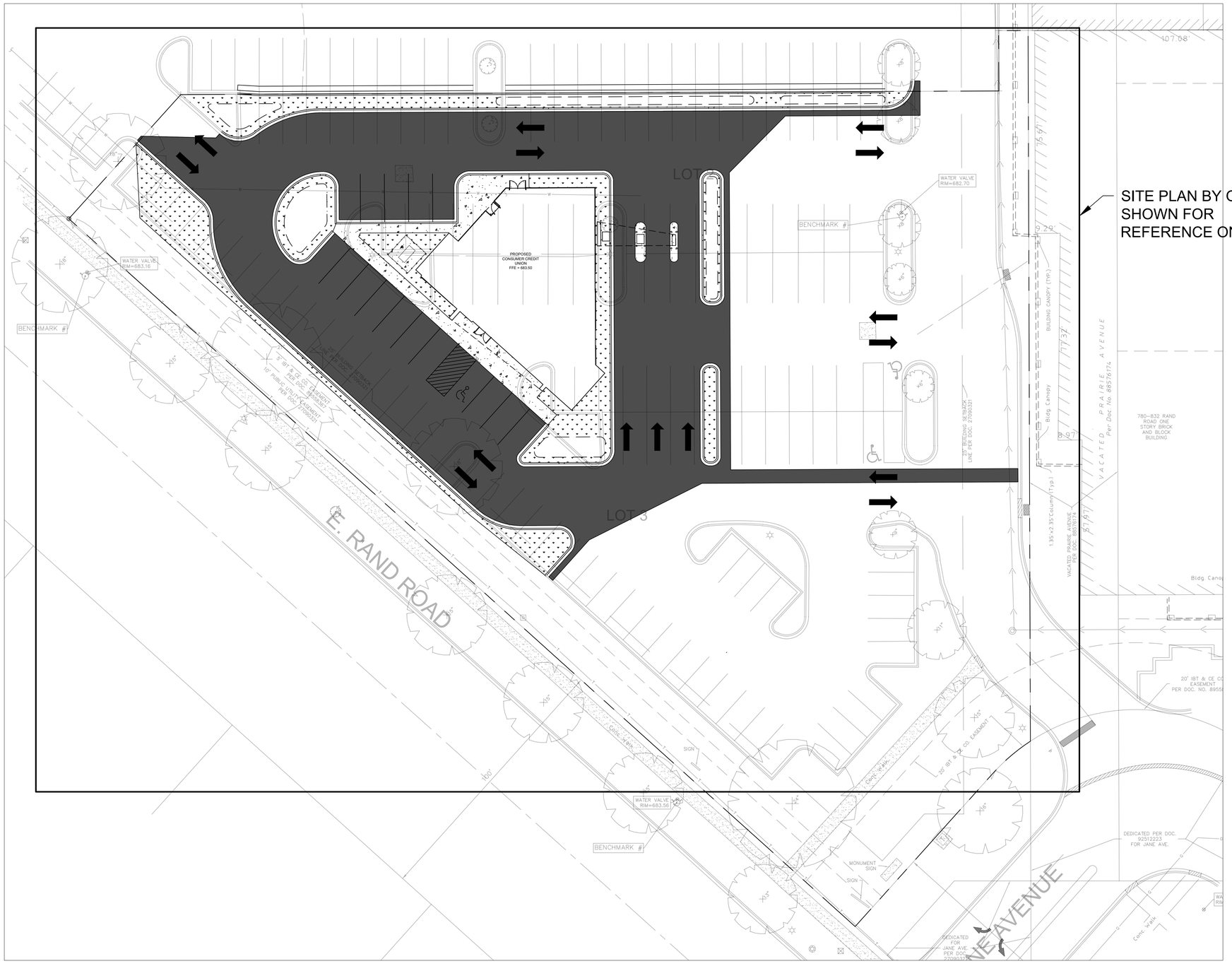
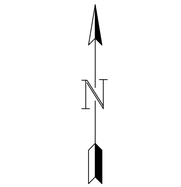


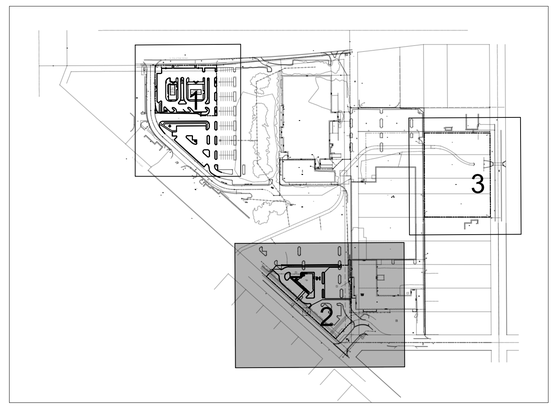
SITE PLAN BY OTHERS SHOWN FOR REFERENCE ONLY



LEGEND

NEW ASPHALT PAVEMENT

NOTES:
1. SITE PLAN SHOWN FOR REFERENCE ONLY.



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
5		

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

GEOMETRY PLAN - 2

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

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

GRAPHIC SCALE 1"=20'

0 5 10 20 40

MATCH EXISTING

CATCH BASIN RIM=681.33'

MANHOLE W/ CLOSED LID RIM=681.26'

INLET RIM=681.78'

INLET RIM=681.80'

INLET RIM=681.47'

MH #15 4'Ø W/ OPEN LID RIM=681.15'

IN #16 RIM=6xx.xx'

FF=683.25

FF=683.00

MANHOLE W/ OPEN LID RIM=682.50'

MANHOLE W/ OPEN LID RIM=681.33'

MANHOLE W/ OPEN LID RIM=681.82'

INLET RIM=682.00'

MANHOLE W/ OPEN LID RIM=681.19'

MANHOLE W/ OPEN LID RIM=681.66'

MANHOLE W/ OPEN LID RIM=681.19'

MANHOLE W/ OPEN LID RIM=681.88'

IN #13 RIM=682.00'

MATCH EXISTING

MATCH EXISTING

MATCH EXISTING

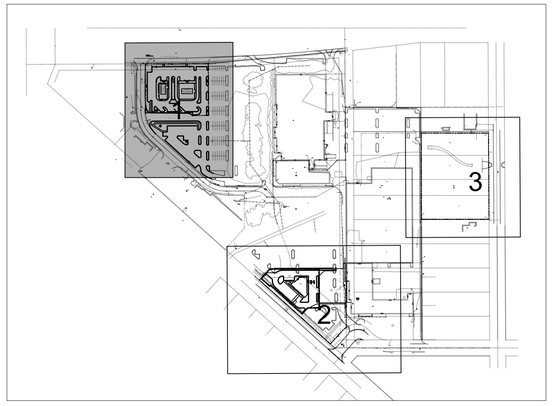
E. PALATINE ROAD

LEGEND

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

NOTES:

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



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
2		
3		
4		
5		

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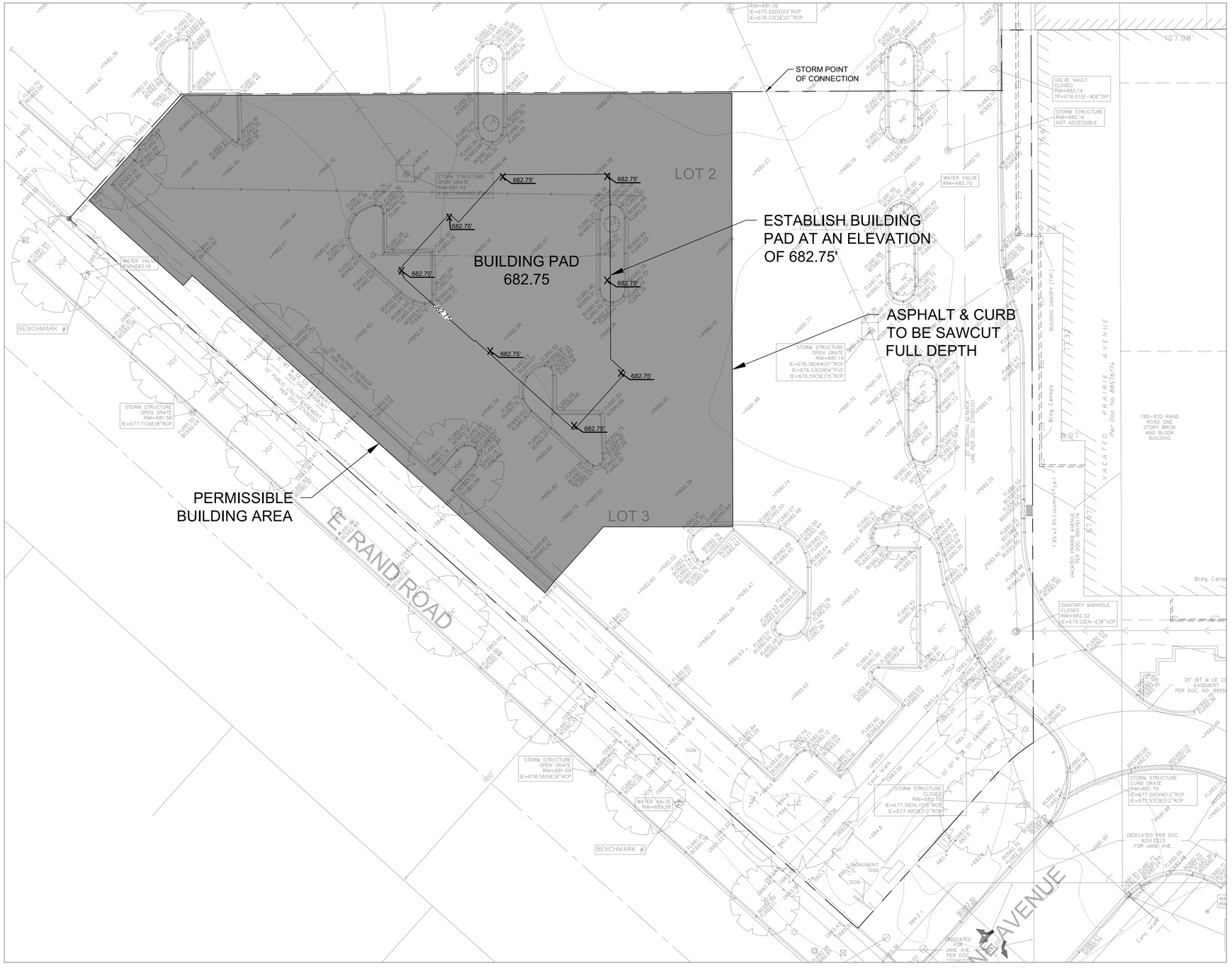
TEL: +1630.994.2600 | WWW.GSG-CONSULTANTS.COM

GRADING PLAN - 1

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

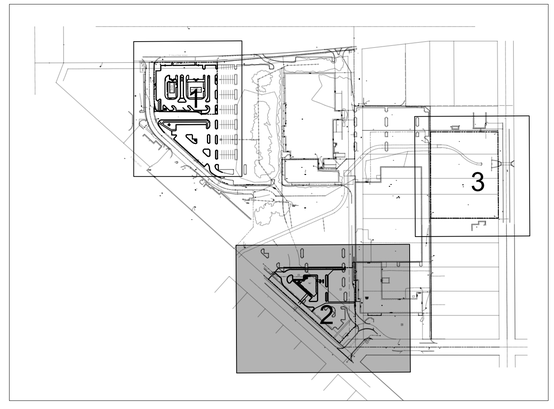
DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/9/2021	8 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	



LEGEND

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

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



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
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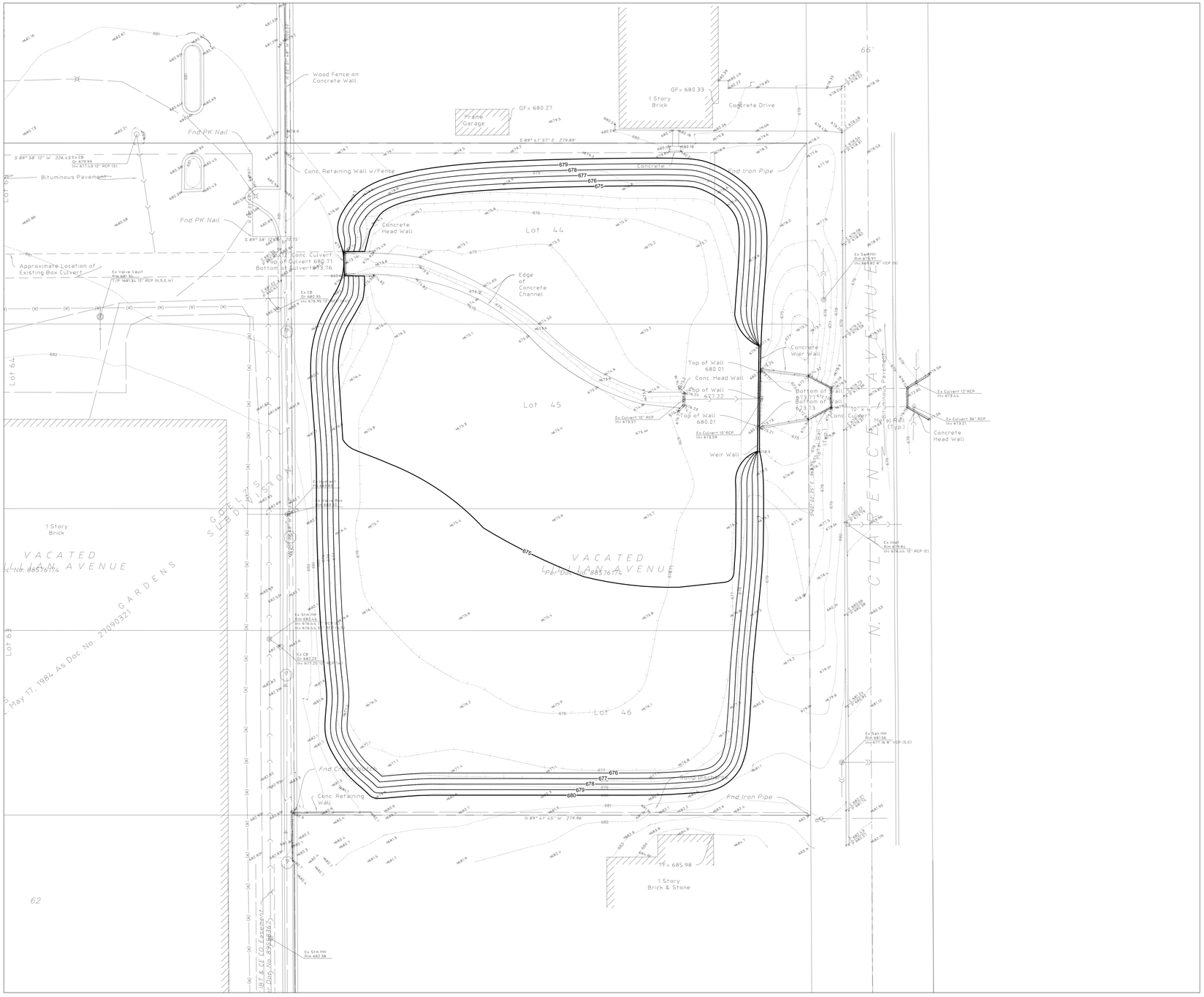
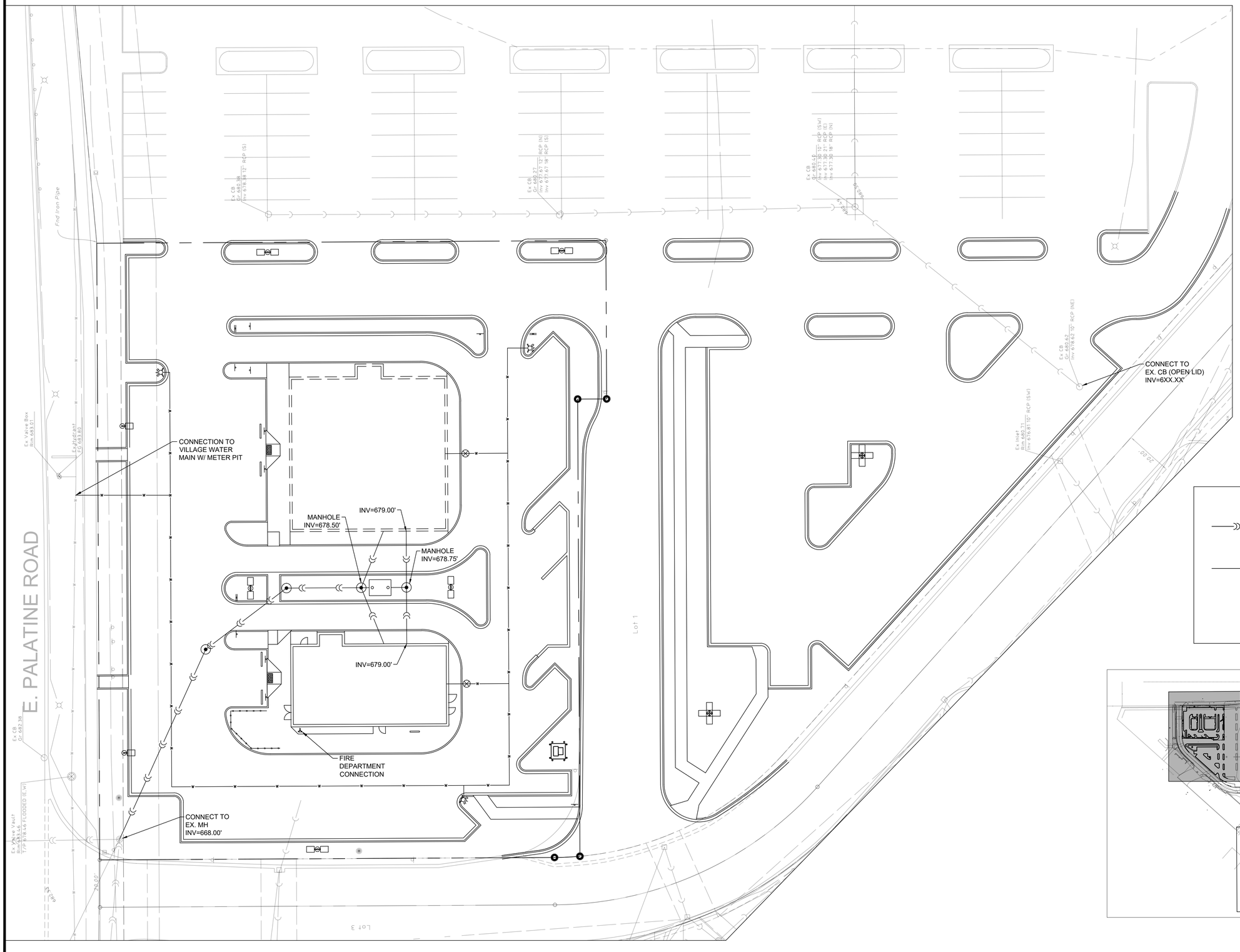
GRADING PLAN - 2

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

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


Wood Fence on Concrete Wall
GF= 680.27
Frame Garage
1 Story Brick
GF= 680.33
Concrete Drive
Fnd PK Nail
Conc. Retaining Wall w/Fence
Concrete
Fnd Iron Pipe
Bituminous Pavement
Concrete Head Wall
Lot 44
Approximate Location of Existing Box Culvert
Ex Valve Vault
Ex 12" Conc. Culvert
Top of Culvert 682.71
Bottom of Culvert 673.76
Edge of Concrete Channel
Lot 64
Lot 45
Top of Wall 680.01
Conc. Head Wall
Top of Wall 677.22
Concrete Wier Wall
Bottom of Wall 673.77
Bottom of Wall 673.73
Conc. Culvert
Ex Culvert 12"RCP
Inv 673.44
Ex Culvert 36" RCP
Inv 673.21
Ex Culvert 10" RCP
Inv 673.53
Ex Culvert 10"RCP
Inv 673.59
Concrete Head Wall
Weir Wall
VACATED
LILAC LANE
Per Doc. No. 88576174
GODLEY'S SUBDIVISION
CLARENCE AVENUE
Lot 63
Lot 46
Fnd Concrete Monument
Conc. Retaining Wall
Fnd Iron Pipe
N 89° 47' 45" W 279.96'
TF= 685.98
1 Story Brick & Stone
Ex Sta/Inv Rim 682.56 Inv 673.36 8" VCP (S,E)
Ex Sta/Inv Rim 682.83 8" VCP (N)
Ex Sta/Inv Rim 682.38
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (E)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (W)
Ex CB Gr 680.20 Inv 677.23 30" RCP (N)
Ex CB Gr 679.93 Inv 677.13 12" RCP (S)
Ex CB Gr 680.35 Inv 676.90 12" RCP (N,S,E,W)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (E)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (W)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (E)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (W)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (E)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (W)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (E)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (W)
S 89° 58' 12" W 226.65'
S 89° 41' 57" E 279.89'
S 89° 58' 12" W 279.75'
Lot 62
Lot 63
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (E)
Ex Sta/Inv Rim 682.44 Inv 674.44 10" RCP (W)

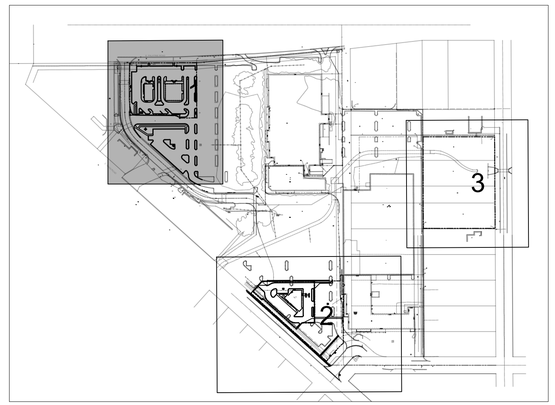


GRAPHIC SCALE 1"=20'

0 5 10 20 40

LEGEND

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



KEY PLAN

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UTILITY PLAN - 1

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

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

RELOCATION OF WATER MAIN BY MJK

STORM POINT OF CONNECTION

45° BENDS

45° BENDS

45° BENDS

45° BENDS

WATER SERVICE BY OTHERS

SITE PLAN BY OTHERS. SHOWN FOR REFERENCE ONLY

PROPOSED CONSUMER CREDIT UNION FFE = 683.50

SANITARY POINT OF CONNECTION

SCH. 40 PVC CONDUIT BY MJK

E. RAND ROAD

E. PALATINE AVENUE

VACATED PRAIRIE AVENUE Per Doc No. 88576174

780-832 RAND ROAD ONE STORY BRICK AND BLOCK BUILDING

Bldg. Canopy

BUILDING CANOPY (TYP.)

1.35x2.35"Column (Typ.)

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

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

STORM STRUCTURE
RIM=682.7
NOT ACCESSIBLE

WATER VALVE
RIM=682.70

BENCHMARK #

STORM STRUCTURE
OPEN GRATE
RIM=681.84
IE=677.71(NW)12"RCP

WATER VALVE
RIM=683.16

BENCHMARK #

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

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

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

STORM STRUCTURE
OPEN GRATE
RIM=681.69
IE=678.56(NE)8"RCP

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

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

WATER VALVE
RIM=683.56

BENCHMARK #

MONUMENT SIGN

SIGN

SIGN

Conc. Walk

Conc. Walk

Conc. Walk

107.58

75.9

9.29

11.37

9.97

5.61

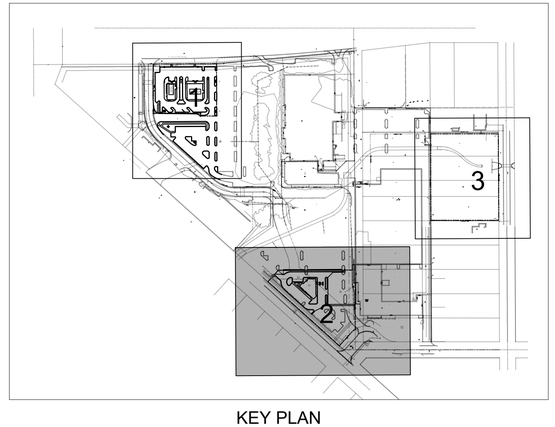
N

GRAPHIC SCALE 1"=20'

0 5 10 20 40

LEGEND

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



KEY PLAN

REVISIONS

NO.	DATE:	DESCRIPTION:
1		
1		
1		
1		
1		

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UTILITY PLAN - 2

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

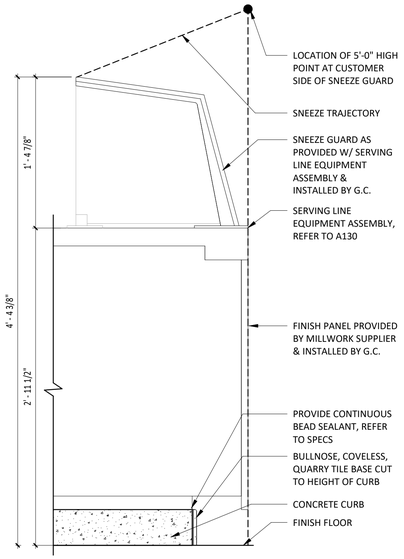
DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 20'
DATE:	SHEET #:
12/9/2021	12 OF 12
FILE NAME:	
MJK ARLINGTON HTS_PRELIMINARY	

GENERAL NOTES

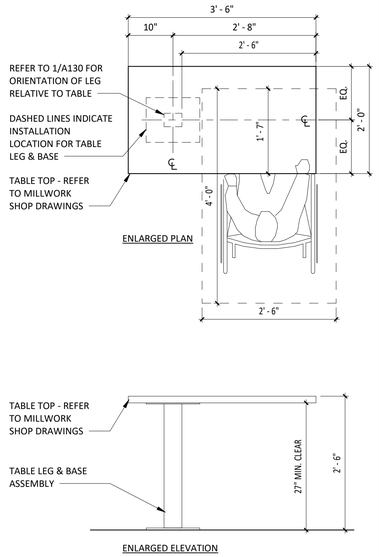
1. REFER TO SHEET A131 AND A132 FOR EQUIPMENT LIST AND FURNITURE SCHEDULE.
2. ALL DIMENSIONS TO EXTERIOR OR EXISTING WALLS ARE TO THE FINISH FACE OF THE EXISTING GYP. BD.
3. ALL DIMENSIONS ARE TO FACE OF FRAMING, EDGE OF EQUIPMENT, OR CENTERLINE OF EQUIPMENT UNLESS NOTED OTHERWISE.
4. ALL FURNITURE TO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

FFE PLAN KEYNOTES

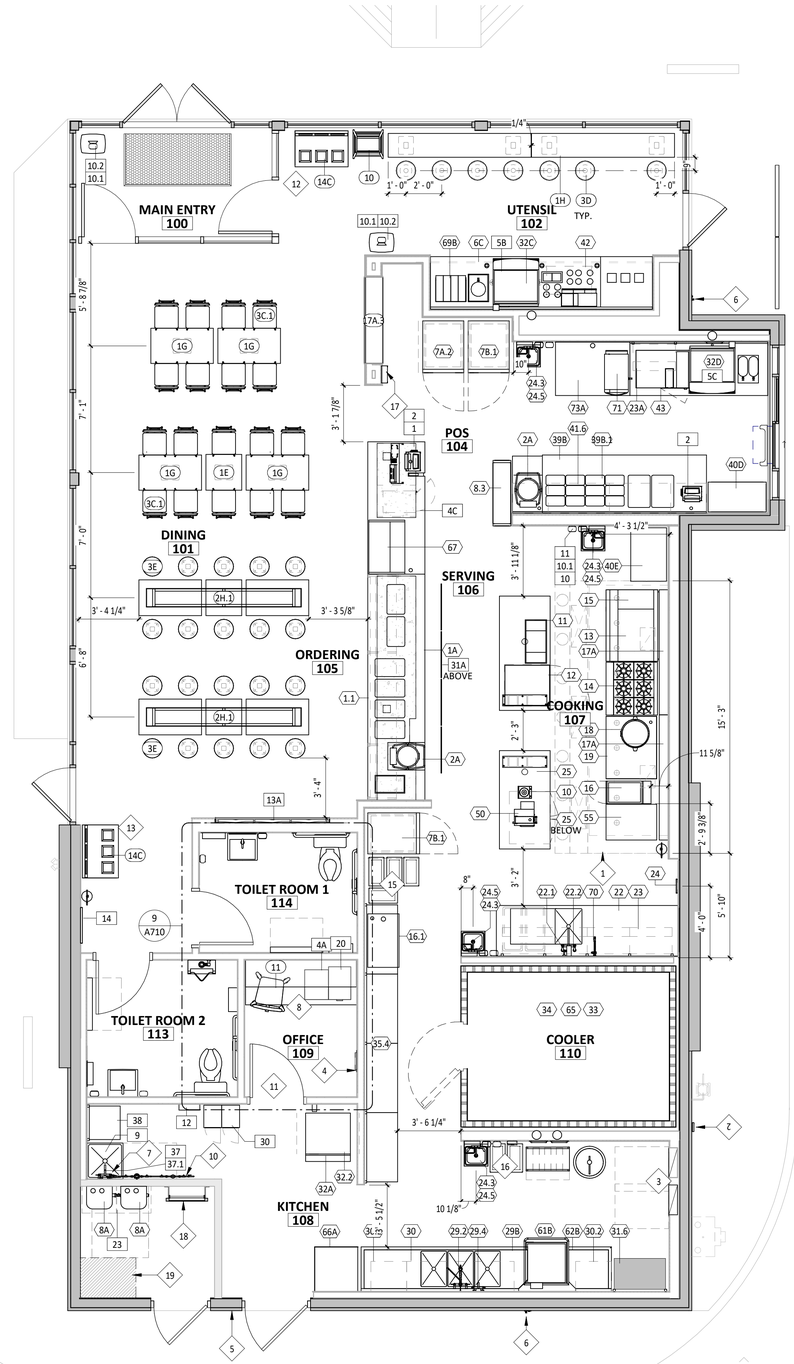
1. HOOD ABOVE
2. CO2 REMOTE FILLER VERIFY LOCATION WITH CHIPOTLE CONSTRUCTION MANAGER
3. ELEC. PANEL LOCATION, SEE ELEC PLANS
4. BYPASS DISTRIBUTION PANEL, SEE ELEC PLANS
5. DOORBELL - REFER TO ELEC. DWGS - INSTALL @ 36"- 48" A.F.F.
6. HOSE BIB - REFER TO PLUMB. DWGS.
7. CHEMICAL CLEANER DISPENSING SYSTEM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



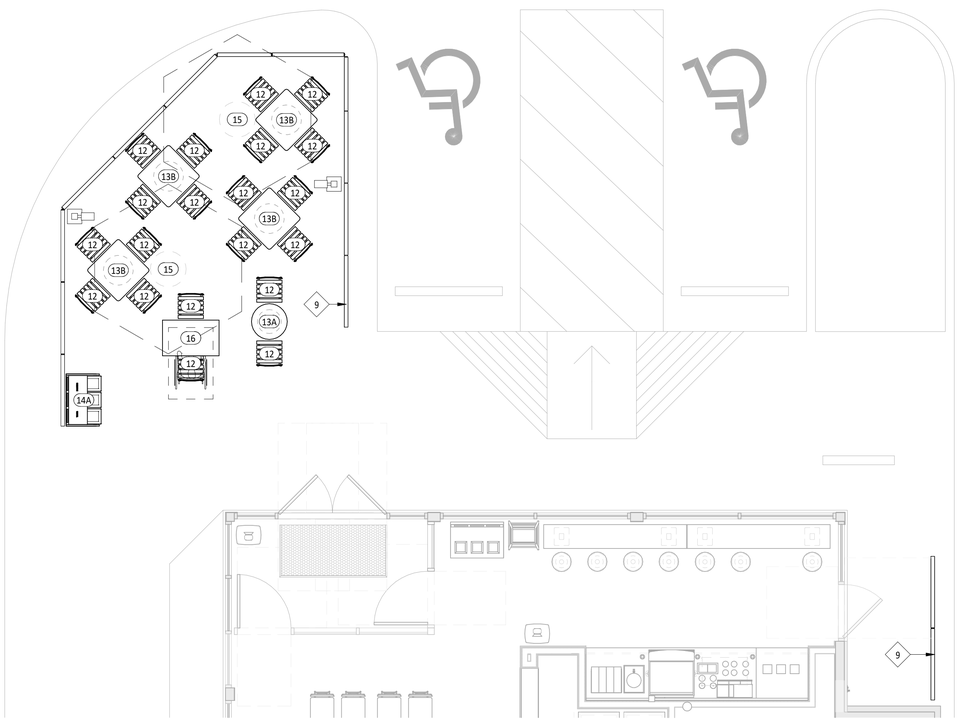
3 / A130 **DETAIL @ SERVELINE SNEEZE GUARD**
1 1/2" = 1'-0"



2 / A130 **DETAIL @ ACCESSIBLE TABLE**
3/4" = 1'-0"



1 / A130 **FURNITURE, FIXTURE, & EQUIPMENT PLAN**
1/4" = 1'-0"



4 / A130 **FURNITURE, FIXTURE & EQUIPMENT PATIO PLAN**
1/4" = 1'-0"

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

Seal: FIRM REGISTRATION 000000000

REFERENCE ONLY
NOT FOR CONSTRUCTION
EXPIRES 00-00-0000

SIGNATURE
00 MONTH, YEAR
DATE

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COLUMBUS, OH 43218-2566
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INTERNET: WWW.CHIPOTLE.COM

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

Issue Record:

Revisions:

Drawn: K. BLISS
Checked: K. MOAN

Project No.
2019-0552

Contents:
FF&E PLAN

A130

KITCHEN EQUIPMENT LIST

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

MISC. EQUIPMENT LIST

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

FURNITURE LIST

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

Consultant:

WILKUS ARCHITECTS

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

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PO BOX 182566
COLUMBUS, OH 43218-2566
TELEPHONE: (614) 318-2482
INTERNET: WWW.CHIPOTLE.COM

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

Issue Record:

Revisions:

Drawn: DESIGNER
Checked: K. MOAN

Project No.: 2019-0552

Contents: FF&E SCHEDULES

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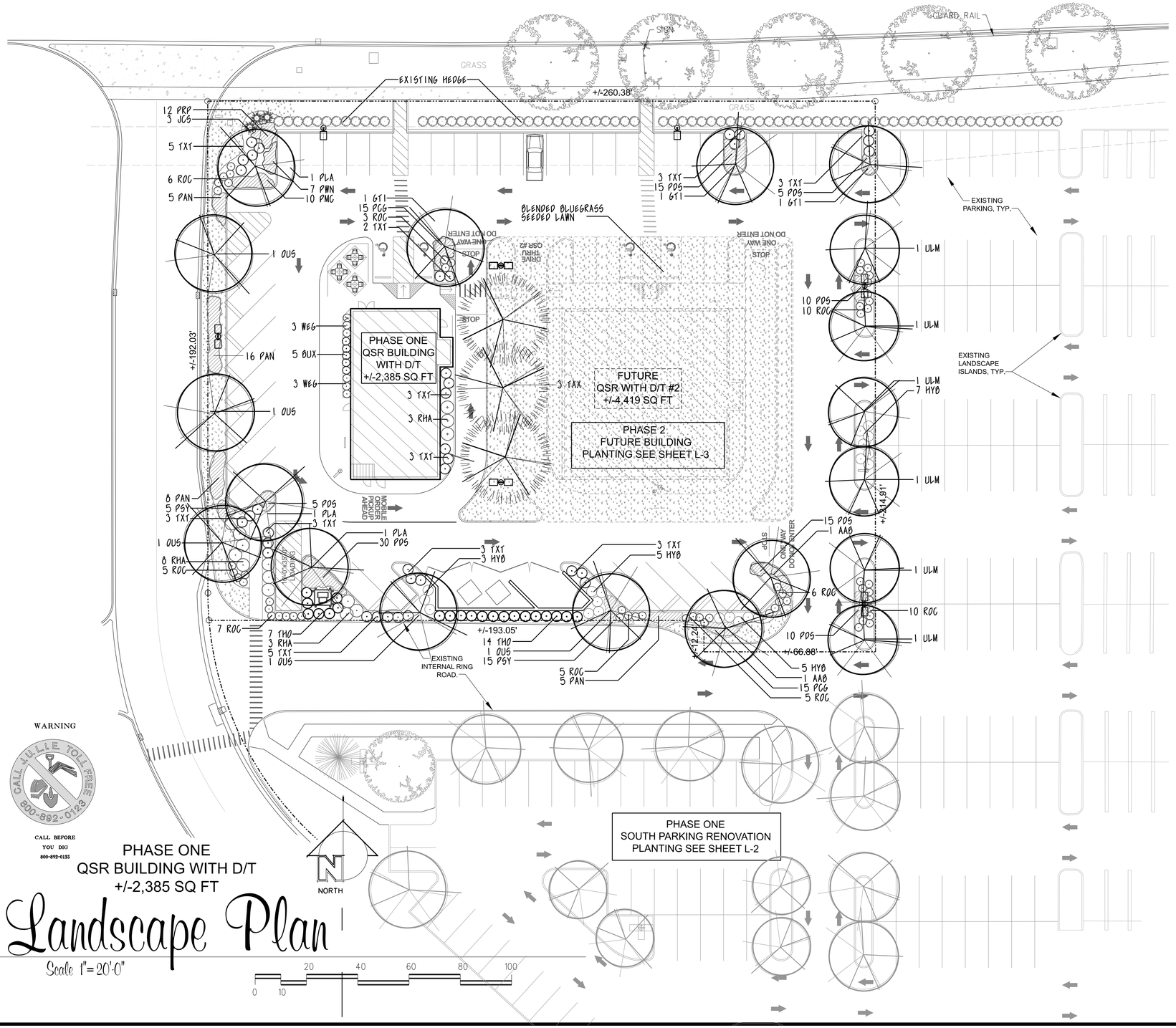

WARNING

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

Landscape Plan

Scale 1"=20'-0"

PLANT LIST

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

NOTE:

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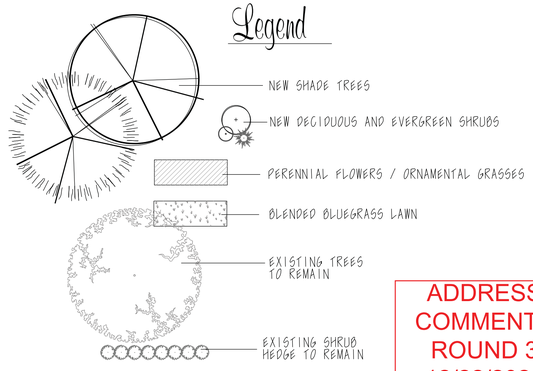
10. SEE SHEETS L-4, L-5, L-6 FOR ADDITIONAL SPECIFICATIONS AND PLANTING DETAILS.

Legend



ADDRESS COMMENTS ROUND 3 12/22/2021

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

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

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COUTURE
Landscape Architecture
Landscape Architects / Contractors
575 Swift Road Addison, Illinois 60101
Phone (630) 627-1966 Fax (630) 627-1964
E-mail: couturelandscape@comcast.net
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SHEET L-1
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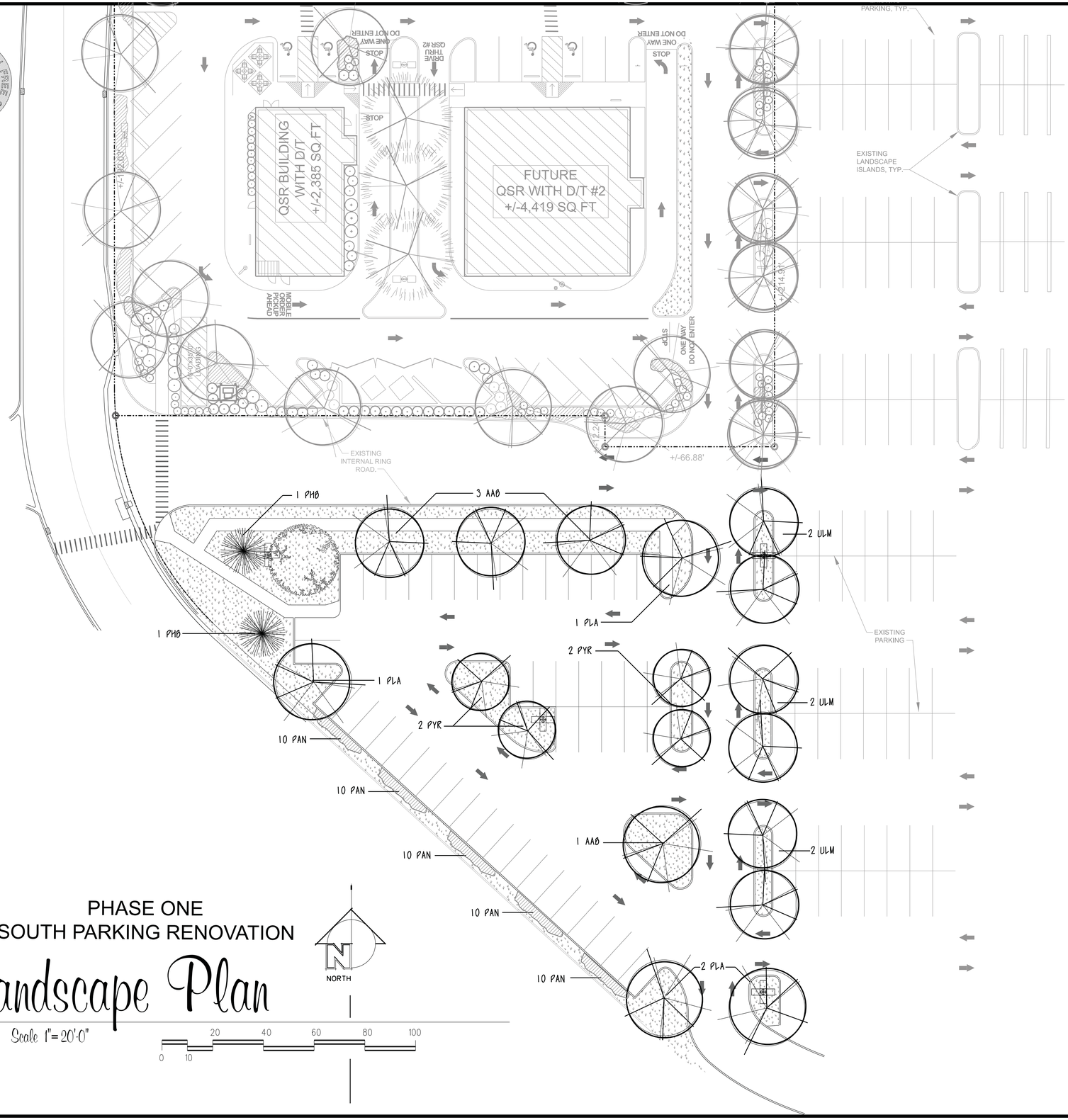

PHASE ONE
SOUTH PARKING RENOVATION

Landscape Plan

Scale 1"=20'-0"

NORTH

0 10 20 40 60 80 100

PLANT LIST

QTY	CODE	PLANT NAME		SIZE
4	AAB	ACER FREEMANI	AUTUMN BLAZE MAPLE	4" CAL
6	ULM	ULMUS SPECIES	FRONTIER HYBRID ELM	4" CAL
4	PLA	PLATANUS ACERIFOLIA	MORTON LONDON PLANETREE	4" CAL
4	PYR	PYRUS CALLERYANA	CHANTICLEER PEAR	4" CAL
2	PBH	PICEA DENSATA	BLACK HILL SPRUCE	6' HT
50	PAN	PANICUM SPECIES	SWITCHGRASS	1 GAL

NOTE:

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Legend

NEW SHADE & EVERGREEN TREES

EXISTING TREES TO REMAIN

BLENDED BLUEGRASS LAWN

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Landscape Architects / Contractors
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SCALE AS SHOWN
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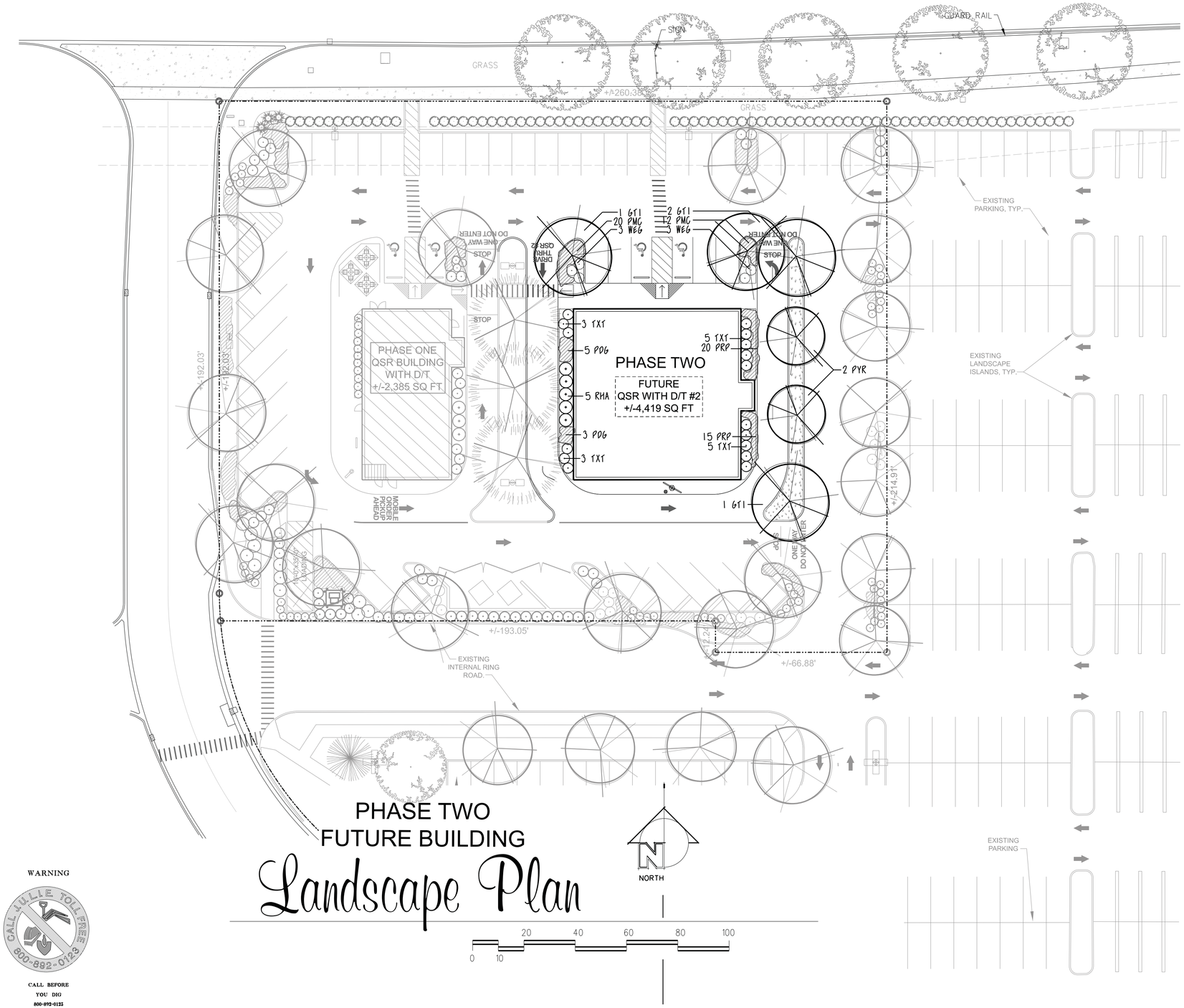
SHEET L-2
OF SIX



PHASE TWO
FUTURE BUILDING

Landscape Plan

PLANT LIST

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

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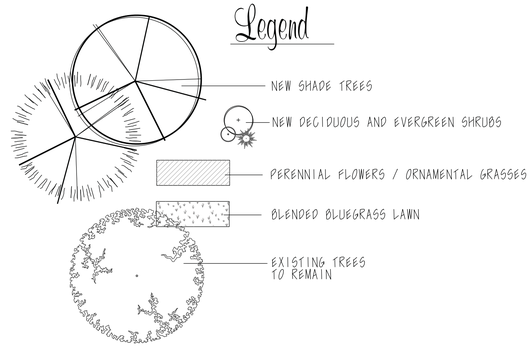

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Palatine Road & Road Arlington Hts. Illinois

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

DATE 07-21-21
SCALE AS SHOWN
DRAWN PAC
SHEET L-3
OF SIX

LANDSCAPE SPECIFICATIONS

SECTION 0001

LANDSCAPE WORK

PART 1 GENERAL

1.01 DESCRIPTION

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

1.02 QUALITY ASSURANCE

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

1.03 PROJECT CONDITIONS

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

PART 2 PRODUCTS

2.01 MATERIALS AND EQUIPMENT

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

PART 3 EXECUTION

3.01 PREPARATION

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

END OF SECTION 0001

SECTION 0002

TREE AND SHRUB PLANTING

PART 1 GENERAL

1.01 DESCRIPTION

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

1.02 QUALITY ASSURANCE

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

CONTINUE SECTION 0002 TREE AND SHRUB PLANTING

1.03 SUBMITTALS

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

1.04 DELIVERY, STORAGE, AND HANDLING

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

1.05 PROJECT CONDITIONS

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

1.06 WARRANTY

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

PART 2 PRODUCTS

2.01 MATERIALS

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

2.02 ACCESSORIES

A. TOPSOIL FOR PLANTING BEDS: FERTILE, FRIABLE, NATURAL TOPSOIL WITHOUT ADMIXTURE OF SUBSOIL MATERIAL, OBTAINED FROM A WELL-DRAINED ARABLE SITE, REASONABLY FREE FROM CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIALS, WITH ACIDITY RANGE OF BETWEEN PH 5.5 TO 6.0 AND BE TYPICAL OF THE AREA.
   1. IDENTIFY SOURCE LOCATION OF TOPSOIL PROPOSED FOR USE ON THE PROJECT.
   2. PROVIDE TOPSOIL FREE OF SUBSTANCES HARMFUL TO THE PLANTS WHICH WILL BE GROWN IN THE SOIL.
B. PEAT MOSS: BROWN TO BLACK IN COLOR, WEED AND SEED FREE GRANULATED RAW PEAT OR BALED PEAT, CONTAINING NOT MORE THAN 9% MINERAL ON A DRY BASIS.
C. ORGANIC MATTER: ORGANIC MATTER CAN BE FROM PEAT MOSS, COMPOST, OR LOCALLY AVAILABLE ORGANIC WASTE. ORGANIC MATTER SHOULD BE WELL COMPOSTED, FREE FROM DEBRIS, WEED SEEDS, AND INSECTS OR DISEASES WHICH MAY BE HARMFUL TO THE INTENDED PLANTING.
D. MULCH: DARK PREMIUM GRADE , DOUBLE PROCESSED SHREDDED HARDWOOD UNLESS OTHERWISE APPROVED BY OWNERS REPRESENTATIVE.
E. FERTILIZER:
   1. PLANT FERTILIZER: COMMERCIAL TYPE APPROVED BY THE OWNERS REPRESENTATIVE, CONTAINING 10% NITROGEN, 10% PHOSPHORIC ACID AND 10% POTASH BY WEIGHT OR EQUIVALENT IN A SLOW RELEASED GRANULAR FORM.
F. PRE EMERGENT HERBICIDE: TREFLAN, RONSTAR-G OR APPROVED EQUIVALENT APPLIED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS TO ALL PLANT BED AREAS UNLESS OTHERWISE INDICATED.
G. ANTI-DESICCANT: PROTECTIVE FILM EMULSION PROVIDING A PROTECTIVE FILM OVER PLANT SURFACES; PERMEABLE TO PERMIT TRANSPIRATION. MIXED AND APPLIED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
H. WATER: HOSES OR OTHER METHODS OF TRANSPORTATION TO BE FURNISHED BY CONTRACTOR. WATER TO BE PROVIDED BY THE OWNER AT THE SITE.
I. STAKES FOR STAKING: HARDWOOD, 2" X 2" 6-0 LONG 2X4 PINE IS PERMISSIBLE.
J. STAKES FOR GUYING: HARDWOOD, 2" X 2" X 24" LONG OR 'DUCKBILL' OR 'SPEED STAKE' EARTH ANCHORS.
K. GUYING/STAKING WIRE: 12- OR 14-GAUGE GALVANIZED WIRE.
   1. TURNBUCKLES: GALVANIZED STEEL OF SIZE AND GAUGE REQUIRED TO PROVIDE TENSILE STRENGTH EQUAL TO THAT OF THE WIRE. TURNBUCKLE OPENINGS SHALL BE AT LEAST 3".
L. STAKING AND GUYING HOSE: TWO-PLY, REINFORCED GARDEN HOSE NOT LESS THAN 1/2" INSIDE DIAMETER. SHALL BE UNIFORM IN COLOR.
M. PLASTIC GUY MATERIAL NO LESS THAN 1/4". SHALL BE UNIFORM IN COLOR AND LEVEL AS APPLIED.
N. TWINE: TWO-PLY JUTE MATERIAL.
O. WEED CONTROL BARRIER: 'IF INDICATED' ROT RESISTANT POLYPROPYLENE FABRIC OR EQUIVALENT, WATER AND AIR PERMEABLE.

PART 3 EXECUTION

3.01 INSPECTION

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

3.02 PREPARATION

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

3.03 INSTALLATION

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

3.04 MAINTENANCE

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

3.05 ACCEPTANCE

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

3.06 CLEANING

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

END OF SECTION 0002

ADDRESS COMMENTS ROUND 3 12/22/2021

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COUTURE Landscape Architects / Contractors
Landscape Architects / Contractors
575 South Road Deerfield, Illinois 60015
Phone (630)627-1966 Fax (630)627-1964
E-mail: couture.landscape@comcast.net
www.CoutureLandscape.com

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

REVISIONS 08-09-21

DATE 07-21-21

SCALE AS SHOWN

DRAWN PAC

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OF SIX

LANDSCAPE SPECIFICATIONS

SECTION 0003

PERENNIALS - ORNAMENTAL GRASSES - GROUNDCOVER PLANTING

PART 1 GENERAL

1.01 DESCRIPTION

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

1.02 QUALITY ASSURANCE

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

1.03 SUBMITTALS

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

PART 2 PRODUCTS

2.01 MATERIALS

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

2.02 PLANT SPECIFICATIONS

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

2.03 SOIL REQUIREMENTS

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

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

2.04 AMENDMENTS

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

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

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

D. COARSE SAND: GRADATION FA-2

PART 3 EXECUTION

3.01 PRE-PLANTING AND POST-PLANTING INSTRUCTIONS

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

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

3.02 MAINTENANCE

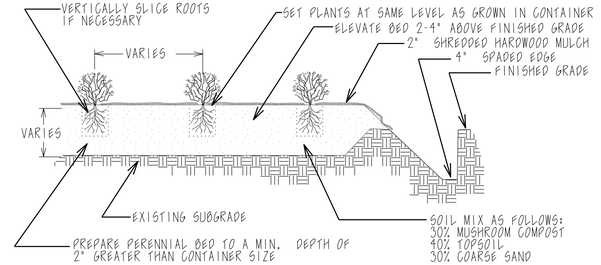
A. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF THE PERENNIALS FROM THE TIME THEY ARE BROUGHT ONTO THE JOB SITE UNTIL THEY ARE PLANTED AND ACCEPTED BY THE LANDSCAPE ARCHITECT .
1. PLANTS SHALL BE WATERED OFTEN ENOUGH TO PREVENT WILTING PRIOR TO PLANTING. AFTER PLANTING, THEY SHALL BE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

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

3.03 WARRANTY

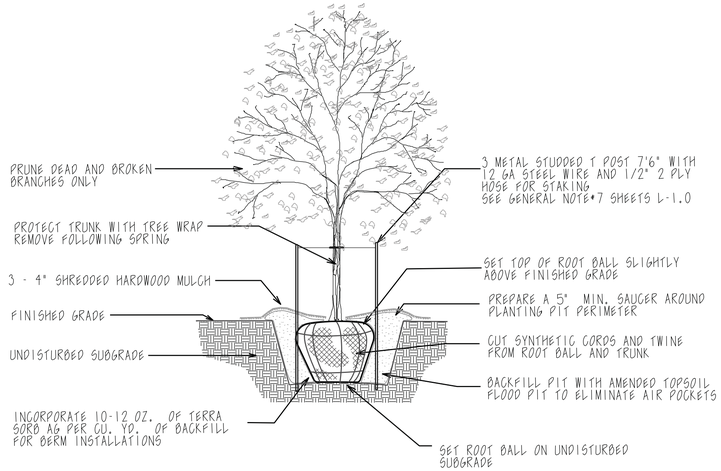
ALL PLANTS WILL BE GUARANTEED TO BE TRUE TO NAME AS LABELED AND FREE FROM INSECTS, DISEASES, AND MECHANICAL DAMAGES WHEN DELIVERED TO THE SITE. ALL PLANTS WILL BE GUARANTEED TO RESUME ACTIVE GROWTH IN THE APPROPRIATE SEASON AND TO SURVIVE FOR A MINIMUM OF ONE YEAR AFTER ACCEPTANCE BY THE CLIENT, PROVIDED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

END OF SECTION 0003



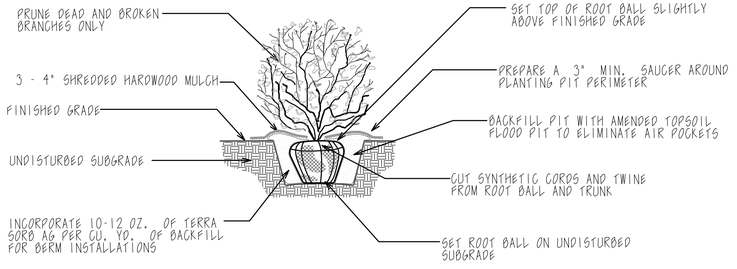
PERENNIAL PLANTING DETAIL

NOT TO SCALE USE ONLY LOCALLY GROWN NURSERY STOCK



TREE PLANTING DETAIL

NOT TO SCALE USE ONLY LOCALLY GROWN NURSERY STOCK



SHRUB PLANTING DETAIL

NOT TO SCALE USE ONLY LOCALLY GROWN NURSERY STOCK

ADDRESS COMMENTS ROUND 3 12/22/2021

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Paul A. Couture

COUTURE Landscape Architects / Contractors
575 Swift Road Addison, Illinois 60148
Phone (630) 627-1966 Fax (630) 627-1964
E-mail: couturelandscape@comcast.net
www.CoutureLandscape.com

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

REVISIONS
08-09-21

DATE 07-21-21

SCALE AS SHOWN

DRAWN PAC

SHEET L-5

OF SIX

LANDSCAPE SPECIFICATIONS

SECTION 00004

SEEDING

PART 1 GENERAL

1.01 DESCRIPTION

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

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

1.02 QUALITY ASSURANCE

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

1.03 DELIVERY, STORAGE, AND HANDLING

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

1.04 PROJECT CONDITIONS

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

WARRANTY

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

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

PART 2 PRODUCTS

MATERIALS

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

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

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

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

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

PART 3 EXECUTION

3.01 INSPECTION

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

3.02 PREPARATION

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

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

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

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

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

3.03 INSTALLATION

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

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

CONTINUE SECTION 00004 - SEEDING

3.04 RECONDITIONING EXISTING LAWNS

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

3.05 MAINTENANCE

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

3.06 ACCEPTANCE

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

3.07 CLEANING

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

END OF SECTION 00004

SECTION 00005

SODDING

PART 1 GENERAL

1.01 DESCRIPTION

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

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

1.02 QUALITY ASSURANCE

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

1.03 SUBMITTALS

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

1.04 DELIVERY, STORAGE, AND HANDLING

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

1.05 PROJECT CONDITIONS

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

1.06 WARRANTY

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

PART 2 PRODUCTS

2.01 MATERIALS

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

CONTINUE SECTION 00005 - SODDING

PART 3 EXECUTION

3.01 INSPECTION

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

3.02 PREPARATION

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

3.03 INSTALLATION

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

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

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

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

3.04 MAINTENANCE

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

3.05 ACCEPTANCE

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

3.06 CLEANING

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

END OF SECTION 00005

END

ADDRESS COMMENTS ROUND 3 12/22/2021

COUTURE Landscape Construction
Landscape Architects / Contractors
515 Swift Road Addison, Illinois 60148
Phone (630) 627-1966 Fax (630) 627-1964
Email marianne@couturelandscape.com
www.CoutureLandscape.com

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

REVISIONS
08-09-21

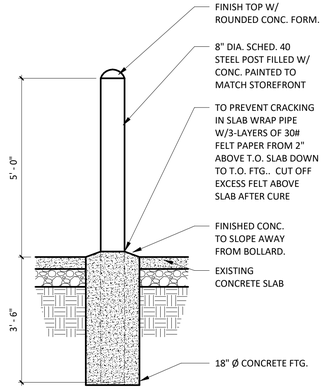
DATE 07-21-21

SCALE AS SHOWN

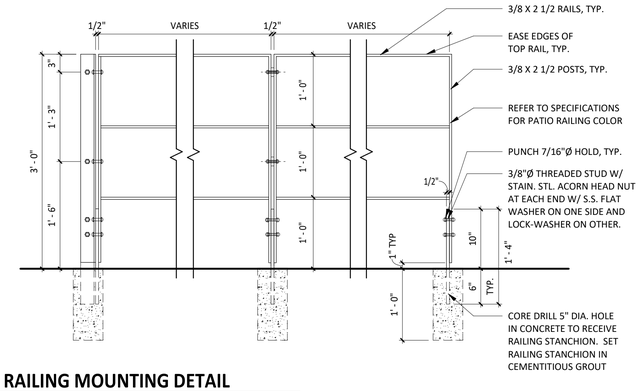
DRAWN PAC

SHEET L - 6

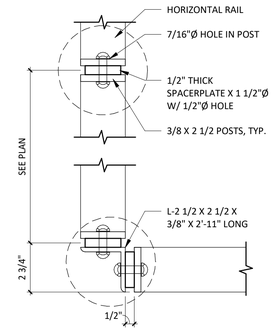
OF SIX



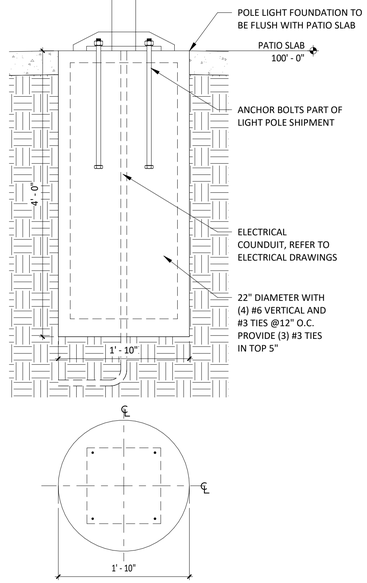
5 SP101 **TYP. BOLLARD DETAIL**
1/2" = 1'-0"



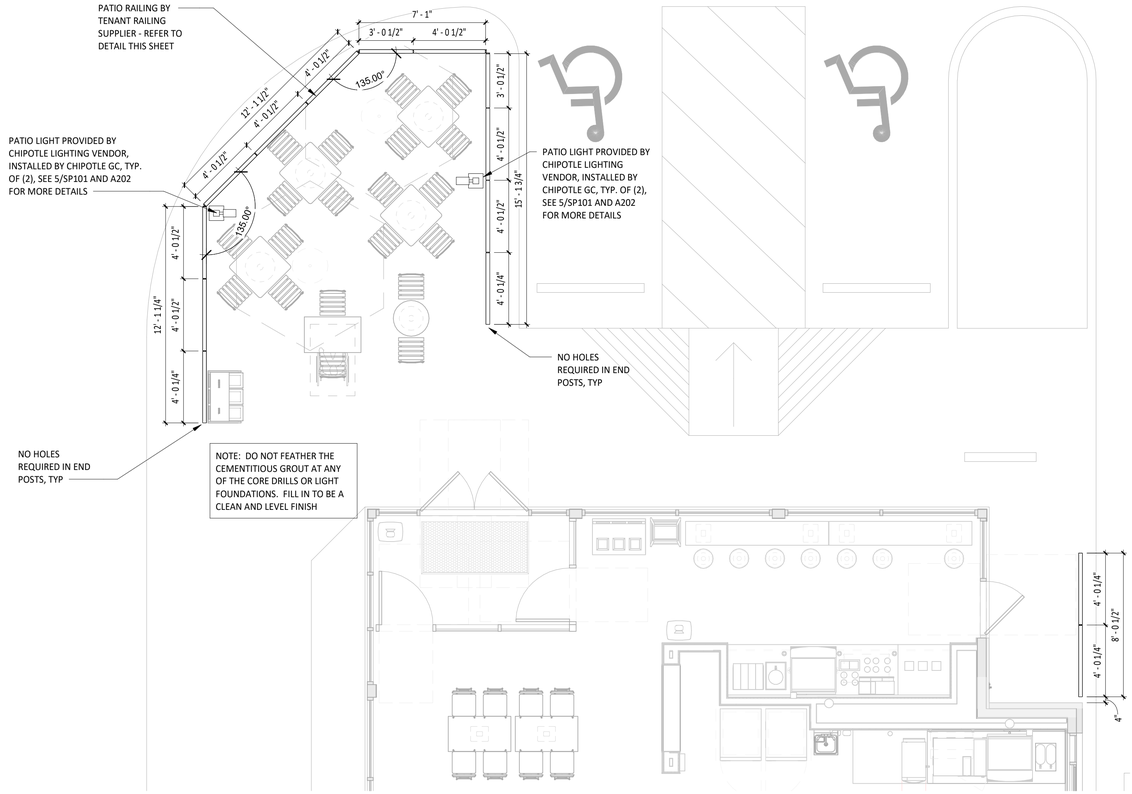
2 SP101 **RAILING MOUNTING DETAIL**
1" = 1'-0"



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



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



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

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

Seal: FIRM REGISTRATION
000000000

REFERENCE ONLY
NOT FOR
CONSTRUCTION

EXPIRES 00-00-0000

SIGNATURE
00 MONTH, YEAR
DATE

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INTERNET: WWW.CHIPOTLE.COM

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

Issue Record:

Revisions:

Drawn: DESIGNER
Checked: K. MOAN

Project No.
2019-0552

Contents:
ARCHITECTURAL SITE DETAILS

SP101

MJK Southpoint Development
E. Rand Road & E. Palatine Road
Preliminary Drainage Report

Prepared for:

MJK Real Estate Holding Company
790 Estate Drive, Suite 100
Deerfield, IL

July 2021
Revised December 2021

GSG CONSULTANTS, INC.
735 Remington Road, Schaumburg, IL 60173
Tel: 630.994.2600, www.gsg-consultants.com

1.0 PROJECT OVERVIEW

1.1 EXISTING CONDITIONS

The MJK Southpoint Development is located at E. Rand Road and E. Palatine Road in Arlington Heights, IL. The existing site consist of commercial buildings, parking lots, and a detention basin that was last permitted through the Metropolitan Water Reclamation District of Greater Chicago (MWRD) in 1988. The detention pond was designed for a tributary area of 28.08 acres as shown in Exhibit A. The pond design was based on a release rate of 0.18 cfs/acre and required a volume of 5.68 ac-ft including 0.76 ac-ft of parking lot detention. The pond now holds approximately 3.44 ac-ft of stormwater per recent survey data.

1.2 PROPOSED DRAINAGE IMPROVEMENTS

The proposed development will disturb approximately 10.08 acres of the overall site as shown in Exhibit B. The detention for the proposed area will be required to be designed with Bulletin 75 rainfall data for Cook County. The required release rate for MWRD for Arlington Heights is 0.20 cfs/acre, but since the existing pond used a release rate of 0.18 cfs/acre the smaller of the two release rates will be used for the updated design.

The proposed development will require approximately 4.82 ac-ft of additional detention volume. The undisturbed areas of the existing development require 4.12 ac-ft of detention volume based on TP-40 Rainfall data. The existing 0.76 ac-ft of parking lot detention will not be disturbed and is included in the detention requirements for the existing site. The existing pond and parking lot detention will account for 4.20 ac-ft of volume. Therefore, the detention pond will only need to be reconfigured to account for the additional volume required per the current MWRD ordinance requirements. The volume of the detention pond will need to provide at least 8.18 ac-ft. The total detention volume for the whole site will need to be at least 8.94 ac-ft. The detention pond design has been reconfigured to hold 8.49 ac-ft of stormwater. The preliminary design can be found on sheet 10, Grading Plan – 3.

Volume control for Outlot #1 will be provided using permeable pavers in the parking lot. The WMO ordinance requires 0.14 ac-ft of storage. The proposed design will provide 0.15 ac-ft of storage in the coarse aggregate below the pavers.

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **MJK Southpoint Development** **PERMIT NUMBER:**

LOCATION: **E. Rand Rd & E. Palatine Rd, Arlington Heights** **DATE:** 10/11/2021

TYPE OF AREA (SELECT WITH DROP-DOWN)

___ DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

X MAJOR STORMWATER SYSTEM

___ OTHER: ___

CONDITION (SELECT WITH DROP-DOWN)

___ PROPOSED CONDITION

X EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Pavement	0.90	8.86	7.97
Landscaped Areas	0.45	1.22	0.55
TOTALS:		10.08	8.52

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{8.52}{10.08} \rightarrow \text{Composite C} = \mathbf{0.85}$$

COMPOSITE RUNOFF COEFFICIENT (*C*)

PROJECT: **MJK Southpoint Development** **PERMIT NUMBER:**

LOCATION: **E. Rand Rd & E. Palatine Rd, Arlington Heights** **DATE:** 12/1/2021

TYPE OF AREA (SELECT WITH DROP-DOWN)

	DETAINED AREA	X	MAJOR STORMWATER SYSTEM
	UNRESTRICTED AREA		OTHER:
	UPSTREAM AREA		

CONDITION (SELECT WITH DROP-DOWN)

X	PROPOSED CONDITION		EXISTING CONDITION

RUNOFF COEFFICIENT

Surface Description	C	Area (acres)	Product (C)(Area)
Pavement	0.90	8.85	7.97
Landscaped Areas	0.45	1.23	0.55
TOTALS:		10.08	8.52

COMPOSITE RUNOFF COEFFICIENT

$$\text{Composite C} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{8.52}{10.08} \rightarrow \text{Composite C} = \mathbf{0.85}$$

NRCS TIME OF CONCENTRATION (T_c) OR TRAVEL TIME (T_t)

PROJECT: MJK Southpoint Development **PERMIT NUMBER:**

LOCATION: E. Rand Rd & E. Palatine Rd, Arlington Heights **DATE:** 8/23/2021

CONDITION (SELECT FROM DROP-DOWN)

X PROPOSED CONDITION ___ EXISTING CONDITION

SHEET FLOW

1. Segment ID		AB		BC				
2. Surface description		Grass		Paved				
3. Manning's roughness coefficient, *n*		0.15		0.011				
4. Flow length, *L* (≤ 100 ft)		74	ft	26				
5. 2-year, 24-hr rainfall, P_2		3.34	in	3.34				
6. Land slope, *s*		0.010	ft/ft	0.010				
7. Travel time, T_t	$T_t = \frac{0.007(nL)^{0.8}}{(P_2)^{0.5}s^{0.4}}(60)$	9.95	+	0.53	=	10.48	min	

SHALLOW CONCENTRATED FLOW

8. Segment ID		CD						
9. Surface description (drop-down list)		Paved						
10. Flow length, *L*		174	ft					
11. Watercourse slope, *s*		0.015	ft/ft					
12. Average velocity, *V*		2.49	fps					
13. Travel time, T_t	$T_t = \frac{L}{60V}$	1.16	+		=	1.16	min	

OPEN CHANNEL FLOW

14. Segment ID		DE		EF				
15. Cross-sectional flow area, *A*		3.14	ft^2	60.00				
16. Wetted Perimeter, P_w		6.28	ft	34.00				
17. Hydraulic radius, *R*		0.50	ft	1.76				
18. Flow Length, *L*		687	ft	983				
19. Channel slope, *S*		0.004	ft/ft	0.003				
20. Manning's roughness coefficient, *n*		0.013		0.013				
21. Average velocity, *V*	$V = \frac{1.486}{n}R^{\frac{2}{3}}S^{\frac{1}{2}}$	4.55	fps	8.88				
22. Travel time, T_t	$T_t = \frac{L}{60V}$	2.51	+	1.85	=	4.36	min	

TIME-OF-CONCENTRATION (T_c) OR TRAVEL TIME (T_t)

23. Time-of-Concentration, *Tc,* or Travel Time, *Tt*	$T_c, T_t = \sum T_t$	=	16.00	min

REQUIRED VOLUME CONTROL CALCULATIONS:

- Impervious Area, $A_{imp} = 72{,}904.5$ ft^2
- Required Volume Control, $V_c = 0.0833 * A_{imp} = 0.0833 * 72{,}904.5 = 6{,}072.95$ ft^3
- $V_c = 0.14$ ac-ft
- Volume control reduction is negligible due to only a slight reduction in impervious area from the existing site.

VOLUME CONTROL STORAGE PROVIDED

PROJECT NAME: MJK Southpoint Development **PERMIT NUMBER:**

LOCATION: Rand & Palatine, Arl Hts **DATE:** 12/2/2021

STORAGE VOLUME, VA: COARSE AGGREGATE (ABOVE INVERT)

Storage Volume = 0.50 * Porosity * V_A

Surface Area (ft^2)	Depth, D_A (ft)	V_A (ac-ft)	Porosity	Storage Volume Provided (ac-ft)
2141.40	1.50	0.07	0.36	0.013
3800.87	1.50	0.13	0.36	0.024
2193.74	1.50	0.08	0.36	0.014

STORAGE VOLUME, V_B: COARSE AGGREGATE (BELOW INVERT)

Storage Volume = Porosity * V_B

Surface Area (ft^2)	Depth, D_A (ft)	V_A (ac-ft)	Porosity	Storage Volume Provided (ac-ft)
2141.40	1.50	0.07	0.36	0.027
3800.87	1.50	0.13	0.36	0.047
2193.74	1.50	0.08	0.36	0.027

TOTAL VOLUME CONTROL STORAGE

Total Storage Above Invert (ac-ft)	0.05
Total Storage Below Invert (ac-ft)	0.10
Total Volume Control Storage (ac-ft)	**0.15**

DETENTION VOLUME PROVIDED

PROJECT: MJK Southpoint Development **PERMIT NUMBER:**

LOCATION: E. Rand Rd & E. Palatine Rd, Arlington Heights **DATE:** **10/18/2021**

AREA UNITS (CHOOSE WITH DROP-DOWN)

Units: ft²

POND / VAULT / SURFACE DETENTION VOLUME

Elevation (ft)	Area (ft²)	Average Area (ft²)	Increment Volume (ac-ft)	Cumulative Volume (ac-ft)
673.50	0.00			0.00
		293.31	0.00	
674.00	586.61			0.00
		20374.98	0.47	
675.00	40163.35			0.47
		54140.15	1.24	
676.00	68116.95			1.71
		69526.82	1.60	
677.00	70936.69			3.31
		72363.04	1.66	
678.00	73789.38			4.97
		75248.93	1.73	
679.00	76708.48			6.70
		78227.07	1.80	
680.00	79745.66			8.49

STORM SEWER DETENTION VOLUME

Diameter (in)	Length (ft)	Volume (ac-ft)

TOTAL DETENTION VOLUME

Pond / Vault / Surface Detention Volume (ac-ft)	8.49
Storm Sewer Detention Volume (ac-ft)	0.00
Total Detention Volume (ac-ft)	**8.49**

N

MJK SOUTHPOINT DEVELOPMENT

EXHIBIT A
EXISTING TRIBUTARY AREA
1988 PERMIT

GSG CONSULTANTS, INC.
639 COOPER COURT, SCHAUMBURG, IL 60173
TEL: 630.595.3900 | WWW.GSG-CONSULTANTS.COM
GSG

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	NTS
DATE:	SHEET #:
8/26/2021	1 OF 1

SHEET NAME:

EXHIBIT A

FILE NAME:

PRELIM DRAINAGE - EXHIBIT A

N

MJK SOUTHPOINT DEVELOPMENT

EXHIBIT B
PROPOSED DEVELOPMENT AREA

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

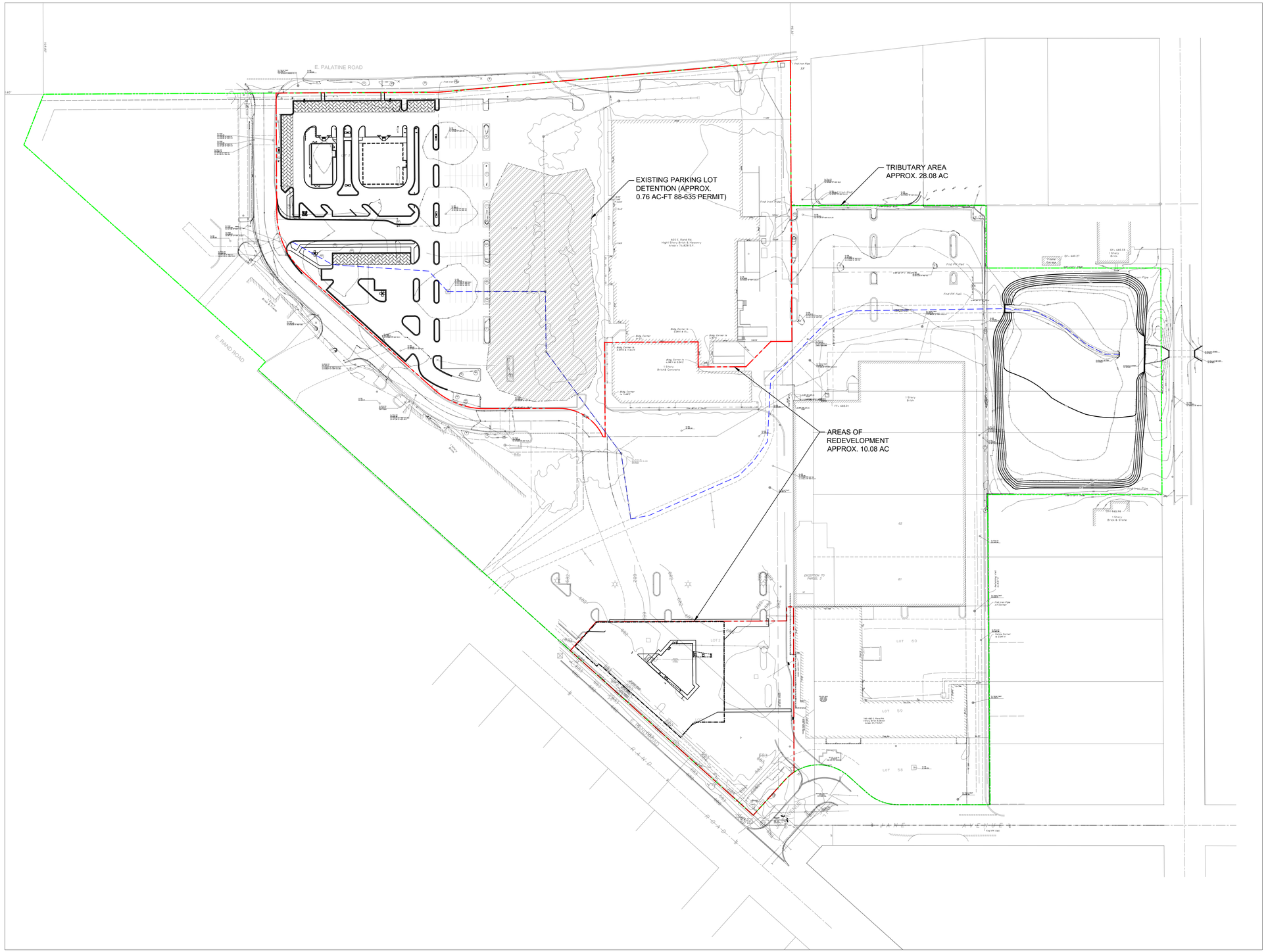
DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	NTS
DATE:	SHEET #:
10/7/2021	1 OF 1

SHEET NAME:

EXHIBIT B

FILE NAME:

PRELIM DRAINAGE - EXHIBIT B



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GRAPHIC SCALE 1"=80'

0 20 40 80 160

LEGEND

- PROPOSED REDEVELOPMENT AREAS
- TRIBUTARY AREA
- TIME OF CONCENTRATION PATH
- EXISTING PARKING LOT DETENTION
- PROPOSED VOLUME CONTROL

REVISIONS

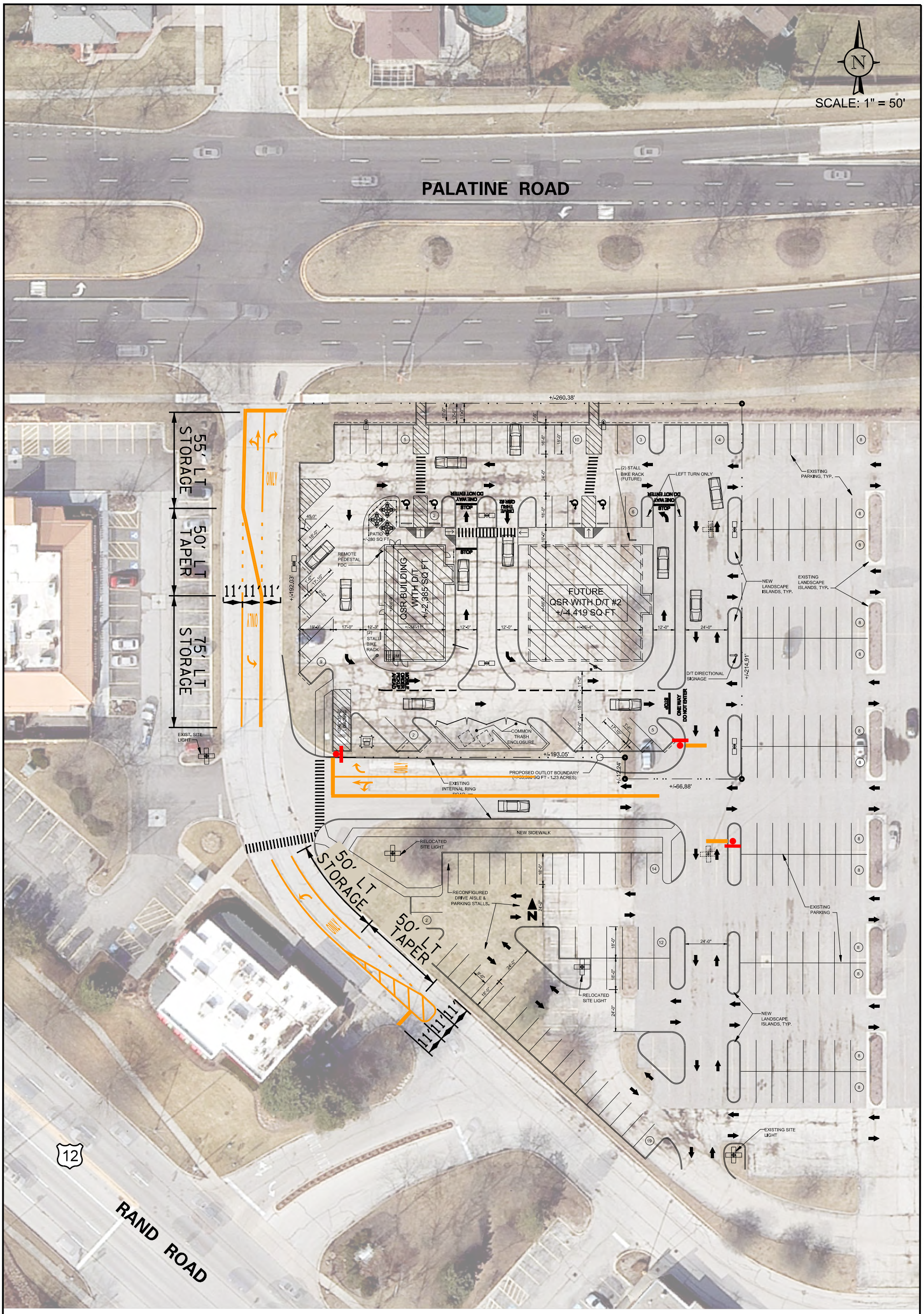
NO.	DATE:	DESCRIPTION:
1		
1		
1		
1		
1		

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

EXHIBIT C - DRAINAGE EXHIBIT

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

DRAWN BY:	PROJECT:
PGW	21-4002
CHECKED BY:	SCALE:
WC	1" = 80'
DATE:	SHEET #:
12/7/2021	1 OF 1
FILE NAME:	
MJK ARLINGTON HTS_DRAINAGE_EXHIBIT	



PROPOSED OUTLOT DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

PRELIMINARY PROPOSED STRIPING

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

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

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: Richard Silverman
MJK Real Estate Holding Company

FROM: Javier Millan
Principal

Luay R. Aboona, PE, PTOE
Principal

DATE: December 23, 2021

SUBJECT: Summary Traffic and Parking Evaluation
Proposed Outlot - 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 multi-tenant building in an outlot within the Southpoint retail center in Arlington Heights, Illinois. The plans call for constructing two quick service restaurants (QSRs) on an outlot parcel located in the southeast quadrant of the intersection of Palatine Road with the Southpoint retail center west drive. It is important to note that one of the quick service restaurants is proposed to be a Chipotle restaurant with a pick-up window only for those orders placed online or via a food delivery service. There are no specific plans for the other quick service restaurant. However, for analysis purposes, it was assumed to include a drive-through lane.

The purpose of this memorandum is to determine the impact, if any, of the traffic that will be generated by the proposed two quick service restaurants on the internal intersection and the adjacent area roadways 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 in the southeast quadrant of the intersection of Palatine Road with the Southpoint shopping center west drive 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 consisting of the Floor & Décor store to the east, an Olive Garden and a Chili's restaurant to the west, and single-family homes to the north.

Existing Roadway System Characteristics

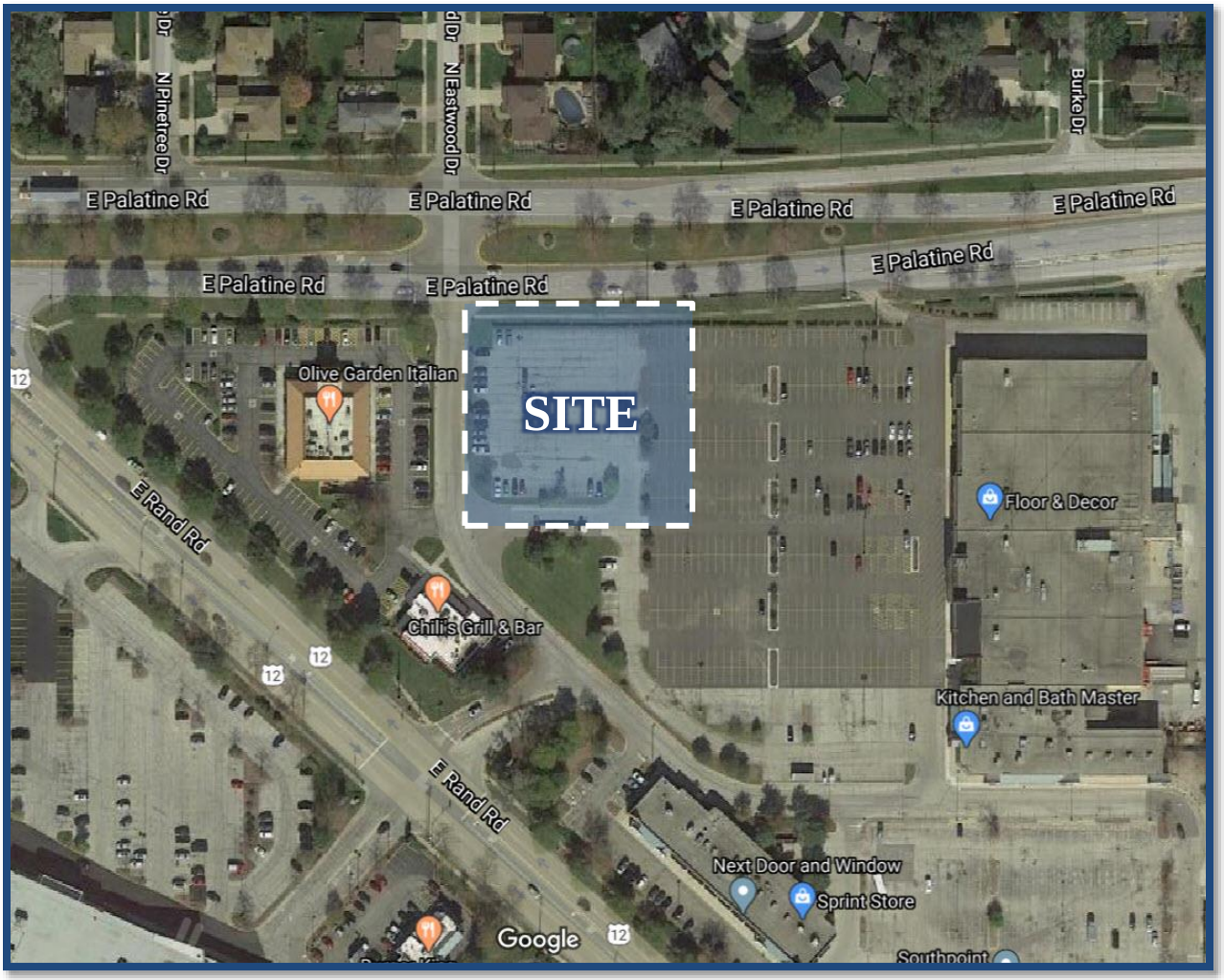
The principal roadways serving the Southpoint retail center are Rand Road and Palatine Road which are major arterials under the jurisdiction of the Illinois Department of Transportation (IDOT). Traffic signal control is provided at the Rand Road intersections with the Southpoint retail center/Town & Country shopping center access drive and at Jane Avenue with exclusive left-turn lanes provided on all approaches of both intersections. One full unsignalized intersection, a right-in/right-out access drive, and a right-in only access drive are provided on Palatine Road. Rand Road and Palatine Road have a posted speed limit of 35 mph.

Internally, the Southpoint retail center is served by a north-south ring road approximately 33 feet wide that provides one lane in each direction. No exclusive turn lanes are provided at its unsignalized intersection with the east-west drive aisle serving the Olive Garden and Chili's restaurant to the west and the Floor & Decor store to the east. The Olive Garden/Chili's restaurant access drive and the Floor & Décor access drive are under stop sign control at their intersection with the north-south ring road.

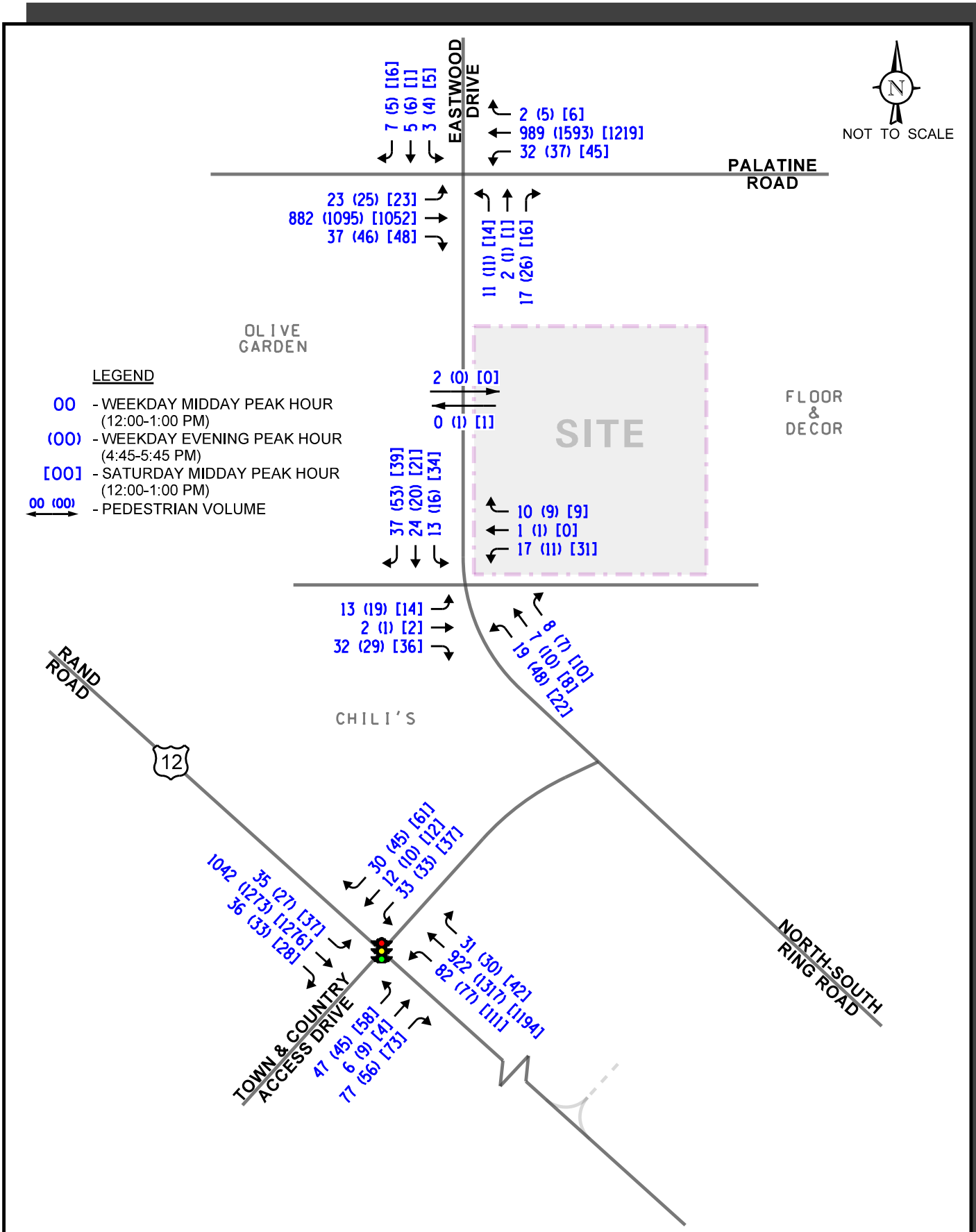
Existing Traffic Volumes

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 during the weekday midday (11:00 A.M. to 2:00 P.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, October 16, 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 based conditions. Previous traffic counts conducted at the intersection of the north-south ring road with the Olive Garden/Chili's restaurant access drive and the Floor & Décor access drive were utilized and adjusted to reflect 2021 traffic volumes.

