PUBLIC NOTICE
IN ACCORDANCE WITH THE APPLICABLE STATUTES OF THE STATE OF ILLINOIS AND ORDINANCES OF THE VILLAGE OF WHEELING, NOTICE IS HEREBY GIVEN THAT

THE REGULAR MEETING
OF THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING
WILL BE HELD ON MONDAY, FEBRUARY 1, 2016 AT 6:30 P.M.
IN THE BOARD ROOM, WHEELING VILLAGE HALL,
2 COMMUNITY BOULEVARD, WHEELING, ILLINOIS
VILLAGE PRESIDENT DEAN S. ARGIRIS PRESIDING

DURING WHICH MEETING IT IS ANTICIPATED THERE WILL BE DISCUSSION AND CONSIDERATION OF AND, IF SO DETERMINED, ACTION UPON THE MATTERS CONTAINED IN THE FOLLOWING:

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL FOR ATTENDANCE

4. APPROVAL OF MINUTES: Regular Meeting of January 4, 2016

5. CHANGES TO THE AGENDA

6. PROCLAMATIONS, CONGRATULATORY RESOLUTIONS AND AWARDS

Proclamation: Dave Scanlon Day – February 2, 2016
Proclamation: Restaurant Month – February 2016

7. APPOINTMENTS AND CONFIRMATIONS

Mary Papantos, Village Trustee

8. ADMINISTRATION OF OATHS

Mary Papantos, Village Trustee

9. CITIZEN CONCERNS AND COMMENTS

10. STAFF REPORTS

11. CONSENT AGENDA - All items listed on the Consent Agenda are considered to be routine by the Village Board and will be enacted by one motion. There will be no separate discussion of these items unless a Board member or citizen so requests, in which event the item will be removed from the general order of business and considered after all other Agenda items.

A. **Resolution** Approving the Continued Participation in the Suburban Tree Consortium and the Purchase and Installation of Parkway Trees for FY 2016

B. **Resolution** Approving a Fourth and Final One-Year Renewal Contract with Trees "R" Us, Inc. for Parkway Tree Trimming for FY 2016

C. **Resolution** Approving a Third One-Year Renewal Contract with Milieu Design, LLC for Grounds Maintenance Services for FY 2016

12. OLD BUSINESS NONE

13. NEW BUSINESS **All listed items for discussion and possible action**

A. **Ordinance** Granting Preliminary Planned Unit Development, Special Use – Site Plan Approval for the Wheeling Town Center Development, 351 W. Dundee Road [Docket No. 2015-5]

B. **Resolution** Authorizing the Execution of a Pipeline Relocation Reimbursement Agreement between the Village of Wheeling, WTC LLC and the West Shore Pipeline Company for the Relocation of a Pipeline to an Area Comprising a Part of the Town Center II TIF District of the Village of Wheeling, Cook and Lake Counties, Illinois

C. **Resolution** Approving a One-Year Contract Renewal with Orange Crush, LLC for the 2016 Street Patching & Resurfacing Program

D. **Resolution** Authorizing the Village President and Clerk to Execute an Agreement with Wheeling Land Company ("WLC") Related to a Public Access Easement Connecting Wolf Court to Milwaukee Avenue

14. OFFICIAL COMMUNICATIONS

15. APPROVAL OF BILLS January 14–27, 2016

16. EXECUTIVE SESSION

17. ACTION ON EXECUTIVE SESSION ITEMS, IF REQUIRED

18. ADJOURNMENT

THIS MEETING WILL BE TELEVISED ON WHEELING CABLE CHANNELS 17 & 99

IF YOU WOULD LIKE TO ATTEND A VILLAGE MEETING BUT REQUIRE AN AUXILIARY AID,
SUCH AS A SIGN LANGUAGE INTERPRETER,
PLEASE CALL 847-499-9085 AT LEAST 72 HOURS PRIOR TO THE MEETING.

Return to Agenda

VILLAGE OF WHEELING PROCLAMATION
in recognition of

David J. Scanlon

WHEREAS, David ("Dave") J. Scanlon was born and raised in Wheeling, has family roots in Wheeling, and is a lifelong resident of Wheeling; and

WHEREAS, David J. Scanlon is the third (3rd) generation of the Scanlon family in Wheeling and together, all three (3) generations total over 150 years of service in the Village; and

WHEREAS, David J. Scanlon began his career with the Village of Wheeling on October 6, 1980 as a Maintenance Operator in the Utility/Water Division of the Department of Public Works; and

WHEREAS, David J. Scanlon has been essential to the delivery of outstanding public works services and provided valuable knowledge and commitment to the health and safety of the Village and its residents; and

WHEREAS, David J. Scanlon was primarily responsible for the Village's water meter system by installing, reading and repairing water meters, investigating excessive water usages and water quality concerns, and turning on/off water services; and

WHEREAS, David J. Scanlon also performed responsibilities such as, but not limited to, locating utilities, snow plowing, watermain break repairs, fire hydrant and b-box repairs and responding to flood emergencies; and

WHEREAS, David J. Scanlon's best qualities are his extraordinary commitment to customer service, his positive attitude, and being a great team player; and

WHEREAS, David J. Scanlon has served the Village of Wheeling with great dedication, professionalism and pride for thirty-five (35) years; and

WHEREAS, David J. Scanlon has been an important and appreciated employee and co-worker in the Village of Wheeling and will indeed be missed.

NOW THEREFORE, I, Dean S. Argiris, President of the Village of Wheeling, do hereby proclaim February 2, 2016 as **"David J. Scanlon Day"** in the Village of Wheeling. We extend our best wishes for many years of good health and happiness during his retirement and future endeavors.

DATED at the Village of Wheeling this 1st day of February, 2016.

_____
Dean S. Argiris, Village President

ATTEST:

_____
Elaine E. Simpson, Village Clerk

Return to Agenda

VILLAGE OF WHEELING
PROCLAMATION

RESTAURANT MONTH – FEBRUARY 2016

WHEREAS, for its earliest origins as an overnight stop for travelers bound for the Wisconsin Territory, Wheeling has been regionally renowned as a dining destination; and

WHEREAS, Wheeling's many distinguished restaurants, both along Milwaukee Avenue's famous "Restaurant Row" and elsewhere in the village, provide residents from Wheeling and throughout the region not only with world-class meals, but also with opportunities to celebrate, to unwind, and to strengthen their ties to family, friends, neighbors, and colleagues; and

WHEREAS, Wheeling's outstanding restaurants increase both the quality of life of its residents and the vitality of its commercial districts; and

WHEREAS, Chicago's North Shore Convention & Visitors Bureau is coordinating a Restaurant Month to highlight restaurant offerings in Wheeling and elsewhere in the northern suburbs during the month of February; and

WHEREAS, over 70 restaurants in Wheeling and nearby communities—listed at www.northshorediningdeals.com—will be offering diners special deals in observance of Restaurant Month;

NOW, THEREFORE, I, DEAN ARGIRIS, PRESIDENT OF THE VILLAGE OF WHEELING, do hereby proclaim February 2016 as Restaurant Month in the Village of Wheeling, and I encourage residents to participate by dining out at our local restaurants.

DATED at the Village of Wheeling this 1st day of February, 2016.

_____
Dean S. Argiris, Village President

ATTEST:

_____
Elaine E. Simpson, Village Clerk

Return to Agenda

VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #11.A
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING: February 1, 2016

TITLE OF ITEM SUBMITTED: Resolution Approving the Continued Participation in the Suburban Tree Consortium and the Purchase and Installation of Parkway Trees for FY 2016

SUBMITTED BY: Mark Janeck, Director of Public Works

BASIC DESCRIPTION OF ITEM[1]: Resolution to continue the Village's participation in the Suburban Tree Consortium ("Consortium") and approve the purchase and installation of parkway trees through the Consortium and other Illinois nurseries for the Village's Parkway Tree Planting Program and Emerald Ash Borer (EAB) Replacement Program in an amount not-to-exceed $65,000.

BUDGET[2]: Included in 2016 budget

BIDDING[3]: N/A

EXHIBIT(S) ATTACHED: Memorandum, Resolution

RECOMMENDATION: Approval

SUBMITTED FOR BOARD CONSIDERATION: Village Manager

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[1] *The purpose of the proposed item and a description of same. If the issue is site specific, such as an annexation or road improvement, a map must be attached to the memorandum.*
[2] *If applicable, provide all budgetary considerations as follows: is the item covered in the current budget; fund(s) the item is to be charged to; expenses per fund(s) and total cost; and necessary transfer(s) or supplemental appropriation(s).*
[3] *If applicable, describe the bidding process and results for purchases and contracts. If applicable, state whether or not any particular city, state or federal program was considered*

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VILLAGE OF WHEELING ILLINOIS

MEMORANDUM

TO: Jon A. Sfondilis, Village Manager

FROM: Mark Janeck, Director of Public Works

DATE: January 26, 2016

SUBJECT: Suburban Tree Consortium Participation and Tree Purchases/Installation

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EXECUTIVE SUMMARY

Staff is requesting approval to continue participation in the Suburban Tree Consortium ("Consortium") in addition to purchasing/installing parkway trees through the Consortium and Illinois nurseries in the amount not-to-exceed $65,000.

The Village of Wheeling has been a member of the Consortium through the West Central Municipal Conference since 1990. The Consortium was created in 1985 by a group of municipalities that were interested in improving the quality and selection of parkway trees at a lesser cost to members. Today, there are 36 municipal members. The Consortium allows municipalities to enter into an agreement whereby nurseries would grow trees according to requested species, specifications and amounts. These trees are then available to municipalities for spring and fall plantings.

The Village's annual Parkway Tree Planting Program is funded through the Capital Improvement Plan (CIP), which replaces dead/diseased and previously removed parkway trees. For FY 2016, $15,000 is budgeted in CIP. The Village also has funds allocated in FY 2016 in the Forestry division for Emerald Ash Borer (EAB) tree replacements in the amount of $50,000. The total FY 2016 budget for parkway tree planting and EAB replacements is $65,000, which supports nearly 182 new trees in various locations throughout the Village.

The Consortium requires each member that participates in their tree program to annually approve a resolution indicating its commitment to continue participation. Due to lower pricing on trees and installations, dependable supply and better quality of trees, Staff is requesting approval of the attached resolution. The resolution not only expresses the Village's intent to continue participation in the Consortium for the purchase and installation of parkway trees through them, but also through other Illinois nurseries for the Village's Parkway Tree Planting Program and EAB Tree Replacement Program.

With your concurrence, please include this on the Monday, February 1, 2016 Board meeting agenda.

Return to Agenda

RESOLUTION NO. 16 -_____

RESOLUTION APPROVING THE CONTINUED PARTICIPATION IN THE SUBURBAN TREE CONSORTIUM AND THE PURCHASE AND INSTALLATION OF PARKWAY TREES FOR FY 2016

WHEREAS, the Village of Wheeling has been a member of the cooperative known as the Suburban Tree Consortium ("Consortium") since 1990; and

WHEREAS, the Consortium was created to jointly purchase parkway trees on behalf of municipalities in an effort to realize cost savings and assure a reasonable supply and variety of suitable parkway trees; and

WHEREAS, Chapter 65 of ILCS 5/11-73. 1-1 entitled "Municipal and Joint Municipal Tree Planting Programs," authorizes municipalities to jointly enter into long term contracts for the purchase and delivery of trees; and

WHEREAS, due to the nature of the nursery industry and the plant materials desired by the Village, assuring a reasonable number and variety of parkway trees at the best price is possible with purchasing trees through the Consortium and Illinois nurseries; and

WHEREAS, Consortium member municipalities provide the nurseries/suppliers a projection of their parkway tree requirements; and

WHEREAS, FY 2016 funds are allocated in the CIP ($15,000) and Forestry division ($50,000) accounts.

NOW, THEREFORE, BE IT RESOLVED by the President and the Board of Trustees of the Village of Wheeling, Counties of Cook and Lake, State of Illinois, that the Village of Wheeling does hereby commit to remain a member of the Suburban Tree Consortium and procure parkway trees through the Consortium and other Illinois nurseries in a not-to-exceed total amount of $65,000.

Trustee _____ moved, seconded by Trustee _____

that Resolution No. 16 -_____ be adopted.

President Argiris _____

Trustee Brady _____ Trustee Papantos _____

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Trustee Krueger _____ Trustee Vito _____

Trustee Lang _____ Trustee Vogel _____

ADOPTED this _____ day of _____, 2016, by the President and Board of Trustees of the Village of Wheeling, Illinois.

_____
Dean S. Argiris
Village President

ATTEST:

_____
Elaine E. Simpson
Village Clerk

Return to Agenda

VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #11.B
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING: February 1, 2016

TITLE OF ITEM SUBMITTED: Resolution Approving a Fourth and Final One-Year Renewal Contract with Trees "R" Us, Inc. for Parkway Tree Trimming for FY 2016

SUBMITTED BY: Mark Janeck, Director of Public Works

BASIC DESCRIPTION OF ITEM[1]: Resolution to approve a fourth, and final, one-year contract with Trees "R" Us, Inc. for parkway tree trimming in the amount not-to-exceed $35,000.

BUDGET[2]: Included in 2016 budget

BIDDING[3]: Four proposals were received on November 2, 2012; Trees "R" Us, Inc. was the lowest responsible proposal. Trees "R" Us Inc. is maintaining their 2015 prices for 2016.

EXHIBIT(S) ATTACHED: Memorandum, Trees "R" Us, Inc. Renewal Request, Resolution, Contract

RECOMMENDATION: Approval

SUBMITTED FOR BOARD CONSIDERATION: Village Manager

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[1] *The purpose of the proposed item and a description of same. If the issue is site specific, such as an annexation or road improvement, a map must be attached to the memorandum.*
[2] *If applicable, provide all budgetary considerations as follows: is the item covered in the current budget; fund(s) the item is to be charged to; expenses per fund(s) and total cost; and necessary transfer(s) or supplemental appropriation(s).*
[3] *If applicable, describe the bidding process and results for purchases and contracts. If applicable, state whether or not any particular city, state or federal program was considered*

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VILLAGE OF WHEELING ILLINOIS

MEMORANDUM

TO: Jon A. Sfondilis, Village Manager

FROM: Mark Janeck, Director of Public Works

DATE: January 26, 2016

SUBJECT: Parkway Tree Trimming Contractual Services

EXECUTIVE SUMMARY

Staff is requesting approval of a fourth, and final, one-year renewal contract with Trees "R" Us, Inc. for parkway tree trimming in the amount not-to-exceed $35,000.

The Village of Wheeling is responsible for the care and maintenance of nearly 7,105 parkway trees. In order to maintain this urban forest, the Department of Public Works ("Public Works") conducts routine trimming of these parkway trees. However, to assist with this maintenance, Public Works contracts with a private company on an annual basis. Trimming trees allows for safe pedestrian and vehicular traffic, promotes healthy and attractive growth, and increases aesthetics.

In 2012, Staff requested proposals for contractual parkway tree trimming. Of four replies, Trees "R" Us, Inc. of Wauconda, IL was the lowest responsible proposal. In accordance with the "RENEWAL" section in the proposal document, the Village may renew the contract for four additional terms following the initial contract. Trees "R" Us, Inc. has requested to renew their contract and will be maintaining their 2015 prices for 2016. This will be the fourth and final year that the Village is exercising the renewal option with Trees "R" Us, Inc.

Trees "R" Us, Inc. has been in business since 1999. They are a full service tree contractor that serves many surrounding municipalities. Trees "R" Us, Inc. has provided good quality and professional services to the Village of Wheeling. Public Works does not have sufficient qualified staff or the amount of specialized equipment to perform the amount of tree trimming that is required to be completed annually.

In continuing to maintain the Village's parkway trees, Staff is requesting approval of a fourth, and final, one-year renewal contract with Trees "R" Us, Inc. for the Parkway Tree Trimming Program in the amount not-to-exceed $35,000. Funding is allocated in the FY 2016 Forestry budget.

With your concurrence, please include this item on the February 1, 2016 Board meeting agenda.

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RESOLUTION NO. 16 -_____

RESOLUTION APPROVING A FOURTH AND FINAL ONE-YEAR RENEWAL CONTRACT WITH TREES "R" US, INC. FOR PARKWAY TREE TRIMMING FOR FY 2016

WHEREAS, the Village of Wheeling annually contracts with a private company to perform parkway tree trimming; and

WHEREAS, tree trimming includes pruning of Village-maintained parkway trees to allow for safe pedestrian and vehicular traffic, promotes healthy and attractive growth, and increases aesthetics; and

WHEREAS, Public Works does not have sufficient qualified staff or amount of specialized equipment to perform the amount of tree trimming that is required to be completed annually; and

WHEREAS, proposals were requested and received in 2012 for parkway tree trimming, and Trees "R" Us Inc. was the lowest, responsible proposal; and

WHEREAS, in accordance with the "RENEWAL" section in the proposal document, the Owner ("Village") reserves the right to exercise the option of renewal of four (4) additional one-year terms following the initial contract; and

WHEREAS, FY 2016 will be a fourth (4th), and final, one-year renewal contract with Trees "R" Us, Inc.; and

WHEREAS, Trees "R" Us, Inc. has advised the Village, in writing, that they will not increase their prices from 2015; and

WHEREAS, Trees "R" Us, Inc. has provided good quality work and professional services.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Wheeling, Counties of Cook and Lake, State of Illinois, that the Village President is authorized and directed to execute a fourth (4th), and final, one-year renewal contract with Trees "R" Us, Inc. of Wauconda, IL for the FY 2016 Parkway Tree Trimming in the amount not-to-exceed $35,000.

Trustee _____ moved, seconded by Trustee _____

that Resolution No. 16 -_____ be adopted.

Return to Agenda

President Argiris _____

Trustee Brady _____ Trustee Papantos _____

Trustee Krueger _____ Trustee Vito _____

Trustee Lang _____ Trustee Vogel _____

ADOPTED this _____ day of _____, 2016, by the

President and Board of Trustees of the Village of Wheeling, Illinois.

_____
Dean S. Argiris
Village President

ATTEST:

_____
Elaine E. Simpson
Village Clerk

Return to Agenda

Trees "R" Us Inc.

COMPLETE TREE SERVICE

RESIDENTIAL & COMMERCIAL

PO BOX 6014
Wauconda, IL 60084

www.treesrusinc.com
Phone: 847-913-9069
Fax: 847-487-3753

November 25, 2015

Village of Wheeling
77 W. Hintz Rd
Wheeling, IL 60090
Attn: Lori Hazlewood

RE: Renewal of Parkway Tree Trimming Contract

To the Village Board of the Village of Wheeling:

Trees "R" Us, Inc. would like the opportunity to renew our contract with the Village of Wheeling for Parkway Tree Trimming for the next calendar year 2016.

We will keep all terms, conditions and pricing the same as in 2015.

We look forward to a continued successful relationship with the Village of Wheeling.

Sincerely,

Jenni Willis
President
Trees "R" Us, Inc.

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VILLAGE OF WHEELING
ANNUAL PARKWAY TREE TRIMMING

CONTRACT DOCUMENT

This agreement is made this 1st day of February, 2016, by and between, and shall be binding upon, the Village of Wheeling, an Illinois Municipal Corporation hereinafter referred to as (the "Village") and TREES "R" US, INC. hereinafter referred to as (the "Contractor").

Witnesseth, that in consideration of the mutual promises of the parties delineated in the Contract documents, and herein, the Contractor agrees to procure Work and the Village agrees to pay for the following described Work as set forth in the Contract Documents.

1. This Contract shall embrace and include all of the applicable Contract Documents listed below as if attached hereto or repeated herein:

   Request for Proposal Document for *PARKWAY TREE TRIMMING* consisting of the following:

   a) All issued Addenda
   b) Completed Proposal (Contractor's Proposal with date)
   c) Completed Contractor's Certification (Certificate of Eligibility to Enter into Public Contracts)
   d) Required Performance Bonds
   e) Required Insurance Certificates
   f) All other specifications and provisions reflected in the Request for Proposals document not previously identified in the items a) through e) above

2. The Village agrees to pay, and the Contractor agrees to accept as full payment for the Work, which is the subject matter of this Contract the total sum not to exceed $35,000 paid in accordance with the provisions of the Local Government Prompt Payment Act and the provisions of the Contract Documents.

3. The Contractor represents and warrants that it will comply with all applicable Federal, State and local laws concerning prevailing wage rates (if applicable) regarding Work provided under this Contract and all Federal, State and Local laws concerning equal employment opportunities.

4. The Contractor shall complete Work by December 31, 2016. Time is of the essence of this Contract, and Contractor agrees to achieve completion within the Contract time by all proper and appropriate means including working overtime without additional compensation

5. In executing this Contract, Contractor agrees that it has examined the site of the Work and the conditions existing therein, has examined the Contract Documents and taken and compared field measurements and conditions with those Documents.

6. This Contract represents the entire agreement between the parties and may not be modified without the written approval of both parties.

7. Where the terms of this Contract conflict with the provisions of the Contract Document, the Contract Document shall be binding.

8. The Illinois Freedom of Information Act (FOIA) has been amended and effective January 1, 2010, adds a new provision to Section 7 of the Act which applies to public records in the possession of a party with whom the Village of Wheeling has contracted. The Village of Wheeling will have only a very short period of time from receipt of a FOIA request to comply with the request, and there is a significant amount of work required to process a request including collating and reviewing the information.

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The undersigned acknowledges the requirements of FOIA and agrees to comply with all requests made by the Village of Wheeling for public records (as that term is defined by Section 2(c) of FOIA) in the undersigned's possession and to provide the requested public records to the Village of Wheeling within two (2) business days of the request being made by the Village of Wheeling. The undersigned agrees to indemnify and hold harmless the Village of Wheeling from all claims, costs, penalty, losses and injuries (including but not limited to, attorney's fees, other professional fees, court costs and/or arbitration or other dispute resolution costs) arising out of or relating to its failure to provide the public records to the Village of Wheeling under this agreement.

IN WITNESS WHEREOF, the Village of Wheeling, Illinois by Dean S. Argiris, Village President, and the Contractor have hereunto set their hands this 1st day of February, 2016.

If an individual or partnership, all individual names of each partner shall be signed or if a corporation, an officer duly authorized shall sign here:

Accepted this _____day of February, 2016.

Individual or Partnership _____ Corporation _____

_____ _____
By Position/Title

_____ _____
By Position/Title

_____
Company Name (Print)

THE VILLAGE OF WHEELING, ILLINOIS

Accepted this 1st day of February, 2016.

_____
Jon A. Sfondilis
Village Manager

Attest: _____
Elaine Simpson
Village Clerk

Return to Agenda

VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #11.C
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING: February 1, 2016

TITLE OF ITEM SUBMITTED: Resolution Approving a Third One-Year Renewal Contract with Milieu Design, LLC for Grounds Maintenance Services for FY 2016

SUBMITTED BY: Mark Janeck, Director of Public Works

BASIC DESCRIPTION OF ITEM[1]: Resolution to accept a third (3rd) one-year contract with Milieu Design, LLC for grounds maintenance services, which consists of mowing of lawn/turf areas, including trimming, edging, lawn/turf chemical and fertilizer applications, in the amount not-to-exceed $122,200.

BUDGET[2]: Included in 2016 budget

BIDDING[3]: Bids were requested and received in March 2013; Milieu Design, LLC was the lowest responsible bidder. Milieu Design, LLC is maintaining their 2015 prices for 2016.

EXHIBIT(S) ATTACHED: Memorandum, Milieu Design, LLC Renewal Request, Resolution, Contract

RECOMMENDATION: Approval

SUBMITTED FOR BOARD CONSIDERATION: Village Manager

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[1] *The purpose of the proposed item and a description of same. If the issue is site specific, such as an annexation or road improvement, a map must be attached to the memorandum.*
[2] *If applicable, provide all budgetary considerations as follows: is the item covered in the current budget; fund(s) the item is to be charged to; expenses per fund(s) and total cost; and necessary transfer(s) or supplemental appropriation(s).*
[3] *If applicable, describe the bidding process and results for purchases and contracts. If applicable, state whether or not any particular city, state or federal program was considered*

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VILLAGE OF WHEELING ILLINOIS

MEMORANDUM

TO: Jon A. Sfondilis, Village Manager

FROM: Mark Janeck, Director of Public Works

DATE: January 25, 2016

SUBJECT: Contractual Grounds Maintenance Services

EXECUTIVE SUMMARY

Staff is requesting approval of a third one-year renewal contract with Milieu Design, LLC for contractual grounds maintenance services for an amount not-to-exceed $122,200.

The Village of Wheeling contracts with a private company to perform grounds maintenance at Village-owned sites and maintained properties, public areas, right-of-ways and for grass code violations. Grounds maintenance services include mowing of lawn/turf areas including trimming, edging, lawn/turf chemical and fertilizer applications from April 1 through November 30.

In 2013, Staff requested bids for grounds maintenance services. Of seven replies, Milieu Design, LLC of Wheeling, IL was the lowest responsible bidder. In accordance with the "RENEWAL" section in the bid document, the Village may renew the contract for four additional terms following the initial contract. Milieu Design, LLC has requested to renew their contract and will be maintaining their 2015 prices for 2016. This will be the third year that the Village is exercising the renewal option with Milieu Design, LLC.

Milieu Design, LLC has over 25 years of experience maintaining landscapes in residential and commercial settings. They have provided good quality and professional services to the Village of Wheeling. Public Works does not have sufficient staff or specialized equipment that is required to perform grounds maintenance. Therefore, to ensure the aesthetic and professional image of the Village, Staff is recommending a third one-year renewal contract with Milieu Design, LLC in the amount not-to-exceed $122,200. Funding is allocated in the FY 2016 Forestry, Water, Sewer and Senior Center budgets.

With your concurrence, please include this item on the February 1, 2016 Board meeting agenda.

Return to Agenda

RESOLUTION NO. 16 - _____

RESOLUTION APPROVING A THIRD ONE-YEAR RENEWAL CONTRACT WITH MILIEU DESIGN, LLC FOR GROUNDS MAINTENANCE SERVICES FOR FY 2016

WHEREAS, the Village of Wheeling annually contracts with a private company to perform grounds maintenance services; and

WHEREAS, grounds maintenance is necessary to ensure the aesthetic and professional image of various Village owned sites and maintained properties, public areas, right-of-ways and grass code violation sites; and

WHEREAS, Public Works does not have sufficient staff or specialized equipment to perform grounds maintenance; and

WHEREAS, bids were solicited in 2013 for grounds maintenance, and Milieu Design LLC was the lowest responsible bidder; and

WHEREAS, in accordance with the "RENEWAL" section in the bid document, the Owner ("Village") reserves the right to exercise the option of renewal of four (4) additional one-year terms following the initial contract; and

WHEREAS, FY 2016 will be the third (3rd) one-year renewal contract with Milieu Design, LLC; and

WHEREAS, Milieu Design, LLC has advised the Village, in writing, that they will not increase their prices from 2015; and

WHEREAS, Milieu Design, LLC has provided good quality work and professional services.

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Wheeling, Counties of Cook and Lake, State of Illinois, that the Village President is authorized and directed to execute a third (3rd) one-year renewal contract with Milieu Design, LLC of Wheeling, IL for FY 2016 Grounds Maintenance Services in the amount not-to-exceed $122,200.

Trustee _____ moved, seconded by Trustee _____

that Resolution No. 16 - _____ be adopted.

Return to Agenda

President Argiris _____

Trustee Brady _____ Trustee Papantos _____

Trustee Krueger _____ Trustee Vito _____

Trustee Lang _____ Trustee Vogel _____

ADOPTED this _____ day of _____, 2016, by the

President and Board of Trustees of the Village of Wheeling, Illinois.

_____
Dean S. Argiris
Village President

ATTEST:

_____
Elaine E. Simpson
Village Clerk

Return to Agenda

Milieu Design
Landscape Architecture,
Construction, Maintenance &
Snow Removal
48 E. Hintz Road
Wheeling, Illinois 60090
phone:847-465-1160
fax: 857-465-1159
email: info@milieu-design.com
website: www.milieudesignllc.com

October 12, 2015

Ms. Lori Hazelwood
Village of Wheeling Public Works
77 West Hintz Rd
Wheeling, IL 60090

Subject: Contractual Grounds Maintenance Services 2016 – Proposed Renewal

Dear Ms. Hazelwood,

Thank you for the opportunity to service the Village of Wheeling's Contractual Grounds Maintenance Services in 2013, 2014 & 2015.

Please accept this letter as notification that Milieu would welcome renewing the contract for 2016. It is our understanding of the contract that the Village of Wheeling has the option to renew for 2016.

Moreover, there is language in the contract allowing for a proposed increase in 2016 based on the Consumer Price Index. Based on the efficiencies gained through repetition of services the past three years, Milieu is willing to forego any and all price increases for 2016. Otherwise stated, our proposed pricing for 2016 included no increase from 2015.

Our objectives in 2016 for the Village of Wheeling Contractual Grounds Maintenance Services are the following:

1. Provide service at a level superior to 2015.
2. Provide a cost effect price that works within the Village's budget.

Kindly let me know the next steps in the renewal process for 2016.

Best regards,

Brian Frank
General Manager

Return to Agenda

VILLAGE OF WHEELING

GROUNDS MAINTENANCE SERVICES

CONTRACT DOCUMENT

This agreement is made this 1st day of February, 2016 between and shall be binding upon the Village of Wheeling, an Illinois municipal Corporation hereinafter referred to as (the "Village") and MILIEU DESIGN, LLC hereinafter to as (the "Contractor") and its successors.

Witnessed, that in consideration of the mutual promises of the parties delineated in the contract documents, the Contractor agrees to perform the services and the Village agrees to pay for the following services as set forth in the contract documents:

BID PROPOSAL, pages 25-43

1. This contract shall embrace and include all of the applicable contract documents listed below as if attached hereto or repeated herein:

a. Specification and Contract Document for *GROUNDS MAINTENANCE SERVICES*, consisting of the following:

i) Cover Sheet

ii) Table of Contents

iii) Invitation to Bid on Contract Document Legal Notice:
Announced in the Daily Herald on March 18, 2013

iv) General Terms, Conditions and Instructions

v) Specific Terms, Conditions and Instructions and Blue Prints

vi) Bid Proposal Form

vii) Plans and Specifications

viii) All issued Addenda

ix) Certificate of Eligibility to Enter into Public Contracts

x) Required Performance and Payment Bonds

xi) Required Insurance Certificates

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xii) All other Modifications issued after the execution of the Contract. A Modification is (1) a written amendment to the Contract signed by both parties, (2) a Change Order, (3) a Construction Change Directive or (4) a written order for a minor change in the work issued by the Engineer.

b. The Contractor's Bid Proposal Dated March 27, 2013

c. Required Performance and Payment Bonds and Certificate of Insurance.

2. The Village agrees to pay, and the Contractor agrees to accept as full payment for the items, and installation of the same, which are the subject matter of this contract the total sum of $ pay per itemized service performed paid in accordance with the provisions of the Local Government Prompt Payment Act.

3. The Contractor shall commence work under this Contract upon written *Notice to Proceed* from the Village and shall complete work on this project by November 30, 2016, or as the Village deems necessary. Time is of the essence of this Contract and Contractor agrees to achieve completion within the contract time by all proper and appropriate means including working overtime without additional compensation.

4. Bonds required to guarantee performance and payment for labor and material for this work shall be in a form acceptable to the Village and shall provide that they shall not terminate on completion of the work, but shall be reduced to ten percent (10%) of the contract sum upon the date of final payment by the Village for a period of one (1) year to cover a warranty and maintenance period which Contractor agrees shall apply to all material and workmanship for one (1) year from the date of issuance of the final payment by the Village.

5. Pursuant to the provisions of Section 5 of the Mechanics' Lien Act of Illinois, prior to making any payment on this contract the Village demands that the Contractor furnish a written statement of the names of all parties furnishing labor and/or materials under this Contract and the amounts due or to become due on each. This statement must be made under oath or be verified by affidavit. Final payment shall not be issued by the Village nor shall any retained percentage become due until releases and waivers of lien have been supplied as the Village designates.

6. In executing this Contract, Contractor agrees that it has examined the site of the work and the conditions existing therein, has examined the Contract Documents and taken and compared field measurements and conditions with those Documents.

7. This Contract represents the entire Agreement between the parties and may not be modified without the written approval of both parties.

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IN WITNESS WHEREOF, the Village of Wheeling, Illinois by Dean S. Argiris, Village President, and the Contractor have hereunto set their hands this 1st day of February, 2016.

If an individual or partnership, all individual names of each partner shall be signed or if a corporation, an officer duly authorized shall sign here:

Accepted this _____day of February 2016.

Individual or Partnership _____ Corporation _____

_____ _____
By Position/Title

_____ _____
By Position/Title

_____
Print Company Name

THE VILLAGE OF WHEELING, ILLINOIS

Accepted this 1st day of February, 2016.

_____
Jon A. Sfondilis
Village Manager

Attest: _____
Elaine Simpson
Village Clerk

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VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #13.A
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING:	Monday, February 1, 2016
TITLE OF ITEM SUBMITTED:	An Ordinance Granting Preliminary Planned Unit Development, Special Use – Site Plan Approval for the Wheeling Town Center Development, 351 W. Dundee Road [Docket No. 2015-5]
SUBMITTED BY:	Andrew C. Jennings Director of Community Development
BASIC DESCRIPTION OF ITEM[1]:	The developer, Wheeling Town Center, LLC, is seeking special use-site plan approval of a Preliminary Retail and Residential Planned Unit Development on a 16.25 acre site.
BUDGET[2]:	N/A
BIDDING[3]:	N/A
EXHIBIT(S) ATTACHED:	Ordinance Staff Report Findings of Fact and Recommendation (Draft) Memo from Fire Department, dated 1.07.2016 Memo from Engineering Division, dated 1.07.2016 Memo from Engineering Division, dated 1.26.2016 Preliminary PUD Plan Package (see report for full list of materials)
RECOMMENDATION:	None

SUBMITTED FOR BOARD CONSIDERATION: VILLAGE MANAGER

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[1] *The purpose of the proposed item and a description of same. If the issue is site specific, such as an annexation or road improvement, a map must be attached to the memorandum.*
[2] *If applicable, provide all budgetary considerations as follows: is the item covered in the current budget; fund(s) the item is to be charged to; expenses per fund(s) and total cost; and necessary transfer(s) or supplemental appropriation(s).*
[3] *If applicable, describe the bidding process and results for purchases and contracts. If applicable, state whether or not any particular city, state or federal program was considered*

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Docket No. 2015-5

ORDINANCE NO. _____

**An Ordinance Granting Preliminary Planned Unit Development,
Special Use-Site Plan Approval for
The Wheeling Town Center Retail and Residential Planned Unit Development
(351 W. Dundee Road)**

WHEREAS, the Plan Commission of the Village of Wheeling held a public meeting, duly noticed, on November 12, 2015, continued to November 19, 2015, continued to December 17, 2015, and continued to January 14, 2016 to consider a request for Preliminary Planned Unit Development, Special Use, Site Plan, and Building Appearance Approval under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05, Mixed Use and Overlay Districts; Chapter 19-09 Planned Unit Developments; Chapter 19-10 Use Regulations; and Chapter 19-12 Site Plan Approval Requirements, and associated sections, for the development of the Wheeling Town Center Development, to be located on the vacant parcel at 351 W. Dundee Road (former Wickes Furniture), the commuter parking to the east of the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway, all of which is zoned MXT Transit Oriented Mixed Use District; and

WHEREAS, the Plan Commission of the Village of Wheeling has reported its Findings of Fact and Recommendation to the President and Board of Trustees, with the motion recommending approval subject to conditions that passed by a vote of 6 ayes, 0 nays, 1 absent and 0 abstain; and

WHEREAS, the President and Board of Trustees deem it to be in the best interest of the Village to grant the petitioner's request for preliminary planned unit development, special use, site plan, and building appearance approval for the development of the property located on the vacant parcel at 351 W. Dundee Road (former Wickes Furniture), the commuter parking for the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway, subject to conditions;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COUNTIES OF COOK AND LAKE, STATE OF ILLINOIS:

Section A

This Board of Trustees, after considering the Findings of Fact and Recommendation of the Plan Commission and other matters properly before it, hereby finds:

- That the special use is necessary for the public convenience at that location:

- That the special use as requested will not alter the essential character of the area in which it is to be located;

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- That the location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with it, the size of the site in relation to it, and the location of the site with respect to streets giving access to it, will be in harmony with and will not impede the normal, appropriate, and orderly development of the district in which it is located and the development of the surrounding properties;

- That the location, nature and height of buildings, walls and fences, and the nature and extent of the landscaping on the site shall be such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings, or will not impair the value thereof;

- That the parking areas will be of adequate size for the particular use, properly located, and suitably screened from adjoining residential uses, entrance and exit drives shall be laid out as to prevent traffic hazards and nuisances; and

- That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

Section B

A Preliminary Planned Unit Development Plan in the MXT Transit-Oriented Mixed-Use District is hereby approved under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-09 Planned Unit Developments, for a development as shown on Sheet A-100, Site Plan, last revised December 31, 2015, prepared by RTKL Associates, Inc., on behalf of WTC, LLC, herein attached and made part of, to be located on the vacant property commonly known as 351 W. Dundee Road, legally described below:

LEGAL DESCRIPTION:
THAT PART OF SECTIONS 2, 3, 10 AND 11, **TOGETHER WITH** LOT 1 IN WICKES CORPORATION SUBDIVISION RECORDED MAY 31, 1972 AS DOCUMENT NO. 21920696 AND CORRECTED BY CERTIFICATE OF CORRECTION RECORDED MARCH 30, 1976 AS DOCUMENT NO. 23433201, **TOGETHER WITH** LOT 21N OWNER'S SUBDIVISION OF THAT PART OF SECTION 3 LYING SOUTH OF DUNDEE ROAD AND THE NORTH 475.0 FEET OF SECTION 10 RECORDED AUGUST 9, 1912 AS DOCUMENT NUMBER 7604075, TOGETHER WITH THAT PART OF THE PUBLIC RIGHT OF WAY COMMONLY KNOWN AS NORTHGATE PARKWAY LYING IN SECTIONS 2, 3, 10 AND 11, **TOGETHER WITH** THAT PART OF THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROAD LYING IN SECTION 10 AND 11, ALL IN TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALL TAKEN AS A TRACT AND DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTH EAST CORNER OF LOT 1 IN WICKES CORPORATION SUBDIVISION, AFORESAID; THENCE SOUTH 00°12'27"

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WEST ALONG THE EAST LINE OF SAID LOT 1 A DISTANCE OF 1102.77 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE SOUTH 88°18'44" WEST ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 393.88 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH 18°18'21" WEST ALONG A SOUTHWESTERLY LINE OF SAID LOT 1 AND THE NORTHWESTERLY EXTENSION THEREOF A DISTANCE OF 256.25 FEET TO THE EAST LINE OF THE 33.00 FOOT WIDE NORTHGATE PARKWAY; THENCE SOUTH 00°11'53" WEST ALONG THE EAST LINE OF SAID NORTHGATE PARKWAY 158.91 FEET TO THE NORTHEASTERLY LINE OF THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROAD; THENCE NORTH 18°18'25" WEST ALONG SAID NORTHEASTERLY LINE 59.48 FEET; THENCE SOUTH 71 °41'35" WEST 76.50 FEET; THENCE NORTH 18°18'25" WEST PARALLEL WITH THE NORTHEASTERLY LINE OF THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILROAD 856.58 FEET TO ITS POINT OF INTERSECTION WITH THE WESTERLY EXTENSION OF THE NORTH LINE OF LOT 2 IN OWNER'S SUBDIVISION, AFORESAID; THENCE NORTH 89°51'41" EAST ALONG THE NORTH LINE OF SAID LOT 2 A DISTANCE OF 305.30 FEET TO THE NORTHEAST CORNER THEREOF BEING ALSO THE SOUTHEAST CORNER OF LOT 1 IN SAID OWNER'S SUBDIVISION; THENCE NORTH 00°20'40" EAST ALONG THE EAST LINE OF SAID LOT 1 A DISTANCE OF 167.74 FEET TO THE SOUTH LINE OF THE 100 FOOT WIDE DUNDEE ROAD; THENCE NORTH 88°17'46" EAST ALONG THE SOUTH LINE OF SAID DUNDEE ROAD AND THE NORTH LINE OF SAID LOT 1 IN WICKES CORPORATION SUBDIVISION 533.04 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

(The above described property consists of the vacant parcel at 351 W. Dundee Road (former Wickes Furniture), the commuter parking to the east of the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway, and is zoned MXT Transit-Oriented Mixed-Use District.)

Section C

A Special Use is hereby granted under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-05, Mixed Use and Overlay Districts; and Chapter 19-10 Use Regulations, Section 19.10.030 Special Uses; for a Planned Unit Development, subject to conditions, as shown on the Preliminary Planned Unit Development Plan for the property legally described in Section B of this ordinance.

Section D

Preliminary Site Plan, Landscape and Building Elevation Approval is hereby granted under Title 19, Zoning, of the Wheeling Municipal Code, Chapter 19-09 Planned Unit Developments, and as approved the site shall be developed substantially in conformance with the following plans/exhibits submitted December 31, 2015, except as

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noted, by WTC LLC, for the development of the parcels legally described in Section B of this ordinance:

- Preliminary PUD Updates and Narrative
- PUD Stat Sheet and Preliminary Variations
- Shared Parking Study Update
- Traffic Study Update
- Site Survey
- Parking Deck Study
- Monument Sign Visual Representation
- Response to Design Standards for Planned Unit Developments
- Response to Zoning Variation Standards – Landscape & Trees
- Response to Zoning Variation Standards – Minimum Floor Area
- Response to Zoning Variation Standards – Open Space
- Response to Zoning Variation Standards – Parking Stall Size
- Response to Zoning Variation Standards – Parking Count
- Response to Zoning Variation Standards – Sign Location
- A-000 Cover Sheet
- A-012 Signage Location Plan
- A-100 Architectural Site Plan
- A-111 Residential Level 1 Floor Plan
- A-112 Residential Level 2 Floor Plan
- A-113 Residential Level 3-5 Floor Plan
- A-116 Residential Roof Plan
- A-201 Residential Exterior Elevations
- A-202 Residential Exterior Elevations
- A-210 Flix Exterior Elevations
- A-211 Flix Exterior Elevations
- C-0.1 Notes & Legends
- C-1.1 Site Demolition Plan (North)
- C-1.2 Site Demolition Plan (South)
- C-2.1 Site Geometry Plan (North)
- C-2.2 Site Geometry Plan (South)
- C-3.1 Site Utility Plan (North)
- C-3.2 Site Utility Plan (South)
- C-4.1 Site Grading/Paving Plan (North)
- C-4.2 Site Grading/Paving Plan (South)
- C-5.1 Sitework Details
- C-5.2 Sitework Details
- CX-1.1 Fire Truck Movement
- L0.0 Existing Conditions Plan
- L1.1 General Landscape Plan
- L1.2 Sample Landscape Plan
- L2.1 Village Green Enlargement

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- L2.2 Northgate Parkway Section
- L2.3 Plant Palette
- E-100.C Site Lighting Plan
- E-100.D Site Photometric Plan
- Snow Removal Plan, 1.14.2016
- Construction Phasing Plans (5 sheets), 1.14.2016

Section E

The Preliminary Planned Unit Development, Special Use, Site Plan and Building Appearance Approval granted in Sections B, C, and D of this ordinance are subject to the following conditions:

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions. The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to Final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance;
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the 5 parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking;
4. That the Preliminary Plat shall be submitted with the Final PUD submittal for Phase I, and include the following details:
    a. That all paved areas and miscellaneous improvements such as street lights, sidewalks, ADA crossings, signage, etc. within the property boundary shall be owned and maintained by the development, unless specifically addressed in the redevelopment agreement for the project;
    b. That the sanitary sewer system within the property boundary shall be owned and maintained by the development;
    c. The storm sewer system/facilities within the property boundary shall be owned and maintained by the development with the exception of the large diameter regional pipe that will connect Lake Heritage and the future development on the north side of Dundee Road; and
    d. That all watermain shall be owned and maintained by the Village, with service connections from the main to the building owned and maintained by the development.

