



Agenda  
Village of Arlington Heights  
Ordinance Review Committee  
Community Room, 3rd Floor  
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.  
May 11, 2022  
6:00 PM

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. APPROVAL OF MINUTES**

**IV. REPORTS**

**V. OLD BUSINESS**

**VI. NEW BUSINESS**

- A. Chapter 28: Zoning Text Amendment – Adult Use Cannabis Dispensaries

**VII. OTHER BUSINESS**

**VIII. ADJOURNMENT**

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact Rosangela Maldonado, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, [rmaldonado@vah.com](mailto:rmaldonado@vah.com) or (847)368-5791.



## **Ordinance Review Committee 5/11/2022**

**Item:** Chapter 28: Zoning Text Amendment – Adult Use Cannabis Dispensaries

**Department:** Planning & Community Development

### **Background**

– In August, 2020, the Village Board adopted an Ordinance establishing a pilot program to allow one adult use cannabis dispensary at Golf Road and Arlington Heights Road. The pilot program has twice been extended by the Board, with the current program expiring June 30, 2022.

On February 21, 2022 the Board discussed allowing adult use cannabis with restrictions on the total number and locations of future dispensaries. After significant discussion related to which zoning districts should allow for dispensaries, and whether there should be a maximum cap on number of dispensaries, the Board directed staff to develop a draft ordinance amending Chapter 28 Zoning, which is included in this packet. Minutes of the Board’s meeting are attached.

### **Recommendation**

– The Ordinance Review Committee recommends to the Plan Commission approval of the text amendment to Chapter 28 related to adult use cannabis dispensaries pursuant to the attached Ordinance.

### **ATTACHMENTS:**

<b>Description</b>	<b>Type</b>
Staff Memo	Memorandum
Proposed Ordinance	Ordinance
Village Board Minutes 2/21/22	Minutes
Exhibit A : KLOA Verilife Dispensary Parking Study 12/1/21	Exhibits
Cannabis Parking Survey - June 2020	Exhibits

## Memorandum

*To: Ordinance Review Committee of the Plan Commission*

*From: Bill Enright, Assistant Director Planning and Community Development*

*Date: May 6, 2022*

*Re: Chapter 28: Zoning Text Amendment – Cannabis Dispensaries*

***Ordinance Review Committee Meeting: May 11, 2022 6:00pm***

### **Background**

In August, 2020, the Village Board adopted an Ordinance establishing a pilot program to allow one adult use cannabis dispensary at Golf Road and Arlington Heights Road. The pilot program has twice been extended by the Board, with the current program expiring June 30, 2022.

On February 21, 2022 the Board discussed allowing adult use cannabis with restrictions on the total number and locations of future dispensaries. After significant discussion related to which zoning districts should allow for dispensaries, and whether there should be a maximum cap on number of dispensaries, the Board directed staff to develop a draft ordinance amending Chapter 28 Zoning, which is included in this packet. Minutes of the Board's meeting are attached.

### **Proposed Ordinance**

The proposed ordinance would permit adult use cannabis dispensaries in the B-2 and B-3 zoning districts, which include most of the commercial zoning districts in the municipality. The Board did provide direction to limit the number of dispensaries by area of the Village. Thus the proposed Ordinance, drafted by the Village attorney, would allow just one dispensary in each of three geographic areas of the Village as described below:

Maximum number of three dispensaries, with one dispensary in each of three "zones" in the Village as follows:

1. North of Hintz Road
2. Hintz Road to Central Road
3. South of Central Road

The permitted use table would be amended to indicate where dispensaries would be allowed as permitted in B-2 and B-3. They would not be permitted elsewhere.

Also addressed in the Ordinance is to add a parking requirement for dispensaries at a ratio of 1:200. This is based on parking analysis of other dispensaries researched by staff (see attached). In addition, Verilife (existing cannabis dispensary) conducted several parking studies at their existing location at Golf and Arlington Heights Road (see Exhibit A) and found no parking nor traffic issues at this shopping center.

The surveys conducted by staff found that parking issues arose in towns that allowed dispensaries in industrial zoning where parking is typically limited. Where dispensaries were located in commercial centers, parking did not cause issues. Staff does recommend a 1:200 ratio which is the same as medical uses, versus 1:300 for general retail, as smaller centers with less parking could cause issues.

The Village's police Department reported that there were no issues with the Verilife dispensary since it opened.

**Recommendation**

The Ordinance Review Committee recommends to the Plan Commission approval of the text amendment to Chapter 28 related to adult use cannabis dispensaries pursuant to the attached Ordinance.

AN ORDINANCE AMENDING “THE 2002 COMPREHENSIVE AMENDMENT OF THE ZONING ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS,” AS AMENDED, REGARDING ADULT USE CANNABIS DISPENSARIES

WHEREAS, ON JUNE 25, 2019, THE GOVERNOR OF THE STATE OF ILLINOIS SIGNED INTO LAW PUBLIC ACT 101-0027, ESTABLISHING THE CANNABIS REGULATION AND TAX ACT (“**ACT**”); AND

WHEREAS, THE ACT LEGALIZES THE POSSESSION AND USE OF CANNABIS FOR RECREATIONAL PURPOSES BY ADULTS OVER THE AGE OF 21, AUTHORIZES THE SALE OF RECREATIONAL CANNABIS AT DISPENSARIES, PERMITS THE EXPANSION OF CULTIVATION CENTERS PREVIOUSLY ONLY AUTHORIZED TO SUPPLY MEDICAL CANNABIS SALES, AND AUTHORIZES NEW TYPES OF CANNABIS BUSINESSES SUCH AS CRAFT GROWERS, INFUSERS, AND PROCESSORS; AND

WHEREAS, “THE 2002 COMPREHENSIVE AMENDMENT OF THE ZONING ORDINANCE OF THE VILLAGE OF ARLINGTON HEIGHTS,” AS AMENDED (“**ZONING ORDINANCE**”), ESTABLISHES, AMONG OTHER THINGS, ZONING DISTRICTS AND PERMITTED LAND USES WITHIN THOSE ZONING DISTRICTS; AND

WHEREAS, PURSUANT TO SECTION 5.5 OF THE ZONING ORDINANCE, ANY USES NOT SPECIFICALLY LISTED AS EITHER PERMITTED OR AS A SPECIAL USE IS DEEMED PROHIBITED; AND

WHEREAS, THE ACT PROVIDES THAT MUNICIPALITIES MAY ENACT REASONABLE ZONING REGULATIONS CONCERNING THE CANNABIS BUSINESSES DESCRIBED ABOVE, INCLUDING, WITHOUT LIMITATION, THE PROHIBITION OF ANY CANNABIS BUSINESSES DESCRIBED ABOVE; AND

WHEREAS, ON \_\_\_\_\_, 2019, THE VILLAGE BOARD OF TRUSTEES ADOPTED ORDINANCE NO. \_\_\_\_\_, AMENDING THE VILLAGE CODE TO PROHIBIT ALL LAND USES ASSOCIATED WITH ADULT USE CANNABIS (COLLECTIVELY, “**ADULT USE CANNABIS BUSINESS ESTABLISHMENTS**”); AND,

WHEREAS, ON MAY 11, 2022, THE VILLAGE ORDINANCE REVIEW COMMITTEE MET TO FURTHER CONSIDER THE LAND USE IMPACTS OF ADULT USE CANNABIS BUSINESS ESTABLISHMENTS, AND REACHED CONSENSUS TO DIRECT THE VILLAGE PLAN COMMISSION TO CONDUCT A PUBLIC HEARING TO CONSIDER AMENDMENTS TO THE ZONING ORDINANCE TO AUTHORIZE ADULT USE CANNABIS DISPENSARIES IN SPECIFIED ZONING DISTRICTS AS A PERMITTED USE (“**PROPOSED AMENDMENTS**”); AND

WHEREAS, A PUBLIC HEARING BY THE PLAN COMMISSION TO CONSIDER THE PROPOSED AMENDMENTS TO THE ZONING ORDINANCE WAS DULY ADVERTISED IN THE \_\_\_\_\_ ON \_\_\_\_\_, 2022, AND HELD ON \_\_\_\_\_, 2022, AND FINDINGS OF FACT IN SUPPORT OF THE PROPOSED AMENDMENTS WERE APPROVED BY THE PLAN COMMISSION ON \_\_\_\_\_, 2022, (PUBLIC HEARING No. \_\_\_\_\_), IN ACCORDANCE WITH AND PURSUANT TO SECTION \_\_\_\_\_ OF THE ZONING ORDINANCE; AND

WHEREAS, THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES HAVE CONSIDERED THE PROPOSED AMENDMENTS AND THE RECOMMENDATION OF THE PLAN COMMISSION, AND HAVE DETERMINED THAT ADOPTION OF THE PROPOSED AMENDMENTS, AS SET FORTH IN THIS ORDINANCE, WILL SERVE AND BE IN THE BEST INTEREST OF THE VILLAGE AND ITS RESIDENTS;

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

SECTION 1. RECITALS. THE FACTS AND STATEMENTS CONTAINED IN THE PREAMBLE TO THIS ORDINANCE ARE FOUND TO BE TRUE AND CORRECT AND ARE HEREBY ADOPTED AS PART OF THIS ORDINANCE.

SECTION 2. DEFINITIONS. SECTION 28-3, TITLED “DEFINITIONS,” OF THE ZONING ORDINANCE IS HEREBY AMENDED FURTHER TO ADD THE FOLLOWING DEFINITIONS:

“SECTION 28-3 DEFINITIONS. FOR THE PURPOSES OF THIS CHAPTER, THE FOLLOWING WORDS SHALL HAVE THE MEANINGS SET FORTH IN THIS SECTION.

