AGENDA
PLAN COMMISSION
Buechner Room, 1st Floor
Arlington Heights Village Hall, 33 S. Arlington Heights Rd.
Arlington Heights IL 60005
November 12, 2025
7:30 PM

I. CALL TO ORDER

II. ROLL CALL OF MEMBERS

III. APPROVAL OF MINUTES

A. Minutes 10/8/25

IV. PUBLIC HEARINGS

A. 600 W. University Dr. - Tasty Breads - PC#25-018
Amendment to PUD Ord. 01-057, Amendment to LUV Ord. 25-048, Variations

B. 125 S. Wilke Rd. - Linden Aura Massage - PC#25-021
Land Use Variation to allow Massage Establishment in B-1 District

V. OTHER BUSINESS

VI. PUBLIC COMMENT

Anyone wishing to speak on a subject not on the Agenda may speak at this time. Please limit your comments to three minutes.

VII. UPDATE ON PREVIOUS PLAN COMMISSION CASES

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 the Health & Human Services Department, at 33 S. Arlington Heights Road, Arlington Heights, IL 60005, healthmail@vah.com or 847/368-5760.

PLAN
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COMMISSION

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

RE: 1500 EAST EUCLID AVENUE SUBDIVISION - PC #25-008
PRELIMINARY PLAT OF SUBDIVISION, VARIATION

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 8th day of October, 2025 at the hour of 7:30 p.m.

MEMBERS PRESENT:

JAY CHERWIN, Chairperson
GEORGE DROST
TERRY ENNES
BRUCE GREEN
JOE LORENZINI
MICHAEL PETERMANN
KRISTEN SCHURTZ
JOHN SIGALOS

ALSO PRESENT:

MICHAEL LYSICATOS, Assistant Director, Community Development
RACHEL HITZEMANN, Development Planner
DARKO BOJIN, Assistant Planner

DRAFT

CHAIRPERSON CHERWIN: We're here and we will do a Pledge of Allegiance, please. Everybody stand.

(Pledge of Allegiance recited.)

CHAIRPERSON CHERWIN: All right, yes, can we do roll call, please?

MS. HITZEMANN: Yes.

Commissioner Dawson.

(No response.)

MS. HITZEMANN: Commissioner Drost.

COMMISSIONER DROST: Here.

MS. HITZEMANN: Commissioner Ennes.

COMMISSIONER ENNES: Here.

MS. HITZEMANN: Commissioner Green.

COMMISSIONER GREEN: Here.

MS. HITZEMANN: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MS. HITZEMANN: Commissioner Petermann.

COMMISSIONER PETERMANN: Here.

MS. HITZEMANN: Commissioner Schurtz.

COMMISSIONER SCHURTZ: Here.

MS. HITZEMANN: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MS. HITZEMANN: Commissioner Cherwin.

CHAIRPERSON CHERWIN: Here.

Thank you. All right, we have a quorum.

Thank you, Rachel. We do not have a court reporter here.

MS. HITZEMANN: We are recording, so we will have minutes written up.

CHAIRPERSON CHERWIN: All right, thank you. Next, Agenda Item III, Approval of Minutes, and that's the minutes from September 24th, 2025.

Is there a motion?

COMMISSIONER DROST: I'll make a motion to approve the minutes.

COMMISSIONER ENNES: I'll second it.

CHAIRPERSON CHERWIN: Okay, all in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: Okay, motion passes. Minutes approved, thank you.

Moving on to Item IV, Public Hearings. There's only one public hearing slated for tonight, and that is the item of 1500 East Euclid Avenue Subdivision.

All notice has been served on this one, Darko?

MR. BOJIN: It has.

CHAIRPERSON CHERWIN: Thank you, sir.

All right, well, why don't we have the Petitioner for this project stand up to the podium? If you could please state your name?

MR. OBRZUT: Good evening, ladies and gentlemen. My name is Robert Obrzut, and I represent the developer.

DRAFT

CHAIRPERSON CHERWIN: Okay, thank you. Could you just spell that last name for the record, sir?

MR. OBRZUT: Yes. It's spelled O-b-r-z-u-t.

CHAIRPERSON CHERWIN: Thank you. Could you please raise your right hand? I'm just going to have you take a quick go through.

(Witness sworn.)

CHAIRPERSON CHERWIN: All right, Staff provided us and you with a Staff report on this project, and there were some conditions in that Staff report. Did you take a look at that, and do you agree with those conditions?

MR. OBRZUT: Yes.

CHAIRPERSON CHERWIN: Thank you. All right, well, we'll get started here and you can go ahead and start presenting, and then when you're done, we will ask the Staff to present theirs.

So, go ahead, you can take it away, sir.

MR. OBRZUT: Well, my client has purchased this property sometime ago, and they would like to build a one-single family residence, new construction. We've learned from the Village that this lot was never subdivided and it starts from the center of Euclid Avenue, and therefore, we need to do a subdivision. That's the only subdivision that we're asking. We're not subdividing the lot into more.

Also, we've learned recently that a variance is also required from 125-foot width to 110-foot width, which we're asking the Village to kindly approve this for us.

CHAIRPERSON CHERWIN: Okay, thank you. If there's not anything else, we'll go ahead, you can take a rest and we'll ask the Staff to present the Staff report.

MR. OBRZUT: Thank you.

CHAIRPERSON CHERWIN: Yes, sir, thank you. We'll have questions for you, so we'll ask you to come back up in a few moments.

Go ahead, Sir Darko, take it away.

MR. BOJIN: Sure.

Good evening Commissioners. The subject property is 1500 East Euclid Avenue which is located in the R-3 One-Family Dwelling District. The Comprehensive Plan designates this property as appropriate for single-family detached residential uses, and the Petitioner is requesting a preliminary plat of subdivision to subdivide the property into one lot. As mentioned, the property has never been subdivided and must be subdivided in order to construct a building on it.

This aerial shows the subject property highlighted in red. You can see that the property lines, as indicated, extend south through the center line of Euclid Avenue.

The property is surrounded on all sides by other single-family homes. The proposed subdivision would dedicate the southernmost portion of the property to the Village and align its southern property line with the other properties along Euclid Avenue so they are the same.

The proposed subdivision does not meet lot width requirements for lots this large in the R-3 District. Code requires lots greater than 30,000 square feet, but less than one acre in area to be at least 125 feet wide. The proposed lot is only 110 feet wide; therefore, the Petitioner has requested a variation from this requirement.

The Petitioner submitted a single-family Design Commission application to tear down the existing house on the property and replace it with a single-family

house. The footprint as shown here on the site plan is approximately 1,754 square feet in area with a 922 square-foot attached garage and a setback approximately 57 feet in the front lot line. The footprint of the existing house is approximately 1,175 square feet in area with a 753 square-foot detached garage and a setback approximately 93 feet from the front lot line. Then, here are some elevations that were submitted as part of the Design Commission application of the proposed house on this lot.

The subdivision would dedicate the southernmost 50 feet of the property to the Village. This includes the existing road, sidewalk, parkway and other public improvements already existing on this land. The dedication is shown here in red.

Individual water and sewer service connections to the mains will also be provided. There's currently no sanitary sewer on this property's frontage, but the Petitioner will be connecting to the existing system.

The Petitioner provided responses to the criteria for approval for their variation request. Staff has found their responses to these criteria to be sufficient, and overall, the Staff Development Committee recommends approval of this preliminary plat of subdivision with the conditions listed on the slide and in the Staff report.

That concludes my presentation, thank you.

CHAIRPERSON CHERWIN: Thanks, Darko.

Is there a motion to include the Staff report in the public record?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER SIGALOS: I'll second.

CHAIRPERSON CHERWIN: All right, motion made and seconded.

All in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: Okay, motion passes. The Staff report is in the public record, thank you.

Any initial questions from the Plan Commissioners?

Michael, we'll start down at your end.

COMMISSIONER PETERMANN: Nothing, no.

CHAIRPERSON CHERWIN: Kris?

COMMISSIONER SCHURTZ: Is it the side that we're talking about of the, like that road on the side or is it the Euclid side?

CHAIRPERSON CHERWIN: In terms of the variance?

COMMISSIONER SCHURTZ: Yes.

CHAIRPERSON CHERWIN: I think it's the Euclid side is my guess. So, the frontage along Euclid?

MS. HITZEMANN: Yes. Oh, sorry.

MR. BOJIN: Correct, yes. So, the width of the lot as it fronts Euclid is the variance. That should be 125 feet per code, it's only 110 as they have proposed.

COMMISSIONER SCHURTZ: Okay.

CHAIRPERSON CHERWIN: Anything else, Kris?

COMMISSIONER SCHURTZ: No, that's it.

CHAIRPERSON CHERWIN: Joe?

COMMISSIONER LORENZINI: No.

CHAIRPERSON CHERWIN: Bruce?
COMMISSIONER GREEN: No.
CHAIRPERSON CHERWIN: John?
COMMISSIONER SIGALOS: I have nothing.
CHAIRPERSON CHERWIN: Terry?
COMMISSIONER ENNES: No, I'm good right now.
CHAIRPERSON CHERWIN: George?
COMMISSIONER DROST: Any history on why there was a conforming lot and now there has to be this amendment made?
MR. BOJIN: We took a look and couldn't find anything from the history. The lot was never subdivided, though a home could have been built however many years ago non-conforming, and then code caught up with it and it's now existing non-conforming.
COMMISSIONER DROST: Yes, so it could be built in the 50's then or prior to the 50's, okay, so it's non-conforming and "whistle past the graveyard" until today.
CHAIRPERSON CHERWIN: Yes, I guess that was just going to be my question, was just from a procedural perspective, and this really isn't, I mean, you guys, obviously this is not your but, you know, as we're thinking about processes, you know, as I looked at that Chapter 29, you know, I read it and I was like why are we, we're not subdividing the property, you know, it doesn't make sense to have someone go through the subdivision process since we're not subdividing the property. As I looked at the cited reference, I just don't know if that, is that the appropriate cite? Because it says no building permit shall be issued under the provisions, you know, of Chapter 23 for building construction on any lot of any subdivision, which this isn't a lot of subdivision, this is an unsubdivided parcel, subject to the provisions of this chapter until a certified copy.
So, I was thinking that this is the same as you can't get a permit until you record a plat, not just if you're building something. I mean, like this is a house, and as long as they conform with the zoning, you know, the size, the FAR, the setbacks, I just, I don't know why in this circumstance we would require a subdivision plat, and that generates all kinds of things like fees and everything else that I just don't know if that's intended or not. I mean, I don't know if you guys have any insight on this.
MS. HITZEMANN: I mean, I think part of it is that it helps clean up, we do get the dedication now since it will be subdivided and it helps us get the right-of-way that we need to be able to facilitate, you know, the public improvements in the area without, you know, encumbering with their property. It would now be the Village's property to maintain those services.
I think just how we were reading the Code; a plat was never recorded just generally. So, you know, as far as we're concerned, it's not a subdivided property that is recorded with the County. So, therefore, we could not issue technically a building permit. But I think overall, it does, you know, incur some fees for that, but I think it's just cleaner overall for the Village to be able to maintain that right-of-way and get that back.
CHAIRPERSON CHERWIN: I get it. I just, I mean, the Village is currently maintaining that right-of-way, I think. Isn't that Euclid Street --
MS. HITZEMANN: Yes, but our Engineering Department prefers it to be kind of cleaned up as we go through this process.
CHAIRPERSON CHERWIN: I get it, but I mean, you know, I think as we look at, you know, the process and improving things, I think we just have to be mindful of that,

that there's cost involved and, you know, if somebody wants to build a house, they just tear down a house and build a new house and they're within the zoning. I don't know that it's appropriate to drag them through the subdivision process just because the Engineering Department wants this.

So, I would say we just need to be mindful of that, maybe take a look at it and see if that's an appropriate application of that. I mean, like Darko said, it's an existing non-conforming, it's a legal non-conforming use now, it's going to be if you put a new building on it. So, you know, because of the 110 thing, right? That's not going to change.

So, I just, that would be my only thought. When I looked at this, I was a bit befuddled by it, so maybe that's -- no, that's it. I'm totally in favor of it, sorry for taking the time.

COMMISSIONER DROST: No, and I've got a follow-up question, if the Petitioner could come forward. The question basically is, did you find out, did you know about this when you purchased the property or did you find out after you purchased it?

MR. OBRZUT: After we purchased the property.

COMMISSIONER DROST: So, this was a, yes, and the point, too, would be maybe in addition to this process, that there might be this hardship aspect, and this is really what I'm getting at. You know, here you've got a house, and the FAR, I think you can go up to 3,000 square feet, 3,200 square feet on this property, and this is only about 1,700 with a garage --

COMMISSIONER GREEN: And you could go 6,000 or 7,000 feet --

COMMISSIONER DROST: Well, yes, I'm just saying, so this is, let's use the word that's been used a lot recently, de minimis in really the whole process. Going back to Commissioner Cherwin's or Chairman Cherwin's, say that fast, the idea would be maybe there's an administrative process, this is really a policy issue for the Village, so it doesn't take up Commissioners' time or money for the petitioners.

MS. HITZEMANN: I think this is such an odd kind of --

COMMISSIONER DROST: It is, it is.

MS. HITZEMANN: -- occurrence that we unfortunately did not have a process in place, but I don't think that the Village is necessarily against maybe thinking about putting in something like that for the rare occasion that this would maybe come up again.

COMMISSIONER DROST: Yes, we've talked about it when, you know, there's issues that can be handled by our very competent and basically by reputation one of the best Planning Departments in the state.

CHAIRPERSON CHERWIN: That's a nice comment.

COMMISSIONER DROST: Yes. No, I'm buttering you guys up.

MS. HITZEMANN: Yes, you're trying to butter us up.

CHAIRPERSON CHERWIN: All right, so I don't think, we don't have any questions for the Petitioner or any questions for the Staff. What I'll do at this point is open it for public comment as this is a public hearing.

So, sir, once again, you could relax --

MR. OBRZUT: Thank you.

CHAIRPERSON CHERWIN: -- and we'll see if there's any question on this side, would anybody like to speak on this project? If you do, please, we need you to stand up here to the mic please because we are recording it. Please stand up to the mic, I need you to stand up to the mic please. If you could recite your name, please, for us?

DRAFT

PUBLIC COMMENTARY FOR PC #25-008

MS. ZITKUS: My name is Carolyn Zitkus. We are one of the properties where we look out our back and we are looking directly at the current house. So, our reason for coming was to understand what's happening with the lot, but also to make sure or at least understand whatever house is being built there doesn't drain into our backyard. Our lot is a couple feet lower than the Euclid property, so we don't want to be inundated with rainwater or runoff.

CHAIRPERSON CHERWIN: Thank you.

Any other comments at this time?

MS. ZITKUS: No, that's it. Thank you.

CHAIRPERSON CHERWIN: Thank you.

What I'll ask at this, if the Petitioner could stand up and speak to the stormwater? So, it does have to comply with stormwater; it's a subdivision so you've got to, you know, comply with stormwater.

MR. OBRZUT: Well, our engineer is working with the Village and whatever the Village is requiring of us. I believe that there is something that we have to also address in regards to water retention, pay some fees I believe.

CHAIRPERSON CHERWIN: So, Staff, so Darko, is this tying into the existing sewer, is there anything you want to speak to on the stormwater? So, our engineers will be looking at this but what's the, in practice, how is this going to take effect?

MR. BOJIN: So, as part of the final plat of subdivision, that's when those fees will be made. This is just for the preliminary plat of subdivision, so they'll have to come back for the final and that's when the Engineering Department will assess those.

CHAIRPERSON CHERWIN: Okay, and then is there any particular, it doesn't look like, between the garage and the existing house and now the new house, is there a significant increase in the impervious surface area? It seems to have --

MR. BOJIN: From my understanding, the grading will not change, no.

CHAIRPERSON CHERWIN: Yes, grading won't change, and really the coverage of the property won't change. So, the expectation would be that there is not going to be a difference in stormwater really, is that accurate?

MR. BOJIN: That is accurate, and the Engineering Department didn't have any issues with this preliminary plat of subdivision, but again, this is notwithstanding the proposed house which will be taking care of that permit once that goes to the Design Commission application.

COMMISSIONER ENNES: So, Darko, at this point, all we're doing is approving the subdivision and the variance for the lot width?

MR. BOJIN: That is correct.

COMMISSIONER ENNES: It has nothing to do with the house, that will all be separate and come back, if it comes back to us or just the department.

MR. BOJIN: Correct. The house is just shown for additional context for this project, but it's just the subdivision and their variance.

CHAIRPERSON CHERWIN: Right, okay.

MS. HITZEMANN: And the house will go through the permit process and that's when Engineering will be looking at it, but I think Darko mentioned that it's currently not tied into the storm sewer?

MR. BOJIN: That's correct.
MS. HITZEMANN: And it will be as part of this new --
CHAIRPERSON CHERWIN: For the permit, yes?
MS. HITZEMANN: Correct.
CHAIRPERSON CHERWIN: Okay. All right, thank you very much. That's helpful.

Anybody on this side from the public? No?
(No response.)

CHAIRPERSON CHERWIN: Okay. All right, so we'll close the public hearing at this point.

If the Commissioners don't any more questions, is there a motion?

COMMISSIONER DROST: One final question. As far as the home is concerned, is it going to be used by the Petitioner or is it going to be --
MR. OBRZUT: It's an investment.
COMMISSIONER DROST: It's entrepreneurial endeavor.
MR. OBRZUT: That's correct. Yes.
COMMISSIONER DROST: Okay, thanks.
MR. OBRZUT: Thank you.
CHAIRPERSON CHERWIN: Motion?
COMMISSIONER DROST: I'll make the motion.

A motion to recommend to the Village Board of Trustees <u>approval</u> of PC #25-008, a Preliminary Plat of Subdivision to subdivide the property into one lot, and the following Variation:

1. **Variation from Chapter 28, Section 5.1-3.2 to permit a lot width of 110 feet where the lots in an R-3 District larger than 30,000 square feet but less than one acre in area must be 125 feet.**

This recommendation is subject to the resolution of the following:

1. **Approval of a Final Plat of Subdivision.**
2. **The developer shall pay a one-time up-front fee for detention maintenance to be determined by the Village Engineer as part of the Final Plat of Subdivision.**
3. **A payment of fees in lieu of dedication of park lands, school sites, and library contribution fee will be assessed at the time of Final Plat per Chapter 29 of the Municipal Code based on the number of bedrooms in the proposed single-family home.**
4. **Design Commission approval will be required prior to issuance of a building permit for a new home on the subject property.**
5. **The Petitioner shall comply with all federal, state, and Village codes, regulations and policies.**

COMMISSIONER ENNES: I'll second that.
CHAIRPERSON CHERWIN: All right, that is the motion and it's been seconded.

Can we have a roll call vote please?
MS. HITZEMANN: Yes.
Commissioner Drost.
COMMISSIONER DROST: Aye.
MS. HITZEMANN: Commissioner Ennes.
COMMISSIONER ENNES: Yes.
MS. HITZEMANN: Commissioner Green.
COMMISSIONER GREEN: Yes.
MS. HITZEMANN: Commissioner Lorenzini.
COMMISSIONER LORENZINI: Yes.
MS. HITZEMANN: Commissioner Petermann.
COMMISSIONER PETERMANN: Yes.
MS. HITZEMANN: Commissioner Schurtz.
COMMISSIONER SCHURTZ: Yes.
MS. HITZEMANN: Commissioner Sigalos.
COMMISSIONER SIGALOS: Yes.
MS. HITZEMANN: Chairman Cherwin.
CHAIRPERSON CHERWIN: Yes.
All right, thank you.
Congratulations, your motion has passed and you have gotten a recommendation for approval. We're just a recommendation body. It still has to go to Village Board for final approval, so Darko will help you through that next step of the process and give you timing on that. So, please keep in touch with him. Congratulations, your project can move forward.
MR. OBRZUT: Thank you very much.
COMMISSIONER DROST: Just a point here in the resolution, to subdivide it into one lot, that doesn't make sense.
CHAIRPERSON CHERWIN: It does not, and that's why, you know, I raised the question.
COMMISSIONER DROST: Yes, so it's there to, it's just the language of, to allow for a subdivision of one lot or something like that.
CHAIRPERSON CHERWIN: I think they had, I mean, I don't mind using it in the text there, I get it.
COMMISSIONER DROST: Yes, I do, too, but it's just, it doesn't sound --
CHAIRPERSON CHERWIN: I mean, the concept is what I was concerned with.
Sorry, guys. All right, so that's the only item we had on the agenda. So, what we'll go to is other business.
Darko, Rachel, Michael, any other business we need to discuss?
MR. BOJIN: Nothing.
CHAIRPERSON CHERWIN: We'll move to public comment now. So, this is just on anything, if anybody from the public has a comment on anything going on in Arlington Heights that they'd like to make now, feel free.
Anybody else?
(No response.)
CHAIRPERSON CHERWIN: Okay, no public comments. So, we will then

move on to the next item, update on previous Plan Commission cases.

Is there any?

MS. HITZEMANN: I do not have an update for you.

CHAIRPERSON CHERWIN: You do not have an update.

Have we got any questions from the Commissioners here on any cases?

(No response.)

CHAIRPERSON CHERWIN: No, okay. I think that means that we can move on to the final item on the agenda which is adjournment.

Is there a motion for adjournment?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER LORENZINI: Second.

CHAIRPERSON CHERWIN: Second.

All in favor?

(Chorus of ayes.)

CHAIRPERSON CHERWIN: Any opposed?

(No response.)

CHAIRPERSON CHERWIN: All right, motion passes.

(Gavel pounded.)

CHAIRPERSON CHERWIN: We're adjourned.

(Whereupon, at 7:50 p.m., the public hearing on the above-mentioned petition was adjourned.)

DRAFT

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, RON LeGRAND, D/B/A LeGRAND REPORTING & TRANSCRIBING SERVICES, deposes and states that we are a professional direct record/transcribing company working in the State of Illinois; that I caused to be transcribed the foregoing from digital audio to transcript format to the best of our trained ability and to the best that it was recorded.

_____
RON LeGRAND

SUBSCRIBED AND SWORN TO
BEFORE ME THIS _____ DAY OF
_____, A.D. 2025.

_____
NOTARY PUBLIC

DRAFT

VILLAGE OF ARLINGTON HEIGHTS
INC. 1887

Plan Commission
11/12/2025

Item: 600 W. University Dr. - Tasty Breads - PC#25-018 Amendment to PUD Ord. 01-057, Amendment to LUV Ord. 25-048, Variations
Department: Planning & Community Development

Item Description:
Requested Action

1. Amendment to the University Subdivision Planned Unit Development (Ord. 01-057) for a 13,000 square-foot building addition.
2. Amendment to the previously approved Land Use Variation (Ord. 25-048) to expand the Bakery Products, Production & Wholesale land use within the M-1 District.

Variation Required

1. Variation from Chapter 28, Section 5.1-15.3(b) to permit a side yard setback of 27.14-feet where 50-feet is required.
2. Variation from Chapter 28, Section 10.4-3 to reduce the required parking from 134 spaces to 82 spaces.

Recommendation
The Staff Development Committee reviewed the proposed Planned Unit Development Amendment for a 13,000 square-foot building addition and Land Use Variation Amendment to allow an expansion of an existing "Bakery Products, Production and Wholesale" land use within the M-1 Research, Development and Light Manufacturing District along with the following variations from Chapter 28 of the Municipal Code:

- Section 5.1-15.3(b) to reduce the side setback from 50-feet to 27.14-feet;
- Section 10.4 to reduce the parking requirement from 134 spaces to 82 spaces

The SDC recommends APPROVAL of the application subject to the following conditions:

1. The conditions of approval as required by Ordinance 25-048 shall remain in effect.
2. The petitioner shall provide screening for all rooftop mechanical equipment at the time of building permit application.
3. The petitioner shall provide updated floor plans that accurately reflect the intended internal uses of the building prior to being heard by the Village Board.
4. The second floor may not be designated or utilized as office space and the petitioner shall provide floor plans to reflect this condition of approval prior to being heard by the Village Board.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

1. Staff Report - 600 W. University Dr, PC25-018
2. Certificate of Publication - 600 W. University Dr, Tasty Breads
3. 5-14-25 CPRC Minutes
4. Aerial
5. Plat of Survey
6. Project Narrative
7. Land Use Variation Criteria
8. Zoning Variation Criteria
9. Design Commission Minutes 9-30-25
10. Architectural Plans
11. Traffic Impact Study
12. Parking Analysis
13. Landscape Plans
14. Site & Civil Plans
15. Department Review - Round 1
16. Department Review - Round 2

VILLAGE OF ARLINGTON HEIGHTS

STAFF DEVELOPMENT COMMITTEE REPORT

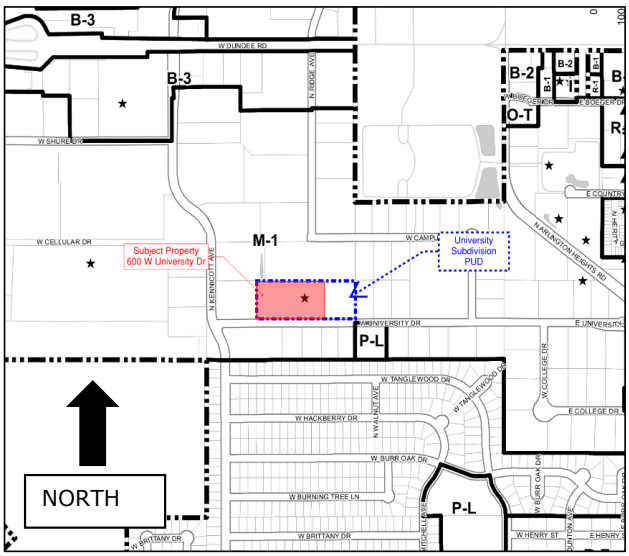
***PC File Number**: PC 25-018*
***Project Title**: Tasty Breads PUD Amdt.*
***Address**: 600 W. University Drive (Ref. Exhibit A – Aerial & Exhibit B – Plat of Survey)*
***PINs**: 03-07-200-054; 03-07-200-055*

***To**: Plan Commission*
***Prepared By**: Dan Osoba, Planner I*
***Meeting Date**: November 12, 2025*
***Date Prepared**: October 31, 2025*

***Petitioner**: Royce Thomas*
Tasty Breads, International

***Address**: 2900 Shermer Road*
Northbrook, IL 60062

***Existing Zoning**: M-1 Research, Development and Light Manufacturing District*
***Comprehensive Plan**: R&D, Manufacturing & Warehousing*



SURROUNDING LAND USES

Direction	Zoning	Existing Land Use	**Comprehensive Plan**
North	M-1 Research, Development and Light Manufacturing District	Warehousing – Elite Designer Services	R&D, Manufacturing & Warehousing
South	M-1 Research, Development and Light Manufacturing District	Warehousing – Downes Swimming Pool Co; TPM Graphics; DPS Automotive	R&D, Manufacturing & Warehousing
East	M-1 Research, Development and Light Manufacturing District	Surface Parking Lot – Overflow Vehicle Storage for Arlington Heights Ford	R&D, Manufacturing & Warehousing
West	M-1 Research, Development and Light Manufacturing District	Warehousing – Medline Industries	R&D, Manufacturing & Warehousing

Requested Action:

1. Amendment to the University Subdivision Planned Unit Development (Ord. 01-057) for a 13,000 square-foot building addition.
2. Amendment to the previously approved Land Use Variation (Ord. 25-048) to expand the Bakery Products, Production & Wholesale land use within the M-1 District.

Variation Required:

1. Variation from Chapter 28, Section 5.1-15.3(b) to permit a side yard setback of 27.14-feet where 50-feet is required.
2. Variation from Chapter 28, Section 10.4-3 to reduce the required parking from 134 spaces to 82 spaces.

Project Background:
The 4.5-acre subject property is located approximately 350 feet east of the intersection of N. Kennicott Avenue and W. University Drive at 600 W. University Drive. The property contains an unoccupied 90,000 square-foot building, three access drives, front and rear loading docks and 131 existing parking spaces. The property is within the University Subdivision Planned Unit Development (PUD) along with the property immediately adjacent to the east at 580 W. University Drive (Ord. 01-057).

In August 2025, the Village Board approved a Land Use Variation to allow a Bakery Products, Production & Wholesale land use within the M-1 Research, Development and Light Manufacturing District for Tasty Breads International (Ord. 25-048). Tasty Breads is a food processor that produces dough then freezes and packages it for wholesale. This process does not include any baking. The business has existing production facilities in Franklin Park and Northbrook. This proposed location is anticipated to employ 150 employees within five years of opening and will operate on two shifts (referenced *Exhibit C - Project Narrative*).

Since obtaining approval of the Land Use Variation, Tasty Breads has requested an amendment to the plan to allow the construction of a 13,000 square-foot freezer addition on the eastern side of the building to further accommodate the needs of the business. This freezer addition was originally contemplated and reviewed with the Land Use Variation application; however, it was removed from the scope of work in order to expedite entitlement approval for closing. The petitioner has thus submitted a petition to amend the previously approved Land Use Variation along with a Planned Unit Development Amendment to allow the construction of this freezer addition. Property owner authorization has been provided by the petitioner for both properties within the PUD: 600 W. University Drive (subject property) and 580 W. University Drive.

Zoning and Comprehensive Plan
The property is currently zoned M-1 Research, Development and Light Manufacturing District, which does not permit "Bakery Products, Production & Wholesale". The Petitioner obtained approval of a Land Use Variation to allow a Bakery Products, Production and Wholesale land use within the M-1 District and is requesting to amend the previously approved Land Use Variation by expanding the land use. The Petitioner has provided a written response to the four criteria for approval for variations, which is referenced in *Exhibit D – Land Use Variation Criteria*. Additionally, the Petitioner provided a response to the same criteria for their requested variance to waive the parking analysis requirement, referenced in *Exhibit E – Zoning Variation Criteria*. The Staff Development Committee (SDC) has reviewed the petition and concurs with the Petitioner's responses to the criteria. Further evaluation of the petitioner's variation requests can be found in the *Site and Landscaping* section and *Parking and Traffic* section within this report. The variation criteria are outlined below:

- **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 28.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

The Comprehensive Plan designates the property as appropriate for R& D, Manufacturing and Warehouse land uses. Based on the SDC review of the proposal, the amended Land Use Variation for "Bakery Products, Production and Wholesale" is consistent with the manufacturing and warehousing designation of the Comprehensive Plan as the land use functions similarly to a warehouse and storage facility for frozen dough. The land use is consistent with the development pattern in the University Drive corridor that consists of warehousing, storage and manufacturing. The SDC finds that the proposed expanded bakery products, production & wholesale land use is consistent with the spirit and intent of the Comprehensive Plan.

Building Addition
The 13,000 square-foot freezer addition includes a 60-foot extension of the building towards the eastern property line. This addition is proposed with a height of 37.75-feet with a parapet height of 39-feet, which is approximately 12-feet taller than the existing building. Floor plans have been provided with this application to illustrate the interior business operations including the manufacturing processes and warehousing of frozen dough and office space predominately on the second floor.

The proposed addition was reviewed and approved by the Design Commission on September 30, 2025. Design Commissioners noted that the petitioner did well to match the sandstone siding color of the existing building along with the architectural detailing of the roof coping, gutter and downspout colors and extension of the brick wainscot on the first floor. The freezer addition is proposed to be constructed of metal paneling instead of the existing stucco. The Design Commission had no issues with the material difference as the metal panels match the existing aesthetic of the building. The Design Commission approval did not carry any additional conditions of approval (reference *Exhibit F – Design Commission Minutes 9-30-25*).

Site and Landscaping
To accommodate the proposed freezer addition, 18 parking spaces and turf areas adjacent to the east side of the building are proposed to be removed. The existing eastern access drive is proposed to be removed and reconfigured to account for a 20-foot-wide fire lane running along the eastern edge of the property. This drive is to be widened to a 26-foot-wide aerial apparatus access road in the rear of the building as the height of the proposed addition exceeds 30-feet. The petitioner has provided a fire truck access exhibit which has been reviewed and approved by the Fire Department.

The petitioner has requested a variance from Chapter 28, Section 5.1-15.3(b) to allow a 27.14 side setback where 50-feet is required on the eastern interior side yard to accommodate the proposed freezer addition. The existing building is setback approximately 87-feet from the eastern side property line. The petitioner has requested the variance to fit the freezer adjacent to the building and minimize the loss of parking and landscaping. The petitioner has indicated the freezer addition is needed for business operations of freezing and storing dough on-site. The SDC reviewed this request and agrees with the petitioner that it will not alter the essential character of the locality as this corridor is mostly warehousing and storage land uses. Additionally, the requested variance is adjacent to a surface parking lot within the existing PUD. The variance request is consistent with the spirit and intent of Chapter 28 as there are no residentially zoned properties adjacent to the subject site and the overall impact of the addition will be minimal within the bounds of the University Subdivision PUD.

The petitioner also provided updated landscape plans that include new trees within parking lot islands, new decorative landscaping at the western site entrance and primary building entrance, and new trees adjacent to the proposed freezer addition. The SDC has reviewed these plans and found that the proposal complies with landscaping code requirements for parking lot screening and parking lot island landscaping requirements.

Traffic and Parking
Code requires a traffic and parking study be provided with any Planned Unit Development or Land Use Variation for a property not adjacent to a major or secondary arterial street as defined by the Village's Thoroughfare Plan. University Drive is identified as a local street; therefore, this application requires a traffic study and parking analysis. During the review of the original Land Use Variation application, the petitioner provided a traffic study which was reviewed for code compliance by the SDC (reference *Exhibit G – Traffic Impact Study*). That same traffic study was submitted with this application, which was acceptable by the SDC as site access location, land use, and trip generation have not changed. The Village Board approved a variance to waive the requirement for the petitioner to provide a parking analysis under the previous application based on the parking requirements of the existing building and 131 parking spaces on-site being substantially compliant with code requirements.

With this petition, the freezer addition and reconfigured fire access is removing 49 existing parking spaces. Based on the removal of parking spaces, the petitioner is requesting a parking variation to reduce the parking requirement for 134 spaces to 82 spaces; therefore, a parking analysis was required. The

off-street parking code requirements are shown in the table below, which show a parking deficit of 52 spaces or 38.8% of the required 134 spaces:

Use	Square-Footage	Employees	Parking Ratio	Required Parking
Production of Goods or Products & Warehousing	N/A	75 employees per shift (2 shifts)	One space for each two employees plus one per operation vehicle	38
Office	28,879	N/A	1 space / 300 SF	96
	Total Required			134
	Total Provided			82
	Surplus / (Deficit)			**(52)**

The petitioner prepared a parking analysis of the intended land use based on Village code required parking and Institute of Transportation Engineers (ITE) parking generation requirements by the types of uses within the building. The petitioner provided the parking analysis prepared by KLOA on October 23, 2025, which can be found as *Exhibit H – Parking Summary* in the agenda packet. The majority of the 134-space parking requirement comes from the 28,879 square-feet of office space shown on the provided floor plans. The petitioner contends that this space is existing office space and was previously used as such, but will not be utilized by Tasty Breads as a typical office. They indicate that the main function of this location will be for production and storage only.

The parking analysis utilized the ITE *Parking Generation Manual* to evaluate parking requirements against Village code requirements. When applying the parking generation requirements for the manufacturing land use code as defined by ITE, the land use would require 68 spaces based on square footage (0.92 spaces per 1,000 square-feet). This approach would be conservative when compared to the ITE requirement of 0.81 spaces per employee, which would yield a requirement of 61 spaces for this proposed business. Based on ITE parking generation projections, the proposed 82 parking spaces on-site would be sufficient if the office space is removed from the calculation. Since the office space still exists on the floor plans and is currently not proposed to be renovated into warehousing or storage space, the parking deficit per Village code still applies. However, the SDC finds the parking variance is acceptable with the condition that the floor plans are updated to reflect the accurate intended use of the space as the petitioner contends. Additionally, the SDC is recommending a condition of approval that the second-floor may not be utilized as office space. This would reduce the concern of future parking issues if business operation change and the space is utilized as a business or professional office. The petitioner has agreed to these conditions and is working to update the floor plans as necessary. The table below shows the Village Code parking requirements if 16,752 square-feet of second story office space is converted into inactive storage space based on these recommended conditions of approval:

Use	Square-Footage	Employees	Parking Ratio	Required Parking
Production of Goods or Products & Warehousing	N/A	75 employees per shift (2 shifts)	One space for each two employees plus one per operation vehicle	38
Office	12,127 1st Floor Only	N/A	1 space / 300 SF	40
	Total Required			78
	Total Provided			82
	Surplus / (Deficit)			**4**

RECOMMENDATION

The Staff Development Committee reviewed the proposed Planned Unit Development Amendment for a 13,000 square-foot building addition and Land Use Variation Amendment to allow an expansion of an existing "Bakery Products, Production and Wholesale" land use within the M-1 Research, Development and Light Manufacturing District along with the following variations from Chapter 28 of the Municipal Code:

- Section 5.1-15.3(b) to reduce the side setback from 50-feet to 27.14-feet;
- Section 10.4 to reduce the parking requirement from 134 spaces to 82 spaces

The SDC recommends **APPROVAL** of the application subject to the following conditions:

1. The conditions of approval as required by Ordinance 25-048 shall remain in effect.
2. The petitioner shall provide screening for all rooftop mechanical equipment at the time of building permit application.
3. The petitioner shall provide updated floor plans that accurately reflect the intended internal uses of the building prior to being heard by the Village Board.
4. The second floor may not be designated or utilized as office space and the petitioner shall provide floor plans to reflect this condition of approval prior to being heard by the Village Board.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON November 12, 2025, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 25-018, a request for approval of a Planned Unit Development Amendment and Land Use Variation Amendment to permit a 13,000 square-foot addition to the existing building and a variance from Chapter 28, Section 10.4-3 to reduce the required parking form 134 spaces to 82 spaces and a variation from Chapter 28, Section 5.1-15.3(b) to permit a side yard setback of 27.14-feet where 50-feet is required. The subject property is located at 600 W. University Drive in Arlington Heights, Illinois and the PUD includes 580 W. University Drive. The PIN for the subject property is 03-07-200-054-0000 and the PUD includes the property PIN 03-07-200-055-0000. The subject property is legally described as follows:

LOT 1 & LOT 2 IN UNIVERSITY SUBDIVISION, BEING A SUBDIVISION OF THE EAST 870.13 FEET AS MEASURED ON THE NORTH AND SOUTH LINES THEREOF, OF THE NORTH 325 FEET OF THE SOUTH 667.86 FEET AS MEASURED ON THE EAST LINE THEREOF, OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED DECMBER 14, 2001 AS DOCUMENT NUMBER 0011187042.

The Plan Commission will consider any zoning actions or relief from Chapter 28 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.

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.

Jay Cherwin, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald Oct. 28, 2025 (310598)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs

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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs 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 10/28/2025
in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 310598

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APPROVED

MINUTES OF THE MEETING OF
CONCEPTUAL PLAN REVIEW COMMITTEE
COMMUNITY ROOM, VILLAGE OF ARLINGTON HEIGHTS
MAY 14, 2025 AT 6:15 P.M.

MEMBERS PRESENT:
Bruce Green, Chair
Jay Cherwin
John Sigalos

MEMBERS ABSENT:

STAFF PRESENT: Rachel Hitzemann, Michael Lysicatos & Dan Osoba

ALSO PRESENT: Ross Grande, resident; Thomas Budzek, Thomas Architects for Tasty Breads and Royce Thomas, Tasty Breads; Chris Niro, Driven Car Wash; Casey Kenny & Laura Stark with Logistics Property Co.; Mike Antonelli, Brown Commercial Group, Inc.

Call to Order
Chairman Green called the meeting to order at 6:15 p.m.

Approval of Minutes
The meeting minutes of April 9, 2025 meeting were reviewed.

SIGALOS MOVED AND CHERWIN SECONDED A MOTION TO APPROVE THE APRIL 9, 2025 MEETING MINUTES. MINUTES WERE APPROVED 3-0.

NEW BUSINESS

T1879 – Tasty Breads, 600 W. University Drive

Project Background: The 4.5-acre subject property is located approximately 350 feet east of the intersection of N. Kennicott Avenue and W. University Drive at 600 W. University Drive. The property contains a vacant 194,000 square-foot building, three access drives, front and rear loading docks and 131 existing parking spaces. The property is within the University Subdivision Planned Unit Development (PUD) with the property immediately adjacent to the east at 580 W. University Drive.

Tasty Breads International is proposing to occupy the vacant building and add a 30-foot tall, 13,000 square-foot freezer as part of a building addition on the east side of the building, which will reduce parking by 26 spaces. Tasty Breads is a food processor that produces dough then freezes and packages it for wholesale. This process does not include any baking. Tasty Breads has existing production facilities in Franklin Park and Northbrook. This proposed location is anticipated to employ 150 employees within five years of opening and will operate on two shifts.

Mr. Budzek explained that his firm has worked with Tasty Breads in other locations and is currently under contract to purchase 600 W. University. They are looking to move their operations into this building. They plan to make internal alterations to the building, along with an addition to the east side of the building to expand the freezer capacity for the building. This building used to be a vitamin supplement manufacturing company, so this building has more than adequate power for their needs. Tasty breads do not actually do any baking, they basically make frozen dough that then gets shipped to a place and they bake the dough on onsite.

This operation it is considered a bakery according to the zoning ordinance. We will be requesting land use variation, and the property directly to the east of this property is part of this PUD. We do not personally know what the purpose was behind this PUD. We have been in contact with that property owner and we will work with them to get whatever applications are necessary so this will also be a PUD amendment.

Site plans were shared showing the flour tanker delivery process, and other dry goods. Receiving is minimal. The flour tankers would basically maneuver on site, with a manifold pump system, which pumps flour inside and then the truck leaves on the shipping side could see on the southeast corner of building there are 4 existing shipping docks. The site is over parked, 105 spaces. Tasty Breads expects at full capacity to have maximum of 75 employees per shift.

The freezer addition is planned on the east side where there appears to be some sort of detention, we have a civil engineer who is looking at the entire site to determine if there is enough capacity or if we have to offset elsewhere on site. The addition itself will be about 30 feet, a little bit taller than the existing building, but still well specified in the zoning ordinance.

We would like to see if we could waive the parking study for this project given that it is a very comparable use to what was there previously there.

Mr. Osoba gave an overview of the project, stating the subject site is located at 600 W. University Drive within the M-1 district. The petitioner is proposing to occupy that vacant space and add a 30-foot tall 13,000 square foot freezer addition to the east of the building. The proposed use is food processing that processes the dough, freezes it, and packages it for wholesale which would be considered the land use categories of bakery products, production, and wholesale, which would require land use variation.

The overall scope would also require that amendment to the University Subdivision PUD for the leading overall site, which includes this in the site to the east. A Design Commission application will be required for the expanded building before the Planning Commission hearing. The staff will be reviewing landscaping within the site to ensure landscaping and parking lot screening is compliant with current Village standards, and as stated the parking will be reduced by this addition, however, there is a surplus of 67 parking spaces on site and that would be pending the final floor plan that the petitioner submits based on their office space. Overall, the SDC has generally supportive of the proposal subject to the resolution of the items listed in the Staff Report.

A parking study is required by code, because of the PUD amendment. The petitioner has the option to request a variation, that can be evaluated as part of that Plan Commission submittal given the parking surplus on site it's something that would be relatively amenable.

Commissioner Sigalos inquired about the amount of truck traffic for two shifts. Great location for what you want to do.

Mr. Thomas explained that yes there will shipping in and out of the facility, 6 production lines, at most 12-15 trucks between shipping and receiving. There will be two shifts of production and one shift for the shipping and receiving.

Commissioner Cherwin inquired about the actual process that occurs and any risks with storage of the materials. Also, agreed it is a good project, parking should not be a problem.

Mr. Budzek explained flour that has already been milled, mixed with water on a big scale, with no odor. No issues, no dust due to all being directly piped.

Commissioner Green agreed that it is a great use and agrees that the parking study is not warranted. Recommended by all three commissioners present to move forward to their Plan Commission application.

T1881 – Driven Car Wash, 1912 N. Arlington Heights Road

Project Background: The subject site is zoned B-2, General Business District and is 29,169 square feet in size. The lot is currently a vacant parcel. The property is located along N. Arlington Heights Rd., northwest of the intersection with Palatine Rd. The site is north of Palm Court and the Speedway and south of McDonalds. Single Family homes are located to the west and a vacant parcel across S. Arlington Heights Rd to the east.

The petitioner is proposing to construct an automated express car wash. The proposed hours of operation are 7am to 8pm, with an anticipated 3 employees per shift.

Several other developers have considered constructing car washes in this general corridor, but none at this specific location. Staff advised those developers that due to the prime commercial location between several highly successful shopping centers, car washes are not appropriate for this area.

With this specific site, Staff is especially concerned about the proximity to the residential use to the west, due to the noise, light and intensity of the car wash use. This concern was also expressed during the public hearings for the development of the McDonald's to the north. Lastly, staff has significant concerns about full access to the site within such close proximity to the intersection with Palatine Road and Rand Road.

Mr. Niro is interested in opening a second car wash in the Village. The vacant land has been available for a very long time and would service the north end of Arlington Heights. This location would work with the existing use of a gas station and open parking lot to the south, as well as, the McDonald's to the north, which staff has pointed out and we are working on a cross-access easement with the McDonald's Corporation.

Mr. Niro used a site plan diagram to discuss the traffic plan. An access point from Palm Court on the south of property, and on the west side of the property there will be 2 fences, the existing fence by the residential and the alleyway which is an easement on the property, and then another fence it would further screen from our property. People can access by going through the McDonald's, as well as coming up through that through the back area, as well as coming off of Arlington Heights Road at the McDonald's exit and coming onto our site at the north end which is further away from the intersection of Palatine and Arlington Road. Cross access easement with Palm Court at the exit of our facility we would propose it to be an exit from there so people could use that easement to go off of our property through the Palm Court and then exit right onto Palatine Road, not enter through Palm Court on the southeast corner and go past the exit of the car wash. People will be able to exit out to Arlington Heights Road on right turn only in the existing curb cut and exit towards the south.

Mr. Nico addressed staff concerns on managing traffic. Having multiple entrance and exit points of our facility will reduce the possibility of having traffic back up on Arlington Heights Road. For example, using the access through the McDonald's parking lot that gives us enough stacking for another 8 cars just in that area and we can close the Arlington Heights Road entrance at our facility on the existing curb cut if the traffic is getting up to a point on a very busy day. It is not a common occurrence, but can happen, so we are very sensitive about how we can manage traffic on and off of this site and based on the reciprocal easements that we have with our neighbors. We have the ability to speed up our chain to 160 cars per hour

and move people on and off to manage traffic going on to the site, as well as off the site.

We are very good members of the community, we are very active, and we enjoy being headquartered here. I walked over from our office over at 44 S. Vail and it's been a great time in this community and we want to expand our footprint and continue serving the community.

Ms. Hitzemann reviewed the staff report before the committee. The subject property is located at 1912 N Arlington Heights Road, located in our B-2 general business district. The property approximately 29,169 square feet and is currently a vacant parcel. The petitioner is proposing an automated express car wash and the proposed hours of operation are 7:00 AM to 8:00 PM. Several other developers have considered constructing car washes in this general corridor, but none at this specific location. Staff has advised those developers are due to the prime commercial location between several highly successful shopping centers, car washes are not appropriate use for this area.

With this specific site, staff is concerned with the proximity to the residential use to the west due to the noise, light, and intensity of a car wash use. This concern was also expressed during the public hearings for the development of the McDonald's to the north. This property is zoned B-2 which does not allow car washes, the petitioner would be requesting to rezone the property to B-3 which is our auto industry district, and as such a special use would be provided in the B-3 district. As part of any Planning Commission application the petitioner shall provide a written response to 3 hardship criteria necessary for special use approval. The existing residential to the west zoned R-3, and to the east zoned R-1, but the majority of the other remaining properties in the area are zoned B-2. This would then become what we consider a spot zone, which we are not in favor of at this location. SDC feels a rezoning to the B-3 district would be inappropriate for this property, as we fill the property to the east when and if that should be redeveloped will be rezoned to a B-2 general commercial district. If the petitioner chooses to move forward a market study will be required.

A design for the building is similar to the current Driven Car Wash located at 2100 S. Arlington Heights Road a design Commission application would be required. In terms of the site planning and landscaping, the property owners to the west when the McDonald's was built expressed concerns about noise and lighting. As a part of that approval, there were specific noise and lighting standards in the ordinance, these included regulations on speaker volume, signage asking patrons to be courteous to their neighbors, locating rooftop HVAC units at the front of the building, and light poles not exceeding 18 feet. Automatic car washes and outdoor vacuums generate significant noise and since this project is right adjacent to that fixed single family residential, we expect that they will pose opposition similar to what they did for the McDonald's.

North Arlington Heights Road is IDOT so the petitioner will have to seek approval from them for any access onto the property. SDC does have concerns with the proposed southern cross access location along the north Arlington Heights Road frontage as it necessitates vehicles exiting the site first path in front of the exit to the car wash. There is also concerns with the full access driveway less than 400 feet of the intersection with Palatine Road less than 600 feet south of Rand Road. If there is a backup, it blocks the right turn lane onto to Palatine Road.

A fire lane will need to be added to the perimeter of the site to allow fire trucks to circulate the entire building. A landscape plan meeting all Village standards will be required, as well as photometric plan. Per code detailed traffic and parking study from a certified traffic engineer must be provided, that should determine access locations design and level of service. Per the Village code the proposed use requires one space per employee, while they are providing 2

parking stalls and one handicapped stall, SDC recommends adding additional employee parking stall to accommodate the 3 proposed employees as handicapped stalls may or be utilized by those with appropriate issued identification.

The staff development committee reviewed the proposal for rezoning and special use and does not support the proposal for the following reasons:

1) the location of this site is not suitable for a car wash due to the successful development of commercial uses in the surrounding B-2 district
2) potential impacts of light, noise, and traffic from the car wash use within the close proximity to single family residential
3) access concerns for the fire department navigating around the building
4) traffic safety concerns with cars backing onto north Arlington Heights Road in both directions
5) impacting access to surrounding businesses turning movements
6) access to drive turn lanes at the intersection of Palatine Road and Rand Road

Commissioner Cherwin commented that this is a great local business in the community and in Rolling Meadows. Expressed some concerns about the noise that comes from the car wash itself, and the circulation of traffic that will be an issue on this small site. Shared with concerns with the shared access with Palm Court for entering and exiting.

Mr. Niro explained that the traffic ambient noise will be more from the Arlington Heights Road noise than the car wash itself, based on the equipment they use. The speed of the drive thru helps in the concern of circulation. This would be monitored in peak times to eliminate traffic back up.

Commissioner Sigalos would like to see a car wash on the north side of Arlington Heights, but feels that the is not the right site for this, busy intersection and weekends would be very busy, with stop light location to the entrance and exit of the business.

Commissioner Green add that when we reviewed this location for a different party interested in a car wash, the concern was ice. Ice is created that coming out of the wash on a cold day and onto Arlington Heights Road in the intersection creates ice. Adding drive time to the vehicle circulating on your property before exiting would help the dripping before creating ice on the roads could be helpful.