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Section F

All ordinances or parts of ordinances that are in conflict herewith are hereby repealed.

Section G

This Ordinance shall be in full force and effect from and after its passage and approval, according to law.

Trustee_____moved, seconded by Trustee_____,

that Ordinance No. _____be passed, this _____day of_____, 2016.

President Argiris _____ Trustee Lang _____

Trustee Brady _____ Trustee Papantos _____

Trustee Krueger _____ Trustee Vito _____

Trustee Vogel_____

_____

Dean S. Argiris

Village President

ATTEST:

_____

Elaine E. Simpson, Village Clerk

APPROVED AS TO FORM ONLY:

_____

Village Attorney

PUBLISHED in pamphlet form this_____day of_____, 2016, by order of the Corporate Authorities of the Village of Wheeling, Cook and Lake Counties, Illinois.

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REQUEST FOR BOARD ACTION

TO: Jon Sfondilis
Village Manager

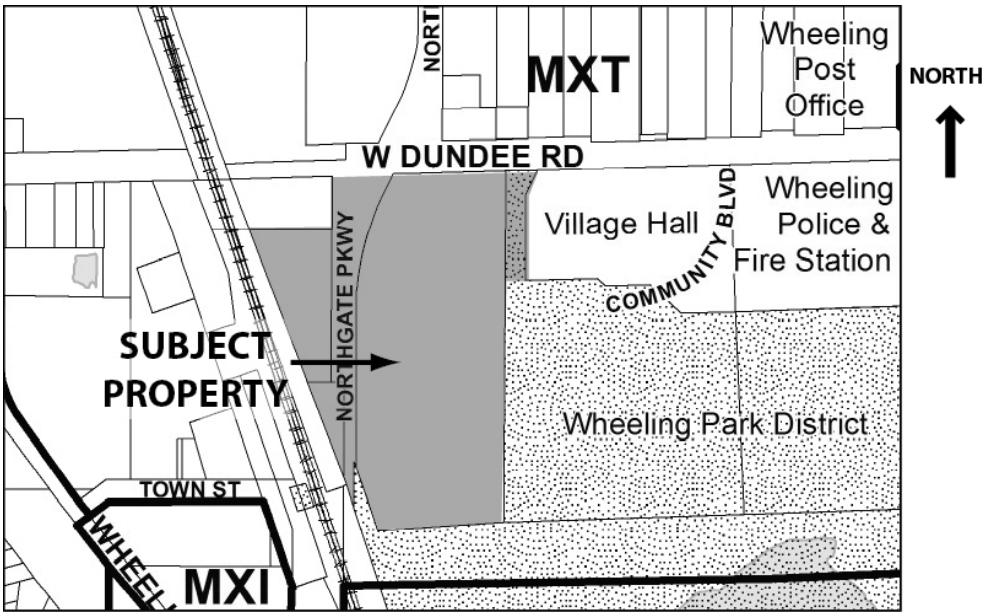
FROM: Andrew C. Jennings
Director of Community Development

DATE: February 1, 2016

Docket No. 2015-5
Wheeling Town Center Development
351 W. Dundee Road
Special Use-Site Plan Approval of a Preliminary Retail & Residential Planned Unit Development

PROJECT OVERVIEW: The petitioner is requesting Preliminary Planned Unit Development approval to facilitate the construction of the Wheeling Town Center Development, which consists of the vacant parcel at 351 W. Dundee Road (former Wickes Furniture), the commuter parking for the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway, all of which is zoned MXT Transit Oriented Mixed Use District and is comprised of a total of 16.25 acres.

LOCATION MAP:



PLAN COMMISSION RECOMMENDATION

At the Plan Commission meeting on Thursday, January 14, 2016, Commissioner Dorband moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2015-5; granting PRELIMINARY Approval of a Planned Unit Development, including Special Use-Site Plan-Building Appearance for the Wheeling Town Center Planned Unit Development, consisting of a master plan for a mixed-use transit-oriented development, as required under Chapter 19-05,

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Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, as shown on the plans/exhibits submitted on December 31, 2015, by WTC LLC, to be located on the property consisting of approximately 16.25 acres described as the vacant parcel currently known as 351 W. Dundee Road, the commuter parking lot adjacent to the Wheeling Metra Station, and the right-of-way of Northgate Parkway, located in Wheeling, Illinois;

And with the following conditions of approval:

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions. The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to Final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance;
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the 5 parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

On the roll call, the vote was as follows:

AYES:	Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto, Zangara
NAYS:	None
ABSENT:	Commissioner Sianis
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

The Commission further directed Staff to ensure that the recommendation to the Board also reflect additional items discussed at the hearing. The Commission believed that these items had an impact on the redevelopment agreement and were therefore subject to a policy decision of the Village Board. The items are included in the Findings of Fact, and summarized as follows:

1. That the Board may wish to consider whether the Final PUD should include provisions for a future parking garage and additional site circulation; and
2. That the Board may wish to consider requesting the cooperation of the Park District in exploring opportunities for additional shared access to enhance vehicular circulation.

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GENERAL PROPERTY INFORMATION

Applicant Name:	Brad Friedman, WTC LLC
Property Owner Name:	Village of Wheeling
Common Property Address:	351 W. Dundee Road
Common Location:	The vacant parcel at 351 W. Dundee Road (former Wickes Furniture), the commuter parking for the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway
Neighboring Property Land Use(s):	North: vacant across Dundee Road & commercial adjacent to Metra lot (Burger King) West: Transportation (Railroad) South: Open Space (Heritage Park) East: Public (Village Hall and Recreation Center)
Comprehensive Plan Designation:	Transit-oriented mixed use
Property size:	Approximately 16.25 acres
Existing Use of Property:	Vacant; Metra parking; Northgate Parkway R-O-W
Proposed Use of Property:	Mixed-Use: apartments (295 units) and retail (100,000 sq. ft.).
Existing Property Zoning:	MXT – Transit-Oriented Mixed Use District

Previous Zoning Action on Property:
None.

SUMMARY OF PLAN COMMISSION REVIEW

The Plan Commission discussed the Preliminary Planned Unit Development submittal for the Wheeling Town Center development at meetings on November 12th, November 19th, December 17th, and January 14th. The summary of the general direction at the conclusion of each meeting is as follows:

January 14th:
The purpose of the meeting was to review additional materials provided by the development team in response to the questions raised at the previous meetings. The Commission determined that sufficient materials had been provided, and made a recommendation to approve the Preliminary Planned Unit Development.

In making its recommendation, the Commission directed that the Board be informed of several items of concern from the hearing. The Commission was concerned that the project might lack flexibility to adapt to the evolving demand for parking-intensive uses. As proposed, the development has a cap on restaurant space in order to ensure that adequate parking is available for the mix of uses. The proposed cap is 20,000 square feet of the non-theater retail uses

(roughly 30%). The Commission noted the impact of the increased demand for restaurant space at the Westin, and felt that the ability to add parking should be discussed. However, the Commission recognized the expense of providing parking would have an impact on the terms of the redevelopment agreement.

An additional item of concern was the vehicular circulation on the site. Similar to the discussion of the parking garage, the Commission felt that the solutions would likely require the direction of the Board. One aspect of the site circulation is the relationship with the adjacent Park District drives. The Commission suggested that the Board may wish to request the cooperation of the Park District in exploring opportunities for additional shared access.

The other aspect of site circulation discussed was the function of the east-west pedestrian walkway between the theater and the residential building. The Commissioners were concerned that all east-west traffic in the development is forced to flow through the T intersection at Northgate Parkway, and that residents would not have a convenient way to avoid retail traffic.

The development team indicated that the marketing of the residential building would be negatively affected by converting the wide pedestrian walkway to function as a street. It was also stated that the primary financing source would not fund the project if this were to be done. The Commission noted that no evidence had been presented to support this claim, and that there is no expert testimony analyzing which alternative would provide the greatest overall benefit. While it was not a part of the formal recommendation, the Commission suggested that the Village may wish to seek an expert's advice on this topic.

The final item of concern, as reflected in the conditions of approval, was the degree to which the plan is dependent on external agreements. The Commission recommendation was that the Final PUD submittal include an exhibit summarizing all of the external agreements associated with the development. The primary external approvals discussed at the hearing were the agreements with Burger King and the Park District.

The Commission's recommendation acknowledges that the petitioner would need to negotiate an easement with Burger King, but there is a benefit to the restaurant to grant the easement as long as adequate access is maintained. In contrast, the Commission felt that the utility easement on the Park District property would have a significant impact on the development. If the easement is not approved, the residential building footprint would need to be modified in order to accommodate the regional storm sewer pipe and the relocation of existing utilities along the east and south property lines.

<u>December 17th:</u>
The meeting concluded with a specific request from Plan Commission for a revised submittal. The request included the following items:

1. Specify all building materials and colors;
2. Address Burger King's concerns;
3. Explore options for a parking garage;
4. Consider reconfiguration of the triangular parking area to create a larger landscaped

island;
5. Provide a landscape irrigation plan at final PUD;
6. Consider options for an additional east/west connection to create a circular traffic flow;
7. Consider options for an additional access to/from the residential building separate from the retail traffic;
8. Explore options for monument signs;
9. Resolve dedicated right turn requirement from northbound Northgate as noted by IDOT;
10. Clarify phasing plans with existing conditions.
11. Resolve all utility conflicts.

November 19th:
The meeting concluded with a specific request from Plan Commission for a revised submittal. The request included the following items:

1. Provide feedback from IDOT;
2. Resolve Burger King access;
3. Increase amount of landscaping;
4. Consider additional pedestrian access to the campus;
5. Consider additional access to the anchor buildings, Flix and residential;
6. Provide greater detail especially for lighting, materials, overnight parking, outside agency agreements;
7. Turning radius, etc.;
8. Review of the sign;
9. Make sure there is no conflict near retail E that would affect the placement of the building;
10. Define ground level patios at residential building;
11. Elevations of Flix.

November 12th:
The meeting concluded with a consensus to re-convene on November 19th to complete the initial review.

DESCRIPTION OF PROPOSED DEVELOPMENT

The Wheeling Town Center is a two-phased mixed-use development, generally described as follows:

- A 16.25 acre redevelopment of the vacant Wickes Furniture site, the existing commuter parking lot east of the train station, and the existing Northgate Parkway right-of-way
- An 8-screen movie theater / brewery that provides food and beverage service in a 38,000 sq ft building
- A five-story 295 unit residential building wrapped around a parking garage. The garage has 483 stalls for use by residents and guests, and 99 stalls for use by employees of the movie theater.
- A Village Green / Plaza with a variety of outdoor amenities

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- Approximately 60,000 sq ft of retail space divided among 10 pads, with a maximum of 20,000 sq ft of restaurant space
- Approximately 720 surface parking spaces, of which 150 must be reserved for commuter parking until noon on weekdays
- The re-alignment of Northgate Parkway and the extension of "Main Street" (the east-west drive in front of Village Hall) to create a traditional primary intersection for the town center
- First phase to include streets, infrastructure, a portion of the parking, Village Green, residential building, and theater building.
- Second phase to include speculative retail buildings. The buildings would be concentrated at the new intersection and on the Village Green / Plaza, with the exception of two pads along Dundee Road.

SITE PLAN REVIEW

Due to the scope of the development, the site plan review section of the staff report is not presented in the typical format. The review is organized to follow the order of the developer's submittal. Each of the following sections relates to an item in the attached package of materials from the developer.

1. **Preliminary PUD Updates and Narrative**
   This exhibit is intended to address concerns raised during the Plan Commission hearing, and then describes the development in general terms. The description includes a short summary of some of the challenges associated with the development.

2. **PUD Stat Sheet and Preliminary Variations**
   This exhibit is a code requirement that describes in detail the variations to the municipal code that are proposed in conjunction with the PUD.

3. **Shared Parking Study Update**
   The initial parking study provided during concept review illustrated a shortage of parking at the development. The development team added a 6th floor to the residential parking structure to accommodate theater employee parking. The proposal for the PUD was also modified to cap restaurant space in the 60,000 sq ft of non-theater retail at 20,000 sq ft.

   There has been some confusion through the public hearing process as to whether the parking meets the Village Code. First, with respect to the residential requirement, the PUD request does include a variation for parking. The plan provides for 1.3 stalls / unit for 0-1 bedroom units (1.7 required) and 2.0 stalls / unit for 2+ bedroom units (2.2 required). Staff and the Plan Commission agreed with the petitioner's assertion that the residential parking would be sufficient because there is adequate unreserved guest parking, no overnight surface parking, and enough parking for residents to allow each unit to use one parking space and more than half of the units to use two spaces. The rental management company will be able to control the parking allocation and limit access to the garage.

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With respect to the commercial parking, the code allows for shared parking provided that analysis is supplied to support the request. The standard methodology for making this determination is to utilize national parking demand figures for each land use to show that the sufficient parking is available due to varying peak demand times. The total parking demand is calculated hourly by applying a capacity estimate to each use. The demand is then compared to the amount of parking provided to illustrate that the parking supply can meet peak demands. In the case of this development, Staff's concern has been that the assumptions were adjusted after it was shown that the parking was not adequate. What this means, in plain terms, is that the development will not be able to add restaurants beyond the cap. Even with the cap, the development is likely to need off-site parking at the occasional times when the movie theater is experiencing extraordinary demand. As noted above the Plan Commission was also concerned with the adaptability of the plan due to the availability of parking.

4. Traffic Study Update

At the time of the original public hearing, the development team had not yet received feedback from IDOT on the aspects of the plan that would likely require IDOT permit approvals. The traffic study and site plan were updated once IDOT provided comments. Staff's remaining concerns with the traffic study is that it does not address the character of the driveway in front of Village Hall and the impact of the site design on the experience of residents and retail/theater visitors. The driveway in front of Village Hall would be extended west to connect to Northgate. While it will function more like a street, it will retain the appearance of a drive aisle with perpendicular parking.

At the original public hearing in November, Staff expressed a significant concern that the site design would be unpleasant and inconvenient for residents and retail/theater guests. Residents would have access to a single driveway between Retail E and Retail H. The driveway would serve 716 parking stalls, 50% of the valet, deliveries for the residential building, visitors, and deliveries for half of the non-theater retail space in the development. Staff noted that an unpleasant experience for residents could increase turnover or potentially impact reviews of the development. The site plan was subsequently modified to include a dedicated right turn lane at this location so that residents wishing to turn right (toward Village Hall) would not share a lane with cars turning left or going straight.

Similarly, Staff felt that a negative commercial visitor experience could impact return visits. Since the parking lots are physically and visually disconnected from each other, guests may become frustrated if they are unable to find an available spot and then have to travel to another parking lot by going through the congested Northgate intersection. As noted above, the Plan Commission was also concerned with the potential impacts that site circulation patterns might have on the development.

5. Site Survey

Required by code, and specifically required to be an ALTA survey by the terms of the land conveyance contract.

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6. **Parking Deck Study**
   This exhibit was provided for the January 14th hearing as requested by the Commission. The Commission requested analysis to illustrate the potential for a parking deck at the development. While it was generally agreed that the deck as shown would block visibility, the Commission recommendation to the Board is to consider whether the potential to provide a parking deck should be part of the plan moving forward.

7. **Monument Sign Visual Representation**
   The monument sign exhibit was provided to illustrate the scale of the monument sign and its impact on the visibility of the Burger King signage when approaching from the east.

8. **Response to Design Standards for Planned Unit Developments**
   Required by code.

9. **Response to Zoning Variation Standards – (multiple)**
   The Village's consulting engineer and Village staff noted that the variation for parking stall size may be problematic in some of the locations shown on the plan. The area north of Retail E has short parking stalls and limited space for landscaping. Staff also noted that the limited availability of landscaping would translate into a limited area for snow removal, and the view of the development approaching from the east lacked vegetation.

10. **Architectural Plans (A-000 through A-211)**
    The floor plans include details regarding access from the building south the park and the function of the first floor garage level. The residential building elevations illustrate that the building has comparable detail on each side, with the exception that the area facing the Village Green has additional architectural features. The Flix Brewhouse elevations were updated during the hearing process due to the developer's disapproval of the initial renderings. The Flix elevations illustrate techniques to break up the bulk of the façade to avoid an industrial / monotonous character on the building. The set of architectural plans also includes a drawing illustrating the potential directional / wayfinding signage for the site. The discussion with the Plan Commission included the possibility of signage at Community Boulevard's north and south ends to direct visitors.

11. **Civil Engineering Drawings (C-0.1 through C-5.2)**
    The civil engineering plans are included with the site plan review for new construction to illustrate that the visible features on the site can be supported with realistic grading plans, drainage, utility layouts, and site geometry. The Village's consulting engineer and the staff of the Fire Department and Engineering Division noted some concern with the design of the paving and utilities for the site. The site has a significant proportion of paved area, and the drive aisles and turning movements are at the minimum acceptable levels in multiple locations. This means that modifications for the final PUD, caused by refining items such as fire hydrant location conflicts, may result in slight reductions in features such as landscape islands. There is a condition of approval to memorialize this, and require the Final PUD plan to clearly list such reductions.

The civil engineering review also revealed the complexity of designing the utility layout for the site. With limited open space at the perimeter of the site, it is difficult to accommodate the existing and proposed utilities without modifying the building footprints or locating utilities on the adjacent Park District property. The site plan depends on an easement from the Park District to relocate existing water mains to allow for the footprint of the residential building and the regional storm sewer pipe connecting Lake Heritage to Dundee Road.

12. CX-1.1 Fire Truck Movement

The turning radius exhibit has been updated several times throughout the review process to ensure that emergency vehicles can navigate the site. There is additional discussion in #11 above (Civil Engineering drawings), and in #16 below (Snow Removal Plan).

13. Landscape Plans (L0.0 through L.2.3)

The landscape plans include details for the plazas in the Village Green, patios for the residential building, and the plant palette for the site. The plan for much of the site is to emphasize streetscape plantings, creating a green character within the limited spaces available around the commercial buildings. The design is for hardy plants in planters and baskets to provide vegetation in a higher traffic area.

14. E-100.C Site Lighting Plan

The plan shows a 15' pole-mounted fixture for pedestrian areas (Northgate Parkway, Village Green, Main Street) and a 21' pole-mounted fixture for the parking areas.

15. E-100.D Site Photometric Plan

The cut sheets for the two light styles are shown on this sheet. The developer has indicated flexibility to adjust the light style for Final PUD at the direction of the Board.

16. Snow Removal Plan, 1.14.2016

During the November and December hearings the staff of the Fire Department and Engineering Division described the difficulty of snow removal given the layout of the drive aisles and the limited access to unpaved areas near the parking lots. The petitioner subsequently met with a snow removal contractor and developed a snow removal plan. Snow would be cleared to designating staging areas, resulting in a temporary loss of parking. The snow removal contractor would then haul the snow off site.

17. Construction Phasing Plans (5 sheets), 1.14.2016

During the concept review, the Plan Commission requested additional details from the development team regarding the phasing of construction. The concerns were the continuity of access to Burger King, the Park District, and the construction site, as well as the character of the site in the transition between Phase I and Phase II. The construction company supplied detailed phasing diagrams to illustrate the phased completion of the Northgate Parkway improvements. The treatment of the future parking areas and building pads during the transition from Phase I to Phase II is not clear, and the Board may wish to clarify this aspect of the phasing plan.

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STAFF REVIEW AND OUTSIDE CONSULTANT REVIEW

The Preliminary PUD plans have been reviewed by the Planning Division, Fire Department, Engineering Division, a traffic engineering consultant, and a civil engineering consultant. The plans have been revised several times in order to address many of these concerns. The recommendation of the Plan Commission includes conditions of approval derived from the various reviews (see conditions below). The review comments of the Planning Division are discussed in detail throughout this report.

The majority of the concerns from the Fire Department, Village Engineer, and outside consultants are a result of the unique geometry of the site. In order to accommodate the main elements of the development (a central activity node with a new intersection, village green / plaza space, two anchor buildings with large footprints, and 60,000 sq ft of additional speculative retail space), the trade-off is that the site plan has limited green space and features unusual parking lot configurations.

The concerns related to the limited green space and unusual parking lot configurations are as follows:

1. The site drive aisles provide for the minimum turning radius necessary for emergency vehicles. As the engineering plans are refined, some parking stalls and landscaping may be reduced slightly to maintain the minimum turning radius.
2. The limited green space will require that the development's management company follow the snow removal plan diligently. With substandard 17' parking stalls in many locations, the snow must be cleared rapidly to prevent vehicles from encroaching in the drive aisles.
3. The lack of perimeter green space has a significant impact on the utility layout. Along the south and east property lines, the plan requires existing utilities to be relocated in order to accommodate the building footprints and the regional storm sewer. The proposed alignment of these utilities will require a new easement from the Park District. If this easement is not granted the site plan would be altered.
4. The site configuration does not lend itself to Village ownership or maintenance of roadways, parking areas, utilities, and other features (streetlights, crosswalks, etc.). While the Village currently removes snow from the commuter lot, the shared use of this parking area and the physical configuration of the lots requires a private snow removal contract.

Since the question of ownership and maintenance would be discussed during the preliminary plat review (a requirement of the Final PUD submittal), the Village engineer has requested a condition of approval in order to provide guidance for the preparation of the plat (see below).

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CONDITIONS OF APPROVAL

The Plan Commission recommendation for Docket No. 2015-15 included three (3) conditions of approval. The following conditions of approval were recommended by the Plan Commission and appear in the attached Preliminary PUD ordinance:

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions. The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to Final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance;
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the 5 parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

The Village Engineer, recognizing the need to provide a framework for the preparation of the preliminary plat, suggested the following additional condition, which appears the draft ordinance for the Board's consideration:

4. That the Preliminary Plat shall be submitted with the Final PUD submittal for Phase I, and include the following details:
    a. That all paved areas and miscellaneous improvements such as street lights, sidewalks, ADA crossings, signage, etc. within the property boundary shall be owned and maintained by the development, unless specifically addressed in the redevelopment agreement for the project;
    b. That the sanitary sewer system within the property boundary shall be owned and maintained by the development;
    c. The storm sewer system/facilities within the property boundary shall be owned and maintained by the development with the exception of the large diameter regional pipe that will connect Lake Heritage and the future development on the north side of Dundee Road; and
    d. That all watermain shall be owned and maintained by the Village, with service connections from the main to the building owned and maintained by the development.

The Commission further directed Staff to ensure that the recommendation to the Board also reflect additional items discussed at the hearing. The Commission believed that these items had an impact on the redevelopment agreement and were therefore subject to a policy decision of the Village Board. The items are included in the Findings of Fact, and summarized as follows:

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1. That the Board may wish to consider whether the Final PUD should include provisions for a future parking garage and additional site circulation; and
2. That the Board may wish to consider requesting the cooperation of the Park District in exploring opportunities for additional shared access to enhance vehicular circulation.

MODIFICATIONS TO PLANS FOLLOWING PLAN COMMISSION RECOMMENDATION

The Preliminary PUD plans have not been modified following the Plan Commission review. The development team continues to pursue the agreements necessary to proceed with the development and refine the utility plans to satisfy Staff's concerns. As of the date of this report, the Park District has provided the development team with guidance as to the procedure for requesting the utility easement.

DIRECTOR OF COMMUNITY DEVELOPMENT RECOMMENDATION

The Community Development Department presented an analysis of the plan to the Plan Commission at the opening of the public hearing in November (see Findings of Fact). The development site is extremely unique in the Chicago region due to its size, location adjacent to the park and train station, and connection to Village Hall. Along with the opportunity that the site presents, Staff noted that the development must also mitigate the limitations of the site. Specifically, the property has no access from the south or west and has limited visibility from Dundee Road.

Staff's approach in presenting this concern to the Plan Commission was to suggest that the long term functionality of the site be the focus of the initial review. Staff asked the Plan Commission to discuss whether adequate emphasis has been placed on supporting the function of the two anchor buildings. The residential building and theater building are the catalysts for the remaining pads on the site, and the long term success of the development is dependent on the success of these anchors.

The Plan Commission discussed the site plan with a focus on the circulation and parking, particularly as they relate to the residential building and theater building. The Commission has recommended approval of the preliminary plans, but the consensus also reflects a concern that the plan is rigid in its configuration and not easily adaptable to changes in market demand. The specific methods of ensuring long-term flexibility discussed by the Commission were increasing parking and circulation.

The Commission recognized that requiring the Final PUD plan to address a vague "future parking deck if needed" or a "future access drive if needed" would have implications for the redevelopment agreement. As such, they requested that the recommendation to approve the Preliminary PUD plan be accompanied by the suggestion that the Board consider these two topics.

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A draft ordinance for the Board's consideration is attached. The ordinance includes the conditions of approval described in the section above: the conditions as recommended by the Plan Commission and the framework for the Preliminary Plat suggested by the Village Engineer. In considering the ordinance, the Board may wish to discuss the topics suggested by the Plan Commission (whether a future parking deck may be needed, and whether the Park District should be approached for a discussion of additional shared access).

If the consensus of the Board is that the plan should be modified to provide for potential parking and access enhancements, then the preliminary PUD approval ordinance and redevelopment agreement would both need to reflect this direction.

Andrew C. Jennings, AICP
Director of Community Development

Attachments:

Ordinance (precedes this report
Findings of Fact and Recommendation (Draft)
Fire Department Memo, 1.07.2016
Engineering Division Memo, 1.07.2016
Preliminary PUD Updates and Narrative
PUD Stat Sheet and Preliminary Variations
Shared Parking Study Update
Traffic Study Update
Site Survey
Parking Deck Study
Monument Sign Visual Representation
Response to Design Standards for Planned Unit Developments
Response to Zoning Variation Standards – Landscape & Trees
Response to Zoning Variation Standards – Minimum Floor Area
Response to Zoning Variation Standards – Open Space
Response to Zoning Variation Standards – Parking Stall Size
Response to Zoning Variation Standards – Parking Count
Response to Zoning Variation Standards – Sign Location
A-000 Cover Sheet
A-012 Signage Location Plan
A-100 Architectural Site Plan
A-111 Residential Level 1 Floor Plan
A-112 Residential Level 2 Floor Plan

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A-113 Residential Level 3-5 Floor Plan
A-116 Residential Roof Plan
A-201 Residential Exterior Elevations
A-202 Residential Exterior Elevations
A-210 Flix Exterior Elevations
A-211 Flix Exterior Elevations
C-0.1 Notes & Legends
C-1.1 Site Demolition Plan (North)
C-1.2 Site Demolition Plan (South)
C-2.1 Site Geometry Plan (North)
C-2.2 Site Geometry Plan (South)
C-3.1 Site Utility Plan (North)
C-3.2 Site Utility Plan (South)
C-4.1 Site Grading/Paving Plan (North)
C-4.2 Site Grading/Paving Plan (South)
C-5.1 Sitework Details
C-5.2 Sitework Details
CX-1.1 Fire Truck Movement
L0.0 Existing Conditions Plan
L1.1 General Landscape Plan
L1.2 Sample Landscape Plan
L2.1 Village Green Enlargement
L2.2 Northgate Parkway Section
L2.3 Plant Palette
E-100.C Site Lighting Plan
E-100.D Site Photometric Plan
Snow Removal Plan, 1.14.2016
Construction Phasing Plans (5 sheets), 1.14.2016

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DOCKET NO. 2015-5

DRAFT FINDINGS OF FACT
AND RECOMMENDATION

To: Village President and Board of Trustees

From: Wheeling Plan Commission/Sign Code Board of Appeal

Re: Docket No. 2015-5
Wheeling Town Center Development
351 W. Dundee Road
Special Use-Site Plan Approval of a Preliminary Retail & Residential Planned Unit Development

WTC LLC, contract owner, is seeking the following for the property known as the Wheeling Town Center Development: Special Use-Site Plan Approval of a Preliminary Planned Unit Development for Retail and Multi-Family Residential Uses in the MXT Transit Oriented Mixed Use District, as required under Chapter 19-05 Mixed Use and Overlay Districts, Chapter 19-09 Planned Unit Developments; Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, and associated sections. The subject property consists of: the vacant parcel at 351 W. Dundee Road (former Wicke's Furniture), the commuter parking for the Wheeling Metra Station, and the existing right-of-way of Northgate Parkway, all of which is zoned MXT Transit Oriented Mixed Use District and is comprised of a total of 16.25 acres.

Commissioner Powers read the following statement aloud.
A zoning Special Use, as defined in Title 19, of the village of Wheeling (Zoning), is a use of parcel of land that requires review and consideration before approval due to circumstances or effects on the surrounding properties that may adversely affect them. In order to be considered for a special use the petitioner is required to demonstrate through testimony to the Plan Commission at the public hearing why their request meets the conditions of the village code including, but not limited to, how the proposed use will not damage the enjoyment or use of the surrounding properties. Prior to the public hearing the petitioner provides written statements meant to show that their request for a special use meets the standards established in Title 19. The Commission Chairperson will typically direct that these statements be entered into the record without a full reading of them at the hearing. Based upon the testimony and supporting materials submitted, the Plan Commission will make findings in support of, or against, the petitioner's testimony and report those findings to the Village Board.

Chairman Ruffatto called Docket No. 2015-5 on November 12, 2015. Present were Commissioners Dorband, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Mallory Milluzzi, Village Attorney, Andrew Jennings, Director, Community Development, Fire Chief MacIsaac, Fire Inspector Antor, John Tack, Village Engineer and consultants Kevin Shaffer, Haeger Engineering and Lynn Means, Gewalt Hamilton Associates.

Chairman Ruffatto explained the Wheeling Town Center Development had been discussed at the

conceptual level for several years and had been in front of the Plan Commission numerous times as a workshop. It is the Plan Commission's intention to review the various aspects of it and complete it in a timely manner after many previous workshops and discussions with Staff. This is the first public hearing. The preliminary PUD is an opportunity for the Commission to revise the plans with the help of Staff and the petitioner. This step is a confirmation of the master plan for the development and includes a more thorough review of the plan. The proposed project is a 16-acre mixed use development that includes numerous complex issues. Staff has an outline for the discussion to keep it focused, to get the preliminary review done and moved forward in the near future. He explained if they were unable to complete the review tonight, it would be continued to next week's meeting. However, it is the expectation that answers were not expected so it would be a continuation of the meeting. It would be unfair for Staff and the Commission to try and review it during the short time between meetings.

Village Attorney Milluzzi asked if the Commission wanted to adopt rules of procedures for the public hearing. Chairman Ruffatto was in agreement. Village Attorney Milluzzi distributed the procedures. A motion would be needed in order to adopt the rules of procedures. She explained it sets forth the general order of the presentation. The following order was provided:

- Swearing in anyone that wants to testify;
- Petitioner gives presentation;
- Staff gives a summary of the Staff notes;
- Public's cross examination of the petitioner, Staff introduces their own evidence or provides general comment;
- Petitioner has a chance of rebuttal to answer the questions made by the public and/or Staff;
- Plan Commission has opportunity to ask questions; and
- Final rebuttal by the petitioner.

Village Attorney Milluzzi further explained it also sets forth the understandings of the Plan Commissioner's role in placing reasonable limitations on evidence or testimony that is repetitious, irrelevant or immaterial and the Chairman's ability to control the hearing.

Commissioner Dorband moved, seconded by Commissioner Johnson to adopt the rules of procedures for Docket No. 2015-6. The motion was approved by a voice vote.

Mr. Friedman reviewed the order for the meeting. He will provide a presentation about the town center and will address a number of concerns that had been brought up based on his bi-weekly meetings with Village Staff. His team will address any questions relating to any specific questions regarding civil engineering, architecture, general contracting, landscaping, traffic or parking.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL were present and sworn in.

Mr. Friedman thanked the Commission for the opportunity to present. He gave an overall review of the development. It is a retail, restaurant, entertainment-based town center that revolves around the village green with a large luxury residential apartment building. They are trying to create a public realm and provide a sense of community with a central gathering place. He provided an image of

the town center site plan showing the residential building toward the back, the village green, Flix Brew House and other retail pads that would fill in over time.

What it takes to make a successful town center. Mr. Friedman explained according to the Urban Land Institute, they need to create a central gathering place for the community which they have done with the village green and theater. Integrate multiple uses which they have done with the entertainment component, the restaurant, the retail and the residential. Provide a pedestrian friendly environment which they feel they have done based on the site plan revolving around the village green, all very pedestrian friendly. A cohesive public/private partnership is needed which they have in place and also need to connect to the community. They have some wonderful facilities neighboring the subject property. There is the Park District recreation center, the aquatic center, the performance pavilion, Heritage Park, Village Hall, the Fire Department, the Police Department and the Metra station. The site plan has been designed to integrate with all of its neighboring properties.

The Wheeling town center is about a $100 million mixed use transit oriented development with approximately 100,000 square feet of commercial space anchored by Flix Brew House. They have convenient surface parking throughout the project and a 5-story residential building with 295 luxury rental units that will offer a superior amenity package and a lavish courtyard. The anchor tenant, Flix Brew House is a unique first run movie theater that offers food and beverage service. They also brew their own beer on site. It is a state-of-the art movie theater and will host special events. They believe it will be the cornerstone of the town center that helps to create the central gathering place. A movie theater is a great centerpiece because it serves as a landmark and a central gathering place that becomes a part of the community. They will create it with the village green and the movie theater. They will have an outdoor dining experience, interactive water features, green space, pedestrian friendly and very user friendly. They want to create useable space where people can meet and gather. They want to host public events (i.e. street fairs, art festivals, farmer's market) and have seating areas, pergolas, trellises, ornamental pots, planters, trees, built in wood benches and natural stone seating.

Mr. Friedman provided a first floor plan of the residential building. The idea is to have the amenity space off of the village green, very inviting and open so when people are visiting the town center going to the restaurants and movies they can stop into the leasing office if interested. He provided photographs of similar projects with courtyards. They plan on having a pool, fire pit, seating areas, pergolas, putting green, bocce ball, ping pong gaming tables, etc. He provided a floor plan for a typical floor on levels 2-5. Pictures were provided of the interior units. They usually offer two different types of finishes, a light finish and dark finish. All will have high quality finishes with granite countertops, nice cabinets, a demonstration kitchen, gaming tables with a club room and lounge. It will be first class.

Mr. Friedman provided a preliminary elevation of the residential building. They will have leasing agents, a property manager, maintenance engineers and a full-time cleaning staff. The parking will have assigned parking within the parking deck. All of the spaces will be numbered and any renter will have an option of renting one or two parking spaces unless they have a studio which would be limited to one parking space.

Mr. Friedman referred to the external factors they needed to be identified and cleared up before

coming in for the preliminary PUD presentation. They received conditional approval from the Park District and now have the ability to present. The "lost" parcel which was an issue before has been identified through Near North National Title. The Village could provide a quick claim deed. Everyone seems to be on board on how it needs to be handled. West Shore Pipeline was another issue that needed to be resolved. There is a reimbursement agreement that has been reviewed by the Village Attorney and the petitioner's attorney and is ready for execution. The other outstanding item was the Metra parcel. They have an easement from Metra. It is an easement agreement that also sets forth the terms of the shared parking moving forward. The document has been reviewed by a Village Attorney, the petitioner's attorney and Metra's attorney and the document is also ready for execution.

Mr. Friedman referred to the proposed timeline.

- November – working through the preliminary PUD;
- February – They hope to obtain final PUD. West Shore Pipeline is going to work on their engineering plans and get final bids.
- Spring 2016 – West Shore Pipeline should be ready to break ground and relocate the actual underground pipe. The permit-ready drawings will be finalized and submitted to HUD.
- Summer 2016 - Close on financing. Break ground, start work on the infrastructure and then go vertical with the residential building and the Flix Brew House. It is approximately six months for the core and shell for Flix Brew House and another six months for the FFNE.
- Summer 2017 – Opening of Flix Brew House. The residential building will still be under construction. There will also be some construction on the future retail pads as they are leased.

Mr. Friedman referred to the concern about the phasing of the construction and maintaining access especially for the Metra commuters. A diagram was provided of the overlay of the existing conditions which shows stage one of construction where they utilize the existing Northgate Parkway and the Metra parking at the north while they are doing construction to the southern portion of the relocated Northgate Parkway and the southern portion of the new shared parking. Stage two includes additional construction to the Metra parking. They will also do construction to Northgate Parkway. They will do construction to one side of Northgate Parkway, leaving the other side open and then flip it in order to ensure continuity of access for the Metra commuter parking lot. Once Northgate Parkway, Community Blvd. and the Metra parking have been constructed, they will then have the ability to commence construction on the residential building and the Flix Brew House. The future retail pads would be built as they get leased.

Mr. Friedman referred to the Metra parcel conveyance. The easement agreement would trigger a new reciprocal parking agreement. They would have to provide 150 commuter parking spaces plus 6 ADA parking spaces and 8 kiss and ride on Monday through Friday until noon. If demand exceeds 85%, they would provide 292 parking spaces for Metra commuters.

Mr. Friedman referred to the parking management. The site plan was reviewed and they received a memo from Sergeant Paul Hart and all of his recommendations had been taken into consideration. They have designated areas for Metra commuters; a designated area for the residents that would park in the parking deck, visitors would also park in the residential parking deck on the first floor. The Flix employees would park on the top level (6th floor) of the parking deck and then the customer

parking is throughout the entire town center. It is a shared parking concept. The Village would be in charge of collecting commuter parking fees and would manage and police it.

Mr. Friedman referred to the previous concern of angled parking in front of building E. He was unsure about the concern and mentioned that there were a lot of downtown areas with angled parking in front of the retail stores and that it worked well. He thinks it contributes to the charm and overall feel of what they were trying to achieve.

Mr. Friedman referred to the previous concern about valet parking. They added some addition queuing for valet parking. They now have space for 20 vehicles for drop off/pick-up. He met with Park Place Valet and reviewed the site plan with the owner of the company in great detail. He felt it was a perfect location for the valet parking. He felt there was amble room for drop off and pick-up. He had a couple of suggestions which include incorporating some awnings with built in heaters and some built-in key cabinets up against the buildings.

Mr. Friedman referred to the previous concern with giving vehicles the ability to turn left from Northgate Parkway into the northeast quadrant of the retail center between buildings A and C. He explained it was required in order to get Starbucks to come to the center. He understands the concern because vehicles that would be exiting the town center would queue up and nobody wants to see traffic buildup as vehicles are waiting to turn left. He suggested limiting the left turn to the mornings since Starbucks is busy. They would add a sign that prohibits left turns after 3:00p because in the evenings is when the traffic would stack up. This is needed in order to get Starbucks and he believes everyone would agree that it would be a wonderful tenant to have at the town center.

Mr. Friedman referred to the previous concern regarding Waste Management and the efficiency of how the trash would be picked up. He had a meeting with Waste Management. All of the buildings have an interior area with the trash facility. Waste Management would pull their vehicles in and wheel the trash containers out and then would be side loaded onto the container. They also looked at the loading for the cinema and waste pickup and didn't have any problem with the proposed design. There was one area they didn't think was appropriate to have the internal waste behind buildings F and G because of the parking. They didn't want to have any vehicles that would be parked and interfere with the potential pickup of the waste. They relocated the trash to the parking field and they would make sure it would be fully enclosed and protected. Mr. Friedman stated they wanted to keep the pedestrian cut-through open at all times. The best way to do it was to locate two ADA parking spaces which would ensure there would always be a pedestrian friendly cut-through where no vehicles would be parked.

Mr. Friedman referred to the previous concern regarding the residential loading area, parking garage and the trash area. He confirmed there will be two shoots (recycle and garbage). There is an overhead door for the waste area, a loading area and garage area. He provided turning radius diagrams that were prepared by his civil engineer to show there was ample space for vehicles to maneuver for the pickup of the waste and loading depending on the trucks size. A 3D rendering was provided of what the loading area and the garage entry would look like for the residential building.

Mr. Friedman referred to the previous concern regarding snow removal. He met with Bertog Landscaping who explained they would pile up the snow in the low parking demand areas but they

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don't want to compromise parking so if needed, they would haul off snow to their facility which is located on the other side of the tracks. They have ample space to pile snow and have vehicles to handle the haul off of the snow if necessary.

Mr. Friedman referred to the previous request for a definition of public versus private ownership. He explained it was defined in the redevelopment agreement. It is Exhibit 5 to the redevelopment agreement. It shows Section 1.1 in yellow which defines the residential area and Section 1.2 in blue which is the area for Flix. The gray is the area that would be dedicated back to the Village. It is Northgate Parkway, Community Blvd. and the Metra parking. It is dictated by Metra. They are requiring that their commuter parking and access roads be owned by the Village.

Mr. Friedman referred to the previous request to provide clarity for the framework for the management of the town center. There will be a master association; WTC LLC will be the master association. Under the umbrella, there will be WTC Residential Development LLC for the residential building and there will also be WTC Retail for all of the retail buildings. There will be a declaration for the subdivision which will be prepared and recorded at an appropriate time. There will be a general blanket for the easement cross access, maintenance and parking.

Mr. Friedman referred to the previous request for the framework for the retail. It has been defined in the redevelopment agreement. There were some prohibited uses that were identified in Section 5.4 and Exhibit 3. Some examples of prohibited uses for the town center are automotive, mattress, currency, gas station, laundromats, pawn shops, tattoo parlors and video rental stores.

Mr. Friedman referred to the previous question about non-retail maximum square footage that would be allowed. This item was addressed in the redevelopment agreement. It is defined as non-sales tax producing retail. They would be limited to 15% of the total ground floor square footage in the town center.

Mr. Friedman referred to the previous question about pedestrian access throughout the site. He explained they feel it had been addressed with the overall site plan. They tried to identify a couple of areas of all of the pedestrian cross access pathways they were providing from the parking fields to the village green to the retail pads. They are also providing pedestrian access from the residential building to the Metra station and from the residential building to the Park District facilities.

Mr. Friedman provided a preliminary sign plan identifying monument signs to the north by Dundee and a number of vehicular directional signage, pedestrian signage and retail ID signage. He provided some conceptual drawings that were prepared to give an idea of what the monument signs might look like.

Mr. Friedman referred to the requested bicycle parking. He explained there was ample bicycle parking throughout the development in four locations that were identified on the plan. They will make sure they have signage for the bicycle parking and that they provide bicycle parking racks that are harmonious with the town center vibe they are trying to create.

Mr. Friedman referred to the street lighting. The landscape architect provided a couple of options for street lighting that could be used on the village green or on Northgate Parkway or Community

Blvd. that would help create a charming downtown feel. Pictures of lighting fixtures were provided. They are LED and the idea is that they were invisible during the day but would provide ample lighting at night.

Mr. Friedman referred to the proposed pavers. They have been talking about using permeable pavers in the village green and the areas surrounding the retail buildings. This is a product recommended by the general contractor. Pictures of the different colors and styles were provided.

Mr. Friedman referred to the previous concern regarding the exterior of the Flix building. He explained the movie theater doesn't have a lot of storefront windows. However, because it is a unique cinema, they have a bar and grill concept and have the entire northern portion of the building with glass front windows. The kettles and bar and grill area will be seen. There are no storefront windows to the south and is up against the village green. They want to make sure the area is not cold and is warm and inviting. The initial elevation provided from Flix needed some improvement. They put together a rendering showing what could be done to the building using different materials (lighting, planters, providing pergolas and trellis and seating areas) that would warm up the façade and make the village green more inviting.

Mr. Friedman referred to the expectations to approve the overall site plan and to approve the phase one buildings (Flix Brew House and the residential building). All of the additional retail pads would be approved at a later point in time as leases were finalized.