The results of the traffic counts indicated that the weekday midday peak hour of traffic occurs from 12:00 P.M. to 1:00 P.M., the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M., and the Saturday midday peak hour of traffic occurs from 12:00 P.M. to 1:00 P.M. **Figure 2** illustrates the existing peak hour traffic and pedestrian volumes. Copies of the traffic count summary sheets are included in the Appendix.



Aerial View of Site **Figure 1**



Proposed Outlot Development
Arlington Heights, Illinois

Existing Traffic and Pedestrian Volumes

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

Job No: 20-056 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 in the southeast quadrant of the intersection of Palatine Road with the Southpoint retail center west drive will be redeveloped with two QSR. Based on a review of the latest site plan, the existing north-south drive aisle bisecting the outlot and the Floor & Décor parking lot will be shifted east by approximately 100 feet creating a longer throat length between the ring road and the north-south drive aisle.

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 (approximately 2,691 square feet) located at 300 Ogden Avenue in Westmont, Illinois. The results of the survey are included in the Appendix. The trips to be generated by the other QSR was estimated based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). **Table 1** shows the site-generated traffic volumes for the proposed development. It is important to note that typical of shopping center, interaction between the existing and proposed land uses, or captured trips, where a patron may go to multiple commercial uses within in the same visit occur. As such, a 10 percent interaction reduction was applied to the weekday midday, evening, and Saturday midday peak hour trip generation.

As previously mentioned, it is important to note that the proposed pick-up window for the Chipotle restaurant is for those orders placed online or via a food delivery service. Based on information provided by Chipotle, on average, approximately 35 percent of customers use the pick-up lane. Also, typical utilization of the widow during the peak hours ranges between 15 and 20 vehicles.

Table 1
PROJECTED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

	Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
Type/Size	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Chipotle (2,385 s.f.)	50	59	109	34	30	64	43	46	89
Quick Casual Restaurant (4,419 s.f.)	114	94	208	35	28	63	79	65	144
Internal Capture Reduction (10%)	*-16*	*-15*	*-31*	*-7*	*-6*	*-13*	*-12*	*-11*	*-23*
Total New Trips	**148**	**138**	**286**	**62**	**52**	**114**	**110**	**100**	**210**

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 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 40 percent of the traffic will arrive/depart to the north and 60 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 internal and 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.

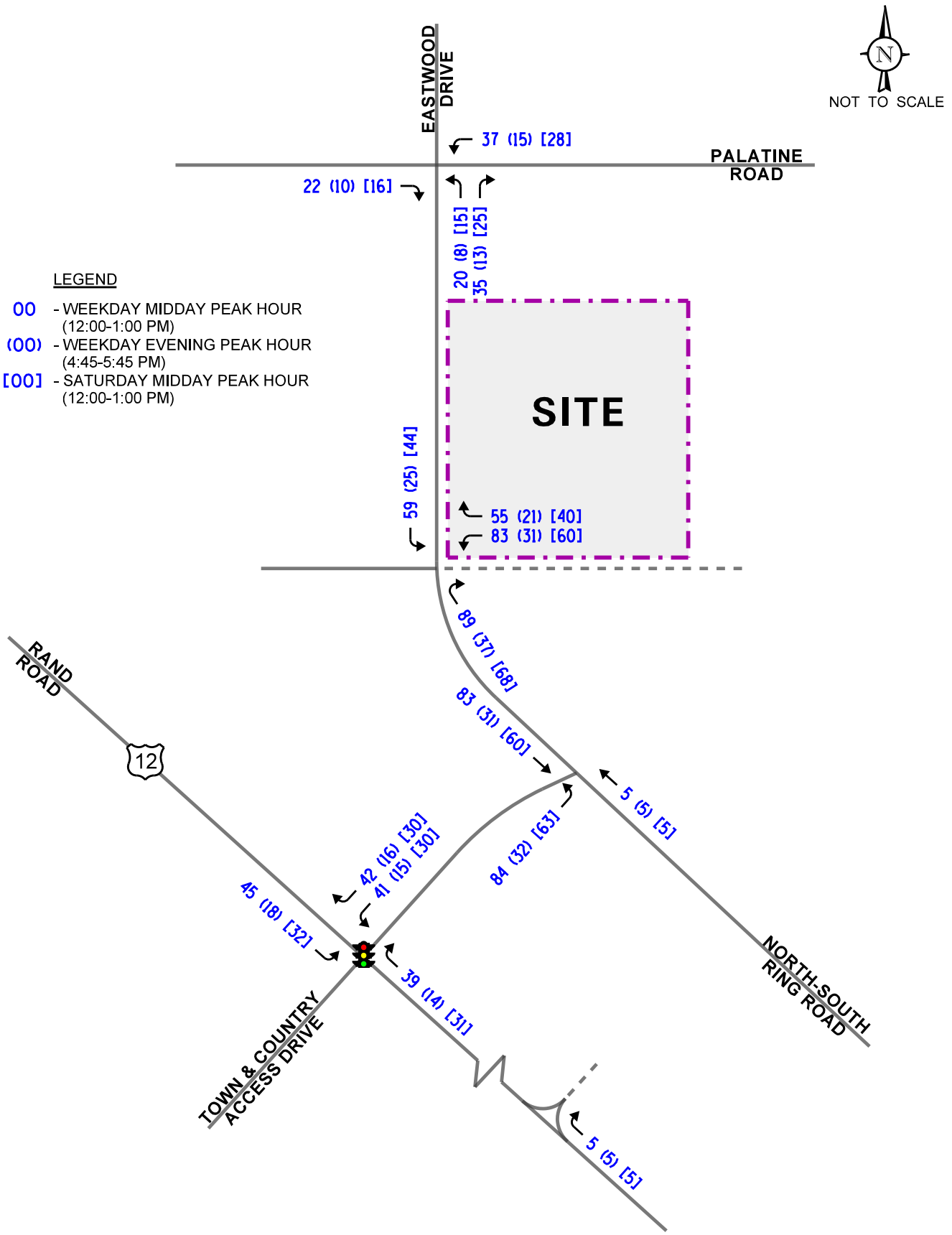
Current Vacancies and Planned Developments

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 a 3,460 square-foot credit union branch was estimated using the ITE *Trip Generation Manual*. **Table 2** shows the traffic to be generated by the current vacancies and the planned credit union. **Figure 4** shows the traffic assignment of these vacancies and future developments.

Table 2
VACANCIES/PLANNED DEVELOPMENT PEAK HOUR TRAFFIC VOLUMES

Type/Size	Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Retail (141,229 s.f.)	250	232	482	230	250	480	323	298	621
Credit Union (3,460 s.f.)[1]	20	20	40	25	25	50	30	30	60
Internal Capture Reduction (10%)	*-27*	*-25*	*-52*	*-26*	*-28*	*-54*	*-35*	*-33*	*-68*
Total New Trips	**243**	**227**	**470**	**229**	**247**	**476**	**318**	**295**	**613**

1 – Based on transaction data of a similar facility provided by the Credit Union

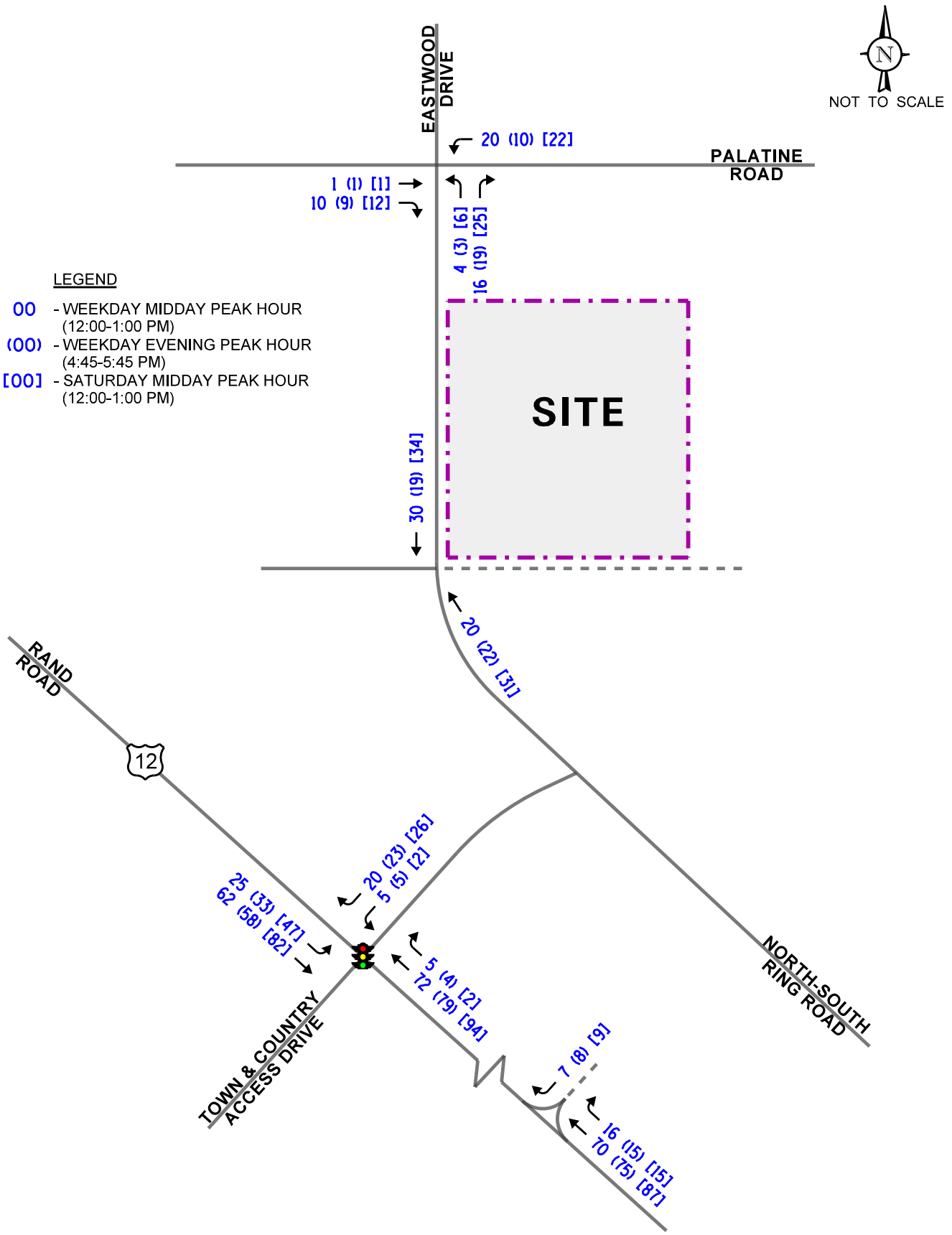


Proposed Outlot Development
Arlington Heights, Illinois

Estimated Site-Generated Traffic Volumes

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

Job No: 20-056 Figure: 3



Proposed Outlot Development
Arlington Heights, Illinois

Vacancies and Planned Credit Union
Traffic Assignment

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

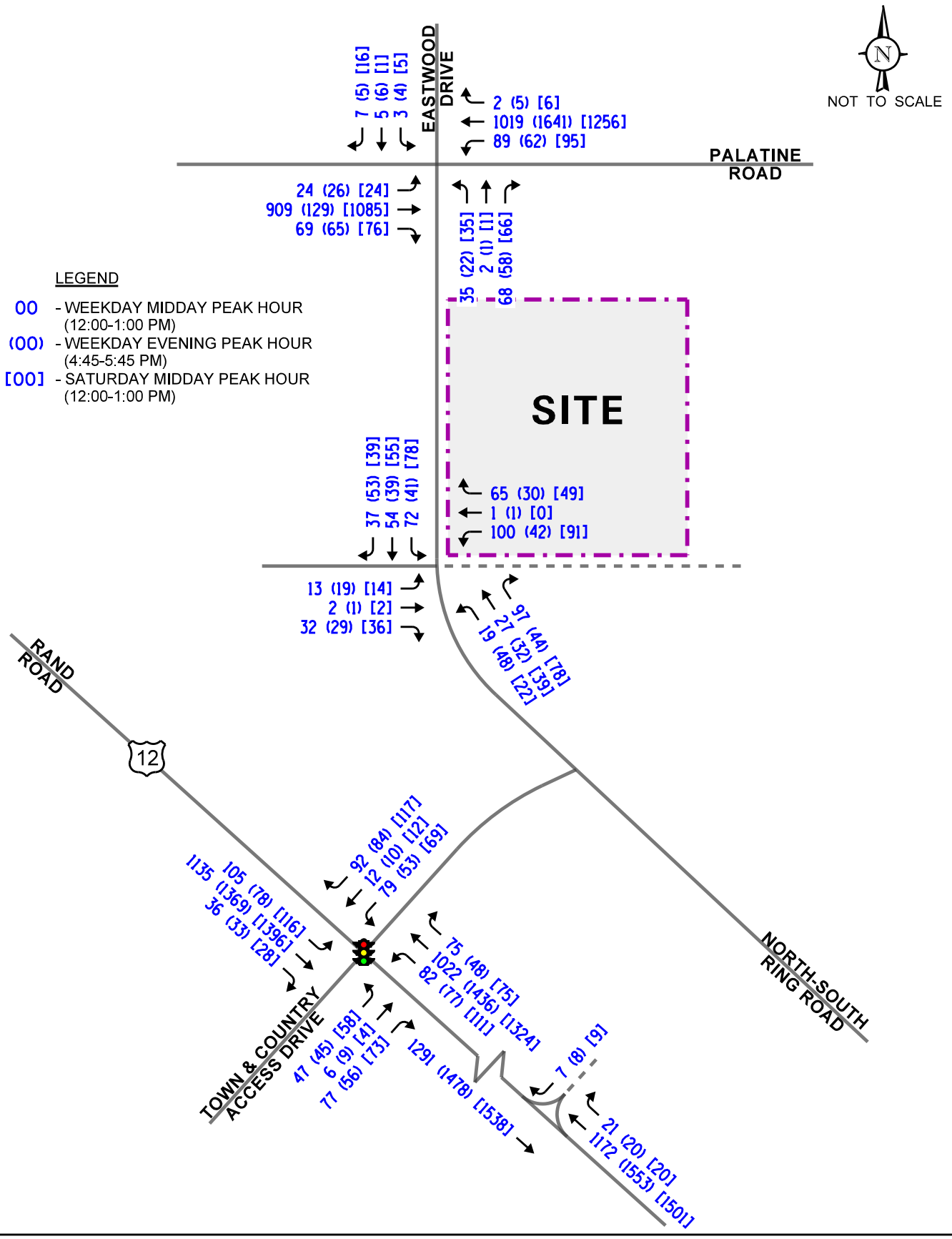
Job No: 20-056 Figure: 4

Total Projected Traffic Volumes

The total projected traffic volumes are comprised 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/other developments traffic assignments (Figure 4). **Figure 5** illustrates the total traffic volumes.

Evaluation and Recommendations

Capacity analyses using Synchro/SimTraffic 11 capacity analysis software were conducted at the intersections of the north-south ring road with the Olive Garden/Chili's restaurant access drive and the Floor & Décor access drive 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 capacity analysis summary sheets are included in the Appendix.



Proposed Outlot Development
Arlington Heights, Illinois

Total Projected Traffic Volumes

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

Job No: 20-056 Figure: 5

Table 2
CAPACITY ANALYSIS RESULTS – RAND ROAD/SOUTHPOINT NORTH DRIVE/TOWN & COUNTRY DRIVE

	Peak Hour	Operating Conditions by Approach												Overall
		Southeast-bound			Northwest-bound			Northeast-bound			Southwest-bound			
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Midday Peak Hour	A 2.4	A 5.7		A 3.4	A 6.4		E 78.8	C 21.1		E 70.7	C 30.4		A 9.2
		A – 5.6			A – 6.2			D – 41.9			D – 48.1			
	Weekday Evening Peak Hour	A 2.3	A 5.3		A 4.4	B 10.1		F 83.7	C 25.4		E 75.2	C 27.3		B 10.3
		A – 5.3			A – 9.8			D – 49.5			D – 45.2			
	Saturday Midday Peak Hour	A 2.9	A 7.0		A 4.4	A 9.2		E 65.8	B 17.2		E 56.8	C 21.1		B 10.2
		A – 7.4			A – 9.7			D – 38.0			C – 33.1			
Year 2026 Conditions (Total Projected)	Weekday Midday Peak Hour	A 4.8	A 7.3		A 4.4	A 9.0		E 74.6	B 17.5		F 83.1	B 18.5		B 11.8
		A – 7.1			A – 8.6			D 38.1			D 46.4			
	Weekday Evening Peak Hour	A 4.5	A 5.8		A 5.0	B 12.7		F 92.9	C 24.3		F 84.4	C 22.6		B 12.1
		A – 5.7			B – 12.3			D – 52.6			D – 44.8			
	Saturday Midday Peak Hour	A 6.4	A 7.7		A 5.7	B 12.8		F 80.9	B 16.3		E 66.3	B 17.7		B 12.7
		A – 7.6			B – 12.3			D – 44.0			C – 34.6			

Delay is measured in seconds.

Table 3
LEVEL OF SERVICE AND DELAY – EXISTING CONDITIONS

Intersection	Weekday Midday Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
North-South Ring Road with Olive Garden/Chili's Drive/Floor & Décor Drive Aisle						
• Eastbound Approach	A	9.1	A	9.4	A	9.1
• Westbound Approach	A	9.9	A	9.5	A	9.9
• Northbound Left	A	7.4	A	7.4	A	7.4
• Southbound Left	A	7.3	A	7.3	A	7.3
Palatine Road with Southpoint West Drive/Eastwood Drive						
• Eastbound Left Turn	C	15.1	D	26.6	C	18.9
• Westbound Left Turn	B	14.5	C	17.5	C	17.8
• Northbound Approach	C	19.8	C	23.4	D	26.2
• Southbound Approach	C	21.4	F	50.1	C	24.7

Table 4
LEVEL OF SERVICE AND DELAY – FUTURE CONDITIONS

Intersection	Weekday Midday Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
North-South Ring Road with Olive Garden/Chili's Drive Aisle/Floor & Décor Drive Aisle						
• Eastbound Approach	B	10.1	B	10.0	B	10.1
• Westbound Approach	B	11.7	B	10.6	B	12.1
• Northbound Left	A	7.4	A	7.5	A	7.4
• Southbound Left	A	7.6	A	7.4	A	7.6
Palatine Road with Southpoint West Drive/Eastwood Drive						
• Eastbound Left Turn	C	15.6	D	28.2	C	19.6
• Westbound Left Turn	C	17.4	C	19.7	C	22.5
• Northbound Approach	D	23.6	D	26.8	D	31.7
• Southbound Approach	D	26.8	F	53,1	D	29.5
Rand Road with Proposed Right-In/Right-Out						
• Southwest-bound Right	B	13.9	C	17.3	C	16.8

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.

Palatine Road with Southpoint West Drive/Eastwood Drive

The results of the capacity analyses indicate that all of the critical turning movements from Palatine Road are 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 movement from Eastwood Drive operates at a LOS E during the weekday evening peak hour. This not uncommon and is expected when a minor road or access drive intersects a major arterial such as Palatine Road. Field observations indicate that the outbound left-turn movement is able to exit more efficiently than what the analyses indicate given the numerous gaps created in the through traffic stream by the traffic signals on Palatine Road at Rand Road to the west and Windsor Drive to the east.

Under future conditions, the Southpoint west drive and Eastwood Drive left-turn movements during the weekday evening peak hour will experience slightly longer delays. However, based on a review of the simulation runs, vehicles will be able to clear the intersections as they currently do under existing conditions. As such, no geometric or traffic control improvements will be necessary at this intersection in conjunction with the proposed development.

North-South Ring Road with Olive Garden/Chili's/Floor & Décor Drive Aisle

The results of the capacity analyses indicate that the outbound movements from this intersection are and will continue operating at a LOS B. Based on the projected traffic volumes, consideration should be given to restriping the north-south ring road to provide an exclusive left-turn lane (a conceptual exhibit is included in the Appendix). No additional 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 current site plan, all two-way drive aisles will be 24 feet wide thus providing for efficient two-way traffic flow throughout the parking field. The westerly and southerly drive aisles adjacent to the buildings will be signed for one-way traffic and will range between 15.5 and 17 feet wide. The relocated north-south drive aisle immediately east of the proposed buildings should be under stop sign control at its intersection with the Floor & Décor drive aisle. This intersection should be periodically monitored to determine if modifications to the recommended traffic control should be implemented.

Chipotle Pick-up Window Evaluation

As previously indicated, the proposed Chipotle restaurant will be providing a drive-through lane for picking up orders placed online or via a food delivery service. No ordering board will be provided. Based on a review of the site plan, the pick-up lane will wrap around the building in a counterclockwise fashion with stacking for five vehicles from the pick-up window to the one-way southbound rive aisle west of the building. Exiting traffic from the pick-up lane will be under stop sign control. Based on information provided by Chipotle, the typical queue/stacking during the peak periods ranges between three to four vehicles with an average customer service time of 24 seconds. This is due to the fact that the drive-through lane is only for picking up orders that have already been paid for online or via a food delivery service. Should the queues be longer, approximately two spaces on the north side of the site will be signed for drive-through customers waiting for their order.

QSR Drive-Through Evaluation

Given that there are no concrete plans for the other QSR, the plan assumes a QSR with a regular drive-through lane that would also wrap around the building in a counterclockwise fashion and provide stacking for approximately 11 vehicles. In addition, the plan proposes an opening along the south side of the building to allow vehicles to by-pass or exit the drive-through lane should they desire to do so. Based on the preliminary plan for this lot, the outbound traffic from the drive-through lane will be under stop sign control and will be directed to turn left and circulate around the site to exit into the north-south drive aisle. Striping and signage indicating no right turns are allowed should be provided at the exit point of the drive-through lane.

Parking Occupancy Surveys

In order to determine the existing parking demand and, as requested by the Village of Arlington Heights, parking occupancy surveys were conducted during the following time periods:

- Friday and Saturday, February 28 and 29, 2021 between 11:30 A.M. and 9:00 P.M.

The parking occupancy surveys were conducted every 30 minutes and the parking field was divided into three areas as illustrated in **Figure 6**.

Area 1:

Serves the Olive Garden and Chili's restaurants and has approximately 144 spaces, of which eight are handicapped (Based on field inspection).

Area 2:

Proposed location of the outlot parcel and provides approximately 63 spaces (Based on Alta/NSPS survey).

Area 3:

Remainder of the parking field that serves Floor & Décor and the vacant space and has approximately 479 spaces, of which 19 are handicapped spaces (Alta/NSPS survey). This number of spaces does not include seven parking spaces on the rear of the building.

Based on the above, the results of the parking occupancy surveys are summarized in **Tables 5** and **6** for Friday and Saturday, respectively.

In reviewing the results of the parking occupancy, the peak periods by area, time of day, and overall per day was determined and are summarized in **Table 7**.

Parking Study Areas **Figure 6**

Table 5
PARKING OCCUPANCY SUMMARY (FRIDAY, FEBRUARY 28, 2020)

Time Period	Area 1 (144 Spaces)		Area 2 (63 Spaces)		Area 3 (479 Spaces)		Total (686 Spaces)	
	Occupancy	Surplus	Occupancy	Surplus	Occupancy	Surplus	Occupancy	Surplus
11:30 A.M.	27	117	19	44	41	438	87	599
12:00 Noon	47	97	18	45	38	441	103	583
12:30 P.M.	**70**	**74**	**18**	**45**	**44**	**435**	**132**	**554**
1:00 P.M.	67	77	17	46	37	442	121	565
1:30 P.M.	54	90	19	44	48	431	121	565
2:00 P.M.	48	96	18	45	42	437	108	578
2:30 P.M.	28	116	21	42	46	433	95	591
3:00 P.M.	23	121	22	41	48	431	93	593
3:30 P.M.	24	120	22	41	47	432	93	593
4:00 P.M.	30	114	23	40	47	432	100	586
4:30 P.M.	37	107	25	38	42	437	104	582
5:00 P.M.	51	93	27	36	53	426	131	555
5:30 P.M.	96	48	32	31	47	432	175	511
6:00 P.M.	131	13	41	22	42	437	214	472
6:30 P.M.	**134**	**10**	**42**	**21**	**40**	**439**	**216**	**470**
7:00 P.M.	122	22	33	30	31	448	186	500
7:30 P.M.	127	17	33	30	30	449	190	496
8:00 P.M.	115	29	31	32	28	451	174	512
8:30 P.M.	110	34	30	33	30	449	170	516
9:00 P.M.	94	50	30	33	24	455	148	538

Table 6
PARKING OCCUPANCY SUMMARY (SATURDAY, FEBRUARY 29, 2020)

Time Period	Area 1 (144 Spaces)		Area 2 (63 Spaces)		Area 3 (479 Spaces)		Total (686 Spaces)	
	Occupancy	Surplus	Occupancy	Surplus	Occupancy	Surplus	Occupancy	Surplus
11:30 A.M.	35	109	19	44	61	418	115	571
12:00 Noon	46	98	22	41	57	422	125	561
12:30 P.M.	65	79	22	41	61	418	148	538
1:00 P.M.	72	72	24	39	56	423	152	534
1:30 P.M.	69	75	25	38	64	415	158	528
2:00 P.M.	**79**	**65**	**26**	**37**	**68**	**411**	**173**	**513**
2:30 P.M.	75	69	27	36	61	418	163	523
3:00 P.M.	75	69	28	35	56	423	159	527
3:30 P.M.	80	84	30	33	56	423	164	522
4:00 P.M.	92	52	33	30	57	422	182	504
4:30 P.M.	113	31	34	29	59	420	206	480
5:00 P.M.	129	15	39	24	52	427	220	466
5:30 P.M.	129	15	49	14	58	421	236	450
6:00 P.M.	137	7	51	12	46	433	234	452
6:30 P.M.	**134**	**10**	**58**	**5**	**52**	**427**	**244**	**442**
7:00 P.M.	127	17	55	8	44	435	226	460
7:30 P.M.	127	17	52	11	37	442	216	470
8:00 P.M.	125	19	39	24	34	445	198	488
8:30 P.M.	109	35	35	28	22	457	166	520
9:00 P.M.	91	53	29	34	18	461	138	548

Table 7
PEAK PARKING OCCUPANCY SUMMARY

Time Period	Area 1 (144 spaces)		Area 2 (63 spaces)		Area 3 (479 Spaces)		Total (686 Spaces)	
	Peak	Percentage	Peak	Percentage	Peak	Percentage	Peak	Percentage
Friday								
Lunchtime	70	49%	18	29%	44	9%	132	19%
Dinner	134	93%	42	66%	40	8%	216	31%
Saturday								
Lunchtime	79	55%	26	41%	68	14%	173	25%
Dinner	134	93%	58	92%	52	11%	244	36%

Projected Parking Demand

Based on a review of the proposed site plan, the number of provided parking spaces in the studied areas will be as follows:

- Area 1 = 144 spaces
- Area 2 = 47 spaces
- Area 3 = 438 spaces
- Total = 629 spaces

Therefore, the new number of parking spaces will present a net loss of 57 parking spaces compared to existing conditions.

The future increase in parking demand in the immediate area was determined based on the following:

- The occupancy of the current vacancies within the northern portion of the Southpoint shopping center (31,229 square feet) with retail use
- The development of a 2,385 square-foot Chipotle restaurant and a 4,419 square-foot QSR

The parking ratio assumed for the two retail uses was based on rates published by the Institute of Transportation Engineers (ITE) in their *Parking Generation Manual,* 5th Edition as follows:

Retail: Friday – 4.09 vehicles per 1,000 square feet
Saturday – 4.58 vehicles per 1,000 square feet

Fast Casual Restaurant: Friday – 9.93 vehicles per 1,000 square feet
Saturday – 8.75 vehicles per 1,000 square feet

It should be noted that these ratios represent parking demand during the peak month of December. Furthermore, the ratios for a weekday and Saturday are higher than the Village Code requirements (one space per 300 square feet).

Based on these ratios, **Table 8** was prepared showing the hourly variations in parking demand for both buildings for the survey days. The hourly variations were based on information provided in the ITE Parking Generation Manual.

To determine the adequacy of the parking supply, the estimated parking demand for the two uses was then added to the existing demand and compared with the overall supply. As indicated above, with the development of the outlot parcel and based on the proposed site plan, there will be a net loss of approximately 57 parking spaces which will reduce the parking supply in Areas 2 and 3 to approximately 485 parking spaces (Area 1 will continue providing 144 parking spaces). **Table 9** summarizes the projected hourly demand combining the existing conditions with estimated future demand for the retail store and outlot parcel.

Table 8
ESTIMATED PARKING DEMAND OF THE PROPOSED OUTLOT PARCEL

Time	Friday	Saturday
11:30 A.M.	44	34
12:00 Noon	68	42
12:30 P.M.	65	47
1:00 P.M.	51	48
1:30 P.M.	45	55
2:00 P.M.	31	60
2:30 P.M.	31	49
3:00 P.M.	21	34
3:30 P.M.	18	34
4:00 P.M.	16	26
4:30 P.M.	24	34
5:00 P.M.	33	36
5:30 P.M.	50	44
6:00 P.M.	52	52
6:30 P.M.	50	41
7:00 P.M.	47	32
7:30 P.M.	32	31
8:00 P.M.	19	26
8:30 P.M.	16	25
9:00 P.M.	14	20

Table 9
PROJECTED PARKING DEMAND

Time	Friday					Saturday				
	Existing	Vacancies	Outlot	Total	Surplus	Existing	Vacancies	Outlot	Total	Surplus
11:30 A.M.	87	118	44	249	380	115	107	34	256	373
12:00 Noon	103	124	68	295	334	125	139	42	306	323
12:30 P.M.	**132**	**125**	**65**	**322**	**307**	148	140	47	335	294
1:00 P.M.	121	128	51	300	329	152	142	48	342	287
1:30 P.M.	121	123	45	289	340	158	143	55	356	273
2:00 P.M.	108	118	31	257	372	**173**	**143**	**60**	**376**	**253**
2:30 P.M.	95	114	31	240	289	163	140	49	352	277
3:00 P.M.	93	109	21	223	406	159	139	34	332	297
3:30 P.M.	93	109	18	220	409	164	133	34	331	298
4:00 P.M.	100	108	16	224	405	182	126	26	334	295
4:30 P.M.	104	104	24	232	397	206	119	34	359	270
5:00 P.M.	131	100	33	264	365	220	110	36	366	263
5:30 P.M.	175	98	50	323	306	**236**	**102**	**44**	**382**	**247**
6:00 P.M.	214	96	52	362	267	234	92	52	378	251
6:30 P.M.	**216**	**88**	**50**	**354**	**275**	244	83	41	368	261
7:00 P.M.	186	81	47	314	315	226	75	32	333	296
7:30 P.M.	190	73	32	295	334	216	67	31	314	315
8:00 P.M.	174	65	19	258	371	198	68	26	292	337
8:30 P.M.	170	58	16	244	385	166	59	25	250	379
9:00 P.M.	148	50	14	212	417	138	50	20	208	421

Inspection of Table 9 indicates that the proposed parking supply will be adequate in accommodating the future demands. During the peak demand periods on Friday (6:30 to 7:30 P.M.) and on Saturday (5:30 to 6:30 P.M.), adequate surplus parking remains (40 to 43 percent of the total supply) which indicates that overall parking supply can accommodate the increased demand from the proposed QSR and the retail vacancies. It should be noted that, in order to address the use of Area 2 for parking by the two restaurants in the future with the development of the outlot parcel, the following measures are recommended:

- Designate a section within Area 3 for employee parking.
- Maximize the usage of Area 1 by customers of the restaurants.
- Designate a section within Area 3 for customer overflow parking.
- Encourage the restaurants to provide valet service.

Parking Evaluation

Based on a review of Table 9, even with a net loss of 57 parking spaces, the future parking supply will be adequate in meeting the overall parking needs of the two existing restaurants as well as the existing Floor & Décor, the vacant retail portion of the building and the proposed outlot parcel. The overflow demand of the restaurants can be accommodated through a number of parking management measures such as the designation of parking areas within Area 3 for employees and/or customers and provision of valet service.

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 two QSR restaurants totaling an approximately 6,804 square-foot building to be located in the southeast quadrant of the intersection of Palatine Road with the Southpoint retail center west drive.

- The existing access system 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.

- Given the proposed shift of the north-south drive aisle further east, additional throat length will be provided to accommodate the additional internal traffic demand.

- Based on the projected traffic volumes, consideration should be given to restriping the north-south ring road to provide exclusive left-turn lanes at its intersection with the Olive Garden/Chilis access drive/Floor & Décor drive aisle.

- The relocated north-south drive aisle immediately east of the proposed buildings should be under stop sign control at its intersection with the Floor & Décor drive aisle.

- The proposed pick-up window for the Chipotle restaurant is for those orders placed online or via a food delivery service. Based on information provided by Chipotle, on average, approximately 35 percent of customers use the pick-up lane. Also, typical utilization of the window during the peak hours ranges between 15 and 20 vehicles.

- The Chipotle pick-up lane will accommodate five vehicles. This stacking will be adequate to accommodate the expected peak utilization of the pick-up lane given that the typical queue/stacking during the peak periods ranges between three to four vehicles with an average customer service tine of 24 seconds. Should additional demand be observed, two number of parking spaces north of the building will be signed and allocated for drive-through /pick-up customers.

- Based on a review of the site plan, the drive-through lane for the other QSR will provide total stacking for 11 vehicles.

- The proposed number of parking spaces will exceed the number of parking spaces required by Village Code and will be more than adequate in accommodating the projected peak parking demand of all of the adjacent land uses.

Appendix

Traffic Count Summary Sheets
Traffic Survey Results
Capacity Analysis Summary Sheets
Conceptual Exhibit

Traffic Count Summary Sheets

Palatine Road with Eastwood Drive - TMC

Thu Oct 14, 2021
Full Length (11 AM-2 PM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888829, Location: 42.10987, -87.97382

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

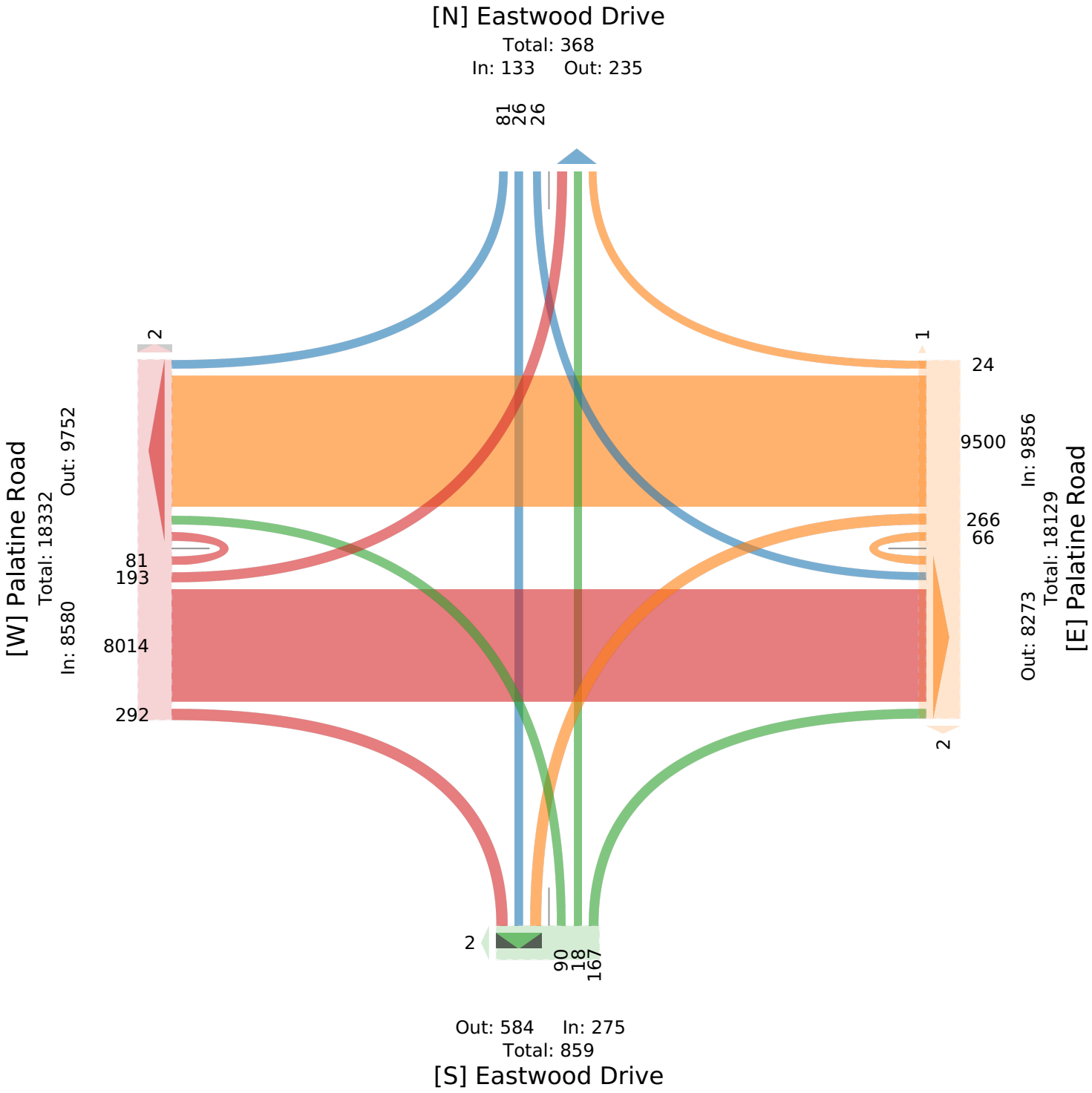
Leg	Eastwood Drive						Palatine Road						Eastwood Drive						Palatine Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-10-14 11:00AM	0	1	0	0	**1**	-	1	210	6	1	**218**	0	4	1	0	0	**5**	0	6	188	6	1	**201**	0	**425**
11:15AM	3	1	0	0	**4**	-	0	201	3	1	**205**	0	3	2	3	0	**8**	0	8	205	6	3	**222**	1	**439**
11:30AM	2	3	2	0	**7**	-	1	219	10	3	**233**	0	4	0	0	0	**4**	0	5	182	2	1	**190**	0	**434**
11:45AM	3	2	0	0	**5**	-	0	250	12	3	**265**	0	2	2	2	0	**6**	0	11	225	6	1	**243**	0	**519**
Hourly Total	8	7	2	0	**17**	-	2	880	31	8	**921**	0	13	5	5	0	**23**	0	30	800	20	6	**856**	1	**1817**
12:00PM	2	0	2	0	**4**	-	1	254	7	2	**264**	1	5	0	3	0	**8**	1	11	205	5	1	**222**	0	**498**
12:15PM	1	3	0	0	**4**	-	0	242	4	2	**248**	0	3	0	6	0	**9**	0	6	217	6	3	**232**	0	**493**
12:30PM	1	0	1	0	**2**	-	1	243	9	3	**256**	0	7	0	0	0	**7**	0	9	235	6	2	**252**	0	**517**
12:45PM	0	1	1	0	**2**	-	0	236	8	2	**246**	0	7	1	6	0	**14**	0	3	224	0	2	**229**	0	**491**
Hourly Total	4	4	4	0	**12**	-	2	975	28	9	**1014**	1	22	1	15	0	**38**	1	29	881	17	8	**935**	0	**1999**
1:00PM	1	2	1	0	**4**	-	0	229	7	2	**238**	1	7	0	4	0	**11**	0	12	216	8	4	**240**	0	**493**
1:15PM	1	0	0	0	**1**	-	0	267	6	1	**274**	0	7	1	1	0	**9**	0	5	211	6	5	**227**	0	**511**
1:30PM	6	0	0	0	**6**	-	1	282	2	4	**289**	0	7	0	2	0	**9**	0	7	229	9	1	**246**	0	**550**
1:45PM	4	0	0	0	**4**	-	0	291	6	3	**300**	0	7	2	3	0	**12**	0	3	226	2	2	**233**	0	**549**
Hourly Total	12	2	1	0	**15**	-	1	1069	21	10	**1101**	1	28	3	10	0	**41**	0	27	882	25	12	**946**	0	**2103**
4:00PM	3	0	2	0	**5**	-	1	378	15	2	**396**	0	5	0	4	0	**9**	0	10	300	8	4	**322**	0	**732**
4:15PM	5	0	1	0	**6**	-	1	401	8	1	**411**	0	2	2	2	0	**6**	0	5	277	4	1	**287**	0	**710**
4:30PM	0	0	0	0	**0**	-	0	353	4	1	**358**	0	7	0	1	0	**8**	0	13	244	9	3	**269**	0	**635**
4:45PM	1	2	1	0	**4**	-	1	405	10	2	**418**	0	5	0	0	0	**5**	1	10	281	4	4	**299**	0	**726**
Hourly Total	9	2	4	0	**15**	-	3	1537	37	6	**1583**	0	19	2	7	0	**28**	1	38	1102	25	12	**1177**	0	**2803**
5:00PM	1	1	2	0	**4**	-	2	375	7	2	**386**	0	5	0	5	0	**10**	0	12	249	8	4	**273**	0	**673**
5:15PM	2	3	0	0	**5**	-	1	420	12	4	**437**	0	7	0	2	0	**9**	0	11	256	8	3	**278**	0	**729**
5:30PM	1	0	1	0	**2**	-	1	393	8	4	**406**	0	9	1	4	0	**14**	0	13	309	5	2	**329**	0	**751**
5:45PM	3	1	0	0	**4**	-	0	361	12	1	**374**	0	8	0	1	0	**9**	0	13	268	7	1	**289**	0	**676**
Hourly Total	7	5	3	0	**15**	-	4	1549	39	11	**1603**	0	29	1	12	0	**42**	0	49	1082	28	10	**1169**	0	**2829**
2021-10-16 11:00AM	3	0	1	0	**4**	-	1	278	9	1	**289**	0	6	2	3	0	**11**	0	3	243	4	1	**251**	0	**555**
11:15AM	4	1	1	0	**6**	-	1	275	3	1	**280**	0	0	0	0	0	**0**	0	8	249	7	3	**267**	0	**553**
11:30AM	5	0	1	0	**6**	-	0	298	7	3	**308**	0	1	0	2	0	**3**	0	7	253	9	1	**270**	0	**587**
11:45AM	2	2	2	0	**6**	-	0	280	12	2	**294**	0	5	2	2	0	**9**	0	9	250	6	2	**267**	0	**576**
Hourly Total	14	3	5	0	**22**	-	2	1131	31	7	**1171**	0	12	4	7	0	**23**	0	27	995	26	7	**1055**	0	**2271**
12:00PM	6	0	1	0	**7**	-	2	257	7	0	**266**	0	3	0	3	0	**6**	0	9	247	3	4	**263**	0	**542**
12:15PM	2	0	3	0	**5**	-	1	317	15	3	**336**	0	2	0	2	0	**4**	0	12	269	4	4	**289**	0	**634**
12:30PM	4	0	1	0	**5**	-	1	311	13	2	**327**	0	5	1	0	0	**6**	0	10	261	9	4	**284**	1	**622**
12:45PM	4	1	0	0	**5**	-	2	334	10	6	**352**	0	6	0	9	0	**15**	0	17	275	7	1	**300**	0	**672**
Hourly Total	16	1	5	0	**22**	-	6	1219	45	11	**1281**	0	16	1	14	0	**31**	0	48	1052	23	13	**1136**	1	**2470**
1:00PM	3	1	2	0	**6**	-	2	290	9	2	**303**	0	9	0	2	0	**11**	0	12	290	6	3	**311**	0	**631**
1:15PM	3	0	0	0	**3**	-	1	296	12	0	**309**	0	7	0	8	0	**15**	0	11	323	5	0	**339**	0	**666**
1:30PM	2	0	0	0	**2**	-	0	292	7	2	**301**	0	5	1	4	0	**10**	0	10	327	7	5	**349**	0	**662**
1:45PM	3	1	0	0	**4**	-	1	262	6	0	**269**	1	7	0	6	0	**13**	0	11	280	11	5	**307**	0	**593**
Hourly Total	11	2	2	0	**15**	-	4	1140	34	4	**1182**	1	28	1	20	0	**49**	0	44	1220	29	13	**1306**	0	**2552**
Total	81	26	26	0	**133**	-	24	9500	266	66	**9856**	3	167	18	90	0	**275**	2	292	8014	193	81	**8580**	2	**18844**
% Approach	60.9%	19.5%	19.5%	0%	**-**	-	0.2%	96.4%	2.7%	0.7%	**-**	-	60.7%	6.5%	32.7%	0%	**-**	-	3.4%	93.4%	2.2%	0.9%	**-**	-	-
% Total	0.4%	0.1%	0.1%	0%	**0.7%**	-	0.1%	50.4%	1.4%	0.4%	**52.3%**	-	0.9%	0.1%	0.5%	0%	**1.5%**	-	1.5%	42.5%	1.0%	0.4%	**45.5%**	-	-
Lights	81	24	26	0	**131**	-	22	9169	262	64	**9517**	-	164	17	89	0	**270**	-	290	7672	192	78	**8232**	-	18150
% Lights	100%	92.3%	100%	0%	**98.5%**	-	91.7%	96.5%	98.5%	97.0%	**96.6%**	-	98.2%	94.4%	98.9%	0%	**98.2%**	-	99.3%	95.7%	99.5%	96.3%	**95.9%**	-	96.3%
Single-Unit Trucks	0	0	0	0	**0**	-	2	166	4	1	**173**	-	2	0	1	0	**3**	-	1	158	1	0	**160**	-	336
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	8.3%	1.7%	1.5%	1.5%	**1.8%**	-	1.2%	0%	1.1%	0%	**1.1%**	-	0.3%	2.0%	0.5%	0%	**1.9%**	-	1.8%
Articulated Trucks	0	0	0	0	**0**	-	0	155	0	1	**156**	-	1	0	0	0	**1**	-	1	174	0	3	**178**	-	335
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.6%	0%	1.5%	**1.6%**	-	0.6%	0%	0%	0%	**0.4%**	-	0.3%	2.2%	0%	3.7%	**2.1%**	-	1.8%
Buses	0	0	0	0	**0**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	0	10	0	0	**10**	-	20
% 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%

Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Eastwood Drive Northbound						Palatine 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**
Bicycles on Road	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	7.7%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	5.6%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive - TMC
Thu Oct 14, 2021
Full Length (11 AM-2 PM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888829, Location: 42.10987, -87.97382

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



Palatine Road with Eastwood Drive - TMC

Thu Oct 14, 2021
Midday Peak (Oct 14 2021 11:45AM - 12:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888829, Location: 42.10987, -87.97382

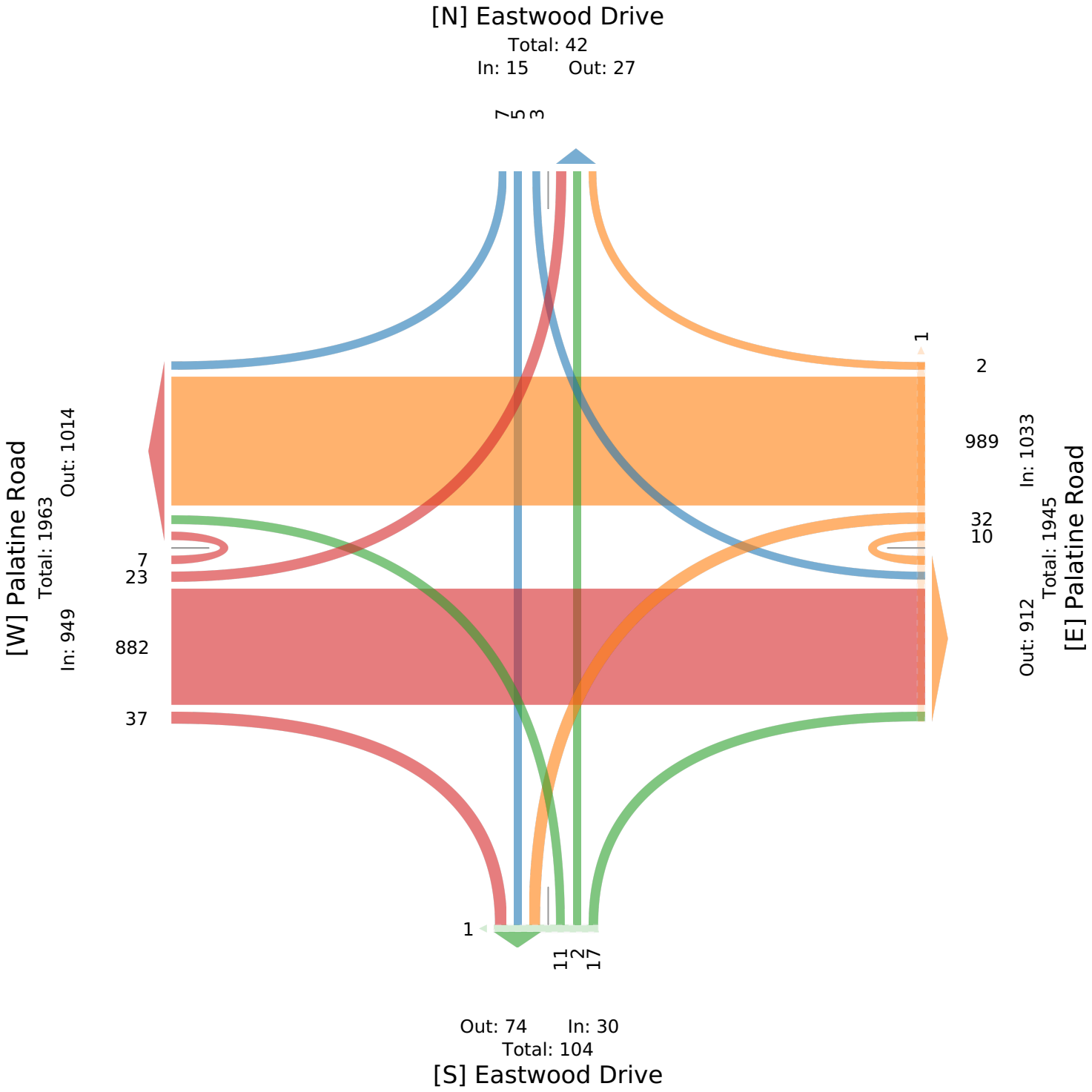
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	Eastwood Drive						Palatine Road						Eastwood Drive						Palatine 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 11:45AM	3	2	0	0	**5**	-	0	250	12	3	**265**	0	2	2	2	0	**6**	0	11	225	6	1	**243**	0	**519**
12:00PM	2	0	2	0	**4**	-	1	254	7	2	**264**	1	5	0	3	0	**8**	1	11	205	5	1	**222**	0	**498**
12:15PM	1	3	0	0	**4**	-	0	242	4	2	**248**	0	3	0	6	0	**9**	0	6	217	6	3	**232**	0	**493**
12:30PM	1	0	1	0	**2**	-	1	243	9	3	**256**	0	7	0	0	0	**7**	0	9	235	6	2	**252**	0	**517**
Total	7	5	3	0	**15**	-	2	989	32	10	**1033**	1	17	2	11	0	**30**	1	37	882	23	7	**949**	0	**2027**
% Approach	46.7%	33.3%	20.0%	0%	**-**	-	0.2%	95.7%	3.1%	1.0%	**-**	-	56.7%	6.7%	36.7%	0%	**-**	-	3.9%	92.9%	2.4%	0.7%	**-**	-	-
% Total	0.3%	0.2%	0.1%	0%	**0.7%**	-	0.1%	48.8%	1.6%	0.5%	**51.0%**	-	0.8%	0.1%	0.5%	0%	**1.5%**	-	1.8%	43.5%	1.1%	0.3%	**46.8%**	-	-
PHF	0.583	0.333	0.375	-	**0.875**	-	0.500	0.973	0.667	0.833	**0.975**	-	0.607	0.250	0.458	-	**0.833**	-	0.841	0.938	0.958	0.583	**0.941**	-	0.978
Lights	7	4	3	0	**14**	-	2	919	31	8	**960**	-	17	2	10	0	**29**	-	36	813	23	6	**878**	-	1881
% Lights	100%	80.0%	100%	0%	**93.3%**	-	100%	92.9%	96.9%	80.0%	**92.9%**	-	100%	100%	90.9%	0%	**96.7%**	-	97.3%	92.2%	100%	85.7%	**92.5%**	-	92.8%
Single-Unit Trucks	0	0	0	0	**0**	-	0	39	1	1	**41**	-	0	0	1	0	**1**	-	0	27	0	0	**27**	-	69
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	3.9%	3.1%	10.0%	**4.0%**	-	0%	0%	9.1%	0%	**3.3%**	-	0%	3.1%	0%	0%	**2.8%**	-	3.4%
Articulated Trucks	0	0	0	0	**0**	-	0	30	0	1	**31**	-	0	0	0	0	**0**	-	1	42	0	1	**44**	-	75
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	3.0%	0%	10.0%	**3.0%**	-	0%	0%	0%	0%	**0%**	-	2.7%	4.8%	0%	14.3%	**4.6%**	-	3.7%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	20.0%	0%	0%	**6.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive - TMC
Thu Oct 14, 2021
Midday Peak (Oct 14 2021 11:45AM - 12:45 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 888829, Location: 42.10987, -87.97382

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



Palatine Road with Eastwood Drive - 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: 888829, Location: 42.10987, -87.97382

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

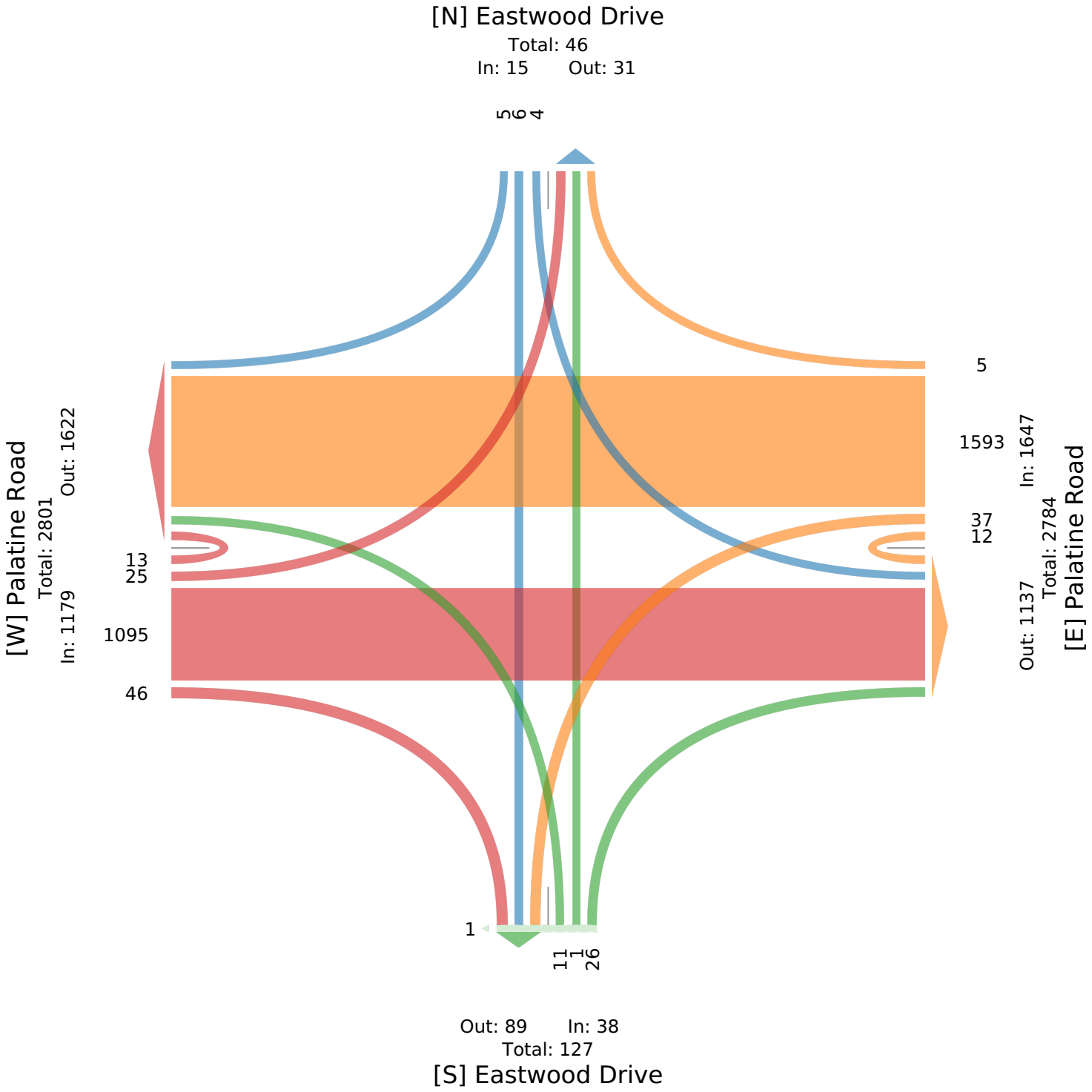
Leg Direction	Eastwood Drive Southbound						Palatine Road Westbound						Eastwood Drive Northbound						Palatine Road Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 4:45PM	1	2	1	0	**4**	-	1	405	10	2	**418**	0	5	0	0	0	**5**	1	10	281	4	4	**299**	0	**726**
5:00PM	1	1	2	0	**4**	-	2	375	7	2	**386**	0	5	0	5	0	**10**	0	12	249	8	4	**273**	0	**673**
5:15PM	2	3	0	0	**5**	-	1	420	12	4	**437**	0	7	0	2	0	**9**	0	11	256	8	3	**278**	0	**729**
5:30PM	1	0	1	0	**2**	-	1	393	8	4	**406**	0	9	1	4	0	**14**	0	13	309	5	2	**329**	0	**751**
Total	5	6	4	0	**15**	-	5	1593	37	12	**1647**	0	26	1	11	0	**38**	1	46	1095	25	13	**1179**	0	**2879**
% Approach	33.3%	40.0%	26.7%	0%	**-**	-	0.3%	96.7%	2.2%	0.7%	**-**	-	68.4%	2.6%	28.9%	0%	**-**	-	3.9%	92.9%	2.1%	1.1%	**-**	-	-
% Total	0.2%	0.2%	0.1%	0%	**0.5%**	-	0.2%	55.3%	1.3%	0.4%	**57.2%**	-	0.9%	0%	0.4%	0%	**1.3%**	-	1.6%	38.0%	0.9%	0.5%	**41.0%**	-	-
PHF	0.625	0.500	0.500		**- 0.750**	-	0.625	0.948	0.771	0.750	**0.942**	-	0.722	0.250	0.550		**- 0.679**	-	0.885	0.886	0.781	0.813	**0.896**	-	0.958
Lights	5	6	4	0	**15**	-	5	1571	37	12	**1625**	-	26	1	11	0	**38**	-	46	1065	25	13	**1149**	-	2827
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.6%	100%	100%	**98.7%**	-	100%	100%	100%	0%	**100%**	-	100%	97.3%	100%	100%	**97.5%**	-	98.2%
Single-Unit Trucks	0	0	0	0	**0**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	16	0	0	**16**	-	30
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	1.5%	0%	0%	**1.4%**	-	1.0%
Articulated Trucks	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	12	0	0	**12**	-	20
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.1%	0%	0%	**1.0%**	-	0.7%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	2
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	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

Palatine Road with Eastwood Drive - 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: 888829, Location: 42.10987, -87.97382

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



Palatine Road with Eastwood Drive - 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: 888829, Location: 42.10987, -87.97382

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

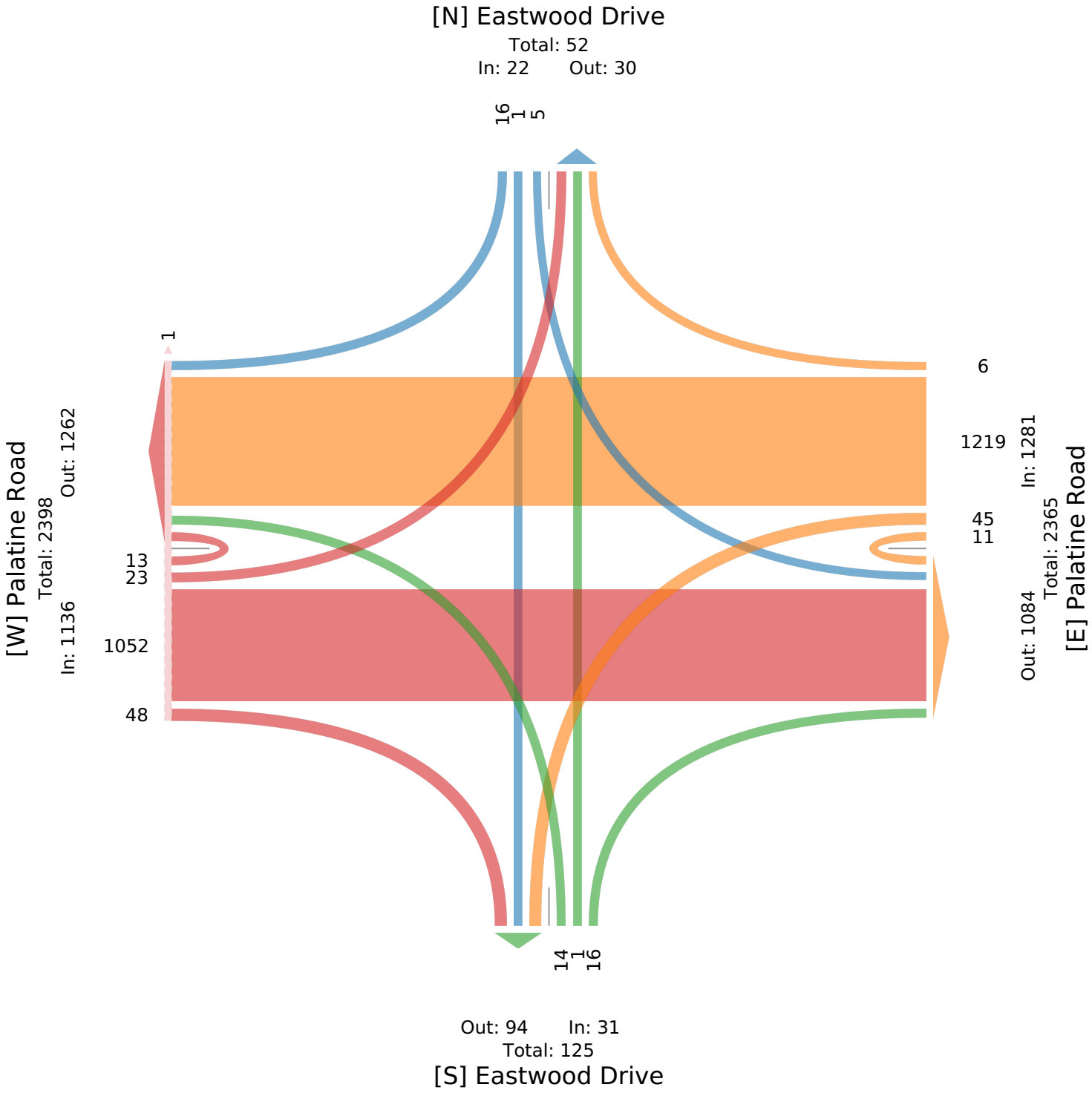
Leg	Eastwood Drive						Palatine Road						Eastwood Drive						Palatine Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-16 12:00PM	6	0	1	0	**7**	-	2	257	7	0	**266**	0	3	0	3	0	**6**	0	9	247	3	4	**263**	0	**542**
12:15PM	2	0	3	0	**5**	-	1	317	15	3	**336**	0	2	0	2	0	**4**	0	12	269	4	4	**289**	0	**634**
12:30PM	4	0	1	0	**5**	-	1	311	13	2	**327**	0	5	1	0	0	**6**	0	10	261	9	4	**284**	1	**622**
12:45PM	4	1	0	0	**5**	-	2	334	10	6	**352**	0	6	0	9	0	**15**	0	17	275	7	1	**300**	0	**672**
Total	16	1	5	0	**22**	-	6	1219	45	11	**1281**	0	16	1	14	0	**31**	0	48	1052	23	13	**1136**	1	**2470**
% Approach	72.7%	4.5%	22.7%	0%	**-**	-	0.5%	95.2%	3.5%	0.9%	**-**	-	51.6%	3.2%	45.2%	0%	**-**	-	4.2%	92.6%	2.0%	1.1%	**-**	-	-
% Total	0.6%	0%	0.2%	0%	**0.9%**	-	0.2%	49.4%	1.8%	0.4%	**51.9%**	-	0.6%	0%	0.6%	0%	**1.3%**	-	1.9%	42.6%	0.9%	0.5%	**46.0%**	-	-
PHF	0.667	0.250	0.417		**- 0.786**	-	0.750	0.912	0.750	0.458	**0.910**	-	0.667	0.250	0.389		**- 0.517**	-	0.706	0.956	0.639	0.813	**0.947**	-	0.919
Lights	16	1	5	0	**22**	-	6	1199	45	11	**1261**	-	16	1	14	0	**31**	-	48	1037	22	12	**1119**	-	2433
% Lights	100%	100%	100%	0%	**100%**	-	100%	98.4%	100%	100%	**98.4%**	-	100%	100%	100%	0%	**100%**	-	100%	98.6%	95.7%	92.3%	**98.5%**	-	98.5%
Single-Unit Trucks	0	0	0	0	**0**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	6	1	0	**7**	-	15
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	4.3%	0%	**0.6%**	-	0.6%
Articulated Trucks	0	0	0	0	**0**	-	0	11	0	0	**11**	-	0	0	0	0	**0**	-	0	9	0	1	**10**	-	21
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	7.7%	**0.9%**	-	0.9%
Buses	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Buses	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- 100%		-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Palatine Road with Eastwood Drive - 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: 888829, Location: 42.10987, -87.97382

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



Palatine Road with Eastwood Drive - 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: 888829, Location: 42.10987, -87.97382

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

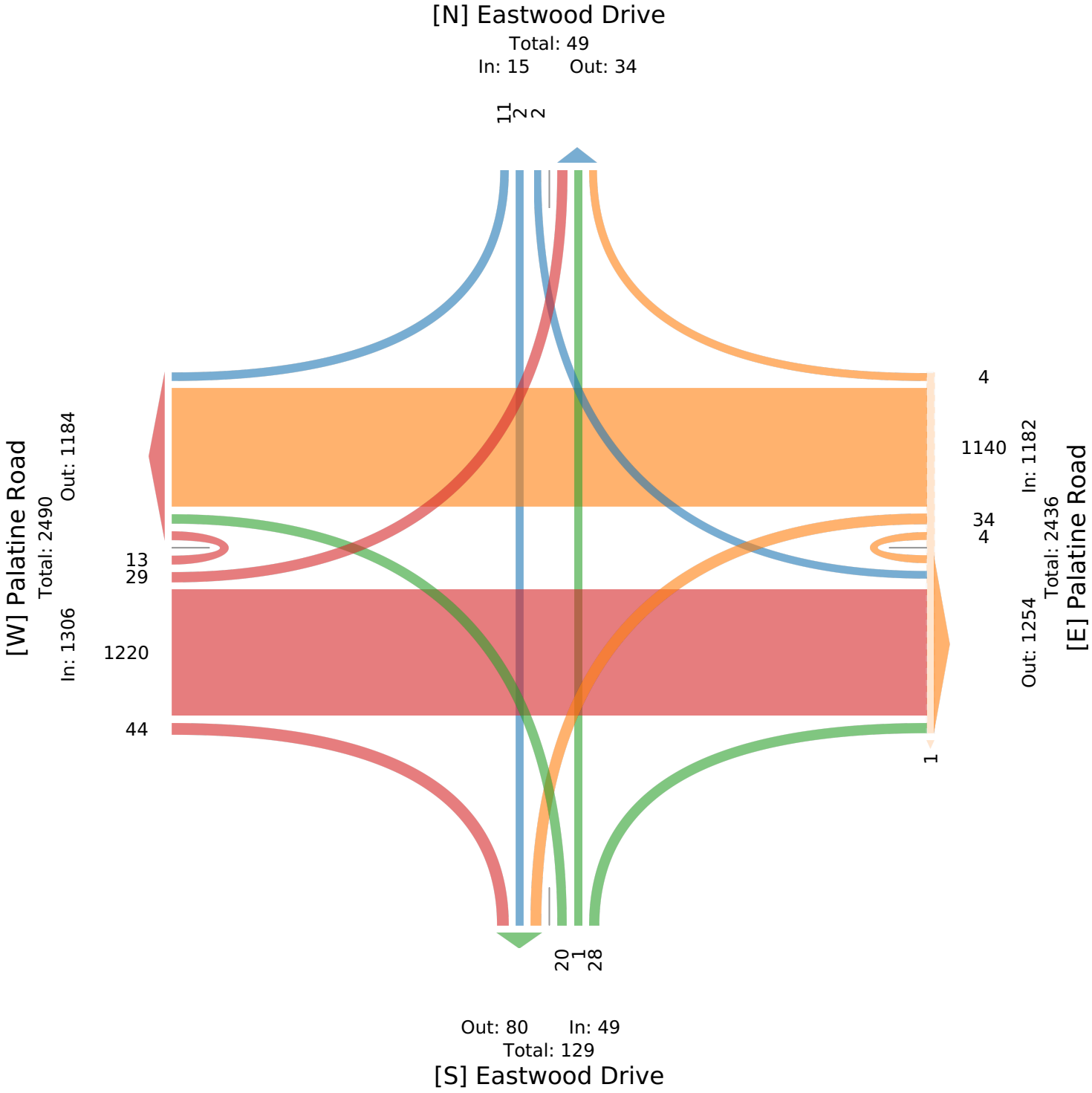
Leg	Eastwood Drive						Palatine Road						Eastwood Drive						Palatine Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-16 1:00PM	3	1	2	0	**6**	-	2	290	9	2	**303**	0	9	0	2	0	**11**	0	12	290	6	3	**311**	0	**631**
1:15PM	3	0	0	0	**3**	-	1	296	12	0	**309**	0	7	0	8	0	**15**	0	11	323	5	0	**339**	0	**666**
1:30PM	2	0	0	0	**2**	-	0	292	7	2	**301**	0	5	1	4	0	**10**	0	10	327	7	5	**349**	0	**662**
1:45PM	3	1	0	0	**4**	-	1	262	6	0	**269**	1	7	0	6	0	**13**	0	11	280	11	5	**307**	0	**593**
Total	11	2	2	0	**15**	-	4	1140	34	4	**1182**	1	28	1	20	0	**49**	0	44	1220	29	13	**1306**	0	**2552**
% Approach	73.3%	13.3%	13.3%	0%	**-**	-	0.3%	96.4%	2.9%	0.3%	**-**	-	57.1%	2.0%	40.8%	0%	**-**	-	3.4%	93.4%	2.2%	1.0%	**-**	-	-
% Total	0.4%	0.1%	0.1%	0%	**0.6%**	-	0.2%	44.7%	1.3%	0.2%	**46.3%**	-	1.1%	0%	0.8%	0%	**1.9%**	-	1.7%	47.8%	1.1%	0.5%	**51.2%**	-	-
PHF	0.917	0.500	0.250		**- 0.625**	-	0.500	0.963	0.708	0.500	**0.956**	-	0.778	0.250	0.625		**- 0.817**	-	0.917	0.933	0.659	0.650	**0.936**	-	0.958
Lights	11	2	2	0	**15**	-	3	1119	34	4	**1160**	-	28	1	20	0	**49**	-	43	1203	29	13	**1288**	-	2512
% Lights	100%	100%	100%	0%	**100%**	-	75.0%	98.2%	100%	100%	**98.1%**	-	100%	100%	100%	0%	**100%**	-	97.7%	98.6%	100%	100%	**98.6%**	-	98.4%
Single-Unit Trucks	0	0	0	0	**0**	-	1	14	0	0	**15**	-	0	0	0	0	**0**	-	1	9	0	0	**10**	-	25
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	25.0%	1.2%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	2.3%	0.7%	0%	0%	**0.8%**	-	1.0%
Articulated Trucks	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	8	0	0	**8**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.6%**	-	0.6%
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	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

Palatine Road with Eastwood Drive - 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: 888829, Location: 42.10987, -87.97382

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
Full Length (11 AM-2 PM, 4 PM-6 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

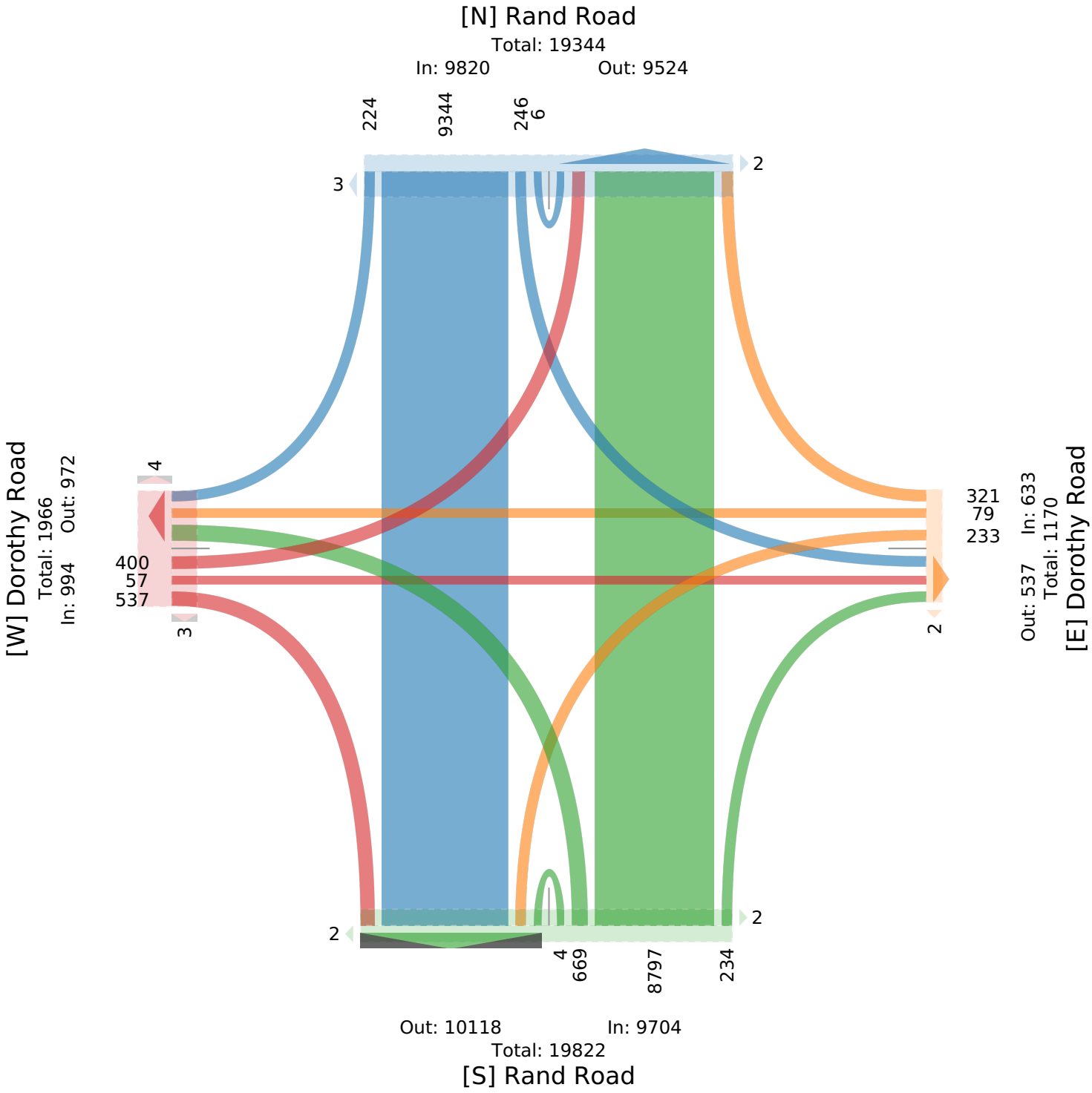
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2021-10-14 11:00AM	1	213	2	0	**216**	0	8	1	5	0	**14**	0	5	213	14	0	**232**	0	11	1	11	0	**23**	0	**485**
11:15AM	4	239	3	0	**246**	1	1	2	4	0	**7**	0	4	220	17	0	**241**	0	12	1	10	0	**23**	0	**517**
11:30AM	7	251	6	0	**264**	0	3	1	2	0	**6**	0	7	223	14	0	**244**	0	8	1	7	0	**16**	0	**530**
11:45AM	12	257	7	1	**277**	0	12	1	6	0	**19**	0	5	215	15	0	**235**	0	15	2	16	0	**33**	0	**564**
Hourly Total	24	960	18	1	**1003**	1	24	5	17	0	**46**	0	21	871	60	0	**952**	0	46	5	44	0	**95**	0	**2096**
12:00PM	7	286	5	0	**298**	0	5	2	9	0	**16**	0	5	251	15	0	**271**	2	20	1	8	0	**29**	0	**614**
12:15PM	7	233	8	0	**248**	0	10	1	4	0	**15**	0	10	203	27	0	**240**	0	20	2	13	0	**35**	0	**538**
12:30PM	9	260	9	0	**278**	0	3	1	7	0	**11**	0	8	227	18	0	**253**	0	17	1	13	0	**31**	0	**573**
12:45PM	13	263	13	1	**290**	0	12	8	13	0	**33**	0	8	241	22	0	**271**	0	20	2	13	0	**35**	2	**629**
Hourly Total	36	1042	35	1	**1114**	0	30	12	33	0	**75**	0	31	922	82	0	**1035**	2	77	6	47	0	**130**	2	**2354**
1:00PM	8	259	7	0	**274**	0	12	1	7	0	**20**	0	5	214	13	0	**232**	0	21	2	16	0	**39**	0	**565**
1:15PM	7	242	4	0	**253**	0	6	5	6	0	**17**	1	8	248	16	0	**272**	0	10	3	15	0	**28**	0	**570**
1:30PM	6	270	5	0	**281**	0	23	0	6	0	**29**	0	7	212	18	0	**237**	0	12	3	11	0	**26**	1	**573**
1:45PM	11	244	3	1	**259**	0	5	3	7	0	**15**	0	2	247	12	0	**261**	0	25	3	22	0	**50**	0	**585**
Hourly Total	32	1015	19	1	**1067**	0	46	9	26	0	**81**	1	22	921	59	0	**1002**	0	68	11	64	0	**143**	1	**2293**
4:00PM	8	330	5	1	**344**	2	8	4	10	0	**22**	0	6	312	24	0	**342**	0	11	2	13	0	**26**	0	**734**
4:15PM	7	297	7	0	**311**	0	7	8	5	0	**20**	0	2	331	21	0	**354**	0	9	4	3	0	**16**	0	**701**
4:30PM	2	270	8	0	**280**	0	16	2	3	0	**21**	0	10	300	13	0	**323**	0	13	1	11	0	**25**	0	**649**
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**
Hourly Total	27	1236	28	1	**1292**	2	44	18	25	0	**87**	0	23	1240	74	0	**1337**	0	51	9	37	0	**97**	0	**2813**
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**
5:45PM	9	332	7	0	**348**	0	16	4	5	0	**25**	0	6	283	19	0	**308**	0	15	4	9	0	**28**	0	**709**
Hourly Total	26	1266	32	0	**1324**	0	48	10	31	0	**89**	0	31	1303	80	2	**1416**	2	53	11	44	0	**108**	2	**2937**
2021-10-16 11:00AM	4	301	11	0	**316**	0	3	2	7	0	**12**	0	8	259	26	0	**293**	0	26	2	14	0	**42**	0	**663**
11:15AM	7	324	11	0	**342**	0	14	2	8	0	**24**	0	11	304	26	0	**341**	0	25	1	11	0	**37**	0	**744**
11:30AM	4	328	6	1	**339**	0	7	1	7	0	**15**	0	13	311	18	0	**342**	0	21	1	10	0	**32**	0	**728**
11:45AM	6	303	7	0	**316**	0	10	2	4	0	**16**	0	10	314	28	0	**352**	0	20	0	12	0	**32**	1	**716**
Hourly Total	21	1256	35	1	**1313**	0	34	7	26	0	**67**	0	42	1188	98	0	**1328**	0	92	4	47	0	**143**	1	**2851**
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**
Hourly 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**
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**
Hourly 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**
Total	224	9344	246	6	**9820**	5	321	79	233	0	**633**	2	234	8797	669	4	**9704**	4	537	57	400	0	**994**	7	**21151**
% Approach	2.3%	95.2%	2.5%	0.1%	**-**	-	50.7%	12.5%	36.8%	0%	**-**	-	2.4%	90.7%	6.9%	0%	**-**	-	54.0%	5.7%	40.2%	0%	**-**	-	-
% Total	1.1%	44.2%	1.2%	0%	**46.4%**	-	1.5%	0.4%	1.1%	0%	**3.0%**	-	1.1%	41.6%	3.2%	0%	**45.9%**	-	2.5%	0.3%	1.9%	0%	**4.7%**	-	-
Lights	219	9171	239	6	**9635**	-	315	73	230	0	**618**	-	231	8622	665	4	**9522**	-	533	57	390	0	**980**	-	20755
% Lights	97.8%	98.1%	97.2%	100%	**98.1%**	-	98.1%	92.4%	98.7%	0%	**97.6%**	-	98.7%	98.0%	99.4%	100%	**98.1%**	-	99.3%	100%	97.5%	0%	**98.6%**	-	98.1%
Single-Unit Trucks	0	117	5	0	**122**	-	5	1	2	0	**8**	-	3	119	3	0	**125**	-	1	0	5	0	**6**	-	261
% Single-Unit Trucks	0%	1.3%	2.0%	0%	**1.2%**	-	1.6%	1.3%	0.9%	0%	**1.3%**	-	1.3%	1.4%	0.4%	0%	**1.3%**	-	0.2%	0%	1.3%	0%	**0.6%**	-	1.2%
Articulated Trucks	3	38	1	0	**42**	-	1	0	1	0	**2**	-	0	46	0	0	**46**	-	1	0	5	0	**6**	-	96
% Articulated Trucks	1.3%	0.4%	0.4%	0%	**0.4%**	-	0.3%	0%	0.4%	0%	**0.3%**	-	0%	0.5%	0%	0%	**0.5%**	-	0.2%	0%	1.3%	0%	**0.6%**	-	0.5%
Buses	1	18	0	0	**19**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	1	0	0	0	**1**	-	29

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**
% Buses	0.4%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.2%	0%	0%	0%	**0.1%**	-	0.1%
Bicycles on Road	1	0	1	0	**2**	-	0	5	0	0	**5**	-	0	1	1	0	**2**	-	1	0	0	0	**1**	-	10
% Bicycles on Road	0.4%	0%	0.4%	0%	**0%**	-	0%	6.3%	0%	0%	**0.8%**	-	0%	0%	0.1%	0%	**0%**	-	0.2%	0%	0%	0%	**0.1%**	-	0%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	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
Full Length (11 AM-2 PM, 4 PM-6 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

Thu Oct 14, 2021
Midday Peak (Oct 14 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

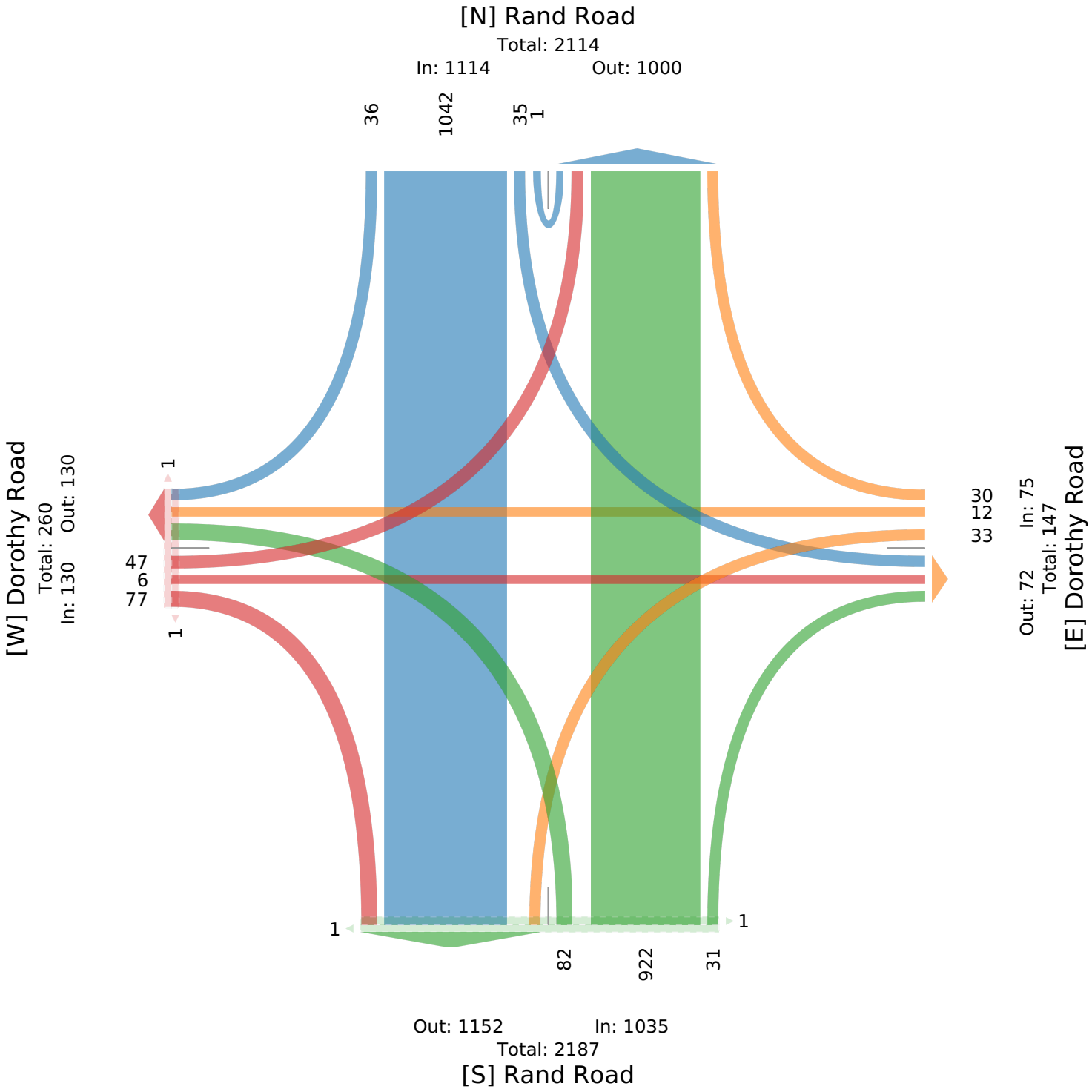
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 12:00PM	7	286	5	0	**298**	0	5	2	9	0	**16**	0	5	251	15	0	**271**	2	20	1	8	0	**29**	0	**614**
12:15PM	7	233	8	0	**248**	0	10	1	4	0	**15**	0	10	203	27	0	**240**	0	20	2	13	0	**35**	0	**538**
12:30PM	9	260	9	0	**278**	0	3	1	7	0	**11**	0	8	227	18	0	**253**	0	17	1	13	0	**31**	0	**573**
12:45PM	13	263	13	1	**290**	0	12	8	13	0	**33**	0	8	241	22	0	**271**	0	20	2	13	0	**35**	2	**629**
Total	36	1042	35	1	**1114**	0	30	12	33	0	**75**	0	31	922	82	0	**1035**	2	77	6	47	0	**130**	2	**2354**
% Approach	3.2%	93.5%	3.1%	0.1%	**-**	-	40.0%	16.0%	44.0%	0%	**-**	-	3.0%	89.1%	7.9%	0%	**-**	-	59.2%	4.6%	36.2%	0%	**-**	-	-
% Total	1.5%	44.3%	1.5%	0%	**47.3%**	-	1.3%	0.5%	1.4%	0%	**3.2%**	-	1.3%	39.2%	3.5%	0%	**44.0%**	-	3.3%	0.3%	2.0%	0%	**5.5%**	-	-
PHF	0.692	0.911	0.673	0.250	**0.935**	-	0.625	0.375	0.635	-	**0.568**	-	0.775	0.918	0.759	-	**0.955**	-	0.963	0.750	0.904	-	**0.929**	-	0.936
Lights	35	1008	33	1	**1077**	-	28	11	32	0	**71**	-	31	896	82	0	**1009**	-	77	6	46	0	**129**	-	2286
% Lights	97.2%	96.7%	94.3%	100%	**96.7%**	-	93.3%	91.7%	97.0%	0%	**94.7%**	-	100%	97.2%	100%	0%	**97.5%**	-	100%	100%	97.9%	0%	**99.2%**	-	97.1%
Single-Unit Trucks	0	23	2	0	**25**	-	1	1	1	0	**3**	-	0	17	0	0	**17**	-	0	0	0	0	**0**	-	45
% Single-Unit Trucks	0%	2.2%	5.7%	0%	**2.2%**	-	3.3%	8.3%	3.0%	0%	**4.0%**	-	0%	1.8%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**0%**	-	1.9%
Articulated Trucks	1	8	0	0	**9**	-	1	0	0	0	**1**	-	0	7	0	0	**7**	-	0	0	1	0	**1**	-	18
% Articulated Trucks	2.8%	0.8%	0%	0%	**0.8%**	-	3.3%	0%	0%	0%	**1.3%**	-	0%	0.8%	0%	0%	**0.7%**	-	0%	0%	2.1%	0%	**0.8%**	-	0.8%
Buses	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	5
% Buses	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
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
Midday Peak (Oct 14 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