Mr. Niro our drying technology significantly reduces the amount of water that is on the car, almost dripless. Those that exit immediately, most of the water will drip before exiting on the radiant heated surface.

Commissioner Green agreed with the other commissioners that it is a small lot for what you want to out here, and circulation is a concern.

Commissioner Cherwin asked about a one-way entrance from Palatine Road behind Palm Court with a better stacking opportunity.

Mr. Niro yes, and through the easement of the McDonald's.

Mr. Lysicatos suggested to the committee that the petitioner get feedback from IDOT on what kind of access they will be allowed. The Village will also need more information on the cross easements, and access through the neighboring properties. A noise study will need to be done for the residents nearby. You are a valuable business but we need more information.

Commissioner Green reiterated the commissioners concerns about the site and moving

forward.

T1862 – 2625-2635 Clearbrook Drive

Project Background: The subject site, which consists of 5 parcels, is zoned M-2, Limited Heavy Manufacturing District. The property is roughly 10.2 acres. The existing site contains two office buildings, a detention pond in the southeast corner and older growth trees in the north portion of the lot. The building located at 2635 Clearbrook Drive is one story and approximately 11,230 square feet. The building located at 2625 Clearbrook Drive is two stories and approximately 11,076 square feet. Most of the current site is open greenfield. The subject property is bordered by industrial / office uses to the north and west, I-90 to the south, and Lost Creek Subdivision, which comprises 155 units of two-story townhomes, to the east.

Access to the site is provided from Clearbrook Drive, which connects to E. Algonquin Road to the north.

The Petitioner is proposing to construct a 120,257 square foot warehouse / manufacturing building in the center of the combined parcels. The proposed building is 41 feet tall with predominately smooth painted concrete wall panels. The Petitioner has not identified any user(s) at this time, so the building will be built on spec, with the interior being finished out as user(s) are identified. The building will have twenty-nine loading docks and two drive-in bays to accommodate the future use(s). The loading docks are located in the rear of the building, which is adjacent to I-90. On the north side of the building, the Petitioner is proposing to construct a 100-space parking lot. To accommodate the drainage from the additional lot coverage, the Petitioner is proposing to construct an additional detention pond in the northern part of the combined lot, which currently has a large number of mature trees. Lastly, the Petitioner is proposing to construct a 10-foot-tall berm on the east of the site, which is directly adjacent to four, three-story townhomes that are part of the larger multi-family development to the east.

Ms. Stark explained the proposed development will not require a rezoning but the development is required to undergo a PUD due to the size of the site exceeding 4 acres. We are requesting a consolidation of 5 parcels into one, so we intend to buy both properties and consolidate into one parcel.

Mr. Kenny reviewed the project as stated in the project background and hand out that was distributed. The project would be LEED certified aligning with national green building practices and reducing the long-term environmental footprint. We are currently working with Village staff with their various concerns, incorporating some of the requested changes in good faith. This project would bring good economic value with more jobs during construction and operations, as well as, increase in tax revenue.

Ms. Hitzemann reviewed the staff report before the committee. The subject property is located at 2625-2635 Clearbrook Drive, and the requested action is a preliminary and final file subdivision to consolidate the five parcels into one parcel. A PUD for a property in the M-2 district more than 4 acres, a variance would need to be requested Sec. 28 5.1 - 15.3 required minimum yards to reduce the front yard setback. This property is roughly 10.2 acres, the existing site contains two office buildings, a detention pond in the southeast corner and older growth trees in the north portion of the lot. The current buildings are roughly 11,230 square feet and 11,076 square feet, with most of the current site as open green field. The subject property is boarded by industrial and office uses to the north and west, I-90 to the south and Lost Creek subdivision which comprises 155 units of 2 story townhomes to the

east. Access to the site is provided from Clearbrook Drive, which connects to east Algonquin Road to the north. The petitioner is proposing to construct 120,257 square foot warehouse/manufacturing building in the center of the combined parcels. The proposed building would be 41 feet tall with currently smooth painted concrete wall panels. The petitioner has not identified any users at this time to the building will be built on spec, and they are proposing to build 100 space parking to accommodate drainage from the additional coverage that the petitioner is proposing to construct an additional detention pond in the northern part of the combined lot which currently has a large number of mature trees that blocks the rest of the residential area essentially from these townhomes.

For the Plan Commission application, the petitioner will need to provide responses to the four hardship criteria necessary approval for the variation front yard setback. Staff's biggest issue with this proposal is the size of the buildings. The buildings within this industrial area increase in size and mass as you move further west into the industrial area. This step-up approach allows for two uses, the residential and warehouse/manufacturing to coexist without the residential properties dwarfed by larger industrial buildings or adversely impacted by more intensive industrial uses located further to the west. Without identified users it is hard for staff to determine what impact this development will have on the neighboring properties, in terms of parking demand, traffic, operation noise, and any other critical functions of business that could impact residents. Without knowing the type of user, it is hard to determine the parking needs. As mentioned, the detention pond provides a nice buffer for those residential uses and with the large increased surface area, the detention pond could be smaller, potentially with less parking or things along those lines, that detention could be decreased for more of the trees to remain.

The proposed plan does include a 10-foot berm with an 8-foot-high fence along the southeast side of the property, which will screen those southern townhomes from this property, but with the 41-foot-tall building, it will still tower over those residential spaces. Per village code, a detailed traffic and parking study from a certified traffic engineer must be provided as part of any Planning Commission application.

The staff development committee reviewed the proposal for PUD and lot consolidation with variations from chapter 28 for the front yard setback, and does not support the proposal as designed for the following reasons:

- the proposed request does not meet the standards outlined in the village code regarding PUD's in terms of design preservation of natural areas, innovative design for compatibility with adjacent development;
- the footprint and height of the building are too large for the space as configured and SDC would not support of variance request to support the current design;
- without knowing the intended users SDC cannot calculate the traffic parking or operational impact users will have on the neighboring properties;
- the design of the building does not meet the Village's PUD regulations in terms of innovative design;
- believed to bring negative impact on the surrounding properties.

Commissioner Sigalos asked about who might be interested in a building like this. Also shared staff concerns with all the unknows at this point.

Mr. Kenny explained that this is the market standard right now for industrial, most developers are building on the house, so there are some pending with the build to suit with the tenant in mind, but for this particular property we do not have anyone that we're currently engaged with, but on that point, we would be happy to come back to you if we were to find a tenant with their intended use. We feel this location for industrial is needed. We would be the long-term holders of the property.

Commissioner Cherwin shared that he is not so much concerned with the end user, it is going to be a big industrial looking box. Concern over the residential issue. These people are going to have an opinion. We need to look at the project for what it is, traffic is a concern, getting in and out of this area will be difficult. He does not feel it is an absolute "no", but there is a lot of work to be done to make it a success.

Mr. Kenny expressed their willingness to work with the neighboring design and traffic flow. Willing to do a traffic study.

Mr. Lysicatos reiterated that we have had great conversations with the petitioner and they have made changed based on our feedback.

Commissioner Green that this is M-2 limited heavy manufacturing. The townhome people know that this is M-2, but not yet developed, but there still maybe push back. Traffic will be an issue, really need a traffic study. Expressed that we have shared our concerns. Does not have a problem with the concept, hoping changes can be made for the concerns.

Mr. Lysicatos reiterated that staff would like to see what else could be done on the east side, possible of a step down in that direction with the townhomes in that direction. The intensity of this district goes from small to big, so respecting M-1/M-2 small to big.

Ms. Hitzemann made it clear that staff is not against this use, as it is currently designed there are tweaks that could be made and hopefully can meet in the middle to come up with something that is viable for the petitioner and residents in this area.

PUBLIC COMMENT

Ross Grande representing Walnut Subdivision project. Would like clarity and alignment with the Village staff around our project. Upset with the timeline that the staff, subcommittee, and commission.

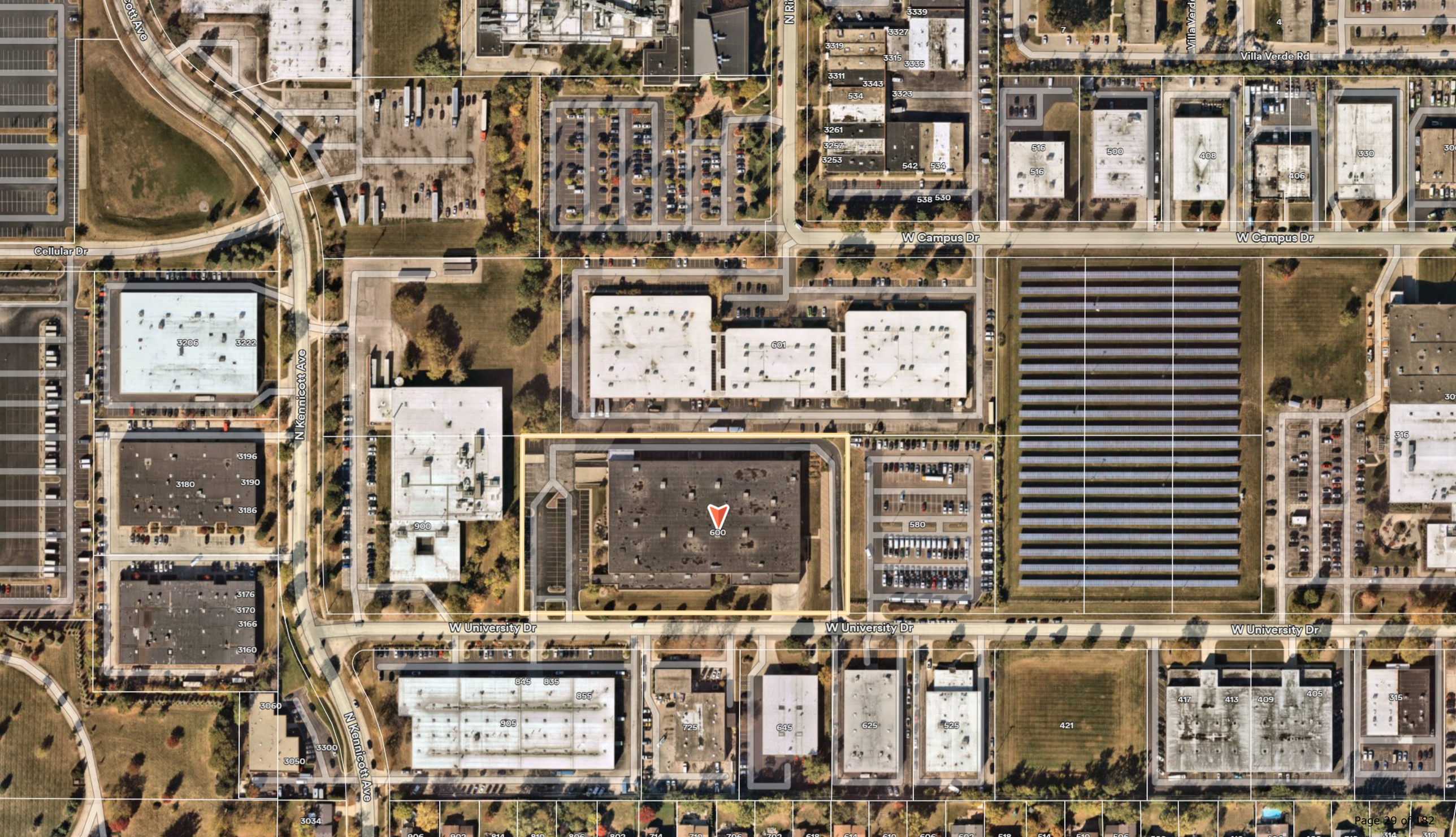
Mr. Lysicatos this is a very complicated project. Staff has met to discuss the long-term comprehensive plan elements fit. We have received significant concerns from public safety and public works. If you would like to move forward with a public hearing you can do so.

Adjournment

SIGALOS MOVED AND CHERWIN SECONDED A MOTION TO ADJOURN. ALL MEMBERS VOTED IN FAVOR OF THE MOTION.

The meeting adjourned at 7:29 p.m.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Kendra Maher, Recorder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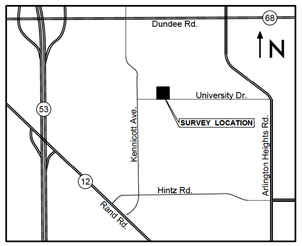
P.I.N. 03-07-200-054

ALTA / NSPS LAND TITLE SURVEY

OF

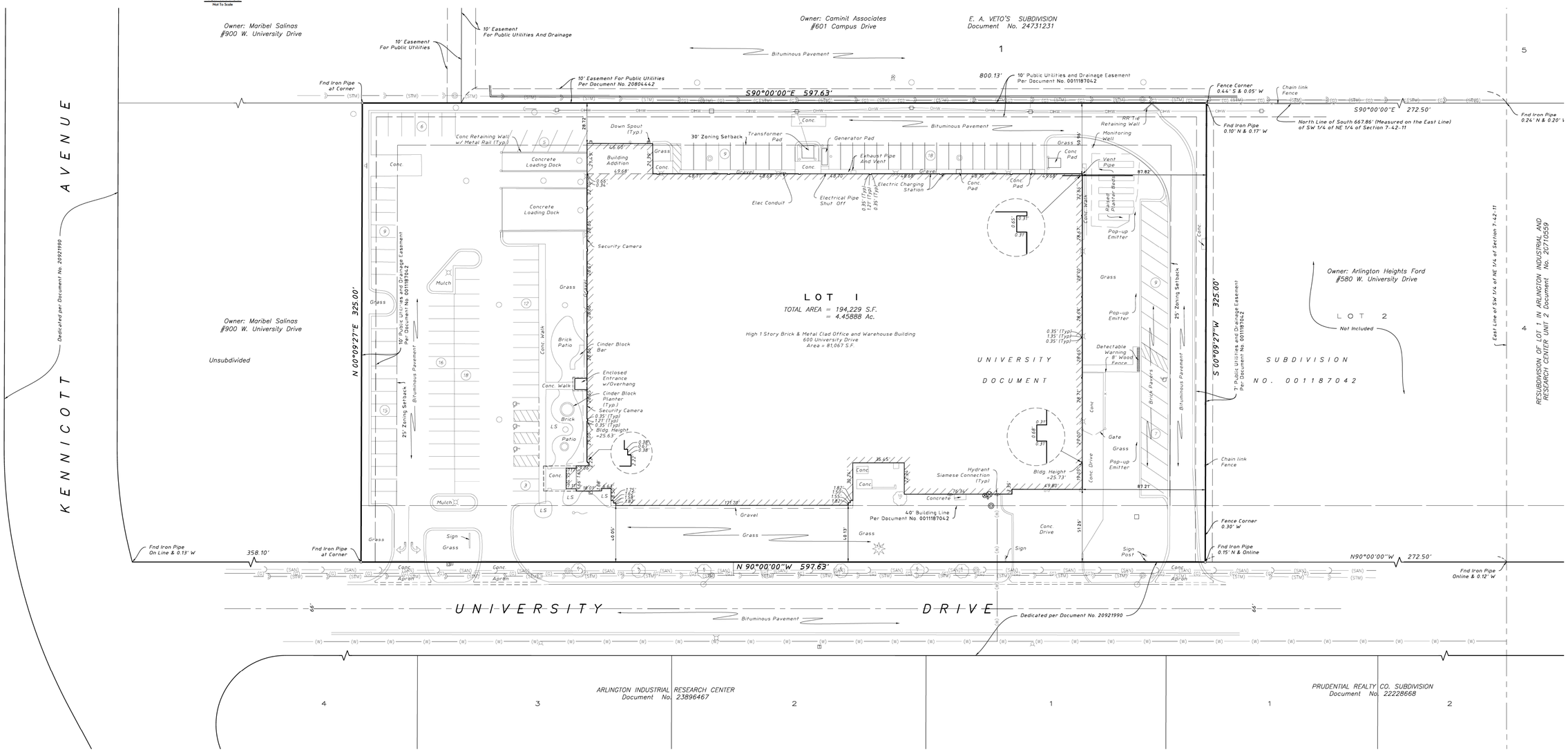
LOT 1 IN UNIVERSITY SUBDIVISION, BEING A SUBDIVISION OF THE EAST 870.13 FEET AS MEASURED ON THE NORTH AND SOUTH LINES THEREOF, OF THE NORTH 325 FEET OF THE SOUTH 667.86 FEET AS MEASURED ON THE EAST LINE THEREOF, OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 14, 2001 AS DOCUMENT NUMBER 0011187042.



VICINITY MAP
Not To Scale

N

30 15 0 30
SCALE: 1" = 30'



Surveyor's notes:

1. The basis of bearing shown hereon is based on the University Subdivision Document No. 0011187042.
2. The Vertical Datum referenced hereon is based on NAVD 88 (Geoid 12a) as referenced from Kara Company's RTK Network.
3. 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. J.U.L.I.E. Design Stage Ticket No: A230410659-00A was ordered for this project. Possible Utilities:
   a. ComEd – Map has been provided and depicted on the survey.
   b. NICOR – Map has been provided and depicted on the survey.
   c. Northwest Water Commission – Reported clear.
   d. AT&T Distribution – No map provided.
   e. Astound Broadband – No map provided.
   f. Comcast – No map provided.
   g. HBK Engineering – No map provided.
   h. Vinakom Communications – No map provided.
4. Based on information provided on the Flood Insurance Rate Map Community – Panel No. 17031C0063J 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".
5. In regard to Table A Item 6(a)(b) – No Zoning Report provided.
6. In regard to Table A Item 16 – No Observed evidence of current earth moving work, building construction was observed in the process of conducting the survey.
7. In regard to Table A Item 17 – No observed evidence of recent street or sidewalk construction was observed in the process of conducting the survey.
8. In the preparation of this survey reference was made to Stewart Title Guaranty Company for Title Insurance Order No. 25000030293 with a Commitment Date of March 21, 2025.

PARKING SUMMARY

Regular Spaces	=	127
Handicapped Spaces	=	4
TOTAL		131

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

Exception 4 – Terms and provisions of Agreement – Doc. No. 22349250 21 – No plottable survey items.
Exception 5 – Building Setback Line & Easements – Doc No. 0011187042 – Plotted and shown hereon.
Exception 6 – Terms of Resolution – 13111444004 – No plottable survey items.

LEGEND

	Manhole		Pipe Bollard
	Catch Basin		Flagpole
	Inlet		Number of Parking Stalls
	Area Drain		Handicapped Parking Stall
	Valve Vault		Curb & Gutter
	Piezometer		Depressed Curb
	Gas Valve	LS	Landscaping
	Hand Hole		Telephone Pedestal
	Light Pole		Cable TV Pedestal
	Utility Pole	(STM)	Storm Sewer Atlas
	Guy Wire	(SAN)	Sanitary Sewer Atlas
OHW	Overhead Utility Line	(W)	Water Main Atlas
	IBT Pedestal	(E)	Electric Line Atlas
	Sign	(G)	Gas Line Atlas
	Fence		

State of Illinois)
) SS:
County of Cook)

To: 600 University, LLC
The Lattas Law Office
The Huntington National Bank
J. R. Carlson Laboratories, Inc.
and
Stewart Title Guaranty Company

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) 7a, 7b(1), 7(c) 8, 9,10, 11, 13, 14, 16, 17, 18 and 19 of Table A thereof. The field work was completed on May 28, 2025.

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

Schaumburg, Illinois June 19, 2025

By:
Illinois Professional Land Surveyor No. 3695
Ordered By: BUPD, LTD. **Project No. 23-020**

STATE OF ILLINOIS
JEFFREY W. CLUNT
035-3695
SCHAUMBURG, ILLINOIS
PROFESSIONAL LAND SURVEYOR
EXPIRES 11-30-26

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
www.haegerengineering.com

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Plot Date: Jun 19, 2025 - 1:20pm Plotted By: joe-h Layout: ALTA-NSPS LTS
File Name: P:\2023\23020\Drawings\Final Survey\23020-ALTA-NSPS LTS(2025).dwg

THOMAS ARCHITECTS
www.thomasarch.com

August 27, 2025

Dan Osoba
Planner I
Planning & Community Development
Village of Arlington Heights

RE: Application For: Planned Unit Development Amendment
600 W University Dr, Arlington Heights, IL

Dear Mr Osoba,

We respectfully submit the following project narrative for the proposed project located at the address referenced above. We appreciate your consideration in this matter.

As I am sure you are well aware, this is the 2nd phase of the proposed improvements on the property. We have previously requested a Land Use Variation to allow for food related use in the M-1 District.

SITE DESCRIPTION

The lot at 600 W University Dr is approximately 194,000 SF. The existing building is an industrial building, with partial 2nd floor office space. The building footprint is approximately 81,000 SF and the total area of the building is approximately 113,000 SF. The property includes a ring drive with 131 existing parking spaces and 6 depressed loading docks. The lot is within the M-1 Manufacturing zoning district and part of the University Park Planned Unit Development.

PROJECT DESCRIPTION

Along the east side of the building, we are proposing a freezer warehouse addition of approximately 13,000 SF and 32 feet in height. The addition will be constructed with insulated metal panels. Refrigeration equipment for the addition as well as the existing building shall be located on the ground along the north side of the building and properly screened.

The addition will displace the existing trash enclosure area. We are providing for an internal trash room at the North West corner of the building.

Tasty Breads expects this facility to be at full capacity within 5 years at which point they expect a total employee count of 150 at this facility spread over 2 shifts. The maximum employee count per shift is anticipated to be 75. With the addition, there will be approximately 82 parking spaces. Tasty Breads expects up to 6 semi deliveries daily to their facilities and does not have a drop trailer program.

2800 S River Rd, Suite 305
Des Plaines, IL 60018
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PROPOSED ENTITLEMENTS

We will be requesting a Planned Unit Development Amendment to allow for the Freezer Warehouse Addition and, if necessary, an amended Land Use Variation to allow for the addition.

We will be requesting a Zoning Variance to reduce the number of required parking spaces from 134 spaces to 82 spaces. We will also be requesting a Zoning Variance to waive the parking analysis requirement.

Please feel free to contact Thomas Architects with any further comments or questions that you may have regarding this project.

Sincerely,

Thomas Architects

Thomas Budzik, AIA

2800 S River Rd, Suite 305
Des Plaines, IL 60018
O| 877 . 205 . 3799

THOMAS ARCHITECTS
www.thomasarch.com

August 27, 2025

Dan Osoba
Planner I
Planning & Community Development
Village of Arlington Heights

RE: Application For: Land Use Variation Amendment
600 W University Dr, Arlington Heights, IL

Dear Mr Osoba,

We respectfully submit the following response to the criteria for a Land Use Variation for the proposed project located at the address referenced above. We appreciate your consideration in this matter.

Our client, Tasty Breads International, is requesting a Land Use Variation to allow for food manufacturing use within the M-1 Zoning District. Please find below our responses to the specific Land Use Variation Criteria.

This request includes the freezer warehouse addition.

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

    a. The existing building's last user was Carlson Labs, a vitamin / supplement manufacturer. The existing building as shown in our exhibits is already built out as a food grade manufacturing facility with office space, labs, production areas and warehouse. The proposed use will include the mixing of dough and storage of frozen dough for wholesale purposes. In essence, there is a high degree of similarity between the existing and proposed uses.

    All adjoining properties are in the M-1 zoning district. The adjacent businesses include a medical tech manufacturer, auto parts distributor, contractor offices and construction material showrooms located within comparable size buildings. The lot immediately to the east is a parking lot currently used for fleet storage. The proposed use, although dealing with food, is a light manufacturing process. The work is limited to the mixing of dough and freezing of dough. No large scale baking or cooking is proposed.

    The building has a generous amount of parking, well in excess of what Tasty Breads will need at full capacity. The amount of loading docks is greater than what they have at a comparable size facility in Northbrook. The amount of traffic is anticipated to be similar or less intense than the last user.

2800 S River Rd, Suite 305
Des Plaines, IL 60018
O| 877 . 205 . 3799

The Freezer Warehouse addition will new a more cost effective approach to providing their warehouse needs and free up existing space in the building for future process lines.

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

   a. Tasty Breads has been actively looking for a new facility to expand their operations for an extended period of time. It is rare to find a building of this size that is suitable for manufacturing and already built out to food grade standards (The last user was a vitamin and supplement manufacturer).

      The unique circumstance in this case is that their proposed use falls into the category of a 'bakery' when in fact there is little in common with a traditional bakery.

      First and foremost, there is no actual baking or cooking that will be occurring. Therefore, there will be no concerns with odors or waste water. The primary ingredients are simply flour and water.

      As Tasty Breads mixes large batches of dough and freezes them for wholesale, their hours of operations are more consistent with a light manufacturing facility, and in lieu of many small box trucks leaving early in the morning, they have typical semi-traffic over the course of the entire day, again similar to a light manufacturing facility.

      The freezer addition does not fundamentally change how they will use the building.

3) *The proposed variation is in harmony with the spirit and intent of this Chapter*

   a. The existing building is a prime manufacturing facility built to food grade standards. It is natural that the next user of the building would be similar to Tasty Breads.

      By allowing the land use variation, the building can be brought back to use with minimal adjustments to the building and virtually no undue burden on the local infrastructure. There are no planned changes to the water service or sanitary service as part of this project.

      Tasty Breads will be in a position to immediately make use of the facilities with plans for 2 immediate production lines and reserved space for future expansion of up to 4 additional lines.

      The existing building is in excellent condition. Given its current market value, it will be difficult to find a different user that would not have to make substantial investments to alter the building. This is a prime example of an ideal adaptive re-use of a building.

The freezer addition complies with all zoning bulk requirements and has been designed in a matter that is compatible with the existing building. Plans will be submitted for Design Commission approval in conjunction with this request.

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

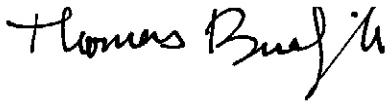
   a. As stated earlier, the Land Use Variation request is mostly the result of how the uses are defined within this zoning district. In reality, the proposed use has much more in common with light manufacturing than baking.

      The related zoning variation for the reduction in parking is a result of some parking spaces being displaced by the addition along with removal of some parking spaces along the north of the property to allow for improved fire department access to the building. The site has more than adequate parking to meet Tasty Breads needs.

Please feel free to contact Thomas Architects with any further comments or questions that you may have regarding this project.

Sincerely,

Thomas Architects



Thomas Budzik, AIA

2800 S River Rd, Suite 305
Des Plaines, IL 60018
O| 877 . 205 . 3799

THOMAS ARCHITECTS
www.thomasarch.com

October 24, 2025

Dan Osoba
Planner I
Planning & Community Development
Village of Arlington Heights

RE: Application For: Zoning Variation – Parking Reduction
600 W University Dr, Arlington Heights, IL

Dear Mr. Osoba,

We respectfully submit the following response to the criteria for a Zoning Variation for the proposed project located at the address referenced above. We appreciate your consideration in this matter.

Our client, Tasty Breads International, is requesting a Zoning Variation from Chapter 28, Section 10.4-3 to reduce the required parking for the proposed project at this facility from 134 spaces to 82 spaces. Also, they are requesting a Zoning Variation from Chapter 28, Section 5.1-15-3(b) to permit a side yard setback of 27.14 feet where 50-feet is required. Please find below our responses to the specific Zoning Variation Criteria. Please also note that a traffic study and parking study has been provided by a Traffic Consultant and is included in our submittal.

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

   a. The existing site has 134 parking spaces. The freezer addition on the east half of the building is displacing some parking spaces and additional striped parking spaces along the north side of the building are being removed to provide for fire department aerial access road. The net result is that 82 parking spaces, including 3 ADA spaces remain on site.

   No adjustments to the site plan are shown to increase the parking lot as the proposed number of spaces is more than adequate to serve Tasty Breads needs.

   Tasty Breads intends to operate this facility in a similar manner with the notable exception that they do not anticipate using much of the existing office space. Tasty Breads is a wholesale food manufacturer. They do not have any retail component to their operation.

   At full capacity, Tasty Breads anticipates 150 employees at this facility over 2 shifts, meaning no more than 75 employees per shift. Some of their employees car pool or use public transportation.

2800 S River Rd, Suite 305
Des Plaines, IL 60018
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Vacate parking lot to the east and 50' setback requirement is a result of revised interpretation of Zoning Ordinance by the Village staff.

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

   a. The unique circumstance in this case is that the building has an excess of office space that is driving up the required parking count. Tasty Breads intends to use this facility primarily for production. When taken into account, the required parking on site is not 134 spaces, but rather 38 spaces. Tasty Breads maintains their primary offices at their Northbrook location and do not see any need to move large numbers of office staff to this location. Their long term plan is to utilize about 4 offices at this location.

      For reference, Tasty Breads facility in Northbrook is similar in overall production capacity and includes all of their administrative offices. This facility has 84 parking spaces and only utilizes about 60% of their available parking.

      Please also see Parking Analysis provided by the Petitioner indicating their parking usage at their other two facilities at approximately 60%.

      The 50' setback requirement is the result in a change of staff and how the staff has chosen to define the side setback requirement.

3) *The proposed variation is in harmony with the spirit and intent of this Chapter*

   a. This building is located in the M-1 zoning district at the far north end of the village in an area surrounded by light manufacturers. Tasty Breads operates as a light manufacturer and in a manner that will be very consistent and less intensive than that of the last user.

      Proposed setback meets the previous interpretation of the Zoning Ordinance and allows for the safe use of the building while maintaining the fire access road requirements.

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

   a. Based on the applicant's needs, the property has an excess of parking spaces. Tasty Breads has provided under a separate cover their internal historical parking and traffic counts at their Northbrook facility, which is of a similar capacity, as well as their Franklin Park facility.

      Please also see traffic study and parking study provided by Traffic Consultant indicating minimal impact on existing infrastructure by both passenger vehicles and truck traffic, and sufficient onsite parking for Tasty Breads operations.

Proposed setback meets the previous interpretation of the Zoning Ordinance for the side setback.

Please feel free to contact Thomas Architects with any further comments or questions that you may have regarding this project.

Sincerely,

Thomas Architects

Thomas Budzik, AIA

2800 S River Rd, Suite 305
Des Plaines, IL 60018
O| 877 . 205 . 3799

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION

ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
SEPTEMBER 30, 2025

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

Members Present: Kirsten Kingsley, Chair
Ted Eckhardt
John Fitzgerald
Jonathan Kubow

Members Absent: Scott Seyer

Also Present: Thomas Budzik, Thomas Architects for *Tasty Breads*
Brian Huft & Jasenko Badic, Zimmerman Weintraub Associates for *Courtyard by Marriott*
Steve Hautzinger, Planning Staff

REVIEW OF MEETING MINUTES FOR SEPTEMBER 9, 2025

A MOTION WAS MADE BY COMMISSIONER FITZGERALD, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF SEPTEMBER 9, 2025. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 1. COMMERCIAL REVIEW

DC#25-049 – Tasty Breads – 600 W. University Dr.

Thomas Budzik, representing *Thomas Architects,* was present on behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is seeking approval of the proposed design for a building addition to an existing manufacturing facility. This project does require Plan Commission review and Village Board approval, and the purview of the Design Commission is for building and signage only. Tasty Breads is a food processor business that produces dough which is then frozen and packaged for wholesale. Tasty Breads is currently in the final steps of obtaining Village approval for a Land Use Variation to allow their business to operate in this location. As a second phase of Village zoning review, Tasty Breads is seeking approval for a 13,260 square foot freezer addition to be located on the east end of the existing building which requires a PUD amendment. The subject property is approximately 4.5 acres and the existing building is approximately 81,000 square feet.

The existing building exterior is made up of tan metal siding and stucco with a continuous brick base on the front and side elevations. The surrounding context in this location is the majority of buildings on the street have primarily brick exteriors on all sides. The proposed addition is large and highly visible. Overall, the design of the proposed addition is nicely done to comply with these guidelines. The front elevation has a continuous brick base with tan metal panel above, which aligns with the existing brick wall. The brick base is returned down the side wall for approximately 50-feet before transitioning to a brown tone metal siding which works well to maintain the color scheme.

However, there are two concerns with the proposed design for the Design Commission to evaluate. The Design Commission should review the proposed materials and colors to confirm that they adequately match the existing building. In the photo provided, the proposed "Sandstone" panel siding color does not appear to match the existing tan siding. Staff feels that an exact match is important to avoid a mismatched appearance.

The proposed addition includes a continuous gutter and downspouts along the entire side wall which is undesirable due to the lack of a continuous parapet wall. Staff encouraged the petitioner to incorporate internal roof drains or draining the new addition roof onto the exiting roof, both of which the petitioner had concerns with. Another option to consider could be a parapet wall with scuppers instead of the continuous gutter. The Design Commission should evaluate this detail. The petitioner has reported that there will be no rooftop mechanical equipment on the new addition.

Overall, Staff recommends approval of the proposed design, with the comments stated.

Mr. Budzik said the building was recently purchased by Tasty Breads, and the majority of the building interior is reserved for two of their process lines, with room for 2 additional process lines. The process includes making the dough, packaging the dough, and freezing the dough. No baking will take place in the building. The building addition will store the frozen dough that is best kept in its own freezing building, versus in a freezer within the building, which was looked at but becomes very costly. He presented samples of the materials and colors being proposed for the addition, which are intended to be consistent with the existing building. The brick is the same size and an excellent color match to the brick on the existing building.

Mr. Budzik also responded to Staff's comments about the gutter and downspouts. He explained that this project requires stormwater detention that will be located under the drive

aisle directly to the east of the addition, which makes it logical that the downspouts connect directly into that stormwater detention. Also, roof drains are not possible on the building addition because little or no penetrations through the roof system are necessary to ensure the freezer equipment runs as efficiently as possible. He welcomed any questions from the commissioners.

Commissioner Eckhardt asked for clarification about no refrigeration on the roof of the addition. **Mr. Budzik** explained there will be an engine room within the building addition that will house the majority of the equipment, with some equipment located either outside behind the building or possibly on top of the existing building. This is still being finalized. **Chair Kingsley** asked about the color of the gutters/downspouts and if the storm water will run across the driveway. **Mr. Budzik** said the downspouts will connect directly to the stormwater system at the ground, and the color will match the dark bronze of the other metal trim.

Chair Kingsley asked if there was any public comment on the project and there was a response from the audience.

PUBLIC COMMENT

Charles Wilk, 932 S. Evergreen Ave. asked if the bread process will involve the bread rising because that will produce ethanol and the need for ethanol mitigation. **Mr. Budzik** said the dough is mixed before freezing, but there is no odor system required for the process.

The commissioners summarized their comments. **Commissioner Kubow** had initial concerns about the beige siding color being proposed; the color shown in the photo does not match the existing siding color. However, the material sample shown tonight appears to be a much closer match to the existing siding color, which is he okay with. **Mr. Budzik** acknowledged that the sample color photo submitted in the drawings looks different than the actual sample. **Commissioner Kubow** had no other comments.

Commissioner Eckhardt said the siding color match is good enough for him, the gutters make perfect sense because of the function of the refrigeration area, and the petitioner's response to Staff's concerns are sufficient. He had no concerns with the project.

Commissioner Fitzgerald was okay with the project and agreed with the comments from the other commissioners.

Chair Kingsley had no other comments and said the petitioner was being sensitive to the existing building and addressed Staff comments.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE ARCHITECTURAL DESIGN OF THE BUILDING ADDITION AT *600 W. UNIVERSITY DRIVE*. THIS RECOMMENDATION IS BASED ON PLANS RECEIVED 9/3/25, 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 APROPRIATENESS 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.

2. **COMPLIANCE WITH ALL FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES.**

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

ITEM 2. COMMERCIAL REVIEW

DC#25-074 – Courtyard Marriott – 100 W. Algonquin Rd.

Brian Huft & Jasenko Badic, representing *Zimmerman Weintraub Associates,* were present of behalf of the project.

Mr. Hautzinger summarized Staff comments. The petitioner is seeking approval of the proposed design for exterior facade modifications to the existing Courtyard Marriott hotel. The existing hotel was originally approved in 1985. The scope of the current project includes demolition of the existing porte cochere, construction of a new porte cochere, entry facade enhancements, and a new paint color scheme for the entire building.

The existing building exterior does not appear to have been updated since its original construction in the mid 1980's, so the proposed exterior modifications will be a very welcome update. The new flat roof porte cochere design has a clean and modern appearance that sets the tone for the updated building entrance. The proposed 2" x 4" aluminum battens applied to the existing front walls is a very unique and creative detail that is very effective to elevate the building's curb appeal with a modern aesthetic. The new color scheme using three shades of gray completes the updated look. Overall, the proposed exterior materials, details, and color scheme are nicely done and well-coordinated.

The existing trash storage area is located behind a solid wing wall in the loading dock at the southeast corner of the building. However, the east end of this area is currently open and exposed to view. The current plans include the addition of an opaque fence gate to fully enclose the space and conceal the trash from view.

The existing landscaping around the front of the building is in nice condition with a variety of decorative flowers, shrubs, and grasses. However, landscaping around the sides and rear of the building is lacking. At a minimum, per code, all landscape islands in the parking area around the building perimeter are required to have shade trees, which are mostly missing at this time. Additionally, code requires a continuous landscape hedge along the front property line to screen the parking areas and drive aisles, which is also missing. At this time, the petitioner has not provided landscape drawings for review due to schedule constraints to complete the exterior building improvements this Fall. However, they are in agreement with the required landscape improvements and have committed to working with Staff to address all of the landscape deficiencies in the Spring of 2026.

The property currently has one ground sign facing Algonquin Road and no wall signs. A sign variation was approved in the original 1985 Ordinance to allow a 20-foot tall ground sign where 16'-6" is the maximum allowed height per code. The petitioner has indicated their intention to replace the existing ground with a new updated design, as well as to add an illuminated wall sign as depicted in the proposed front rendering. The petitioner has also agreed to work with Staff to implement the signage improvements in the Spring of 2026.

Overall, Staff recommends approval of the proposed design for the exterior facade modifications to the existing hotel, with encouragement for the requirements to implement the landscape deficiencies and signage in the Spring.

Mr. Badic said this hotel is a first generation Marriott Courtyard design that has a courtyard shape and an internal courtyard. The changes being proposed are part of a Marriott-wide re-imaging initiative to bring generational courtyard buildings into the 21st century, and to compete with the later generation and the new build hotels. The proposed design elements have to be site adapted to respond to existing building and context. The new porte cochere

makes a big first impression at the front of the building, and is now a more simple, elegant, flat roof design that is very open and very airy. It ties into a new awning that brings you into the building. There will be a batten design system on the front of the building that consists of aluminum profiles in a wood-look finish that will not fade or need to be repainted. A material sample of the profile system and color was presented. This batten design is meant to have a high visual impact but a low impact on the overall building structure. **Mr. Badic** said the remainder of the building will be painted in a warm grey tone called Intellectual Gray, and the new porte cochere will be a darker color called Urbane Bronze. The three existing bay windows at the front of the building will be flattened out to create more of an open storefront look to bring in a clean, modern aesthetic.

Commissioner Eckhardt asked about the material proposed for the underside of the new porte cochere. **Mr. Badic** said that 6 to 8-inch wide planks are proposed for the underside of the new porte cochere. The ceiling will be flush and there will be recessed can lights. There will also be wall sconces on the new porte cochere. **Chair Kingsley** asked for clarification on the paint colors with respect to the rest of the building, and whether or not the roof is being replaced. **Mr. Badic** said the foreground of the building will be the lighter color, and the recessed surfaces will be the darker color. Replacing the roof is not part of Marriott's re-imaging and is up to the discretion of the owner. **Commissioner Eckhardt** asked if the existing roof color will change when the roof is eventually replaced, and **Mr. Badic** said that Marriott does not mandate a specific roof color. **Chair Kingsley** had concerns about the roof color and felt it should be reviewed for compatibility with the other building colors at the time it is replaced in the future. **Mr. Badic** agreed.

Chair Kingsley asked about the design and material for the trash screening gate. **Mr. Huft** said the design is shown in the elevation drawings; it will be a solid, vinyl fence in a color to match the lighter wall color. **Mr. Badic** said they just received a signage package and are able to present it at any time. **Mr. Hautzinger** said that Staff can work with the petitioner on reviewing the details of the new signage for the hotel, unless Staff determines there are concerns with the signage and it needs to be reviewed by the Design Commission. **Mr. Badic** said the new signage is very simple, elegant, and modern.

Chair Kingsley asked if there was any public comment on the project and there was a response from the audience.

PUBLIC COMMENT

Charles Wilk, 932 S. Evergreen Ave. asked if there was clearance height requirement for the porte cochere. It is currently proposed at 13'6". The petitioner replied that the proposed height is at the request of the Village Building Department. Marriott originally proposed a height of 12-feet.

The commissioners summarized their comments. **Commissioner Fitzgerald** liked the project and said it will make a big difference. He loved the vertical batten elements, the new porte cochere, that the railings are being painted, the entire building is being refreshed, and the bay windows are being replaced. He had concerns about the existing roof color that seems to have a lot of red in it; however, the color sample presented for the wood battens appears to help with that. He is in support of the project.

Commissioner Eckhardt agreed with the comments from Commissioner Fitzgerald. He also felt the roof color is very important and when the roof is changed in the future, one or two color options should be submitted to Staff for review to determine that the color is compatible. Otherwise he supports the colors and updates being done to the building, as well as Staff's comments about signage.

Commissioner Kubow agreed with the comments from the other commissioners. This is a fantastic refresh to the building, one of the best the commissioners have seen and very much needed on this visible site. He agreed that the existing roof color has a bit of red in it, but he felt it was relatively similar to the color shown in the renderings, and with the choice to go with more of a walnut finish for the battens which has some red tones to it, he felt much better about the roof color. He also agreed with Commissioner Eckhardt's suggestion to provide guidelines about the future roof color.

Commissioner Kubow asked for clarification about the landscaping improvements. **Mr. Hautzinger** said that minimum code requirements for landscaping were discussed with the petitioner with regards to shade trees in the parking islands and screening across the front of the property, and Staff will follow-up with the petitioner in the Spring to ensure that these improvements are made. **Mr. Badic** said that landscape improvements are part of Marriott's requirements and will be completed as required. **Commissioner Kubow** suggested the landscape improvements be tied to the Certificate of Occupancy, or a bond in place for these improvements. **Mr. Badic** said this is a phased renovation to the hotel, and interior improvements are scheduled for Spring, which could provide an opportunity to include landscaping at that time.

Chair Kingsley agreed with the comments from the other commissioners, and said the entire project will be great.

Mr. Hautzinger commented that the lighter wood color shown in the batten sample provided tonight against the dark paint color has a nice contrast and looks like what is shown in the rendering, compared to the dark walnut color sample against the dark paint color. **Mr. Badic** said the dark walnut color is Marriott's preferred color and this has been implemented at numerous other locations. **Chair Kingsley** said that once there is a large amount of the walnut color and there is reflection, it will end up looking lighter than it looks here tonight with the sample provided. The brown of the canopy will be more similar to the walnut color. **Commissioner Kubow** felt the dark walnut color will look better.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE EXTERIOR FAÇADE MODIFICATIONS AT THE COURTYARD MARRIOTT LOCATED AT *100 W. ALGONQUIN ROAD*. THIS RECOMMENDATION IS BASED ON PLANS RECEIVED 9/5/25, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATION AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. **A REQUIREMENT TO SUBMIT COLOR OPTIONS NOW FOR THE FUTURE ROOF REPLACEMENT, FOR STAFF APPROVAL.**
2. **A REQUIREMENT TO SUBMIT A LANDSCAPE PLAN FOR THE ENTIRE SITE NO LATER THAN THE FIRST WEEK OF JANUARY 2026, FOR STAFF REVIEW. THE LANDSCAPE PLAN SHALL INCLUDE ALL OF MARRIOTT'S MANDATED DECORATIVE LANDSCAPE IMPROVEMENTS AS WELL AS VILLAGE CODE REQUIRED LANDSCAPING, INCLUDING ISLAND SHADE TREES AND PARKING SCREENING.**
3. **A REQUIREMENT TO SUBMIT ALL NEW EXTERIOR SIGNAGE FOR STAFF DESIGN APPROVAL.**
4. **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 APROPRIATENESS 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.

5. COMPLIANCE WITH ALL FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS AND POLICIES.

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

ITEM 3. OTHER BUSINESS

Chair Kingsley asked Staff to check into the matter brought up by the resident tonight during the review of the first project with regards to possible ethanol mitigation associated with the bread rising process.

Public Comment

A resident asked if a previous sign variation approval carries over to new signage at the same location. **Mr. Hautzinger** said that in general, if new signage is substantially compliant with the original signage, then previous sign variations will apply. Staff reviews new signage for substantial compliance with the original design.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER FITZGERALD, TO ADJOURN THE MEETING AT 7:40 P.M. ALL WERE IN FAVOR. THE MOTION CARRIED.

INTERIOR ALTERATIONS & ADDITION FOR:

TASTY BREAD

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

THOMAS ARCHITECTS
2800 S RIVER RD, #305
DES PLAINES, IL 60018
O: 847.235.6815
THOMAS@THOMASARCH.COM

No.	Description	Date
7	PLAN COMMISSION (PHASE 2)	08.27.25
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description TITLE

Sheet 2-G-000

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THOMAS
ARCHITECTS

2800 S RIVER RD, #305
DES PLAINES, IL 60018
O: 847.235.6815
THOMAS @ THOMASARCH.COM

GENERAL NOTES

1 INCLUDED AS PART OF THESE DOCUMENTS IS THE "GENERAL CONDITIONS FOR CONSTRUCTION", AIA DOCUMENT A-201, ARTICLE 1 THROUGH 14 INCLUSIVE.

2 THESE DRAWINGS INDICATE THE GENERAL SCOPE OF THE PROJECT IN TERMS OF THE ARCHITECTURAL DESIGN CONCEPT, DIMENSIONS, MAJOR ELEMENTS AND MATERIALS. THESE DRAWINGS DO NOT NECESSARILY INDICATE OR DESCRIBE ALL WORK REQUIRED FOR THE FULL COMPLETION OF THE PROJECT.

3 THE GENERAL CONTRACTOR AND HIS SUB-CONTRACTORS SHALL FURNISH ALL OF THOSE ITEMS AND LABOR REQUIRED FOR THE FULL COMPLETION OF THIS PROJECT IN A FIRST CLASS WORKMANSHIP LIKE MANNER.

4 THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR FIELD VERIFICATION OF ALL DIMENSIONS AND CONDITIONS BEFORE EXECUTION OF ANY WORK AND SHALL REPORT ANY DISCREPANCIES TO THE ARCHITECT IN WRITING.

5 THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR THE ADHERENCE TO COMPLY WITH ALL APPLICABLE CITY, STATE, AND NATIONAL CODES AND ORDINANCES.

6 THE CONTRACTOR SHALL VERIFY ALL PARTITION LAYOUTS WITH THE ARCHITECT BEFORE PROCEEDING WITH ANY FRAMING.

7 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION OF ALL INCOMING UTILITIES.

8 WRITTEN DIMENSIONS HOLD PREFERENCE OVER SCALED DIMENSIONS. DO NOT SCALE DRAWINGS.

9 THE GENERAL CONTRACTOR AND SUB-CONTRACTORS SHALL:

A. COMPLY WITH ALL LOCAL, STATE AND NATIONAL CODES AND ORDINANCES.

B. PERFORM ALL WORK IN A FIRST CLASS WORKMANSHIP LIKE MANNER AND IN NO WAY DAMAGE OR WEAKEN THE STRUCTURAL ELEMENTS OF THE BUILDING.

C. REMAIN RESPONSIBLE FOR COMPLIANCE WITH THE PROVISIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT, (OSHA) LATEST ADDITION.

D. ALL WORK SHALL BE GUARANTEED FOR ONE YEAR AFTER SUBMITTAL OF COMPLETION OF WORK.

E. MAINTAIN THROUGHOUT THE CONSTRUCTION PERIOD, A CERTIFICATE OF INSURANCE FOR ALL LIABILITIES, WITH A HOLD HARMLESS CLAUSE, PROTECTING THE OWNER AND ARCHITECT.

10 THE GENERAL CONTRACTOR'S SUB-CONTRACTORS SHALL COMPLETELY HOOK-UP AND CONNECT ALL EQUIPMENT AND FURNISH ALL NECESSARY APPENDAGES.

11 ALL WINDOW GLASS, MIRRORS, FLOORS AND WALL TILE SHALL BE CLEANED AND WASHED UPON COMPLETION OF THE PROJECT BY THE GENERAL CONTRACTOR.

12 THE PREMISES SHALL BE KEPT IN A BROOM SWEPT FINISH CONDITION DURING ALL PHASES OF CONSTRUCTION. (ALL CONTRACTORS AND SUB-CONTRACTORS SHALL BE RESPONSIBLE FOR CLEANING UP AND DISPOSING OF THEIR LITTER AND LEFT OVER MATERIALS ON A REGULAR BASIS, AND LEAVE THE PROJECT IN A BROOM SWEPT FINISH CONDITION UPON COMPLETION OF THEIR PORTION OF THE PROJECT).

13 THE ENTIRE INSTALLATION SHALL BE PERFORMED IN A FIRST CLASS WORKMANSHIP LIKE MANNER. THE COMPLETED SYSTEMS SHALL BE FULLY OPERATIONAL. ACCEPTANCE BY THE OWNER SHALL BE A CONDTION OF THE CONTRACT.

14 ALL WORK SHALL BE COORDINATED WITH ALL OTHER TRADES IN ORDER TO AVOID INTERFERENCE, PRESERVE MAXIMUM HEAD ROOM, AND AVOID OMISSIONS.

15 ALL WORK PERFORMED MUST COMPLY WITH THE VILLAGE OF ARLINGTON HEIGHTS MUNICIPAL CODE.

16 THE GENERAL CONTRACTOR SHALL PROVIDE TEMPORARY FENCING AND BARRICADES AROUND THE ENTIRE SITE TO BE PROTECTED AND AT ANY INTERIOR FLOOR OPENINGS THAT MIGHT CAUSE A HAZARD TO ALL.

17 ALL CONTRACTORS AND THEIR REPRESENTATIVES WORKING ON THIS PROJECT SHALL AT ALL TIMES PRIOR AND DURING THE COURSE OF THEIR ACTIVITY BE RESPONSIBLE FOR THE SAFETY OF THEIR EMPLOYEES, AS WELL AS OTHERS AND IN THE CARE OF THE PROPERTY. EACH AS REPRESENTATIVES OF THEIR EMPLOYEES SHALL ASCERTAIN THAT THE CONDITIONS UNDER WHICH THEY WILL BE REQUIRED TO ACCOMPLISH THEIR WORK ARE SAFE WITHIN GOOD SAFETY PRACTICES AND MEET ALL CONCERNED REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ACT OR OTHER GOVERNING REGULATIONS. THE BEGINNING OF WORK BY A CONTRACTOR SHALL INDICATE SATISFACTION CONCERNING SAFETY AND FULL RESPONSIBILITY FOR ACCIDENTS OR DAMAGE. IF UNSATISFIED, THE CONTRACTOR SHALL INDICATE WHAT SO EVER ACTIONS OR DEVICES NECESSARY TO RENDER SAFETY CONDITIONS FOR LIFE AND PROPERTY AS ARE RELATED TO THEIR ACTIVITY. IF THE WORK OF OTHER PARTIES OUTSIDE OF THEIR ORGANIZATION IS UPON INSPECTION FOUND AT ANY TIME TO BE UNSAFE, THEY SHALL STOP WORK IMMEDIATELY AND NOTIFY THE GENERAL CONTRACTOR, ARCHITECT AND OWNER. THE BEGINNING OF WORK SHALL INDICATE SATISFACTION. ACCEPTANCE OF A CONTRACT SHALL INDICATE ACCEPTANCE OF THESE REQUIREMENTS.