This concluded Mr. Friedman's introductory presentation. Chairman Ruffatto asked Mr. Jennings to provide a recap of the Staff Report.

Mr. Jennings wanted to reiterate some points that Commissioner Powers and Chairman Ruffatto made in their opening remarks. He mentioned that the proposed was a very large and exciting project for the Village of Wheeling. The location is unique for the region. It is uniquely situated with not just the traffic volume of Dundee Road but there is also fairly easy access to Lake Cook Road. Along the west side of the property, there is the Metra station and access to the municipal campus and access to the Heritage Park complex with all of its new improvements. He explained it was an exciting opportunity for the Village to realize a vision that had been put in place about 15 years ago.

Mr. Jennings reviewed Staff's comments. He noted that Lynn Means, consulting traffic engineer from Gewalt Hamilton assisted Staff and a consulting civil engineer, Kevin Shaffer, Haeger provided comments. Chief MacIsaac from the Fire Department also provided comments.

Mr. Jennings explained one of the items that Staff is trying to recognize is there are some unique challengers with the unique opportunity. The site does have limited access. There is a T intersection that essentially ends into the site with all of the traffic issues with Northgate and Dundee. With the preliminary PUD and the master plan associated with it, they want to ensure that the elements on the master plan were given their greatest chance of success. He explained the site was driven by the two anchor buildings and the village green. There is a residential building which is an anchor and then the theater building. He thinks there is an opportunity to work with the development team to ensure that those two buildings were supported to the greatest extent possible.

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He felt there was a really well developed plan for both of the buildings. The Flix is extremely valuable to the success of the development as is the residential building. He wants to discuss the issue of the site plan as an element of supporting the functions of those two buildings. The anchor buildings are on the south end of the site. The north end of the south is primarily the second phase buildings. The speculative retail and the success of the speculative retail really depend greatly on the ability of the two anchor buildings to thrive in the site plan. Mr. Jennings referred to the challenge to provide adequate access around the site since it was narrow and the location of the tracks.

Mr. Jennings noted there were a few items that he felt had opportunities to help support the buildings better and give them an even greater chance of success. He mentioned the pedestrian access was limited on the east side of the site and the access to Village Hall was lacking. There are some concerns with the intersection design near Northgate and Dundee. The parking field that is in the middle of the speculative buildings was noted in the consulting civil engineer's report and has a substandard stall depth on the perimeter. He noted there was an opportunity here to improve the pedestrian access which could result in the loss of some of the parking spaces in the area. He mentioned there were utility locations that they have been working with the project engineer. There may be a need to deal with utility conflicts on the east side relative to the Village's storm water pipe and the water main in the area. He noted that Mr. Friedman's presentation did cover the issue of the extent of the initial parking.

Mr. Jennings referred to the south end of the site. He felt there was an opportunity to work at the preliminary PUD stage to help improve the access and the relationship between the buildings. The building is the centerpiece of the development. He felt there was an opportunity as it was currently designed that was missed to have it relate to the park. There is an existing access point which connects to the band shell and loop path around Heritage Park and has a great opportunity to increase the pedestrian access. He suggested maybe providing a ground level door. The east west vehicular connectivity on the site was somewhat limited. The extension of Community Blvd. at the north is the primary east west connection. The other connections are mainly pedestrian. He thinks one of the impacts of it that should be considered at the preliminary PUD stage was the volume of use that this particular drive would get. The cross traffic does not stop. The particular drive serves a large number of uses. It serves the entire residential building including the theater employee parking on the upper deck. It serves the residential guests, residential deliveries, and a portion of the valet. The number of parking spaces is 716. He thinks there is an issue where the residential function and the theater function were potentially negatively impacted by that limiting factor. He referred to the number of apartments and amount of retail was roughly equivalent to Northgate Crossing plus Arlington Club Commons.

Mr. Jennings referred to the Fire Department review. He noted that the turning radius exhibits illustrate potential points of conflict. The site plan may need to be revised especially due to the impact of snow accumulation. The civil engineer also noted a similar issue with the turning radius. A second point is the conflict between light pole bases and fire hydrants that needs to be resolved. He felt this had the potential to decrease the number of parking spaces in the parking fields. They require some separation from other structures to the fire hydrants.

Mr. Jennings referred to trash collection methods that may require further modifications. He thought

some of the additional discussion tonight might address most of Staff's concerns.

Mr. Jennings referred to the snow removal plan. He felt this detail could be done later but wanted to remind the Plan Commission of the challenges with the relatively limited runs in the parking lots that end in landscaping. It is a challenge to find locations to keep the snow on site. There may be some opportunities to stage snow in less utilized areas of the parking lot. He thought the areas might need to be adjusted over the course of a couple years of operation.

Mr. Jennings referred to the assumption in the Fire Department review that the buildings are of type 2 construction. He explained the detail has limitations on the separation. There is a minimum of building separation based on the type of construction.

Mr. Jennings referred to the Gewalt Hamilton Traffic Engineering memo. There is a point (listed as #6 in the memo) that notes that several aspects of the plan would require IDOT approval. The consultant has recommended that these items be discussed with IDOT as part of the preliminary PUD process.

Mr. Jennings referred to the question regarding the raised medium. An exhibit was provided at the meeting that shows a break in the medium. They can go back and discuss it with the consultant to make sure it was an adequate solution for it.

Mr. Jennings referred to the full access driveway relating to the same point. IDOT could be OK with it provided that there was a time restriction. It does require IDOT's review since it was very close to the Dundee and Northgate intersection.

Mr. Jennings referred to way finding signage. An exhibit was provided relating to way finding signage. There is a need to make sure motorists know where to go to find the valet, Metra parking, and access to the visitor parking for the residential building.

Mr. Jennings referred to the question from the traffic consultant regarding the overflow parking. The Village's consultant review of it was that the overflow parking was still necessary on a limited basis. He suggested having the two consultants go through the reasons related to it.

Mr. Jennings referred to the civil engineer's comments. He referred to the variation relating to the parking stall depth in a few locations. He noted in the locations, there were not adequate opportunities to overhang at the curb. A lot of times, there will be reduced depth parking where there is a large landscaped area so you overhang with a drip strip and that allows the corresponding decrease given an adequate drive aisle is behind it. In this case, there are locations of shorter parking stall depths. They are combined with limited width landscape strips which may produce some negative consequences according to the Village's consultant review.

Mr. Jennings referred to the sidewalk comments. There is a decrease in sidewalk depth. There are some sidewalks that were previously shown but were omitted on this version of the site plan. He thinks it was an oversight. There is no sidewalk connecting from Dundee south.

Mr. Jennings referred to the turning radius diagram. The footprint of retail E may pose some

challenges for the number of utilities that are in the area. There is a water main relocation that is likely to require an easement from the Park District to the south of the residential building.

Mr. Jennings referred to the storm water conveyance pipe. There is an existing 72" pipe with a connection at the southeast corner of the site. It is an easement that is half on Park District property and half on Village property. They need confirmation between the water main and the storm sewer. Chairman Ruffatto opened the discussion to the public.

From the audience, Mr. Adam Cole, Director of Development, Tri City Foods, 1400 Opus Place, Downers Grove was present and sworn in. He noted that Tri City Foods was the tenant and operator of the Burger King business located at 425 Dundee Road.

Mr. Cole referred to the previous meetings and comments but expressed his disappointment that Burger King had not been mentioned by the developer or Village Staff as an adjacent business. He mentioned that they are the only operating retail business in the area on Dundee and utilizing the intersection. He noted that Burger King was mentioned in the reports that he had just received earlier in the day. He noted that they had never been contacted. He understands the developer sent a notice to the landlord who had notified him today about the meeting.

Mr. Cole understands if the preliminary approval is granted, the final plan must just conform to the preliminary approval and Code. He felt it was important that their concerns were heard and addressed.

Mr. Cole referred to the common locations and the north boundary listed on page 1 of the Staff Report and noted it was listed as vacant commercial. He referred to the Burger King that was operational and adjacent to the proposed development.

Mr. Cole referred to the luxury apartments and stated that they would love to see the growth in the neighborhood. He is happy to see it moving forward but was not happy that there had been no communication or effort to discuss the plans with the sole retail business operating adjacent.

Mr. Cole acknowledged that the land owner, Mr. Alvarado was present at the meeting.

Mr. Cole referred to Section A4 and the concern about offsite parking. He explained they had the same concern about parking in their lot which they were paying for to support their customers and the expenses that might be associated on high volume nights to provide extra security. They want to make sure there is adequate parking.

Mr. Cole referred to Page 6 in Section B3 regarding traffic management. He emphasized there was no discussions with Burger King about traffic management and they were a business that does 70% of their business through drive-through operations. They have a significant component of cars ingressing and egressing the site daily with extended hours from 6:00a to 11:00p seven days a week, including holidays.

Mr. Cole believes the presented plans would have a detrimental effect to their business and will create disruption to the movement they enjoy with the two current curb cuts on Northgate and would

render one of their access points. He referred to the crossing over traffic that was indicated to be higher volume traffic. He referred to the proposed cut between retail A and C for the left inbound so that a Starbucks could be contemplated. He didn't hear any mention that it could help the Burger King keep an access or ingress or egress. He explained if the cut were made, people south heading northbound up Northgate might try to turn left through the access to visit Burger King at the same time someone was trying to turn left on southbound Northgate going into the Starbucks creating an unsafe situation. He felt the design was ill conceived and does not consider the existing operations.

As an operator of a drive-through business, Mr. Cole believes the concept of a raised medium and timed intervals of acceptable left turns were not practical and would be in contrast with the signage. He felt it could be a complication and a better design could provide for a better solution.

Mr. Cole stressed that the existing driveways at Burger King were 23' wide and so under the design, the south driveway would have to convert to an ingress and egress but he felt it wasn't an adequate width for two-way traffic. He felt 24' was a minimum he saw typically by municipalities and many require 25'.

Mr. Cole referred to the traffic engineer Item 6 on Page 8 that recommends a discussion with IDOT occurs for approvals they must grant. He is unclear whether it has occurred and wants to be involved.

Mr. Cole referred to Item 12 on Page 8 that the sidewalks to Dundee along Northgate were not illustrated and it wasn't clear. He felt since his business fronts on Dundee and Northgate that he would be concerned and wants to see it.

Mr. Cole referred to setback adjustments and the developments on the frontage on Dundee were a little unclear. He wants to see more clarity.

Mr. Cole didn't see the signage review addressed. He felt the PUD would typically include how the signs would impact or their proximity to the existing Burger King pylon sign. He was uncertain that the proposed spacing on the widened Northgate meets the requirements for spacing under the ordinance nor does he believe there was any consideration given to the pre-existing user and tenant. He asked the Village that they not grant anything different then they would to two adjacent businesses elsewhere in the community in a way that excessive signage would hinder or harm the viability or success of the pre-existing business.

Mr. Cole referred to the proposed schedule. He didn't see anywhere on how to protect the existing businesses from extreme disruption over such a lengthy period. He expressed concern about the massive amounts of site work, earth relocation, paving, dusts, disruption, extreme level of mud over four seasons a year that will clutter the site and surrounding roads and the entrance to their restaurant. He encouraged that any approvals for this had a clear and comprehensive plan for site maintenance, cleanliness, street cleaning, dust containment and etc. from the construction activities.

Mr. Cole thinks there should be a requirement for reasonable coordination to prevent disruption from the existing businesses in the community. As he saw it described, the entrance to Burger King would be impacted during phase 1, 2 and 3 from 2017-2021. He does not want to put up with the

hassle of it every day between now and then.

Mr. Cole thinks it is shameful of the developer and the Village for not recognizing the impact it could have on a longstanding business partner in the community.

Mr. Cole referred to the civil engineering report. He referred to Item 6; they are concerned about the demolishing not being clear. They are concerned with Item 10, the deceleration lane changes and the stacking it would create. He reminded the Commission that they are a drive-through business and rely on cars being able to come in and out of their site. He thinks there needs to be a more conscious design and the drive-through specifics need to be addressed in the transportation study.

Mr. Cole referred to the unclarity of the sidewalk plans on number 11 and the landscaping plans on number 23. He referred to the drive-through consideration on number 24 and thought it was in the developer's favor but not the existing business. He referred to the parking concerns in number 25.

Mr. Cole referred to the traffic report and the concerns of the double left lane, the raised medium and egress. He felt he did not have enough notice to read the entire report. He wanted to be invited to another meeting because he felt their comments were sincere and warranted. He felt the proposed development as presented would have a detrimental impact on their business.

From the audience, Mr. Pedro Alvarado, property owner, 425 Dundee Road was present and sworn in. Mr. Alvarado stated he had the same concerns as Mr. Cole. He requested that the right hand turn should be discussed at a future meeting. He expressed concerns regarding the proposed apartment building. He stated there were more Latinos in the area than non-Hispanics. He questioned the price point of the apartments. Mr. Friedman stated they were between $1,000-$1,200/per month. He questioned what the catalyst would be for changing the demographics in the area. He did not believe the demographics matched. He stated that he had been an appraiser since the 1990s and studied markets. He referred to the DePaul and Lincoln Park areas that had been a high crime area but when DePaul University moved in and housing was rebuilt the area changed. He also referred to The Glen. He felt the proposed development would work in the City but not in Wheeling. He was not saying it shouldn't be built but felt the residential portion was a big question for him. He wants it to succeed for everyone.

Village Attorney Milluzzi addressed the brief notice issue. She reported that notices were sent to all the property owners within 250'including Tri City Foods. Mr. Cole stated that he was not aware of Tri City Foods receiving any notice. He stated their landlord received the notice and provided it to him today. Village Attorney Milluzzi referred to an address of 2824 N. New Castle Road, Chicago, IL. Mr. Cole stated it was an address of one of the entities of the landlord but was not the address of Tri City Foods. Village Attorney Milluzzi explained it was the address listed on the Treasurer's website that pays the property taxes and that is what was used to send out the notices. Mr. Cole confirmed Tri City Foods was not located at that address.

Chairman Ruffatto asked if Mr. Friedman wanted to respond to the Village.

Mr. Friedman questioned the relationship between Tri City Foods and Heartland. Mr. Cole explained Tri City Foods purchased a number of assets owned by Heartland in November 2014. Mr.

Friedman stated that he had several phone and e-mail conversations with Jeff McDonald from Heartland Corporation regarding the development. He invited him to his office to go over the site plan to discuss the town center and project in detail. He also reached out to the attorney who represents Mr. Alvarado and asked on a number of occasions to have meetings with the property owner to discuss the town center project in great detail but the response was too busy and didn't have time to meet with him.

Chairman Ruffatto asked Mr. Friedman if he had comments about the tenant or from what Mr. Jennings presented.

Mr. Friedman explained a lot of the items relating to the traffic would need to be addressed by the traffic consultant. He suggested addressing them one by one.

Chairman Ruffatto asked Mr. Cole and Mr. Alvarado if they had any comments to Mr. Friedman's statement. Mr. Cole stated that Tri City Foods acquired the property in November 2014. He was unsure what occurred prior to that date. He stated that he had received no calls during the last twelve months.

Contact information was exchanged between Burger King, the petitioner and Village Staff.

Chairman Ruffatto requested a break.

Commissioner Powers moved, seconded by Commissioner Dorband to take a recess at 8:00 p.m. The motion was approved by a voice vote.

Chairman Ruffatto turned the meeting over to the Commission for questions or comments relating to the traffic and onsite flow.

In reply to Commissioner Powers' question, Ms. Jones explained if there was something that changed the site drastically after preliminary PUD approval; the petitioner would need to return.

Commissioner Powers thanked Staff for all of their work.

Commissioner Powers referred to the traffic flow between Northgate Parkway and the Village campus. He questioned if Staff felt it was acceptable. Mr. Jennings deferred to traffic consultant, Lynn Means. Ms. Means feels they have a handle on how much traffic would be coming in and out and the potential impacts along Northgate Parkway as well as the internal and external connections through the development.

Commissioner Powers referred to the east side of the development. He questioned if it would be addressed if it became a problem in the future. Mr. Jennings explained the concern he had mentioned was between retail H and E. He had suggested that there was an opportunity during the preliminary review to look at how the different parts of the site function together. He had a concern that the daily resident in and out experience could be difficult here because of the wide mix of uses at that location. There are so many other users that share that particular drive. He suggested there was an opportunity at this time to work with the developer so as it gets refined and to ensure the

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greatest chance of success for the building.

Commissioner Dorband questioned if Staff was comfortable with it. Mr. Jennings felt the preliminary Community Development review was relative to the site plan and the function of the site plan and its relationship to its surrounding. They have supporting reviews from the Village's consulting traffic engineer and a supporting review from the Village's civil engineering consultant. The Fire Department also contributed some review relative to the site plan and utility layout. He felt Staff did have some concern with some of the elements of the plan. He thinks generally everyone was pretty confident that there could be modifications. When you look at the reviews, you are looking at suggested modifications and issues that should be addressed. He doesn't want to say that Staff is comfortable with it exactly as proposed but thinks there is a good level of confidence that with some refinement the various elements could work together very successfully.

Commissioner Dorband questioned if the traffic light at Community Blvd. along with the traffic at Northgate would be enough for the flow to move along or would there be a backup along Dundee Road or in another direction. Ms. Means explained there are some capacity constraints that currently and would still be realized in the future. The study did identify that there was need for future improvement along Dundee Road for a third through lane. However, there are no current plans for it so there will still be capacity constraints especially in the morning going eastbound and in the evening going west along Dundee Road. They did propose an additional access to the site via modification of the limited one-way access in between Northgate and Community Blvd. to provide it to be a right in and right out access along with a right turn lane added in the east bond direction along Dundee Road. There are some additional improvements to help to facilitate the external traffic movement on Dundee Road but there will still be some constraints as there are today.

Commissioner Johnson felt the IDOT approval was number one on the list. He thinks some major work still needs to be done at the intersection because of Burger King. He can't imagine going through the drive through and trying to turn left and get home while the food was still warm. He wasn't too concerned with the Village Hall drive and Community Blvd. He was more concerned with the intersection. He referred to the double left turn and questioned the reason for it. Ms. Means explained it was because the study found that most traffic would be heading in that direction. He felt if someone wanted to turn right and someone at the front of the line was going straight it would back up traffic that could have otherwise gotten out. Ms. Means explained the volumes would be shared with the through and the right and was modeled to handle between that distance the through and the right turn volumes without necessitating an additional right turn lane on the northbound approach. She agreed there would be delay and they can't stack freely in a right turn lane and make the turn if there was another person in front of them waiting to go straight.

Mr. Friedman added if someone was going right there were two other access points going east. There is the cross access drive and then Community Blvd. Commissioner Johnson felt it was designed to get out on Northgate.

Mr. Corcoran, Traffic Consultant, Ericksson Engineering explained more than half of the parking was on the east side of the site, including the garage. He felt there was opportunity for them to use the right out as well as to use the Community Blvd access to go east. In the morning, the apartment dwellers may find that it's the easier way to go to Community Blvd. He agreed there would be right

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turning traffic on the south leg at Northgate but there were other opportunities to turn right. They were not expecting the through volume to be very high so it justifies one lane and not two.

Commissioner Zangara asked if they contacted the railroad regarding the gates going up and down. He felt that was the biggest traffic issue when the train comes and everything gets backed up. Mr. Friedman confirmed they had many conversations with Metra because of the easement and shared parking. He explained the Metra platform needs to be relocated significantly to the south which would allow the gates to remain open.

Commissioner Zangara referred to the traffic between buildings E and H and a concern during phase 2 and the construction. He suggested exiting straight through the cross roads by the apartment building garage. Ms. Friedman explained he would love to have cross access but the Park District doesn't want any cross access along that area. The Park District wanted to eliminate any traffic patterns on the private Park District Road. They didn't want the increased traffic.

Mr. Eric Handley, General Contractor, Randolph Inc. explained they have a great deal of experience involving similar phased projects. He mentioned they worked on the Walmart store and expanded that project and kept them operational the entire time. He explained when they develop the phasing plan; they will address contractor parking, contractor access and all the concerns regarding storm water, dust control, etc. The site will be fenced in and secured. The construction will be segregated from the operating areas at all times. They will make sure that there are clear and distinct paths for construction and the residents. He confirmed they have a good plan in place for it.

Chairman Ruffatto referred to the Northgate entrance on Dundee Road. He asked for the petitioner to address the comments from the Village's traffic consultant and what could be done to make it better. Mr. Corcoran provided a drawing. They show the three outbound lanes, the dual lefts and the shared through right. He referred to the request for a raised medium which was added. They left a break. He referred to the concern when someone was stopped that they would block the in bound to the center. He mentioned the lane was much wider (approx. 26-28') so trucks could make the right and left turns. They have room to put a painted medium so a car could get out of the way with through traffic. In the morning the center is closed except for Starbucks. The Metra parking is coming in and not going out in the morning. Starbucks is asking for the left turn to come in so they could access the store. They added the medium to address the issues. He understands Burger King's concerns but also added it was a safe place if a vehicle needed to stop in the morning to get out of the through traffic. There is only one lane of traffic coming in at a time and one section will always be free.

Chairman Ruffatto felt it was somewhat disjointed. He referred to getting to the apartments. He feels it doesn't seem to have a good flow since it wasn't a straight shot. He wants to see the flow improved. He referred to the deliveries to the eastern side which would add even more traffic to the traffic flow from building C to H. Chairman Ruffatto referred to the pedestrian area between Flix and the apartment complex. He felt it would make a perfect spot for an access to the parking on the west. He felt the area should be improved. Chairman Ruffatto didn't think there was good front access to the apartment complex. Mr. Friedman agreed and felt it was killing the rent ability of all the units that faced the pedestrian corridor by installing the street. Mr. Corcoran referred to the access for the apartments and felt the connection didn't really help it. He understands the concern

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about some of the circulation for parking for the customers. He felt it would not be that much of a help for the majority of the parking in terms of the traffic. Chairman Ruffatto questioned if it would relieve some of the volume on the east side that had been discussed. He questioned how the deliveries would be handled for the retail and were they being restricted to certain times. Mr. Friedman explained they hadn't gotten into deliveries for the future retail pads since they don't know the tenants. Chairman Ruffatto referred to deliveries for Flix. Mr. Friedman explained they had a loading area to handle the demand.

Chairman Ruffatto asked about the status of the IDOT review process. Ms. Corcoran explained over the summer they worked with Staff and the consultants to modify the plan. Once they were comfortable, they submitted the site plan and traffic studies to IDOT and it is currently in their review queue. They won't give a date for completion. Chairman Ruffatto questioned if it needed to be complete for final. Mr. Jennings explained it was a question for the Plan Commission. The specific elements rely on an assumption of IDOT approval. The traffic study includes some proposed modifications. He felt there was general agreement about some of the modifications but the question remains if IDOT was likely to accept them as drawn or require modifications that could ultimately impact the flow into and out of the site. He thinks it is a fair question to go through with the traffic consultants.

Mr. Corcoran mentioned they were not on the same page whether the medium was painted or raised. He didn't think it would have much of an impact on the greater plan since the basic roadway stays the same. It was a construction detail. He referred to the issue of the eastbound right turn lane on Dundee Road and noted both of the traffic consultants were in favor of it. He questioned if Staff was comfortable to move forward but have the final IDOT determination before final approval. Chairman Ruffatto felt it would be necessary to have it well before final and part of preliminary. Ms. Jones stated Staff was in agreement. Mr. Jennings didn't think Staff would be comfortable going on to end preliminary. He thought at best there would be a conditional approval that if IDOT was not in agreement they would have to come back and discuss the impact it would have on the site plan. He explained if there was a willingness of the Commission and the Board to move ahead with the understanding the final would not be reviewed without it. Staff would generally go with a more conservative approach to have some preliminary discussion with IDOT prior to moving ahead with the master plan of the preliminary PUD. Chairman Ruffatto agreed.

Chairman Ruffatto questioned if there were any major disagreements that needed to be discussed. Ms. Means explained most of them were highlighted by Mr. Jennings and related to the Northgate approach at Dundee Road. She felt it was a significant concern just addressing the medium access and working to try and get the right turn lane on to eastbound Dundee at Northgate. There are key elements that need to be in place related to way finding and valet parking. She felt working with Burger King to make the property work with the existing use was also important. She felt there was still some concern to be worked out related to the valet parking in close proximity to the main intersection as well as potentially having one main east west corridor through the property to have parking in front of building E. She felt it would be more desirable to have the parking in the rear of the building on the other side south of building E instead of backing into the main aisle.

Chairman Ruffatto requested that the petitioner address the parking by building E. Mr. Corcoran explained some retailers felt it was important to have the parking in front of the store. He mentioned

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it was not an uncommon situation on much busier roads and a number of suburban downtowns and other town centers. He referred to The Glen in Glenview which has a lot of parallel and angle parking. He reiterated that they were trying to create a town center as opposed to the typical suburban development.

Mr. Friedman addressed the valet. He explained the goal was to have valet parking easily accessible for vehicles that were entering the town center from Northgate Parkway. He explained the proposed design allowed vehicles to turn right or left and immediately find valet parking staff. When he met with the valet parking operator and owner and they discussed the plan. He mentioned from an operational standpoint there was the ability to have staff at the intersection helping traffic and directing them to areas for valet parking. He felt it was an operational and management issue that would be handled.

Commissioner Johnson referred to coming off of westbound Dundee into the striped area to turn left into the Starbucks or retail D, C or E and questioned the number of cars that could stack up between the opening and the crosswalk in order to be out of the intersection. Mr. Corcoran stated there was room for three or four vehicles. Commissioner Johnson felt it wasn't a lot. Mr. Corcoran explained the intention was to serve Starbucks in the morning and not at lunchtime or other hours of the day. Commissioner Johnson sees a big conflict. Chairman Ruffatto felt it was a valid point. Ms. Means explained it was part of their concern and that the analysis shows that the queue in the morning time period, 95% of the time it would exceed the storage provided within the break. They would expect that opening to be blocked a majority of the time. They also have a concern without a restriction to be able to go left out of the driveway between buildings C and A given the relationship to Metra. Some folks would want to go in and get Starbucks and then get a train. The opening of the medium is one of their greatest concerns.

Mr. Friedman reminded everyone that if the medium was closed off it would then be detrimental to Burger King. Chairman Ruffatto questioned if Ms. Means addressed it. Ms. Means suggested that the applicant work with Burger King to potentially come up with a solution to possibly improve access by either having the medium extend not farther than the south access so that way they could still get patrons out successfully from their driveway. She mentioned another possible solution was to consolidate the north and south driveways and potentially looking at redesigning the parking lot so they could allow full movements coming in and out of one driveway to the Burger King access.

Mr. Corcoran confirmed he had reviewed the Village's traffic study and provided a reply to the comments. He referred to the lack of communication with Burger King so they have not been in a position to generate any discussion on how they could assist and improve their access. He believes it will happen after the meeting. He referred to the morning traffic and mentioned that a 95 percentile queue was the maximum queue they would see and the typical queue would be smaller. He agreed there would be times when the inbound left would be blocked but it would not be blocked constantly. He stated a left out was not their intention and they would put a medium there if necessary.

Ms. Jones noted for the record that Staff received a memo from Mr. Corcoran today regarding traffic updates. Staff did not have a chance to review it.

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Chairman Ruffatto asked for comments and questions regarding parking.

Commissioner Johnson wanted details regarding the parking structure. Mr. Friedman confirmed the top deck was just for Flix employees. The visitor parking is on the first floor. The parking will be gated. Visitors could go in but would need a ticket in order to get out. The Flix employees and residents would have key fabs. The master key fab allows residents access to the parking garage areas, common area amenities, the hallways and was a unique system.

Chairman Ruffatto requested an explanation regarding the visitor parking. Mr. Friedman explained visitors get out with a disposable parking pass which the tenants would have.

In response to Commissioner Johnson's question, Mr. Friedman stated the parking fee for the residents was $40/month. Their market research found out that new suburban projects charged a $75+ per parking space a month. Commissioner Johnson questioned what would prevent a tenant that didn't want to pay it from using the surface lot. Mr. Friedman explained it would be policed. There will be a designated area for overnight parking.

Commissioner Johnson brought up his previous concern that Park District patrons would use the eastern side of the lot because it was closer than the Park District's south end parking lot. He was unsure on how it would be managed. Mr. Friedman felt it could go the other way as well. Commissioner Johnson questioned what would prevent a commuter who didn't want to pay for the Metra parking from parking in a surface lot and walking through the green space. Mr. Friedman explained it was addressed in the memo and the operational management aspects that would be required. He explained it was a training exercise where Staff and Metra commuters would need to get used to how the operation worked and what the best way to police and enforce it.

Commissioner Johnson questioned if they planned to include electric charging stations. Mr. Friedman confirmed they were including electric charging stations in the residential parking deck. They will also have rental car options available (Zip cars).

Commissioner Zangara asked for an explanation on how the Flix employees get out of the parking deck. Mr. Fasolo, Architect, RTKL reviewed a drawing that showed the stair and elevator on the sixth floor parking deck located in the southeast corner and a stair on the southwest corner. He felt most people would take the southeast corner down and then walk through the garage to a painted path in the garage to get out on the first floor. The employees would not have access to the residential building. The floors would require access with a fab.

Commissioner Zangara referred to the valet parking. He questioned where they suggested dropping off the cars and where the valet would park the cars. Mr. Friedman explained the drop off and pickup areas were the same. The cars would probably be parked in the southwest corner of the site which was the least desirable parking space for customers.

Commissioner Zangara questioned the location for overflow parking. Mr. Friedman explained they don't feel there was a need for overflow parking. In the event there was a demand and they required additional parking for the employees, there were neighboring facilities including Bertog Landscaping and the Metra lots that could be utilized for the employees. A shuttle would be

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provided if necessary.

Commissioner Zangara questioned if they would consider having valet by the shops. Mr. Friedman explained they would have an awning with a built-in heat lamp and would have built in key cabinets. The area would be sufficient if someone wanted to wait outside for the car or they could wait inside the building until their car arrived.

Commissioner Zangara questioned if there was a bus stop on Dundee Road. Mr. Jennings explained that Pace had stopped along Dundee Road in the past but they have a tendency to stage their buses in locations that the Village had an issue with in terms of the access to the Strong and Milwaukee intersection. Their intention is to utilize the Metra area to stage. They had previously no intention of providing regular bus service to the Metra station but there had been recent discussions about bringing the buses into the kiss and ride area.

Commissioner Powers felt it would be a full time job to manage the parking but felt it would be adjusted as needed. Mr. Friedman agreed it was an operational and management issue that needs to be addressed throughout the process. The project is not getting built overnight and as it evolves they will better understand the needs that need to be addressed.

Commissioner Dorband referred to the Zoning Code parking requirements that show it was 25% below the requirement. She questioned if there was an issue with it. Mr. Friedman explained the overall issue is that it was a transit oriented development and based on market research, there is less demand for parking in transit oriented residential developments. Mr. Corcoran confirmed they were meeting 78% of the Zoning Code requirement. The differential of 156 spaces is being offset because most of the demands for the other users were at night and Metra will be in the morning and afternoon. The parking demands for the residents and other retail uses were more in the evening. He further explained that in residential transit oriented design they are seeing less parking than what the Zoning Code requires. They are providing 85% of the residential Code requirement. They think the number will be a lot less due to the transit oriented design and the type of development based on studies for this issue. They are asking for a 13% reduction for the commercial uses because of shared parking.

Commissioner Dorband asked if they were still considering using the Metra lot after 11:00 a.m. Mr. Friedman explained it was part of the Metra shared parking agreement. He noted that his attorney and the Village attorney had reviewed it. They are fine with the shared parking component. Mr. Corcoran noted that the basic train schedule showed that 95% of the people were in the Metra parking spaces by 10:00 a.m.

Chairman Ruffatto asked for a review of the variation on the apartment parking. Mr. Corcoran explained the Village Code had two requirements depending on the number of bedrooms. For studios and 1 bedrooms it is 1.7 spaces per unit and for 2 and 3 bedrooms it is 2.2 spaces per unit. They are providing 1.67 spaces per unit. Chairman Ruffatto questioned if Staff felt it was a number that was acceptable. Mr. Jennings explained if it was broken down by the units, it was equivalent to each residential unit having a parking space. They tried to play it out how it would look like over time. Because they will be able to manage the leases, the distribution of spaces and the restriction on overnight parking, Staff felt they were fairly comfortable with it. They felt it was likely to work

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out. Staff's concerns were more about the assumptions made with use restrictions on the commercial side. Mr. Friedman provided numbers based on the assumptions for the parking ratio based on the units. He stated that a studio would get 1 parking space, a 1 bedroom would get 1.3 spaces and the 2 & 3 bedrooms would get 2 spaces.

Chairman Ruffatto referred to the variation on the commercial. He asked for an explanation on the variation. Mr. Corcoran explained the variation for the commercial was 964 required versus 836 provided. He explained it was due to the variation by the time of day for some of the uses. They also looked at the industry parking demand for some of the uses. He noted that retail was generally a little less than 4. The bank in the northeast corner would be closed at night and the parking would be available for the other uses at night and the weekends. He stated their analysis on an hourly basis showed they could provide the parking shown.

Chairman Ruffatto referred to the table provided on page 9 of the traffic study. He questioned if they took into consideration the Park District activities when they did the traffic studies. Mr. Corcoran confirmed they took it into consideration for the traffic study. They received projections from the Village and made some adjustments. They have not assumed any Park District parking coming onto their parking or vice versa. Chairman Ruffatto was not certain why it wasn't taken into consideration since it would happen. Mr. Friedman explained there was synergy amongst all the uses and that was the reason the Village decided to take the land and create a town center. He noted that when he met with Village Staff, the number one comment was they wanted to create a town center area that revolves around the municipal campus and that works in synergy with the existing facilities offered by the Park District. He believes it was the desire when the master plan and the RFP were issued for the site.

Chairman Ruffatto referred to the table. He noted at 8:00 p.m. was the minimum amount of spaces that would be available. The table showed it had 701 vehicles and was 84% of the capacity but would still have 135 spaces open during the week and 67 on the weekends. Mr. Corcoran agreed the statement was correct. Chairman Ruffatto questioned if the calculations took valet parking into consideration. Mr. Corcoran confirmed it was the parking demand regardless of who parked the car.

Chairman Ruffatto questioned the uses used for the parking study. Mr. Corcoran explained it was based on the Flix with 1,032 seats including the bar area and includes a bank, a Starbucks and the roughly 50,000 square feet remaining was based on 20,000 of it being restaurants and roughly 38,000 for retail users.

Chairman Ruffatto referred to the turning ratio issues and felt it would definitely impact parking. Mr. Friedman explained the turn radius diagrams had been provided. The parking report was consistent with the submitted plan. The diagram shows areas where parking spaces were eliminated. The current parking count reflects the spaces that were shaded out in order to accommodate the turning radius. He confirmed the calculations reflected the recommended changes for turning radiuses that the Fire Department recommended. They are not reflected in the plans. The parking study is updated.

Chairman Ruffatto asked for an explanation for the overhang spaces in the northeast corner. He questioned what the impact would be if it needed to go back to regular sized parking. Mr. Friedman

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questioned the concern with the overhang. Mr. Tack explained his comment was regarding the variance and the overhang on the perimeter spots that were in locations with very narrow widths and would cover the limited green space. Mr. Friedman agreed there was limited green space but noted the development was located next to a park.

Ms. Jones referred to the 17' dimension of the stall length and explained Staff also had concerns regarding the safety for the drive aisles. They felt motorists may not pull in all the way to overhang a full 2' dimension in the rear into the drive aisle creating a hazard. Mr. Friedman felt overhangs were common in every downtown area. Mr. Corcoran agreed overhangs were common not only in downtown areas but also in suburban parking lots especially along curbed and landscaped areas. He stated they were providing a 62' bay and in the retail industry standard it was a 60' bay so they were actually a little wider than normal. He mentioned most vehicles were generally under 17' except for the large SUVs, Pick-ups and mini vans.

Chairman Ruffatto asked Mr. Cole if he had any questions regarding the traffic or parking. Mr. Cole referred to the Starbucks slide and expressed concern that the ingress and egress would have on the customers of Burger King. He questioned if trucks were included in the traffic study. He was referring to the trucks that serviced the food and beverage tenants and other retail tenants. He mentioned the typical delivery truck in Chicago was a minimum of 24' box on a truck. It is 36' long with a fixed axel. He noted that more typically for a national retailer would be a 48' semi-trailer or a 53' semi-trailer. He expressed concern if there was inbound and outbound traffic of trucks it would be one truck that would fill the void. He questioned if it was analyzed in the traffic study. George reported the width of the driveway was in excess of 24'. Mr. Cole expressed concern with the outbound since one semi would prevent any inbound traffic from crossing over the lane since the truck would physically block it. Mr. Corcoran explained it was happening at Dundee Road with two lanes and when someone was turning to make a right. Mr. Cole questioned if trucks were considered in the timing, queuing and flow through. He hopes it is considered in the plans as it relates to the intersection.

Mr. Cole questioned if Burger King's egress and ingress traffic was included in the study. Mr. Corcoran confirmed it was included. Mr. Cole questioned who supplied the data. Mr. Corcoran explained they did traffic counts. Mr. Cole offered to supply the data on an hourly and daily basis.

Mr. Cole questioned if the parking for the center was metered. Ms. Jones confirmed it was not metered parking. Mr. Cole expressed concern that people would park in the Burger King parking lot when the center was under parked or if it was metered. Mr. Corcoran stated they were not under parked. Mr. Cole thought it was a 13.3% reduction per Code. Mr. Corcoran explained they expected demand for the development to be less than Code.

Mr. Alvarato asked for details regarding the eastbound traffic. Mr. Corcoran explained the results of the traffic study, traffic counts and projections indicated that a separate right turn lane was warranted to go from eastbound into the development. He explained there wasn't enough right-of-way in this section of Dundee Road for them to implement it. Mr. Corcoran explained they did not have the control of the land to do it so they are not adding another lane. Mr. Alvarto mentioned he had seen a drawing with an extra lane. Chairman Ruffatto confirmed the extra lane was not being added. Mr. Friedman explained when they met with the Commission for the concept meeting, the

recommendation was to provide a cross access easement for Burger King so that was when he reached out to the property owner and suggested if they could work with them on the right deceleration lane they would provide the cross access.

Chairman Ruffatto suggested continuing the docket to next week's meeting. The existing documentation would be used in addition to the presentation that was provided tonight. The review would continue next week.

Commissioner Johnson moved, seconded by Commissioner Dorband to continue Docket No. 2015-5 to November 19, 2015.

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Johnson, Powers, Ruffatto, Zangara
NAYS: None
ABSENT: Commissioner Sianis
PRESENT: None
ABSTAIN: None

There being five affirmative votes, the motion was approved.

PUBLIC HEARING NOVEMBER 19, 2015

Chairman Ruffatto called Docket No. 2015-5 on November 19, 2015. Present were Commissioners Dorband, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Mallory Milluzzi, Village Attorney, Andrew Jennings, Director, Community Development, Fire Chief MacIsaac, Fire Inspector Ron Antor, John Tack, Village Engineer and consultants Kevin Shaffer, Haeger Engineering and Lynn Means, Gewalt Hamilton Associates.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL, Mr. George Dreger, Eriksson Engineering, Ms. Michelle Kelly, Upland Design and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL, were present and previously sworn in. Mr. Peter Farquhar, Randolph Inc, 820 Lakeside Drive, Gurnee, IL was present and sworn in at tonight's meeting.

Chairman Ruffatto requested an update on the progress made with the Burger King property. Mr. Friedman reported there was a meeting yesterday at Village Hall to discuss alternatives to the access and curb cuts along Northgate Parkway. Chairman Ruffatto questioned if progress was being made. Mr. Friedman explained they were having discussions but had not yet come up with an alternative plan. The petitioner's traffic engineer and civil engineer were present at the meeting and will work with the architects in order to redesign Burger King's existing curb cuts based on some suggestions and requests that came up at the meeting and ultimately would shift the "Starbucks" left turn access a little to the south.

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Chairman Ruffatto questioned if the petitioner had any meetings with IDOT. Mr. Friedman confirmed they had not met with IDOT. Mr. Corcoran confirmed a meeting had not yet been scheduled with IDOT but were in the process.

Chairman Ruffatto questioned if Mr. Cole had any comments about the discussions. Mr. Cole confirmed they met with Village Staff, the developer and consultants. They heard their concerns and would work together, hopefully to a solution that would be agreeable to both parties. His comments addressed parking, concerns about the infrastructure on egress/ingress and in search for some public parking between their lot and the public way. A primary point of discussion was signage and the proposed placement of it. He is hopeful that the developer will respond positively with some change that was good for them and the landlord.

Mr. Alvarado stated he was a real estate appraiser with over 500 hours of appraisal classes. He has done appraisal reviews throughout the country. He clarified that his mother was the actual owner of the Burger King property for 11 years and not him. He felt the tax collections from Burger King had likely helped to subsidize the purchase of the proposed site. He mentioned that Burger King had been in existence for over 30 years and has had a left turn access entrance from the Northgate Northbound traffic for the entire period. He mentioned last week he learned that one of the proposed changes was to lose the access. He mentioned the public was shown Burger King as vacant land in the request for Commission action staff project review docket 2015-5. He felt the two actions were prejudicial to his family and the lease holder. He mentioned it was the only Hispanic owned property adjacent to the soon to be town center that leased to a restaurant that employs a number of Hispanics. He explained that his mother relies on the existence of the Burger King for her livelihood. The property was obtained after several decades of hard work and savings. It is her entire nest egg. Ms. Milluzzi reminded Mr. Alvarado to keep it relevant to the actual PUD. Mr. Alvarado explained that none of the changes shown in the plans were made or discussed with him before being posted on the website last week. He received an e-mail from Mr. Friedman on May 11, 2015 requesting a new right turn lane on Dundee Road and placing a sidewalk on his property. The request did not include any survey on what was being requested. He spoke with Mr. Friedman after receiving the e-mail and requested the change again and he declined. Chairman Ruffatto reminded Mr. Alvarado to keep the discussion to the PUD and not the history of the e-mail exchanges.

Mr. Alvarado referred to yesterday's discussion at the meeting regarding the possible solution to the left turn matter. He expressed concern that the changes discussed would have a negative impact to the layout of the site making it difficult to attract a similar national tenant if the Burger King leaves. He felt the only reason for the change to the left turn was for one perspective tenant, Starbucks. He asked if a coffee shop was an important service in a development that the traffic consultant, Mr. Corcoran and Mr. Friedman have both stated that was a transient oriented development. He referred to a December 2014 report by the Regional Transportation Authority (Living a Transit Lifestyle) that it was not. 38,000 respondents from 14 transit oriented developments were surveyed for the report. He provided documentation which indicated municipalities should ensure that their TOD areas offered a full range of use at a scale appropriate for the market that addresses every day needs of the residences. They can include a grocery store, restaurant, pharmacies and other services while avoiding offering only limited services such as a coffee shop and dry cleaner. He felt even if they allowed the left turn to occur, there was no guarantee there wouldn't be a bottleneck.

Mr. Alvarado asked every Commissioner to please don't allow the left turn into the roadway off Northgate since it made no sense and would cause bottlenecks and would hurt the Burger King business.

Mr. Cole clarified that there was a suggestion that they were not in agreement on some concepts to mitigate their concerns. He didn't feel it was the case. They will work with the landlord and were not in contrast with the objectives of the landlord. The relationship between landlord and tenant require them to be inline and there may have been some misunderstandings on the events of the meeting. Chairman Ruffatto confirmed he did not have any misunderstanding.

Chairman Ruffatto asked if Mr. Friedman wanted to comment. Mr. Friedman indicated that John Melaniphy would have more information regarding the economics of a Starbucks versus a Burger King.

Chairman Ruffatto explained that the Plan Commission needed to ensure that the petitioner was working together with the franchisee, the landowner and IDOT to ensure that it was a quality town center and the traffic flow worked. He felt a lot of it would depend on IDOT.