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

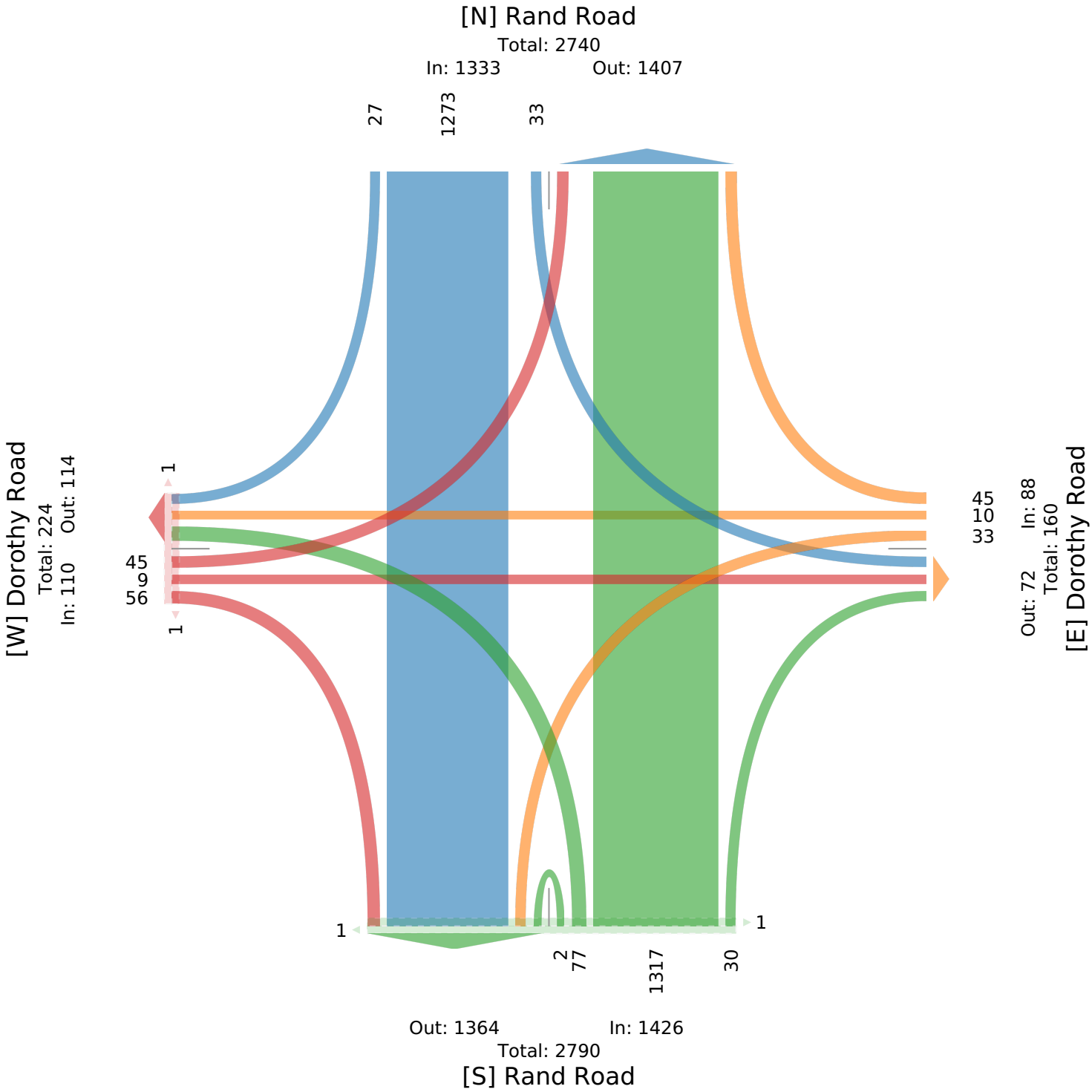
Leg	Rand Road						Dorothy Road						Rand Road						Dorothy Road						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2021-10-14 4:45PM	10	339	8	0	**357**	0	13	4	7	0	**24**	0	5	297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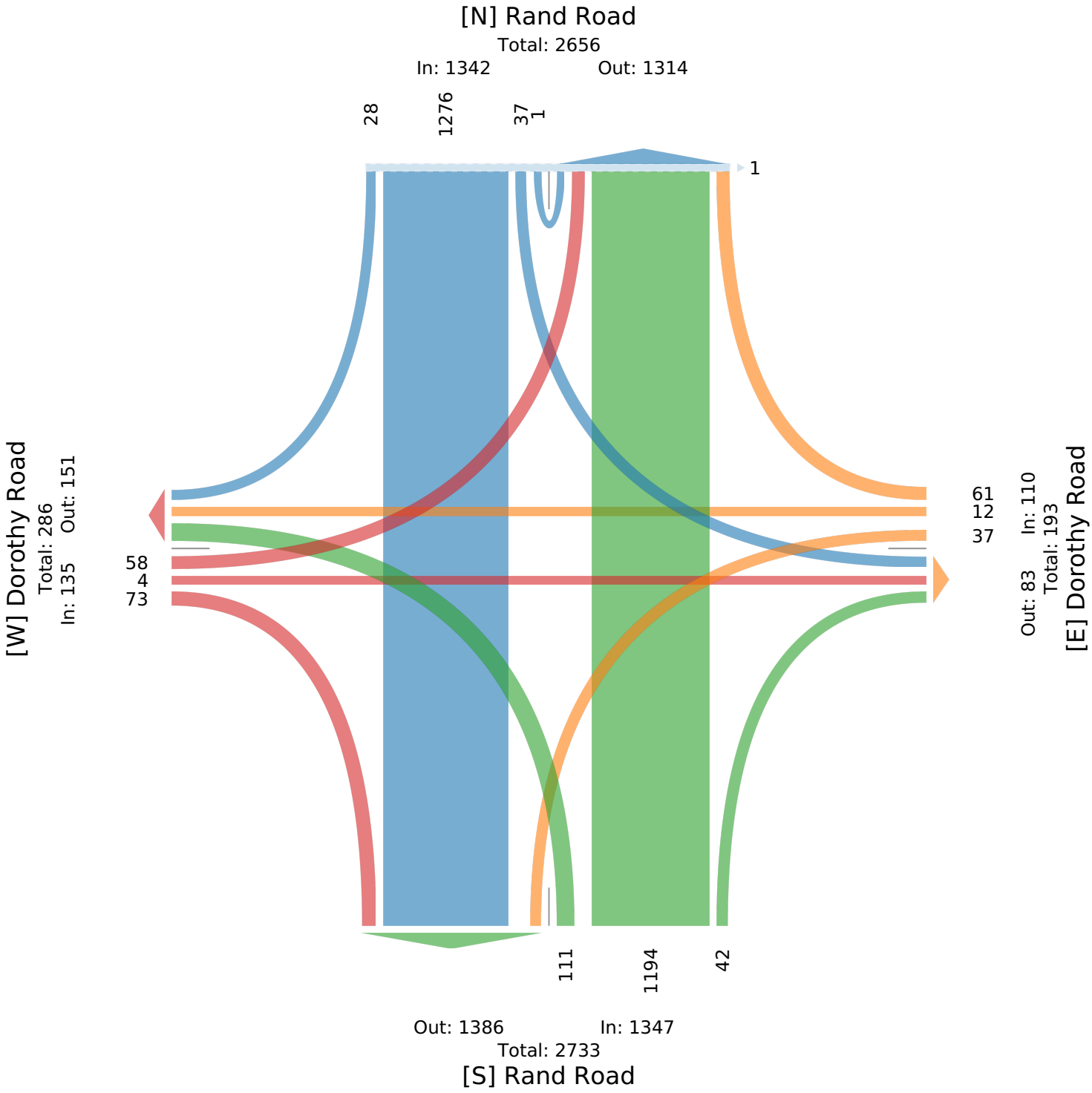

Rand Road with Signalized Access - TMC

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

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All Movements
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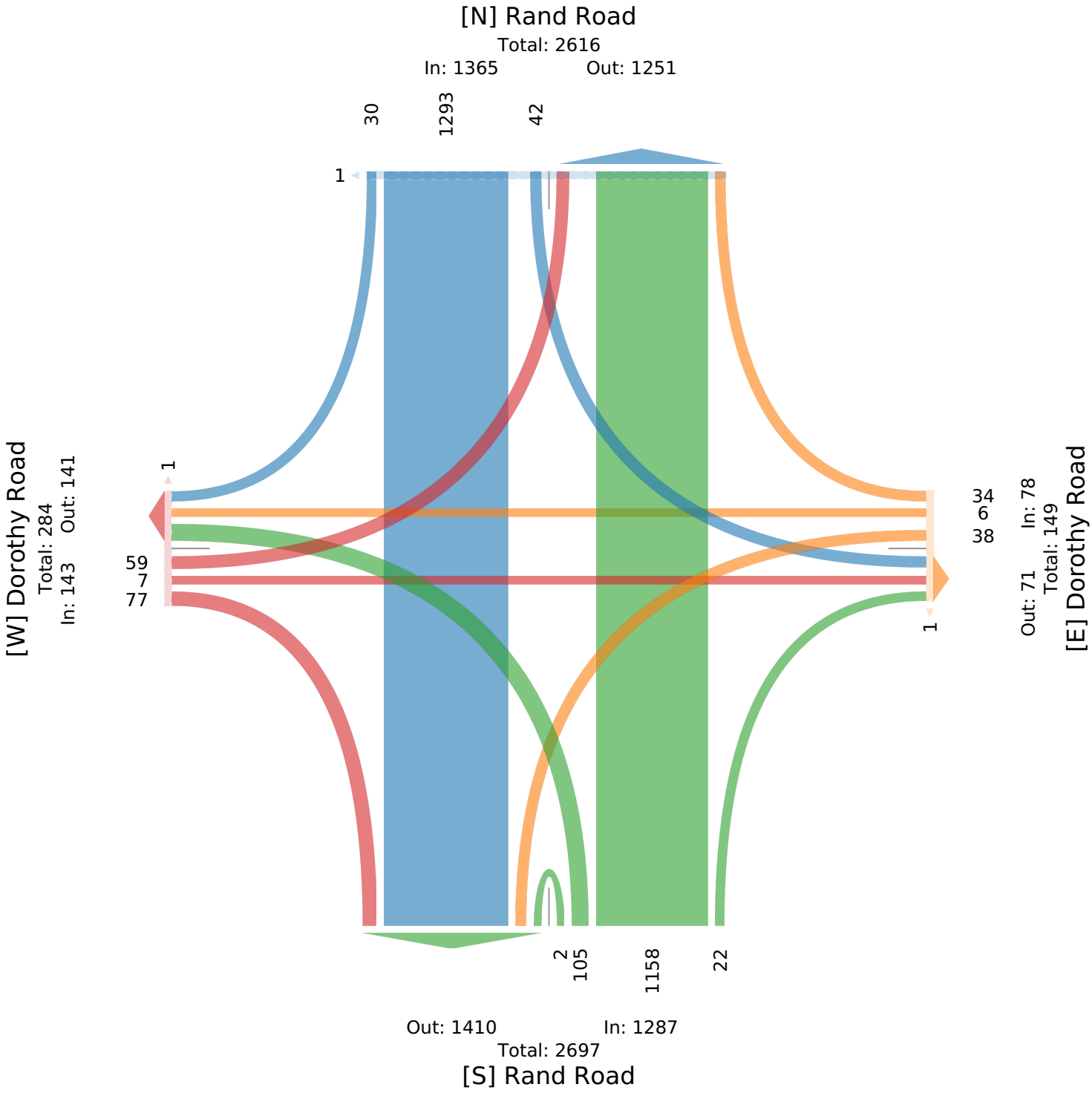


Traffic Survey Results

TRAFFIC SURVEY RESULTS – CHIPOTLE RESTAURANT
300 OGDEN AVENUE, WESTMONT, ILLINOIS

Time Period	In	Out	Total
Weekday Midday Peak Hour			
12:00 PM	21	20	41
12:15 PM	9	12	21
12:30 PM	16	12	28
12:45 PM	10	23	33
Total	**56**	**67**	**123**
Weekday Evening Peak Hour			
5:00 PM	12	10	22
5:15 PM	13	11	24
5:30 PM	6	6	12
5:45 PM	7	7	14
Total	**38**	**34**	**72**
Saturday Midday Peak Hour			
12:00 PM	8	14	22
12:15 PM	12	10	22
12:30 PM	12	14	26
12:45 PM	16	14	30
Total	**48**	**52**	**100**

Capacity Analysis Summary Sheets

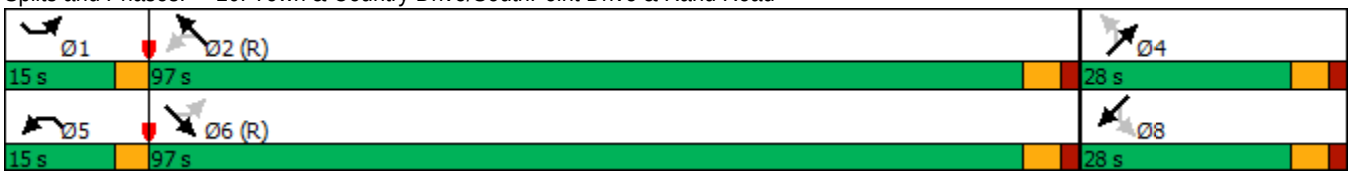
Weekday Midday Peak Hour – Existing Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	35	1042	36	82	922	31	47	6	77	33	12	30
Future Volume (vph)	35	1042	36	82	922	31	47	6	77	33	12	30
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		0.995			0.995			0.861			0.892	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5003	0	1805	3524	0	1656	1550	0	1805	1550	0
Flt Permitted	0.258			0.213			0.727			0.638		
Satd. Flow (perm)	490	5003	0	405	3524	0	1267	1550	0	1212	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			5			85			33	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			490			187			123	
Travel Time (s)		18.1			11.1			4.3			2.8	
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)	38	1185	0	90	1047	0	52	92	0	36	46	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)	115.3	106.8		117.2	109.2		11.1	11.1		11.1	11.1	
Actuated g/C Ratio	0.82	0.76		0.84	0.78		0.08	0.08		0.08	0.08	
v/c Ratio	0.08	0.31		0.22	0.38		0.52	0.46		0.38	0.30	
Control Delay	2.4	5.7		3.4	6.4		78.8	21.1		70.7	30.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.4	5.7		3.4	6.4		78.8	21.1		70.7	30.4	
LOS	A	A		A	A		E	C		E	C	
Approach Delay		5.6			6.2			41.9			48.1	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	4	106		10	142		46	6		32	11	
Queue Length 95th (ft)	11	152		26	247		90	60		67	51	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			410			107			43	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	525	3817		460	2750		199	315		190	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	0.07	0.31		0.20	0.38		0.26	0.29		0.19	0.17	

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: 0.52			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 53.2%		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	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	882	37	32	989	2	11	2	17	3	5	7
Future Vol, veh/h	23	882	37	32	989	2	11	2	17	3	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	8	0	3	0	0	0	25	0	0	0
Mvmt Flow	24	928	39	34	1041	2	12	2	18	3	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1043	0	0	967	0	0	1483	2107	484	1530	2125	522
Stage 1	-	-	-	-	-	-	996	996	-	1110	1110	-
Stage 2	-	-	-	-	-	-	487	1111	-	420	1015	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.6	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	4.15	3.8	4	3.9
Pot Cap-1 Maneuver	379	-	-	412	-	-	134	52	407	126	51	432
Stage 1	-	-	-	-	-	-	203	325	-	169	287	-
Stage 2	-	-	-	-	-	-	489	287	-	537	318	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	379	-	-	412	-	-	115	45	407	107	44	432
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	182	-	149	181	-
Stage 1	-	-	-	-	-	-	190	305	-	158	263	-
Stage 2	-	-	-	-	-	-	432	263	-	478	298	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	19.8	21.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	407	379	-	-	412	-	-	235
HCM Lane V/C Ratio	0.077	0.044	0.064	-	-	0.082	-	-	0.067
HCM Control Delay (s)	26.9	14.3	15.1	-	-	14.5	-	-	21.4
HCM Lane LOS	D	B	C	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	0.3	-	-	0.2

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	2	32	17	1	10	19	7	8	13	24	37
Future Vol, veh/h	13	2	32	17	1	10	19	7	8	13	24	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	2	34	18	1	11	20	7	8	14	25	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	130	128	45	142	143	11	64	0	0	15	0	0
Stage 1	73	73	-	51	51	-	-	-	-	-	-	-
Stage 2	57	55	-	91	92	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	847	766	1031	832	752	1076	1551	-	-	1616	-	-
Stage 1	942	838	-	967	856	-	-	-	-	-	-	-
Stage 2	960	853	-	921	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	824	749	1031	790	735	1076	1551	-	-	1616	-	-
Mov Cap-2 Maneuver	824	749	-	790	735	-	-	-	-	-	-	-
Stage 1	930	830	-	954	845	-	-	-	-	-	-	-
Stage 2	937	842	-	881	816	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.3	4.1	1.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	950	870	1616	-	-
HCM Lane V/C Ratio	0.013	-	-	0.052	0.034	0.008	-	-
HCM Control Delay (s)	7.4	0	-	9	9.3	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Capacity Analysis Summary Sheets

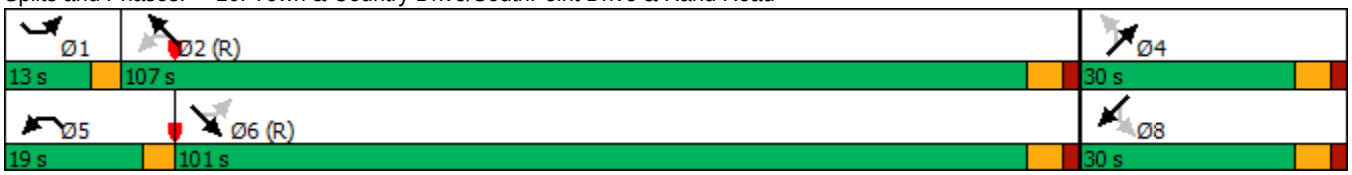
Weekday Evening Peak Hour – Existing Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	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			459			187			157	
Travel Time (s)		18.1			10.4			4.3			3.6	
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		4.4	9.9		83.7	25.4		75.2	27.3	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	2.3	5.3		4.4	10.1		83.7	25.4		75.2	27.3	
LOS	A	A		A	B		F	C		E	C	
Approach Delay		5.3			9.8			49.5			45.2	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	3	124		8	218		45	8		32	9	
Queue Length 95th (ft)	9	172		41	550		88	58		69	55	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			379			107			77	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	375	4005		437	2891		214	313		216	305	
Starvation Cap Reductn	0	0		0	601		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	0.61		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: 10.3		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



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1095	46	37	1593	5	11	1	26	4	6	5
Future Vol, veh/h	25	1095	46	37	1593	5	11	1	26	4	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	26	1129	47	38	1642	5	11	1	27	4	6	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1647	0	0	1176	0	0	1941	2928	588	2225	2949	824
Stage 1	-	-	-	-	-	-	1205	1205	-	1721	1721	-
Stage 2	-	-	-	-	-	-	736	1723	-	504	1228	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	192	-	-	327	-	-	71	15	391	47	15	275
Stage 1	-	-	-	-	-	-	145	259	-	63	146	-
Stage 2	-	-	-	-	-	-	346	145	-	478	253	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	192	-	-	327	-	-	54	11	391	35	11	275
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	87	-	51	98	-
Stage 1	-	-	-	-	-	-	125	224	-	54	129	-
Stage 2	-	-	-	-	-	-	286	128	-	383	219	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.4	23.4	50.1
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	110	391	192	-	-	327	-	-	95
HCM Lane V/C Ratio	0.112	0.069	0.134	-	-	0.117	-	-	0.163
HCM Control Delay (s)	41.8	14.9	26.6	-	-	17.5	-	-	50.1
HCM Lane LOS	E	B	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.4	0.2	0.5	-	-	0.4	-	-	0.6

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	1	29	11	1	9	48	10	7	16	20	53
Future Vol, veh/h	19	1	29	11	1	9	48	10	7	16	20	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	20	1	31	12	1	9	51	11	7	17	21	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	205	203	49	216	228	15	77	0	0	18	0	0
Stage 1	83	83	-	117	117	-	-	-	-	-	-	-
Stage 2	122	120	-	99	111	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	757	697	1025	745	675	1070	1535	-	-	1612	-	-
Stage 1	930	830	-	892	803	-	-	-	-	-	-	-
Stage 2	887	800	-	912	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	724	666	1025	697	645	1070	1535	-	-	1612	-	-
Mov Cap-2 Maneuver	724	666	-	697	645	-	-	-	-	-	-	-
Stage 1	898	821	-	862	776	-	-	-	-	-	-	-
Stage 2	848	773	-	874	798	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.5	5.5	1.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1535	-	-	874	816	1612	-	-
HCM Lane V/C Ratio	0.033	-	-	0.059	0.027	0.01	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.1	0	-	-

Capacity Analysis Summary Sheets

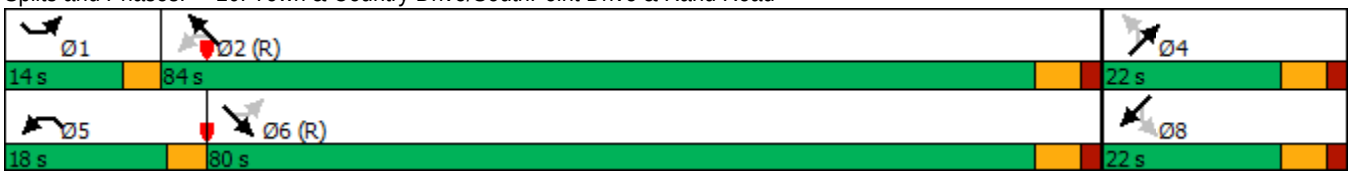
Saturday Midday Peak Hour – Existing Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	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			467			187			157	
Travel Time (s)		18.1			10.6			4.3			3.6	
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		4.4	9.2		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		4.4	9.2		65.8	17.2		56.8	21.1	
LOS	A	A		A	A		E	B		E	C	
Approach Delay		6.9			8.8			38.0			33.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	4	127		11	301		45	3		29	9	
Queue Length 95th (ft)	12	184		23	408		88	49		63	55	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			387			107			77	
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: 10.2		Intersection LOS: B	
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



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	1052	48	45	1219	6	14	1	16	5	1	16
Future Vol, veh/h	23	1052	48	45	1219	6	14	1	16	5	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	175	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	1	0	0	0	4	0	0	0
Mvmt Flow	24	1119	51	48	1297	6	15	1	17	5	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1303	0	0	1170	0	0	1808	2592	585	1892	2614	652
Stage 1	-	-	-	-	-	-	1193	1193	-	1396	1396	-
Stage 2	-	-	-	-	-	-	615	1399	-	496	1218	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.94	3.8	4	3.9
Pot Cap-1 Maneuver	284	-	-	329	-	-	85	25	385	76	25	356
Stage 1	-	-	-	-	-	-	148	263	-	107	210	-
Stage 2	-	-	-	-	-	-	410	209	-	483	255	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	284	-	-	329	-	-	67	20	385	60	20	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	122	-	93	121	-
Stage 1	-	-	-	-	-	-	135	241	-	98	179	-
Stage 2	-	-	-	-	-	-	331	178	-	421	233	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	26.2	24.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	124	385	284	-	-	329	-	-	206
HCM Lane V/C Ratio	0.129	0.044	0.086	-	-	0.146	-	-	0.114
HCM Control Delay (s)	38.3	14.8	18.9	-	-	17.8	-	-	24.7
HCM Lane LOS	E	B	C	-	-	C	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	0.3	-	-	0.5	-	-	0.4

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	2	36	31	0	9	22	8	10	34	21	39
Future Vol, veh/h	14	2	36	31	0	9	22	8	10	34	21	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	15	2	38	33	0	9	23	8	11	36	22	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	179	180	43	195	195	14	63	0	0	19	0	0
Stage 1	115	115	-	60	60	-	-	-	-	-	-	-
Stage 2	64	65	-	135	135	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	787	717	1033	769	704	1072	1553	-	-	1611	-	-
Stage 1	895	804	-	957	849	-	-	-	-	-	-	-
Stage 2	952	845	-	873	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	758	690	1033	717	677	1072	1553	-	-	1611	-	-
Mov Cap-2 Maneuver	758	690	-	717	677	-	-	-	-	-	-	-
Stage 1	882	786	-	943	836	-	-	-	-	-	-	-
Stage 2	929	832	-	819	771	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.9	4	2.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1553	-	-	925	775	1611	-	-
HCM Lane V/C Ratio	0.015	-	-	0.059	0.054	0.022	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Capacity Analysis Summary Sheets

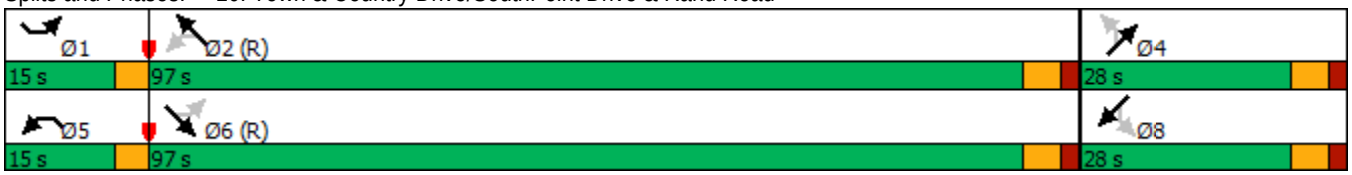
Weekday Midday Peak Hour – Future Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	105	1135	36	82	1022	75	47	6	77	79	12	92
Future Volume (vph)	105	1135	36	82	1022	75	47	6	77	79	12	92
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		0.995			0.990			0.861			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5003	0	1805	3509	0	1656	1550	0	1805	1588	0
Flt Permitted	0.200			0.190			0.568			0.661		
Satd. Flow (perm)	380	5003	0	361	3509	0	990	1550	0	1256	1588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			11			85			101	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			377			187			123	
Travel Time (s)		18.1			8.6			4.3			2.8	
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)	115	1287	0	90	1205	0	52	92	0	87	114	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)	112.8	103.0		112.0	102.6		14.6	14.6		14.6	14.6	
Actuated g/C Ratio	0.81	0.74		0.80	0.73		0.10	0.10		0.10	0.10	
v/c Ratio	0.30	0.35		0.25	0.47		0.50	0.39		0.66	0.45	
Control Delay	4.8	7.3		4.4	9.0		74.6	17.5		83.1	18.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.8	7.3		4.4	9.0		74.6	17.5		83.1	18.5	
LOS	A	A		A	A		E	B		F	B	
Approach Delay		7.1			8.6			38.1			46.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	15	135		12	205		46	6		78	11	
Queue Length 95th (ft)	35	195		28	321		88	58		133	68	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			297			107			43	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	431	3683		416	2575		155	315		197	334	
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	0.27	0.35		0.22	0.47		0.34	0.29		0.44	0.34	

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: 0.66			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	909	69	89	1019	2	35	2	68	3	5	7
Future Vol, veh/h	24	909	69	89	1019	2	35	2	68	3	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	175	-	-	50	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	8	0	3	0	0	0	25	0	0	0
Mvmt Flow	25	957	73	94	1073	2	37	2	72	3	5	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1075	0	0	1030	0	0	1664	2307	515	1696	2342	538
Stage 1	-	-	-	-	-	-	1044	1044	-	1262	1262	-
Stage 2	-	-	-	-	-	-	620	1263	-	434	1080	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.6	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	4.15	3.8	4	3.9
Pot Cap-1 Maneuver	366	-	-	384	-	-	104	39	388	100	37	422
Stage 1	-	-	-	-	-	-	188	309	-	133	243	-
Stage 2	-	-	-	-	-	-	407	243	-	527	297	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	366	-	-	384	-	-	76	27	388	62	26	422
Mov Cap-2 Maneuver	-	-	-	-	-	-	152	132	-	115	124	-
Stage 1	-	-	-	-	-	-	175	288	-	124	183	-
Stage 2	-	-	-	-	-	-	293	183	-	397	277	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.4	23.6	26.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	151	388	366	-	-	384	-	-	181
HCM Lane V/C Ratio	0.258	0.184	0.069	-	-	0.244	-	-	0.087
HCM Control Delay (s)	36.9	16.4	15.6	-	-	17.4	-	-	26.8
HCM Lane LOS	E	C	C	-	-	C	-	-	D
HCM 95th %tile Q(veh)	1	0.7	0.2	-	-	0.9	-	-	0.3

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	2	32	100	1	65	19	27	97	72	54	37
Future Vol, veh/h	13	2	32	100	1	65	19	27	97	72	54	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	14	2	34	109	1	71	20	28	105	78	57	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	390	406	77	372	373	81	96	0	0	133	0	0
Stage 1	233	233	-	121	121	-	-	-	-	-	-	-
Stage 2	157	173	-	251	252	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	573	534	990	585	557	979	1510	-	-	1452	-	-
Stage 1	775	712	-	883	796	-	-	-	-	-	-	-
Stage 2	850	756	-	753	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	504	499	990	535	520	979	1510	-	-	1452	-	-
Mov Cap-2 Maneuver	504	499	-	535	520	-	-	-	-	-	-	-
Stage 1	765	674	-	872	786	-	-	-	-	-	-	-
Stage 2	777	746	-	686	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	11.7	1	3.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1510	-	-	756	535	979	1452	-	-
HCM Lane V/C Ratio	0.013	-	-	0.066	0.205	0.072	0.054	-	-
HCM Control Delay (s)	7.4	-	-	10.1	13.5	9	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.2	0.2	-	-

Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑↑	↑↱			↱
Traffic Vol, veh/h	0	1291	1172	21	0	7
Future Vol, veh/h	0	1291	1172	21	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	1403	1274	23	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	649
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	412
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	412
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	- 412
HCM Lane V/C Ratio	-	-	- 0.018
HCM Control Delay (s)	-	-	- 13.9
HCM Lane LOS	-	-	- B
HCM 95th %tile Q(veh)	-	-	- 0.1

Capacity Analysis Summary Sheets

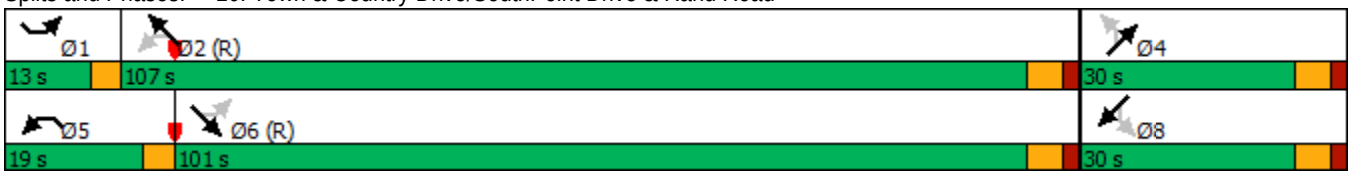
Weekday Evening Peak Hour – Future Conditions

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	78	1369	33	77	1436	48	45	9	56	53	10	84
Future Volume (vph)	78	1369	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		0.997			0.995			0.870			0.865	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	5121	0	1805	3558	0	1770	1653	0	1805	1644	0
Flt Permitted	0.135			0.157			0.573			0.713		
Satd. Flow (perm)	256	5121	0	298	3558	0	1067	1653	0	1355	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			58			88	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		795			459			187			157	
Travel Time (s)		18.1			10.4			4.3			3.6	
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	1460	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	0.37		0.25	0.56		0.58	0.37		0.54	0.48	
Control Delay	4.5	5.8		5.0	12.4		92.9	24.3		84.4	22.6	
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	4.5	5.8		5.0	12.7		92.9	24.3		84.4	22.6	
LOS	A	A		A	B		F	C		F	C	
Approach Delay		5.7			12.3			52.6			44.8	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	9	141		9	272		45	8		53	9	
Queue Length 95th (ft)	21	197		42	654		89	57		100	67	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			379			107			77	
Turn Bay Length (ft)	145			230								
Base Capacity (vph)	317	3979		412	2764		170	313		216	336	
Starvation Cap Reductn	0	0		0	551		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	0.37		0.19	0.70		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: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	1129	65	62	1641	5	22	1	58	4	6	5
Future Vol, veh/h	26	1129	65	62	1641	5	22	1	58	4	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	175	-	-	50	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	27	1164	67	64	1692	5	23	1	60	4	6	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1697	0	0	1231	0	0	2060	3077	616	2343	3108	849
Stage 1	-	-	-	-	-	-	1252	1252	-	1823	1823	-
Stage 2	-	-	-	-	-	-	808	1825	-	520	1285	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.1	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.9	3.8	4	3.9
Pot Cap-1 Maneuver	182	-	-	308	-	-	60	12	375	40	12	265
Stage 1	-	-	-	-	-	-	135	246	-	53	130	-
Stage 2	-	-	-	-	-	-	313	129	-	468	237	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	182	-	-	308	-	-	41	8	375	25	8	265
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	66	-	43	76	-
Stage 1	-	-	-	-	-	-	115	210	-	45	103	-
Stage 2	-	-	-	-	-	-	229	102	-	333	202	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.7	26.8	61.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	375	182	-	-	308	-	-	79
HCM Lane V/C Ratio	0.242	0.159	0.147	-	-	0.208	-	-	0.196
HCM Control Delay (s)	53.1	16.4	28.2	-	-	19.7	-	-	61.3
HCM Lane LOS	F	C	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	0.9	0.6	0.5	-	-	0.8	-	-	0.7

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	1	29	42	1	30	48	32	44	41	39	53
Future Vol, veh/h	19	1	29	42	1	30	48	32	44	41	39	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	20	1	31	46	1	33	51	34	48	45	41	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	336	343	69	335	347	58	97	0	0	82	0	0
Stage 1	159	159	-	160	160	-	-	-	-	-	-	-
Stage 2	177	184	-	175	187	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	622	579	1000	619	576	1008	1509	-	-	1515	-	-
Stage 1	848	766	-	842	766	-	-	-	-	-	-	-
Stage 2	829	747	-	827	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	572	543	1000	571	540	1008	1509	-	-	1515	-	-
Mov Cap-2 Maneuver	572	543	-	571	540	-	-	-	-	-	-	-
Stage 1	819	743	-	813	740	-	-	-	-	-	-	-
Stage 2	774	722	-	777	723	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.6	2.9	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1509	-	-	765	570	1008	1515	-	-
HCM Lane V/C Ratio	0.033	-	-	0.067	0.082	0.032	0.029	-	-
HCM Control Delay (s)	7.5	-	-	10	11.9	8.7	7.4	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1478	1553	20	0	8
Future Vol, veh/h	0	1478	1553	20	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	22	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	855
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	302
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	302
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	- 302
HCM Lane V/C Ratio	-	-	- 0.029
HCM Control Delay (s)	-	-	- 17.3
HCM Lane LOS	-	-	- C
HCM 95th %tile Q(veh)	-	-	- 0.1

Capacity Analysis Summary Sheets

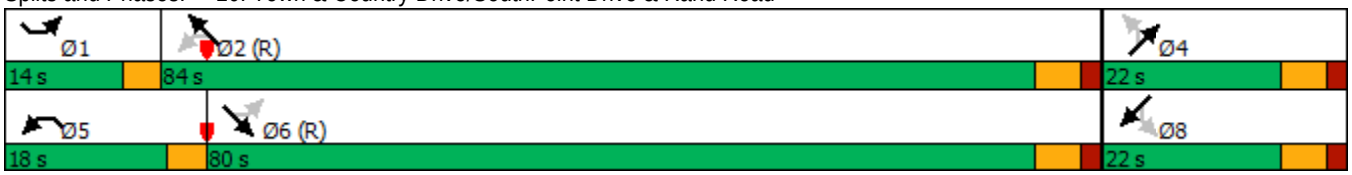
Saturday Midday Peak Hour – Future Conditions

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			467			187			157	
Travel Time (s)		18.1			10.6			4.3			3.6	
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		5.7	12.8		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		5.7	12.8		80.9	16.3		66.3	17.7	
LOS	A	A		A	B		F	B		E	B	
Approach Delay		7.6			12.3			44.0			34.6	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)	14	151		14	368		45	3		54	9	
Queue Length 95th (ft)	30	209		25	495		91	49		100	68	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		715			387			107			77	
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: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 10: Town & Country Drive/SouthPoint Drive & Rand Road



Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	1085	76	95	1256	6	35	1	66	5	1	16
Future Vol, veh/h	24	1085	76	95	1256	6	35	1	66	5	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	95	-	-	175	-	-	75	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	3	0	0	1	0	0	0	4	0	0	0
Mvmt Flow	26	1154	81	101	1336	6	37	1	70	5	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1342	0	0	1235	0	0	1984	2791	618	2055	2828	671
Stage 1	-	-	-	-	-	-	1247	1247	-	1541	1541	-
Stage 2	-	-	-	-	-	-	737	1544	-	514	1287	-
Critical Hdwy	5.3	-	-	5.3	-	-	6.4	6.5	7.18	6.4	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.7	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.1	-	-	3.1	-	-	3.8	4	3.94	3.8	4	3.9
Pot Cap-1 Maneuver	272	-	-	306	-	-	66	19	367	60	18	346
Stage 1	-	-	-	-	-	-	136	247	-	84	179	-
Stage 2	-	-	-	-	-	-	346	178	-	472	237	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	272	-	-	306	-	-	43	12	367	33	11	346
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	81	-	71	77	-
Stage 1	-	-	-	-	-	-	123	223	-	76	120	-
Stage 2	-	-	-	-	-	-	218	119	-	344	214	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.6	31.7	29.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	367	272	-	-	306	-	-	170
HCM Lane V/C Ratio	0.368	0.191	0.094	-	-	0.33	-	-	0.138
HCM Control Delay (s)	58.5	17.1	19.6	-	-	22.5	-	-	29.5
HCM Lane LOS	F	C	C	-	-	C	-	-	D
HCM 95th %tile Q(veh)	1.5	0.7	0.3	-	-	1.4	-	-	0.5

Intersection	
Int Delay, s/veh	0

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1538	1501	20	0	9
Future Vol, veh/h	0	1538	1501	20	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	22	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	827
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	315
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	315
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	- 315
HCM Lane V/C Ratio	-	-	- 0.031
HCM Control Delay (s)	-	-	- 16.8
HCM Lane LOS	-	-	- C
HCM 95th %tile Q(veh)	-	-	- 0.1

Intersection	
Int Delay, s/veh	6

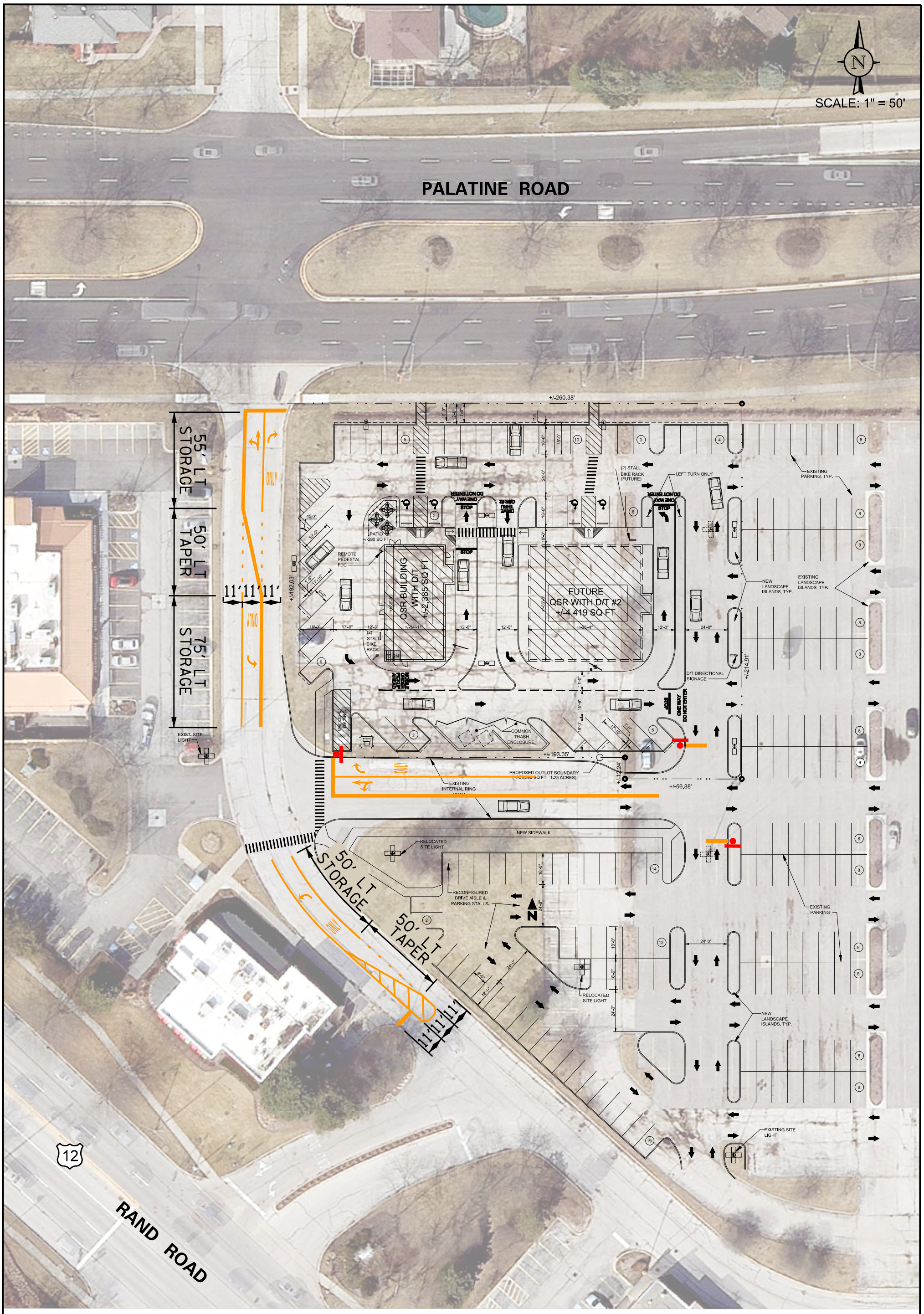
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	2	36	91	0	49	22	39	78	78	55	39
Future Vol, veh/h	14	2	36	91	0	49	22	39	78	78	55	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	50	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	92	95	92	92	92	95	95	92	92	95	95
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	15	2	38	99	0	53	23	41	85	85	58	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	405	421	79	399	399	84	99	0	0	126	0	0
Stage 1	249	249	-	130	130	-	-	-	-	-	-	-
Stage 2	156	172	-	269	269	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	560	524	987	561	539	975	1507	-	-	1460	-	-
Stage 1	759	701	-	874	789	-	-	-	-	-	-	-
Stage 2	851	756	-	737	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	500	486	987	508	500	975	1507	-	-	1460	-	-
Mov Cap-2 Maneuver	500	486	-	508	500	-	-	-	-	-	-	-
Stage 1	748	660	-	861	777	-	-	-	-	-	-	-
Stage 2	792	745	-	665	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	12.1	1.2	3.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1507	-	-	758	508	975	1460	-	-
HCM Lane V/C Ratio	0.015	-	-	0.072	0.195	0.055	0.058	-	-
HCM Control Delay (s)	7.4	-	-	10.1	13.8	8.9	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.2	0.2	-	-

Conceptual Exhibit



PROPOSED OUTLOT DEVELOPMENT
ARLINGTON HEIGHTS, ILLINOIS

PRELIMINARY PROPOSED STRIPING

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

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

Village of Arlington Heights, IL
Building & Life Safety Department

Building & Fire Safety Review

Date: 9/7/2021 P.C. Number: 21-018 Round 1

Project Name: Southpoint Outlot PUD Amendment – To allow a Two-Building Phased Development, Special Use Permit to allow a Drive-Thru

Project Location: Floor and Décor Outlot

Planning Department Contact: Sam Hubbard

Building & Life Safety Dept Contact: Deb Pierce

General Comments:

The information provided is conceptual only and subject to a formal plan review.

RECEIVED
SEP 07 2021
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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 state 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 access road or between the aerial fire apparatus road and the building. Other obstructions 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 buildings, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance 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. Fire protection equipment and service rooms shall be identified in an approved manner.

6. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

7. Buildings shall have approved radio coverage for emergency responders within the building.

8. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

9. The fire alarm shall be capable of sending a wireless signal and shall be monitored by Northwest Central Dispatch. Once accepted, fire alarm system shall not be placed out of service unless approved by the Village.

10. A visible exterior weatherproof alarm notification device, emitting a white in color flashing light when activated, shall be located within closest proximity to the front main entrance of the building or tenant space as approved by the Fire Code Official.

11. Separate permits are required for fire suppression and fire alarm systems.

12. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.

13. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

14. Where provided, fire pump rooms and *automatic sprinkler system* riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer, with sufficient working space around the stationary equipment. Clearances around equipment to elements of permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection, service, repair or replacement without removing such elements of permanent construction or disabling the function of a required fire-resistance-rated assembly.

PLAN COMMISSION PC #21-018
Southpoint Outlot PUD Amendment
600 W Rand Rd
Round 1 REVISED

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 preliminary drainage report plan of action is reasonable. A detailed drainage report shall be submitted including the following:
    a) The existing detention basin is deficient. Provide additional information to show how the pond will be modified to provide the deficient storage as well as the additional detention volume required by the development. If additional facilities are necessary to meet the required volume, such as an underground detention system, this shall be identified in the report and on the plan.
    b) If an underground detention storage system under pavement is needed, it must be designed to AASHTO HS-25 loading standard.
    c) Provide additional information for the volume control facilities.
    d) The existing system includes 0.76 ac-ft of parking lot detention. The location of this parking lot detention shall be shown on the plans. Indicate in the report and on the plan if any of this parking lot detention will be impacted by the proposed development of site one and/or site two.
    e) The Preliminary Engineering shall be revised to show the modifications to the existing detention facility, volume control, and any other detention facilities that may be required.
    f) Detention calculations should include existing conditions, proposed conditions, pervious and impervious areas.

14. An MWRD permit is required.

15. The facilities will be a private system 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.

16. 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. This can be addressed at final engineering.

17. The proposed modifications to the parking lot and interior drive aisles for both sites will alter the existing circulation for the entire complex. Please address the following comments:
    a) Regarding site one, there is a shift in the drive aisle between the QSR site and the parking lot modification to the south. The drive aisles should be aligned.
    b) Provide an overall plan of the parking lot to show the modifications for both sites and the areas of the parking lot that will remain.
    c) Provide an exhibit showing how the trash enclosure will be accessed.
    d) The right out for site one as currently designed would allow a vehicle to enter off of the service road. Revise the alignment to clearly define the right out movement.
    e) Vehicles wanting to turn south from the second QSR exit aisle will have difficulty making the turn.

18. The east/west crosswalk from site one is curved and should be a straight alignment. This can be addressed at final engineering.

19. The fire truck turning exhibit for site one shows limited clearance at the southwest, northwest and northeast corners of the emergency access around. Provide additional clearance. The exhibit must also be revised to show both the wheel path and overhang of the truck.

20. Provide a fire truck turning exhibit for site two to verify the preliminary site plan to be included in the drainage calculations is sufficient to provide emergency access.

21. Provide the cross section for the heavy-duty pavement required for the fire lane. 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. A permit from the Illinois Department of Transportation is required for all work within the right-of-way of Palatine Road, including the utility connections.

Public Works:

23. A meter pit must be installed on any connections to the Village water mains.

24. For site one, end the water main at the second water service connection to avoid a dead-end loop.

25. For site two, only make one water main connection off of Rand Rd.

Traffic:

26. Site one shows two QSR's with aisles adjacent to each other. Provide an example of an existing similar site to show how vehicles will be queued at the same time.

27. There is potential for the vehicles to stack up in the 17 ft exit aisle to the west of the restaurant. This could present an issue with vehicles wanting to exit the site and turn right to access Palatine Road.

28. The proposed new right-in / right-out on Rand Road as part of a separate project should be incorporated into the traffic report for the two QSR's.

10/5/21

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

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-018

Project Name Southpoint Outlot

Project Location Southpoint Shopping cneter

Planning Department Contact Sam Hubbard

General Comments

Round 1
General Comments:

1)Building is to be sprinkled per code.

2) The Fire Department Connection shall be located at the main front entrances of each building. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

3) A Knox Box shall be located at the main front entrance of each building.

4) Install a fully operational annunciator panel or alarm panel at the main front entrance.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date September 2, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
SEP 10 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

Southpoint Outlot PUD
Southpoint Shopping Center

Round 1 Review Comments

09/08/2021

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:

Supervisor's Signature

Arlington Heights Police Department

Emergency Information Card

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Completed forms may also be printed and submitted in the following manner:

Print Form (To Mail)

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL. 60005
Attention: Police Administration

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-018
Petitioner: Richard Silverman
MJK Real Estate Holding Company, LLC

Owner: 600 Rand Rd. LLC an Illinois limited liability company

Contact Person: Richard Silverman
Address: 1622 Willow Road, Suite 201
Northfield, IL 60093
Phone #: 847-919-4804
Fax #:
E-Mail: rs@usanfsc.com

P.I.N.# 32-20-200-007-0000
Location: 600 E Rand Road
Rezoning: ____ Current: B-3 Proposed: N/A
Subdivision:
# of Lots: 1 Current: N/A Proposed: N/A
PUD: ✓ For: Amendment
Special Use: ✓ For: D/T - Restaurant
Land Use Variation: ____ For:

Land Use: ____ Current: Parking Field
Proposed: Retail Building
Site Gross Area: +/-53,590 SQ FT
# of Units Total: 1
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

Building permit plans must comply with the attached Food Service Plan Review Requirements.

See the attached accessibility comments.

RECEIVED
AUG 30 2021
PLANNING & COMMUNITY DEVELOPMENT

Sean Freres 9/2/21
Environmental Health Officer Date

James McCalister 9/2/21
Director Date

Village of Arlington Heights
Health & Human Services Department
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005
(847) 368-5760

Food Service Plan Review Requirements

The Village of Arlington Heights has adopted the Illinois Department of Public Health Food Code. Copies may be obtained by visiting www.idph.state.il.us or calling 630/293-6800.

For a complete plan review, drawings to scale must be submitted containing the information noted below. This list, while not necessarily complete, highlights areas of concern and common reasons for plan rejection.

1. **Floor Plan for Operation**. Designation of various areas (service areas, food preparation, dry storage, numbers and locations of seats, restrooms, break areas, etc).

2. **General Layout**. Location of equipment fixtures (cross-reference to an equipment schedule) including distances above the floor, between other pieces of equipment, whether on legs or casters, etc.

3. **Food Service Equipment.** All equipment must be commercial and listed with NSF or equivalent in both construction and installation. Used equipment must be inspected for approval prior to installation. Equipment schedules must contain manufacturer and model numbers for each piece of food service equipment. Equipment spec sheets are required for all new equipment.

4. **Plumbing fixtures.** Location and type must be shown in overhead and schematic design. Include provisions for drainage from condensate for refrigerators and freezers, ice machines, soda or water stations, steam tables, etc. The location of all floor drains and sinks must also be shown. All 3 compartment sinks, dish machines, prep sinks, ice machines, steam tables, and condensate lines must have an air-gap (open-site drain) on the waste line. All hub drains, floor sinks, and floor drains must be located on the toe-edge of, or adjacent to, the equipment to facilitate cleaning. Facilities cooking or performing food prep must have a grease trap. Newly constructed facilities having cooking that produces grease or vapors, or where 3 compartment sinks or food prep sinks are located in two or more areas are required to have an exterior grease trap. Dish machines and garbage grinders may not drain through the grease trap. All ice machines must be air cooled.

5. **Sinks.** Sinks that are mandatory to be installed include:

- three compartment sink with integral drain boards
- mop/utility sink
- hand sink in preparation areas (including bars) and dish areas (more than one may be required)
- food prep sink (depending on type of operation)

Hot and cold running water are required at all sinks. The water must be tempered by means of a mixing valve. A metering faucet must provide at least 10 seconds of running water.

6. **Ventilation Requirements.** Adequate ventilation must be provided throughout the facility to remove excessive heat, steam, vapors, smoke, fumes, and noxious odors. Submit specifics on ventilation hoods for Fire Code review.

7. **Floors, Walls, and Ceilings.** The surfaces in all food preparation, dishwashing rooms, and toilet rooms must be smooth, light colored, non-porous, and easily cleanable. Ceiling tiles may not contain fissures, and must be vinyl coated above food prep areas. Cove base must be provided at all floor/wall junctures. Grouting for all floor tiles must be sealed to be non-porous. Non-slip finishes may only be installed in traffic areas, not under equipment.

8. **Lighting.** Artificial light sources must be installed to provide at least 20 footcandles of light in all food prep areas, dish areas, and wash rooms. All walk-in refrigeration/freezer units, dry storage areas, dining rooms during cleaning, and other areas must be provided with at least 10 footcandles of light. All light fixtures over, near, or within food preparation, display, or service areas, and dish areas, must be shielded to prevent broken glass from falling onto food. This includes heat lamps.

9. **Dry Storage Areas.** A minimum of 25% of the food preparation area must be set aside for dry storage. Provide calculations showing how the dry storage requirement is met. Show dimensions and numbers of tiers for each shelving unit. All shelving must be at least 6 inches above the floor, and 18 inches below the ceiling. Remember that carry-out operations require more storage space for disposable containers.

10. Other Storage Areas. Provide storage for the following and indicate their locations: refrigerated and frozen storage, both clean and dirty dish storage, kitchen utensils, employee belongings and coats, and all cleaning supplies and toxic chemicals. Provide a mop and broom storage rack over the mop/utility sink.

11. Garbage and Refuse Disposal. An adequately sized solid waste storage site must be provided. The area must be paved, curbed, and graded to the front to prevent the accumulation of liquids. Visual screening for the area must be provided.

12. Outer Openings. No doors or windows may be left open and unscreened. All doors must be self-closing and tight-fitting. Provide screening of at least 16 mesh per inch for any windows to be opened. Air curtains and self-closing automatic windows must be installed on drive-through windows. Doors to outdoor dining areas must have operable air curtains installed above if outdoor wait staff are provided.

13. Other Concerns. All conduits and plumbing pipes must be installed inside the walls. If this is not possible, they must be at least 1 inch from the wall and 6 inches above the floor to facilitate cleaning.

14. Menu. A copy of the proposed menu must be submitted.

15. Smoking. No smoking is allowed in any enclosed space, including bars, private offices, or outdoor dining areas. Smoking is not allowed within 15 feet of any door, and ashtrays and other smoking materials may not be within 15 feet of the doors.

16. Certified Food Service Manager. At least one IDPH certified Food Service Manager must be present at all times foods are handled in high-risk establishments. Medium risk establishments need at least one certified Manager on staff.

Installation Standards for Food Service Equipment

Equipment must be mounted with a minimum of 6 inches of clear space underneath. In lieu of the clear space, equipment may be equipped with casters or placed on a raised solid masonry or sealed metal platform. The platform must be at least 2 inches high, sealed at all edges, and sealed to the floor. Necessary space for air intake must be provided for any units that need ventilation. If fresh air if provided, any air intake openings must be screened with a minimum of 16 mesh per inch screening.

Equipment that is not easily moveable must also be sealed to the wall, or meet the following minimum clearances to facilitate cleaning:

- When the distance to be cleaned is less than 2 feet in length, the width of the clear unobstructed space must not be less than 5 inches.
- When the distance to be cleaned is between 2 and 4 feet, the width of the clear unobstructed space must not be less than 8 inches.
- When the distance to be cleaned is greater than 4 feet, the width of the clear unobstructed space must not be less than 12 inches.

Other Considerations

A valid Business License is required to operate a food service facility in the Village of Arlington Heights. Contact the Licensing Coordinator in the Building Department at 847/368-5560.

A special use permit may be required for your location. Contact the Planning & Community Development Department at 847/368-5200 to inquire about the requirements.

No alcoholic beverages may be sold without first obtaining a Village Liquor License. Contact the Liquor License Officer at 847/368-5100.

Other licenses may be required as well. It is up to the owner and/or operator of each facility to obtain all of the required State and Local licenses prior to opening.

An early consultation between the Health & Human Services Department and the persons planning to build and/or operate a food service establishment can be beneficial. We may also be able to answer any questions you may have during the process. Contact the Health & Human Services Department at 847/368-5760 or by fax at 847/368-5980.

Plan Review

Address: Southpoint Out lot PUD Amendment
PUD Amendment to allow a Two Building Phased Development,
Special Use Permit to Permit a Drive Thru

P.C. #21-018 Round 1

Submitted to: Sam Hubbard, Development Planner

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793

David Robb

Date: September 1, 2021

Re: Illinois Accessibility Code (IAC), Effective October 23, 2018
https://www2.illinois.gov/cdb/business/codes/IllinoisAccessibilityCode/Documents/2018%20Illinois%20Accessibility%20Code.pdf

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Sheet A-06

Accessible Routes All sidewalks leading into the site from public sidewalks and pedestrian routes within the site from building to building shall be accessible per IAC Sections 206.1; 206.2.1 and 206.2.2. in accordance with Chapter 4.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-018
Petitioner: Richard Silverman
MJK Real Estate Holding Company, LLC

Owner: 600 Rand Rd, LLC an Illinois limited liability company

Contact Person: Richard Silverman
Address: 1622 Willow Road, Suite 201
Northfield, IL 60093
Phone #: 847-919-4804
Fax #:
E-Mail: rs@usanfsc.com

P.I.N.# 03-20-200-007-0000
Location: 600 E Rand Road
Rezoning: ____ Current: B-3 Proposed: N/A
Subdivision: ____
# of Lots: 1 Current: N/A Proposed: N/A
PUD: ✓ For: Amendment
Special Use: ✓ For: D/T - Restaurant
Land Use Variation: ____ For: ____

Land Use: ____ Current: Parking Field
Proposed: Retail Building
Site Gross Area: +/-53,590 SQ FT
# of Units Total: 1
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

	YES	NO	
1.	X		COMPLIES WITH COMPREHENSIVE PLAN?
2.	X		COMPLIES WITH THOROUGHFARE PLAN?
3.			VARIATIONS NEEDED FROM ZONING REGULATIONS? (See below.)
4.		X	VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? (See below.)
5.		X	SUBDIVISION REQUIRED?
6.		X	SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? (See below.)

Comments:

Please see attached comments

RECEIVED
AUG 30 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

9/22/21
Date

Planning & Community Development Dept. Review

September 22, 2021

REVIEW ROUND 1

Project: Southpoint PUD Amendment - Chipotle
600 E. Rand Rd.

Case Number: PC 21-018

General:

7. The Plan Commission must review the following zoning actions:
   a) **Amendment to PUD Ordinance #90-014 to modify the approved development plan to allow construction of two outlot buildings.**
   b) **Special Use Permit approval for a 2,325 square foot restaurant with a drive-through, and Conceptual Special Use Permit for a 4,419 square foot future restaurant with a drive through.**

8. Please provide the hours of operation for Chipotle and the drive-through. Is alcohol served and would it be served via the drive-through?

9. Please verify that outdoor dining will comply with all "Outdoor Eating Café On Private Property" regulations as contained within Section 5.1-21 of the Zoning Code.

10. Please provide a current copy of the Floor & Décor Plat of Survey. As portions of this lot would be altered with the proposed improvements, a current copy of the legal description and Plat of Survey is needed. Legal description for Floor & Décor lot must be provided electronically (via email is acceptable).

11. Please provide a copy of the updated CCR's and REA for shared access and parking (via email is acceptable). Is permission needed from any other owners within the PUD for the newly proposed parking area in the "triangle" and associated changes to the drive aisles in that location?

12. These review comments have taken into consideration the proposed work by Floor and Décor; the proposed credit union was reviewed for stormwater impact only and the zoning implications of that development were not reviewed. A future PUD amendment shall be required for the proposed credit union and any potential approval of the Chipotle PUD amendment shall not be construed as an endorsement of the proposed credit union project. Proceeding with stormwater improvements as necessary to accommodate for the credit union development is at the developers own risk.

13. A future Special Use Permit application and Design Commission application will be needed for the 4,419 square foot building once a tenant has been identified and construction is ready to commence.

14. Please ensure that any plans, documents, or studies to be resubmitted as a result of these Round 1 review comments include a revision date.

15. Please provide the resubmittal in both paper format as well as within a USB flash drive.

Floor Plan:

16. Please reevaluate the outdoor seating area and incorporate enhancements to this site element.

17. Please work with your tenant to provide a more detailed floorplan showing interior seating areas. Floorplan must include a dashed line indicating indoor seating area location and square footage. How many square feet will the outdoor seating area be? Please add a note to the site plan indicating size of outdoor seating area.

18. Would future building include an outdoor seating area? There does not appear to be sufficient space for an outdoor seating area for the future building.

19. Please provide a detail for the fence around the outdoor eating area.

Site and Building:

20. The north/south driveway on the eastern side of the site shall be revised to align with the driveway to the south of the east/west entry drive to Floor & Décor from the Ring Road.

21. The pedestrian connections to the west should be enhanced. Please add an additional crosswalk on the north leg of the Floor & Décor access drive/the Ring Road intersection. Connections should be stamped concrete or be of a comparable decorative design.

22. Section 10.2-8 requires that all 45-degree parking stalls be 19' in depth as measured from face of curb to end of striping. The proposed 45-degree parking stalls do not appear to conform to this regulation.

23. Please provide aisle widths and parking stall dimensions for the new "triangle" parking lot.

24. Trash enclosure should be located within an interior trash room, where feasible. If on the exterior of the site, should be appropriately located towards the center of the site and away from viewing corridors. Please revise the location of the proposed dumpster enclosure and transformer. The enclosure area around the dumpster should provide a complete enclosure of the dumpster and shall not contain openings.

25. Other than the proposed transformer, is there any other exterior mechanical equipment (ground mounted AC condensers, utility pedestals, generators, etc.) proposed?

26. Please revise the photometric plan to include the new parking area in the "triangle" at the south of the Chipotle outlot. Will new fixtures be proposed in this area?

27. Two light poles do not appear to meet the spacing standards of Section 10.2-12.3.c.3.

Parking, Traffic, and Circulation:

28. The KLOA traffic and parking study is not acceptable. The study has "draft" watermarked on it, has incomplete text in certain areas, and was prepared under a previous 2020 development concept for the site that is no longer under consideration. The study and analysis must be corrected to reflect the current proposal.

29. Does the Westmont Chipotle include a drive-thru? When were the observations done on the Westmont Chipotle?

30. The Trip Generation/Current Vacancies and Planned Unit Development section needs to be updated. Please verify current vacancies in Southpoint. Vasa proposal has been withdrawn and is no longer under consideration. Please assume Bif furniture is re-occupied by another furniture store for traffic/parking projections and please incorporate the proposed credit union into the traffic projections.

31. The section of the report that evaluates internal circulation should discuss and analyze the following:
    a) Stacking at Chipotle drive through, which could queue to block the 17' wide drive aisle.
    b) Evaluation of the site design with areas that are 1-way and 2-way and the potential this creates for vehicle conflicts.
    c) Evaluation of egress from the future building drive through lane, which would require a 180° turning movement to head southbound in the north/south drive aisle and would place vehicles into oncoming traffic. It is recommended that this configuration be revised to provide better circulation.

32. Revised study and analysis should take into consideration the proposed parking lot within the "triangle" area.

33. Would parking for Chili's and Olive Garden on the subject property be restricted in any way?

34. Where will delivery vehicles park?

35. Eight bicycle parking spaces are required. Please show location of these spaces on the site plan.

36. The KLOA study recommends assigning certain areas for employee parking. Have the other nearby property/business owners in Southpoint been contacted to discuss these policies and any concerns they have with the proposed work?

Prepared by: _____

Southpoint Outlot
PC #21-018
September 16, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15, four-inch caliper shade trees are required at the ends of all parking rows. Incorporate shade trees within the islands (two per island for a double row) where the trees are absent. Please increase the size of the trees and provide the additional code required trees. In addition, a landscape island with a shade tree must be provided at the end of every 20 parking spaces. Provide an additional island along the north row of parking.

2) It is recommended that shrubs or ornamental grasses be provided in the west island between the drive aisle and parking area.

3) Provide foundation plantings adjacent to the phase one building on the north, west and south elevation where space permits.

4) Adjacent to the trash enclosure it is recommended that the Hydrangea, Sumac and Yews be replaced with Upright Juniper or Arborvitae.

5) Please evaluate the overall pedestrian circulation. For the crosswalks at the 'T' intersection incorporate specialty pavement such as stamped concrete.

6) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

7) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

ASOOSOCIATES

Sam Hubbard, Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
847-368-5223
shubbard@vah.com
November 4, 2021

RE: MJK Southpoint Chipotle Outlot Development (PC 21-018, Round 1)
Staff & Department Comments
600 e. Rand Road
Arlington Heights, IL 60004
Soos Project Number: 21-047 MJ

Please note this letter corresponds to Staff & Department Comments sent and received on September 22, 2021.

Building & Fire Safety Review – Deb Pierce

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 Conservations Code with state amendments
    f. 2018 Illinois Accessibility Code
    g. 2017 National Electrical Code with amendments
    h. 2014 Illinois Plumbing Code with amendments

    Response: Acknowledged.

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: Acknowledged. Additionally, the proposed retail development does not propose any overhead utility lines.

3. Fire department connections shall be located on the street side of building, fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved by the *fire code official*.

    Response: Acknowledged. The Fire Department Connection will be located as outlined. Recently requested Design Commission updates to the exterior elevations will not allow the FDC near the main front doors. The proposed FDC will be located at the secondary door along the west elevation. The Fire Hydrant will be located at the southwest corner of the site (west of the Trash Corral).

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

4. A complete NFPA compliant fire suppression system is required.

   Response: Acknowledged. A compliant fire sprinkler system will be provided.

5. Fire protection equipment and service rooms shall be identified in an approved manner.

   Response: Acknowledged. Compliant labeling of fire protection equipment service rooms will be provided.

6. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.

   Response: Acknowledged. Adequate clearances surrounding fire protection equipment will be provided.

7. Buildings shall have approved radio coverage for emergency responders within the building.

   Response: Acknowledged.

8. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.

   Response: Acknowledged. We're proposing to locate the fire alarm annunciator panel near the secondary door along the west elevation. This location will coincide with the FDC.

9. The fire alarm shall be capable of sending a wireless signal and shall be monitored by the Northwest Central Dispatch. Ince accepted, fire alarm system shall not be placed out of service unless approved by the Village.

   Response: Acknowledged.

10. A visible exterior weatherproof alarm notification device, emitting a white color flash when activated, shall be located within closet proximity to the front main entrance of the building or tenant space as approved by the Fire Code Official.

    Response: Acknowledged. We're proposing to locate the fire alarm notification device near the secondary door along the west elevation. This location will coincide with the FDC & the Fire Alarm Annunciator Panel.

11. Separate permits are required for fire suppression and fire alarm systems.

    Response: Acknowledged.

12. A zoning indicator panel and the associated controls, or fire alarm control panel shall be located within the closet proximity to the front main entrance.

    Response: Acknowledged. We're proposing to locate the zoning indicator panel near the secondary door along the west elevation.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

13. A key box (Knox Box) shall be provided and contain keys to gain necessary access as required by the fire code official.

    Response: Acknowledged. A Knox Box will be located near the secondary door along the west elevation.

14. Where provided, fire pump rooms and automatic sprinkler system riser rooms shall be designed with adequate space for all equipment necessary for the installation, as defined by the manufacturer, with sufficient working space around the stationary equipment. Clearances around equipment to elements of permanent construction, including other installed equipment and appliances, shall be sufficient to allow inspection, service, repair or replacement without removing such elements of permanent construction or disabling the function of a required fire-resistance-rated assembly.

    Response: Acknowledged.

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ENGINEERING – Michael Pagones, P.E., Village Engineer

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 provide upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.

    Response: Acknowledged.

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are detail about project:

Projected Coordinate System:	NAD_1983_StatePlane_Illionois_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: Greenich Angular Unit: Degree

    Response: Drawings have been created using the State-Plan coordinate system and NAV1988. Benchmarks are shown on the cover sheet.

13. The preliminary drainage report plan of action is reasonable. A detailed drainage report shall be submitted including the following:
    a) The existing detention basin is deficient. Provide additional information to show how the pond will be modified to provide the deficient storage as well as the additional detention volume required by the development. If additional facilities are necessary to meet the required volume, such as an underground detention system, this shall be identified in the report and on the plan.

    Response: Design of the detention and volume control facilities is ongoing.

    b) If an underground detention storage system under the pavement us needed, it must be designed to AASHTO HS-25 loading standard.

    Response: Design of the detention and volume control facilities is ongoing.

    c) Provide additional information for the volume control facilities.

    Response: Design of the detention and volume control facilities is ongoing.

    d) The existing system includes 0.76 ac-ft of parking lot detention. The location of this parking lot detention shall be shown on the plans. Indicate in the

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Fax 847 821 8570

report and on the plan if any of this parking lot detention will be impacted by the proposed development of site one and/or site two.

Response: The existing parking lot detention has been added to Exhibit C – Proposed Drainage Exhibit. The drainage report has been updated to include language that this detention will remain undisturbed.

e) The Preliminary Engineering shall be revised to show the modification to the existing detention facility, volume control, and any other detention facilities that may be required.

Response: Design of the detention and volume control facilities is ongoing.

f) Detention calculations should include existing conditions, proposed conditions, pervious and impervious areas.

Response: Design of the detention and volume control facilities is ongoing.

14. An MWRD permit is required.

Response: Acknowledged.

15. The facilities will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

Response: Acknowledged.

16. 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. This can be addressed at final engineering.

Response: Fixture cutsheets have been provided. Please refer to attachments.

17. The proposed modification to the parking lot and interior drive aisles for both sites will alter the existing circulation for the entire complex. Please address the following comments:

a) Regarding site one, there is a shift in the drive aisle between the QSR site and the parking lot modification to the south. The drive aisles should be aligned.

Response: Drive aisles have been aligned. Please refer to updated Civil Drawings.

b) Provide an overall plan of the parking lot to show the modification for both sites and the areas of the parking lot that will remain.

Response: An overall plan of the parking lot to show disturbed versus undisturbed areas can be found in the Parking Exhibit has been provided. Please refer to updated Civil Drawings.

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c) Provide an exhibit showing how the trash enclosure will be accessed.

Response: A Refuse Truck Exhibit has been provided.

d) The right out for site one as currently designed would allow a vehicle to enter off of the service road. Revise the alignment to clearly define the right out movement.

Response: Driveway in questions has been omitted. Please refer to updated Civil Drawings.

e) Vehicles wanting to turn south from the second QSR exit aisle will have difficulty making a turn.

Response: The future building and its D/T aisle is schematic in nature. Once a tenant is known a formal submittal addressing this concern will be provided at that time.

18. The east/west crosswalk from site one is curved and should be a straight alignment. This can be addressed at final engineering.

Response: Crosswalk has been revised. Please refer to updated Civil Drawings.

19. The fire truck turning exhibit for site one shows limited clearance at the southwest, northwest and northeast corners of the emergency access around. Provide additional clearance. The exhibit must also be revised to show both eh wheel path and overhang of the truck.

Response: The site layout has been revised to provide additional clearance for the fire truck to make the turns. See the Fire Truck Turning Exhibit.

20. Provide a fire truck turning exhibit for site two to verify the preliminary site plan to be included in the drainage calculations is sufficient to provide emergency access.

Response: A fire truck turning exhibit will be provided by the Credit Union petitioner. The anticipated Consumers Credit Union site plan has been accounted for in the stormsewer design/alterations.

21. Provide the cross section for the heavy-duty pavement required for the fire lane. Asphalt pavement section to consist of: 2” Surface, 2-1/4” N-50 Binder, and 4” CA-6 Stone Subbase. Concrete driveway apron to be 8” thick.

Response: Please refer to updated Civil drawings.

22. A permit from the Illinois Department of Transportation is required for all work within the right-of-way of Palatine Rd, including the utility connections.

Response: Acknowledged. An IDOT Right of way permit will be secured.

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Public Works:

23. A meter pit must be installed on any connections to the Village water mains.

    Response: The callout for the water connection to be in a meter pit has been added to the Utility Plans.

24. For site one, end the water main at the second water service connection to avoid a dead-end loop.

    Response: The water main at Site One has been revised to avoid the dead-end loop, see Utility Plan - 1. Please refer to updated Civil Drawings.

25. For site one, only make one water connection off of Rand Rd.

    Response: The utility plan for Site Two has been revised to only show one water main connection on Rand Road, see Utility Plan - 2.

Traffic:

26. Site one shows two QSR's with aisles adjacent to each other. Provide an example of an existing similar site to show how vehicles will be queued at the same time.

    Response: The future building and its D/T aisle is schematic in nature. Once a tenant is known a formal submittal addressing this concern will be provided at that time.

27. There is potential for the vehicles to stack up in the 17 ft exit aisle to the west of the restaurant. This could present an issue with vehicles wanting to exit the site and turn right to access Palatine Road.

    Response: Chipotle's Pickup operation is Mobile Order Pickup only. There are no typical Drive Through components (Menu Board/Order Station, Speaker Post, etc.) Pickup's will be sequenced using their mobile app thus minimizing car stacking. Please refer to updated Traffic Report.

28. The proposed new right-in / right-out on Rand Road as part of a separate project should be incorporated into the traffic report for the two QSR's.

    Response: The proposed Rand Road curb-cut has been accounted for in the traffic report. Please refer to updated traffic study.

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Arlington Heights Fire Department – LT. Mark Aleckson

1. Building is to be sprinkled per code.

   Response: Acknowledged.

2. The Fire Department Connection shall be located at the main front entrances of each building. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

   Response: The Fire Department Connection will be located as outlined. Recently requested Design Commission updates to the exterior elevations will not allow the FDC near the main front doors. The proposed FDC will be located at the secondary door along the west elevation. The Fire Hydrant will be located at the southwest corner of the site (west of the Trash Corral).

3. A Knox Box shall be located at the main front entrance of each building.

   Response: Acknowledged. For the Chipotle building, a Knox Box will be located near the secondary door along the west elevation.

4. Install a fully operational annunciator panel or alarm panel at the main front entrance.

   Response: Acknowledged. We're proposing to locate the fire alarm annunciator panel near the secondary door along the west elevation. This location will coincide with the FDC.

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Fax 847 821 8570

Arlington Heights Police Department – Alexandra Ovington

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

   Response: Acknowledged.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior 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. Adequate light levels are provided.

3. **Present traffic problems?**
   There are no traffic problems at this location.

   Response: Acknowledged.

4. **Traffic accidents at particular location?**
   This is not a problem are in relation to traffic accidents.

   Response: Acknowledged.

5. **Traffic problems that may be created by the development.**
   This development should not create any additional traffic problems.

   Response: Acknowledged.

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.

     Response: Acknowledged. The Emergency Information/Contact Card will be provided.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush location and havens for illegal activity- theft, trespassing, vandalism, underage drinking, drug use, etc.

     Response: Acknowledged.

   - 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: Acknowledged.

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HEALTH SERVICES DEPARTMENT- Sean Freres & James McCalister

NOTE:
FOR REFERENCE, ATTACHED ARE CHIPOTLE PREPARED DRAWING EXHIBITS. ALL FOOD SERVICE & RESTAURANT OPERATION COMMENTS WILL BE ADDRESSED BY CHIPOTLE, UNDER SEPARATE PERMIT SUBMITTAL AT PLAN REVIEW FOR THE INTERIOR BUILDOUT.

The Village of Arlington Heights has adopted the Illinois Department of Public Health Food Code. Copies may be obtained by visiting www.idph.state.il.us or calling 630-293-6800.

For a complete plan review, drawings to scale must be submitted containing the information noted below. This list, while not necessarily complete, highlights areas of concern and common reasons for plan rejection.

1. **Floor Plan for Operation.** Designation of various areas (service areas, food preparation, dry storage, numbers and locations of seats, restrooms, break areas, etc.)

   Response: Please refer to tenant provided Floor Plan for requested information.

2. **General Layout.** Location of equipment fixtures (cross-reference to an equipment schedule) including distances above the floor, between other pieces of equipment, whether on legs or casters, etc.

   Response: Please refer to tenant provided Floor Plan & Equipment Schedules for requested information. Additionally, tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

3. **Food Service Equipment.** All equipment must be commercial and listed with NSF or equivalent in both construction and installation. Used equipment must be inspected for approval prior to installation. Equipment schedules must contain manufacturer and model numbers for each piece of food service equipment.

   Response: Please refer to tenant provided Floor Plan & Equipment Schedules for information. Additionally, tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

4. **Plumbing fixtures.** Location and type must be shown in overhead and schematic design. Include provisions for drainage from condensate for refrigerators and freezers, ice machines, soda or water stations, steam tables, etc. The location of all floor drawings and sinks must be shown. All 3 compartment sinks, dish machines, prep sinks, ice machines, steam tables and, condensate lines must have an air-gap (open-site drain) on the waste line. All hub drains, floor sinks, and floor drains must be located on the toe-edge of, or adjacent to, the equipment to facilitate cleaning. Facilities cooking or performing food prep must have a grease trap. Newly constructed facilities having cooking that produces grease or vapors, or where 3 compartment sinks or food prep sinks are located in two or more areas are required to have an exterior grease trap. Dish machines and garbage may not drain through the grease trap. All ice machines must be air cooled.

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Response: An exterior Grease Interceptor is being provided. Please refer to Civil Engineering drawings. Additionally, tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

5. **Sinks.** Sinks that are mandatory to be installed include:
   - Three compartment sink with integral drain boards
   - Mop/utility sink
   - Hand sink in preparation areas (including bars) and dish areas (mare than one may be required)
   - Food prep sink (depending on type of operation)

   Hot and cold running water are required at all sinks. The water must be tempered by means of a mixing valve. A metering faucet must provide at least 10 seconds of running water.

   Response: Acknowledged. tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

6. **Ventilation Requirements.** Adequate ventilation must be provided throughout the facility to remove excessive heat, steam, vapors, smoke, fumes, and noxious odors. Submit specifics on ventilation hoods for Fire Code review.

   Response: Acknowledged. tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

7. **Floors, Walls, and ceilings.** The surface in all food preparation, dishwashing rooms, and toilet rooms must be smooth, light colored, non-porous, and easily cleanable. Ceiling tiles may not contain fissures, and must be vinyl coated above the food prep areas. Cove base must be provided at all floor/wall junctures. Grouting for all floor tiles must be sealed to be non-porous. Non-slip finishes may only be installed in traffic areas, not under equipment.

   Response: Acknowledged. tenant will provide comprehensive food service criteria at plan review for the interior buildout under separate submittal.

8. **Lighting.** Artificial light sources must be installed to provide at least 20 footcandles of light in all food prep areas, dish areas, and wash rooms. All walk-in refrigeration/freezer units, dry storage areas, dining rooms during cleaning and other areas must be provided with at least 10 footcandles of light. All light fixtures over, near, or within food preparation, display, or service areas, and dish areas, must be shielded to prevent broken glass from falling onto food. This includes heat lamps.

   Response: Acknowledged. tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

9. **Dry Storage Areas.** A minimum of 25% of the food preparation area must be set aside for dry storage. Provide calculation showing how the dry storage requirement is met. Show dimensions and number of tiers for each shelving unit. All shelving must be at

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least 6 inches above the floor, and 18 inches below the ceiling. Remember that carry-out operations require more storage space for disposable containers.

Response: Acknowledged. Tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

10. **Other Storage Areas.** Provide storage for the following and indicate their locations: refrigerated and frozen storage, both clean and dirty dish storage, kitchen utensils, employee belongings and coats, and all cleaning supplies and toxic chemicals. Provide a mop and broom storage rack over the mop/utility sink.

    Response: Acknowledged. Tenant will provide comprehensive food service criteria at plan review for the interior buildout under separate submittal.

11. **Garbage and Refuse Disposal.** An adequately sized solid waste storage site must be provided. The area must be paved, curbed, and graded to the front to prevent accumulation of liquids. Visual screening for the area must be provided.

    Response: A dedicated exterior trash area/enclosure is provided. Please refer to Architectural attachments.

12. **Outer Openings.** No doors or windows may be left open and unscreened. All doors must be self-closing and tight-fitting. Provide screening of at least 16 mesh per inch for any windows to be opened. Air curtains and self-closing automatic windows must be installed on drive-through windows. Doors to outdoor dining areas must have operable air curtains installed above if outdoor wait staff are provided.

    Response. Acknowledged. Tenant will provide comprehensive food service equipment criteria at plan review for the interior buildout under separate submittal.

13. **Other Concerns.** All conduits and plumbing pipes must be installed inside the walls. If this is not possible, they must be at least 1 inch from the wall and 6 inches above the floor to facilitate cleaning.

    Response: Acknowledged. Tenant will provide comprehensive food service criteria at plan review for the interior buildout under separate submittal.

14. **Menu.** A copy of the proposed menu board must be submitted.

    Response: Acknowledged. Tenant will provide under separate submittal.

15. **Smoking.** No smoking is allowed in any enclosed space, including bars, private offices, or outdoor dining areas. Smoking is not allowed within 15 feet of any door, and ashtrays and other smoking materials may not be within 15 feet of the doors.

    Response: Acknowledged. Tenant will provide under separate submittal.

16. **Certified Food Service Manager.** At least one IDPH certified Food Service Manager must be present at all times foods are handled in high-risk establishments. Medium risk establishments need at least one certified Manager on staff.

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Response: Acknowledged. Tenant will provide under separate submittal.

Installation Standards for Food Service Equipment

Equipment must be mounted with a minimum of 6 inches of clear space underneath. In lieu of the clear space, equipment may be equipped with casters or placed on a raised sold masonry or sealed metal platform. The platform must be at least 2 inches high, sealed at all edges, and sealed to the floor. Necessary space for air intake must be provided for any units that need ventilation. If fresh air if provided, any air intake openings must be screened with a minimum of 16 mesh per inch screening.

Equipment that is not easily moveable must also be sealed to the wall, or meet the following minimum clearances to facilitate cleaning:

- When the distance to be cleaned is less than 2 feet in length, the width of the clear unobstructed space must not be less than 5 inches.
- When the distance to be cleaned is between 2 and 4 feet, the width of the clear unobstructed space must not be less than 8 inches.
- When the distance to be cleaned is greater than 4 feet, the width of the clear unobstructed space must not be less than 12 inches.

Response: Acknowledged. Tenant will provide comprehensive food service criteria at plan review for the interior buildout under separate submittal.

Other Considerations

A valid Business License is required to operate a food service facility in the Village of Arlington Heights. Contact the Licensing Coordinator in the Building Department at 847/368-5560.
A special use permit may be required for your location. Contact the Planning & Community Development at 847/368-5200 to inquire about the requirements.

No alcoholic beverages may be sold without first obtaining a Village Liquor License. Contact the Liquor Office at 847/368-5100.

Other licenses may be required as well. It is up to the owner and/or operator of each facility to obtain all of the required State and Local licenses prior to opening.

An early consultation between the Health & Human Services Department and the persons planning to build and/or operate a food service establishment can be beneficial. We may also be able to answer any questions you may have during the process. Contact the Health & Human Services Department at 847/368-5730 or by fax at 847/368-5980.

Response: Acknowledged. Tenant will provide comprehensive food service operations criteria at plan review for the interior buildout under separate submittal.

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Plan Review – David Robb, Disability Services Coordinator
Sheet A-06

Accessible Routes All sidewalks leading into the site from public sidewalks and pedestrian routes within the site from the building to building shall be accessible per IAC Sections 206.1; 206.2.1 and 206.2.2. in accordance with Chapter 4.

Response: A dedicated path leading from the public sidewalk to the building's main entrance has been provided. Please refer to updated drawings.

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Planning & Community Development Dept. Review- Sam Hubbard

General:

7. The Plan Commission must review the following zoning actions:

   a) Amendment to PUD Ordinance #90-014 to modify the approved development plan to allow construction of two outlot buildings.
   b) Special Use Permit approval for a 2,325 square foot restaurant with a drive-through, and Conceptual Special Use Permit for a 4,419 square foot future restaurant with a drive through.

   Response: Acknowledged. Clarification regarding the proposed Chipotle building: its square footage has been increased to accommodate a dedicated Fire Sprinkler Room. The new area is 2,385 square feet. Regarding the future building, this layout is schematic in nature. Once a tenant is known a fully developed site plan will be provided for Staff's review.

8. Please provide the hours of operation for Chipotle and the drive-through. Is alcohol served and would it be served via the drive-through??

   Response: Anticipated hours of restaurant operation are 10:45 AM to 10:00PM. Alcohol is offered and it is to be consumed on the premises. It will not be served via the drive-through. Additionally, tenant will provide comprehensive restaurant operations criteria at plan review for the interior buildout under separate submittal.

9. Please verify that outdoor dining will comply with all "Outdoor Eating Café On Private Property" regulations as contained within Section 5.1-21 of the Zoning Code.

   Response: Acknowledged. See tenant provided Patio floor plan. Additionally, tenant will provide outdoor eating criteria at plan review for the interior buildout under separate submittal.

10. Please provide a current copy of the Floor & Décor Plat of Survey. As portions of this lot would be altered with the proposed improvements, a current copy of the legal description and plat of Survey is needed. Legal description for Floor & Décor lot must be provided electronically (via email is acceptable).

    Response: An update Floor & Décor Plat of Survey has been provided. Please refer to attachments.

11. Please provide a copy of the updated CCR's and REA for shared access and parking (via email is acceptable). Is permission needed from the owners within the PUD for the newly proposed parking area in the "triangle" and associated changes to the drive aisles in that location?

    Response: The REA has been provided. Please refer to attachments.

12. The review comments have taken into consideration the proposed work by Floor and Décor; the proposed credit union was reviewed for stormwater impact only and the

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zoning implications of that development were not reviewed. A future PUD amendment shall be required for the proposed credit union and any potential approval of the Chipotle PUD amendment shall not be construed as an endorsement of the proposed credit union development is at the developers own risk.

Response: Acknowledged.

13. A future Special Use Permit application and Design Commission application will be needed for the 4,419 square foot building once a tenant has been identified and construction is ready to commence.

Response: Acknowledged.

14. Please ensure that any plans, documents, or studies to be submitted as a result of these Round 1 review comments include a revision date.

Response: Acknowledged.

15. Please provide the resubmittal in both paper format as well as within a USB flash drive.

Response: Acknowledged.

Floor Plan:

16. Please reevaluate the outdoor seating area and incorporate enhancements to this site elements.

Response: Please refer to Chipotle Floor Plan for outdoor seating information.

17. Please work with your tenant to provide a more detailed floor plan showing interior seating areas. Floor plan must include a dashed line indicating indoor seating area location and square footage. How many square feet will the outdoor seating area be? Please add a note to the site plan indicating size of outdoor seating area.

Response: Please refer to Chipotle provided interior floor plan layout. The outdoor seating is approximately 280 square feet.

18. Would future building include an outdoor seating area? There does not appear to be sufficient space for an outdoor seating area for the future building.

Response: The identified future building layout is schematic in nature. Once a tenant is known a fully developed site plan will be provided for Staff's review.

19. Please provide a detail for the fence around the outdoor eating area.

Response: Please refer to Chipotle Floor Plan for outdoor seating information.

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Site and Building:

20. The north/south driveway on the eastern side of the site shall be revised to align with the driveway to the south of the east/west entry drive to Floor & Décor from the Ring Road.

    Response: The new north/south drive aisle has been reconfigured to align with the drive aisle to the south. Please refer to attachments. Please refer to updated drawings.

21. The pedestrian connections to the west should be enhanced. Please add an additional crosswalk on the north leg of the Floor & Décor access drive/the Ring Road intersection. Connections should be stamped concrete or be of a comparable decorative design.

    Response: Pavement markings will be provided and/or paver patterned asphalt concrete painted brick red with pavement marking paint.

22. Section 10.2-8 requires that all 45-degree parking stalls be 19' in depth as measured from face of curb to end of stripping. The proposed 45-degree parking stalls do not appear to conform to this regulation.

    Response: Diagonal parking has been revised. Please refer to updated drawings.

23. Please provide aisle widths and parking stall dimensions for the new "triangle" parking lot.

    Response: Requested dimensions have been provided. Please refer to updated drawings.

24. Trash enclosure should be located within an interior trash room, where feasible. If on the exterior of the site, should be approximately located towards the center of the site and away from viewing corridors. Please revise the location of the proposed dumpster enclosure and transformer. The enclosure area around the dumpster should provide a complete enclosure of the dumpster and shall not contain openings.

    Response: The Trash Enclosure has been reconfigured to limit site lines into the T/E by vehicles circulating the site. The small opening between the swing gate and the curb will allow Chipotle associates to access the enclosure without having to operate a gate.

25. Other than the proposed transformer, is there any other exterior mechanical equipment (ground mounted AC condensers, utility pedestals, generator, etc.) proposed?

    Response: All the anticipated ground mounted utility equipment has been identified on the drawings.

26. Please revise the photometric plan to include the new parking area in the "triangle" at the south of the Chipotle outlot. Will new fixtures be proposed in this area?

    Response: Site lighting has been provided within the new parking field to the south. Existing poles will be relocated within that area. Please refer to attachments.

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27. Two light poles do not appear to meet the spacing standards of Section 10.2-12.3.c.3.

Response: Site lights have been revised. Please refer to revised Site Lighting Plan.

Parking, Traffic and Circulation:

28. The KLOA traffic and parking study is not acceptable. The study has "draft" watermarked on it, has incomplete text in certain areas, and was prepared under a previous development concept for the site that is no longer under consideration. The study and analysis must be corrected to reflect the current proposal.

Response: Traffic and Parking study has been revised.

29. Does the Westmont Chipotle include a drive-thru?? When were the observations done on the Westmont Chipotle?

Response: Please refer to updated Traffic and Parking study.

30. The trip Generation/Current Vacancies and Planned Unit Development section needs to be updated. Please verify current vacancies in Southpoint. Vasa proposal has been withdrawn and is no longer under consideration. Please confirm Bif furniture is re-occupied by another furniture store for traffic/parking projections and please incorporate the proposed credit union into the traffic projections.

Response: Please refer to updated Traffic and Parking study.

31. The section of the report that evaluates internal circulation should discuss and analyze the following:
    a) Stacking at Chipotle drive through, which could queue to block the 17' wide drive aisle.

Response: Chipotle's D/T window is limited to as a Mobile Order Pickup only. There are no onsite ordering devices which will affect D/T stacking. Additionally, please refer to updated Traffic and Parking study.

    b) Evaluation of the site design with areas that are 1-way and 2-way and the potential this creates for vehicle conflicts.
    c) Evaluation of egress from the future building drive through lane, which would require a 180* turning movement to head southbound in the north/south drive aisle and would place vehicles into oncoming traffic. It is recommended that this configuration be revised to provide better circulation.

Response: The future building and its D/T aisle is schematic in nature. Once a tenant is known a formal submittal addressing this concern will be provided at that time.

32. Revised study and analysis should take into consideration the proposed parking lot within the "triangle" area.

Response: Please refer to updated Traffic and Parking study.

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33. Would parking for Chili's and Olive Garden on the subject property be restricted in any way?

    Response: Please refer to updated Traffic and Parking study. Newly created parking stalls within the south 'triangle' parking field will accommodate spillover patrons from Chili's & Olive Garden.

34. Where will delivery vehicles park?

    Response: All deliveries will be scheduled during off hours.

35. Eight bicycle spaces are required. Please show location of these spaces on the site plan.

    Response: Bicycle racks have been added. Please refer to updated drawings.

36. The KLOA study recommends assigning certain areas for employee parking. Have the other nearby property/business owners in Southpoint been contacted to discuss these policies and any concerns they have with the proposed work??

    Response: Please refer to updated Traffic and Parking study. Preliminary discussions have taken place with Southpoint owners. Initial feedback has been positive.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Landscape Comments

1) Per Chapter 28, Section 6.15, four-inch caliper shade trees are required at the ends of all parking rows. Incorporate shade trees within the islands (two per island for a double row) where the trees are absent. Please increase the size of the trees and provide the additional code required trees. In addition, a landscape island with a shade tree must be provided at the end of every 20 parking spaces. Provide an additional island along the north row of parking.

   Response: Shade trees have been updated. Please refer to updated Landscape Drawings.

2) It is recommended that shrubs or ornamental grasses be provided in the west island between the drive aisle and parking area.

   Response: Ornamental Grasses have been added/ Please refer to updated Landscape Drawings.

3) Provide foundation plantings adjacent to the phase one building on the north, west and south elevation where space permits.

   Response: Foundation landscaping has been provided along the west building elevation. Please refer to updated Landscape Drawings.

4) Adjacent to the trash enclosure it is recommended that the Hydrangea, Sumac and Yews be replaced with Upright Juniper or Arborvitae.

   Response: Plantings adjacent to the trash enclosure have been updated. Please refer to updated Landscape Drawings.

5) Please evaluate the overall pedestrian circulation. For the crosswalks at the 'T' intersection incorporate specialty pavement such as stamped concrete.

   Response: Pavement markings will be provided and/or paver patterned asphalt concrete painted brick red with pavement marking paint.

6) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

   Response: Acknowledged. Please refer to updated Landscape Drawings.

7) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

   Response: Acknowledged. A landscape compliance bond and tree fee will be provided.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

ASOOSOCIATES

Please contact me directly with any additional comments or questions.

Thank you,

Orlando Vivacqua
Soos & Associates, Inc.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

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: **600 E Rand Road- Southpoint PUD Amendment**

PC #: **21- 018**

Date: **November 10, 2021**

General Comments:

The Information provided is conceptual only and subject to a formal plan review.