\* \* \*

**ADULT USE CANNABIS BUSINESS ESTABLISHMENTS: ADULT USE CANNABIS BUSINESSES, INCLUDING, BUT NOT LIMITED TO: ADULT USE CANNABIS CULTIVATION CENTERS, ADULT USE CANNABIS DISPENSARIES, CANNABIS CRAFT GROWERS, CANNABIS INFUSERS, AND CANNABIS PROCESSORS.**

**ADULT USE CANNABIS CULTIVATION CENTERS: A FACILITY OPERATED BY AN ORGANIZATION OR BUSINESS THAT IS LICENSED BY THE DEPARTMENT OF AGRICULTURE TO CULTIVATE, PROCESS, TRANSPORT, AND PERFORM OTHER NECESSARY ACTIVITIES TO PROVIDE CANNABIS AND CANNABIS-INFUSED PRODUCTS TO ADULT USE CANNABIS BUSINESS ESTABLISHMENTS.**

**ADULT USE CANNABIS DISPENSARY: A FACILITY OPERATED BY AN ORGANIZATION OR BUSINESS THAT IS REGISTERED BY THE ILLINOIS DEPARTMENT OF FINANCIAL AND PROFESSIONAL REGULATION TO ACQUIRE CANNABIS FROM A CANNABIS CULTIVATION CENTER, CANNABIS CRAFT GROWER, CANNABIS PROCESSOR, OR ANOTHER CANNABIS DISPENSARY FOR THE PURPOSE OF SELLING OR DISPENSING CANNABIS, CANNABIS-INFUSED PRODUCTS, CANNABIS SEEDS, PARAPHERNALIA, OR RELATED SUPPLIES FOR RECREATIONAL, NON-MEDICINAL PURPOSES TO PURCHASERS OTHER THAN REGISTERED QUALIFYING PATIENTS UNDER THE ILLINOIS COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT (410 ILCS 130/1 ET SEQ.).**

\* \* \*

**CANNABIS: “CANNABIS” HAS THE MEANING SET FORTH IN THE ILLINOIS CANNABIS REGULATION AND TAX ACT.**

\* \* \*

**CANNABIS CRAFT GROWER: A FACILITY OPERATED BY AN ORGANIZATION OR BUSINESS THAT IS LICENSED BY THE DEPARTMENT OF AGRICULTURE TO CULTIVATE, DRY, CURE, AND PACKAGE SMALL QUANTITIES OF CANNABIS AND PERFORM OTHER NECESSARY ACTIVITIES TO MAKE SMALL QUANTITIES OF CANNABIS AVAILABLE FOR SALE AT AN ADULT USE OR MEDICINAL CANNABIS DISPENSARY OR USE AT A CANNABIS PROCESSOR OR INFUSER.**

**CANNABIS INFUSER: A FACILITY OPERATED BY AN ORGANIZATION OR BUSINESS THAT IS LICENSED BY THE DEPARTMENT OF AGRICULTURE TO DIRECTLY**

INCORPORATE CANNABIS OR CANNABIS CONCENTRATE INTO A PRODUCT FORMULATION TO PRODUCE A CANNABIS-INFUSED PRODUCT.

CANNABIS PROCESSOR: A FACILITY OPERATED BY AN ORGANIZATION OR BUSINESS THAT IS LICENSED BY THE DEPARTMENT OF AGRICULTURE TO EITHER EXTRACT CONSTITUENT CHEMICALS OR COMPOUNDS TO PRODUCE CANNABIS CONCENTRATE OR INCORPORATE CANNABIS OR CANNABIS CONCENTRATE INTO A PRODUCT FORMULATION TO PRODUCE A CANNABIS PRODUCT.

CANNABIS TRANSPORTER: AN ORGANIZATION OR BUSINESS THAT IS LICENSED BY THE DEPARTMENT OF AGRICULTURE TO TRANSPORT CANNABIS ON BEHALF OF A CANNABIS BUSINESS ESTABLISHMENT OR A COMMUNITY COLLEGE LICENSED UNDER THE COMMUNITY COLLEGE CANNABIS VOCATIONAL TRAINING PILOT PROGRAM.

\* \* \*

COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT: THE ILLINOIS COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT, 410 ILCS 130/1 ET SEQ.

\* \* \*

CULTIVATION CENTER: "CULTIVATION CENTER" HAS THE MEANING SET FORTH IN THE COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT.

\* \* \*

DEBILITATING MEDICAL CONDITION: "DEBILITATING MEDICAL CONDITION" HAS THE MEANING SET FORTH IN THE COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT

DISPENSING ORGANIZATION: "DISPENSING ORGANIZATION" HAS THE MEANING SET FORTH IN THE COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT

DISPENSING ORGANIZATION AGENT: "DISPENSING ORGANIZATION AGENT" HAS THE MEANING SET FORTH IN THE COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT.

\* \* \*

MEDICAL CANNABIS INFUSED PRODUCT: "MEDICAL CANNABIS INFUSED PRODUCT" HAS THE MEANING SET FORTH IN THE COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT.

\* \* \*

QUALIFYING PATIENT: "QUALIFYING PATIENT" HAS THE MEANING SET FORTH IN THE COMPASSIONATE USE OF MEDICAL CANNABIS PROGRAM ACT."

SECTION 3. ADDITIONAL REGULATIONS FOR ADULT USE CANNABIS DISPENSARIES. SECTION 28-6, TITLED “GENERAL PROVISIONS,” OF THE ZONING ORDINANCE IS HEREBY AMENDED TO ADD A NEW SECTION 6.1-18, WHICH SECTION 6.1-18 WILL HEREAFTER READ AS FOLLOWS:

**“SEC. 6.1-18 LOCATION RESTRICTIONS FOR ADULT USE CANNABIS DISPENSARIES.**

**NOT MORE THAN ONE ADULT USE CANNABIS DISPENSARY MAY BE LOCATED AT ANY TIME WITHIN EACH OF THE FOLLOWING AREAS OF THE VILLAGE:**

**(A) BETWEEN THE NORTHERN BOUNDARY OF THE VILLAGE TO THE NORTH AND HINTZ ROAD TO THE SOUTH;**

**(B) BETWEEN HINTZ ROAD TO THE NORTH AND CENTRAL ROAD TO THE SOUTH; AND**

**(C) BETWEEN CENTRAL ROAD TO THE NORTH AND THE SOUTHERN BOUNDARY OF THE VILLAGE TO THE SOUTH.”**

**SECTION 4: PERMITTED USE TABLE.** THE “PERMITTED USE TABLE,” AS SET FORTH IN SECTION 5.5, TITLED “PERMITTED USES,” OF THE ZONING ORDINANCE IS HEREBY AMENDED FURTHER TO ADD THE FOLLOWING ENTRIES:

“PERMITTED USE TABLE

\* \* \*

COMMERCIAL USES	B1	B2	B3	B4	B5	OT	PL	M1	M2
<u>ADULT USE CANNABIS BUSINESS ESTABLISHMENTS OTHER THAN ADULT USE CANNABIS DISPENSARIES</u>									
<u>ADULT USE CANNABIS DISPENSARY (SEE SECTION 6.1-18)</u>		<b><u>P</u></b>	<b><u>P</u></b>						

\* \* \*

**SECTION 5. PARKING.** THE PARKING REQUIREMENTS AS SET FORTH IN SECTION 10.4 OF THE ZONING ORDINANCE IS HEREBY AMENDED FURTHER TO ADD THE FOLLOWING ENTRIES:

**ADULT USE CANNABIS DISPENSARY ONE SPACE FOR EACH 200 SQUARE FEET OF FLOOR AREA.**

{00126411.2}

ADDITIONS ARE BOLD AND DOUBLE UNDERLINED; DELETIONS ARE STRUCK THROUGH.

**SECTION 6. SEVERABILITY.** IF ANY PROVISION OF THIS ORDINANCE OR PART THEREOF IS HELD INVALID BY A COURT OF COMPETENT JURISDICTION, THE REMAINING PROVISIONS OF THIS ORDINANCE ARE TO REMAIN IN FULL FORCE AND EFFECT, AND ARE TO BE INTERPRETED, APPLIED, AND ENFORCED SO AS TO ACHIEVE, AS NEAR AS MAY BE, THE PURPOSE AND INTENT OF THIS ORDINANCE TO THE GREATEST EXTENT PERMITTED BY APPLICABLE LAW.

**SECTION 7. EFFECTIVE DATE.** THIS ORDINANCE WILL BE IN FULL FORCE AND EFFECT FROM AND AFTER ITS PASSAGE, APPROVAL, AND PUBLICATION IN THE MANNER PROVIDED BY LAW.

AYES:

NAYS:

PASSED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2022.

\_\_\_\_\_  
VILLAGE PRESIDENT

ATTEST:

\_\_\_\_\_  
VILLAGE CLERK

{00126411.2}

ADDITIONS ARE BOLD AND DOUBLE UNDERLINED; DELETIONS ARE STRUCK THROUGH.



## MINUTES

President and Board of Trustees  
Village of Arlington Heights  
Board Room

Arlington Heights Village Hall  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

February 21, 2022

7:30 PM

### **I. CALL TO ORDER**

### **II. PLEDGE OF ALLEGIANCE**

### **III. ROLL CALL OF MEMBERS**

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

Also present were: Randy Recklaus, Hart Passman, Diana Mikula, Bill Enright, Cris Papierniak, Nick Pecora and Becky Hume.

### **IV. APPROVAL OF MINUTES**

A. Village Board 02/07/2022 Approved

Trustee John Scaletta moved to approve. Trustee Mary Beth Canty  
Seconded the Motion.

The Motion: Passed

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

Absent: Baldino, Schwingbeck

B. Committee of the Whole Meeting 2-7-22 Approved

Trustee Robin LaBedz moved to approve. Trustee Nicolle Grasse Seconded  
the Motion.

The Motion: Passed

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

land owner. The goal is to have a decorative crosswalk. Ms. Holowell explained the third drive-thru lane is a bypass.

Trustee Scaletta said he would like to see upgraded crosswalks, but at a minimum the crosswalks should be striped. He asked if IDOT will review the timing at the lights. Mr. Enright said according to the traffic study, even with additional traffic, the current cycle will clear the cars out and they won't have to change the cycling. We will need to wait and see the demand. IDOT has the lights interconnected, but if there is an issue, we could approach it.