Chairman Ruffatto asked the petitioner to address the site plan and pedestrian access.

Mr. Friedman believes they have created a town center that provides a lot of pedestrian access so pedestrians that were parking in the parking fields had the ability to access the retail stores and also access the village green and that the residents who live in the residential building had the ability to access the Metra area and the Park District facilities. They believe they have addressed it and provided a very pedestrian friendly town center which revolves around a Village green that was 100% pedestrian friendly. There is no parking surrounding the area, nor is there any vehicular traffic in front of the residential building. They believe the design contributes to the entire concept of providing a pedestrian friendly transit oriented development town center.

Chairman Ruffatto asked the Commission for their comments and questions.

Commissioner Zangara liked the site plan better since the landscaping and the Burger King was included. He wants the town center to feel like a campus with everything connecting. He didn't believe there was a sidewalk from retail E to the Village. He felt there was a disconnect in that area. He felt the residents would use the surrounding green space.

Commissioner Zangara referred to Starbucks and felt their customers would get their coffee one way or another. He referred to the Starbucks at Deer Park Center and at Kensington Road and Route 83 which had a one-way in and one-way out and were always packed. He questioned if retail A and B could be flipped. Mr. Friedman agreed it could be done and was a great suggestion. He mentioned they originally had the Starbucks in building B but Starbucks changed their mind and wanted to go in building A instead. He explained in today's world, the retail tenants such as Starbucks were calling the shots and they had to accommodate them. Mr. Friedman believed Starbucks drinkers were habitual and they would continue to visit the location and eventually learn the preferred route. He believes the preferred route was to turn right on the cross access road. Starbucks has made it

clear they want the access and if they need to shift it down a little to the south, and shave off a little of the retail square footage in building C they could make minor tweaks and adjustments in order to make sure the Village, the Burger King, the property owner, IDOT and Starbucks were all happy.

Commissioner Zangara questioned if there was any reason not to make retail E smaller to gain another in and out access. Mr. Friedman stated they did look at it but was rejected by the Park District. If they kept the road straight and then cut through, the issue from a traffic standpoint was that it didn't allow vehicles enough maneuverability.

Commissioner Zangara questioned if they could have the cross access from parking lot to parking lot for the cars in order to avoid people exiting the movie theater in front of the first floor apartments. He felt those first floor residents would never open their windows or blinds. He also suggested maybe removing the apartments on the first floor. Mr. Friedman explained from a residential living standpoint, it was nicer to have a pedestrian pathway that had been decorated with pavers, pergolas, benches and planters. He felt it was much more inviting. They felt it was a very important lease-ability aspect of the project to provide the buffer without any vehicular traffic that would interfere with the tenants who would have units on the first floor. They want to keep it a very open and pedestrian friendly environment.

Chairman Ruffatto asked for details on the landscaping.

Ms. Michelle Kelly, landscape architect, provided the landscape plan. She explained that all of the plants hadn't been designed yet but would be done after this phase. She confirmed all of the landscaped areas had lush landscaping with ornamental shrubs, evergreen shrubs, trees, perennials, ground covers which would provide flowering throughout the summer and evergreens during the winter.

Commissioner Dorband felt there needed to be a lot of landscaping with all of the proposed parking.

Commissioner Dorband referred to the previously mentioned conditionally approval from the Park District regarding the pipeline. Mr. Friedman explained there was conditional approval from the Park District for the cross access area. He believes part of the agreement was a cross access agreement which would allow for Community Blvd. to extend and cut through to the site. The conditional approval from the Park District was needed in order for them to proceed with the preliminary PUD because part of the traffic study identifies it as an additional right in and right out access point. He further explained that the pipeline was a separate issue. There was an underground pipe (high pressure petroleum) that needed to be relocated. Commissioner Dorband questioned if he had concern of any contamination. Mr. Friedman didn't have any concern. West Shore Pipeline did a feasibility study so it was addressed in their report with regards to the relocation. They have already done an environmental report and soil report so they were familiar with the site conditions. Commissioner Dorband questioned if they were good with the relocation of the pipeline. Mr. Friedman explained they were waiting on some exhibits from West Shore Pipeline. In general, all parties were in agreement with the structure of how it will be relocated.

Commissioner Dorband questioned the capacity of the number of people that could fit in the Village green area. Mr. Friedman didn't know the capacity from a pedestrian standpoint. He explained the

general concept was to create user friendly space. They can bring in a lot of plush landscaping through planters, ornamental pots and other seating areas and wall planters.

Commissioner Dorband referred to Commissioner Zangara's suggestion to swap A and B. She questioned if it was a deal breaker for Starbucks. Mr. Friedman stated that Starbucks wants the left access. He believes the issue can be resolved by making slight modifications to the site plan in order to satisfy IDOT. He believes IDOT will dictate what can and can't be done. He was confident if the left turn was shifted to the south, it would resolve a lot of issues.

Commissioner Johnson suggested moving Starbucks to the north end of retail C so the drive-thru would be between C and D. Mr. Friedman would be OK with it but explained that Starbucks was dictating what they want at this location. Commissioner Johnson explained it would move the entry further away from the Burger King problem and stacking problem. Mr. Friedman would prefer to have Starbucks closer to the village green experience but Starbucks wants a freestanding out lot.

Chairman Ruffatto reiterated that it was the Village's town center and he wants to see something more concrete. He does not want the Village to be driven by a retailer. He wants more analysis.

Commissioner Johnson felt Starbucks was acting like the anchor.

Commissioner Johnson referred to the far south end of the west side parking where it abuts against the Park District parking lot. Mr. Friedman explained it was because the Park District didn't want cross traffic there. Commissioner Johnson was still having issues with the single access for the residents. He was not familiar with a similar project in the area that had a one way in and out with the residential building at the far end. Mr. Friedman noted the North Shore 770 located at Dundee and Skokie Blvd. was similar. Commissioner Johnson would not want to drive through the pedestrian activity and the parking lot if he was a resident living in the development.

Commissioner Powers questioned if the proposed layout would allow someone to turn left into Burger King from Northgate Parkway when leaving the development. Mr. Friedman explained he was not in favor of the raised medium. The suggestion came from the Village's traffic consultant.

Commissioner Powers suggested a no left turn sign to go into the area of retail A and B and would force everyone to go down to the triangle. He thinks traffic may flow better because there will be a double left out to go westbound on Dundee.

Commissioner Powers liked Commissioner Zangara's suggestion to make retail E smaller to gain another in and out. He thinks a bottleneck is at the entry into the garage. He questioned if there was a way to have multi entries into the garage. Mr. Friedman confirmed it was not possible with the current design. He explained the Park District has made it clear that they do not want to provide cross access with additional traffic. They have done the best they could with a single access to the residential garage. He referred to a similar building designed by RTKL in Orland Park, 9750 on the Park was a 295 5-story building with residential units that wrapped around a garage with a single entrance and exit and had no problems.

Commissioner Powers questioned if the walkway by the residential building was an access point.

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Mr. Friedman confirmed it was a fire emergency pedestrian only access point.

Commissioner Powers agreed that landscaping was needed because he did not want to see all parking lot. He asked that they add a lot of landscaping.

Commissioner Sianis commented that a lot of his concerns echoed other comments that had been made earlier in the meeting. He thinks the site plan is more pedestrian friendly. He thinks the site plan has an issue with vehicular traffic with how you get through it and how residents of the mid-rise building would access it. He thinks some of it needs to be rethought if it was going to be a useful development.

Commissioner Sianis felt items like painted crosswalks, asphalt streets, brick pavers were all part of a site plan. Mr. Friedman stated it would be a combination of asphalt streets and parking lots. The village green would have a lot of pavers. The original intention was to have pavers for the crosswalks but after initial comments from the concept review and board meetings they were looked down upon from a maintenance standpoint. Painted pedestrian crosswalks would be easier. He is open to whatever the Village wants for the crosswalks.

Commissioner Sianis felt the site plan worked for retail E but left the cinema complex, residential mid-rise and retail H left out. He questioned if the developer hoped that people would come in and park toward the front and walk in. Mr. Friedman confirmed that was their plan and it would be similar to a mall or lifestyle center. He thought it was the request from the original meetings on what the Village wanted to see and provide to the community.

Commissioner Sianis questioned if the parking along the west side of the property was solely dedicated for Metra. Mr. Friedman confirmed it was shared parking between Metra and the theater. It is part of the Metra shared parking agreement that sets forth the terms where they provide 150 parking spaces designated for Metra commuters Monday through Friday until noon and then it becomes open public parking for the retail.

Commissioner Sianis questioned if there would be signage along Northgate when you enter to assist with direction. Mr. Friedman confirmed there would be way finding signage. He feels it is an operational aspect and will evolve and be a management issue. He referred to the valet company who would have the ability to stand at the intersection and direct traffic.

The Commission took a break at 7:37 p.m. and reconvened at 7:47 p.m.

Chairman Ruffatto referred to building E and the shortened parking stalls and didn't think there was access on that side to the whole campus. He questioned if there was an existing sidewalk on the north end by retail A and B. Mr. Friedman confirmed there was an existing sidewalk. Chairman Ruffatto wanted to see a walk to Village Hall. Mr. Friedman questioned the width that could go in that wouldn't upset the fire department's truck turning radius.

Mr. Fasolo explained a 3' walk could be added if the minimum drive aisle could be reduced to 24' from 25'. He explained it wasn't very much with added landscaping. Chairman Ruffatto suggested working on it.

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Chairman Ruffatto referred to the walk heading south on the west side of the apartment building. Mr. Faolo confirmed the walk did continue down south but wasn't highlighted on the plan.

In reply to Chairman Ruffatto's question, Mr. Faolo explained there was a side access on the west and south sides of the apartment building along with the main lobby on the northeast corner and a secondary lobby on the east side. Chairman Ruffatto wanted to see a walk on the south side of the parking area on the north side (208 parking spaces). Mr. Fosolo suggested adding a crosswalk from building D to the landscaped area on the south side of the lot and then cross over by building E. Chairman Ruffatto asked to add some pedestrian access on the south side of the parking lot with 208 spaces.

Chairman Ruffatto felt it was important to have access to the Village, Park District and Metra. Mr. Friedman asked if he was asking for a painted pedestrian walkway, striped or pavers. Chairman Ruffatto wanted it to match the walkways within the Wheeling Town Center.

Chairman Ruffatto referred to the landscaping. He agreed with Commissioner Powers that it was a large variation to request. He wants to work on it to add more green. The entire Commission was in agreement for the need of more landscaping.

Chairman Ruffatto referred to the signage. He questioned if there was a sightline view of the signage. Mr. Friedman explained it was just requested yesterday in the meeting with Burger King.

Chairman Ruffatto referred to snow removal. He questioned if there were any issues from a Fire Department concern. Fire Chief MacIsaac explained the biggest issue associated with the site is the fire truck turning radiuses. They have to jump the curb in several places. He further explained there were a number of locations where it was very tight on some of the turning radiuses and in some cases in good weather were cutting across curbs and parking spaces. He explained if snow was added it would only exasperate the situation for the Fire Department. They will work with the petitioner on tweaking a lot of the preexisting turning radiuses but it still leaves the issue of snow and how tight it would be to operate. Fire Chief MacIsaac referred to the Metra parking area with 51 spaces and explained they would need to cut across one of the islands. He agreed it would be very tight and it would be a concern for the Fire Department with winter snow removal. He also mentioned medical calls and fire alarms that would also occur.

Commissioner Sianis questioned if some of the issues could be solved with additional access provided along the southeast portion and southwest portion of the development. Fire Chief MacIsaac agreed it would help but wouldn't solve the problem. He mentioned the site was a very very tight development.

Fire Chief MacIsaac referred to the east side and the emergency access point since they realized there would be times they would be cut off and would need a secondary route in a larger incident. He noted it was also not perfect since it would be a tight turn. He would prefer to see less parking spaces so they could improve the turning radiuses. He referred to the islands that will have trees that will become mature trees and would impact the turning radiuses of their vehicles. He noted that these issues would be also very similar to the issues associated with trash collection and delivery

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trucks.

Mr. George Dreger, civil engineer stated they will be working with the Fire Department. He mentioned some of the radii had already been improved. Fire Chief MacIsaac confirmed the dialogue had been very active and they had been very receptive to working with the Fire Department. He cautioned that it was a very dense site and for every change made, there was a secondary affect somewhere else. He asked the Commission to keep it in mind.

Chairman Ruffatto wanted assistance from Staff in help with the snow removal and enforcement. He wants assistance with the wording for a condition. Mr. Jennings explained the natural pairing for it would be the overnight parking regulations that were discussed at last week's opening of the hearing. The developer had noted there wouldn't be overnight parking in the development. There is discussion of a designated space for limited overnight parking but the rest of the development would not allow it. This would allow for a more complete overnight snow removal.

Commissioner Johnson questioned if larger fire trucks would respond. Fire Chief MacIsaac explained that they had been working with the developer and on the turning radius drawings a dual axel ladder truck was used which is the worst case scenario.

Commissioner Powers referred to the areas on the site that required a variation to go down from 18 ½' to 17'. He questioned where they were located on the site. Mr. Fasolo explained they were usually along the perimeters where they abut a landscaped area in the east property line and west property line. Commissioner Powers questioned the percent of the total parking. Mr. Fasolo was unsure but confirmed it was mostly the perimeters spots. Mr. Dreger confirmed they took the worst case scenario in determining the turning radiuses.

Commissioner Sianis felt there needed to be another access along the south side of the development in order for the residential portion to succeed.

Chairman Ruffatto felt the main focus should be the residential property and Flix but he didn't think they were getting the access.

Chairman Ruffatto referred to the walking area in between Flix and the residential area. He didn't think it seemed to work. He asked the petitioner to look at that area.

Mr. Jennings referred to the Village's traffic consultant's comment for a raised medium. He asked the traffic consultant to address it.

Ms. Means referred to the raised medium at the Northgate Parkway access. She explained it was in their opinion that the raised medium would be required by IDOT just based on the proximity of the proposed driveway between buildings C and A on the site as well as associated with the dual left turns on the approach. She explained it was standard practice by IDOT to require a raised medium adjacent to it. As they suggested based on the raised medium, they recommended potentially that the medium extend to just to the north of the southern current configuration of the Burger King access. The only access it would inhibit would be from the town center to the Burger King. They made a further suggestion of possibly looking at exploring a consolidation of other two access points

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to the Burger King that would permit full access at the southern point. It would allow all movements coming in and out at a south access point. Another consideration would be for the Burger King and Town Center to work together and maybe provide a cross access on the south limits of the Burger King property and the northern limits of the town center property.

Commissioner Johnson questioned if it would only affect the northbound traffic being able to get into Burger King. Ms. Means explained if the raised medium were to extend to just north of the southern driveway you could get a southbound in and coming out you could turn both left as well as right. You wouldn't be able to come in northbound so that is why they potentially suggested they look at consolidating both the north and south drives to have one driveway that allowed both entering and exiting into the Burger King access.

Commissioner Powers questioned if a left turn going eastbound when entering the property on Northgate Parkway with the raised medium could still be made. Mr. Friedman requested holding off on further discussion regarding the curb cuts on Northgate Parkway since they were in the process of redesigning it.

Chairman Ruffatto asked the petitioner to review the appearance of both of the buildings before discussion. He asked if anyone from the audience had any questions or comments regarding the discussion of the site plan.

Mr. Cole had a comment regarding signage. He mentioned there was only a minimal amount of signage other than the site plan itself. He explained they had a strong objection to the proposed size and placement of the primary monument sign being on the most minuscule portion of the Wheeling town center site in the right-of-way as opposed to somewhere on the east side of Northgate. They think it creates a lot of interference with their business and felt there were so many other options from a site plan perspective.

Mr. Fasolo referred to the primary elevation of the residential building. There is a large canopy at the entry and is centered on the green into the residential lobby off the first floor. They have not changed much on the design of the residential building as far as the materials and look. They have a mix of traditional and modern materials, limestone at the ground floor, masonry above mixed in with some projected bays of a cementitious board, aluminum windows, projected balconies (except on the corners) constructed of metal, storefronts with canopies at the base along the lobby and amenities. The rhythm wraps around all sides of the building so there is no backside.

Mr. Friedman referred to the Flix building. He explained they received a drawing from the Flix architect and it needed work because they were not satisfied with the façade that was up against the village green. He thinks the north portion of Flix will look fantastic. It has a lot of brick, a lot of storefront windows, bar and grill area, beer garden, beer kettles and nice signage. The concern was with the southern portion of the Flix that fronts the village green because there were no storefront windows.

Mr. Friedman provided renderings from Flix and a rendering on the petitioner's vision. Through the use of different materials, planters, lighting, seating areas and pergolas that would abut up against the building and contribute to the village green they will work with their general contractor to come

up with materials that contribute to the overall feel they were trying to achieve with the village green and town center.

Chairman Ruffatto requested a review of the light standards. Mr. Friedman explained they didn't have a lighting plan but the idea was to create ambiance lighting all along Northgate Parkway, the village green and Community Blvd. He provided a slide of the lighting options. The proposed lighting for the parking areas were invisible during the day but provided sufficient lighting at night. They are all LED energy efficient lights. Chairman Ruffatto explained the location of the lighting and a photometric plan would be needed in the future.

Commissioner Powers referred to the rendering of the residential building. He asked if stucco was going to be used on the building. Mr. Friedman explained that stucco would be used in very minimal areas that were not necessarily exposed but more as a filler for certain areas of the building. Commissioner Powers did not want to see a lot of stucco. He requested an illustration on where the stucco would be used. Commissioner Powers was OK with the appearance of the residential building.

Commissioner Powers referred to the Flix building. He had never seen metal ridged panels used. He asked if it was specific to Flix or if there were other buildings in the area that had used the same panels. Mr. Friedman explained it was a suggestion from Flix but found it to be totally unacceptable. He mentioned it would probably not be used.

Chairman Ruffatto asked for clarification of the proposed stucco. Mr. Fasolo confirmed it was EIFS. Chairman Ruffatto asked if the petitioner had seen the Village's standards and mentioned it was low on the list of preferred materials. Mr. Fasolo stated they could minimize it to areas in the courtyard. Chairman Ruffatto wanted to know the specific locations.

Commissioner Sianis questioned if the hardy board type façade was used only at the entrance of the residential building. Mr. Fasolo explained it would be mixed in throughout. It would be used mostly in the bays throughout all sides of the building. There will be a mix of masonry and hardy board.

Mr. Farquhar explained they were in the design development stage and were working with the architects to achieve the desired look. He explained there were some materials that look and feel like brick and stone but were a fiber cement product that goes on in sheets and was more resilient and normally had a 50 year warranty. He has used it on a number of buildings throughout the area. It is more cost effective and is typically used on the upper levels. Chairman Ruffatto referred to the Village's standards and order of preference. Mr. Farquhar explained it was their intention to work together as a team to come up with the best solution.

Commissioner Sianis' preference was to have a full brick façade to match the existing campus. He felt it would help to provide a more unified look throughout the campus.

Commissioner Sianis suggested considering a faux tinted window along the base of the Flix building to break up the monotone look. Mr. Friedman would consider it as long as there was a wall in front of the glass component in order to block out the sun. Mr. Fasolo explained it would be a spandrel

glass. Mr. Friedman agreed to explore the suggestion.

Commissioner Johnson didn't have any issues with the residential building. He liked Mr. Friedman's vision for the Flix building. He wants to see the other sides of the building. Mr. Friedman agreed and explained they planned on working with the general contractors and the Flix architects and business development team to achieve a look that was satisfactory to Flix and the Village. Commissioner Johnson wants to make sure the east end was attractive for the residents who would be looking at the building.

Commissioner Dorband wants to see the buildings in the town center compliment the Park District and Village Hall buildings.

Commissioner Zangara referred to the front façade of the residential building. He would prefer to have windows and not sliders for the three or four apartments on the main floor. He did not think anyone would place outdoor chairs in that public space. Mr. Fasolo explained that every unit had a private outdoor space. Mr. Friedman explained the patios would be fenced in. He questioned the concern. Commissioner Zangara didn't know the patio would be fenced in. Mr. Friedman felt it was important for image and comfort since renters want the ability to access the outdoors from their unit.

Commissioner Zangara suggested eliminating the 3-4 apartment units in the front and making them a retail space. Mr. Friedman explained the village green leads out to the main entry. The idea is for it to be open and inviting. They want to design it where people think it was a café but was a common area as part of the residential building. They will have a little coffee area with tables, chairs and a small fitness room. They will have a golf simulator, yoga studio, conference room, large club area with a pool table. They will have a demonstration kitchen for events and will provide a gathering place for the tenants to watch sporting events. He explained the idea was to create a community space. He provided photographs of the community space from his last project.

Mr. Friedman referred to Commissioner Zangara's suggestion to eliminate the 3-4 apartments. He explained they really did try and utilize as much of the first floor space to provide the amenities. He thinks there are people that want an urban lifestyle.

Commissioner Zangara questioned if they would provide coverage for the fifth floor balconies. Mr. Friedman explained he would not cover those balconies. He referred to units in the Logan Square area that had similar balconies. He feels the balconies without a cover appear as a greater space. He believes there is something for everybody, some with canopies and some without.

Commissioner Zangara referred to the Flix building. He questioned if it would return again to the Plan Commission when it was ready to go in. Ms. Jones explained actual elevation plans would be needed for preliminary PUD approval.

Commissioner Zangara questioned the number of theaters. Mr. Friedman stated there would be eight screens with 970 seats.

Commissioner Zangara questioned how the brewery would work with underage customers. Mr. Friedman explained it was an operational aspect that he didn't control. He will rely on the Flix

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operators to address it.

In reply to Commissioner Zangara's question, Mr. Friedman confirmed there would be no gaming machines.

Chairman Ruffatto questioned the location of the proposed pavers. Mr. Friedman noted the locations on the site plan. Chairman Ruffatto requested that the locations be included on the final plans.

Chairman Ruffatto questioned the location of the slotted solar screens. Mr. Fasolo explained they were using the materials on some of the retail outlet buildings but were not being proposed on the apartment or Flix buildings.

Chairman Ruffatto questioned the color of the metal canopy over the entrance. Mr. Friedman stated the color pallet had not been finalized. Chairman Ruffatto wanted color pallets and material samples included on the final plans.

Chairman Ruffatto questioned the material of the privacy fence for the apartments. Mr. Fasolo thought it would be a cedar fence with plantings. Chairman Ruffatto thought it should be wrought iron to match the metal on the buildings. He wants it detailed when they return.

Chairman Ruffatto questioned the material of the trash enclosure. Mr. Friedman referred the question to his general contractor. Chairman Ruffatto wanted it described.

Chairman Ruffatto questioned the locations of the bike racks. Mr. Friedman provided a slide of the locations and noted there was also bicycle parking in the residential building for the tenants. There will also be a bike kitchen which allows the residents to maintain their bicycles.

Chairman Ruffatto questioned if there was storage for the apartment units. Mr. Friedman explained there was storage in certain corners of the building and additional storage in the parking facility. Each apartment has the ability to have a storage unit. There will be different size options available.

In reply Chairman Ruffatto's question, Mr. Friedman confirmed there were washers and dryers in each unit.

Chairman Ruffatto wants the buildings to align with the Village's standards.

Commissioner Zangara referred to Burger King's existing fence along the back property. He questioned if they were going to keep the fence. Mr. Friedman explained it was in the area they were contemplating relocating their access drive based on yesterday's meeting. He explained it was ultimately Burger King's decision. Mr. Cole stated they wanted to keep the fence.

Chairman Ruffatto questioned the phasing of the management. Mr. Jennings explained the suggested topics in the outline were written prior to the slides being presented. Mr. Farquhar explained they would originally have the 150 parking spaces in phase one parking. During that time they would be constructing the parking area below it and would create 160 parking spaces. During

the first phase, they will be working on clearing the land in the main area and putting in the new infrastructure and making the site ready for construction. Phase two is where the parking is in place for the Metra parking and they will be constructing a two-way residential area along with the village green and 2B would be constructed for Flix. They have a plan to maintain the entrance to the Burger King. They will keep one half open as they work on the other half. They will provide cross access so it would not affect the Burger King operation. He envisions all the roads to be constructed for the future phases for the additional retail.

Chairman Ruffatto expressed concern for future phase in the two parking areas. Mr. Farquhar explained initially during construction they would need to return when there was another retail tenant.

Chairman Ruffatto questioned where the parking would be once the apartments and Flix were built. Mr. Friedman explained Flix would park on the western portion of the site and the residential building would part itself.

Ms. Jones requested a plan that would show what parking would be constructed upon the completion of the Flix and apartment buildings.

Mr. Jennings referred to the continuity of access issue from the April 10th concept review. The continuity of access and coming up with the plans on how to provide access to the Metra parking, access to the Burger King and access to the construction site.

Chairman Ruffatto referred to private vs. public ownership. Mr. Jennings mentioned that Metra had agreed conceptually to everything going on with the development but one of the issues was the nature of the agreement with respect to the ownership. Staff had previous discussions with Metra in which the indication to the Village was that the property in its entirety could be conveyed to the developer. The agreement would be an agreement with the Village because it relates to the original stationery development agreement from the late 90s. The agreement will be done with the Village and the conveyance of the land would be like a covenant. The developer had a subsequent discussion and a slightly different understanding. He felt there was general agreement at this point among all of the parties about the concepts associated with the development but they need to go back to Metra. The Village Attorneys, Village Staff and the developer and his attorney need to go back to Metra and clarify the draft agreement to determine if it was a requirement that the Village maintains the ownership of certain roads. The Village's preference is to not own the roads inside the core of the development. If it is an absolute requirement with Metra, they need to come up with a maintenance agreement that spells out who does what. There is a concern with the method of snow removal. He felt it was an operational detail.

Chairman Ruffatto questioned if it needed to be in place during preliminary PUD. Mr. Jennings explained the agreement didn't need to be executed but they needed to know the expectation for the ownership arrangement. The Village has not been in favor of ownership and a maintenance responsibility of the drive aisles.

Chairman Ruffatto referred to the plan for the management of the entire complex. Mr. Friedman explained the general idea was that there was a master association. The master association would be

WTC LLC with separate associations for the residential building and a separate association for the retail buildings. There would be blanket easements covering the parking, maintenance and the cross access and there would be a declaration of the subdivisions between the spaces recorded. Chairman Ruffatto questioned if they were separate taxing entities. Mr. Friedman explained WTC Residential Development LLC was a single purpose entity and there was the same thing for the retail components. They would both fall under a blanket umbrella of WTC LLC.

Chairman Ruffatto questioned if it would be similar to the Westin development that had different owners for each segment. Mr. Friedman explained they would need to have separate parcels that were owned by WTC Residential Development LLC. The retail pads is the remaining portion of the development but there needs to be cross access for the residential dwellers in order to access the garage and loading areas. Chairman Ruffatto questioned if each pad would be a separate owner. Mr. Friedman explained as of now it is WTC Retail LLC and until further notice that was the plan. Their plan is to build and lease out the retail buildings and to have ownership of the town center. He does not believe it works if they are separated from an ownership standpoint. He thinks there are too many issues and liabilities. He felt ownership for the retail components should really be under one LLC or one umbrella LLC.

In reply to Chairman Ruffatto's question, Mr. Friedman explained ideally they would be built without knowing they were future phases. Once they make progress and break ground and show the retail tenants that the project was happening they would have an opportunity to finalize a lot of the LOIs that they had received over the years and build the retail pads.

Chairman Ruffatto referred to last week's packet and the sheet on variations. He mentioned there were a number of variations that would be voted on and wanted to ensure that everyone read them and understood them. He asked for the Commission to address any concerns with the developer.

Commissioner Powers felt the landscaping was short. He wanted more of it since a lot of it was being consumed by parking.

Commissioner Dorband questioned how Staff felt about the variations. Mr. Jennings felt it was important to remember with a PUD was that there was an underlying assumption of Code relief with any PUD. They do require them to provide a list so the Commission understands the variations associated with it. He suggested looking at the variations side by side with the plan.

Chairman Ruffatto reviewed the list of items that were needed for the next meeting.

- Need IDOT resolved including the Burger King property;
- Greater percentage of landscaping;
- Pedestrian traffic to the total campus;
- Traffic flow to give the best access to the two primary sites (Flix and residential);
- Provide a lighting plan, photometrics, materials, designation of overnight parking;
- Status of agreements;
- Turning radiuses.

Commissioner Powers asked for multi-point access into the garage to improve the access.

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Chairman Ruffatto referred to the retailer (Starbucks) on the north side of the property. Mr. Friedman felt it came down to the access and making sure the design was appropriate. He realizes there needs to be some modifications. He is open to modifying the intersection so it works for everybody.

Mr. Friedman referred to the comment about the landscaping and green space. He felt there was a sacrifice of either parking or pavement. He questioned what was more important, having a clean environment with planters and nice seating areas or grass. He questioned the overall vision for the project. He agreed to work with his team on a plan.

Commissioner Powers liked the rendering provided but wanted to know what would be surrounding the retail buildings. Mr. Friedman explained a lot of it comes to allowing the restaurants to have the ability to have the outdoor dining experience and providing a buffer for privacy. He wants it to be useable space for a farmer's market, additional vendors for street fairs, art festivals and etc.

Ms. Jones summarized the suggestions of the Plan Commission which would be addressed with a new submittal in time for the December 17th continued date.

- Provide feedback from IDOT;
- Resolve Burger King access;
- Increase amount of landscaping;
- Consider additional pedestrian access to the campus;
- Consider additional access to the anchor buildings, Flix and residential;
- Provide greater detail especially for lighting, materials, overnight parking, outside agency agreements;
- Turning radius, etc.;
- Review of the sign;
- Make sure there is no conflict near retail E that would affect the placement of the building;
- Define ground level patios at residential building;
- Elevations of Flix.

Commissioner Sianis moved, seconded by Commissioner Johnson to continue Docket No. 2015-5 to December 17, 2015.

On the roll call, the vote was as follows:

AYES: Commissioners Dorband, Johnson, Powers, Ruffatto, Sianis, Zangara
NAYS: None
ABSENT: None
PRESENT: None
ABSTAIN: None

There being six affirmative votes, the motion was approved.

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Chairman Ruffatto called Docket No. 2015-5 on December 17, 2015. Present were Commissioners Dorband, Issakoo, Powers, Ruffatto, Sianis and Zangara. Commissioner Johnson was absent with prior notice. Also present were Brooke Jones, Senior Planner, Andrew Jennings, Director, Community Development and Mallory Milluzzi, Village Attorney.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL, Mr. George Dreger, Eriksson Engineering, Ms. Michelle Kelly, Upland Design and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL, were present and previously sworn in. Mr. Peter Farquhar, Randolph Inc, 820 Lakeside Drive, Gurnee, IL was present and previously sworn in.

Mr. Jennings noted the previous discussion identified several items that the Plan Commission requested follow-up. The development team has been working on the follow-up. He gave an overview of some of the feedback relative to IDOT. The Village was copied on the IDOT correspondence.

Mr. Jennings referred to the impact of having the dual left turn at Northgate. The question was whether or not IDOT would require a median in that location. IDOT responded that they do not require it because it was not technically part of the State right-of-way. They strongly recommend it because it relates to the function of the State right-of-way. Their indication was that they would prefer for it to break farther south and the developer has been working with Burger King to discuss how the access would be provided.

Mr. Jennings referred to the second issue of a dedicated right turn lane. The response from IDOT was that the dedicated right turn lane should be required in and out of the development. There were two options for the configuration of the lane coming from Dundee onto Northgate. IDOT indicated a preference for a dedicated right turn as opposed to a slip lane (similar to the existing). The developer is working to try and provide the preferred configuration of the turn lane. The developer's traffic consultant did not agree with IDOT on the issue of a turn lane out of the development. It is currently shown for the development to have a straight right shared lane. IDOT has indicated that a right turn dedicated from northbound Northgate on to eastbound Dundee should be provided.

Mr. Jennings referred to the setback of perimeter buildings. There had been a question raised by the third party civil engineer consultant for the Village relative to the drive-thru configuration along Dundee Road. The question was whether adequate separation was provided. IDOT does not have a standard so it would essentially be the review of the Commission and their recommendation.

Mr. Jennings referred to the issue regarding the function of the intersection itself with the signal. The introduction of the dual left turn lane is going to have an impact on the phasing of the signal. The response from IDOT was a suggestion because of the dual left turn requires dedicated left turn only time, the amount of right turn from southbound can be increased by going with a straight right lane and a dedicated right lane.

Mr. Jennings provided a slide that showed Burger King's preliminary comments from the operator

of the restaurant but not the landowner. There will be a need for both parties to sign off on the changes. A summarization of Burger King's operations response to the modification was a suggestion that some of the parking stalls would be more appropriate for use by Burger King. The request was that the development's monument sign shift to the other side of Northgate. There is a request to provide a new drive aisle to safely get to the south without having to backup. The suggestion was made to eliminate some of the parking spaces to create a drive aisle.

Mr. Jennings referred to a note in the Village's civil engineer's review regarding the utility complex along the east side of the site. The Village is still working with the development team. There are some adjustments expected to the utility layout in the area. They do expect that the January 14th version should be able to address the issues in that location.

Chairman Ruffatto explained tonight's meeting is a public hearing but there wouldn't be a vote since the packet didn't get to Staff in time to properly review it. The meeting is to bring the Plan Commission up-to-date. The hearing continuation will be scheduled to January 14th. Therefore, the resubmittal packet needs to get to Staff by December 31st.

Mr. Friedman reviewed some of the items addressed based on the last two meetings and some of the changes that were made to the site plan. There were a lot of comments and concerns about trying to increase landscaping in certain areas. Some adjustments were made to the parking space dimensions internally to allow adequate aisle widths for the fire trucks for turning radius requirements which allowed them to increase the sidewalk area and add additional landscaping based on suggestions from the Plan Commission and Village Staff.

Mr. Friedman explained they shifted building C to the north and made the curb access for the northeast quadrant parking field further south not to interfere with the intersection also now not to interfere with Burger King's access. They've made some changes with regard to their entry and that has caused them to shift the out lots over to the right. They lost one drive-thru aisle for building B. Burger King had mentioned that they would want an easement for their directional signage entrance and exit so their customers could easily identify the signs.

Mr. Friedman referred to the northwest parking field quadrant. There was a slight redesign of the layout for the parking area. They created some additional landscaping and it also provides them with some additional space for snow storage and snowplow.

Mr. Friedman referred to Main Street. He stated that Mr. Jennings had brought up a point that Community Blvd. is a northwest street and then turns to an east west street which could cause some possible confusion. He suggested that the developer may want to rename the street to avoid confusion. They were currently using Main Street as a placeholder and will come up with an appropriate name for the street to help clarify and avoid confusion.

Mr. Friedman explained they added some crosswalks. They want to bring everybody over to the south side of Main Street, in front of building E. They want all of the pedestrians to have access to the site. They have increased the width of the area so they now have additional landscaping in front of building E. They have also made some slight changes to the corner area so it was now be a more landscaped plush corner. Additionally, they have shaved off some square footage of retail building

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E to allow for an additional right turn out since there were concerns and comments about residential tenants having the ability to exit the center.

Mr. Friedman referred to the northeast parking quadrant. The idea was to highlight the area and provide additional landscaping. They provided a pedestrian crosswalk in the area to help identify it as a main entrance with beefed up landscaping.

Mr. Friedman referred to the southern portion of the development with the residential building. Sidewalks have been added for the pedestrians as suggested by the Plan Commission and Staff.

Mr. Friedman referred to the phasing diagrams of the project and tried to clean them up so they were easier to read and understand.

Mr. Friedman referred to a slide based on the concern from Burger King that their monument sign would block their visibility. They did a site line study and shifted their monument sign to the south in order to increase their visibility. They made a suggestion to add signage to identify the town center and possibly to help identify some of the Park District facilities. They want to try and get some of the traffic to utilize Community Blvd. and Main Street as part of their access to the project.

Mr. Friedman reported that they had met with Fire Chief MacIsaac. He is very satisfied with the truck turning radius diagrams presented.

The elevations have been updated with some new colors and materials. Samples were provided at the meeting.

Mr. Friedman provided the plan for the first floor residential building. Not much has changed from the last version. They made some slight changes to the amenity area but in general, the overall unit mix and concept remained the same for the residential building and the layout of the amenity space. Updated elevations of the Flix building were provided. He met with ATMI. A revised perspective based on some of the meetings was provided. They made sure the elevations on all sides did a good job of breaking up the building so it wasn't one long monotonous building.

Mr. Friedman provided the landscaping plans. He noted that landscaping had been brought up at the last meeting. They have done everything possible to increase the landscaping. They had talked about potentially renaming the concept of the village green and maybe calling it a plaza. The purpose is to create a central gathering place for the community and to handle the pedestrian traffic. Most lifestyle centers, shopping centers and urban plazas have a lot of brick pavement along with a lot of landscaping to help create the plush environment with trees, lighting and hanging baskets. He explained it was their intention to create an urban plaza that could handle the pedestrian traffic but at the same time would provide a wonderful central gathering place with a lot of landscaping elements that would make it feel very warm, plush and inviting. He thinks it will work very well with the movie theater, restaurants and outdoor seating.

Chairman Ruffatto requested material and landscaping details.

Mr. Fasolo explained they didn't really change materials. Off the main plaza, the white will be a

cast stone that would be a combination of a smooth finish and a rock face finish. There will be a projected metal canopy over the main entry off of the plaza that leads into the residential lobby. There are metal balconies that are hung off the structure for each dwelling unit. There are paved patios on the ground floor. Mr. Fasolo reviewed the building material and color samples. They will use a lighter grey brick and a burgundy brick used on the main elements on the upper floors. They are looking at using a double glazed glass with a darker grey or black frame color for all windows. The storefront windows for the Flix building would have a clearer glass. The brownish horizontal panels in between windows would be either a fiber cement product or a metal panel. Chairman Ruffatto explained that a decision regarding the product needed to be made before the next meeting. The projected bays would be metal panels.

Mr. Farquhar reviewed the perspective of the Flix Brewhouse. The front element will have a thin brick product and the other elements are an architectural precast with some darker color stained elements. The entire shell is made out of a precast material with either thin brick or architectural sandblasted/stained finish. The lines are architectural reveals that are about ½" deep. He mentioned that the Rosemont Outlet Mall was made of a precast panel. The glazing will be more of a clear glass in order to see the brewery in the background.
Mr. Farquhar referred to the loading area that has a typical overhead insulated door.

Chairman Ruffatto asked about the green elements on the Flix drawing. Mr. Friedman explained it was a suggested option from RTKL to offer some additional green components with a green screen. He explained it could be a combination of the green screens and the brick overlay.

The Commission looked at the material samples that were provided at the meeting.

Ms. Michelle Kelly, Upland Design referred to the plant list that was provided. There will be a variety of flowering shrubs that will provide color throughout the seasons. In addition, there are layers of perennials along with bulbs. Boxwoods and yews are included to provide color in the beds when everything else is dormant. There are proposing 120 trees on site with lots of variety.

Ms. Kelly referred to the plan and explained they were able to increase the size of a couple of beds and added additional landscaping.

Ms. Kelly referred to the first floor patios. She provided a sketch which includes shrubs along the building and then wraps around the patios. They will add some perennials in the bump outs. They are proposing a 5' tall ornamental fence. The shrubs will help provide some visual barrier for the first floor units. The east, west and south sides of the buildings have a little different layout that includes grasses and shrubs. There is nice green landscape around the building.

Ms. Kelly referred to the village green. It is divided into different areas. The outside area will have outdoor seating with the retail buildings or cinema. It is a pedestrian friendly area but there won't be much plant materials. In the center, there is entry features both at the north and south which will be welcoming with both planting beds and pots. They will be elevated a little so it appears as a feature. The two central activity areas will include seat walls and other community seating. The flexible space is not owned by a restaurant but the whole community. The central space is the interactive fountain area which lights up at night. A tree could be added during the winter or other greens using

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the lighting even when the fountain is off.

Ms. Kelly referred to the landscape sections. It gives the feeling of a streetscape and a town look to it. Each side has a street tree and planting bed and some light poles with banners or hanging baskets. Seating and pots are also included along with a landscape bed.

Chairman Ruffatto opened the discussion to the audience.

From the audience, Mr. Adam Cole, Director of Development, Tri City Foods and operator of the Burger King on Dundee and Northgate came forward and was previously sworn in. He appreciated the forwarding of the comments by Mr. Jennings. They have been working with the developer in trying to address some of Burger King's concerns. He felt the plan was a good improvement over the first presentation. They were happy to see it and thankful for the cooperation. They still believe there were some challenges created with it. He referred to some concerns about inbound traffic being headlight to headlight with someone else in the parking lot. They feel it could create a dangerous situation so they would like to see some improved circulation as a result of all the massive changes at the intersection. He referred to the past presentation that included two pods of parking in front of their curb cuts or just east of them. They had expressed concern about them at the last meeting. There were 13 spaces presented east of the property line between their property line and Northgate and now there are 6 spaces. They strongly believe that the whole concept of parking in front of their entrances was infeasible because it was a one way entry. Once parked, the only way to get out was to go through their private parcel for egress. He did not believe it was allowable. He had expressed concern about the striping and tapering that were presented but were not shown on the current plans. They are concerned that the widths and so forth were not up to par that would typically be turning lanes or striping. He felt it was acting like a turn lane for the inbound traffic from Dundee going southbound on Northbound on Northgate and turning left into the retail driveway (between retail C and D). They were wondering why it was not presented as a left hand turn lane. They are concerned that the proposed parking is proposed at 3.3-3.5 times increase of hourly traffic at peak times per the current traffic so they felt it was a lot of additional movement. He mentioned a stop sign was being proposed which they are OK with the concept but felt it becomes inferior to all of the northbound and southbound movement. He referred to their current two forms of egress at the north and south entrance and were now being asked to go to one place of egress only on the south side with traffic increasing 3.5 fold in each direction during peak hours. They are requesting a better solution or better explanation of how it works functionally from a traffic engineering standpoint.

Mr. Cole referred to the continue proposal for the monument sign to be located on the green space parkway. He felt it was a large sign at 15' wide and 30' tall. He felt it was a huge obstruction and a distraction to their building and business. He noted it would be the largest sign in the Village located on 60' of frontage.

Mr. Cole believes there is a big step forward but they still had some concerns and felt some of the critical items that effect their operation hadn't been fully addressed.

Mr. Cole referred to the phasing. They asked that the driveway configuration be changed first before the hard medium comes in. Mr. Farquhar confirmed the medium would go in last in the

second phase.

Chairman Ruffatto asked the petitioner to address Mr. Cole's comments.

Mr. Corcoran reported they had attempted to address many of Mr. Cole's comments. He mentioned they could adjust the striping for the left turn into his site. He referred to the sign and explained it was set far enough back that it wasn't causing a traffic related issue for people going into the right turn lane to turn right. He referred to the issue with the six parking spaces. They will look at the suggested alternatives and will try and work with Mr. Cole to resolve his concern.

Commissioner Zangara referred to the signage. He questioned if there had been discussion to allow Burger King to go on the sign. Mr. Friedman explained he didn't think it was appropriate since fast food restaurants were a prohibited use to the town center but he was in agreement to discuss it. Commissioner Zangara questioned if a coffee shop was considered fast food. Mr. Friedman explained the redevelopment agreement allowed for fast casual restaurants such as Pot Belly, Panera and certain sandwich places. It prohibits fast food restaurants such as Burger King, McDonalds, Taco Bell and KFC, etc.

Commissioner Zangara referred to the parking. He liked the idea of moving the drive but would like it to go past building D. Mr. Friedman explained it was to allow the outlots to have the additional access. He felt most of the town center was really based along Northgate Parkway. He mentioned there were some requests from the retail leasing agent that some people want the traditional retail shopping center and that was the reason for the location of building E. He explained the concept was to satisfy the need for those tenants that wanted the traditional outlot with the drive-thru or the in-line space that would face Dundee Road. In order to lease and make the outlots attractive, the tenants need to be offered a perceived curb access as opposed to having to go all the way through the in-line stores and then back up.