1. The Applicant has acknowledged and agreed to review Building and Life Safety 1St round comments.

   There are no additional comments.

PLAN COMMISSION PC #21-018
Southpoint Outlot PUD Amendment
600 W Rand Rd
Round 2

29. The petitioner's response to comment nos. 11, 12, 14, 15, 16, 18, 19, 22, 23, 25, 26 and 28 are acceptable.

30. The petitioner's response to comment no. 13 is not acceptable. There are significant changes from the Round 1 to Round 2 preliminary drainage report showing an increase in the area disturbed from 5.11 acres to 10.08 acres, and an increase in additional detention required from 2 ac-ft to 4.82 ac-ft. A detailed drainage report shall be submitted including the following:
    a) The existing detention basin is deficient. Provide additional information to show how the pond will be modified to provide the deficient storage as well as the additional detention volume required by the development. If additional facilities are necessary to meet the required volume, such as an underground detention system, this shall be identified in the report and on the plan.
    b) If an underground detention storage system under pavement is needed, it must be designed to AASHTO HS-25 loading standard.
    c) Provide additional information for the volume control facilities.
    d) The Preliminary Engineering shall be revised to show the modifications to the existing detention facility, volume control, and any other detention facilities that may be required.
    e) Detention calculations should include existing conditions, proposed conditions, pervious and impervious areas.

31. The petitioner's response to comment no. 17 items a), b), c) and d) are acceptable, and the petitioner's response to comment e) is noted. The petitioner shall acknowledge that additional modifications to the site may be needed to address the circulation from the second QSR and that this modification may impact the detention requirements.

32. The petitioner's response to comment no. 20 is not acceptable. No fire turning movement exhibit was included for the credit union site. Additional modifications to the site may be needed to accommodate the fire truck, and these modifications may impact the detention requirements.

33. The petitioner's response to comment no. 21 is noted. The fire lane is labeled as heavy-duty pavement; however, the cross section is not provided. This can be addressed at permit.

Public Works:

34. The petitioner's response to comment no. 24 is noted. The second water service needs to be tapped within 5 ft of the last fire hydrant on the water main. This can be addressed at permit.

Traffic:

35. The petitioner's response to comment no. 27 is noted. Once QSR 1 (Chipotle) is operational, the queueing of vehicles will be monitored to determine if stacking of vehicles is a concern.

Michael L. Pagones, P.E. — 11/19/21
Michael L. Pagones, P.E. — Date
Village Engineer

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number 21-018

Project Name Southpoint Outlot

Project Location Southpoint Shopping cneter

Planning Department Contact Sam Hubbard

General Comments

Round 2
General Comments:

1) The Fire Department Connection shall be located at the main front entrances of each building. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

2) A Knox Box shall be located at the main front entrance of each building.

3) Install a fully operational annunciator panel or alarm panel at the main front entrance.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date Novemeber 16, 2021 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Southpoint Outlot PUD
Southpoint Shopping Center

Round 2 Review Comments **11/15/2021**

1. **Character of use:**
   Nothing further.
2. **Are lighting requirements adequate?**
   Nothing further.
3. **Present traffic problems?**
   Nothing further.
4. **Traffic accidents at particular location?**
   Nothing further.
5. **Traffic problems that may be created by the development.**
   Nothing further.
6. **General comments:**
   Nothing further.

RECEIVED
NOV 17 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

A-O #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

568

Supervisor's Signature

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

CC: James McCalister, Health & Human Services Director

Date: November 16, 2021

Re: PC# 21-018, Southpoint PUD Amendment, Round 2

See attached accessibility comments.

Plan Review

Address:	Southpoint PUD Amendment Floor & Décor Out lot, Southpoint Shopping Center
	P.C. #21-018 Round 2
Submitted to:	Sam Hubbard, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	November 16, 2021
Re:	Illinois Accessibility Code (IAC), Effective Oct. 23, 2018 https://www2.illinois.gov/cdb/business/codes/IllinoisAccessibilityCode/Documents/2018%20Illinois%20Accessibility%20Code.pdf

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Sheet A-06

Provide accessible pedestrian routes:

1. From the public sidewalk to the "Future QSR with D/T #2 Building"
2. Connecting QSR Building with Future QSR Building #2

per Illinois Accessibility Code Section 206.2.2

Planning & Community Development Dept. Review

November 18, 2021

REVIEW ROUND 2

Project: Southpoint PUD Amendment - Chipotle
600 E. Rand Rd.

Case Number: PC 21-018

37. The response to comments #11 - #16, #17, #18 - #20, #22, #23, #27, #28, and #30 are acceptable.

38. The response to comment #7 is noted. Based on a review of the revised plans, the Plan Commission must review the following zoning actions:

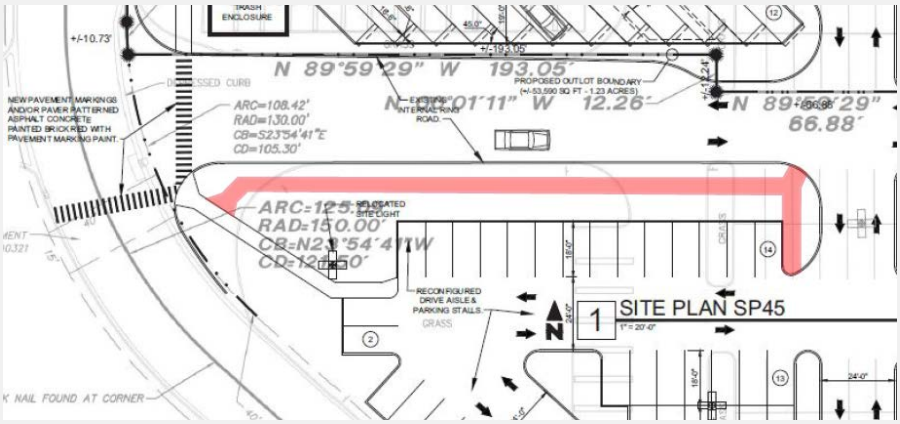
    a) **Amendment to PUD Ordinance #90-014 to modify the approved development plan to allow construction of two outlot buildings.**
    b) **Special Use Permit approval for a 2,385 square foot restaurant with a drive-through, and Conceptual Special Use Permit for a 4,419 square foot future restaurant with a drive through.**
    c) **Variation to Section 10.7, to waive the requirement for one 10' x 35' loading berth on the subject property. Staff is supportive of this variation, provided a response illustrating compliance with the four criteria for variation approval is provided.**

39. The response to comment #8 is noted. A liquor license will be required for the new Chipotle location and the sale of alcohol in the drive-through shall not be allowed.

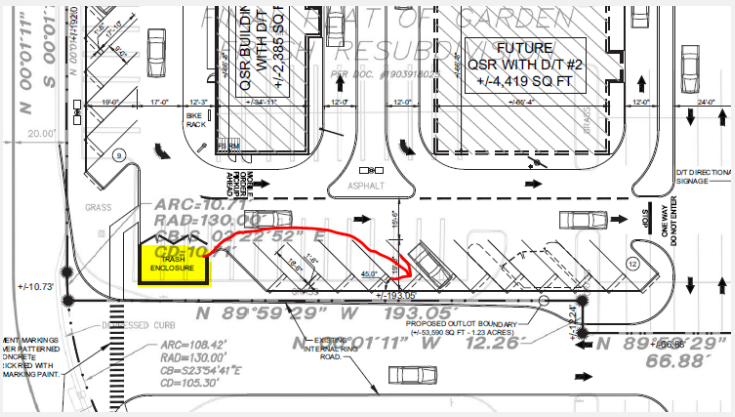
40. The response to comment #9 is noted. At time of building permit submittal, an Outdoor Eating Café application shall be required.

41. The response to comment #10 is noted. The Plat of Survey did not appear to be complete and was not stamped/signed by a licensed surveyor. Please provide a stamped and signed Plat.

42. The response to comment #21 is noted. An additional walkway should be provided, as shown approximately below, for enhanced pedestrian connectivity. Crosswalks shall be decorate/stamped concrete; pavement paint only will not be acceptable.



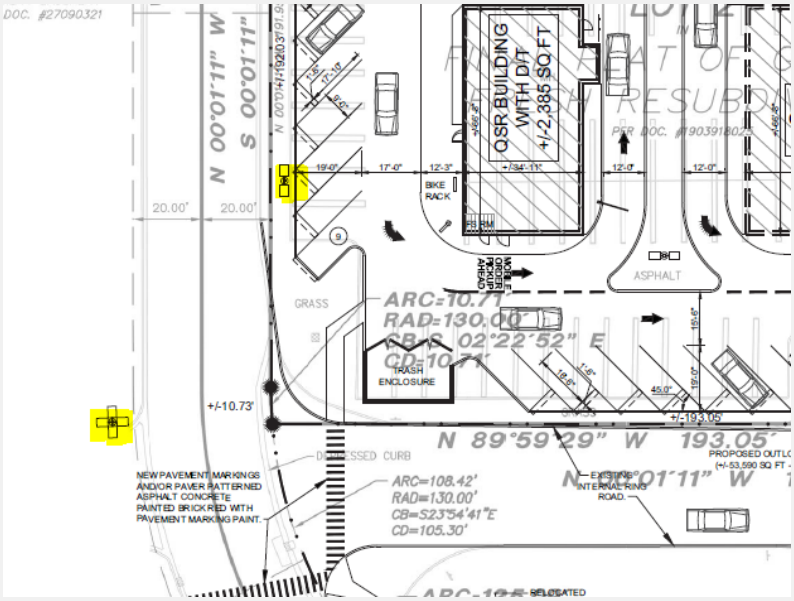
43. The response to comment #24 is noted. The dumpster enclosure must be moved to a more central location to allow use by both tenants (see below) and shall be expanded in size to accommodate for the dumpsters of the future building. It is recommended that the enclosure also include space for the transformer.



44. The response to comment #25 is noted. Any future ground mounted mechanical equipment that is not currently shown on the plans must be appropriately sited and screened from view.

45. The response to comment #26 is noted. However, all light poles must be located in a landscape island. There is one light pole proposed in the triangle parking area that must be relocated to a landscape island. Please be cognizant of the 120' separation requirement when relocating this 40' tall light pole.

46. The response to comment #27 is noted. However, the proposed light pole shown below appears to fall within the 120' required area of separation from the existing four-light pole located across the Ring Rd.



47. The response to comment #29 noted that the revised KLOA study included information on the Westmont Chipotle, however, no updated information was found within the KLOA study. Please provide a response to this comment.

48. The responses to comment #31a and #31b are acceptable. The response to comment #31c is noted. Should a drive through lane be included within the future building, right turn exit movements will be prohibited and signage outlining such will be required.

49. The response to comments #32 and #36 is noted. Have the ***operators*** of both the Chili's and Olive Garden been made aware of the proposed changes and have they expressed any concerns? The KLOA study outlines several strategies for managing employee and customer overflow parking. Please provide a plan depicting the areas and number of parking stalls where customer overflow and employee parking would occur, as recommended on page 24 of the KLOA study.

50. The response to comment #34 did not directly answer the question: where will delivery vehicles park? It should be noted that one loading space is required for this development. Please clarify if a variation is requested, and if so, please provide the necessary justification for said variation as per the four hardship criteria:
    - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
    - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
    - The proposed variation is in harmony with the spirit and intent of this Chapter.
    - The variance requested is the minimum variance necessary to allow reasonable use of the property.

51. The response to comment #35 is noted. Based on the build-out plans for Chipotle, a total of 4 bike parking spaces are required for this development (2 for the Chipotle building and 2 for the future building). The plans shall be modified to note the number of bike parking spaces in each rack, and one of the racks must be moved to be adjacent to the future building.

52. The traffic study recommended changes to the striping on the Ring Road, which needs further analysis. Please provide an overall striping/traffic control signage plan for this development.

53. How will the 4.82 ac. ft. of stormwater volume be accommodated? The existing detention basin was built to accommodate approximately 5 ac. ft. of volume (it currently has only approximately 3.5 ac. ft. of volume). It does not appear feasible to approximately double the capacity of the basin without requiring substantial changes to either the size or depth, and the impacts of this will need to be understood prior to moving forward at the Plan Commission. The details on how the site will accommodate this volume must be further developed.

Prepared by:

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 21-018
Petitioner: Richard Silverman
MJK Real Estate Holding Company, LLC

Owner: 600 Rand Rd, LLC an Illinois limited liability company

Contact Person: Richard Silverman
Address: 1622 Willow Road, Suite 201
Northfield, IL 60093
Phone #: 847-919-4804
Fax #:
E-Mail: rs@usanfsc.com

P.I.N.# 32-20-200-007-0000
Location: 600 E Rand Road
Rezoning: ____ Current: B-3 Proposed: N/A
Subdivision: ____
# of Lots: 1 Current: N/A Proposed: N/A
PUD: ✓ For: Amendment
Special Use: ✓ For: D/T - Restaurant
Land Use Variation: ____ For: ____

Land Use: ____ Current: Parking Field
Proposed: Retail Building
Site Gross Area: +/-53,590 SQ FT
# of Units Total: 1
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

RECEIVED
AUG 30 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Coordinator 11/10/21 Date

ASOOSOCIATES

Sam Hubbard, Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
847-368-5223
shubbard@vah.com
December 3, 2021

RE: MJK Southpoint Chipotle Outlot Development (PC 21-018, Round 2)
Staff & Department Comments
600 E. Rand Road
Arlington Heights, IL 60004
Soos Project Number: 21-047 MJ

Please note this letter corresponds to Staff & Department Comments sent and received on November 22, 2021.

Building & Fire Safety Review – Nusrat Jahan

1. The Applicant has acknowledged and agreed to review Building and Life Safety 1st round comments.

   There are no additional comments.

   Response: Acknowledged.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

ENGINEERING – Michael Pagones, P.E., Village Engineer

29. The petitioner's response to comment nos. 11, 12, 14, 16, 18, 19, 22, 23, 25, 26 and 28 are acceptable.

    Response: Acknowledged.

30. The petitioner's response to comment no. 13 is not acceptable. There are significant changes from the Round 1 to Round 2 preliminary report showing an increase in the areas disturbed from 5.11 acres to 10.08 acres, and an increase in additional detention required from 2 ac-ft to 4.82 ac-ft. A detailed drainage report shall be submitted including the following:
    a) The existing detention basin is deficient. Provide additional information to show how the pond will be modified to provide the deficient storage as well as the additional detention volume required by the development. If additional facilities are necessary to meet the required volume, such as an underground detention system, this shall be identified in the report and on the plan.

    Response: Additional information for the detention layout and calculations have been added to the drawing set and preliminary drainage report. Please refer to updated Civil Drawings.

    b) If an underground detention storage system under the pavement us needed, it must be designed to AASHTO HS-25 loading standard.

    Response: Underground detention is not expected to be needed. Please refer to updated Civil Drawings.

    c) Provide additional information for the volume control facilities.

    Response: Volume control information has been added to the drawing set and preliminary drainage report. Please refer to updated Civil Drawings.

    d) The existing system includes 0.76 ac-ft of parking lot detention. The location of this parking lot detention shall be shown on the plans. Indicate in the report and on the plan if any of this parking lot detention will be impacted by the proposed development of site one and/or site two.

    Response: The parking lot detention is shown on Exhibit C - Drainage Exhibit. This area will not be disturbed since it is outside the project limits. Please refer to updated Civil Drawings.

    e) The Preliminary Engineering shall be revised to show the modification to the existing detention facility, volume control, and any other detention facilities that may be required.

    Response: Additional information for the detention layout and calculations and volume control have been added to the plan set and preliminary drainage report. Please refer to updated Civil Drawings.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

31. The petitioner's response to comment no. 17 items a), b), c) and d) are acceptable, and the petitioner's response to comment e) is noted. The petitioner shall acknowledge that additional modification may impact the detention requirements.

    Response: Acknowledged.

32. The petitioner's response to comment no. 20 is not acceptable. No fire turning movement exhibit was included for the credit union site. Additional modifications to the site may be needed to accommodate the fire truck, and these modifications may impact the detention requirements.

    Response: The incoming credit union has provided a Fire Truck exhibit. Please refer to attachments.

33. The petitioner's response to comment no. 21 is noted. The fire lane is labeled as heavy-duty pavement; however, the cross section is not provided. This can be addressed at permit.

    Response: Refer to updated Civil Drawings.

Public Works:

34. The petitioner's response to comment no. 24 is noted. The second water service needs to be tapped within 5 ft of the last fire hydrant on the water main. This can be addressed at permit.

    Response: Refer to updated Civil Drawings.

Traffic:

35. The petitioner's response to comment no. 27 is noted. Once QSR 1 (Chipotle) is operational, the queuing of vehicles will be monitored to determine is stacking of vehicles is a concern.

    Response: Acknowledged.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Arlington Heights Fire Department – LT. Mark Aleckson

1. The Fire Department Connection shall be located at the main front entrances of each building. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.

   Response: The Fire Department Connection has been located as outlined. Please refer to updated drawings.

2. A Knox Box shall be located at the main front entrance of each building.

   Response: The Knox Box has been located as outlined. Please refer to updated drawings.

3. Install a fully operational annunciator panel or alarm panel at the main front entrance.

   Response: Acknowledged. The FA Annunciator Panel will be located as outlined. Please refer to updated drawings.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Arlington Heights Police Department – Alexandra Ovington

1. **Character of use:**
   Nothing further

   Response: Acknowledged.

2. **Are lighting requirements adequate?**
   Nothing further.

   Response: Acknowledged.

3. **Present traffic problems?**
   Nothing further.

   Response: Acknowledged.

4. **Traffic accidents at particular location?**
   Nothing further.

   Response: Acknowledged.

5. **Traffic problems that may be created by the development.**
   Nothing further.

   Response: Acknowledged.

6. **General comments:**
   Nothing further.

   Response: Acknowledged.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

HEALTH SERVICES DEPARTMENT- Sean Freres & James McCalister

See attached accessibility comments.

Response: Acknowledged.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Plan Review – David Robb, Disability Services Coordinator

Sheet A-06
Provide accessible pedestrian routes:

1. From the public sidewalk to the “Future QSR with D/T #2 Building”

   Response: Pedestrian routes have been provided. Please refer to updated drawings.

2. Connecting QSR Building with Future QSR Building #2

Per Illinois Accessibility Code Section 206.2.2

Response: Pedestrian routes have been provided. Please refer to updated drawings.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Planning & Community Development Dept. Review- Sam Hubbard

General:

37. The response to comment #11 - #16, #17, #18 - #20, #22, #23, #27, #28 and #30 are acceptable.

    Response: Acknowledged.

38. The response to comment #7 is noted. Based on a review of the revised plans, the Plan Commission must review the following zoning actions:

    a) Amendment to PUD Ordinance #90-014 to modify the approved development plan to allow construction of two outlot buildings.

    Response: Acknowledged.

    b) Special Use Permit approval for a 2,385 square foot restaurant wit ha drive-through, and Conceptual Special Use Permit for a 4,419 square foot restaurant with a drive through.

    Response: Acknowledged.

    c) Variation to Section 10.7, to waive the requirement for on 10' x 35' loading berth on the subject property. Staff is supportive of this variation, provided a response illustrating compliance with the four criteria for variation approval is provided.

    Response: A Loading Stall for this development has been provided. Please refer to updated drawings. Additionally, all delivery and garbage pickup times will be off-hours as to not interfere with restaurant operations.

39. The response to comment #8 is noted. A liquor license will be required for the new Chipotle location and the sale of alcohol in the drive-through shall not be allowed.

    Response: Acknowledged.

40. The response to comment #9 is noted. At the time of building permit submittal, an Outdoor Eating Café application shall be required.

    Response: Acknowledged.

41. The response to comment 10 is noted. The Plat of Survey did not appear to be complete and was not stamped/sealed by a licensed surveyor. Please provide a stamped and signed Plat.

    Response: A finalized Survey has been provided. Please refer to attachments.

42. The response to comment #21 is noted. An additional walkway should be provided, as shown approximately below, for enhanced pedestrian connectivity. Crosswalks shall be decorate/stamped concrete; pavement paint only will not be acceptable.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Response: The requested walkway has been added. Please refer to attachments.

43. The response to comment #24 is noted. The dumpster enclosure must be moved to a more central location to allow use by both tenants (see below) and shall be expanded in size to accommodate for the dumpsters of the future building. It is recommended that the enclosure also include space for the transformer.

    Response: The Trash Enclosure has been consolidated & shifted west.

44. The response to comment #25 is noted. Any future ground mounted mechanical equipment that is not currently shown on the plans must be appropriately sited and screened from view.

    Response: Acknowledged.

45. The response to comment #26 is noted. However, all light poles must be located in a landscape island. There is one light pole proposed in the triangle parking area that must be relocated to a landscape island. Please be cognizant of the 120' separation requirement when locating this 40' tall light pole.

    Response: Site lighting poles have been relocated to comply with identified requirements. Please refer to attachments.

46. The response to comment #27 is noted. However, the proposed light pole shown below appears to fall with the 120' required are of separation from the existing four-light pole across the Ring Rd.

    Response: Site lighting poles have been relocated to comply with identified requirement. Please refer to attachments.

47. The response to comment #29 noted that the revised KLOA study included information on the Westmont Chipotle, however, no updated information was found within the KLOA study. Please provide a response to this comment.

    Response: The Westmont Chipotle survey data is included in the Appendix of the revised traffic and parking impact study.

48. The responses to comment #31a and #31b are acceptable. The response to comment #31c is noted. Should a drive through lane be included within the future building, right turn exit movements will be prohibited and signage outlining such as required.

    Response: Acknowledged.

49. The response to comments #32 and #36 is noted. Have the ***operators*** of both the Chili's and Olive Garden been made aware of the proposed changes and have they expressed any concerns? The KLOA study outlines several strategies for managing employee and customer overflow parking. Please provide a plan depicting the areas and number of parking stalls where customer overflow and employee parking would occur, as recommended on page 24 of the KLOA study.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Response: Chili's and Olive Garden have been notified of the proposed alterations to the parking lot. Both have reacted positively to the changes and expressed that the modifications will help alleviate heavy parking demands during peak times. Please refer to attachments for requested employee & customer parking information.

50. The response to comment #4 did not directly answer the questions: where will delivery vehicles park? Please clarify if a variation is requested, and if so, please provide the necessary justification for said variation as per the four hardship criteria:
    - The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.
    - The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.
    - The proposed variation is in harmony with the spirit and intent of the Chapter.
    - The variance requested is the minimum necessary to allow reasonable use of the property.

    Response: The parking stalls and Trash Enclosure along the south row of diagonal parking have been revised to accommodate the required Loading Space for this development. Please refer to attachments.

51. The response to comment #35 is noted. Based on the build-out plans for Chipotle, a total of 4 bike parking spaces are required for this development (2 for the Chipotle and 2 for the future building). The plans shall be modified to note the number of bike parking spaces in each rack, and one of the racks must be moved to be adjacent to the future building.

    Response: A two Bike Rack has been located at the Chipotle building and a future two bike rack has been located at the future building. Please refer to attachments.

52. The traffic study recommended changes to the striping on the Ring Road, which needs further analysis. Please provide an overall stripping/traffic control signage plan for this development.

    Response: Requested traffic control pavement markings/signage have been provided. Please refer to traffic study and attachments.

53. How will the 4.82 ac. Ft. of stormwater volume be accounted? The existing detention basin was built to accommodate approximately 5 ac. ft. of volume (it currently has only approximately 3.5 ac. ft. of volume). It does not appear feasible to approximately double the capacity of the basin without substantial changes to either the size or depth, and the impacts of this will need to be understood prior to moving forward at the Plan Commission. The details on how the site will accommodate this volume must be further developed.

    Response: Please refer to updated Site Engineering Drawings and attachments for comprehensive Stormwater analysis/design.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Landscape Comments

Please note, Landscape Design has been modified to account for the latest round of parking lot updates. Please refer to attachments.

1. Complies with tree Preservation Ordinance.

   Response: Acknowledged.

2. Complies with Landscape Plan Ordinance.

   Response: Acknowledged.

3. Parkway Tree Fee Required
   (See below.)

   Response: Acknowledged.

Comments:

No Comments.

Please contact me directly with any additional comments or questions.

Thank you,

Orlando Vivacqua
Soos & Associates, Inc.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

PLAN COMMISSION PC #21-018
Southpoint Outlot PUD Amendment
600 E Rand Rd
Round 3

36. The petitioner's response to comment nos. 29, 31, 33 and 35 is acceptable.

37. The petitioner's response to comment no. 30 is noted. The Preliminary Drainage Report and plan of action is acceptable. The Final Drainage Report, MWRD permit submittal and volume control for Outlot No. 2 for the Consumer's Credit Union can be addressed at permit.

38. The petitioner's response to comment no. 32 is noted. 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 site modifications to better accommodate the fire truck turning movements can be addressed at permit.

Public Works:

39. The petitioner's response to comment no. 34 is noted. The plans have not been updated to show the second water service needs to be tapped within 5 ft of the last fire hydrant on the water main. This can be addressed at permit.

12-21-21

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

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

Village of Arlington Heights
Health & Human Services Department

Memorandum

To: Sam Hubbard, Development Planner

From: Sean Freres, Environmental Health Officer

CC: James McCalister, Health & Human Services Director

Date: December 14, 2021

Re: PC# 21-018, Southpoint PUD Amendment, Round 3

No comments at this time.

Planning & Community Development Dept. Review

December 21, 2021

REVIEW ROUND 3

Project: Southpoint PUD Amendment - Chipotle
600 E. Rand Rd.

Case Number: PC 21-018

37. The response to comments #37, #39 - #41, #43 - #46, and #48 - #51 are acceptable.

38. The response to comment #38 is noted. Based on a review of the revised plans, the Plan Commission must review the following zoning actions:

    a) **Amendment to PUD Ordinance #90-014 to modify the approved development plan to allow construction of two outlot buildings.**
    b) **Special Use Permit approval for a 2,385 square foot restaurant with a drive-through, and Conceptual Special Use Permit for a 4,419 square foot future restaurant with a drive through.**
    c) **Variation to Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.**

Please provide a response to the applicable Variation criteria for the required landscape island (#see 38c. above) and reach out with any questions.

39. The response to comment #42 is noted. However, engineering Sheet 6 did not call out decorative/stamped concrete for the crosswalks and architectural Sheet A-05 still references "and/or" relative to decorative crosswalks vs. pavement markings. Decorative/stamped concrete shall be required.

40. The response to comment #52 is noted. However, no striping was shown within the 3-lane "existing internal Ring Road". Please show proposed striping in this area. Furthermore, at the northbound approach of the intersection of the Southpoint western access drive and Palatine Road, the existing configuration has always included two lanes of egress (a left/thru lane and right turn only lane). Further analysis is needed within the traffic study to analyze and justify this change. Is the volume of left hand turns into the "existing internal Ring Road" significant enough to require the dedicated left turn lane? If so, can the proposed left turn lane be shortened allowing preservation of the majority of the existing left/thru lane? Further analysis and justification is needed prior to making the proposed lane changes. Please address and make modifications to the striping on the plans as requested.

Prepared by: SAM HUBBARD

Southpoint Outlot
PC #21-018
December 16, 2021

Landscape Comments

1. On sheet L-2, provide a four-inch caliper shade tree (Chapter 28, Section 6.15) in the southeast corner within the landscape island where the tree is absent. In addition, on sheet L-1, provide a shade tree in the northwest corner along the front elevation at the end of the parking row or seek a variance from the code requirement.

ASOOSOCIATES

Sam Hubbard, Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005
847-368-5223
shubbard@vah.com
December 23, 2021

RE: MJK Southpoint Chipotle Outlot Development (PC 21-018, Round 3)
Staff & Department Comments
600 E. Rand Road
Arlington Heights, IL 60004
Soos Project Number: 21-047 MJ

Please note this letter corresponds to Staff & Department Comments sent and received on December 21, 2021.

ENGINEERING – Michael Pagones, P.E., Village Engineer

36. The petitioner's response to comment nos. 29, 31, 33 and 35 is acceptable.

    Response: Acknowledged.

37. The petitioner's response to comment no. 30 is noted. The Preliminary Drainage Report and plan of action of action is acceptable. The Final Drainage Report, MERD permit submittal and volume control for Outlot No. 2 for the Consumer's Credit Union can be addressed at permit.

    Response: Acknowledged.

38. The petitioner's response to comment no. 32 is noted. The fire truck 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 site modifications to better accommodate the fire truck turning movements can be addressed at permit.

    Response: Acknowledged.

Public Works:

39. The petitioner's response to comment no. 34 is noted. The plans have not been updated to show the second water service needs to be tapped within 5 ft of the last fire hydrant on the water main. This can be addressed at permit.

    Response: Acknowledged.

Arlington Heights Fire Department – LT. Mark Aleckson

The Fire Department has no additional comments at this time.

Response: Acknowledged.

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105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

HEALTH SERVICES DEPARTMENT- Sean Freres & James McCalister

No comments at this time.

Response: Acknowledged.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Planning & Community Development Dept. Review- Sam Hubbard

General:

37. The response to comment #37 - #39 #42, #43 - #46, and #51 are acceptable.

Response: Acknowledged.

38. The response to comment #38 is noted. Based on a review of the revised plans, the Plan Commission must review the following zoning actions:

a) Amendment to PUD Ordinance #90-014 to modify the approved development plan to allow construction of two outlot buildings.

Response: Acknowledged.

b) Special Use Permit approval for a 2,385 square foot restaurant with a drive-through, and Conceptual Special Use Permit for a 4,419 square foot restaurant with a drive through.

Response: Acknowledged.

c) Variation to Section 6.15-1.2.b, to waive the requirement for a landscape island including a shade at the end of one row of parking where code requires landscape islands including a shade tree at the ends of all parking rows.

Response: A one tree Variation is being requested for the shade tree in the northwest corner along the front elevation at the end of the parking row. Please refer to attachments for Variance Criteria.

39. The response to comment #42 is noted. However, engineering Sheet 6 did not call out decorative/stamped concrete for the crosswalks and architectural Sheet A-05 still references "and/or" relative to decorative crosswalks vs. pavement markings. Decorative/stamped concrete shall be required.

Response: Civil Drawings and Architectural Drawings have been coordinated to include decorative pedestrian connections to the west.

40. The response to comment #52 is noted. However, no striping was shown within the 3-lane "existing internal Ring Road". Please show proposed striping in this area. Furthermore, at the northbound approach of the intersection of the Southpoint western access drive and Palatine Road, the existing configuration has always included two lanes of egress (a left/thru land and right turn only lane). Further analysis is needed within the traffic study to analyze and justify this change. Is the volume of left hand turns into the "existing internal Ring Road" significant enough to require the dedicated left turn lane? If so, can the proposed left turn lane be shortened allowing preservation of the majority of the existing left/thru lane? Further analysis and justification is needed prior to making the proposed changes. Please address and make modification to the striping on the plans as requested.

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Response: The pavement striping within the existing Internal Ring Road has been added.
The western access drive and Palatine Road's pavement striping has been reconfigured to reflect existing conditions; a left/thru and a right turn lane only. The previously identified striping was a drafting typo.
Please refer to updated KLOA Striping Exhibit.

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ASOOSOCIATES

Landscape Comments

1. On sheet L-2, provide a four-inch caliper shade tee (Chapter 28, Section 6.15) in the southeast corner within the landscape island where the tree is absent. In addition, on sheet L-1, provide a shade tree in the northwest corner along the front elevation at the end of the parking row or seek a variance from the code requirement.

   Response: A Shade tree in the southeast corner landscape island has been added. Please refer to updated Landscape Drawing. Additionally, we're requesting for a one tree Variance for the required shade tree along the front elevation of the Chipotle building so that the patio area can be accommodated.

Please contact me directly with any additional comments or questions.

Thank you,

Orlando Vivacqua
Soos & Associates, Inc.

Soos & Associates, Inc.
Architecture

105 Schelter Road
Lincolnshire, Illinois 60069
Phone 847 821 7667
Fax 847 821 8570

Dear VAH Plan Commission,

I received a Notice of Public Hearing for the Southpoint Out-lot, property 711-715, that will take place this week on Wednesday, January 12th.

My name is Lindsey Frank and I live on Palatine Rd. and N. Pinetree Dr. and have been a resident for almost nine years with my husband, Royce Frank. I was hoping to attend this hearing, but may not be able to due to a meeting I have prior that may run late. However, I wanted to submit a write-in with a public concern for consideration (as there was not a contact listed for the Village for write-ins, and I hope this message is received).

Although the hearing is asking specifically about an amendment to the parking island Municipal Code, I have a different concern that I would like to be considered. I have concerns about the change in the amount of traffic to this location that can have a negative impact on the traffic flow, specifically with the "passthrough" intersection at N. Eastwood and Palatine Road. There are a large number of accidents at this "passthrough" intersection and I worry with the new restaurant (especially as a drive-through) would increase the number of accidents, especially with increasing the number of families and children passengers who are not familiar with the area and how to drive on Palatine Road--which is a skill of itself because it is not like other roads in our area.

I would like to request that there be an analysis of the accidents to this location's passthrough intersection at Eastwood and that a consideration of redirecting traffic flow from that driveway entrance/exit from the shopping center to reduce the number of drivers who go straight to the passthrough, which essentially are a total of 6.5 lanes of traffic. Purpose: To protect the customers, families, children, surrounding neighbors, and our community from harm due to accidents.

Example considerations:

- Place a sign at the passthrough stating "do not enter" facing the shopping center driveway
- Place a sign at the shopping center driveway that says "right turn only"
- Close the passthrough
- Add a light
- Etc.

The number of injuries and frequency of accidents at this passthrough intersection is already alarming, the amount of "close calls" of vehicles getting T-boned and ending up on home properties are alarming.

So in protection and love of future customers, families, and neighbors, please take this into consideration. You can contact me at [redacted]

Please confirm that you have received this email and let me know how I need to go about this concern to make sure it is heard and considered on behalf of our Arlington Heights community.

Thank you for your time and consideration.

With Gratitude,

Lindsey J. Frank, M.Ed., RYT200, RCYT
Learning Behavior Specialist
Climate & Social Emotional Learning Coach
COSEM Local Chapter Facilitator & Regional Director

Plan Commission
1/12/2022

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

Department: Planning & Community Development

Requested Action

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

Variations Required

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

Recommendation

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

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

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

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

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

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

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Legal Notice	Exhibits
Aerial	Exhibits
CPRC Minutes - 7/14/21 - DRAFT	Minutes
DC Minutes 11-9-21	Minutes
Written Response to Special Use Permit Criteria	Correspondence
Written response to Zoning Code Variation Criteria	Correspondence
Plat of Survey	Exhibits
Site & Engineering Plans	Exhibits
Traffic & Parking Study	Exhibits
Stormwater Management Report	Exhibits
Elevations	Exhibits
Fire Truck Turning Exhibit	Exhibits
Floor Plan	Exhibits
Landscape Plans	Exhibits
Department Comments - Round 1	Correspondence
Department Comments - Round 1 - Petitioner Response	Correspondence
Department Comments - Round 2	Correspondence

VILLAGE OF ARLINGTON HEIGHTS

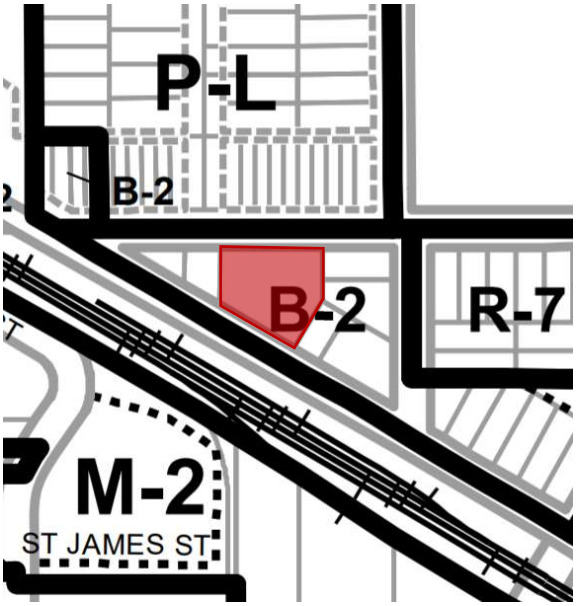
STAFF DEVELOPMENT COMMITTEE REPORT

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

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

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

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



SURROUNDING LAND USES

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

Requested Action:

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

Variations Required:

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

Project Background:

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

Zoning and Comprehensive Plan

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

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

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

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

Building, Site Plan, and Landscaping

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

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

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

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

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

Traffic and Parking

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

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

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

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

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

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

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

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

RECOMMENDATION

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

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

_____January 7, 2022

Bill Enright, Assistant Director of Planning and Community Development

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

Attachment I – Written Response to Zoning Code Variation Justification Criteria

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

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

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

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

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON JANUARY 12, 2022, AT 7:30 P.M. to consider Petition No. 21-022, a request for a Special Use Permit to allow a drive-through in the B-2 District, all on the subject property located at 630 W. Northwest Highway, in Arlington Heights, IL, and legally described as follows:

THAT PART OF THE WEST HALF (1/2) OF THE SOUTH-EAST QUARTER (1/4) OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTHEAST LINE OF THE NORTHWEST HIGHWAY THAT IS TWO HUNDRED AND TWENTY-FIVE HUNDREDTHS (200.25) FEET NORTHWESTERLY OF THE INTERSECTION OF SAID LINE WITH THE EAST LINE OF SAID WEST HALF (1/2) (THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY BEING SIXTY (60) FEET NORTH-EAST OF AND PARALLEL TO THE NORTHEAST LINE OF THE CHICAGO AND NORTHWESTERN RAILWAY RIGHT-OF-WAY); THENCE NORTHWESTERLY ALONG THE NORTHEAST LINE OF HIGHWAY, ONE HUNDRED FIFTY (150) FEET; THENCE NORTH ON A LINE DRAWN AT RIGHT ANGLES TO THE NORTH LINE OF SAID WEST HALF (1/2) A DISTANCE OF NINETY-EIGHT AND FORTY HUNDREDTHS (98.40) FEET TO THE SOUTH LINE OF EUCLID AVENUE, SAID POINT BEING THREE HUNDRED ONE AND TWENTY-TWO HUNDREDTHS (301.22) FEET WEST OF THE EAST LINE OF SAID WEST HALF (1/2); THENCE EAST ON THE SOUTH LINE OF EUCLID AVENUE ONE HUNDRED SEVENTY-SEVEN AND FORTY-NINE HUN-DREDTHS (177.49) FEET TO A POINT; THENCE SOUTH AT RIGHT ANGLES TO EUCLID AVENUE NINETY-THREE AND FIFTY-FIVE HUNDREDTHS (93.55) FEET TO A POINT THAT IS NINETY-FIVE (95.00) FEET NORTHEAST OF THE POINT OF BEGINNING (MEAS-URED AT RIGHT ANGLES TO THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY); THENCE SOUTH-WEST ON A LINE DRAWN AT RIGHT ANGLES TO SAID NORTHWEST HIGHWAY NINETY-FIVE (95.00) FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS. PIN: 03-29-341-013-0000.

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

- Variation from Chapter 28, Section 6.15-1.2b, to waive the requirement to provide 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.
- And any other required variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportu-nity 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 Depart-ment 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 Daily Herald December 28, 2021 (4575292)

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PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

CERTIFICATE OF PUBLICATION

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PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Baltzman
Authorized Agent

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REPORT OF THE PROCEEDINGS OF

THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

A MEETING HELD ON: **July 14, 2021**

Project Title: 630 W. Northwest Hwy Bank

Address: 630 W. Northwest Hwy.

Petitioner: Mike Peirce
Storebuild, LLC

Address: 1900 E. Golf Rd. Suite 950
Schaumburg, IL 60173

Requested Action:

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

Variations Required:

- None identified

Attendees: Mike Peirce, Storebuild, LLC
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
Sam Hubbard, Development Planner
Jake Schmidt, Assistant Planner

Project Summary:

The subject property is located at 630 W. Northwest Hwy., and is currently developed with an 8,096 square-foot, 6-bay former Firestone auto repair facility with 15 parking spaces. The petitioner is proposing to demolish the existing building and construct a 4,102 square-foot bank building with 3 drive through/ATM lanes and 15 parking spaces. The bank's hours of operation would be 9:00 AM to 5:00 PM Monday through Friday, with shortened morning hours on Saturday. The bank would be closed on Sundays. The total number of employees to be employed by this branch would be seven to eight, with a peak number of seven working at any time.

Meeting Discussion:

Mr. Peirce began by stating Storebuild is in Schaumburg and develops commercial properties. The subject site is a great location but a tight fit, though they created a plan that works. He showed a revised site plan with additional landscaping and color renderings of the proposed building.

Mr. Schmidt began by stating that the subject property is located within the B-2 Zoning District, and while the bank is permitted by-right, the drive through requires a Special Use Permit within this Zoning District. To proceed forward, the Plan Commission must review and the Village Board must approve a Special Use Permit for the subject property. In order to demonstrate conformance with the standards of approval for a Special Use Permit, the petitioner must provide a written response to Special Use Permit justification criteria.

The subject property is designated as appropriate for commercial uses per the Comprehensive Plan of the Village of Arlington Heights. The proposed use as a bank facility is compatible with this designation.

The plan shows three driveways, with one connecting to Euclid Avenue and two connecting to Northwest Highway. Staff has concerns regarding access to and from these driveways, given the high levels of traffic on these roads as well as the close proximity of the driveways to the Euclid-Northwest Highway intersection. The function of these driveways and their potential

impact on traffic will need to be evaluated in a traffic and parking study. If the study indicates potential access issues or a significant negative impact on adjacent roadways, access restrictions including but not limited to utilization of right-in, right-out driveways may be required. IDOT approval shall be required for the proposed modifications to access along Northwest Highway. Cook County approval shall be required for the proposed modifications to access along Euclid Avenue.

As the proposed building will be new construction, a Design Commission Application shall be required.

Additionally, Staff believes the dumpster enclosure should be shifted south to reduce visibility from Euclid Avenue, with the two parking spaces shifted north. Proposed landscape screening along Euclid Avenue, Northwest Highway, and the east and west property lines will be evaluated for compliance with code. The petitioner is also proposing ground signage along both Northwest Highway and Euclid Avenue, which will be evaluated during the Plan Commission process once finalized plans are provided.

The total parking requirement for the proposed facility is assessed at ratio of 1 space per 300 square-feet, the ratio for general office space.

Per the Staff analysis, a total of 14 spaces would be required for the proposed facility. The subject site would be improved with 15 spaces, resulting in a code-required parking surplus of 1 parking space

Section 6.12 of the Zoning Code states that all projects with a drive-through require provision of a full traffic study. Given the aforementioned access concerns, Staff would not be supportive of a variation from this requirement.

With respect to bicycle parking, Office Uses require 1 space per 6,000 SF of floor area, with a minimum of 2 spaces. As such, 2 bicycle parking spaces are required.

The Staff Development Committee reviewed the proposed Special Use Permit Request to allow a drive-through in conjunction with a permitted bank facility the subject property, and requires additional information in order to make a recommendation. The additional information required is a written justification demonstrating compliance with the standards for Special Use Permit approval as outlined in Chapter 28, Section 8.5 of the Arlington Heights Municipal Code, scaled floor plans, engineering plans, and site plans, submittal of a Design Commission Application, development of a landscape plan for the site, and provision of a Traffic and Parking Study by a Certified Traffic Engineer. Drive aisles will need to be expanded in areas to meet the 24-foot width minimum.

Commissioner Sigalos said he agreed with the dumpster being moved off of Euclid. He asked if the proposed curb cuts are existing.

Mr. Peirce stated the curb cuts are existing. He's hoping to avoid seeking DOT approvals for changes. He designed the site to utilize existing curb cuts.

Commissioner Sigalos said there is a lot of traffic on Euclid and Northwest Highway, and had access concerns. He asked if the exits were right-turn only.

Mr. Peirce stated the exits would be full access. He believed existing traffic control signals nearby would allow for full access. He doesn't believe a bank will generate concerning amounts of traffic.

Commissioner Cherwin stated left turns onto Northwest Highway concern him, especially given the proximity to the intersection with Euclid Avenue. He has fewer concerns with access on Euclid. He believes a drive aisle on the south side of the building would help with site circulation and allow vehicles to make westbound turns onto Euclid instead of Northwest Highway. He was curious if Big Ange's would still use the subject site for parking.

Mr. Peirce stated there was no parking agreement and shared access isn't feasible given the layout of the subject site and the Big Ange's site.

Mr. Hubbard stated that Big Ange's had an informal, handshake agreement to park on the subject site when Firestone was the user, however this agreement was not in perpetuity. Big Ange's does have an agreement to park at the Park District facility across Euclid Avenue.

Mr. Pierce stated that if he has to add detention on-site there may be an impact on parking. He will have to evaluate that based on feedback from MWRD.

Commissioner Sigalos stated that a similar project used permeable pavers to meet MWRD requirements.

Mr. Peirce stated that he wouldn't want to have to add a "porkchop" to limit vehicle turning movements, but would be open to adding a sign restricting left turns if needed.

Commissioner Cherwin stated the existing site could use improvement given its age.

Commissioner Green stated he agreed with the comments of the other commissioners, and encouraged the petitioner to move forward. The proposed site plan needs some development but is close to being perfect, it is a tight fit but the proposed bank could work.

Mr. Peirce stated there was a pinch point at the northeast corner of the building which limits the drive aisle width and makes installation of landscaping or fencing difficult, but the architects will continue to evaluate options. He stated that in-person banking has gone down considerably. He is hoping to reuse the existing ground sign on Northwest Highway and wants to add an additional ground sign on Euclid Avenue.

Commissioner Green stated he may have to request a variation from the Village Board for two signs, as two ground signs that close likely are not permitted.

Mr. Schmidt stated that plans of both signs would need to be provided for review. The existing ground sign on Northwest Highway may no longer be permitted given its size and age. He confirmed that the two ground signs may be too close to be allowed per Village sign code.

There was no public comment relevant to this petition.

RECOMMENDATION

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

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

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
NOVEMBER 9, 2021

Acting Chair Eckhardt called the meeting to order at 6:30 p.m.

Members Present:	Ted Eckhardt, Acting Chair Kirsten Kingsley Scott Seyer
Members Absent:	Jonathan Kubow, Chair John Fitzgerald
Also Present:	Mark Nosky, CVG Architects for *BMO Bank* Dan Slattery, Storebuild for *BMO Bank* Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FOR OCTOBER 26, 2021

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER SEYER, TO APPROVE THE MEETING MINUTES OF OCTOBER 26, 2021. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEW

DC#21-068 – BMO Bank – 630 W. Northwest Hwy.

Mark Nosky, representing *Charles Vincent George Architects*, and Dan Slattery, representing *Storebuild*, were present on behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is proposing to demolish an existing vacant auto repair building to allow construction of a new BMO Bank building with three drive-through lanes. The scope of the project includes a complete redevelopment of the site with new parking and landscaping. This project requires Plan Commission review and Village Board approval for a Special Use to allow a bank with drive-through in the B-2 Zoning District. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The proposed design is based on BMO Bank's new prototype building design. Staff has the following concerns with the proposed design:

- The proposed design has numerous different materials and colors, and there is concern that it is too busy.
- The various colors and materials do not all work well together. The two different brick colors paired with the blue metal panels have a contrasting appearance.
- It is recommended to simplify the building's material and color palette. Consider using just the red brick, and omit the dark brick, or select a different brick that better complements the blue panels.
- The two metal coping colors are very similar. It is recommended to omit one of them.
- The blue metal panel color is quite bold. Per the Village's Design Guidelines, bright colors should be used for accent only. It is recommended to limit the amount of blue panels to the entry tower and drive-thru canopy wall only.
- The spandrel glass color is unusual and does not appear to work well with the other building colors.
- The continuous wall of windows on the southwest elevation (facing Northwest Highway) feels out of place as compared to the punched openings throughout the rest of the design. It is recommended to change the southwest elevation to match the southeast elevation with brick and punched openings.

One wall sign is allowed per street frontage. The subject property has two street frontages, so two wall signs are allowed. The proposed design includes two wall signs, with one sign located above the main entrance on the east, and the second wall sign on the west drive-through wall. Approval of the locations of these signs is still under review, and will be confirmed once a complete signage package is received. In addition to the wall signs, two ground signs are proposed including an existing pole-mounted sign facing Northwest Highway, and a new monument sign to face Euclid Avenue. Per code, 600 feet of separation is required between the ground signs, where only 160 feet (approximately) is proposed. The petitioner will either need to omit one of the ground signs, or apply for a sign variation. The existing ground sign has an old and dated appearance. It is recommended that it be removed and replaced with a new decorative monument style ground sign designed to match or complement the building design.

The proposed building has one rooftop mechanical unit, which is required to be screened from public view. The building design includes parapet walls which will screen the rooftop equipment. Landscaping is recommended to screen the exterior wall-mounted utility meters and equipment located on the north wall. One trash dumpster enclosure is proposed to be built with red brick to match the building design.

Overall, Staff is asking the Design Commission to evaluate the proposed design and the comments given by Staff. In addition, earlier today Staff received a revised design from the petitioner in response to Staff's comments, which is another option for the commissioners to look at tonight.

Acting Chair Eckhardt asked if there was any public comment on the project and there was no response from those in the audience.

Mr. Nosky said he received comments from Staff, took them to heart, and spent time in the past week trying to modify the building design and address some of the concerns. As a result, he presented the commissioners and Staff with a revised design. He explained that BMO is working towards developing a prototype design that is still evolving, and some of Staff's recommendations can be addressed because there is now a new set of materials selected for the prototype design. His firm previously worked on a BMO building in Hoffman Estates that includes the tan color brick called 'Grey'; however, BMO has since modified their prototype design package.

Mr. Nosky presented a color rendering of a BMO building in Ontario that consists of the same brick and stone, which are basically grey in nature, and the blue metal panel. The previously provided color photo of the BMO building in Hoffman Estates accurately shows the blue panel, but not the combination of the 2 brick colors being proposed at this new location in Arlington Heights. He also presented revised color elevations showing the field brick and accent brick/stone that are now being proposed, which are more on the dark grey side, and the accent brick color that consists of both lights and darks. He reviewed the changes that were made to the building elevations, which include eliminating some of the blue metal panel on the southwest elevation and replacing it with a punched window with a stone pattern, and doing the same on the northwest elevation where the stone will fill the area that was previously proposed as red brick. No changes were made to the parapet heights. Mr. Nosky also pointed out the silver metal panel areas on the drive-through canopy, and said they decided to remain with one coping color; however, the spandrel glass color was changed to a warm grey, and all other glass will be clear vision glass. The brick on the trash enclosure area will be the same as the field brick. A revised material list was also provided and Mr. Nosky said that samples of the revised materials were ordered last Friday from Canada, but not yet received for tonight's review. He asked that a condition of approval be made stating that the elevation drawing provided tonight depicts the revised materials. He also said that they agree with Staff's suggestion to remove the existing pole sign; however, the sign vendor will submit a sign package that could include variation requests for a monument sign and possibly an additional wall sign.

Acting Chair Eckhardt asked if Staff had an opinion about the signs shown on the exhibits, and Mr. Hautzinger replied that sign variations are not being reviewed tonight; however, 2 wall signs are allowed by code, one for each street frontage. An additional wall sign would require a variation, as well as more than 1 ground sign.

Commissioner Comments

Commissioner Seyer said that with only 3 commissioners here tonight, a unanimous vote from all three is required for approval of the project. Acting Chair Eckhart also explained the petitioner's option to table the project until more members are present, and asked for clarification that the petitioner is seeking approval of the revised design presented tonight, which Mr. Nosky confirmed.

Commissioner Seyer asked for clarification of the box shown at the top right on the northwest elevation, which he did not see on the roof plan. Mr. Nosky said the box is the backside of the entry tower which is u-shaped. Commissioner Seyer said that because this will be seen from far away, he preferred that the tower be 4-sided, or have the inside be the same color. He was also confused about why spandrel glass is being used, he wanted to know more details about the lights that look a bit commercial, and which of the 2 materials are being proposed on the trash enclosure. Mr. Nosky explained that spandrel glass occurs at the back wall that is closed in. It is there because BMO already developed it as a piece of the prototype design for identity. Commissioner Seyer did not understand why the spandrel glass windows are needed there and felt they looked out of place; however, he might be okay with the window to the right of it because they align with the windows on the right. With regards to the lighting, Mr. Nosky said that lighting has already been developed and is part of the Plan Commission submittal. The lights are flat, with the light source coming out at the bottom edge and not visible. The field brick is proposed on the trash enclosure.

Commissioner Seyer reiterated his previous comment that the box at the top right on the northwest elevation should either wrap all the way around or be painted all the same color; however, he preferred it be wrapped around and become one element. He suggested eliminating the spandrel glass windows on this elevation, or come up with a better

solution. Mr. Nosky referred to the photo of the BMO building in Hoffman Estates that has a similar condition with spandrel glass, and Commissioner Seyer said that a better term for it there is shadow box, because the vision glass goes all the way up, with the wall set back, which is nicely incorporated. Commissioner Seyer was in favor of the spandrel glass on top of the vision glass, but when it comes to the single windows on the northwest elevation; however, he preferred something else be done on the larger window, or eliminate it all together. He also said that final approval should include the brick material be submitted to Staff for review and approval, because although he liked the brick and how it looks on the rendering and the images, which is better than before, the actual sample should be submitted and looked at by Staff. Mr. Nosky said that they would consider wrapping the entire box at the top right on the northwest elevation, as suggested by Commissioner Seyer.

Commissioner Kingsley agreed with the comments made by Commissioner Seyer and appreciated the revisions that were done by the petitioner. She said that when she received the packet for tonight, she was really drawn to the photo of the BMO in Hoffman Estates, which has a consistent design theme with fewer materials on it; however, she felt the revised design presented tonight is a big improvement and she liked it. She was not a huge fan of the accent brick that is supposed to look like the stone, and preferred to see it used on certain elevations without the wainscoting; having the massing follow the materials might look nicer. She agreed with Staff about having a little less of the blue panels, which should be included on the southwest elevation because it is a main elevation. This building is at a prime location in the Village and will be seen from all different angles; however, the southwest and the northeast elevations feel like the 'back of the house', while the northwest and southeast elevations hold together much better. She wanted to see something done on the northwest and southeast elevations to make them look even nicer. She asked if the coping will match the silver, like it does on the Hoffman Estates building, and Mr. Nosky said that it would, which Commissioner Kingsley liked. She also liked that it ties in with the color of the windows; however, she was unsure about the color of the brick and felt either Staff or the commissioners need to review and approve it once a sample is submitted.

Commissioner Kingsley also had concerns about the location of the lights on the building and the photometrics of those lights. She felt the existing building should be documented prior to demolition because it is an iconic building from an era that will never be seen again, particularly the showroom on the left. She wanted it to be a requirement that the existing building be documented, at least photographically, and submitted to the Village prior to demolition.

Acting Chair Eckhardt generally agreed with the other commissioners' comments. With regards to the proposed masonry products, he asked if the brick is a flat, wire-cut brick, and Mr. Nosky said that it is. Acting Chair Eckhardt also asked how much color variation there is with the brick, because he was not getting the true aesthetic of it, and Mr. Nosky said he has not yet seen an actual sample of the brick. Acting Chair Eckhardt liked the originally proposed brick color scheme, which is similar to the new Chase Bank building recently built in downtown Mt. Prospect. He also liked the blue color being proposed that will help to identify the building, and he was okay with the mixture on all the elevations. He said that Commissioner Seyer's comments about the spandrel glass were appropriate, and he suggested the petitioner consider going with a shadow-box in the 2 bottom lights and vision light on top, which will allow natural light to get to the back-of-the-house. Other than those comments, Acting Chair Eckhardt was fine with the revised design, although he agreed that seeing the actual material samples was important, and he was okay with Staff reviewing them or bringing them back to the commission for review if necessary.

Acting Chair Eckhardt again asked if there was any public comment on the project, and there was no response from those in the audience.

Commissioner Seyer said the commissioners appear to have four major issues with the revised design. The first is whether or not the accent brick material is acceptable, which he was okay with as long as the sample is acceptable with regards to the true color. The second issue is whether or not the commissioners feel the blue panel on the southwest elevation in the center above the roof reads as a front entry or not; he felt that it felt like a front door and he would probably be supportive of a variation; however, he was okay with it the way it is proposed. The third issue is the tower at the corner along the northwest elevation that goes up, and a requirement to wrap it all the way around. The fourth issue is the spandrel glass on the northwest elevation, and whether or not the commissioners agree on where

that solution should be. One idea is to just make it one window, which he was okay with, or no windows. The fifth issue would be a requirement that historical photos of the existing building be submitted to the Village prior to the demolition of the existing building.

Commissioner Kingsley asked the other commissioners if they agreed with her recommendation to eliminate the stone wainscot which does not fit with the contemporary style. Commissioner Seyer was in favor of the suggestion. Commissioner Kingsley agreed with the issues summarized by Commissioner Seyer, except for the blue color, which she was having a hard time with. Acting Chair Eckhardt asked for a landscape plan for the site, and Mr. Hautzinger said that since this project is being reviewed by the Plan Commission, the Design Commission is limited to review of the building and signage only. Mr. Nosky indicated where foundation plantings are being proposed around the building, although he did not know specific species of plantings.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER KINGSLEY, TO RECOMMEND APPROVAL OF THE PROPOSED ARCHITECTURAL DESIGN FOR *BMO BANK* TO BE LOCATED AT 630 W. NORTHWEST HIGHWAY. THIS RECOMMENDATION IS BASED ON THE PLANS RECEIVED 10/7/21, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A REQUIREMENT THAT THE TOWER ELEMENT ON THE NORTHWEST ELEVATION, TOP RIGHT CORNER, BE WRAPPED AROUND IN THE SAME BLUE PANEL.
2. A REQUIREMENT THAT THE EXISTING BUILDING BE PHOTOGRAPHED FOR HISTORICAL PURPOSES AND SUBMITED TO THE VILLAGE, AS DONE WITH PREVIOUS PROJECTS.
3. A REQUIREMENT THAT THE SPANDREL WINDOWS ON THE NORTHWEST ELEVATION, LEFT SIDE, BE ELIMINATED, PROVIDED THERE ARE NO SAFETY ISSUES WITH THE OWNER.
4. A REQUIREMENT THAT THE STONE WAINSCOT BE ELIMINATED, AND THAT BRICK MASONRY PRODUCT COMES ALL THE WAY DOWN TO THE GROUND IN AN APPROPRIATELY DETAILED MANNER.
5. A RECOMMENDATION TO LOOK AT AN ALTERNATE MATERIAL, SUCH AS THE SAME STONE, FOR THE SOUTHWEST ELEVATION ABOVE THE GLASS, TO MAKE IT FEEL MORE LIKE A FRONT DOOR.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
7. THE PETITIONER SHALL COMPLY WITH ALL FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES.

Acting Chair Eckhardt agreed with the motion but asked for clarification about the requirement to eliminate the blue portion above the window on the northwest elevation. Commissioner Seyer said he was referring to the southwest elevation, where Commissioner Kingsley said she had issues with. Commissioner Kingsley confirmed this was a concern for her because it is in the same plane, and they are flush but have a different pattern. She felt there should be an offset from the horizontal to the vertical, if it is the same material. She commented that this is only a recommendation in the motion. Commissioner Seyer said the tower on the southwest elevation at the far right side is a 7'-4" piece, and it is in the same plane when it meets the brick on the other side, which is the concern. If that 7'-4" piece were to bump out another 10 inches, it would feel more like a tower and not be in the same plane with the blue that is wrapping horizontally at that point. He asked if the petitioner was open to a plane change there, if the required setbacks allow it. Commissioner Kingsley said this suggestion is similar to the BMO in Hoffman Estates. Mr. Nosky gave thought to the suggestion and asked if it was necessary to be at 10-inches, he was considering 8-inches instead,

and Commissioner Seyer said it should be no less than 6-inches.

Commissioner Kingsley said that since the commissioners and Staff have not seen a sample of the brick and stone materials, she felt it should be a requirement in the motion that the samples be submitted to Staff for approval, or brought back to this commission if Staff has concerns. She added that looking at the brick and stone on-line, both look a little dark, and she preferred a stone with less texture.

Mr. Hautzinger asked if there were concerns with the colors between the brick and stone. Acting Chair Eckhardt said that without seeing the materials, it was difficult to know if the colors should be different enough so they look different, or be the same or similar for both, but a different pattern. If Staff has any hesitation when reviewing the samples, they should be brought back to the commissioners for review. Mr. Nosky said he believed that some of the field brick color is in the accent stone, but with more range of dark in it; however, he agreed that having the actual materials in-person is the only way to see the true colors.

A MOTION WAS MADE BY COMMISSIONER SEYER, SECONDED BY COMMISSIONER KINGSLEY, TO AMEND THE MOTION AS FOLLOWS:

1. A REQUIREMENT THAT SAMPLES OF THE NEW MASONRY MATERIAL PRESENTED ON THE REVISED DRAWINGS TONIGHT, BE SUBMITTED FOR APPROVAL BY STAFF.
2. A REQUIREMENT THAT THE TOWER ELEMENT AT THE FRONT ENTRY, THAT IS VISIBLE ON THE SOUTHWEST ELELVATION, BE BROUGHT OUT A MINIMUM OF 6-INCHES TOWARDS NORTHWEST HIGHWAY, PREFERABLY 8-INCHES, BUT NOT TO EXCEED PAST THE PROPERTY LINE, TO CREATE A PLANE CHANGE FROM THE HORIZONTAL BLUE PANELS THAT ARE TO THE LEFT OF IT.
3. A REQUIREMENT THAT THE TOP OF THE TOWER ELEMENT AT THE FRONT ENTRY BE WRAPPED AROUND ON ALL FOUR SIDES WITH THE BLUE PANEL.
4. A RECOMMENDATION TO KEEP THE LOCATION OF THE ENTRY DOORS ON THE SOUTHEAST ELEVATION AS PROPOSED, BUT IT IS OKAY TO MOVE THEM TO BE SYMMETRICAL IF PREFERRED.
5. A REQUIREMENT THAT THE 2 SPANDREL WINDOWS AT THE LEFT SIDE OF THE NORTHWEST ELEVATION BE ELIMINATED, UNLESS THERE ARE SECURITY CONCERNS IN DOING SO, THEN ONE VISION WINDOW CAN REMAIN, WHICH IS A VISION OPPORTUNITY. THE DESIGN COMMISSION PREFERS THAT BOTH BE ELIMINATED.
6. A REQUIREMENT THAT THE STONE WAINSCOT BE ELIMINATED, AND THAT THE BRICK MASONRY MATERIAL BE BROUGHT DOWN ALL THE WAY DOWN TO THE GROUND IN AN APPROPRIATE MANNER.
8. A REQUIREMENT THAT THE EXISTING BUILDING BE PHOTOGRAPHED FOR HISTORICAL PURPOSES AND SUBMITED TO THE VILLAGE, AS DONE WITH PREVIOUS PROJECTS.
9. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS. IT IS THE PETITIONER'S RESPONSIBILTY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.
10. THE PETITIONER SHALL COMPLY WITH ALL FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES.

Mr. Hautzinger asked for clarification that the blue panels above the windows on the southwest elevation are to remain as currently proposed, which Commissioner Seyer confirmed.

SEYER, AYE; KINGSLEY, AYE; ECKHARDT, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

1. Please provide a written response to Special Use Permit criteria. The written response should directly address the following:

a) That said special use is deemed necessary for the public convenience at this location.
BMO Harris Bank N.A. plans on closing its outdated 1007 Euclid location and relocating its main Arlington Heights branch to a new, to be constructed, state-of-the-art full-service branch bank with drive-through banking services, at 630 W. Northwest Highway. The special use for a drive-through is necessary for public convenience given the nature, extent, and demand for drive-through banking by BMO customers.

b) That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity. BMO Harris Bank will be the sole occupant and user at the location. BMO Harris Bank is a widely known and recognized national banking association providing myriad financial services to its customer which in no way will be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.

c) That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
The proposed use at the location – a full service branch bank with drive-up banking and 24/7 ATM operations - will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

Modified Planning & Community Development Comments – Site:
Date: 12/16/2021

7. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in areato at least one parking space, protected by durable materials, and containing at least one live shadetree at a minimum of four inches in diameter shall be located at the end of every parking row. The northwest spaces do not have islands meeting this requirement. As such, a variation from this provisionis required.

So noted. We are requesting a waiver from this provision as the island at the northwest corner cannot be enlarged due to site constraints and parking needs.

8. For the required variation as noted in Comment 7, please provide a written response to the followingZoning Code Variation Criteria:

a) The proposed use will not alter the essential character of the locality and will be compatible withexisting uses and zoning of nearby property; and

The proposed use will not alter the character of the area. The landscape island in question is serving as a buffer for the dumpster area. The combination of decorative grasses along the refuse encloser masonry walls create a more pleasing aesthetic.

b) The plight of the owner is due to unique circumstances, which may include the length of time thesubject property has been vacant as zoned; and

The property has been vacant for numerous years. The applicant is installing various grasses to attempt to screen, the dumpster area from view and enhance the appearance. The alternative to the reduced island space would be to asphalt the area and eliminate the landscaping materials.

c) The proposed variation is in harmony with the spirit and intent of this Chapter; and

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

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

The variance requested is the minimum necessary for the property to function properly as the intended use of the property.

This survey coordinated, but not performed, by Commercial Due Diligence Services. Survey obtained from and certified to by a land surveyor licensed in the state property is located.

1 TITLE DESCRIPTION

THAT PART OF THE WEST HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHEAST LINE OF THE NORTHWEST HIGHWAY THAT IS TWO HUNDRED AND TWENTY-FIVE HUNDREDTHS (200.25) FEET NORTHWESTERLY OF THE INTERSECTION OF SAID LINE WITH THE EAST LINE OF SAID WEST HALF (1/2) (THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY BEING SIXTY (60) FEET NORTHEAST OF AND PARALLEL TO THE NORTHEAST LINE OF THE CHICAGO AND NORTHWESTERN RAILWAY RIGHT-OFWAY); THENCE NORTHWESTERLY ALONG THE NORTHEAST LINE OF HIGHWAY, ONE HUNDRED FIFTY (150) FEET; THENCE NORTH ON A LINE DRAWN AT RIGHT ANGLES TO THE NORTH LINE OF SAID WEST HALF (1/2) A DISTANCE OF NINETY-EIGHT AND FORTY HUNDREDTHS (98.40) FEET TO THE SOUTH LINE OF EUCLID AVENUE, SAID POINT BEING THREE HUNDRED ONE AND TWENTYTWO HUNDREDTHS (301.22) FEET WEST OF THE EAST LINE OF SAID WEST HALF (1/2); THENCE EAST ON THE SOUTH LINE OF EUCLID AVENUE ONE HUNDRED SEVENTY-SEVEN AND FORTY-NINE HUNDREDTHS (177.49) FEET TO A POINT; THENCE SOUTH AT RIGHT ANGLES TO EUCLID AVENUE NINETY-THREE AND FIFTY-FIVE HUNDREDTHS (93.55) FEET TO A POINT THAT IS NINETY-FIVE (95.00) FEET NORTHEAST OF THE POINT OF BEGINNING (MEASURED AT RIGHT ANGLES TO THE NORTHEAST LINE OF SAID NORTHWEST HIGHWAY); THENCE SOUTHWEST ON A LINE DRAWN AT RIGHT ANGLES TO SAID NORTHWEST HIGHWAY NINETY-FIVE (95.00) FEET TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

The land shown in this survey is the same as that described in First American Title Insurance Company Commitment Number NCS-1021729-CHI2, with an effective date of June 23, 2021.

2 TITLE INFORMATION

The Title Description and Schedule B Items hereon are from First American Title Insurance Company, Commitment No. NCS-1021729-CHI2, Dated June 23, 2021.

3 SCHEDULE 'B' PART II ITEMS

CONTAINS NO PLOTTABLE SURVEY MATTERS.

4 SURVEYOR CERTIFICATION

Certified to:
SB 89, LLC;
Bridgestone Retail Operations, LLC;
First American Title Insurance Company;
and Commercial Due Diligence Services:

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(c), 8, 9, 10, 11(a), 13, 14, 16, 17, and 18 of Table A thereof.
The field work was completed on 06/11/2021.
Date of Plat: 10/27/2021.

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR #3681
LICENSE EXPIRES: NOVEMBER 30, 2022

5 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 17031C-0203-J, WHICH BEARS AN EFFECTIVE DATE OF 8/19/2008 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE TO 0.2% ANNUAL CHANCE FLOOD PLAIN.

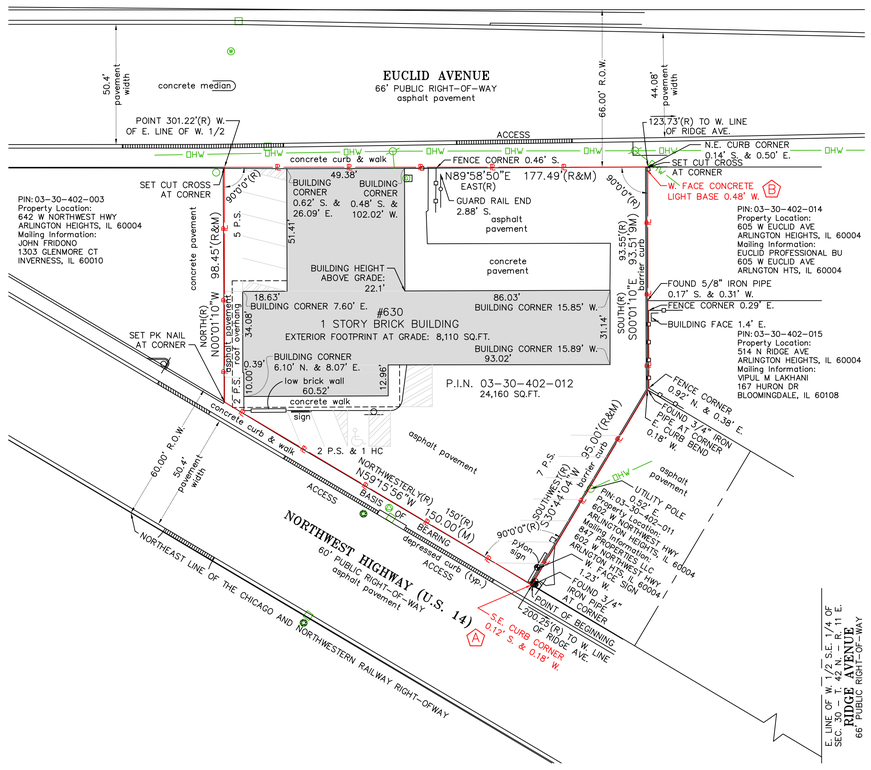
7 POSSIBLE ENCROACHMENTS

(A) — BARRIER CURB 0.12' S. OF S. LINE.

(B) — CONCRETE LIGHT POLE BASE 0.48' E. OF E. LINE

CONSULTING, INC.
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
300 MARQUARDT DRIVE, WHEELING, ILLINOIS 60090
PH. (847) 215-1133
FAX (847) 215-1177
1129 MAIN STREET, UNION GROVE, WISCONSIN 53182
PH. (262) 878-6200
E-MAIL: lg@lgconsulting.net
JOB #20855
FIRM NO. 184-001330

19 SURVEY DRAWING



10 BASIS OF BEARING

STATE PLANE COORDINATE SYSTEM ILLINOIS EAST; NORTH LINE OF NORTHWEST HIGHWAY N59°15'56"W

8 ZONING INFORMATION

3550 W. Robinson Street, 3rd Floor, Norman, OK 73072 - (888) 322-7371 - cds.solutions@firstam.com
Contact Chad Norton at chnorton@firstam.com or 405-253-2421 for further information.

Job # 21-08-0296

Date of Report: August 17, 2021

Zoning District as of the Date of this Report: General Business District - B-2

Code Sections Section 5.1-11; Parking Section 10.4-2

Minimum Front Setback: None listed, unless adjacent to residential district then, said residential district will apply.
Minimum Side Setbacks: None listed, unless adjacent to residential district then, said residential district will apply
Minimum Rear Setback: None listed, unless adjacent to residential district then, 20'
Maximum Height: None listed Minimum
Lot Area: Only applies when dwelling units are above the first floor, 3,500 sq ft
Minimum Lot Width: None listed
Minimum Lot Depth: None listed
Maximum Floor Area Ratio: 250%
Maximum Coverage: None listed
Minimum Parking: 1 space for each employee plus 3 spaces for each service bay

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11 SURVEYOR'S NOTES

1. ALL DISTANCES IN FEET AND DECIMAL PARTS THEREOF, NO DIMENSIONS TO BE ASSUMED FROM SCALING.
2. COMPARE YOUR DESCRIPTION AND SITE MARKINGS WITH THIS PLAT AND AT ONCE REPORT ANY DISCREPANCIES WHICH YOU MAY FIND.
3. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, PARKING, BUILDINGS, PARTY WALLS, EASEMENTS, SERVITUDES AND ENCROACHMENTS; ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
4. THE PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY DESCRIBED IN THE REFERENCED TITLE COMMITMENT.
5. HAS DIRECT ACCESS TO NORTHWEST HIGHWAY (U.S, 14) AND EUCLID AVENUE, BOTH PUBLIC ROAD.
6. TABLE A #10: NO EVIDENCE OF A PARTY WALL WITH RESPECT TO ADJOINING PROPERTIES WAS OBSERVED AT THE TIME OF THIS SURVEY.
7. TABLE A #11(A) NO PLANS OR REPORTS WERE PROVIDED TO THE SURVEYOR. UTILITY INFORMATION PROVIDED HEREON IS BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE AT THE TIME OF THIS SURVEY.
8. TABLE A #16; NO OBSERVABLE EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS AT THE TIME OF THIS SURVEY.
9. TABLE A #17; NO OBSERVABLE EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OR OF COMPLETED CHANGES IN STREET RIGHT OF WAY LINES AT THE TIME OF THIS SURVEY.
10. TABLE A #18; NO PLOTTABLE APPURTENANT EASEMENTS WERE DISCLOSED IN DOCUMENTS PROVIDED TO, OR OBTAINED BY, THE SURVEYOR AT THE TIME OF THIS SURVEY.

12 PARKING INFORMATION

16 STANDARD STRIPED PARKING SPACES
1 HANDICAPPED STRIPED PARKING SPACE
17 TOTAL STRIPED PARKING SPACES

13 LAND AREA

24,160 SQUARE FEET / 0.55 ACRES

14 BUILDING AREA

EXTERIOR FOOTPRINT AT GRADE: 8,110 SQUARE FEET

15 BUILDING HEIGHT

BUILDING HEIGHT ABOVE GRADE: 22.1'

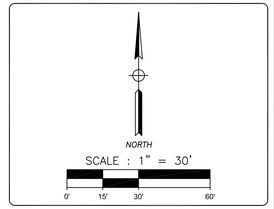
9 LEGEND

(R)	RECORD
(M)	MEASURED
	SIGNPOST
	BOLLARD / POLE / POST
GM	GAS METER
	UTILITY POLE
MH	MANHOLE
TMH	TRAFFIC MANHOLE
VV	VALVE VAULT
	CURB INLET
	CATCH BASIN
	FENCE, WOOD
OHV	OVERHEAD WIRE(S)
	EASEMENT LINE
	SETBACK LINE
PL	PROPERTY LINE

Sheet 1 of 1

16 VICINITY MAP NO SCALE

17 NORTH ARROW / SCALE



6 CEMETERY

NO RECORD EVIDENCE OF CEMETERIES OR BURIAL GROUNDS WAS PROVIDED NOR WAS ANY EVIDENCE OBSERVED AT THE TIME OF THIS SURVEY.

Key to CDS ALTA Survey

1 TITLE DESCRIPTION
2 TITLE INFORMATION
3 SCHEDULE 'B' ITEMS
4 SURVEYOR CERTIFICATION
5 FLOOD INFORMATION
6 CEMETERY
7 POSSIBLE ENCROACHMENTS
8 ZONING INFORMATION
9 LEGEND
10 BASIS OF BEARING
11 SURVEYOR'S NOTES
12 PARKING INFORMATION
13 LAND AREA
14 BUILDING AREA
15 BUILDING HEIGHT
16 VICINITY MAP
17 NORTH ARROW / SCALE
18 CLIENT INFORMATION BOX
19 SURVEY DRAWING
20 PROJECT ADDRESS

18 ALTA/NSPS Land Title Survey

This survey prepared in accordance with the "2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys" (Effective February 23, 2021)

This Work Coordinated By:
FA Commercial Due Diligence Services Co.

CDS COMMERCIAL DUE DILIGENCE SERVICES
3550 W. Robinson Street, Third Floor
Norman, Oklahoma 73072
Office: 405-253-2444
website: www.firstamcds.com
Toll Free: 888.322.7371

Drawn By: J.H.	Date: 10/27/2021
Surveyor Ref.No: 3681	Revision: New Title
Aprvd By: K.C.L.	Date: Revision:
Field Date: 06/11/2021	Date: Revision:
Scale: 1"= 30'	Date: Revision:

Prepared For:

Client Ref. No:

20 PROJECT ADDRESS

630 W. Northwest Highway
Arlington Heights, Illinois

Project Name:
Bridgestone-Arlington Heights IL-2021 Update

CDS Project Number:
21-05-0672

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, IL 60004

FINAL SITE DEVELOPMENT PLANS

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		LIGHT STANDARD/DOUBLE LIGHT STANDARD
		WATER VALVE VAULT
		WATER VALVE BOX
		FIRE HYDRANT
		BUFFALO BOX
		SANITARY MANHOLE
		FLARED END SECTION
		STORM INLET
		STORM CATCH BASIN
		STORM MANHOLE
		CLEANOUT
		STORM SEWER PIPE
		SANITARY SEWER PIPE
W	W	WATER MAIN PIPE
FM	FM	FORCEMAIN PIPE
		STORM SEWER SERVICE
		SANITARY SEWER SERVICE
		WATER MAIN SERVICE
615.90 / 610.20	615.90 / 610.20	SANITARY RIM ELEVATION / SANITARY INVERT ELEVATION
616.50	616.50 / SW-01	WATER GRADE RING ELEVATION / WATER STATION LOCATION
615.90 / 606.70	615.90 / 606.70	STORM RIM ELEVATION / STORM INVERT ELEVATION
	XX	PROPOSED SANITARY STRUCTURE LABEL
	CH-XX	PROPOSED WATER STRUCTURE LABEL
	XX	PROPOSED STORM STRUCTURE LABEL
		PROPOSED RETAINING WALL
		CURB AND GUTTER
		DEPRESSED CURB AND GUTTER
		REVERSE CURB AND GUTTER
		SIDEWALK
		SWALE FLOW ARROW
		DRAINAGE ARROW
		OVERLAND FLOW
764	764	1 FOOT CONTOURS
		ACCESSIBLE CURB RAMP

PROJECT LOCATION

AERIAL MAP N.T.S.

PROJECT LOCATION

VICINITY MAP N.T.S.

INDEX OF DRAWINGS

SHEET NO.	DRAWING TITLE
C1.0	CIVIL ENGINEERING COVER SHEET
C2.0	EXISTING CONDITIONS (BY OTHERS)
C2.1	SITE DEMOLITION PLAN
C3.0	SITE DIMENSIONAL AND PAVING PLAN
C4.0	SITE UTILITY PLAN
C5.0	SITE GRADING AND EROSION CONTROL PLAN
C6.0	SOIL EROSION AND SEDIMENT CONTROL DETAILS
C6.1	SITE CONSTRUCTION DETAILS - 1
C6.2	SITE CONSTRUCTION DETAILS - 2
C6.3	SITE CONSTRUCTION DETAILS - 3
C6.4	SITE CONSTRUCTION DETAILS - 4
C6.5	SITE CONSTRUCTION DETAILS - 5
C7.0	GENERAL CONDITIONS AND DETAILED SPECIFICATIONS
PH1.0	SITE PHOTOMETRICS PLAN
PH2.0	SITE PHOTOMETRICS FIXTURE AND LIGHT POLE DETAILS

ABBREVIATIONS

ADJ	ADJUST	E	ELECTRIC	MH	STORM MANHOLE	RT	RIGHT
AGG.	AGGREGATE GRAVEL	E-E	EDGE TO EDGE	MIN.	MINIMUM	SAN	SANITARY SEWER
B.A.M.	BIT. AGG. MIXTURE	ELEV.	ELEVATION	N.W.L	NORMAL WATER LEVEL	SF	SQUARE FOOT
B-B	BACK TO BACK	E/P	EDGE OF PAVEMENT	O.U.D	OPEN LID	SHLD.	SHOULDER
B/P	BOTTOM OF PIPE	EX.	EXISTING	P.E.	PRIVATE ENTRANCE	SL	STREET LIGHT
B/WALL	GROUND AT BOTTOM OF WALL	F.E.	FIELD ENTRANCE	PERF.	PERFORATED	SMH	SANITARY MANHOLE
B.B.	BUFFALO BOX	F-F	FACE TO FACE	PC	POINT OF CURVE	ST	STORM SEWER
BIT.	BITUMINOUS CONCRETE	FF	FINISHED FLOOR	P.C.C.	PORTLAND CEMENT CONCRETE	STA.	STATION
BM	BENCHMARK	FES	FLARED END SECTION	PCC	POINT OF COMPOUND CURVE	STD	STANDARD
B.O.	BY OTHERS	FH	FIRE HYDRANT	PGL	PROFILE GRADE LINE	SW	SIDEWALK
C.E.	COMMERCIAL ENTRANCE	F/L	FLOW LINE	PI	POINT OF INTERSECTION	SY	SQUARE YARDS
CB	CATCH BASIN	FM	FORCE MAIN	PL	PROPERTY LINE	TBR	TO BE REMOVED
CL	CENTERLINE	G	GROUND	PP	POWER POLE	T	TELEPHONE
CLID	CLOSED LID	GAS	GAS	PROP.	PROPOSED	T.A.	TYPE A
CMP	CORRUGATED METAL PIPE	G/F	GRADE AT FOUNDATION	PT	POINT OF TANGENCY	T/C	TOP OF CURB
CNTRL	CONTROL	GW	GUY WIRE	PVC	POLYVINYL CHLORIDE PIPE	T/F	TOP OF FOUNDATION
C.O.	CLEAN OUT	H.C.	HANDICAP	P.V.C.	POINT OF VERTICAL CURVE	T/P	TOP OF PIPE
CONC.	CONCRETE	HDWL	HEADWALL	PVI	POINT OF VERTICAL INTERSECTION	T/W	TOP OF WALK
CY	CUBIC YARD	HH	HANDHOLE	PVT	POINT OF VERTICAL TANGENCY	T/WALL	TOP OF WALL
D	DITCH	HWL	HIGH WATER LEVEL	P	PAVEMENT	TEMP	TEMPORARY
DIA.	DIAMETER	INL	INLET	R	RADIUS	TRANS.	TRANSFORMER
DIP	DUCTILE IRON PIPE	INV.	INVERT	R.O.W.	RIGHT-OF-WAY	V.B.	VALVE BOX
DIWM	DUCTILE IRON WATER MAIN	IP	IRON PIPE	RCP	REINFORCED CONCRETE PIPE	V.V.	VALVE VAULT
DT	DRAIN TILE	MAX.	MAXIMUM	REM	REMOVAL	WL	WATER LEVEL
D.S.	DOWN SPOUT	MB	MAILBOX	RR	RAILROAD	WM	WATER MAIN

BENCHMARKS

1. BENCHMARK NO. 401
   SOUTHWEST FLANGE BOLT ON FIRE HYDRANT LOCATED AT THE NORTHEAST CORNER OF NORTH RIDGE AVENUE AND WEST EUCLID AVENUE
   ELEVATION = 718.00' NAVD88
2. BENCHMARK NO. 402
   TAG BOLT ON THE 2ND FIRE HYDRANT WEST OF THE CENTERLINE OF NORTH RIDGE AVENUE ON THE NORTH SIDE OF WEST EUCLID AVENUE
   ELEVATION = 717.15' NAVD88

Call Before You Dig JULIE

CONTACT JULIE AT 811
OR 800-892-0123

48 HOURS (2 working days) BEFORE YOU DIG

NOTE:
THE LOCATION, ELEVATION, SIZE, AND TYPES OF ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION, ELEVATION, SIZE AND TYPES OF ALL EXISTING UTILITIES PRIOR TO COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

OSVALDO PASTRANA
062-057584
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT DESCRIBED BELOW WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF ILLINOIS.

SIGNATURE:
NAME: OSVALDO PASTRANA
DATE: 12-10-2021 LICENSE NUMBER: 062-057584
MY LICENSE RENEWAL DATE IS: FEBRUARY 28, 2022
PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: FULL CIVIL SET

REVISIONS		
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 W. N. KEVA AVENUE
CHICAGO, ILLINOIS 60063-4
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: CIVIL ENGINEERING COVER SHEET

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C1.0

PROJ. NUMBER: 21022

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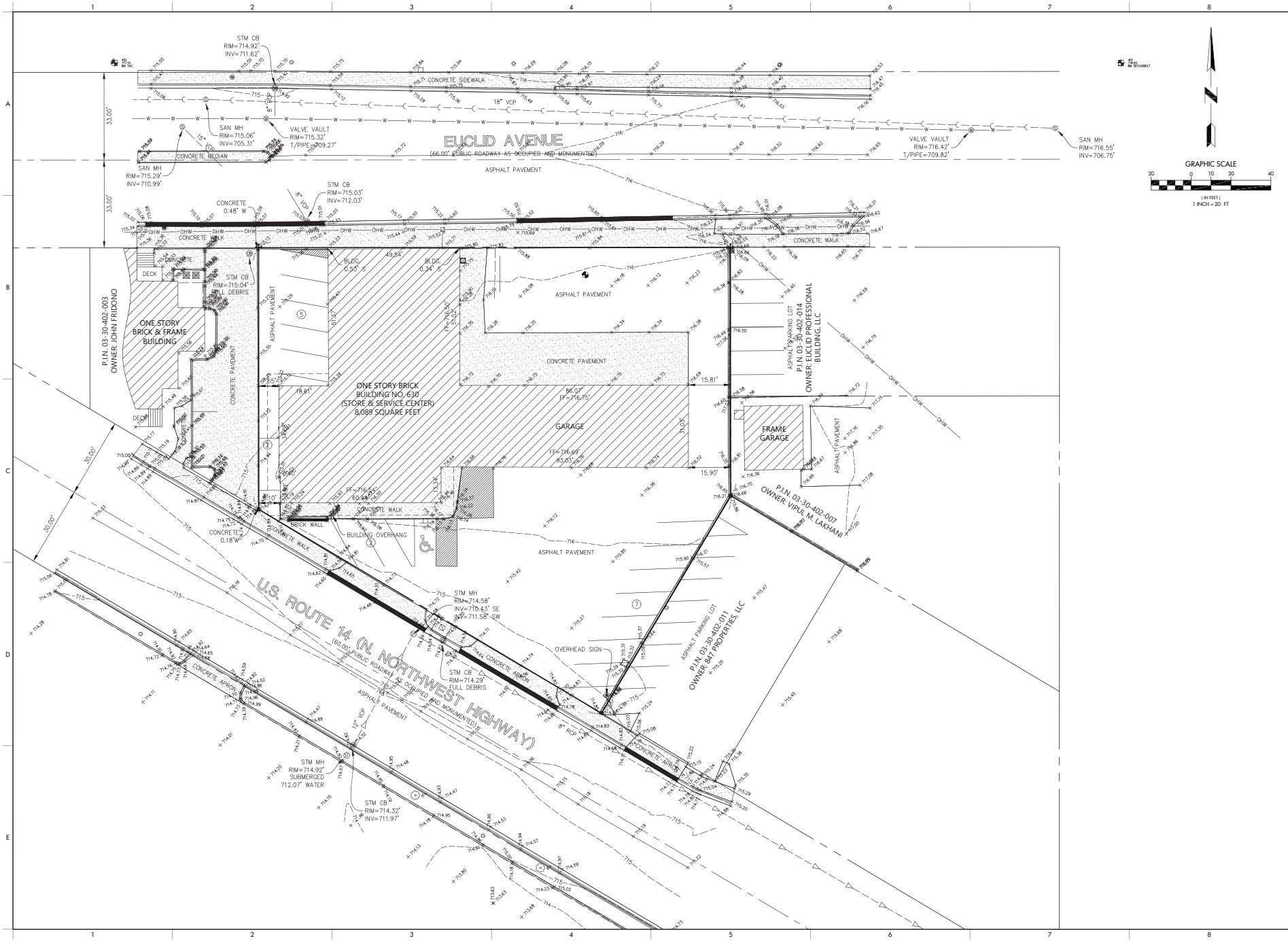

REVISIONS		
2	12.10.21	REVISED PER VILLAGE REVIEW
1	10.07.21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 N. LaSalle Street, Suite 2410
CHICAGO, ILLINOIS 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
Email: info@civworks.com
Web: www.civworks.com

SHEET TITLE: EXISTING CONDITIONS (BY OTHERS)

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=20'

SHEET NO.
C2.0

PROJ. NUMBER: 21022

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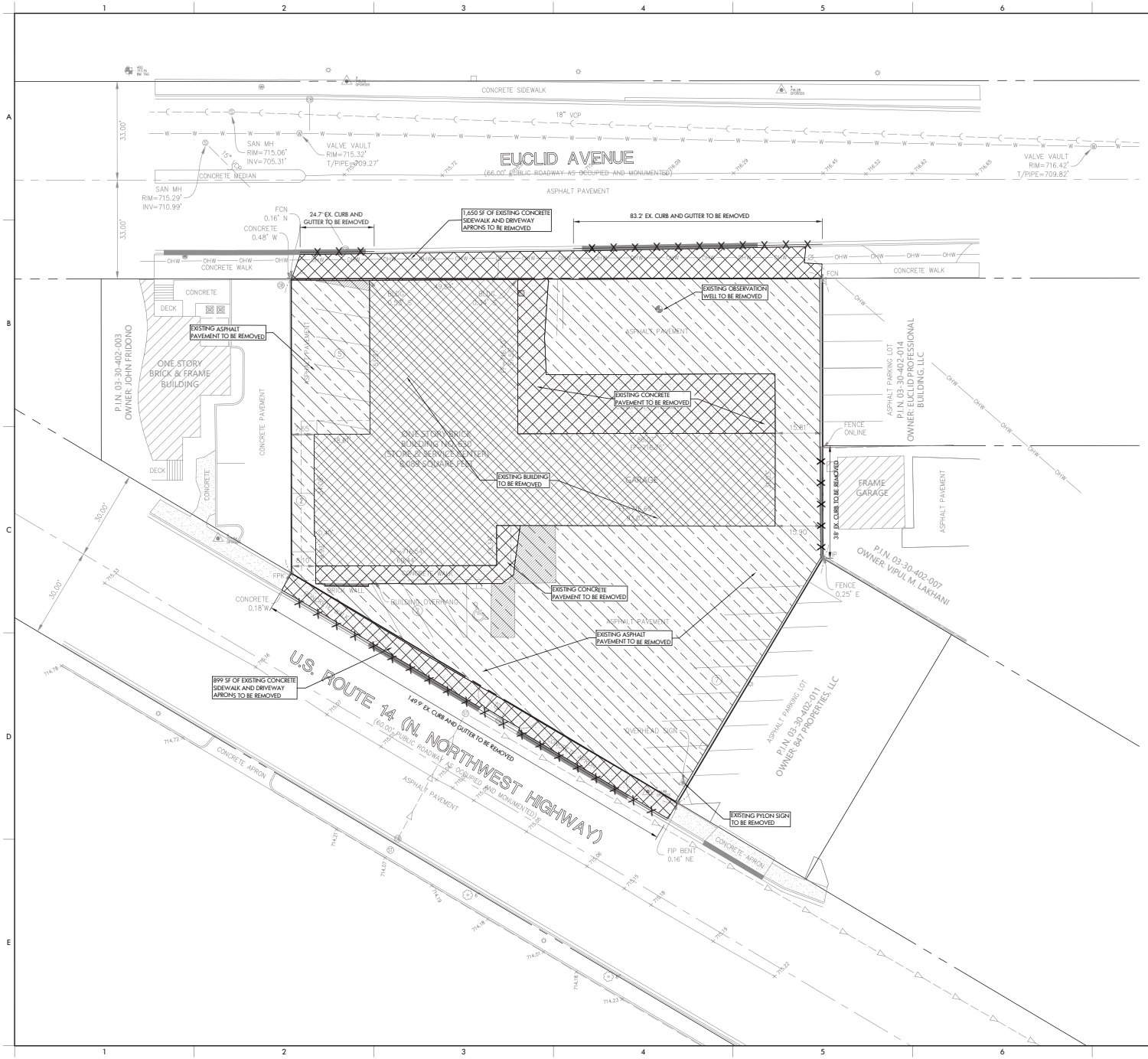

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 INCH = 20 FT

DEMOLITION LEGEND

- EX. CONCRETE PAVEMENT TO BE REMOVED
- EX. ASPHALT PAVEMENT TO BE REMOVED
- EX. CURB TO BE REMOVED

DEBRIS AND SPOIL MATERIAL STOCKPILE

DUE TO THE LIMITED SIZE OF SITE AND AVAILABLE STAGING AREAS, STOCKPILING OF DEBRIS, SPOIL MATERIALS, OR ANY OTHER ITEMS SHALL NOT BE ALLOWED. ALL DEBRIS, SPOIL MATERIALS OR ANY OTHER DEMOLISHED ITEMS SHALL BE IMMEDIATELY HAULED OFF-SITE AND DISPOSED OF BY THE DEMOLITION CONTRACTOR IN ACCORDANCE WITH ALL FEDERAL, STATE AND LOCAL LAWS.