Trustee Nicolle Grasse moved to Concur with the Plan Commission's recommendation to approve an amendment to the Planned Unit Development Ordinance 90-014 to allow modifications to the Southpoint PUD to enable construction of a bank building, and a Special Use Permit for a 3,460 square foot bank with a drive-through with the following conditions: 1. No Village building permit will be issued for the site until the MWRD and Village permits are issued for the work needed on the existing detention basin as required under PC #21-018 and 2. The petitioner shall comply with all Federal, State, and Village Codes, Regulations and Policies.. Trustee Mary Beth Canty Seconded the Motion.

The Motion: Passed

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

Absent: Baldino, Schwingbeck

### **XIII. LEGAL**

### **XIV. REPORT OF THE VILLAGE MANAGER**

#### **A. Discussion of Adult Use Cannabis Pilot Program**

Mr. Recklaus said staff is looking for direction on the future and next steps of the Cannabis Pilot Program. An adult-use cannabis dispensary was approved on August, 2020 and extended to March, 2022. During this time, parking studies were conducted every six months.

The sales tax revenues generated by Verilife are close to those of a big box retail store. Parking studies found no substantial difference in peak parking demand compared to when the location was solely a medical dispensary. There has been no increase in police activity attributable to the adult use dispensary. A surplus of parking exists at the current location based on the 1-parking-space-per-200-square-feet-of-floor-space standard. If we are going to allow dispensaries in other locations, we could continue to use this ratio. Neighboring communities are trending towards requiring 1/200 versus the 1/300 standard used for non-medical sites.

Other considerations are to limit the proximity to schools, parks, public swimming pools, athletic fields, pedestrian and bicycle paths, or wilderness

areas. The ordinance could limit the proximity to not-within 1,000 feet of the intersection of Dundee and Arlington Heights Roads. There could be a limit on the number of locations or allow any location that met certain criteria. Another option would be to limit the number of dispensaries in each region of the Village; north, middle, south.

Mr. Recklaus asked the Board to consider the following:

1. Should we allow adult use cannabis dispensary be allowed only at the current location?
2. Should they be allowed at any location that meets village criteria?
3. Should they be Allowed with a capped number of dispensaries in certain zones?
4. Should there be other limitations?
5. Should there be parking restrictions?

President Hayes said he was glad to hear there have not been parking problems and police activity. He is still opposed to the sale of recreational cannabis in the Village and said he understands he is in the minority.

Trustee Scaletta said he is in favor of adult use cannabis stores. He said there is a high turnover of vehicles at the current location. He said the Board would have to define regions and set boundaries and asked where sites could be in the central area. Mr. Recklaus said there are sites along Rand, Northwest Highway and Arlington Heights Road that might be suitable. Trustee Scaletta talked about possible regions being established and south of Thomas/north of Central could work. He said he believes the site on the south side of Arlington Heights is close enough to the Downtown. He is not interested in having many cannabis dispensaries and expressed his uncertainty of which approach was better; limiting the number of outlets based on zones or just limiting the number. He said he was not in favor of a Downtown location and also did not want them on top of one another.

Trustee Tinaglia said currently there are shops just over the borders of the Village. Those sites are getting tax dollars that should go to us. Having three is a decent number. He liked the idea of one middle, one north and one south. To him, the Downtown = Central Business District. There are sites on Northwest Highway that would be okay, but he wouldn't want one in the Alfresco zone.

Trustee Canty said she agreed with her colleagues. She said she was less concerned on where they go and the number of stores, as the State limits the number of licenses. She believes there is a natural limitation to how many we will see. There are already a lot of limitations on locations. If the Board is concerned, she is willing to compromise to limiting numbers by zones. She said she wants to allow the program to continue to expand as the tax dollars are leaving Arlington Heights and she would like to keep the Village's dollars in the Village.

Trustee Grasse said she is in favor of adult use cannabis dispensaries and

would rather allow the operators find their best location than have the Board dictate them.

Trustee LaBedz said she was originally opposed but compromised to allow the pilot program. After seeing there have not been issues with parking or police, she is in favor of moving forward to allow the sale of adult use cannabis on a permanent basis. She sees tax dollars going elsewhere, and there are no particular problems in the surrounding communities either. She liked the limit of 3 or so locations. She also did not want them in Downtown and said the Zone B-5 or another determination could be used. She said she was initially leaning toward 3 zones but that specificity may not be necessary, the number of locations is more important to her.

Trustee Bertucci said yes to #1, it's a very professional store and the current location is great. He agreed with capping the number to 2-3. He did not want to pigeon hole locations other than define where we don't want them. He said to keep the 1,000-foot rule, and did not want the shops in the Alfresco/Downtown area. He agreed that the dollars should stay in the Village. He said he wanted the new operators to be held to the same standard as Verilife.

Trustee Tinaglia said if we apply the higher parking standard of 1/200, he would not want a project to get stuck or be denied if it is a few stalls short.

Trustee Scaletta noted that parking at Rolling Meadows dispensary site is a disaster, but he also didn't want to kill a project if its just a few stalls short.

President Hayes said he didn't understand why recreational sales are not okay Downtown, but are okay along Rand Road or other places. Trustee Canty shared that question. President Hayes said it seems inconsistent.

Trustee LaBedz said potentially parking would be an issue, so that is a concern.

Trustee Scaletta said there is sufficient parking at the current location, but it is still challenging. The dispensary sites have come-and-go traffic and would not be conducive to the Downtown where we want people to come and stay. If a site is north of Central, but not Downtown, like where Cardinal Liquors is, that would be okay. Spreading the locations out within town makes sense.

## **XV. APPOINTMENTS**

## **XVI. PETITIONS AND COMMUNICATIONS**

## **XVII. ADJOURNMENT**

Trustee Robin LaBedz moved to adjourn at 9:11. Trustee Nicolle Grasse Seconded the Motion.

MEMORANDUM TO: Brandon Nemec  
Pharmacann

FROM: Elise Purguette  
Consultant

Luay R. Aboona, PE, PTOE  
Principal

DATE: December 1, 2021

SUBJECT: Twelve-Month Traffic and Parking Study  
Verilife Dispensary  
Arlington Heights, Illinois

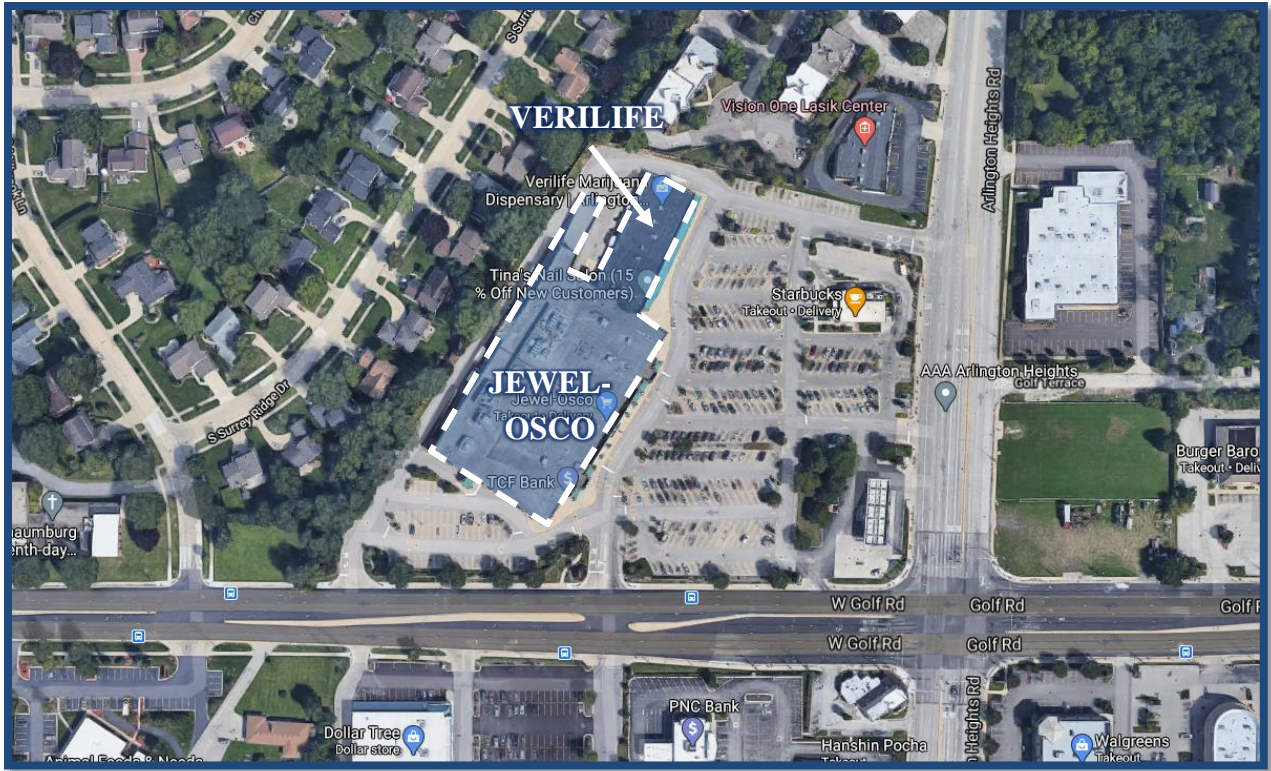
This memorandum summarizes the results and findings of the twelve-month traffic and parking study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the Verilife dispensary located at 1816 South Arlington Heights Road in Arlington Heights, Illinois. The site, which is located within the Jewel-Osco shopping center, is located in the northwest quadrant of the intersection of Arlington Heights Road with Golf Road. Access to the site and the parking area is provided via the existing access drives serving the Jewel-Osco shopping center. The Jewel-Osco shopping center is approximately 78,020 square feet in size and contains approximately 344 parking spaces. **Figure 1** shows an aerial view of the site.