Commissioner Zangara referred to the turn in area between the two buildings and suggested it would be a good opportunity to make it a parking garage. Mr. Friedman explained they had considered it but the issue was the garage would block all the visibility of retail building E. Commissioner Zangara felt building E was set back far enough. Mr. Friedman explained they would need to do some additional site line studies. Commissioner Zangara preferred having the study done now instead of in the future. Mr. Friedman mentioned he would love to have a parking garage in the area by the West Shore underground pipe but nothing could be located above it. He stated that there was sufficient parking according to the parking studies. Commissioner Zangara felt it looked like a shopping center with all the parking and not a town center. He felt the garage would help hide the cars and protect the cars during inclement weather. Mr. Friedman agreed to look at the site lines and ramifications of adding a garage and how it would impact the visibility of retail building E.

Commissioner Zangara referred to the valet and questioned if the customers pick up the cars where they are dropped off. Mr. Friedman explained it was an operational question that would be handled by the operations and management. The idea is to give the customer a choice.

Commissioner Zangara questioned overnight parking. Mr. Friedman explained the overnight parking for the visitors of the residential building was housed in the garage. If overnight parking

was ever needed in the parking lot, it was suggested that the triangle area would be the appropriate place for it. Mr. Friedman just became aware that the Village does not currently offer overnight parking in the Metra commuter parking lot. They will cooperate with the Village's direction regarding the overnight parking.

Commissioner Zangara referred to the pie shape parking area and suggested changing the parking to provide more green space. He provided a rough drawing. Mr. Friedman was open to new options. Commissioner Zangara felt the smaller green space islands at each end were hard to maintain so he suggested a larger green area that was easier to maintain.

Commissioner Zangara suggested adding lights during the holidays since there will already be electric for the irrigation system. Mr. Friedman agreed to the concept and having it flow into the Village town center, Northgate Parkway, Community Blvd. and the plaza.

Commissioner Zangara questioned if there was coping on the top of the Flix building. Mr. Farquhar confirmed there would be some type of metal coping on the top.

In reply to Commissioner Zangara's question regarding the residential building, Ms. Kelly explained there were shrubs either in front of the fence or grasses. Commissioner Zangara questioned if there would be a wall to form the patios. Mr. Friedman confirmed there would be no wall.

Commissioner Dorband questioned the depth of the balconies to determine if a chair would fit. Mr. Fasolo stated the depth was 5' 6".

Commissioner Dorband liked the green on the Flix building.

Commissioner Dorband liked the choice of the landscape plantings and the proposed fence style.

Commissioner Dorband was confused about the parking since 10 spaces were lost since the original meeting. She questioned if there was anywhere they could be added. She expressed concern and referred to the issues at the Westin and didn't want the same issues. Mr. Friedman explained the addition of a garage would make it difficult to lease building E because of the visibility. He mentioned they had lost 2,000 square feet of retail space with all of the adjustments and then the demand for parking also drops.

Commissioner Powers questioned if the monument sign was moved since the last meeting. Mr. Friedman confirmed it was moved further south which increased the site line coming from the west.

Commissioner Powers liked that the drive between buildings C & D was moved further. He questioned if they still had the right-in capability east of the Park District cross access area. Mr. Friedman confirmed it remained. He felt it was the preferred route and felt repeat customers would learn the best route.

Commissioner Powers questioned if there had been a double drive-thru in retail B that was made into a single drive. Mr. Friedman explained building B was a three lane drive-thru which was now a two lane drive-thru. The footprint of building A stayed consistent but was shifted over.

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In reply to Commissioner Powers' question, Mr. Corcoran confirmed the hard median was a typical 6" barrier curb.

Commissioner Powers questioned if they were planning to save some of the existing trees on the site. Ms. Kelly confirmed all of the existing trees would be removed. A majority of the trees were not of good quality.

Commissioner Powers appreciated the additional green and beds especially around retail E.

Commissioner Powers asked about the proposed irrigation. Ms. Kelly explained the plan was to irrigate the majority of the landscaping. They typically do not irrigate the islands in the parking lots. The streetscape up and down the areas would be irrigated. Commissioner Powers requested an irrigation plan.
Commissioner Powers appreciated the turning radius diagram showing the flow.

Commissioner Powers referred to the overnight parking. He questioned if a guest of the residential building could park in the garage. Mr. Friedman confirmed guest parking was located in the garage. He noted that he had reviewed the guest parking plan with a property manager from a neighboring new construction residential development and he had thought the plan was brilliant and much better than their plan.

Commissioner Powers requested an explanation of using a stain over precast. He questioned if it was durable and maintenance free. Mr. Farquhar noted the stain was only used on the Flix building. It was typically a 20-year warranty. The intent was to use as much of the natural pre-cast concrete s possible.

Commissioner Powers referred to the white doors on the west elevation of Flix. Mr. Friedman confirmed they were delivery doors. Commissioner Powers questioned how the signs on the west side were applied to the building. Mr. Friedman was unsure since it wasn't part of the elevation and was added after the building was up. He confirmed the posters would be lit and protected. Mr. Farquhar explained the delivery doors could also be painted to blend in with the rest of the architecture.

Commissioner Powers felt the Flix elevations were great.

Commissioner Sianis echoed Commissioner Zangara's comments about looking into a parking garage on the northeast side of the development.

Commissioner Sianis referred to the southeast quadrant. He thinks there needs to be some type of gated access so residents don't have to travel through the town center to access the parking garage. He felt it would be easier for the residents and would decrease traffic through the town center. Mr. Friedman explained he really wants to but can't do it. He made another call into Larry at the Park District regarding getting another curb cut but the Park District was not in agreement. Mr. Friedman agrees with Commissioner Sianis' suggestion and hopes the Park District changes their mind in the future. He mentioned the Park District's concerns related to the traffic at the pre-school drop off.

Commissioner Sianis thanked the petitioner for the improved plans. He likes a lot of the modifications that were made.

Commissioner Issakoo questioned if there was a charge for the garage parking. Mr. Friedman confirmed they would charge residents for parking spaces. He explained it was customary to charge for parking at all new construction apartment buildings. They will charge $45/month per parking space which is well below the normal charge of $75 to $100+. He confirmed there was no other overnight parking allowed.

Commissioner Issakoo requested information regarding their parking study. Mr. Friedman confirmed they were meeting the requirement for retail and were asking for a variance on the residential parking based on the fact that it is a transit oriented development and looking at other competing apartment buildings and parking ratio they demand. Mr. Corcoran stated they did a parking study and looked at several different things. One of the reasons they were asking for a variance was that the residential parking demand, and the type of transit oriented design as well as looking at other similar apartment complexes within the Northwest suburbs to help support the residential reduction. From the commercial and zoning standpoint, they had to consider the 154 Metra parking plus the retail demand and add it together and come up with one number when in reality, the Metra parking is basically during the day and the peak for the restaurants and Flix was in the evening. During the day there are Metra parking commuters and as they leave, there is Flix and other restaurant users for the shared parking. They did an analysis that showed the demand for every hour during the day. They made projections for Metra for the future since their demand will increase as population in Wheeling increases and came up with numbers that will be supported by the parking demand.

Chairman Ruffatto questioned how the reduction in the square footage translated into the reduction of parking. Mr. Corcoran explained the basis for the reduction was the changes in the site plan. The Zoning Code was 4 spaces per 1,000 square feet so it was roughly 8.5 spaces.

Chairman Ruffatto requested additional details on the phasing. Mr. Farquhar explained initially they needed to maintain the 160 Metra parking spaces and then they would work on developing the parking area. They will build the parking first while they are doing the earth work and putting in the site utilities. The intent is to do all the earth work in the area and put in the utilities and then build the residential and Flix buildings and central court area. He noted another critical area was revising the main area before the two buildings become operational. Half of the roadway would be done at a time so it enables them to keep the Burger King open with minimizing their traffic interruption. They will always have a minimum of two lanes. Buildings A&B, C&D and E&F are all future phases and would be applied for later. At the end of phase 2 (getting roads in, building residential & Flix buildings), there will be 1,028 parking spaces. The other parking areas will be built in the future with the future phases of retail. Mr. Friedman added that chances are during the 18-month construction of the residential building, they will have made additional progress with some of the other retail tenants, LOIs and leases. He felt the average person would not realize that the project was going in phases since chances are they would be breaking ground and constructing the other retail pads while the residential building is wrapping up its construction. A lot of the retail buildings are just a 6-month build out with another 5 months for the furniture and equipment on the interior.

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Chairman Ruffatto noted there would be an apartment building and Flix building after the first phase. Mr. Friedman stated that Flix was a 38,000 square foot movie theater with 960 seats. He explained that Flix was constantly making changes to their plans for the cinemas and seating. Chairman Ruffatto referred to the 446 parking spaces for the movie theater. Mr. Friedman mentioned the 100 spaces on the sixth floor of the garage for employees. Chairman Ruffatto questioned if 446 spaces were enough spaces for the 960 theater seats. Mr. Friedman was unsure. Mr. Corcoran stated that the Zoning Code requires 444 spaces for the proposed sized theater. The 1,028 parking spaces represented 79% of their parking.

Chairman Ruffatto expressed a concern with the circulation and that people could still get stuck in the back of the town center. He thinks they have done a good job in the other areas but still has a concern and is unsure if it could ever be addressed.

Chairman Ruffatto questioned why the sign couldn't be moved to the east side of the property. Mr. Friedman explained it related to the architectural site planning standpoint. The project based on the site plan and location of the sign it was centrally located and also allows vehicles to identify the retail signage before they turn into the town center. They are having multiple monument signs with retail identification. They want to make sure they provide enough signage for the cars using the Northgate Parkway, Community Blvd. but also the private Park District cross access area.

Chairman Ruffatto wanted to keep publicizing Village and Park District events and incorporate it on the reader board. Mr. Friedman explained they had not yet discussed if they would replace it or add to it.

Chairman Ruffatto referred to the egress for the Burger King on the south side. He felt it almost looked like a right turn only on the south entrance of Burger King. Mr. Dreger explained they moved the driveway in part from the meeting with Burger King to accommodate some of their concerns. They also knew the north entrance would be a right-in and IDOT would probably require the raised median. They could curve the southern part of it a little and make it more like an "S" shape. He felt people would learn how to use it.

Chairman Ruffatto referred to the west elevation of Flix. Mr. Friedman explained it was in-flux regarding the type of signage and advertising that would be displayed. He was unsure of the type of advertisement Flix wanted. He questioned the concern. Chairman Ruffatto explained he did not have a concern but questioned if it would be considered part of the sign package. Ms. Jones explained it would probably be considered more the design of the building to allow for changeable copy related to the movie theater and their branding. It would be separate from the business identification signs. Chairman Ruffatto felt it was a great idea since it broke up the wall. Mr. Friedman noted it faced the tracks so the Metra commuters had the ability to see the town center with different advertising opportunities.

Chairman Ruffatto felt the general consensus from the Commission was that the parking garage should be considered. Analysis was needed. He referred to a comment made by the petitioner that it was the first he had heard about a parking garage. Chairman Ruffatto had brought it up in one of the workshops. He thinks it should be considered and evaluated for the next meeting.

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Chairman Ruffatto questioned if the concerns for IDOT been addressed. Mr. Jennings explained that he summarized the issues from the discussion points. He mentioned the fourth item which questioned if there was something else that should be done with the signal timing of the intersection. IDOT has indicated that the right turn out of the development would be required to be a dedicated right turn lane. The traffic consultant for the development team has taken issue with it. The way IDOT had phrased it was based on the traffic study. There is disagreement about the interpretation of that peak hour number and applying it. Mr. Corcoran explained they had provided three ways to go right on to Dundee Road (Northgate signal, right-in and right-out for the Park District, alternative to go to Community Blvd.). The traffic volumes turning right were not that high to justify a single lane. In their traffic study they have between 50 and 75 cars an hour turning right during different peak hours. They don't feel the volume projects warrant providing a separate northbound lane.

Chairman Ruffatto questioned when the dialogue with IDOT would occur. Mr. Corcoran explained they would not have an answer by December 31 because of the holidays. They could draw up an alternative that shows a northbound right turn lane if they lose the battle with IDOT. Mr. Friedman questioned if it was a recommendation or a requirement from IDOT. Mr. Corcoran confirmed it was a requirement.

Mr. Jennings explained Staff's suggestion regarding the issue was similar to what Mr. Corcoran suggested. Show it as required by IDOT and then let the development team, consultants work with IDOT to see if it could be removed.

Chairman Ruffatto explained he expected to have the following for the January 14th meeting.

- Final packet
- Engineering
- Fire
- Lighting plans
- Review of a parking garage
- Address all of Burger King's concerns
- IDOT issue resolved

Chairman Ruffatto explained there was a possibility there could be a vote at the next meeting but he could not guarantee it. The Commission wants to ensure what they are shown is what goes before the Village Board. It needs to be clear and concise. There can't be any question about what was being presented and would be built for the town center.

Commissioner Dorband mentioned that one of the daylily plants was mislabeled. The photo provided was not of a daylily. Ms. Kelly confirmed it was mislabeled. The King Alfred was a daffodil.

Commissioner Zangara questioned if the only access was through the stop light between phases one and two. Mr. Friedman explained the cross access could not be done until the traffic signal at Community Blvd. was installed. Mr. Jennings stated that it had a highly likelihood of being built before any of the buildings would be occupied. He explained the project for Community Blvd.'s signalization involves other modifications to Dundee Road.

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Chairman Ruffatto questioned if phase 1 cut off the access to the Park District. Mr. Friedman clarified that the Park District wants it cut off.

Mr. Jennings felt there was confusion about how the phasing will work. He suggested that the phasing drawings should be shown based on the existing conditions as a transition to the proposed.

Chairman Ruffatto suggested reviewing the list of items discussed. Ms. Jones reviewed the following list.

1. Specify all building materials and colors;
2. Address Burger King's concerns;
3. Explore options for a parking garage;
4. Consider reconfiguration of the triangular parking area to create a larger landscaped island;
5. Provide a landscape irrigation plan at final PUD;
6. Consider options for an additional east/west connection to create a circular traffic flow;
7. Consider options for an additional access to/from the residential building separate from the retail traffic;
8. Explore options for monument signs;
9. Resolve dedicated right turn requirement from northbound Northgate as noted by IDOT;
10. Clarify phasing plans with existing conditions.

Mr. Friedman asked for details regarding item 1. Ms. Jones explained the Plan Commission wants definitive proposals and not options.

Mr. Farquhar questioned how a change would be addressed during the final construction phase. Ms. Jones explained they would approach Staff who would determine how it would be addressed.

Mr. Jennings referred to the question about resolving the potential impact of utilities. He suggested adding to the list that the utility conflicts had been resolved to the extent necessary for the preliminary review.

Commissioner Powers questioned if the storm water issue had been addressed. Mr. Jennings explained it was one of the items being referred to in the utilities conflict.

Commissioner Powers moved, seconded by Commissioner Sianis to continue Docket No. 2015-5 to January 14, 2016.

On the roll call, the vote was as follows:

AYES:	Commissioners Issakoo, Dorband, Powers, Ruffatto, Sianis, Zangara
NAYS:	None
ABSENT:	Commissioner Johnson
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

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PUBLIC HEARING JANUARY 14, 2016

Chairman Ruffatto called Docket No. 2015-5 on January 14, 2016. Present were Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto and Zangara. Commissioner Sianis was absent with prior notice. Also present were Brooke Jones, Senior Planner, Andrew Jennings, Director, Community Development and Mallory Milluzzi, Village Attorney, Fire Chief MacIsaac, Fire Inspector Antor, John Tack, Village Engineer, John Melaniphy, Director Economic Development.

Mr. Brad Friedman, WTC LLC, 500 Lake Cook Rd, Deerfield, IL, Mr. Anthony Fasolo, Architect, RTKL, Mr. Peter Farquhar, Randolph Inc, 820 Lakeside Drive, Gurnee, IL, Mr. Steve Corcoran, Traffic Engineer, Eriksson Engineering, 145 Commerce Dr., Grayslake, IL, Mr. George Dreger, Eriksson Engineering, Ms. Michelle Kelly, Upland Design and Mr. Eric Handley, Randolph Inc., 820 Lakeside Drive, Gurnee, IL, were present and previously sworn in.

Chairman Ruffatto explained the docket had been continued from December in order for the petitioner to provide responses to comments and requests that the Commission had made during the meetings in November and December. The Commission received an updated submittal.

Mr. Friedman provided a quick presentation to address the items that needed to be addressed based on the last meeting with the Plan Commission.

Burger King concerns – They have made adjustments to the Northgate Parkway curb cuts, added a striped left turn lane as requested, made changes to the internal circulation with an added path for vehicles to have the ability to park and exit the facility without having to access the private Burger King property. They have discussed with Burger King about providing them with an easement for their directional signage so their directional signage could be located on Northgate Parkway versus internally within their property lines. They also provided some superimposed monument sign visuals to illustrate that they would not be blocking their visibility based on the location of the monument sign. They shifted the monument sign a little bit to the south in order to enhance Burger King's visibility.

Addition of a potential parking garage in the northeast quadrant – They did a study and have visuals but unfortunately, the parking garage blocks the visibility for retail building E and some of the other retail buildings. The other potential area for a parking garage would have been the northwest quadrant but there were limiting factors mainly due to the West Shore Pipeline easement which requires a 50' building setback so it would be a very narrow garage and wouldn't provide adequate circulation and wouldn't be economically feasible. Mr. Friedman explained that unfortunately, there wasn't a place on the site where they could incorporate an additional parking garage. Visuals were provided.

Mr. Friedman referred to Commissioner Zangara's alternative sketch for the southeast quadrant. He liked the idea and they were going to incorporate it but they checked with the Fire Chief and he wants to leave that area open for emergency vehicle access so unfortunately, they were not able to incorporate it. He applauded Commissioner Zangara for the sketch.

Adding a east/west connection within the site – It would be to the north of the residential building.

The area is currently a 50' pedestrian pathway that is at the southern end of the Village Green pedestrian friendly plaza. There were a number of reasons why the development team was opposed to adding a street there. They have a traffic study which indicates that the intersection of Northgate Parkway and Community Blvd. could accommodate additional vehicles that may be searching for parking spaces between the east and west sides of the site. He understands there is a perceived benefit to adding an additional roadway; however, their capacity analysis shows that the intersection works without the added roadway and it does not provide significant improvements. They know there is no benefit for any of the residential tenants or anyone who would park in the parking garage deck because there is no reason for them to access the west side of the site. If they look at the southwest quadrant of the parking field of the site, he would refer to it as the least desirable area for any retail customer that would want to park there. Most of the parking in the southwest quadrant was really for commuter parking. It will eventually be shared parking that the retailers could use on nights and weekends but it was the furthest away from the retail and therefore, the least desirable. It would have minimal traffic and because it is the least desirable, it was actually a very good location for them to have valet service park the vehicles.

Mr. Friedman referred to the northeast quadrant (the largest parking field serving a number of the retail out lot pads) which has the most parking spaces for any quadrant. If for any reason patrons can't find a parking space in the northeast quadrant, it leads those vehicles back to Community Blvd. and then they have the option to go to the west side to seek parking options.

The southeast quadrant is the smallest parking field and is the only area that could potentially benefit from the addition of an east/west connection. Customers who are seeking parking in the southeast quadrant could benefit from the added connection; however, the volume of traffic would be less than 30 vehicles per hour and does not justify an additional road given the other substantial negative impacts. The proposed roadway would need to be approximately 30-32' wide in order to accommodate the two-way traffic and maintain emergency access routes. They would lose a lot of landscaping, a lot of green space, and a lot of pedestrian crosswalks because of it. There would also be a lack of privacy, increased noise and traffic for the residential tenants, it would be less inviting for visitors and potential renters to approach the residential building with the added street and it would really take away from the entire concept of what they were trying to create with the pedestrian friendly plaza.

Mr. Friedman provided a copy of the site plan. He referred to the request to add connectivity to the north of the residential building. He tried to show that any customer that was looking for parking and couldn't find it, would go back to Community Blvd. and head to the west side of the site so they would not benefit from an additional roadway to the north of the building. The southwest quadrant was the least desirable since it was the furthest away from the retail so it would not be the first choice for vehicles. The area that could benefit for the connectivity would be the triangular area in the southeast quadrant but based on the traffic study it would be a minimal amount of vehicles.

Options for additional access for the residential tenants – Mr. Friedman reached out to Larry from the Park District but unfortunately, his answer had not changed. The Park District does not want to provide any curb cuts. The only way to get some additional access for the residential building was to obtain easements and curb cuts from the Park District. He wishes they would be more willing to work with them but unfortunately they were not. To some extent, he understands some of the Park

District's concerns especially with not interfering with the Pre-School drop off area which currently is on the private roadway which divides the two sites. They don't want any additional traffic in the area.

Resolve the dedicated right turn lane (required by IDOT) – They added the right turn lane out of Northgate Parkway.

Resolve the utility conflicts – He and his civil engineer met with John Tack, Village Engineer, and Larry from the Park District this morning to discuss the easement that was being requested to the south and east of the residential building. They also went over existing easements and utilities. Mr. Tack understands it is there for a water main and sewer. He just wanted to know the use of the easement and to make sure the legal document specified the specific use for the easement as opposed to providing a blanket easement agreement.

Adjustment made to building E – They shaved off some of the retail on the eastern side of retail building E to allow for the underground utility elliptical pipe. There are currently no conflicts.

Provide a snow removal plan – Mr. Friedman met with Fire Chief MacIsaac and Bertog Landscaping and Snow Removal and reviewed the plan. Everyone seems to be in agreement with the areas marked to handle the piling of the snow and the process of hauling off the snow.

Phasing of plans – Mr. Farquhar reported they designated an existing Metra parking area that will be used while they are reconstructing the additional Metra parking in stage one. He referred to the widening of Northgate Parkway. They would do it in two phases. The first phase will remove half of the roadway and leave the other area for construction access. One it is done, they will flip it over and build the other half. Most of the whole major intersection would be done in a phased approach (first the left side and then the right). Access to Burger King will be maintained throughout the construction.

Mr. Farquhar reported that all of the Metra parking would be completed in Phase One as well as the building of the Flix Theater, parking deck, apartment building and the village green. There will be 1,028 parking spaces after the parking deck and Flix Theater are installed.

Chairman Ruffatto asked for the slide from the street perspective of the monument sign. Mr. Friedman explained it was part of the PUD submittal and was not included in tonight's presentation.

Chairman Ruffatto asked for input from the public. No one came forward.

Commissioner Zangara referred to the parking garage and understood the reason of not having visibility from building E. He explained if someone was traveling east from Dundee Road there never was a visual of building E until you were past building B or the site. He felt the monument sign was key to the whole development. He personally would still like the garage since he felt it would help in the long run. He believes people are creatures of habit so when someone knows something is in the town center they would know how to get there. He referred to retails H1 and H2 and noted they were never seen from the street and were completely hidden by building E. He mentioned that the Flix building was also hidden by building E. He felt the monument sign would

be used for anything in the town center. He personally would still like to see the garage.

Commissioner Zangara referred to the angled Metra parking. He questioned if there was a reason why only one set of parking stalls were angled and the rest were not. Mr. Friedman explained it was a one way and was because they had to make a shift in order to accommodate the West Shore Pipeline easement. The drive aisle was originally 25' and then it had to be increased to 30' and because of it they lost the ability to do the regular parking that was not angled and a two way street. Commissioner Zangara felt it made sense.

Commissioner Johnson questioned the status of the pipeline relocation. Mr. Friedman explained the attorneys had been going back and forth with the reimbursement agreement. They have completed the feasibility study and have an agreement where the new pipeline would be relocated. It is a matter of wrapping up the legal agreement. The attorney for West Shore Pipeline left and caused some delays. The Village Attorney has been following up and working with his attorney and the West Shore attorney in order to finalize the agreement. Ms. Milluzzi reported that she thought they were waiting for comments from West Shore. She confirmed it was just the finalization of the agreement.

Commissioner Johnson referred to the monument sign. He questioned the reason it couldn't be on the east side of Northgate. Mr. Friedman explained they felt it had better visibility and felt the proposed location provided a central location. He also referred to the Village Ordinance that monument signs shouldn't be located too close to each other so he felt the best way to provide the separation was to have two monument signs, one on the east corner and one on the west corner. He felt the proposed location was the best way to maximize visibility for the customers to utilize both entrances of Northgate. They want to add a third sign to inform customers that they can access the town center through Community Blvd.

Commissioner Johnson referred to a parking garage and is in agreement with Commissioner Zangara. He felt it would be needed if the center was as successful as they hope. He mentioned the Village had been burned on parking in other developments and felt it would be an important feature to have. He questioned the current status of the parking count variation. Mr. Friedman stated the only variation with the parking was regarding the residential building and not the retail. A lot of it is based on transit oriented development and market studies that show the average rental unit in Wheeling had a parking demand of 1.3 per unit. A lot of the new construction apartment buildings were getting built at 1.6 per unit. They are at 1.64 per unit which is not taking into consideration the transit oriented development aspect of their project. The other projects (Tapestry or Woodview) were at 1.6 which is below the proposed ratio and they are not located next to a train station. Commissioner Johnson questioned if the amount for the retail was OK. He thought it was still low. Mr. Jennings explained they were providing for the shared uses and demonstrated that the demand did not exceed the amount of parking provided at any given time. The petitioner's traffic consultant provided analysis that demonstrates the fluctuation of parking demands throughout the day based on the uses. They have the Urban Land Institute tables that back it up. They submitted a fairly detailed analysis. There was some adjustment made to the plan as a result of the initial analysis. They did reduce the cap of available restaurant space to ensure that the peak parking demand didn't exceed what was provided at any given time.

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Commissioner Johnson referred to the comments in the Fire Department's memo regarding the issues they have with the latest submittal. He felt some of it would impact the actual floor plan of the residential building and the number of parking spaces if they get the proper access for the Fire Department. He questioned if the Fire Department or developer had any comments. Fire Chief MacIsaac agreed a lot of them were repeat items on previous reviews. Many of them were tweaks that needed to be done in the drawings before final to bring them into closure. Some of them would have minor affects on parking. In the residential building, there is currently no indication as to where they plan to put fire pumps, fire risers, etc. that would eventually change the configurations of some of the apartments. He mentioned the water main system was still going through discussions and would need to be worked out with Engineering, Fire Department and the developer.

Commissioner Johnson mentioned that one of the Flix elevations had a notation for barn wood or weathered wood. He questioned if it was something new. Mr. Friedman felt it would be a good idea to add the element for the outdoor beer garden. They will not incorporate the barn wood but would look at a fiber cement component that would resemble wood but would pass for the Type II construction to keep them within Code.

Commissioner Dorband wanted to discuss the issue with the Metra parking. She mentioned that the Northgate residents could conceivable park at the Metra Station which would reduce the number drastically so there wouldn't be the available parking to be utilized after 12:00 p.m. She asked for Staff's input. Mr. Jennings mentioned that the petitioner's parking table incorporated some projection for growth of demand of the commuter parking. Metra had been satisfied with the time restriction that was listed. Mr. Corcoran explained that their Metra projections for the west lot did include population projections and increases based on growth in the Village. They increased it roughly 20-25% usage of the Metra lot during the day to account for the growth.

Commissioner Dorband was also in agreement with a parking garage. She felt people would not come if they couldn't find a parking space and it would hurt the profitability of the retail uses. She felt if they allowed more parking they would get more people. She expressed concern with Staff's comments about the deficiencies. She asked Staff to address. Mr. Jennings explained the petitioner was provided the same report in an effort to ensure the petitioner could be adequately prepared for the meeting. It is one of the questions for tonight, have the items from the December meeting been addressed through the submittal and then the supplemental information prior to it.

Commissioner Dorband referred to a restaurant chain that was listed as Terra Fiamma. She mentioned there was only one other location. She requested more background. Mr. Friedman reported that Terra Fiamma was owned by his financial partner and located in Florida. They met with the owner and showed her the plan for the town center and she wanted to expand the business and has family ties in Chicago and wants to participate in the project. They are thrilled to have her on board. She loves the idea of incorporating outdoor seating up against the plaza area and right across from the movie theater entrance. She is currently in a shopping center that has a movie theater and understands the benefit from the traffic.

Commissioner Powers referred to the northeast quadrant parking and felt if it was full people would park in the Village campus lot. He questioned if it would be permitted. Mr. Friedman explained it would technically not be permitted but would be up to the Village to police it.

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Commissioner Powers referred to Burger King. He asked for an explanation of the traffic flow. Mr. Friedman explained the extra lane was added so the five employee parking vehicles would have the ability to exit the area without having to drive on to the private Burger King property. Commissioner Powers questioned if Burger King was OK with the 5 parking spaces and lane. Mr. Friedman reported that Tri City Foods was still opposed to the five parking spaces.

Commissioner Powers questioned which intersection they were referring to in the statement handling the load. Mr. Friedman confirmed they were referring to Community Boulevard and Northgate Parkway. Commissioner Zangara still had an issue with the southeast quadrant since he felt it was the bottleneck to get into the garage. He questioned if there was any way to add an entrance off the west side into the garage by removing one or two rooms. Mr. Friedman stated they had not since they hadn't seen the benefit by adding it.

Commissioner Powers agreed a parking garage was needed in the northeast quadrant. He thinks the petitioner could be creative so it didn't look like a cement slab. He felt there were possibilities.

Commissioner Issakoo echoed the concerns from the Fire Department memo and the implications it might have to some of the parking concerns. He deferred to the concerns of his colleagues regarding a parking garage. He asked about the location. Mr. Friedman noted the northeast location but explained it would kill the visibility and it would kill the viability of leasing the retail buildings and it would take away all of the retail concepts and the town center. He explained a town center needs the retail tenants. He further explained retail tenants needed visibility. There were cases where retail tenants didn't have visibility but those were the shopping centers that failed and didn't get leased up. He mentioned that people don't want to park in a garage. He agrees people were a creature of habit. As the project moves along and people were familiar with the retail tenants, it might not be a problem and maybe further down the road if there really was a parking problem, they could look into putting in a parking garage. He felt at this time, a parking garage would kill the project if it was added in the northeast quadrant. He explained his information comes from a retail broker. Visibility is important to them.

Commissioner Issakoo wanted to get a sense of how much over the threshold of what was required regarding parking as is and how much further would it expand with a parking garage. Mr. Friedman mentioned they were at 93% at peak time at 8:00 p.m. on a Saturday.

Chairman Ruffatto referred to the unresolved issue regarding the five spaces at Burger King. He questioned the option of removing those spaces. Mr. Friedman explained he would not let it stop the project but he also knows that parking is a concern. They are trying to maximize the amount of parking provided. He felt using the parking spaces for employee parking would help a little but would not let it holdup the project. He suggested landbanking. Chairman Ruffatto felt it might be an option to remove them since Burger King was not in agreement with the easement. Mr. Friedman questioned the easement. Ms. Jones explained they would still need a temporary construction easement. Chairman Ruffatto questioned if Burger King was in agreement. Mr. Friedman confirmed they were not. Chairman Ruffatto questioned if an option would be to remove the five spaces and landbank them. Mr. Jennings agreed it could be phrased that the temporary construction easement would need to be agreed to in principle and added to the plan at such time as Burger King

indicates agreement with the temporary construction easement. He mentioned there was a possibility that Burger King would not grant the temporary construction easement while the spaces were still shown. If it is necessary to remove them in order to receive the easement and everyone understands that those may be removed to acknowledge it would be acceptable. Chairman Ruffatto suggested adding the condition.

Chairman Ruffatto mentioned the building materials that Staff put together. He questioned if the barn wood was part of the list of building materials. Mr. Friedman agreed it was based on the submittal from 12/31 and at the regular biweekly meeting with the Village Staff. The elimination of the barn wood and the replacement of an alternative material were discussed. The alternative material was subsequently submitted to Staff. A sample was provided at the meeting. Chairman Ruffatto noted the plans that were submitted to the Plan Commission still showed the barn wood listed.

Chairman Ruffatto referred to the circular flow east to west and questioned if they had considered making it just one way. Mr. Friedman mentioned it had been reviewed and discussed numerous times and he explained it wasn't just the development team or the architects and engineers but were also his financial partners, the representatives at HUD, property managers, leasing agents and etc. He explained there had been a lot of discussion regarding the elimination of the pedestrian friendly plaza/crosswalk. The whole concept of the town center has always been to have everything focus around the pedestrian friendly plaza. They feel it is very important for the retail viability, for the residential lease ability/attractiveness and the ability to have people visit the movie theater, go to the restaurants and feel they can walk up to the residential building, tour the facility, look at the amenities, check out the courtyard area and have it all be very inviting and pedestrian friendly. In addition, he has to rely on the analysis that had been done by their traffic consultant who has indicated there isn't a benefit to adding the east/west connection from a traffic standpoint. They have looked into it and considered it but feel it has a negative impact on the project.

Chairman Ruffatto felt professionals could also be found to speak favorably about adding the access. He questioned what impact HUD had on the project. Mr. Friedman explained they were financing the project. Chairman Ruffatto questioned what HUD had said about the access. He didn't understand the connection. Mr. Friedman confirmed they have had discussions with HUD and property managers, leasing agents and his financial partners who have over 30,000 units that they manage and operate throughout the US and have a large portfolio and successful business so he relies on their input. They have all agreed that keeping it pedestrian friendly was the right approach combined with the analysis that had been done by the traffic consultant. Everyone feels it would have a negative impact on the lease ability and the overall concept for the town center project but mainly the residential building. Chairman Ruffatto didn't necessarily agree with it.

Chairman Ruffatto referred to the utility conflicts and Staff's comment that it wasn't clear that the Park District had agreed to the easements. Mr. Friedman confirmed the Park District had conceptually agreed to the easements. They had a meeting this morning and had no problem with granting the easements for the underground utilities. They wanted clarification on what would go in the easement. They don't want to provide a blanket easement. They want to know exactly what the easement would be used for and was told it would be used for a water main and sewer.

Chairman Ruffatto noted there were a number of issues and he wants to make the determination from the Plan Commission if they were large enough before approving the preliminary PUD or if they should be added as a condition.

Chairman Ruffatto referred to Staff's comment about the west side of the apartment building and the closeness of the parking. He questioned if anything had been considered especially on the first floor. Mr. Friedman confirmed their intention was to provide a landscape buffer for the privacy of the units. Chairman Ruffatto explained it needed to be something different than the front. Ms. Kelly mentioned the west side of the building was the narrowest. There is a sidewalk along the units so there is both a fence and a perennial, feather wheat grass between the patio and public right-of-way walk. On the north side, there is the addition of an evergreen shrub in the middle. Chairman Ruffatto questioned what happens to the plants in a snow fall. Ms. Kelly explained they were pretty light and feathery so most of the time the plant stays upright throughout most winters. They re-grow every spring.

Chairman Ruffatto referred to the parking garage. Ms. Milluzzi asked to comment about it since it was such a large change to the plan and wasn't part of the concept and would probably amount to a policy decision. She explained the Commission could recommend that the petitioner consider it but it could not be added as a condition of approval for the preliminary PUD because it would affect the RDA (Redevelopment Agreement). She further explained the Findings could reflect the Plan Commission's concerns and a poll could be taken but she recommended not making it a poll to add it as a condition to approval. Ms. Jones asked if it could be stated as a formal recommendation in the list of conditions. Ms. Milluzzi explained it shouldn't be listed as a condition but could be included in the Findings of Fact as a recommendation to the Board to consider exploring it further.

The Commission took a break at 7:47 p.m. and reconvened at 7:57 p.m.

Chairman Ruffatto questioned the status of the outstanding Fire Department's issues. Chief MacIsaac reported that many of them were outstanding issues that were reviewed several times. He does not think there should be an issue to hold up preliminary approval but he requested that there be a motion to acknowledge that these issues would need to be resolved prior to coming back for final approval. Ms. Jones confirmed she had a condition drafted – "Reductions in parking, landscaping, building square footage and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The final PUD plan shall clearly document the extent of these reductions." Chief MacIsaac would like to add a condition "That all of the utilities would have to be coordinated through the Engineering Department and Fire Department." He mentioned there were still some outstanding issues with the underground that still needed to be resolved. Mr. Jennings explained typically the utility plan was firmed up at this stage between preliminary and final. The utility plan is part of the current submittal and he thought there was an acknowledgement through the condition that there would be some adjustments. He explained it could be rephrased if there was a specific concern. Mr. Tack felt there was still a lot of work that needed to be done on the utility plans. They want it to be something to the extent that it would need to meet the final approval of both departments. Mr. Jennings suggested a condition that acknowledges that the utility plan shall be revised to the satisfaction of the Village Engineer and Fire Department prior to final PUD review. It is part of the Code requirement but in this situation due to the other condition of approval that acknowledges some tolerance of fluctuation and other site

features it doesn't hurt to also emphasis it.

Chairman Ruffatto proposed taking some polls to determine if there was a big enough impact that the meeting needs to be continued or if conditions could be added to the preliminary PUD except for a parking garage. The question that would be asked regarding a parking garage would be whether the Commissioners feel that a parking garage was needed for the development. If so, it will show the Plan Commission's concern to the Village Board.

Following were the polls taken at the meeting.

Chairman Ruffatto asked if the Commission felt there should be a parking garage added.

Commissioner Zangara: Yes

Commissioner Dorband: Yes. She wanted a recommendation sent to the Village Board that they look at the overall plan and make the decision.

Commissioner Powers: Yes

Commissioner Issakoo: Yes. He wanted a recommendation sent to the Village Board that they look at the overall plan and make the decision.

Commissioner Johnson: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was that there should be a parking garage added.

Chairman Ruffatto questioned if the building materials presented were sufficient to move forward.

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was that the building materials presented were sufficient.

Commissioner Johnson noted one side was only heard at tonight's meeting. He asked if the Burger

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King's representative could respond.

Mr. Pedro Alvardo, landlord, stated that the five parking spaces would take away from Burger King. He felt it was like driving into a public parking lot in order to get to the Burger King. He felt it took away from the whole restaurant. He mentioned it was currently a green area. He stated that Tri City was very opposed to it. Commissioner Johnson questioned if there was anything beyond the five parking spaces. Mr. Alvardo stated that Mr. Cole was also opposed to the large monument sign. He felt it took away a little of the visibility from the Burger King.

Commissioner Powers questioned if there was any cross access between the Burger King lot into the town center lot. Mr. Friedman confirmed there was not any access between the two. Commissioner Powers was unsure what was gained with the five spaces.

Chairman Ruffatto questioned if the following condition was satisfactory enough to move through or should it be brought back for discussion at another meeting. "Temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking."

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was in agreement with the proposed condition.

Chairman Ruffatto referred to Commissioner Zangara's sketch and questioned if it was sufficiently explained and the reasoning behind it.

Commissioner Zangara: Yes

Commissioner Dorband: Yes

Commissioner Powers: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

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Chairman Ruffatto: Yes

The consensus of the Commission was that Commissioner Zangara's sketch was sufficiently explained.

Chairman Ruffatto referred to the east/west circular flow and the additional explanation presented at the meeting. He questioned if the proposed no east/west access in front of the apartment building should remain.

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was to keep the proposed no east/west access in front of the apartment building.

Chairman Ruffatto referred to the analysis that was provided by the petitioner tonight regarding the access on the east side of the residential building. A Plan Commissioner proposed an access for the residential building on the west side of the building. Mr. Friedman wanted to know the benefit of adding an entrance on the west side of the residential parking garage. Commissioner Powers explained it related to the traffic flow in the southeast corner. There was no roadway in front of the residential building and he felt it would congest it more and would be pinned into the corner. Mr. Friedman asked if the Commission wanted them to look into it even though they had a traffic report that says it wasn't necessary. He asked if the Village's traffic consultant had suggested it. Chairman Ruffatto asked the Commission if there needed to be further discussion regarding the feasibility about it.

Commissioner Zangara: No

Commissioner Dorband: No

Commissioner Powers: No

Commissioner Issakoo: No

Commissioner Johnson: No

Chairman Ruffatto: Yes

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The consensus of the Commission was there was no need for additional discussion regarding adding an access on the east side of the residential building.

Chairman Ruffatto referred to the location of the monument signs. Mr. Friedman mentioned that he had sent an e-mail to Mr. Cole from Tri City Foods and copied Village Staff that provided the visuals of the monument sign. He also showed the updates to the site plan. Mr. Cole's response was that he was opposed to the five parking spaces and didn't address the monument sign after they submitted the visuals. Mr. Friedman feels they have addressed it and made adjustments to not hinder the visibility of the Burger King. Chairman Ruffatto questioned if the placement of the monument sign on the western part of the property was acceptable.

Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission was that the proposed location of the monument sign on the western part of the property was acceptable.

Chairman Ruffatto referred to the further clarification on the phasing. He asked if it had been sufficiently addressed with the additional information presented tonight.

Commissioner Zangara: Yes

Commissioner Dorband: Yes

Commissioner Powers: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

Chairman Johnson: Yes

The consensus of the Commission was satisfied with the clarification regarding the phasing.

Chairman Ruffatto referred to the snow removal plan and asked if it was acceptable.

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Commissioner Johnson: Yes

Commissioner Issakoo: Yes

Commissioner Powers: Yes

Commissioner Dorband: Yes

Commissioner Zangara: Yes

Chairman Ruffatto: Yes

The consensus of the Commission felt the proposed snow removal plan was acceptable.

Chairman Ruffatto referred to the utility conflicts. He felt they sufficiently moved things around. He questioned if the Park District's conceptual agreement was sufficient enough. He questioned if a condition was needed. Ms. Jones explained there was a draft condition in the Staff Report that addresses agreements not only with the Park District but other entities (Metra, Burger King, pipeline). She read the proposed condition aloud "That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance." Chairman Ruffatto felt it was sufficient.

Chairman Ruffatto referred to the screening of the patios on the east and west sides of the residential building. He questioned if it was sufficient.

Commissioner Dorband: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

Commissioner Zangara: Yes

Commissioner Powers: Yes

The consensus of the Commission was satisfied with the proposed screening of the patios on the east and west sides of the residential building.

Chairman Ruffatto noted there were no split votes on any of the polls.

Chairman Ruffatto asked the Plan Commission if there was anything else that should be considered prior to making a motion. Commissioner Johnson questioned if there was any way they could urge

the Park District to play nice with their future neighbor since it would solve a few problems regarding access. Chairman Ruffatto felt discussion had gone on between the Village and the Park District. Mr. Friedman was unsure if there had been a board to board/Plan Commission reach out between the parties. He felt it would be beneficial to the project. He felt he had done everything he could and would appreciate any further involvement. Commissioner Powers suggested documenting it for the Board so they know about their concerns.

Chairman Ruffatto felt the Plan Commission and Village Board need to continue discussions with the Park District on access. He asked if the Commission was in agreement.

Commissioner Zangara: Yes

Commissioner Dorband: Yes

Commissioner Powers: Yes

Commissioner Issakoo: Yes

Commissioner Johnson: Yes

Mr. Friedman addressed the Plan Commission. He understands the concerns with regard to the parking and project and the reasons they were asking for a parking garage. He doesn't want to get into a heated debate and upset anybody but reiterated that a parking garage in the northeast quadrant would kill the retail viability of the town center. Retail buildings C, D and E would not get leased or built. Chairman Ruffatto explained he understood and explained the Commission just voiced how they felt about it. He asked Staff to find some experts and deal with it. Mr. Friedman wanted to make it clear that it drastically changed the economic impact of the project in many different ways.

Chairman Ruffatto asked Ms. Jones to read the proposed conditions.