DEMOLITION NOTES

1. ALL UTILITY COMPANIES ARE TO BE CONTACTED TO PERMIT MARKING THEIR FACILITIES BEFORE ANY WORK IS DONE ON THE SITE.
2. THE OWNER SHALL BE PROVIDED WITH COPIES OF ALL DEMOLITION PERMITS AND UTILITY INFORMATION PRIOR TO THE COMMENCEMENT OF THE WORK.
3. CONTRACTOR IS TO VERIFY THAT ALL EXISTING UTILITY SERVICE LINES HAVE BEEN SHUT OFF OR DISCONNECTED AT THEIR RESPECTIVE MAIN LINES BEFORE BEGINNING STRUCTURE AND PAVEMENT REMOVAL ON THE SITE.
4. THE EXTENT OF SITE DEMOLITION WORK IS AS SHOWN ON THE CONTRACT DOCUMENTS AND AS SPECIFIED HEREIN. FURNISH ALL LABOR, MATERIALS, EQUIPMENT AND SERVICE NECESSARY TO COMPLETE THE WORK. DEMOLITION INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND DISPOSAL OFF-SITE OF THE FOLLOWING ITEMS:
   - ON-SITE PAVEMENT
   - DEBRIS FROM ALL DEMOLISHED STRUCTURES
   - ALL PAVEMENT TO BE REMOVED ADJACENT TO PAVEMENT THAT IS TO REMAIN SHALL BE SAWCUT FULL DEPTH AT THE EDGES PRIOR TO REMOVAL TO OBTAIN A "CLEAN" JOINT WHERE IT ABUTS NEW CURB OR PAVEMENT.

   CONTRACTOR MUST RECEIVE APPROVAL FROM AND GEOTECHNICAL ENGINEER FOR THE MATERIAL TYPE AND USE IF CONTRACTOR DESIRES TO REUSE DEMOLISHED SITE PAVEMENT OR EXISTING STONE SUBBASE AS STRUCTURAL FILL.
5. STRUCTURES TO BE DEMOLISHED SHALL BE VACATED AND DISCONTINUED FROM USE PRIOR TO START OF WORK. OWNER ASSUMES NO RESPONSIBILITY FOR ACTUAL CONDITION OF STRUCTURES TO BE DEMOLISHED. CONDITIONS EXISTING AT TIME OF INSPECTION FOR BIDDING PURPOSES WILL BE MAINTAINED BY OWNER IN SO FAR AS PRACTICABLE. HOWEVER, VARIATIONS WITHIN THE STRUCTURES MAY OCCUR BY OWNER'S REMOVAL AND SALVAGE OPERATIONS PRIOR TO START OF DEMOLITION WORK. ITEMS OF SALVAGEABLE VALUE TO CONTRACTOR MAY BE REMOVED FROM SITE AS WORK PROGRESSES AND AS APPROVED BY THE OWNER. SALVAGED ITEMS MUST BE TRANSPORTED FROM THE SITE AS THEY ARE REMOVED. STORAGE OR SALE OF REMOVED ITEMS ON SITE WILL NOT BE PERMITTED. THE USE OF EXPLOSIVES WILL NOT BE PERMITTED. CONDUCT DEMOLITION OPERATIONS AND REMOVAL OF DEBRIS TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT OCCUPIED OR USED FACILITIES. THE CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC TO PROVIDE SAFE PASSAGE FOR VEHICULAR AND PEDESTRIAN TRAFFIC. THIS INCLUDES APPROPRIATE SIGNAGE FOR CLOSING THE PUBLIC SIDEWALK, ROADWAY AND NECESSARY PARKING SPACES. ALL MAINTENANCE OF TRAFFIC SHALL BE APPROVED BY THE MUNICIPALITY.
6. EXISTING UTILITIES TO REMAIN ARE TO BE KEPT IN SERVICE AND PROTECTED AGAINST DAMAGE DURING DEMOLITION OPERATIONS. CONTRACTOR IS RESPONSIBLE FOR TURNING OFF, DISCONNECTING, AND SEALING INDICATED UTILITIES BEFORE STARTING DEMOLITION OPERATIONS. EXISTING UTILITIES TO BE ABANDONED ARE TO BE CAPPED AT BOTH ENDS AND FILLED WITH F.A.1 OR APPROVED EQUAL. ALL UNDERGROUND UTILITIES TO BE REMOVED ARE TO BE BACKFILLED WITH ENGINEERED FILL OR SELECT EXCAVATED MATERIAL, AS APPROVED BY THE GEOTECHNICAL ENGINEER, TO 95% OF MODIFIED PROCTOR DENSITY WITHIN PAVED AREAS AND TO 90% OF MODIFIED PROCTOR DENSITY FOR GREEN SPACE AREAS, IN ACCORDANCE WITH THE EARTHWORK SPECIFICATIONS. ALL PRIVATE UTILITIES (ELECTRIC, CABLE, TELEPHONE, FIBER OPTIC, GAS) SHALL BE REMOVED AND RELOCATED PER THE UTILITY OWNER AND THE LOCAL MUNICIPALITY'S REQUIREMENTS.
7. UNDERGROUND UTILITIES SHOWN ARE BASED ON ATLASES AND AVAILABLE INFORMATION PRESENTED AT THE TIME OF SURVEY. CONTRACTOR SHOULD CALL "JULIE" (800-892-0123) TO COORDINATE FIELD LOCATIONS OF EXISTING UNDERGROUND UTILITIES BEFORE ORDERING MATERIALS OR COMMENCING CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY. CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UNDERGROUND AND OVERHEAD UTILITIES DURING CONSTRUCTION. UTILITY PROTECTION SHALL BE COORDINATED WITH THE RESPECTIVE UTILITY OWNER AND AS DIRECTED BY THE GOVERNING MUNICIPALITY. DAMAGED CABLES/CONDUITS SHALL BE REPLACED IMMEDIATELY. ALL EXISTING STRUCTURES TO REMAIN SHALL BE PROTECTED THROUGHOUT THE CONSTRUCTION PROCESS. ALL DAMAGED STRUCTURES SHALL BE REPLACED IN-KIND AND THEIR REPLACEMENT COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. PROPER NOTIFICATION TO THE OWNERS OF THE EXISTING UTILITIES SHALL BE MADE AT LEAST 48 HOURS BEFORE CONSTRUCTION COMMENCES.
8. USE WATER SPRINKLING, TEMPORARY ENCLOSURES, AND OTHER SUITABLE METHODS TO LIMIT DUST AND DIRT RISING AND SCATTERING IN THE AIR TO THE LOWEST LEVEL. COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION. SEE EROSION CONTROL SHEETS FOR FURTHER EROSION CONTROL REQUIREMENTS.
9. REMOVE FROM SITE DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS. BURNING OF REMOVED MATERIALS WILL NOT BE PERMITTED ON SITE. TRANSPORT MATERIALS REMOVED AND DISPOSE OF OFF-SITE IN A LEGAL MANNER.
10. ALL EXISTING BUILDINGS, FOUNDATIONS, UTILITIES, AND LANDSCAPING AND OTHER IMPROVEMENTS ON ADJACENT PROPERTIES SHALL BE PROTECTED AT ALL TIMES DURING DEMOLITION AND CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND INSTALL ANY MATERIALS, EQUIPMENT, AND/OR MANPOWER NECESSARY TO ACCOMPLISH THIS.

REVISIONS

2	12.10.21	REVISED PER VILLAGE REVIEW
1	10.07.21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CIVWORKS Consulting, LLC

30 N. LaSALLE STREET
CHICAGO, ILLINOIS 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE DEMOLITION PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=20'

SHEET NO.

C2.1

PROJ. NUMBER: 21022

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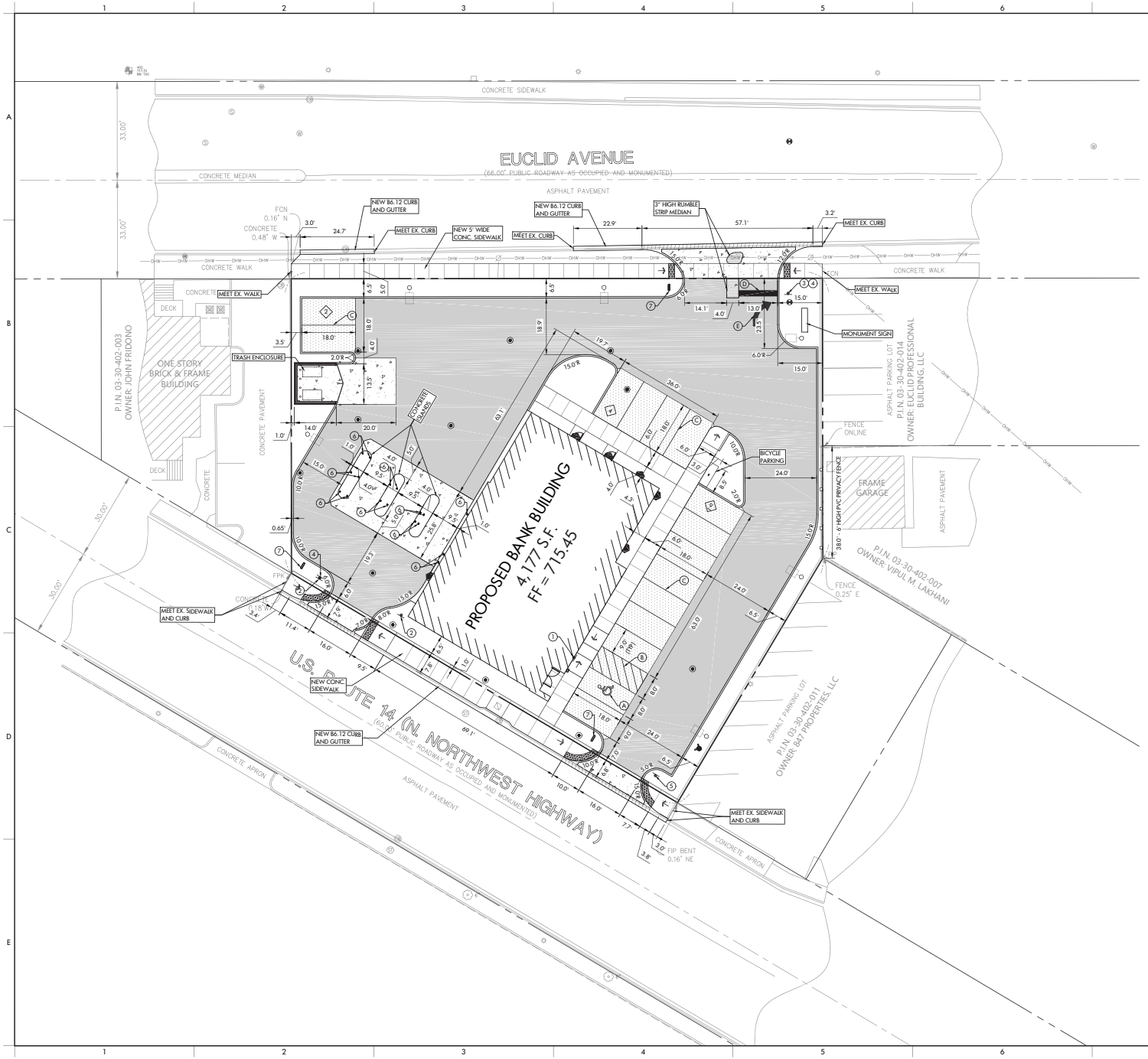

GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)
1 INCH = 15 FT

SITE DATA

TOTAL SITE AREA = 0.55 AC

PROPOSED BUILDING AREA = 4,171 S.F.

PARKING PROVIDED =
REGULAR PARKING PROVIDED = 14 SPACES
HANDICAP PARKING PROVIDED = 1 SPACES

TOTAL PARKING PROVIDED = 15 SPACES

BICYCLE PARKING PROVIDED = 2 SPACES

SITE PLAN KEYED NOTES

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE (MOUNTED ON BUILDING WALL)
2. R5-1 DO NOT ENTER SIGN (30"X30")
3. R1-1 STOP SIGN (30"X30")
4. R3-5 RIGHT TURN ONLY SIGN (30"X36")
5. "NO EXIT / ENTRANCE ONLY" SIGN (18"X24")
6. PROTECTIVE BOLLARD (SEE ARCH. DWGS. FOR DETAILS)
7. WAY-FINDING SIGN (SEE SITE SIGNAGE PACKAGE)
A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
B. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
C. 4" SOLID YELLOW STRIPE (TYP)
D. 24" WIDE WHITE STOP BAR (INSTALLED 4' BEFORE WALK)
E. WHITE RIGHT TURN ONLY ARROW

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING AND ON THE EAST SIDE OF FOREST AVENUE SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL ON SHEET C6.0.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

HEAVY DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
7.25" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
4" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

LIGHT DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
6x6 - W2.9 x W2.9 WWF @ MIDPOINT OF CONCRETE THICKNESS
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

REVISIONS		
4	12-27-21	ADDED BICYCLE PARKING
3	12-16-21	REVISED PER VILLAGE REVIEW
2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 W. KENYA AVENUE
CHICAGO, ILLINOIS 60654
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE DIMENSIONAL AND PAVING PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=15'

SHEET NO.
C3.0

PROJ. NUMBER: 21022

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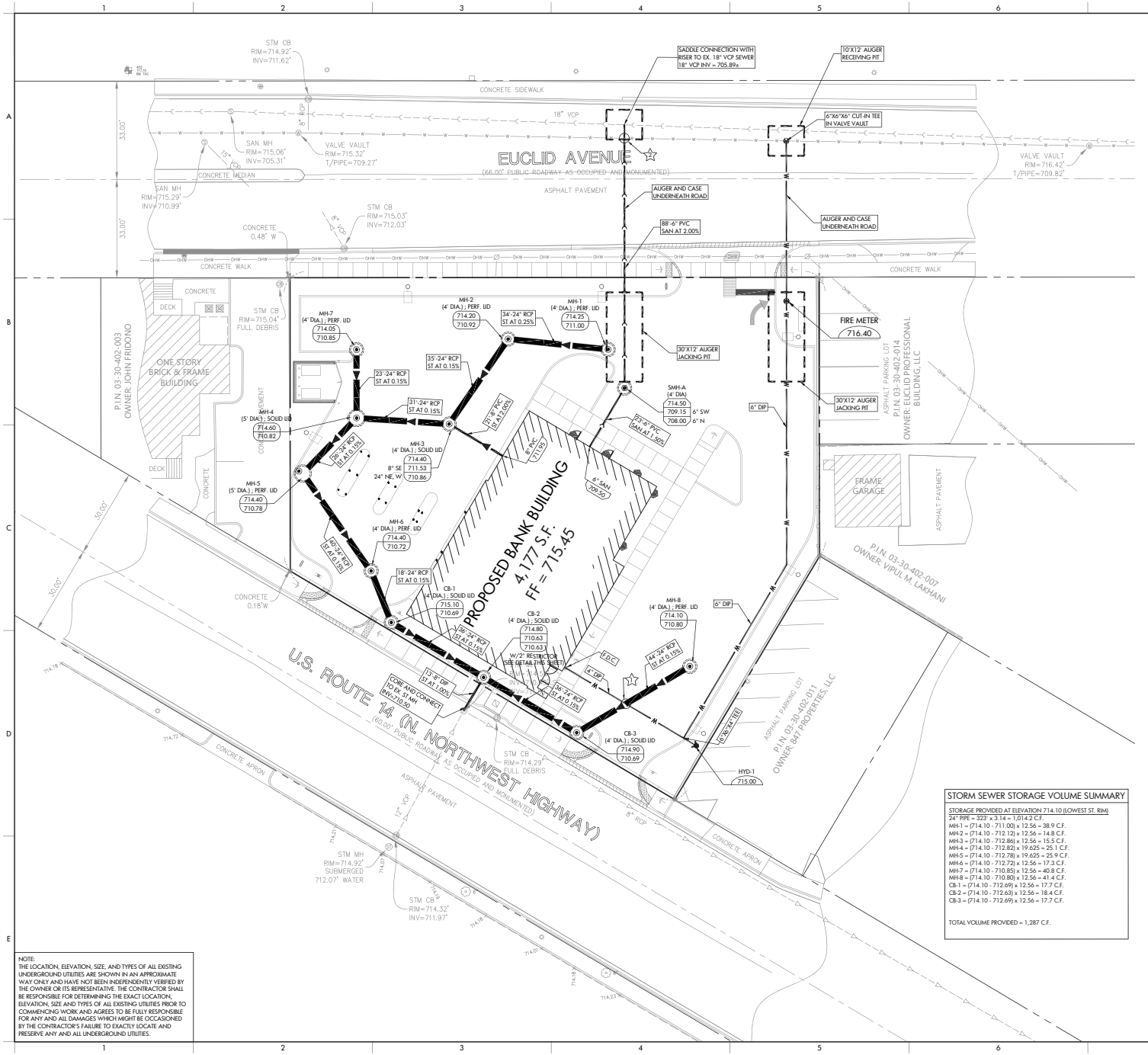
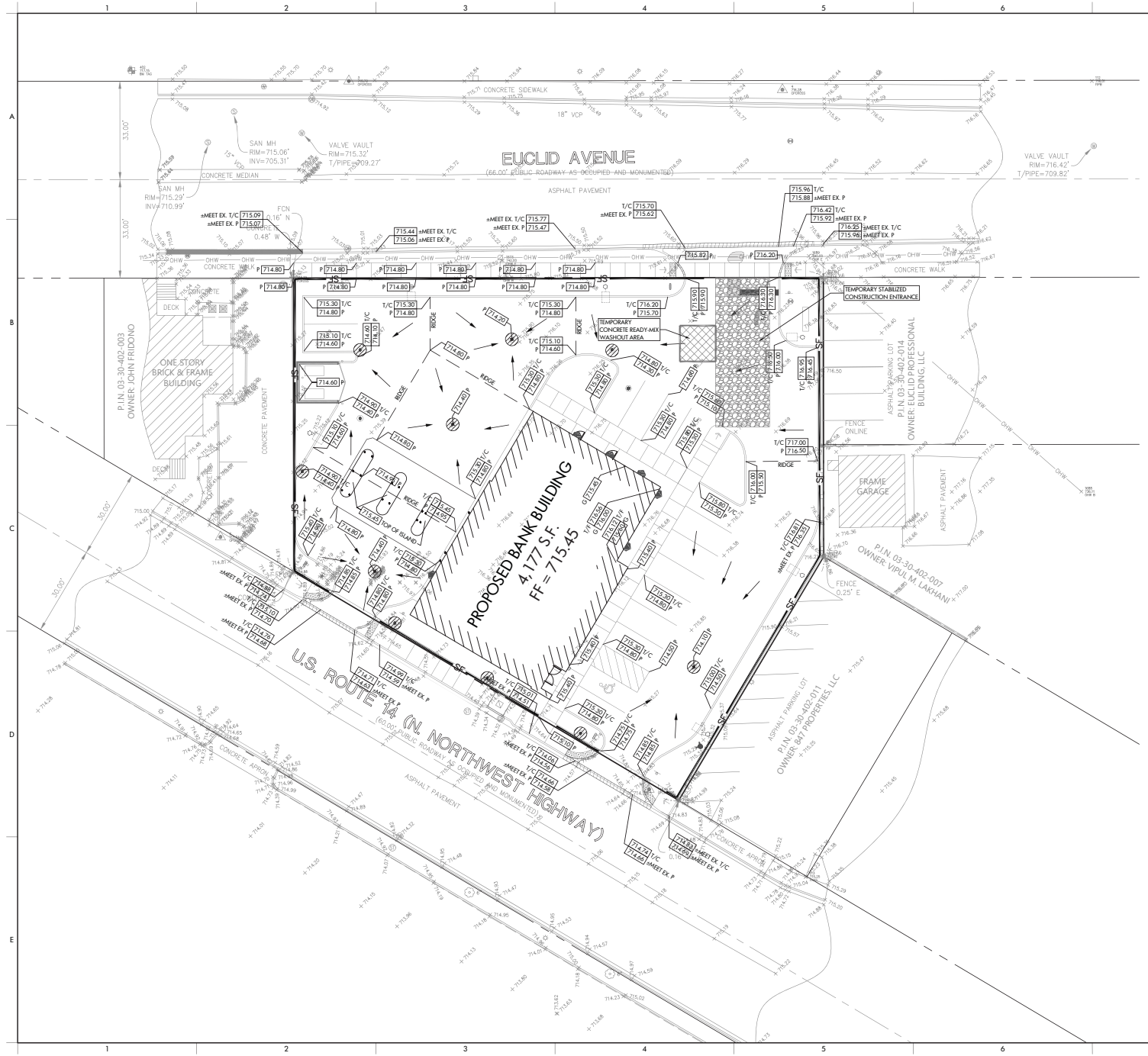

EUCLID AVENUE
(66.00' PUBLIC ROADWAY AS OCCUPIED AND MONUMENTED)
U.S. ROUTE 14 (N. NORTHWEST HIGHWAY)
(166.00' PUBLIC ROADWAY AS OCCUPIED AND MONUMENTED)
PROPOSED BANK BUILDING
4,177 S.F.
FF = 715.45
ONE STORY BRICK & FRAME BUILDING
P.I.N. 03-30-402-003
OWNER: JOHN FRIDONO
P.I.N. 03-30-402-014
OWNER: EUCLID PROFESSIONAL BUILDING, LLC
P.I.N. 03-30-402-007
OWNER: VIPUL M. LAKHANI
P.I.N. 03-30-402-011
OWNER: 847 PROPERTIES, LLC
FRAME GARAGE
ASPHALT PAVEMENT
CONCRETE SIDEWALK
CONCRETE MEDIAN
CONCRETE WALK
CONCRETE APRON
ASPHALT PARKING LOT
FIRE METER
716.40
STM CB
RIM=714.92'
INV=711.62'
SAN MH
RIM=715.29'
INV=710.99'
SAN MH
RIM=715.06'
INV=705.31'
VALVE VAULT
RIM=715.32'
T/PIPE=709.27'
VALVE VAULT
RIM=716.42'
T/PIPE=709.82'
STM CB
RIM=715.03'
INV=712.03'
STM CB
RIM=715.04'
FULL DEBRIS
STM CB
RIM=714.29
FULL DEBRIS
STM MH
RIM=714.92'
SUBMERGED
712.07' WATER
STM CB
RIM=714.32'
INV=711.97'
18" VCP
8" RCP
15" VCP
SADDLE CONNECTION WITH RISER TO EX. 18" VCP SEWER
18" VCP INV = 705.89±
10'X12' AUGER RECEIVING PIT
6"X6"X6" CUT-IN TEE IN VALVE VAULT
AUGER AND CASE UNDERNEATH ROAD
AUGER AND CASE UNDERNEATH ROAD
88'-6" PVC SAN AT 2.00%
30'X12' AUGER JACKING PIT
30'X12' AUGER JACKING PIT
6" DIP
6" DIP
6" DIP



GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)
1 INCH = 15 FT

EROSION CONTROL LEGEND

SF — SILT FENCE OR SEDIMENT CONTROL LOGS

INLET FILTER BASKET

SITE RESTORATION NOTES

1. ALL RESTORATION WITHIN THE LIMITS OF THE RIGHT-OF-WAY SHALL BE COMPLETED WITH TOPSOIL AND SOD.
2. AREAS TO BE GRADED AND PREPARED FOR SEEDING OR SOD SHALL HAVE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL.

GRADING NOTES

1. ALL PAVEMENT SPOT GRADE ELEVATIONS AND RIM ELEVATIONS WITHIN OR ALONG CURB REFER TO EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
2. ALL ELEVATIONS SHOWN DEPICT FINISHED GRADE UNLESS OTHERWISE NOTED. SUBTRACT TOPSOIL THICKNESS OR PAVEMENT SECTION TO ESTABLISH SUBGRADE ELEVATIONS.
3. PROVIDE 1.50% MAX (1.00% MIN) CROSS SLOPE AND 5.00% MAX LONGITUDINAL SLOPE ON ALL SIDEWALKS. ALWAYS MAINTAIN POSITIVE DRAINAGE AWAY FROM BUILDING.
4. EXISTING TOPOGRAPHIC SURVEY WAS PREPARED BY OTHERS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND BEFORE ORDERING MATERIALS. THE CONTRACTOR SHALL PROMPTLY NOTIFY THE CIVIL ENGINEER OF ANY DISCREPANCIES.
5. SEE LANDSCAPE PLANS FOR MORE INFORMATION ON SITE LANDSCAPING.

SUGGESTED CONSTRUCTION SEQUENCE

1. INSTALL SILT FENCE OR SEDIMENT CONTROL LOGS AT LOCATIONS AS INDICATED ON THE PLANS.
2. CONSTRUCT TEMPORARY STABILIZED CONSTRUCTION ENTRANCE.
3. SITE DEMOLITION, BUILDING AND EXISTING PAVEMENT REMOVAL AND EXCESS MATERIAL HAUL OFF.
4. CUT AND FILL SITE TO SUB-GRADE.
5. CONSTRUCT UNDERGROUND IMPROVEMENTS; SANITARY SEWER, WATERMAIN, STORM SEWER, ETC. INSTALL INLET PROTECTION IN AND AROUND DRAINAGE STRUCTURES AS THEY ARE CONSTRUCTED
6. CONSTRUCT PARKING LOT AND BUILDING IMPROVEMENTS PER PLAN.
7. COMPLETE TOPSOIL PLACEMENT AND PERMANENT SEEDING/SODDING AND LANDSCAPING.
8. REMOVE AND PROPERLY DISPOSE OF TEMPORARY EROSION CONTROL MEASURES.

EROSION AND SEDIMENT CONTROL NOTES

1. CONTRACTOR TO INSTALL CONSTRUCTION ENTRANCE AND SILT FENCE PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE ON THE SITE. CONTRACTOR TO MAINTAIN CONSTRUCTION ENTRANCE AND SILT FENCE AS SHOWN AND INSTALL ADDITIONAL SILT FENCE WHEREVER NECESSARY THROUGHOUT CONSTRUCTION ACTIVITIES TO MINIMIZE SOIL EROSION.
2. ALL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE CHECKED FOR STABILITY AND OPERATION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED. RECORDS OF THESE REQUIRED INSPECTIONS SHALL BE KEPT ON-SITE AT ALL TIMES THROUGHOUT CONSTRUCTION FOR REVIEW BY GOVERNMENTAL AGENCY INSPECTORS AS PER IEPA STANDARDS.
3. ALL SEDIMENT AND EROSION CONTROL MEASURES IN AND AROUND THE PROPOSED IMPROVEMENTS ARE TO REMAIN IN PLACE AND TO BE MAINTAINED THROUGHOUT CONSTRUCTION ACTIVITIES UNTIL THE PROPOSED IMPROVEMENTS ARE COMPLETED AND THE SITE ADEQUATELY STABILIZED PER IEPA STANDARDS.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE.
5. THE SURFACE OF STRIPPED AREAS SHALL BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADE IS REACHED. STRIPPED AREAS NOT AT FINAL GRADE THAT WILL REMAIN UNDISTURBED FOR MORE THAN 7 DAYS AFTER INITIAL DISTURBANCE SHALL BE PROTECTED FROM EROSION.
6. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 3 DAYS, THEN SEDIMENT AND EROSION CONTROL DEVICES SHALL BE INSTALLED DURING CONSTRUCTION.
7. OFF-SITE STORM SEWER INLETS SHALL BE PROTECTED WITH SEDIMENT TRAPPING OR FILTER CONTROL DEVICES DURING CONSTRUCTION.
8. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED.
9. ANY SOIL, MUD OR DEBRIS WASHED, TRACKED OR DEPOSITED ONTO A PUBLIC OR PRIVATE ROADWAY SHALL BE REMOVED BEFORE THE END OF EACH WORK DAY.
10. VEHICULAR ACCESS TO THE SITE SHALL BE RESTRICTED TO A GRAVEL DRIVE, SAID GRAVEL DRIVE SHALL BE INSTALLED WITHIN 3 DAYS OF EXISTING PAVEMENT REMOVAL AND BEFORE ANY NEW CONSTRUCTION BEGINS AT THE SITE.
11. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED BY THE MUNICIPALITY AS CONSTRUCTION PROGRESSES.
12. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL STABILIZATION IS ACHIEVED. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF PRIOR TO PERMANENT STABILIZATION.

REVISIONS

1	10.07.21	ISSUED FOR PERMIT
2	12.10.21	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CIVWORKS Consulting, LLC

30 W. KENYA AVENUE
CHICAGO, ILLINOIS 60653
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE GRADING AND EROSION CONTROL PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=20'

SHEET NO.
C5.0

PROJ. NUMBER: 21022

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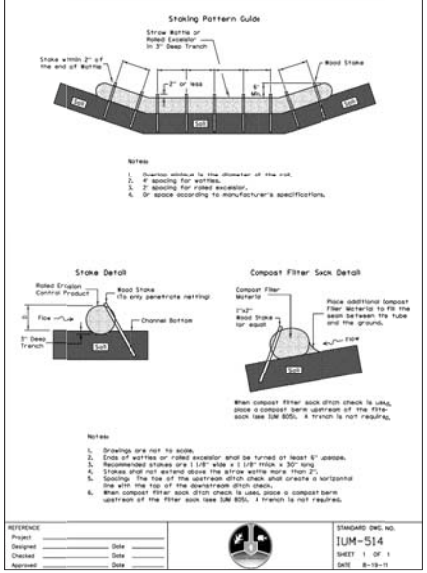
ROLLED EROSION CONTROL PRODUCTS



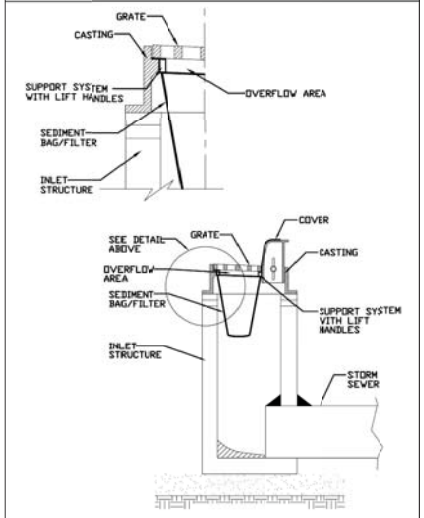
Notes:

1. Drawings are not to scale.
2. Ends of wattles or rolled excelsior shall be turned at least 6" uphill.
3. Recommended stakes are 1 1/8" thick x 1 1/8" thick x 30" long.
4. Stakes shall not extend above the straw wattle more than 2".
5. Spacing: The toe of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
6. When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.

REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO. IUM-514
SHEET 1 OF 1
DATE 8-19-11

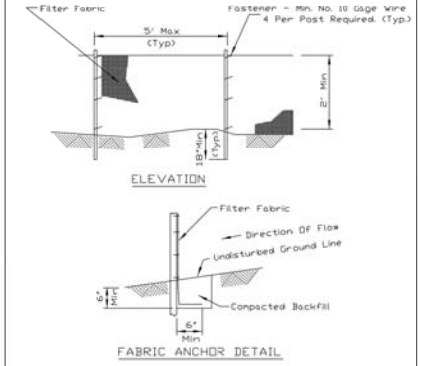
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO. IUM-561I
SHEET 1 OF 1
DATE 05-11-12

SILT FENCE PLAN

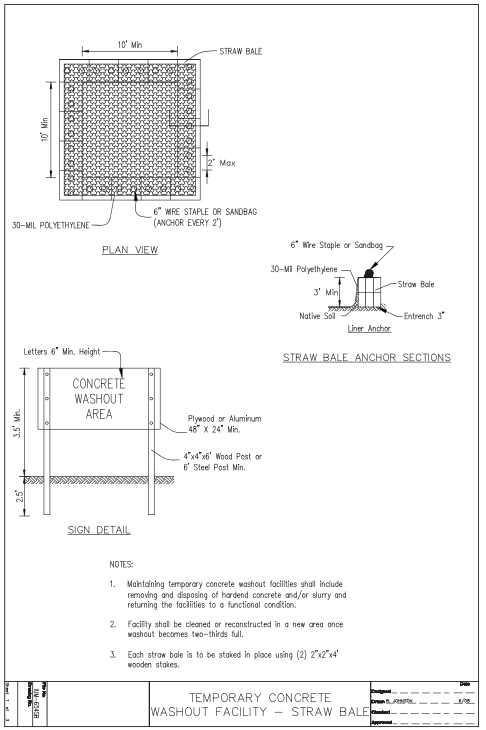


NOTES:

1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven.
3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE
Project
Designed Date
Checked Date
Approved Date

STANDARD DWG. NO. IUM-620A
SHEET 1 OF 2
DATE 3-16-12



NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

1. THE EXCAVATING AND UNDERGROUND CONTRACTOR SHALL BE RESPONSIBLE FOR THE INITIAL CONSTRUCTION OF THE EROSION CONTROL MEASURES SHOWN IN THE PLAN, AND SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF SAID FACILITIES UNTIL THE COMPLETION OF HIS FINAL GRADING OPERATIONS AFTER CONSTRUCTION OF THOSE IMPROVEMENTS IN HIS CONTRACT. THE CONTRACTOR'S EROSION CONTROL MAINTENANCE RESPONSIBILITIES SHALL BE EXCLUSIVE OF THE CONSTRUCTION WARRANTY AND/OR GUARANTEE PERIOD.
2. ALL EROSION AND SEDIMENT CONTROL PRACTICES ARE TO BE CHECKED FOR STABILITY AND OPERATION AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCH OR GREATER OR EQUIVALENT SNOWFALL. ANY NEEDED REPAIRS WILL BE MADE IMMEDIATELY TO MAINTAIN ALL PRACTICES AS DESIGNED.
3. SEDIMENT SHALL BE REMOVED FROM THE SEDIMENT TRAPS WHEN THE STORAGE CAPACITY HAS BEEN APPROXIMATELY 50% FILLED.
4. SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT BECOMES APPROXIMATELY 0.5' DEEP AT THE FENCE. THE SILT FENCE SHALL BE REPAIRED AS NECESSARY TO MAINTAIN A BARRIER.
5. ALL SEEDED AREAS WILL BE FERTILIZED, RE-SEEDED AS NECESSARY, AND MULCHED AS REQUIRED TO MAINTAIN A VIGOROUS, DENSE VEGETATIVE COVER.
6. AFTER CONSTRUCTION AND UPON FINAL SITE STABILIZATION, THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL DEVICES AND TURN OVER MAINTENANCE OF THE PERMANENT EROSION CONTROL MEASURES TO THE OWNER.
7. AFTER CONSTRUCTION, THE OWNER SHALL MAINTAIN ALL PERMANENT CONTROL DEVICES IN ORDER TO PREVENT EROSION.

RECOMMENDED EROSION CONTROL MAINTENANCE SCHEDULE

REVISIONS

2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 N. LaSALLE STREET, SUITE 2410
CHICAGO, ILLINOIS 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SOIL EROSION AND SEDIMENT CONTROL DETAILS

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C6.0

PROJ. NUMBER: 21022

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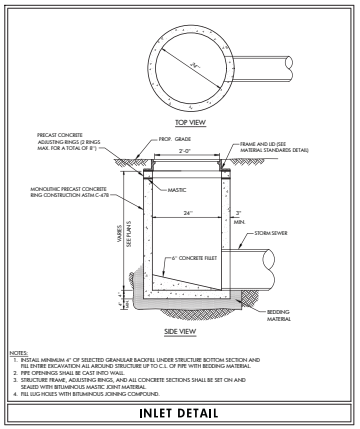
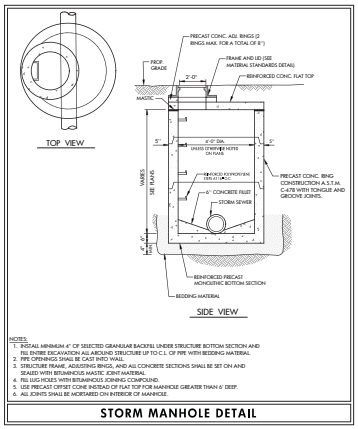


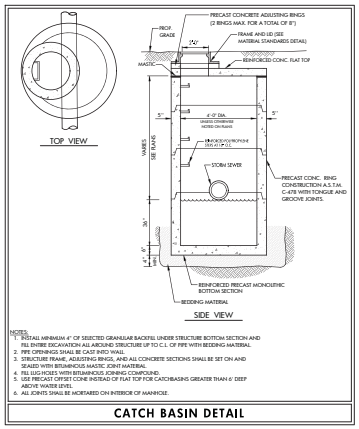
NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

INLET DETAIL



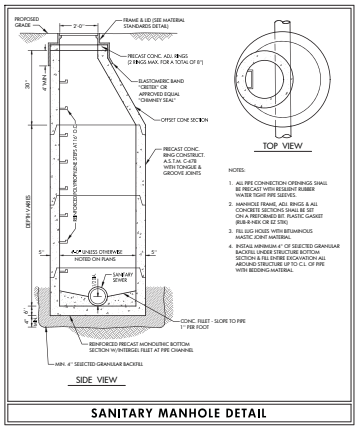
NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR MANHOLE GREATER THAN 6' DEEP.
6. ALL JOINTS SHALL BE MORTARED ON INTERIOR OF MANHOLE.

STORM MANHOLE DETAIL



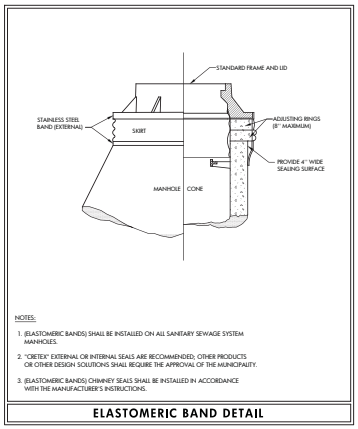
NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.
5. USE PRECAST OFFSET CONE INSTEAD OF FLAT TOP FOR CATCHBASINS GREATER THAN 6' DEEP ABOVE WATER LEVEL
6. ALL JOINTS SHALL BE MORTARED ON INTERIOR OF MANHOLE.

CATCH BASIN DETAIL



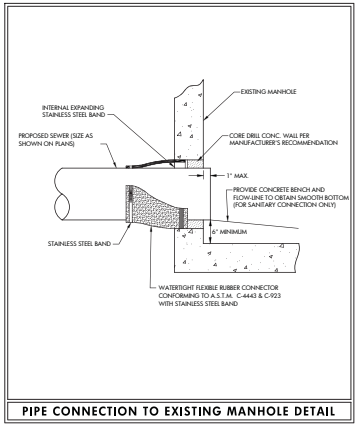
NOTES:
1. ALL PIPE CONNECTION OPENINGS SHALL BE PRECAST WITH RESILIENT RUBBER WATER TIGHT PIPE SLEEVES.
2. MANHOLE FRAME, ADJ. RINGS & ALL CONCRETE SECTIONS SHALL BE SET ON A PREFORMED BIT. PLASTIC GASKET (BUB-A-MIX OR EZ SEAL)
3. FILL LUG HOLES WITH BITUMINOUS MASTIC JOINT MATERIAL.
4. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION & FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.

SANITARY MANHOLE DETAIL

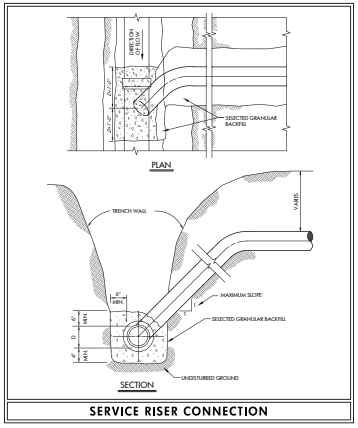


NOTES:
1. (ELASTOMERIC BANDS) SHALL BE INSTALLED ON ALL SANITARY SEWAGE SYSTEM MANHOLES.
2. "CRETEX" EXTERNAL OR INTERNAL SEALS ARE RECOMMENDED; OTHER PRODUCTS OR OTHER DESIGN SOLUTIONS SHALL REQUIRE THE APPROVAL OF THE MUNICIPALITY.
3. (ELASTOMERIC BANDS) CHIMNEY SEALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

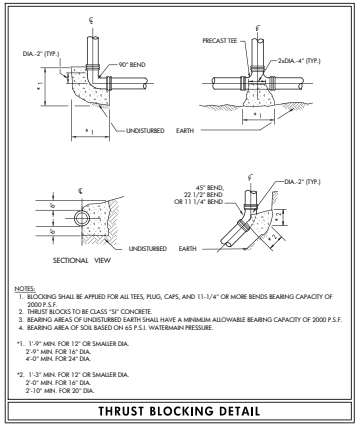
ELASTOMERIC BAND DETAIL



PIPE CONNECTION TO EXISTING MANHOLE DETAIL



SERVICE RISER CONNECTION

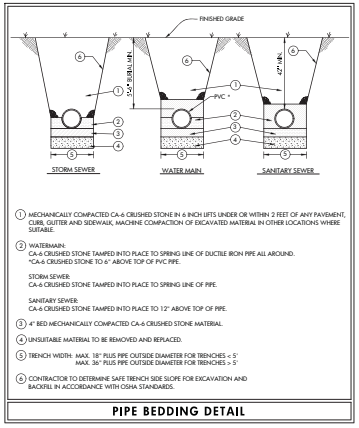


NOTES:
1. BLOCKING SHALL BE APPLIED FOR ALL TEES, PLUG, CAPS, AND 11-1/4° OR MORE BENDS BEARING CAPACITY OF 2000 P.S.F.
2. THRUST BLOCKS TO BE CLASS "S" CONCRETE.
3. BEARING AREAS OF UNDISTURBED EARTH SHALL HAVE A MINIMUM ALLOWABLE BEARING CAPACITY OF 2000 P.S.F.
4. BEARING AREA OF SOIL BASED ON 65 P.S.I. WATERMAIN PRESSURE.

*1. 1'-9" MIN. FOR 12" OR SMALLER DIA.
2'-9" MIN. FOR 16" DIA.
4'-0" MIN. FOR 24" DIA.

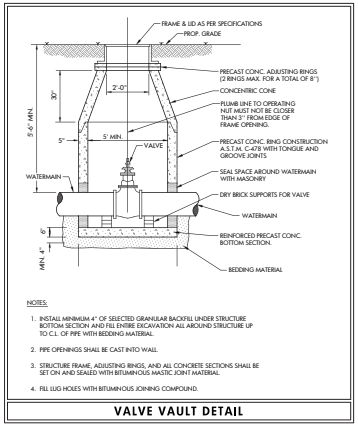
*2. 1'-3" MIN. FOR 12" OR SMALLER DIA.
2'-0" MIN. FOR 16" DIA.
2'-10" MIN. FOR 20" DIA.

THRUST BLOCKING DETAIL



1. MECHANICALLY COMPACTED CA-6 CRUSHED STONE IN 6 INCH LIFTS UNDER OR WITHIN 2 FEET OF ANY PAVEMENT, CURB, GUTTER AND SIDEWALK, MACHINE COMPACTION OF EXCAVATED MATERIAL IN OTHER LOCATIONS WHERE SUITABLE.
2. WATERMAIN:
CA-6 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF DUCTILE IRON PIPE ALL AROUND.
*CA-6 CRUSHED STONE TO 6" ABOVE TOP OF PVC PIPE.
STORM SEWER:
CA-6 CRUSHED STONE TAMPED INTO PLACE TO SPRING LINE OF PIPE.
SANITARY SEWER:
CA-6 CRUSHED STONE TAMPED INTO PLACE TO 12" ABOVE TOP OF PIPE.
3. 4" BED MECHANICALLY COMPACTED CA-6 CRUSHED STONE MATERIAL.
4. UNSUITABLE MATERIAL TO BE REMOVED AND REPLACED.
5. TRENCH WIDTH: MAX. 18" PLUS PIPE OUTSIDE DIAMETER FOR TRENCHES < 5'
MAX. 36" PLUS PIPE OUTSIDE DIAMETER FOR TRENCHES > 5'
6. CONTRACTOR TO DETERMINE SAFE TRENCH SIDE SLOPE FOR EXCAVATION AND BACKFILL IN ACCORDANCE WITH OSHA STANDARDS.

PIPE BEDDING DETAIL



NOTES:
1. INSTALL MINIMUM 4" OF SELECTED GRANULAR BACKFILL UNDER STRUCTURE BOTTOM SECTION AND FILL ENTIRE EXCAVATION ALL AROUND STRUCTURE UP TO C.L. OF PIPE WITH BEDDING MATERIAL.
2. PIPE OPENINGS SHALL BE CAST INTO WALL.
3. STRUCTURE FRAME, ADJUSTING RINGS, AND ALL CONCRETE SECTIONS SHALL BE SET ON AND SEALED WITH BITUMINOUS MASTIC JOINT MATERIAL
4. FILL LUG HOLES WITH BITUMINOUS JOINING COMPOUND.

VALVE VAULT DETAIL

STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

41-2.01 PROTECTION OF WATER MAIN AND WATER SERVICE LINES

41-2.01A GENERAL

Water mains and water service lines shall be protected from sanitary sewers, storm sewers, combined sewers, house sewer service connections and drains as follows:

41-2.01B HORIZONTAL SEPARATION - WATER MAINS AND SEWERS

(1.) Water mains shall be located at least ten (10) feet (3.1 m) horizontally from any existing or proposed drain, storm sewer, sanitary sewer, combined sewer or sewer service connection.

(2.) Water mains may be located closer than ten (10) feet (3.1 m) to a sewer line when:

(a) local conditions prevent a lateral separation of ten (10) feet (3.1 m); and

(b) the water main invert is at least eighteen (18) inches (460 mm) above the crown of the sewer; and

(c) the water main is either in a separate trench or in the same trench on an undisturbed earth shelf located to one side of the sewer.

(3.) When it is impossible to meet (1) or (2) above, both the water main and drain or sewer shall be constructed of slip-on or mechanical joint cast or ductile iron pipe, prestressed concrete pipe, or PVC pipe equivalent to water main standards of construction. The drain or sewer shall be pressure tested to the maximum expected surcharge head before backfilling. See Standard Drawing No. 18.

STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.

41-2.01C VERTICAL SEPARATION - WATER MAINS AND SEWERS

(1.) A water main shall be separated from a sewer so that its invert is a minimum of eighteen (18) inches (460mm) above the crown of the drain or sewer whenever water mains cross storm sewers, sanitary sewers or sewer service connections. The vertical separation shall be maintained for that portion of the water main located within ten (10) feet (3.1m) horizontally of any sewer or drain crossed. A length of water main pipe shall be centered over the sewer to be crossed with joints equidistant from the sewer or drain.

(2.) Both the water main and sewer shall be constructed of slip-on or mechanical joint cast or ductile iron pipe, prestressed concrete pipe, or PVC pipe equivalent to water main standards of construction when: (a) it is impossible to obtain the proper vertical separation as described in (1) above; or (b) the water main passes under a sewer or drain.

(3.) A vertical separation of eighteen (18) inches (460 mm) between the invert of the sewer or drain and the crown of the water main shall be maintained where a water main crosses under a sewer. Support the sewer or drain lines to prevent settling and breaking the main, as shown on the Plans or as approved by the ENGINEER.

(4.) Construction shall extend on each side of the crossing until the perpendicular distance from the water main to the sewer or drain line is at least ten (10) feet (3.1 m) See Standard Drawings No. 20-23.

WATER AND SEWER SEPARATION REQUIREMENTS (HORIZONTAL AND VERTICAL SEPARATION)

REVISIONS		
1	10-07-21	ISSUED FOR PERMIT
2	12-10-21	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 JO N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: civworks@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 1

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C6.1

PROJ. NUMBER: 21022

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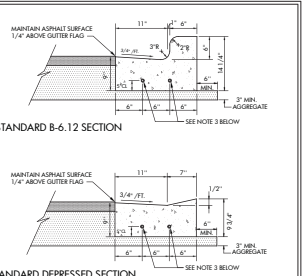
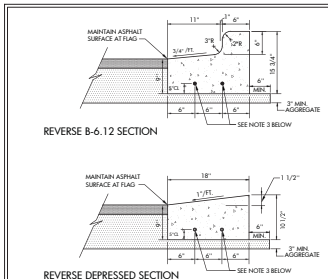


NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2-#4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.
4. TRANSITION CURB AND GUTTER AS NECESSARY TO MEET DRAINAGE STRUCTURE FRAME AND GRATE.

STANDARD B-6.12 CURB AND GUTTER DETAIL



NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
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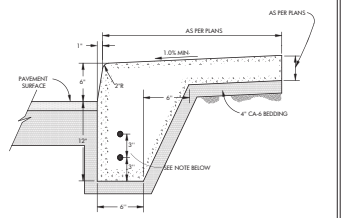
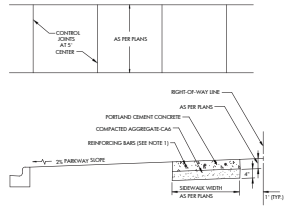
REVERSE B-6.12 CURB AND GUTTER DETAIL



NOTES:

1. EXPANSION JOINTS TO BE LOCATED AT HIGH POINTS, INLETS, CATCHBASINS, CURB RETURNS, COLD JOINTS OR 60' MAX. (SEE DETAIL).
2. CONTRACTION JOINTS ARE TO BE SAW CUT 2" DEEP AT 20' INTERVALS MAX.
3. INSTALL 2-#4 DEFORMED BARS X 10'-0" LONG OVER ALL TRENCHES.

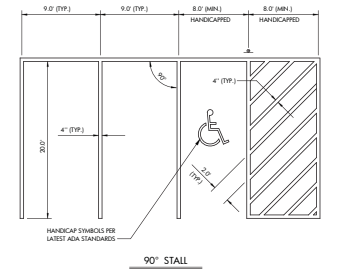
COMBINATION BARRIER CURB AND SIDEWALK DETAIL



NOTES:

1. AT ALL TRENCH CROSSINGS, 3-1/2" REINFORCING BARS (10' LONG) SHALL BE PLACED, EQUALLY SPACED AND CENTERED OVER THE TRENCH.
2. CONCRETE THICKNESS SHALL BE 6" AT ALL DRIVEWAYS AND TRENCH CROSSINGS.
3. 3/4" EXPANSION JOINTS SHALL BE CONSTRUCTED AT A MAXIMUM SPACING OF 50'.
4. CONTROL JOINTS SHALL BE THE SAME AS THE SIDEWALK WIDTH AND 1/4" IN DEPTH.

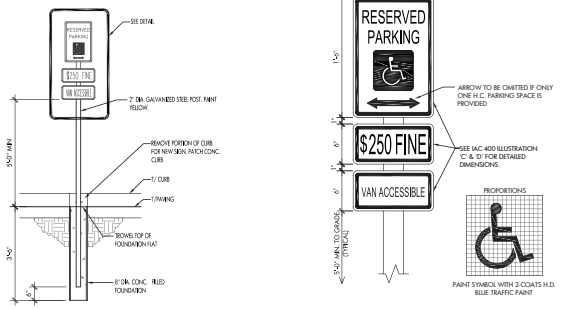
TYPICAL SIDEWALK DETAIL



NOTE:

1. ALL STRIPING TO BE TWO COATS WHITE PAINT, UNLESS OTHERWISE NOTED.

TYPICAL 90° PARKING STRIPING DETAIL



R7-8 HANDICAPPED SIGN DETAIL

REVISIONS	
2	12-10-21 REVISED PER VILLAGE REVIEW
1	10-07-21 ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 N. LaSALLE STREET, SUITE 2540
CHICAGO, ILLINOIS 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 2

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C6.2

PROJ. NUMBER: 21022

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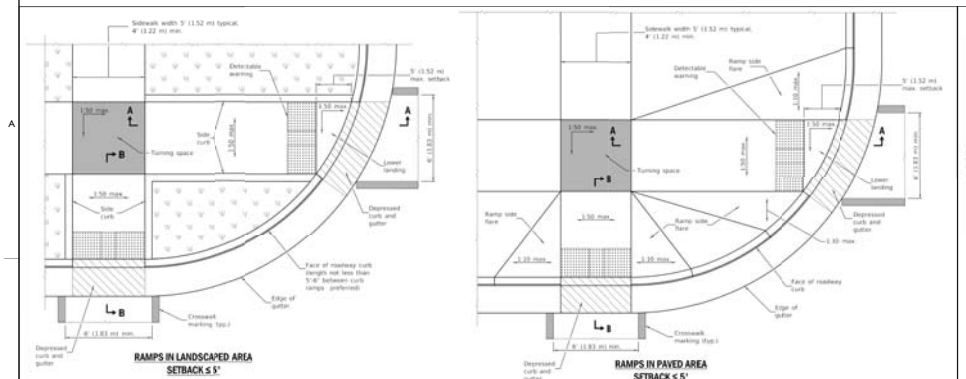
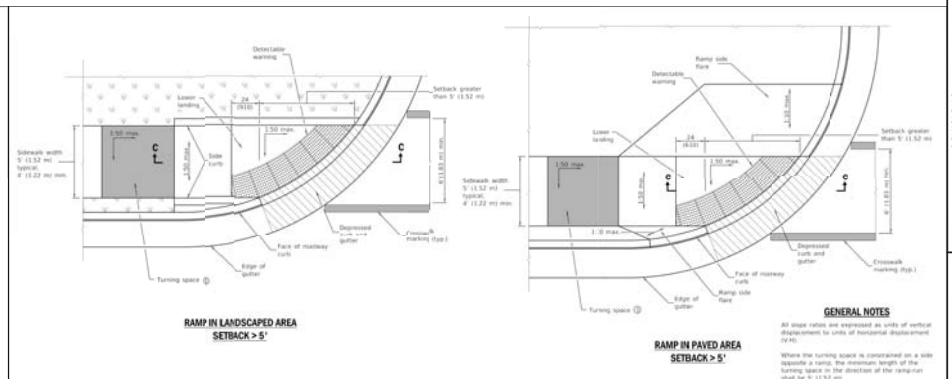
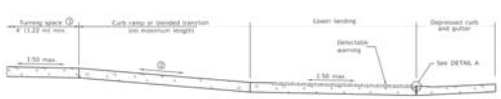


See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "(5 foot rule", added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 1 of 2)
STANDARD 424001-11





GENERAL NOTES

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

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

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

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

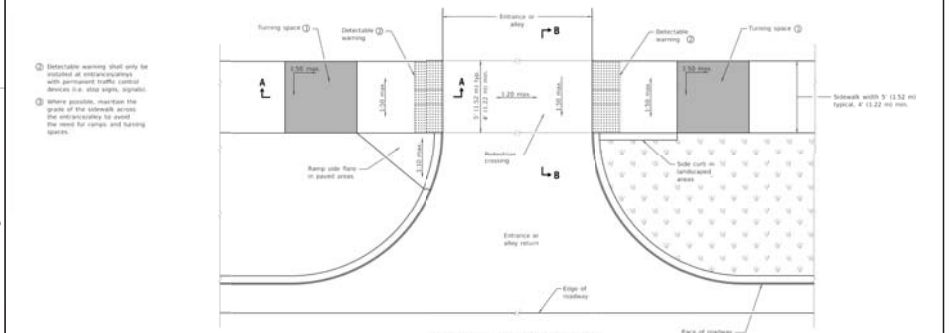
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

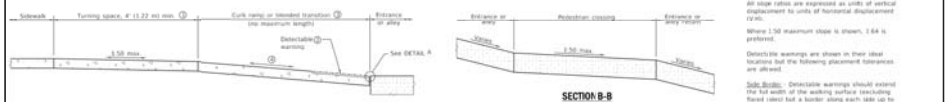
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

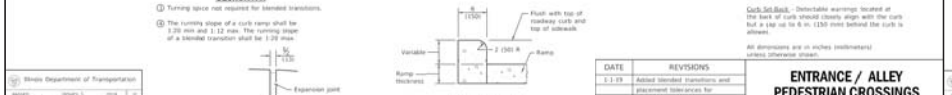
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

PERPENDICULAR CURB RAMPS FOR SIDEWALKS
(Sheet 2 of 2)
STANDARD 424001-11

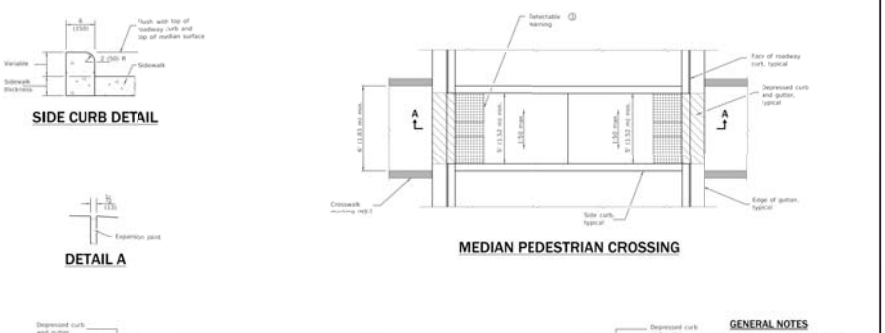


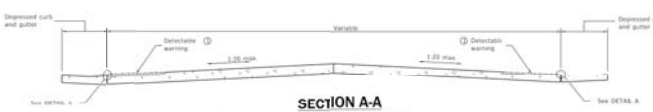




DATE	REVISIONS
1-1-19	Added blended transitions and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at upper landings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
STANDARD 424026-03





GENERAL NOTES

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

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

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

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Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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

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

DATE	REVISIONS
1-1-19	Added placement tolerances for detectable warnings.
1-1-12	Widened crosswalk to 6' (1.83 m) min. inside dimension. Reviewed General Notes.

MEDIAN PEDESTRIAN CROSSINGS
STANDARD 424031-02

REVISIONS

2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
33 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 3

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C6.3

PROJ. NUMBER: 21022

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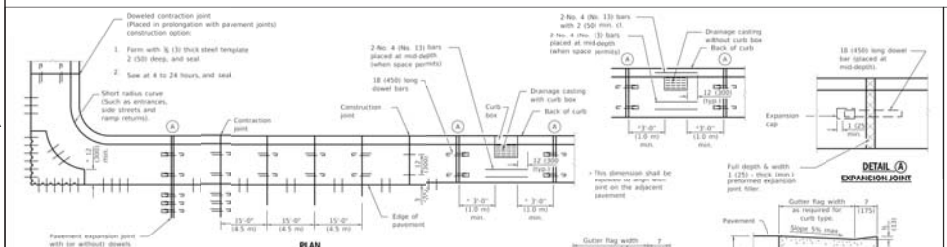


TABLE OF DIMENSIONS
BARRIER CURB

TYPE	A	B	C	D	R_1	R_2
B-6.06 *	6	1	6	6	1	
(B-15.15)	15	1	150	(25)	150	150	(25)
B-6.12	12	1	6	6	1	
(B-15.3)	300	(25)	150	150	(25)
B-6.18	18	1	6	6	1	
(B-15.45)	450	(25)	150	150	(25)
B-6.24	24	1	6	6	1	
(B-15.60)	600	(25)	150	150	(25)
B-9.12	12	1	9	5	1	
(B-22.30)	300	(50)	225	(25)	225	(25)
B-9.18	18	1	9	5	1	
(B-22.45)	450	(50)	225	(25)	225	(25)
B-9.24	24	1	9	5	1	
(B-22.60)	600	(50)	225	(25)	225	(25)

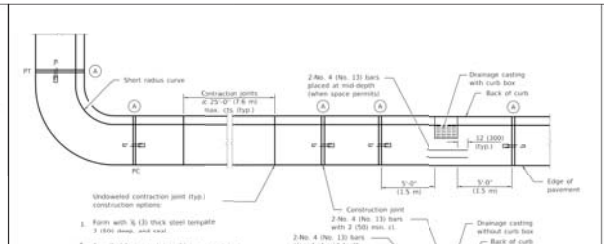
* For corner islands only.

TABLE OF DIMENSIONS
MOUNTABLE CURB

TYPE	A	B	C	D	R_1	R_2
M-2.06	6	2	4	2	3	2
(M-5.15)	150	(50)	100	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	300	(50)	100	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	150	(100)	75	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	300	(100)	75	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	450	(100)	75	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	600	(100)	75	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	150	(150)	50	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	300	(150)	50	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	450	(150)	50	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	600	(150)	50	(150)	(50)	NA

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)
STANDARD 606001-07



GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

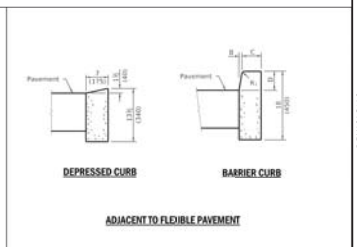
Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

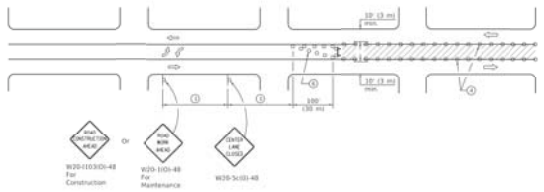
The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

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



CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 2 of 2)
STANDARD 606001-07



SIGN SPACING

Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
≤35	200' (60 m)

SYMBOLS

- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign
- Cone, drum or barricade
- Sign on portable or permanent support
- Type III barricade with flashing lights

① Refer to SIGN SPACING TABLE for distances.
② Required for speeds > 40 mph (70 km/h).
③ Required if work exceeds 500' (164 m) or 1 block.
④ Cones at 20' (6 m) centers for 200' (60 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
⑤ For approved sideroad closures.
⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
⑦ Use flagger sign only when flagger is present.

GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT	FORMULAS English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

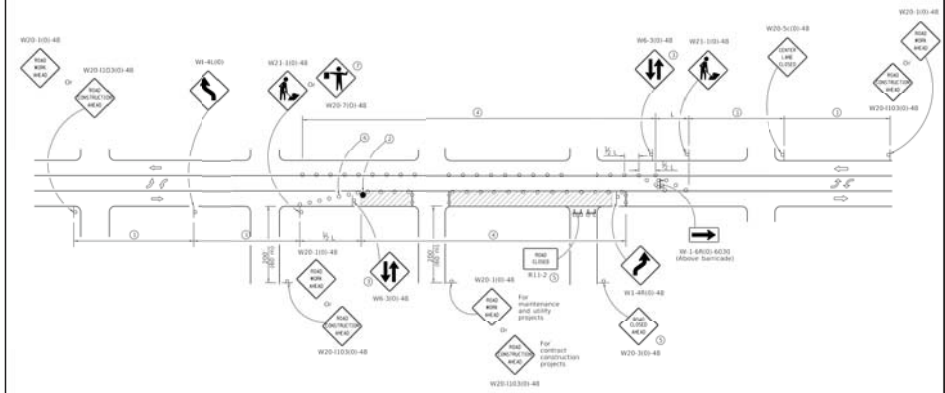
W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Corrected sign number for TWO WAY TRAFFIC sign for CASE II.

URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 1 of 2)
STANDARD 701502-09



URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 2 of 2)
STANDARD 701502-09

REVISIONS	
1	10-07-21 ISSUED FOR PERMIT
2	12-10-21 REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 N. LaSalle Street, Suite 2410
Chicago, Illinois 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 4

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO. C6.4

PROJ. NUMBER: 21022

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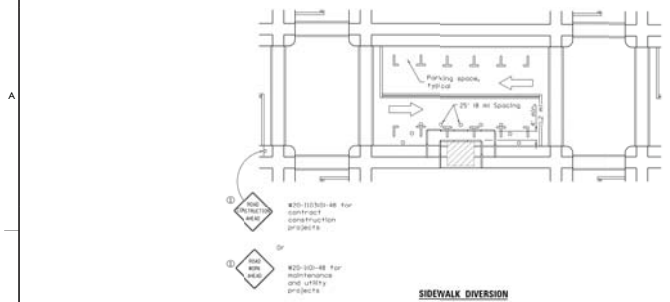


GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

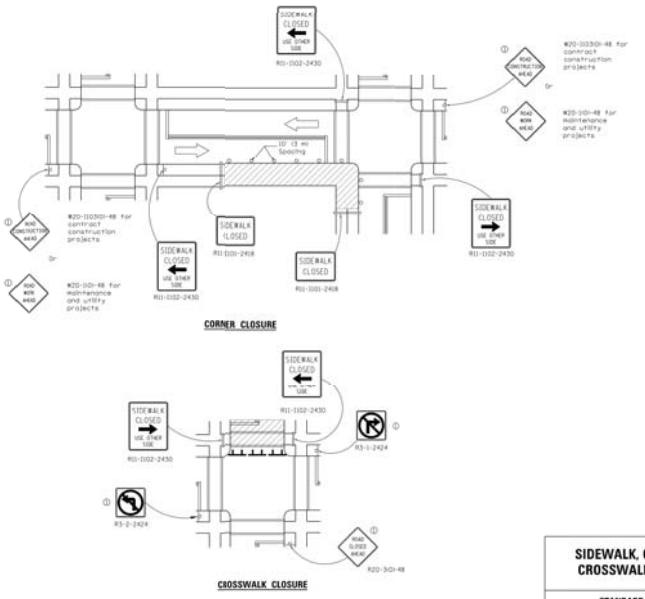
All dimensions are in inches millimeters) unless otherwise shown.

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	Now standard is now to be covered on the STL spec.
1-1-12	added SIDEWALK DIVERSION.
	Modified appearance of sign views. Removed STL

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 3)

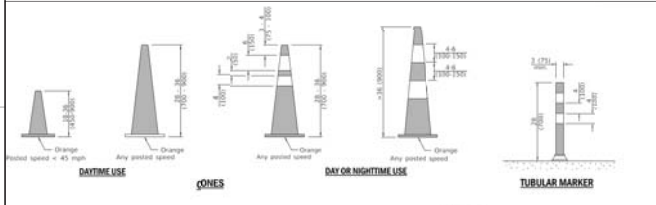
STANDARD 701801-06

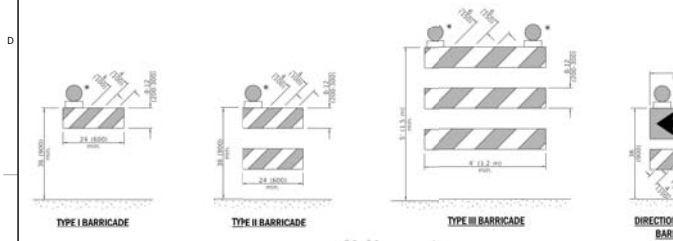


SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 3)

STANDARD 701801-06





GENERAL NOTES

All heights shown shall be measured above the pavement surface.

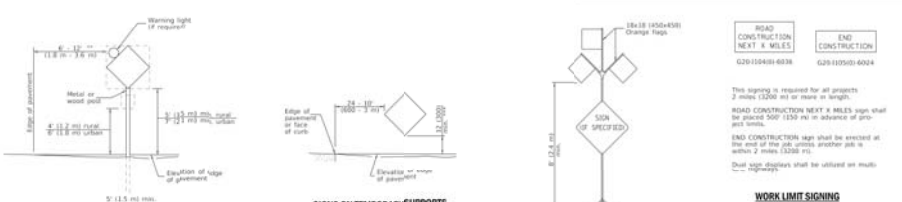
All dimensions are in inches (millimeters) unless otherwise shown.

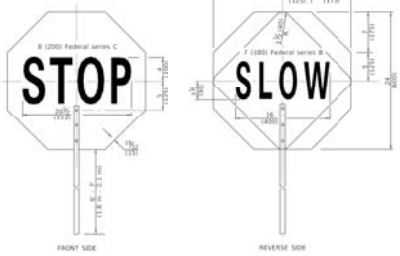
DATE	REVISIONS
1-1-19	Revised cone usage and added cones > 36" (900 mm) height
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 701901-08





TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

REVISIONS		
1	10-07-21	ISSUED FOR PERMIT
2	12-10-21	REVISED PER VILLAGE REVIEW

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
33 W. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE CONSTRUCTION DETAILS - 5

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
C6.5

PROJ. NUMBER: 21022

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GENERAL CONDITIONS

DEFINITION OF TERMS

a. "CLIENT" shall mean StoreBuild, LLC, which is the person or entity with whom CivWorks Consulting, LLC has contracted with to prepare Civil Engineering PLANS and SPECIFICATIONS.

b. "ENGINEER" shall mean CivWorks Consulting, LLC, a Civil Engineering consultant on the subject project.

c. "PLANS and SPECIFICATIONS" shall mean the Civil Engineering PLANS and SPECIFICATIONS prepared by the ENGINEER, which may be a part of the contract documents for the subject project.

d. "CONTRACTOR" shall mean any person or entity performing any work described in the PLANS and SPECIFICATIONS.

e. "JURISDICTIONAL GOVERNMENTAL ENTITY" shall mean any municipal, county, state or federal unit of government from whom an approval, permit and/or review is required for any aspect of the subject project.

INTENT OF THE CONTRACT DOCUMENTS

The intention of the PLANS and SPECIFICATIONS is to set forth certain requirements of performance, type of equipment and structures, and standards of materials and construction. They may also identify labor and materials, equipment and transportation necessary for the proper execution of the work but are not intended to be infinitely determined so as to include minor items obviously required as part of the work. The PLANS and SPECIFICATIONS require new material and equipment unless otherwise indicated, and to require complete performance of the work in spite of omissions of specific references to any minor component part. It is not intended, however, that materials or work not covered by or properly inferred from any heading, branch, class or trade of the SPECIFICATIONS shall be supplied unless distinctly so noted. Materials or work described in words, which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.

INTERPRETATION OF PLANS AND SPECIFICATIONS

a. The CLIENT and/or CONTRACTOR shall promptly report any errors or ambiguities in the PLANS and SPECIFICATIONS to the ENGINEER. Questions as to meaning of PLANS and SPECIFICATIONS shall be interpreted by the ENGINEER, whose decision shall be final and binding on all parties concerned.

b. The ENGINEER will provide the CLIENT with such information as may be required to show revised or additional details of construction.

c. Should any discrepancies or conflicts on the PLANS or SPECIFICATIONS be discovered either prior to or after award of the contract, the ENGINEER's attention shall be called to the same before the work is begun thereon and the proper corrections made. Neither the CLIENT nor the CONTRACTOR may take advantage of any error or omissions in the PLANS and SPECIFICATIONS. The ENGINEER will provide information when errors or omissions are discovered.

GOVERNING BODIES

All works herein proposed shall be completed in accordance with all requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, and all such pertinent laws, directives, ordinances and the like shall be considered to be a part of these SPECIFICATIONS; if a discrepancy is noted between the PLANS and SPECIFICATIONS and requirements of any JURISDICTIONAL GOVERNMENTAL ENTITY, the CONTRACTOR shall immediately notify the ENGINEER in writing.

LOCATION OF UNDERGROUND FACILITIES

When the PLANS and SPECIFICATIONS include information pertaining to the location of existing underground facilities, such information represents only the opinion of the ENGINEER as to the approximate location of such utilities. At the locations wherein detailed positions of these facilities become necessary to the new construction, the CONTRACTOR shall furnish all labor and tools to either verify and substantiate the location or definitely establish the position of the facilities. The ENGINEER assumes no responsibility whatever with respect to the sufficiency or accuracy of the information shown on the PLANS and SPECIFICATIONS relative to the location of underground facilities.

It shall be the CONTRACTOR's responsibility prior to construction, to notify all Utility Companies of the intentions to begin construction and to verify the actual location of all such facilities. The CONTRACTOR shall also obtain from the respective Utility Companies the working schedules for removing or adjusting these facilities.

UNSUITABLE SOILS

The PLANS have been prepared by the ENGINEER based on the assumption that all soils on the project are suitable to support the proposed improvements shown. The CONTRACTOR shall immediately notify the ENGINEER if he discovers or encounters an obstruction that prevents the installation of the improvement according to the line and grades shown on the PLANS.

PROTECTION OF TREES

All trees that are not to be removed shall be protected from damage. Trees shall not be removed unless requested to do so in writing by the CLIENT.

NOTIFICATION OF UTILITY COMPANIES

The CONTRACTOR shall notify all applicable Jurisdictional Governmental Entities or utility companies, i.e., electric, telephone, gas and cable TV prior to beginning any construction so that said entity or company can establish the location of underground pipes, conduits or cables adjoining or crossing proposed construction.

SOIL BORING DATA

Copies of results of soil boring and reports, if such borings were taken by the CLIENT in the vicinity of the proposed construction site, should be made available by the CLIENT to the CONTRACTOR. These borings are presented for whatever purpose the CONTRACTOR chooses to make of them. The ENGINEER makes no representation or warranty regarding the number, location, spacing or depth of borings taken, nor of the accuracy or reliability of the information given in the results thereof.

Further, the ENGINEER does not assume responsibility for the possibility that during construction, the soil and groundwater condition may be different than indicated. Neither does the ENGINEER assume responsibility for variations of soil and groundwater at location between borings. The CONTRACTOR is required to make its own borings, explorations and observations to determine soil and groundwater conditions.

TRAFFIC CONTROL

The CONTRACTOR shall provide when required by any JURISDICTIONAL GOVERNMENTAL ENTITY, all signs, equipment, and personnel necessary to provide for safe and efficient traffic flow in all areas where the work will interrupt, interfere or cause to change in any form, the conditions of traffic flow that existed prior to the commencement of any portions of the work. The CLIENT may, at his discretion, require the CONTRACTOR to furnish traffic control under these or other circumstances where in his opinion it is necessary for the protection of life and property. The need for traffic control shall be anticipated by the CLIENT.

UTILITY POLES

It shall be the responsibility of the CONTRACTOR to arrange for the relocation or bracing of existing utility poles that may be within the working limits of this contract. It is expressly understood that all work and costs connected with the maintenance of these utility poles, their temporary relocations, etc., shall be the responsibility of the CLIENT or the CONTRACTOR.

RESTORATION

Restoration of damage to public or private property outside the limits of this project and of all existing roads and rights-of-way and easements shall be completed in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

It is the intent of these SPECIFICATIONS that clean-up and final restoration shall be performed immediately upon completion of each phase of the work so that these areas will be restored as nearly as possible to their original condition or better, and shall include but not be limited to, restoration of maintained lawns and rights-of-way, roadways, driveways, sidewalks, ditches, bushes, hedges, trees, shrubs, fences, mailboxes, sewers, drain tiles, water mains, etc.

ROAD CLEANING

The CONTRACTOR shall maintain roadways adjoining the project site free from mud and debris at all times. If mud and/or debris is carried onto the roadways from vehicles entering onto the highway from either the CONTRACTOR's trucks, his employees' vehicles, or his material suppliers, the CONTRACTOR shall immediately remove said mud and/or debris.

DETAILED SPECIFICATIONS

I. EXCAVATION AND GRADING

A. STANDARDS

This work shall be completed in conformance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

B. GENERAL

EARTHWORK CALCULATIONS AND CROSS SECTIONS

The CONTRACTOR understands that any earthwork calculations, quantities or cross sections that have been furnished by the ENGINEER are for information only and are provided without any guarantee by the CLIENT or ENGINEER whatsoever as to their sufficiency or accuracy. CONTRACTOR warrants that he has performed his own subsurface investigations as necessary and his own calculations and cross sections to determine site soil conditions and earthwork volumes.

C. EXCAVATION AND EMBANKMENT

DEMOLITION

(a) CONTRACTOR shall perform all demolition work in accordance with all applicable Federal, State and local requirements.

(b) The CONTRACTOR shall coordinate all demolition with the JURISDICTIONAL GOVERNING ENTITY and CLIENT to ensure protection and maintenance of sanitary sewer and water utilities as necessary and to provide stormwater conveyance until new facilities are constructed, tested and placed into operation.

(c) CONTRACTOR shall develop and implement a daily program of dust control and shall submit and obtain JURISDICTIONAL GOVERNING ENTITY approval of dust control procedures prior to demolition of any structures. Modification of dust control procedures shall be performed by the CONTRACTOR to the satisfaction of the JURISDICTIONAL GOVERNING ENTITY as requested.

(d) All asphalt pavement curb and gutter and miscellaneous structures shall be demolished by the CONTRACTOR and disposed of as approved by CLIENT.

(e) All existing sewers outside the building as indicated on the PLANS to be abandoned shall be removed from the site and disposed of by the CONTRACTOR.

(f) Voids left by any item removed under any proposed building, pavement or walk or within 24" thereof shall be filled and compacted with suitable materials by the CONTRACTOR.

(g) All fire access lanes within the project area shall remain in service, clean of debris, and accessible for use by emergency vehicles.

(h) Any existing wells encountered shall be exposed and sealed 3' below proposed finish grade by the CONTRACTOR in accordance with Section 920.120 of the Illinois Water Well Construction Code, Department of Public Health, latest Edition, and all applicable local rules and regulations.

(i) Any existing septic tanks and grease traps encountered shall have all liquids and solids removed and disposed of by a licensed commercial hauler in accordance with Governmental Jurisdictional Entity regulations, and the tank and grease traps shall then be filled with suitable materials or removed from the site and disposed of by the CONTRACTOR.

(j) Any material containing asbestos found within existing structures shall be removed from the site and disposed of off-site by the CONTRACTOR in accordance with County, State and Federal regulations.

CLEARING, GRUBBING AND TREE REMOVAL

The site shall be cleared, grubbed, and trees and stumps removed where designated on the PLANS. Trees designated to remain shall be protected from damage.

TOPSOIL STRIPPING

Upon completion of demolition, clearing, grubbing and tree removal, all topsoil shall be stripped from under all buildings and pavements areas, and other areas necessary to complete the work. Topsoil stripped shall be placed in stockpiles in locations as designated by the CLIENT.

TOPSOIL RESPREAD

Upon completion of parking lot improvements and installation of underground utilities a minimum of six inches (6") of topsoil shall be respread over all onsite areas which are disturbed by earthwork construction, except building pads and pavements, which shall be kept free from topsoil.

EXCAVATION AND EMBANKMENT (FILL)

Upon completion of topsoil stripping, all excavation and embankments shall be completed as shown on the PLANS. All suitable excavated materials shall be hauled, placed (moisture conditioned if necessary) and compacted in the embankment areas. The CONTRACTOR shall include all dewatering, temporary ditching and culverts necessary to complete the excavation and embankment.

Specifically included in the scope of Excavation and Embankments is grading and shaping of all cut or fill areas including swales and ditches; handling of sewer spoil, etc., and all work required to provide positive drainage at the end of each working day and upon completion of a section.

The CONTRACTOR shall be responsible for the excavation of all swales and ditches and for the excavation or filling of the parking lot within the work limits to within ±0.1 feet of the proposed subgrade elevations indicated on the PLANS. He shall be responsible for obtaining compaction in accordance with the minimum values listed in the table below for all embankments unless more stringent values are listed in the soils report, and to use any method approved by the CLIENT necessary to obtain this compaction (i.e., soil fabric or any undercutting that may be required). All existing materials are assumed to have a California Bearing Ratio (CBR) of 3.0.

Type Material	Percent Compaction Standard	Pavement & Floor Slabs	Grass Areas
Sandy Soils	Modified Proctor	95%	90%
Clayey Soils	Standard Proctor	95%	90%

unless approved otherwise in the soils report or by the CLIENT.

The CONTRACTOR shall notify the CLIENT if proper compaction cannot be obtained so that the CLIENT may determine what remedial measures may be needed.

A soils testing firm employed by the CLIENT shall determine which soils are unsuitable. Materials in their natural state being defined as unsuitable that would be suitable material if moisture conditioned, shall be conditioned by the CONTRACTOR and used as suitable embankment material or hauled from the site.

For purposes of definition, unsuitable material shall be as follows unless determined otherwise by the Soils Engineer:

a. Any soil whose optimum moisture content exceeds 25%.
b. Any cohesive soil with a unconfined compressive strength of 1.5 tons per square foot or less.
c. Any soil whose in-situ moisture content exceeds 60% by weight.
d. Any soil whose maximum density is less than 100 pounds per cubic foot.
e. Any soil containing organic, deleterious, or hazardous material.

Upon completion of excavation and shaping of the water retention areas, all silt seams and granular or sandy soils shall be removed to a minimum depth of three feet below the subgrade and replaced with an impermeable clay liner, including adjacent to and under storm sewer inlets and outlets. It is the intent of these PLANS and SPECIFICATIONS that the CONTRACTOR shall prepare the lake bottoms, side slopes, and compaction thereof so that the lakes will maintain the proposed normal water level and that leakage does not exceed ½ inch per week.

Ditches and swales are to be excavated to the lines and grades indicated on the PLANS. All suitable materials excavated from the ditches shall be used in construction of the embankments.

The CONTRACTOR shall notify the CLIENT immediately upon encountering groundwater during excavation. If in the opinion of the CLIENT or the JURISDICTIONAL GOVERNING ENTITY this condition necessitates the installation of perforated drain tile bedded in washed gravel or open storm sewer joints wrapped with fabric, the CONTRACTOR shall install same.

During excavation and embankment, grades may be adjusted to provide an overall site earthwork balance. The CONTRACTOR shall cooperate fully with the CLIENT in adjustment of grades, construction methods and placement of material to meet the above goals and shall immediately advise CLIENT if he believes that the earthwork will not balance.

It is the intent of these PLANS that storm waters falling on the site be diverted into sedimentation / bale / detention basins during construction. The CONTRACTOR shall construct and maintain any temporary ditches or swales that are necessary to accomplish this prior to beginning mass excavation.

EROSION CONTROL

Suitable erosion control practices shall be maintained by the CONTRACTOR in accordance with Illinois Urban Manual and all applicable Soil Erosion and Sedimentation Control ordinances and the PLANS.

UNDERCUTTING DURING EARTHWORK

If the subgrade cannot be dried adequately by discing as outlined above for placement of material to planned grades and if the CLIENT determines that the subgrade does not meet the standards set forth above, the CLIENT may require undercutting.

II. UNDERGROUND IMPROVEMENTS

A. GENERAL

STANDARDS

All underground improvements shall be constructed and tested in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition, The Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois and the City of Arlington Heights Water Main, Sanitary Sewer and Storm Sewer Requirements. In the event of conflicting guidelines, the more restrictive shall govern.

SELECTED GRANULAR BACKFILL

Selected Granular Backfill shall be required for all sewer and water main trenches lying under existing or proposed streets, driveways, parking lots and within 24" thereof, and where noted on PLANS. All material placed in such trenches shall be in accordance with the above standards.

MANHOLES, CATCH BASIN, & INLETS

All Manholes, Catch Basins, and Inlets shall be constructed of reinforced precast concrete ring construction with tongue and groove joints in conformance with the latest revision of ASTM designation C-478. All joints between sections and frames (except sanitary manholes, see Section IIB Manholes, below) shall be sealed with mastic type bituminous jointing compound. CONTRACTOR shall remove all excess mastic on inside of structure and butter joints with mortar. Manholes are to have offset cones except that no cone shall be used on storm manholes 6'-0" deep or less in which case a reinforced concrete flat top section shall be used, and Valve Vaults shall have concentric cones. Only concrete adjustment rings will be permitted where necessary and shall be limited to two adjustment rings totaling not more than 8" in height. All manholes and catch basin steps shall be copolymer polypropylene with continuous ½" steel reinforcement as manufactured by MA Industries, or approved equal.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS

Horizontal and vertical separation of water and sewer mains shall be in accordance with Standard Specifications for Water and Sewer Construction in Illinois Section 41-2.01B and 41-2.01C and Standard Drawing 18, 19, 20, 21, 22, 23 and 24.

STRUCTURE ADJUSTMENTS

Structures shall be adjusted to the finished grade as shown on PLANS.

B. SANITARY SEWERS AND APPURTENANCES

SANITARY SEWER PIPE

Sanitary sewer pipe including building services, shall conform to the following:

(a) Polyvinyl Chloride (PVC) Sewer Pipe shall be SDR 26, complying with ASTM D2241, 160 psi pressure pipe push-on bell and spigot type joints with rubber ring seal gasket ASTM D3139.

Sanitary sewers shall include bedding and backfilling.

MANHOLES

Manholes shall be constructed in conformance with Section 8A Manholes, etc. above. The concrete base and bottom section shall be constructed of precast reinforced concrete monolithically cast sections including benches, pipe connection and invert flow lines. Manhole frame and lids shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs. or approved equal, with lids imprinted "SANITARY", and recessed pick holes. Manhole joints between adjustment rings and frames and between manhole sections shall be set on preformed plastic gasket consisting of a homogeneous blend of refined hydrocarbon resins and plasticizing compounds reinforced with inert mineral filler to provide a water tight seal. All pipe connection openings shall be precast with resilient rubber water tight pipe sleeves. A 10" elastomeric band (chimney seal, Wrapid Seal Manhole Encapsulation System or approved equal) shall be installed extending from the manhole top to the manhole frame as shown on detail. Manholes shall include steps, frame & grate, bedding, and trench backfill.

BEDDING

Bedding shall be placed as shown on the detail.

TESTING

Sanitary sewers shall be air tested and tested for deflection in accordance with the requirements of Section 31-1.1 "TESTING AND INSPECTION FOR ACCEPTANCE OF SANITARY SEWERS" of the Standard Specifications for Water and Sewer Main Construction in Illinois or the JURISDICTIONAL GOVERNING ENTITY, whichever is more restrictive. In addition, a televised inspection of the completed sanitary sewers shall be conducted and a copy of the videotape and report furnished to the JURISDICTIONAL GOVERNING ENTITY.

All sanitary manholes are to be tested for water tightness in accordance with ASTM C969-94 "Standard Practice for Infiltration and Exfiltration Acceptance Testing of Installed Precast Concrete Pipe Sewer Lines", Vol. 04.05 or ASTM C1244-93 "Standard Test Method for Concrete Sewer Manholes by the Negative Pressure (Vacuum) Test", Vol. 04-05.

SERVICES

A wye branch or "tee" and sanitary service line, properly plugged and sealed shall be constructed as shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted red. The CONTRACTOR shall keep accurate records of all Wye or Tee locations as measured from the downstream manhole as well as the service lengths and furnish same to CLIENT.

RISERS

Risers shall be constructed in locations as shown on the PLANS and according to the detail.

TELEVISION INSPECTION

Upon completion of construction a television inspection of the sanitary sewer system shall be performed on all portions of the sewer if required by the JURISDICTIONAL GOVERNING ENTITY. Videotapes and written report of all television inspections shall be provided to the CLIENT. The form of report and type and format of the videotape shall be approved by the JURISDICTIONAL GOVERNING ENTITY.

All sewers and appurtenances shall be cleaned prior to inspection and testing required by this section.

All defects and corrective work required as the result of television inspection shall be performed by the CONTRACTOR without delay. All dips, cracks, leaks, improperly sealed joints and departures from approved grades and alignment shall be repaired by removing and replacing the involved sections of pipe. Upon completion thereof, the sewer shall be retested and such further inspection made as may appear warranted by the CLIENT.

MISCELLANEOUS

a. All abandoned sanitary sewers shall be plugged at both ends with 2-ft long non-shrink concrete or mortar plugs.

b. All floor drains shall be connected to the sanitary sewer.

C. WATER MAINS AND APPURTENANCES

WATER MAIN PIPE (3" AND LARGER)

Water main pipe shall conform to the following:

(a) Ductile iron cement lined pipe conforming to the latest revision of ANSI SPECIFICATIONS A21 Class 52 with 150 psi working pressure or American Water Works Association Specification (AWWA), C150 or ASTM C296 with "push on" type joints.

Installation shall be in accordance with AWWA C603. All water main fittings shall be mechanical joint cast iron ANSI Specification A21.10 or compact ductile iron fittings (AWWA C-153) with 250 psi working pressure.

Poured or monolithic concrete thrust blocks are required to brace all tees, plugs, caps, and bends of 11 1/4 degree deflection or greater. Minimum cover for all water mains, including services, shall be 5'-6" from the finished grade. Water main shall include bedding and backfilling.

VALVES AND VAULTS

Valve and vaults shall be constructed in conformance with Section IIA Manholes, etc. above. Frame and lids shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs. or approved equal, with lids imprinted with the word "WATER". Valves shall be non-rising stem and shall close by turning clockwise. All valves shall be resilient wedge gate or ball valves conforming to the latest revision of AWWA Specification C500 with a rated working pressure of 200 psi in accordance with JURISDICTIONAL GOVERNING ENTITY requirements, except that butterfly valves shall be constructed on all water mains 16" diameter and larger. Valve vaults shall include valve, frame and grate, bedding, and trench backfill, if required.

VALVES AND BOXES

Valves and boxes shall be constructed in conformance with the standard detail. Valve boxes shall be Minneapolis style extension screw type having lids imprinted with the letters "Water" and shall close by turning clockwise. All valves shall be resilient wedge gate or ball valve conforming to the latest revision of AWWA Specification C500 with a rated working pressure of 200 psi in accordance with JURISDICTIONAL GOVERNING ENTITY requirements, except that butterfly valves shall be constructed on all water mains 16" diameter and larger.

TAP, STOPS AND BOX

The CONTRACTOR shall determine from the JURISDICTIONAL GOVERNING ENTITY as to the exact style, type, and manufacture of Corporation stops, ground key stops and services boxes preferred by the JURISDICTIONAL GOVERNING ENTITY and shall furnish same.

FIRE HYDRANTS

All Fire Hydrants on new water main shall be new Waterous Pacer Model WB-67 Fire Hydrants painted red.

SMALL WATER SERVICES (2" DIAMETER OR LESS)

Water services shall be type K copper size as shown on PLANS, and constructed where shown on the PLANS. The ends of all services shall be marked with a 4"x4" post extending 36" above grade and painted blue. The CONTRACTOR shall keep accurate records of tap locations and service box locations, as well as the service lengths and furnish same to CLIENT. Water services shall include bedding and trench backfill.

DISINFECTION

Disinfections shall meet all of the requirements of the State of Illinois, Environmental Protection Agency, Public Water Supplies Division. The safe quality of the water supply shall be demonstrated by bacteriological analysis of samples collected at sampling taps on at least two consecutive days following disinfection of the mains and copies of the said report submitted to the JURISDICTIONAL GOVERNING ENTITY and the CLIENT.

PRESSURE TEST

Allowable leakage, test pressure and duration shall be as per the requirements of the JURISDICTIONAL GOVERNING ENTITY.

PRESSURE CONNECTION TO EXISTING WATER MAIN

The CONTRACTOR shall maintain system pressure on existing water main at all times. Existing water main shall be located and material excavated, and valve basin slab and main supports installed. The existing water main shall be cleaned and the exterior disinfected prior to making the tap (all materials used shall conform to AWWA C110).

BEDDING

Bedding shall be placed as shown on the detail.

D. STORM SEWERS AND APPURTENANCES

STORM SEWER PIPE

Storm sewer pipe shall conform to the following:

(a) Polyvinyl Chloride (PVC) Pipe: ASTM D3034, rated SDR 21, continually marked with manufacturer's name, pipe size, cell classification, SDR rating. Joints shall conform to ASTM D2212.

(b) Reinforced concrete pipe minimum Class IV in conformance with the latest revision of ASTM designation C-76 pipe with C443 joints.

Storm sewer shall include bedding and trench backfill.

MANHOLES, INLETS & CATCH BASINS

Manholes, Inlets and Catch Basins shall be constructed in conformance with Section IIA Manholes, etc. above. Frames and lids shall be East Jordan Iron Works (EJIW) Catalog Number 1022-2 with Heavy Duty Solid Cover (minimum assembled weight of 300 lbs. or approved equal, with lids imprinted with the word "STORM" and a "DUMP NO WASTE/DRAINS TO CREEK" emblem. All frames and grates shall be provided such that the flange fully covers the opening plus 2" of the structure as a minimum. Manholes shall include steps, frame & grate, bedding and trench backfill.