The purpose of this traffic and parking study is to document the existing traffic and parking conditions at the shopping center approximately twelve months after the dispensary expanded its operations to sell recreational marijuana in addition to the sales of medical marijuana.

### Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and average daily traffic volumes along the adjacent area roadways.

*Golf Road (Illinois Route 58)* is an east-west, other principal arterial that generally provides three through lanes in each direction in the vicinity of the site. At its unsignalized intersection with the right-in/right-out access drive serving the Jewel-Osco shopping center, Golf Road provides two through lanes on the eastbound approach and two through lanes and a combined through/right-turn lane on the westbound approach. At its unsignalized intersection with the full movement access drive serving the Jewel-Osco shopping center and Arlington Towne Square, Golf Road provides an exclusive left-turn lane, two through lanes, and a combined through/right-turn lane on both approaches. At its unsignalized intersection with the right-in/right-out access drive serving the Mobil fuel center, Golf Road provides six through lanes on the eastbound approach. The westbound approach provides two through lanes and a combined through/right-turn lane. Golf Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), has a posted speed limit of 40 mph, is designated as a Strategic Regional Arterial (SRA) route, and carries an Annual Average Daily Traffic (AADT) volume of 28,300 vehicles west of Arlington Heights Road and 27,800 vehicles east of Arlington Heights Road (IDOT, 2019).



Aerial View of Site

Figure 1

*Arlington Heights Road* is a north-south, minor arterial that generally provides three through lanes in each direction in the vicinity of the site. At its unsignalized intersection with the full movement access drive serving the Jewel-Osco shopping center, Arlington Heights Road provides a through lane and a combined through/left-turn lane on the northbound approach. The southbound approach provides two through lanes and a combined through/right-turn lane. At its unsignalized intersection with the right-in/right-out access drives serving the Jewel-Osco shopping center and the Mobil fuel center, Arlington Heights Road provides three through lanes on the northbound approach. The southbound approach provides five through lanes and a combined through/right-turn lane (which are dual left-turn lanes, three through lanes, and a shared through/right-turn lane for the southbound approach at the intersection of Golf Road with Arlington Heights Road). Arlington Heights Road is under the jurisdiction of IDOT, has a posted speed limit of 35 mph, is not designated as an SRA route, and carries an AADT volume of 30,400 vehicles north of Golf Road and 32,300 vehicles south of Golf Road (IDOT, 2019).

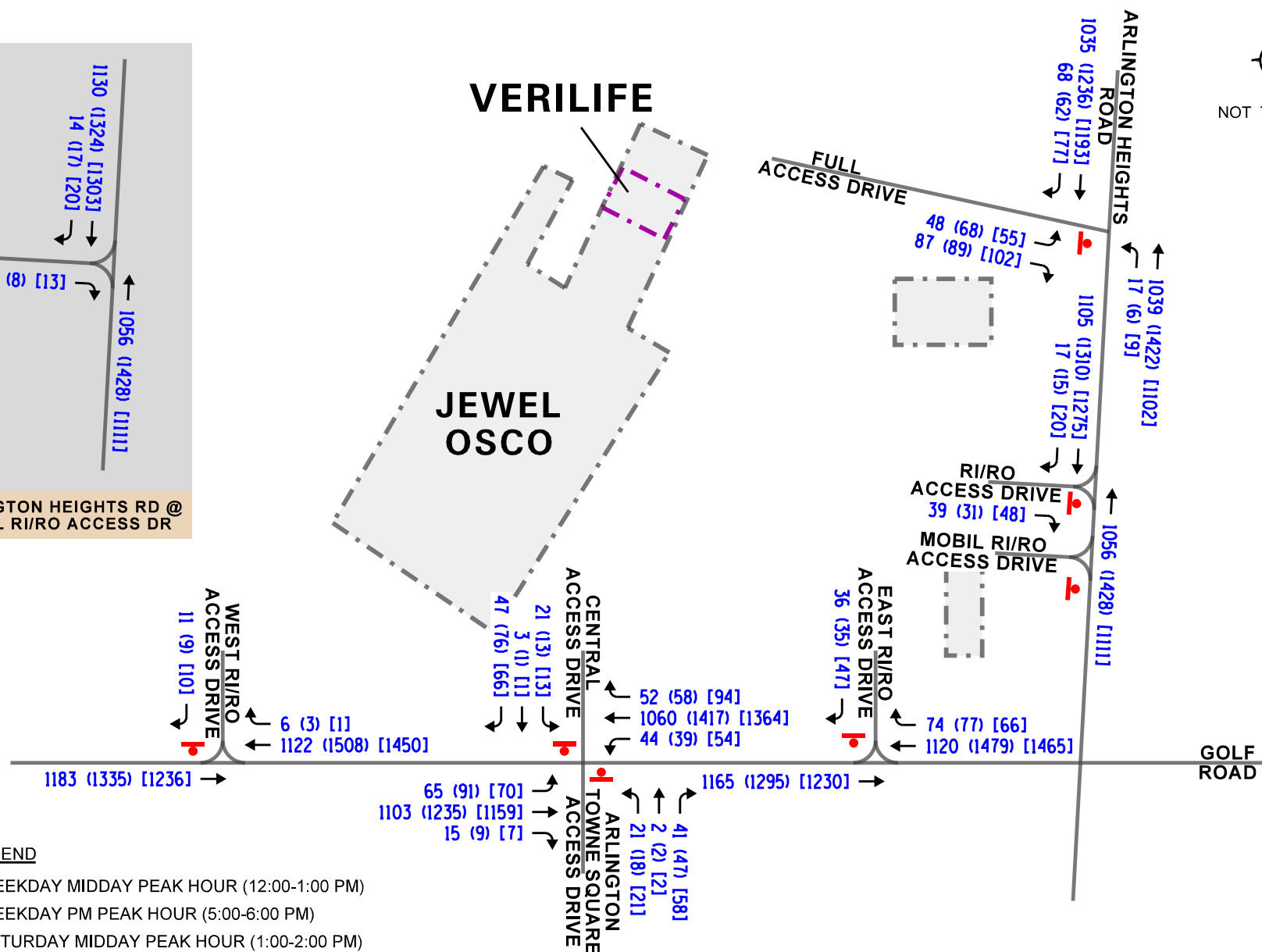
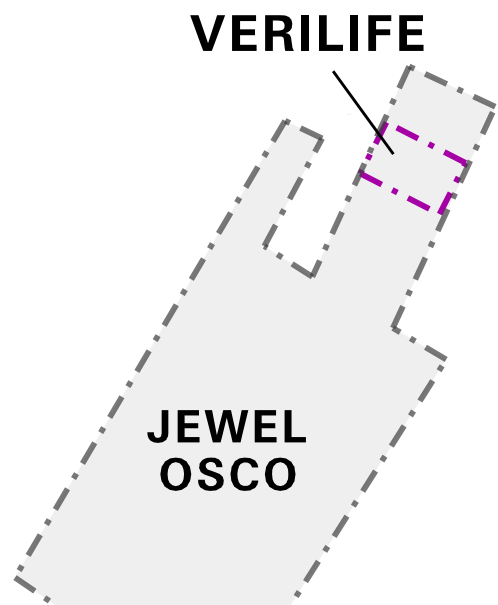
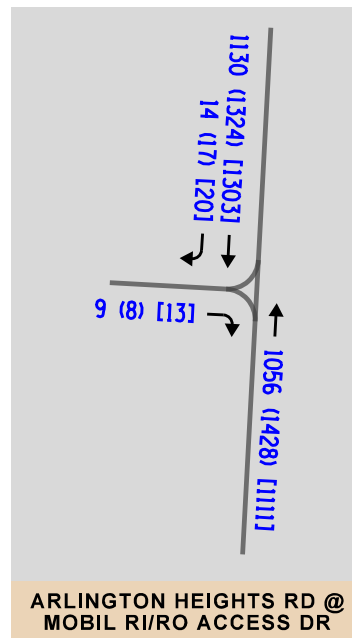
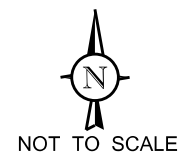
## Year 2021 Base Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts at the following intersections:

- Golf Road with Jewel-Osco West Access Drive
- Golf Road with Jewel-Osco Access Drive and Arlington Towne Square Central Access Drive
- Golf Road with Mobil Right-In/Right-Out Access Drive
- Arlington Heights Road with Jewel-Osco Full Movement Access Drive
- Arlington Heights Road with Jewel-Osco Right-In/Right-Out Access Drive
- Arlington Heights Road with Mobil Right-In/Right-Out Access Drive

The traffic counts were conducted on Thursday, November 4, 2021 during the midday (11:00 A.M. to 2:00 P.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, November 6, 2021 during the midday peak period (11:00 A.M. to 2:00 P.M.). The results of the traffic counts show that the peak hours of traffic generally occur between 12:00 P.M. and 1:00 P.M. during the weekday midday peak period, between 5:00 P.M. and 6:00 P.M. during the weekday evening peak period, and between 1:00 P.M. and 2:00 P.M. during the Saturday midday peak period.

Copies of the traffic count summary sheets are included in the Appendix. **Figure 2** illustrates the Year 2021 base traffic volumes.



**LEGEND**

- 00 - WEEKDAY MIDDAY PEAK HOUR (12:00-1:00 PM)
- (000) - WEEKDAY PM PEAK HOUR (5:00-6:00 PM)
- [000] - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Verilife Dispensary  
Arlington Heights, Illinois

Year 2021 Base Traffic Volumes



Job No: 20-182

Figure: 2

## Characteristics of Verilife Dispensary

The Verilife dispensary is open Monday through Sunday from 9:00 A.M. and 7:00 P.M. The number of trips generated by the existing Verilife dispensary was based on information obtained from the operator for customers and employees and is summarized in **Table 1**. It should be noted that the number of employees per shift varies between five and 13 depending on the time of the day.