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions; The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance; and
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

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Commissioner Dorband moved, seconded by Commissioner Johnson to recommend approval of Docket No. 2015-5, Granting PRELIMINARY Approval of a Planned Unit Development, including Special Use-Site Plan-Building Appearance for the Wheeling Town Center Planned Unit Development, consisting of a master plan for a mixed-use transit-oriented development, as required under Chapter 19-05, Mixed-Use and Overlay Districts, Chapter 19-09 Planned Unit Developments, Chapter 19-10 Use Regulations, and Chapter 19-12 Site Plan Approval Requirements, as shown on the plans/exhibits submitted on December 31, 2015, by WTC LLC, as shown on the Exhibit List for the Wheeling Town Center Planned Unit Development, to be located on the property consisting of approximately 16.25 acres described as the vacant parcel currently known as 351 W. Dundee Road, the commuter parking lot adjacent to the Wheeling Metra Station, and the right-of-way of Northgate Parkway, located in Wheeling, Illinois;

And with the following conditions of approval:

1. That reductions in parking, landscaping, building square footage, and walkways are anticipated in order to demonstrate proper accommodations for larger vehicles and utilities. The Final PUD plan shall clearly document the extent of these reductions; The utility plans shall be revised to the satisfaction of the Engineering Division and the Fire Department prior to final PUD approval;
2. That the Final PUD submittal shall include an exhibit summarizing all of the agreements associated with the development, including but not limited to: easement for use of the Metra parcel, extension of the Station Area Development agreement, Park District roadway modification, Park District utility relocation easement, maintenance of roadways and parking areas, easements related to Burger King modifications and access, pipeline relocation agreement, and declarations associated with common property maintenance; and
3. That a temporary construction easement shall be agreed upon by Burger King in order to construct the five parking stalls directly east of Burger King. If Burger King does not agree at present time, then the area may be landbanked for future construction of parking.

On the roll call, the vote was as follows:

AYES:	Commissioners Dorband, Issakoo, Johnson, Powers, Ruffatto, Zangara
NAYS:	None
ABSENT:	Commissioner Sianis
PRESENT:	None
ABSTAIN:	None

There being six affirmative votes, the motion was approved.

Commissioner Dorband moved, seconded by Commissioner Johnson to close Docket No. 2015-5. The motion was approved by a voice vote.

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Respectfully submitted,

_____

Jim Ruffatto, Chairman
Wheeling Plan Commission/
Sign Code Board of Appeals

DISTRIBUTED TO THE COMMISSION 01.22.2016
FOR APPROVAL ON 01.28.2016

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Memo

To: Andrew Jennings, Director of Community Development
Brooke Jones, Senior Planner
Jon Tack, Village Engineer

From: Keith S. MacIsaac *KSM*

CC: File – Wheeling Town Center PUD

Date: 1/7/2016

Re: Review Comments – Preliminary Wheeling Town Center PUD

I have reviewed the various documents regarding the above project dated December 31, 2015 and offer the following comments:

- Drawing Site Plan A-100: The Fire Department access located at the East side of the project needs to be designed with raised concrete curbs on both ends to prohibit non-emergency vehicle access between sites.

  (NOTE: this is a repeat issue raised in previous plan reviews.)

- Drawing Site Plan A-100: The wide path running from East to West between the cinema and the residential midrise has already been discussed as a "fire lane". It needs to be indicated as such and be designed with raised concrete curbs on both ends to prohibit non-emergency vehicle access. Furthermore, it must be designed to adequately support the weight of the Fire Department's vehicles (i.e. 22 tons – minimum). This is particularly critical if paving bricks are utilized in the construction. Appropriate signage shall be required.

  (NOTE: this is a repeat issue raised in previous plan reviews.)

- Drawing A-111, A-112, and A-113: Residential Floor Plans: These drawings do not indicate required dedicated space on the first floor for the structure's fire pump, fire sprinkler system riser(s), fire suppression incoming water service, and fire alarm system controls. In addition, no indication is made regarding required dedicated space for the required fire equipment box systems (FEBS). Inclusion of these required dedicated spaces will alter the interior layout of the structure and may reduce the distribution of one (1) and two (2) bedroom units.

- Drawing Site Plan A-100: All areas not already shown as designated parking spaces and/or valet staging locations shall be designated as "fire lanes". Appropriate signage shall be provided, as well as execution of a parking enforcement agreement with the Wheeling Police Department.

  (NOTE: this is a repeat issue raised in previous plan reviews.)

- Drawing A-211 Flix Exterior Elevation: the Eastside of the structure indicates the application of "Barn Wood" on the exterior siding. While no specific information regarding the physical product is provided, it is assumed to be reclaimed barn siding or "weathered wood". If this is correct, this material does not meet the fire resistant standards for vertical products applied to a fire-resistant rated structure.

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- Drawing CX-1.1 Fire Truck Movement Exhibit: The documented turning radius shows potential points of conflict within the parking lot where rear wheels of the fire apparatus will "clip" or "jump" over the curbs. This problem will be further exacerbated during periods of snow where piles of snow may exist and vehicles will not be able to fully pull into the available parking spaces. These turning radiuses must be adjusted to allow adequate turning in all types of weather and without "clipping" or "jumping" of the curb. Two (2) key areas of conflict are at the Northwest corner of Retail E where the vehicle will need to go into the straight through lane in order to turn right or "jump" the curb, as well as at the parking lot island on the West end of the project where the turning radius is only eight (8) feet.

  (NOTE: this is a repeat issue raised in previous plan reviews.)

- Drawings C-3.1 and C-3.2 Site Utility Plan: There are a number of issues with the water main layout and fire hydrant distribution plan. In general, these issues are:

  - Fire hydrant spacing must not exceed three hundred (300) feet and must be placed in logical locations where they can be readily accessed by fire apparatus. An acceptable layout would involve fire hydrants situated near street corners where they could be accessed from two (2) or more directions with additional fire hydrants intermediately spaced along the street(s).

  - This project presents a unique feature known as the "Village Green". In this particular layout, additional fire hydrants must be situated at both the North and South ends of the feature to permit adequate fire suppression efforts from the interior courtyard.

  - Fire hydrants are required along "fire lanes". The wide path running from East to West between the cinema and the residential midrise has already been discussed as a "fire lane". Therefore, both fire hydrants and a looped water main down the length of the "fire lane" are required.

  - Fire hydrants need to be situated within fifty (50) feet of all fire department connections. The practice of installing fire hydrants on the supply mains leading to the fire sprinkler systems is unacceptable since it actually depletes the water supply already going to the fire sprinkler system. Fire hydrants must be placed only on primary water mains.

  - The domestic water service and the fire sprinkler service to each building are required to be two (2) separate service lines terminating at the primary water main. They may run in parallel with each other but must remain completely separate (i.e. their own piping and sectional valves, etc.).

  - In order to maintain minimal pressure loss (i.e. friction loss) in water mains, as well as maintain laminar flow characteristics, a 90 degree bend in the water main system must be avoided whenever possible. The 90 degree bend located at the Southeast corner of the project site must be replaced with a series of less degree elbows and intermediate spool pieces of piping (ex. 2 – 45 degree elbows, etc.). The 90 degree bend located on "Main Street" between Retail D and Retail H.1 must be replaced with a series of less degree elbows and intermediate spool pieces of piping (ex. 2 – 45 degree elbows, etc.).

  - Sectional valves must be installed on the water main system to limited potential water main breaks and system isolations to no more than two (2) fire hydrants and one (1) structure at a time, while limiting the total number of sectional valves that must be closed. There are a number of circumstances where this engineering requirement was not met.

  (NOTE: these are repeat issues raised in previous plan reviews.)

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- Drawing C-3.1, C-3.2 General Landscape Plan, and L1.1 Site Plan A-100: A minimum of forty-eight (48) inches (four (4) feet) must be maintained around all fire hydrants. This open space requirement applies to both landscaping (i.e. trees, shrubs, and bushes), as well as street light stanchions. Due to the limited open space/green space associated with this project, it appears that numerous conflicts regarding landscaping/street light stanchions and fire hydrants exist. These will likely increase as the additional required fire hydrants are added to the plans. In order to resolve this matter, close coordination between the project engineers and landscape architects will be necessary.

  (NOTE: this is a repeat issue raised in previous plan reviews.)

- Drawing L1.1 General Landscape Plan: The wide path running from East to West between the cinema and the residential midrise has already been discussed as a "fire lane". The revised landscape plan shows the inclusion of trees along the Northside of the path. Depending upon the type of trees selected, this will create an obstruction within the fire lane. As previously discussed, only miniature or low growing landscaping may be selected for this area.

- General Comments:

  - All exterior natural gas meters shall be protected with a rigid, physical barrier in order to prevent damage from vehicle impacts.

  - Due to the limited amount of open space/green space associated with this project, a defined snow removal plan is necessary. Without a carefully defined plan, the Fire Department is concerned that snow piles could result in blocked and/or restricted access to portions of the site, as well as potentially buried fire hydrants throughout the project site. Due to the mixed use of the site development, plowing and hauling of snow off site would be very difficult and most likely not practical.

  - It is assumed that all buildings will fully comply with the Village's Building and Fire Codes including but not limited to; being fully equipped with fire sprinkler systems, fire alarm systems, and fire equipment box systems (FEBS) within the residential structure. It is further assumed that the commercial buildings and the residential midrise building will be Type II construction. Should the Developer pursue an alternate form of construction with a less fire resistant rating, extensive site plan modifications will be required in order to add more dedicated fire lanes, increased fire flow capabilities will need to be designed into the water main system, and building separation distances must be increased. These changes would adversely impact the overall design, layout, available building square footage, and available parking space associated with this project.

    (NOTE: these are repeat issues raised in previous plan reviews.)

These comments are based upon a review the current information provided and is subject to further modifications as the project enters its permit phase. If you should have any questions, please feel free to contact me at ext. 2665.

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MEMORANDUM

TO: Brooke Jones, Senior Planner

FROM: Jon M. Tack, Village Engineer

COPY: Andrew Jennings, Director CD

DATE: **January 7, 2016**

SUBJECT: **Wheeling Town Center**
Preliminary PUD Submittal Review

The Engineering Division received a Project Description and Preliminary Plans for the subject project on 12-31-15.

The Engineering Division has completed a review of the above referenced submittal and offers the following comments at this time:

1. In general the engineering plans require more detail and an overall cleanup of what's been presented all of which should be able to be addressed in the final engineering phase. Many of the significant concerns were stated in the engineering memorandum of November 5th.
2. It should be noted that there are several agency approvals that will be required for this project to begin construction and necessary prior to the village issuing a permit.
3. Sheet CX 1.1, Fire Truck Movement will need to include the entrance and exit from the Burger King Lot.
4. The narrative "Updates from Workshop Meeting on December 10, 2015", under Challenges, second paragraph states "for the installation of an elliptical pipe that the Village intends to install". As a point of clarification the elliptical pipe will be constructed under the construction contracts for this development.
5. As stated in the narrative an easement is required from the Wheeling Park District for the relocation of the water main and the installation of the elliptical pipe along the east property line. Should the easement not be granted, significant plan revisions would be necessary to complete the installation of the elliptical pipe as proposed. As it appears

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on the engineering plans the easement starting at the SE property corner and running north would require an additional width of 9’ for a total width of 15’ and approximately 235’ long easement on the park district property. The construction of the elliptical pipe along with the other proposed site improvements will require that approximately 1,100’ of water main along the east property line be relocated further east to meet code requirements.

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Andrew C. Jennings

From: Jon Tack
Sent: Tuesday, January 26, 2016 8:35 AM
To: Andrew C. Jennings
Cc: Jon Sfondilis; Mike Crotty; Mark Janeck; jvferolo@ktjlaw.com
Subject: Wheeling Town Center

Andrew,

The Engineer Division has completed a detailed review of the Wheeling Town Center Plans as presented to date. Review comments were prepared for the WTC Developer to address as they proceed to final engineering.

It should be noted that the Engineering Division has not seen or reviewed a Preliminary Plat for the proposed development. In the preparation of the packet for the Board approval of the Preliminary PUD, it is recommended that the following items be brought up to the Board's attention:

- All paved areas and miscellaneous improvements such as street lights, sidewalks, ADA crossings, signage, etc. within the property boundary shall be owned and maintained by the development.
- The sanitary sewer system within the property boundary shall be owned and maintained by the development.
- The storm sewer system/facilities within the property boundary shall be owned and maintained by the development with the exception of the large diameter pipe that will traverse the east property line connecting Lake Heritage and the future development on the north side of Dundee Road.
- All watermain shall be owned and maintained by the Village. Service connections from the main to the building shall be owned and maintained by the development.

Let me know if you have any questions.

Thanks

Jon Tack
Village Engineer, P.E.
Village of Wheeling, Community Development Dept.,
2 Community Boulevard, Wheeling, IL 60090
Direct Phone (847) 499-9059
phone: (847) 459-2620
fax: (847) 459-2656

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Wheeling Town Center

Updates and Project Description

Updates from Workshop Meeting on December 10, 2015:

1. Specify all building materials and colors

We have updated the Residential Building elevations and will continue to provide samples for review.

2. Address Burger King concerns

We have adjusted the stripping and the curb cuts in order to accommodate BK concerns. We have also provided super-imposed visuals of the monument sign to show that it no longer blocks their visibility.

3. Explore options for parking garage

We have modeled a parking garage in the north east corner of the parking field as requested. It obstructs the visibility of retail building E. It is not a viable option.

4. Consider reconfiguration of triangular parking area to create larger landscaped island

We considered the sketch from Commissioner Zangara. However, it was requested that we leave the parking field as originally designed in order to provide an access lane for the Fire Dept.

5. Provide a landscape irrigation plan

This will be provided at FINAL PUD.

6. Consider options for an additional east-west connection to create a circular traffic flow

We have considered this option many times. However, it is more desirous to maintain the existing pathway versus adding another drive aisle that would impede upon the pedestrian friendly Plaza and Residential living experience. Additionally, the parking study shows that there is not a need for an additional east-west connection.

7. Consider Options for additional access to/from the residential building

We have had several meetings with the Park District in an effort to obtain curb cuts and easements that would provide additional access for the residential tenants. Unfortunately, the Park District is not interested at this time. They are very protective of their private land, and also the safety of the pre-school drop-off area.

8. Explore options for monument signs

The monument sign has been shifted to the south in order to accommodate concerns from BK. We have also provided super-imposed visuals.

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9. Resolve dedicated right-turn lane requirement (from NB Northgate) noted by IDOT
We have provided an alternative site plan with the dedicated right-turn lane to satisfy IDOT. However, we will continue to have discussions with IDOT to eliminate this requirement as we feel it is not necessary based on the two additional access points for vehicles wishing to travel east on Dundee Rd.

10. Clarify phasing plans
We have updated the phasing plan with additional detail.

11. Resolve all utility conflicts
We have met with the Village engineer and have made adjustments to the utility plan. We have eliminated a portion of retail building E in order to accommodate the proposed elliptical pipe. We are still waiting on confirmation from the Park District with regards to an easement to accommodate the relocated utilities.

Updates from PUD Preliminary Hearings on November 12 & 19, 2015:

1. Redesign Northgate Pkwy curb cuts and BK access
The Northgate Parkway driveway curb cuts and Burger King accesses have been redesigned in keeping with the discussion had with Village staff and Burger King representatives. Driveway locations have been aligned to better accommodate turning vehicles without impeding through traffic.

2. IDOT Preliminary Approval
IDOT has provided their comments and they have been incorporated into the new site plan. We are discussing the need for a northbound right-turn lane exiting the Town Center given the low volume and the other opportunities to turn right onto Dundee Road. Both options (with and without the right turn lane) have been prepared.

3. Provide sight lines of proposed signage in relation to BK
The monument sign has been shifted to the south in order to accommodate concerns from BK. We have also provided super-imposed visuals.

4. Add pedestrian cross walks in NE parking field
Cross walks from the NE parking field have been added for access to the sidewalk along the North side of Building E providing additional connectivity to the Plaza and the Municipal Campus.

5. Define overnight parking areas
Overnight parking will be designated as necessary based on feedback from the operations group.

6. Increase landscaping and show detail of Plaza
The site landscaping has been increased 26% throughout the entire Town Center. Details of the Plaza have been provided showing the different activity areas including the fountain, entry features, seating, pedestrian walkways and café areas. Sample photos of each are included.

7. Provide lighting plan and photometric study
Lighting plan and photometric plans have been provided.

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8. Review dual access into the Residential Parking Garage.

We feel that the single access to the Residential Building on the East side is sufficient per our traffic study and does not warrant a secondary entrance. We have included an additional right turn lane between Building H.1 and E to allow for traffic exiting the Southeast parking area and the option of traveling Eastbound on Community Boulevard.

9. Flix elevations and materials

We have updated the Flix elevations and have provided samples.

10. Provide detail of Res Bldg materials and colors (include samples)

We have updated the Residential Building elevations and have provided samples for review.

11. Show detail of residential ground floor patio space and define materials

A detail of the ground floor patio is shown on the Sample Landscape Plan in the updated PUD Submittal Package. The patio material is concrete paving while the fence is an ornamental metal fence, black in color. The plant materials include ornamental grasses, flowering shrubs, evergreen shrubs and perennials.

Project Description

Summary

Ever since its inception, the master plan concept for the Wheeling Town Center was intended to create and develop a walkable downtown central square that would provide a sense of community and serve as a public destination, celebrating civic life. The plan includes a 5-Story residential apartment building with approximately 295 luxury rental units, a 6-story parking garage, and a large courtyard that will offer the residents a wide range of resort-like amenities. The site will also incorporate around 100,000 SF of retail space that will revolve around a pedestrian friendly Plaza.

Flix Brewhouse has committed to open an 8-screen movie theater and anchor the Wheeling Town Center. They will operate a 38,000 SF free-standing building. Flix provides food and beverage service and brews its own beer on site. Flix is a unique first-run cinema that is distinguished from the traditional theaters.

The focal point of the Town Center will integrate a pedestrian friendly Plaza surrounded by multiple commercial spaces and residential living. Interested restaurant tenants have already expressed the desire to provide customers with a remarkable outdoor dining experience that plays off the vibe and energy created by this public realm. Interactive water fountains, ornamental pots, planters, trees, built-in benches, natural stone seating, pergolas, and sculptures will all contribute to the symbiotic energy. It will also serve as an ideal setting to host public events.

The Village of Wheeling is partnering with the development team in order to help ensure that the project achieves a legacy status that will have a lasting effect on the community. The Village is providing Tax Incremental Financing to cover most of the infrastructure costs and public improvements. The support from the Village will allow the Wheeling Town Center to achieve

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greater levels of construction and design elements with a dynamic central Plaza that will draw people in.

The subject property is ideally situated adjacent to the existing Metra Station, making this project a true Transit Oriented Development that is committed to creating a pedestrian friendly Town Center atmosphere. Urban Land Institute has ranked TODs a best bet for investors 5 years in a row, and they estimate that ¼ of all households are likely to live near transit / high-density housing by the year 2030.

The site is also surrounded by the Village Hall and several Park District facilities including the Wheeling Aquatic Center / Water Park, the Community Recreation Center, and Heritage Park which is in the process of being renovated with new baseball and soccer fields to host all of the community sporting events. The site will naturally become a family friendly gathering place with several entertainment and dining establishments to serve the public.

Retail Plan

The site plan has 98,183 Sq Ft of ground floor retail space divided into 10 retail pads which are identified on the site plan and building stat sheet. The retail portion of the project will be anchored by Flix Brewhouse, a unique cinema complex featuring a food and beverage service along with hand crafted beer that is brewed on the premises. Local restaurateurs and national eateries have expressed great interest and support for the Wheeling Town Center, and are eager to participate and be a part of its success. Letters of intent for various retail pads throughout the project were received during the planning stage. Most retail centers obtain competitive bids from interested tenants after the anchor tenant has broken ground. Flix Brewhouse will serve as a traffic generator that will draw interest from several retailers as the project becomes entitled and we break ground. The most recent LOI received from Terra Fiamma was for 5,500 SF for an Italian Restaurant with outdoor seating along the pedestrian Plaza. We also have an LOI from Starbucks for a free-standing outlot with a drive-thru.

Flix Brewhouse

Flix is a Texas based company with strong financials. Additionally, Allan Raegan, the CEO, has provided a 10 year personal guarantee on the rent. Flix is the "cool" place to watch movies and functions as a true destination, bringing in over 335,000 guest visits per year. They are a significant sales tax generator, and this location is projected to provide over 150 new jobs to the local community.

Flix will be opening 15 locations throughout the US over the next 5 years. They are committed to opening an 8-screen, 38,000 SF cinema at the Wheeling Town Center. They feel the project is exciting, offers easy access to a large trade area, has excellent population density, strong demographics, and is located in an "open film zone" which allows them to access first-run movies from the studios.

Residential Apartment Building

In addition to the energetic retail and convenient shopping, the site will feature a 5-story residential apartment building with approximately 295 luxurious rental units and a first-class amenity package that will outshine the competing suburban rental buildings. The building will feature a large courtyard with several attractions for the residents including a sleek outdoor pool and patio area with grill stations, lounge chairs, cabanas, and fire features. The outdoor area will also offer residents several leisurely activities to choose from including bocce ball, corn hole, ping pong, shuffle board, and a putting green. The building will also

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feature an indoor club room with state-of-the-art media services, gaming tables, and a demonstration kitchen so residents can gather for sporting events and private parties. Additional amenities will include a business center, conference room, café lounge, dog walk, fitness area, golf simulator, and a yoga studio featuring Fitness on Demand.

The units will be built-out with luxury finishes including granite counters, dimmable light pendants over floating kitchen islands, stone backsplash, brushed fixtures, and slick window shades. Each unit will have a stacked washer-dryer, and a self-contained Magic-Pak HVAC system for ultimate end-user control and comfort.

Parking

The residential building will wrap around a 6-story parking deck, eliminating any unsightly views of a cold concrete garage. The parking deck will have a total of 582 parking spaces. 483 spaces will be reserved for the residential tenants, and the remaining 99 spaces will be for resident guests, retail employees. Use of the parking garage will be controlled with a gate system to limit its use to residents and guests and the designated employees.

The retail portion of the project will be serviced by 719 open surface parking spaces plus the 99 parking spaces for employees in the residential parking garage. We are required to reserve 150 parking spaces for Metra Monday through Friday until noon. However, the current demand for the commuter parking on the east side of the tracks is only 103. Flix Brewhouse and Metra have both agreed to enter into a reciprocal parking agreement based on the inverse demand for each use.

A comprehensive Parking Study has been completed and has been provided for your review.

Challenges

An underground utility pipe was identified in the fall of 2014 which interferes with the site plan. The estimated cost to relocate the pipe is $1.5 million dollars. The Developer and the Village have agreed to split the cost. However, West Shore Pipe Line ultimately controls the process. Construction for the Wheeling Town Center cannot commence until the pipe has been relocated.

An easement is needed from the Park District in order to allow for the installation of an elliptical pipe that the Village intends to install to service future developments on the north side of Dundee Rd.

The Development team has had several meetings and conversations with the Park District in order to obtain cross access to some of the road ways on their private property. Unfortunately, the Park District has no interest in granting cross access at this time.

For further information, please contact:
Brad Friedman
773-934-8954
BFriedman@WTCdevelopment.com

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WHEELING TOWN CENTER PRELIMINARY PUD STATISTICAL SHEET AND LIST OF VARIATIONS
12/31/15

Preliminary PUD Statistical Sheet:	SF	Acres	Coverage	Notes
Gross Land Area:	728,351	16.72		
Maximum amount of land covered by principal buildings and maximum amount of land covered by accessory buildings:	205,971	4.73	28%	
Maximum amount of land devoted to parking, drives and parking structures:	350,950	8.06	48%	
Minimum amount of land devoted to landscaped open space:	65,360	1.50	9%	
Maximum proposed dwelling unit density, if residential, and/or total square footage devoted to non-residential uses:	-	-	-	17.64 Units/Acre=Residential 98,183 SF=Commercial
Proposed number of buildings:	-	-	-	11 Buildings
Maximum number of dwelling units per building:	-	-	-	1 Building w/295 Residential Units
Bedrooms per unit:	-	-	-	Ranges from 1 to 3
Number of motor vehicle and bicycle parking spaces provided, whether surface or in structures, and ratio per unit if residential, or thousand square feet of building area if non-residential:				1.64/Unit=Residential 8.33/1,000 SF=Commercial

Preliminary list of variations from Title 19 (Zoning), Title 17 (Planning, Subdivision, and Developments), and Title 21 (Signs):

Zoned: **MXT (Transit Orientated Mixed Use)**

Portions of a development that are completely commercial in nature shall be considered with respect to the B-3 district regulations.

Portions of a development that are completely residential in nature shall be considered with respect to the R-4 district regulations with the exception of the building material requirements outlined in Section 19.05.010(L)6, below.

Code/Zoning Section	Requirement		Actual	Notes
17.46.020: Open Space	25% of net site area	182,088 SF	65,360 SF	
19.04.060: R4 Multiple-Family Residential District				
19.04.060-D: Lot Requirements	Minimum lot area	20,000 SF	>20,000 SF	
	Minimum lot width	125 FT	>125 FT	
	Minimum lot depth	125 FT	>125 FT	
19.04.060-E: Minimum Floor Area for Dwelling Units	Efficiency units	675 SF	662 SF	
	One-bedroom units	675 SF	833 SF	
	Two-bedroom units	800 SF	961 SF	
	Three-bedroom units	925 SF	1,227 SF	
19.04.060-F: Setbacks and Height Restrictions - Principal Building	Minimum front and street side setback	30 FT	>30 FT	
	Minimum setback, interior side	30 FT	23 FT	
	Minimum rear setback	30 FT	12 FT	
	Maximum building height 35 feet, or no more than 3 stories	35 FT	55 FT	
		3 ST	5 ST	
	Distance between buildings:			
	One story building 20 feet	20 FT	N/A FT	
	Two-story building 30 feet	30 FT	N/A FT	
	Three-story building 40 feet	40 FT	N/A FT	
			50 FT	Btwn K/J and K/H.2
19.04.060-H: Density Limited	Maximum density, other (20 units per net acre)	334 UNITS	295 UNITS	
19.06.040: B3 General Commercial and Office District				
19.04.060-D: Lot Requirements	Maximum lot size	10 AC	<10 AC	
	Maximum lot coverage	35 %	<35 %	
	Minimum Green Space	25 %	9%	
19.04.060-E: Setbacks, Size & Height Restrictions - Principal Building	Minimum setback from any street (25 FT or Height of the building, whichever is greater)	25 FT	<25 FT	Buildings A/B/F only
	Minimum rear yard setback (25 FT or Height of the building, whichever is greater)	25 FT	>25 FT	
	Minimum setback from any residential lot line (25 FT or Height of the building, whichever is greater)	25 FT	>25 FT	
	Minimum parking setback, all sides	10 FT	<10 FT	
	Maximum building height 35 feet, or no more than 3 stories	50 FT	25 FT	
		4 ST	1 ST	
Landscape Requirements				
19.11.020	Interior Landscaping for Off-street Parking Areas: landscaped islands must be a min of 200 SF landscaped peninsulas must be a min 100 SF the min width of islands between curbs is 5 feet			We are meeting the # of trees required, but not the size of the parking islands as noted
	Screening for Off-Street Parking Areas street frontage 8' greenbelt in width 6' greenbelt along all interior lot lines			This is not the ROW area, but inside of the property line.
	Foundation Plantings: Foundation plantings to be incorporated along each building façade visible from a public right-of-way.			Many buildings are adjacent to the sidewalk and do not have room for landscape unless some changes are made.
Parking Requirements				
19.11.010 (Vehicle)	Multi-family, other up to 1 bedroom 2 or more bedrooms the min width of islands between curbs is 5 feet	 1.7 /Unit 2.2 /Unit	 1.3 /Unit 2.0 /Unit	Refer to December 2015 Shared Parking Study for more detailed information
	Retail			
	Accommodation and Food Service Uses			
	Entertainment and Recreation Uses			
19.11.010 (Bicycle)	Commercial (10+5% of amount of parking over 100)	36	36	
	Residential ((1) for every (2) Dwelling Units)	148	148	
Signage Requirements				
21.06.100 (b) 2	Sign Dimensions			
	Height	20 FT	30 FT	
	Area	100 SF	450 SF	

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December 2015

Wheeling Town Center

Shared Parking Study Update

Prepared for:

WTC Development

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A
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(847) 223-4804

601 W. Randolph St., Suite 500
Chicago, IL 60661
(312) 463-0551

INTRODUCTION

Eriksson Engineering Associates (EEA) was retained by Wheeling Town Center Development to analyze the parking needs for the Wheeling Town Center (WTC) in Wheeling, Illinois. WTC will be a mixed-use project with residential, retail, restaurants, and theater land-uses along with parking for commuters. The proposed development plan will have eleven buildings containing 295 apartments, a 972-seat cinema, and 60,183 square feet of retail and restaurant uses. Parking will be provided by a 582 space garage with 719 spaces in surface lots. A total of 1,301 spaces will serve the development. Metra commuters will have the use of parking within the development during the weekday.

This report provides an updated parking calculation reflecting changes to the site plan that has occurred during the Wheeling Plan Commission review process.

These changes included:

1. A reduction in the overall retail building square footage (-5%) due to changes to the Northgate Parkway intersection and storm water pipes.
2. A reduction in parking supply (-2%) to accommodate additional landscaping and entrance modifications.
3. A increased parking variation from the zoning requirement from 372 spaces to 386 spaces (+4%).

ZONING CODE PARKING REQUIREMENTS

The parking requirements were updated for the WTC development using the Village of Wheeling's Zoning Code (see **Table 1**). With 1,301 spaces provided, the plan provides 77% of the requirement including the Metra reserved spaces. A parking variation is required for the project.

Overall, the development requires a parking variation of 386 spaces. The largest component of the parking variation is for the 156 commuter spaces (40%) which will be occupied during the day when the spaces will not be needed for the retail/restaurant spaces. For the residential portion of the development, the proposed parking supply is 97 spaces short of the zoning requirement. The parking demand of apartments within a transit-oriented development supports a lower parking ratio of 1.64 spaces per unit. Commercial parking is projected to be short by 130 spaces. Part of this shortage will be dependent on the actual seating and staffing plans for the individual restaurants.

RESIDENTIAL PARKING REQUIREMENTS

A review of national and local parking data for apartments, mixed-use developments, and transit-oriented projects clearly indicated a lower parking ratio is warranted for the project. The proposed parking ratio for the apartments at WTC at 1.64 spaces per unit allows for 50% of the units to park two vehicles and maintain some overnight guest parking. This ratio exceeds the national and local parking data (1.23 to 1.39 spaces per unit). These ratios do not include a discount for transit or mixed use developments. Data collected by the RTA and the Village of Palatine at TOD projects support lower rates also at 1.3 to 1.41 spaces per unit. The provision of car sharing at the development will further reduce the residential parking demand.

Table 1
Zoning Code Parking Requirements

Use	Size	Zoning Code	Required Parking	Spaces Provided
Apartments	20 studios	1.7 spaces per unit	**234.6**	
	118 1-bedroom			
	139 2-bedroom	2.2 spaces per unit	**345.4**	
	18 3-bedroom			
	295 units	**Residential Parking Required**	**580**	**483 (83%)**
Theater	38,000 sq. ft. (972 seats/60 bar seats) (100 employees peak shift)	1 space per 3 seats plus one space per employee	**444**	
Retail	35,063 sq. ft.	4 spaces per 1,000 sq. ft.	**140**	
Bank	3,404 sq. ft. (7 employees estimated)	3 spaces per 1,000 sq. ft. plus one space per employee	**17**	
Coffee Shop	1,716 sq. ft. (54 seats)	1 space per 3 seats plus one space per employee	**23**	
Restaurants	20,000 sq. ft.	1 space per 3 seats plus one space per employee(2)	**327**	
	101,451 sq. ft.	**Commercial Parking Required**	**951**	**818 (86%)**
		Wheeling Town Center Parking Requirement	**1,531**	**1,301(77%)**
		Metra East Commuter Lot Parking Agreement	**156**	

(1) Theater building is 40,226 sq. ft. minus truck dock (2,226 sq. ft.)
(2) Seats based on 25 gross sq. ft. per seat and three employees per 1,000 sq. ft.

The lack of parking at any development is always a concern with the possibility overflow parking impacting adjacent properties. The proposed apartments are part of a larger development with 1,301 parking spaces of which 483 spaces are reserved for the exclusive use the renters in the parking garage.

Within the center of the apartment building, a six level 582 space parking garage is planned with 483 spaces reserved for the residents and their guests. The remaining 99 spaces will be reserved for employees or valet parking of the commercial uses within WTC on the top level. Use of the parking garage will be controlled with a gate system to limit its use to residents and guests and the designated employees or valet operators.

Table 2 shows the updated residential parking demand throughout the day. Peak demand occurs in the evening and overnight time periods when the residents are at home. Detailed calculations of the apartment guest and resident parking are included in the **Appendix**.

COMMERCIAL PARKING REQUIREMENTS

Using shared parking principals, the hourly parking demand was recalculated for the retail, bank, coffee shop with drive-thru, the theater, and quality or family/fast casual restaurants for a weekday and a weekend. The weekday and potential weekend Metra commuter parking demand was included. The parking supply of 818 spaces will be provided in the east surface lot (321spaces), the west lot (398 spaces), and one level of the residential parking garage (99 spaces). **Table 3** summaries the commercial parking needed for the development with detailed calculations in the **Appendix**.

During the weekday, the peak demand is 691 spaces at 8:00 PM or 84% of the lots' capacity. This leaves sufficient surplus parking spaces available to minimize parking lot traffic searching for an open space.

On weekends, the peak-demand occurred in the evening at 8:00 PM with 760 vehicles occupying 93% of the available spaces due to the restaurant/theater uses. Ideally, with retail/restaurant uses, up to 10% of the spaces should be available to minimize excessive parking lot traffic searching for an open space.

Table 2
Hourly Apartment Parking Demand

	Weekday Residential Parking			Weekend Residential Parking		
Hour	Total Vehicles	Percent of Capacity	Open Spaces	Total Vehicles	Percent of Capacity	Open Spaces
6:00 AM	**413**	86%	70	**413**	86%	70
7:00 AM	**376**	78%	107	**381**	79%	102
8:00 AM	**360**	75%	123	**360**	75%	123
9:00 AM	**339**	70%	144	**339**	70%	144
10:00 AM	**319**	66%	164	**319**	66%	164
11:00 AM	**298**	62%	185	**298**	62%	185
Noon	**277**	57%	206	**277**	57%	206
1:00 PM	**298**	62%	185	**298**	62%	185
2:00 PM	**298**	62%	185	**298**	62%	185
3:00 PM	**298**	62%	185	**298**	62%	185
4:00 PM	**319**	66%	164	**319**	66%	164
5:00 PM	**369**	76%	114	**369**	76%	114
6:00 PM	**398**	82%	85	**398**	82%	85
7:00 PM	**445**	92%	38	**445**	92%	38
8:00 PM	**449**	93%	34	**449**	93%	34
9:00 PM	**453**	94%	30	**453**	94%	30
10:00 PM	**457**	95%	26	**457**	95%	26
11:00 PM	**448**	93%	35	**448**	93%	35
Midnight	**435**	90%	48	**435**	90%	48

Note: 483 resident parking spaces provided in parking garage.

Table 3
Hourly Commercial/Metra Parking Demand

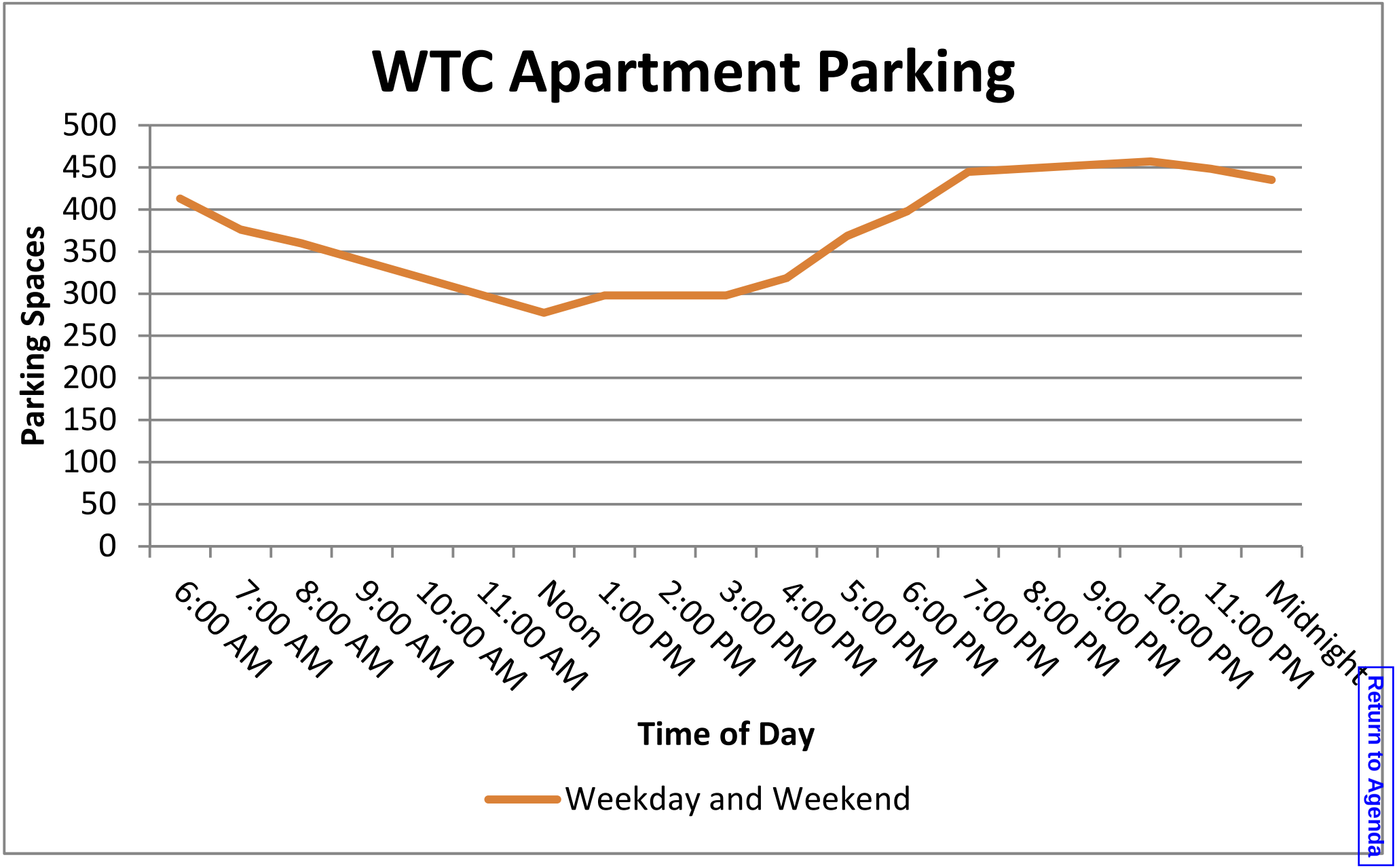
Hour	Weekday Parking Total Vehicles	Weekday Parking Percent of Capacity	Weekday Parking Open Spaces	Weekend Parking Total Vehicles	Weekend Parking Percent of Capacity	Weekend Parking Open Spaces
6:00 AM	104	13%	715	57	7%	762
7:00 AM	207	25%	612	118	14%	701
8:00 AM	256	31%	563	170	21%	649
9:00 AM	306	37%	513	244	30%	575
10:00 AM	376	46%	443	302	37%	517
11:00 AM	434	53%	385	350	43%	469
Noon	601	73%	218	538	66%	281
1:00 PM	673	82%	146	611	75%	208
2:00 PM	650	79%	169	613	75%	206
3:00 PM	603	74%	216	586	72%	233
4:00 PM	622	76%	197	587	72%	232
5:00 PM	655	80%	164	631	77%	188
6:00 PM	625	76%	194	667	81%	152
7:00 PM	663	81%	156	717	88%	102
8:00 PM	691	84%	128	760	93%	59
9:00 PM	637	78%	182	676	83%	143
10:00 PM	537	66%	282	643	79%	176
11:00 PM	428	52%	391	530	65%	289
Midnight	235	29%	584	243	30%	576

Note: 818 spaces provided for commercial and Metra uses.

RECCOMENDATIONS

Based on the shared parking analysis the following conclusions and recommendations were reached:

- The zoning code requirement of 1,531 parking spaces and 156 reserved commuter spaces exceeds the proposed supply of 1,301 spaces (778%).
- The parking analysis is based on a maximum of 20,000 square feet of restaurant uses on the site (not including the Flix). Additional restaurant space could be considered if the number of seats and parking demand is less than projected.
- Parking requirements for the apartment portion of the development should be reduced to 1.64 spaces per unit based on national and local studies along and its location in a transit oriented development.
- Parking for the apartments will be provided in 483 reserved spaces in the 582 space parking garage. Access to the parking garage will be controlled to only allow residents or their guests.
- The remaining commercial uses and Metra commuters will have 719 surface spaces and 99 spaces in the parking garage. The parking garage spaces will be reserved for employees or parking valet one of first level.
- Based on the shared parking analysis, there is sufficient parking to accommodate the commercial parking demand on a weekday and weekend without overflow.