18 THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR CONSTRUCTION OTHER THAN SHOWN ON THESE DRAWINGS.

19 INTERIOR FINISHES SHALL NOT EXCEED CLASS 1, 0-25 FLAME SPREAD, 200 SMOKE.

20 THIS SET OF PLANS IS PROTECTED UNDER UNITED STATES GOVERNMENT COPYRIGHT LAWS AND MAY NOT BE REPRODUCED, REPRINTED OR COPIED IN ANY MANNER, EXCEPT BY APPROVAL OF ARCHITECT IN WRITING. ANY PERSON OR FIRM KNOWINGLY REPRODUCING, REPRINTING OR PHOTOCOPYING ANY OF THIS WORK SHALL BE SUBJECT TO LAWSUITS AND SUCH PENALTIES AS THE LAW ALLOWS.

21 GENERAL CONTRACTOR SHALL OBTAIN SOILS REPORT BY GEOTECHNICAL ENGINEER LISTING SOIL BEARING CAPACITY. REPORT SHALL BE SUBMITTED TO ARCHITECT AND AUTHORITY HAVING JURISDICTION PRIOR TO CONCRETE PLACEMENT. SOILS REPORT SHALL BE AVAILABLE ON-SITE DURING FOOTING INSPECTION.

22 GENERAL CONTRACTOR SHALL OBTAIN SPOT FOUNDATION SURVEY BY LICENSED SURVEYOR AND SHALL SUBMIT SURVEY TO AUTHORITY HAVING JURISDICTION PRIOR TO ANY FRAMING.

23 APPROVED BUILDING PLANS SHALL BE AVAILABLE ON-SITE FOR ALL INSPECTIONS.

CONSTRUCTION NOTES

1 ALL WORK THAT NECESSITATES THE SHUTTING DOWN OF A BUILDING SYSTEM FOR THE TIE-IN OR ALTERATION PURPOSES SHALL BE COORDINATED WITH THE OWNER AND/OR GENERAL CONTRACTOR AS PER THEIR DIRECTION

2 CONTRACTORS ARE TO UTILIZE THE REUSE OF BUILDING MATERIALS SUCH AS, BUT NOT LIMITED TO, DOORS AND FRAMES, HARDWARE, ELECTRIC AND TELEPHONE RECEPTACLES, DIFFUSERS, SPEAKERS, EXIT SIGNS, LIGHTING FIXTURES AND PLUMBING FIXTURES WHERE POSSIBLE.

3 CONTRACTOR IS TO HOLD FINISHED COLUMNS AS TIGHT TO STRUCTURAL COLUMNS AS POSSIBLE.

4 WHERE NEW PARTITION MEETS EXISTING FURRED COLUMN OR CORE WALL, REMOVE CORNER BEAD, ALIGN, TAPE AND MUD NEW PARTITION TO EXISTING GYPSUM BOARD.

5 CONTRACTOR(S) SHALL NOT REMOVE ANY MATERIALS, (SIDELIGHTS, DOOR ASSEMBLIES, LIGHT FIXTURES, ETC.) FROM AREAS NOT IN CONTRACT (N.I.C.) UNLESS ILLUSTRATED AS DEMOLITION AND NOTED AS RELOCATED IN THESE DOCUMENTS OR CONTRACTOR HAS WRITTEN APPROVAL FROM BUILDING OWNER/MANAGEMENT TO DO SO.

6 WHERE NEW WORK CONNECTS WITH EXISTING, ALL REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT, WHETHER OR NOT SHOWN OR INDICATED.

7 THE GENERAL CONTRACTOR SHALL COORDINATE WITHE THE BUILDING OWNER/MANAGEMENT FOR REGULATIONS INCLUDING BUT NOT NECESSARILY LIMITED TO: ELEVATOR USE, RUBBISH REMOVAL, PROTECTION OF BASE BUILDING CONSTRUCTION, AND ANY WORK WHICH WILL AFFECT OTHER TENANT'S OR OTHER PARTS OF THE BUILDING.

8 THE GENERAL CONTRACTOR SHALL PROVIDE ALL NECESSARY SAFE GUARDS, BARRIERS, TEMPORARY GUARDS, BARRIERS, TEMPORARY POWER, LIGHTING, FIRE PROTECTION, ETC., AS REQUIRED DURING DEMOLITION / CONSTRUCTION.

9 ALL CONTRACTORS ARE RESPONSIBLE FOR COORDINATION OF THEIR WORK WITH ALL OTHER TRADES. WORK SHALL BE PROPERLY SEQUENCED TO COINCIDE WITH THE PROJECT CONSTRUCTION SCHEDULE TO AVOID DELAY OF THE PROJECT COMPLETION OR THE WORK OF OTHERS.

10 THE GENERAL CONTRACTOR SHALL REMOVE ALL RUBBISH AND WASTE MATERIALS OF ALL SUBCONTRACTORS AND TRADES ON A DAILY BASIS, AND SHALL EXERCISE STRICT CONTROL OVER JOB CLEANING TO PREVENT ANY DIRT, DEBRIS OR DUST FROM AFFECTING ANY FINISHED AREA, WHETHER WITHIN OR OUTSIDE THE JOB SITE.

11 THE GENERAL CONTRACTOR IS TO INVENTORY ALL BUILDING MATERIALS REMOVED DURING DEMOLITION AND NEATLY STORE ON-SITE FOR REUSE. VERIFY STORAGE LOCATION WITH BUIDLING OWNER / MANAGEMENT.

12 A LIST OF ALL EXCESS MATERIALS NOT USED SHALL BE GIVEN TOTHE BUILDING UPON COMPLETION.

13 CONTRACTOR AND HIS SUBCONTRACTORS SHALL TURN THE PROJECT OVER TO THE OWNER/TENANT: FREE FROM ALL CONSTRUCTION DEBRIS, MATERIAL AND EQUIPMENT. ALL INTERIOR GLASS FREE OF LABELS, AND CLEANED ON BOTH SIDES. ALL MILLWORK AND BUILT-INS FREE OF DIRT, GREASE AND OTHER FOREIGN MATERIALS. ALL RESILIENT FLOORINGS MOP CLEANED. VINYL WALL COVERING FREE OF DIRT AND OTHER FOREIGN MATERIALS.

14 WHERE FLOOR CUTTING OF EXISTING SLAB OCCURS, PATCH CONCRETE TO OBTAIN A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 3,000 PSI. MATCH EXISTING GRANULAR BASE AND EXISTING CONCRETE THICKNESS. FINISH ALL CONCRETE FLOOR PATCHES FLUSH TO ADJACENT CONCRETE.

15 PROVIDE AND INSTALL FIRE EXTINGUISHERS AS SCHEMATICALLY SHOWN IN PLAN. LOCAL FIRE BUREAU WILL HAVE FINAL APPROVAL ON ALL LOCATIONS.

16 FINAL CLEANUP: THE CONTRACTOR SHALL COORDINATE WITH THE OWNER TO MAKE CERTAIN THAT ALL HOUSEKEEPING CLEANUP ITEMS ARE COMPLETE. THIS WOULD INCLUDE WIPING DOWN, CLEANING GLASS, WASHING, WAXING, VACUUMING, OR ANY OTHER SERVICES WHICH WOULD BE PERFORMED UNDER THE CONTRACTOR'S MAINTENANCE CLEANING PROGRAMS. UPON COMPLETION OF WORK, ALL WASTE MATERIAL, RUBBISH, TOOLS, CONSTRUCTION EQUIPMENT MACHINERY, AND OTHER SURPLUS MATERIALS SHALL BE REMOVED FROM THE SITE.

17 THOROUGHLY CLEAN ALL LIGHT LENS AND CEILING AIR DIFFUSERS AFTER CONSTRUCTION WORK IS COMPLETE.

ARCHITECTURAL NOTES

1 UNLESS NOTED OTHERWISE, ALL DOORS TO BE LOCATED 4" FROM CORNER OF THE ROOM.

2 UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE FROM FINISHED FACE OF GYPSUM WALL BOARD TO FINISHED FACE OF GYPSUM WALL BOARD.

3 GENERAL CONTRACTOR TO PROVIDE ALL FIRE-RATED BLOCKING & INTERIOR WALL CAVITY SUPPORTS FOR MILLWORK CABINETRY, EQUIPMENT, WALL MOUNTED LIGHTING, SHELVING & MISCELLANEOUS ITEMS REQUIRING ADDITIONAL SUPPORTS AS REQUIRED.

4 PRIOR TO THE COMMENCEMENT OF ANY WORK, GENERAL CONTRACTOR TO COORDINATE WITH BUILDING MANAGEMENT & OBTAIN WRITTEN APPROVAL FOR ACCESS TO SPACE ADJACENT TO PROJECT AREA AS REQUIRED FOR ALL ELECTRICAL, PLUMBING AND MECHANICAL WORK.

5 GENERAL CONTRACTOR TO COORDINATE ALL DOORS & FRAMES WITH HARDWARE SPECIFIED. CENTERLINE OF DOOR LEVER TO BE 3'-3" ABOVE FINISHED FLOOR OR MATCH BUILDING STANDARD, UNLESS NOTED OTHERWISE.

6 FOR ALL LOCK SETS, COORDINATE CORE TYPE & MANUFACTURER WITH OWNER.

7 ALL NEW DOORS TO COMPLY WITH THE FOLLOWING STANDARDS: NWWDA QUALITY STANDARDS: I.S.I. "INDUSTRY STANDARD FOR WOOD FLUSH DOORS", OF NATIONAL WOOD WINDOW AND DOOR ASSOC. (NWWDA) & AWI QUALITY STANDARD: ARCHITECTURAL WOODWORK QUALITY STANDARDS; INCLUDING SECTION 1300 "ARCHITECTURAL FLUSH DOORS" OF THE ARCHITECTURAL WOODWORK INSTITUTE (AWI) FOR THE GRADE OF DOOR, CORE CONSTRUCTION, FINISH & OTHER REQUIREMENTS EXCEEDING THOSE OF NWWDA QUALITY STANDARD. MARK EACH DOOR WITH THE NWWDA WOOD FLUSH DOOR CERTIFICATION HALLMARK CERTIFYING COMPLIANCE WITH APPLICABLE REQUIREMENTS OF NWWDA.

ARCHITECTURAL NOTES

8 ALL DOOR HARDWARE TO COMPLY WITH APPLICABLE BUIDLING CODES, ADA GUIDELINES & APPLICABLE ACCESSIBILITY CODE.

9 ALL WALL SWITCHES ARE TO BE LOCATED 48" ABOVE FINISHED FLOOR UNLESS NOTED OTHERWISE. SEE CEILING DRAWINGS FOR ALL SWITCH INFORMATION.

10 PROVIDE BUILDING STANDARD SPRINKLERS AS REQUIRED BY ALL STATE AND LOCAL CODES PER PARTITION LAYOUT. ALL SPRINKLER HEADS SHALL BE CENTERED IN CEILING GRID WHERE POSSIBLE.

11 FINAL DETERMINATION OF QUANTITY AND LOCATION OF EMERGENCY LIGHTING AND EXIT SIGNS IS SUBJECT TO APPROVAL OF THE BUREAU OF FIRE PREVENTION OF THE MUNICIPAL AGENCY HAVING JURISDICTION. SEE ELECTRICAL DRAWINGS FOR SCHEMATIC LOCATIONS, NOTES AND DETAILS.

12 IF CEILING DIFFUSERS, LIGHT FIXTURES OR OTHER ELEMENTS ON OR ABOVE THE CEILING CANNOT BE LOCATED AS SHOWN ON THE DRAWINGS, SUCH INTERFERENCE SHALL BE REPORTED IMMEDIATELY TO ARCHITECT FOR RELOCATION.

13 CONTRACTOR ARE TO BECOME AWARE OF LOW CEILING HEIGHT CLEARANCE AND AVOID PLACEMENT OF DUCTS, CONDUIT AND PIPING THAT MAY INTERFERE WITH LIGHTING PLACEMENT SHOWN. NOTIFY ARCHITECT OF ANY POTENTIAL CONFLICTS BEFORE CONSTRUCTION BEGINS.

14 CONTRACTOR TO VERIFY CEILING HEIGHT AND EXISTING CONDITIONS.

15 ALL MOUNTING HEIGHT DIMENSIONS ARE TO CENTERLINE OF DEVICES. SEE PLANS FOR SPECIFIC LCOATIONS. CONFIRM ABOVE DIMENSIONS WITH OWNER AND EXISTING CONDITIONS. WHERE IN VARIANCE WITH EXISTING CONDITIONS OR BUIDLING STANDARDS, CONSULT ARCHITECT.

16 AT EACH COAT CLOSET, PROVIDE A MINIMUM OF 2'-0" LENGTH OF SHELVING AND COAT ROD MOUNTED AT 4'-6" (54") MAXIMUM TO CENTERLINE OF COAT ROD.

17 REFER TO FINISH PLAN AND SCHEDULE FOR LOCATION AND MATERIALS. GENERAL CONTRACTOR TO VERIFY IN FIELD PRIOR TO PLACING ORDER, TYPICAL.

18 ALL WALL SURFACE PAINT TO BE AN EGGSHELL FINISH. GYPSUM CEILING PAINT TO BE A FLAT FINISH. METAL/PAINT GRADE WOOD DOORS TO BE PAINTED WITH A SEMI-GLOSS ENAMEL FINISH AND ALL HOLLOW METAL DOOR FRAMES TO BE PAINTED, WHEN SO SCHEDULED, WITH SEMI-GLOSS PAINT.

19 GENERAL CONTRACTOR MUST NOTIFY ARCHITECT WITHIN FIVE WORKING DAYS OF THE AWARD OF THE GENERAL CONTRACT OF ANY AND ALL MATERIALS AND FINISHES SPECIFIED ON THE ARCHITECT'S DRAWINGS THAT ARE DISCONTINUED BY THE MANUFACTURER OR ARE UNAVAILABLE TO THE GENERAL CONTRACTOR FOR HIS USE IN TIME FOR HIM TO COMPLETE THE WORK BY THE DATE AGREED UPON BY THE OWNER & GENERAL CONTRACTOR.

20 UNLESS NOTED OTHERWISE, ALL NEW PARTITIONS TO RECEIVE FINISHES AS SPECIFIED IN THE ROOM FINISH SCHEDULE.

21 GENERAL CONTRACTOR TO PROVIDE (1) PRIMER COAT & (2) FINISH COATS OF PAINT FOR ALL WALLS, UNLESS NOTED OTHERWISE.

22 TOUCH UP SILLS AS REQUIRED, VERIFY IN FIELD.

ACCESSIBILITY NOTES

1 ALL FIXTURES AND ACCESSORIES SHALL BE MOUNTED IN ACCORDANCE WITH ALL CITY / VILLAGE ACCESSIBILITY REGULATIONS AS ADOPTED.

2 ALL THRESHOLDS MUST COMPLY WITH CITY / VILLAGE ACCESSIBILITY REGULATIONS AS ADOPTED.

3 ALL DOORS USED IN CONJUNCTION WITH EXITS TO BE READILY OPENED WITHOUT KEY, UNDUE FORCE OR SPECIAL KNOWLEDGE FOR EXIT OPERATION FROM THE EGRESS SIDE OF THE DOOR.

4 DOOR HANDLES MUST BE OF A SHAPE THAT IS EASY TO GRASP (NOT ROUND) AND MUST BE NO HIGHER THAN 48" ABOVE FINISHED FLOOR.

5 MAXIMUM FORCE FOR PULLING OR PUSHING ALL INTERIOR DOORS SHALL BE 5 LBS

6 IF DOOR HAS A CLOSER, THE SWEEP PERIOD OF THE CLOSER SHALL BE ADJUSTED SO THAT FROM AN OPEN POSITION OF 70 DEGREES THE DOOR WILL TAKE AT LEAST (3) THREE SECONDS TO MOVE TO A POINT 3" FROM THE LATCH, MEASURED TO THE LEADING EDGE OF THE DOOR.

7 DOOR THRESHOLDS MUST BE FLUSH WITH FLOOR OR PROTRUDE NO MORE THAN 1/2" ABOVE THE FLOOR. IF EXISTING THRESHOLDS ARE 3/4" IN WIDTH OR LESS AND HAVE A BEVELED EDGE ON EACH SIDE, THRESHOLD MAY REMAIN.

8 MINIMUM CLEAR PASSAGE WITH DOOR OPEN AT 90 DEGREE ANGLE IS 32".

9 BOTH VISUAL AND AUDIBLE FIRE ALARM SIGNALS SHOULD BE PROVIDED, MOUNTED AT LEAST 80 INCHES ABOVE FINISHED FLOOR.

10 LIGHT, HEAT, VENTILATION, WINDOWS, DRAPERIES, FIRE ALARMS, AND ALL SIMILAR CONTROLS THAT ARE NEEDED OR USED MOST OFTEN MUST BE AT A MINIMUM OF 15" AND MAXIMUM OF 48" ABOVE FINISHED FLOOR.

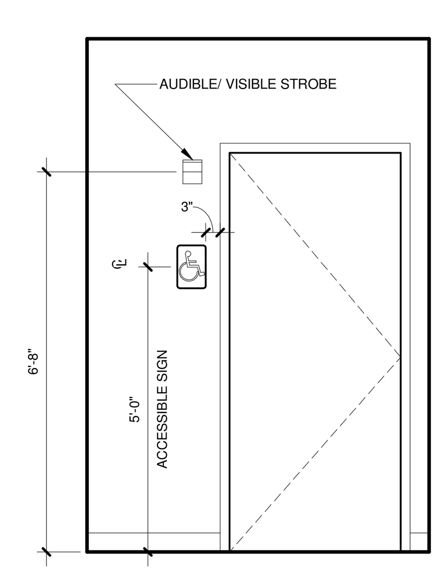
11 OBJECTS PROJECTING FROM WALLS WITH THEIR LEADING EDGES BETWEEN 27 INCHES AND 80 INCHES ABOVE FINISHED FLOOR SHALL PROTRUDE NO MORE THAN 4 INCHES INTO WALKS, HALLS, CORRIDORS, PASSAGEWAYS, OR AISLES.

12 ACCESSIBLE SIGNAGE TO INCLUDE RAISED AND BRAILLED CHARACTERS AND PICTORIAL SYMBOLS. REFER TO ILLINOIS ACCESSIBILITY CODE FOR COMPLETE DETAILS.

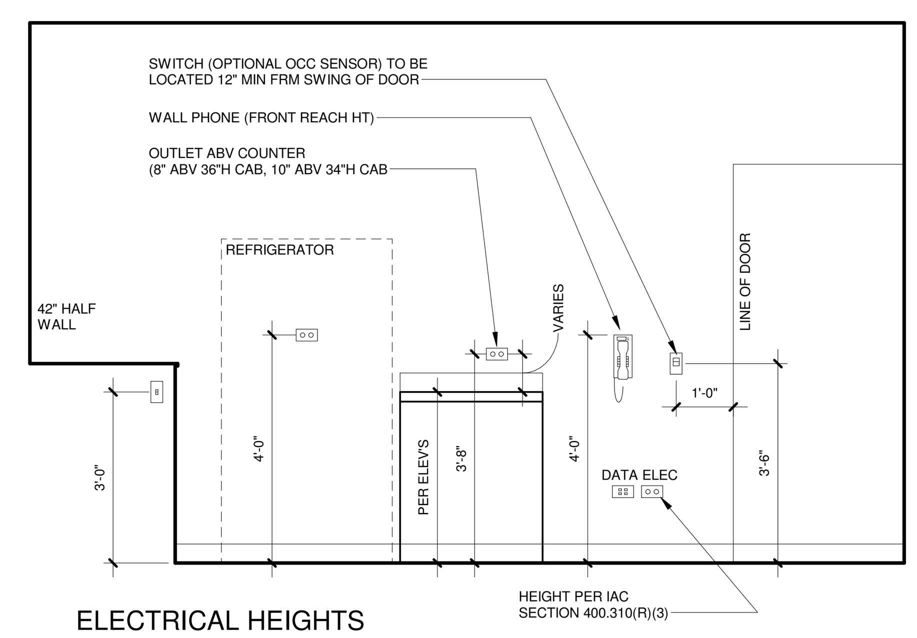
ABBREVIATIONS

ACC	ACCESSORY	MAX	MAXIMUM
AC	ACOUSTICAL	MFD	MANUFACTURED
AL	ALUMINUM	MFR	MANUFACTURER
ALT	ALTERNATE	MECH	MECHANICAL
ANN	ANNUNCIATOR	MTL	METAL
ANOD	ANODIZED	MEZZ	MEZZANINE
APPL	APPLIANCE	MIN	MINIMUM
ARCH	ARCHITECTURAL	MISC	MISCELLANEOUS
AUTO	AUTOMATIC	MLWK	MILLWORK
AVG	AVERAGE	MT	MOUNT
BLDG	BUILDING	NIC	NOT IN CONTRACT
BD	BOARD	NTS	NOT TO SCALE
BLKG	BLOCKING	OVFL	OVERFLOW
CAB	CABINET	OVHD	OVERHEAD
CPT	CARPET	OPNG	OPENING
CLG	CEILING	PNL	PANEL
CONC	CONCRETE	PREFIN	PREFINISHED
CONT	CONTINUOUS	PREFAB	PREFABRICATED
CMU	CONCRETE MASONRY UNIT	PLAM	PLASTIC LAMINATE
DBL	DOUBLE	PLAS	PLASTER
DEPT	DEPARTMENT	PLSTC	PLASTIC
DET	DETAIL	PLYWD	PLYWOOD
DIA	DIAMETER	PROT	PROTECTION
DIV	DIVISION	RDR	READER
DN	DOWN	REF	REFERENCE
DR	DOOR	RF	REFRIGERATOR
ELEC	ELECTRICAL	REQD	REQUIRED
ENTR	ENTRANCE	REINF	REINFORCED
EQ	EQUAL	RES	RESISTANT
EQUIP	EQUIPMENT	RESIL	RESILIANT
EX	EXISTING	RFG	ROOFING
EXT	EXTERIOR	RM	ROOM
FAB	FABRICATION	RO	ROUGH OPENING
FD	FLOOD DRAIN	SEC	SECURITY
FE	FIRE EXTINGUISHER	SF	SQUARE FEET
FEC	FIRE EXTINGUISHER CABINET	SGL	SINGLE
FIN	FINISH	SIM	SIMILAR
FR	FIRE RATED	SST	STAINLESS STEEL
FL	FLOOR (ING)	STD	STANDARD
FURN	FURNITURE	STL	STEEL
GA	GUAGE	SURF	SURFACE
GL	GROUND LEVEL	SUSP	SUSPENDED
GR	GRAD(E)(ING)	SYS	SYSTEM(S)
GYP	GYPSUM	THK	THICK
HD	HEAD	TLT	TOILET
HDWD	HARDWOOD	TRANS	TRANSPARENT
HDWR	HARDWARE	TRTD	TREATED
HM	HOLLOW METAL	TYP	TYPICAL
HOR	HORIZONTAL	UTIL	UTILITY
INFO	INFORMATION	UNO	UNLESS NOTED OTHERWISE
INSUL	INSULATION	VEH	VEHICLE
INT	INTERIOR	VERT	VERTICAL
INFLTR	INFILTRATION	VIF	VERIFY IN FIELD
JAN	JANITOR	W/	WITH
KIT	KITCHEN	WC	WATER CLOSET
LAV	LAVATORY	WDW	WINDOW
LB	POUND	W/O	WITHOUT
LT	LIGHT		
LVR	LOUVER		

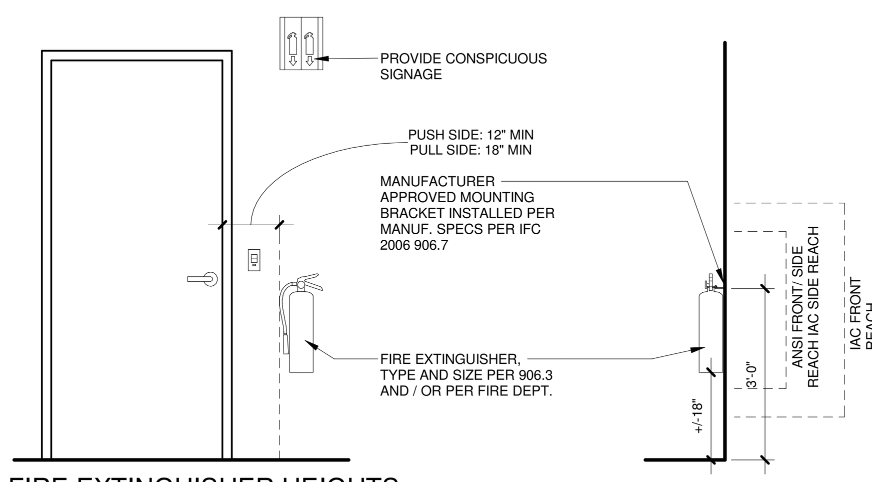
1. ALL DIMENSIONS TO CENTERLINE OF DEVICES. SEE PLANS FOR SPECIFIC LOCATIONS. CONFIRM ABOVE DIMENSIONS WITH LANDLORD AND EXISTING CONDITIONS. WHERE IN VARIANCE WITH EXISTING CONDITIONS OR BUILDING STANDARDS CONSULT ARCHITECT.
2. AT EACH COAT CLOSET, PROVIDE A MINIMUM OF 2'-0" LENGTH OF SHELVING AND COAT ROD MOUNTED AT 4'-6" (54") MAXIMUM TO CENTERLINE OF COAT ROD.
3. SIGNAGE AT ALL SINGLE USER TOILET ROOMS TO BE NON-GENDER SPECIFIC.



DOOR SIGNAGE HEIGHT



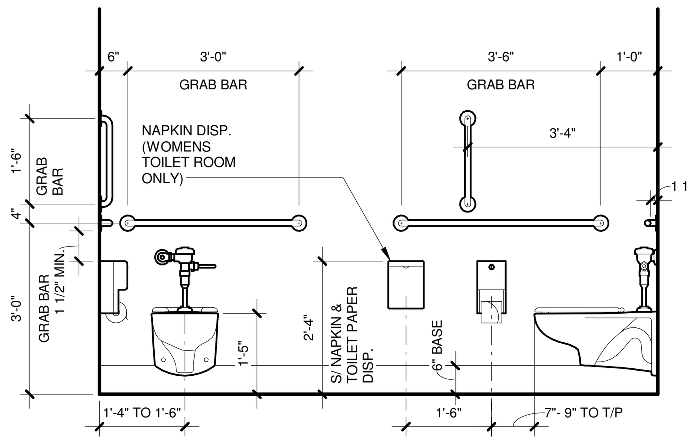
ELECTRICAL HEIGHTS
HEIGHTS OF SWITCHES, RECEPTICLES, PHONES & LOW-VOLTAGE



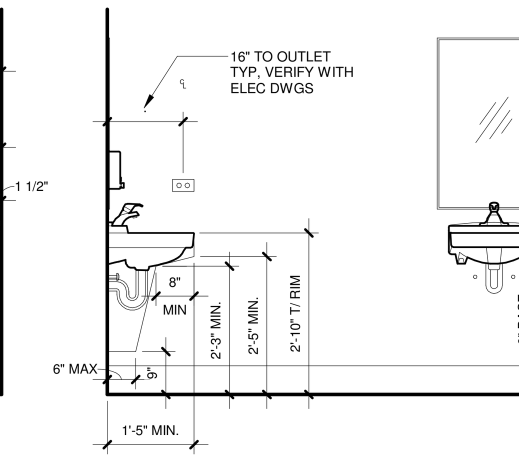
FIRE EXTINGUISHER HEIGHTS

906.5 CONSPICUOUS LOCATION. PORTABLE FIRE EXTINGUISHERS SHALL BE LOCATED IN CONSPICUOUS LOCATIONS WHERE THEY WILL BE READILY ACCESSIBLE AND IMMEDIATLY AVAILABLE FOR USE. THESE LOCATIONS SHALL BE ALONG NORMAL PATHS OF TRAVEL, UNLESS THE FIRE OFFICIAL DETERMINES THAT THE HAZARD POSED INDICATES THE NEED FOR PLACEMENT AWAY FROM NORMAL PATHS OF TRAVEL.

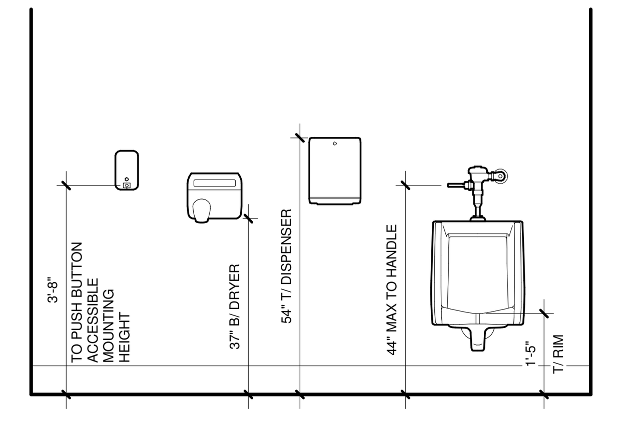
906.9 HEIGHT ABOVE FLOOR. PORTABLE FIRE EXTINGUISHERS HAVING A GROSS WEIGHT NOT EXCEEDING 40 POUNDS SHALL BE INSTALLED SO THAT ITS TOP IS NOT MORE THAN 5' ABOVE THE FLOOR. HAND-HELD PORTABLEFIRE EXTINGUISHERS HAVING A GROSS WEIGHT EXCEEDING 40 POUNDS SHALL BE INSTALLED SO THAT ITS NOT MORE THAN 3.5 FEET ABOVE THE FLOOR AND THE BOTTOM OF INSTALLED HAND-HELD EXTINGUISHERS SHALL NOT BE LESS THAN 4"



TOILET DIMENSIONS



SINK DIMENSIONS

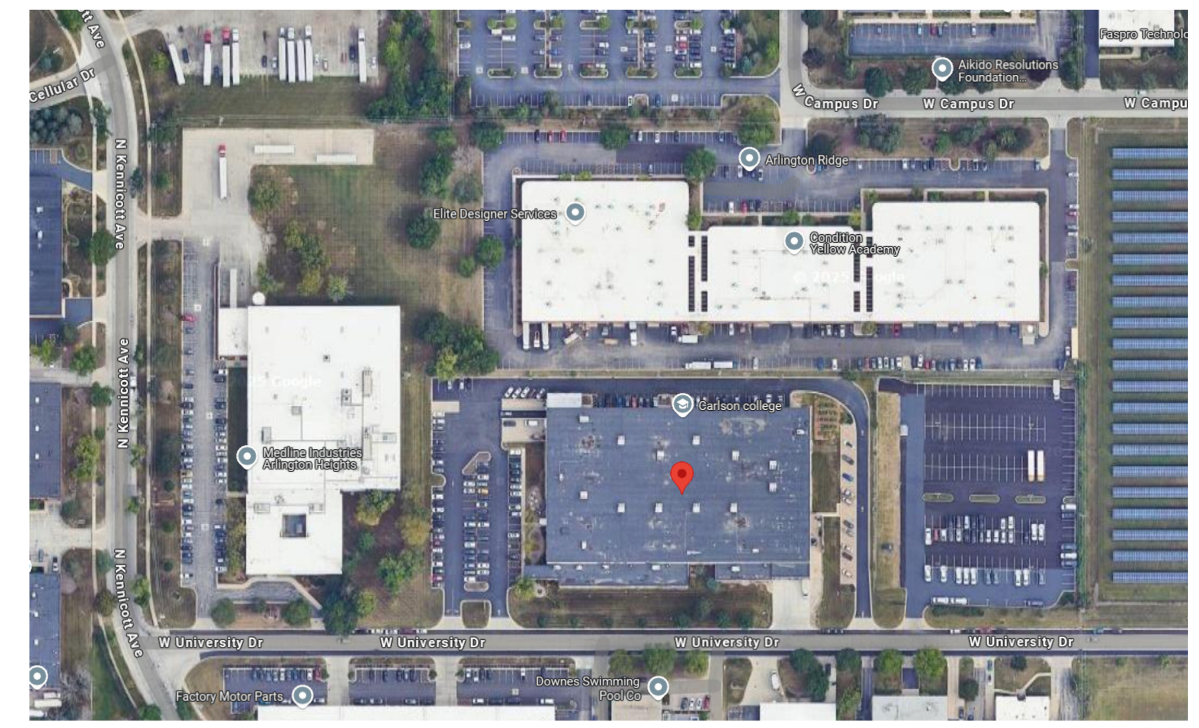


MISC. DIMENSIONS

REFERENCE SYMBOLS

- ELEVATION MARK
- INTERIOR ELEVATION MARK
- SECTION MARK
- SECTION MARK
- DETAIL / CALLOUT MARK
- ROOM TAG (Room name / 101 / 150 SF)
- WALL TAG (1i)
- DOOR TAG (101)
- SPOT ELEVATION
- KEYNOTE (A)
- FLOOR TAG (1t)
- CEILING TAG (ACT-1 / 1'-0" AFF)
- SURFACE / MILLWORK FINISH TAG (?)
- WALL FINISH TAG (?)

LOCATION MAP



No.	Description	Date
7	PLAN COMMISSION (PHASE 2)	08.27.25
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description GENERAL NOTES

Sheet 2-G-001

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PROJECT DATA

PROJECT ADDRESS
600 W UNIVERSITY DR

ZONING
M-1 - MANUFACTURING

LOT AREA
194,229 SQ FEET

EXISTING BUILDING AREA
+/- 81,000 SQ FEET

PROPOSED ADDITION
13,260 SQ FEET

EXISTING PARKING / LOADING
131 SPACES (4 ADA)
6 DEPRESSED LOADING DOCKS
2 AT GRADE OH DOORS

PROPOSED PARKING / LOADING
106 SPACES (4 ADA)
7 DEPRESSED LOADING DOCKS
1 AT GRADE OH DOOR

PROPOSED USE
INDUSTRIAL FOOD MANUFACTURING INCLUDING MAKING BREAD DOUGH AND FREEZING (NO BAKING)

PROPOSED PROJECT
- SUBSTANTIAL INTERIOR ALTERATIONS TO INSTALL UP TO 4 INDUSTRIAL DOUGH PROCESS LINES
- FREEZER WAREHOUSE ADDITION

ANTICIPATED EMPLOYEE COUNT
(AT YEAR 5)
150 AT FULL CAPACITY
75 PER SHIFT
1,200 SF OFFICE

REQUIRED PARKING
1 SPACE PER 2 EMPLOYEES
38 SPACES
1,200 SF OFFICE / 300 SF = 4 SPACES
42 TOTAL REQUIRED SPACES (2 ADA)

GOVERNING CODES
ALL WORK SHALL BE IN COMPLIANCE WITH, BUT NOT LIMITED TO THE REQUIREMENTS OF THE FOLLOWING AND ANY OTHER STATE AND LOCAL CODES HAVING JURISDICTION:

2018 INTERNATIONAL BUILDING CODE
2018 INTERNATIONAL MECHANICAL CODE
2018 INTERNATIONAL FUEL GAS CODE
2021 INTERNATIONAL ENERGY CONSERVATION CODE
2018 INTERNATIONAL FIRE CODE
2018 INTERNATIONAL EXISTING BUILDING CODE
2015 LIFE SAFETY CODE, NFPA 101
2017 NATIONAL ELECTRICAL CODE
2014 ILLINOIS PLUMBING CODE
ILLINOIS ACCESSIBILITY CODE, LATEST EDITION
ALL AS AMENDED
ARLINGTON HEIGHTS MUNICIPAL CODE OF ORDINANCES

FIRE RESISTIVE RATINGS

STRUCTURAL FRAME:	1 HOUR*
BEARING WALLS:	
EXTERIOR	1 HOUR
INTERIOR	1 HOUR
NON-BEARING WALLS	
EXTERIOR	0 HOUR
INTERIOR	0 HOUR
FLOOR CONSTRUCTION	1 HOUR
ROOF CONSTRUCTION	1 HOUR*
FIRE WALLS	NOT APPLICABLE
FIRE BARRIERS	
VERTICAL EXIT ENCL'S	NOT APPLICABLE
EXIT PASSAGEWAY	NOT APPLICABLE
HORIZONTAL EXIT	NOT APPLICABLE
INCIDENTAL USE	
FURNACE	NOT APPLICABLE
STORAGE > 100 SF	NOT APPLICABLE
SHAFTS & VERT ENCL'S	0 HOUR
FIRE PARTITIONS	
CORRIDOR WALLS	0 HOUR
SMOKE BARRIERS	NOT APPLICABLE
ROOF COVERING CLASSIFICATION	C

* 0 HOUR RATING WHERE ROOF CONSTRUCTION IS 20' ABOVE FLOOR LEVEL

INTERIOR FINISH CLASSIFICATION

WALLS & CEILINGS	
VERTICAL EXITS & PASSAGEWAYS	A
EXIT ACCESS CORRIDORS	B
ROOMS & ENCLOSED SPACES	C
INTERIOR FLOORS	CLASS II
DECORATIONS & TRIM	C

CODE INFORMATION

CONSTRUCTION TYPE
TYPE II-A

OCCUPANCY
B - BUSINESS (OFFICE)
F-1 - FACTORY, MODERATE HAZARD (FOOD MFG)
S-1 - STORAGE, MODERATE HAZARD (WAREHOUSE)
S-2 - FROZEN FOOD, LOW HAZARD (WAREHOUE)

GROSS FLOOR AREA
+/- 111,300 SQ FEET

OCCUPANT LOAD

OFFICE 1ST FLOOR	12,127 SF / 150 =	81
OFFICE 2ND FLOOR	16,752 SF / 150 =	112
FACTORY	54,556 SF / 200 =	273
WAREHOUSE	27,865 SF / 500 =	56
TOTAL		522

NUMBER OF EXITS (REQUIRED)
2 (OCCUPANT LOAD 1-500)

NUMBER OF EXITS (PROVIDED)
13 (SEE EXIT PLAN)

EXIT WIDTH (REQUIRED)
DOORWAYS - 548 * 0.15 = 83 INCHES MINIMUM

EXIT WIDTH (PROVIDED)
DOORWAYS - 36 INCHES * 13 EXITS

TRAVEL DISTANCE (REQUIRED)
250 FT MAXIMUM (GROUP F-1 & GROUP S-1)
300 FT MAXIMUM (GROUP B)

TRAVEL DISTANCE (PROVIDED)
< 250 FT

MIXED USE SEPARATION
NO SEPARATION REQUIREMENTS BETWEEN GROUP B, GROUP F-1, AND GROUP S-1

1 HR RATING REQUIREMENTS BETWEEN GROUP S-1 AND GROUP S-2

FIRE SUPPRESSION
YES, EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM

ALLOWABLE BUILDING HEIGHT

TYPE II-A CONSTRUCTION, SPRINKLERED

B, F, S	= 85 FT
B	= 6 STORIES
F-1	= 5 STORIES
S-1	= 5 STORIES
S-2	= 6 STORIES

PROPOSED BUILDING HEIGHT
32 FT, 2 STORIES

FRONTAGE INCREASE
(SEE 506.3.2 EXCEPTION)

F = 1,329.3'
W = (418.9 * 60 + 256.6 * 60 + 7.6 * 60 + 40.6 * 28.5 + 310.8 * 50 + 60 * 60 + 13.8 * 60 + 221 * 28.2) / 1,329.3
W = 51.4

If = (1329.3 / 1329.3 - 0.25) * (51.4 / 30)
If = 1.285

ALLOWABLE BUILDING AREA

TYPE II-A CONSTRUCTION, SPRINKLERED, NON-SEPARATED

B	= 112,500 + 37,500 * 1.285	= 160,687 SF
F-1	= 75,000 + 25,000 * 1.285	= 107,125 SF
S-1	= 78,000 + 26,000 * 1.285	= 111,410 SF
S-2	= 117,000 + 39,000 * 1.285	= 167,115 SF
MOST RESTRICTIVE		= 107,125 SF

PROPOSED BUILDING AREAS

B	= 12,127 SF
F-1	= 54,556 SF
S-1	= 14,605 SF
S-2	= 13,260 SF
TOTAL BUILDING AREA	= 94,548 SF

NOTE: EXISTING 2ND FLOOR IS 16,759 SF, B OCCUPANCY, UNCHANGED

PLUMBING FIXTURE COUNT

	OCC.	FIXTURE TYPE	MIN REQ'D	TOTAL PROP'D	ADA PROP'D
MEN	38	LAVATORIES	3	10	5
		WATER CLOSETS	2	5	5
		URINALS	1	7	5
WOMEN	38	LAVATORIES	3	13	5
		WATER CLOSETS	3	14	5
COMMON	-	LAVATORIES	-	3	3
		WATER CLOSETS	-	3	3
		URINALS	-	1	1
		SHOWERS	-	1	-
		DRINKING FOUNTAIN	1	1	1

NOTE: PLUMBING FIXTURE COUNTS ARE BASED ON THE REQUIRED NUMBER OF FIXTURES FOR A MAXIMUM OF 75 EMPLOYEES PER SHIFT.

G

THOMAS ARCHITECTS
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DES PLAINES, IL 60018
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THOMAS @ THOMASARCH.COM

No.	Description	Date
7	PLAN COMMISSION (PHASE 2)	08.27.25
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description LIFE SAFETY PLAN

Sheet 2-G-002

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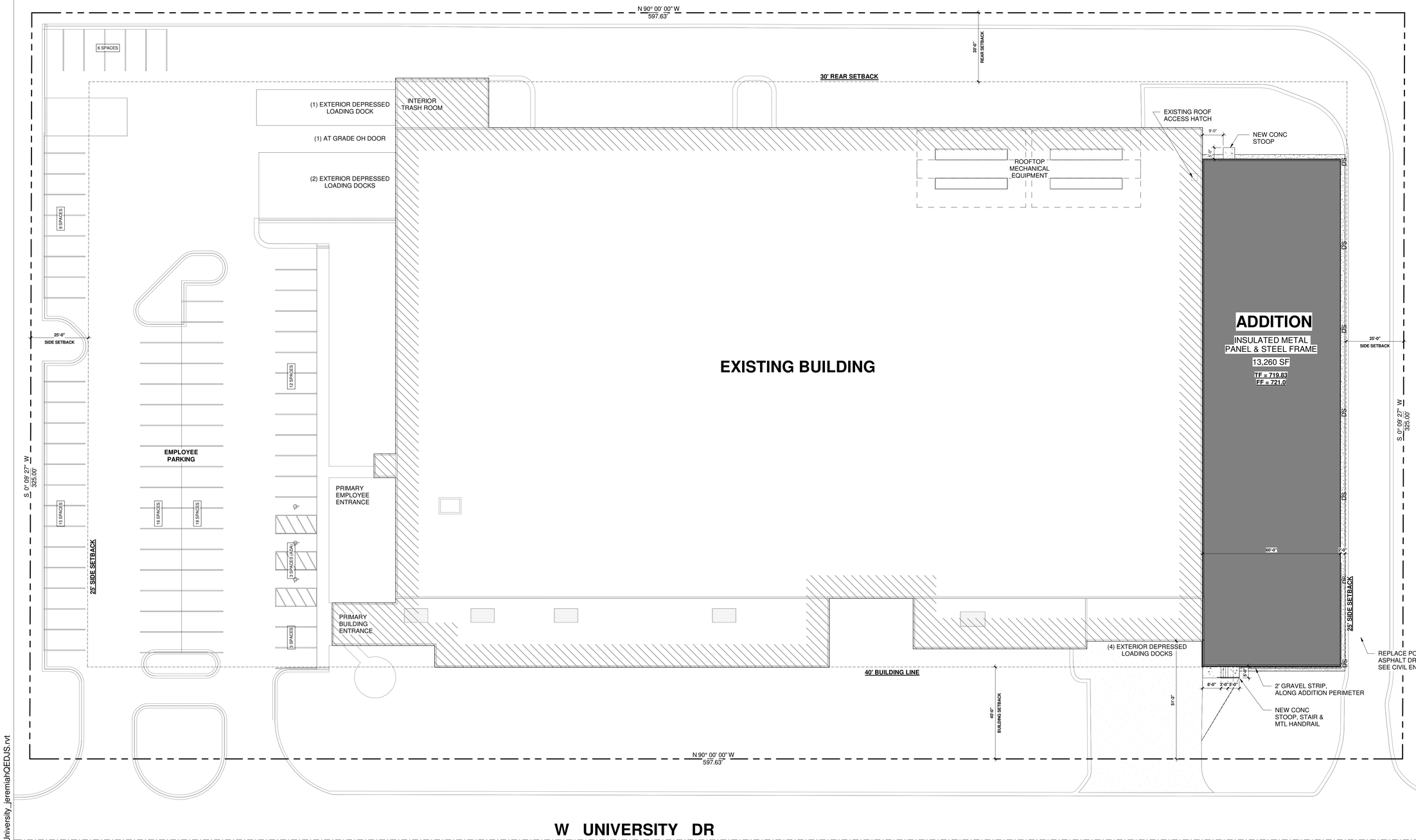

1 SITE PLAN
1" = 20'-0"

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INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description SITE PLAN

Sheet 2-A-100

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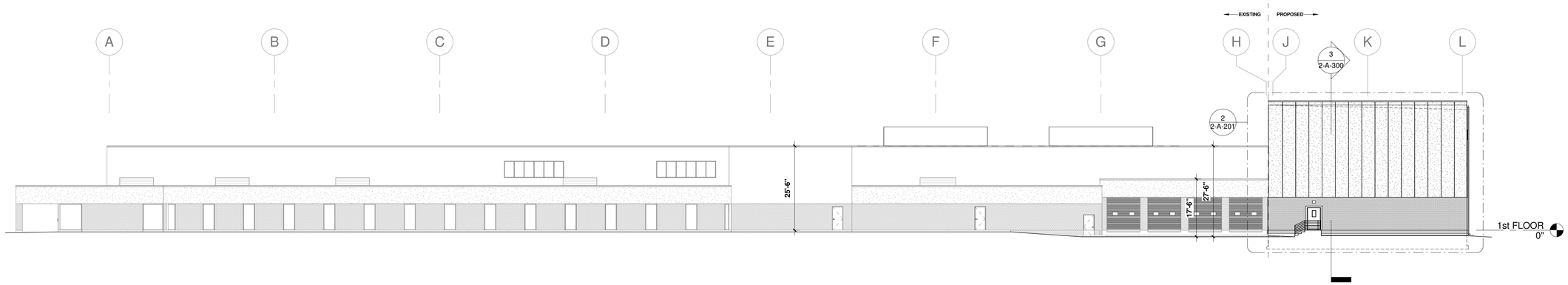
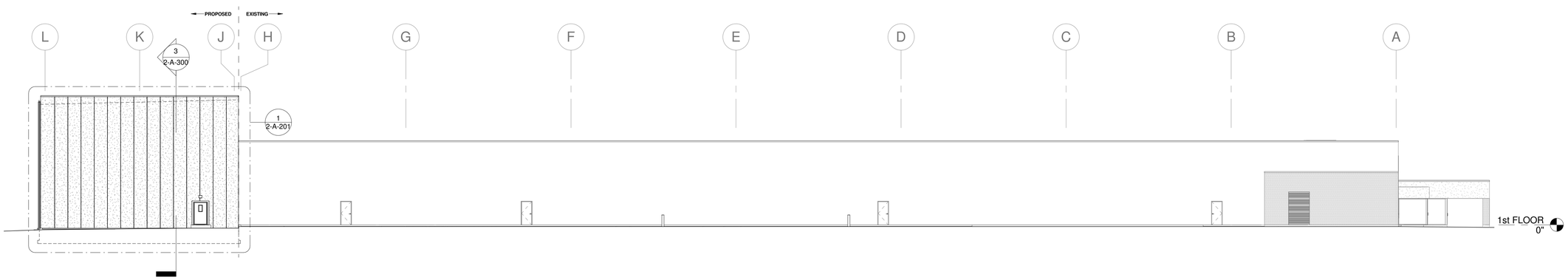
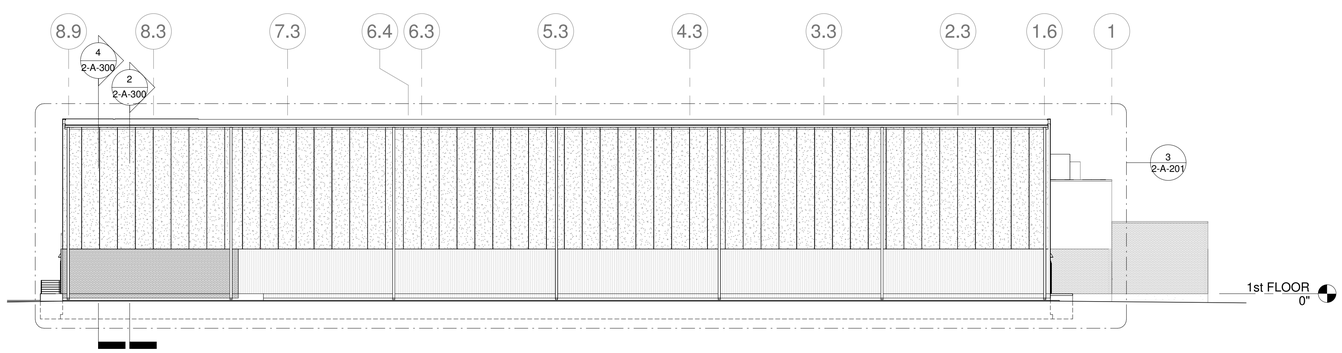


1 FRONT (SOUTH) ELEVATION
1/16" = 1'-0"



2 REAR (NORTH) ELEVATION
1/16" = 1'-0"



3 SIDE (EAST) ELEVATION
1/16" = 1'-0"

No.	Description	Date
7	PLAN COMMISSION (PHASE 2)	08.27.25
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description EXTERIOR ELEVATIONS