Table 1

TRIPS GENERATED BY THE EXISTING VERILIFE DISPENSARY

	Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily
	In	Out	Total	In	Out	Total	In	Out	Total	
Verilife Dispensary	35	35	70	32	32	64	36	36	72	300

Access to the Jewel-Osco shopping center is provided via the following:

- An existing full movement access drive on Arlington Heights Road located approximately 525 feet north of Golf Road. This access drive provides one inbound lane and two outbound lanes striped as an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign control.
- An existing right-in/right-out access drive on Arlington Heights Road located approximately 255 feet north of Golf Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. Left-turn movements are not feasible due to the provision of an existing median along Arlington Heights Road.
- An existing right-in/right-out access drive on Arlington Heights Road located approximately 180 feet north of Golf Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. Left-turn movements are not feasible due to the provision of an existing median along Arlington Heights Road.
- An existing right-in/right-out access drive on Golf Road located approximately 185 feet west of Arlington Heights Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. Left-turn movements are not feasible due to the provision of an existing median along Golf Road.
- An existing full movement access drive on Golf Road located approximately 480 feet west of Arlington Heights Road. This access drive provides one inbound lane and two outbound lanes striped as an exclusive right-turn lane and a combined through/left-turn lane with outbound movements under stop sign control.

- An existing right-in/right-out access drive on Golf Road located approximately 840 feet west of Arlington Heights Road. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. Left-turn movements are not feasible due to the provision of an existing median along Golf Road.

## Traffic Evaluation

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing traffic demands. Analyses were performed for the weekday midday, weekday evening, and Saturday midday peak hours for the Year 2021 base conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6<sup>th</sup> Edition* and analyzed using Synchro/SimTraffic 10 software. 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 unsignalized intersections are included in the Appendix of this report.

A summary of the traffic analysis results showing the level of service and delay (measured in seconds) for the intersections for the Year 2021 Base conditions are presented in **Table 2**. A discussion of each of the intersections follows.

Table 2  
 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS  
 YEAR 2021 BASE CONDITIONS

Intersection	Weekday Midday Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Arlington Heights Road with Full Movement Access Drive</b>						
• Northbound Left	C	16.1	C	19.0	C	18.2
• Eastbound Approach	C	23.2	E	41.4	D	29.3
○ Left	E	35.1	F	69.7	E	47.7
○ Right	C	16.7	C	19.8	C	19.4
<b>Arlington Heights Road with Right-In/Right-Out Access Drive</b>						
• Eastbound Approach	B	11.5	B	11.7	B	12.1
<b>Arlington Heights Road with Mobil Right-In/Right-Out Access Drive</b>						
• Eastbound Approach	B	11.5	B	11.9	B	11.8
<b>Golf Road with Mobil Right-In/Right-Out Access Drive</b>						
• Southbound Right	C	16.0	C	19.6	C	20.7
<b>Golf Road with Central Access Drive and Arlington Towne Square Access Drive</b>						
• Northbound Approach	D	34.2	F	62.9	E	45.9
• Eastbound Left	C	18.3	D	32.6	D	28.1
• Westbound Left	C	17.6	C	19.4	C	18.7
• Southbound Approach	D	26.6	E	36.8	E	45.9
○ Through/Left	E	48.5	F	99+	F	98.9
○ Right	C	15.4	C	21.0	C	20.1
<b>Golf Road with Right-In/Right-Out Access Drive</b>						
• Southbound Right	C	15.0	C	18.0	C	17.3
LOS = Level of Service Delay is measured in seconds.						

#### *Arlington Heights Road with Full Movement Access Drive*

The results of the capacity analysis indicate that the northbound left-turn movements currently operate at LOS C during the weekday midday, weekday evening, and Saturday midday peak hours. The eastbound right-turn movements are operating at LOS C during all three peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. In addition, the eastbound left-turn movements currently operate at LOS E during the weekday midday and Saturday midday peak hours and LOS F during the weekday evening peak hour. This is normal and expected when a minor access drive intersects a major road such as Arlington Heights Road. It should be noted that the proximity of this intersection to the traffic signal at the intersection of Arlington Heights Road with Golf Road creates gaps that allow vehicles to enter and exit the site more efficiently. This is confirmed by the results of the volume-to-capacity (v/c) calculations which indicate that the ratios will be less than one during all three peak hours with the weekday evening peak hour being the highest at 0.59. In addition, based on field observations and a review of the traffic simulation, the southbound queues at the intersection of Golf Road with Arlington Heights Road generally do not extend to or beyond this access drive. As such, this access drive is adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

#### *Arlington Heights Road with Right-In/Right-Out Access Drive*

The results of the capacity analysis indicate that the outbound movements currently operate at LOS B during the weekday midday, weekday evening, and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, this access drive is adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

#### *Arlington Heights Road with Mobil Right-In/Right-Out Access Drive*

The results of the capacity analysis indicate that the outbound movements currently operate at LOS B during the weekday midday, weekday evening, and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, this access drive is adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

#### *Golf Road with Mobil Right-In/Right-Out Access Drive*

The results of the capacity analysis indicate that the outbound movements currently operate at LOS C during the weekday midday, weekday evening, and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, this access drive is adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

### *Golf Road with Central Access Drive and Arlington Towne Square Access Drive*

The results of the capacity analysis indicate that the outbound right-turn movements are operating at LOS C during all three peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. In addition, the outbound left-turn movements from the site onto Golf Road currently operate at LOS E during the weekday midday peak hour and LOS F during the weekday evening and Saturday midday peak hours. This is normal and expected when a minor access intersects a major road such as Golf Road. It should be noted that the proximity of this intersection to the traffic signal at the intersection of Arlington Heights Road with Golf Road creates gaps that allow vehicles to enter and exit the site more efficiently. This is confirmed by the results of the volume-to-capacity (v/c) calculations which indicate that the ratios will be less than one during all three peak hours with the Saturday midday peak hour being the highest at 0.54. The eastbound left-turn movements from Golf Road into the site currently operate at LOS C during the weekday midday peak hour and LOS D during the weekday evening and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles which can be accommodated by the existing exclusive left-turn lane serving the Jewel-Osco shopping center. In addition, based on field observations and a review of the traffic simulation, the eastbound queues at the intersection of Golf Road with Arlington Heights Road generally do not extend past or beyond this access drive. As such, this access drive is adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

### *Golf Road with Right-In/Right-Out Access Drive*

The results of the capacity analysis indicate that the outbound movements currently operate at LOS C during the weekday midday, weekday evening, and Saturday midday peak hours with 95<sup>th</sup> percentile queues of one to two vehicles. As such, this access drive is adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

Overall, the results of the capacity analysis indicate that the existing access drives are adequate in accommodating the traffic of the Jewel-Osco shopping center and ensure that flexible access is provided.

## Parking Evaluation

In order to determine the existing parking demand, parking occupancy surveys were conducted at the Jewel-Osco shopping center on Wednesday, November 3, 2021 through Sunday, November 7, 2021 every thirty minutes from 9:00 A.M. to 7:00 P.M., and the parking fields were divided into six parking zones as illustrated in **Figure 3**, provided in the Appendix. It should be noted that zones 5 and 6 are unmarked parking areas. Summaries of the parking occupancy surveys are provided in **Tables 3** and **4**. The parking occupancy surveys by area for Wednesday through Sunday are presented in **Tables 5** through **9** (provided in the Appendix).

- The Jewel-Osco shopping center has approximately 344 parking spaces.
- Peak occupancy on Wednesday was 152 vehicles (44 percent) occurring at 12:30 P.M., resulting in a surplus of 192 parking spaces.
- Peak occupancy on Thursday was 147 vehicles (43 percent) occurring at 1:30 P.M. and 2:30 P.M., resulting in a surplus of 197 parking spaces.

- Peak occupancy on Friday was 180 vehicles (52 percent) occurring at 3:30 P.M., resulting in a surplus of 164 parking spaces.
- Peak occupancy on Saturday was 184 vehicles (53 percent) occurring at 1:30 P.M., resulting in a surplus of 160 parking spaces.
- Peak occupancy on Sunday was 161 vehicles (47 percent) occurring at 12:00 P.M., resulting in a surplus of 183 parking spaces.
- The average peak occupancy over the five-day period is 160 vehicles (47 percent) occurring at 1:30 P.M., resulting in a surplus of 184 parking spaces.

As such, the existing parking supply of 344 parking spaces is adequate in accommodating the parking demand of the Jewel-Osco shopping center.

Table 3  
 PARKING OCCUPANCY SURVEYS SUMMARY

Time	Wednesday, November 3, 2021	Thursday, November 4, 2021	Friday, November 5, 2021	Saturday, November 6, 2021	Sunday, November 7, 2021	Average
9:00 AM	98	111	111	107	103	106
9:30 AM	110	119	137	132	132	126
10:00 AM	116	118	133	143	125	127
10:30 AM	133	126	123	181	137	140
11:00 AM	135	142	138	168	135	144
11:30 AM	148	139	145	169	132	147
12:00 PM	146	141	152	151	138	146
12:30 PM	152	143	150	147	155	149
1:00 PM	140	143	158	164	158	153
1:30 PM	144	147	168	184	158	160
2:00 PM	138	145	153	169	161	153
2:30 PM	144	147	156	159	151	151
3:00 PM	142	141	151	140	128	140
3:30 PM	136	139	180	150	139	149
4:00 PM	135	146	176	120	143	144
4:30 PM	141	141	164	129	129	141
5:00 PM	126	134	144	121	131	131
5:30 PM	119	130	139	102	96	117
6:00 PM	125	128	130	102	71	111
6:30 PM	109	118	127	98	70	104
7:00 PM	83	103	119	83	67	91
<b>Inventory</b>	<b>344</b>	<b>344</b>	<b>344</b>	<b>344</b>	<b>344</b>	<b>344</b>