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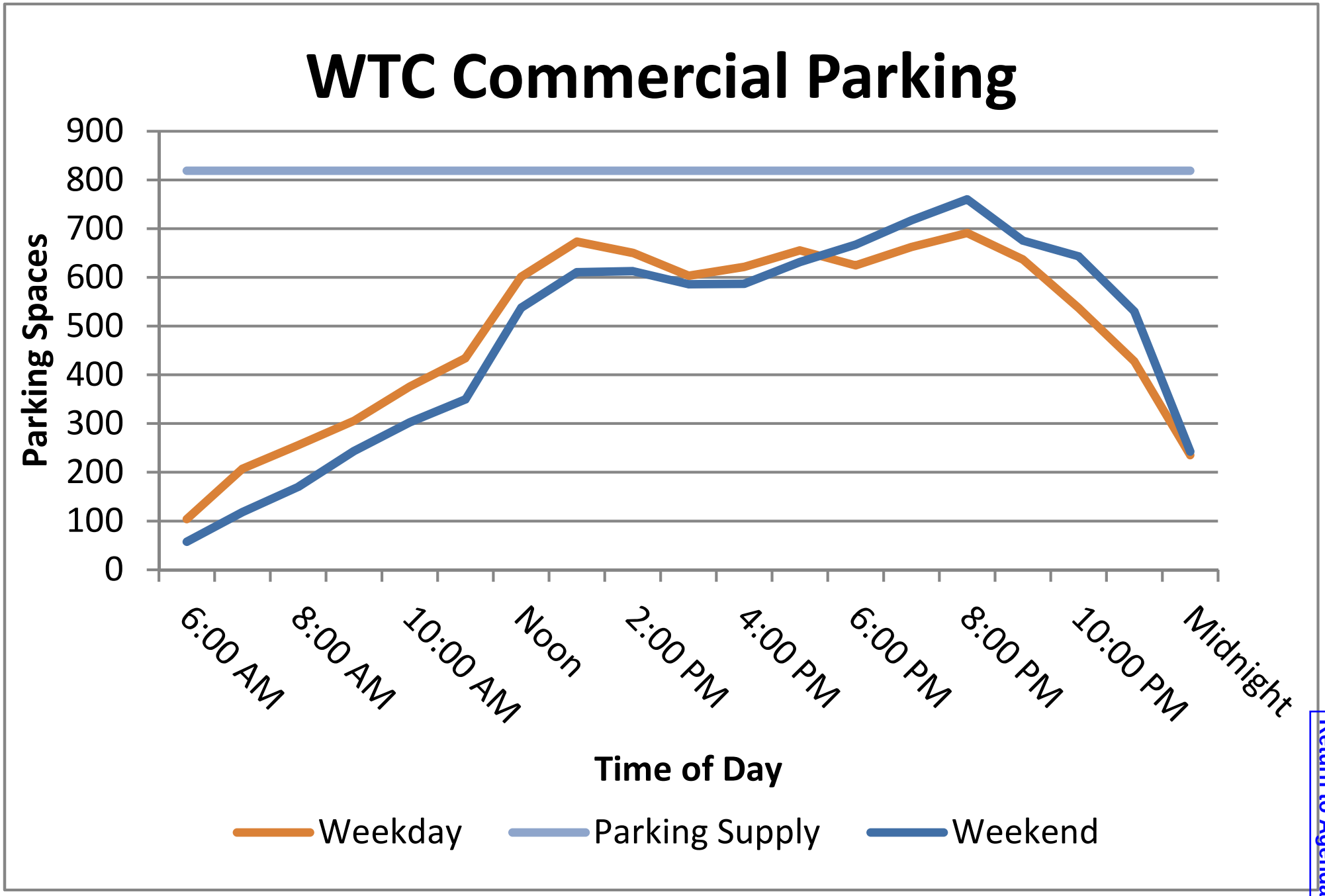
Appendix Table 1
Wheeling Town Center
Hourly Apartment Parking Calculations

Weekday	Visitor Parking		Resident Parking			Weekday		
	Size	295	Size	295	**Total**	**Garage**		
	Parking Ratio	0.15	Parking Ratio	1.4	**Apt.**	**Parking**	**Percent**	**Open**
	Peak Demand	44.3	Peak Demand	413.0	**Parking**	**Provided**	**Occupancy**	**Spaces**
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	413.0	**413**	483	86%	70
7:00 AM	10%	4.4	90%	371.7	**376**	483	78%	107
8:00 AM	20%	8.9	85%	351.1	**360**	483	75%	123
9:00 AM	20%	8.9	80%	330.4	**339**	483	70%	144
10:00 AM	20%	8.9	75%	309.8	**319**	483	66%	164
11:00 AM	20%	8.9	70%	289.1	**298**	483	62%	185
Noon	20%	8.9	65%	268.5	**277**	483	57%	206
1:00 PM	20%	8.9	70%	289.1	**298**	483	62%	185
2:00 PM	20%	8.9	70%	289.1	**298**	483	62%	185
3:00 PM	20%	8.9	70%	289.1	**298**	483	62%	185
4:00 PM	20%	8.9	75%	309.8	**319**	483	66%	164
5:00 PM	40%	17.7	85%	351.1	**369**	483	76%	114
6:00 PM	60%	26.6	90%	371.7	**398**	483	82%	85
7:00 PM	100%	44.3	97%	400.6	**445**	483	92%	38
8:00 PM	100%	44.3	98%	404.7	**449**	483	93%	34
9:00 PM	100%	44.3	99%	408.9	**453**	483	94%	30
10:00 PM	100%	44.3	100%	413.0	**457**	483	95%	26
11:00 PM	80%	35.4	100%	413.0	**448**	483	93%	35
Midnight	50%	22.1	100%	413.0	**435**	483	90%	48

WEEKEND

Weekend	Visitor Parking		Resident Parking			Weekend		
	Size	295	Size	295	**Total**	**Garage**		
	Parking Ratio	0.15	Parking Ratio	1.4	**Apt.**	**Parking**	**Percent**	**Open**
	Peak Demand	44.3	Peak Demand	413.0	**Parking**	**Provided**	**Occupancy**	**Spaces**
	%	veh.	%	veh.				
6:00 AM	0%	0.0	100%	413.0	**413**	483	86%	70
7:00 AM	20%	8.9	90%	371.7	**381**	483	79%	102
8:00 AM	20%	8.9	85%	351.1	**360**	483	75%	123
9:00 AM	20%	8.9	80%	330.4	**339**	483	70%	144
10:00 AM	20%	8.9	75%	309.8	**319**	483	66%	164
11:00 AM	20%	8.9	70%	289.1	**298**	483	62%	185
Noon	20%	8.9	65%	268.5	**277**	483	57%	206
1:00 PM	20%	8.9	70%	289.1	**298**	483	62%	185
2:00 PM	20%	8.9	70%	289.1	**298**	483	62%	185
3:00 PM	20%	8.9	70%	289.1	**298**	483	62%	185
4:00 PM	20%	8.9	75%	309.8	**319**	483	66%	164
5:00 PM	40%	17.7	85%	351.1	**369**	483	76%	114
6:00 PM	60%	26.6	90%	371.7	**398**	483	82%	85
7:00 PM	100%	44.3	97%	400.6	**445**	483	92%	38
8:00 PM	100%	44.3	98%	404.7	**449**	483	93%	34
9:00 PM	100%	44.3	99%	408.9	**453**	483	94%	30
10:00 PM	100%	44.3	100%	413.0	**457**	483	95%	26
11:00 PM	80%	35.4	100%	413.0	**448**	483	93%	35
Midnight	50%	22.1	100%	413.0	**435**	483	90%	48



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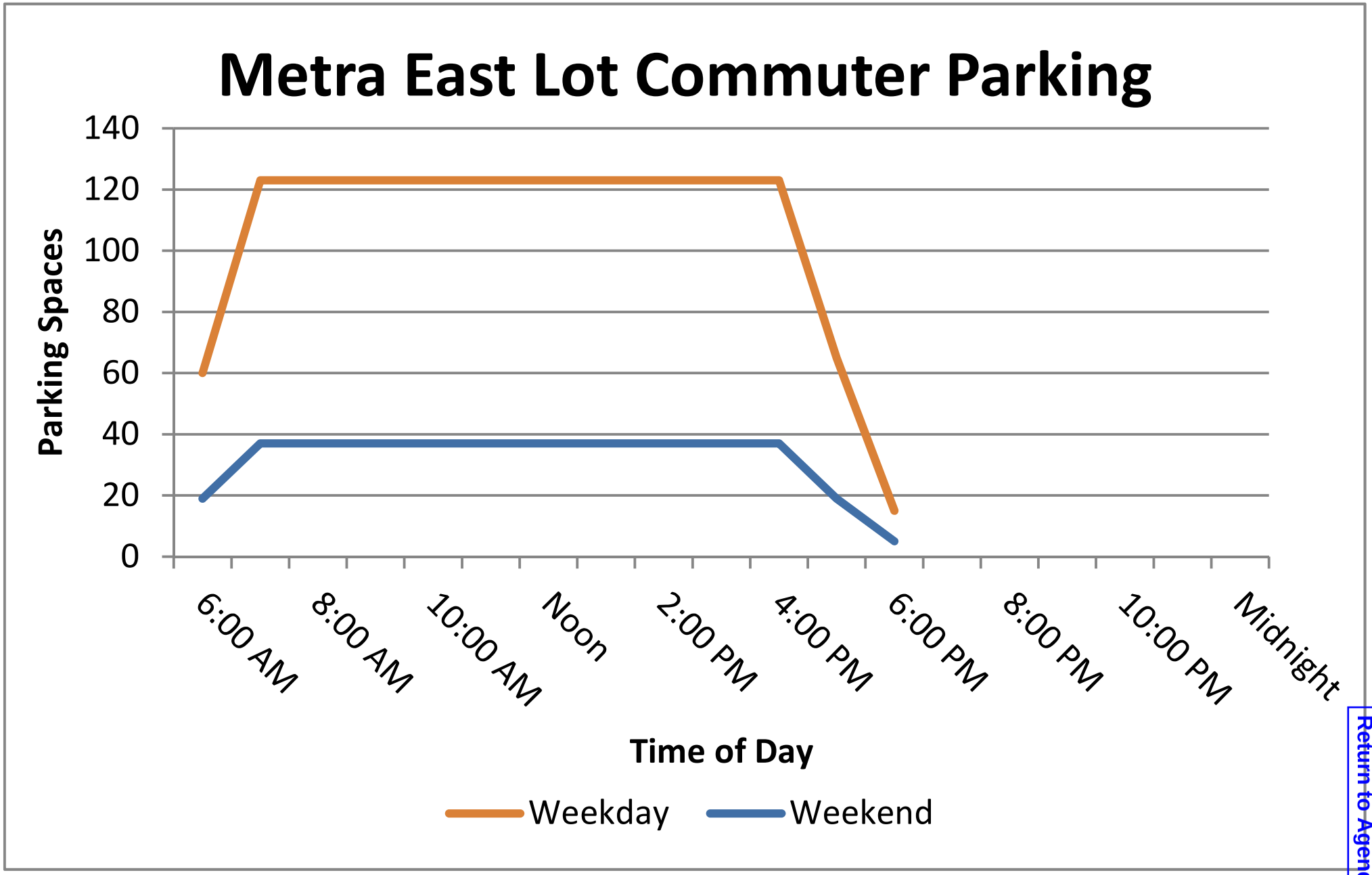

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Appendix Table 2
Wheeling Town Center
Hourly Commercial Parking Calculations

	RETAIL					BANK					THEATER					COFFEE					RESTAURANT Family/High Turn Over					RESTAURANT Quality									
WEEKDAY	**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**				**WEEKDAY**			
Size =		35,063		35,063			3,404		3,404			1,032					1,716		1,716			10,000		10,000			10,000		10,000						
Parking Ratio		2.9		0.7	**Total**		3		1.6	**Total**					**Total**		8.8		1.6	**Total**		9		1.5	**Total**		15.25		2.75	**Total**	**Metra**	**Resident**	**Total**	**Percent**	**Parking**	**Extra**
Peak Demand		101.7		24.5	**Parking**		10.2		5.4	**Parking**		281.0		75.0	**Parking**		15.1		2.7	**Parking**		90.0		15.0	**Parking**		152.5		27.5	**Parking**	**Parking**	**Parking**	**Parking**	**Occ.**	**Provided**	**Prk.**
	%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.			**Credit**				
6:00 AM	1%	1.0	10%	2.5	**3.5**	0%	0.0	0%	0.0	**0.0**	0%	0.0	0%	0.0	**0.0**	50%	7.6	100%	2.7	**10.3**	25%	22.5	50%	7.5	**30.0**	0%	0.0	0%	0.0	**0.0**	**60**		**104**	**13%**	819	715
7:00 AM	5%	5.1	15%	3.7	**8.8**	0%	0.0	0%	0.0	**0.0**	0%	0.0	0%	0.0	**0.0**	73%	11.0	100%	2.7	**13.8**	50%	45.0	75%	11.3	**56.3**	0%	0.0	20%	5.5	**5.5**	**123**		**207**	**25%**	819	612
8:00 AM	15%	15.3	40%	9.8	**25.1**	50%	5.1	60%	3.3	**8.4**	0%	0.0	0%	0.0	**0.0**	100%	15.1	100%	2.7	**17.8**	60%	54.0	90%	13.5	**67.5**	0%	0.0	50%	13.8	**13.8**	**123**		**256**	**31%**	819	563
9:00 AM	35%	35.6	75%	18.4	**54.0**	90%	9.2	100%	5.4	**14.6**	0%	0.0	0%	0.0	**0.0**	63%	9.5	100%	2.7	**12.3**	75%	67.5	90%	13.5	**81.0**	0%	0.0	75%	20.6	**20.6**	**123**		**306**	**37%**	819	513
10:00 AM	65%	66.1	85%	20.9	**87.0**	100%	10.2	100%	5.4	**15.7**	0%	0.0	0%	0.0	**0.0**	57%	8.6	100%	2.7	**11.4**	85%	76.5	100%	15.0	**91.5**	15%	22.9	90%	24.8	**47.6**	**123**		**376**	**46%**	819	443
11:00 AM	85%	86.4	95%	23.3	**109.7**	50%	5.1	100%	5.4	**10.6**	0%	0.0	0%	0.0	**0.0**	42%	6.3	100%	2.7	**9.1**	90%	81.0	100%	15.0	**96.0**	40%	61.0	90%	24.8	**85.8**	**123**		**434**	**53%**	819	385
Noon	95%	96.6	100%	24.5	**121.1**	50%	5.1	100%	5.4	**10.6**	20%	56.2	50%	37.5	**93.7**	39%	5.9	100%	2.7	**8.6**	100%	90.0	100%	15.0	**105.0**	75%	114.4	90%	24.8	**139.1**	**123**		**601**	**73%**	819	218
1:00 PM	100%	101.7	100%	24.5	**126.2**	50%	5.1	100%	5.4	**10.6**	45%	126.5	60%	45.0	**171.5**	27%	4.1	100%	2.7	**6.8**	90%	81.0	100%	15.0	**96.0**	75%	114.4	90%	24.8	**139.1**	**123**		**673**	**82%**	819	146
2:00 PM	95%	96.6	100%	24.5	**121.1**	70%	7.1	100%	5.4	**12.6**	55%	154.6	60%	45.0	**199.6**	50%	7.6	100%	2.7	**10.3**	50%	45.0	100%	15.0	**60.0**	65%	99.1	90%	24.8	**123.9**	**123**		**650**	**79%**	819	169
3:00 PM	90%	91.5	100%	24.5	**116.1**	50%	5.1	100%	5.4	**10.6**	55%	154.6	75%	56.3	**210.8**	50%	7.6	75%	2.1	**9.6**	45%	40.5	75%	11.3	**51.8**	40%	61.0	75%	20.6	**81.6**	**123**		**603**	**74%**	819	216
4:00 PM	90%	91.5	100%	24.5	**116.1**	80%	8.2	100%	5.4	**13.6**	55%	154.6	75%	56.3	**210.8**	50%	7.6	75%	2.1	**9.6**	45%	40.5	75%	11.3	**51.8**	50%	76.3	75%	20.6	**96.9**	**123**		**622**	**76%**	819	197
5:00 PM	95%	96.6	95%	23.3	**119.9**	100%	10.2	100%	5.4	**15.7**	60%	168.6	100%	75.0	**243.6**	50%	7.6	75%	2.1	**9.6**	75%	67.5	95%	14.3	**81.8**	75%	114.4	100%	27.5	**141.9**	**65**	**-22**	**655**	**80%**	819	164
6:00 PM	95%	96.6	95%	23.3	**119.9**	0%	0.0	0%	0.0	**0.0**	60%	168.6	100%	75.0	**243.6**	50%	7.6	75%	2.1	**9.6**	80%	72.0	95%	14.3	**86.3**	95%	144.9	100%	27.5	**172.4**	**15**	**-22**	**625**	**76%**	819	194
7:00 PM	95%	96.6	95%	23.3	**119.9**	0%	0.0	0%	0.0	**0.0**	80%	224.8	100%	75.0	**299.8**	50%	7.6	75%	2.1	**9.6**	80%	72.0	95%	14.3	**86.3**	100%	152.5	100%	27.5	**180.0**		**-33**	**663**	**81%**	819	156
8:00 PM	80%	81.3	90%	22.1	**103.4**	0%	0.0	0%	0.0	**0.0**	100%	281.0	100%	75.0	**356.0**	50%	7.6	75%	2.1	**9.6**	80%	72.0	95%	14.3	**86.3**	100%	152.5	100%	27.5	**180.0**		**-44**	**691**	**84%**	819	128
9:00 PM	50%	50.8	75%	18.4	**69.2**	0%	0.0	0%	0.0	**0.0**	100%	281.0	100%	75.0	**356.0**	50%	7.6	75%	2.1	**9.6**	60%	54.0	80%	12.0	**66.0**	100%	152.5	100%	27.5	**180.0**		**-44**	**637**	**78%**	819	182
10:00 PM	30%	30.5	40%	9.8	**40.3**	0%	0.0	0%	0.0	**0.0**	80%	224.8	100%	75.0	**299.8**	50%	7.6	75%	2.1	**9.6**	55%	49.5	65%	9.8	**59.3**	95%	144.9	100%	27.5	**172.4**		**-44**	**537**	**66%**	819	282
11:00 PM	10%	10.2	15%	3.7	**13.8**	0%	0.0	0%	0.0	**0.0**	65%	182.7	70%	52.5	**235.2**	50%	7.6	75%	2.1	**9.6**	50%	45.0	65%	9.8	**54.8**	75%	114.4	80%	22.0	**136.4**		**-22**	**428**	**52%**	819	391
Midnight	0%	0.0	0%	0.0	**0.0**	0%	0.0	0%	0.0	**0.0**	40%	112.4	50%	37.5	**149.9**	50%	7.6	75%	2.1	**9.6**	25%	22.5	35%	5.3	**27.8**	25%	38.1	35%	9.6	**47.8**			**235**	**29%**	819	584

	RETAIL					BANK					Theater					COFFEE					RESTAURANT					RESTAURANT									
WEEKEND	**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**			**Customer Parking**		**Employee Parking**				**WEEKEND**			
Size =		35,063		35,063			3,404		3,404			1,032					1,716		1,716			10,000		10,000			10,000		10,000						
Parking Ratio		3.2		0.8	**Total**		3		1.6	**Total**					**Total**		8.8		1.6	**Total**		12.75		2.25	**Total**		17		3	**Total**	**Metra**	**Resident**		**Percent**	**Parking**	**Extra**
Peak Demand		112.2		28.1	**Parking**		10.2		5.4	**Parking**		323.0		75.0	**Parking**		15.1		2.7	**Parking**		127.5		22.5	**Parking**		170.0		30.0	**Parking**	**Parking**	**Parking**	**Total**	**Occ.**	**Provided**	**Prk.**
	%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.		%	veh.	%	veh.			**Credit**	**Parking**			
6:00 AM	1%	1.1	10%	2.8	**3.9**	0%	0.0	0%	0.0	**0.0**	0%	0.0	0%	0.0	**0.0**	50%	7.6	100%	2.7	**10.3**	10%	12.8	50%	11.3	**24.0**	0%	0.0	0%	0.0	**0.0**	**19**		**57**	**7%**	819	762
7:00 AM	5%	5.6	15%	4.2	**9.8**	0%	0.0	0%	0.0	**0.0**	0%	0.0	0%	0.0	**0.0**	100%	15.1	100%	2.7	**17.8**	25%	31.9	70%	15.8	**47.6**	0%	0.0	20%	6.0	**6.0**	**37**		**118**	**14%**	819	701
8:00 AM	10%	11.2	40%	11.2	**22.4**	25%	2.6	90%	4.9	**7.5**	0%	0.0	0%	0.0	**0.0**	90%	13.6	100%	2.7	**16.3**	45%	57.4	90%	20.3	**77.6**	0%	0.0	30%	9.0	**9.0**	**37**		**170**	**21%**	819	649
9:00 AM	30%	33.7	75%	21.0	**54.7**	40%	4.1	100%	5.4	**9.5**	0%	0.0	0%	0.0	**0.0**	80%	12.1	100%	2.7	**14.8**	70%	89.3	90%	20.3	**109.5**	0%	0.0	60%	18.0	**18.0**	**37**		**244**	**30%**	819	575
10:00 AM	50%	56.1	85%	23.8	**79.9**	75%	7.7	100%	5.4	**13.1**	0%	0.0	0%	0.0	**0.0**	65%	9.8	100%	2.7	**12.6**	90%	114.8	100%	22.5	**137.3**	0%	0.0	75%	22.5	**22.5**	**37**		**302**	**37%**	819	517
11:00 AM	65%	72.9	95%	26.6	**99.6**	100%	10.2	100%	5.4	**15.7**	0%	0.0	0%	0.0	**0.0**	62%	9.4	100%	2.7	**12.1**	90%	114.8	100%	22.5	**137.3**	15%	25.5	75%	22.5	**48.0**	**37**		**350**	**43%**	819	469
Noon	80%	89.8	100%	28.1	**117.8**	90%	9.2	100%	5.4	**14.6**	20%	64.6	50%	37.5	**102.1**	40%	6.0	100%	2.7	**8.8**	100%	127.5	100%	22.5	**150.0**	50%	85.0	75%	22.5	**107.5**	**37**		**538**	**66%**	819	281
1:00 PM	90%	101.0	100%	28.1	**129.0**	0%	0.0	0%	0.0	**0.0**	45%	145.4	60%	45.0	**190.4**	32%	4.8	100%	2.7	**7.6**	85%	108.4	100%	22.5	**130.9**	55%	93.5	75%	22.5	**116.0**	**37**		**611**	**75%**	819	208
2:00 PM	100%	112.2	100%	28.1	**140.3**	0%	0.0	0%	0.0	**0.0**	55%	177.7	60%	45.0	**222.7**	40%	6.0	100%	2.7	**8.8**	65%	82.9	100%	22.5	**105.4**	45%	76.5	75%	22.5	**99.0**	**37**		**613**	**75%**	819	206
3:00 PM	100%	112.2	100%	28.1	**140.3**	0%	0.0	0%	0.0	**0.0**	55%	177.7	75%	56.3	**233.9**	40%	6.0	75%	2.1	**8.1**	40%	51.0	75%	16.9	**67.9**	45%	76.5	75%	22.5	**99.0**	**37**		**586**	**72%**	819	233
4:00 PM	95%	106.6	100%	28.1	**134.6**	0%	0.0	0%	0.0	**0.0**	55%	177.7	75%	56.3	**233.9**	40%	6.0	75%	2.1	**8.1**	45%	57.4	75%	16.9	**74.3**	45%	76.5	75%	22.5	**99.0**	**37**		**587**	**72%**	819	232
5:00 PM	90%	101.0	95%	26.6	**127.6**	0%	0.0	0%	0.0	**0.0**	60%	193.8	100%	75.0	**268.8**	40%	6.0	75%	2.1	**8.1**	60%	76.5	95%	21.4	**97.9**	60%	102.0	100%	30.0	**132.0**	**19**	**-22**	**631**	**77%**	819	188
6:00 PM	80%	89.8	85%	23.8	**113.6**	0%	0.0	0%	0.0	**0.0**	60%	193.8	100%	75.0	**268.8**	40%	6.0	75%	2.1	**8.1**	70%	89.3	95%	21.4	**110.6**	90%	153.0	100%	30.0	**183.0**	**5**	**-22**	**667**	**81%**	819	152
7:00 PM	75%	84.2	80%	22.4	**106.6**	0%	0.0	0%	0.0	**0.0**	80%	258.4	100%	75.0	**333.4**	40%	6.0	75%	2.1	**8.1**	70%	89.3	95%	21.4	**110.6**	95%	161.5	100%	30.0	**191.5**		**-33**	**717**	**88%**	819	102
8:00 PM	65%	72.9	75%	21.0	**94.0**	0%	0.0	0%	0.0	**0.0**	100%	323.0	100%	75.0	**398.0**	40%	6.0	75%	2.1	**8.1**	65%	82.9	95%	21.4	**104.3**	100%	170.0	100%	30.0	**200.0**		**-44**	**760**	**93%**	819	59
9:00 PM	50%	56.1	65%	18.2	**74.3**	0%	0.0	0%	0.0	**0.0**	100%	323.0	100%	75.0	**398.0**	40%	6.0	75%	2.1	**8.1**	30%	38.3	80%	18.0	**56.3**	90%	153.0	100%	30.0	**183.0**		**-44**	**676**	**83%**	819	143
10:00 PM	35%	39.3	45%	12.6	**51.9**	0%	0.0	0%	0.0	**0.0**	100%	323.0	100%	75.0	**398.0**	40%	6.0	75%	2.1	**8.1**	25%	31.9	65%	14.6	**46.5**	90%	153.0	100%	30.0	**183.0**		**-44**	**643**	**79%**	819	176
11:00 PM	15%	16.8	15%	4.2	**21.0**	0%	0.0	0%	0.0	**0.0**	80%	258.4	70%	52.5	**310.9**	40%	6.0	75%	2.1	**8.1**	15%	19.1	65%	14.6	**33.8**	90%	153.0	85%	25.5	**178.5**		**-22**	**530**	**65%**	819	289
Midnight	0%	0.0	0%	0.0	**0.0**	0%	0.0	0%	0.0	**0.0**	50%	161.5	50%	37.5	**199.0**	40%	6.0	75%	2.1	**8.1**	10%	12.8	35%	7.9	**20.6**	0%	0.0	50%	15.0	**15.0**			**243**	**30%**	819	576

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December 2015

Wheeling Town Center

Traffic Study Update

Prepared for:

WTC Development

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This report summarizes Eriksson Engineering Associates' (EEA) traffic study update for the Wheeling Town Center in Wheeling, Illinois. The development plan has been revised based on comments received during the Plan Commission process. The plan now consists of 295 apartments (no change), a 38,000 square foot cinema (no change), and 60,183 square feet of retail, bank, and restaurant buildings (3,259 sq. ft. or 5% reduction). Existing Metra commuter parking on the site will be maintained.

The purpose of this study was to update the capacity analysis to reflect recent review comments from the Illinois Department of Transportation for the signalized intersection of Northgate Parkway and Dundee Road. IDOT required the installation of an eastbound right-turn lane, a northbound right-turn lane, and the restriping of southbound Northgate Parkway from separate right-turn and thru lanes to a separate right-turn lane and a shared thru/right-right-turn lane.

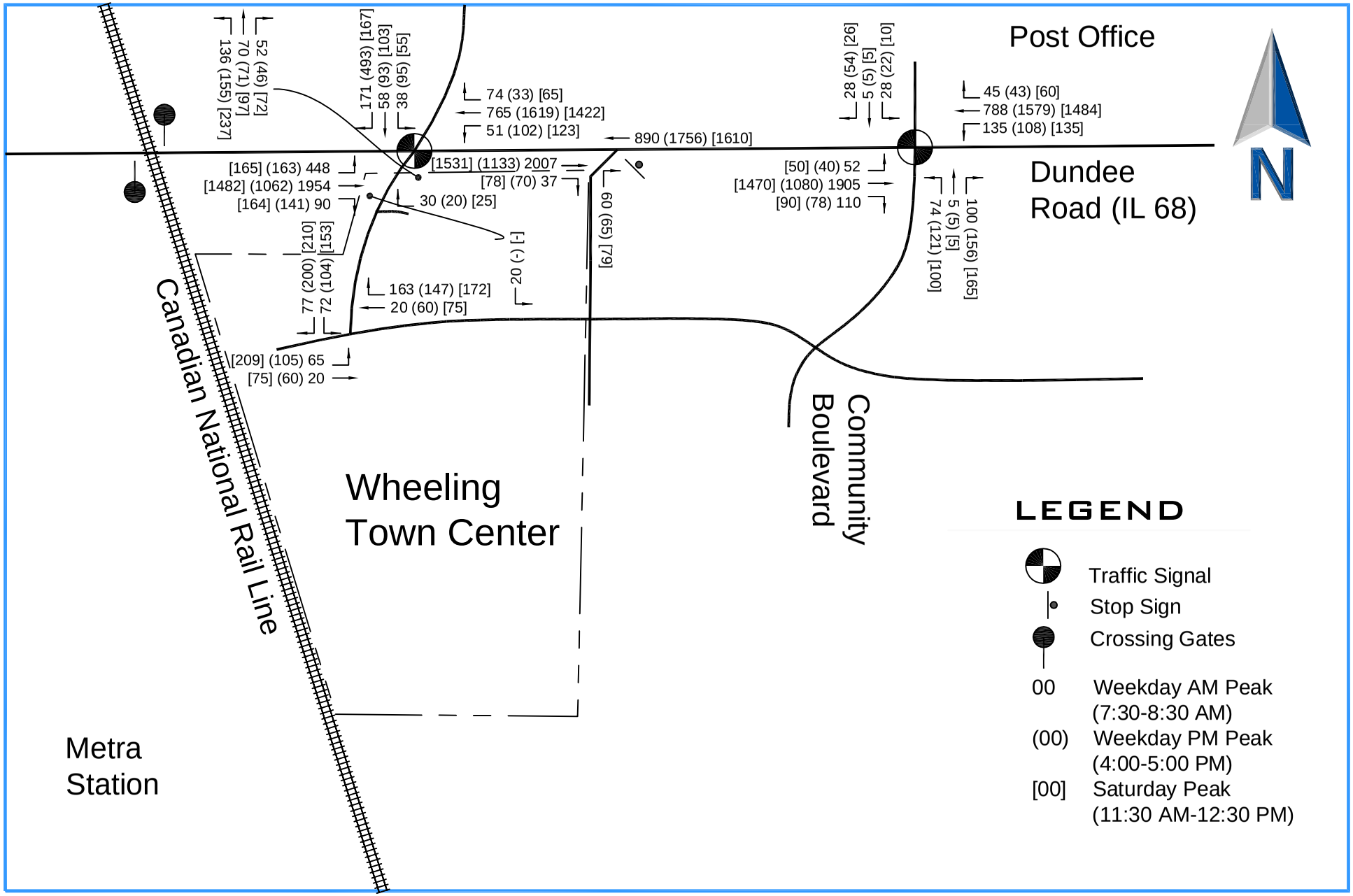
Total Traffic Volumes

The future traffic conditions are based the Year 2026 traffic volumes, which projects traffic beyond initial construction of the development. The Year 2026 total traffic volumes include the following:

- Existing peak hour traffic volumes from the 2015 counts.
- Estimated site-generated traffic for the complete build out of WTC and Northgate Crossings
- Regional growth in traffic volumes applied to the surrounding roadway system.

Regional growth represents an increase in existing traffic volumes due to ambient growth not attributable to any one particular planned nearby development. A regional growth rate of 1 percent per year was applied to the existing traffic volumes based on a previous study conducted for the Dundee Road corridor.

Recent changes to the site plan reduced the retail portion of the development which would result in a slight drop in the development related total traffic volumes. However, for this analysis the Year 2026 traffic volumes were not changed. **Figure 7** (from the October, 2015 report) is shown with the total traffic volumes for reference.



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2026 Projected Traffic Volumes

Figure 7

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Northgate Parkway and Dundee Road

The capacity analysis (see **Table 1**) for future conditions covers three scenarios:

1. The original geometrics proposed in the October 2015 report which includes the improvement of Northgate Boulevard's south leg to have dual left-turn lanes with a shared though/right-turn lane or three outbound lanes in total. This scenario is provided as a reference.
2. The IDOT requested geometrics to add eastbound and northbound right-turn lanes and the restriping of southbound Northgate Parkway from separate right-turn and thru lanes to a separate right-turn lane and a shared thru/right-right-turn lane.
3. The IDOT geometrics without the separate northbound right-turn lane on Northgate Parkway.

Capacity analyses were revised based on these scenarios. Copies of the capacity analysis summaries are included in the **Appendix**.

Under Scenario 2, the eastbound right-turn lane, northbound right-turn lane, and the restriping of southbound Northgate Parkway reduces vehicular delays 18-30% and improves traffic operations compared to Scenario 1. Please note that the eastbound right-turn lane requires cooperation of an adjacent property owner.

Scenario 3 removes the separate northbound right-turn lane from Scenario 2 resulting in a nominal change in intersection delay when a shared thru/right-turn lane is provided. Traffic volumes for the northbound right-turn are low with two other opportunities to turn right east of the Northgate Parkway traffic signal. Right-turn volumes range from 46 to 72 vehicles per hour or about one car per minute.

The development proposal is to provide shared northbound thru/right-turn lane subject to final review from the Illinois Department of Transportation. In the event that the northbound right-turn lane is required, the site plan can accommodate their request.

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Table 1

Year 2026 Intersection Level of Service and Total Delay
Dundee Road at Northgate Parkway

Leg	Number of Lanes			AM Peak Hour			PM Peak Hour			Sat. Peak Hour		
	October	IDOT	w/o Nb Rt	October	IDOT	w/o Nb Rt	October	IDOT	w/o Nb Rt	October	IDOT	w/o Nb Rt
Eastbound	Single Left-Turn Lane			C-22.7	C-21.4	C-21.4	D-53.6	D-53.9	D-53.9	C-27.5	C-24.2	C-21.5
	Two Thru/Right	Two Thru Lanes		C-25.1	B-11.5	B-11.5	B-17.5	B-12.8	B-12.8	C-28.4	C-15.0	B-12.9
	None	Right-Turn Lane		-	A-4.7	A-4.7	-	A-7.5	A-7.5	-	A-6.0	A-6.0
Westbound	Single Left-Turn Lane			C-32.2	C-21.0	C-21.0	C-20.3	B-17.8	B-17.8	C-30.0	C-20.5	B-18.4
	Two Thru Lanes with Shared Right-Turns			B-15.9	B-15.0	B-15.0	D-40.8	D-38.0	D-38.0	C-22.3	B-19.7	B-17.0
Northbound	Dual-Left Turn Lanes			E-61.4	D-44.7	D-44.7	E-58.5	E-58.5	E-58.5	D-50.7	D-50.9	D-53.7
	Shared Thru/Rt	Thru	Shared Thru/Rt	D-51.9	D-51.0	D-53.1	D-43.2	D-43.2	D-44.2	D-39.2	D-39.7	D-43.9
	None	1	None	-	D-44.9	-	D-35.6	D-35.6	-	-	C-32.0	-
Southbound	Single Left-Turn Lane			E-66.1	E-67.6	E-67.6	E-71.0	E-71.0	E-71.0	D-54.5	D-54.5	D-54.5
	Thru Only	Shared Thru/Right-Turn		D-53.8	D-54.0	D-54.0	D-47.4	E-77.1	E-77.1	D-42.5	D-45.6	C-45.6
	Right-Turn Lane			D-37.4	-	-	F-116.1	E-78.7	E-78.7	D-36.0	D-45.2	D-45.2
	Overall			**C-25.8**	**B-18.1**	**C-18.3**	**D-44.3**	**D-37.2**	**D-37.3**	**C-28.4**	**C-22.0**	**C-20.6**

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Wheeling Town Center
Traffic Appendix

- **Revised Capacity Analyses**
  - **Northgate Parkway**

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HCS 2010 Signalized Intersection Input Data

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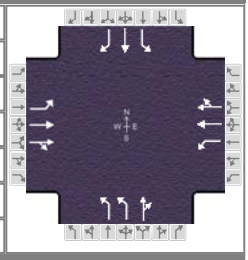
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Aug 12, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total Dual Shared Th Rt.xus		
Project Description	Future Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	14.6	68.1	7.2	1.2	19.0						
Yellow	3.5	3.5	4.5	3.5	3.5	4.5						
Red	0.0	0.0	1.5	0.0	0.0	1.5						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	355	0		150	0		350	350		200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	51.8	84.0	12.0	44.2	19.0	30.0	14.0	25.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	12	8	9	19
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Max	Off	Off	Off	Min	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	75	9.0	8	75
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

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HCS 2010 Signalized Intersection Results Summary

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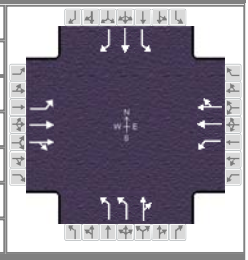
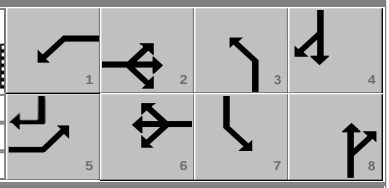
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Aug 12, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total Dual Shared Th Rt.xus		
Project Description	Future Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	14.6	68.1	7.2	1.2	19.0
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	25.4	92.3	7.3	74.1	15.5	29.7	10.7	25.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	19.9		4.2		7.9	11.7	5.2	15.0
Green Extension Time (g_e), s	2.0	0.0	0.1	0.0	0.3	2.0	0.0	1.3
Phase Call Probability	1.00		0.89		1.00	1.00	0.80	1.00
Max Out Probability	0.00		0.01		0.06	0.04	0.24	0.50

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	492	1123	1123	56	468	454	152	134		42	64	188
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1845	1816	1757	1845	1787	1706	1713		1757	1845	1563
Queue Service Time (g_s), s	17.9	59.2	67.1	2.2	16.3	17.6	5.9	9.7		3.2	4.3	13.0
Cycle Queue Clearance Time (g_c), s	17.9	59.2	67.1	2.2	16.3	17.6	5.9	9.7		3.2	4.3	13.0
Green Ratio (*g/C*)	0.67	0.65	0.65	0.53	0.52	0.52	0.09	0.18		0.06	0.15	0.32
Capacity (*c*), veh/h	559	1203	1184	132	964	933	316	315		103	277	501
Volume-to-Capacity Ratio (*X*)	0.881	0.934	0.949	0.426	0.486	0.486	0.480	0.426		0.405	0.230	0.375
Available Capacity (c_a), veh/h	934	1203	1184	235	964	933	402	358		144	323	541
Back of Queue (*Q*), veh/ln (95 th percentile)	11.9	15.8	22.2	1.8	10.0	10.7	4.7	7.8		2.7	3.7	8.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86	0.00	0.00	0.30	0.00	0.00	0.35	0.57		0.35	0.00	0.50
Uniform Delay (d_1), s/veh	17.1	8.7	8.7	30.1	13.5	14.1	60.3	50.6		63.5	53.2	36.7
Incremental Delay (d_2), s/veh	5.6	14.3	16.4	2.2	1.8	1.8	1.1	1.3		2.5	0.6	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	22.7	23.0	25.1	32.2	15.2	15.9	61.4	51.9		66.1	53.8	37.4
Level of Service (LOS)	C	C	C	C	B	B	E	D		E	D	D
Approach Delay, s/veh / LOS	23.8	C		16.5	B		57.0	E		45.0	D	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	3.8	D	2.4	B	2.0	B	2.0	B

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HCS 2010 Signalized Intersection Intermediate Values

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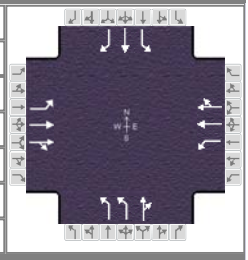
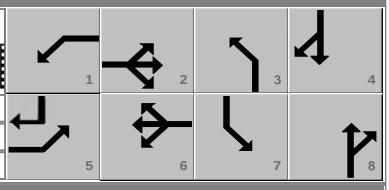
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Aug 12, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total Dual Shared Th Rt.xus		
Project Description	Future Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	14.6	68.1	7.2	1.2	19.0
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.984			0.969			0.929			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (*s*), veh/h	1757	3501		1757	3311		3412	983		1757	1845	
Proportion of Vehicles Arriving on Green (*P*)	0.16	0.87	0.65	0.03	0.70	0.52	0.09	0.18	0.18	0.06	0.15	0.15
Incremental Delay Factor (*k*)	0.13	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	2.5	4.0	2.5	4.0
Green Ratio (*g/C*)	0.67	0.65	0.53	0.52	0.09	0.18	0.06	0.15
Permitted Saturation Flow Rate (s_p), veh/h/ln	598	0	167	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	71.1	0.0	69.1	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	51.5	0.0	17.1	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	51.5		17.1					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1563
Protected Right Effective Green Time (g_R), s								23.9

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1232.48	10.31	973.35	18.45	339.16	48.27	271.43	52.29
Bicycle F_w / F_v	-2.57	2.26	-2.57	0.81	-2.57	0.47	-2.57	0.48

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Return to Agenda

--- Messages ---

No errors or warnings exist.