Sheet 2-A-200

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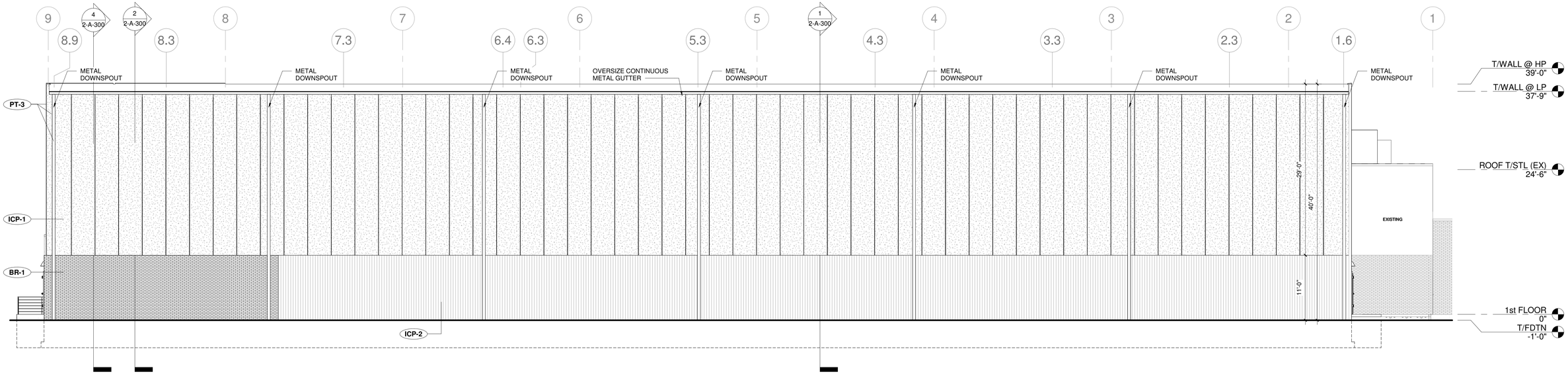
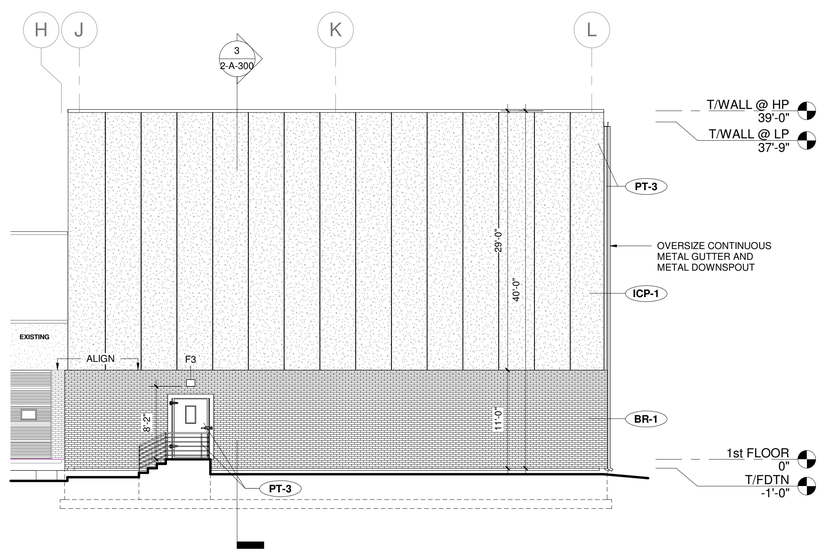
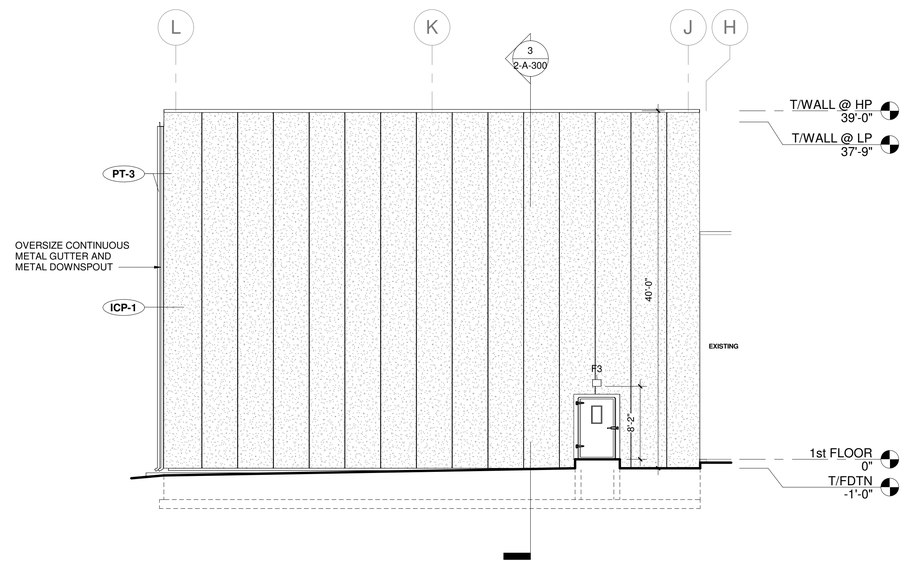


3 SIDE (EAST) ELEVATION - ENLARGED
1/8" = 1'-0"



2 FRONT (SOUTH) ELEVATION - ENLARGED
1/8" = 1'-0"



1 REAR (NORTH) ELEVATION - ENLARGED
1/8" = 1'-0"

No.	Description	Date
7	PLAN COMMISSION (PHASE 2)	08.27.25
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description EXTERIOR ELEVATIONS

Sheet 2-A-201

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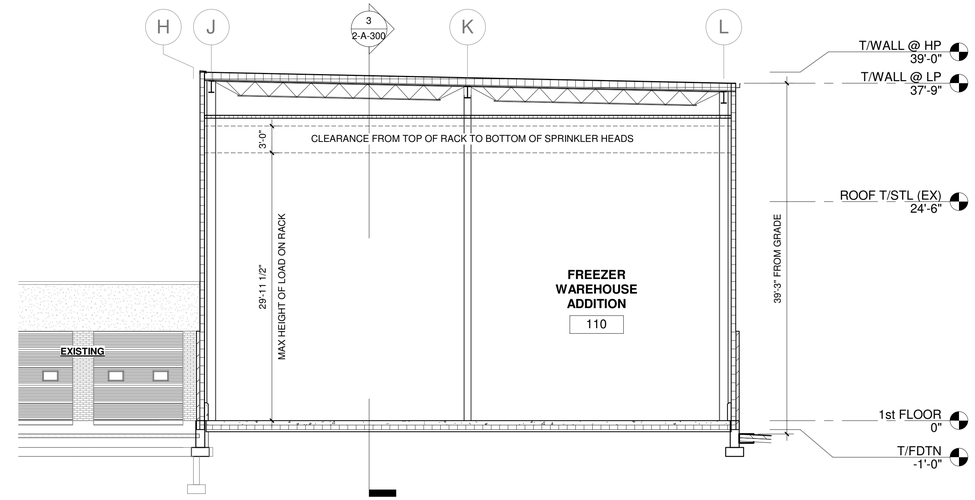
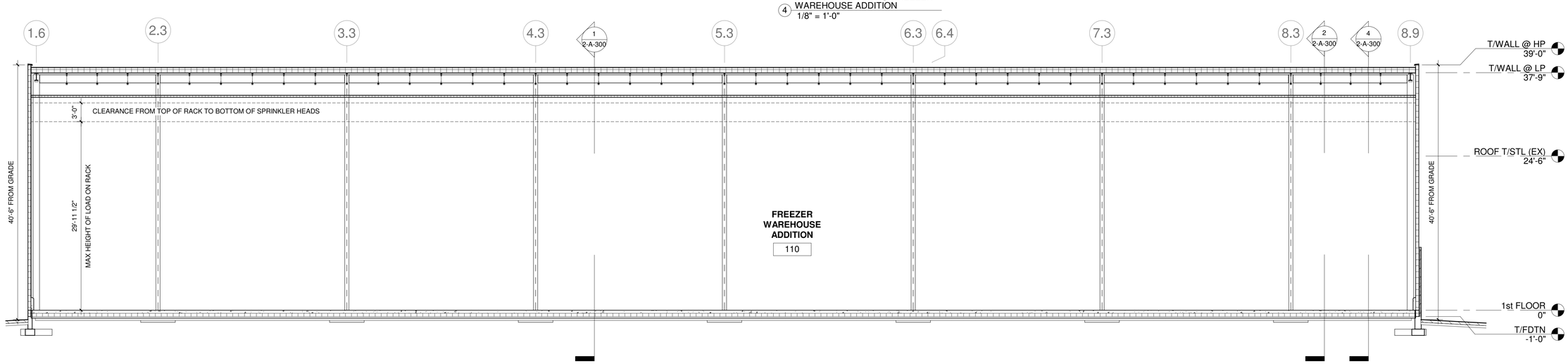
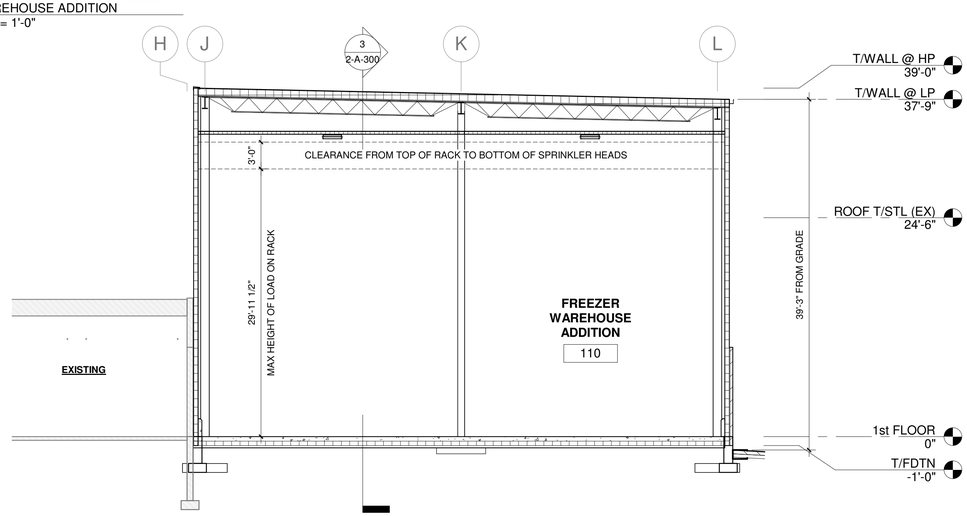


4 BUILDING SECTION @ FREEZER WAREHOUSE ADDITION
1/8" = 1'-0"



3 BUILDING SECTION @ FREEZER WAREHOUSE ADDITION
1/8" = 1'-0"



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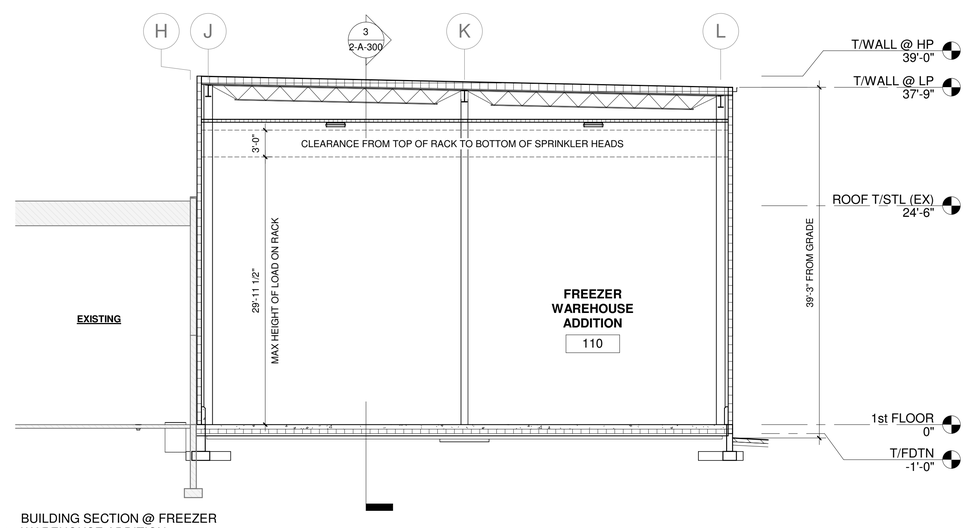

1 BUILDING SECTION @ FREEZER WAREHOUSE ADDITION
1/8" = 1'-0"

THOMAS ARCHITECTS
2800 S RIVER RD, #305
DES PLAINES, IL 60018
O: 847.235.6815
THOMAS @ THOMASARCH.COM

No.	Description	Date
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description BUILDING SECTIONS

Sheet 2-A-300

C:\Users\Jeremiah\Documents\25-021 600 W University_JeremiahQEDJS.rvt

THOMAS
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CONTEXT PHOTOS - EXISTING UTILITIES
3" = 1'-0"

No.	Description	Date
7	PLAN COMMISSION (PHASE 2)	08.27.25
9	PC REVISIONS (PHASE 2)	10.24.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS & ADDITION

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description SITE - EXISTING UTILITIES

Sheet 2-A-410

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Traffic Impact Study
Tasty Breads

Arlington Heights, Illinois

Prepared For:

Thomas Architects

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

August 6, 2025

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 a proposed Tasty Breads production facility to be located in Arlington Heights, Illinois. The site, which currently contains a 90,000 square-foot building previously occupied by Carlson College, is located at 600 W. University Drive and is provided with six loading docks and 141 parking spaces. Access to the site will continue to be provided off University Drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed facility. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

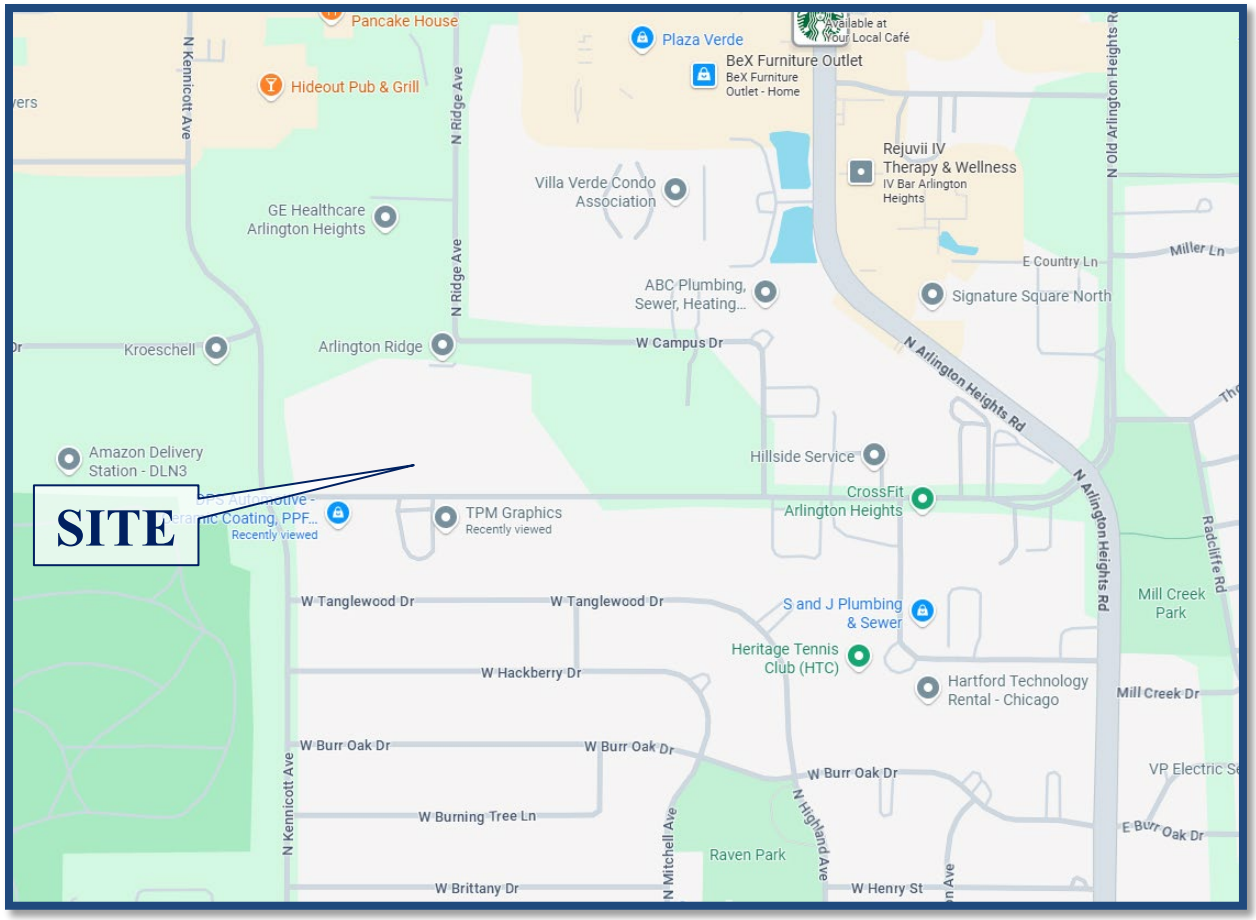
- Existing roadway conditions
- A description of the proposed facility
- Directional distribution of the facility -generated traffic
- Vehicle trip generation for the proposed facility
- Future traffic conditions including access to the facility
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes.

2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing peak hour traffic volumes increased by an ambient area growth not attributable to any particular developments.

3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular developments, and the traffic estimated to be generated by the full buildout of the proposed Tasty Breads.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future 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

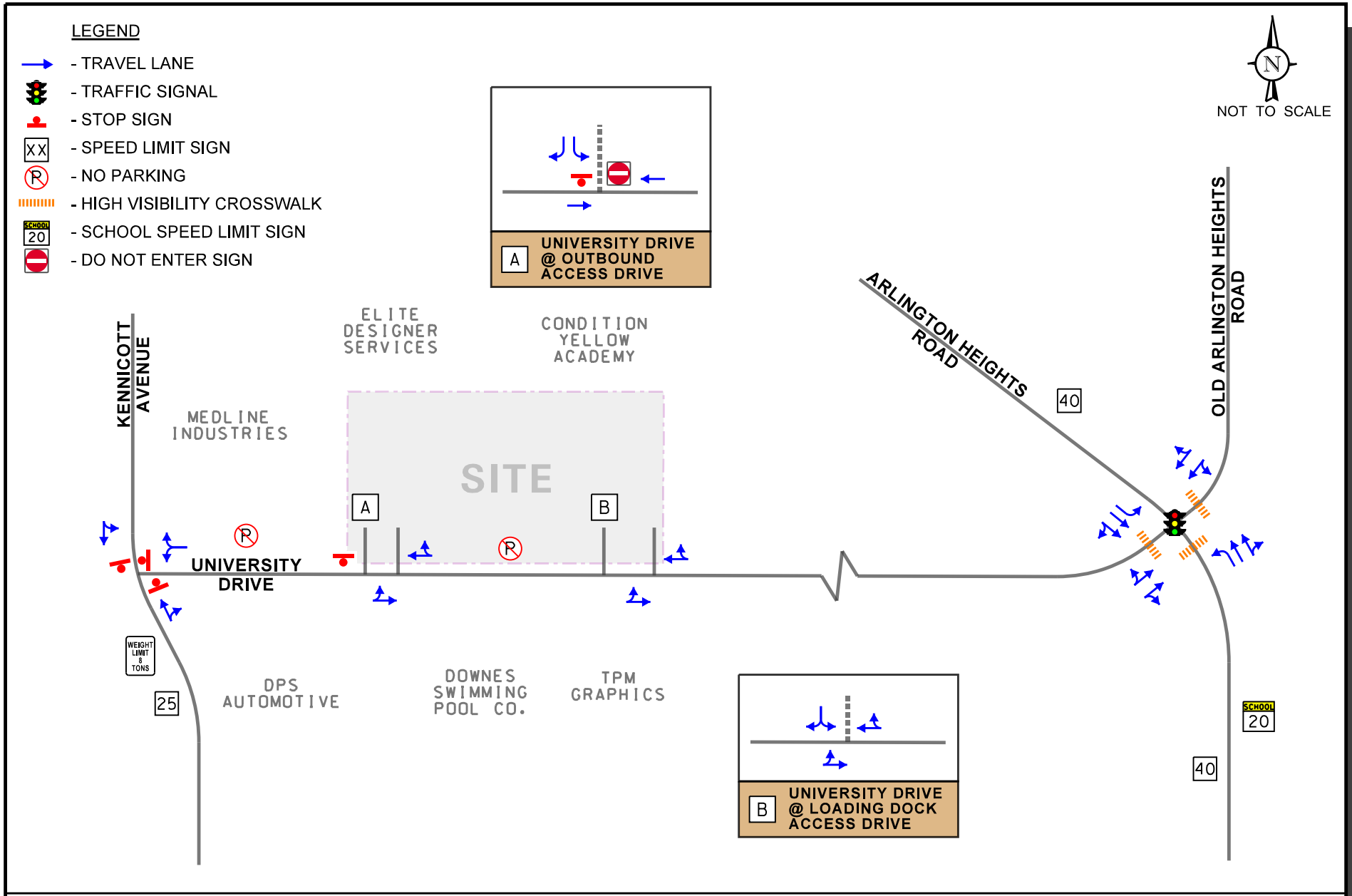
The site, which currently contains a 90,000 square-foot building, is located at 600 W. University Drive in Arlington Heights, Illinois and was previously occupied by Carlson College. Land uses in the vicinity of the site are a mix of residential, commercial, and industrial uses. Condition Yellow Academy and Elite Designer Services are located to the north of the site, Medline Industries is located to the west of the site, and Downes Swimming Pool, Inc., DPS Automotive, and TPM Graphics, Inc. are located to the south of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the facility are described below and illustrated in **Figure 3**.

Arlington Heights Road is a north-south minor arterial roadway that provides two travel lanes in each direction separated by a raised landscaped median. At its signalized intersection with University Drive/Old Arlington Heights Road, Arlington Heights Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. High visibility crosswalks are provided on the east, west, and south legs of this intersection. Arlington Heights Road is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH), carries an Annual Average Daily Traffic (AADT) volume of 19,200 vehicles (Illinois Department of Transportation [IDOT], 2022), and has a posted speed limit of 40 miles per hour and a school speed limit of 20 miles per hour.

University Drive is an east-west roadway that provides one travel lane in each direction. At its signalized intersection with Arlington Heights Road/Old Arlington Heights Road, University Drive provides a shared left-turn/through lane, a shared through/right-turn lane, and a high visibility crosswalk on the eastbound approach. At its all-way stop intersection with Kennicott Avenue, University Drive provides a shared left-turn/right-turn lane on the westbound approach. University Drive is under the jurisdiction of the Village of Arlington Heights and has a posted speed limit of 30 miles per hour. University Drive is under the jurisdiction of the Village of Arlington Heights.



Tasty Breads
Arlington Heights, Illinois

Existing Roadway Characteristics

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Job No: 25-221

Figure: 3

Old Arlington Heights Road is a north-south, local roadway that extends between Dundee Road and Arlington Heights Road and is aligned opposite University Drive at its intersection with Arington Heights Road. It provides one travel lane in each direction generally divided by a striped median. At its signalized intersection with Arlington Heights Road/University Drive, Old Arlington Heights Road provides a shared left-turn/through lane and a shared through/right-turn lane. Old Arlington Heights Avenue is under the jurisdiction of IDOT, is not classified as an SRA, has a posted speed limit of 40 miles per hour, and carries an AADT volume of 4,050 vehicles (IDOT 2022).

Kennicott Avenue is a north-south minor collector roadway that provides one travel lane in each direction. At its all-way stop intersection with University Drive, Kennicott Avenue provides a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane on the southbound approach. Kennicott Avenue is under the jurisdiction of the Village of Arlington Heights, carries an AADT of 3,650 vehicles (IDOT 2022), and has a posted speed limit of 25 miles per hour.

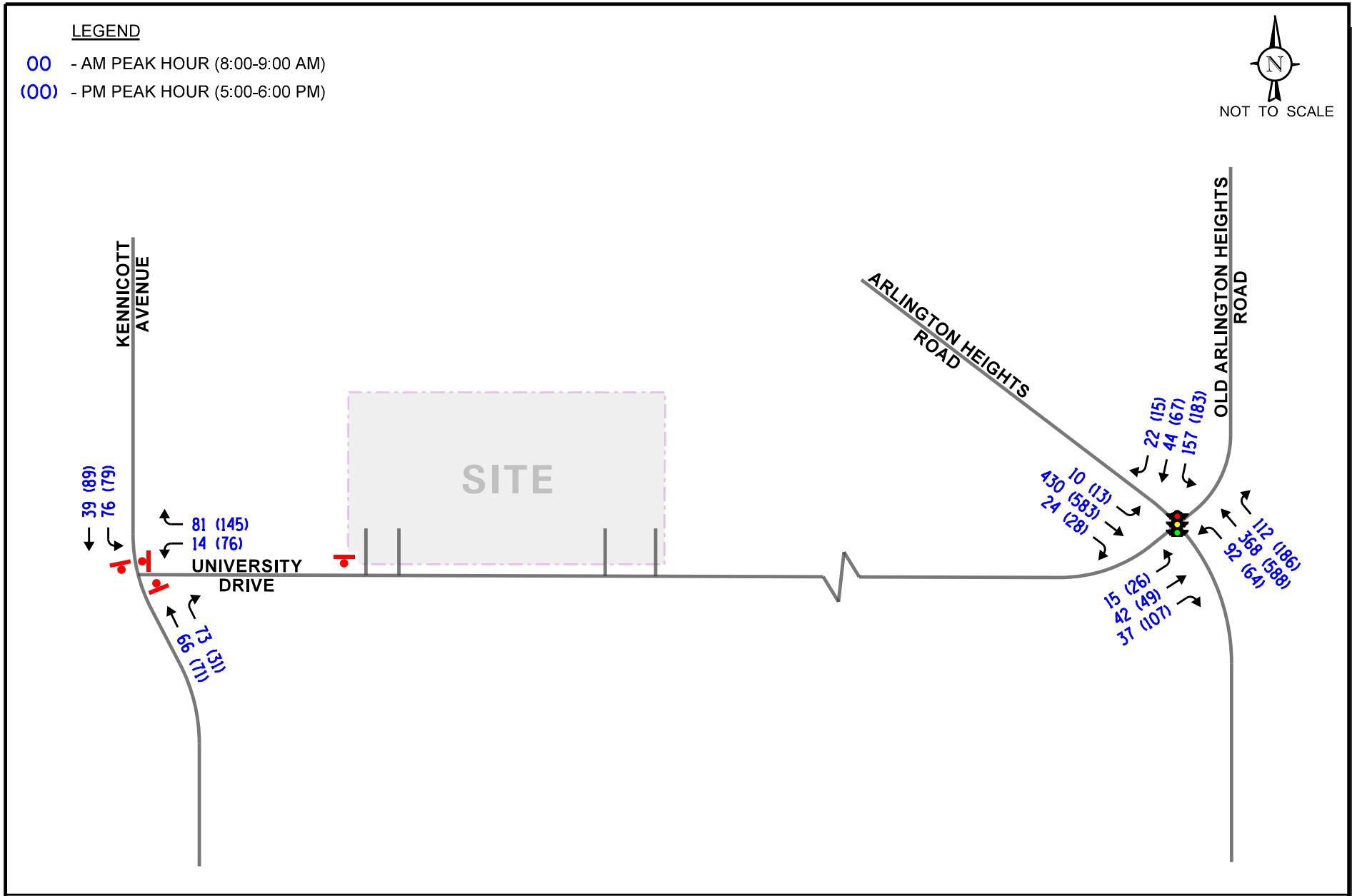
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts on Thursday, July 31, 2025 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 following intersections:

- Arlington Heights Road with University Drive/Old Arlington Heights Road
- University Drive with Kennicott Avenue

The results of the traffic counts showed that the weekday morning peak hour of traffic occurred from 8:00 A.M. to 9:00A.M. and the weekday evening peak hour of traffic occurred from 5:00 P.M. to 6:00 P.M.

Copies of the traffic count summary sheets are included in the Appendix. The existing traffic volumes are illustrated in **Figure 4** and the existing truck traffic volumes are illustrated in **Figure 5**.



Tasty Breads
Arlington Heights, Illinois

Existing Traffic Volumes

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Figure: 4

LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

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

NOT TO SCALE

Tasty Breads
Arlington Heights, Illinois

Existing Traffic Volumes
Heavy Vehicles

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

Job No: 25-221

Figure: 5

3. Traffic Characteristics of the Proposed Tasty Breads

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed facility, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Expansion Plan

The site is currently occupied by a 90,000 square-foot building and 141 parking spaces. Access to the site will continue to be provided via the following:

- An existing inbound-only access drive located on the north side of University Drive approximately 2,850 feet west of Arlington Heights Road. This access drive provides one inbound lane.
- An existing inbound-only access drive located on the north side of University Drive approximately 3,350 feet west of Arlington Heights Road. This access drive provides one inbound lane.
- An existing outbound-only access drive located on the north side of University Drive approximately 420 feet east of Kennicott Avenue. This access drive provides two outbound lanes striped for an exclusive right-turn lane and an exclusive left-turn lane that are under stop sign control.

A copy of the site plan is included in the Appendix.

Tasty Breads Operations

Tasty Breads produces frozen dough products. The proposed facility will start with two production lines, and each line will be capable of producing approximately two full truck loads. The future plans are to expand the production line to five with 150 employees at full capacity. Based on the information provided by Tasty Breads, the facility will be operational in two shifts, totaling 16 hours per day. Shipping and receiving hours are between 7:00 A.M. to 6:00 P.M. It should be noted that based on surveys conducted by Tasty Breads at two other locations, the proposed Tasty Breads is projected to generate on average six trucks per day. Given that the existing building currently has six operational loading docks and an extra trailer stall, the seven dock spaces will be more than sufficient to accommodate the projected truck activity, especially since the six trucks will be spread throughout the day. The provision of the loading docks on site and the minimal amount of expected truck traffic will ensure that all trucks will be accommodated on site and that no trucks will need to wait on University Drive to access the site.

Directional Distribution

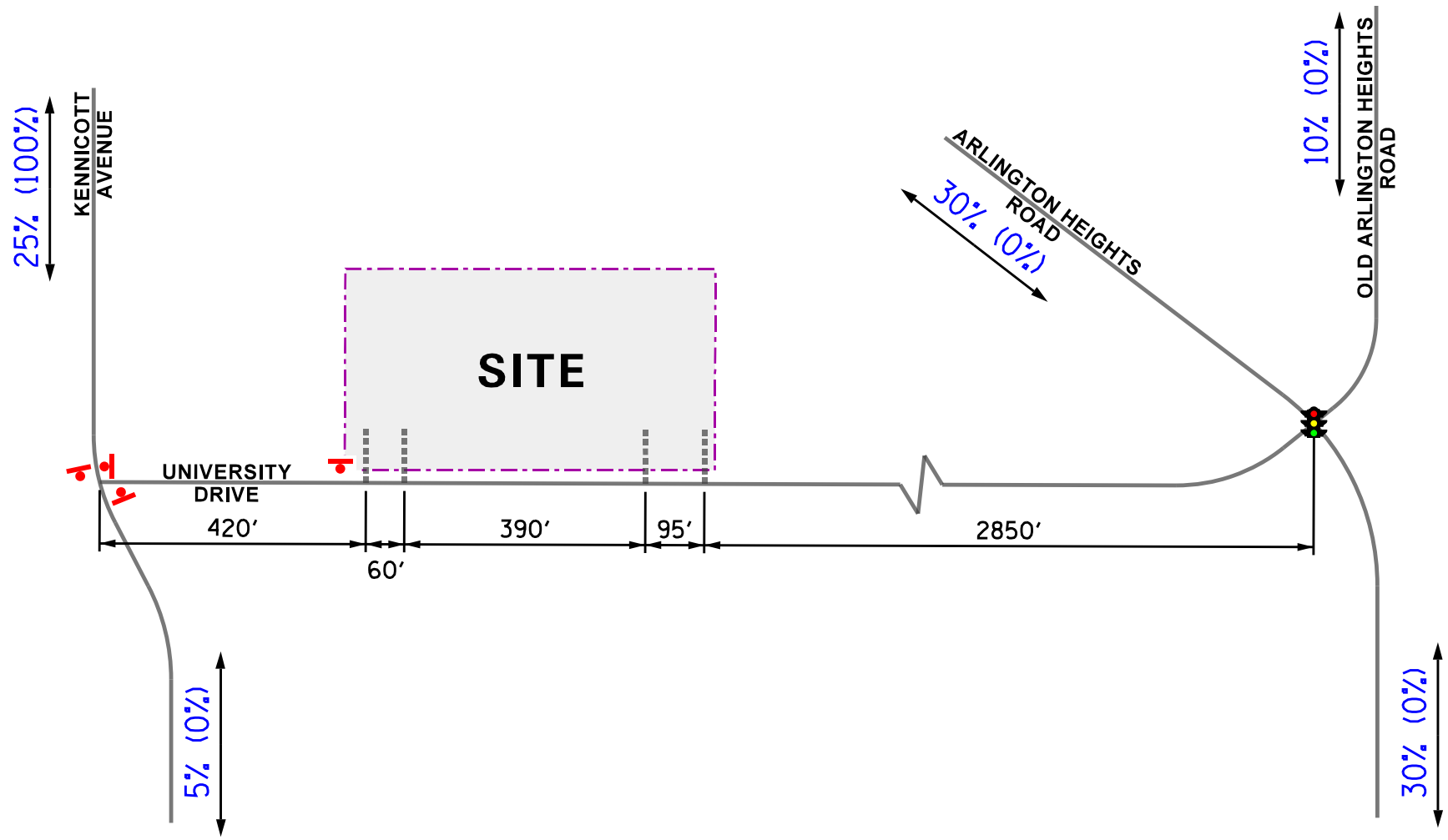
The directions from which facility-generated traffic will approach and depart the site were estimated based on the existing operation of the roadway system and the existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the estimated directional distribution for the proposed facility.

LEGEND

00% - PERCENT DISTRIBUTION - PASSENGER VEHICLES

(00%) - PERCENT DISTRIBUTION - TRUCKS

00' - DISTANCE IN FEET



Tasty Breads
Arlington Heights, Illinois

Directional Distribution

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Job No: 25-221

Figure: 6

Tasty Breads-Generated Traffic Volumes

As mentioned earlier, the facility will be operational in two shifts during the day with approximately 75 employees per shift. It should be noted that based on surveys conducted by the owner at two other locations, the proposed Tasty Breads is anticipating an average of six trucks per day. The number of peak hour vehicle trips estimated to be generated by the proposed 90,000 square-foot Tasty Breads was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). The estimated trips were compared to the information provided by Tasty Breads for the number of employees and trucks and the comparison indicated that the number of trips is consistent. **Table 3** shows the passenger vehicle and truck trips estimated to be generated by the proposed Tasty Breads during the weekday morning and weekday evening peak hours.

A copy of the ITE trip generation sheets is included in the Appendix.

Table 3
ESTIMATED TRIP GENERATION FOR THE PROPOSED TASTY BREADS

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
140	**Manufacturing (90,000 s.f.)**						
	Passenger Vehicles	*53*	*16*	*69*	*21*	*48*	*69*
	Trucks	*2*	*1*	*3*	*1*	*2*	*3*
	Total	**55**	**17**	**72**	**22**	**50**	**72**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject facility.

Facility Traffic Assignment

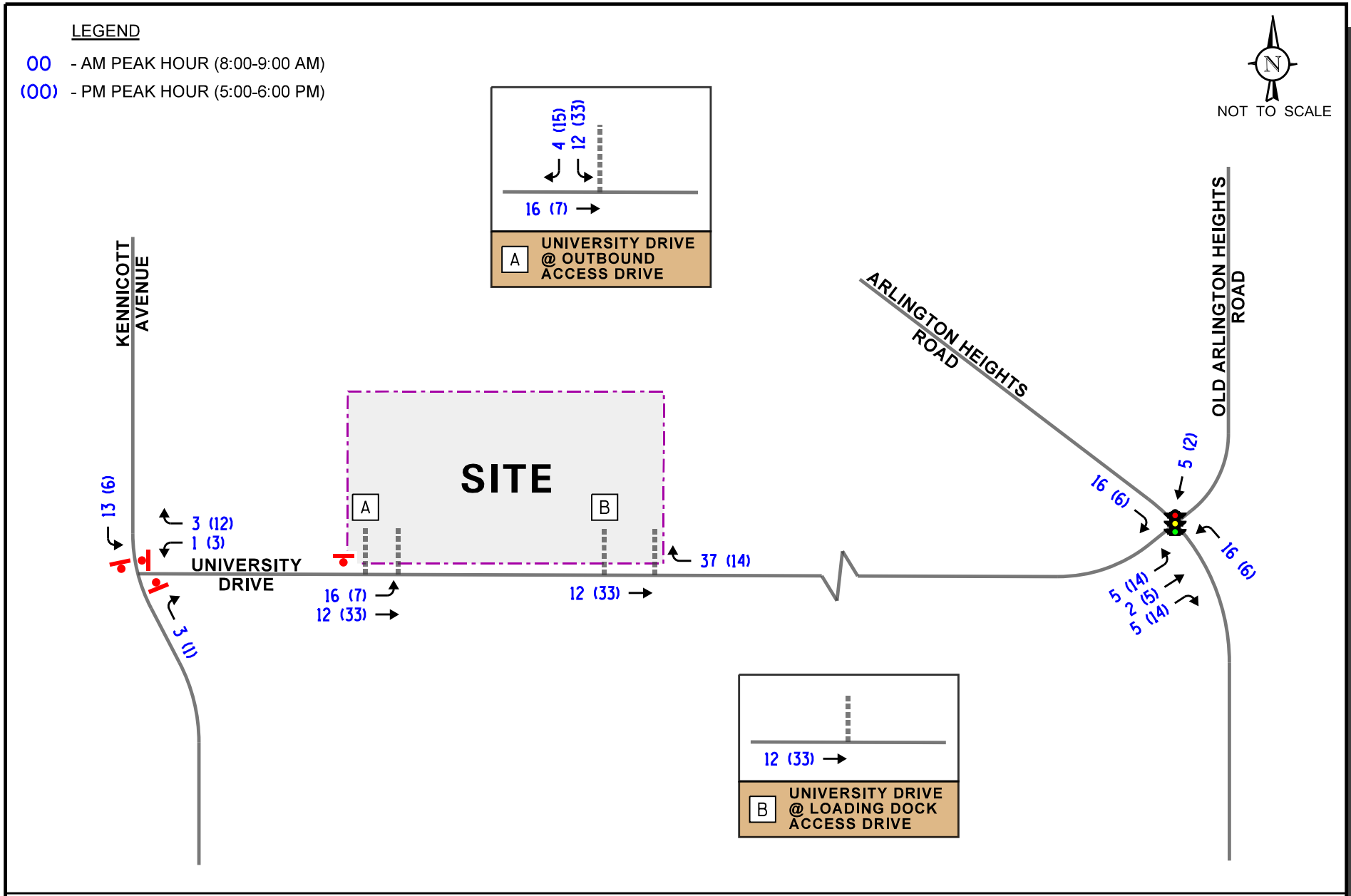
The estimated weekday morning and evening peak hour volumes that will be generated by the proposed facility were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** shows the assignment of the facility-generated passenger vehicle traffic volumes. **Figure 8** shows the assignment of the facility-generated truck traffic volumes.

Background (No-Build) 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 Year 2050 projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter, an increase of 0.57 percent per year over six years (buildout year plus five years) for a total of three percent was applied to the existing traffic volumes to determine the projected Year 2031 no-build traffic volumes. **Figure 9** illustrates the Year 2031 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

In order to determine the total projected traffic volumes, the facility-generated traffic (Figures 7 and 8) was added to the existing traffic volumes accounting for background growth (Figure 9). The Year 2031 total projected traffic volumes are shown in **Figure 10**.



Tasty Breads
Arlington Heights, Illinois

Site-Generated Traffic Volumes
Passenger Vehicles

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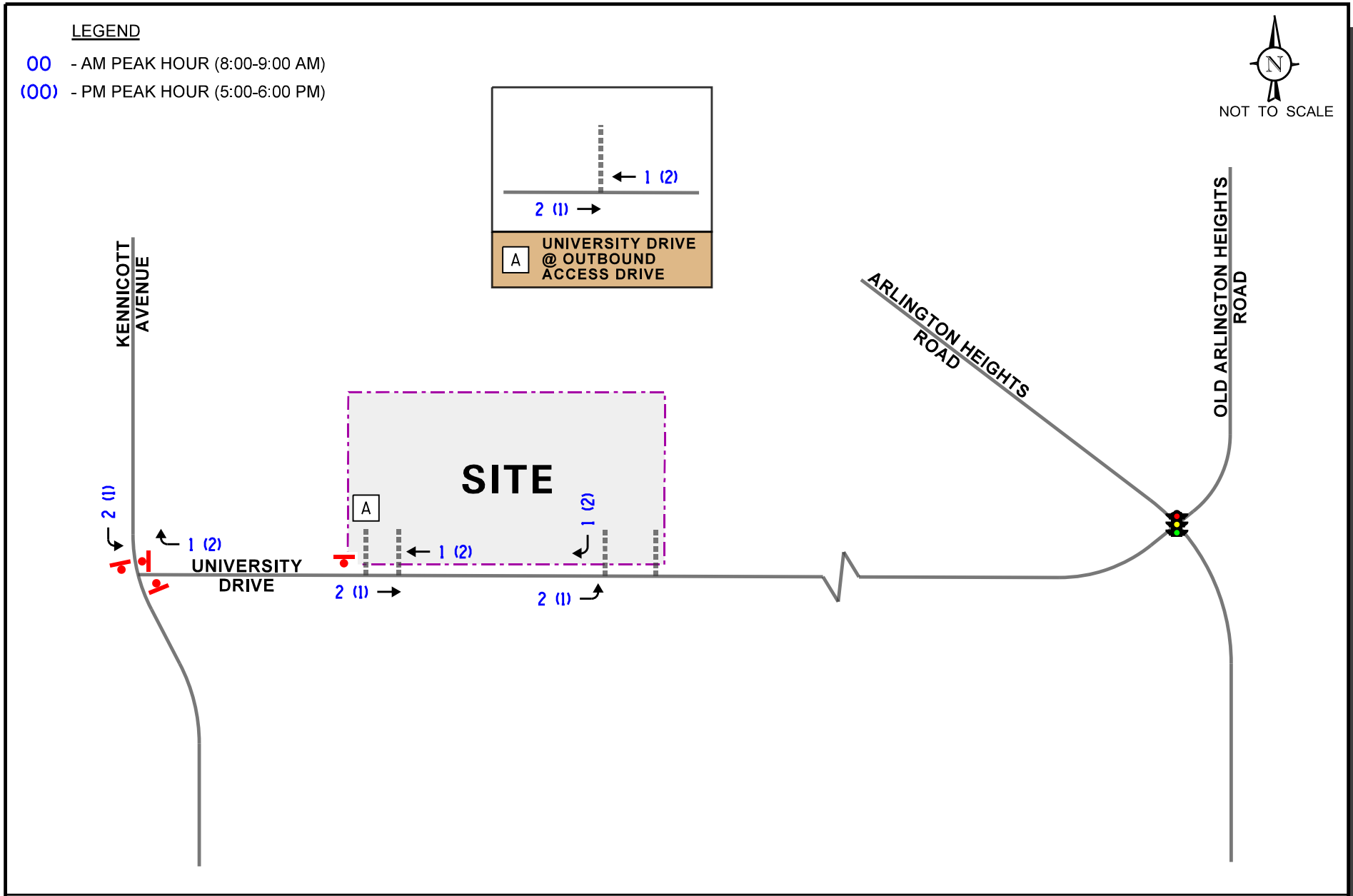
Job No: 25-221
Figure: 7



Tasty Breads
Arlington Heights, Illinois

Site-Generated Traffic Volumes
Trucks

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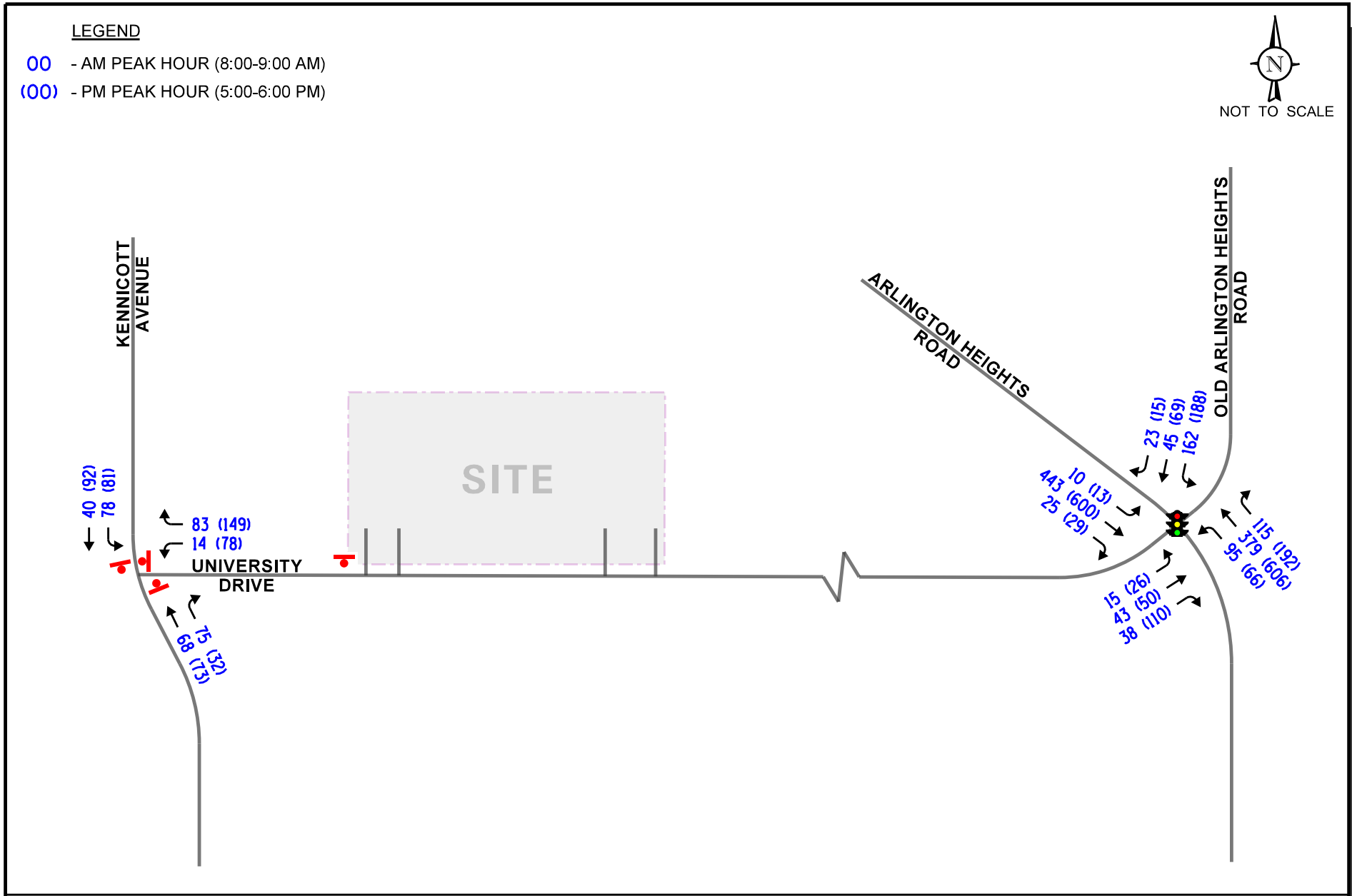
Job No: 25-221

Figure: 8



Tasty Breads
Arlington Heights, Illinois

Year 2031 No-Build Traffic Volumes

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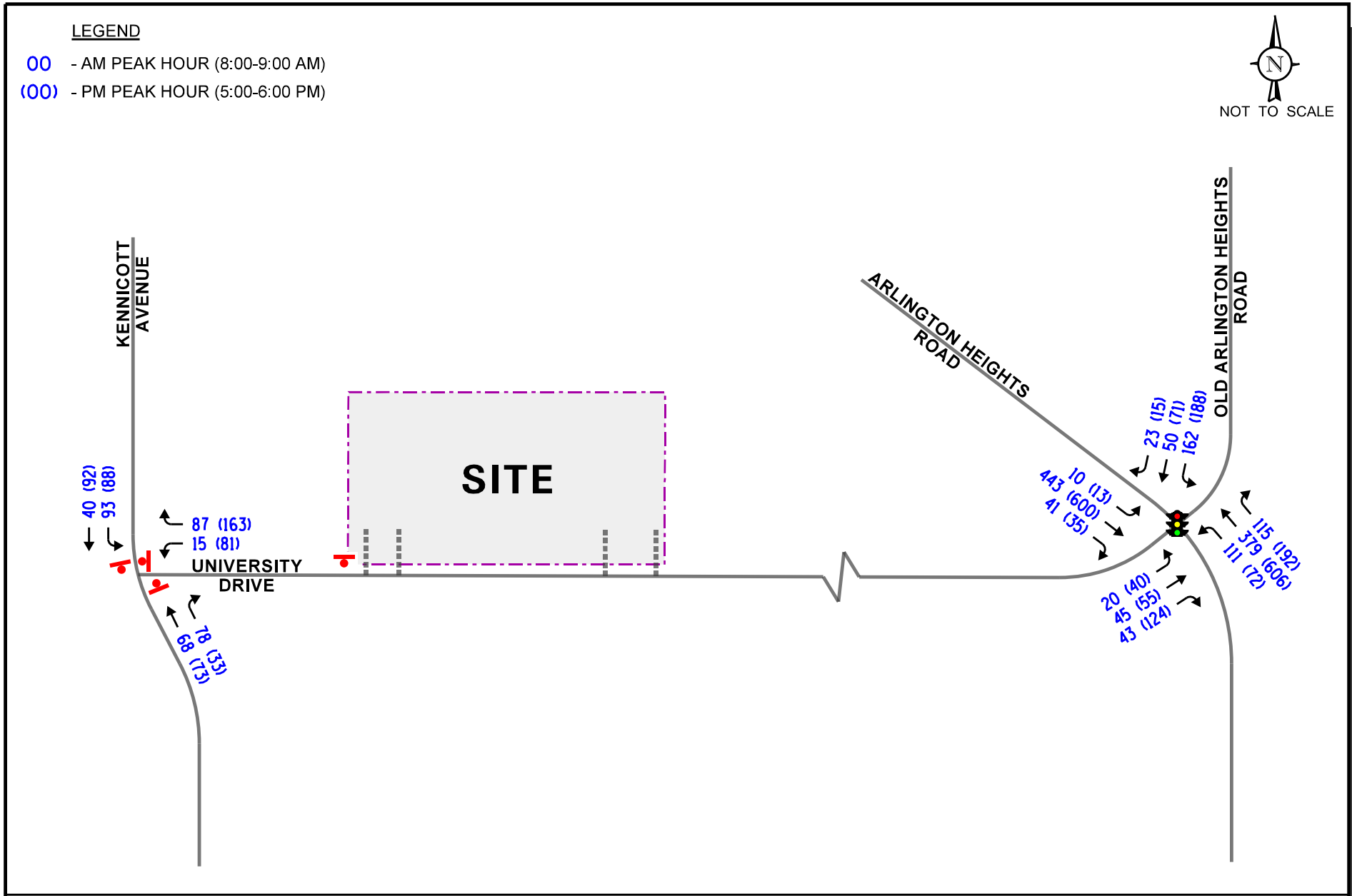
Job No: 25-221

Figure: 9



Tasty Breads
Arlington Heights, Illinois

Year 2031 Total Traffic Volumes

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

Job No: 25-221 Figure: 10

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 modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing, no-build (Year 2031), and total projected (Year 2031) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic-signal controlled intersection was accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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 existing, Year 2031 no-build, and Year 2031 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
SIGNALIZED – ARLINGTON HEIGHTS ROAD WITH UNIVERSITY DRIVE/OLD ARLINGTON HEIGHTS ROAD

	Peak Hour	Eastbound	Westbound	Northbound		Southbound		Overall
		L/T/R	L/T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	B – 19.1	C – 31.9	A 4.4	A 6.0	A 4.1	B 10.1	B 12.4
				A – 5.7		A – 10.0		
	Weekday Evening	B – 13.4	C – 33.2	A 4.9	A 7.5	A 4.6	B 11.1	B 12.7
				A – 7.3		B – 11.0		
No-Build Conditions	Weekday Morning	B – 19.0	C – 32.1	A 4.5	A 6.1	A 4.2	B 10.4	B 12.6
				A – 5.9		B – 10.2		
	Weekday Evening	B – 13.4	C – 33.3	A 5.1	A 7.8	A 4.8	B 11.4	B 12.9
				A – 7.6		B – 11.3		
Projected Conditions	Weekday Morning	B – 19.0	C – 32.3	A 4.7	A 6.2	A 4.4	B 10.7	B 12.8
				A – 5.9		B – 10.6		
	Weekday Evening	B – 14.1	C – 33.6	A 5.2	A 7.8	A 4.9	B 11.6	B 13.1
				A – 7.6		B – 11.5		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 5
UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
University Drive with Kennicott Avenue[1]				
• Overall	A	7.8	B	10.1
• Westbound Approach	A	7.5	B	10.3
• Northbound Approach	A	7.7	A	9.0
• Southbound Approach	A	8.2	B	10.5

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control

Table 6
UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
University Drive with Kennicott Avenue[1]				
• Overall	A	7.8	B	10.3
• Westbound Approach	A	7.5	B	10.5
• Northbound Approach	A	7.7	A	9.1
• Southbound Approach	A	8.2	B	10.7

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control

Table 7
UNSIGNALIZED – YEAR 2031 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
University Drive with Kennicott Avenue[1]				
• Overall	A	8.0	B	10.7
• Westbound Approach	A	7.6	B	11.0
• Northbound Approach	A	7.8	A	9.3
• Southbound Approach	A	8.4	B	11.0

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the facility-generated traffic.