Table 4

## PARKING OCCUPANCY SURVEYS SUMMARY – PERCENTAGE OCCUPANCY

Time	Wednesday, November 3, 2021	Thursday, November 4, 2021	Friday, November 5, 2021	Saturday, November 6, 2021	Sunday, November 7, 2021	Average
9:00 AM	28%	32%	32%	31%	30%	31%
9:30 AM	32%	35%	40%	38%	38%	37%
10:00 AM	34%	34%	39%	42%	36%	37%
10:30 AM	39%	37%	36%	53%	40%	41%
11:00 AM	39%	41%	40%	49%	39%	42%
11:30 AM	43%	40%	42%	49%	38%	43%
12:00 PM	42%	41%	44%	44%	40%	42%
12:30 PM	44%	42%	44%	43%	45%	43%
1:00 PM	41%	42%	46%	48%	46%	44%
1:30 PM	42%	43%	49%	53%	46%	47%
2:00 PM	40%	42%	44%	49%	47%	44%
2:30 PM	42%	43%	45%	46%	44%	44%
3:00 PM	41%	41%	44%	41%	37%	41%
3:30 PM	40%	40%	52%	44%	40%	43%
4:00 PM	39%	42%	51%	35%	42%	42%
4:30 PM	41%	41%	48%	38%	38%	41%
5:00 PM	37%	39%	42%	35%	38%	38%
5:30 PM	35%	38%	40%	30%	28%	34%
6:00 PM	36%	37%	38%	30%	21%	32%
6:30 PM	32%	34%	37%	28%	20%	30%
7:00 PM	28%	32%	32%	31%	30%	31%
<b>Inventory</b>	<b>344</b>	<b>344</b>	<b>344</b>	<b>344</b>	<b>344</b>	<b>344</b>

## Traffic and Parking Evaluation Comparison

The results of the current traffic analyses were compared with those conducted in April 2021 and indicated the following:

- At the intersection of Arlington Heights Road with the full movement access drive, all of the movements and approaches currently operate at the same levels of service except for the following movements and approaches:
  - The eastbound approach LOS improved from D to C during the weekday midday peak hour and from F to E during the weekday evening peak hour.
  - The eastbound left turns improved from LOS F to LOS E during the Saturday midday peak hour.
- At the intersection of Golf Road with Central Access Drive and Arlington Towne Square Access Drive, all of the movements and approaches currently operate at the same levels of service except for the following movements and approaches:
  - The northbound approach LOS improved from F to E during the Saturday midday peak hour.
  - The eastbound left turns changed from LOS C to LOS D during the weekday evening peak hour.
- Based on field observations and a review of the traffic simulation, the southbound queues at the intersection of Golf Road with Arlington Heights Road will continue not to extend to or past the full movement access drive.
- Based on field observations and a review of the traffic simulation, the eastbound queues at the intersection of Golf Road with Arlington Heights Road will continue not to extend to or past the full movement access drive.
- Overall, the results of the capacity analysis indicate that the existing access drives are still adequate in accommodating the traffic generated by the Jewel-Osco shopping center.

Similarly, a comparison of the parking studies indicated the following:

- In August 2020, the average peak occupancy over the five-day period was 141 vehicles (41 percent) occurring at 2:30 P.M., resulting in a surplus of 203 parking spaces.
- In April 2021, the average peak occupancy over the five-day period was 144 vehicles (42 percent) occurring at 2:30 P.M., resulting in a surplus of 200 parking spaces.
- In November 2021, the average peak occupancy over the five-day period is 160 vehicles (47 percent) occurring at 1:30 P.M., resulting in a surplus of 184 parking spaces.

- In August 2020, the peak occupancy over the five-day period was 164 vehicles (48 percent) occurring on Friday at 3:30 P.M., resulting in a surplus of 182 parking spaces.
- In April 2021, the peak occupancy over the five-day period was 163 vehicles (47 percent) occurring on Friday at 12:00 P.M., resulting in a surplus of 181 parking spaces.
- In November 2021, the peak occupancy over the five-day period was 184 vehicles (53 percent) occurring at 1:30 P.M., resulting in a surplus of 160 parking spaces.

The comparison indicates that the results of both studies are similar, confirming that the parking supply of 344 parking spaces continues to be adequate in accommodating the parking demand of the Jewel-Osco shopping center.

## Conclusion

Based on the preceding evaluation, the following conclusions are made:

- The results of the capacity analysis indicate that the existing access drives are adequate in accommodating the existing traffic generated by the Jewel-Osco shopping center that includes the existing Verilife Dispensary, ensuring that a flexible access system is provided.
- The proximity of the access drives to the traffic signal at the intersection of Arlington Heights Road with Golf Road to the access drives creates additional gaps in the traffic flow which allow exiting movements, especially the left turns, to exit more efficiently.
- The results of the parking study indicate that the parking supply of 344 parking spaces will continue to be adequate in accommodating the parking demand of the Jewel-Osco shopping center.

## Parking Occupancy Surveys – Zones



Parking Occupancy Survey Zones

Figure 3

## Parking Occupancy Surveys – Tables

Table 5  
 PARKING OCCUPANCY SURVEYS – WEDNESDAY, NOVEMBER 3, 2021

Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Total
9:00 AM	46	14	9	24	4	1	98
9:30 AM	49	18	12	27	2	2	110
10:00 AM	64	8	13	28	2	1	116
10:30 AM	70	12	9	37	3	2	133
11:00 AM	79	18	9	27	1	1	135
11:30 AM	72	21	15	34	4	2	148
12:00 PM	76	15	15	36	2	2	146
12:30 PM	84	15	11	37	4	1	152
1:00 PM	73	14	11	38	3	1	140
1:30 PM	74	16	12	35	5	2	144
2:00 PM	76	19	10	28	3	2	138
2:30 PM	79	19	11	30	3	2	144
3:00 PM	79	18	9	31	3	2	142
3:30 PM	65	19	11	35	2	4	136
4:00 PM	69	21	9	29	5	2	135
4:30 PM	78	20	7	29	5	2	141
5:00 PM	69	16	6	28	4	3	126
5:30 PM	64	14	9	28	2	2	119
6:00 PM	69	10	7	34	3	2	125
6:30 PM	56	12	5	30	4	2	109
7:00 PM	43	16	4	16	3	1	83
<b>Inventory</b>	<b>125</b>	<b>64</b>	<b>58</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>344</b>

Table 6  
 PARKING OCCUPANCY SURVEYS – THURSDAY, NOVEMBER 4, 2021

Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Total
9:00 AM	52	19	10	21	5	4	111
9:30 AM	58	17	12	22	3	7	119
10:00 AM	61	18	10	23	3	3	118
10:30 AM	67	13	10	31	2	3	126
11:00 AM	73	19	12	30	3	5	142
11:30 AM	73	16	12	31	1	6	139
12:00 PM	77	14	10	36	1	3	141
12:30 PM	73	22	11	29	5	3	143
1:00 PM	86	13	13	29	1	1	143
1:30 PM	83	14	14	32	2	2	147
2:00 PM	83	11	11	36	3	1	145
2:30 PM	80	13	13	36	4	1	147
3:00 PM	74	15	13	33	5	1	141
3:30 PM	76	11	9	35	5	3	139
4:00 PM	83	14	10	33	5	1	146
4:30 PM	79	11	13	31	6	1	141
5:00 PM	78	9	9	34	3	1	134
5:30 PM	71	14	7	34	4	0	130
6:00 PM	71	8	10	36	3	0	128
6:30 PM	64	8	8	30	8	0	118
7:00 PM	56	12	6	25	4	0	103
<b>Inventory</b>	<b>125</b>	<b>64</b>	<b>58</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>344</b>

Table 7  
 PARKING OCCUPANCY SURVEYS – FRIDAY, NOVEMBER 5, 2021

Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Total
9:00 AM	58	15	8	22	5	3	111
9:30 AM	73	20	7	29	4	4	137
10:00 AM	73	18	7	27	5	3	133
10:30 AM	72	15	8	20	5	3	123
11:00 AM	75	18	10	28	3	4	138
11:30 AM	82	18	7	33	2	3	145
12:00 PM	74	18	12	42	3	3	152
12:30 PM	79	18	11	39	2	1	150
1:00 PM	91	19	10	33	3	2	158
1:30 PM	93	20	13	35	5	2	168
2:00 PM	85	18	9	33	6	2	153
2:30 PM	84	18	9	36	7	2	156
3:00 PM	82	17	7	36	8	1	151
3:30 PM	96	20	7	52	4	1	180
4:00 PM	96	20	10	44	5	1	176
4:30 PM	88	16	9	42	6	3	164
5:00 PM	88	17	8	28	2	1	144
5:30 PM	83	15	8	30	3	0	139
6:00 PM	70	14	9	34	3	0	130
6:30 PM	72	13	7	33	2	0	127
7:00 PM	66	11	6	32	4	0	119
<b>Inventory</b>	<b>125</b>	<b>64</b>	<b>58</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>344</b>

Table 8  
 PARKING OCCUPANCY SURVEYS – SATURDAY, NOVEMBER 6, 2021

Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Total
9:00 AM	46	18	12	27	2	2	107
9:30 AM	65	22	12	29	1	3	132
10:00 AM	72	21	14	31	2	3	143
10:30 AM	83	31	15	47	2	3	181
11:00 AM	87	22	11	40	4	4	168
11:30 AM	85	22	12	42	5	3	169
12:00 PM	77	13	13	42	3	3	151
12:30 PM	79	14	14	37	1	2	147
1:00 PM	83	23	14	38	4	2	164
1:30 PM	98	24	14	41	5	2	184
2:00 PM	84	19	13	48	3	2	169
2:30 PM	78	21	14	41	3	2	159
3:00 PM	68	21	13	33	3	2	140
3:30 PM	66	23	15	40	4	2	150
4:00 PM	72	10	14	17	5	2	120
4:30 PM	63	15	14	26	9	2	129
5:00 PM	54	11	14	35	6	1	121
5:30 PM	51	11	9	27	3	1	102
6:00 PM	58	8	7	26	2	1	102
6:30 PM	55	9	6	24	3	1	98
7:00 PM	49	6	4	21	2	1	83
<b>Inventory</b>	<b>125</b>	<b>64</b>	<b>58</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>344</b>