BEDDING

Bedding shall be placed as shown on the detail.

MISCELLANEOUS

(a) All existing field drainage tile or storm sewers encountered or damaged during construction shall either be restored to their original condition, properly rerouted and/or connected to the storm sewer system.

(b) Footing drains shall be connected to sump pumps or discharged directly into storm sewers. Footing drains or drainage tile shall not be connected to the sanitary sewer.

III. ROADWAY AND PARKING LOT IMPROVEMENTS

STANDARDS

Work shall be completed in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, Department of Transportation, State of Illinois, latest edition.

SUBGRADE PREPARATION

The CONTRACTOR shall be responsible for all subgrade compaction and preparation to ±0.1-foot of the proposed subgrade elevation with the average subgrade elevation to be within ±0.02-feet of the proposed subgrade grade elevation.

BITUMINOUS BASE COURSE

Bituminous base course shall be installed where shown on the PLANS and shall have a Marshall stability of 750 or greater.

AGGREGATE BASE COURSE TYPE 'B'

Compacted aggregate base course type "B" shall be constructed using IDOT Type CA6 materials and shall be placed where shown on the PLANS.

BITUMINOUS CONCRETE, BINDER AND SURFACE COURSE

Bituminous pavement shall consist of bituminous concrete binder and surface courses (IDOT) Class I, to the compacted thickness as shown on the PLANS. The base course shall be cleaned and primed in accordance with the JURISDICTIONAL GOVERNING ENTITY. The bituminous concrete surface course shall be placed after the base course has gone through one winter season, as directed by the CLIENT. Prior to the placement of the bituminous concrete surface, the JURISDICTIONAL GOVERNING ENTITY shall examine the completed pavement, including curb and gutter, and all failures shall be corrected by the CONTRACTOR.

SIDEWALKS

Concrete sidewalks shall be constructed to width and thickness as shown on the PLANS. Sidewalks shall be thickened to a minimum of 8" at all driveways. All sidewalks shall be IDOT Class SI concrete, on aggregate base as shown on the detail. A ½" expansion joint shall be provided when meeting existing sidewalk.

CURB AND GUTTER

Curb and gutter shall be as per the detail shown on the PLANS, which shall include compacted aggregate base course under the curb and gutter. All contraction and expansion joints shall be constructed as per the detail.

CONCRETE PAVEMENTS

Concrete pavements shall be constructed as shown on the PLANS. Slabs shall be constructed on an aggregate base course Type B. Driveway entrance aprons shall be constructed with 6"x6" - W2.9xW2.9 welded wire fabric on an aggregate base course Type B. The CONTRACTOR shall sawcut joints in concrete pavements immediately after installation.

CONCRETE CURB REMOVAL AND REPLACEMENT

The CONTRACTOR shall saw cut and remove the existing concrete curb where shown on the PLANS and install a curb of similar cross section and pavement to that removed (or depressed curb and gutter if shown on the PLANS). Upon completion of the curb all voids, if any, between the existing pavement and the new curb shall be filled with concrete to within 2" of the final surface, which is to be filled with bituminous pavement. The area behind the curb shall be filled and compacted with embankment material within 6" of the top of the new curb. The CONTRACTOR shall then restore the remaining 6" to its original condition (i.e., sod, gravel, topsoil). Where proposed curb connects to an existing curb, the existing curb shall be saw cut and then two 18" long x ¾" (#6) dowel bars shall be drilled and installed 9" into the existing and proposed curb. Bars shall be installed in a location similar to the expansion joint in the curb.

PROOF ROLLING

The CONTRACTOR shall provide a fully loaded vehicle, size approved by the CLIENT or JURISDICTIONAL GOVERNING ENTITY if required. Proof rolling shall be observed by the CLIENT and JURISDICTIONAL GOVERNING ENTITY. It shall be at the CLIENT's option which of the following methods of proof rolling is to be completed:

(a) If the base course is proof-rolled and passes, then the binder course and the surface course may be placed without further proof rolling.

(b) If the binder course is placed it will be proof-rolled when the CLIENT requests and the surface course shall not be applied until the binder course passes a proper proof rolling.

In any case, the base course and/or the binder course shall be repaired before proceeding to the next step.

PAVEMENT MARKING - PAINT

The CONTRACTOR shall furnish and apply painted marking lines, letters & symbols of the patterns, sizes and colors where shown on the PLANS. Paint shall be as follows:

Federal SPECIFICATIONS and Standards:

1. A-A-2886A Paint, Traffic, Solvent Based (supercedes FS TT-P-85E and FS-TT-P-115F, Type I)

American Association of State Highway and Transportation (AASHTO)

1. AASHTO M248 Ready-Mixed White and Yellow Traffic Paints

PAVEMENT MARKING - THERMOPLASTIC

The CONTRACTOR shall furnish and apply extruded thermoplastic pavement marking lines, letters and symbols of the patterns, sizes and colors where shown on the PLANS. Thermoplastic pavement marking shall be installed in accordance with the IDOT Standard Specifications.

INSURANCE AND LEGAL

HOLD HARMLESS

To the fullest extent permitted by law, the CONTRACTOR shall waive any right of contribution and shall indemnify and hold harmless the ENGINEER, its agents, employees and consultants from and against all claims, damages, losses and expenses, including but not limited to, attorneys' fees and economic or consequential damages, arising out of or resulting from or in connection with the performance of their work. However, this indemnity agreement shall not require the CONTRACTOR to indemnify the ENGINEER, it s consultants, agents or employees against its own negligence.

Claims, damages, losses and expenses as these words are used in the Agreement shall be construed to include, but not be limited to (1) injury or damage consequent upon the failure of or use or misuse of any hoist, rigging, blocking, scaffolding or any and all other kinds of items of equipment, whether or not the same be owned, furnished or loaned by the CONTRACTOR; (2) all attorneys' fees and costs incurred in bringing an action to enforce the provisions of this indemnity or any other indemnity; and (3) time expended by the party being indemnified and their employees, at their usual rates plus costs or travel, long distance telephone and reproduction of documents.

Only to the extent necessary to prevent this provision from being void under Statute 740 ILCS 35/1, this indemnity agreement shall not require the CONTRACTOR to indemnify the ENGINEER, its consultants, agents or employees against its own negligence.

INSURANCE

CONTRACTOR will purchase insurance to protect the ENGINEER and its consultants, agents, and employees from any claims for bodily injuries or property damage arising out of the construction work, including but not limited to naming the ENGINEER and its consultants, agents and employees as additional named insureds under the CONTRACTOR'S general liability policy applicable to the project, which must contain a clause stating that it is primary coverage for the ENGINEER with ENGINEER'S other applicable coverage to be considered excess.

THIRD PARTY BENEFICIARY

The ENGINEER is intended to be a third party beneficiary of the construction contract.

REVISIONS

2	12-10-21	REVISED PER VILLAGE REVIEW
1	10-07-21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CivWorks Consulting, LLC
30 N. LaSalle Street, Suite 2140
Chicago, IL 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE:
GENERAL CONDITIONS AND DETAILED SPECIFICATIONS

PROJECT:
PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.: CP
DRAWN BY: CP
FIRST ISSUE DATE: 09-21-2021
SCALE: N.T.S.

SHEET NO.
C7.0

PROJ. NUMBER: 21022

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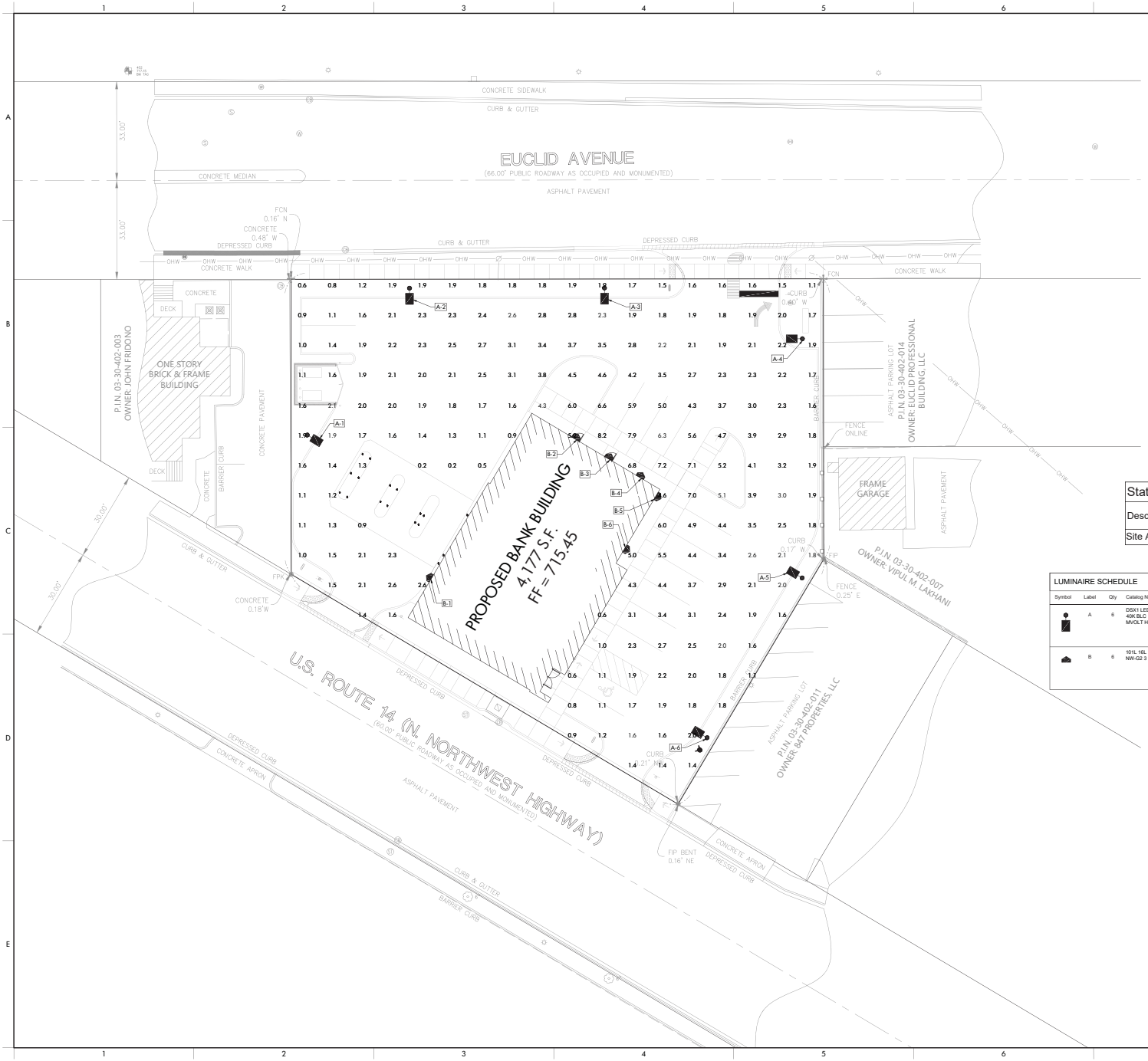
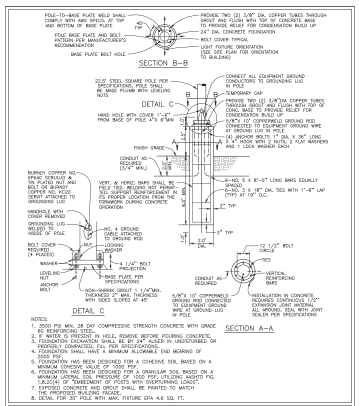


GRAPHIC SCALE
15 0 7.5 15 30
(IN FEET)
1 INCH = 15 FT

Statistics					
Description	Avg	Max	Min	Max/Min	Avg/Min
Site Area	2.53 fc	8.2 fc	0.2 fc	42.76:1	13.16:1

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Mounting Height	File	Lumens	LLF	Watts
	A	6	DSX1 LED P2 40K BLC MVOLT HS	LITHONIA: POLE MOUNTED DSX1 LED W (30) LED COUNT, 700mA DRIVE CURRENT, 70 WATT, 4000K LED, TYPE T3M OPTICS WITH HOUSE SHIELD AND BACK LIGHT CONTROL	LED	25'	DSX1_LED_P2_40K_BLC_MVOLT.ies	Absolute	1.00	70
	B	6	101L 16L 1000 NW-G2 3 UNV	GARDCO: WALL MOUNTED 101L (16) LED COUNT, 1000 Ma DRIVE CURRENT, 55 WATT, 4000K LED TYPE 3 OPTICS	LED	11'-4"	101l-16-1000-nw-g1-3.IES	Absolute	1.00	55



LIGHT POLE BASE DETAIL

REVISIONS

2	12.10.21	REVISED PER VILLAGE REVIEW
1	10.07.21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 W. NEVA AVENUE
CHICAGO, ILLINOIS 60656
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE PHOTOMETRICS PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=30'

SHEET NO.
PH1.0

PROJ. NUMBER: 21022

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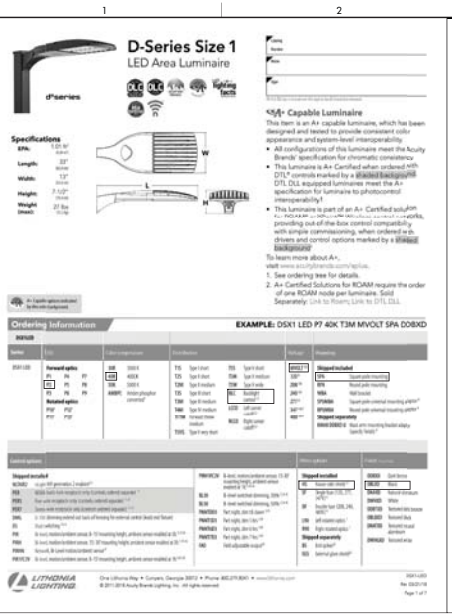

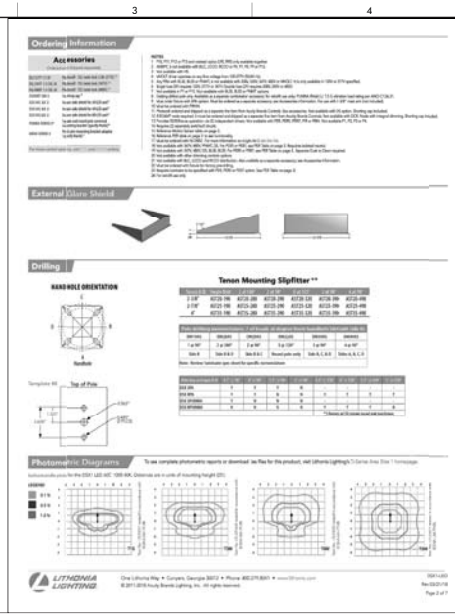

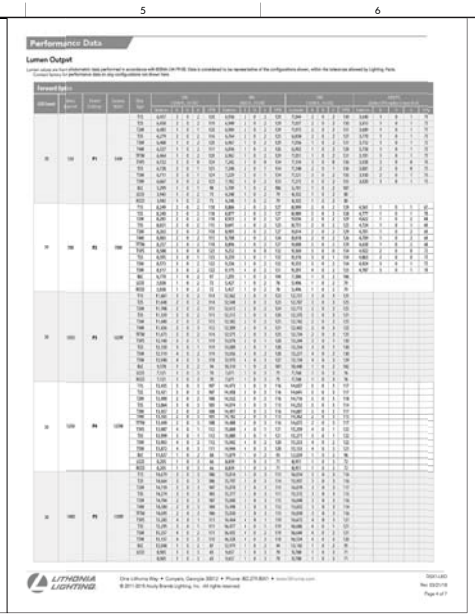

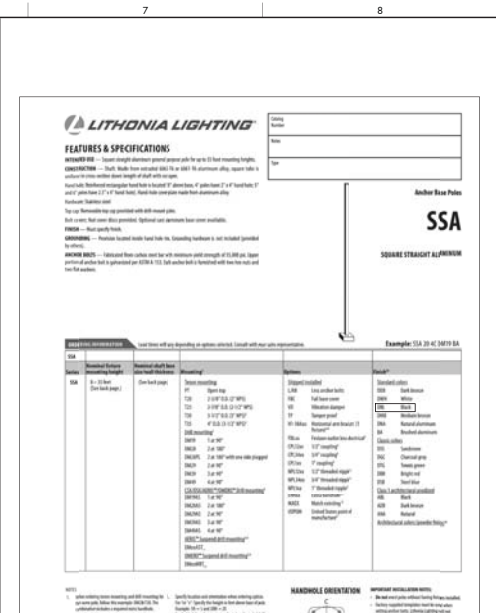

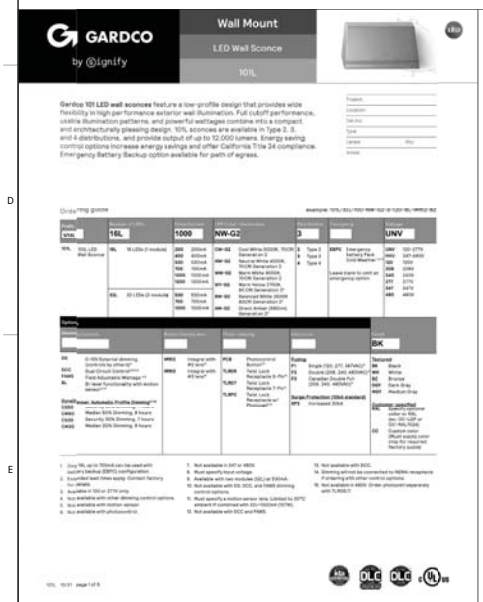

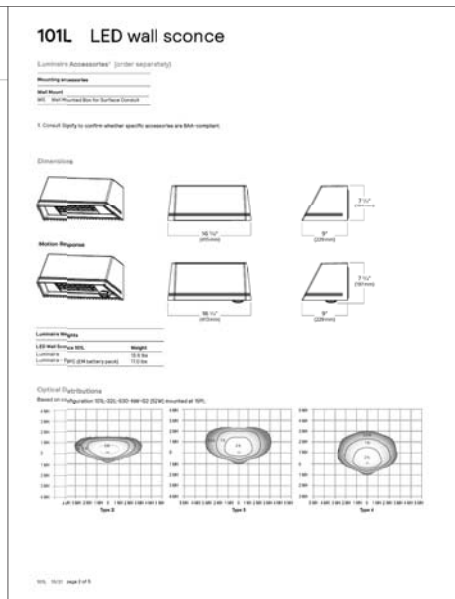

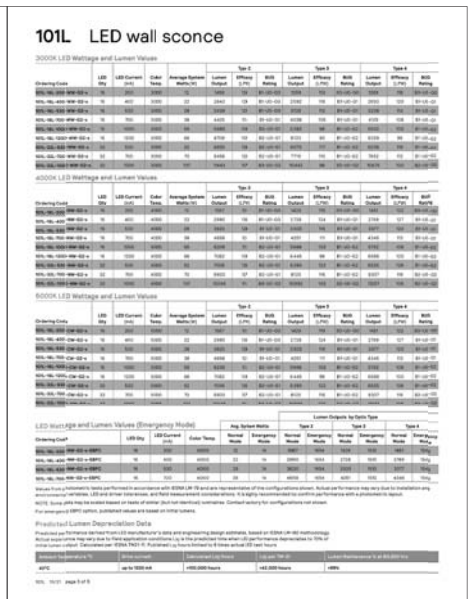

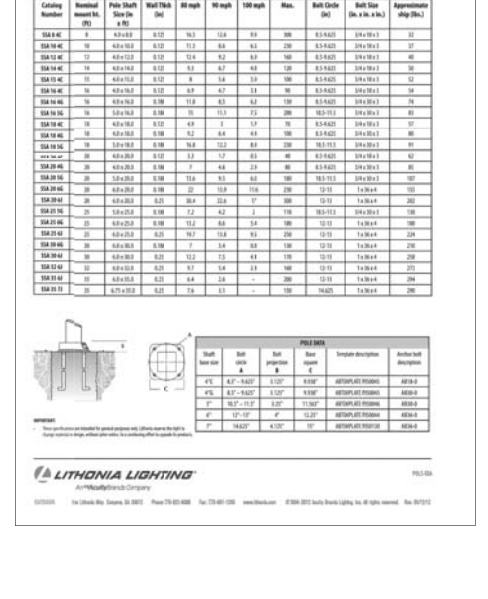

REVISIONS		
2	12.10.21	REVISED PER VILLAGE REVIEW
1	10.07.21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
30 N. LA SALLE STREET, SUITE 2500
CHICAGO, ILLINOIS 60602
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE PHOTOMETRICS FIXTURE AND LIGHT POLE DETAILS

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	CP
DRAWN BY:	CP
FIRST ISSUE DATE:	09-21-2021
SCALE:	N.T.S.

SHEET NO.
PH2.0

PROJ. NUMBER: 21022

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Traffic Impact Study
Proposed Drive-In Bank

Arlington Heights, Illinois

Prepared For:

STOREBUILD

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

December 6, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed drive-in bank to be located in the southeast quadrant of the intersection of Euclid Avenue with Northwest Highway in Arlington Heights, Illinois.

As proposed, the site, which is currently occupied by a vacant building, will be developed with approximately 4,120 square-foot drive-in bank with three drive-through lanes and 15 parking spaces. Access to the proposed drive-in bank will be provided via a three-quarter access drive located on Euclid Avenue, a right-out only access drive serving the drive-through lanes located on Northwest Highway, and an inbound only access drive located on Northwest Highway.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed drive-in bank will have on traffic conditions in the area, determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed drive-in bank, and evaluate the adequacy of the drive-through stacking and proposed parking supply.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area. The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed drive-in bank
- Directional distribution of the proposed drive-in bank traffic
- Vehicle trip generation for the proposed drive-in bank
- Future traffic conditions including access to the proposed drive-in bank
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the proposed drive-through stacking and parking supply

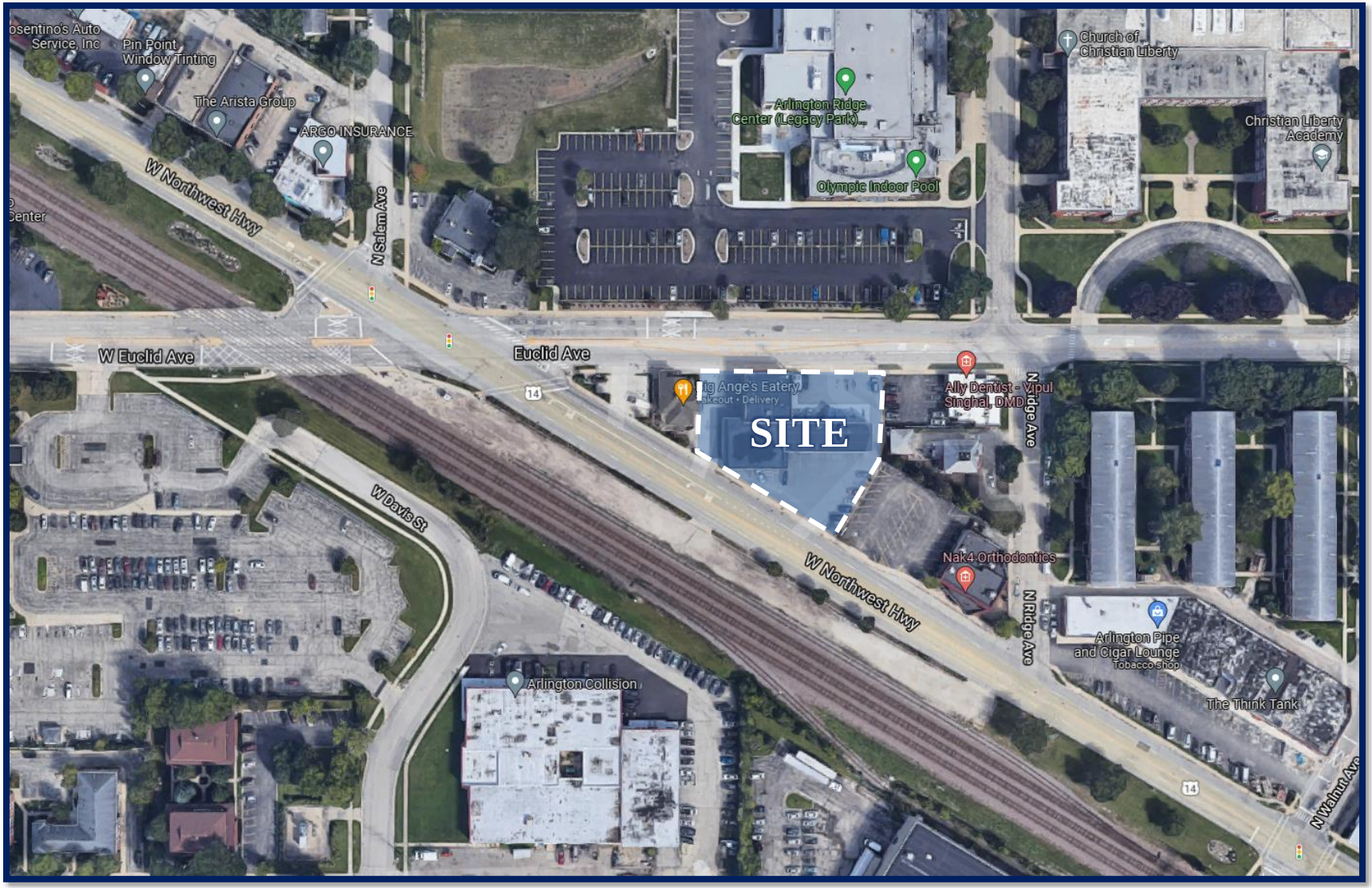
Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes including ambient traffic growth.

3. Future Condition – Analyze the capacity of the existing roadway system assuming the future projected traffic volumes that include the background traffic volumes and the traffic estimated to be generated by the proposed subject drive-in bank.

Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

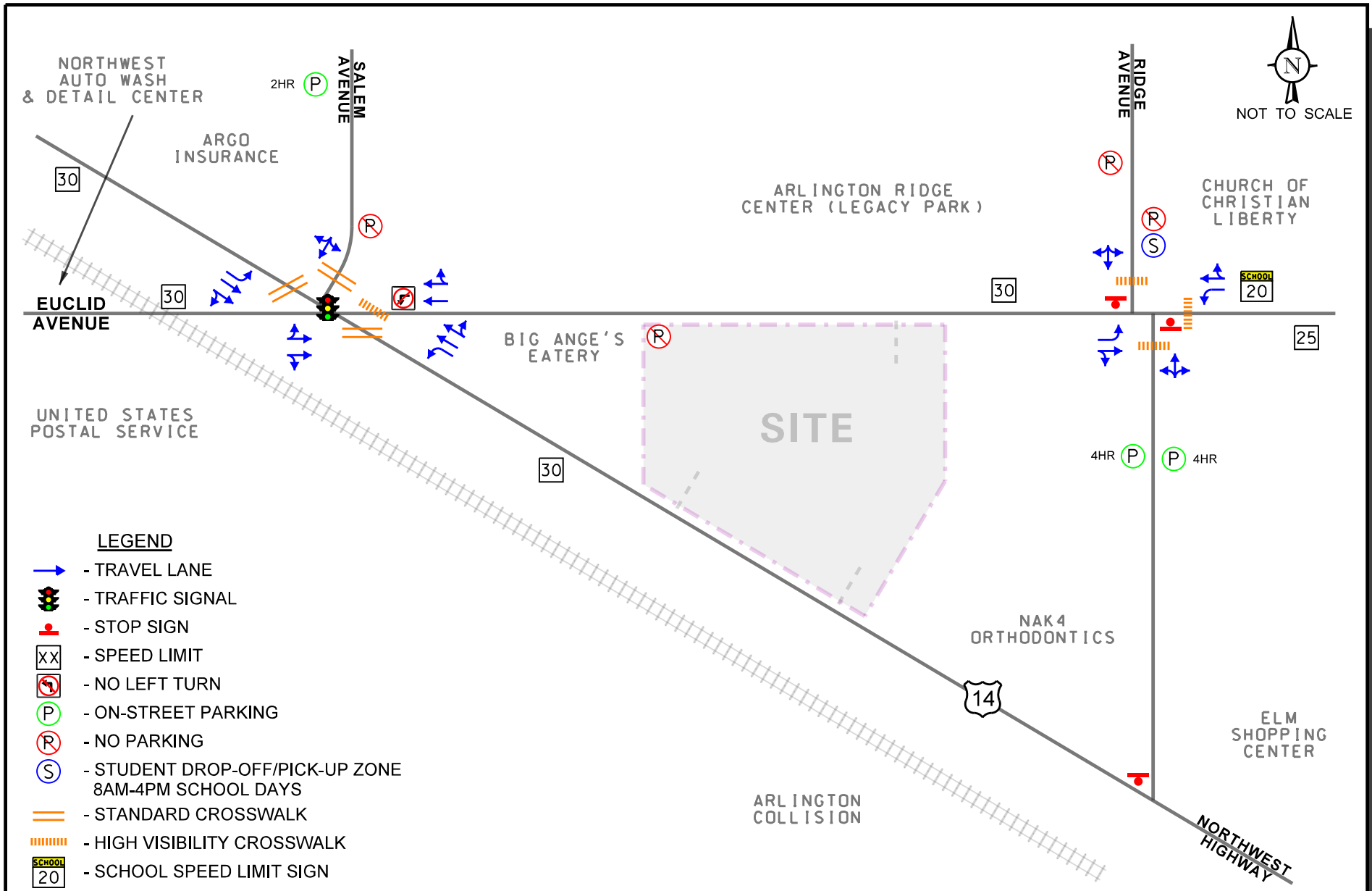
The site, which is currently occupied by a vacant building, is bounded by Euclid Avenue to the north, retail buildings to the east, Northwest Highway to the south and west, and Big Ange's Eatery restaurant to the west. Land uses in the vicinity of the site are primarily residential and commercial. In addition, Union Pacific Northwest (UP-NW) railroad tracks are located south of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed drive-in bank are illustrated in **Figure 3** and described below.

Northwest Highway is a northwest-southeast, minor arterial that generally provides two lanes in each direction in the vicinity of the site. At its signalized intersection with Euclid Avenue and Salem Avenue, Northwest Highway provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on both approaches. Additionally, standard style crosswalks are provided on the northwest and southeast legs of this intersection. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not classified as a Strategic Regional Arterial (SRA) in the vicinity of the site, and carries an Annual Average Daily Traffic (AADT) volume of approximately 15,800 vehicles (IDOT 2017). Northwest Highway has a posted speed limit of 30 miles per hour.

Euclid Avenue is an east-west, minor arterial that provides two lanes in both directions west of Northwest Highway, one lane in the eastbound direction and two lanes in the westbound direction between Northwest Highway and Ridge Avenue, and one lane in both directions east of Ridge Avenue. At its signalized intersection with Northwest Highway and Salem Avenue, Euclid Avenue provides a combined through/left-turn lane and a combined through/right-turn lane on the eastbound approach and a through lane and a combined through/right-turn lane on the westbound approach. Left-turn movements from westbound Euclid Avenue to southeast-bound Northwest Highway are not prohibited. Additionally, a high-visibility crosswalk is provided on the east leg of this intersection. At its unsignalized intersection with Ridge Avenue, Euclid Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on both approaches. Euclid Avenue is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH), carries an AADT of approximately 11,500 vehicles east of Northwest Highway (IDOT 2018) and 14,900 vehicles west of Northwest Highway (IDOT 2019), and has a posted speed limit of 30 miles per hour.



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Existing Roadway Characteristics

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Job No: 21-247

Figure: 3

Ridge Avenue is a north-south, local roadway that provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Euclid Avenue, Ridge Avenue provides a combined left-turn/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on the north and south legs of this intersection. Parking is not permitted on both sides of the roadway north of Euclid Avenue and is restricted to four-hour parking south of Euclid Avenue.

Salem Avenue is a local roadway that has no outlet north of Northwest Highway. At its signalized intersection with Northwest Highway and Euclid Avenue, Salem Avenue provides a combined left-turn/through/right-turn lane on the southbound approach. In addition, a standard style crosswalk is provided on the north leg of this intersection. Salem Avenue is under the jurisdiction of the Village of Arlington Heights.

Existing Traffic Volumes

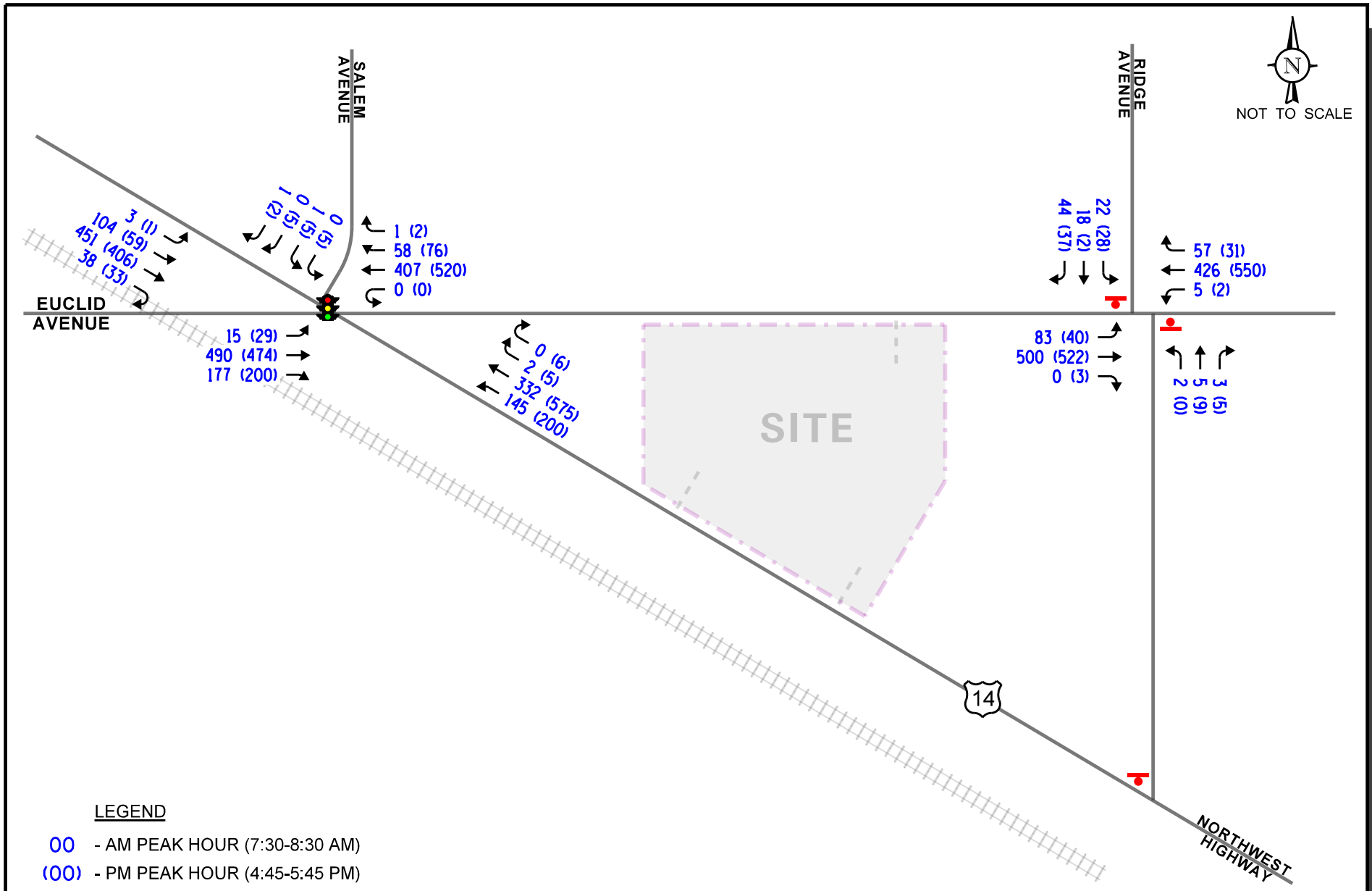
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. utilized peak period vehicle, pedestrian, and bicycle movement traffic counts using Miovision Video Scout Collection Units on Tuesday, September 21, 2021 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the intersections of Northwest Highway with Euclid Avenue and Salem Avenue and Euclid Avenue with Ridge Avenue. It should be noted that, due to the ongoing COVID-19 pandemic, the traffic volumes were adjusted based on a comparison with IDOT hourly counts. The comparison of the traffic volumes showed that the 2021 traffic counts on Euclid Avenue were consistent with the IDOT hourly counts during the weekday morning peak hour and were 15 percent lower during the weekday evening peak hour. In addition, the 2021 traffic counts on Northwest Highway were 10 percent lower during the weekday morning peak hour and five percent lower during the weekday evening peak hour. As such, the traffic counts were adjusted accordingly. **Figure 4** illustrates the Year 2021 base peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Train Observations

Euclid Avenue has an at-grade crossing with the Union Pacific – Northwest (UP-NW) Metra Commuter Railway approximately 195 feet west of Northwest Highway. In addition to freight trains, the railroad tracks carry 22 Metra inbound trips and 23 Metra outbound trips on weekdays. Field observations conducted during the peak hours indicated the following:

- During the weekday morning peak hour, three inbound Metra trains were observed. The gates were down for approximately 50 seconds. Westbound queues did not extend to Ridge Avenue either peak hour. During train events, the queues clear within one to two cycles.

- During the weekday evening peak hour, three Metra train events were observed (two outbound trains and one inbound train). The gates were down for approximately 50 seconds. Westbound queues did not extend up Ridge Avenue during either peak hour. During train events, the queues clear within one to two cycles.



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Year 2021 Base Traffic Volumes

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Figure: 4

Crash Analysis

KLOA, Inc. obtained crash data from IDOT for the most recent past five years available (2016 to 2020) for the intersections of Northwest Highway with Euclid Avenue and Salem Avenue and Euclid Avenue with Ridge Avenue[1]. **Tables 1** and **2** show a summary of the crash data. It should be noted that in the past five years, two fatal accidents occurred within proximity of the intersection of Northwest Highway with Euclid Avenue, which we understand consisted of passenger vehicles stopped on the railroad tracks.

Table 1
EUCLID AVENUE WITH NORTHWEST HIGHWAY – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2016	0	0	1	9	0	4	1	15
2017	1	0	0	8	2	2	0	13
2018	0	0	0	9	1	3	0	13
2019	0	0	1	3	3	1	0	8
2020	0	0	0	6	1	1	2	10
Total	**1**	**0**	**2**	**35**	**7**	**11**	**3**	**59**
Average	**<1.0**	**0**	**<1.0**	**7.0**	**1.4**	**2.2**	**<1.0**	**11.8**

Table 2
EUCLID AVENUE WITH RIDGE AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2016	2	0	0	1	0	1	1	5
2017	0	0	0	1	0	0	0	1
2018	0	0	0	0	0	0	0	0
2019	0	0	1	0	1	0	0	2
2020	1	0	0	1	0	1	0	3
Total	**3**	**0**	**1**	**3**	**1**	**2**	**1**	**11**
Average	**<1.0**	**0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**2.2**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation.

3. Traffic Characteristics of the Proposed Drive-In Bank

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed drive-in bank, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the plans call for the redeveloping the site with an approximately 4,120 square-foot drive-in bank with three drive-through lanes and 15 parking spaces. Access to the site will be provided via the following:

- A proposed three-quarter access drive located on Euclid Avenue approximately 430 feet east of Northwest Highway. This access drive will provide one inbound lane and one outbound lane restricted to right outbound movements only. Outbound movements should be under stop sign control.

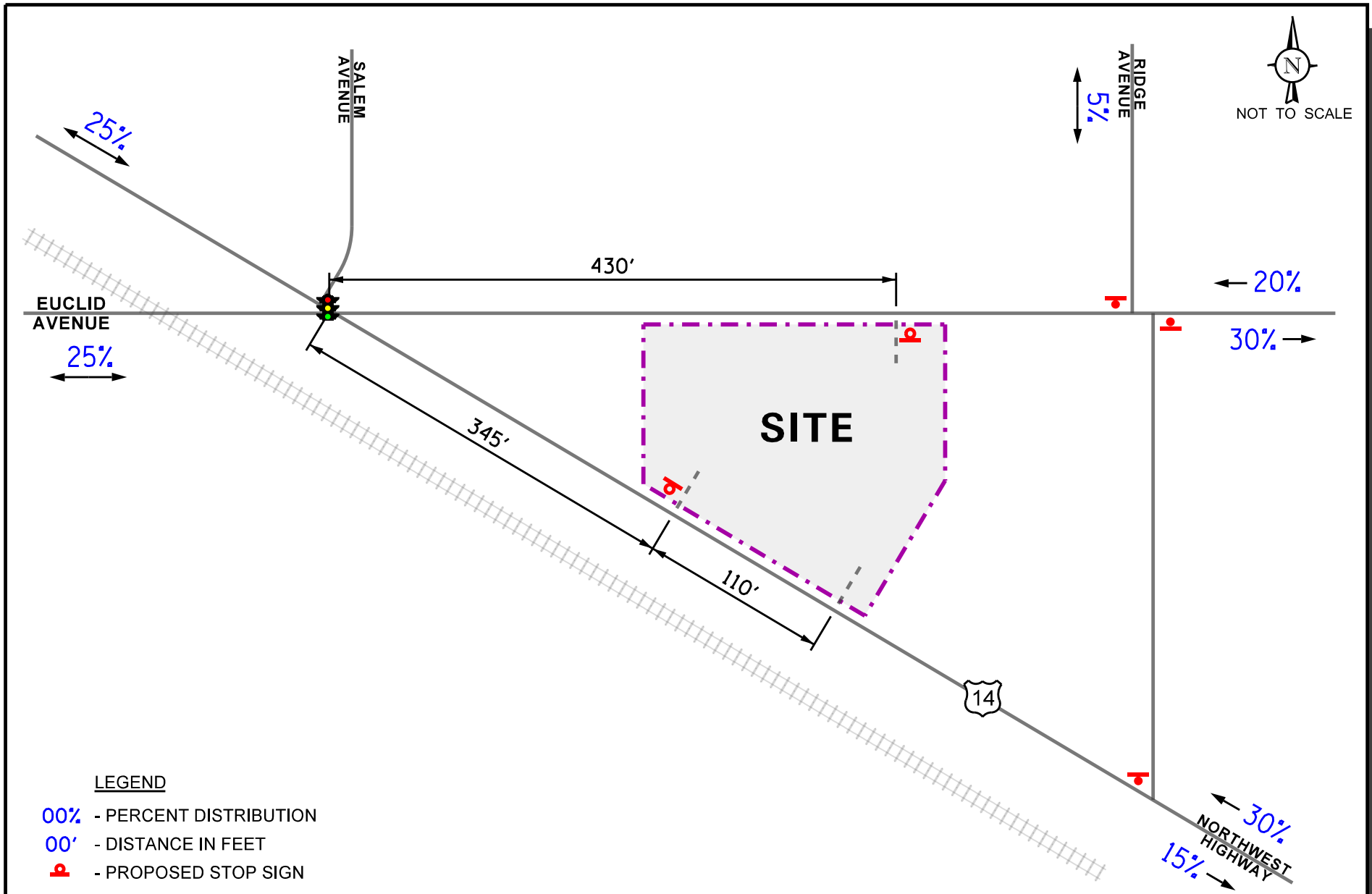
- A proposed inbound-only access drive located on Northwest Highway approximately 455 feet southeast of Euclid Avenue. This access drive will provide one inbound lane.

- A proposed right-out only access drive located on Northwest Highway approximately 345 feet southeast of Euclid Avenue. This access drive will provide one outbound lane that will be under stop sign control.

A copy of the site plan is included in the Appendix.

Directional Distribution

The directions from which employees and patrons of the drive-in bank will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the drive-in bank-generated traffic.



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Estimated Directional Distribution

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Figure: 5

Estimated Site Traffic Generation

The volume of traffic generated for the drive-in bank was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. It is important to note that surveys conducted by ITE have shown that approximately 30 percent of trips made to banks are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. However, in order to provide a conservative (worst-case) analysis, no pass-by reduction was applied to the trips estimated to be generated by the drive-in bank.

Table 3 tabulates the vehicle trips estimated for the proposed drive-in bank.

Table 3
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
912	Drive-In Bank (4,120 s.f.)	24	17	41	44	43	87	413

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed drive-in bank.

Drive-In Bank Traffic Assignment

The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed drive-in bank were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The total new traffic assignment for the proposed drive-in bank is illustrated in **Figure 6**.

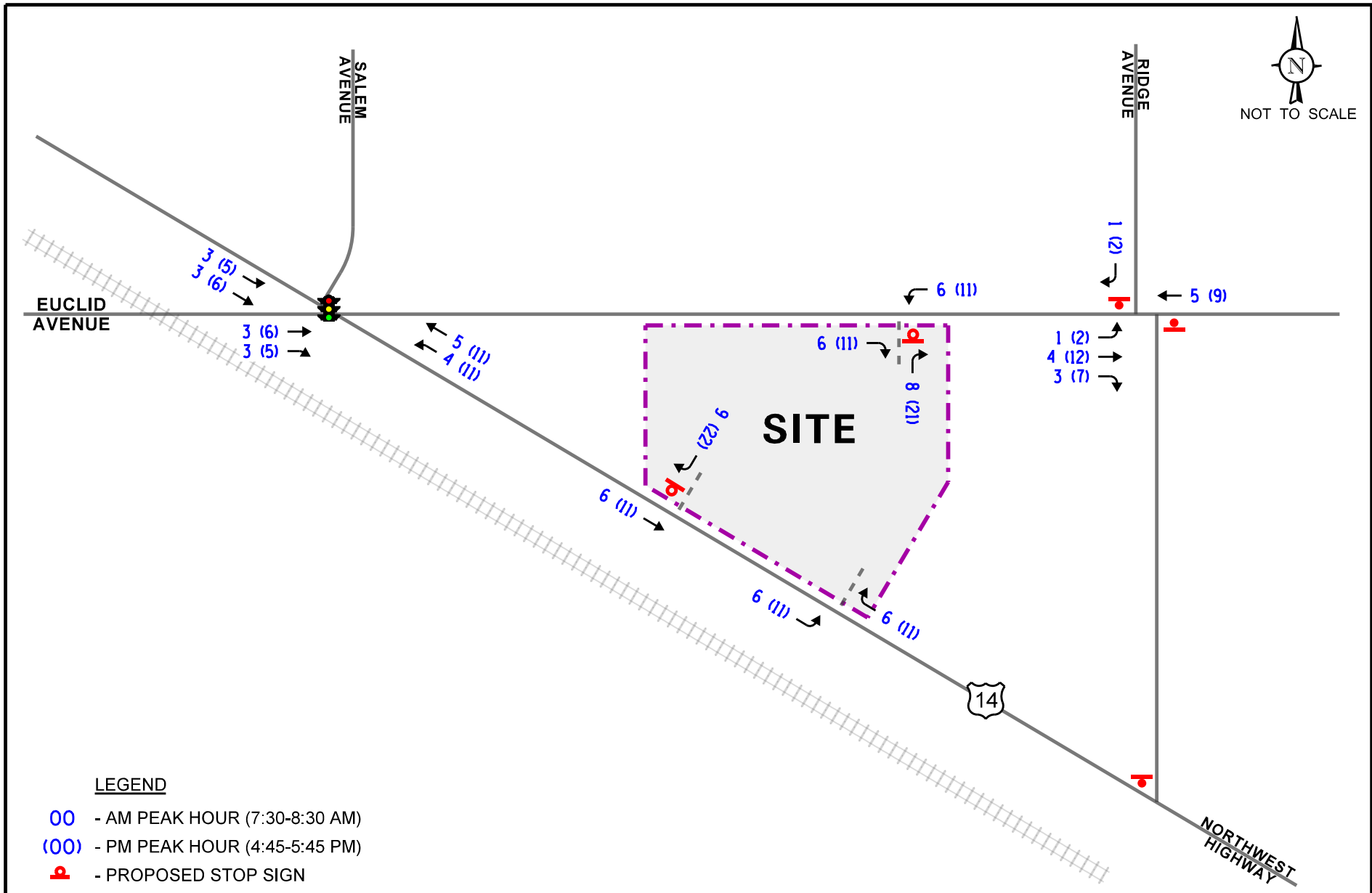
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a compound annual growth rate of approximately 0.42 percent per year. As such, traffic volumes were increased by 2.6 percent to represent Year 2027 (buildout plus five years) conditions. A copy of the CMAP projections letter is included in the Appendix.

Figure 7 illustrates the Year 2027 no-build traffic volumes.

Total Projected Traffic Volumes

The drive-in bank-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2027 total projected traffic volumes, as shown in **Figure 8**.



Proposed
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Arlington Heights, Illinois

New Site Traffic Assignment

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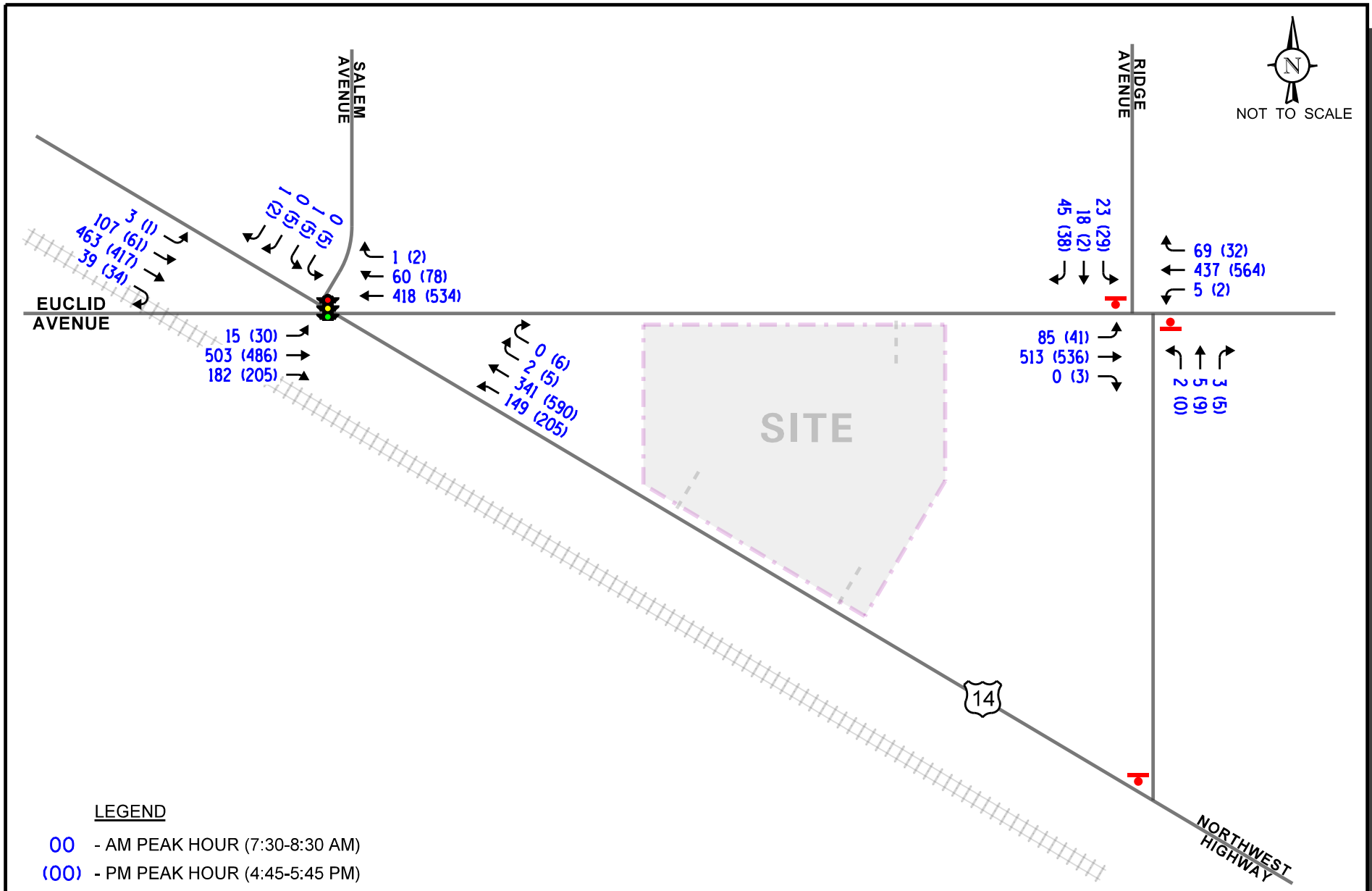
Figure: 6



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Year 2027 No-Build Traffic Volumes

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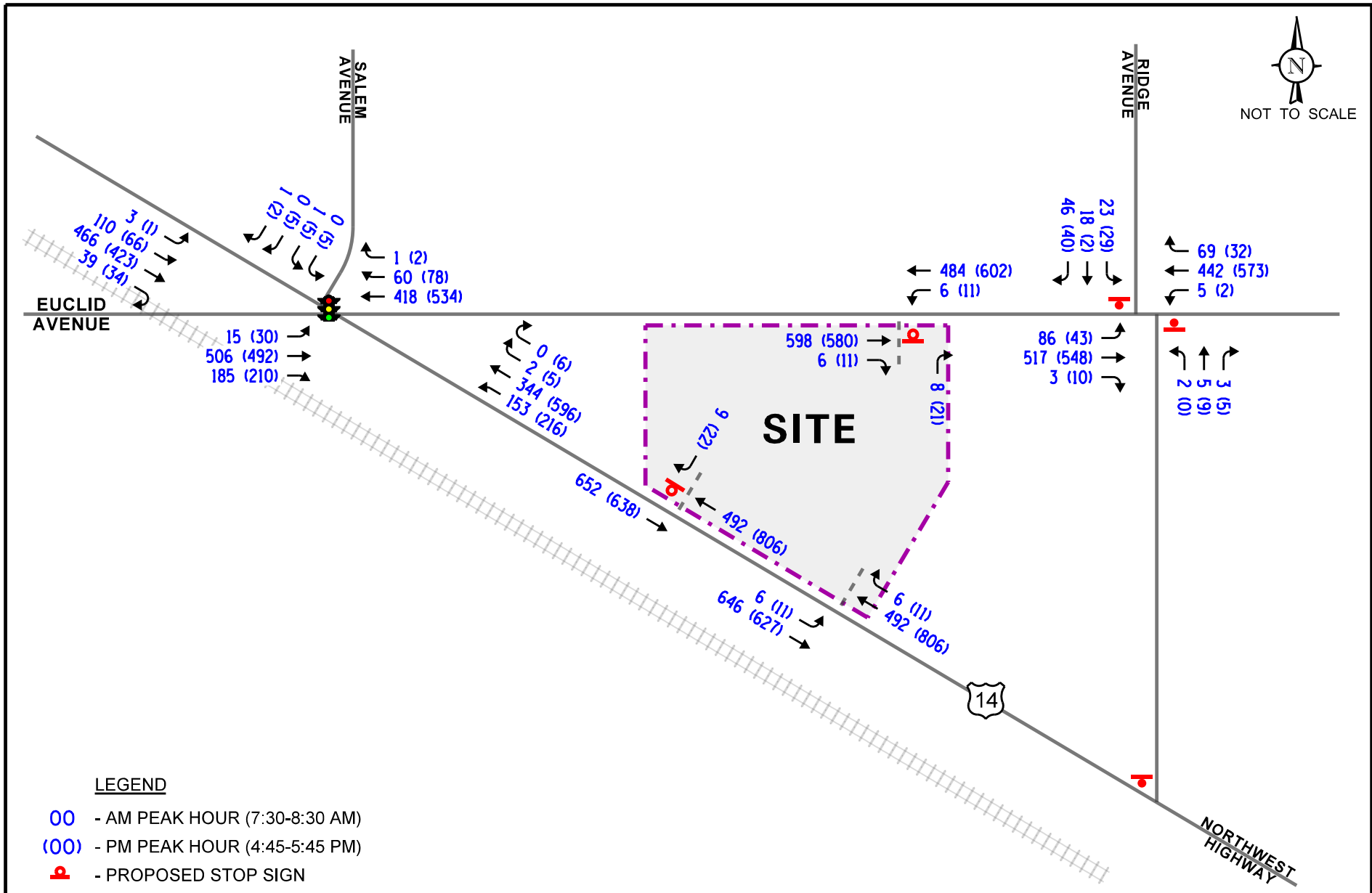
Job No: 21-247 Figure: 7



Proposed
Drive-Thru Bank
Arlington Heights, Illinois

Year 2027 Total Projected Traffic Volumes

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Job No: 21-247

Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the base (Year 2021), no-build, and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using the Synchro/SimTraffic 11 computer software. The analyses for the signalized intersection of Northwest Highway with Euclid Avenue/Salem Avenue were accomplished utilizing (actual or field measured) cycle lengths and phasings.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the base, no-build and Year 2027 total projected conditions are presented in **Tables 4** through **7**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – NORTHWEST HIGHWAY WITH EUCLID AVENUE/SALEM AVENUE – SIGNALIZED

	Peak Hour	Eastbound (Euclid Avenue)	Westbound (Euclid Avenue)	Southbound (Salem Avenue)	Southeast-bound (Northwest Highway)		Northwest-bound (Northwest Highway)		Overall
		L/T/R	L/T/R	L/T/R	L	TR	L	TR	
Year 2021 Base Conditions	Weekday Morning Peak Hour	C 22.2	B 19.7	E 65.0	C 30.1	D 52.6	C 34.9	D 44.1	C 32.9
					D – 48.6		D – 41.3		
	Weekday Evening Peak Hour	C 25.1	C 22.7	E 69.0	C 33.3	D 54.0	D 49.1	D 51.7	D 37.7
					D – 51.5		D – 51.0		
Year 2027 No-Build Conditions	Weekday Morning Peak Hour	C 23.0	C 20.2	E 65.0	C 29.6	D 52.2	C 34.8	D 43.6	C 33.0
					D – 48.2		D – 41.0		
	Weekday Evening Peak Hour	C 25.6	C 23.0	E 69.0	C 33.5	D 54.1	D 51.3	D 52.0	D 38.2
					D – 51.6		D – 51.8		
Year 2027 Projected Conditions	Weekday Morning	C 23.1	C 20.3	E 65.0	C 29.7	D 52.2	D 35.1	D 43.7	C 33.2
					D – 48.1		D – 41.0		
	Weekday Evening	C 26.0	C 23.2	E 69.0	C 33.9	D 54.0	D 55.6	D 52.3	D 38.8
					D – 51.4		D – 53.1		

Letter denotes Level of Service
Delay is measured in seconds.
L – Left-Turns
T – Through
R – Right-Turns

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – BASE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ridge Avenue with Euclid Avenue				
• Northbound Approach	C	18.8	C	16.8
• Eastbound Left Turns	A	9.0	A	9.0
• Westbound Left Turns	A	8.6	A	8.6
• Southbound Approach	C	19.6	C	20.5

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2027 NO-BUILD TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ridge Avenue with Euclid Avenue				
• Northbound Approach	C	19.3	C	17.2
• Eastbound Left Turns	A	9.0	A	9.1
• Westbound Left Turns	A	8.7	A	8.7
• Southbound Approach	C	20.3	C	21.3

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – YEAR 2027 PROJECTED TRAFFIC CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Ridge Avenue with Euclid Avenue				
• Northbound Approach	C	19.5	C	17.5
• Eastbound Left Turns	A	9.1	A	9.1
• Westbound Left Turns	A	8.7	A	8.7
• Southbound Approach	C	20.5	C	21.9
Euclid Avenue with Proposed Three-Quarter Access Drive				
• Northbound Right Turns	B	12.6	B	12.6
• Westbound Left Turns	A	8.8	A	8.8
Northwest Highway with Proposed Right-Out Only Access Drive				
• Southbound Right Turns	A	9.9	B	11.5
Northwest Highway with Proposed Inbound-Only Access Drive				
• Southeast-bound Left Turns	A	8.4	A	9.7

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identify any roadway and traffic control improvements to accommodate the drive-in bank traffic.

Northwest Highway with Euclid Avenue and Salem Avenue

The results of the capacity analysis indicate that overall, this intersection currently operates at level of service (LOS) C during the weekday morning peak hour and LOS D during the weekday evening peak hour. The westbound approach (Euclid Avenue) currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour, and the eastbound approach (Euclid Avenue) is operating at LOS C during both peak hours. In addition, the northwest bound and southeast-bound approaches (Northwest Highway) are operating at LOS D during both peak hours. The southbound approach (Salem Avenue) is operating at LOS E during both peak hours, which is due to the long cycle lengths (140 seconds) and limited amount of green time allocated to the Salem Avenue approach. The westbound approach is experiencing 95th percentile queues of approximately 210 feet during the weekday morning peak hour and 280 feet during the weekday evening peak hour. The northwest-bound left-turn movements are experiencing 95th percentile queues of approximately 135 feet during the weekday morning peak hour and 205 during the weekday evening peak hour. In addition, the northwest bound through/right-turn movements currently experience 95th percentile queues of approximately 175 feet during the weekday morning peak hour and 345 feet during the weekday evening peak hour. As previously indicated, three train events were observed during the weekday morning peak hour and three train events were observed during the weekday evening peak hour. During train events, the queues clear within one to two cycles.

Under Year 2027 no-build conditions, this intersection overall is projected to continue to operate at existing levels of service during the weekday morning and evening peak hours with increases in delay of less than one second. All of the approaches are projected to continue operating at the same existing levels of service, except for the westbound approach which will operate at LOS C during both peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, this intersection overall is projected to continue operating at the same levels of service during the weekday morning and evening peak hours with increases in delay of less than one second. All approaches are projected to continue operating at the same levels of service during both peak hours with increases in delay of less than one second. The northwest-bound left-turn movements will experience 95th percentile queues of approximately 140 feet during the weekday morning peak hour and 270 feet during the weekday evening peak hour. In addition, the northwest-bound through/right-turn movements will experience 95th percentile queues of approximately 190 feet during the weekday morning peak hour and 315 feet during the weekday evening peak hour. As such, the northwest-bound queues will extend past or beyond the proposed access drives during the weekday evening peak hour. However, these queues will clear with every green phase. It is also important to note that the queues will only increase by one to two vehicles under projected conditions during both peak hours.

As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed drive-in bank and no roadway improvements or traffic modifications are required.

Ridge Avenue with Euclid Avenue

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS C during the weekday morning and evening peak hours. In addition, the eastbound and westbound left-turn movements are operating at LOS A during both peak hours. Under Year 2027 no-build conditions, all movements are projected to operate at the same existing levels of service during both peak hours with increases in delay of less than one second. Under Year 2027 total projected conditions, all movements are projected to operate at the same levels of service during the weekday morning and evening peak hours with increases in delay of approximately one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed drive-in bank and no roadway improvements or traffic modifications are required.

Euclid Avenue with Proposed Three-Quarter Access Drive

Access to the drive-in bank is proposed via a three-quarter access drive located on Euclid Avenue approximately 430 feet east of Northwest Highway. This access drive will provide one inbound lane and one outbound lane restricted to right-turn outbound movements only. Outbound movements should be under stop sign control. Similar to other developments along Euclid Avenue, left-turn movements to the bank will be accommodated via the inside westbound through lane. The results of the capacity analysis indicate that the right-turn outbound movements will operate at LOS B during the weekday morning and evening peak hours with 95th percentile queues of approximately one to two vehicles during both peak hours. In addition, the westbound left-turn movements from Euclid Avenue into the site are projected to operate at LOS A during both peak hours with 95th percentile queues of approximately one to two vehicles. As such, the proposed drive-in bank access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

Northwest Highway with Proposed Right-Out Only Access Drive

Access from the drive-through lanes is proposed to be provided via a right-out only access drive located on Northwest Highway approximately 345 feet southeast of Euclid Avenue. This access drive will provide one outbound lane that will be under stop sign control. Additionally, this drive should be restricted to right-turn out movements only via pavement markings and appropriate signage.

The results of the capacity analysis indicate that the outbound right-turn movements from the outbound-only access drive onto Northwest Highway is projected to operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with 95th percentile queues of one to two vehicles during both peak hours. As such, the proposed drive-in bank access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

Northwest Highway with Proposed Inbound-Only Access Drive

Access to the drive-in bank is proposed via an inbound-only access drive located on Northwest Highway approximately 455 feet southeast of Euclid Avenue. This access drive will provide one inbound lane. Similar to other developments along Northwest Highway, left-turn movements to the bank will be accommodated via the inside southeast-bound through lane. In addition, the southeast-bound left-turn movements from Northwest Highway into the site will operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles during both peak hours. As such, the proposed drive-in bank access drive will be adequate in accommodating the traffic projected to be generated by the proposed development.

Drive-Through Stacking Evaluation

As proposed, stacking for approximately four vehicles will be provided within each drive-through lane without blocking the circulation system. Observations and surveys performed at numerous banks in the Chicagoland area show that the maximum stacking within a drive-through lane is three to four vehicles. Furthermore, recent studies of an existing drive-in bank located in Glencoe indicated the maximum stacking was only two vehicles. It should be noted that the stacking for drive-through banks has been decreasing over the past decade due to new advancements in online backing, check depositing by phone, and peer-to-peer payment apps such as Zelle and Venmo, which reduce the need to visit a bank. As such, the stacking provided for the proposed drive-through lanes will be sufficient to accommodate the drive-through peak demand.

Parking Evaluation

As previously indicated, the plans call for the redeveloping the site with an approximately 4,120 square-foot drive-in bank with three drive-through lanes and 15 parking spaces. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the Village of Arlington Heights Code, and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per Village Code

- Banks (4,120 s.f.)
  - 14 parking spaces (ratio of one parking space for each 3,000 square feet)

Based on the above and the requirements of the Village of Arlington Heights, this translates into 14 parking spaces, which results in a surplus of one parking space.

ITE Parking Generation Manual

- Drive-In Bank (Land-Use Code 912):
  - 15 parking spaces (ratio of 3.72 spaces per 1,000 square feet)

Based on the above and the rates published in the ITE *Parking Generation Manual*, this translates into 15 parking spaces, which results in a surplus of zero parking spaces.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analyses have shown that the existing roadway system has sufficient reserve capacity to accommodate the traffic to be generated by the proposed bank and no roadway improvements and/or traffic control modifications are required.

- The proposed access drives will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.

- The proposed exit-only access drive should be restricted to exiting movements only via pavement markings and appropriate signage.

- The proposed drive-through stacking will be adequate in accommodating the peak demand based on KLOA, Inc.'s surveys of other similar banks.

- The proposed parking supply of 15 parking spaces will be adequate in accommodating the parking demand of the proposed drive-in bank.

Appendix

Traffic Count Summary Sheets
Preliminary Site Plan
ITE Trip Generation Worksheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

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

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

Count Name: Euclid Avenue with Ridge Avenue
Site Code:
Start Date: 09/21/2021

Turning Movement Data

Start Time	Euclid Avenue Eastbound						Euclid Avenue Westbound						Ridge Avenue Northbound						Ridge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	5	85	0	0	90	0	0	63	0	2	63	0	1	1	0	0	2	0	2	1	6	0	9	164
7:15 AM	0	3	105	1	0	109	0	0	68	5	1	73	0	0	1	1	0	2	0	2	3	2	0	7	191
7:30 AM	0	9	143	0	0	152	0	2	107	3	1	112	0	0	2	0	0	2	0	3	1	6	0	10	276
7:45 AM	0	14	130	0	0	144	0	0	113	5	0	118	0	1	1	1	0	3	0	7	2	11	0	20	285
Hourly Total	0	31	463	1	0	495	0	2	351	13	4	366	0	2	5	2	0	9	0	14	7	25	0	46	916
8:00 AM	0	25	114	0	0	139	0	0	95	19	1	114	0	1	1	0	0	2	0	2	7	8	0	17	272
8:15 AM	0	35	113	0	0	148	0	3	111	40	0	154	0	0	1	2	0	3	0	10	8	19	0	37	342
8:30 AM	0	2	78	1	0	81	0	2	98	7	0	107	0	2	1	0	0	3	0	9	1	16	0	26	217
8:45 AM	0	6	105	1	0	112	0	0	100	5	0	105	0	0	0	0	0	0	0	7	0	8	0	15	232
Hourly Total	0	68	410	2	0	480	0	5	404	71	1	480	0	3	3	2	0	8	0	28	16	51	0	95	1063
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	11	111	0	0	122	0	2	120	7	0	129	0	0	1	3	0	4	0	2	3	5	1	10	265
4:15 PM	0	9	113	1	0	123	0	0	103	16	0	119	0	0	6	2	0	8	0	7	0	7	0	14	264
4:30 PM	0	10	99	2	0	111	0	1	121	11	0	133	0	1	3	0	0	4	0	3	3	6	0	12	260
4:45 PM	0	10	105	1	0	116	0	0	106	8	0	114	0	0	2	2	0	4	0	3	1	7	0	11	245
Hourly Total	0	40	428	4	0	472	0	3	450	42	0	495	0	1	12	7	0	20	0	15	7	25	1	47	1034
5:00 PM	0	15	118	1	0	134	0	0	122	12	0	134	0	0	1	3	0	4	0	6	0	8	0	14	286
5:15 PM	0	6	128	1	0	135	0	0	127	5	0	132	0	0	4	0	0	4	0	14	1	15	1	30	301
5:30 PM	0	9	103	0	0	112	0	2	123	6	1	131	0	0	2	0	0	2	0	5	0	7	0	12	257
5:45 PM	0	11	111	1	1	123	0	2	94	17	0	113	0	0	1	0	0	1	0	3	3	8	0	14	251
Hourly Total	0	41	460	3	1	504	0	4	466	40	1	510	0	0	8	3	0	11	0	28	4	38	1	70	1095
Grand Total	0	180	1761	10	1	1951	0	14	1671	166	6	1851	0	6	28	14	0	48	0	85	34	139	2	258	4108
Approach %	0.0	9.2	90.3	0.5	-	-	0.0	0.8	90.3	9.0	-	-	0.0	12.5	58.3	29.2	-	-	0.0	32.9	13.2	53.9	-	-	-
Total %	0.0	4.4	42.9	0.2	-	47.5	0.0	0.3	40.7	4.0	-	45.1	0.0	0.1	0.7	0.3	-	1.2	0.0	2.1	0.8	3.4	-	6.3	-
Lights	0	179	1725	10	-	1914	0	14	1640	166	-	1820	0	6	28	14	-	48	0	85	34	137	-	256	4038
% Lights	-	99.4	98.0	100.0	-	98.1	-	100.0	98.1	100.0	-	98.3	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	98.6	-	99.2	98.3
Buses	0	1	2	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	1	-	1	6
% Buses	-	0.6	0.1	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.1
Single-Unit Trucks	0	0	17	0	-	17	0	0	19	0	-	19	0	0	0	0	-	0	0	0	0	0	-	0	36
% Single-Unit Trucks	-	0.0	1.0	0.0	-	0.9	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	17	0	-	17	0	0	10	0	-	10	0	0	0	0	-	0	0	0	0	0	-	0	27
% Articulated Trucks	-	0.0	1.0	0.0	-	0.9	-	0.0	0.6	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	1

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.7	-	0.4	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

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

Count Name: Euclid Avenue with Ridge Avenue
Site Code:
Start Date: 09/21/2021

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Euclid Avenue Eastbound						Euclid Avenue Westbound						Ridge Avenue Northbound						Ridge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	9	143	0	0	152	0	2	107	3	1	112	0	0	2	0	0	2	0	3	1	6	0	10	276
7:45 AM	0	14	130	0	0	144	0	0	113	5	0	118	0	1	1	1	0	3	0	7	2	11	0	20	285
8:00 AM	0	25	114	0	0	139	0	0	95	19	1	114	0	1	1	0	0	2	0	2	7	8	0	17	272
8:15 AM	0	35	113	0	0	148	0	3	111	40	0	154	0	0	1	2	0	3	0	10	8	19	0	37	342
Total	0	83	500	0	0	583	0	5	426	67	2	498	0	2	5	3	0	10	0	22	18	44	0	84	1175
Approach %	0.0	14.2	85.8	0.0	-	-	0.0	1.0	85.5	13.5	-	-	0.0	20.0	50.0	30.0	-	-	0.0	26.2	21.4	52.4	-	-	-
Total %	0.0	7.1	42.6	0.0	-	49.6	0.0	0.4	36.3	5.7	-	42.4	0.0	0.2	0.4	0.3	-	0.9	0.0	1.9	1.5	3.7	-	7.1	-
PHF	0.000	0.593	0.874	0.000	-	0.959	0.000	0.417	0.942	0.419	-	0.808	0.000	0.500	0.625	0.375	-	0.833	0.000	0.550	0.563	0.579	-	0.568	0.859
Lights	0	82	485	0	-	567	0	5	414	67	-	486	0	2	5	3	-	10	0	22	18	44	-	84	1147
% Lights	-	98.8	97.0	-	-	97.3	-	100.0	97.2	100.0	-	97.6	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	97.6
Buses	0	1	1	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Buses	-	1.2	0.2	-	-	0.3	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	5	0	-	5	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	10
% Single-Unit Trucks	-	0.0	1.0	-	-	0.9	-	0.0	1.2	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	9	0	-	9	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	14
% Articulated Trucks	-	0.0	1.8	-	-	1.5	-	0.0	1.2	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

Count Name: Euclid Avenue with Ridge Avenue
Site Code:
Start Date: 09/21/2021

Turning Movement Peak Hour Data (4:45 PM)

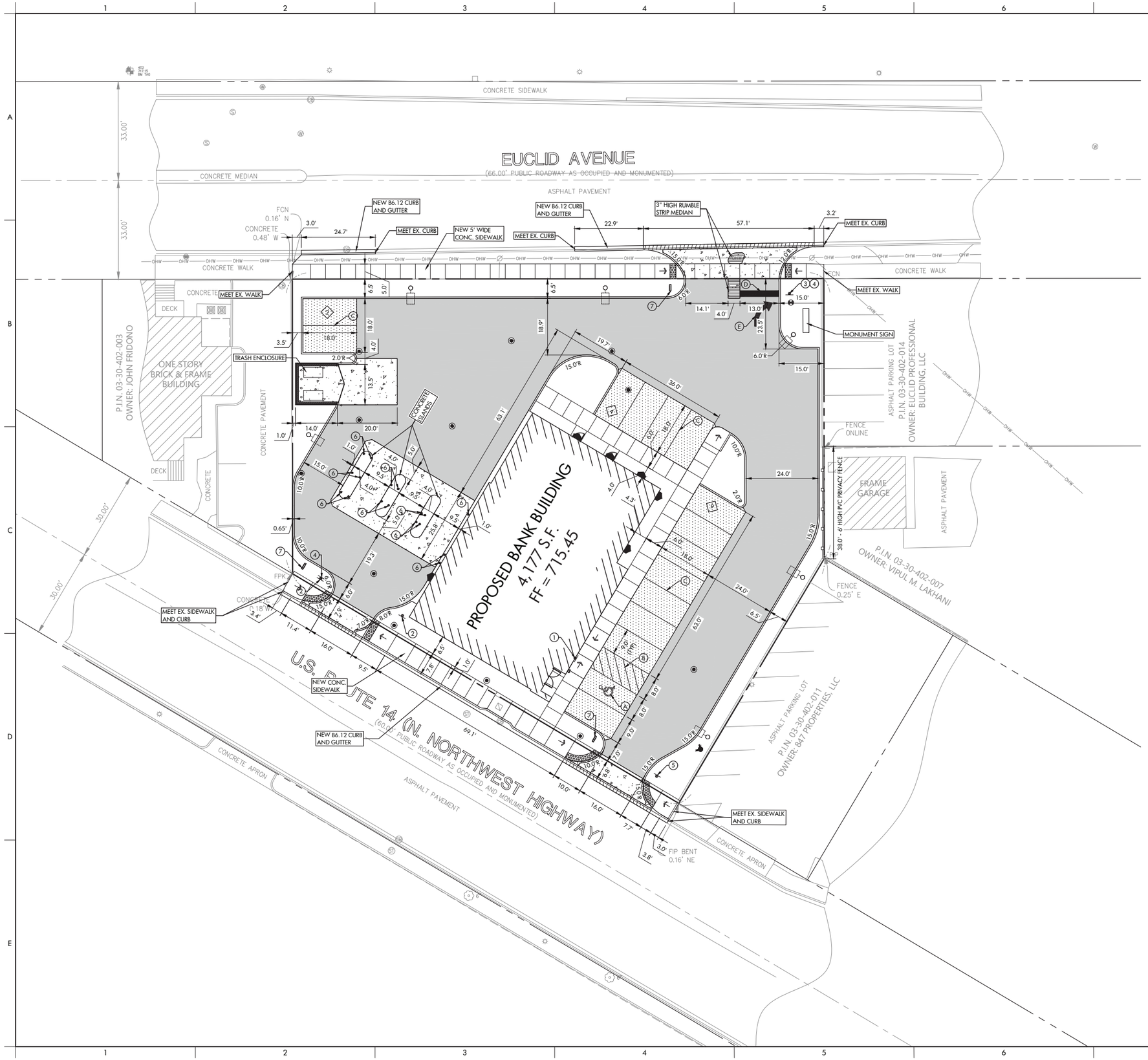
Start Time	Euclid Avenue Eastbound						Euclid Avenue Westbound						Ridge Avenue Northbound						Ridge Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	10	105	1	0	116	0	0	106	8	0	114	0	0	2	2	0	4	0	3	1	7	0	11	245
5:00 PM	0	15	118	1	0	134	0	0	122	12	0	134	0	0	1	3	0	4	0	6	0	8	0	14	286
5:15 PM	0	6	128	1	0	135	0	0	127	5	0	132	0	0	4	0	0	4	0	14	1	15	1	30	301
5:30 PM	0	9	103	0	0	112	0	2	123	6	1	131	0	0	2	0	0	2	0	5	0	7	0	12	257
Total	0	40	454	3	0	497	0	2	478	31	1	511	0	0	9	5	0	14	0	28	2	37	1	67	1089
Approach %	0.0	8.0	91.3	0.6	-	-	0.0	0.4	93.5	6.1	-	-	0.0	0.0	64.3	35.7	-	-	0.0	41.8	3.0	55.2	-	-	-
Total %	0.0	3.7	41.7	0.3	-	45.6	0.0	0.2	43.9	2.8	-	46.9	0.0	0.0	0.8	0.5	-	1.3	0.0	2.6	0.2	3.4	-	6.2	-
PHF	0.000	0.667	0.887	0.750	-	0.920	0.000	0.250	0.941	0.646	-	0.953	0.000	0.000	0.563	0.417	-	0.875	0.000	0.500	0.500	0.617	-	0.558	0.904
Lights	0	40	449	3	-	492	0	2	472	31	-	505	0	0	9	5	-	14	0	28	2	37	-	67	1078
% Lights	-	100.0	98.9	100.0	-	99.0	-	100.0	98.7	100.0	-	98.8	-	-	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Single-Unit Trucks	0	0	3	0	-	3	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	7
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.6	-	0.0	0.8	0.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	2	0	-	2	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	0.4	0.0	-	0.4	-	0.0	0.4	0.0	-	0.4	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Study Name Euclid Avenue with Northwest Highway/Salem Avenue
Start Date Tuesday, September 21, 2021 7:00 AM
End Date Tuesday, September 21, 2021 6:00 PM
Site Code

Report Summary

		Eastbound							Westbound							Southbound							Southeastbound							Northwestbound							Crosswalk	
Time Period	Class.	U	HL	L	T	BR	I	O	U	HL	T	BR	R	I	O	U	L	BL	R	HR	I	O	U	HL	BL	T	BR	HR	I	O	U	BL	T	BR	HR	I	O	Total		idestria	Total
Peak 1	Lights	0	15	0	470	174	659	575	0	0	398	54	1	453	573	0	0	1	0	1	2	6	0	3	103	385	37	528	358	0	140	288	2	0	430	560	2072	W	0	0
Specified Period	%	0%	100%	0%	96%	98%	97%	97%	0%	0%	98%	93%	100%	97%	96%	0%	0%	100%	0%	100%	100%	100%	0%	100%	99%	94%	97%	95%	95%	0%	97%	95%	100%	0%	96%	95%	96%		0%	
7:00 AM - 9:00 AM	Buses	0	0	0	3	1	4	2	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	1	8	E	1	1
One Hour Peak	%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%		100%	
7:30 AM - 8:30 AM	ıgle-Unit Truc	0	0	0	14	1	15	9	0	0	4	3	0	7	15	0	0	0	0	0	0	0	0	0	1	22	1	24	15	0	4	12	0	0	16	23	62	N	1	1
	%	0%	0%	0%	3%	1%	2%	2%	0%	0%	1%	5%	0%	2%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	5%	3%	4%	4%	0%	3%	4%	0%	0%	4%	4%	3%		100%	
	ticulated Truc	0	0	0	3	1	4	4	0	0	3	1	0	4	3	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	1	0	0	0	1	4	12	NW	0	0
	%	0%	0%	0%	1%	1%	1%	1%	0%	0%	1%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	0%	0%	1%	0%	0%	0%	1%	1%	1%		0%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
	Total	**0**	**15**	**0**	**490**	**177**	**682**	**590**	**0**	**0**	**407**	**58**	**1**	**466**	**594**	**0**	**0**	**1**	**0**	**1**	**2**	**6**	**0**	**3**	**104**	**410**	**38**	**555**	**376**	**0**	**145**	**302**	**2**	**0**	**449**	**588**	**2154**		**2**	**2**
	PHF	0	0.75	0	0.88	0.74	0.85	0.83	0	0	0.81	0.58	0.25	0.81	0.89	0	0	0.25	0	0.25	0.5	0.75	0	0.75	0.72	0.82	0.79	0.87	0.83	0	0.86	0.76	0.5	0	0.81	0.92	0.94			
	Approach %						32%	27%						22%	28%						0%	0%						26%	17%						21%	27%				
Peak 2	Lights	0	28	0	410	200	638	685	0	0	448	74	2	524	478	1	5	5	5	2	18	9	0	1	57	381	33	472	643	0	199	539	5	6	749	586	2401	W	0	0
Specified Period	%	0%	97%	0%	100%	100%	100%	99%	0%	0%	99%	97%	100%	99%	99%	100%	100%	100%	100%	100%	100%	100%	0%	100%	97%	98%	100%	98%	98%	0%	100%	98%	100%	100%	99%	99%	99%		0%	
4:00 PM - 6:00 PM	Buses	0	0	0	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	3	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	
4:45 PM - 5:45 PM	ıgle-Unit Truc	0	0	0	1	0	1	3	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	0	2	3	0	5	8	0	1	8	0	0	9	3	17	N	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	1%	0%	1%	1%	0%	1%	1%	0%	0%	1%	1%	1%		100%	
	ticulated Truc	0	1	0	1	0	2	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	1	0	0	1	2	7	NW	4	4
	%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	icycles on Roa	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SE	2	2
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
	Total	**0**	**29**	**0**	**412**	**200**	**641**	**690**	**0**	**0**	**452**	**76**	**2**	**530**	**482**	**1**	**5**	**5**	**5**	**2**	**18**	**9**	**0**	**1**	**59**	**387**	**33**	**480**	**655**	**0**	**200**	**548**	**5**	**6**	**759**	**592**	**2428**		**7**	**7**
	PHF	0	0.72	0	0.9	0.94	0.91	0.89	0	0	0.86	0.83	0.25	0.86	0.89	0.25	0.62	0.31	0.42	0.5	0.75	0.56	0	0.25	0.82	0.88	0.55	0.9	0.89	0	0.72	0.89	0.42	0.75	0.84	0.94	0.9			
	Approach %						26%	28%						22%	20%						1%	0%						20%	27%						31%	24%				

Preliminary Site Plan



SITE DATA

TOTAL SITE AREA = 0.55 AC

PROPOSED BUILDING AREA = 4,171 S.F.

PARKING PROVIDED =
REGULAR PARKING PROVIDED = 14 SPACES
HANDICAP PARKING PROVIDED = 1 SPACES

TOTAL PARKING PROVIDED = 15 SPACES

SITE PLAN KEYED NOTES

1. R7-8 HANDICAP PARKING SIGN (12"X18") WITH $250 FINE (MOUNTED ON BUILDING WALL)
2. R5-1 DO NOT ENTER SIGN (30"X30")
3. R1-1 STOP SIGN (30"X30")
4. R3-5 RIGHT TURN ONLY SIGN (30"X36")
5. "NO EXIT / ENTRANCE ONLY" SIGN (18"X24")
6. PROTECTIVE BOLLARD (SEE ARCH. DWGS. FOR DETAILS)
7. WAY-FINDING SIGN (SEE SITE SIGNAGE PACKAGE)
A. HANDICAP SYMBOL PER LATEST ADA STANDARDS
8. 4" SOLID YELLOW AT 24" C-C AT 45 DEGREES
C. 4" SOLID YELLOW STRIPE (TYP)
D. 24" WIDE WHITE STOP BAR (INSTALLED 4' BEFORE WALK)
E. WHITE RIGHT TURN ONLY ARROW

GENERAL NOTES

1. ALL DIMENSIONS AND CURB RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB SHALL BE B6.12 CURB AND GUTTER.
3. SIDEWALK IN FRONT OF THE BUILDING AND ON THE EAST SIDE OF FOREST AVENUE SHALL BE COMBINATION SIDEWALK AND BARRIER CURB AND SHALL BE MONOLITHICALLY CAST ACCORDING TO THE DETAIL ON SHEET C6.0.
4. ALL RADII ARE 3.0' UNLESS OTHERWISE NOTED.
5. ALL SITE SIGNAGE SHALL BE IN CONFORMANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) STANDARDS, LATEST EDITION.
6. PARKING SPACES SHALL BE ANGLED AT 90° TO THE ASSOCIATED DRIVE AISLE UNLESS OTHERWISE NOTED.
7. DETECTABLE WARNING STRIPS WITH TRUNCATED DOMES ON ALL CURB RAMPS SHALL CONSIST OF CONTRASTING COLOR TO ADJACENT PAVEMENT COLOR PER IDOT REGULATIONS, PREFERRED COLOR IS RED (FEDERAL COLOR STANDARD 30166)
8. REFER TO ARCHITECTURAL AND SIGNAGE PLANS FOR ANY ADDITIONAL SITE SIGNAGE AND PAVEMENT MARKINGS.
9. ALL TRAFFIC SIGNS SHALL BE INSTALLED AT 7' HIGH MEASURED FROM THE GROUND ELEVATION TO THE BOTTOM OF SIGN.