Arlington Heights Road with University Drive/Old Arlington Heights Road

The results of the capacity analysis indicate that this signalized intersection currently operates at an overall Level of Service (LOS) B during the weekday morning and the weekday evening peak hours. All approaches operate at LOS C or better during both peak hours.

Under Year 2031 no-build and total projected conditions, the intersection and all its approaches are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed Tasty Breads and no additional roadway improvements and/or traffic control modifications are required.

University Drive with Kennicott Avenue

The results of the capacity analysis indicate that this intersection currently operates at an overall LOS A during the weekday morning and LOS B during the weekday evening peak hours. All approaches operate at LOS B or better during both peak hours.

Under Year 2031 no-build and total projected conditions, the intersection and all its approaches are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed Tasty Breads and no additional roadway improvements and/or traffic control modifications are required.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The existing building will be occupied by Tasty Breads replacing the Carlson College that previously occupied the site.

- The roadway system has sufficient reserve capacity to accommodate the estimated facility-generated traffic, and no roadway improvements and/or traffic control modifications are required.

- The proposed facility will generate a very low volume of truck traffic that will be spread throughout the day.

- Given the low volume of truck traffic and the number of loading docks, all trucks will be accommodated on site without the need for trucks to wait or queue on University Drive

- Access to the facility will continue to be provided via the following:

    - An existing inbound-only access drive located on the north side of University Drive approximately 2,850 feet west of Arlington Heights Road. This access drive provides one inbound lane.

    - An existing inbound-only access drive located on the north side of University Drive approximately 3,350 feet west of Arlington Heights Road. This access drive provides one inbound lane.

    - An existing outbound-only access drive located on the north side of University Drive approximately 420 feet east of Kennicott Avenue. This access drive provides two outbound lanes striped for an exclusive right-turn lane and an exclusive left-turn lane that are under stop sign control.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 3 arlington/university/multi

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	1	1
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	1	0	0	0	0	0	0	0	1	0	0	0	2
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	1	1
830	0	1	0	0	0	0	0	0	0	0	0	0	1
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	1	0	0	0	0	0	0	0	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	1	1
1645	0	0	0	0	0	0	0	1	0	0	0	1	2
1700	0	3	0	0	0	0	0	0	0	0	0	0	3
1715	0	0	0	0	0	1	0	0	0	0	0	0	1
1730	0	0	0	0	0	0	0	0	0	0	0	1	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	5	0	0	0	1	0	1	1	0	0	5	14

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 3 arlington/university/multi

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	0	0	0	0	0	0	0	0
715	0	0	0	1	1	0	0	0	1
730	0	0	0	0	0	0	0	0	0
745	1	0	1	0	0	0	0	2	2
800	0	0	0	0	0	0	0	0	0
815	0	0	0	1	1	0	0	0	1
830	1	0	0	0	0	0	1	0	1
845	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0
1615	1	0	0	0	0	0	1	0	1
1630	0	0	0	1	1	0	0	0	1
1645	0	0	1	1	2	0	0	0	2
1700	3	0	0	0	0	0	3	0	3
1715	0	1	0	0	0	0	1	0	1
1730	0	0	0	1	1	0	0	0	1
1745	0	0	0	0	0	0	0	0	0
Total	6	1	2	5	6	0	6	2	14

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 3 arlington/university/multi

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	4	4
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	4	0	0	0	0	0	0	0	4	0	0	0	8
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	4	4
830	0	4	0	0	0	0	0	0	0	0	0	0	4
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	4	0	0	0	0	0	0	0	0	0	0	4
1630	0	0	0	0	0	0	0	0	0	0	0	4	4
1645	0	0	0	0	0	0	0	4	0	0	0	4	8
1700	0	12	0	0	0	0	0	0	0	0	0	0	12
1715	0	0	0	0	0	4	0	0	0	0	0	0	4
1730	0	0	0	0	0	0	0	0	0	0	0	4	4
1745	0	0	0	0	0	0	0	0	0	0	0	0	0

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 3 arlington/university/multi

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	0	0	0	0	0	0	0	0
715	0	0	0	4	4	0	0	0	4
730	0	0	0	0	0	0	0	0	0
745	4	0	4	0	0	0	0	8	8
800	0	0	0	0	0	0	0	0	0
815	0	0	0	4	4	0	0	0	4
830	4	0	0	0	0	0	4	0	4
845	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0
1615	4	0	0	0	0	0	4	0	4
1630	0	0	0	4	4	0	0	0	4
1645	0	0	4	4	8	0	0	0	8
1700	12	0	0	0	0	0	12	0	12
1715	0	4	0	0	0	0	4	0	4
1730	0	0	0	4	4	0	0	0	4
1745	0	0	0	0	0	0	0	0	0

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 3 arlington/university/multi

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	1	0	0	0	0	0	0	0	1	0	0	1	3
715	1	0	0	0	0	0	0	0	1	0	0	1	3
730	1	0	0	0	0	0	0	0	1	0	0	1	3
745	1	1	0	0	0	0	0	0	1	0	0	1	4
800	0	1	0	0	0	0	0	0	0	0	0	1	2
815	0	1	0	0	0	0	0	0	0	0	0	1	2*
830	0	1	0	0	0	0	0	0	0	0	0	0	1*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	1	0	0	0	0	0	1	0	0	0	2	4
1615	0	4	0	0	0	0	0	1	0	0	0	2	7
1630	0	3	0	0	0	1	0	1	0	0	0	2	7
1645	0	3	0	0	0	1	0	1	0	0	0	2	7
1700	0	3	0	0	0	1	0	0	0	0	0	1	5
1715	0	0	0	0	0	1	0	0	0	0	0	1	2*
1730	0	0	0	0	0	0	0	0	0	0	0	1	1*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 3 arlington/university/multi

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	1	0	1	1	1	0	0	2	3
715	1	0	1	1	1	0	0	2	3
730	1	0	1	1	1	0	0	2	3
745	2	0	1	1	1	0	1	2	4
800	1	0	0	1	1	0	1	0	2
815	1	0	0	1	1	0	1	0	2*
830	1	0	0	0	0	0	1	0	1*
845	0	0	0	0	0	0	0	0	0*
1600	1	0	1	2	3	0	1	0	4
1615	4	0	1	2	3	0	4	0	7
1630	3	1	1	2	3	0	4	0	7
1645	3	1	1	2	3	0	4	0	7
1700	3	1	0	1	1	0	4	0	5
1715	0	1	0	1	1	0	1	0	2*
1730	0	0	0	1	1	0	0	0	1*
1745	0	0	0	0	0	0	0	0	0*

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 2 arlington/university/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	1	0	0	0	0	0	0	1	1	1	0	4
715	0	1	0	0	1	0	0	1	1	0	1	0	5
730	0	1	0	0	0	1	1	3	0	2	1	0	9
745	0	3	0	0	0	1	0	0	0	2	1	0	7
800	0	3	0	0	0	0	2	1	1	2	0	0	9
815	1	4	0	0	0	1	1	2	1	0	2	3	15
830	0	3	0	0	0	0	0	2	1	1	1	0	8
845	0	1	0	0	0	0	0	4	0	0	2	0	7
1600	0	1	0	0	2	0	1	1	1	1	0	0	7
1615	0	0	0	0	1	0	0	1	1	0	0	0	3
1630	2	1	0	0	1	0	0	1	4	1	0	2	12
1645	0	0	0	0	0	1	0	1	1	1	0	0	4
1700	0	0	0	0	1	1	0	0	1	1	0	0	4
1715	0	1	0	0	0	0	0	0	2	0	0	0	3
1730	0	0	0	0	0	0	0	1	6	0	0	0	7
1745	1	1	0	0	0	0	0	1	0	0	0	0	3
Total	4	21	0	0	6	5	5	19	21	12	9	5	107

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 2 arlington/university/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	1	0	1	2	0	1	2	1	4
715	1	1	2	1	1	1	1	2	5
730	1	1	4	3	3	2	4	0	9
745	3	1	0	3	0	1	6	0	7
800	3	0	4	2	1	2	5	1	9
815	5	1	4	5	5	3	5	2	15
830	3	0	3	2	2	1	4	1	8
845	1	0	4	2	4	2	1	0	7
1600	1	2	3	1	1	1	2	3	7
1615	0	1	2	0	1	0	0	2	3
1630	3	1	5	3	3	0	2	7	12
1645	0	1	2	1	1	0	2	1	4
1700	0	2	1	1	0	0	2	2	4
1715	1	0	2	0	0	0	1	2	3
1730	0	0	7	0	1	0	0	6	7
1745	2	0	1	0	1	0	1	1	3
Total	25	11	45	26	24	14	38	31	107

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 2 arlington/university/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	4	0	0	0	0	0	0	4	4	4	0	16
715	0	4	0	0	4	0	0	4	4	0	4	0	20
730	0	4	0	0	0	4	4	12	0	8	4	0	36
745	0	12	0	0	0	4	0	0	0	8	4	0	28
800	0	12	0	0	0	0	8	4	4	8	0	0	36
815	4	16	0	0	0	4	4	8	4	0	8	12	60
830	0	12	0	0	0	0	0	8	4	4	4	0	32
845	0	4	0	0	0	0	0	16	0	0	8	0	28
1600	0	4	0	0	8	0	4	4	4	4	0	0	28
1615	0	0	0	0	4	0	0	4	4	0	0	0	12
1630	8	4	0	0	4	0	0	4	16	4	0	8	48
1645	0	0	0	0	0	4	0	4	4	4	0	0	16
1700	0	0	0	0	4	4	0	0	4	4	0	0	16
1715	0	4	0	0	0	0	0	0	8	0	0	0	12
1730	0	0	0	0	0	0	0	4	24	0	0	0	28
1745	4	4	0	0	0	0	0	4	0	0	0	0	12

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 2 arlington/university/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	4	0	4	8	0	4	8	4	16
715	4	4	8	4	4	4	4	8	20
730	4	4	16	12	12	8	16	0	36
745	12	4	0	12	0	4	24	0	28
800	12	0	16	8	4	8	20	4	36
815	20	4	16	20	20	12	20	8	60
830	12	0	12	8	8	4	16	4	32
845	4	0	16	8	16	8	4	0	28
1600	4	8	12	4	4	4	8	12	28
1615	0	4	8	0	4	0	0	8	12
1630	12	4	20	12	12	0	8	28	48
1645	0	4	8	4	4	0	8	4	16
1700	0	8	4	4	0	0	8	8	16
1715	4	0	8	0	0	0	4	8	12
1730	0	0	28	0	4	0	0	24	28
1745	8	0	4	0	4	0	4	4	12

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 2 arlington/university/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	6	0	0	1	2	1	4	2	5	4	0	25
715	0	8	0	0	1	2	3	5	2	6	3	0	30
730	1	11	0	0	0	3	4	6	2	6	4	3	40
745	1	13	0	0	0	2	3	5	3	5	4	3	39
800	1	11	0	0	0	1	3	9	3	3	5	3	39
815	1	8	0	0	0	1	1	8	2	1	5	3	30*
830	0	4	0	0	0	0	0	6	1	1	3	0	15*
845	0	1	0	0	0	0	0	4	0	0	2	0	7*
1600	2	2	0	0	4	1	1	4	7	3	0	2	26
1615	2	1	0	0	3	2	0	3	7	3	0	2	23
1630	2	2	0	0	2	2	0	2	8	3	0	2	23
1645	0	1	0	0	1	2	0	2	10	2	0	0	18
1700	1	2	0	0	1	1	0	2	9	1	0	0	17
1715	1	2	0	0	0	0	0	2	8	0	0	0	13*
1730	1	1	0	0	0	0	0	2	6	0	0	0	10*
1745	1	1	0	0	0	0	0	1	0	0	0	0	3*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 2 arlington/university/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	6	3	7	9	4	5	13	3	25
715	8	3	10	9	5	6	16	3	30
730	12	3	12	13	9	8	20	3	40
745	14	2	11	12	8	7	20	4	39
800	12	1	15	11	12	8	15	4	39
815	9	1	11	9	11	6	10	3	30*
830	4	0	7	4	6	3	5	1	15*
845	1	0	4	2	4	2	1	0	7*
1600	4	5	12	5	6	1	6	13	26
1615	3	5	10	5	5	0	6	12	23
1630	4	4	10	5	4	0	7	12	23
1645	1	3	12	2	2	0	5	11	18
1700	3	2	11	1	2	0	4	11	17
1715	3	0	10	0	2	0	2	9	13*
1730	2	0	8	0	2	0	1	7	10*
1745	2	0	1	0	1	0	1	1	3*

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 1 arlington/university/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	3	82	0	3	8	31	10	51	16	8	5	3	220
715	8	102	0	7	9	29	15	97	22	6	7	4	306
730	7	109	2	3	8	40	21	76	14	12	18	5	315
745	12	98	3	2	14	45	22	81	30	16	21	3	347
800	8	87	4	4	10	38	29	87	17	7	7	2	300
815	5	104	1	4	11	43	25	74	25	4	5	4	305
830	6	124	2	10	10	34	26	99	22	7	12	2	354
845	4	101	3	4	13	41	29	99	24	16	13	3	350
1600	7	133	2	3	25	44	40	122	20	49	19	9	473
1615	7	145	1	2	17	40	32	149	21	31	11	2	458
1630	4	141	3	6	15	59	37	122	8	40	10	4	449
1645	16	110	5	6	14	43	42	118	25	24	7	5	415
1700	4	135	5	4	18	43	45	127	19	36	16	11	463
1715	14	158	2	4	20	47	42	138	13	27	12	7	484
1730	6	130	3	4	12	49	49	148	17	20	15	4	457
1745	3	155	3	3	16	42	50	173	6	23	6	2	482
Total	114	1914	39	69	220	668	514	1761	299	326	184	70	6178

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 1 arlington/university/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	85	42	77	16	57	15	121	27	220
715	110	45	134	17	108	22	137	39	306
730	118	51	111	35	84	41	161	29	315
745	113	61	133	40	86	46	159	56	347
800	99	52	133	16	93	40	132	35	300
815	110	58	124	13	82	31	151	41	305
830	132	54	147	21	111	40	165	38	354
845	108	58	152	32	106	45	158	41	350
1600	142	72	182	77	134	61	226	52	473
1615	153	59	202	44	153	44	216	45	458
1630	148	80	167	54	132	50	240	27	449
1645	131	63	185	36	129	54	177	55	415
1700	144	65	191	63	142	66	214	41	463
1715	174	71	193	46	149	56	232	47	484
1730	139	65	214	39	156	67	199	35	457
1745	161	61	229	31	178	59	220	25	482
Total	2067	957	2574	580	1900	737	2908	633	6178

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 1 arlington/university/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	12	328	0	12	32	124	40	204	64	32	20	12	880
715	32	408	0	28	36	116	60	388	88	24	28	16	1224
730	28	436	8	12	32	160	84	304	56	48	72	20	1260
745	48	392	12	8	56	180	88	324	120	64	84	12	1388
800	32	348	16	16	40	152	116	348	68	28	28	8	1200
815	20	416	4	16	44	172	100	296	100	16	20	16	1220
830	24	496	8	40	40	136	104	396	88	28	48	8	1416
845	16	404	12	16	52	164	116	396	96	64	52	12	1400
1600	28	532	8	12	100	176	160	488	80	196	76	36	1892
1615	28	580	4	8	68	160	128	596	84	124	44	8	1832
1630	16	564	12	24	60	236	148	488	32	160	40	16	1796
1645	64	440	20	24	56	172	168	472	100	96	28	20	1660
1700	16	540	20	16	72	172	180	508	76	144	64	44	1852
1715	56	632	8	16	80	188	168	552	52	108	48	28	1936
1730	24	520	12	16	48	196	196	592	68	80	60	16	1828
1745	12	620	12	12	64	168	200	692	24	92	24	8	1928

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 1 arlington/university/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	340	168	308	64	228	60	484	108	880
715	440	180	536	68	432	88	548	156	1224
730	472	204	444	140	336	164	644	116	1260
745	452	244	532	160	344	184	636	224	1388
800	396	208	532	64	372	160	528	140	1200
815	440	232	496	52	328	124	604	164	1220
830	528	216	588	84	444	160	660	152	1416
845	432	232	608	128	424	180	632	164	1400
1600	568	288	728	308	536	244	904	208	1892
1615	612	236	808	176	612	176	864	180	1832
1630	592	320	668	216	528	200	960	108	1796
1645	524	252	740	144	516	216	708	220	1660
1700	576	260	764	252	568	264	856	164	1852
1715	696	284	772	184	596	224	928	188	1936
1730	556	260	856	156	624	268	796	140	1828
1745	644	244	916	124	712	236	880	100	1928

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 1 arlington/university/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	30	391	5	15	39	145	68	305	82	42	51	15	1188
715	35	396	9	16	41	152	87	341	83	41	53	14	1268
730	32	398	10	13	43	166	97	318	86	39	51	14	1267
745	31	413	10	20	45	160	102	341	94	34	45	11	1306
800	23	416	10	22	44	156	109	359	88	34	37	11	1309
815	15	329	6	18	34	118	80	272	71	27	30	9	1009*
830	10	225	5	14	23	75	55	198	46	23	25	5	704*
845	4	101	3	4	13	41	29	99	24	16	13	3	350*
1600	34	529	11	17	71	186	151	511	74	144	47	20	1795
1615	31	531	14	18	64	185	156	516	73	131	44	22	1785
1630	38	544	15	20	67	192	166	505	65	127	45	27	1811
1645	40	533	15	18	64	182	178	531	74	107	50	27	1819
1700	27	578	13	15	66	181	186	586	55	106	49	24	1886
1715	23	443	8	11	48	138	141	459	36	70	33	13	1423*
1730	9	285	6	7	28	91	99	321	23	43	21	6	939*
1745	3	155	3	3	16	42	50	173	6	23	6	2	482*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 1 arlington/university/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	426	199	455	108	335	124	578	151	1188
715	440	209	511	108	371	149	589	159	1268
730	440	222	501	104	345	158	603	161	1267
745	454	225	537	90	372	157	607	170	1306
800	449	222	556	82	392	156	606	155	1309
815	350	170	423	66	299	116	474	120	1009*
830	240	112	299	53	217	85	323	79	704*
845	108	58	152	32	106	45	158	41	350*
1600	574	274	736	211	548	209	859	179	1795
1615	576	267	745	197	556	214	847	168	1785
1630	597	279	736	199	552	226	863	170	1811
1645	588	264	783	184	576	243	822	178	1819
1700	618	262	827	179	625	248	865	148	1886
1715	474	197	636	116	483	182	651	107	1423*
1730	300	126	443	70	334	126	419	60	939*
1745	161	61	229	31	178	59	220	25	482*

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 6 kennicott/university/multi

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	1	0	0	0	0	0	0	0	0	1
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	1	0	0	0	0	0	0	0	0	1
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	1	0	0	0	0	0	0	0	0	0	1
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	1	0	0	0	0	0	0	0	0	1
1645	0	0	1	0	0	0	0	0	0	0	0	0	1
1700	0	0	1	0	0	0	0	0	0	0	0	0	1
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	1	0	0	0	0	0	0	0	0	0	1
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	3	0	0	0	0	0	0	0	0	7

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 6 kennicott/university/multi

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	0	0	0	0	0	0	0	0
715	0	1	0	0	1	0	0	0	1
730	0	0	0	0	0	0	0	0	0
745	0	1	0	0	1	0	0	0	1
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0
1600	1	0	0	0	0	1	0	0	1
1615	0	0	0	0	0	0	0	0	0
1630	0	1	0	0	1	0	0	0	1
1645	1	0	0	0	0	1	0	0	1
1700	1	0	0	0	0	1	0	0	1
1715	0	0	0	0	0	0	0	0	0
1730	1	0	0	0	0	1	0	0	1
1745	0	0	0	0	0	0	0	0	0
Total	4	3	0	0	3	4	0	0	7

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 6 kennicott/university/multi

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	4	0	0	0	0	0	0	0	0	4
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	4	0	0	0	0	0	0	0	0	4
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	4	0	0	0	0	0	0	0	0	0	4
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	4	0	0	0	0	0	0	0	0	4
1645	0	0	4	0	0	0	0	0	0	0	0	0	4
1700	0	0	4	0	0	0	0	0	0	0	0	0	4
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	4	0	0	0	0	0	0	0	0	0	4
1745	0	0	0	0	0	0	0	0	0	0	0	0	0

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 6 kennicott/university/multi

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	0	0	0	0	0	0	0	0
715	0	4	0	0	4	0	0	0	4
730	0	0	0	0	0	0	0	0	0
745	0	4	0	0	4	0	0	0	4
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0
1600	4	0	0	0	0	4	0	0	4
1615	0	0	0	0	0	0	0	0	0
1630	0	4	0	0	4	0	0	0	4
1645	4	0	0	0	0	4	0	0	4
1700	4	0	0	0	0	4	0	0	4
1715	0	0	0	0	0	0	0	0	0
1730	4	0	0	0	0	4	0	0	4
1745	0	0	0	0	0	0	0	0	0

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 6 kennicott/university/multi

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	0	2	0	0	0	0	0	0	0	0	2
715	0	0	0	2	0	0	0	0	0	0	0	0	2
730	0	0	0	1	0	0	0	0	0	0	0	0	1
745	0	0	0	1	0	0	0	0	0	0	0	0	1
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0	0	0	0	0*
1600	0	0	2	1	0	0	0	0	0	0	0	0	3
1615	0	0	2	1	0	0	0	0	0	0	0	0	3
1630	0	0	2	1	0	0	0	0	0	0	0	0	3
1645	0	0	3	0	0	0	0	0	0	0	0	0	3
1700	0	0	2	0	0	0	0	0	0	0	0	0	2
1715	0	0	1	0	0	0	0	0	0	0	0	0	1*
1730	0	0	1	0	0	0	0	0	0	0	0	0	1*
1745	0	0	0	0	0	0	0	0	0	0	0	0	0*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 6 kennicott/university/multi

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	0	2	0	0	2	0	0	0	2
715	0	2	0	0	2	0	0	0	2
730	0	1	0	0	1	0	0	0	1
745	0	1	0	0	1	0	0	0	1
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0*
830	0	0	0	0	0	0	0	0	0*
845	0	0	0	0	0	0	0	0	0*
1600	2	1	0	0	1	2	0	0	3
1615	2	1	0	0	1	2	0	0	3
1630	2	1	0	0	1	2	0	0	3
1645	3	0	0	0	0	3	0	0	3
1700	2	0	0	0	0	2	0	0	2
1715	1	0	0	0	0	1	0	0	1*
1730	1	0	0	0	0	1	0	0	1*
1745	0	0	0	0	0	0	0	0	0*

Arlington Heights, IL Passenger Vehicles Only 07/31/25
Kennicott Ave and University Drive 13:03:39
Wednesday July 30, 2025 Weather: Warm and Dry

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 4 kennicott/university/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	5	21	7	0	3	22	17	0	0	0	0	75
715	0	5	24	20	0	1	17	17	0	0	0	0	84
730	0	7	25	13	0	2	32	13	0	0	0	0	92
745	0	14	33	23	0	4	31	15	0	0	0	0	120
800	0	12	28	16	0	2	18	12	0	0	0	0	88
815	0	2	14	19	0	7	14	16	0	0	0	0	72
830	0	11	14	19	0	3	22	17	0	0	0	0	86
845	0	10	19	18	0	2	18	20	0	0	0	0	87
1600	0	18	35	56	0	16	7	20	0	0	0	0	152
1615	0	13	16	40	0	12	11	22	0	0	0	0	114
1630	0	22	19	42	0	20	5	15	0	0	0	0	123
1645	0	25	13	38	0	19	5	22	0	0	0	0	122
1700	0	26	21	63	0	26	7	20	0	0	0	0	163
1715	0	20	19	28	0	25	11	15	0	0	0	0	118
1730	0	23	13	24	0	12	9	18	0	0	0	0	99
1745	0	19	20	19	0	13	4	14	0	0	0	0	89
Total	0	232	334	445	0	167	233	273	0	0	0	0	1684

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 4 kennicott/university/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	26	10	39	0	24	43	8	0	75
715	29	21	34	0	37	41	6	0	84
730	32	15	45	0	26	57	9	0	92
745	47	27	46	0	38	64	18	0	120
800	40	18	30	0	28	46	14	0	88
815	16	26	30	0	35	28	9	0	72
830	25	22	39	0	36	36	14	0	86
845	29	20	38	0	38	37	12	0	87
1600	53	72	27	0	76	42	34	0	152
1615	29	52	33	0	62	27	25	0	114
1630	41	62	20	0	57	24	42	0	123
1645	38	57	27	0	60	18	44	0	122
1700	47	89	27	0	83	28	52	0	163
1715	39	53	26	0	43	30	45	0	118
1730	36	36	27	0	42	22	35	0	99
1745	39	32	18	0	33	24	32	0	89
Total	566	612	506	0	718	567	399	0	1684

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 4 kennicott/university/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	20	84	28	0	12	88	68	0	0	0	0	300
715	0	20	96	80	0	4	68	68	0	0	0	0	336
730	0	28	100	52	0	8	128	52	0	0	0	0	368
745	0	56	132	92	0	16	124	60	0	0	0	0	480
800	0	48	112	64	0	8	72	48	0	0	0	0	352
815	0	8	56	76	0	28	56	64	0	0	0	0	288
830	0	44	56	76	0	12	88	68	0	0	0	0	344
845	0	40	76	72	0	8	72	80	0	0	0	0	348
1600	0	72	140	224	0	64	28	80	0	0	0	0	608
1615	0	52	64	160	0	48	44	88	0	0	0	0	456
1630	0	88	76	168	0	80	20	60	0	0	0	0	492
1645	0	100	52	152	0	76	20	88	0	0	0	0	488
1700	0	104	84	252	0	104	28	80	0	0	0	0	652
1715	0	80	76	112	0	100	44	60	0	0	0	0	472
1730	0	92	52	96	0	48	36	72	0	0	0	0	396
1745	0	76	80	76	0	52	16	56	0	0	0	0	356

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 4 kennicott/university/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	104	40	156	0	96	172	32	0	300
715	116	84	136	0	148	164	24	0	336
730	128	60	180	0	104	228	36	0	368
745	188	108	184	0	152	256	72	0	480
800	160	72	120	0	112	184	56	0	352
815	64	104	120	0	140	112	36	0	288
830	100	88	156	0	144	144	56	0	344
845	116	80	152	0	152	148	48	0	348
1600	212	288	108	0	304	168	136	0	608
1615	116	208	132	0	248	108	100	0	456
1630	164	248	80	0	228	96	168	0	492
1645	152	228	108	0	240	72	176	0	488
1700	188	356	108	0	332	112	208	0	652
1715	156	212	104	0	172	120	180	0	472
1730	144	144	108	0	168	88	140	0	396
1745	156	128	72	0	132	96	128	0	356

Arlington Heights, IL Passenger Vehicles Only 07/31/25
Kennicott Ave and University Drive 13:03:39
Wednesday July 30, 2025 Weather: Warm and Dry

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 4 kennicott/university/cars

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	31	103	63	0	10	102	62	0	0	0	0	371
715	0	38	110	72	0	9	98	57	0	0	0	0	384
730	0	35	100	71	0	15	95	56	0	0	0	0	372
745	0	39	89	77	0	16	85	60	0	0	0	0	366
800	0	35	75	72	0	14	72	65	0	0	0	0	333
815	0	23	47	56	0	12	54	53	0	0	0	0	245*
830	0	21	33	37	0	5	40	37	0	0	0	0	173*
845	0	10	19	18	0	2	18	20	0	0	0	0	87*
1600	0	78	83	176	0	67	28	79	0	0	0	0	511
1615	0	86	69	183	0	77	28	79	0	0	0	0	522
1630	0	93	72	171	0	90	28	72	0	0	0	0	526
1645	0	94	66	153	0	82	32	75	0	0	0	0	502
1700	0	88	73	134	0	76	31	67	0	0	0	0	469
1715	0	62	52	71	0	50	24	47	0	0	0	0	306*
1730	0	42	33	43	0	25	13	32	0	0	0	0	188*
1745	0	19	20	19	0	13	4	14	0	0	0	0	89*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 4 kennicott/university/cars

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	134	73	164	0	125	205	41	0	371
715	148	81	155	0	129	208	47	0	384
730	135	86	151	0	127	195	50	0	372
745	128	93	145	0	137	174	55	0	366
800	110	86	137	0	137	147	49	0	333
815	70	68	107	0	109	101	35	0	245*
830	54	42	77	0	74	73	26	0	173*
845	29	20	38	0	38	37	12	0	87*
1600	161	243	107	0	255	111	145	0	511
1615	155	260	107	0	262	97	163	0	522
1630	165	261	100	0	243	100	183	0	526
1645	160	235	107	0	228	98	176	0	502
1700	161	210	98	0	201	104	164	0	469
1715	114	121	71	0	118	76	112	0	306*
1730	75	68	45	0	75	46	67	0	188*
1745	39	32	18	0	33	24	32	0	89*

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - by Mvmt

Int# 5 kennicott/university/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	2	0	0	1	0	0	0	0	0	0	3
715	0	0	1	0	0	1	0	1	0	0	0	0	3
730	0	0	1	0	0	0	0	0	0	0	0	0	1
745	0	0	1	1	0	0	0	0	0	0	0	0	2
800	0	2	0	2	0	0	0	0	0	0	0	0	4
815	0	0	1	0	0	0	0	0	0	0	0	0	1
830	0	1	0	5	0	0	0	1	0	0	0	0	7
845	0	1	0	2	0	0	1	0	0	0	0	0	4
1600	0	0	1	2	0	0	0	0	0	0	0	0	3
1615	0	0	1	2	0	1	0	0	0	0	0	0	4
1630	0	0	0	3	0	0	0	1	0	0	0	0	4
1645	0	0	2	4	0	0	0	0	0	0	0	0	6
1700	0	1	1	2	0	0	0	1	0	0	0	0	5
1715	0	0	1	2	0	0	0	1	0	0	0	0	4
1730	0	0	1	6	0	0	0	0	0	0	0	0	7
1745	0	0	1	1	0	0	0	2	0	0	0	0	4
Total	0	5	14	32	0	3	1	7	0	0	0	0	62

TEAPAC[Ver 9.50.02] - 15-Minute Counts: All Vehicles - Totals

Int# 5 kennicott/university/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	2	1	0	0	0	2	1	0	3
715	1	1	1	0	1	1	1	0	3
730	1	0	0	0	0	1	0	0	1
745	1	1	0	0	1	1	0	0	2
800	2	2	0	0	2	0	2	0	4
815	1	0	0	0	0	1	0	0	1
830	1	5	1	0	6	0	1	0	7
845	1	2	1	0	2	1	1	0	4
1600	1	2	0	0	2	1	0	0	3
1615	1	3	0	0	2	1	1	0	4
1630	0	3	1	0	4	0	0	0	4
1645	2	4	0	0	4	2	0	0	6
1700	2	2	1	0	3	1	1	0	5
1715	1	2	1	0	3	1	0	0	4
1730	1	6	0	0	6	1	0	0	7
1745	1	1	2	0	3	1	0	0	4
Total	19	35	8	0	39	15	8	0	62

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: by Movement

Int# 5 kennicott/university/single

Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	8	0	0	4	0	0	0	0	0	0	12
715	0	0	4	0	0	4	0	4	0	0	0	0	12
730	0	0	4	0	0	0	0	0	0	0	0	0	4
745	0	0	4	4	0	0	0	0	0	0	0	0	8
800	0	8	0	8	0	0	0	0	0	0	0	0	16
815	0	0	4	0	0	0	0	0	0	0	0	0	4
830	0	4	0	20	0	0	0	4	0	0	0	0	28
845	0	4	0	8	0	0	4	0	0	0	0	0	16
1600	0	0	4	8	0	0	0	0	0	0	0	0	12
1615	0	0	4	8	0	4	0	0	0	0	0	0	16
1630	0	0	0	12	0	0	0	4	0	0	0	0	16
1645	0	0	8	16	0	0	0	0	0	0	0	0	24
1700	0	4	4	8	0	0	0	4	0	0	0	0	20
1715	0	0	4	8	0	0	0	4	0	0	0	0	16
1730	0	0	4	24	0	0	0	0	0	0	0	0	28
1745	0	0	4	4	0	0	0	8	0	0	0	0	16

TEAPAC[Ver 9.50.02] - 15-Minute Flow Rates: Appr/Exit Totals

Int# 5 kennicott/university/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	8	4	0	0	0	8	4	0	12
715	4	4	4	0	4	4	4	0	12
730	4	0	0	0	0	4	0	0	4
745	4	4	0	0	4	4	0	0	8
800	8	8	0	0	8	0	8	0	16
815	4	0	0	0	0	4	0	0	4
830	4	20	4	0	24	0	4	0	28
845	4	8	4	0	8	4	4	0	16
1600	4	8	0	0	8	4	0	0	12
1615	4	12	0	0	8	4	4	0	16
1630	0	12	4	0	16	0	0	0	16
1645	8	16	0	0	16	8	0	0	24
1700	8	8	4	0	12	4	4	0	20
1715	4	8	4	0	12	4	0	0	16
1730	4	24	0	0	24	4	0	0	28
1745	4	4	8	0	12	4	0	0	16

Arlington Heights, IL Single Units Trucks Only 07/31/25
Kennicott Ave and University Drive 13:08:07
Wednesday July 30, 2025 Weather: Warm and Dry

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: by Movement

Int# 5 kennicott/university/single

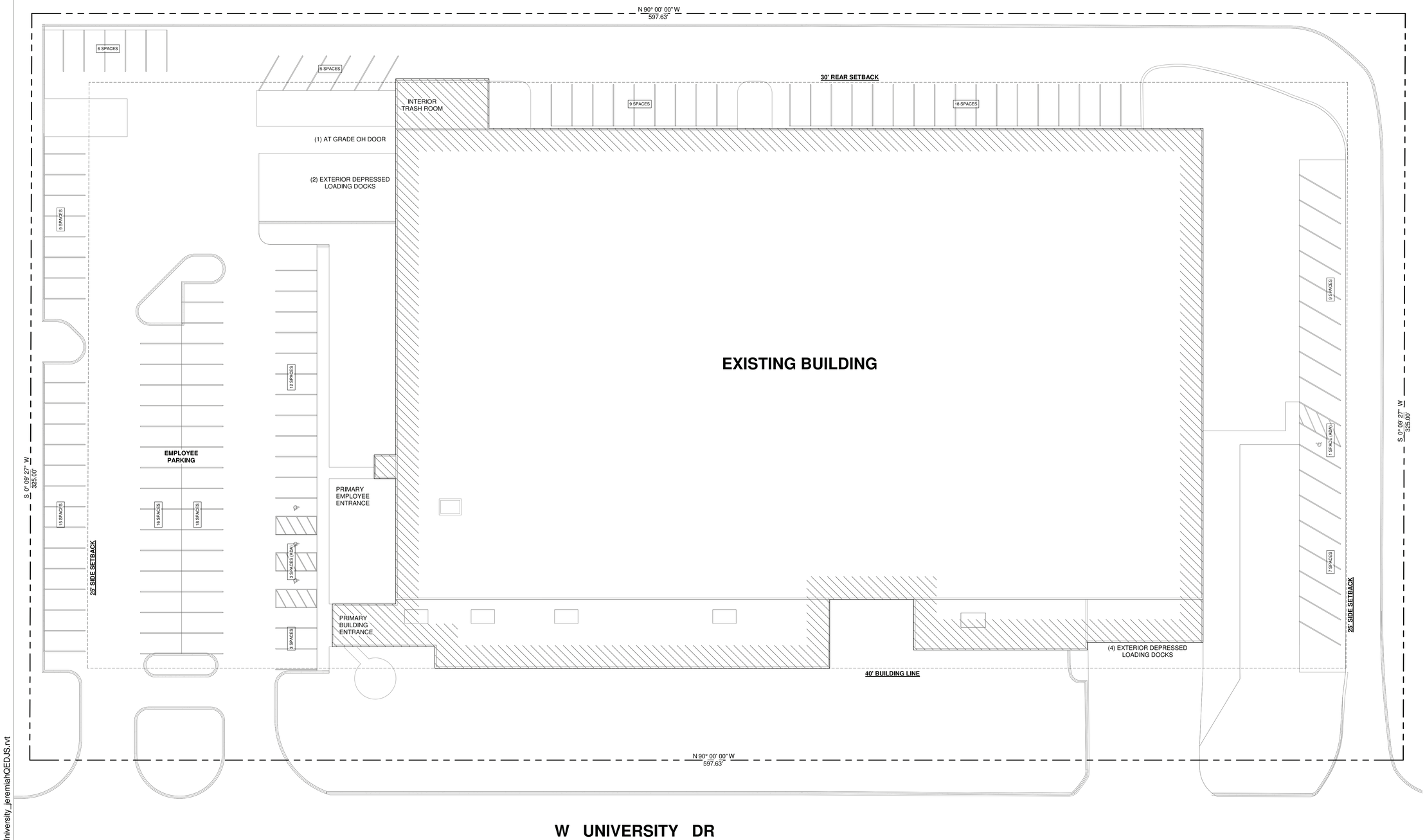
Begin	N-Approach			E-Approach			S-Approach			W-Approach			Int
Time	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
700	0	0	5	1	0	2	0	1	0	0	0	0	9
715	0	2	3	3	0	1	0	1	0	0	0	0	10
730	0	2	3	3	0	0	0	0	0	0	0	0	8
745	0	3	2	8	0	0	0	1	0	0	0	0	14
800	0	4	1	9	0	0	1	1	0	0	0	0	16
815	0	2	1	7	0	0	1	1	0	0	0	0	12*
830	0	2	0	7	0	0	1	1	0	0	0	0	11*
845	0	1	0	2	0	0	1	0	0	0	0	0	4*
1600	0	0	4	11	0	1	0	1	0	0	0	0	17
1615	0	1	4	11	0	1	0	2	0	0	0	0	19
1630	0	1	4	11	0	0	0	3	0	0	0	0	19
1645	0	1	5	14	0	0	0	2	0	0	0	0	22
1700	0	1	4	11	0	0	0	4	0	0	0	0	20
1715	0	0	3	9	0	0	0	3	0	0	0	0	15*
1730	0	0	2	7	0	0	0	2	0	0	0	0	11*
1745	0	0	1	1	0	0	0	2	0	0	0	0	4*

TEAPAC[Ver 9.50.02] - 60-Minute Volumes: Appr/Exit Totals

Int# 5 kennicott/university/single

Begin	Approach Totals				Exit Totals				Int
Time	N	E	S	W	N	E	S	W	Total
700	5	3	1	0	2	5	2	0	9
715	5	4	1	0	4	3	3	0	10
730	5	3	0	0	3	3	2	0	8
745	5	8	1	0	9	2	3	0	14
800	5	9	2	0	10	2	4	0	16
815	3	7	2	0	8	2	2	0	12*
830	2	7	2	0	8	1	2	0	11*
845	1	2	1	0	2	1	1	0	4*
1600	4	12	1	0	12	4	1	0	17
1615	5	12	2	0	13	4	2	0	19
1630	5	11	3	0	14	4	1	0	19
1645	6	14	2	0	16	5	1	0	22
1700	5	11	4	0	15	4	1	0	20
1715	3	9	3	0	12	3	0	0	15*
1730	2	7	2	0	9	2	0	0	11*
1745	1	1	2	0	3	1	0	0	4*

Site Plan



1 SITE PLAN
1" = 20'-0"

THOMAS ARCHITECTS
2800 S RIVER RD, #305
DES PLAINES, IL 60018
O: 847.235.6815
THOMAS @ THOMASARCH.COM

No.	Description	Date
3	PLAN COMMISSION	06.25.25
5	PLAN COMMISSION	07.18.25

Project Name and Address

TASTY BREAD

INTERIOR ALTERATIONS

600 W UNIVERSITY DR
ARLINGTON HEIGHTS, IL 60004

Project No. 25-021

Description SITE PLAN

Sheet 1-A-100

C:\Users\Jeremiah\Documents\25-021 600 W University_JeremiahQEDJS.rvt

ITE Trip Generation Summary Sheets

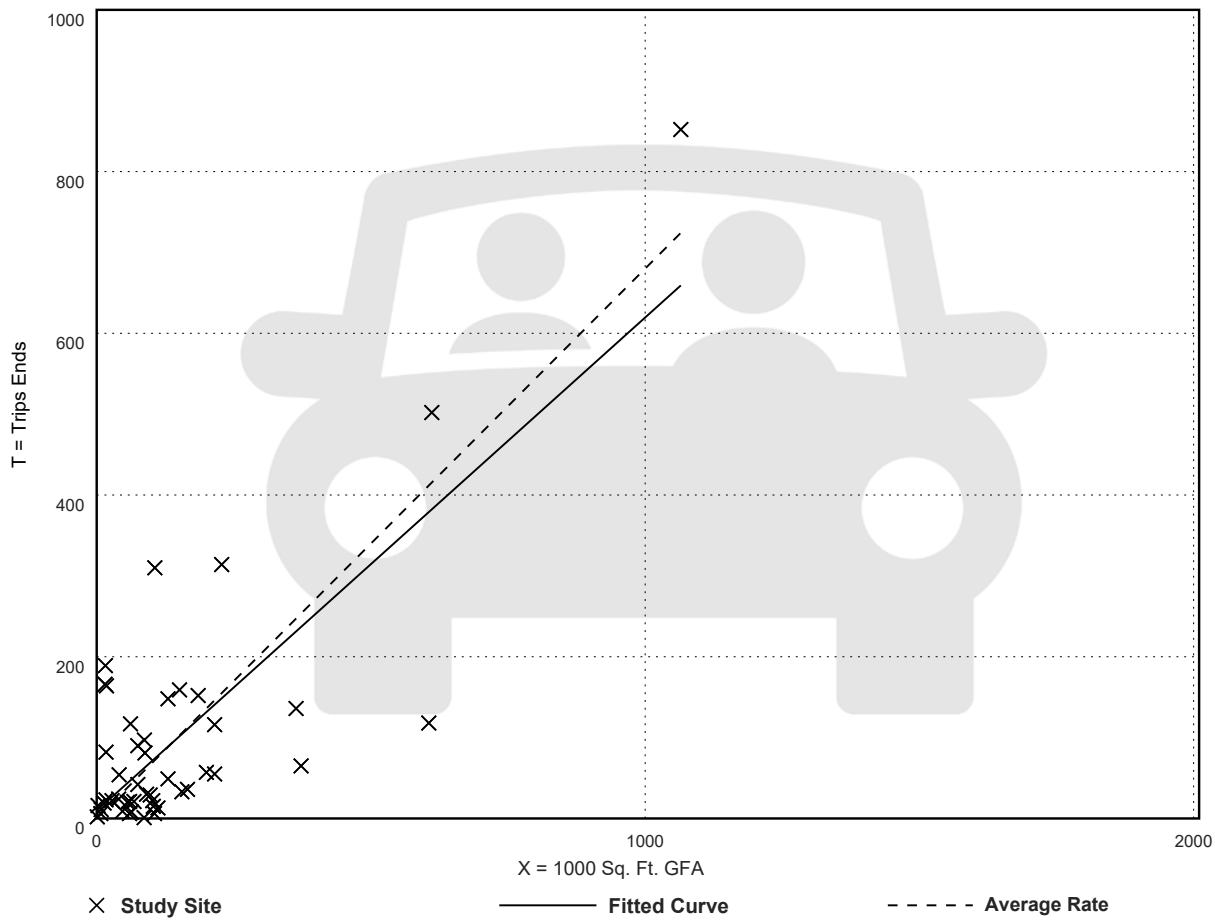
Manufacturing
(140)

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: 48
Avg. 1000 Sq. Ft. GFA: 138
Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.68	0.01 - 11.93	1.03

Data Plot and Equation



Fitted Curve Equation: T = 0.61(X) + 9.54

R^2= 0.62

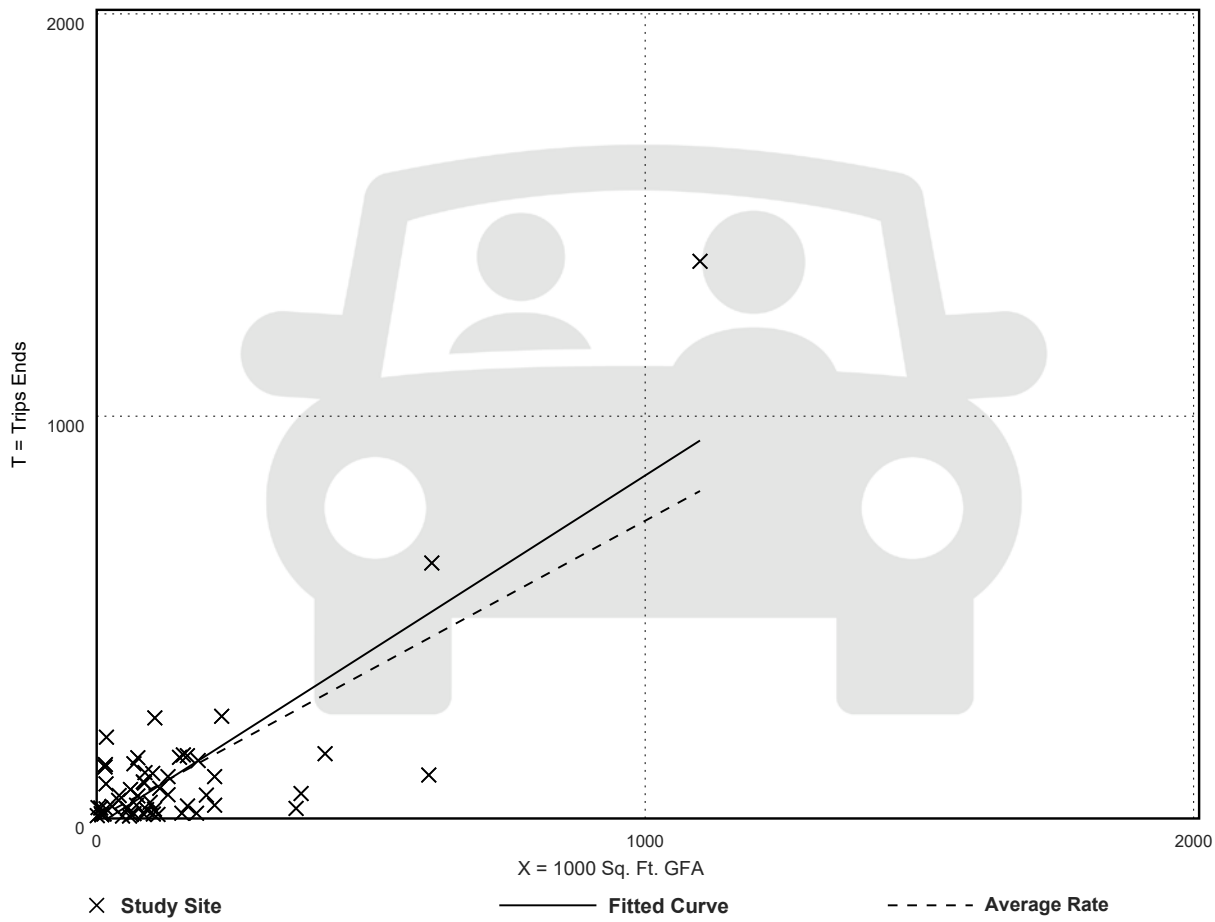
Manufacturing
(140)

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: 55
Avg. 1000 Sq. Ft. GFA: 142
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.07 - 11.37	0.93

Data Plot and Equation



Fitted Curve Equation: T = 0.87(X) - 17.50 **R^2= 0.64**

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

August 4, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: University Drive with Kennicott Avenue and Arlington Heights Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated August 4, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2022)	Year 2050 ADT
Kennicott Avenue at University Drive	3,650	4,280
University Drive at Arlington Heights Road	4,050	4,750
Arlington Heights Road at University Drive	19,200	22,500

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 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 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Arlington Heights\ck-83-25\ck-83-25.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

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*, 7th Edition.