Table 9

## PARKING OCCUPANCY SURVEYS – SUNDAY, NOVEMBER 7, 2021

Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Total
9:00 AM	54	17	7	21	3	1	103
9:30 AM	64	22	12	29	4	1	132
10:00 AM	59	20	11	33	1	1	125
10:30 AM	70	21	9	32	4	1	137
11:00 AM	60	25	12	31	6	1	135
11:30 AM	72	21	10	24	4	1	132
12:00 PM	68	24	13	31	1	1	138
12:30 PM	75	24	10	38	7	1	155
1:00 PM	88	19	9	36	5	1	158
1:30 PM	76	22	9	48	2	1	158
2:00 PM	78	25	9	42	6	1	161
2:30 PM	72	20	9	42	6	2	151
3:00 PM	60	13	9	38	6	2	128
3:30 PM	69	16	8	40	5	1	139
4:00 PM	64	20	7	43	6	3	143
4:30 PM	64	16	7	35	6	1	129
5:00 PM	59	16	8	44	4	0	131
5:30 PM	46	12	8	27	3	0	96
6:00 PM	39	8	5	18	1	0	71
6:30 PM	40	7	3	15	5	0	70
7:00 PM	34	5	4	17	7	0	67
<b>Inventory</b>	<b>125</b>	<b>64</b>	<b>58</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>344</b>

# Recreational Cannabis Survey

Parking Impact on Local Communities

June 2020



## Introduction

In order to determine the potential impact on available parking by recreational cannabis dispensaries, seven area communities were surveyed on their experiences so far with their respective dispensaries. These communities were Rolling Meadows (Nature's Care Dispensary), Niles (RISE Dispensaries), Evanston (Med Men), Elmwood Park (Sunnyside Cannabis), Addison (Earth Med Dispensary), Mundelein (Rise Dispensaries), and North Aurora (Verilife Dispensary). Of these seven, four have indicated no persistent parking problems following the initial high demand in January (the time of recreational cannabis legalization). However, three have indicated that their community has experienced persistent parking issues from these facilities, with patrons illegally parking, parking in adjacent neighborhoods, and blocking adjacent driveways.

This report will contain a summary the experiences of each of the above referenced communities, as well as a conclusion with key findings and recommendations for parking policy, should the Village revisit the stance on recreational cannabis sales. A summary chart with relevant information will also be provided at the end of this report for quick reference and comparison, in addition an exhibit on code-required parking for the existing medicinal cannabis dispensary in Arlington Heights (Verilife - 1816 S. Arlington Heights Road).

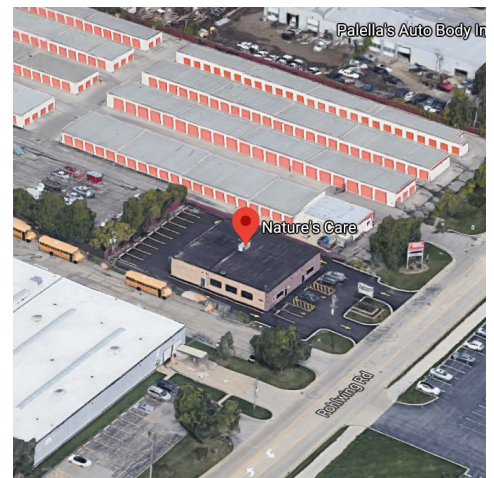
### Rolling Meadows

Nature's Care Dispensary

Rolling Meadows is one of the three communities that has experienced persistent parking issues with their dispensary. Nature's Care, located at 975 Rohlwing Road, occupies a 5,600 square-foot freestanding industrial building in a predominantly industrial area.

The dispensary has 17 on-site parking spaces, with no code-required parking assigned to this use. Rolling Meadows has stated that patrons of Nature's Care regularly park 1 to 3 blocks away from the facility, and walk to the dispensary in the road, as the area does not have sidewalks. Neighboring properties have also been blocking off their driveways when not in use to discourage use of their parking lots by patrons of the dispensary. Peak times tend to be around noon, as well as between the hours of 5 PM and 6 PM, with Thursdays and Fridays being the busiest days.

From this experience, Rolling Meadows would recommend a parking ratio of 5 to 6 spaces per 1,000 square feet, which is close to the Village's current required parking ratio for medical office spaces (1 space for every 200 square-feet).

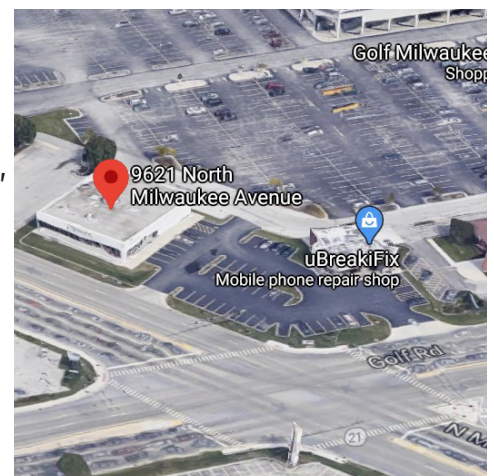


### Niles

RISE Dispensaries

Niles has indicated that they have not experienced persistent parking issues with their dispensary. RISE Dispensary, located at 9621 N. Milwaukee Avenue, occupies a 8,000 square-foot freestanding retail building in a predominantly commercial area. The dispensary building is located on an outlier, sharing parking with another freestanding retail building. Overflow parking is available immediately to the east of the outlier, within a shopping center.

The dispensary has 45 shared on-site parking spaces, not counting the aforementioned overflow parking. Niles has required parking for this facility set at



3 spaces for every 1,000 square feet of floor area, for a total of 24 required spaces. So far, Niles believes that this is adequate, as no parking issues have been reported. Peak utilization times are unknown.

From this experience, Niles would recommend a parking ratio of 3 spaces per 1,000 square feet of floor area, which is close to the Village's current required parking ratio for retail (1 space for every 300 square-feet of floor area).

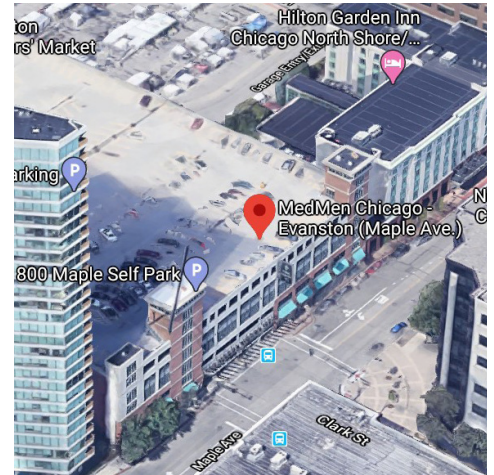
## Evanston

### Med Men Dispensary

Evanston has also indicated that they have not experienced any parking issues with their dispensary. Med Men, located at 1804 Maple Avenue, occupies a 2,400 square-foot street-front tenant space within a public parking garage. The dispensary is in a dense, mixed-use area in Downtown Evanston.

The dispensary has no dedicated parking spaces, with no code-required parking. However, as mentioned above the location is within a public parking garage, which provides 1,400 paid parking spaces for patrons of the dispensary.

Evanston believes this arrangement is adequate with respect to parking, and did not provide any recommendations with respect to required parking ratios.



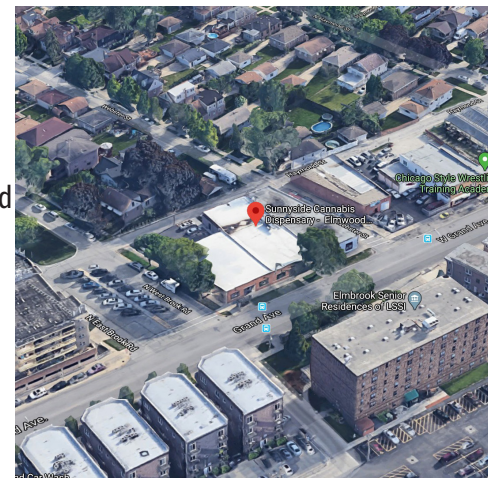
## Elmwood Park

### Sunnyside Cannabis

Elmwood Park has stated they have not experienced any parking issues with their dispensary. Sunnyside Cannabis, located at 7955 W. Grand Avenue, occupies a 5,000 square-foot street-front tenant space. The dispensary is in a mixed use commercial area.

Per information provided by Elmwood Park, the dispensary has immediate access to 15 parking spaces, and as part of their approval purchased a 20 space off-site parking area, located approximately 2 blocks from their location. There is no code-required parking for this use within Elmwood Park's code, though as mentioned the City required the purchase of the off-site parking facility as part of their approval.

Elmwood Park believes this arrangement is adequate with respect to parking, and did not provide any recommendations with respect to required parking ratios. Peak demand appears to occur between 2 PM and 3 PM on weekends, and around 6 PM on weekdays.



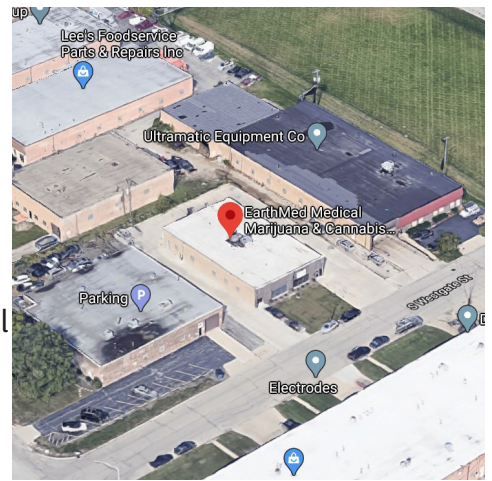
## Addison

### Earth Med Dispensary

Addison is one of the three communities that has been experiencing continual parking issues with their dispensary. Earth Med, located at 852 S. Westgate Street, occupies a 6,000 square-foot freestanding industrial building within a predominantly industrial area.

The dispensary appears to have 13 on-site parking spaces based upon aerial imagery, with an assigned code required parking ratio of 1 space per 180 square feet (Addison's required parking ratio for general retail). Applying this to the gross square-footage of the building, this results in a code requirement of 33 spaces. Addison did not clarify if Earth Med received a parking variation, or if the ratio was applied only to the retail sales area instead of gross floor area.