SITE PAVING LEGEND

HEAVY DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
7.25" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
4" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

LIGHT DUTY ASPHALT PAVEMENT
2.0" BITUMINOUS SURFACE COURSE, HOT MIX ASPHALT, MIX D, N50
2.5" BITUMINOUS BINDER COURSE, HOT MIX ASPHALT, IL-19, N50
8" AGGREGATE BASE COURSE, TYPE B (IDOT GRAD CA-6)

CONCRETE PAVEMENT
8" P.C. CONCRETE PAVEMENT
6x6 - W2.9 x W2.9 WWF @ MIDPOINT OF CONCRETE THICKNESS
4" AGGREGATE BASE (CA-6)

SIDEWALK PAVEMENT
5" P.C. CONCRETE PAVEMENT (THICKEN TO 8" AT DRIVEWAYS)
4" AGGREGATE BASE (CA-6)

REVISIONS

2	12.08.21	REVISED PER VILLAGE REVIEW
1	10.07.21	ISSUED FOR PERMIT

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
PH: (312) 237-2655
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: SITE DIMENSIONAL AND PAVING PLAN

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	09-21-2021
SCALE:	1"=15'

SHEET NO.
C3.0

PROJ. NUMBER: 21022

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ITE Trip Generation Worksheets

Drive-in Bank
(912)

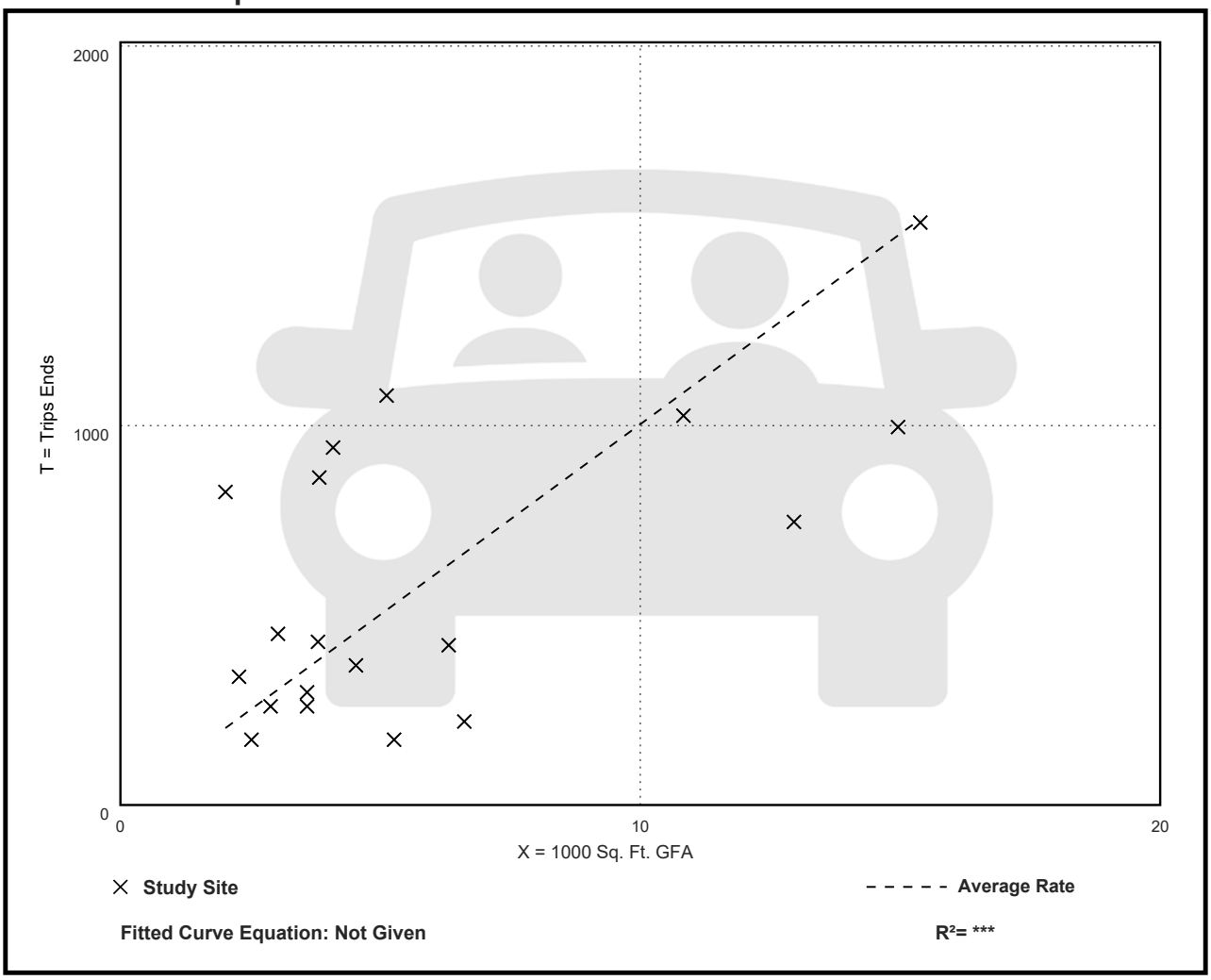
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.35	32.67 - 408.42	68.62

Data Plot and Equation



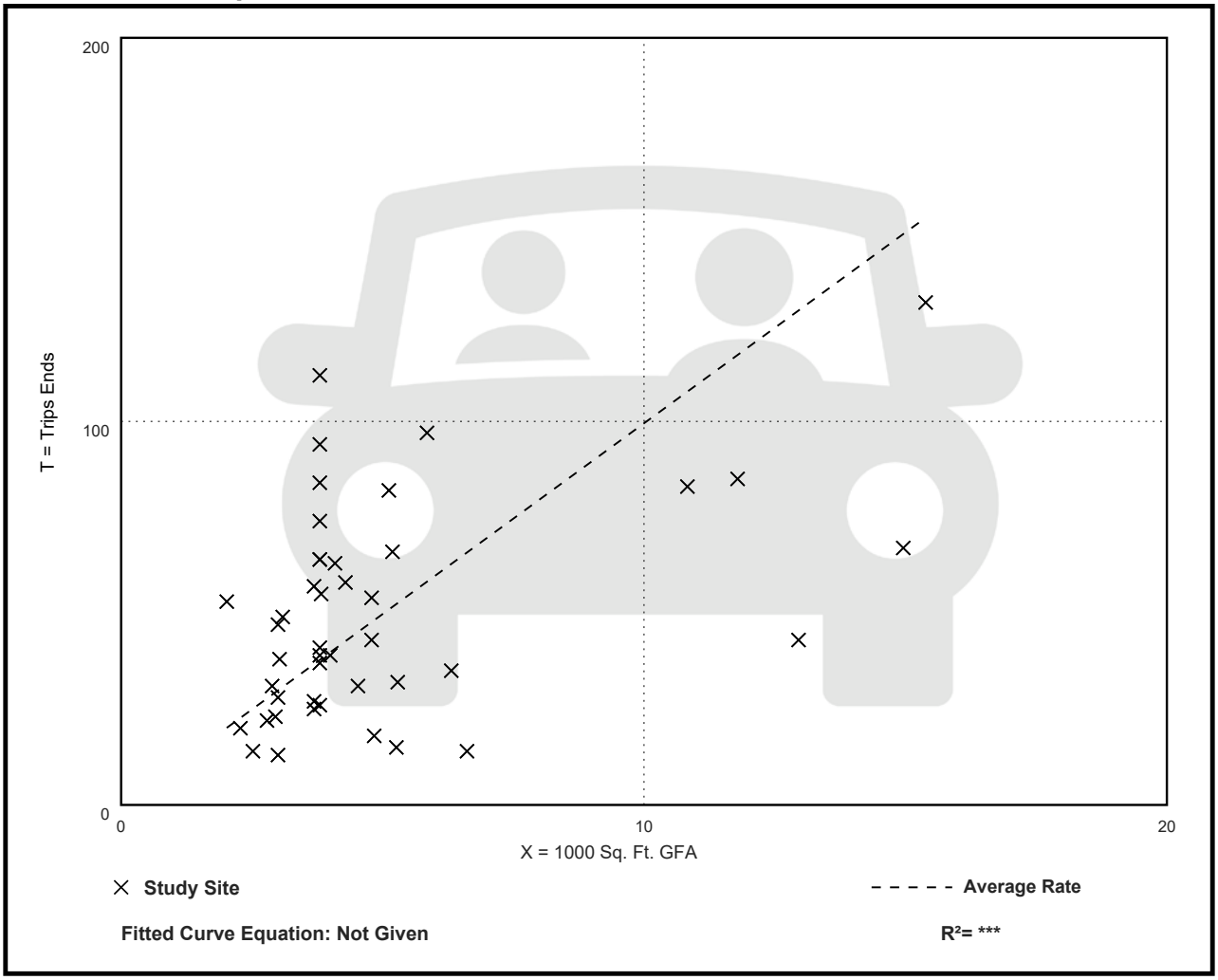
Drive-in Bank
(912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



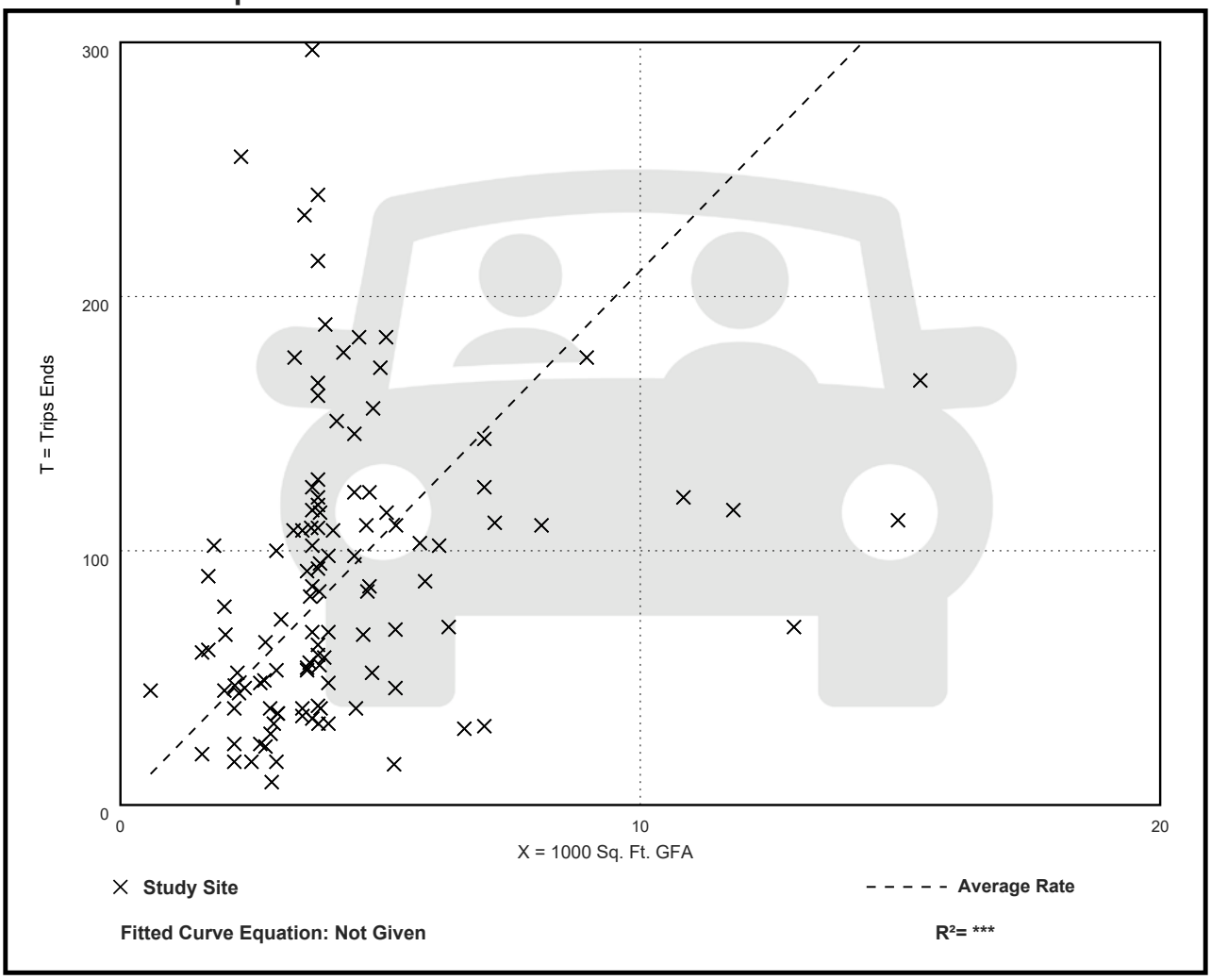
Drive-in Bank
(912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 114
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

October 12, 2021

Elise Purguette
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: ***Euclid Avenue @ Northwest Highway***
IDOT

Dear Mr. Purguette:

In response to a request made on your behalf and dated October 11, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Euclid Ave east of NW Highway	11,500	12,800
Euclid Ave west of NW Highway	14,900	16,600
NW Highway, @ Euclid Ave	15,800	19,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2021 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2021_CY_TrafficForecast\ArlingtonHeights\ck-127-21\ck-127-21.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Year 2021 Weekday Morning Peak Hour Conditions

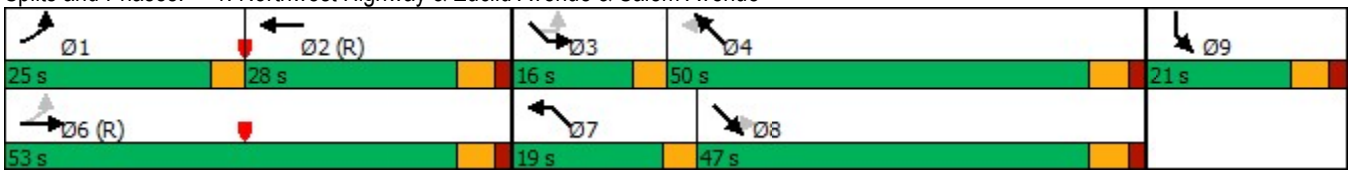
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	15	490	177	407	58	1	1	1	3	104	451	38
Future Volume (vph)	15	490	177	407	58	1	1	1	3	104	451	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%				0%	
Storage Length (ft)	0		0		0		0			210		0
Storage Lanes	0		0		0		1			1		0
Taper Length (ft)	25						25			200		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00						1.00		
Frt		0.961		0.981			0.932				0.988	
Flt Protected		0.999					0.976			0.950		
Satd. Flow (prot)	0	3352	0	3441	0	0	1728	0	0	1788	3372	0
Flt Permitted		0.937					0.976			0.488		
Satd. Flow (perm)	0	3144	0	3441	0	0	1728	0	0	917	3372	0
Right Turn on Red			No			No		No				No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		863		371			409				775	
Travel Time (s)		19.6		8.4			9.3				17.6	
Confl. Peds. (#/hr)						1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	2%	7%	0%	0%	0%	0%	1%	6%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%			0%				0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	725	0	496	0	0	2	0	0	114	520	0
Turn Type	pm+pt	NA		NA			Prot		custom	pm+pt	NA	
Protected Phases	1	6		2			9			3	8	
Permitted Phases	6								3	8		
Detector Phase	1	6		2			9		3	3	8	
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0		3.0	3.0	8.0	
Minimum Split (s)	9.5	37.0		24.0			21.0		9.5	9.5	24.0	
Total Split (s)	25.0	53.0		28.0			21.0		16.0	16.0	47.0	
Total Split (%)	17.9%	37.9%		20.0%			15.0%		11.4%	11.4%	33.6%	
Yellow Time (s)	3.5	4.0		4.0			4.0		3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		2.0			2.0		0.0	0.0	2.0	
Lost Time Adjust (s)		0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)		6.0		6.0			6.0			3.5	6.0	
Lead/Lag	Lead			Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes					Yes	Yes	Yes	
Recall Mode	None	C-Min		C-Min			None		None	None	None	
Act Effct Green (s)		75.5		75.5			5.8			46.0	32.5	
Actuated g/C Ratio		0.54		0.54			0.04			0.33	0.23	

Lane Group	NWL	NWT	NWR
Lane Configurations			
Traffic Volume (vph)	145	332	2
Future Volume (vph)	145	332	2
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)	220		0
Storage Lanes	1		0
Taper Length (ft)	145		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1752	3435	0
Flt Permitted	0.250		
Satd. Flow (perm)	461	3435	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		493	
Travel Time (s)		11.2	
Confl. Peds. (#/hr)			1
Confl. Bikes (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	3%	5%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)			
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	154	355	0
Turn Type	pm+pt	NA	
Protected Phases	7	4	
Permitted Phases	4		
Detector Phase	7	4	
Switch Phase			
Minimum Initial (s)	3.0	15.0	
Minimum Split (s)	11.0	36.0	
Total Split (s)	19.0	50.0	
Total Split (%)	13.6%	35.7%	
Yellow Time (s)	3.5	4.0	
All-Red Time (s)	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.5	6.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	
Act Effct Green (s)	52.0	35.6	
Actuated g/C Ratio	0.37	0.25	

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
v/c Ratio		0.43		0.27			0.03			0.31	0.66	
Control Delay		22.2		19.7			65.0			30.1	52.6	
Queue Delay		0.0		0.0			0.0			0.0	0.0	
Total Delay		22.2		19.7			65.0			30.1	52.6	
LOS		C		B			E			C	D	
Approach Delay		22.2		19.7			65.0				48.6	
Approach LOS		C		B			E				D	
Queue Length 50th (ft)		198		122			2			68	227	
Queue Length 95th (ft)		331		211			12			103	271	
Internal Link Dist (ft)		783		291			329				695	
Turn Bay Length (ft)										210		
Base Capacity (vph)		1695		1855			185			388	987	
Starvation Cap Reductn		0		0			0			0	0	
Spillback Cap Reductn		0		0			0			0	0	
Storage Cap Reductn		0		0			0			0	0	
Reduced v/c Ratio		0.43		0.27			0.01			0.29	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue



Lane Group	NWL	NWT	NWR
v/c Ratio	0.51	0.41	
Control Delay	34.9	44.1	
Queue Delay	0.0	0.0	
Total Delay	34.9	44.1	
LOS	C	D	
Approach Delay		41.3	
Approach LOS		D	
Queue Length 50th (ft)	94	141	
Queue Length 95th (ft)	135	177	
Internal Link Dist (ft)		413	
Turn Bay Length (ft)	220		
Base Capacity (vph)	315	1079	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.49	0.33	

Intersection Summary

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	500	0	5	426	67	2	5	3	22	18	44
Future Vol, veh/h	83	500	0	5	426	67	2	5	3	22	18	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	3	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	97	581	0	6	495	78	2	6	3	26	21	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	573	0	0	581	0	0	1357	1360	583	1328	1321	534
Stage 1	-	-	-	-	-	-	775	775	-	546	546	-
Stage 2	-	-	-	-	-	-	582	585	-	782	775	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1005	-	-	1003	-	-	127	150	516	133	158	550
Stage 1	-	-	-	-	-	-	394	411	-	526	521	-
Stage 2	-	-	-	-	-	-	502	501	-	390	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1005	-	-	1003	-	-	100	135	515	119	142	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	204	237	-	232	257	-
Stage 1	-	-	-	-	-	-	356	371	-	475	518	-
Stage 2	-	-	-	-	-	-	434	498	-	344	371	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	18.8	19.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	1005	-	-	1003	-	-	343
HCM Lane V/C Ratio	0.043	0.096	-	-	0.006	-	-	0.285
HCM Control Delay (s)	18.8	9	-	-	8.6	-	-	19.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.2

Capacity Analysis Summary Sheets

Year 2021 Weekday Evening Peak Hour Conditions

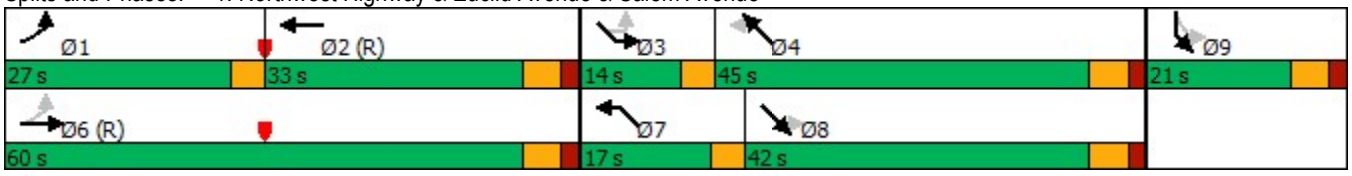
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
Lane Configurations												
Traffic Volume (vph)	29	474	200	520	76	2	5	5	5	2	1	59
Future Volume (vph)	29	474	200	520	76	2	5	5	5	2	1	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%				0%				
Storage Length (ft)	0		0		0			0	0			210
Storage Lanes	0		0		0			1	0			1
Taper Length (ft)	25							25				200
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00								1.00
Frt		0.957		0.981				0.946				
Flt Protected		0.998						0.971				0.950
Satd. Flow (prot)	0	3444	0	3483	0	0	0	1745	0	0	0	1753
Flt Permitted		0.895						0.971				0.242
Satd. Flow (perm)	0	3088	0	3483	0	0	0	1745	0	0	0	446
Right Turn on Red			No			No				No		
Satd. Flow (RTOR)												
Link Speed (mph)		30		30				30				
Link Distance (ft)		863		371				409				
Travel Time (s)		19.6		8.4				9.3				
Confl. Peds. (#/hr)	4				4	1					1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%				0%				
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	781	0	664	0	0	0	20	0	0	0	67
Turn Type	pm+pt	NA		NA			Perm	Prot			custom	pm+pt
Protected Phases	1	6		2				9				3
Permitted Phases	6						9				3	8
Detector Phase	1	6		2			9	9			3	3
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0	3.0			3.0	3.0
Minimum Split (s)	9.5	37.0		24.0			21.0	21.0			9.5	9.5
Total Split (s)	27.0	60.0		33.0			21.0	21.0			14.0	14.0
Total Split (%)	19.3%	42.9%		23.6%			15.0%	15.0%			10.0%	10.0%
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0			3.5	3.5
All-Red Time (s)	0.0	2.0		2.0			2.0	2.0			0.0	0.0
Lost Time Adjust (s)		0.0		0.0				0.0				0.0
Total Lost Time (s)		6.0		6.0				6.0				3.5
Lead/Lag	Lead			Lag							Lead	Lead
Lead-Lag Optimize?	Yes			Yes							Yes	Yes
Recall Mode	None	C-Min		C-Min			None	None			None	None
Act Effct Green (s)		72.5		72.5				7.2				41.3
Actuated g/C Ratio		0.52		0.52				0.05				0.30

Lane Group	SET	SER	NWL	NWT	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	406	33	200	575	5	6
Future Volume (vph)	406	33	200	575	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0	220		0	
Storage Lanes		0	1		0	
Taper Length (ft)			145			
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				1.00		
Frt	0.989			0.997		
Flt Protected			0.950			
Satd. Flow (prot)	3505	0	1805	3528	0	0
Flt Permitted			0.257			
Satd. Flow (perm)	3505	0	488	3528	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	775			493		
Travel Time (s)	17.6			11.2		
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	488	0	222	652	0	0
Turn Type	NA		pm+pt	NA		
Protected Phases	8		7	4		
Permitted Phases			4			
Detector Phase	8		7	4		
Switch Phase						
Minimum Initial (s)	8.0		3.0	15.0		
Minimum Split (s)	24.0		11.0	36.0		
Total Split (s)	42.0		17.0	45.0		
Total Split (%)	30.0%		12.1%	32.1%		
Yellow Time (s)	4.0		3.5	4.0		
All-Red Time (s)	2.0		0.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0		
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None		None	None		
Act Effct Green (s)	30.0		49.4	36.7		
Actuated g/C Ratio	0.21		0.35	0.26		

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
v/c Ratio		0.49		0.37				0.22				0.31
Control Delay		25.1		22.7				69.0				33.3
Queue Delay		0.0		0.0				0.0				0.0
Total Delay		25.1		22.7				69.0				33.3
LOS		C		C				E				C
Approach Delay		25.1		22.7				69.0				
Approach LOS		C		C				E				
Queue Length 50th (ft)		252		197				18				41
Queue Length 95th (ft)		352		277				46				72
Internal Link Dist (ft)		783		291				329				
Turn Bay Length (ft)												210
Base Capacity (vph)		1599		1804				186				235
Starvation Cap Reductn		0		0				0				0
Spillback Cap Reductn		0		0				0				0
Storage Cap Reductn		0		0				0				0
Reduced v/c Ratio		0.49		0.37				0.11				0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 37.7		Intersection LOS: D	
Intersection Capacity Utilization 86.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue



Lane Group	SET	SER	NWL	NWT	NWR	NWR2
v/c Ratio	0.65		0.74	0.71		
Control Delay	54.0		49.1	51.7		
Queue Delay	0.0		0.0	0.0		
Total Delay	54.0		49.1	51.7		
LOS	D		D	D		
Approach Delay	51.5			51.0		
Approach LOS	D			D		
Queue Length 50th (ft)	215		149	291		
Queue Length 95th (ft)	262		205	347		
Internal Link Dist (ft)	695			413		
Turn Bay Length (ft)			220			
Base Capacity (vph)	901		299	990		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.54		0.74	0.66		

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	522	3	2	550	31	0	9	5	28	21	37
Future Vol, veh/h	40	522	3	2	550	31	0	9	5	28	21	37
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	44	580	3	2	611	34	0	10	6	31	23	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	583	0	0	1334	1320	583	1312	1304	629
Stage 1	-	-	-	-	-	-	670	670	-	633	633	-
Stage 2	-	-	-	-	-	-	664	650	-	679	671	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	949	-	-	1001	-	-	132	158	516	137	162	486
Stage 1	-	-	-	-	-	-	450	459	-	471	476	-
Stage 2	-	-	-	-	-	-	453	468	-	445	458	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	948	-	-	1001	-	-	109	150	516	127	154	486
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	265	-	253	277	-
Stage 1	-	-	-	-	-	-	429	438	-	449	475	-
Stage 2	-	-	-	-	-	-	394	467	-	410	437	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	16.8	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	321	948	-	-	1001	-	-	327
HCM Lane V/C Ratio	0.048	0.047	-	-	0.002	-	-	0.292
HCM Control Delay (s)	16.8	9	-	-	8.6	-	-	20.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	1.2

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

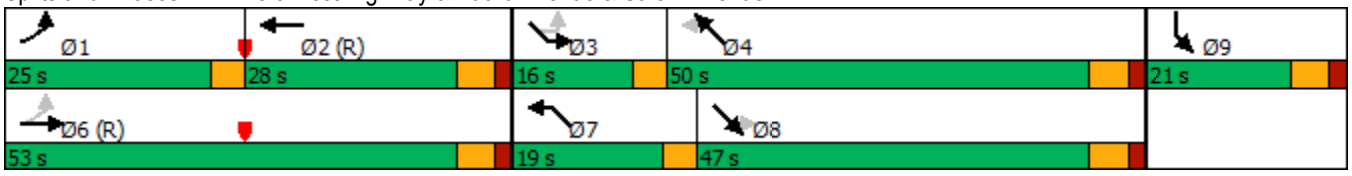
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	15	503	182	418	60	1	1	1	3	107	463	39
Future Volume (vph)	15	503	182	418	60	1	1	1	3	107	463	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%				0%	
Storage Length (ft)	0		0		0		0			210		0
Storage Lanes	0		0		0		1			1		0
Taper Length (ft)	25						25			200		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00						1.00		
Frt		0.961		0.981			0.932				0.988	
Flt Protected		0.999					0.976			0.950		
Satd. Flow (prot)	0	3352	0	3441	0	0	1728	0	0	1788	3372	0
Flt Permitted		0.937					0.976			0.481		
Satd. Flow (perm)	0	3144	0	3441	0	0	1728	0	0	904	3372	0
Right Turn on Red			No			No		No				No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		863		371			409				775	
Travel Time (s)		19.6		8.4			9.3				17.6	
Confl. Peds. (#/hr)						1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	2%	7%	0%	0%	0%	0%	1%	6%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%			0%				0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	745	0	510	0	0	2	0	0	117	534	0
Turn Type	pm+pt	NA		NA			Prot		custom	pm+pt	NA	
Protected Phases	1	6		2			9			3	8	
Permitted Phases	6								3	8		
Detector Phase	1	6		2			9		3	3	8	
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0		3.0	3.0	8.0	
Minimum Split (s)	9.5	37.0		24.0			21.0		9.5	9.5	24.0	
Total Split (s)	25.0	53.0		28.0			21.0		16.0	16.0	47.0	
Total Split (%)	17.9%	37.9%		20.0%			15.0%		11.4%	11.4%	33.6%	
Yellow Time (s)	3.5	4.0		4.0			4.0		3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		2.0			2.0		0.0	0.0	2.0	
Lost Time Adjust (s)		0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)		6.0		6.0			6.0			3.5	6.0	
Lead/Lag	Lead			Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes					Yes	Yes	Yes	
Recall Mode	None	C-Min		C-Min			None		None	None	None	
Act Effct Green (s)		74.7		74.7			5.8			46.8	33.2	
Actuated g/C Ratio		0.53		0.53			0.04			0.33	0.24	

Lane Group	NWL	NWT	NWR
Lane Configurations			
Traffic Volume (vph)	149	341	2
Future Volume (vph)	149	341	2
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)	220		0
Storage Lanes	1		0
Taper Length (ft)	145		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1752	3435	0
Flt Permitted	0.243		
Satd. Flow (perm)	448	3435	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		493	
Travel Time (s)		11.2	
Confl. Peds. (#/hr)			1
Confl. Bikes (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	3%	5%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)			
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	159	365	0
Turn Type	pm+pt	NA	
Protected Phases	7	4	
Permitted Phases	4		
Detector Phase	7	4	
Switch Phase			
Minimum Initial (s)	3.0	15.0	
Minimum Split (s)	11.0	36.0	
Total Split (s)	19.0	50.0	
Total Split (%)	13.6%	35.7%	
Yellow Time (s)	3.5	4.0	
All-Red Time (s)	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.5	6.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	
Act Effct Green (s)	52.9	36.3	
Actuated g/C Ratio	0.38	0.26	

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
v/c Ratio		0.44		0.28			0.03			0.32	0.67	
Control Delay		23.0		20.2			65.0			29.6	52.2	
Queue Delay		0.0		0.0			0.0			0.0	0.0	
Total Delay		23.0		20.2			65.0			29.6	52.2	
LOS		C		C			E			C	D	
Approach Delay		23.0		20.2			65.0				48.2	
Approach LOS		C		C			E				D	
Queue Length 50th (ft)		208		127			2			69	233	
Queue Length 95th (ft)		345		218			12			104	277	
Internal Link Dist (ft)		783		291			329				695	
Turn Bay Length (ft)										210		
Base Capacity (vph)		1677		1835			185			390	987	
Starvation Cap Reductn		0		0			0			0	0	
Spillback Cap Reductn		0		0			0			0	0	
Storage Cap Reductn		0		0			0			0	0	
Reduced v/c Ratio		0.44		0.28			0.01			0.30	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue



Lane Group	NWL	NWT	NWR
v/c Ratio	0.53	0.41	
Control Delay	34.8	43.6	
Queue Delay	0.0	0.0	
Total Delay	34.8	43.6	
LOS	C	D	
Approach Delay		41.0	
Approach LOS		D	
Queue Length 50th (ft)	96	144	
Queue Length 95th (ft)	138	181	
Internal Link Dist (ft)		413	
Turn Bay Length (ft)	220		
Base Capacity (vph)	314	1079	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.51	0.34	

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	513	0	5	437	69	2	5	3	23	18	45
Future Vol, veh/h	85	513	0	5	437	69	2	5	3	23	18	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	3	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	99	597	0	6	508	80	2	6	3	27	21	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	597	0	0	1392	1395	599	1362	1355	548
Stage 1	-	-	-	-	-	-	795	795	-	560	560	-
Stage 2	-	-	-	-	-	-	597	600	-	802	795	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	992	-	-	989	-	-	121	143	505	126	151	540
Stage 1	-	-	-	-	-	-	384	402	-	516	514	-
Stage 2	-	-	-	-	-	-	493	493	-	381	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	989	-	-	94	128	504	113	135	540
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	230	-	225	250	-
Stage 1	-	-	-	-	-	-	346	362	-	464	511	-
Stage 2	-	-	-	-	-	-	424	490	-	334	362	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	19.3	20.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	264	992	-	-	989	-	-	334
HCM Lane V/C Ratio	0.044	0.1	-	-	0.006	-	-	0.299
HCM Control Delay (s)	19.3	9	-	-	8.7	-	-	20.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.2

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

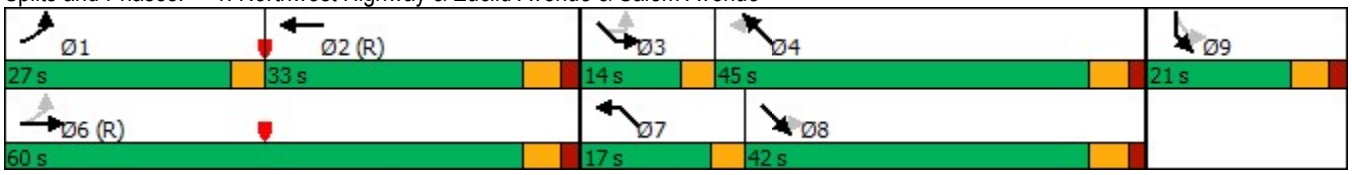
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
Lane Configurations												
Traffic Volume (vph)	30	486	205	534	78	2	5	5	5	2	1	61
Future Volume (vph)	30	486	205	534	78	2	5	5	5	2	1	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%				0%				
Storage Length (ft)	0		0		0			0	0			210
Storage Lanes	0		0		0			1	0			1
Taper Length (ft)	25							25				200
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00								1.00
Frt		0.957		0.980				0.946				
Flt Protected		0.998						0.971				0.950
Satd. Flow (prot)	0	3444	0	3479	0	0	0	1745	0	0	0	1753
Flt Permitted		0.892						0.971				0.229
Satd. Flow (perm)	0	3078	0	3479	0	0	0	1745	0	0	0	422
Right Turn on Red			No			No				No		
Satd. Flow (RTOR)												
Link Speed (mph)		30		30				30				
Link Distance (ft)		863		371				409				
Travel Time (s)		19.6		8.4				9.3				
Confl. Peds. (#/hr)	4				4	1					1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%				0%				
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	801	0	682	0	0	0	20	0	0	0	69
Turn Type	pm+pt	NA		NA			Perm	Prot			custom	pm+pt
Protected Phases	1	6		2				9				3
Permitted Phases	6						9				3	8
Detector Phase	1	6		2			9	9			3	3
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0	3.0			3.0	3.0
Minimum Split (s)	9.5	37.0		24.0			21.0	21.0			9.5	9.5
Total Split (s)	27.0	60.0		33.0			21.0	21.0			14.0	14.0
Total Split (%)	19.3%	42.9%		23.6%			15.0%	15.0%			10.0%	10.0%
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0			3.5	3.5
All-Red Time (s)	0.0	2.0		2.0			2.0	2.0			0.0	0.0
Lost Time Adjust (s)		0.0		0.0				0.0				0.0
Total Lost Time (s)		6.0		6.0				6.0				3.5
Lead/Lag	Lead			Lag							Lead	Lead
Lead-Lag Optimize?	Yes			Yes							Yes	Yes
Recall Mode	None	C-Min		C-Min			None	None			None	None
Act Effct Green (s)		72.2		72.2				7.2				41.7
Actuated g/C Ratio		0.52		0.52				0.05				0.30

Lane Group	SET	SER	NWL	NWT	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	417	34	205	590	5	6
Future Volume (vph)	417	34	205	590	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0	220		0	
Storage Lanes		0	1		0	
Taper Length (ft)			145			
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				1.00		
Frt	0.989			0.997		
Flt Protected			0.950			
Satd. Flow (prot)	3505	0	1805	3528	0	0
Flt Permitted			0.249			
Satd. Flow (perm)	3505	0	473	3528	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	775			493		
Travel Time (s)	17.6			11.2		
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	501	0	228	669	0	0
Turn Type	NA		pm+pt	NA		
Protected Phases	8		7	4		
Permitted Phases			4			
Detector Phase	8		7	4		
Switch Phase						
Minimum Initial (s)	8.0		3.0	15.0		
Minimum Split (s)	24.0		11.0	36.0		
Total Split (s)	42.0		17.0	45.0		
Total Split (%)	30.0%		12.1%	32.1%		
Yellow Time (s)	4.0		3.5	4.0		
All-Red Time (s)	2.0		0.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0		
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None		None	None		
Act Effct Green (s)	30.4		49.7	37.0		
Actuated g/C Ratio	0.22		0.36	0.26		

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
v/c Ratio		0.51		0.38				0.22				0.33
Control Delay		25.6		23.0				69.0				33.5
Queue Delay		0.0		0.0				0.0				0.0
Total Delay		25.6		23.0				69.0				33.5
LOS		C		C				E				C
Approach Delay		25.6		23.0				69.0				
Approach LOS		C		C				E				
Queue Length 50th (ft)		262		205				18				42
Queue Length 95th (ft)		363		286				46				73
Internal Link Dist (ft)		783		291				329				
Turn Bay Length (ft)												210
Base Capacity (vph)		1586		1793				186				230
Starvation Cap Reductn		0		0				0				0
Spillback Cap Reductn		0		0				0				0
Storage Cap Reductn		0		0				0				0
Reduced v/c Ratio		0.51		0.38				0.11				0.30

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 38.2		Intersection LOS: D	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue



Lane Group	SET	SER	NWL	NWT	NWR	NWR2
v/c Ratio	0.66		0.77	0.72		
Control Delay	54.1		51.3	52.0		
Queue Delay	0.0		0.0	0.0		
Total Delay	54.1		51.3	52.0		
LOS	D		D	D		
Approach Delay	51.6			51.8		
Approach LOS	D			D		
Queue Length 50th (ft)	221		153	300		
Queue Length 95th (ft)	269		#216	357		
Internal Link Dist (ft)	695			413		
Turn Bay Length (ft)			220			
Base Capacity (vph)	901		296	992		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.56		0.77	0.67		

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	536	3	2	564	32	0	9	5	29	21	38
Future Vol, veh/h	41	536	3	2	564	32	0	9	5	29	21	38
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	46	596	3	2	627	36	0	10	6	32	23	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	599	0	0	1372	1358	599	1349	1341	646
Stage 1	-	-	-	-	-	-	690	690	-	650	650	-
Stage 2	-	-	-	-	-	-	682	668	-	699	691	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	935	-	-	988	-	-	124	150	505	129	154	475
Stage 1	-	-	-	-	-	-	439	449	-	461	468	-
Stage 2	-	-	-	-	-	-	443	459	-	434	449	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	934	-	-	988	-	-	101	142	505	119	146	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	216	256	-	244	270	-
Stage 1	-	-	-	-	-	-	417	427	-	438	467	-
Stage 2	-	-	-	-	-	-	383	458	-	398	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	17.2	21.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	934	-	-	988	-	-	318
HCM Lane V/C Ratio	0.05	0.049	-	-	0.002	-	-	0.307
HCM Control Delay (s)	17.2	9.1	-	-	8.7	-	-	21.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.3

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

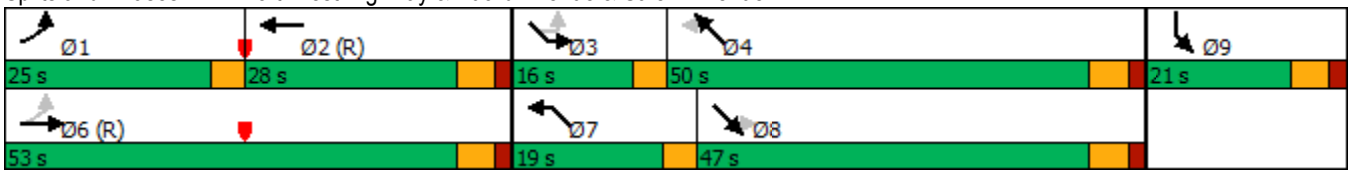
Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
Lane Configurations												
Traffic Volume (vph)	15	506	185	418	60	1	1	1	3	110	466	39
Future Volume (vph)	15	506	185	418	60	1	1	1	3	110	466	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%			0%				0%	
Storage Length (ft)	0		0		0		0			210		0
Storage Lanes	0		0		0		1			1		0
Taper Length (ft)	25						25			200		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				1.00						1.00		
Frt		0.961		0.981			0.932				0.989	
Flt Protected		0.999					0.976			0.950		
Satd. Flow (prot)	0	3352	0	3441	0	0	1728	0	0	1788	3375	0
Flt Permitted		0.937					0.976			0.476		
Satd. Flow (perm)	0	3144	0	3441	0	0	1728	0	0	894	3375	0
Right Turn on Red			No			No		No				No
Satd. Flow (RTOR)												
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		863		371			409				775	
Travel Time (s)		19.6		8.4			9.3				17.6	
Confl. Peds. (#/hr)						1			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	2%	7%	0%	0%	0%	0%	1%	6%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%			0%				0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	751	0	510	0	0	2	0	0	120	537	0
Turn Type	pm+pt	NA		NA			Prot		custom	pm+pt	NA	
Protected Phases	1	6		2			9			3	8	
Permitted Phases	6								3	8		
Detector Phase	1	6		2			9		3	3	8	
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0		3.0	3.0	8.0	
Minimum Split (s)	9.5	37.0		24.0			21.0		9.5	9.5	24.0	
Total Split (s)	25.0	53.0		28.0			21.0		16.0	16.0	47.0	
Total Split (%)	17.9%	37.9%		20.0%			15.0%		11.4%	11.4%	33.6%	
Yellow Time (s)	3.5	4.0		4.0			4.0		3.5	3.5	4.0	
All-Red Time (s)	0.0	2.0		2.0			2.0		0.0	0.0	2.0	
Lost Time Adjust (s)		0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)		6.0		6.0			6.0			3.5	6.0	
Lead/Lag	Lead			Lag					Lead	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes					Yes	Yes	Yes	
Recall Mode	None	C-Min		C-Min			None		None	None	None	
Act Effct Green (s)		74.5		74.5			5.8			46.9	33.3	
Actuated g/C Ratio		0.53		0.53			0.04			0.34	0.24	

Lane Group	NWL	NWT	NWR
Lane Configurations			
Traffic Volume (vph)	153	346	2
Future Volume (vph)	153	346	2
Ideal Flow (vphpl)	1900	1900	1900
Lane Width (ft)	12	12	12
Grade (%)		0%	
Storage Length (ft)	220		0
Storage Lanes	1		0
Taper Length (ft)	145		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor		1.00	
Frt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1752	3435	0
Flt Permitted	0.241		
Satd. Flow (perm)	445	3435	0
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)		30	
Link Distance (ft)		493	
Travel Time (s)		11.2	
Confl. Peds. (#/hr)			1
Confl. Bikes (#/hr)			
Peak Hour Factor	0.94	0.94	0.94
Growth Factor	100%	100%	100%
Heavy Vehicles (%)	3%	5%	0%
Bus Blockages (#/hr)	0	0	0
Parking (#/hr)			
Mid-Block Traffic (%)		0%	
Shared Lane Traffic (%)			
Lane Group Flow (vph)	163	370	0
Turn Type	pm+pt	NA	
Protected Phases	7	4	
Permitted Phases	4		
Detector Phase	7	4	
Switch Phase			
Minimum Initial (s)	3.0	15.0	
Minimum Split (s)	11.0	36.0	
Total Split (s)	19.0	50.0	
Total Split (%)	13.6%	35.7%	
Yellow Time (s)	3.5	4.0	
All-Red Time (s)	0.0	2.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.5	6.0	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	
Act Effct Green (s)	53.1	36.4	
Actuated g/C Ratio	0.38	0.26	

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL	SBR2	SEL2	SEL	SET	SER
v/c Ratio		0.45		0.28			0.03			0.32	0.67	
Control Delay		23.1		20.3			65.0			29.7	52.2	
Queue Delay		0.0		0.0			0.0			0.0	0.0	
Total Delay		23.1		20.3			65.0			29.7	52.2	
LOS		C		C			E			C	D	
Approach Delay		23.1		20.3			65.0				48.1	
Approach LOS		C		C			E				D	
Queue Length 50th (ft)		210		127			2			71	234	
Queue Length 95th (ft)		349		218			12			106	278	
Internal Link Dist (ft)		783		291			329				695	
Turn Bay Length (ft)										210		
Base Capacity (vph)		1673		1831			185			388	988	
Starvation Cap Reductn		0		0			0			0	0	
Spillback Cap Reductn		0		0			0			0	0	
Storage Cap Reductn		0		0			0			0	0	
Reduced v/c Ratio		0.45		0.28			0.01			0.31	0.54	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.2		Intersection LOS: C	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue



Lane Group	NWL	NWT	NWR
v/c Ratio	0.54	0.41	
Control Delay	35.1	43.7	
Queue Delay	0.0	0.0	
Total Delay	35.1	43.7	
LOS	D	D	
Approach Delay		41.0	
Approach LOS		D	
Queue Length 50th (ft)	99	146	
Queue Length 95th (ft)	140	183	
Internal Link Dist (ft)		413	
Turn Bay Length (ft)	220		
Base Capacity (vph)	314	1079	
Starvation Cap Reductn	0	0	
Spillback Cap Reductn	0	0	
Storage Cap Reductn	0	0	
Reduced v/c Ratio	0.52	0.34	

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	517	3	5	442	69	2	5	3	23	18	46
Future Vol, veh/h	86	517	3	5	442	69	2	5	3	23	18	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	1	3	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	100	601	3	6	514	80	2	6	3	27	21	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	604	0	0	1406	1409	605	1375	1370	554
Stage 1	-	-	-	-	-	-	803	803	-	566	566	-
Stage 2	-	-	-	-	-	-	603	606	-	809	804	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	984	-	-	118	140	501	124	148	536
Stage 1	-	-	-	-	-	-	380	399	-	513	511	-
Stage 2	-	-	-	-	-	-	489	490	-	377	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	984	-	-	91	125	500	111	132	536
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	227	-	222	247	-
Stage 1	-	-	-	-	-	-	342	359	-	461	508	-
Stage 2	-	-	-	-	-	-	419	487	-	330	358	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.1	19.5	20.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	987	-	-	984	-	-	332
HCM Lane V/C Ratio	0.045	0.101	-	-	0.006	-	-	0.305
HCM Control Delay (s)	19.5	9.1	-	-	8.7	-	-	20.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	598	6	6	484	0	8
Future Vol, veh/h	598	6	6	484	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	3	0	0
Mvmt Flow	629	6	6	509	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	635	0	-	632
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	958	-	0	484
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	958	-	-	484
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	958	-
HCM Lane V/C Ratio	0.017	-	-	0.007	-
HCM Control Delay (s)	12.6	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	652	492	0	0	9
Future Vol, veh/h	0	652	492	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	5	0	0	0
Mvmt Flow	0	686	518	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	259
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	746
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	746
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	746
HCM Lane V/C Ratio	-	-	0.013
HCM Control Delay (s)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	646	492	6	0	0
Future Vol, veh/h	6	646	492	6	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	6	5	0	0	0
Mvmt Flow	6	680	518	6	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	524	0	-	0	873	262
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1053	-	-	-	293	743
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1053	-	-	-	290	743
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	689	-

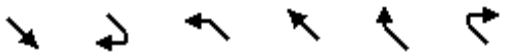
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1053	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.4	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
Lane Configurations												
Traffic Volume (vph)	30	492	210	534	78	2	5	5	5	2	1	66
Future Volume (vph)	30	492	210	534	78	2	5	5	5	2	1	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%		0%				0%				
Storage Length (ft)	0		0		0			0	0			210
Storage Lanes	0		0		0			1	0			1
Taper Length (ft)	25							25				200
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00								1.00
Frt		0.957		0.980				0.946				
Flt Protected		0.998						0.971				0.950
Satd. Flow (prot)	0	3444	0	3479	0	0	0	1745	0	0	0	1753
Flt Permitted		0.893						0.971				0.220
Satd. Flow (perm)	0	3081	0	3479	0	0	0	1745	0	0	0	406
Right Turn on Red			No			No				No		
Satd. Flow (RTOR)												
Link Speed (mph)		30		30				30				
Link Distance (ft)		863		371				409				
Travel Time (s)		19.6		8.4				9.3				
Confl. Peds. (#/hr)	4				4	1					1	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		0%				0%				
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	813	0	682	0	0	0	20	0	0	0	74
Turn Type	pm+pt	NA		NA			Perm	Prot			custom	pm+pt
Protected Phases	1	6		2				9				3
Permitted Phases	6						9				3	8
Detector Phase	1	6		2			9	9			3	3
Switch Phase												
Minimum Initial (s)	3.0	8.0		15.0			3.0	3.0			3.0	3.0
Minimum Split (s)	9.5	37.0		24.0			21.0	21.0			9.5	9.5
Total Split (s)	27.0	60.0		33.0			21.0	21.0			14.0	14.0
Total Split (%)	19.3%	42.9%		23.6%			15.0%	15.0%			10.0%	10.0%
Yellow Time (s)	3.5	4.0		4.0			4.0	4.0			3.5	3.5
All-Red Time (s)	0.0	2.0		2.0			2.0	2.0			0.0	0.0
Lost Time Adjust (s)		0.0		0.0				0.0				0.0
Total Lost Time (s)		6.0		6.0				6.0				3.5
Lead/Lag	Lead			Lag							Lead	Lead
Lead-Lag Optimize?	Yes			Yes							Yes	Yes
Recall Mode	None	C-Min		C-Min			None	None			None	None
Act Effct Green (s)		71.9		71.9				7.2				42.2
Actuated g/C Ratio		0.51		0.51				0.05				0.30

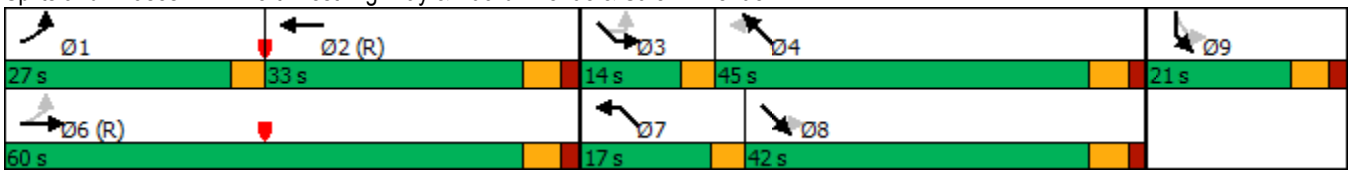


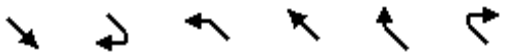
Lane Group	SET	SER	NWL	NWT	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	423	34	216	601	5	6
Future Volume (vph)	423	34	216	601	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		
Storage Length (ft)		0	220		0	
Storage Lanes		0	1		0	
Taper Length (ft)			145			
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				1.00		
Frt	0.989			0.997		
Flt Protected			0.950			
Satd. Flow (prot)	3505	0	1805	3528	0	0
Flt Permitted			0.245			
Satd. Flow (perm)	3505	0	466	3528	0	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	30			30		
Link Distance (ft)	775			493		
Travel Time (s)	17.6			11.2		
Confl. Peds. (#/hr)						1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	508	0	240	681	0	0
Turn Type	NA		pm+pt	NA		
Protected Phases	8		7	4		
Permitted Phases			4			
Detector Phase	8		7	4		
Switch Phase						
Minimum Initial (s)	8.0		3.0	15.0		
Minimum Split (s)	24.0		11.0	36.0		
Total Split (s)	42.0		17.0	45.0		
Total Split (%)	30.0%		12.1%	32.1%		
Yellow Time (s)	4.0		3.5	4.0		
All-Red Time (s)	2.0		0.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.0		3.5	6.0		
Lead/Lag	Lag		Lead	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None		None	None		
Act Effct Green (s)	30.7		50.0	37.1		
Actuated g/C Ratio	0.22		0.36	0.26		

Lane Group	EBL	EBT	EBR	WBT	WBR	WBR2	SBL2	SBL	SBR	SBR2	SEL2	SEL
v/c Ratio		0.51		0.38				0.22				0.35
Control Delay		26.0		23.2				69.0				33.9
Queue Delay		0.0		0.0				0.0				0.0
Total Delay		26.0		23.2				69.0				33.9
LOS		C		C				E				C
Approach Delay		26.0		23.2				69.0				
Approach LOS		C		C				E				
Queue Length 50th (ft)		268		206				18				45
Queue Length 95th (ft)		371		286				46				77
Internal Link Dist (ft)		783		291				329				
Turn Bay Length (ft)												210
Base Capacity (vph)		1581		1786				186				227
Starvation Cap Reductn		0		0				0				0
Spillback Cap Reductn		0		0				0				0
Storage Cap Reductn		0		0				0				0
Reduced v/c Ratio		0.51		0.38				0.11				0.33

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 38.8		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Northwest Highway & Euclid Avenue & Salem Avenue





Lane Group	SET	SER	NWL	NWT	NWR	NWR2
v/c Ratio	0.66		0.81	0.73		
Control Delay	54.0		55.6	52.3		
Queue Delay	0.0		0.0	0.0		
Total Delay	54.0		55.6	52.3		
LOS	D		E	D		
Approach Delay	51.4			53.1		
Approach LOS	D			D		
Queue Length 50th (ft)	224		161	306		
Queue Length 95th (ft)	273		#244	364		
Internal Link Dist (ft)	695			413		
Turn Bay Length (ft)			220			
Base Capacity (vph)	901		295	993		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.56		0.81	0.69		

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	548	10	2	573	32	0	9	5	29	21	40
Future Vol, veh/h	43	548	10	2	573	32	0	9	5	29	21	40
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	105	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	48	609	11	2	637	36	0	10	6	32	23	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	620	0	0	1404	1389	616	1380	1376	656
Stage 1	-	-	-	-	-	-	711	711	-	660	660	-
Stage 2	-	-	-	-	-	-	693	678	-	720	716	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	927	-	-	970	-	-	118	144	494	123	146	469
Stage 1	-	-	-	-	-	-	427	439	-	455	463	-
Stage 2	-	-	-	-	-	-	437	455	-	422	437	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	926	-	-	970	-	-	95	136	494	113	138	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	250	-	237	261	-
Stage 1	-	-	-	-	-	-	405	416	-	431	462	-
Stage 2	-	-	-	-	-	-	375	454	-	386	414	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	17.5	21.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	926	-	-	970	-	-	312
HCM Lane V/C Ratio	0.051	0.052	-	-	0.002	-	-	0.321
HCM Control Delay (s)	17.5	9.1	-	-	8.7	-	-	21.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	580	11	11	602	0	21
Future Vol, veh/h	580	11	11	602	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	611	12	12	634	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	623	0	-	617
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	968	-	0	494
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	968	-	-	494
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	494	-	-	968	-
HCM Lane V/C Ratio	0.045	-	-	0.012	-
HCM Control Delay (s)	12.6	-	-	8.8	0.1
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	638	806	0	0	22
Future Vol, veh/h	0	638	806	0	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	672	848	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	424
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	0	579
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	579
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	579
HCM Lane V/C Ratio	-	-	0.04
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	627	806	0	0	0
Future Vol, veh/h	11	627	806	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	660	848	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	848	0	-	0	1202	424
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	354	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	785	-	-	-	177	579
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	785	-	-	-	173	579
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	681	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	0
HCM LOS			A

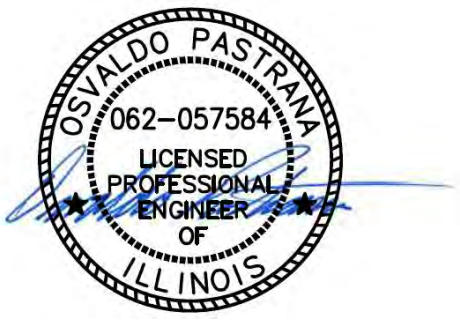
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	785	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	-	-
HCM Control Delay (s)	9.7	0.1	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

CivWorks Consulting, LLC

3343 N. Neva Ave
Chicago, IL 60634
: (312) 637-9570
: (312) 637-9454
: info@civworks.com
: www.civworks.com

FINAL STORMWATER MANAGEMENT ANALYSIS
PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY
VILLAGE OF ARLINGTON HEIGHTS, IL 60004

Prepared: December 10, 2021



DATE: 12-10-2021
EXPIRES: 02-28-2022

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- F. EDC: EXISTING DRAINAGE CONDITIONS
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PART I - SUMMARY

INTRODUCTION

The Proposed Bank Development will be a new approximately 4,177 sf bank building and associated three drive-thru aisles and 15-space parking lot. The Project will be developed on a 0.554-acre parcel located in the southeast quarter of Section 30, Township 42 North, Range 11 East of the Third Principal Meridian in the Village of Arlington Heights, Cook County, IL. The common address of the property is 630 W. Northwest Highway, Arlington Heights, IL 60004. The parcel is generally bounded by Euclid Avenue to the north, commercial/retail to the east and west, a single residential lot also to the east, commercial/retail to the southeast and Northwest Highway to the southwest.

This report has been prepared for the purpose of providing a discussion of the methodology used and the design assumptions considered in managing the drainage across this site.

EXISTING CONDITIONS

As shown on Civil Engineering Plans (the Plans), the site currently consists of an existing 8,089 sf one story brick commercial building and 14-space parking lot. The building is currently vacant and was previously used as an auto repair facility. As a result of this prior usage, the site has a history of underground storage tank usage and LUST incidents. The site is currently 100 percent impervious surface and does not have any existing detention storage or storm collection structures on-site.

As further noted on the Plans and on exhibit "EDC – Existing Drainage Conditions" located in Part II of this report, the site currently drains un-detained in two directions. There is a summit at the approximate center of the site that sends runoff from 0.212 acres north towards Euclid Avenue and the remaining 0.342 acres are directed south towards Northwest Highway. Runoff from these areas is then collected in an existing underground storm sewer system along the roadways or continues off-site along existing overflow locations depending on the severity of the storm event.

As further noted on exhibit EDC, the calculated un-detained existing 100-yr runoff to Euclid Avenue is 2.49 CFS and 4.02 CFS to Northwest Highway.

PROPOSED CONDITIONS

As can be seen on the Plans and as previously described, in the proposed with-development conditions, the site will consist of a new approximately 4,177 sf bank building and associated three

drive-thru aisles and 15-space parking lot. Runoff from the proposed improvements will be collected in a new oversized underground storm sewer system and released via an outlet control structure with the Village's minimum allowed 2" restrictor orifice into the existing storm sewer along Northwest Highway.

The Village of Arlington Heights Stormwater Regulations require that detention be provided for all new development and re-development using an allowable release rate of 0.18 CFS/AC. As noted on the rational method calculation sheet located in Part II of this report, with an allowable release rate of 0.099 CFS the proposed improvements would require approximately 0.24 AC-FT (10,455 CF) of detention volume. The Village stormwater regulations limit the minimum restrictor size to 2". Based on the size of the site being just over half an acre, the restrictor necessary to provide the allowable release rate would be smaller than 2".

There are several site constraints that make it unfeasible to provide the required detention for this site. The previously mentioned environmental concerns caused by the historical UST's. Because of this prior possible contamination, site excavation and dirt movement should be minimized as much as possible which would not be the case by having to install a significant underground detention system. The site appears to be at a high spot in the Village and as such the storm sewer systems along Euclid and Northwest Highway that are available to connect to are very shallow. Because of how shallow the connection points are, it is not possible to provide an underground detention system with more than 2' of elevation change and still maintain appropriate cover over the system. This would require a shallow plastic pipe or arch system to be installed beneath the majority of the site, including the drive-aisles and parking areas. The Village requires that any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. Because of the shallow connection point and minimal cover over the systems that would result, it is not possible to find a pre-manufactured system that would be able to support that loading. A deep underground system with stormwater pumps would also not be possible for this site due to a relatively shallow ground elevation based on prior and recent soil borings.

As a result of the previously noted challenges, the design proposed to control the runoff in the following fashion: As noted on the plans and storm sewer calculations located in Part II of this report, the proposed storm sewer pipes have been upsized to provide as much volume storage as possible and maintain a minimum of 1' of cover over the pipes. This upsizing will result in available storage volume of 1,287 CF. This design also allows for the use of the minimum allowed 2" restrictor without surcharging the system or overtopping any of the structures. The 100-year storm would be fully collected and contained within the pipes and the release into the existing sewer along Northwest Highway would be controlled by the outlet control structure with the 2" restrictor. To prevent clogging of the restrictor, the outlet control structure design incorporates a perforated standpipe as noted on the detail on the plans. This standpipe configuration has been used successfully on many projects throughout Illinois to prevent clogging of small size restrictor configurations.

As noted on Exhibit PDC-Proposed Drainage Conditions, the final improvements will result in three separate sub-areas. Subarea-1 will be a very small area at the northeast corner that cannot be directed to the proposed storm sewer and would runoff undetained to Euclid Avenue. This small undetained drainage area will have a 100-YR flow to Euclid of 0.08 CFS which is significantly less than the 2.49 CFS flow under existing conditions. Subarea-2 includes the majority of the site (0.53 acres) which will be directed to and contained within the proposed underground storm sewer system. This system would release a 100-YR flow of 0.172 CFS through the 2" restrictor directly into the existing Northwest Highway storm sewer system. Subarea-3 would be a small undetained area that would sheet flow directly to Northwest Highway. This area will generate a 100-YR flow to Northwest Highway of 0.09 CFS. When combined with the controlled release, the total flow to Northwest Highway by the proposed improvement will be 0.262 CFS which is significantly less than the 4.02 CFS

Although the total calculated detention volume cannot be provided due to site constraints, the calculations show that the maximized amount of provided storage will be able to safely collect, contain and release the site runoff without surcharging or overtopping any structure or causing any detrimental impacts to downstream properties. As the calculations show the viability of the proposed design, the development team will request that the Village allow a variance for the reduced detention volume and consider a fee-in-lieu of amount for the remaining detention volume that cannot be provided.

UNDERGROUND STORM SEWER DESIGN

The proposed underground storm sewer system for the project was designed with enough capacity to collect, contain and pass the 100-year storm without overtopping any of the structures. Please refer to the storm sewer design spreadsheets included in Part II of this report for all calculations. All design rainfall events are based on the Illinois State Water Survey's Bulletin 75 values for Northeast Illinois.

Furthermore, as previously noted, because the runoff needs to be collected and stored within the proposed underground detention system, an analysis was performed to demonstrate that the storm sewer system with 2" restrictor will function properly without overtopping any of the structures during the 100-yr storm event.

WETLANDS

As shown in Exhibit WL-1 National Wetland Inventory Map included in Part II of this report, there do not appear to be any wetlands in the vicinity of the project location.

FLOODPLAIN

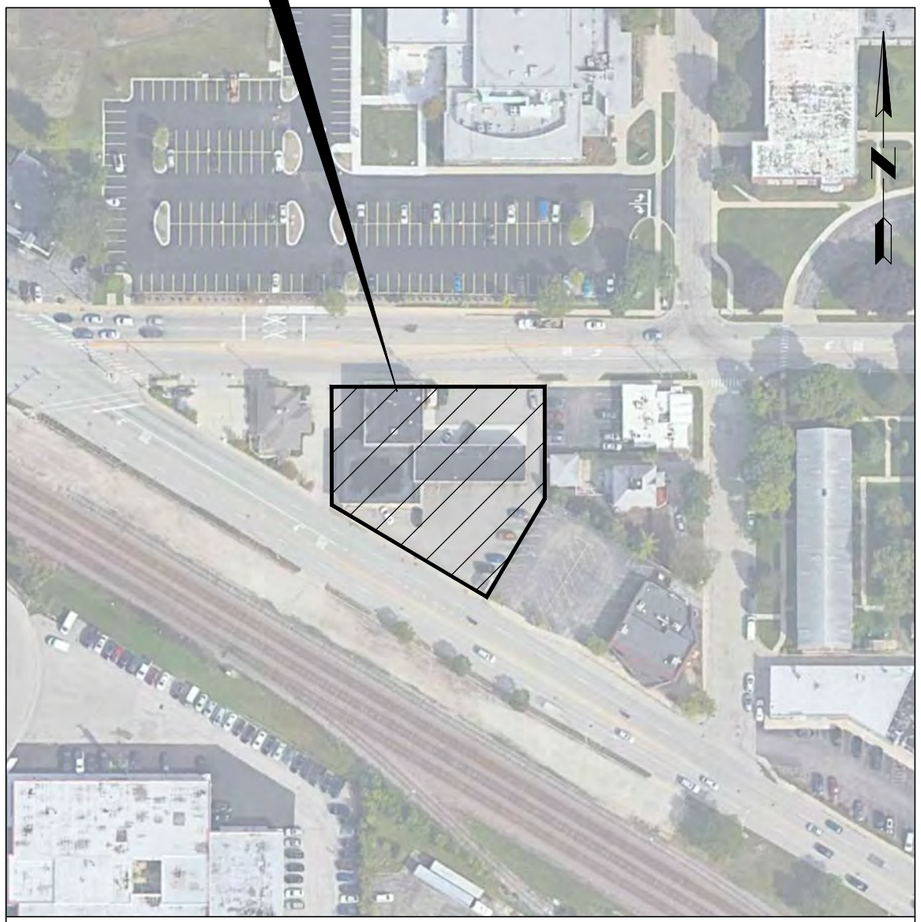
As shown on Exhibit FM-1 FEMA Flood Insurance Rate Map included in Part II of this report, in accordance with FIRM Panel 17031C0203J with effective date of August 19, 2008 there is no regulatory floodplain or floodway on the subject property.

CONCLUSION

The proposed drainage improvements, underground storm sewer and detention system for the Proposed Bank Development described in this report have been designed to collect, convey and manage accumulated runoff from the project in substantial accordance with the Stormwater Regulations. It is our professional opinion that this report and the exhibits and technical analyses presented herein demonstrate that this Proposed Bank Development, when fully constructed, will meet the intent of the current stormwater management requirements, will present no detrimental impacts downstream or to adjacent properties and should be granted approval.

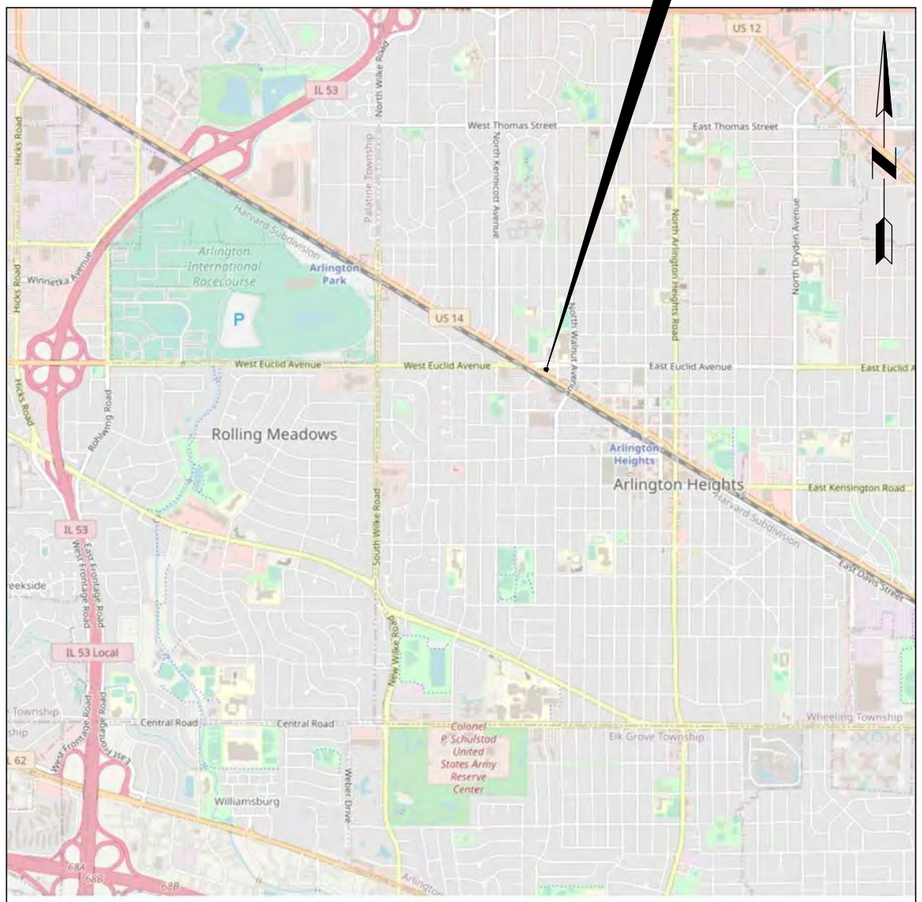
PART II – EXHIBITS

PROJECT LOCATION



AERIAL MAP N.T.S.

PROJECT LOCATION



VICINITY MAP N.T.S.

REVISIONS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CivWorks Consulting, LLC

3343 N. NEVA AVE.
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SITE LOCATION MAPS

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. SL-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022

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CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
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Web: www.civworks.com

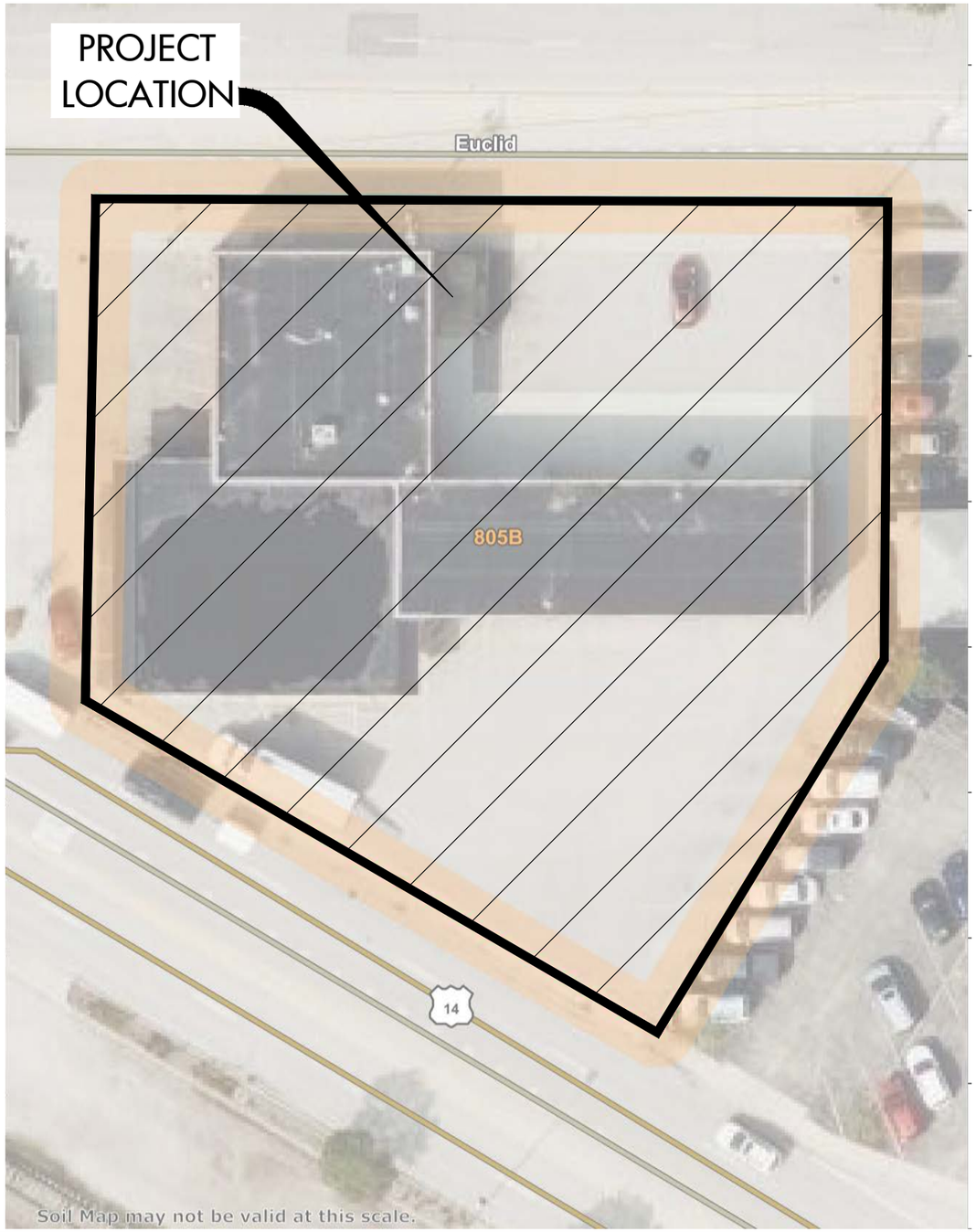
USGS TOPOGRAPHIC SURVEY

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. TS-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022



Map Unit Legend	
805B	Orthents, clayey, undulating

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CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
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Web: www.civworks.com

NRCS SOILS MAP

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO.

SM-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0203J

FIRM

FLOOD INSURANCE RATE MAP

COOK COUNTY, ILLINOIS

AND INCORPORATED AREAS

PANEL 203 OF 832

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ARLINGTON HEIGHTS, VILLAGE OF	170056	0203	J
MOUNT PROSPECT, VILLAGE OF	170129	0203	J

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 17031C0203J

MAP REVISED AUGUST 19, 2008

Federal Emergency Management Agency

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CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CivWorks Consulting, LLC

3343 N. NEVA AVE.
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

FEMA FLOOD INSURANCE RATE MAP

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. FM-1

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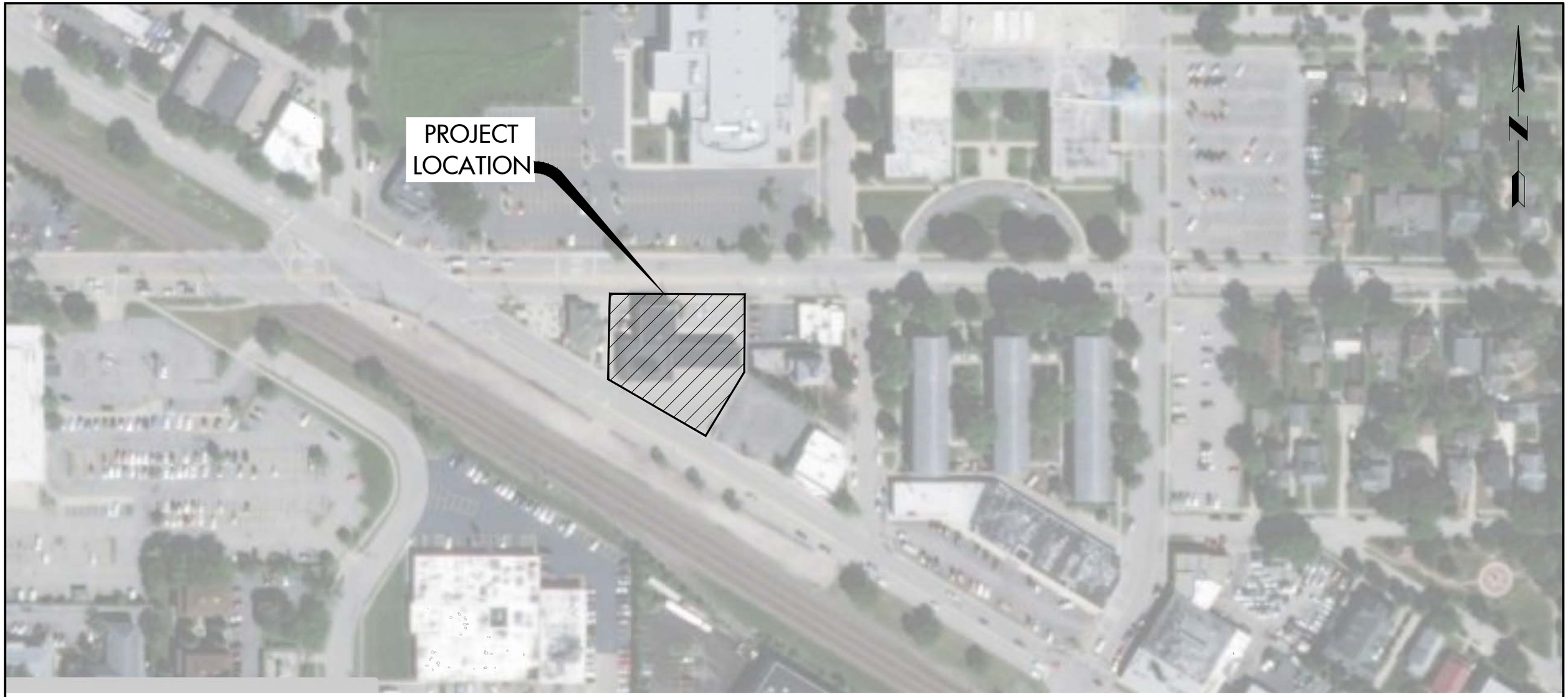

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

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CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CivWorks Consulting, LLC

3343 N. NEVA AVE.
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

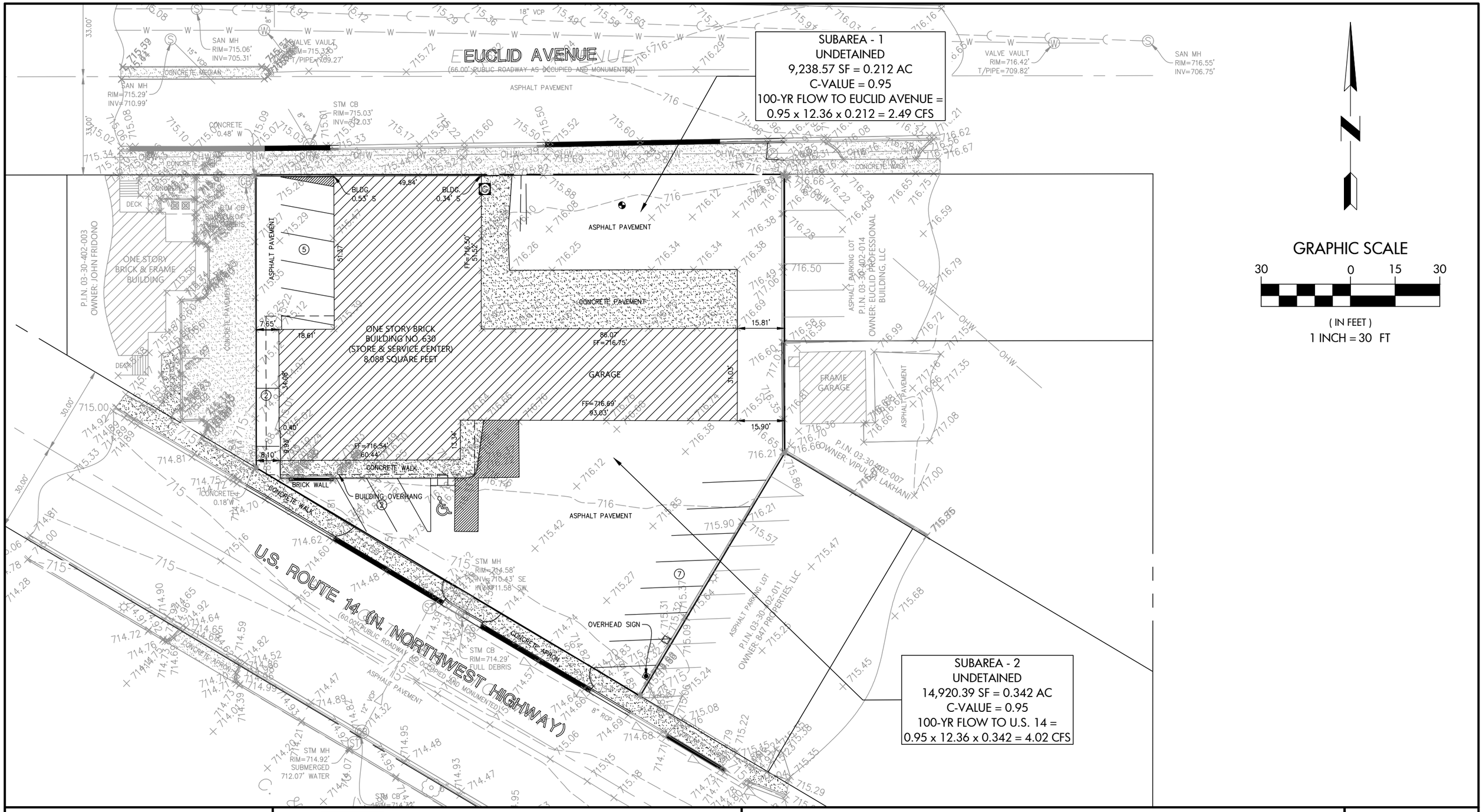
NATIONAL WETLAND INVENTORY MAP

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO. WL-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	N.T.S.	PROJ. MGR.:	OP	PROJECT #:	21022



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CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

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3343 N. NEVA AVE.
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

EXISTING DRAINAGE CONDITIONS

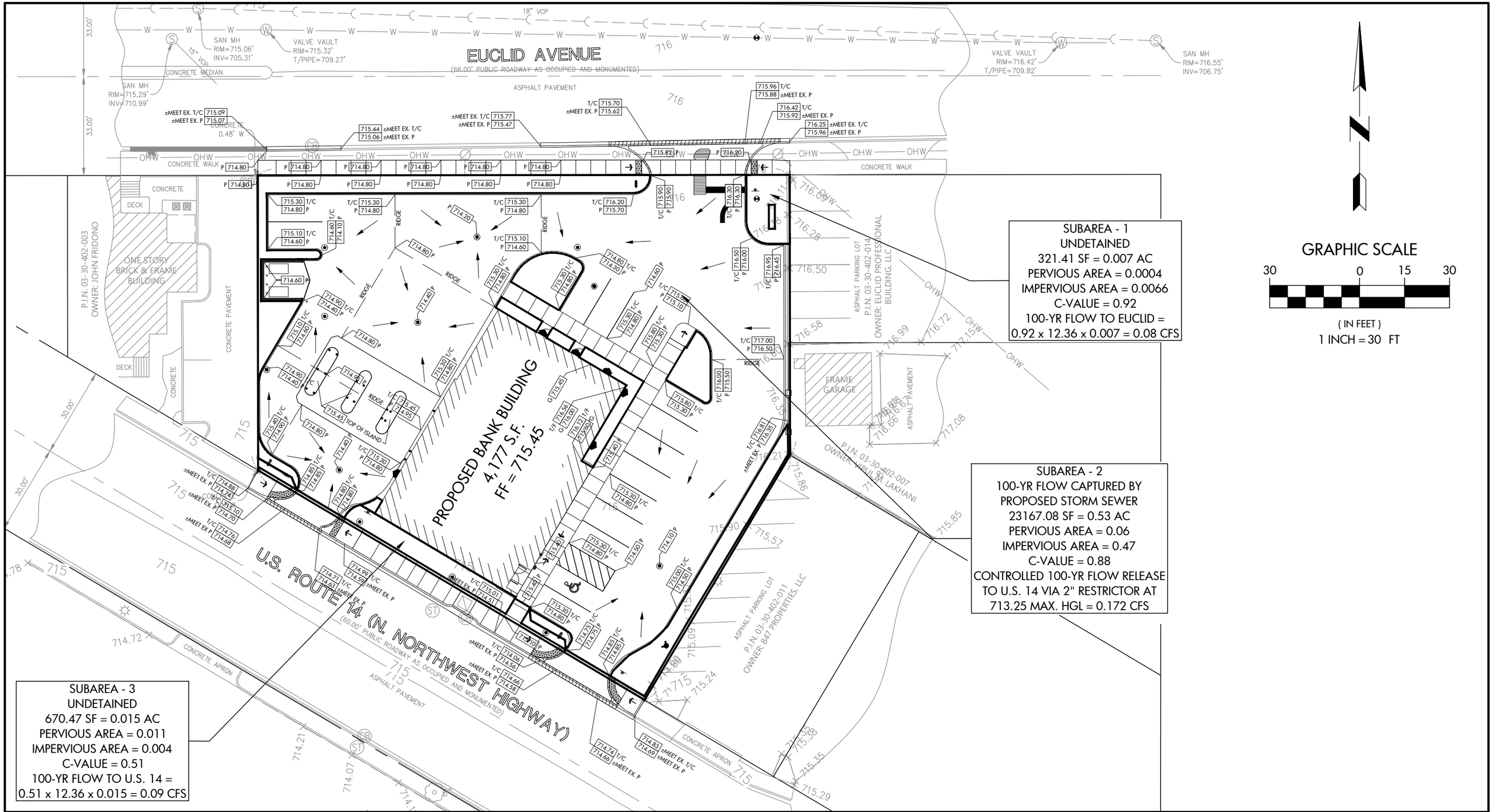
PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

EXHIBIT NO.

EDC

DRAWN BY:	OP	DATE:	12-10-21	SCALE:	1"=30'	PROJ. MGR.:	OP	PROJECT #:	21022



SUBAREA - 1
UNDETAINED
321.41 SF = 0.007 AC
PERVIOUS AREA = 0.0004
IMPERVIOUS AREA = 0.0066
C-VALUE = 0.92
100-YR FLOW TO EUCLID =
0.92 x 12.36 x 0.007 = 0.08 CFS

SUBAREA - 2
100-YR FLOW CAPTURED BY
PROPOSED STORM SEWER
23167.08 SF = 0.53 AC
PERVIOUS AREA = 0.06
IMPERVIOUS AREA = 0.47
C-VALUE = 0.88
CONTROLLED 100-YR FLOW RELEASE
TO U.S. 14 VIA 2" RESTRICTOR AT
713.25 MAX. HGL = 0.172 CFS

SUBAREA - 3
UNDETAINED
670.47 SF = 0.015 AC
PERVIOUS AREA = 0.011
IMPERVIOUS AREA = 0.004
C-VALUE = 0.51
100-YR FLOW TO U.S. 14 =
0.51 x 12.36 x 0.015 = 0.09 CFS

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 INCH = 30 FT

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CivWorks Consulting, LLC
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Ph: (312) 637-9570
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PROPOSED DRAINAGE CONDITIONS

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

EXHIBIT NO.
PDC

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CIVWORKS Consulting, LLC

PROJECT # 21022
DATE: 12/10/2021

PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS , IL
RATIONAL METHOD CALCULATION SHEET
PROPOSED CONDITIONS

A = TRIBUTARY AREA: 0.55 ACRES

RUNOFF COEFFICIENT CALCULATIONS

IMPERVIOUS AREA:	**0.48 X 0.95**	**0.46**	**C = TOTAL / A = 0.89**
GRASS AREA:	**0.07 X 0.50**	**0.04**	
WET DETENTION:	**0 X 1.00**	**0**	
	TOTAL =	**0.49**	

RELEASE RATES

ALLOWABLE RELEASE RATES: 0.18 CFS/AC x TRIBUTARY AREA = 0.099 CFS

STORAGE VOLUME (CALCULATED USING CURRENT BULLETIN 75 RAINFALL DATA)

STORM DURATION HOURS	RAINFALL INTENSITY IN/HR	RUNOFF RATE CFS	RELEASE RATE CFS	STORAGE RATE CFS	STORAGE REQUIRED MAXIMUM VALUE ACRE-FOOT
t	I	Q=C*I*A	Qr	Qs=Q-Qr	Qs*t/12
0.5	6.34	3.11	0.099	3.01	0.13
1	4.03	1.98	0.099	1.88	0.16
1.5	3.26	1.60	0.099	1.50	0.19
2	2.485	1.22	0.099	1.12	0.19
3	1.83	0.90	0.099	0.80	0.20
4	1.58	0.78	0.099	0.68	0.23
5	1.32	0.65	0.099	0.55	0.23
6	1.07	0.53	0.099	0.43	0.21
7	0.995	0.49	0.099	0.39	0.23
8	0.92	0.45	0.099	0.35	0.24
9	0.845	0.41	0.099	0.32	0.24
10	0.77	0.38	0.099	0.28	0.23
11	0.695	0.34	0.099	0.24	0.22
12	0.62	0.30	0.099	0.21	0.21
13	0.59	0.29	0.099	0.19	0.21
14	0.56	0.27	0.099	0.18	0.21
15	0.535	0.26	0.099	0.16	0.20
16	0.507	0.25	0.099	0.15	0.20
17	0.478	0.23	0.099	0.14	0.19
18	0.45	0.22	0.099	0.12	0.18

REQUIRED STORAGE VOLUME: 0.24 AC-FT

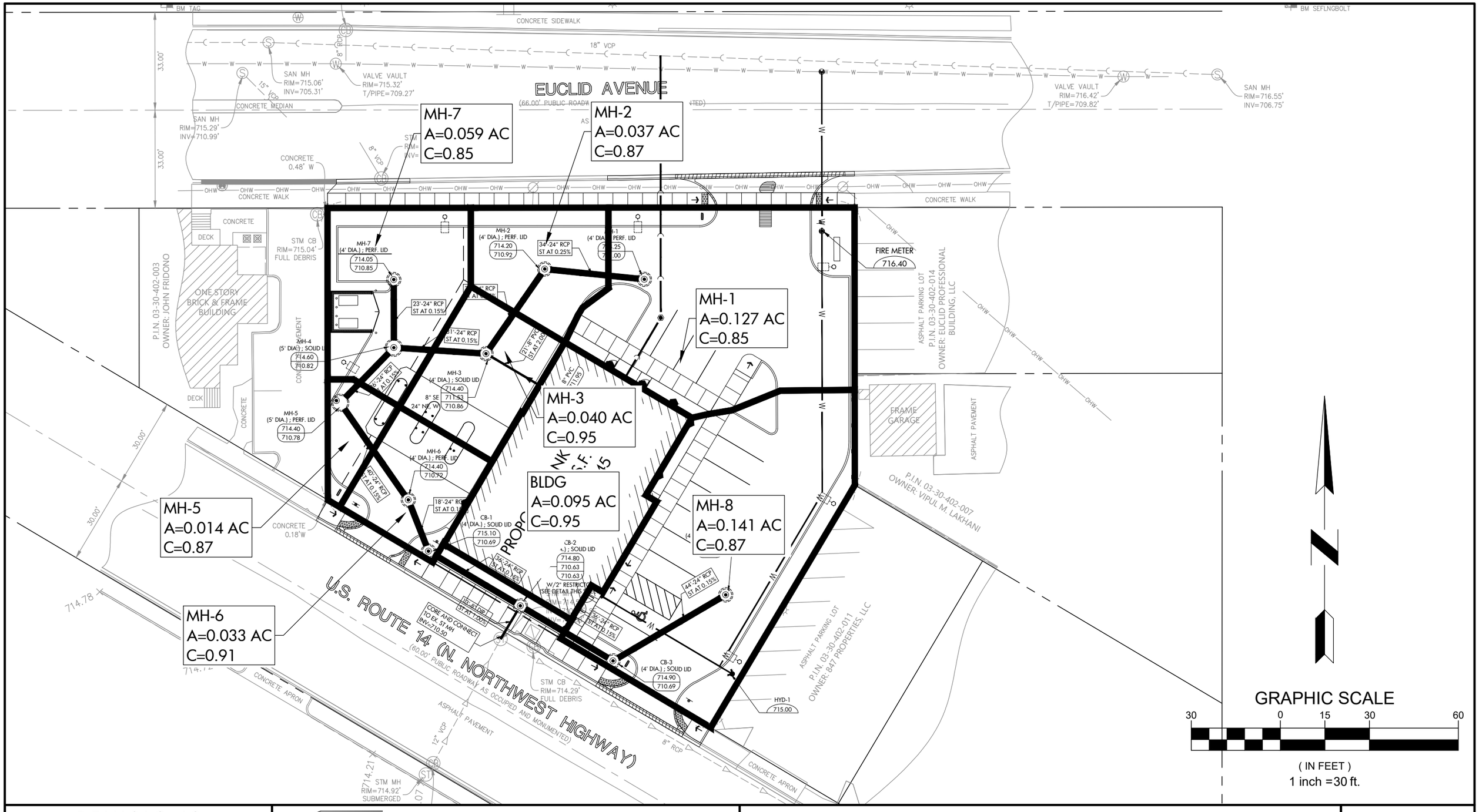
CIVWORKS Consulting, LLC

PROJECT # 21022
DATE: 12/10/2021

PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS , IL
RESTRICTOR CALCULATIONS

Basin Area	0.55 acres	Restrictor Data:		
Curve Number		Orifice Coef	0.61	
Time of Conc.		Bottom Orifice Elevation	710.63	(invert)
		Diameter	2.00	inches
Maximum 2yr	N/A	Top Orifice Elevation		(invert)
Release Rate	N/A cfs	Diameter		inches
Maximum 100yr				
Release Rate	0.0990 cfs	2-yr HWL	N/A	
		100-yr HWL	713.25	

Elevation	Volume (acre-ft)	Head on Bottom Restrictor	Head on Top Restrictor	Discharge (cfs)
710.63	0.000	0.00	0.00	0.0000
711.63	0.009	0.92	0.00	0.1023
712.63	0.170	1.92	0.00	0.1479
713.63	0.025	2.92	0.00	0.1824
714.10	0.029	3.39	0.00	0.1965



REVISIONS		

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS

CivWorks Consulting, LLC

3343 N. NEVA AVE.
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

STORM SEWER CATCHMENT AREAS

PROPOSED BANK DEVELOPMENT

630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL

SHEET NO.