Capacity Analysis Summary Sheets

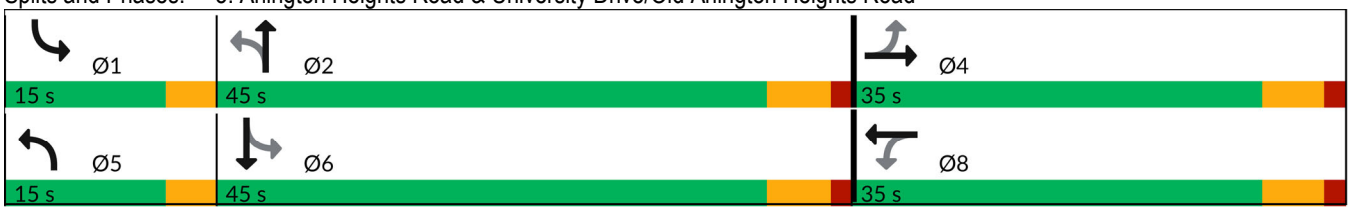
Existing Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	42	37	157	44	22	92	368	112	10	430	24
Future Volume (vph)	15	42	37	157	44	22	92	368	112	10	430	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	150		0
Storage Lanes	0		0	0		0	1		0	2		0
Taper Length (ft)	25			25			100			130		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.941			0.985			0.965			0.992	
Flt Protected		0.992			0.966		0.950			0.950		
Satd. Flow (prot)	0	2988	0	0	3411	0	1752	3408	0	1805	3475	0
Flt Permitted		0.871			0.739		0.435			0.459		
Satd. Flow (perm)	0	2623	0	0	2609	0	802	3408	0	872	3475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			13			51			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3748			571			496			442	
Travel Time (s)		85.2			13.0			11.3			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	12%	8%	1%	0%	0%	3%	2%	3%	0%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	243	0	100	522	0	11	493	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		3.0	4.0		3.0	4.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		6.5	15.0		6.5	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)		11.8			11.8		50.5	46.3		46.3	39.4	
Actuated g/C Ratio		0.16			0.16		0.70	0.64		0.64	0.55	
v/c Ratio		0.22			0.55		0.15	0.24		0.02	0.26	
Control Delay (s/veh)		19.1			31.9		4.4	6.0		4.1	10.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.1			31.9		4.4	6.0		4.1	10.1	
LOS		B			C		A	A		A	B	
Approach Delay (s/veh)		19.1			31.9			5.7			10.0	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		13			51		11	35		1	59	
Queue Length 95th (ft)		34			87		29	93		6	102	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3668			491			416			362	
Turn Bay Length (ft)							190			150		
Base Capacity (vph)		1091			1069		716	2212		760	1905	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.09			0.23		0.14	0.24		0.01	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 72	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay (s/veh): 12.4	Intersection LOS: B
Intersection Capacity Utilization 46.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Arlington Heights Road & University Drive/Old Arlington Heights Road



Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	81	66	73	76	39
Future Vol, veh/h	14	81	66	73	76	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	11	2	1	1	10
Mvmt Flow	15	85	69	77	80	41
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.5	7.7	8.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	15%	66%
Vol Thru, %	47%	0%	34%
Vol Right, %	53%	85%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	139	95	115
LT Vol	0	14	76
Through Vol	66	0	39
RT Vol	73	81	0
Lane Flow Rate	146	100	121
Geometry Grp	1	1	1
Degree of Util (X)	0.158	0.111	0.146
Departure Headway (Hd)	3.888	3.994	4.338
Convergence, Y/N	Yes	Yes	Yes
Cap	910	903	818
Service Time	1.965	1.994	2.408
HCM Lane V/C Ratio	0.16	0.111	0.148
HCM Control Delay, s/veh	7.7	7.5	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.5

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

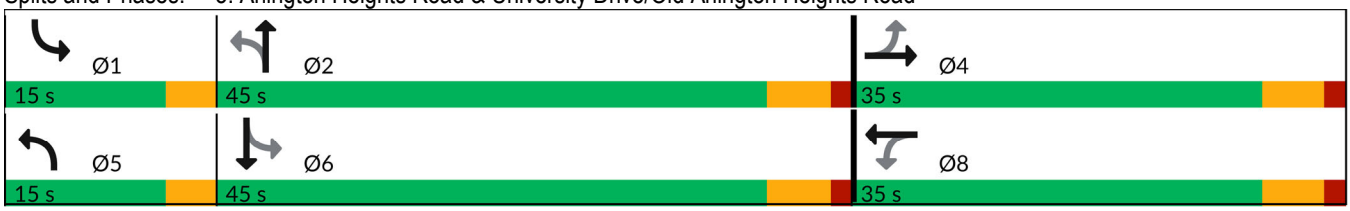
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	49	107	183	67	15	64	588	186	13	583	28
Future Volume (vph)	25	49	107	183	67	15	64	588	186	13	583	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	150		0
Storage Lanes	0		0	0		0	2		0	1		0
Taper Length (ft)	25			25			100			130		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.912			0.992			0.964			0.993	
Flt Protected		0.993			0.967		0.950			0.950		
Satd. Flow (prot)	0	3232	0	0	3431	0	1583	3480	0	1805	3544	0
Flt Permitted		0.866			0.704		0.365			0.350		
Satd. Flow (perm)	0	2819	0	0	2498	0	608	3480	0	665	3544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		110			6			54			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3775			384			444			580	
Travel Time (s)		85.8			8.7			10.1			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	1%	1%	1%	0%	14%	0%	0%	0%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	187	0	0	273	0	66	798	0	13	630	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		3.0	4.0		3.0	4.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		6.5	15.0		6.5	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)		13.2			13.2		50.0	45.9		46.4	39.4	
Actuated g/C Ratio		0.18			0.18		0.68	0.63		0.64	0.54	
v/c Ratio		0.31			0.86dl		0.13	0.36		0.03	0.33	
Control Delay (s/veh)		13.4			33.2		4.9	7.5		4.6	11.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		13.4			33.2		4.9	7.5		4.6	11.1	
LOS		B			C		A	A		A	B	
Approach Delay (s/veh)		13.4			33.2			7.3			11.0	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		16			60		8	66		2	82	
Queue Length 95th (ft)		43			99		23	161		7	137	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3695			304			364			500	
Turn Bay Length (ft)							190			150		
Base Capacity (vph)		1198			1007		573	2210		638	1917	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.27		0.12	0.36		0.02	0.33	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 73	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.7	Intersection LOS: B
Intersection Capacity Utilization 59.5%	ICU Level of Service B
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: Arlington Heights Road & University Drive/Old Arlington Heights Road



Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	145	71	31	79	89
Future Vol, veh/h	76	145	71	31	79	89
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	8	6	0	8	1
Mvmt Flow	106	201	99	43	110	124
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	10.3	9	10.5
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	34%	47%
Vol Thru, %	70%	0%	53%
Vol Right, %	30%	66%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	221	168
LT Vol	0	76	79
Through Vol	71	0	89
RT Vol	31	145	0
Lane Flow Rate	142	307	233
Geometry Grp	1	1	1
Degree of Util (X)	0.19	0.383	0.325
Departure Headway (Hd)	4.832	4.49	5.017
Convergence, Y/N	Yes	Yes	Yes
Cap	737	798	712
Service Time	2.898	2.536	3.077
HCM Lane V/C Ratio	0.193	0.385	0.327
HCM Control Delay, s/veh	9	10.3	10.5
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.7	1.8	1.4

Capacity Analysis Summary Sheets

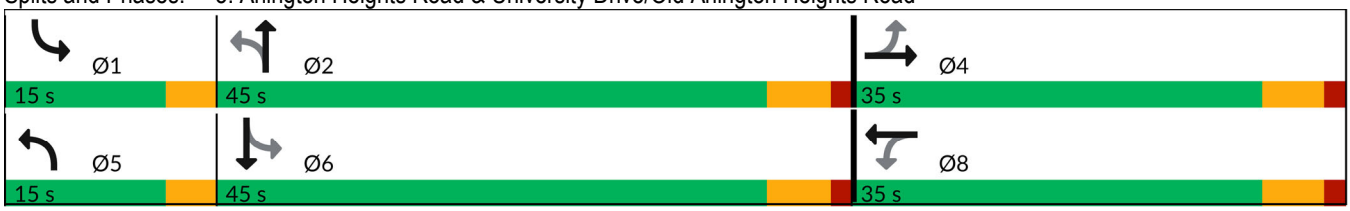
Year 2031 No-Build Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	43	38	162	45	23	95	379	115	10	443	25
Future Volume (vph)	15	43	38	162	45	23	95	379	115	10	443	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	150		0
Storage Lanes	0		0	0		0	1		0	2		0
Taper Length (ft)	25			25			100			130		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.941			0.985			0.965			0.992	
Flt Protected		0.992			0.966		0.950			0.950		
Satd. Flow (prot)	0	2989	0	0	3411	0	1752	3408	0	1805	3475	0
Flt Permitted		0.871			0.738		0.429			0.452		
Satd. Flow (perm)	0	2625	0	0	2606	0	791	3408	0	859	3475	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			13			51			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3748			571			496			442	
Travel Time (s)		85.2			13.0			11.3			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	12%	8%	1%	0%	0%	3%	2%	3%	0%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	250	0	103	537	0	11	509	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		3.0	4.0		3.0	4.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		6.5	15.0		6.5	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)		12.0			12.0		50.6	46.4		46.3	39.4	
Actuated g/C Ratio		0.17			0.17		0.70	0.64		0.64	0.54	
v/c Ratio		0.22			0.56		0.16	0.24		0.02	0.27	
Control Delay (s/veh)		19.0			32.1		4.5	6.1		4.2	10.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.0			32.1		4.5	6.1		4.2	10.4	
LOS		B			C		A	A		A	B	
Approach Delay (s/veh)		19.0			32.1			5.9			10.2	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		13			53		12	37		1	62	
Queue Length 95th (ft)		34			90		31	96		6	107	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3668			491			416			362	
Turn Bay Length (ft)							190			150		
Base Capacity (vph)		1088			1064		708	2206		750	1898	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.10			0.23		0.15	0.24		0.01	0.27	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 72.3	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 12.6	Intersection LOS: B
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Arlington Heights Road & University Drive/Old Arlington Heights Road



Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	83	68	75	78	40
Future Vol, veh/h	14	83	68	75	78	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	11	2	1	1	10
Mvmt Flow	15	87	72	79	82	42
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.5	7.7	8.2
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	14%	66%
Vol Thru, %	48%	0%	34%
Vol Right, %	52%	86%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	143	97	118
LT Vol	0	14	78
Through Vol	68	0	40
RT Vol	75	83	0
Lane Flow Rate	151	102	124
Geometry Grp	1	1	1
Degree of Util (X)	0.163	0.114	0.15
Departure Headway (Hd)	3.894	4.008	4.346
Convergence, Y/N	Yes	Yes	Yes
Cap	908	900	817
Service Time	1.975	2.008	2.418
HCM Lane V/C Ratio	0.166	0.113	0.152
HCM Control Delay, s/veh	7.7	7.5	8.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.5

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Evening Peak Hour

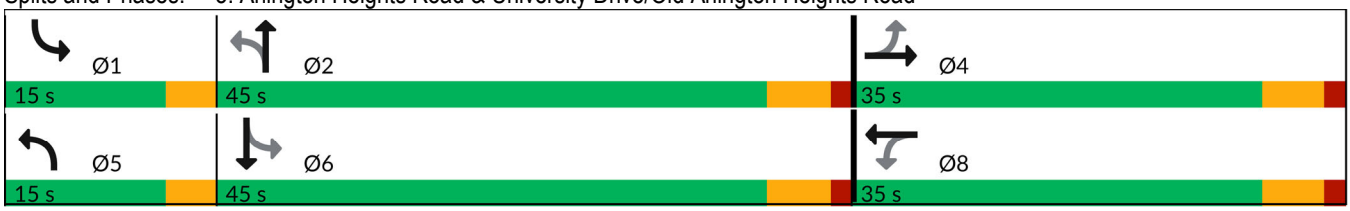
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	50	110	188	69	15	66	606	192	13	600	29
Future Volume (vph)	26	50	110	188	69	15	66	606	192	13	600	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	150		0
Storage Lanes	0		0	0		0	2		0	1		0
Taper Length (ft)	25			25			100			130		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.912			0.992			0.964			0.993	
Flt Protected		0.993			0.967		0.950			0.950		
Satd. Flow (prot)	0	3232	0	0	3430	0	1583	3480	0	1805	3544	0
Flt Permitted		0.863			0.702		0.355			0.342		
Satd. Flow (perm)	0	2809	0	0	2490	0	592	3480	0	650	3544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		113			6			54			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3775			384			444			580	
Travel Time (s)		85.8			8.7			10.1			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	1%	1%	1%	0%	14%	0%	0%	0%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	192	0	0	280	0	68	823	0	13	649	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		3.0	4.0		3.0	4.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		6.5	15.0		6.5	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)		13.5			13.5		50.0	46.0		46.4	39.5	
Actuated g/C Ratio		0.18			0.18		0.68	0.63		0.63	0.54	
v/c Ratio		0.32			0.87dl		0.14	0.37		0.03	0.34	
Control Delay (s/veh)		13.4			33.3		5.1	7.8		4.8	11.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		13.4			33.3		5.1	7.8		4.8	11.4	
LOS		B			C		A	A		A	B	
Approach Delay (s/veh)		13.4			33.3			7.6			11.3	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		16			62		8	71		2	86	
Queue Length 95th (ft)		43			102		24	170		7	144	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3695			304			364			500	
Turn Bay Length (ft)							190			150		
Base Capacity (vph)		1190			998		562	2201		627	1908	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.28		0.12	0.37		0.02	0.34	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 73.4	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay (s/veh): 12.9	Intersection LOS: B
Intersection Capacity Utilization 60.6%	ICU Level of Service B
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: Arlington Heights Road & University Drive/Old Arlington Heights Road



Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	78	149	73	32	81	92
Future Vol, veh/h	78	149	73	32	81	92
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	8	6	0	8	1
Mvmt Flow	108	207	101	44	113	128
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	10.5	9.1	10.7
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	34%	47%
Vol Thru, %	70%	0%	53%
Vol Right, %	30%	66%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	105	227	173
LT Vol	0	78	81
Through Vol	73	0	92
RT Vol	32	149	0
Lane Flow Rate	146	315	240
Geometry Grp	1	1	1
Degree of Util (X)	0.197	0.396	0.337
Departure Headway (Hd)	4.866	4.52	5.045
Convergence, Y/N	Yes	Yes	Yes
Cap	732	791	709
Service Time	2.937	2.57	3.11
HCM Lane V/C Ratio	0.199	0.398	0.339
HCM Control Delay, s/veh	9.1	10.5	10.7
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.7	1.9	1.5

Capacity Analysis Summary Sheets

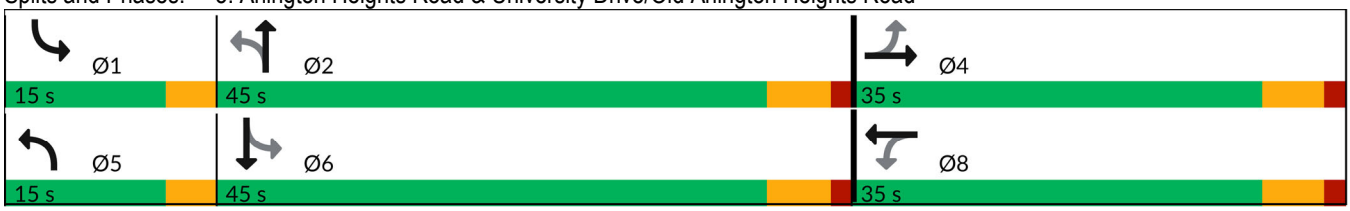
Year 2031 Total Projected Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	45	43	162	50	23	111	379	115	10	443	41
Future Volume (vph)	20	45	43	162	50	23	111	379	115	10	443	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	150		0
Storage Lanes	0		0	0		0	1		0	2		0
Taper Length (ft)	25			25			100			130		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.940			0.985			0.965			0.987	
Flt Protected		0.991			0.967		0.950			0.950		
Satd. Flow (prot)	0	2971	0	0	3415	0	1752	3408	0	1805	3456	0
Flt Permitted		0.849			0.734		0.418			0.452		
Satd. Flow (perm)	0	2545	0	0	2592	0	771	3408	0	859	3456	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			13			51			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3748			571			496			442	
Travel Time (s)		85.2			13.0			11.3			10.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	27%	12%	8%	1%	0%	0%	3%	2%	3%	0%	3%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	118	0	0	255	0	121	537	0	11	527	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		3.0	4.0		3.0	4.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		6.5	15.0		6.5	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)		12.4			12.4		51.1	46.9		46.3	39.4	
Actuated g/C Ratio		0.17			0.17		0.70	0.64		0.63	0.54	
v/c Ratio		0.25			0.57		0.19	0.24		0.02	0.28	
Control Delay (s/veh)		19.0			32.3		4.7	6.2		4.4	10.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.0			32.3		4.7	6.2		4.4	10.7	
LOS		B			C		A	A		A	B	
Approach Delay (s/veh)		19.0			32.3			5.9			10.6	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		15			55		14	38		1	66	
Queue Length 95th (ft)		37			93		35	97		6	113	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3668			491			416			362	
Turn Bay Length (ft)							190			150		
Base Capacity (vph)		1049			1047		695	2202		744	1869	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.24		0.17	0.24		0.01	0.28	

Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 73.1	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.57	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 48.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 5: Arlington Heights Road & University Drive/Old Arlington Heights Road



Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	87	68	78	93	40
Future Vol, veh/h	15	87	68	78	93	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	0	12	2	1	3	10
Mvmt Flow	16	92	72	82	98	42
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	7.6	7.8	8.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	15%	70%
Vol Thru, %	47%	0%	30%
Vol Right, %	53%	85%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	146	102	133
LT Vol	0	15	93
Through Vol	68	0	40
RT Vol	78	87	0
Lane Flow Rate	154	107	140
Geometry Grp	1	1	1
Degree of Util (X)	0.167	0.121	0.171
Departure Headway (Hd)	3.908	4.056	4.398
Convergence, Y/N	Yes	Yes	Yes
Cap	902	889	806
Service Time	2.002	2.056	2.478
HCM Lane V/C Ratio	0.171	0.12	0.174
HCM Control Delay, s/veh	7.8	7.6	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.6	0.4	0.6

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Evening Peak Hour

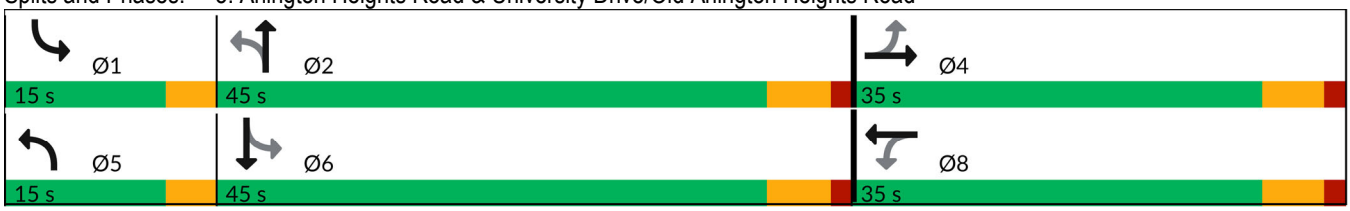
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	55	124	188	71	15	72	606	192	13	600	35
Future Volume (vph)	40	55	124	188	71	15	72	606	192	13	600	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	150		0
Storage Lanes	0		0	0		0	2		0	1		0
Taper Length (ft)	25			25			100			130		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.915			0.992			0.964			0.992	
Flt Protected		0.991			0.967		0.950			0.950		
Satd. Flow (prot)	0	3232	0	0	3430	0	1583	3480	0	1805	3540	0
Flt Permitted		0.828			0.690		0.351			0.342		
Satd. Flow (perm)	0	2700	0	0	2448	0	585	3480	0	650	3540	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128			6			54			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3775			384			444			580	
Travel Time (s)		85.8			8.7			10.1			13.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	1%	1%	1%	0%	14%	0%	0%	0%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	0	0	282	0	74	823	0	13	655	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	2.0	2.0		2.0	2.0		3.0	4.0		3.0	4.0	
Minimum Split (s)	8.0	8.0		8.0	8.0		6.5	15.0		6.5	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)		13.7			13.7		50.3	46.2		46.4	39.5	
Actuated g/C Ratio		0.19			0.19		0.68	0.63		0.63	0.54	
v/c Ratio		0.37			0.89dl		0.15	0.37		0.03	0.35	
Control Delay (s/veh)		14.1			33.6		5.2	7.8		4.9	11.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		14.1			33.6		5.2	7.8		4.9	11.6	
LOS		B			C		A	A		A	B	
Approach Delay (s/veh)		14.1			33.6			7.6			11.5	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		20			63		9	71		2	88	
Queue Length 95th (ft)		50			103		26	172		8	148	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3695			304			364			500	
Turn Bay Length (ft)							190			150		
Base Capacity (vph)		1151			977		557	2198		625	1896	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.20			0.29		0.13	0.37		0.02	0.35	

Intersection Summary	
Area Type: Other	
Cycle Length: 95	
Actuated Cycle Length: 73.8	
Natural Cycle: 40	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay (s/veh): 13.1	Intersection LOS: B
Intersection Capacity Utilization 61.6%	ICU Level of Service B
Analysis Period (min) 15	

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 5: Arlington Heights Road & University Drive/Old Arlington Heights Road



Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	163	73	33	88	92
Future Vol, veh/h	81	163	73	33	88	92
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	0	8	6	0	8	1
Mvmt Flow	113	226	101	46	122	128
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay, s/veh	11	9.3	11
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	49%
Vol Thru, %	69%	0%	51%
Vol Right, %	31%	67%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	106	244	180
LT Vol	0	81	88
Through Vol	73	0	92
RT Vol	33	163	0
Lane Flow Rate	147	339	250
Geometry Grp	1	1	1
Degree of Util (X)	0.202	0.428	0.355
Departure Headway (Hd)	4.937	4.547	5.11
Convergence, Y/N	Yes	Yes	Yes
Cap	720	786	698
Service Time	3.019	2.602	3.185
HCM Lane V/C Ratio	0.204	0.431	0.358
HCM Control Delay, s/veh	9.3	11	11
HCM Lane LOS	A	B	B
HCM 95th-tile Q	0.8	2.2	1.6

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: Jeremiah DeMoss, AIA
Thomas Architects

FROM: Luay R. Aboona, PE, PTOE
Principal

DATE: October 23, 2025

SUBJECT: Parking Summary
Tasty Breads
Arlington Heights, Illinois

LICENSED PROFESSIONAL ENGINEER
LUAY R. ABOONA
062-048874
STATE OF ILLINOIS

This memorandum summarizes the results of a parking evaluation conducted for the proposed Tasty Breads production facility to be located in Arlington Heights, Illinois. The proposed facility will occupy the existing 90,000 square-foot building located at 600 W. University Drive. The plans call for expanding the facility to provide a 13,000 square-foot freezer that will be utilized for storage only. With the freezer addition, the number of parking spaces provided will be 82 spaces, including three ADA spaces.

It should be noted that the existing building has approximately 28,879 square feet of office space. It is our understanding that this space will not be utilized by Tasty Breads, as the main function of this location will be for production and storage only.

The purpose of this parking evaluation is to determine the adequacy of the parking supply in meeting the parking needs of the proposed facility.

Village of Arlington Heights Code Requirements

The Village of Arlington Heights code requires this type of use to provide parking as follows:

- One space for each two employees plus one space per operation vehicle = 38 spaces
- One space per 300 square feet for office space = 96 spaces

As can ben seen from the above, with the exclusion of the office space which, as indicated earlier will not be utilized or opened by Tasty Breads, the proposed parking supply of 82 spaces will be sufficient to meet the Village code requirements.

ITE *Parking Generation Manual*

Based on the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 6th Edition, parking ratios for Land-Use Code 140 (Manufacturing), the facility should provide parking as follows:

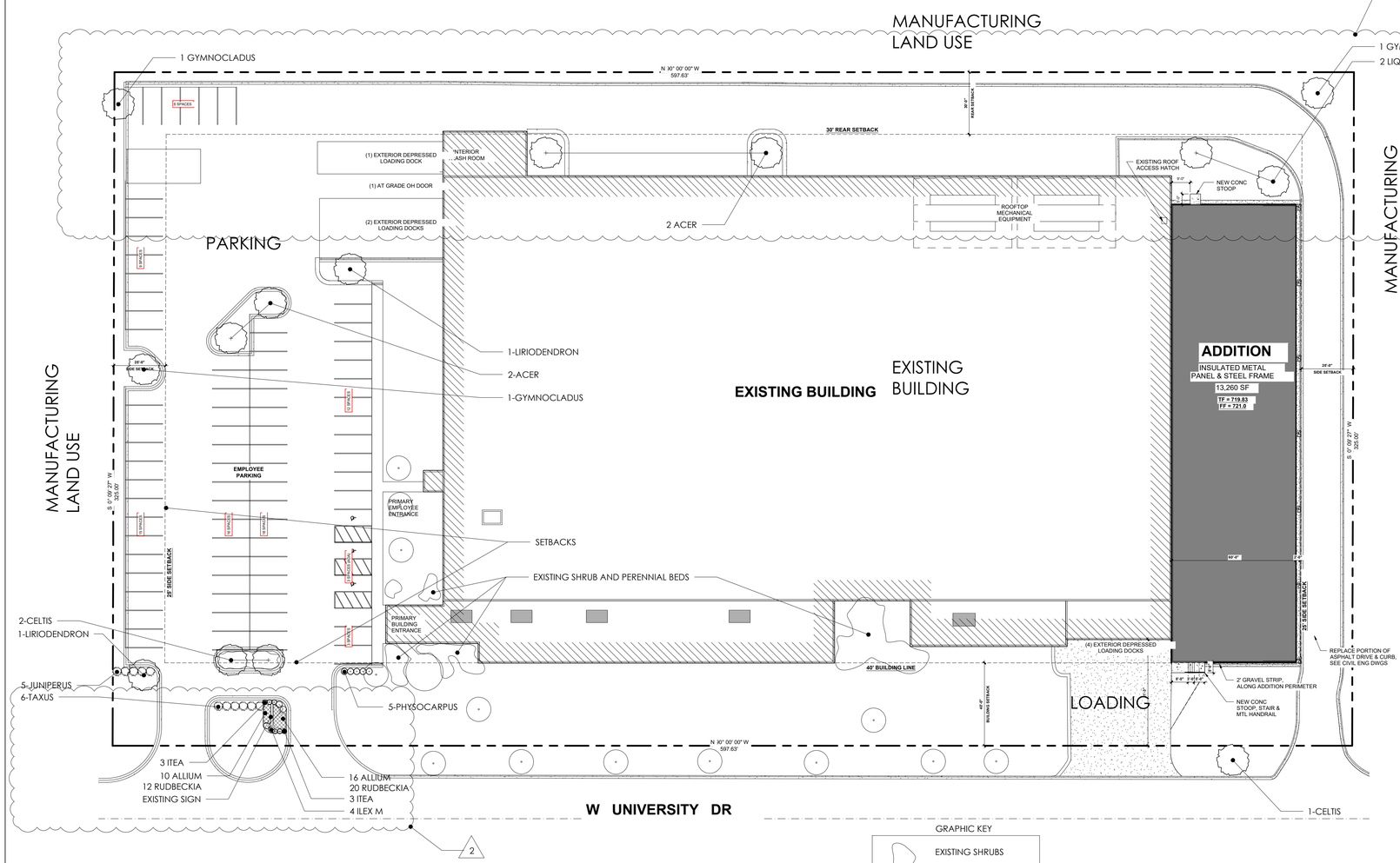
- 0.92 spaces per 1,000 square feet
  - When applied to the size of the existing building, not including the office space (90,000 – 28,879 = 61,121 square feet) and adding the freezer space (13,000 square feet), the facility will require 68 spaces.

- 0.81 spaces per employee
  - Based on the projected 75 employees (freezer space will not generate additional employees), the facility will require 61 spaces.

As can be seen, the proposed 82 spaces will meet the ITE requirements for both building size and number of employees.

Conclusion

In conclusion and when taking into account that Tasty Breads will only utilize the space for production and storage which does not include the office space, the proposed parking supply of 82 spaces will be adequate based on Village of Arlington Heights code requirements and ITE parking ratios.



LANDSCAPE PLAN

SCALE: 1"=30'-0"

0 30' 60'

GENERAL NOTES:

1. SITE PLAN IS REFERENCED FROM CURRENT ARCHITECTURAL DRAWINGS.
2. TREE LOCATIONS ARE BASED UPON AERIAL AND GPS INFORMATION.
3. PLANTING PROPOSED IS TO COMPLY WITH VILLAGE OF ARLINGTON HEIGHTS CODE REQUIREMENTS.

GRAPHIC KEY

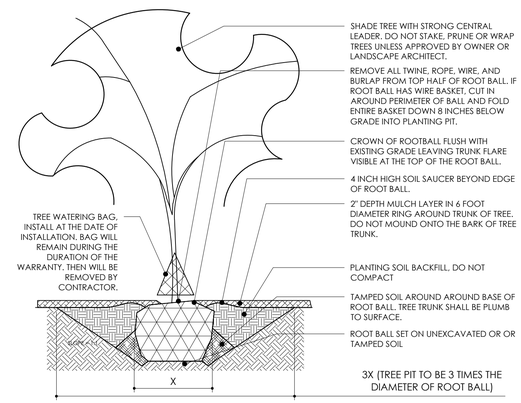
- EXISTING SHRUBS
- EXISTING TREE
- CANOPY TREE
- ORNAMENTAL GRASS
- EVERGREEN SHRUBS
- SHRUBS
- GRASS, SOD
- PERENNIALS

2

Botanical Name	Common Name	Qty	Size	Condition	Notes
Shade Trees					
Acer x freemanii 'Jeffersred'	Autumn Blaze Maple	4	4" caliper	B&B	single stem
Celtis occidentalis	Hackberry	3	4" caliper	B&B	single stem
Gymnocladus dioicus	Kentucky Coffeetree	3	4" caliper	B&B	single stem
Liquidambar styraciflua	Sweetgum	2	4" caliper	B&B	single stem
Liriodendron tulipifera	Tulip Tree	2	4" caliper	B&B	single stem
Deciduous Shrubs					
Ilex verticillata	Winterberry	5	36 inches	B&B	Chicago area native*
Ilex x meservea	Meserve Holly	4	24 inches	B&B	Chicago area native*, smaller for signage planting
Itea virginica	Virginia Sweetspire	6	24 inches	B&B	Chicago area native*, smaller for signage planting
Physocarpus opulifolius	Common Ninebark	10	36 inches	B&B	Chicago area native*
Evergreen Shrubs					
Juniperus communis var. montana	Mountain Juniper	10	36 inches	B&B	Chicago area native*
Taxus cuspidata	Japanese Yew	6	36 inches	B&B	
Perennials and Ornamental Grasses					
Allium cernuum	Nodding Onion	26		1 gallon	Chicago area native*
Andropogon gerardii	Big Bluestem	7		5 gallon	Chicago area native*
Rudbeckia fulgida	Blackeyed Susan	32		1 gallon	Chicago area native*

*source: The Morton Arboretum

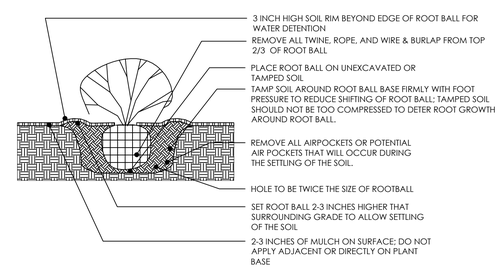
PLANT SCHEDULE



DECIDUOUS TREE DETAIL

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

0 4' 8'

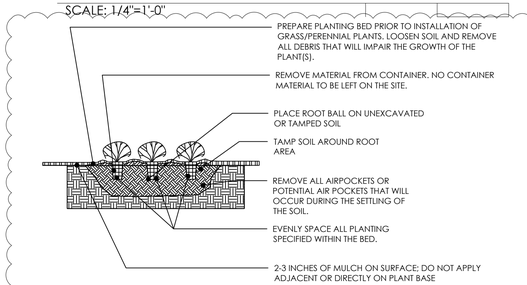


SHRUB & ORNAMENTAL GRASS DETAIL

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

0 4' 8'

2



PERENNIAL DETAIL

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

0 4' 8'

LICENSED LANDSCAPE ARCHITECT
GARY W. LEHMAN
157-001193
STATE OF ILLINOIS

DATE	REVISIONS	ISSUE
08-07-25	PLAN COMMISSION	1
10-24-25	PLAN COMMISSION	2

PROJECT STAFF	
PROJECT MANAGER:	G. LEHMAN RLA
LANDSCAPE ARCH:	G. LEHMAN RLA
DRAFTSMAN:	G. LEHMAN RLA

LANDSCAPE ARCHITECTURE
5834 N TALMAN AVE
CHICAGO, ILLINOIS 60659
773-752-0311
GLEHMAN@STUDIODESIGN.NET

LANDSCAPE PLANS

600 W UNIVERSITY DRIVE
ARLINGTON HEIGHTS, ILLINOIS

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PROJECT NO.: 25035

ISSUE DATE: OCT. 24, 2025

SCALE:

SHEET NUMBER

L1

TASTY BREADS
SITE IMPROVEMENT PLANS
600 UNIVERSITY DR, ARLINGTON HEIGHTS, ILLINOIS

LOCATION MAP
NOT TO SCALE

AERIAL MAP
NOT TO SCALE

INDEX TO SHEETS	
NO.	DESCRIPTION
C-0	TITLE SHEET, LEGEND, SITE LOCATION, & AERIAL MAP
C-1	EXISTING TOPOGRAPHY, DEMOLITION PLAN, AND EROSION CONTROL PLAN
C-2	PROPOSED SITE PLAN & GRADING PLAN
C-2.1	UTILITY PLAN
C-3	CONSTRUCTION NOTES
C-3.1	CONSTRUCTION DETAILS
EX-1	FIRE TRUCK ACCESS EXHIBIT

PROPERTY IDENTIFICATION NUMBER (PIN)

03-07-200-054-0000

SECTION: 7
TOWNSHIP: 42N
RANGE: 11E

LEGEND

- 630 — EXISTING CONTOUR
- 630 — PROPOSED CONTOUR
- 590.65 — EXISTING ELEVATION
- 590.65 — PROPOSED ELEVATION
- EXISTING SANITARY
- EXISTING COMBINATION SEWER
- PROPOSED SANITARY SEWER
- PROPOSED COMBINATION SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATERMAIN
- PROPOSED WATERMAIN
- GAS — EXISTING GAS LINE
- COMED — EXISTING UNDERGROUND ELECTRIC
- ATT — EXISTING UNDERGROUND TELEPHONE
- CABLE — EXISTING UNDERGROUND CABLE
- EXISTING TREE
- REMOVE TREE
- TEMPORARY TREE FENCE
- CF/SF — TEMPORARY SILT / CONSTRUCTION FENCE
- SUMP PUMP [PROPOSED/EXISTING]
- DS — DOWNSPOUT (IN-GROUND) [PROPOSED]
- SWALE [PROPOSED]
- OUTLET / POP-UP EMITTER
- CATCH BASIN
- STORM MANHOLE
- SANITARY MANHOLE
- CLEANOUT
- B BOX
- WOOD UTILITY POLE
- LIGHT POLE
- FLARED END SECTION (F.E.S.)
- INLET / DRAIN
- WATER VALVE VAULT / WATER METER
- SIGN
- MANHOLE (UNCLASSIFIED)
- FIRE HYDRANT
- 10 — TREE TAG NO.
- STOP LIGHT
- GAS VALVE
- ROOT PRUNE
- T/S=xxxx — TOP OF GARAGE SLAB
- T/F=xxxx — TOP OF FOUNDATION
- F/F=xxxx — FINISH FLOOR
- T/W=xxxx — TOP OF WALL

SITE BENCHMARK IS CUT CROSS ON TOP OF CURB AT EAST SIDE OF EAST ENTRANCE ON APPROXIMATELY EAST PROPERTY LINE EXTENDED, ELEV. 717.802, TRANSFERRED FROM NGS BM LD019, ELEV. 704.99 NAVD 88.

SURVEY BENCHMARK CONTROL INFORMATION:

```
National Geodetic Survey, Retrieval Date = MAY  6, 2025 08:24:23 EDT
***********************************************************************
   DESIGNATION -  LD019
   PID         -  DN3896
   STATE/COUNTY-  IL/COOK
   COUNTRY     -  US
   USGS QUAD   -  WHEELING (2018)

                    *CURRENT SURVEY CONTROL
___________________________________________________________________________
* NAD 83(1986) POSITION- 42 09 14.     (N) 087 59 47.     (W)   SCALED
* NAVD 88 ORTHO HEIGHT -   214.882 (meters)      704.99  (feet) ADJUSTED
___________________________________________________________________________
   GEOID HEIGHT    -        -33.860 (meters)                     GEOID18
   DYNAMIC HEIGHT  -        214.811 (meters)      704.76  (feet) COMP
   MODELED GRAVITY -    980,283.6   (mgal)                      NAVD 88
```

PROJECT NARRATIVE

GENERAL:
ADDITION AND PARKING LOT IMPROVEMENTS TO EXISTING OFFICE AND WAREHOUSE BUILDING

AREA SUMMARY:
TOTAL AREA OF PROPERTY: 4.459 ACRES
DISTURBED AREA OF SITE: 0.492 ACRES
INCREASE IN IMPERVIOUS AREA: 0.306 ACRES

SPECIAL PROTECTION AREAS:
NO FLOODPLAIN WITHIN 100' OF SITE.
NO WETLANDS WITHIN 100' OF THE SITE.

UPSTREAM TRIBUTARY:
THERE IS NO UPSTREAM TRIBUTARY AREA FOR THE SITE.

COMBINED/SEPARATE SEWER AREA INFO:
PROPOSED PROJECT IS LOCATED IN A SEPARATE SEWER AREA.

DETENTION/VOLUME CONTROL FACILITY:
DETENTION NOT REQUIRED FOR OWNERSHIP UNDER 3 ACRES. MWRD VOLUME CONTROL BMP NOT REQUIRED (DISTURBED AREA<0.5AC.)

NOTE

The location of existing underground utilities, such as water mains, sewers, gas lines, etc., as shown on the plans, has been determined from the best available information and is given for the convenience of the Contractor. However, the Owner and the Engineer do not assume responsibility in the event that during construction, utilities other than those shown may be encountered, and that the actual location of those which are shown may be different from the location as shown on the plans.

Bono Consulting, Inc. is not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor and any other person or entity performing work or services. Neither the owner nor engineer assumes any responsibility for the job site safety of persons engaged in the work or the means or methods of construction.

Current Standard Specifications of the Judicial Authority shall apply to the construction on this project.

Note: The exact location of all utilities shall be verified by the contractor prior to construction activities. For utility locations call:
J.U.L.I.E. 1 (800) 892-0123

GENERAL NOTES:

1. ELEVATIONS ARE REFERENCED TO NAVD 88 DATUM .
2. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING JULIE FOR UTILITY LOCATES A MINIMUM OF 48 HOURS IN ADVANCE OF BEGINNING EXCAVATION.
3. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB SITE.
4. THE CONTRACTOR SHALL BE REQUIRED TO OBTAIN ALL NECESSARY PERMITS AS REQUIRED, PRIOR TO COMMENCING CONSTRUCTION.
5. CONSTRUCTION OPERATION SHALL BE CONDUCTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL, DEBRIS, ASPHALT AND CONCRETE ONTO PUBLIC THOROUGHFARES . AT THE END OF EACH DAY, THE CONTRACTOR SHALL REMOVE MATERIALS DEPOSITED ONTO PUBLIC STREETS AND ALLEYS.
6. PUBLIC STREETS AND ALLEYS SHALL BE RESTORED PROMPTLY MEETING VILLAGE OF ARLINGTON HEIGHTS STANDARDS AND SPECIFICATIONS.
7. THE CONTRACTOR SHALL VERIFY THE EXACT ELEVATION AND LOCATION OF ALL EXISTING UTILITIES AND APPURTENANCES PRIOR TO CONSTRUCTION, TO AVOID INTERFERENCES.
8. APPROPRIATE PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO AND TO PROTECT EXISTING UTILITIES AND APPURTENANCES IN THE VICINITY OF WQRK.
9. ALL BUILDING LAYOUTS SHOULD BE DONE BY A REGISTERED LAND SURVEYOR AFTER CONFIRMING THE PROPERTY CORNERS IN THE FIELD. ANY DISCREPANCIES SHOULD BE BROUGHT TO THE ATTENTION OF THE DESIGN ENGINEER PRIOR TO INITIATING CONSTRUCTION.

LEGAL DESCRIPTION:
LOT 1 IN UNIVERSITY SUBDIVISION, BEING A SUBDIVISION OF THE EAST 670.13 FEET, AS MEASURED ON THE NORTH AND SOUTH LINES THEREOF, OF THE NORTH 325 FEET OF THE SOUTH 667.86 FEET, AS MEASURED ON THE EAST LINE THEREOF, OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 14, 2001 AS DOCUMENT NO. 001187042, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: 600 W. UNIVERSITY DR, ARLINGTON HEIGHTS, ILLINOIS.

DRAINAGE CERTIFICATE

1. I HEREBY CERTIFY THAT THE PROPOSED IMPROVEMENTS WILL NOT ADVERSELY IMPACT THE SUBJECT PROPERTY, THE SURROUNDING PROPERTIES, OR THE PUBLIC RIGHT-OF-WAY WITH RESPECT TO STORMWATER DRAINAGE, AND THAT A SAFE OVERFLOW ROUTE HAS BEEN ESTABLISHED.
2. I HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE THAT THE PROPOSED IMPROVEMENT IS NOT LOCATED IN FLOOD PROTECTION AREAS BASED ON THE FEMA MAPS.

Monica Oplawski — 10-24-2025
SIGNATURE — DATE

LICENSED PROFESSIONAL ENGINEER MONICA C. OPLAWSKI 062-070963 OF ILLINOIS
EXP. 11-30-25

I HEREBY CERTIFY THAT THIS PLAN 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.

Monica Oplawski — 10-24-2025
SIGNATURE — DATE

MY LICENSE EXPIRES ON NOVEMBER 30, 2025

PAGES OR SHEETS COVERED BY THIS SEAL: C-0 THRU C-3, EX-1

REVISIONS		
1	ISSUE FOR PERMIT	06-26-25
2	REVISED PER VILLAGE COMMENTS	09-26-25
3	REVISED PER VILLAGE COMMENTS	10-24-25

PROJECT STAFF

		ISSUE
PROJECT MANAGER:	B. BONO, P.E.	1
ENGINEER:	M. OPLAWSKI, P.E.	2
ENGINEER:		3
TECHNICIAN:		

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DESIGN FIRM NO. 184.000857-0002

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TITLE SHEET, LEGEND, SITE LOCATION, & AERIAL MAP
SITE IMPROVEMENT PLANS
600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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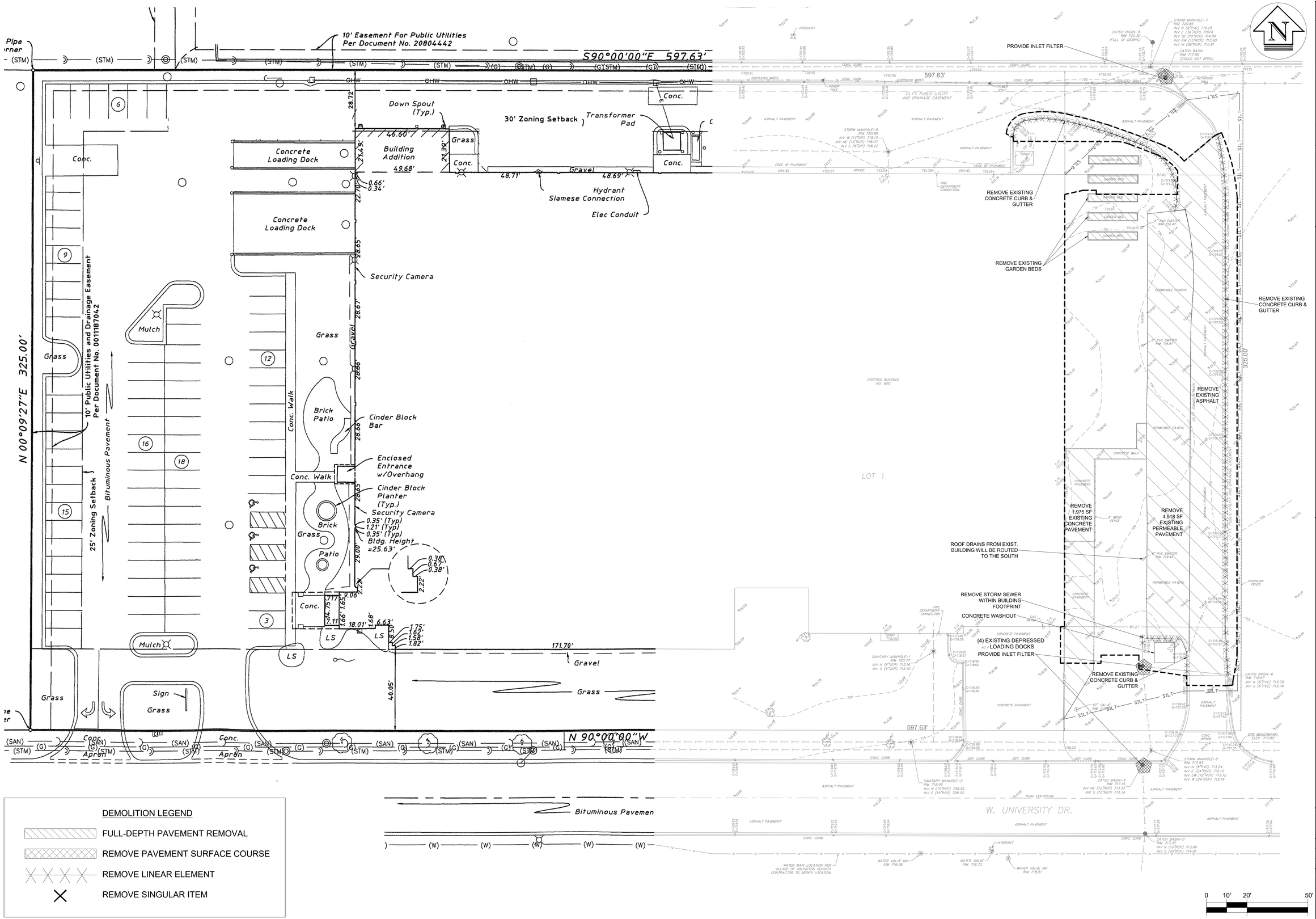
PROJECT NO.:	250534
BASE FILE:	
SHEET FILE:	
ISSUE DATE:	OCT. 24, 2025
SCALE:	N.T.S.