Parking issues include patrons of the dispensary illegally parking, parking in neighboring areas, and obstructing neighboring driveways. Addison did not provide a recommended parking ratio to meet the needs of the dispensary. Peak utilization occurs around noon on weekends, and around 6 PM on weekdays.



## Mundelein

### RISE Dispensaries

Mundelein has stated they have also experienced parking issues with their dispensary. RISE Dispensary, located at 1325 Armour Boulevard, occupies a 4,000 square-foot freestanding industrial building. The dispensary is in a predominantly industrial area.

The dispensary has 15 on-site parking spaces. Mundelein has an assigned code-required parking ratio of 1 space per 5,000 square-feet of floor area, plus 1 space per 2 employees. It's assumed that, with 6 employees, the total amount of code required parking would be 4 spaces.

Parking issues include illegal parking (with over 400 citations issued since January 1st of 2020) parking on neighboring properties, and obstructing neighboring driveways. At times, Mundelein states that there have been up to 125 customers per hour accessing the facility. However, they believe that doubling or tripling the required parking ratio would meet typical demand. Mundelein believes that the number of customers at this location is artificially high, driven primarily by their proximity to the Wisconsin border and the lack of other dispensaries in the immediate area. It is believed that once additional dispensaries open nearby, the number of customers at this facility will drop. Peak demand appears to occur between 1 PM and 3 PM, and around 5 PM and 6 PM.



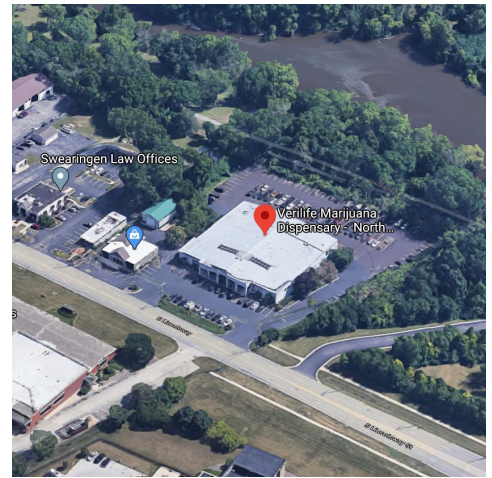
## North Aurora

### Verilife Dispensary

North Aurora has indicated that, with the exception of the opening rush at the beginning of the year, they have not had any issues with respect to parking for their dispensary. Verilife, located at 161 S. Lincolnway Street, occupies a 1,800 square-foot space within a multi-tenant commercial building. The building is located within a predominantly commercial area.

Per information provided by North Aurora, the dispensary has 144 on-site parking spaces, with a code required surplus of approximately 50 spaces per the mix of uses within the building. North Aurora has a code-required parking ratio of 4 spaces per 1,000 square-feet of floor area, for a total of 8 required spaces. This ratio is similar to the Village required parking ratio for Beauty Shops (1 space per 250 square-feet of floor area).

North Aurora recommends either increasing the required parking ratio, or adding a minimum number of spaces to account for peak times at smaller facilities (such as a 20 space minimum). However, as mentioned previously North Aurora has stated that they have not experienced any parking issues since legalization of recreational cannabis in January. Peak utilization occurs between 1 PM and 3 PM, and between 5 PM and 6 PM.



## Conclusion & Recommendations

While there seems to be a 50% chance of parking issues arising from recreational cannabis dispensaries based upon feedback from the surveyed communities, several key conditions appear to contribute to a higher chance of deficient parking. Firstly, all communities experiencing parking issues have dispensaries located in industrial areas, typically in smaller freestanding buildings. These sites tend to have lower on-site parking than comparable retail sites. Additionally, due to on-street parking restrictions in industrial areas, in place to preserve adequate turning movements and access for semi trucks, on street parking is either limited or nonexistent, resulting in patrons seeking parking on adjacent properties and in adjacent neighborhoods.

If Arlington Heights is to reconsider the stance on recreational cannabis sales, such facilities should be allowed in business districts only. Sites in business districts are likely to have more substantial on-site parking availability, as well as more likely to have the ability to offer overflow parking for periods of peak demand.

Peak times for these facilities appear to be during noon hours and evenings, typically during times other businesses operate. Given this fact, it should be assumed that dispensaries would not be able to utilize a shared parking arrangement with facilities that operate during normal business hours.

With respect to required parking, a ratio of 1 space per 200 square-feet of floor area, with a minimum of 20 spaces (whichever is greater), will likely be sufficient to support the needs of the business. However, it should be noted that due to the proximity to existing facilities in Rolling Meadows, Addison, Niles, and Evanston, as well as the distance from neighboring states, it is unlikely that Arlington Heights would experience the surge in customers experienced by Mundelein.

Recreational cannabis dispensaries are a desired service by many, and do offer the opportunity to generate respectable sales tax revenue. However, based upon the experiences of other communities, if permitted within the Village careful consideration of parking requirements is essential to prevent these facilities from negatively impacting adjacent areas.

**Exhibit A**  
**Recreational Cannabis Parking Survey**  
**Local Municipalities**

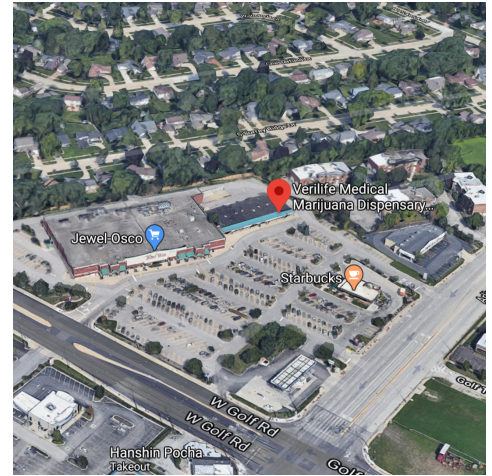
Location Information									Municipality Opinion		
Municipality	Business Name	Address	Size (SF)	Single or Multi-tenant	Required Parking	Provided Parking	Parking Issues?	Issue Desc.	How much Parking Needed?	Peak Parking Demand	Peak Parking Hours**
Rolling Meadows	Nature's Care	975 Rohlwing Road	5,600	Single	17*	17	Yes	Patrons parking on-street in neighboring areas. Patrons blocking driveways.	30 Spaces	Unknown	Noon, 5-6 PM
Niles	RISE Dispensaries	9621 N. Milwaukee Ave.	Apx. 8,000	Single	24	45	No	N/A	N/A	Unknown	Unknown
Evanston	MedMen	1804 Maple Ave.	2,400	Multi	0	0	No	N/A	N/A	Unknown	Unknown
Elmwood Park	Sunnyside Cannabis	7955 W. Grand Ave.	Apx. 5,000	Single	35*	35	No	Overwhelming demand at opening, no issues since	N/A	Unknown	2-3 PM, 6 PM
Addison	EarthMed	852 S. Westgate St.	Apx. 6,000	Single	33	Apx. 13	Yes	Patrons parking on-street in neighboring areas. Patrons blocking driveways.	Unknown	Unknown	Noon-1 PM, 6 PM
Mundelein	RISE Dispensaries	1325 Armour Blvd.	Apx. 4,000	Single	4	15	Yes	Patrons parking on-street in neighboring areas. Patrons blocking driveways. Parking in posted no parking zones.	125 Spaces	125 Spaces	8-9 AM, Noon, 5-6 PM
North Aurora	Verilife	161 S. Lincolnway St.	1,800	Multi	8	144	No	Overwhelming demand at opening, no issues since	4/1000 SF, Minimum of 20 Spaces	Unknown	1-3 PM, 5-6 PM
*No code requirement, handled on a case-by-case basis or via a Land Use Variation **Per Municipality and Google Data											

## Exhibit B

### Arlington Heights

#### Verilife Medicinal Dispensary

Verilife Dispensary is located in a multi-tenant shopping center (Arlington Square), at 1816 S. Arlington Heights Road. The dispensary occupies three units within the center, comprising a total of 4,840 square-feet of space. Arlington Square is divided into two primary parts, those being Jewel-Osco and the northern string of seven tenant spaces. The shopping center has 367 parking spaces, with 290 spaces proximal to Jewel, and 77 spaces proximal to the seven tenant spaces. This is illustrated further on in this exhibit. The shopping center also has two outlots in close proximity (Starbucks and Mobil) which have additional parking for their customers, and are not included in this analysis.



Per the parking summary on the next page, Verilife has a code required parking ratio of 1 space per 200 square-feet of floor area, the Village requirement for medical space. In total, Verilife requires 24 parking spaces out of the 77 close to their tenant space. Accounting for the mix of uses within the remaining four tenant spaces, there is a surplus per code of 24 spaces in this portion of the parking lot. Accounting for the code-required parking surplus for Jewel, there is an overall parking surplus of 108 spaces per code for Arlington Square overall.

### Arlington Square Parking Summary

Tenant Space	Use/Business	Code Use	Square Area	Parking standard Divider	Parking Required
1860	Jewel Osco	Retail	61,910	300	206
TOTAL PARKING REQUIRED (JEWEL)					206
TOTAL PARKING PROVIDED (JEWEL)					290
SURPLUS (DEFICIT) (JEWEL)					84

Tenant Space	Use/Business	Code Use	Square Area	Parking standard Divider	Parking Required
1844	Tina Nail Spa	Retail	1,650	250	7
1840	AAA Ins. & Travel	Retail	2,885	300	10
1832	Hearing Lab	Medical	1,225	200	6
1828	My Diva Nail Salon	Beauty	1,400	250	6
1824	Verilife	Medical	1,400	200	7
1820	Verilife	Medical	1,750	200	9
1816	Verilife	Medical	1,690	200	8
TOTAL PARKING REQUIRED					53
TOTAL PARKING PROVIDED					77
SURPLUS (DEFICIT)					24

Updated: 6/30/20