STC-1

DRAWN BY:	OP	DATE:	12-10-2021	SCALE:	1"=30'	PROJ. MGR.:	OP	PROJECT #:	21022

CivWorks Consulting, LLC

ON-SITE STORM SEWER

Date: 12/10/2021 — 100-YEAR STORM ANALYSIS

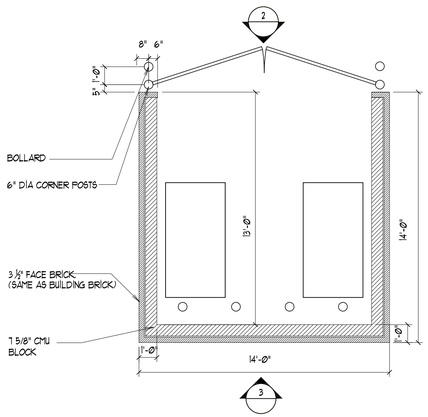
Storm Sewer Computation Sheet

Project: PROPOSED BANK DEVELOPMENT

By: OP — Check: — Mannings N-Value used = 0.13

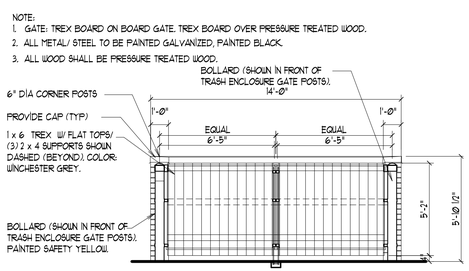
630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

Pipe Location		Tributary Area				Intensity			Runoff	Pipe Design									Profile			
From	To	Area (acre)	C	AC (acre)	SAC (acre)	Inlet Tc (min)	Tc (min)	I (100yr) (in/hr)	Flow (cfs)	Pipe Length (feet)	Pipe Dia. (inch)	Pipe Slope %	Hyd. Slope %	$Q_{(full)}$ (cfs)	$V_{(full)}$ (fps)	$V_{(design)}$ (fps)	Depth of Flow %	Time in Pipe (min)	Rim Elevation	Water Surface Elev Up Stream	Water Surface Elev Down Stream	Pipe Invert Elev. Up Stream	Pipe Invert Elev. Down Stream
MH-1	MH-2	0.127	0.85	0.11	0.11	5	5.00	12.36	1.33	34'	24''	0.25%	0.00%	11.31	3.60	2.47	Pressure	0.23	714.30 P	713.08	713.07	711.00	710.92
MH-2	MH-3	0.037	0.87	0.03	0.14		5.23	12.29	1.72	35'	24''	0.15%	0.01%	8.76	2.79	2.37	Pressure	0.25	714.20 P	713.07	713.07	710.92	710.86
BLDG	MH-3	0.095	0.95	0.09	0.09	5	5.00	12.36	1.12	21'	8''	2.00%	0.85%	1.71	4.89	5.57	Pressure	0.06	715.45 P	713.25	713.07	711.95	711.53
MH-3	MH-4	0.04	0.95	0.04	0.27		5.48	12.21	3.28	31'	24''	0.15%	0.02%	8.76	2.79	2.82	Pressure	0.18	714.40 P	713.07	713.07	710.86	710.82
MH-7	MH-4	0.059	0.85	0.05	0.05	5	5.00	12.36	0.62	23'	24''	0.15%	0.00%	8.76	2.79	1.46	Pressure	0.26	714.10 P	713.07	713.07	710.85	710.82
MH-4	MH-5	0	0	0.00	0.32		5.66	12.15	3.87	26'	24''	0.15%	0.03%	8.76	2.79	2.93	Pressure	0.15	714.60 P	713.07	713.06	710.82	710.78
MH-5	MH-6	0.014	0.87	0.01	0.33		5.81	12.11	4.00	40'	24''	0.15%	0.03%	8.76	2.79	2.95	Pressure	0.23	714.30 P	713.06	713.05	710.78	710.72
MH-6	CB-1	0.033	0.91	0.03	0.36		6.03	12.04	4.34	18'	24''	0.15%	0.04%	8.76	2.79	3.00	Pressure	0.10	714.40 P	713.05	713.04	710.72	710.69
CB-1	CB-2	0	0	0.00	0.36		6.13	12.01	4.33	36'	24''	0.15%	0.04%	8.76	2.79	2.99	Pressure	0.20	715.10 P	713.04	713.03	710.69	710.63
MH-8	CB-3	0.141	0.87	0.12	0.12	5	5.00	12.36	1.52	44'	24''	0.25%	0.00%	11.31	3.60	2.62	Pressure	0.28	714.20 P	713.03	713.03	710.80	710.69
CB-3	CB-2	0	0	0.00	0.12		5.28	12.27	1.51	36'	24''	0.15%	0.00%	8.76	2.79	2.25	Pressure	0.27	714.90 P	713.03	713.03	710.69	710.63
CB-2	RESTR	0	0	0.00	0.48		6.33	11.94	5.77	0.0'	2.0''	0.10%	########	0.01	0.43	264.66	Pressure	0.00	714.80 G	713.03	711.17	710.63	710.63
RESTR	EX-MH	0	0	0.00	0.48		6.33	11.94	0.172	13'	8''	1.00%	1.00%	1.21	3.47	2.59	29%	0.08	714.58 P	711.17	711.17	710.63	710.50



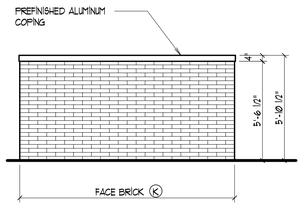
1 TRASH ENCLOSURE PLAN

SCALE: 1/4" = 1'-Ø"



2 TRASH ENCLOSURE GATE ELEVATION

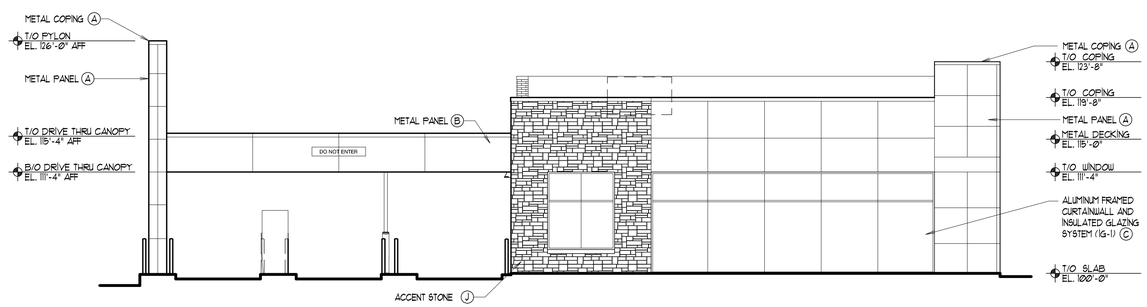
SCALE: 1/4" = 1'-Ø"



3 TRASH ENCLOSURE ELEVATION

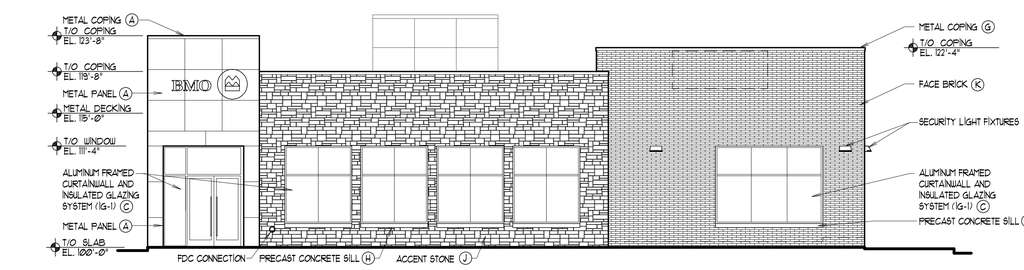
SCALE: 1/4" = 1'-Ø"

EXTERIOR MATERIAL LEGEND								
SYMBOL	(A)	(B)	(C)	(F)	(G)	(H)	(J)	(K)
MATERIAL	ALUMINUM COMPOSITE MATERIAL, DRY JOINT. (ACM-1)	ALUMINUM COMPOSITE MATERIAL, DRY JOINT. (ACM-2)	ALUMINUM FRAMED CURTAINWALL AND INSULATED GLAZING SYSTEM (IG-1)	INSULATED HOLLOW METAL DOOR AND FRAME, PAINTED	COPING / METAL TRIM	PRECAST CONCRETE SILL	ACCENT BRICK (STONE)	FIELD BRICK
MANUFACTURE	ALPOLIC ACM by Mitsubishi Chemical America	ALPOLIC ACM by Mitsubishi Chemical America	KAWNEER "6Ø0 CURTAINWALL SYSTEM 2" VITRO CLEAR INSULATED GLAZING	TBD	BERRIDGE	ARCHITECTURAL CAST STONE	BRAMPTON BRICK, GRANADA, BRICK PATTERN B, (MOSAIC)	BRAMPTON BRICK, CONTEMPO FRP, Ø"X3" CLAY BRICK
COLOR	MBU BLUE	MICA MNC	CLEAR GLASS	COLOR TO MATCH BRICK	ZINC GREY	TO BE DECIDED	COLOR: CINDER WITH NATURAL LIGHT GRAY MORTAR	COLOR: SHADOW WITH NATURAL LIGHT GRAY MORTAR
CONTACT								



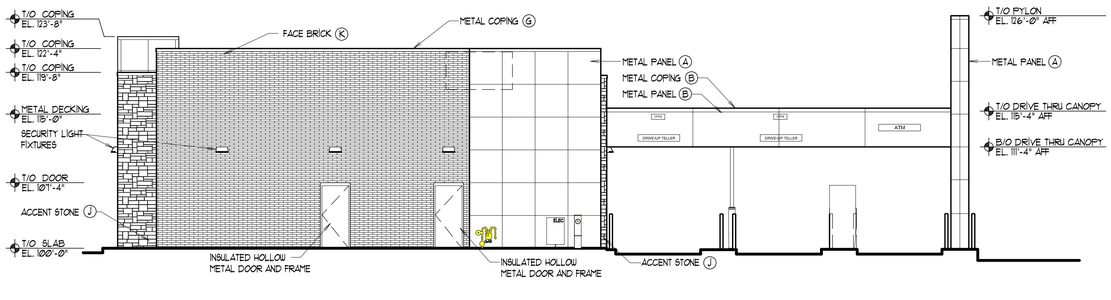
A SOUTHWEST ELEVATION

SCALE: 1/8" = 1'-Ø"



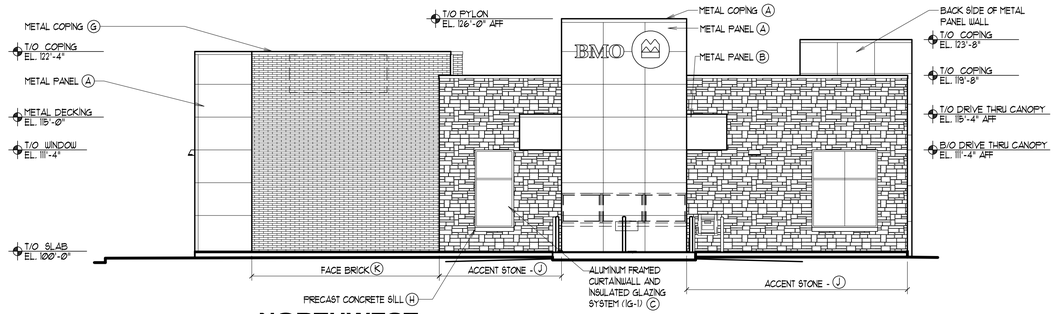
B SOUTHEAST ELEVATION

SCALE: 1/8" = 1'-Ø"



C NORTHEAST ELEVATION

SCALE: 1/8" = 1'-Ø"



D NORTHWEST ELEVATION

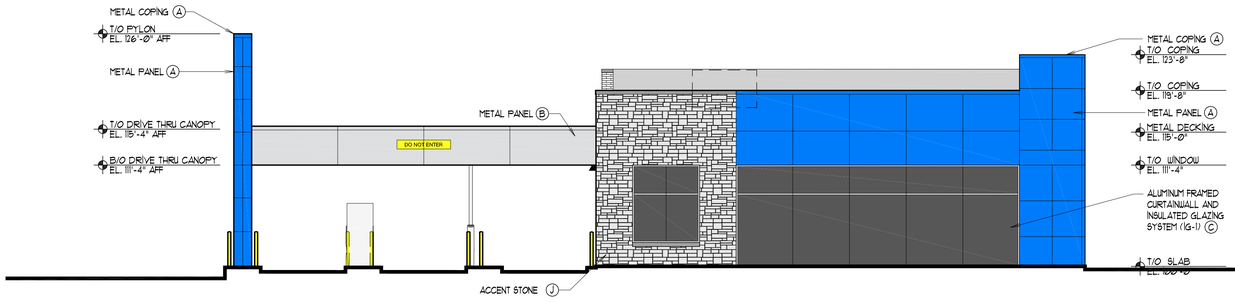
SCALE: 1/8" = 1'-Ø"

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

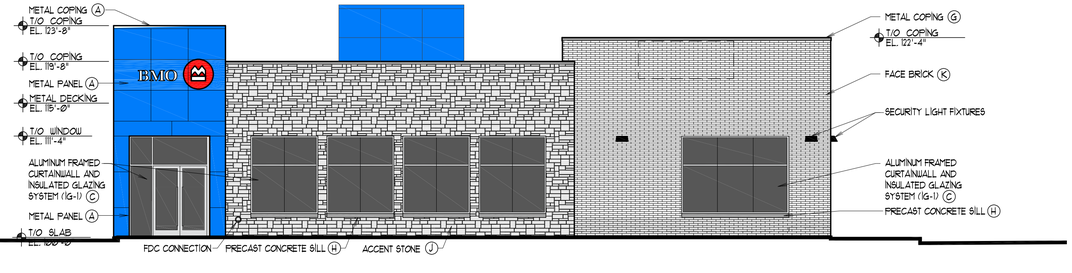
December 13 2021 | project 2021-069

charles vincent george
ARCHITECTS
1245 E. Diehl Rd. Suite 101 • Naperville, IL 60563
P: 630.357.2023 • F: 630.357.2662



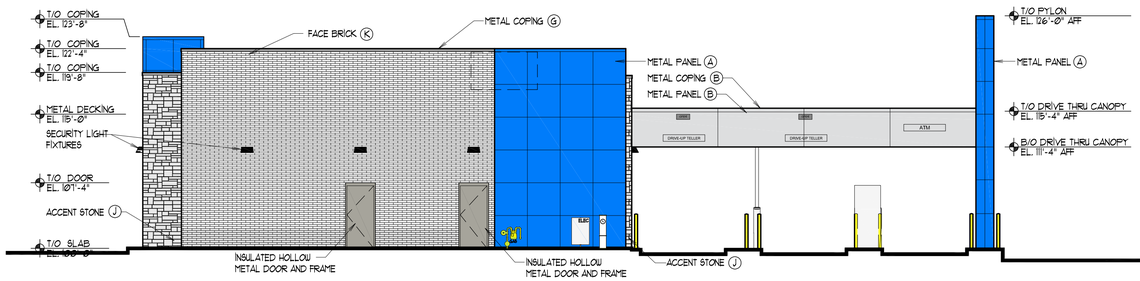
A SOUTHWEST ELEVATION

SCALE: 1/8" = 1'-0"



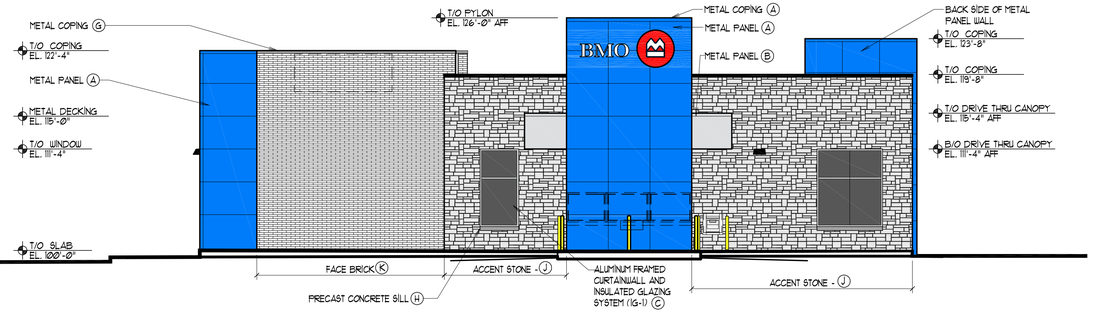
B SOUTHEAST ELEVATION

SCALE: 1/8" = 1'-0"



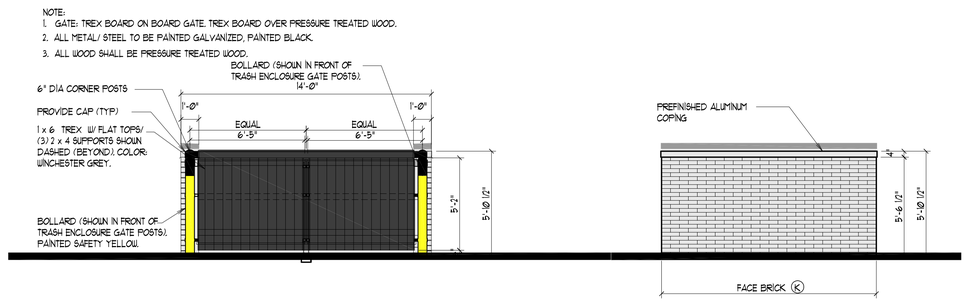
C NORTHEAST ELEVATION

SCALE: 1/8" = 1'-0"



D NORTHWEST ELEVATION

SCALE: 1/8" = 1'-0"



2 TRASH ENCLOSURE GATE ELEVATION

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

3 TRASH ENCLOSURE ELEVATION

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

FIELD BRICK
BRAMPTON BRICK
CONTEMPO PRP 10"X3"
COLOR: SHADOW

ACCENT BRICK (STONE)
BRAMPTON BRICK GRANADA
BRICK PATTERN MOSAIC
COLOR: CINDER

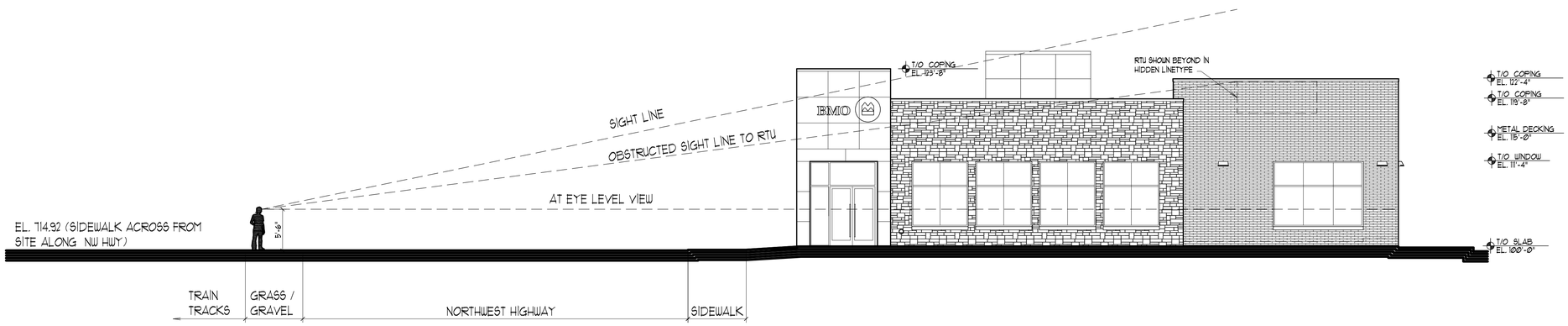
BERRIDGE COPING
ZINC GREY

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

December 13 2021 | project 2021-069

charles vincent george
ARCHITECTS
1245 E. Diehl Rd. Suite 101 • Naperville, IL 60563
P: 630.357.2023 • F: 630.357.2662



SIGHT LINE STUDY

SCALE: 1/8"=1'-0"

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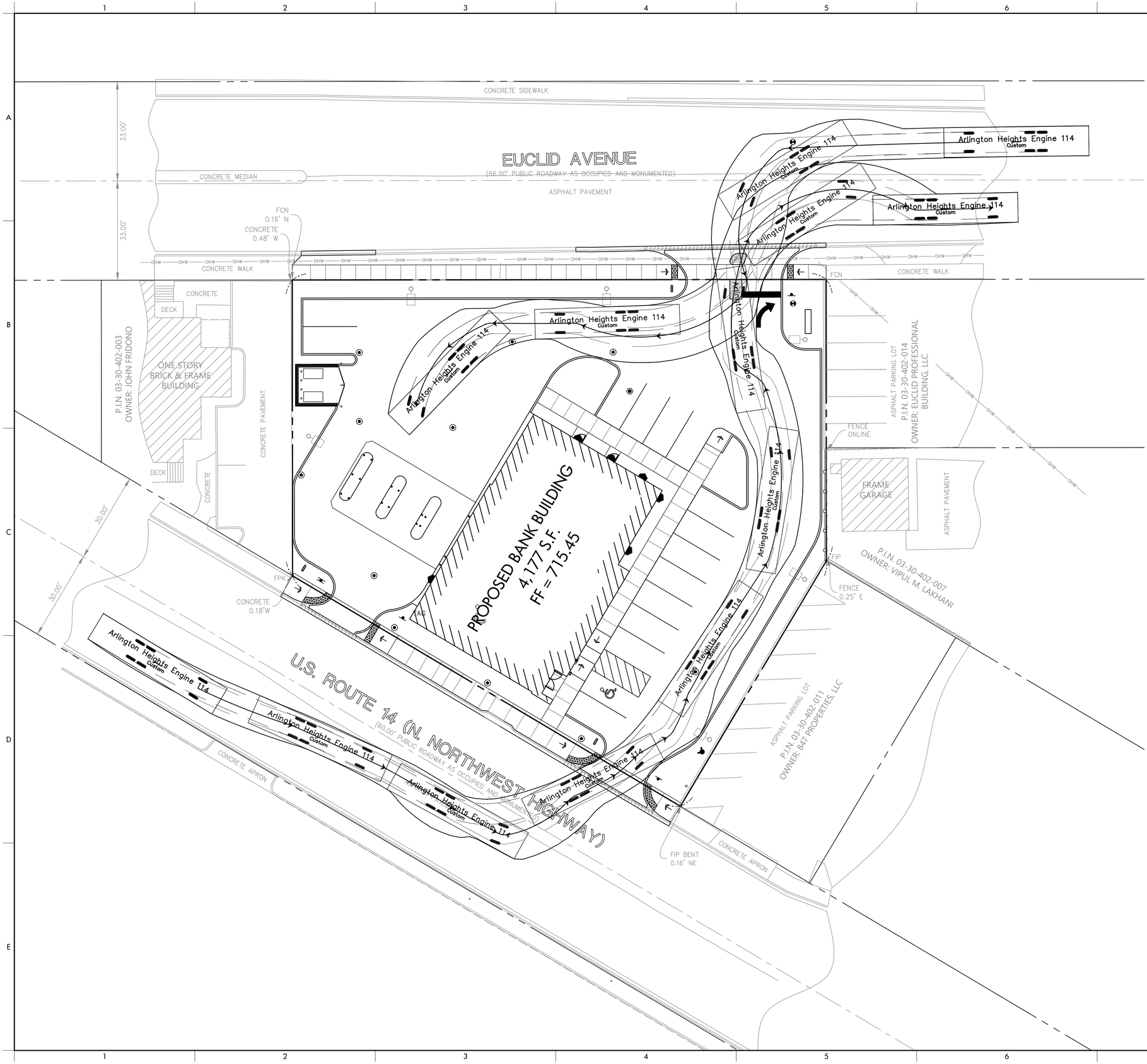
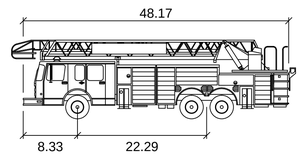


GRAPHIC SCALE

15 0 7.5 15 30

(IN FEET)
1 INCH = 15 FT



Arlington Heights Engine 114

	feet
Width	: 9.88
Track	: 6.91
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

REVISIONS

CIVIL ENGINEERS - PLANNERS - DEVELOPMENT CONSULTANTS
CIVWORKS Consulting, LLC
3343 N. NEVA AVENUE
CHICAGO, ILLINOIS 60634
Ph: (312) 637-9570
Fax: (312) 637-9454
E-mail: info@civworks.com
Web: www.civworks.com

SHEET TITLE: FIRE TRUCK TURN EXHIBIT

PROJECT: PROPOSED BANK DEVELOPMENT
630 W. NORTHWEST HIGHWAY, ARLINGTON HEIGHTS, IL 60004

PROJ. MGR.:	OP
DRAWN BY:	OP
FIRST ISSUE DATE:	12-10-2021
SCALE:	1"=15'

SHEET NO.
TR1.0

PROJ. NUMBER: 21022

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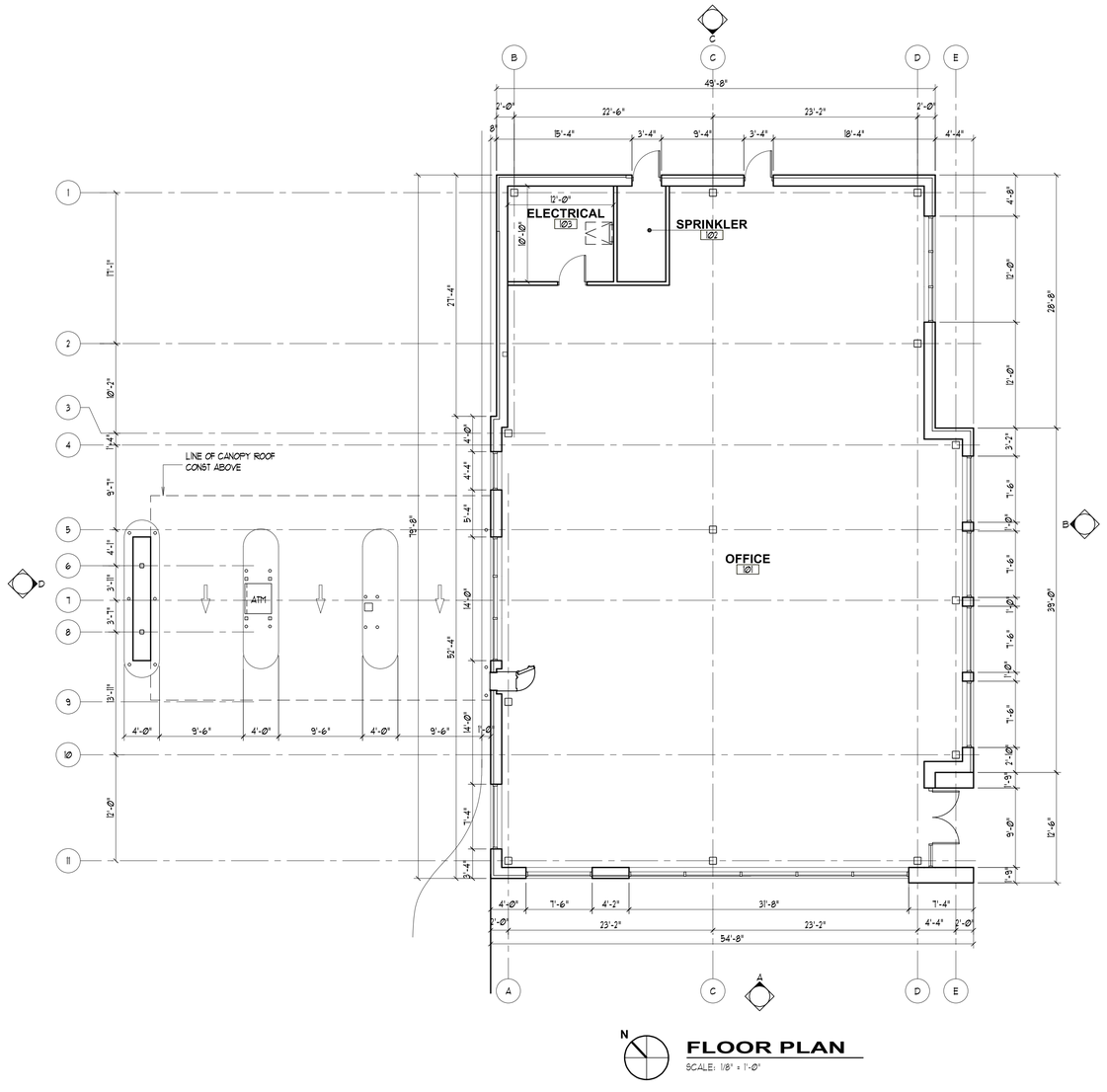

FLOOR PLAN

SCALE: 1/8" = 1'-0"

BMO - SHELL BUILDING

630 W. NORTHWEST HIGHWAY - ARLINGTON HEIGHTS, IL

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charles vincent george
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1245 E. Diehl Rd. Suite 101 • Naperville, IL 60563
P: 630.357.2023 • F: 630.357.2662

PLANT MATERIAL

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes furnishing of all materials, and the performance of all operation in connection with the planting of deciduous & evergreen trees, deciduous & evergreen shrubs, shrub roses, perennials, ornamental grasses, groundcover, bulbs (if any) and annual flowers (if any) in strict conformance with the project specifications and applicable drawings which are subject to the terms and conditions of the Contract.

1.2 GENERAL REQUIREMENTS

All plant material shall comply with the State of ILLINOIS and FEDERAL laws with respect to inspection for plant diseases and insect infestation. An inspection certificate required by law to this effect shall accompany each shipment. The Landscape Architect reserves the right to inspect the plant material at the place of growth but such inspection shall not preclude the right of rejection at the site.

1.3 APPLICABLE STANDARDS

A. *American National Standards for Tree Care Operations*, ANSI A300, American National Standards Institute, 11 West 42nd Street, New York, N.Y. 10036.
B. *American Standard for Nursery Stock*, ANSI Z60.1, American Nursery & Landscape Association, 1000 Vermont Avenue NW, Suite 300, Washington, D.C. 20005.
C. *Hortus Third*, The Staff of the L.J. Bailey Hortorium, 1976, MacMillan Publishing Co., New York.
D. All standards shall include the latest additions and amendments as of the dated of advertisement for bids.

PART 2 - MATERIALS

2.1 GENERAL
The Landscape Architect reserves the right to tag or inspect plants at the nursery but such inspection shall not preclude the right of rejection at the site. Contractor shall furnish and install all plants as shown on the drawing and in the quantities as actually designated on the drawings. The quantities shown on the plant list are included for convenience purposes only.

2.2 NOMENCLATURE
The names of the plants indicated on the drawings conform generally with those accepted in the nursery trade.

2.3 QUALITY AND SIZE
Plants shall have a habit of growth that is normal for the species and shall be sound, healthy, vigorous, and free from insect pests, their eggs or larvae, plant diseases, and injuries. All plants shall be nursery grown under climatic conditions similar to those which exist in the locality of the site for at least two (2) years and equal or exceed the measurements specified in the plant list. They shall be measured before pruning with branches in formal position. All necessary pruning shall be performed only at the time of planting. Trees will not be accepted which have their leaders cut or which have their leaders damaged so that cutting is necessary. Plants larger in size than specified may be used with the approval of the Landscape Architect but the use of larger plants will make no change in the contract price. Requirements for the measurement, branching, quality, balling, and burlapping of plants on the plant list shall follow the Code of Standards (Z60.1-most current edition) by the AMERICAN NURSERY & LANDSCAPE ASSOCIATION, formerly known as the AMERICAN ASSOCIATION OF NURSERYMEN, INC. All plant material with shriveled dry roots or which does not comply with the specifications will be rejected. All shrubs shall be at least twice transplanted and must have a fully developed fibrous root system typical of the stated species. All shrubs must be freshly dug immediately before shipping unless they are containerized. Pre-dug, healed-in plants may be considered only in special cases involving planting during the hot months between the spring and fall planting seasons. Use of such material will be allowed only upon the approval of the Landscape Architect and is subject to his inspection prior to said approval.

2.4 DELIVERIES
The Contractor shall take all precautions that are demanded by good trade practice to insure arrival of the plant material at the stated delivery point in good condition and without injury of any nature. Plants shall be covered properly to prevent drying, transit disease, or injury.

2.5 TEMPORARY STORAGE
Insofar as it is possible, plant material shall be planted on the day of delivery. In the event this is not possible, the Contractor shall protect the unplanted stock from sun and drying winds at all times. All balled and burlapped plants shall be shaded from the sun, have their ball set off the ground and healed in with sawdust, peat, soil or other moisture-holding material and shall be kept moist. Plants should not remain unplanted for longer than three (3) days if in leaf. On-site storage shall be only in area(s) designated by the Owner.

2.6 SUBSTITUTIONS
Substitutions may be permitted only upon submission of written proof that the specified plant is not obtainable locally. Such substitution may be made only upon authorization by the Landscape Architect.

2.7 SELECTION
All plants shall be obtained from nurseries licensed by the State of Illinois and approved by the Landscape Architect. The Landscape Architect reserves the right to accompany the Contractor to the nurseries for the purpose of selecting (tagging) material. Plant sources located outside the State of Illinois must be approved by the Landscape Architect.

2.8 TOPSOIL
Topsoil if needed shall be imported. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:
A. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
B. pH: No lower than 5.0 nor higher than 8.0.
C. TEXTURE: No more than 25 percent clay.
D. SOLUBLE SALT: No more than 1000 ppm
E. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.9 MULCH
Mulch shall consist of the following:

A. MUSHROOM COMPOST
Mushroom compost shall be composed of well-rotted cattle or stable manure with an admixture of 15-30% topsoil and shall have been used for the commercial growing of at least one (1) crop of mushrooms.
B. SHREDDED HARDWOOD BARK (general mulching)
Shredded hardwood bark shall consist of finely shredded hardwood bark, free of sticks and leaves.

2.10 FERTILIZER & NUTRIENTS

Fertilizer shall be commercial fertilizer which shall be a complete fertilizer with the following approximate analysis:

A. Shrubs
Woodace (14-3-3) slow-release briquettes or acceptable equivalent approved by Landscape Architect.
B. Roses
1. Woodace (14-3-3) slow-release briquettes
2. Superthrive liquid or acceptable equivalent approved by Landscape Architect.
C. Perennials, Groundcover, Ornamental Grasses & Vines
Osmocote (18-6-12) 8-9 month controlled release, or acceptable equivalent approved by the Landscape Architect.
D. Annual Flowers
Osmocote (14-14-14) 3-4 month controlled release or acceptable equivalent approved by the Landscape Architect.
E. Bulbs
Holland Bulb Booster (9-9-6) or acceptable equivalent approved by the Landscape Architect.
F. Deciduous & Evergreen Trees
No fertilizer required

2.11 TREE WRAPPING MATERIAL

A. Wrap shall be - Breathable synthetic fabric tree wrap. White in color, delivered in 75 mm (3 in.) wide rolls. Specifically manufactured for tree wrapping. Tree wrap shall be "Breathable Fabric Tree Wrap" as manufactured by the Dewitt Company, Inc., Sikeston, MO, or approved equal. Submit manufacture literature for approval.
B. Tape for securing the wrap shall be bio-degradable tape suitable for nursery use and which is expected to degrade in sunlight in less than two (2) years after installation.

2.12 WATER

Potable water shall be supplied by the Owner at no cost to the Contractor by way of an irrigation system, quick coupler system, hose bibs, hydrant meter or a designated fill-up source on site.

PART 3 - EXECUTION

Planting operations shall be conducted under favorable weather conditions during the season stated in the Contract. Before excavations are made the surrounding turf (if existing) shall be covered in a manner that will satisfactorily protect all turf areas that are to be trucked or hauled over and upon which soil is to temporarily stocked. The Contractor shall be responsible for the restoration of all damaged existing turf. All restoration shall be sodded.

3.1 TIME SCHEDULE OF PLANTING OPERATION

Landscaping shall be performed during the season or seasons which are normal for such work as determined by weather conditions and by accepted practice. Planting may be performed under unseasonable conditions without additional compensation, but such work must have the prior approval of the Landscape Architect and/or Owner in writing as to the time of work and methods of operations. Approval to plant under such conditions shall in no way relieve the Contractor form the guarantee provisions of these specifications.

PLANTING SEASON	ACCEPTABLE TIME PERIOD
1. SPRING	a. From time soil is workable to June 15 with the following exception:

1) Bare root materials (if any) shall cease on May 31

2. FALL	a. Sept. 1 to Nov. 15 with following exceptions:

1) Evergreen Shrub planting to cease Oct. 31
2) Evergreen Tree planting to cease Oct. 15
3) Perennial & Ornamental Grass planting to cease Oct. 15

3.2 WATERING

All plants shall receive a thorough watering immediately after installation. During times of extreme heat, all evergreen and deciduous trees shall receive a minimum of 10 gallons of water per tree per watering up to two (2) additional waterings shall be performed as needed. The use of drip irrigation tree bags are encouraged (e.g., gatorbags). All additional waterings will be performed by the Owner or in accordance with a Change Order per the Supplemental Bid prices for additional watering.

3.3 MAINTENANCE
Maintenance shall be performed by the Contractor as follows:

A. TEMPORARY MAINTENANCE
The Contractor shall be responsible for the total maintenance of all plant material until such a date as all landscape operations have received Preliminary Acceptance. Temporary maintenance shall begin immediately after each plant is installed and shall include up to three (3) waterings, and all necessary cultivation, weeding, pruning, disease and insect pest control, protective spraying, resetting of plants to proper grades or upright position, restoration of damaged planting saucers, and any other procedure consistence with good horticultural practice necessary to insure normal, vigorous, and healthy growth of all work under this Contract. Upon the Preliminary Acceptance of all planted areas, the responsibility for plant maintenance rests solely with the Owner, with the following exceptions.

B. CONTINUED MAINTENANCE
For the duration of the guarantee period the Contractor shall be responsible for the resetting of settled plants, the straightening of plants which are not plumb and the tightening of tree guys (if utilized). All other maintenance is the responsibility of the Owner. However, it is the Contractor's responsibility to occasionally inspect the quality of the Owner's maintenance.

3.4 ACCEPTANCE

A. PRELIMINARY PLANTING ACCEPTANCE
Preliminary planting acceptance shall be given for completed planting operations for the purpose of the Contractor becoming eligible for payment for this portion of the Contract work. In order to obtain Preliminary Acceptance, the Contractor shall notify the Owner and/or Owner's Representative by phone or in writing at the conclusion of all planting operations so that preliminary acceptability by way of a field inspection can be performed. In order for an area to be accepted on a preliminary basis, it shall conform to the following:
1. All plant material shall be in conformance with the Drawings with respect to quality, size, species and location, except those items accepted or revised in the field by the Landscape Architect.
2. All plant material shall be in a healthy condition, as defined under the guarantee requirements stated below in Section 3.14

B. FINAL PLANTING ACCEPTANCE
Final planting acceptance shall be granted after the completion of all replacement operations required fulfilling the guarantee stated below.
On or about the expiration of the one-year (1 year) guarantee, a follow-up inspection will be made by the Owners and/or Owner's Representative to determine replacements required to be made by the Contractor in accordance with the provisions of these specifications. The inspector will document his/her findings in a field report. Upon completion of the replacement program, the Owner and/or Owner's Representative shall conduct an inspection to determine the acceptability of the required replacements. If all is found to be acceptable as defined by Item A above, the Contractor and the General Contractor shall be notified in writing of his final acceptance of work.

3.5 GUARANTEE
The Contractor shall guarantee for a period of one (1) year the replacement of any permanent plant which has died, or is in a dying condition, or which has failed to flourish in such a manner that its usefulness or appearance has been impaired. Any tree with a dead main leader or with a crown which is twenty-five percent (25%) or more dead shall be replaced.
These guarantees shall be in accordance with the following:

A. ONE YEAR PERIOD
The one (1) year period shall begin on the date of Preliminary Acceptance of all plant material.
B. REPLACEMENTS & DAMAGES
The decisions of the Owner and/or Owner's Representative for required replacements shall be conclusive and binding upon the Contractor. The Contractor shall also be responsible for repairing damage to persons and property also caused by defective workmanship and materials.
C. EXCLUSIONS
The Contractor shall not be liable for the replacement of plants which were damaged by animals, by deicing compounds, fertilizers, pesticides or other materials not specified by the Contract documents or not applied by him under his supervision, by relocating or removal by others, by Acts of God, by vandalism or by terrorism.
D. GUARANTEE PERIOD INSPECTION
During the guarantee period, the Contractor shall, from time to time, inspect the watering, cultivation, and other maintenance operations carried on by the Owner with respect to such work, and promptly report to the Owner any methods, practices or operations which he considers unsatisfactory, and not in accord with his interests or good horticultural practices. The failure of the Contractor to so inspect or report shall be construed as an acceptance by him of the Owner's maintenance operations, and he shall not thereafter claim or assert that any defects which may later develop are the result of such methods or practices or operations.

TURF GRASS

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes finish grading, furnishing fertilizer, seed and/or sod as specified and performance of all operations in connection with seeding and/or sodding in strict accordance with the applicable Drawings and subject to the terms and conditions of the Contract.

1.2 EQUIPMENT

The Contractor shall provide and maintain equipment suitable for the execution and completion of the work specified in accordance with (IDOT) Standard Specifications. All equipment shall be operated by personnel trained in the operation of such equipment.

PART 2 - PRODUCTS

2.1 TOPSOIL

Topsoil for planting operations shall be obtained from an on-site stockpile generated from site stripping. In the event that none is available, needed topsoil shall be imported from an off-site source. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:

1. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
2. pH: No lower than 5.0 nor higher than 8.0.
3. TEXTURE: No more than 25 percent clay.
4. SOLUBLE SALT: No more than 1000 ppm.
5. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.2 COMMERCIAL FERTILIZER AND DELIVERY

Fertilizer shall be delivered to the site in unopened, original containers, each bearing name and address of the manufacturer, name brand, or trademark, and manufacturer's guaranteed analysis. Any fertilizer which becomes caked or otherwise damaged, making it unsuitable to use, will not be accepted. Fertilizer shall not have been exposed to weather prior to delivery on the site and after delivery until used. It shall be completely protected at all times and shall not be stored in direct contact with the ground.

A. FERTILIZER STRENGTH
The fertilizer shall be a complete fertilizer containing a minimum basis percentage by weight of the following:
1. PRIOR TO SEEDING AND/OR SODDING 6-24-24
Nitrogen..... 6%
Phosphorous..... 24%
Potash..... 24%

2. AFTER SEEDING AND/OR SODDING 18-5-9
Nitrogen..... 18%
Phosphorous..... 5%
Potash..... 9%

a) One-quarter of the nitrogen shall be in the form of nitrates, one-quarter in the form of ammonia salts, and one-half in the form of organic nitrogen.
b) Available phosphoric acid shall be derived from super-phosphate having a minimum guaranteed analysis of 20% of available phosphate.
c) The potash shall be in the form of sulphate of potash.

The balance of the fertilizer shall be made up of materials usually present in such a product. It shall be free from dust, sticks, sand, stone, or other debris.

2.3 GRASS SEED (if specified)
Grass seed shall be reclaimed seed of the previous season's seed crops. All seed shall meet requirements established by the State and Federal Seed and Weed Controls Laws. The grass seed mixture shall be composed of the following grass seeds mixed in proportions by weight and shall meet or exceed the minimum percentages of purity and germination as indicated.

	PROPORTION BY WEIGHT	TYPE OF GRASS
1.	CONVENTIONAL TURF GRASS MIX (if specified)	
	60%	KENTUCKY BLUEGRASS (blend of 3 cultivars)
	30%	PERENNIAL RYEGRASS (blend of 2 cultivars)
	10%	CREEPING RED FESCUE
		(Apply at 7 lbs./1,000 S.F. for mechanical seeding)
2.	SALT TOLERANT MIX (if specified)	
	40%	"FULTS' ALKALI GRASS (PUCCINELLIA DISTANS)
	30%	CREEPING RED FESCUE
	20%	KENTUCKY BLUEGRASS
	10%	PERENNIAL RYEGRASS
		(Apply at 5 lbs./1,000 S.F. for mechanical seeding)

The percentage of hard seed included as a part of the germination percentage of any lot of seed, shall not exceed twenty. Kentucky bluegrass seed shall weigh a minimum of 28 pounds to the nearest measured bushel. Weed seed content shall not exceed 0.25%.

1. PACKING AND MARKETING

All seeds shall be delivered in suitable bags in accordance with standard commercial practice. Each bag shall be tagged or labeled as required by the law of the STATE OF ILLINOIS. The vendor's name shall show on or be attached to each bag together with a statement signed by the vendor showing: a) the kind of seed contained, b) the percentage of purity and germination, c) the percentage of hard seed, if any, d) a statement conforming to the laws of the STATE OF ILLINOIS hereinbefore mentioned showing percentage of weed seeds, if any. Seed which has become wet, moldy, or otherwise damaged will be rejected.

2.4 EROSION CONTROL BLANKET

1. STRAW BLANKET (if specified)
a. S-75 Straw Blanket (North American Green)
b. AEC Premier Straw Blanket (American Excelsior Company)
c. or equivalent

2. STRAW/COCONUT BLANKET (if specified)
a. SC-150 Straw/Coconut Blanket (North American Green)
b. AEC Premier Straw/Coconut Blanket (American Excelsior Company)
c. or equivalent

2.5 HYDROMULCH (if specified)
SoilCover Hydraulic Wood Mulch by Profile distributed by ERO-TEX (866)437-6839

2.6 SOD (if specified)
Sod shall comply with State and Federal laws with respect to inspection for plant diseases and insect infestation. It shall be fresh cut, live, nursery grown sod, not less than one and one half (1 1/2) inches thick having well-matted roots. The root zone shall be of good, fertile, natural mineral soil free from stones and debris. Peat sod will not be acceptable. The turf shall contain no bent or quack grass nor any other noxious weed growth. It shall be of firm tough texture having a compact growth of grass. The sod sections shall be standard in size (24 inches wide x 3 feet in length) and each section shall be strong enough to support its own weight and retain its size and shape when suspended vertically from a firm grasp on the upper ten (10%) percent of the section.

Before being cut and lifted, the sod shall have been mowed at least twice with a lawn mower and the final mowing not more than seven days before the sod is cut. Sod which is not placed within 48 hours of cutting shall not be used without the approval of the Owner and/or Landscape Architect.

The Owner and/or Landscape Architect, reserves the right to inspect the sod at the source before cutting and areas that fail to meet with his approval shall not be cut for the purpose of supplying material under the contract. The Owner and/or Landscape Architect shall be permitted to take such samples as he may select. All sod shall be fresh and green when placed. Any sod that is dried out, burned, inferior in quality to said samples, or in any way failing to meet the requirements of these specifications will be rejected and the Contractor shall immediately remove such rejected material from the premises of the project and supply suitable material in its place.

1. BLUEGRASS SOD shall be a blend of at least three (3) cultivars of Kentucky bluegrass grown on a mineral base.

2. SALT SOD (if specified) shall be a blend of Kentucky Bluegrass, 'Fults' Alkalie Grass (Puccinellia Distans), Perennial Ryegrass and other types as approved by the Landscape Architect grown on a mineral base.

2.7 WATER

The Owner shall provide at no cost, sufficient water for the Contractor to maintain plant materials and seeded and sodded areas in accordance with the requirements of the applicable technical specifications. Potable water shall be supplied by the Owner by way of a permanent underground irrigation system, quick coupler system, hose bibs, fire hydrants or a designated fill-up source for mobile tanks. When water is provided by way of fire hydrants, it shall be the Contractor's responsibility to be completely familiar with all local ordinances concerning the use of this water source. If a meter is required, it is the Contractor's responsibility to obtain, store and return the meter. All fees incurred by the Contractor in obtaining the meter and utilizing the water supply will be reimbursed to him by the Owner.

In the event that the on-site water supply is curtailed or terminated by the Owner or by ordinance during the period the Contract is in effect, or that there is no on-site sources of water, the Contractor shall supply water from off-site in sufficient quantities to complete the job. Compensation for this additional item will be in accordance with a solicited price quote. If authorization to supply off-site water is not given to the Contractor by the Owner, when the Owner is unable to supply the water in sufficient quantities, the Contractor shall not be left responsible for damage to new plantings (plant materials & sod) or failure of seed to germinate and grow caused a direct result of an inadequate water supply.

PART 3 - EXECUTION

3.1 SEED - The accepted seasons for sowing seed in lawn areas shall be defined as follows:

PLANTING SEASONS	SPRING	FALL
Turf grass	April 1 * to May 31	Aug. 15 to Sept. 30

* or as soon as the soil is free of frost and in a workable condition.

Seeding during other time periods shall require the approval of the Owner and/or Landscape Architect. All sowing of seed shall be completed after all trees and shrubs have been installed, if any.

3.2 SOD - The accepted seasons for laying sod shall be as follows:

1. SPRING SODDING shall be performed from the time the soil becomes workable and unfrozen sod becomes available to June 15.
2. FALL SODDING shall be performed from August 15 to October 31.

Sodding during the summer season, defined as June 16 to August 14, will be acceptable if the area is served by an operational irrigation system. Sodding after November 1 shall be considered unseasonable and will require the approval of the Landscape Architect or Owner.

3.3 REQUIRED MAINTENANCE

The Contractor shall be responsible for maintaining all newly seeded and sodded areas until such a time as these areas are granted acceptance by the Owner and/or Landscape Architect. Maintenance during this time period shall and consist of watering, mowing, fertilization and herbicide application, as well as any other horticultural practices necessary to establish an acceptable stand of grass.

A. WATERING

1. **The Contractor shall water all newly seeded** areas once immediately upon completion. Additional watering shall be performed as needed in the absence of adequate rainfall. All water should be applied as a spray or dispersion to prevent run-off or damage. The Contractor shall be responsible for watering until turf is established and accepted. If the Owner supplies an in-ground irrigation system, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided.

2. The Contractor shall water all newly installed **sod** immediately. The Contractor shall remain responsible for watering through three (3) applications. If the Owner supplies an in-ground irrigation system included in the scope of these improvements, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided. Watering after the required three (3) waterings shall be the responsibility of the Owner, or in accordance with authorized supplemental watering.

B. MOWING

1. The Contractor shall mow all **seeded** areas three (3) times. The three (3) mowings shall be performed once the turf has reached a height of three inches (3") and shall maintain the turf at 2-2½". At no time should more than 1/3 of the leaf blade be removed by any mowing.

2. The Contractor shall mow all **sodded** areas once. The one (1) mowing shall be performed once the turf has reached a height of three inches (3"). At no time should more than 1/3 of the leaf blade be removed by any mowing.

C. FERTILIZATION

1. **Seeded** areas after completion of the second required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two (2) passes at right angles to each other.

2. **Sodded** area after completion of the required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two passes at right angles to each other.

D. HERBICIDE

The Contractor shall be responsible for one (1) application of a weed control product no sooner than the second mowing with the areas seeded. The product shall reflect the specific weed problem which may exist.

3.4 ACCEPTANCE

Acceptance of seeded areas will be determined by the Owner and/or Landscape Architect.
Acceptance shall be granted upon conformance with the following:
1. Grass shall display a reasonably uniform distribution of grass plants.
2. Grass shall display vigorous growth and be green and healthy in appearance.
3. Grass shall have received the required mowings, fertilization and herbicide application.

The Contractor shall not be held liable for damage incurred to the seed areas caused by deicing compounds, toxic substances, fertilizers, pesticides and other materials not specified or not applied by him or under his supervision, nor those damages caused by vandalism or acts of nature.

3.5 GUARANTEE

The Contractor shall guarantee the provision of a green, healthy relatively weed free turf at the time of acceptance.

TEMPORARY WATERING

Temporary watering shall be performed via a temporary above ground irrigation system from the building water supply and/or from water trucks.

A. Kentucky Bluegrass Sod

1. Immediately subsequent to sod installation all areas shall be watered to a depth of one (1) inch Additional watering shall be performed to a total of fifteen (15) times approximately every other day for a minimum of a one (1) month period. During extremely hot periods, often between June 15th and August 31st, watering daily may be required.

2. Newly laid sod must be kept moist, but not water logged. The moisture should extend into the soil below the sod to encourage root development. A general rule-of-thumb is to apply one (1) inch of water every other day in the absence of adequate rainfall. Early morning watering is preferred and should not be performed after 1:00 PM. Watering personnel shall routinely probe the sodded areas in multiple locations to determine moisture levels and the watering program should be adjusted as needed. Newly laid sod should not be allowed to dry out as during the initial 2-3 weeks subsequent to laying, dryness will cause shrinkage leaving unwanted open gaps between bales.

3. Depending on conditions, sod may take 1-3 weeks to root into the soil. Once the sod takes root, watering frequency can be gradually reduced. One (1) inch of water applied once a week is generally acceptable except during hot periods.

B. Seed Mixes with Straw Blanket (if any)

1. Immediately after the completion of seeding operations, all seed & blanket areas shall be watered to a depth of two (2) inches. Additional watering shall be performed to a total of fifteen (15) times.

2. During the seed germination period, seeded areas shall be kept moist in the absence of adequate rainfall to a depth of one (1) inch. A fine spray should be utilized to avoid seed bed disturbance/erosion. Watering personnel shall routinely probe the seeded areas in multiple locations to determine moisture levels and the watering program should be adjusted accordingly. A five to ten (5-10) minute watering duration is generally adequate. During the germination period, daily watering may be required during extremely hot periods.

3. Once the seed has fully germinated (not just the cover crop) the watering shall be increased to a two (2) inch depth. The soil should be allowed to dry out between waterings and generally every other day watering during this stage is adequate, depending on rainfall.

C. Plant Material Watering

1. All plants shall receive a thorough watering immediately subsequent to installation including a minimum of four (4) additional waterings when needed.

2. During times of extreme heat, all evergreen and deciduous trees shall receive a minimum of ten (10) gallons of water per tree per watering. Hand injection probe watering or slow release watering bags are the preferred methods for effectively applying water to trees. The use of 20-gallon slow-release irrigation tree bags is highly encouraged and may be substituted for the above mentioned injection waterings. Such watering bags shall be kept operational for a minimum of five (5) continuous days. If this watering method is used in lieu of injection waterings, they shall be provided, as weather conditions dictate, for three (3) watering periods of five (5) continuous days each.

REVISIONS

2	Village Review	12-10-21
1	Architect's Review	10-06-21

If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale

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630 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, ILLINOIS

SEAL:

STATE OF ILLINOIS
RANDY F. METZ
no.
157-000422
REGISTERED
LANDSCAPE ARCHITECT

METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING

826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE

LANDSCAPE SPECIFICATIONS

PROJECT NO.:
21-175

DATE: 10-06-2021
SCALE: 1"=10'

SHEET
L2.0

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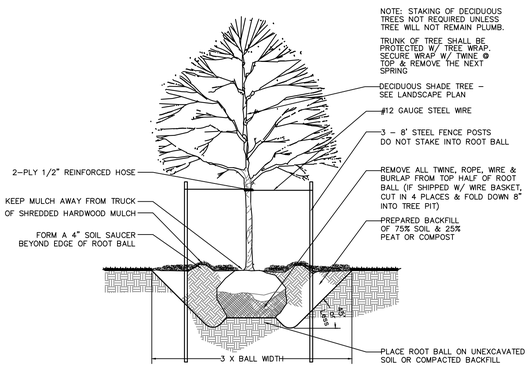
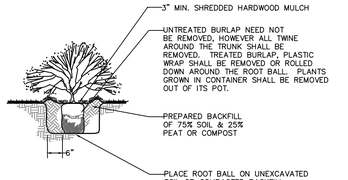


DECIDUOUS TREE

n.t.s.



SHRUBS

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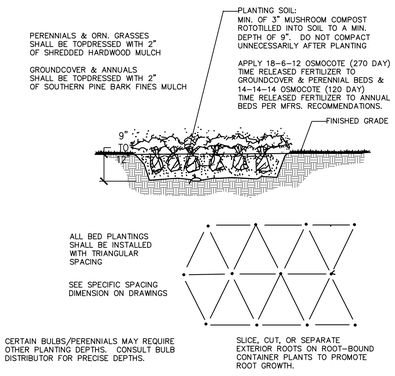
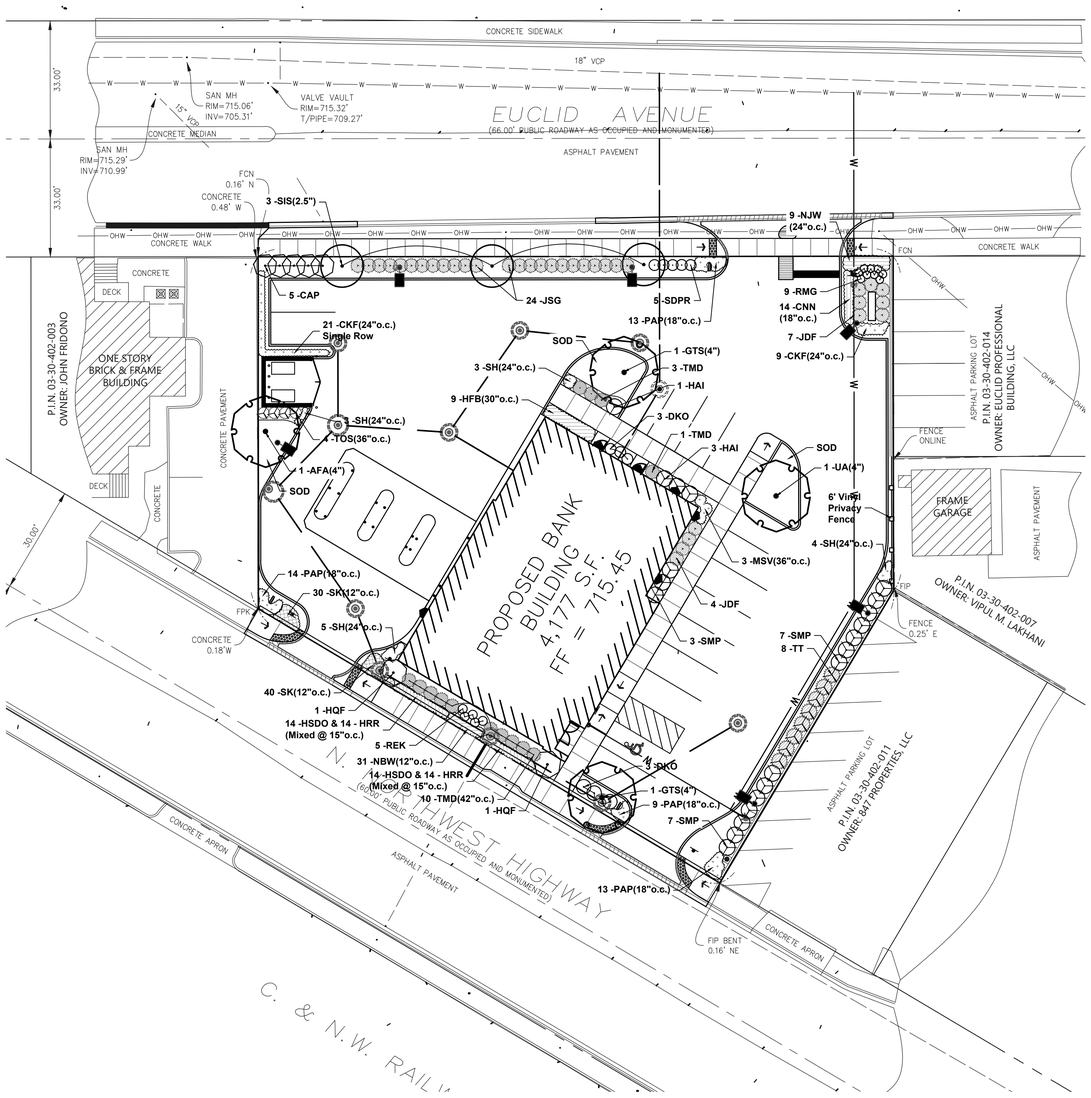
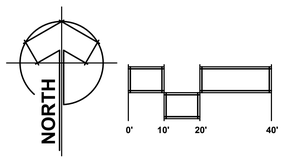


BED PLANTING DETAIL
(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVER & ANNUALS)

n.t.s.



Know what's below. Call before you dig.



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS SHADE TREES		
AFJ	1	Acer f. 'Armstrong'	Armstrong Red Maple	4.0" BB
GTS	2	Gleditsia t.i.'Skyline'	Skyline Honeylocust	4.0" BB
UA	1	Ulmus 'Morton'	Accolade Elm	4.0" BB
		DECIDUOUS ORNAMENTAL TREES		
SIS	3	Syringa r. 'Ivory Silk'	Ivory Silk Tree Lilac	2.5" BB
		DECIDUOUS SHRUBS & SHRUB ROSES		
CAP	5	Cotoneaster acutifolia	Peking Cotoneaster	36"
DKO	6	Diervilla r. 'G2X88544'	Orange Kodiak Diervilla	#3/18"
HAI	4	Hydrangea a. 'Abetwo'	Incrediball Hydrangea	#5/24"
HQF	2	Hydrangea p. 'Bulk'	Quick Fire Hydrangea	#5/30"
REK	5	Rosa 'BAImir'	Easy Elegance Kashmir Rose	#3/18"
RMG	9	Rosa ' BAIgirl'	Easy Elegance My Girl	#3/18"
SDPR	5	Spiraea j. 'SMNSJMFR"	Double Play Red Spirea	#3/18"
SMP	17	Syringa m. 'Pabibin'	Dwarf Korean Lilac	#5/24"
		EVERGREEN SHRUBS		
JDF	11	Juniperus c 'Daub's Frosted'	Daub's Frosted Juniper	#5/24"
JSG	24	Juniperus c. 'Sea Green'	Sea Green Juniper	36"
TMD	4	Taxus m. 'Densiformis'	Dense Yew	#5/24"
TOS	4	Thuja o. Smaragd'	Emerald Green Arborvitae	5' BB
TT	8	Thuja o. 'Bailjohn'	Technito Arborvitea	3' BB
		ORNAMENTAL GRASS		
CKF	30	Calamgrostis a. 'Karl Foerster'	Feather Reed Grass	#1
MSV	3	Miscanthus s. 'Variegatus'	Variegated Silver Grass	#1
PAP	49	Pennisetum a 'Piglet'	Piglet Fountain Grass	#1
SH	15	Sporobolus heterolepis	Prairie Dropseed	#1
		PERENNIALS		
CNN	14	Calamintha n. ssp. Nepeta	Lesser Catamint	#1
HRR	28	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily	#1
HSDO	28	Hemerocallis 'Stella-de-Oro'	Stella-de-Oro Daylily	#1
HFB	9	Hosta 'Fragrant Bouquet'	Fragrant Bouquet Hosta	#1
NBW	31	Nepeta r. 'Blue Wonder'	Blue Wonder Catmint	#1
NJW	9	Nepeta f. 'Novanepjun'	Junior Walker Catmint	#1
		GROUNDCOVERS & VNES		
SK	7	Sedum kamtschaticum	Russian Sedum **(70 plants)**	from 10 flat

MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
96 SY	Sod	Kentucky Bluegrass Blend (mineral base)
27 CY	Mulch	Shredded Hardwood Bark
70 SF	Mulch	Southern Pine Bark Fines
4 CY	Mulch	Compost (Yard Waste or Mushroom)

GENERAL NOTES:

1. Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

2. The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

3. Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

4. If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

5. Under no circumstances should these plans be used for construction purposes without examining actual locations of utilities on site, and reviewing all related documents mentioned herein, including related documents prepared by the project Civil Engineer and Architect.

6. Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

7. Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

8. Actions taken without the knowledge and consist of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

9. Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

10. Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

11. All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

12. The Landscape Contractor shall verify location of all underground utilities prior to digging by calling "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123 and any other public or private agency necessary for utility location.

13. All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with a two inch (2") layer of southern pine bark fines mulch.

14. All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

15. Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

16. Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

17. All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

18. Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

19. Sod shall be mineral base only.

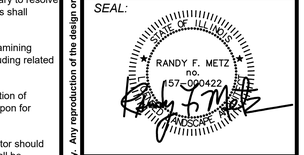
20. All plant material shall be guaranteed for one (1) year from the date of acceptance.

REVISIONS

2	Village Review	12-10-21
1	Architect's Review	10-06-21

630 W. NORTHWEST HIGHWAY
ARLINGTON HEIGHTS, ILLINOIS

SEAL:



METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE

LANDSCAPE PLAN

PROJECT NO.: 21-175

DATE: 10–06–2021

SCALE: 1"=20'

SHEET

L1.0

If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale
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Village of Arlington Heights
Building & Life Safety Department

Interoffice Memorandum

To: **Sam Hubbard, Planning and Community Development**

From: **Nusrat Jahan, Building & Life Safety Department**

Subject: **630 W. Northwest Highway -BMO Bank – SUP for Drive Through**

PC #: **21- 022**

Date: **November 17, 2021**

General Comments:

The Information provided is conceptual only and subject to a formal plan review.

1. The following currently adopted codes shall apply
    a. 2018 International Building Code with amendments
    b. 2018 International Fire Code with amendments
    c. 2018 International Fuel Gas Code with amendments
    d. 2018 International Mechanical Code with amendments
    e. 2018 Illinois Energy Conservation Code with amendments
    f. 2018 Illinois Accessibility Code
    g. NFPA 2017 National Electrical Code with amendments
    h. Current Illinois Plumbing Code with amendments
    i. NFPA 2015 Life Safety Code
    j. Illinois Elevator Safety Rules

2. **Chapter 5, 2018 International Fire Code – Fire service features.**
    a. 503 – Fire Apparatus Access Roads.
        i. 503.1.1 Buildings and facilities.
        ii. 503.2.5 Dead ends – amended Appendix D.
    b. 504 – Access to Building Openings and Roofs.
    c. 505 – Premises Identification – Amended to 6” not 4” characters.
    d. 506 – Key Boxes – Knox Box.
    e. Fire Protection Water Supplies.
    f. 509 – Fire Protection and Utility Equipment Identification and Access.

3. **Chapter 9 IFC – Fire Protection and Life Safety Systems**
    a. 903.2.13 Group B – Automatic Sprinkler system shall be provided throughout buildings with a group B fire area.

b. 903.3.5 – Water supply shall comply with this section & the Standard referenced in Section 903.3.1.
c. 903.4 – Sprinkler system supervision & Alarms.
d. 903.4.1 – Monitoring.
e. 903.4.2 – Alarms.
f. 907.2.2 – Fire alarm system.

PLAN COMMISSION PC #21-022
BMO Bank SUP
630 W Northwest Highway
Round 1

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

12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983 Prime Meridian: Greenwich Angular Unit: Degree

13. The proposed project must meet the Village's detention requirements and MWRD volume control. An MWRD permit is required.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

15. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) is required for all onsite utilities, including detention facilities. The OUMA must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

16. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the Northwest Highway right-of-way, including the storm sewer connection, will require a permit from IDOT.

17. Euclid Avenue is under the jurisdiction of the Cook County Highway Department (CCHD). All work within the Euclid Ave right-of-way will require a permit from CCHD.

18. The proposed utility connections on Euclid Avenue will require a road closure and detour.

19. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

20. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case an engine. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site in all possible directions of travel. Attached are the specifications for the apparatus.

21. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

22. The existing asphalt parking lot is paved to the west lot line, adjacent to and matching the elevations for the existing concrete parking lot for the neighboring property. The proposed curb adjacent to the existing concrete parking lot will be higher. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted.

23. New sidewalk along Northwest Highway and Euclid Ave:
    a) Shall meet Public Rights-of-Way Accessibility Guidelines
    b) Shall be 8" thick through the driveways
    c) In the event a stop sign is required, detectable warning panels will be required.

Traffic

24. On the southwest access drive into the Northwest Highway (exit from the drive through) consideration should be given to prohibiting left turn (southwest direction). Drivers should be allowed to leave the site just by making a right turn into Northwest Highway to avoid crossing three lanes and blocking westbound traffic.

Public Works

25. Existing water and sewer connections will need to be disconnected at the Village mains.

26. All pavement shall be surface patched 2' beyond sawcut for all work.

27. Trees along Euclid shall be dwarf in size due to overhead wires.

28. Provide water vault detail. Vault shall be minimum of 5'.

Michael L. Pagones, P.E. 11/17/21
Michael L. Pagones, P.E. Date
Village Engineer

Attachments:
Fire Apparatus Turning Performance Analysis (1 page)

Arlington Heights Fire Department
Plan Review Sheet

P. C. Number _____

Project Name _____

Project Location _____

Planning Department Contact _____

General Comments

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NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW

Date _____ Reviewed By: _____

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

RECEIVED
NOV 17 2021
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

DEPARTMENT PLAN REVIEW SUMMARY

BMO Bank
630 W Northwest Highway

Round 1 Review Comments

11/15/2021

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   During peak traffic hours, the intersection of Euclid and Northwest Highway (adjacent to the proposed business) experiences traffic delays especially related to the train crossing.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   Due to the high traffic volume during peak hours, vehicles entering or leaving the business and attempting to cross over two lanes of traffic on Northwest Highway may cause traffic problems. A traffic impact study is recommended for this reason.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

A-O #330

Alexandra Ovington, Crime Prevention Officer
Community Services Bureau

Approved by:

568

Supervisor's Signature

Village of Arlington Heights
33 S. Arlington Heights Rd.,
Arlington Heights, IL 60005
Phone: 847.368.5300 | Fax: 847.368.5970

Emergency Information Card

Personal Information

First Name

Last Name

Name of Business (If Applicable)

Street Address

City

State

Zip

Home Phone

Cell Phone

Email Address

In Case of Emergency Please Call

Emergency Contact #1

First Name

Last Name

Street Address

City

State

Zip

Home Phone

Cell Phone

Email Address

Emergency Information Card

Emergency Contact #2

First Name

Last Name

Street Address

City

State

Zip

Home Phone

Cell Phone

Email Address

Alarm System (If Applicable)

Alarm Company

Alarm Company Phone Number

HEALTH SERVICES DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C.
Petitioner: SB 89, LLC
202 S. Gary Avenue
Bloomingdale, IL 60108
Owner: Bridgestone Retail Operations, LLC
200 4th Avenue South
Nashville, TN 37201
Contact Person: Mike Peirce
Address: 202 S. Gary Avenue
Bloomingdale, IL 60108
Phone #: 630-205-7384
Fax #: N/A
E-Mail: mpeirce@storebuild.com

P.I.N.# 03-30-402-012-0000
Location: 630 W Northwest Hwy, Arlington Heights
Rezoning: Current: Proposed:
Subdivision:
# of Lots: 1 Current: Proposed:
PUD: For:
Special Use: ✔ For: Drive Thru
Land Use Variation: For:

Land Use: Current:
Proposed:
Site Gross Area: 24,160 sf
# of Units Total: N/A
1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:
See David Nobbs comments.

11-10-21
Environmental Health Officer Date

11/10/21
Director Date

Plan Review for Accessibility

Address:	BMO Bank 630 W. Northwest Highway SUP for a Drive-Through in B-2
	P.C. #21-022
	Round 1
Submitted to:	Jake Schmidt, Planning & Community Development
Submitted by:	David Robb, Disability Services Coordinator (847) 368-5793
Date:	November 5, 2021
Re:	Illinois Accessibility Code (IAC) effective October 23, 2018 https://www2.illinois.gov/cdb/announcements/2018/Documents/Register%20Page.pdf

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1. Accessible Pedestrian Route from Euclid Avenue Sidewalk
   Consider adding a pedestrian curb ramp where the sidewalk crosses the curb on the Northeast side of the facility.

Planning & Community Development Dept. Review

November 17, 2021

REVIEW ROUND 1

Project: BMO Bank
630 W Northwest Highway

Case Number: PC 21-022

General:

1. Please provide a written response to Special Use Permit criteria. The written response should directly address the following:
   a) **That said special use is deemed necessary for the public convenience at this location.**
   b) **That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.**
   c) **That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**
2. The provided Market Study is acceptable.

Site:

3. The proposed ground signage is not compliant with code allowances. Please note that the proposed signage would not be allowed without a variation granted via the Design Commission process.
4. Maximum permitted lighting in business districts cannot exceed 2.0 foot-candles. The proposed lighting exceeds 2.0 foot-candles in multiple locations per the provided photometric plan. Please revise the proposed lighting and photometric plan so that lighting at the property line does not exceed 2.0 foot-candles.
5. Screening along the east property line adjacent to the residential property shall be provided. Screening should be comprised of a planting bed with 6-foot tall evergreen shrubbery or a 6-foot tall solid fence. Given the drive aisle exceeds the minimum width of 24 feet there is room to incorporate screening in one of the aforementioned forms.
6. The maximum permitted fence height is 6 feet. The proposed dumpster enclosure is proposed to be 6-feet 4 inches. Please reduce the height of the dumpster enclosure to 6 feet.
7. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in area to at least one parking space, protected by durable materials, and containing at least one live shade tree at a minimum of four inches in diameter shall be located at the end of every parking row. The northwest spaces do not have islands meeting this requirement. As such, a variation from this provision is required.
8. For the required variation as noted in Comment 7, please provide a written response to the following Zoning Code Variation Criteria:
   a) **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and**
   b) **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and**
   c) **The proposed variation is in harmony with the spirit and intent of this Chapter; and**
   d) **The variance requested is the minimum variance necessary to allow reasonable use of the property for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.**

Traffic Study:

9. The provided study is marked as a draft. Please provide the finalized study as soon as possible.
10. The provided draft study does not include information on parking demand. The finalized study should include a parking demand analysis.
11. Additional comments may be provided once the finalized traffic study is provided.

Prepared by:

BMO Bank
630 W. Northwest Highway
PC #21-022
November 17, 2021

Landscape Comments

1) Per Chapter 28, Section 6.15-1.2b, a 4" caliper shade tree is required at the end of each parking row in an island that is equal in area to one parking space. In the northwest corner please increase the size of the islands or seek a variation. In addition, incorporate additional shade trees in order to meet the code requirement. Please incorporate an additional shade tree south of the trash enclosure and provide an additional tree along Euclid Avenue for a total of three trees along the frontage.

2) It is recommended that options be explored for incorporating a three foot wide planting bed along the east and west property line where the pavement abuts the curb/ neighboring parking area.

3) Along the southeast property line please continue the row of shrubs in place of the turf.

4) Along Euclid and Northwest Highway please increase the size of the shrubs so that they are a minimum of three feet high at time of installation (Chapter 28, Section 6.15).

5) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.

6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

BMO Bank
630 W. Northwest Highway
Plan Commission Application – SUP for Drive Through
Round 1 Comments and Applicant Response

Building and Life Safety Department Comments

1. The following currently adopted codes shall apply
    a. 2018 International Building Code with amendments
    b. 2018 International Fire Code with amendments
    c. 2018 International Fuel Gas Code with amendments
    d. 2018 International Mechanical Code with amendments
    e. 2018 Illinois Energy Conservation Code with amendments
    f. 2018 Illinois Accessibility Code
    g. NFPA 2017 National Electrical Code with amendments
    h. Current Illinois Plumbing Code with amendments
    i. NFPA 2015 Life Safety Code
    j. Illinois Elevator Safety Rules

2. **Chapter 5, 2018 International Fire Code – Fire service features.**
    a. 503 – Fire Apparatus Access Roads.
        i. 503.1.1 Buildings and facilities.
        ii. 503.2.5 Dead ends – amended Appendix D.
    b. 504 – Access to Building Openings and Roofs.
    c. 505 – Premises Identification – Amended to 6" not 4" characters.
    d. 506 – Key Boxes – Knox Box.
    e. Fire Protection Water Supplies.
    f. 509 – Fire Protection and Utility Equipment Identification and Access.

3. **Chapter 9 IFC – Fire Protection and Life Safety Systems**
    a. 903.2.13 Group B – Automatic Sprinkler system shall be provided throughout buildingswith a group B fire area.
    b. 903.3.5 – Water supply shall comply with this section & the Standard referenced in Section 903.3.1.
    c. 903.4 – Sprinkler system supervision & Alarms.
    d. 903.4.1 – Monitoring.
    e. 903.4.2 – Alarms.
    f. 907.2.2 – Fire alarm system.

    Applicant acknowledges Building and Life Safety Department comments and confirms Applicant with design project consistent with the existing codes.

Engineering Comments

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

    The Applicant acknowledges the above comments.

12. Final engineering plans shall be geo referenced by using State Plane Coordinate System- Illinois East. Beloware details about projection:

Projected Coordinate System:Projection:
Central Meridian: Scale_Factor: atitude_Of_Origin:
Linear Unit:
Geographic Coordinate System:Datum:

The plans are referenced to the Illinois East State Plane Coordinate System.

13. The proposed project must meet the Village's detention requirements and MWRD volume control. An MWRD permit is required.

Please see updated plans and Stormwater Report. Please note that we will be pursuing a waiver of the MWRD Volume Control requirement due to the reduction in impervious area and prior LUST on-site. Infiltration practices are not practical for this site. We are in the process of preparing the MWRD permit applications and will submit as required.

14. Plan Commission approval will require preliminary engineering plans including detention calculations showing HWL, storage required, storage provided, and restrictor sizing calculations. Any detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. The Village's allowable release rate is 0.18 cfs/Ac. Use C=0.50 for pervious areas, C=0.95 for impervious areas. Use updated Bulletin 70 rainfall data. Clearly show the overflow route for the site. Minimum restrictor size allowed, for maintenance reasons, is 2". Restrictors between 2" and 4" must be in a trap in a catch basin. Show the location and size of the restrictor. Provide a detail showing the restrictor catch basin. If the restrictor required to meet the allowable release rate is less than 2", calculate the amount of detention storage provided with a 2" restrictor. Subtract this amount from the required storage based on the allowable release rate to show the storage deficiency. This deficiency can be paid as money in lieu of detention at the rate of $1.00 per cubic foot.

Please see updated plans and Stormwater Report. Please note that we will be pursuing a waiver of the MWRD Volume Control requirement due to the reduction in impervious area and prior LUST on-site. Infiltration practices are not practical for this site. We are in the process of preparing the MWRD permit applications and will submit as required.

15. The proposed detention/retention facility will be a private system and as such will not be the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement (OUMA) is required for all onsite utilities, including detention facilities. The OUMA must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

So noted. The required OUMA will be provided at the time of final engineering submittal for approval.

16. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT). All work within the Northwest Highway right-of-way, including the storm sewer connection, will require a permit from IDOT.

So noted. IDOT permitting is in progress.

17. Euclid Avenue is under the jurisdiction of the Cook County Highway Department (CCHD). All work within the Euclid Ave right-of-way will require a permit from CCHD.
So noted. CCHD permitting is in progress.

18. The proposed utility connections on Euclid Avenue will require a road closure and detour.

Note that CCHD will not allow an open cut installation of these utility connections and is requiring that they be augured and cased. The receiving pit will allow the road to remain partially open during construction. The contractor will provide a traffic maintenance and control plan prior to starting construction.

19. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all roadway, parking lot, and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

Revised photometric plan has been provided with the updated plans.

20. Provide an exhibit to engineering scale showing the turning path of the Fire Department's responding vehicle, in this case an engine. Exhibit must show front and rear wheel paths and the extent of the front and rear overhangs, as provided in an "Autoturn" exhibit. The vehicle shall be shown maneuvering through the site inall possible directions of travel. Attached are the specifications for the apparatus.

    The Autoturn Exhibit is provided with the updated plans.

21. Fire lanes must meet the pavement dimensions as directed by the Fire Department. Fire lanes require a heavy-duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-50 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.

    Pavement sections have been revised as required.

22. The existing asphalt parking lot is paved to the west lot line, adjacent to and matching the elevations for the existing concrete parking lot for the neighboring property. The proposed curb adjacent to the existing concrete parking lot will be higher. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted.

    The curb is entirely contained within our property, we don't see how this would negatively impact the neighboring parcel as their drive is wide enough for vehicles to not have to encroach onto our parcel. Furthermore, the neighboring drainage is from north to south so their drainage will not be affected by the slightly higher curb on our side.

23. New sidewalk along Northwest Highway and Euclid Ave:
    a) Shall meet Public Rights-of-Way Accessibility Guidelines
    b) Shall be 8" thick through the driveways
    c) In the event a stop sign is required, detectable warning panels will be required.

    Noted. Updated plans have addressed these comments.

Traffic

24. On the southwest access drive into the Northwest Highway (exit from the drive through) consideration should be given to prohibiting left tum (southwest direction). Drivers should be allowed to leave the site just by making a right turn into Northwest Highway to avoid crossing three lanes and blocking westbound traffic.
    The TIS has been revised accordingly

Public Works

25. Existing water and sewer connections will need to be disconnected at the Village mains.

26. All pavement shall be surface patched 2' beyond sawcut for all work.

27. Trees along Euclid shall be dwarf in size due to overhead wires.

28. Provide water vault detail. Vault shall be minimum of 5'.

Noted. Updated plans have been modified to address these comments.

Fire Department Comments

1. Building is to be sprinkled per code.
2. The Fire Department Connection shall be located at the main front entrance of each building. It shall be fully visible, accessible and within 100 feet of the nearest accessible fire hydrant capable of delivering the required flow.
3. A Knox Box shall be located at the main front entrance.
4. Install a fully operational annunciator panel or alarm panel at the main front entrance.

Noted, these items will be addressed as part of the permit drawings.

Police Department Comments

1. **Character of use:**
   The character of use is consistent with the area and is not a concern.

2. **Are lighting requirements adequate?**
   Lighting should be up to Village of Arlington Heights code. The exterior of the building shouldbe illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. **Present traffic problems?**
   During peak traffic hours, the intersection of Euclid and Northwest Highway (adjacent to the proposed business) experiences traffic delays especially related to the train crossing.

4. **Traffic accidents at particular location?**
   This is not a problem area in relation to traffic accidents.

5. **Traffic problems that may be created by the development.**
   Due to the high traffic volume during peak hours, vehicles entering or leaving the business and attempting to cross over two lanes of traffic on Northwest Highway may cause traffic problems. A traffic impact study is recommended for this reason.

6. **General comments:**

   - Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

   - Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

   - Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

Comments and statements are duly noted and will be evaluated and addressed as a part of the approval process.

Disability Services Comments

1. Accessible Pedestrian Route from Euclid Avenue Sidewalk
   Consider adding a pedestrian curb ramp where the sidewalk crosses thecurb on the Northeast side of the facility.

Noted. Plans have been modified to add this ramp.

Planning & Community Development Comments

1. Please provide a written response to Special Use Permit criteria. The written response should directlyaddress the following:
   a) That said special use is deemed necessary for the public convenience at this location.
   BMO Harris Bank N.A. plans on closing its outdated 1007 Euclid location and relocating its main Arlington Heights branch to a new, to be constructed, state-of-the-art full-service branch bank with drive-through banking services, at 630 W. Northwest Highway. The special use for a drive-through is necessary for public convenience given the nature, extent, and demand for drive-through banking by BMO customers.
   b) That such case will not, under any circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.

BMO Harris Bank will be the sole occupant and user at the location. BMO Harris Bank is a widely known and recognized national banking association providing myriad financial services to its customer which in no way will be detrimental to the health,safety, morals or general welfare of persons residing or working in the vicinity.

c) That the proposed use will comply with the regulations and conditions specified in this ordinance forsuch use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

The proposed use at the location – a full service branch bank with drive-up banking and 24/7 ATM operations - will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

2. The provided Market Study is acceptable.

Site:

3. The proposed ground signage is not compliant with code allowances. Please note that the proposedsignage would not be allowed without a variation granted via the Design Commission process.

Noted, Plans will be modified. A separate building and ground signage application shall be submitted, and any variance requests will be addressed at that time.

4. Maximum permitted lighting in business districts cannot exceed 2.0 foot-candles. The proposed lighting exceeds 2.0 foot-candles in multiple locations per the provided photometric plan. Please revise the proposed lighting and photometric plan so that lighting at the property line does not exceed 2.0 foot-candles.

Noted. Revised photometric plan is included in the plans and has been modified accordingly to address the comments.

5. Screening along the east property line adjacent to the residential property shall be provided. Screening should be comprised of a planting bed with 6-foot-tall evergreen shrubbery or a 6-foot-tall solid fence. Given the drive aisle exceeds the minimum width of 24 feet there is room to incorporate screening in one of the aforementioned forms.

Plans have been modified to provide for a 6-foot-tall solid fence along the residential property.

6. The maximum permitted fence height is 6 feet. The proposed dumpster enclosure is proposed to be 6-feet 4 inches. Please reduce the height of the dumpster enclosure to 6 feet.

The enclosure walls have been reduced below 6 feet.

7. Chapter 28, Section 6.15-1.2b of the Municipal Code requires that landscaped islands equal in areato at least one parking space, protected by durable materials, and containing at least one live shadetree at a minimum of four inches in diameter shall be located at the end of every parking row. The northwest spaces do not have islands meeting this requirement. As such, a variation from this provisionis required.

So noted. We are requesting a waiver from this provision as the island at the northwest corner cannot be enlarged due to site constraints and parking needs.

8. For the required variation as noted in Comment 7, please provide a written response to the followingZoning Code Variation Criteria:
   a) The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property; and
   b) The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned; and
   c) The proposed variation is in harmony with the spirit and intent of this Chapter; and
   d) The variance requested is the minimum variance necessary to allow reasonable use of the property for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

The proposed is consistent with existing uses and zoning of surrounding properties. The property has been vacant for numerous years and the current Owner desires to dispose of the property. The proposed variance is consistent with Zoning Code Variation Criteria. The variance requested is the minimum variance needed for the operation of the proposed use.

Traffic Study:

9. The provided study is marked as a draft. Please provide the finalized study as soon as possible.

The traffic study has been updated and finalized.

10. The provided draft study does not include information on parking demand. The finalized study shouldinclude a parking demand analysis.

The TIS has been revised accordingly.

11. Additional comments may be provided once the finalized traffic study is provided.

Understood and noted.

Landscape Comments

1) Per Chapter 28, Section 6.15-1.2b, a 4" caliper shade tree is required at the end of each parking row in an island that is equal in area to one parking space. In the northwest corner please increase the size of the islands or seek a variation. In addition, incorporate additional shade trees in order to meet the code requirement. Please incorporate an additional shade tree south of the trash enclosure and provide an additional tree along Euclid Avenue for a total of three trees along the frontage.

Noted. Plans revised accordingly.

2) It is recommended that options be explored for incorporating a three foot wide planting bed along the east and west property line where the pavement abuts the curb/ neighboring parking area.

We have explored the options but found that this is not possible due to site constraints.

3) Along the southeast property line please continue the row of shrubs in place of the turf.

Noted. Plans revised accordingly.

4) Along Euclid and Northwest Highway please increase the size of the shrubs so that they are a minimum of three feet high at time of installation (Chapter 28, Section 6.15).

Noted. Plans revised accordingly.

5) If there are any utility meters or mechanical units, they must be screened with landscaping oranother appropriate method of screening.

Noted. Appropriate landscaping has been included that will screen the exterior meters and other elements.

6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a $4 tree fee is required for each lineal foot of frontage.

Applicant shall have the appropriate bond posted and fees paid in compliance with the ordinance.

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630 W Northwest Highway
Round 2

29. The petitioner's response to comment nos. 11, 12, 15, 16, 17, 19, 21, 24, and 28 are acceptable.

30. The petitioner's response to comment nos. 13 and 14 is noted. The proposed methodology only captures 1,287 CF of the required 10,455 CF of storage. The Village is aware of the constraints of the site; however, the petitioner shall consider other alternatives for underground detention to provide additional storage, for example a shallow box culvert. This area is tributary to the combined sewer area, the Village is sensitive to storm water entering a combined system. The restrictor detail is not acceptable. Attached is an outlet control structure that would be acceptable to the Village.

31. The petitioner's response to comment no. 18 is noted. The pit for the water main connection will impact both westbound lanes of Euclid Ave, the sanitary sewer connection will require a lane closure, and the storm sewer connection on Northwest Highway will also require a lane closure. A traffic control plan shall be provided for all necessary lane closures.

32. The petitioner's response to comment no. 20 is noted. Additional exhibits shall be provided showing access to the site from westbound Northwest Highway and entering the site from Euclid Avenue. Access off Euclid Avenue will require the responding vehicle to travel over the 3" rumble median. Staff will review internally with the Fire Department to verify that this is acceptable. In the event modifications to the 3" rumble median are required by the Fire Department, this can be addressed at permit.

33. The petitioner's response to comment no. 22 is noted. In reference to the picture below, the adjacent concrete parking lot is flush with the existing asphalt adjacent to the building. A section of the curb will be adjacent to the edge of the concrete parking lot will not be at the same elevation. Although the drainage of the adjacent parking lot is not impacted, the use of the adjacent lot is of concern, particularly if snow is covering the curb and a vehicle is unaware that there is an elevation difference and could drive over the curb. Modifications may be needed for this area to ensure the neighboring property is not negatively impacted. The petitioner should consider coordinating with the adjacent parcel and constructing a curb adjacent to the concrete parking lot.

34. The petitioner's response to comment no. 23 is noted.
    a) Shall meet Public Rights-of-Way Accessibility Guidelines (PROWAG). Add a note to the plans.
    b) Shall be 8" thick through the driveways. Update the sidewalk detail on sheet C6.2.
    c) In the event a stop sign is proposed, detectable warning panels will be required. Detectable warning panels are shown at all entrances, including the entrance only and at locations without a stop sign. Detectable warning panels will only be required at the entrance only and right turn only off of Northwest Highway that is not currently shown under stop control if required by IDOT.
    d) Details of all ADA ramps including the onsite ramp near the handicap accessible parking stall shall be provided. This can be addressed at permit.
    e) Additional sidewalk in the public right-of-way beyond the limits shown on the plans may be required to meet PROWAG, or if the existing condition of the sidewalk at the limits of construction is not acceptable. This can be addressed at permit and during construction.
    f) The general note on sheet C3.0 references Forest Ave. Revise the note accordingly.
    g) The sidewalk shall carry through all entrances and exits, with the curb stopping on either side of the sidewalk. This can be addressed at permit.

Public Works

35. The petitioner's response to comment no. 25 is noted.
    a) Show location of the existing water and sanitary sewer service. If disconnection of the service will require a lane closure, provide a traffic control plan.
    b) Add a note to the plans that the existing water and sanitary sewer services shall be disconnected at the Village mains. The Public Works Department shall be notified a minimum of 48 hours in advance.

36. The petitioner's response to comment no. 26 is noted. Show the pavement patching and a note to the plans that the pavement shall be patched 2 ft beyond the sawcut for all work, including the proposed utility connections, the abandonment of the existing utility connections, and the curb replacement on Northwest Highway and Euclid Avenue. CCHD and IDOT may have additional requirements for the repairs to the pavement.

37. The petitioner's response to comment no. 27 is noted. The landscape plan calls for Ivory Silk Tree Lilac that can grow to 20-25 ft. All plantings on Euclid Ave shall be dwarf in size due to overhead wires.

38. The water service is located under the proposed 24" pipe. This section of pipe shall be water main quality.

39. Show the curb adjacent to the sidewalk around the perimeter of the building on the site plan. Curb stops are required because of the vehicle overhang, or widen the sidewalk.

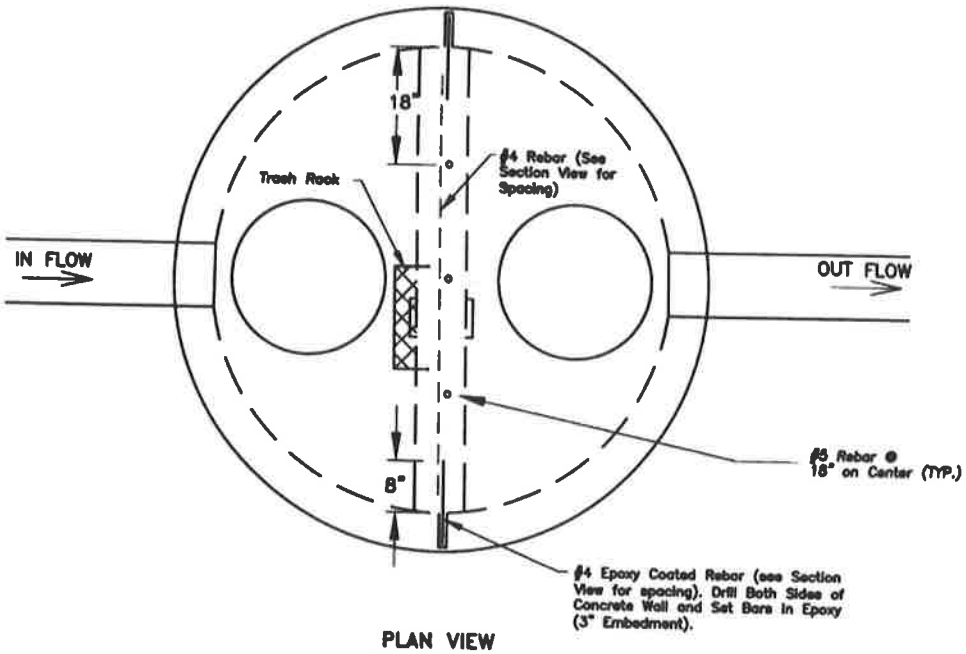
Traffic

40. Two-way traffic is allowed in the 24 ft drive aisle to the east of the building for the vehicles entering the site off of Euclid Ave. The drive aisle narrows near the handicap accessible parking stall and the adjacent stall just off of Northwest Highway. A vehicle trying to access the stall off of Northwest Highway from Euclid Ave could be in conflict with a vehicle entering the site off of Northwest Highway due to the reduced width of the drive aisle.

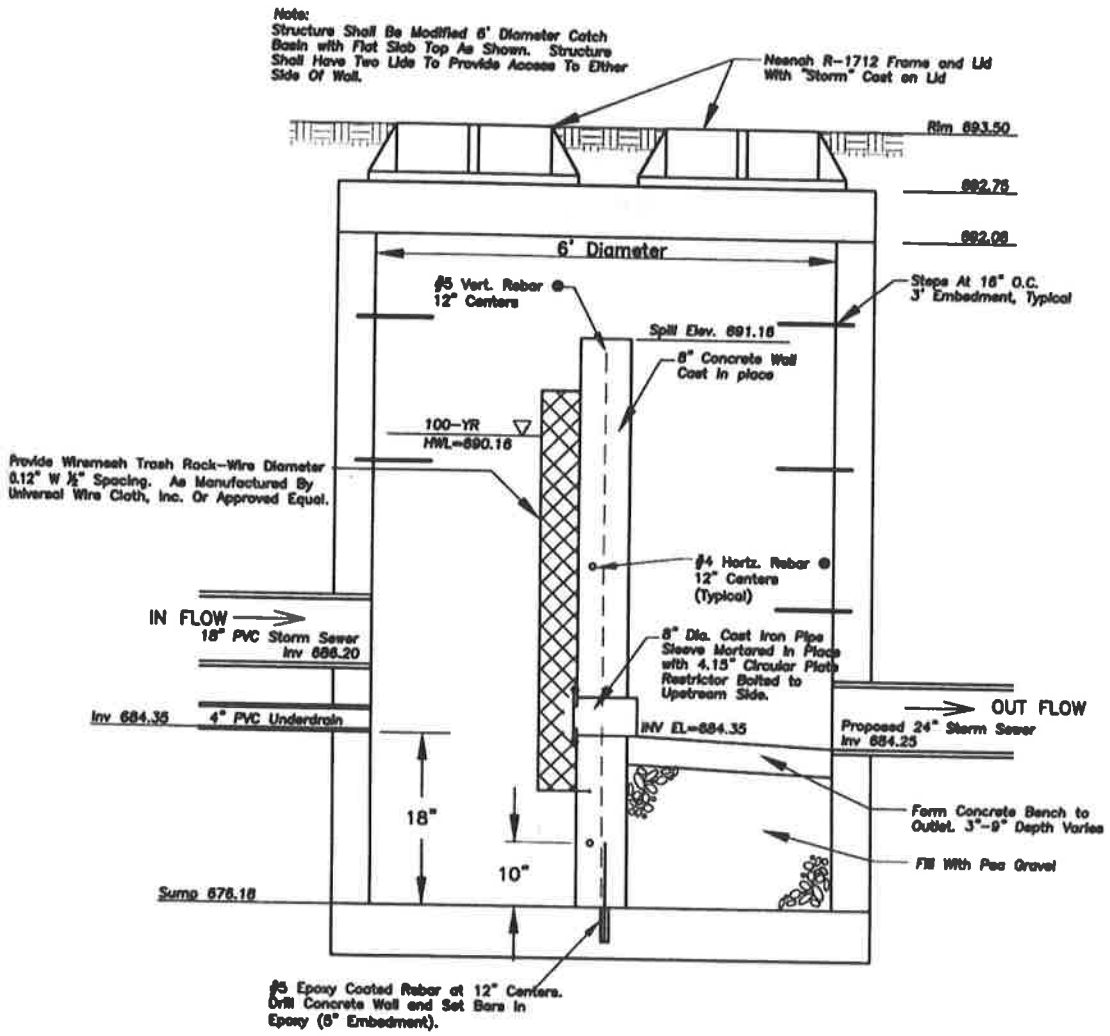
41. Add pavement striping at the entrance and exit off of Northwest Highway.

1/6/22

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



PLAN VIEW
NOT TO SCALE



OUTLET CONTROL STRUCTURE

Planning & Community Development Dept. Review

December 20, 2021

REVIEW ROUND 2

Project: BMO Bank
630 W Northwest Highway

Case Number: PC 21-022

General:

1. The written response to Special Use Permit criteria is acceptable.
2. The written response to Zoning Code Variation Criteria is acceptable.

Traffic Study:

3. The provided study is acceptable.

Prepared by:

BMO Bank
630 W. Northwest Highway
PC #21-022
December 20, 2021

Landscape Comments

1. Along Euclid Avenue it is recommended that the three ornamental trees be replace with three shade trees.

2. Along Euclid Avenue and Northwest Highway consider substituting the proposed Junipers and Yews with a more salt/drought tolerant shrub.