SHEET NUMBER
C-0



DEMOLITION LEGEND

- FULL-DEPTH PAVEMENT REMOVAL
- REMOVE PAVEMENT SURFACE COURSE
- REMOVE LINEAR ELEMENT
- REMOVE SINGULAR ITEM

REVISIONS			DATE
1	ISSUE FOR PERMIT		06-26-25
2	REVISED PER VILLAGE COMMENTS		09-26-25
3	REVISED PER VILLAGE COMMENTS		10-24-25

PROJECT STAFF		ISSUE
PROJECT MANAGER:	B. BONO, P.E.	
ENGINEER:	M. OPLAWSKI, P.E.	
ENGINEER:		
TECHNICIAN:		

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DESIGN FIRM NO. 184.000697-0002

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EXIST. TOPOGRAPHY, DEMOLITION, AND EROSION CONTROL PLAN

SITE IMPROVEMENT PLANS

600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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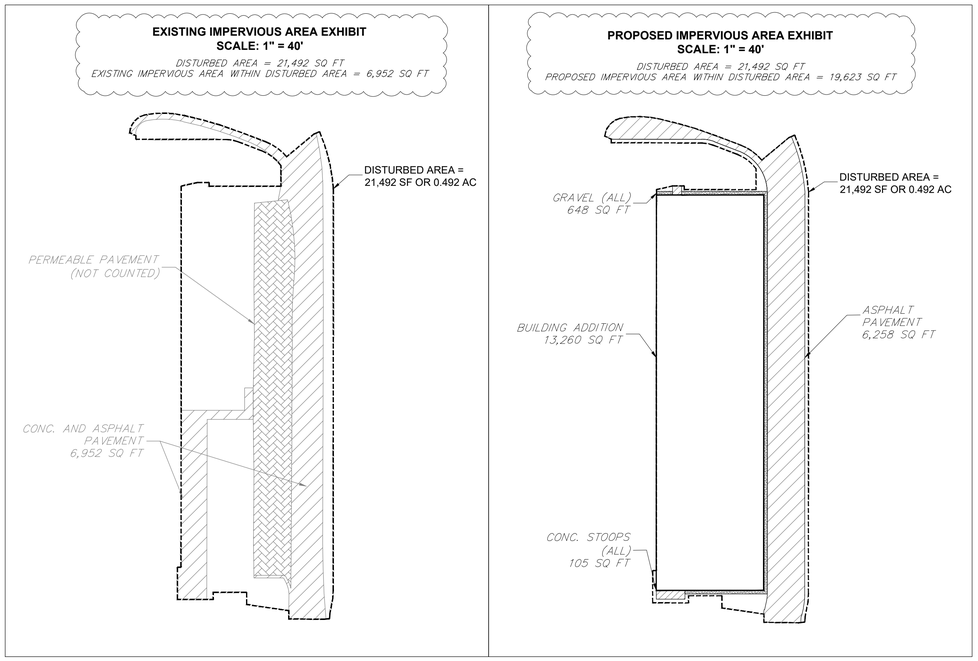
SHEET FILE:	
ISSUE DATE:	OCT. 24, 2025
SCALE:	1"=20'

SHEET NUMBER

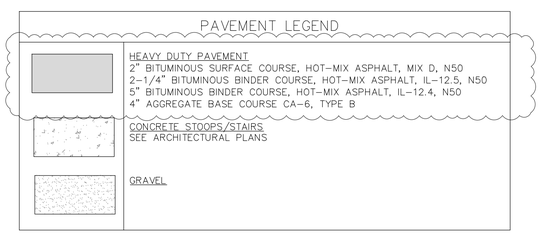
C-1



600 UNIVERSITY DR., ARLINGTON HEIGHTS

LOT SIZE:	**194,229 SF OR 4.459 AC**	
DISTURBED AREA:	**21,492 SF OR 0.492 AC**	

	EXISTING IMPERVIOUS AREA DISTURBED AREA (s.f.)	PROPOSED IMPERVIOUS AREA DISTURBED AREA (s.f.)
BUILDING	**0**	**13260**
CONCRETE / ASPHALT PAVEMENT	**6952**	**6363**
GRAVEL	**0**	**648**
TOTALS	**6952**	**20271**
INCREASE IN IMPERVIOUS	**13319**	**SF**
	0.306	**ACRE**



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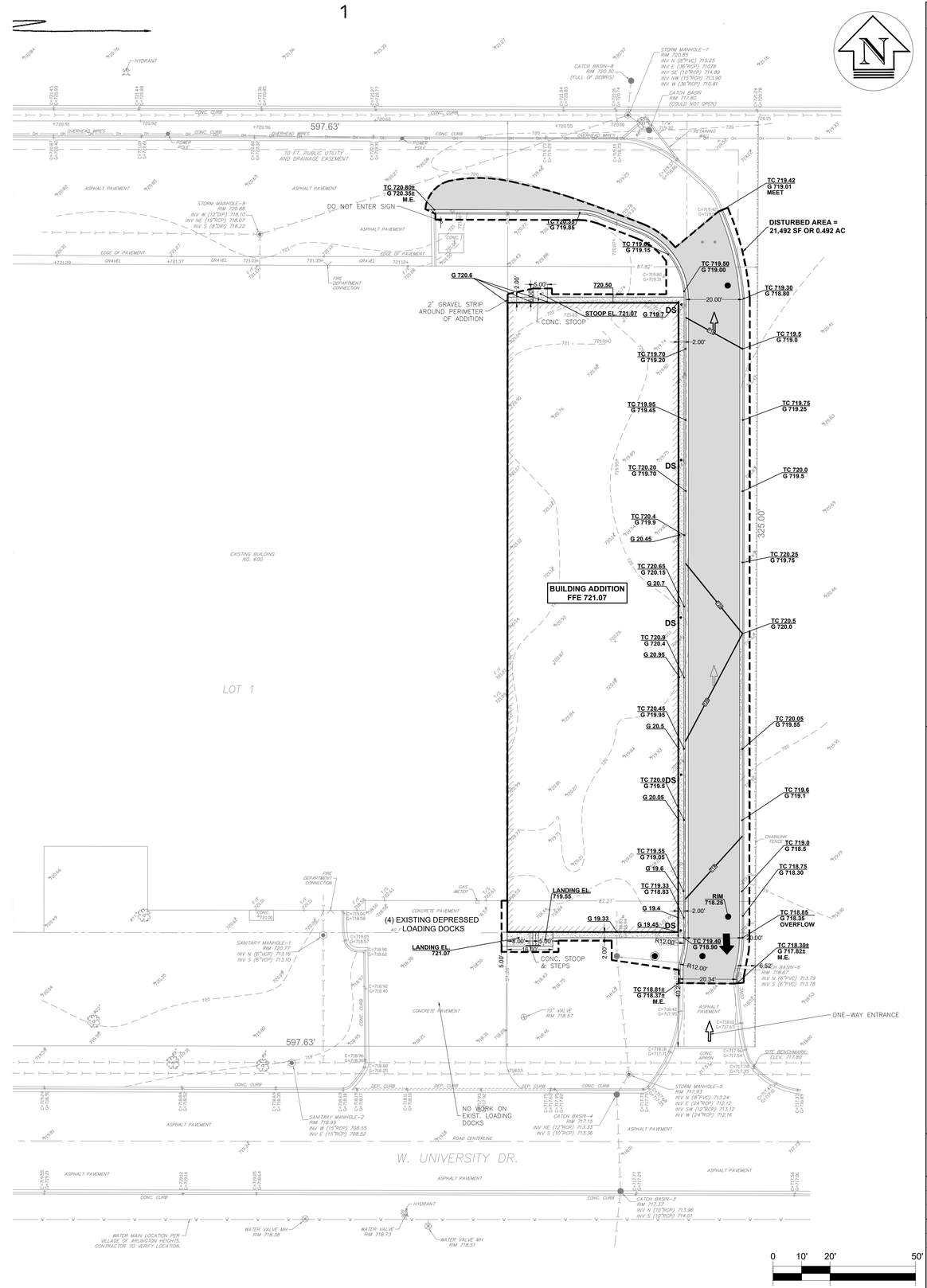

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO, P.E.	1	ISSUE FOR PERMIT	06-26-25
ENGINEER:	M. OPLAWSKI, P.E.	2	REVISED PER VILLAGE COMMENTS	09-26-25
ENGINEER:		3	REVISED PER VILLAGE COMMENTS	10-24-25
TECHNICIAN:				

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PROPOSED SITE PLAN & GRADING PLAN

SITE IMPROVEMENT PLANS

600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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ISSUE DATE:	OCT. 24, 2025
SCALE:	1"=20'
SHEET NUMBER	C-2

MWRD (MOD.RATIONAL METHOD)
100 YEAR

Project: 600 University Drive, Arlington Heights — Project No:
Date: — Computed By:

DETENTION FOR INCREASE IN IMPERVIOUS ONLY

Increase in Impervious Area of Site

Disturbed Area of Site	0.492	acres
Inc. in Impervious Area of site	0.306	acres

Release Rate = 0.18 x 0.338 — 0.055 — Per Arlington Heights

Developed Disturbed Area of Site/Proposed

Land UseType	Runoff Coefficient	Area (Acres)	Percentage
Impervious	0.95	0.306	62.2%
Grass & Landscaping	0.50	0.186	37.8%
Surface Ponding	1.00	0.000	0.0%
Composite Characteristics:	***0.78***	***0.492***	***100.0%***

BULLETIN 75 STORM EVENT

Storm Duration (Min)	Storm Duration (Hours)	Rainfall Intensity (Inch/Hour)	Inflow Rate (CFS)	Release Rate (CFS)	Storage Rate (CFS)	Storage Required (Acre-Feet)
5	0.08	12.34	4.73	**0.055**	4.68	0.032
10	0.17	10.80	4.14	**0.055**	4.09	0.057
15	0.25	9.26	3.55	**0.055**	3.50	0.073
20	0.33	7.97	3.06	**0.055**	3.00	0.083
30	0.50	6.34	2.43	**0.055**	2.38	0.090
40	0.67	5.27	2.02	**0.055**	1.97	0.109
50	0.83	4.52	1.73	**0.055**	1.68	0.117
60	1.00	4.03	1.55	**0.055**	1.49	0.124
90	1.50	3.03	1.16	**0.055**	1.11	0.138
120	2.00	2.49	0.96	**0.055**	0.90	0.150
180	3.00	1.83	0.70	**0.055**	0.65	0.162
240	4.00	1.48	0.57	**0.055**	0.51	0.171
300	5.00	1.25	0.48	**0.055**	0.42	0.177
360	6.00	1.07	0.41	**0.055**	0.36	0.178
420	7.00	0.97	0.37	**0.055**	0.32	0.185
480	8.00	0.87	0.33	**0.055**	0.28	0.186
540	9.00	0.79	0.30	**0.055**	0.25	0.186
600	10.00	0.72	0.28	**0.055**	0.22	0.184
660	11.00	0.67	0.26	**0.055**	0.20	0.185
720	12.00	0.62	0.24	**0.055**	0.18	0.183
1080	18.00	0.45	0.17	**0.055**	0.12	0.176
1440	24.00	0.36	0.14	**0.055**	0.08	0.166
				0.186	**Acre-Feet**	
		Required Detention Volume		**8,103.56**	**ft³**	

						C Value
A =	0.492	Acres	Impervious	0.306	Acres	0.95
			Surf. Ponding	0.000	Acres	1
C =	0.673		Landscape	0.186	Acres	0.5

Release Rate 0.055 cfs

RESTRICTOR CALCULATION

Orifice Design

Require Q =	0.055 cfs	Det. HWL =	718.25
Cd =	0.61	Orifice Invert:	714.12
Max. Head =	4.09	Orifice Cent.	714.16
Orifice Area:	0.0048		
Calculated Max. Restrictor Discharge:		0.048	
Restrictor Diameter =		***0.94 inches***	

USE 2" DIAMETER PLATE RESTRICTOR (MIN.)

Actual Detention Stored with 2" Restrictor

Orifice Size =	**2 Inch**		
Require Q =	0.024 cfs	Det. HWL =	718.25
Cd =	0.61	Orifice Inver	714.12
Max. Head =	4.05	Orifice Cent	714.20
Orifice Area:	0.0218		
Calculated Max. Restrictor Discharge:		0.215	

Storm Duration (Min)	Storm Duration (Hours)	Rainfall Intensity (Inch/Hour)	Inflow Rate (CFS)	Release Rate (CFS)	Storage Rate (CFS)	Storage Required (Acre-Feet)
5	0.08	12.34	4.73	**0.215**	4.52	0.031
10	0.17	10.80	4.14	**0.215**	3.93	0.055
15	0.25	9.26	3.55	**0.215**	3.34	0.070
20	0.33	7.97	3.06	**0.215**	2.84	0.079
30	0.50	6.34	2.43	**0.215**	2.22	0.092
40	0.67	5.27	2.02	**0.215**	1.81	0.100
50	0.83	4.52	1.73	**0.215**	1.52	0.106
60	1.00	4.03	1.55	**0.215**	1.33	0.111
90	1.50	3.03	1.16	**0.215**	0.95	0.118
120	2.00	2.49	0.96	**0.215**	0.74	0.123
180	3.00	1.83	0.70	**0.215**	0.49	0.122
240	4.00	1.48	0.57	**0.215**	0.35	0.118
300	5.00	1.25	0.48	**0.215**	0.26	0.110
360	6.00	1.07	0.41	**0.215**	0.20	0.098
420	7.00	0.97	0.37	**0.215**	0.16	0.092
480	8.00	0.87	0.33	**0.215**	0.12	0.079
540	9.00	0.79	0.30	**0.215**	0.09	0.066
600	10.00	0.72	0.28	**0.215**	0.06	0.051
660	11.00	0.67	0.26	**0.215**	0.04	0.039
720	12.00	0.62	0.24	**0.215**	0.02	0.023
1080	18.00	0.45	0.17	**0.215**	-0.04	-0.063
1440	24.00	0.36	0.14	**0.215**	-0.08	-0.153

Actual Storage Required With 2" Restrictor =	**0.123**	**Acre-Feet**
Actual Storage Required With 2" Restrictor =	**5,376.58**	**ft³**
Difference in Detention Required and Provided =	**2,726.98**	**ft³**

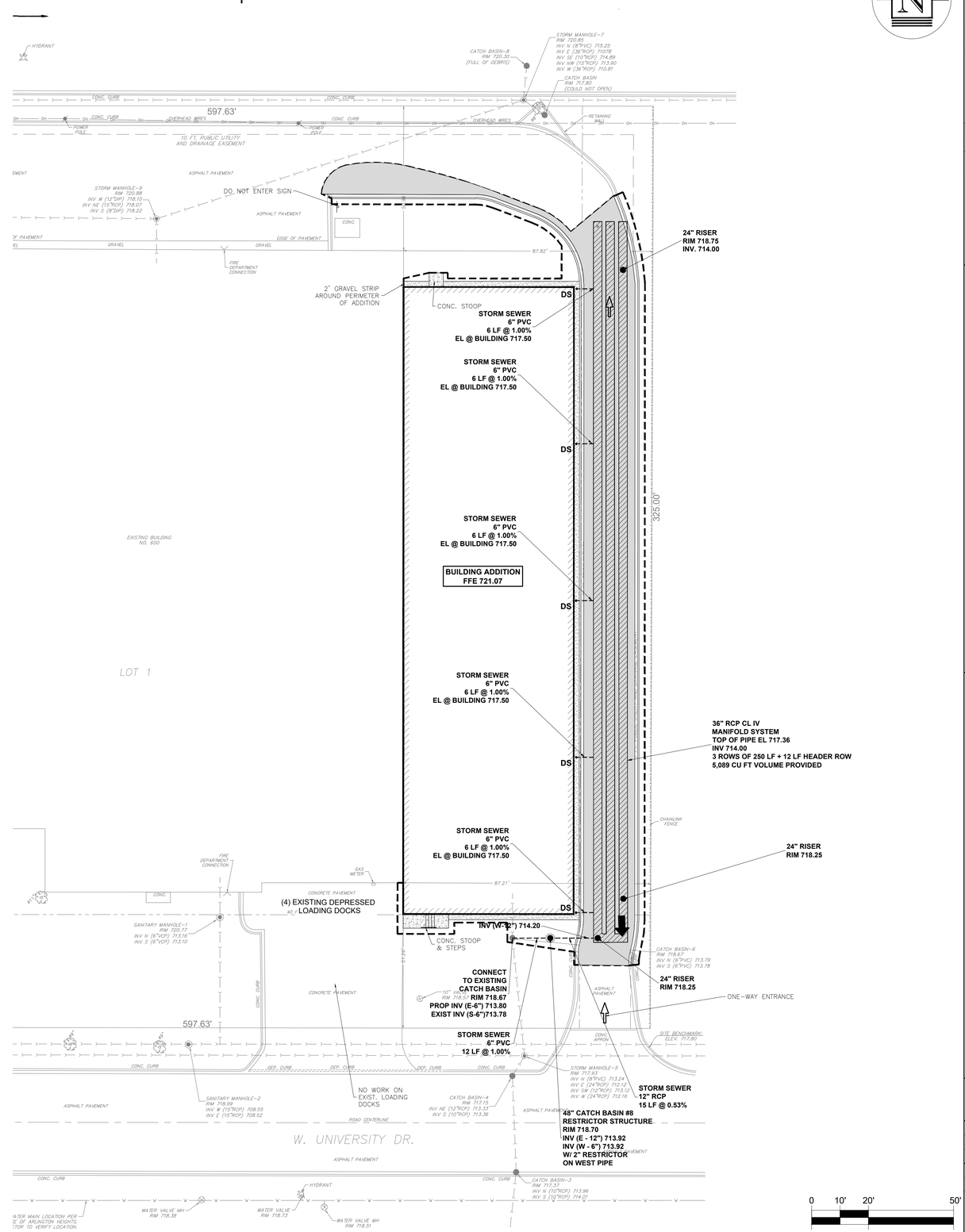
Detention Storage Calculations

PIPE STORAGE VOLUME

Item #	Pipe Dia. (Inch)	Unit Volume (Cu.Ft./Ft.)	Length (Ft.)	Volume (Cu. Ft.)
1	36	7.07	762	5,386.3
2	12	0.79	15	11.8
			Total =	**5,398.0**

PIPE STORAGE VOLUME =	**5,398.0**	**cu ft**	**0.124 ac-ft**
DETENTION REQUIRED =	**5,376.6**	**cu ft**	**0.123 ac-ft**

1



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PROPOSED UTILITY PLAN

SITE IMPROVEMENT PLANS

600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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SCALE:	1"=20'
SHEET NUMBER	C-2.1

GENERAL CONSTRUCTION NOTES

1. The construction shall be under the general inspection of the owner's engineer. The City or its representatives shall provide periodic observation of construction activities at the site. Under no circumstances shall the construction of this project be under the general inspection of the City.
2. All work shall be in accordance with the applicable sections of the following specifications:
   a. Illinois Department of Transportation (I.D.O.T.) "Standard Specifications for Road and Bridge Construction" Latest edition.
   b. "Standard Specifications for Water and Sewer Main Construction in Illinois" latest edition.
   c. "Illinois Recommended Standards for Sewage Works" as published by the I.E.P.A.
   d. "Manual on Uniform Traffic Control Devices" (M.U.T.C.D.) latest edition.
   e. The Subdivision and Development Codes and Standards of the City.
   f. "Procedures and Standards for Urban Soil Erosion and Sedimentation Control in Illinois" published by the Association of Illinois Soil and Water Conservation Districts.

Where a contradiction occurs with any part of the standard specifications, the most stringent requirement shall take precedence, as determined by the engineer.

The contract documents (Plans and Specifications/General Notes) shall supersede the standard specifications. If there is a conflict between the plans and specifications, the most stringent requirement shall take precedence, as determined by the engineer.

The contractor shall have at least one copy of all applicable specifications as well as one copy of the contract documents (Plans and Specifications) available at the job site at all times that work is in progress.

3. Should any discrepancies or conflicts on the plans, quantities or specifications be discovered by the contractor, whether prior to awarding or after the award of the contract, the engineer's attention shall be called to the same before work is begun thereon and so that proper corrections can be made.
4. Contract Documents and Drawings:
   A. The engineer's drawings (The Plans) shall be included as part of the contract documents.
   B. Not Used.
   C. All bidders shall carefully examine the drawings and specifications prepared for the work. They shall visit the site of the work and acquaint themselves with all local conditions, codes, and requirements affecting the contract. If awarded the contract, they shall not be allowed extra compensation by reason of any unforeseen difficulties or obstacles which the bidder could have discovered or reasonably anticipated prior to the bidding.
   D. Should it appear that the work covered by the contract documents is not sufficiently detailed or explained, an RFI form shall be submitted to the engineer for further drawings or explanations as may be necessary to clarify the point in question prior to the contract award. It is the intention of the contract documents to provide a job complete in every respect. The contractor is responsible for this result and to turn over the project in complete operating condition, irrespective of whether the contract documents cover every individual item in minute detail.
5. The City Department of Public Works shall be notified 24 hours in advance to schedule inspections for sidewalk, curb and gutter driveways, aprons, paving, grading, watermain, sewer main and utility services.
6. Work shall not take place without required traffic control devices and barricades in place per the M.U.T.C.D. Any deficiency of safety or traffic control devices shall be just cause to stop the project until such time as the deficiency is corrected.
7. City streets shall not be closed without the written permission of the Engineering Consultant and then only after proper notification has been given to the Police and Fire Departments.
8. The contractor shall immediately remove mud, soil or debris deposited on public streets. Failure to keep streets clean shall be just-cause for issuance of a Stop Work Order or citation.
9. Signs located in the public right-of-way must not be removed or damaged. If a sign needs to be moved, notify the Public Works Department.
10. Construction materials shall not be stored within the City Right-Of-Way.
11. The owner/contractor shall be responsible for obtaining all required Federal, State, County, I.D.O.T., I.E.P.A. and MWRDGC permits.

The contractor shall, at his own expense, obtain all other permits, licenses, etc., as may be required for the execution of this work, give all necessary notices, pay all fees required, post all bonds, and comply with all laws, ordinances, rules and regulations relating to the work and to the preservation of public health and safety.

All required insurance and/or bonds shall be provided by the contractor as may be required by the permitting agency.

The contractor shall meet all of the requirements of any permits as might be issued for this work by other agencies, and shall pay for at their sole expense any surety or bonds as may be required by the permitting agency.

12. The contractor is responsible for having a set of approved engineering plans with the latest revision date on the job site at all times during the construction period.
13. The contractor shall indemnify and save harmless the owner, Bono Consulting Inc., and their officers and employees; the City and their officers, employees, agents, and City Engineers Consultants, and from and against all losses, claims, demands, payments, suits, actions, recoveries, and judgment of every nature and description brought or recovered against them, by reason of any act or omission of said contractor, their agents, subcontractors or employees, in the execution of the work or in the guarding of it.
14. The location of existing underground utilities, such as water mains, sewers, gas lines, etc., as shown on the plans, has been determined from the best available information and is given for the convenience of the Contractor. However, the Owner and Engineer do not assume responsibility in the event that during construction, utilities other than those shown may be encountered and that the actual location of those which are shown may be different from the location as shown on the plans. The contractor is to verify the location of all utilities prior to the start of work and is responsible for damage to same. The contractor shall call J.U.L.I.E. 1-800-892-0123 and the City public works department for utility locates before excavating.
15. Existing utilities are shown on the plans according to information obtained from utility companies and surveys. The owner and engineer do not guarantee the accuracy or completeness of this information. The contractor shall make their own investigation to determine the existence, nature and location of all utility lines and appurtenances within the limits of the improvement. The contractor shall locate all utilities far enough in advance to avoid all conflicts in grade separation between existing utilities and proposed improvements. If the contractor encounters a conflict between the proposed improvement and existing utility that was not located in advance by the contractor, then the contractor shall at no cost to owner, relocate the proposed improvements and/or utility to avoid the conflict.

The contractor will be required to cooperate with all utility companies involved in connection with the removal, temporary relocation, reconstruction or abandonment by these companies of any and all services or facilities owned or operated by them within the limit of this improvement.

Before doing any work which will damage, disturb or leave unsupported or unprotected any utility lines or appurtenances encountered, the contractor shall notify the respective owner thereof, who will make all arrangements for relocating, adjusting, or otherwise maintaining or abandoning service on lines that fall within the limits of the proposed construction without cost to the contractor, including the removal of all cables, manhole covers and other appurtenances which the owner desires to salvage. After such arrangements have been made, the contractor will proceed with the work as directed by the engineer. All utility lines and appurtenances which are abandoned shall be removed and legally disposed of by the contractor.

No extra compensation will be allowed by the contractor for any expense incurred by complying with these requirements or because of delays, inconvenience or interruptions in their work resulting from the failure of any utility company to remove, relocate, reconstruct or abandon their services. The responsibility for prompt and timely removal, relocation, reconstruction or abandonment of their facilities by all utility companies involved, and the coordination of their own work with that of these companies to the end that work on this improvement is not delayed because of the necessary changes in the existing utilities, public or private, shall rest upon the contractor.

16. Not Used.
17. All existing utilities or improvements, including walks, curbs, pavements and parkways damaged or removed during construction shall be promptly restored to their respective original condition.
18. All existing pavement or concrete to be removed shall be saw cut along the limits of the proposed removal. Payment for sawing shall be included in the cost of the removal of each item.
19. The contractor is to verify all critical elevations prior to commencing work and if there are any discrepancies, is to notify the engineer immediately. The contractor shall call to the attention of the engineer any errors or discrepancies which may be suspected in the lines and grades which are established by the surveyor, and shall not proceed with the work until any lines and grades which are to believed to be in error have been verified or corrected by the engineer.
20. No holes are to be left open in the pavement or the parkway over a holiday, weekend, or after 3 p.m. on the day preceding a holiday or weekend.
21. Not Used.
22. Whenever the performance of work is indicated on the plans, and no item is included in the contract for payment, the work shall be considered incidental to the contract and no additional compensation will be allowed.
23. All items shown to be removed, shall be legally disposed of off-site.
24. All work performed under this contract shall be guaranteed against all defects in materials and workmanship of whatever nature by the contractor and his surety for a minimum period of 12 months from the date of final acceptance of the work by the City, other applicable governmental agencies, and the owner.
25. No work shall be performed on adjacent private property without the written permission of the property owner.
26. During construction the contractor and their subcontractors shall remove from the premises, rubbish, waste material and accumulations, and shall keep the premises clean. The contractor shall clean the premises to the satisfaction of the owner, engineer, and City.
27. The contractor shall have appropriate equipment, including street sweepers and end loaders available on-site at all times when equipment or vehicles are using existing public or private pavement. The contractor shall immediately remove any dirt, mud, clay, sediment, concrete, gravel, sand, stones, plant matter, debris, refuse, garbage, etc. deposited on any street, sidewalk or alley by any equipment, vehicles or people associated with this project. The contractor is responsible for complying with all City ordinances including any and all assessments of cost that may result. This work shall not be paid for separately, but shall be included in the cost of the work.
28. All trenching, shoring, and construction work performed shall be in accordance with O.S.H.A. Standards. The contractor shall at all times maintain proper dust control at the site and shall have a watering truck readily available during all working hours.
29. The contractor shall water the entire site whenever the site conditions become unhealthy due to blowing soil or dust. The site shall be watered as many times per day as necessary to maintain a healthy work site as determined by the owner or engineer. Water for non-emergency use shall not be obtained from any fire hydrant, unless the fire hydrant is metered in accordance with City requirements. No fire hydrants are to be opened by the contractor. Only the City of Public Works department shall open and close hydrants on the City's water system. The cost to furnish dust control shall be incidental to the cost of construction.
30. The contractor must follow the requirements of the City Specification for all pavement openings and repairs.
31. Tree removal permit is required for removal of all trees 10" diameter or greater.
32. An inspection of the top of foundation will be required prior to pouring.
33. A final inspection of grading will be required before placement of any sod.
34. All street openings shall be in accordance with IDOT standards for work within an IDOT R.O.W.
35. All retaining walls greater than 30" high need a protective railing. All retaining walls greater than 36" high need to be approved by a licensed structural engineer. Retaining wall drawings by others.
36. Construction staking shall be provided by the contractor and shall be included in the contract price. A licensed surveyor must stake all grading, utility and paving work.
37. All storm sewer lids to be embossed with "STORM".
38. All sanitary sewer lids to be embossed with "SANITARY".
39. All water vault lids to be embossed with "WATER".
40. Mud Basins: 48 inches in diameter, the bottom shall not be less than 27 inches below the invert of the outlet pipe. the outlet pipe shall be trapped with a catch basin trap and shall be constructed of cast iron with a seal of at least 6 inches in diameter and a cleanout of at least 4 inches in diameter.
41. Upon completion of the project, the contractor or engineer shall submit four (4) sets of as-built engineering plans and a grading certificate. These documents shall be submitted within thirty (30) days of final approval to the City.

CONCRETE NOTES:

1. Clean, full depth sawcut through existing sidewalk & pavement scheduled for removal. Replace to match existing.
2. Aggregate base course for new sidewalk shall consist of 4" CA-6 base course.
3. Concrete sidewalk pavement shall consist of minimum 5" thick P.C., all concrete shall be minimum 3,500 psi.
4. Concrete and base course shall be in accordance with section 420 IDOT standard specifications.
5. Sidewalk cross slope is 1" per 5.33', desirable; 1" per 8' minimum; and 1" per 4' maximum. front handicap access ramp shall be @ 1:12' max.
6. A ¾" fiber expansion joint shall be installed when the new pavement or sidewalk abuts any building.
7. Contraction joints should be sawcut a minimum of two inches deep within 4-12 hours of concrete placement, but no later than 24 hours after concrete placement, be in accordance with section 420.10(d) idot standard specifications.
8. All curb shall be 6" high unless otherwise noted. Areas of barrier curb only or curb & gutter shown on plans. Areas of reverse gutter pitch are shown on plans.provide three (3) #4-1/2 inch rebars, ten (10) foot long where the sidewalk crosses trenches.
9. Contraction joints around sewer structures shall be diamond shaped, with a three foot minimum length per leg.
10. Maximum 50' c-c between contraction joints in curbs or sidewalk.

ASPHALT NOTES

1. Asphalt surface shall be warranteed for one year against bird bathing/ponding of 1/4" standing water areas greater than 25 square feet.
2. Transition grade changes to be smooth.
3. Marking paint shall be high quality traffic paint intended for striping asphalt parking lots color shall be yellow. width: 4", coverage rate: 450 feet per gallon per IDOT article 780.
4. Asphalt sections detailed on sheet 5 of 8.

EARTHWORK AND GRADING

1. All earthwork shall be done in accordance with the state of Illinois, "Standard Specifications for Road and Bridge Construction," latest edition and "Supplemental Specifications and Recurring Special Provisions," latest edition. Included in this work, but not necessarily limited to the following are: clearing, stripping and stockpiling of topsoil, mass grading and fine grading of the site and roadways, excavation of unsuitable materials and excavation of detention ponds, landscape mound construction, and miscellaneous topsoil respread and seeding.
2. Any earthwork summaries provided by the engineer are intended to be used as a guide for the contractor in determining the scope of the completed project. It is the responsibility of the contractor to determine all material quantities and appraise themselves of all site conditions. The contract price submitted by the contractor shall be considered as lump sum for the complete project. **No claims for extra work will be recognized unless ordered in writing by the owner.**
3. The initial establishment of erosion control procedures shall be installed by the contractor prior to the start of mass grading.
4. All grading operations are to be supervised and inspected by the owner's engineer or their representative. All testing, inspection, and supervision of soil quality, unsuitable soil removal and its replacement, and other soils related operations shall be entirely the responsibility of the soils engineer. No undercut shall be performed or claims for extra work without authorization by the owner and documentation by the soils engineer.
5. Clearing shall consist of the removal and disposal of all obstructions such as trees, hedges, fences, walls, accumulations of rubbish of whatever nature, and all logs, shrubs, brush, grass, weeds, and other vegetation and stumps. These items shall be performed whenever they occur within the street right of ways, and within the limits of construction. Trees to be saved shall be identified by the Engineer on the construction plans. All trees, except those designated to be saved, and all stumps shall be cut and legally disposed of. Trees, stumps, and hedges within the limits of construction shall be removed completely. Trees designated to be saved as indicated on the plans, or as directed by the engineer, shall be protected in accordance with the procedures outlined in Article 201.05 of the "Standard Specifications for Road and Bridge Construction."
6. Strip topsoil down to firm subbase. stockpile quantity necessary for landscaping, and remove other materials from the site.
7. Excavation shall consist of the excavation, removal, and satisfactorily disposal or placement and compaction of all materials taken from within the site for the construction of embankments, subgrade, subbase, shoulders, intersections, ditches, waterways, entrances, approaches and incidental work, and the removal and satisfactory disposal of unstable and unsuitable materials and their replacement with satisfactory materials where required.
8. After stripping and excavating to the proposed subgrade level, as required, the building and parking areas should be proof-rolled with a loaded, tandem-axle dump truck or similar rubber tired vehicle, loaded with at least 9 tons per axle. Proof-rolling aids in providing a firm base for compaction of fills, and help to delineate soft, loose, or disturbed areas that may exist below subgrade level. Proof-rolling is especially important to help evaluate the surficial stability of existing fill soils that may be left in place below floor slabs and pavements. Soils which are observed to rut or deflect excessively (more than 1 inch) under the moving load should either be scarified and re-compacted with a smooth drum vibratory roller for granular soils, a sheeps foot roller for cohesive soils, or undercut and replaced with properly compacted and documented structural fill. The proof-rolling and undercutting activities should be observed and documented by a representative of the geotechnical engineer and should be performed during a period of dry weather. In addition to proof-rolling, the subgrade soils should be scarified and compacted to at least 90 percent of the Modified Proctor maximum dry density ASTM D 698 for a depth of at least 8 inches below the surface.
9. Where encountered, loose sands should be re-compacted with a vibratory roller. Clay subgrade soils can be easily disturbed by construction activities and are sensitive to moisture. Therefore, extra care should be used to avoid disturbing these soils during construction activities. If the soils become unstable during construction, or if near surface soft subgrade soils are encountered, it is recommended that coarse aggregate be placed on the subgrade until a stable base for compaction of fill is achieved. Typically, 12 to 24 inches of course aggregate are required, depending in the consistency of the subgrade. the course aggregate should consists of clean, crushed stone gravel between 1/4 and 3 inches in size. The course aggregate should be spread in a max. of 12-inch layers and consolidated with compaction equipment until it is "locked" in place.
10. Topsoil excavation shall consist of the removal and stockpiling, or placing on fill slopes or placing in mounds, of the uppermost layers of organic soil. Topsoil shall be stockpiled on the areas as shown on the plans or as directed by the engineer.
11. Topsoil respread shall consist of placing a minimum of a four (4) inch layer of topsoil over the unpaved areas within the construction limits.
12. 4" topsoil & sod shall be placed on all disturbed areas within the right of way.
13. Refer to the landscape plans for additional information on ground cover & planting requirements.
14. Embankment shall be placed in accordance with Section 205 of the "Standard Specifications for Road and Bridge Construction." All embankments located within structural fill areas shall be constructed to a minimum 95% of the modified proctor density (ASTM D1557). Embankments located in non-structural fill areas shall be constructed to a minimum of 90% of the modified proctor density (ASTM D1557).
15. Completed grading (finished fine grade) for all proposed improvements shall be within a tolerance of plus or minus one-tenth (0.1) feet of design subgrade elevations.
16. The subgrade for the proposed streets and pavement areas shall be proof-rolled by the contractor in the presence of the City engineer and soils engineer. Any unstable areas encountered shall be removed and replaced as directed by the City engineer and soils engineer. Any unstable areas shall be documented by the soils engineer.
17. It shall be the responsibility of the contractor to remove from the site any and all materials and debris which results from their construction operations at no additional expense to the owner.
18. When in the opinion of the soils engineer, unsuitable soil conditions are encountered within utility trenches which require the removal of unsuitable materials below the depth of the bedding specified, the contractor shall obtain approval by the owner and the owner's engineer prior to removing the unsuitable soils and replace the material with granular compacted bedding material as directed by the soils engineer and the City. The depth of the removal and replacement shall be documented by the owner's engineer and witnessed by the contractor.

    This work, when approved by the owner and owner's engineer, will be measured and paid for at the contract unit price per cubic yard in place for unsuitable soil which price shall include the removal and off-site disposal of unsuitable soil, the additional bedding material, and all labor, materials and equipment required to perform the work as specified.
19. The contractor shall be responsible for hiring and scheduling a qualified testing firm for all soil testing.This shall be included in the cost of work.

DATE	REVISIONS	ISSUE
06-25-25	ISSUE FOR PERMIT	1
08-26-25	REVISED PER VILLAGE COMMENTS	2
10-24-25	REVISED PER VILLAGE COMMENTS	3

PROJECT STAFF
PROJECT MANAGER: B. BONO, P.E.
ENGINEER: M. OPLAWSKI, P.E.
ENGINEER:
TECHNICIAN:

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CONSTRUCTION NOTES

SITE IMPROVEMENT PLANS

600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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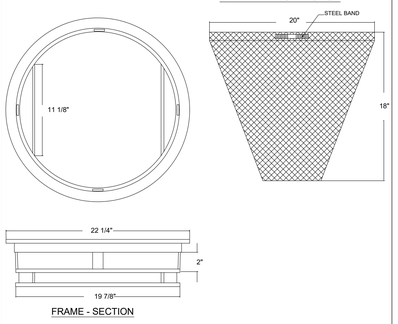
PROJECT NO.: 250534
BASE FILE:
SHEET FILE:
ISSUE DATE: OCT. 24, 2025
SCALE:
SHEET NUMBER
C-3

ER-9



GENERAL NOTES:

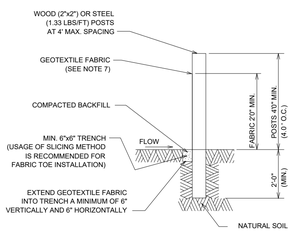
FRAME: TOP FLANGE FABRICATED FROM 1½"X1½"X1/8" ANGLE. BASE RIM FABRICATED FROM 1½"X1/2"X1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1½"X1/4" FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./ SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.
FILTER FOR OTHER SHAPE GRATES SHALL BE APPROVED IN ADVANCE OF PLACEMENT BY VILLAGE ENGINEERING.

NOT TO SCALE

REVISED: 1-1-21

FILTER FOR ROUND OPEN (TYPE 1) GRATE & FRAME DETAIL

ER-3



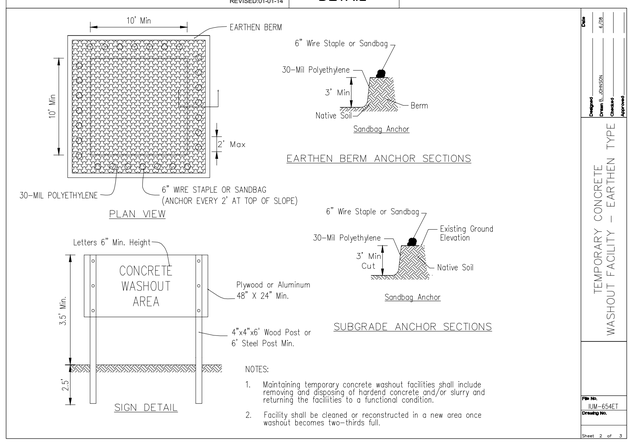
NOTES:

1. SILT FENCE SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AND WHERE INDICATED BY VILLAGE ENGINEERING.
2. ATTACH GEOTEXTILE FABRIC TO WIRE MESH WITH HOG RINGS, TO WOOD POSTS WITH NAILS, AND TO STEEL POSTS WITH TIE-WIRES AT TOP AND MID-SECTION.
3. OVERLAP GEOTEXTILE FABRIC BY 6" AND FOLD WHERE 2 SECTIONS ADJOIN.
4. INSPECTION OF SILT FENCES SHALL BE AT LEAST ONCE PER WEEK AND AFTER RAIN EVENTS IN EXCESS OF HALF INCH (½") PER DAY OR EQUAL SNOW MELT. REPAIR OR REPLACEMENT OF SILT FENCE SHALL BE MADE PROMPTLY AS NEEDED.
5. SEDIMENT TRAPPED BY THE SILT FENCE SHALL BE REMOVED (AND PROMPTLY DISPOSED OF) WHENEVER SEDIMENT ACCUMULATION DEPTH AT THE SILT FENCE IS APPROXIMATELY EQUAL TO TWELVE (12) INCHES (ONE-HALF OF SILT FENCE HEIGHT).
6. MATERIAL (GEOTEXTILE & POST) INSTALLATION, MAINTENANCE, AND SILT FENCE REMOVAL SHALL COMPLY WITH AASHTO, M 288 REQUIREMENTS.
7. THE FABRIC FOR SILT FENCE SHALL BE A WOVEN FABRIC MEETING THE REQUIREMENTS OF AASHTO M 288 (TABLE 7) FOR UNSUPPORTED SILT FENCE WITH LESS THAN 50 PERCENT GEOTEXTILE ELONGATION.
8. SILT FENCE SHALL BE MAINTAINED IN PLACE UNTIL COMPLETION OF CONSTRUCTION AND THE UPSLOPE AREA HAS BEEN STABILIZED, AND SHALL BE REMOVED ONLY WHEN DIRECTED BY VILLAGE ENGINEERING.

NOT TO SCALE

REVISED:01-01-14

SILT FENCE DETAIL

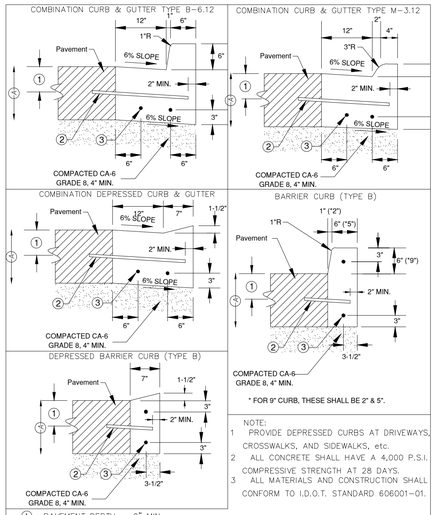


NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

TEMPORARY CONCRETE WASHOUT FACILITY – EARTHEN TYPE

Date | Description | Checked | Approved

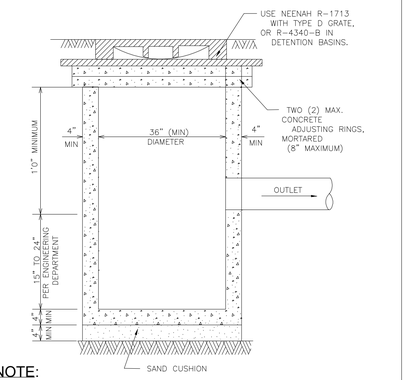
File No. TJM-654ET
Drawing No.
Sheet 2 of 3



NOTE:
1 PROVIDE DEPRESSED CURBS AT DRIVEWAYS, CROSSWALKS, AND SIDEWALKS, etc.
2 ALL CONCRETE SHALL HAVE A 4,000 P.S.I. COMPRESSIVE STRENGTH AT 28 DAYS.
3 ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO I.D.O.T. STANDARD 606001-01.

Ⓐ PAVEMENT DEPTH or 9" MIN.
① TO BE CENTERED OR SET AS REQUIRED IN FIELD.
② 1/2" DIA. STEEL TIE BAR AT 2'-6" CENTERED WHEN PAVEMENT IS CONCRETE. OMIT WHEN ADJACENT PAVEMENT IS FLEXIBLE.
③ 5/8" DIA. STEEL REBAR CONTINUOUS (TYPICAL).

CURB & GUTTER DETAIL



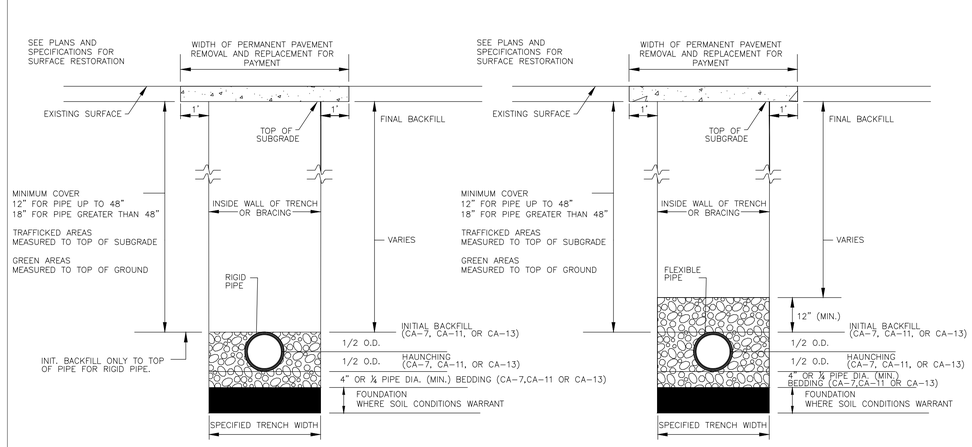
NOTE:

1. CATCH BASIN TO BE CONSTRUCTED OF PRECAST REINFORCED CONCRETE.
2. CATCH BASIN MUST CONFORM TO ASTM C-478.
3. ALL PIPE PENETRATIONS TO BE CONED, RUBBER BOOTED AND INTERIOR MORTARED.
4. MAXIMUM DEPTH FROM INVERT OF OUTLET PIPE TO TOP OF FRAME SHALL NOT EXCEED 42 INCHES. IF DESIGN OR CONSTRUCTION REQUIRES DEPTH BEYOND 42 INCHES, STRUCTURE SHALL BE REVISED TO A 48 INCH DIAMETER TYPE A CATCH BASIN.

NOT TO SCALE

REVISED 4-15-14

TYPE C CATCH BASIN DETAIL



RIGID PIPE INSTALLATION DETAIL

FLEXIBLE PIPE INSTALLATION DETAIL

NOTES:
1. FOR QUALIFIED SEWER CONSTRUCTION ONLY.
2. SHORING, OR EQUIVALENT PROTECTIVE SYSTEM, REQUIRED FOR TRENCHES OF 5' DEPTH OR GREATER, OR AS REQUIRED BY MUNICIPALITY.

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL	7/1/15
RIGID AND FLEXIBLE PIPE INSTALLATION DETAIL	STD. DWG. NO. 34
	PAGE NO. 35

PROJECT STAFF		ISSUE	REVISIONS	DATE
PROJECT MANAGER:	B. BONO, P.E.	1	ISSUE FOR PERMIT	06-25-25
ENGINEER:	M. OPLAWSKI, P.E.	2	REVISED PER VILLAGE COMMENTS	08-26-25
ENGINEER:		3	REVISED PER VILLAGE COMMENTS	10-24-25
TECHNICIAN:				

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CONSTRUCTION DETAILS

SITE IMPROVEMENT PLANS

600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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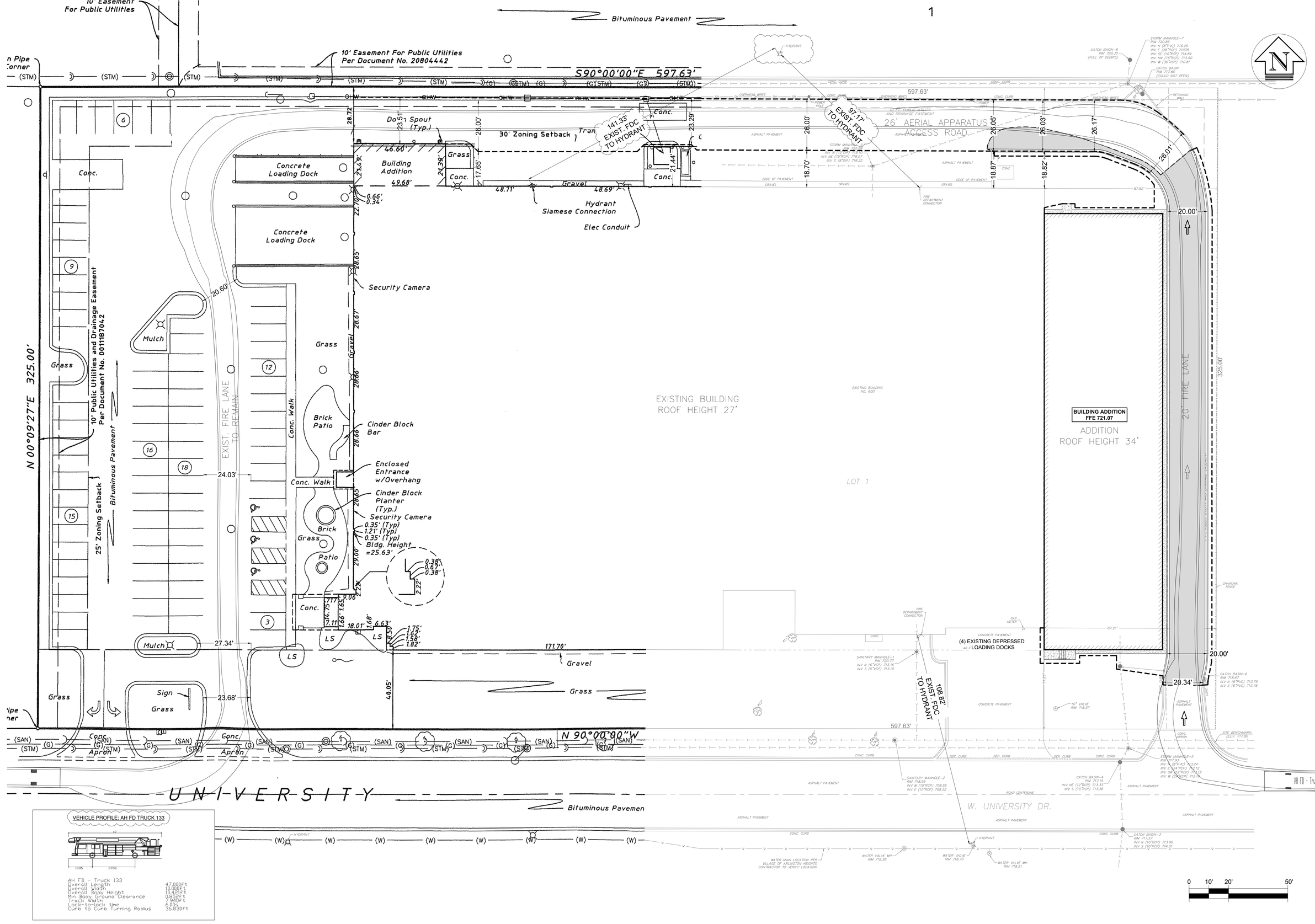
PROJECT NO.: 250534
BASE FILE:
SHEET FILE:
ISSUE DATE: OCT. 24, 2025
SCALE:

SHEET NUMBER
C-3.1



VEHICLE PROFILE: AH FD TRUCK 133

AH FD - Truck 133	
Overall Length	47.000Ft
Overall Width	10.000Ft
Overall Body Height	10.421Ft
Min Body Ground Clearance	0.852Ft
Track Width	7.940Ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	36.830Ft

REVISIONS		DATE
1	ISSUE FOR PERMIT	06-26-25
2	REVISED PER VILLAGE COMMENTS	09-26-25
3	REVISED PER VILLAGE COMMENTS	10-24-25

PROJECT STAFF	
PROJECT MANAGER:	B. BONO, P.E.
ENGINEER:	M. OPLAWSKI, P.E.
ENGINEER:	
TECHNICIAN:	

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FIRE TRUCK ACCESS EXHIBIT

SITE IMPROVEMENT PLANS

600 W UNIVERSITY DR, ARLINGTON HEIGHTS, IL 60005

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PROJECT NO.:	250534
BASE FILE:	
SHEET FILE:	
ISSUE DATE:	OCT. 24, 2025
SCALE:	1"=20'

SHEET NUMBER

EX-1

Village of Arlington Heights
Interoffice Memorandum

To:	**<Planning Staff Liaison >**
From:	**<Building Department Staff>**
Department:	**Building Department**
File Number:	**<PCA00018-2025>**
Project:	**<600 W University Dr>**
Review Round:	**<Round 1>**
Date:	**<09/29/2025>**

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OIF THE FOLLOWING?

	YES	NO
1. VILLAGE BUILDING CODE	☐	☐
2. PRESENT ZONING USE	☐	☐
3. REQUESTED ZONING USE	☐	☐
4. SUBDIVISION REQUIRED	☐	☐
5. SIGN CODE	☐	☐

BUILDING PLAN REVIEW COMMENTS:

1. Fire separation is required between S-1 and S-2 Occupancy.
   Section: 2018 IBC T508.4
2. An autoturn diagram is required to confirm fire apparatus access. Sheet EX-1 is not provided for review
   Section: 2018 IFC 503.2.4 and Appendix D D103.3
3. Provide the height of rack (5X high) and clearance between top of rack and bottom of sprinkler head.
4. Aerial fire apparatus is required since the grade plane and the highest roof surface exceeds 30 feet. Provide a section through the exterior wall indicating the building height from the grade plane.
   Section: 2018 IFC D105.1
5. Aerial fire apparatus access rods shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building.
   Section: 2018 IFC D105.2
6. Aerial fire apparatus access routes shall be located not less than 15 feet and not greater than 30 feet from the building.
   Section: 2018 IFC D105.3
7. 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.
Section: 2018 IFC Appendix D D105.4

Village of Arlington Heights Interoffice Memorandum

To:	**Planning & Community Development**
From:	**Div. Chief Dave Roberts**
Department:	**Fire Department**
File Number:	**PCA00018-2025**
Project:	**600 W University Drive**
Review Round:	**Round 1**
Date:	**October 1, 2025**

GENERAL COMMENTS:

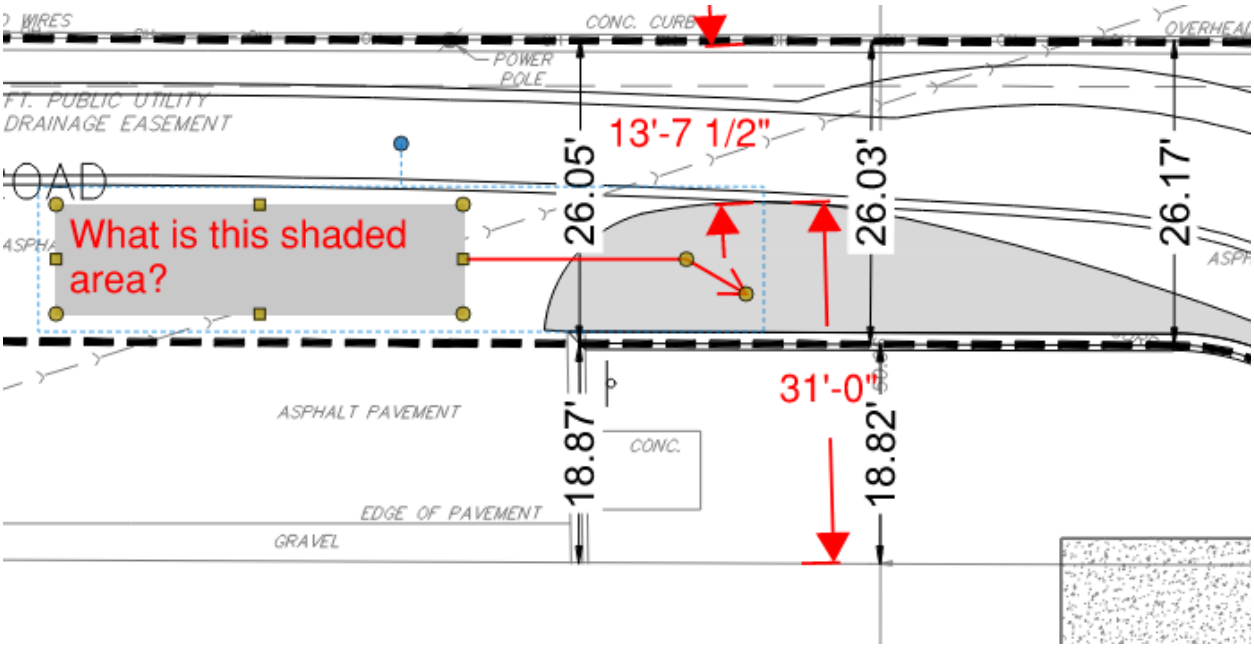
1. **2018 IFC 503.1.1 Buildings and facilities.** Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. *Please provide an auto-turn diagram showing that AHFD Truck 133 can navigate the proposed access road. The data used in sheet number EX-1 in not accurate.*

2. **2018 IFC 503.2.3 Surface.** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities. *Please show documentation that proves compliance to the above requirement.*

3. **2018 IFC D102.1 Access and loading**. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds (34 050 kg). *The Arlington Heights FD Aerial weighs approximately 87,000 pounds. If the aerial access road is on the North end of the building, all surfaces surrounding the building must support it. Please show documentation that supports the weight of the AHFD Aerial truck.*

4. **2018 IFC D105.2 Width.** Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

5. **2018 IFC D105.3 Proximity to building.** One or more of the required access routes meeting this condition shall be located not less than 15 feet (4572 mm) and not greater than 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. *The Northwest corner has a shaded area that does not seem to be defined. Please explain (see below).*



6. **VAH Municipal Code Section 27-102 – IFC 2018 912.2.1 FDC Visible Location.** Fire department connections shall be <u>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</u> or as directed by the Fire Chief or designee. Please provide details of the sprinkler system including location of FDC and distance to nearest fire hydrant. *Please show documentation that proves compliance to the above requirement.*

PLAN COMMISSION REVIEW
ENGINEERING DIVISION

Village of Arlington Heights
Interoffice Memorandum

To:	**Planning Staff Liaison**
From:	**Nanci Julius, P.E., Senior Civil Engineer**
Department:	**Public Works & Engineering Department**
File Number:	**PCA00018-2025**
Project:	**Tasty Bread Phase II, 600 W University Dr**
Review Round:	**Round 1**
Date:	**September 30, 2025**

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING?

1. PUBLIC IMPROVEMENTS REQUIRED:

	YES	NO	COMMENTS
a. Underground Utilities			
i. Water…….	☐	☒	_____
ii. Sanitary Sewer …….	☐	☒	_____
iii. Storm Sewer……	☐	☒	_____
b. Surface Improvement			
i. Pavement …….	☐	☒	_____
ii. Curb& Gutter……...	☐	☒	_____
iii. Sidewalks…….	☐	☒	_____
iv. Street Lighting…….	☐	☒	_____
c. Easements			
i. Utility & Drainage….	☐	☒	_____
ii. Access……	☐	☒	_____

2. PERMITS REQUIRED OTHER THAN VILLAGE
   a. MWRDGC…… ☒
   b. IDOT…… ☐
   c. ARMY CORP… ☐
   d. IEPA…… ☐
   e. CCHD……. ☐
   f. OTHER…… ☐_____

3. R.O.W. DEDICATIONS…… YES ☐ NO ☒ _____
4. SITE PLAN ACCEPTABLE……. YES ☐ NO ☒ _____
5. PRELMINARY PLAT ACCEPTABLE…… YES ☐ NO ☐ N/A
6. TRAFFIC STUDY ACCEPTABLE…….. YES ☒ NO ☐ _____
7. STORMWATER DETENTION REQUIRED…… YES ☒ NO ☐ _____
8. CONTRIBUTION ORDINANCE EXISTING…… YES ☐ NO ☒ _____
9. FLOOD PLAIN OR FLOODWAY EXISTING… YES ☐ NO ☒ _____
10. WETLAND EXISTING…… YES ☐ NO ☒ _____

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 stormwater calculations have been reviewed:
    a. The disturbed area as measured in Bluebeam is greater than 0.5 acres. A permit determination letter from the Metropolitan Water Reclamation District of Greater Chicago (MWRD) was provided; however, the disturbed area exceeds 0.5 acres. Provide an updated MWRD determination letter, or submit for an MWRD permit.
    b. The existing permeable paver parking area located on the east side of the building was constructed in 2019 and the storage below the permeable pavers served as the stormwater detention. This area shall not be included as part of the existing impervious area. Update the calculations.
    c. 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 current rate of $1.00 per cubic foot.

14. The proposed detention facility will be a private system and as such will not be the Village’s responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. Please contact the Village Engineer for an editable version of the OUMA.

15. If 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.

16. Fire lanes, where required adjacent to buildings, 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. Revise the pavement cross section on sheet C-2.

17. The detention storage system located under pavement must be designed to AASHTO HS-25 loading standard. In the event the tower truck is needed for the height of the addition, the detention storage system must also meet the punch through loading requirements of the tower truck.

18. Show the location of fire hydrant(s).

19. The eastern access aisle will be inaccessible during the installation of the underground detention. Provide a staging plan.

TRAFFIC

20. The Traffic Impact Study prepared by KLOA has been reviewed.
    a. The existing building currently has six operation loading docks and an extra trailer stall. The estimated average of six trucks per day is acceptable.
    b. The future plans indicate that Tasty Breads will have 150 employees at full capacity with two shifts. It is assumed that each shift would have a maximum of 75 employees. The onsite parking is acceptable provided the shift does not exceed 75 employees. The petitioner shall confirm this understanding.

September 30, 2025

Nanci C. Julius, P.E. Date

Assistant Village Engineer

Village of Arlington Heights
Interoffice Memorandum

From:	**Dan Osoba | 847-368-5215; dosoba@vah.com**
Department:	**Planning & Community Development**
File Number:	**PC25-018**
Project:	**600 W. University Dr – Tasty Breads PUD Amendment**
Review Round:	**Round 1**
Date:	**October 3, 2025**

	YES	NO
1. COMPLIES WITH COMPREHENSIVE PLAN:	☒	☐
2. COMPLIES WITH THOROUGHFARE PLAN:	☒	☐
3. VARIAITONS NEEDED FROM ZONING REGULATIONS: a. Variation listed in comment 8.	☒	☐
4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS:	☐	☒
5. SUBDIVISION REQUIRED:	☐	☒
6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED:	☐	☒

Zoning:

7. The following zoning approvals have been requested based on a review of the plans. Please acknowledge the following:
    a. A Planned Unit Development to the University Subdivision PUD (Ord. 01-057; Ord. 24-004) is required.
    b. An amendment to the previously approved Land Use Variation is required (Ordinance number will be provided when fully approved by Village Board).

8. The following variances from Chapter 28 have been requested based on a review of the submittal. Please acknowledge the following:
    a. Variation from Chapter 28, Section 10.4-3 to reduce the required parking from __ spaces to __ spaces.
    b. Variation from Chapter 28, Section 5.1-15.3(b) to permit a side yard setback of 27.14-feet (measured – please provide the proposed setback) where 50-feet is required. As part of the Planning Department review of the proposal, it has been interpreted that the "total side yard" as referenced in code relates to each of the required side yards requiring 10% of the lot width, but not to

exceed 50-feet total. The side yard setback is determined by 10% of the lot width or 25-feet, whichever is greater, but the total side yard maximum is 50-feet. The lot width is 597.63-feet; therefore, the required side yard setback is the maximum 50-feet per code.

9. Update the "TA Zoning Variation – Tasty Breads III Reduced Parking.pdf" to include a response to the four criteria for approval for variations for the variation to the side yard setback requirement. The Planning Department is generally supportive of a side yard setback variance as the adjacent land use is surface parking and the existing western side setback is well above code requirements.

General:

10. Provide an updated legal description to include lot 1 and lot 2 of the University Subdivision for the PUD Amendment.

11. The ownership information provided, the property tax bill, for 580 W. University Drive is insufficient. Proof of ownership must be provided in the form of a warranty deed, trust, title policy, fully executed lease, or fully executed contract to purchase. Please provide one form of required documentation of ownership information for 580 W. University Drive in the next submittal.

12. Your response to these comments must be uploaded to the CSS portal, along with tall the revised plans. Once the entire resubmittal has been uploaded, please email Dan Osoba at dosoba@vah.com to notify that a resubmittal has been uploaded.

Site & Landscaping

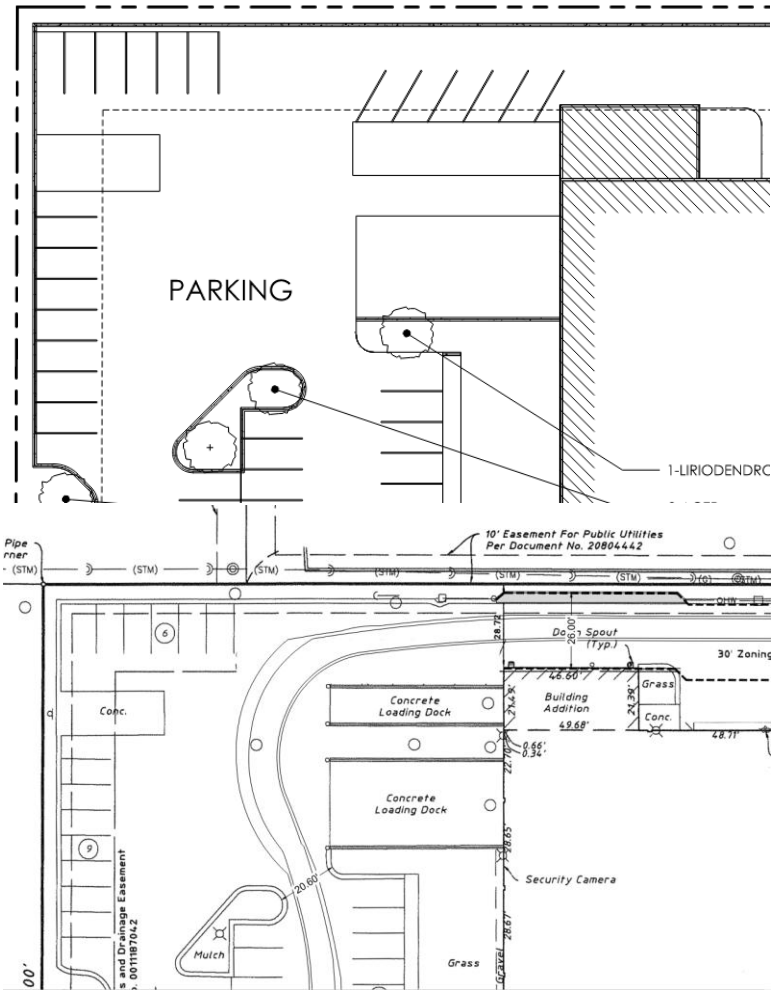
13. Provide setback dimensions on the proposed site plan for existing and proposed front, side and rear setbacks.

14. Provide fencing around the concrete equipment pad located on the north side of the freezer addition. The mechanical equipment should be enclosed.

Parking

15. Show all existing and proposed striped spaces on all plans. The spaces do not match on all plans (see excerpts from the landscape plans and the site plans) on the next page).

16. Remove the proposed angled spaces shown on the landscape planting plan as they interfere with the turning radius drawing.



17. The parking requirements are listed below:

Use	Square-Footage	Employees	Parking Ratio	Required Parking
Production of Goods or Products & Warehousing	N/A	75 employees per shift (2 shifts)	One space for each two employees plus one per operation vehicle	38
Office	28,879	N/A	1 space / 300 SF	96
	Total Required			134
	Total Provided			82
	Surplus / (Deficit)			**(52)**

18. The Parking Analysis provided is not adequate to comply with the requirement to submit a parking study with a PUD amendment. The analysis provided was for the previous application where the SDC recommended approval of a substantial

compliance deficit of 3 parking spaces. Due to the scope of work and the 38.8% variance request from the parking requirement, a parking study, signed by a Professional Engineer, will be required with this application. The study shall evaluate parking demand for the proposed use based on Village code requirements and ITE parking demand values for the warehousing and office uses.

PLAN COMMISSION REVIEW
PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

Village of Arlington Heights
Interoffice Memorandum

To:	**Dan Osoba, Planner I**
From:	**Derek Mach, Landscape Planner**
Department:	**Planning & Community Development Department**
File Number:	**PCA00018-2025**
Project:	**600 W University Drive**
Review Round:	**Round 1 Review**
Date:	**September 30, 2025**

	YES	NO
1. COMPLIES WITH TREE PRESERVATION ORDINACE:	☒	☐
2. COMPLIES WITH LANDSCAPE PLAN ORDINANCE:	☐	☒
3. PARKWAY TREE FEE REQUIRED:	☐	☒

Landscape Comments

1.) The ends of all parking rows must include a 4" caliper shade tree. Incorporate the code require trees in the existing islands in the rear of the building.

2.) Incorporate landscaping around the base of the ground sign. The landscaping should consist of a mix of shrubs and perennials.

3.) All mechanical units must be screened with landscaping or other appropriate methods of screening.

Village of Arlington Heights
Interoffice Memorandum

From:	**Dan Osoba | 847-368-5215; dosoba@vah.com**
Department:	**Planning & Community Development**
File Number:	**PC25-018**
Project:	**600 W. University Dr – Tasty Breads PUD Amendment**
Review Round:	**Round 2**
Date:	**October 30, 2025**

Review Comments marked **COMPLETE** *require no further action;* **NOTED** *requires some correction or a recommended condition of approval as the comment was partially addressed;* **INCOMPLETE** *requires correction as the original comment was not addressed.*

	YES	NO
1. COMPLIES WITH COMPREHENSIVE PLAN:	☒	☐
2. COMPLIES WITH THOROUGHFARE PLAN:	☒	☐
3. VARIAITONS NEEDED FROM ZONING REGULATIONS: a. Variation listed in comment 8.	☒	☐
4. VARIATIONS NEEDE FROM SUBDIVISION REGULATIONS:	☐	☒
5. SUBDIVISION REQUIRED:	☐	☒
6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED:	☐	☒

Zoning:

7. **2ND REVIEW COMPLETE:** The following zoning approvals have been requested based on a review of the plans. Please acknowledge the following:
   a. A Planned Unit Development to the University Subdivision PUD (Ord. 01-057; Ord. 24-004) is required.
   b. An amendment to the previously approved Land Use Variation is required (Ordinance number will be provided when fully approved by Village Board).

8. **2ND REVIEW COMPLETE:** The following variances from Chapter 28 have been requested based on a review of the submittal. Please acknowledge the following:
   a. Variation from Chapter 28, Section 10.4-3 to reduce the required parking from 134 spaces to 82 spaces.

b. Variation from Chapter 28, Section 5.1-15.3(b) to permit a side yard setback of 27.14-feet where 50-feet is required. As part of the Planning Department review of the proposal, it has been interpreted that the "total side yard" as referenced in code relates to each of the required side yards requiring 10% of the lot width, but not to exceed 50-feet total. The side yard setback is determined by 10% of the lot width or 25-feet, whichever is greater, but the total side yard maximum is 50-feet. The lot width is 597.63-feet; therefore, the required side yard setback is the maximum 50-feet per code.

9. **2ND REVIEW COMPLETE:** Update the "TA Zoning Variation – Tasty Breads III Reduced Parking.pdf" to include a response to the four criteria for approval for variations for the variation to the side yard setback requirement. The Planning Department is generally supportive of a side yard setback variance as the adjacent land use is surface parking and the existing western side setback is well above code requirements.

General:

10. **2ND REVIEW COMPLETE:** Provide an updated legal description to include lot 1 and lot 2 of the University Subdivision for the PUD Amendment.

11. **2ND REVIEW COMPLETE:** The ownership information provided, the property tax bill, for 580 W. University Drive is insufficient. Proof of ownership must be provided in the form of a warranty deed, trust, title policy, fully executed lease, or fully executed contract to purchase. Please provide one form of required documentation of ownership information for 580 W. University Drive in the next submittal.

12. Your response to these comments must be uploaded to the CSS portal, along with tall the revised plans. Once the entire resubmittal has been uploaded, please email Dan Osoba at dosoba@vah.com to notify that a resubmittal has been uploaded.

Site & Landscaping

13. **2ND REVIEW INCOMPLETE:** Provide setback dimensions on the proposed site plan for existing and proposed front, side and rear setbacks.
    a. **2ND REVIEW:** The required setback lines are shown on the architectural plans 2-A-100, but the actual proposed setbacks from the property line to the existing/proposed building are not shown. Show these dimensions on this site plan and provide updated drawings prior to the Village Board meeting.

14. **2ND REVIEW NOTED:** Provide fencing around the concrete equipment pad located on the north side of the freezer addition. The mechanical equipment should be enclosed.
    a. **2ND REVIEW:** The petitioner noted in the response to comments document that the existing mechanical equipment pad is to be removed and the equipment is to be relocated within the building and on the roof of the building. Mechanical equipment must be screened by a screen wall, parapet or combination of both. A condition of approval will be recommended by the

SDC to ensure appropriate screening is in place during building permit review. No further corrections are required on this item at this time.

Parking

15. **2ND REVIEW COMPLETE:** Show all existing and proposed striped spaces on all plans. The spaces do not match on all plans (see excerpts from the landscape plans and the site plans) on the next page).

16. **2ND REVIEW COMPLETE:** Remove the proposed angled spaces shown on the landscape planting plan as they interfere with the turning radius drawing.

    a. **New Comment - 2ND REVIEW:** the Life Safety Plan (2-G-002) should be updated to reflect accurate parking counts. The proposed parking is 82 spaces.

17. **2ND REVIEW COMPLETE:** The parking requirements are listed below:

Use	Square-Footage	Employees	Parking Ratio	Required Parking
Production of Goods or Products & Warehousing	N/A	75 employees per shift (2 shifts)	One space for each two employees plus one per operation vehicle	38
Office	28,879	N/A	1 space / 300 SF	96
	Total Required			134
	Total Provided			82
	Surplus / (Deficit)			**(52)**

18. **2ND REVIEW INCOMPLETE:** The Parking Analysis provided is not adequate to comply with the requirement to submit a parking study with a PUD amendment. The analysis provided was for the previous application where the SDC recommended approval of a substantial compliance deficit of 3 parking spaces. Due to the scope of work and the 38.8% variance request from the parking requirement, a parking study, signed by a Professional Engineer, will be required with this application. The study shall evaluate parking demand for the proposed use based on Village code requirements and ITE parking demand values for the warehousing and office uses.
    a. **2ND REVIEW:** the parking analysis provided for this review makes the assumption that the 28,879 square-feet of interior space designated as office "will not be utilized by Tasty Breads, as the main function of this location will be for production and storage only". The floor plans submitted for building permit review and issuance shall reflect an accurate use of the interior space. If the space has an intended use for office, it shall be labeled as office and if it has an intended use for production / warehousing / storage, then it shall be labeled as such. The SDC is recommending a condition of approval to require

updated floor plans reflecting the actual intended use of the space prior to appearing before the Village Board. Additionally, the SDC is making the recommendation that the second-floor space may not be utilized as office space as was indicated in the parking analysis. Provide updated floor plans prior to the Village Board hearing.

VILLAGE OF ARLINGTON HEIGHTS
INC. 1887

Plan Commission
11/12/2025

Item: 125 S. Wilke Rd. - Linden Aura Massage - PC#25-021
Land Use Variation to allow Massage Establishment in B-1 District

Department: Planning & Community Development

Item Description:

Requested Action

1. Land Use Variation to allow a Massage Establishment in the B-1 District.

Variations Required

None.

Recommendation

The Staff Development Committee reviewed the proposed Land Use Variation to allow a Massage/Accu-Pressure Establishment in the B-1 District and recommends APPROVAL of the application subject to the following conditions:

1. The petitioner shall provide licensure by the Illinois Department of Professional Regulation as part of their initial business license renewal.

2. Imperial Realty Co. or current property owner provide staff with proof of cross access and parking arrangements.

3. This Land Use Variation shall be limited to the Petitioners and cannot be transferred or assigned to any other user.

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

ATTACHMENTS:

1. PC Staff Report - 125 S. Wilke Rd, Linden Aura Massage
2. Public Notice
3. Aerial
4. CPRC Minutes 9-10-25
5. Legal Description
6. Market Study
7. Written Justification to Variation Criteria

8. Parking Survey
9. Round 1 Review Comments

VILLAGE OF ARLINGTON HEIGHTS

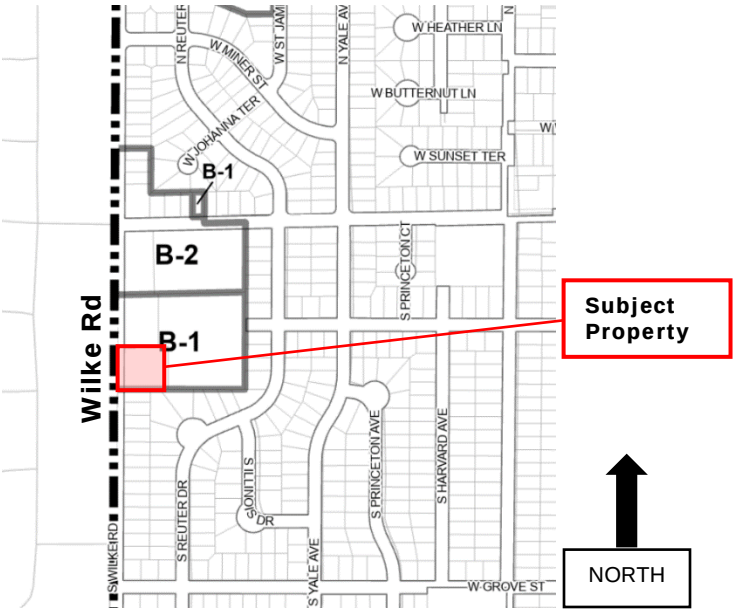
STAFF DEVELOPMENT COMMITTEE REPORT

PC File Number: PC 25-021
Project Title Linden Aura Massage
Address: 125 S. Wilke Rd. Unit 200J
PIN: 03-31-100-057-0000

To: Plan Commission
Prepared By: Darko Bojin, Assistant Planner
Meeting Date: November 12, 2025
Date Prepared: October 29, 2025

Petitioner: Julia Babinska
Address: 125 S. Wilke Rd. Unit 200J
Arlington Heights, IL 60005

Existing Zoning: B-1, Business District, Limited Retail
Comprehensive Plan: Offices Only



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	B-2 General Business District	Westgate Shopping Center	Commercial
South	R-3 One Family Dwelling District	Single-Family Residential Neighborhood	Single Family Detached
West	Single-Family Residential Neighborhood – Rolling Meadows		
East	R-3 One Family Dwelling District	Single-Family Residential Neighborhood	Single Family Detached

Requested Action

1. Land Use Variation to allow a Massage Establishment in the B-1 District.

Variations Required

None.

Project Background

The subject property is located within the multi-tenant office building at 125 S. Wilke Rd. The building is approximately 26,565 sf and the subject tenant space is approximately 750 sf. Access to the building comes from Wilke Rd. The office park shares approximately 475 parking spaces.

The petitioner, Julia Babinska, is an IDFPR Licensed Massage Therapist who is proposing to open a new Massage Establishment (Linden Aura Massage). The proposed floor plan consists of two treatment rooms and a reception area.

Services will be offered by appointment only, with the establishment generally operated from 9:00 a.m. to 6:30 p.m. Monday through Friday and 9 a.m. to 1 p.m. on Saturdays. Ms. Babinska will be the sole employee, serving one client at a time.

Zoning and Comprehensive Plan

The property is located in the B-1, *Business District, Limited Retail* district. The proposed use is classified as a Massage/Accu-Pressure Establishment, which is not permitted in any zoning district. As such, a Land Use Variation is required.

Land Use Variations shall only be granted when they conform to the four criteria of approval as outlined within the Zoning Ordinance. In order to demonstrate conformance to these standards, the petitioner has provided a written justification to the following criteria:

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

The petitioner's response can be found in Exhibit C of the agenda packet. The SDC (Staff Development Committee) concurs with the petitioner's response to the Land Use Variation criteria for approval.

The Comprehensive Plan classifies this property as appropriate for "Offices Only". Based on Village Staff review of the petitioner's application, this land use is appropriate for the office parks along the Wilke Road corridor and will provide a service that is similar to other medical uses in the office park. Additionally, the building will look and function in a similar manner as it currently operates. Overall, the land use is consistent with the spirit and intent of the Comprehensive Plan and compatible with the context of the surrounding development.

Building, Site and Landscaping

The petitioner is not proposing any changes to the exterior of the building or site. While not proposed at this time, any signage will require a separate sign permit. Any interior alterations shall meet Building and Life-Safety Department requirements prior to receiving occupancy for the subject unit. During review of this application, the Planning and Community Development Department did not observe any issues with the site's landscaping.

Parking and Traffic

The three buildings that comprise Wilke Office Park are separate parcels, under shared ownership, that share approximately 475 parking spaces throughout the office park. There are 52 parking spaces in 125 S. Wilke's parcel. Because the parking is shared, a cross-access agreement should be provided to prevent future parking/access issues that may arise if the parcels change ownership. This is to confirm that all 475 parking spaces will be accessible by all buildings now and in the future.

Per the Conceptual Plan Review Committee's recommendation, staff did not require a full traffic and parking study. However, Code requires applicants to provide a detailed parking analysis in lieu of a full study to ensure adequate parking availability. The applicant provided a three-day parking survey to meet this requirement, as shown in Exhibit E. Staff reviewed this parking survey and concludes that there is adequate parking on site.

RECOMMENDATION

The Staff Development Committee reviewed the proposed Land Use Variation to allow a Massage/Accu-Pressure Establishment in the B-1 District and recommends **APPROVAL** of the application subject to the following conditions:

1. The petitioner shall provide licensure by the Illinois Department of Professional Regulation as part of their initial business license renewal.
2. Imperial Realty Co. or current property owner provide staff with proof of cross access and parking arrangements.
3. This Land Use Variation shall be limited to the Petitioners and cannot be transferred or assigned to any other user.
4. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON November 12th, 2025 AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 25-021, a request for a Land Use Variation to allow a Massage/Acupressure Establishment in the B-1 zoning district. The subject property is located at 125 S. Wilke Rd. Unit 200J, in Arlington Heights, Illinois. The PIN for the subject property is 03-31-100-057. The subject property is legally described as follows:

LOTS 1, 2 AND 3 IN ARLINGTON FINANCIAL PARK BEING A SUBDIVISION IN THE NORTHWEST ¼ OF SECTION 31, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AND THE SOUTHWEST ¼ OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

The Plan Commission will consider any zoning actions or relief from Chapter 28 that may be necessary or convenient to allow development of the type described in this notice, or development that is less dense than the type described in this notice, including, without limitation, special use permits, variations, map or text amendments, or other special approvals. Complete list of all final zoning actions and staff report may be viewed at www.vah.com.

At the public hearing, the Plan Commission will accept and consider all testimony and evidence pertaining to the application.

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.

Jay Cherwin, Chair
ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald Oct. 28, 2025 (310603)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs

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 **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs 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 10/28/2025
in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 310603

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APPROVED

MINUTES OF THE MEETING OF
CONCEPTUAL PLAN REVIEW COMMITTEE
COMMUNITY ROOM, VILLAGE OF ARLINGTON HEIGHTS
SEPTEMBER 10, 2025 AT 6:00 P.M.

MEMBERS PRESENT:
Bruce Green, Chair
Jay Cherwin
Kristen Schurtz
John Sigalos

MEMBERS ABSENT:

STAFF PRESENT: Michael Lysicatos, Rachel Hitzemann, and Darko Bojin

ALSO PRESENT: Julia Babinska

Call to Order
Chairman Green called the meeting to order at 6:00 p.m.

Approval of Minutes
The meeting minutes of August 27, 2025 meeting were reviewed.

SIGALOS MOVED AND CHERWIN SECONDED A MOTION TO APPROVE THE AUGUST 27, 2025 MEETING MINUTES. MINUTES WERE APPROVED 4-0.

NEW BUSINESS

T1891 – 125 S. Wilke Road, Linden Aura Massage
The subject property is located within the multi-tenant office building at 125 S. Wilke Rd, which is part of Wilke Office Park. The building is approximately 26,565 sf. and the subject tenant space is approximately 750 sf. Access to the building comes from Wilke Rd. The office building has 120 parking spaces. Located in the B-1 district.

The petitioner, Julia Babinska, is looking to open a new massage establishment. Other units in this building are occupied by medical and professional offices. The proposed floor plan consists of two treatment rooms and a reception area. A more detailed, professionally drawn floor plan will be required as part of a formal Plan Commission application. Additionally, an explanation of the function of each room shall be provided.

Ms. Babinska will be the only employee and is an IDFPR Licensed Massage Therapist. She aims to offer massage services, including deep tissue, postpartum, pregnancy, and Swedish massage. Services will be offered by appointment only, with the establishment generally operating from 9 a.m. to 6:30 p.m., Monday through Friday and 9 a.m. to 1 p.m. on Saturdays. As part of the full Plan Commission application, a detailed description of business operations, including scheduling procedures, services provided, and anticipated number of employees shall be provided.

Ms. Babinska would like to open a massage therapy business. She has been operating as therapist for 20 years in chiropractor doctor offices and would like to open her own office.

Ms. Bojin review the details of the request from the staff report. This property is located in the B-1, Limited Retail Business District. Explaining that a Massage Establishment is not allow in the Village therefore a Land Use Variation is required. As part of their application, the

petitioner must provide a written response to each of the four hardship criteria necessary for land use variation approval.

The petitioner is not proposing any changes to the exterior of the building, if they choose to provide signage, a separate permit will be necessary. Parking should be addressed in the formal PC application to outline the requirements.

The Staff Development Committee (SDC) reviewed the proposed Land Use Variation to allow a Massage Establishment in the B-1, Business District Limited Retail District, and is generally supportive of the application subject to resolutions listed in the Staff Report.

Commissioner Sigalos inquired about the cliental being women only, and how many massage therapy business do we have now. Is okay to move forward.

Ms. Babinska stated she would like to focus on woman's health but will not deny a male client.

Ms. Hitzemann stated there are a handful of massage therapy offices in the Village.

Commissioner Cherwin feels that the parking spaces with a half vacant building should be sufficient, and suggested waiving the parking analysis.

Commissioner Schurtz inquired about the Petitioner's interest in working with women.

Ms. Babinska stated that she has enjoyed working with the expecting mothers to help with their pregnancy. She has twins so she would like to give back.

Commissioner Green inquired about a restroom with a sink. Is a sink required in the space?

Ms. Hitzemann we will check with Building and Health Departments, but it was not mentioned in the review comments.

Commissioner Green encouraged the petitioner to move forward.

PUBLIC COMMENT
None

Adjournment
SIGALOS MOVED AND CHERWIN SECONDED THE MOTION TO ADJOURN. ALL MEMBERS VOTED IN FAVOR OF THE MOTION.

The meeting adjourned at 6:17 p.m.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Kendra Maher, Recorder

LEGAL DESCRIPTION

LOTS 1, 2 AND 3 IN ARLINGTON FINANCIAL PARK BEING A SUBDIVISION IN THE NORTHWEST ¼ OF SECTION 31, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN AND THE SOUTHWEST ¼ OF SECTION 30, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Proposed Wellness Studio

Therapeutic Massage and Aromatherapy Healing Studio

Arlington Heights IL

August 2025

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Proposed Wellness Studio

Introduction

The findings indicate a clear market demand for specialized, high-quality therapeutic services and affirm that the proposed studio will operate as a quiet, professional, and beneficial addition to the Arlington Heights community. This study has been prepared to support the application for zoning approval and illustrates the business's commitment to operating with the highest standards of professionalism and care.

1. Mission Statement

The core philosophy of the Therapeutic Massage and Aromatherapy Healing Studio is centered on providing exceptional, personalized wellness services that cater to the holistic health of its clients.

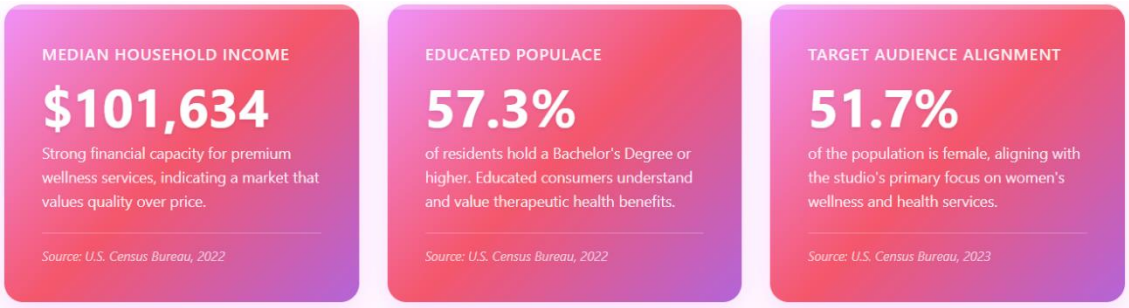
Official Mission Statement:

Our mission is to empower clients through holistic health services that promote relaxation, self-care, and overall well-being.

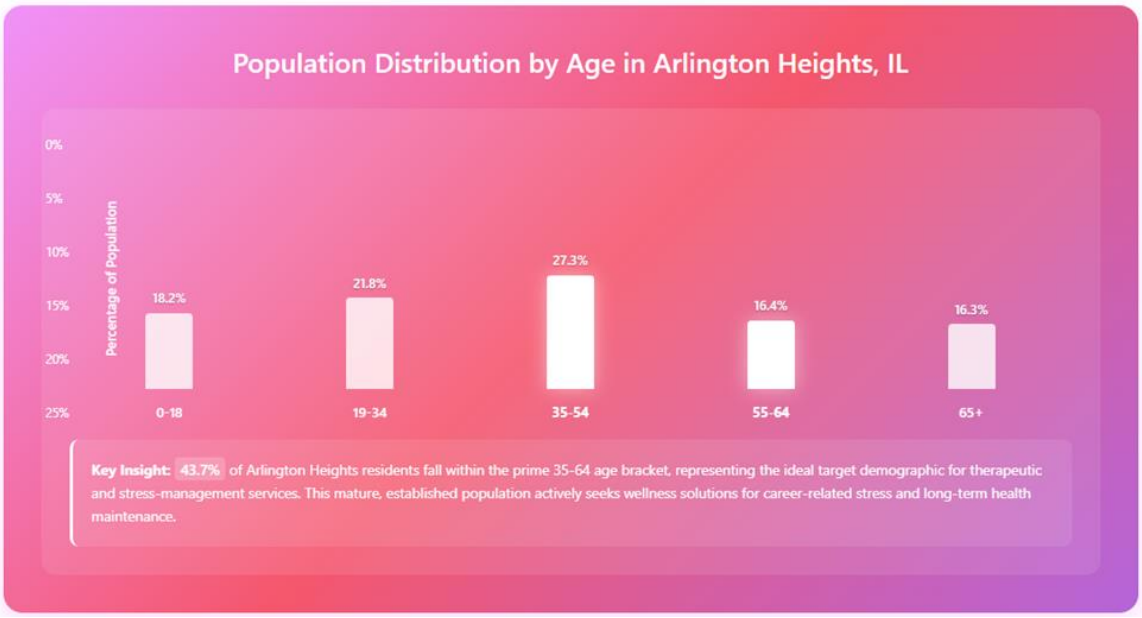
2. Analysis of the Customer Base in Arlington Heights, Illinois

The viability of the Therapeutic Massage and Aromatherapy Healing Studio is strongly supported by an analysis of the demographic and psychographic characteristics of the Arlington Heights population. The data reveals an ideal target market with the need, desire, and financial capacity for professional wellness services.

Demographic Profile:



- **Population and Gender:** The population of Arlington Heights was estimated at 74,683 in 2023, with females comprising 51.7% of the total population (U.S. Census Bureau, 2023). This aligns directly with the studio's primary target audience of women interested in health and wellness.



- **Household Income and Education:** The median household income is $101,634, and the per capita income is $58,353 (U.S. Census Bureau, 2022). Furthermore, 57.3% of residents aged 25 and older hold a bachelor's degree or higher. This combination of high income and high educational attainment strongly correlates with increased spending on health and wellness services. Educated consumers are more likely to understand and value the benefits of therapeutic massage, aromatherapy, and preventative health practices (Global Wellness Institute, 2023).

3. Analysis of Existing Competitors

The competitive landscape in and around Arlington Heights includes a mix of franchise chains, day spas, and independent studios. A thorough analysis reveals a distinct market gap for a highly specialized, therapist-owned practice focused on therapeutic bodywork and aromatherapy.

Direct Competitors (Located within Arlington Heights)

These establishments represent the most immediate and visible competition within the village.

1. **Massage Envy (43 W. Rand Road, Arlington Heights, IL):**
    - **Business Model:** A prominent national franchise operating on a membership model that encourages frequent, lower-cost visits.
    - **Services:** Offers a standardized menu of massage types (Swedish, deep tissue) and basic skincare.
    - **Market Position:** Caters to the mass market seeking convenient and affordable relaxation massage. Reviews frequently cite a lack of personalization and inconsistency in therapist skill levels, highlighting a gap for expert-led, therapeutic care.
2. **The Sanctuary Massage Therapy (1315 E. Davis St., Arlington Heights, IL):**
    - **Business Model:** An independent, locally-owned massage studio.
    - **Services:** Focuses on a range of massage modalities including therapeutic, deep tissue, and prenatal massage.

- **Market Position:** Closer in model to the proposed studio, demonstrating a local demand for non-franchise options. However, the proposed studio's differentiation lies in its advanced aromatherapy integration and deep specialization in medical massage and specific women's health issues (lymphatic drainage, postpartum recovery) backed by 18+ years of clinical experience.

Regional Competitors (Serving the Arlington Heights Market)

Arlington Heights residents are part of a broader suburban market and will travel to neighboring towns for services. The following businesses are key competitors for this customer base.

1. **Hand & Stone Massage and Facial Spa (1 W. Rand Road, Mount Prospect, IL):**
    - **Location:** Situated in neighboring Mount Prospect, its location is easily accessible to Arlington Heights residents and directly competes for the same clientele.
    - **Business Model:** A national franchise similar to Massage Envy, using a membership model to offer a menu of massage, facials, and hair removal services.
    - **Market Position:** Reinforces the prevalence of the franchise model in the area, which focuses on volume and broad appeal rather than specialized, therapeutic outcomes.
2. **Spavia Day Spa (100 W. Higgins Road, South Barrington, IL):**
    - **Location:** While located in South Barrington, Spavia draws from a wider geographic area, including affluent clients from Arlington Heights seeking a luxury "spa day" experience.
    - **Business Model:** A premium day spa franchise offering a luxurious ambiance with massages, facials, body wraps, and beauty treatments.
    - **Market Position:** Represents the high-end competition focused on ambiance and a broad menu of pampering services rather than clinical, targeted results. It caters to a different client motivation than the proposed studio's focus on healing and stress management.

Feature	Therapeutic Massage & Aromatherapy Healing Studio	Massage Envy / Hand & Stone	Spavia Day Spa
Business Model	Independent, Therapist-Owned	National Franchise (Membership-based)	Franchise (Luxury Membership)
Primary Focus	Therapeutic & Medical Massage, Stress Management	General Relaxation, Standardized Services	General Relaxation, Spa Experience
Practitioner	Single, Highly Experienced (18+ yrs)	Variable Skill Levels, High Turnover	Varies by location
Specialization	Women's Health, Lymphatic Drainage, Aromatherapy	Limited/None	Body Wraps, Beauty Treatments
Environment	Private, Quiet, Healing	High-Traffic, Clinical, Sales-Oriented	Upscale but often busy

4. Compatible Uses and Community Contribution

The proposed Therapeutic Massage and Aromatherapy Healing Studio is a low-impact, professional service business that is highly compatible with the existing commercial character of Arlington Heights. Its operation will positively contribute to the local economy and the well-being of the community.

Operational Characteristics:

- **Quiet and Unobtrusive Operation**
- **Low Traffic and Parking Impact**
- **Professional Clientele**
- **No Retail Congestion:**

Compatibility with Surrounding Businesses:

The studio is an ideal neighbor for a wide range of professional and retail businesses. It complements, rather than competes with, other establishments.

Community and Economic Contribution:

- **Promotion of Community Health:** By providing effective stress-management and pain relief services, the studio directly contributes to the physical and mental well-being of Arlington Heights residents, helping to foster a healthier and more productive community.
- **Economic Support:** The business will contribute to the local economy by leasing a commercial space, paying property and sales taxes, and utilizing local services and suppliers. As the business grows, it plans to create employment opportunities for other wellness practitioners.
- **Filling a Commercial Vacancy:** The establishment of this business will occupy a commercial space, contributing to the vitality and occupancy rates of Arlington Heights' commercial districts.

5. Proponent's Experience and Qualifications

The success and professional integrity of the Therapeutic Massage and Aromatherapy Healing Studio are guaranteed by the extensive experience and exemplary qualifications of its founder and sole practitioner. The proponent is a dedicated and highly respected professional in the field of therapeutic massage and bodywork.

Summary of Qualifications:

The proprietor is a consummate professional with over 18 years of continuous, hands-on experience as a licensed massage therapist. This career has been built upon a foundation of clinical excellence, ethical practice, and a deep commitment to lifelong learning and client well-being.

Key Credentials and Professional History:

- **State Licensure:** Holds a current and active license as a Massage Therapist (LMT) in the State of Illinois, adhering to all state regulations and requirements for practice.
- **Professional Experience (18+ Years):**
    - **15 Years in Chiropractic and Medical Settings:** A significant portion of this experience was gained working collaboratively within chiropractic offices. This environment provided in-depth expertise in medical massage, therapeutic techniques for chronic pain management, injury rehabilitation, and treatment of musculoskeletal conditions.
    - **Experience in Organic Spa/MedSpa Environments:** This experience honed skills in providing a high-end, client-focused experience and integrating holistic wellness practices with clinical techniques.
- **Advanced Aromatherapy Certification:**
    - Completed a comprehensive aromatherapy training program of over 350 hours. This advanced certification goes far beyond basic knowledge, encompassing the chemistry of essential oils, safe and effective blending for therapeutic purposes, and contraindications. This expertise is a core differentiator for the business.
- **National Board Certification:**
    - A long-time member of the National Certification Board for Therapeutic Massage and Bodywork (NCBTMB). This is the highest voluntary credential in the massage therapy profession, demonstrating a commitment to standards of excellence and professionalism that exceed basic state licensing requirements.
- **Professional Association Membership:**

- An active member of the American Massage Therapy Association (AMTA), the largest non-profit, professional association serving massage therapists. Membership requires adherence to a strict code of ethics and standards of practice.

- **Commitment to Professional Standards:**
  - Maintains comprehensive liability insurance at all times.
  - Diligently completes all required continuing education credits for license renewal, continually exploring new techniques and research to enhance client outcomes in emotional, physical, and mental well-being.

Conclusion

This market study demonstrates a clear and compelling case for the establishment of the Therapeutic Massage and Aromatherapy Healing Studio in Arlington Heights, Illinois. The analysis confirms that there is a significant, unmet demand within the community's affluent and health-conscious population for specialized, expert-led therapeutic services. The proposed studio is uniquely positioned to fill this market gap, offering a level of personalization, expertise, and specialized care that is not available at competing franchise establishments.

The business model is sound, designed for low community impact, and highly compatible with surrounding professional and retail uses. Most importantly, the studio will be led by a highly qualified and experienced licensed professional with an impeccable record and a deep commitment to the ethical standards of her profession. The Therapeutic Massage and Aromatherapy Healing Studio will be a valuable asset to Arlington Heights, contributing to the health of its residents and the vitality of its local economy. We are confident that this professional wellness practice meets all criteria for approval and will be a respected member of the business community.

Reference List

American Psychological Association. (2023). *Stress in America 2023: A nation recovering from collective trauma*.

Global Wellness Institute. (2023). *The Global Wellness Economy: Country Rankings*.

Google Reviews. (2024). *Reviews for independent massage therapists in the Chicago suburban area*. (Data synthesized from public reviews accessed in 2024).

Grand View Research. (2023). *Aromatherapy Market Size, Share & Trends Analysis Report*. Report ID: GVR-1-68038-718-4.

Reddit. (2023). *Discussions on massage and wellness recommendations in Chicago suburban communities*. (Data synthesized from public forum posts in subreddits - r/Chicago suburbs accessed in 2023 and 2024).

U.S. Census Bureau. (2022). *American Community Survey 5-Year Estimates*. Table DP03: Selected Economic Characteristics for Arlington Heights village, Illinois.

U.S. Census Bureau. (2023). *QuickFacts: Arlington Heights village, Illinois*.

Yelp. (2024). *Reviews for Massage Envy, Hand & Stone, and other wellness businesses in or near Arlington Heights, IL*.

LAND OF USE VARIATION CRITERIA

1. Compatibility with Locality:

The proposed use will keep the essential character of the area and fit well with nearby properties. It ensures that the local atmosphere remains unchanged.

2. Unique Circumstances:

The owner has unique challenges due to the long-standing zoning of the property. These circumstances justify the need for a variance.

3. Harmony with Chapter Intent:

The proposed variation aligns with the goals of this chapter by supporting sensible development. It respects the community's established guidelines.

4. Minimum Necessary Variance:

The requested variance is the smallest change needed to allow reasonable use of the property. This ensures that the adjustment is fair and appropriate.

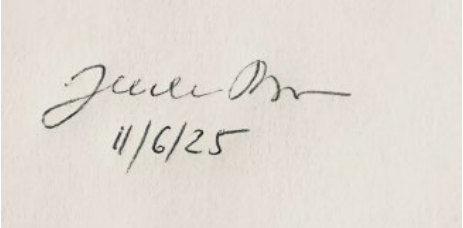
Linden Aura Massage
125 S Wilke Rd Unit 200J
Date

Total # of parking spaces on site: 52

DATE: 11/1/25		
Time	**Spaces Taken**	**Spaces Open**
9AM	8	44
10AM	7	45
11AM	9	43
12PM	5	47
1PM	3	49

DATE: 11/3/25		
Time	**Spaces Taken**	**Spaces Open**
9AM	23	29
10AM	34	18
11AM	29	23
12PM	30	22
1PM	22	30
2PM	28	24
3PM	27	25
4PM	31	21
5PM	22	30
6PM	16	36
7PM	5	47

DATE: 11/4/25		
Time	**Spaces Taken**	**Spaces Open**
9AM	19	33
10AM	27	25
11AM	25	27
12PM	23	29
1PM	20	32
2PM	24	28
3PM	25	27
4PM	21	31
5PM	17	35
6PM	13	39
7PM	3	49



*The above tables were formatted by Staff using parking counts provided by the petitioner.

Village of Arlington Heights
Interoffice Memorandum

To:	**Julia Babinska**
From:	**Darko Bojin, Assistant Planner**
Department:	**Planning & Community Development Department**
File Number:	**PC 25-021**
Project:	**125 S. Wilke Rd. Unit 200 – Variation to allow a Massage Establishment in the B-1 District**
Review Round:	**1**
Date:	**October 17th, 2025**

	YES	NO
1. COMPLIES WITH COMPREHENSIVE PLAN:	☒	☐
2. COMPLIES WITH THOROUGHFARE PLAN:	☒	☐
3. VARIATIONS NEEDED FROM ZONING REGULATIONS:	☒	☐
4. VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS:	☐	☒
5. SUBDIVISION REQUIRED:	☐	☒
6. SCHOOL/PARK DISTRICT CONTRIBUTION REQUIRED:	☐	☒

See additional review comments on next page.

Prepared by: Darko Bojin

Village of Arlington Heights
Interoffice Memorandum

To:	**<Planning Staff Liaison >**
From:	**<Building Department Staff>**
Department:	**Building Department**
File Number:	**<PCA00021-2025>**
Project:	**<125 S Wilke Rd, Unit 200J>**
Review Round:	**<Round 1>**
Date:	**<10/6/2025>**

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OIF THE FOLLOWING?

	YES	NO
1. VILLAGE BUILDING CODE	☐	☐
2. PRESENT ZONING USE	☐	☐
3. REQUESTED ZONING USE	☐	☐
4. SUBDIVISION REQUIRED	☐	☐
5. SIGN CODE	☐	☐

GENERAL COMMENTS:

BUILDING PLAN REVIEW COMMENTS:

1. A change in occupancy may require an automatic sprinkler system throughout the building.
   Section: Village of Arlington Heights Municipal Code Chapter 27. 903.2.13
2. Verify the type of construction of the building.
   Section: 2018 IBC 602
3. Verify the types of fire suppression systems with which the building is equipped.
   Section: 2018 IBC Chapter 9
4. Verify that the building is equipped with the fire alarm system. Section: 2018 IBC Chapter 9
5. Indicate the location of portable fire extinguishers on the plan.
6. The minimum number of exits shall be provided based on the occupant load calculations.
   Section: 2018 IBC 1006.3.2
7. The life-safety plan for the entire floor plan is required, including:
   - Occupant load calculations

- Travel distance with an exit access
- Exit
- Exit separation distance
- Bathroom locations, if shared.

8. Calculations for the minimum number of required plumbing fixtures, for both required and provided, shall be submitted.
   Section: 2014 State of Illinois Plumbing Code, Appendix A
9. Drawings need to be stamped and sealed by a licensed architect and registered engineer for review.

PLAN COMMISSION REVIEW
ENGINEERING DIVISION

Village of Arlington Heights
Interoffice Memorandum

To:	**Planning Staff Liaison**
From:	**Nanci Julius, P.E., Assistant Village Engineer**
Department:	**Public Works & Engineering Department**
File Number:	**PCA00021-2025**
Project:	**Therapeutic Massage / 125 S Wilke Road**
Review Round:	**Round 1**
Date:	**October 14, 2025**

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING?

1. PUBLIC IMPROVEMENTS REQUIRED:

a. Underground Utilities	YES	NO	COMMENTS
i. Water…….	☐	☒	_____
ii. Sanitary Sewer …….	☐	☒	_____
iii. Storm Sewer……	☐	☒	_____
b. Surface Improvement			
i. Pavement …….	☐	☒	_____
ii. Curb& Gutter……...	☐	☒	_____
iii. Sidewalks…….	☐	☒	_____
iv. Street Lighting…….	☐	☒	_____
c. Easements			
i. Utility & Drainage….	☐	☒	_____
ii. Access……	☐	☒	_____

2. PERMITS REQUIRED OTHER THAN VILLAGE
   a. MWRDGC…… ☐
   b. IDOT…… ☐
   c. ARMY CORP… ☐
   d. IEPA…… ☐
   e. CCHD……. ☐
   f. OTHER…… ☐_____

3. R.O.W. DEDICATIONS…… YES ☐ NO ☒ _____
4. SITE PLAN ACCEPTABLE……. YES ☐ NO ☐ Not Provided
5. PRELMINARY PLAT ACCEPTABLE…… YES ☐ NO ☐ N/A
6. TRAFFIC STUDY ACCEPTABLE…….. YES ☐ NO ☐ Not Provided
7. STORMWATER DETENTION REQUIRED…… YES ☐ NO ☒ _____
8. CONTRIBUTION ORDINANCE EXISTING…… YES ☐ NO ☒ _____
9. FLOOD PLAIN OR FLOODWAY EXISTING… YES ☐ NO ☒ _____
10. WETLAND EXISTING…… YES ☐ NO ☒ _____

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. A formal parking study was not provided. Per the information provided, the wellness studio operations by appointment only and that at any given time, only two spots would be occupied. The Public Works & Engineering Division has no objection to a formal parking study not being provided.

October 14, 2025

Nanci C. Julius, P.E. Date
Assistant Village Engineer