--- Comments ---

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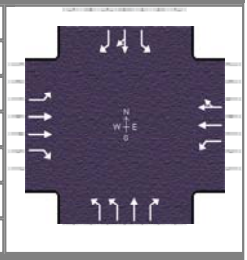
HCS 2010 Signalized Intersection Input Data

Return to Agenda

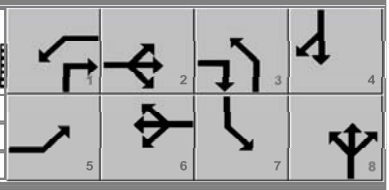
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total with IDOT Recs.xus		
Project Description	IDOT Geomtrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	14.3	69.5	6.4	1.6	21.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3	0	3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	50
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	355	0	145	150	0		350	350	75	200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	51.8	84.0	12.0	44.2	14.0	30.0	14.0	30.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	8	8	8	21
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Max	Off	Off	Off	Min	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	75	9.0	8	75
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

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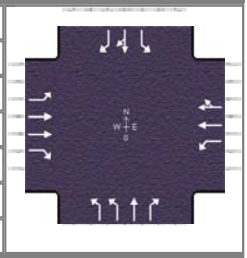
HCS 2010 Signalized Intersection Results Summary

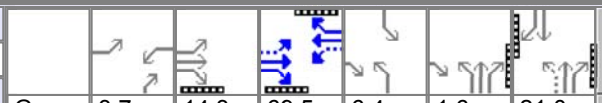
Return to Agenda

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total with IDOT Recs.xus		
Project Description	IDOT Geomtrics				

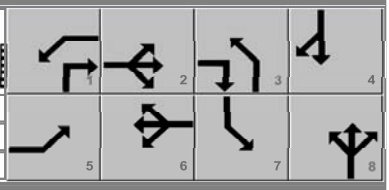


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.7	14.3	69.5	6.4	1.6	21.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	2.0	3.0
Phase Duration, s	25.0	93.3	7.2	75.5	12.5	28.6	10.9	27.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	19.5		4.1		7.1	7.0	5.2	10.5
Green Extension Time (g_e), s	2.0	0.0	0.1	0.0	0.1	1.8	0.0	1.6
Phase Call Probability	1.00		0.89		1.00	1.00	0.80	1.00
Max Out Probability	0.00		0.00		1.00	0.00	0.89	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	492	2147	99	56	468	454	152	77	57	42	90	106
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1849	1610	1757	1845	1787	1706	1845	1610	1757	1762	1563
Queue Service Time (g_s), s	17.5	43.6	2.3	2.1	15.6	16.9	5.1	5.0	4.0	3.2	6.3	8.5
Cycle Queue Clearance Time (g_c), s	17.5	43.6	2.3	2.1	15.6	16.9	5.1	5.0	4.0	3.2	6.3	8.5
Green Ratio (g/C)	0.68	0.66	0.75	0.54	0.53	0.53	0.22	0.18	0.22	0.05	0.16	0.16
Capacity (c), veh/h	563	2437	1211	165	982	951	617	324	348	93	289	257
Volume-to-Capacity Ratio (X)	0.875	0.881	0.082	0.339	0.477	0.477	0.246	0.238	0.164	0.448	0.312	0.414
Available Capacity (c_a), veh/h	955	2437	1211	282	982	951	654	383	400	132	346	307
Back of Queue (Q), veh/ln (95 th percentile)	11.6	10.8	1.3	1.6	9.6	10.3	4.0	4.3	3.0	2.8	5.2	6.3
Queue Storage Ratio (RQ) (95 th percentile)	0.83	0.00	0.23	0.28	0.00	0.00	0.29	0.32	1.01	0.35	0.00	0.36
Uniform Delay (d_1), s/veh	16.4	6.5	4.6	19.8	12.6	13.3	44.5	50.5	44.6	64.3	52.4	52.5
Incremental Delay (d_2), s/veh	5.0	5.0	0.1	1.2	1.7	1.7	0.2	0.5	0.3	3.3	0.9	1.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.4	11.5	4.7	21.0	14.3	15.0	44.7	51.0	44.9	67.6	53.2	54.0
Level of Service (LOS)	C	B	A	C	B	B	D	D	D	E	D	D
Approach Delay, s/veh / LOS	13.0	B		15.0	B		46.5	D		56.1	E	
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	3.8	D	2.4	B	2.0	B	2.0	A

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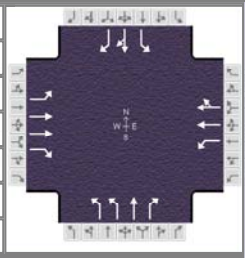
HCS 2010 Signalized Intersection Intermediate Values

Return to Agenda

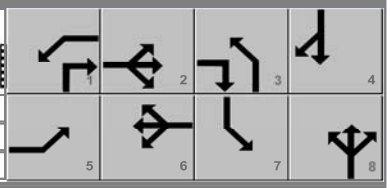
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total with IDOT Recs.xus		
Project Description	IDOT Geomtrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	14.3	69.5	6.4	1.6	21.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Saturation Flow / Delay	EB L	EB T	EB R	WB L	WB T	WB R	NB L	NB T	NB R	SB L	SB T	SB R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.969			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1757	3697		1757	3311		3412	1845		1757	1762	
Proportion of Vehicles Arriving on Green (P)	0.16	0.88	0.66	0.03	0.71	0.53	0.06	0.18	0.18	0.05	0.16	0.16
Incremental Delay Factor (k)	0.12	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.68	0.66	0.54	0.53	0.22	0.18	0.05	0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	598	0	184	0	1320	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	72.5	0.0	70.5	0.0	22.1	0.0	0.0	0.0
Permitted Service Time (g_u), s	53.5	0.0	41.6	0.0	15.7	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	53.5		12.7		0.4			
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				1610		0
Protected Right Effective Green Time (g_R), s		13.0				5.7		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1247.09	9.92	992.90	17.75	322.21	49.26	300.00	50.57
Bicycle F_w / F_v	-2.57	2.26	-2.57	0.81	-2.57	0.47	-2.57	0.39

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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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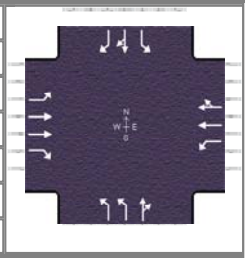
HCS 2010 Signalized Intersection Input Data

Return to Agenda

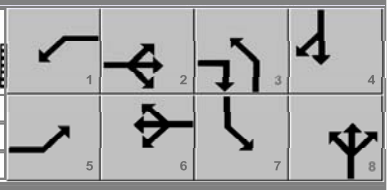
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total with IDOT wo Nb Rt.xus		
Project Description	IDOT Geomtrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	14.3	69.5	6.4	1.6	21.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	50
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	355	0	145	150	0		350	350		200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	51.8	84.0	12.0	44.2	14.0	30.0	14.0	30.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	8	8	8	21
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Max	Off	Off	Off	Min	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	75	9.0	8	75
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

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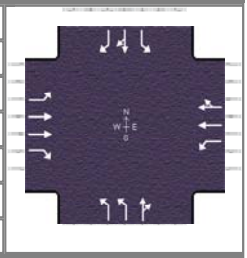
HCS 2010 Signalized Intersection Results Summary

Return to Agenda

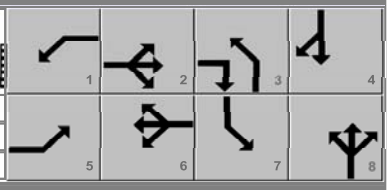
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total with IDOT wo Nb Rt.xus		
Project Description	IDOT Geomtrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	14.3	69.5	6.4	1.6	21.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	2.0	3.0
Phase Duration, s	25.0	93.3	7.2	75.5	12.5	28.6	10.9	27.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	19.5		4.1		7.1	11.8	5.2	10.5
Green Extension Time (g_e), s	2.0	0.0	0.1	0.0	0.1	1.6	0.0	1.6
Phase Call Probability	1.00		0.89		1.00	1.00	0.80	1.00
Max Out Probability	0.00		0.00		1.00	0.03	0.89	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	492	2147	99	56	468	454	152	134		42	90	106
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1849	1610	1757	1845	1787	1706	1713		1757	1762	1563
Queue Service Time (g_s), s	17.5	43.6	2.3	2.1	15.6	16.9	5.1	9.8		3.2	6.3	8.5
Cycle Queue Clearance Time (g_c), s	17.5	43.6	2.3	2.1	15.6	16.9	5.1	9.8		3.2	6.3	8.5
Green Ratio (g/C)	0.68	0.66	0.75	0.54	0.53	0.53	0.22	0.18		0.05	0.16	0.16
Capacity (c), veh/h	563	2437	1211	165	982	951	617	300		93	289	257
Volume-to-Capacity Ratio (X)	0.875	0.881	0.082	0.339	0.477	0.477	0.246	0.446		0.448	0.312	0.414
Available Capacity (c_a), veh/h	955	2437	1211	282	982	951	654	356		132	346	307
Back of Queue (Q), veh/ln (95 th percentile)	11.6	10.8	1.3	1.6	9.6	10.3	4.0	7.8		2.8	5.2	6.3
Queue Storage Ratio (RQ) (95 th percentile)	0.83	0.00	0.23	0.28	0.00	0.00	0.29	0.57		0.35	0.00	0.36
Uniform Delay (d_1), s/veh	16.4	6.5	4.6	19.8	12.6	13.3	44.5	51.6		64.3	52.4	52.5
Incremental Delay (d_2), s/veh	5.0	5.0	0.1	1.2	1.7	1.7	0.2	1.5		3.3	0.9	1.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	21.4	11.5	4.7	21.0	14.3	15.0	44.7	53.1		67.6	53.2	54.0
Level of Service (LOS)	C	B	A	C	B	B	D	D		E	D	D
Approach Delay, s/veh / LOS	13.0	B		15.0	B		48.7	D		56.1	E	
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	3.8	D	2.4	B	2.0	B	2.0	A

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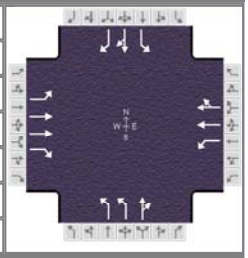
HCS 2010 Signalized Intersection Intermediate Values

Return to Agenda

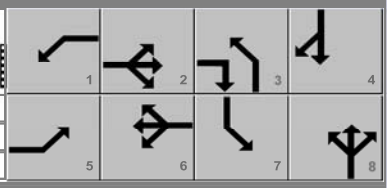
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	AM Peak Hour	PHF	0.91
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 7:30
Intersection	Northgate Parkway	File Name	Northgate AM Total with IDOT wo Nb Rt.xus		
Project Description	IDOT Geomtrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	448	1954	90	51	765	74	138	70	52	38	58	171

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.7	14.3	69.5	6.4	1.6	21.0
Yellow	3.5	3.5	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Saturation Flow / Delay	EB L	EB T	EB R	WB L	WB T	WB R	NB L	NB T	NB R	SB L	SB T	SB R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.969			0.929			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1757	3697		1757	3311		3412	983		1757	1762	
Proportion of Vehicles Arriving on Green (P)	0.16	0.88	0.66	0.03	0.71	0.53	0.06	0.18	0.18	0.05	0.16	0.16
Incremental Delay Factor (k)	0.12	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.68	0.66	0.54	0.53	0.22	0.18	0.05	0.16
Permitted Saturation Flow Rate (s_p), veh/h/ln	598	0	184	0	1320	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	72.5	0.0	70.5	0.0	22.1	0.0	0.0	0.0
Permitted Service Time (g_u), s	53.5	0.0	41.6	0.0	15.7	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	53.5		12.7		0.4			
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						0
Protected Right Effective Green Time (g_R), s		13.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1247.09	9.92	992.90	17.75	322.21	49.26	300.00	50.57
Bicycle F_w / F_v	-2.57	2.26	-2.57	0.81	-2.57	0.47	-2.57	0.39

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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS 2010 Signalized Intersection Input Data

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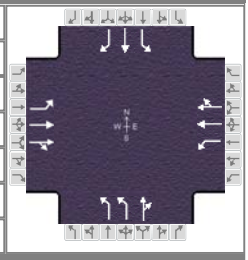
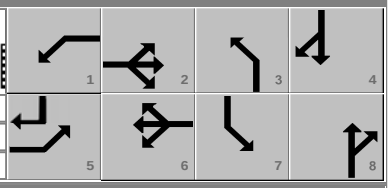
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Aug 12, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual Lt Shared Th Rt.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.4	2.1	66.5	9.9	1.6	27.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	355	0		150	0		350	350		200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	73.0	15.0	72.0	20.0	32.0	20.0	32.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G_{min}), s	12	15	3	15	15	8	10	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	55	9.0	8	65
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

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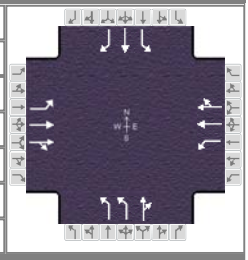
HCS 2010 Signalized Intersection Results Summary

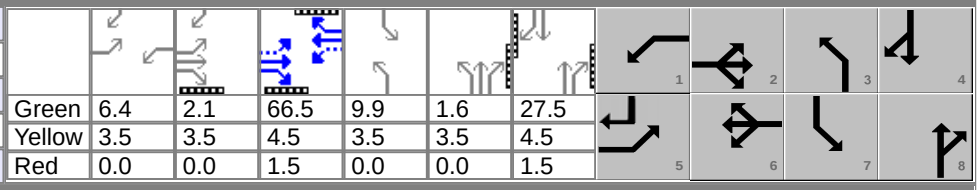
Return to Agenda

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Aug 12, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual Lt Shared Th Rt.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.4	2.1	66.5	9.9	1.6	27.5	
Yellow	3.5	3.5	4.5	3.5	3.5	4.5	
Red	0.0	0.0	1.5	0.0	0.0	1.5	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	15.5	78.1	9.9	72.5	18.5	38.6	13.4	33.5
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.3	5.4	4.2	5.4
Queue Clearance Time (g_s), s	10.5		6.3		8.4	10.3	10.0	31.5
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.4	5.2	0.1	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	0.98	1.00
Max Out Probability	1.00		0.38		0.04	0.07	0.11	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	175	659	635	110	889	887	167	126		102	100	530
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1845	1769	1757	1845	1831	1706	1723		1757	1845	1563
Queue Service Time (g_s), s	8.5	25.3	28.2	4.3	60.2	61.3	6.4	8.3		8.0	6.3	29.5
Cycle Queue Clearance Time (g_c), s	8.5	25.3	28.2	4.3	60.2	61.3	6.4	8.3		8.0	6.3	29.5
Green Ratio (*g/C*)	0.59	0.55	0.55	0.53	0.51	0.51	0.11	0.25		0.08	0.21	0.31
Capacity (*c*), veh/h	226	1016	974	270	942	936	389	426		137	389	486
Volume-to-Capacity Ratio (*X*)	0.775	0.648	0.651	0.407	0.944	0.948	0.428	0.296		0.746	0.257	1.091
Available Capacity (c_a), veh/h	233	1016	974	334	942	936	426	426		220	389	486
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	13.5	15.5	3.3	33.7	34.5	5.1	6.6		7.0	5.4	36.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.81	0.00	0.00	0.56	0.00	0.00	0.37	0.48		0.89	0.00	2.06
Uniform Delay (d_1), s/veh	39.0	12.6	14.1	19.3	22.3	21.1	57.8	42.8		63.2	46.9	48.2
Incremental Delay (d_2), s/veh	14.7	3.2	3.4	1.0	18.5	19.3	0.7	0.5		7.8	0.5	67.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	53.6	15.8	17.5	20.3	40.8	40.4	58.5	43.4		71.0	47.4	116.1
Level of Service (LOS)	D	B	B	C	D	D	E	D		E	D	F
Approach Delay, s/veh / LOS	21.0	C		39.4	D		52.0	D		100.4	F	
Intersection Delay, s/veh / LOS	44.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	2.8	C	3.1	C	2.0	B	2.8	C

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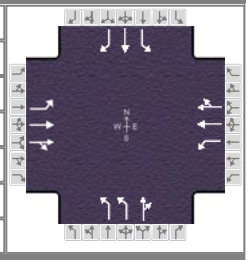
HCS 2010 Signalized Intersection Intermediate Values

Return to Agenda

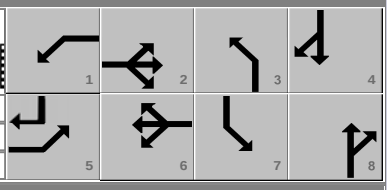
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Aug 12, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual Lt Shared Th Rt.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.4	2.1	66.5	9.9	1.6	27.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.959			0.993			0.934			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (*s*), veh/h	1757	3191		1757	3603		3412	1045		1757	1845	
Proportion of Vehicles Arriving on Green (*P*)	0.09	0.73	0.55	0.05	0.68	0.51	0.11	0.25	0.25	0.08	0.21	0.21
Incremental Delay Factor (*k*)	0.31	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	2.5	4.0	2.5	4.0
Green Ratio (*g/C*)	0.59	0.55	0.53	0.51	0.11	0.25	0.08	0.21
Permitted Saturation Flow Rate (s_p), veh/h/ln	264	0	421	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	69.5	0.0	67.5	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	6.3	0.0	41.9	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	6.3		9.0					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1563
Protected Right Effective Green Time (g_R), s								14.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1030.54	16.45	950.20	19.29	465.56	41.20	393.17	45.18
Bicycle F_w / F_v	-2.57	1.21	-2.57	1.56	-2.57	0.48	-2.57	1.21

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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS 2010 Signalized Intersection Input Data

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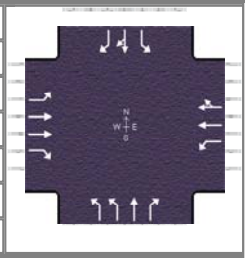
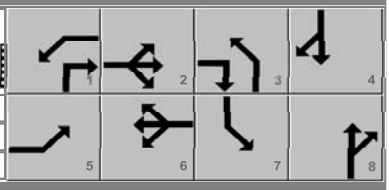
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 20, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual with IDOT Recs.xus		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.2	67.6	9.9	0.6	26.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3	0	3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	50
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	355	0	0	150	0		350	350	150	200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	73.0	15.0	72.0	20.0	32.0	20.0	32.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	11	15	3	15	15	8	10	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	55	9.0	8	65
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

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HCS 2010 Signalized Intersection Results Summary

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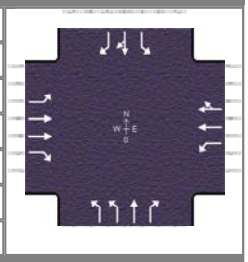
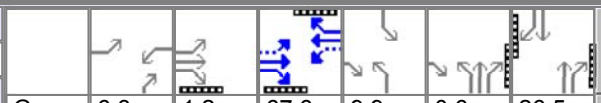
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 20, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual with IDOT Recs.xus		
Project Description	IDOT Geometrics				

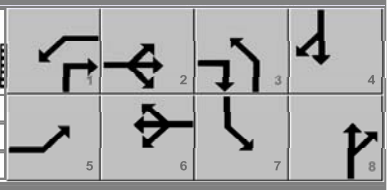


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.3	1.2	67.6	9.9	0.6	26.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	14.5	78.2	9.8	73.6	19.5	37.6	14.4	32.5
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	10.1		6.3		8.4	6.6	10.0	26.4
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.3	4.5	0.1	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	0.98	1.00
Max Out Probability	1.00		0.35		0.10	0.03	0.28	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	175	1142	152	110	889	887	167	76	49	102	295	281
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1849	1610	1757	1845	1831	1706	1845	1610	1757	1659	1563
Queue Service Time (g_s), s	8.1	19.4	4.4	4.3	58.4	59.4	6.4	4.6	3.1	8.0	24.2	24.4
Cycle Queue Clearance Time (g_c), s	8.1	19.4	4.4	4.3	58.4	59.4	6.4	4.6	3.1	8.0	24.2	24.4
Green Ratio (g/C)	0.59	0.55	0.69	0.54	0.52	0.52	0.11	0.24	0.30	0.08	0.20	0.20
Capacity (c), veh/h	219	2040	1118	319	956	949	389	442	481	137	337	318
Volume-to-Capacity Ratio (X)	0.800	0.560	0.136	0.343	0.930	0.935	0.428	0.173	0.103	0.747	0.875	0.884
Available Capacity (c_a), veh/h	239	2040	1118	385	956	949	402	443	482	207	338	318
Back of Queue (Q), veh/ln (95 th percentile)	11.4	10.4	2.8	3.2	32.0	32.8	5.1	3.9	2.3	7.0	17.9	17.4
Queue Storage Ratio (RQ) (95 th percentile)	0.82	0.00	0.00	0.54	0.00	0.00	0.37	0.29	0.38	0.89	0.00	0.99
Uniform Delay (d_1), s/veh	37.7	11.7	7.2	17.1	21.6	20.0	57.8	43.0	35.5	63.2	55.0	54.2
Incremental Delay (d_2), s/veh	16.2	1.1	0.3	0.6	16.5	17.1	0.7	0.3	0.1	7.9	22.1	24.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	53.9	12.8	7.5	17.8	38.0	37.2	58.5	43.2	35.6	71.1	77.1	78.7
Level of Service (LOS)	D	B	A	B	D	D	E	D	D	E	E	E
Approach Delay, s/veh / LOS	17.1	B		36.5	D		50.6	D		76.9	E	
Intersection Delay, s/veh / LOS	37.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	2.8	C	3.1	C	2.0	B	2.7	B

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HCS 2010 Signalized Intersection Intermediate Values

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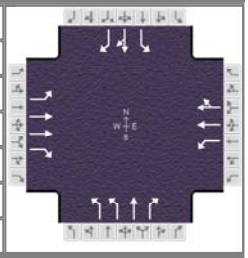
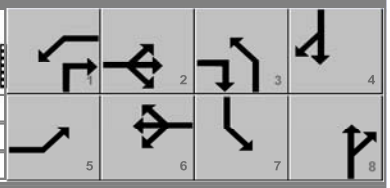
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 20, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual with IDOT Recs.xus		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.2	67.6	9.9	0.6	26.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.993			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1757	3697		1757	3603		3412	1845		1757	1659	
Proportion of Vehicles Arriving on Green (P)	0.09	0.74	0.55	0.05	0.69	0.52	0.11	0.24	0.24	0.08	0.20	0.20
Incremental Delay Factor (k)	0.29	0.50	0.50	0.11	0.50	0.50	0.11	0.15	0.15	0.11	0.41	0.42

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.59	0.55	0.54	0.52	0.11	0.24	0.08	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	264	0	486	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	70.6	0.0	68.6	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	9.1	0.0	50.8	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	9.1		5.2					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				1610		0
Protected Right Effective Green Time (g_R), s		20.0				8.3		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1032.02	16.40	965.06	18.74	450.90	42.00	378.30	46.02
Bicycle F_w / F_v	-2.57	1.21	-2.57	1.56	-2.57	0.48	-2.57	1.12

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Return to Agenda

--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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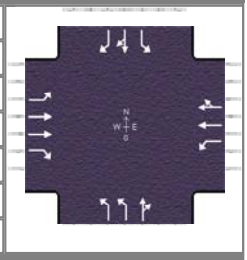
HCS 2010 Signalized Intersection Input Data

Return to Agenda

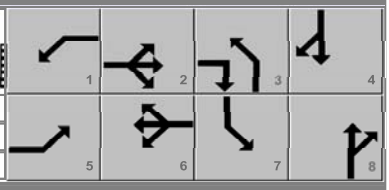
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 20, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual with IDOT Recs wo Nb…		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.2	67.6	9.9	0.6	26.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	50
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	355	0	0	150	0		350	350		200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	73.0	15.0	72.0	20.0	32.0	20.0	32.0
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	11	15	3	15	15	8	10	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	55	9.0	8	65
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	Yes	0.00		Yes	0.00		Yes	0.00		Yes	0.00	

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HCS 2010 Signalized Intersection Results Summary

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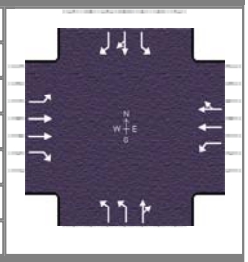
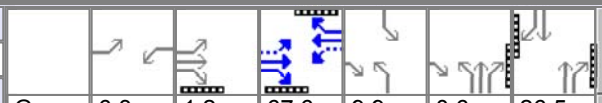
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 20, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual with IDOT Recs wo Nb…		
Project Description	IDOT Geometrics				

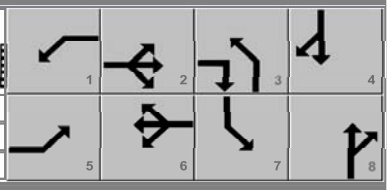


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.3	1.2	67.6	9.9	0.6	26.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	14.5	78.2	9.8	73.6	19.5	37.6	14.4	32.5
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	10.1		6.3		8.4	10.4	10.0	26.4
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.3	4.3	0.1	0.0
Phase Call Probability	1.00		0.99		1.00	1.00	0.98	1.00
Max Out Probability	1.00		0.35		0.10	0.06	0.28	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	175	1142	152	110	889	887	167	126		102	295	281
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1849	1610	1757	1845	1831	1706	1723		1757	1659	1563
Queue Service Time (g_s), s	8.1	19.4	4.4	4.3	58.4	59.4	6.4	8.4		8.0	24.2	24.4
Cycle Queue Clearance Time (g_c), s	8.1	19.4	4.4	4.3	58.4	59.4	6.4	8.4		8.0	24.2	24.4
Green Ratio (g/C)	0.59	0.55	0.69	0.54	0.52	0.52	0.31	0.24		0.08	0.20	0.20
Capacity (c), veh/h	219	2040	1118	319	956	949	389	413		137	337	318
Volume-to-Capacity Ratio (X)	0.800	0.560	0.136	0.343	0.930	0.935	0.428	0.305		0.747	0.875	0.884
Available Capacity (c_a), veh/h	239	2040	1118	385	956	949	402	414		207	338	318
Back of Queue (Q), veh/ln (95 th percentile)	11.4	10.4	2.8	3.2	32.0	32.8	5.1	6.7		7.0	17.9	17.4
Queue Storage Ratio (RQ) (95 th percentile)	0.82	0.00	0.00	0.54	0.00	0.00	0.37	0.49		0.89	0.00	0.99
Uniform Delay (d_1), s/veh	37.7	11.7	7.2	17.1	21.6	20.0	57.8	43.6		63.2	55.0	54.2
Incremental Delay (d_2), s/veh	16.2	1.1	0.3	0.6	16.5	17.1	0.7	0.6		7.9	22.1	24.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	53.9	12.8	7.5	17.8	38.0	37.2	58.5	44.2		71.1	77.1	78.7
Level of Service (LOS)	D	B	A	B	D	D	E	D		E	E	E
Approach Delay, s/veh / LOS	17.1	B		36.5	D		52.4	D		76.9	E	
Intersection Delay, s/veh / LOS	37.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	2.8	C	3.1	C	2.0	B	2.7	B

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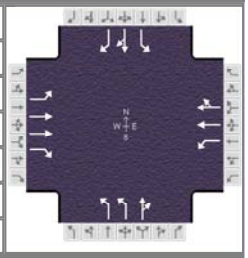
HCS 2010 Signalized Intersection Intermediate Values

Return to Agenda

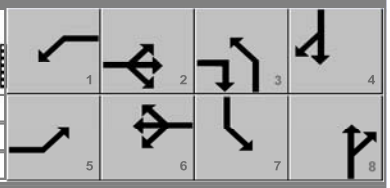
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 20, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	PM Peak Hour	PHF	0.93
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 16:00
Intersection	Northgate Parkway	File Name	Northgate PM Total Dual with IDOT Recs wo Nb…		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	163	1062	141	102	1619	33	155	71	46	95	93	493

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.2	67.6	9.9	0.6	26.5
Yellow	3.5	3.5	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.993			0.934			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1757	3697		1757	3603		3412	1045		1757	1659	
Proportion of Vehicles Arriving on Green (P)	0.09	0.74	0.55	0.05	0.69	0.52	0.11	0.24	0.24	0.08	0.20	0.20
Incremental Delay Factor (k)	0.29	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.41	0.42

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.59	0.55	0.54	0.52	0.31	0.24	0.08	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	264	0	486	0	1277	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	70.6	0.0	68.6	0.0	27.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	9.1	0.0	50.8	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	9.1		5.2					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						0
Protected Right Effective Green Time (g_R), s		20.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1032.02	16.40	965.06	18.74	450.90	42.00	378.30	46.02
Bicycle F_w / F_v	-2.57	1.21	-2.57	1.56	-2.57	0.48	-2.57	1.12

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Return to Agenda

--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS 2010 Signalized Intersection Input Data

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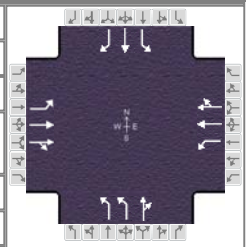
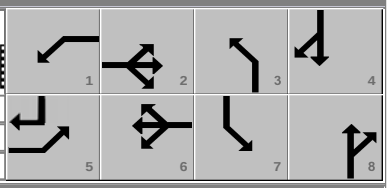
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Oct 8, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual Lt Shared Th Rt.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.4	57.6	8.5	2.0	21.7
Yellow	3.5	0.0	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3		3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	355	0		150	0		350	350		200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.4	60.4	14.4	60.4	20.0	25.2	20.0	25.2
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	0.0	1.5	0.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	14	8	10	8
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	55	9.0	8	65
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	No	0.00		No	0.00		No	0.00		No	0.00	

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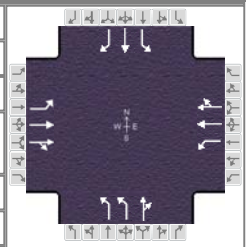
HCS 2010 Signalized Intersection Results Summary

Return to Agenda

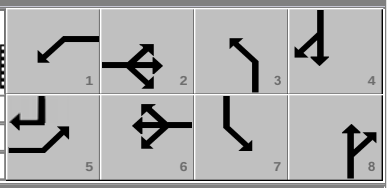
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Oct 8, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual Lt Shared Th Rt.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.4	57.6	8.5	2.0	21.7
Yellow	3.5	0.0	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	11.2	65.1	9.8	63.6	17.5	33.2	12.0	27.7
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	7.5		6.2		10.1	31.2	5.7	12.7
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.5	0.0	0.1	1.8
Phase Call Probability	1.00		0.99		1.00	1.00	0.85	1.00
Max Out Probability	1.00		0.61		0.24	1.00	0.00	0.36

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	170	855	842	127	771	762	244	174		57	108	172
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1845	1780	1757	1845	1816	1706	1713		1757	1845	1563
Queue Service Time (g_s), s	5.5	42.0	45.8	4.2	34.4	35.6	8.1	10.3		3.7	6.0	10.7
Cycle Queue Clearance Time (g_c), s	5.5	42.0	45.8	4.2	34.4	35.6	8.1	10.3		3.7	6.0	10.7
Green Ratio (*g/C*)	0.57	0.53	0.53	0.55	0.52	0.52	0.29	0.24		0.08	0.20	0.28
Capacity (*c*), veh/h	251	985	950	193	963	948	426	417		139	364	435
Volume-to-Capacity Ratio (*X*)	0.676	0.869	0.886	0.657	0.800	0.804	0.573	0.418		0.408	0.297	0.396
Available Capacity (c_a), veh/h	299	985	950	261	963	948	498	417		256	364	435
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	21.4	24.4	3.4	18.0	18.9	6.4	8.0		3.1	5.1	7.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.00	0.58	0.00	0.00	0.47	0.58		0.39	0.00	0.43
Uniform Delay (d_1), s/veh	22.8	15.8	16.5	26.3	15.4	14.8	49.5	38.2		52.6	41.9	35.1
Incremental Delay (d_2), s/veh	4.7	10.3	11.9	3.8	7.0	7.2	1.2	1.0		1.9	0.6	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	27.5	26.1	28.4	30.0	22.3	22.1	50.7	39.2		54.5	42.5	36.0
Level of Service (LOS)	C	C	C	C	C	C	D	D		D	D	D
Approach Delay, s/veh / LOS	27.3	C		22.8	C		45.9	D		41.2	D	
Intersection Delay, s/veh / LOS	28.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	3.1	C	2.9	C	2.3	B	2.1	B

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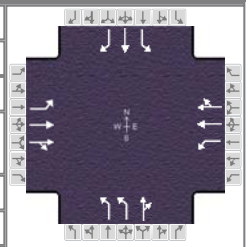
HCS 2010 Signalized Intersection Intermediate Values

Return to Agenda

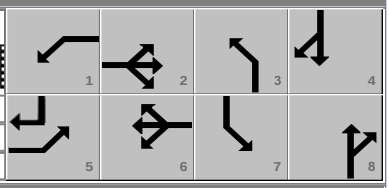
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Oct 8, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual Lt Shared Th Rt.xus		
Project Description	Total Conditions				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.3	1.4	57.6	8.5	2.0	21.7
Yellow	3.5	0.0	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	0.0	0.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.965			0.984			0.929			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (*s*), veh/h	1757	3267		1757	3501		3412	983		1757	1845	
Proportion of Vehicles Arriving on Green (*P*)	0.07	0.71	0.53	0.06	0.70	0.52	0.12	0.24	0.24	0.08	0.20	0.20
Incremental Delay Factor (*k*)	0.16	0.50	0.50	0.11	0.50	0.50	0.11	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	2.5	4.0	2.5	4.0
Green Ratio (*g/C*)	0.57	0.53	0.55	0.52	0.29	0.24	0.08	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	334	0	285	285	1268	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	59.6	0.0	58.6	55.4	20.2	0.0	0.0	0.0
Permitted Service Time (g_u), s	23.1	0.0	11.3	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	23.1		11.3					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln								1563
Protected Right Effective Green Time (g_R), s								9.7

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	984.21	15.48	960.42	16.21	453.45	35.88	361.67	40.26
Bicycle F_w / F_v	-2.57	1.54	-2.57	1.37	-2.57	0.69	-2.57	0.56

Return to Agenda

--- Messages ---

No errors or warnings exist.

--- Comments ---

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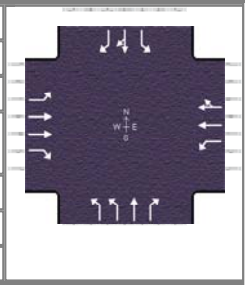
HCS 2010 Signalized Intersection Input Data

Return to Agenda

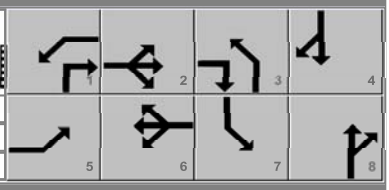
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual with IDOT Recs.xus		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.2	1.4	59.4	8.5	1.0	19.0
Yellow	3.5	0.0	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3	0	3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	50
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	355	0	0	150	0		350	350	150	200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.4	60.4	14.4	60.4	20.0	25.2	20.0	25.2
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	14	8	10	19
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	55	9.0	8	65
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	No	0.00		No	0.00		No	0.00		No	0.00	

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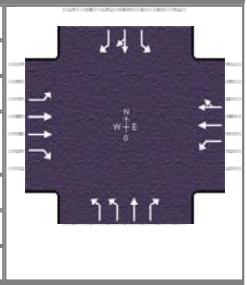
HCS 2010 Signalized Intersection Results Summary

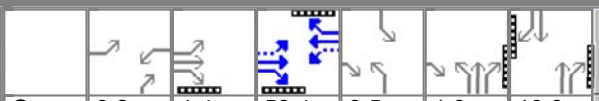
Return to Agenda

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual with IDOT Recs.xus		
Project Description	IDOT Geometrics				

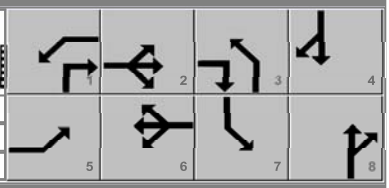


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.2	1.4	59.4	8.5	1.0	19.0
Yellow	3.5	0.0	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	3.0	2.0	3.0
Phase Duration, s	11.1	66.8	9.7	65.4	18.5	30.5	13.0	25.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	7.4		6.1		10.1	7.4	5.7	9.4
Green Extension Time (g_e), s	0.2	0.0	0.2	0.0	0.5	2.2	0.1	1.7
Phase Call Probability	1.00		0.99		1.00	1.00	0.85	1.00
Max Out Probability	0.43		0.12		0.47	0.01	0.00	0.15

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	170	1528	169	127	771	762	244	100	74	57	120	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1849	1610	1757	1845	1816	1706	1845	1610	1757	1816	1563
Queue Service Time (g_s), s	5.4	29.6	4.1	4.1	32.1	33.4	8.1	5.4	4.1	3.7	7.0	7.4
Cycle Queue Clearance Time (g_c), s	5.4	29.6	4.1	4.1	32.1	33.4	8.1	5.4	4.1	3.7	7.0	7.4
Green Ratio (*g/C*)	0.58	0.55	0.71	0.56	0.54	0.54	0.12	0.22	0.29	0.08	0.17	0.17
Capacity (*c*), veh/h	261	2029	1138	247	990	975	426	407	465	139	318	274
Volume-to-Capacity Ratio (*X*)	0.652	0.753	0.149	0.514	0.778	0.782	0.573	0.245	0.160	0.408	0.378	0.397
Available Capacity (c_a), veh/h	335	2029	1138	341	990	975	469	434	488	242	344	296
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	13.8	2.4	3.0	16.3	17.3	6.4	4.5	3.0	3.1	5.9	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.32	0.00	0.00	0.51	0.00	0.00	0.47	0.33	0.50	0.39	0.00	0.30
Uniform Delay (d_1), s/veh	21.3	12.4	5.8	18.9	13.7	13.3	49.5	39.3	31.8	52.6	44.6	43.9
Incremental Delay (d_2), s/veh	2.9	2.6	0.3	1.7	6.0	6.2	1.4	0.4	0.2	1.9	1.1	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	24.2	15.0	6.0	20.5	19.7	19.6	50.9	39.7	32.0	54.5	45.6	45.2
Level of Service (LOS)	C	B	A	C	B	B	D	D	C	D	D	D
Approach Delay, s/veh / LOS	15.0	B		19.7	B		44.9	D		47.2	D	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	3.1	C	2.9	C	2.3	B	2.0	B

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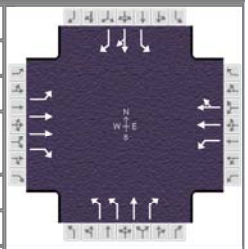
HCS 2010 Signalized Intersection Intermediate Values

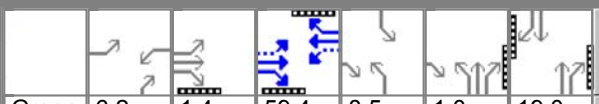
Return to Agenda

General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual with IDOT Recs.xus		
Project Description	IDOT Geometrics				

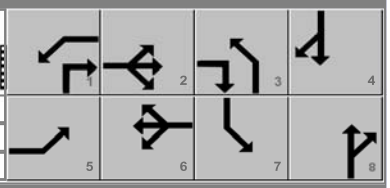


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.2	1.4	59.4	8.5	1.0	19.0
Yellow	3.5	0.0	4.5	3.5	3.5	4.5
Red	0.0	0.0	1.5	1.0	1.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.984			0.000			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1757	3697		1757	3501		3412	1845		1757	1816	
Proportion of Vehicles Arriving on Green (P)	0.07	0.73	0.55	0.06	0.72	0.54	0.12	0.22	0.22	0.08	0.17	0.17
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.15	0.15	0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.58	0.55	0.56	0.54	0.12	0.22	0.08	0.17
Permitted Saturation Flow Rate (s_p), veh/h/ln	334	0	336	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	61.3	0.0	60.4	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	27.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	27.0		18.9					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				1610		0
Protected Right Effective Green Time (g_R), s		19.0				8.2		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1014.05	14.58	990.57	15.28	408.44	38.00	316.67	42.50
Bicycle F_w / F_v	-2.57	1.54	-2.57	1.37	-2.57	0.69	-2.57	0.47

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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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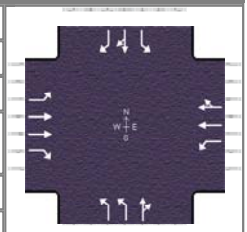
HCS 2010 Signalized Intersection Input Data

Return to Agenda

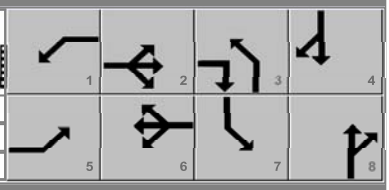
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual with IDOT Recs wo Nb…		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	1.4	61.6	8.5	3.5	19.0
Yellow	3.5	0.0	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	3	3	0	3	3		3	3		3	3	3
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	50
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	4	3	3	4	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	355	0	0	150	0		350	350		200	0	450
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	25	25	25	30	30	30

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	14.4	60.4	14.4	60.4	20.0	25.2	20.0	25.2
Yellow Change Interval (*Y*), s	3.5	4.5	3.5	4.5	3.5	4.5	3.5	4.5
Red Clearance Interval (R_c), s	0.0	1.5	0.0	1.5	1.0	1.5	1.0	1.5
Minimum Green (G_{min}), s	3	15	3	15	12	8	10	19
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Passage (*PT*), s	3.0	7.0	3.0	7.0	3.0	4.0	3.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s	0.0	7.0	0.0	7.0	0.0	7.0	0.0	7.0
Pedestrian Clearance Time (*PC*), s	0.0	23.0	0.0	23.0	0.0	29.0	0.0	29.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	35	No	50	35	No	50	30	No	50	30	No	50
Walkway / Crosswalk Width / Length, ft	9.0	8	75	9.0	8	75	9.0	8	55	9.0	8	65
Street Width / Island / Curb	0	1	Yes	0	1	Yes	0	0	Yes	0	0	Yes
Width Outside / Bike Lane / Shoulder, ft	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0	12	0.0	0.0
Pedestrian Signal / Occupied Parking	No	0.00		No	0.00		No	0.00		No	0.00	

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HCS 2010 Signalized Intersection Results Summary

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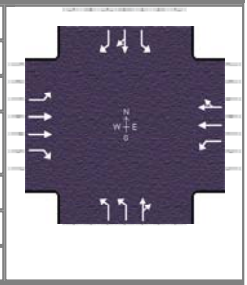
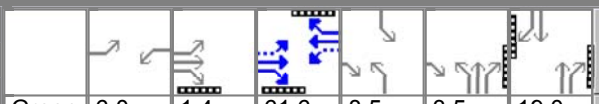
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual with IDOT Recs wo Nb…		
Project Description	IDOT Geometrics				

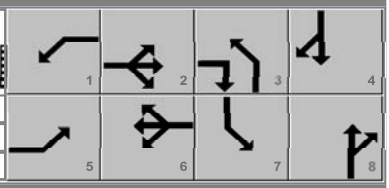


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.0	1.4	61.6	8.5	3.5	19.0
Yellow	3.5	0.0	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	2.0	4.0	2.0	3.0
Phase Duration, s	10.9	69.0	9.5	67.6	16.5	28.5	13.0	25.0
Change Period, ($Y+R_c$), s	3.5	6.0	3.5	6.0	4.5	6.0	4.5	6.0
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.3	5.3	4.2	5.3
Queue Clearance Time (g_s), s	7.2		5.9		10.3	12.8	5.7	9.4
Green Extension Time (g_e), s	0.3	0.0	0.2	0.0	0.4	1.9	0.1	1.9
Phase Call Probability	1.00		0.99		1.00	1.00	0.85	1.00
Max Out Probability	0.08		0.02		0.52	0.08	0.00	0.08

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	170	1528	169	127	771	762	244	174		57	120	109
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1849	1610	1757	1845	1816	1706	1713		1757	1816	1563
Queue Service Time (g_s), s	5.2	27.1	4.1	3.9	29.4	30.8	8.3	10.8		3.7	7.0	7.4
Cycle Queue Clearance Time (g_c), s	5.2	27.1	4.1	3.9	29.4	30.8	8.3	10.8		3.7	7.0	7.4
Green Ratio (*g/C*)	0.60	0.57	0.71	0.58	0.55	0.55	0.28	0.20		0.08	0.17	0.17
Capacity (*c*), veh/h	272	2094	1140	258	1023	1007	370	350		139	318	274
Volume-to-Capacity Ratio (*X*)	0.626	0.730	0.148	0.491	0.753	0.757	0.661	0.498		0.408	0.378	0.397
Available Capacity (c_a), veh/h	377	2094	1140	383	1023	1007	469	403		242	374	322
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	12.0	2.4	2.9	14.4	15.4	6.6	8.4		3.1	5.9	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.28	0.00	0.00	0.49	0.00	0.00	0.48	0.61		0.39	0.00	0.30
Uniform Delay (d_1), s/veh	19.2	10.7	5.7	16.9	11.9	11.6	51.4	42.3		52.6	44.6	43.9
Incremental Delay (d_2), s/veh	2.4	2.3	0.3	1.4	5.1	5.3	2.3	1.6		1.9	1.1	1.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	21.5	12.9	6.0	18.4	17.0	16.9	53.7	43.9		54.5	45.6	45.2
Level of Service (LOS)	C	B	A	B	B	B	D	D		D	D	D
Approach Delay, s/veh / LOS	13.1	B		17.1	B		49.6	D		47.2	D	
Intersection Delay, s/veh / LOS	20.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS	3.1	C	2.9	C	2.3	B	2.0	B

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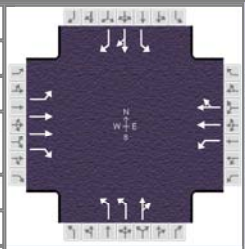
HCS 2010 Signalized Intersection Intermediate Values

Return to Agenda

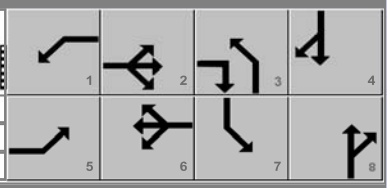
General Information				Intersection Information	
Agency	Eriksson Engineering			Duration, h	0.25
Analyst	SBC	Analysis Date	Dec 21, 2015	Area Type	Other
Jurisdiction	IDOT/Wheeling	Time Period	Saturday Peak Hour	PHF	0.97
Urban Street	Dundee Road (IL 68)	Analysis Year	2026	Analysis Period	1> 11:30
Intersection	Northgate Parkway	File Name	Northgate SAT Total Dual with IDOT Recs wo Nb…		
Project Description	IDOT Geometrics				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	165	1482	164	123	1422	65	237	97	72	55	105	167

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	1.4	61.6	8.5	3.5	19.0
Yellow	3.5	0.0	4.5	3.5	0.0	4.5
Red	0.0	0.0	1.5	1.0	0.0	1.5



	EB			WB			NB			SB		
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	1.000	0.971	0.971	0.971
Approach Grade Adjustment Factor (f_g)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000			0.984			0.929			0.000	
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Movement Saturation Flow Rate (s), veh/h	1757	3697		1757	3501		3412	983		1757	1816	
Proportion of Vehicles Arriving on Green (P)	0.07	0.76	0.57	0.06	0.74	0.55	0.11	0.20	0.20	0.08	0.17	0.17
Incremental Delay Factor (k)	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.15		0.11	0.15	0.15

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	2.5	1.0	2.5	1.0	3.5	4.0	3.5	4.0
Green Ratio (g/C)	0.60	0.57	0.58	0.55	0.28	0.20	0.08	0.17
Permitted Saturation Flow Rate (s_p), veh/h/ln	334	0	336	0	1268	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	63.5	0.0	62.6	0.0	20.2	0.0	0.0	0.0
Permitted Service Time (g_u), s	31.8	0.0	33.9	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	31.8		17.4					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						0
Protected Right Effective Green Time (g_R), s		17.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b	1049.28	13.56	1026.26	14.22	375.12	39.60	316.67	42.50
Bicycle F_w / F_v	-2.57	1.54	-2.57	1.37	-2.57	0.69	-2.57	0.47

Return to Agenda

--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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GREMLEY & BIEDERMANN

A DIVISION OF
PLCS Corporation
LICENSE NO. 184-005322

PROFESSIONAL LAND SURVEYORS

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TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ALTA / ACSM Land Title Survey

Parcel 1
That part of Sections 2, 3, 10 and 11,

Together with Lot 1 in Wickes Corporation Subdivision, being a subdivision of part of Sections 2 and 11, both in Township 42 North, Range 11, East of the Third Principal Meridian, recorded May 31, 1972 as document 21920696,

Together with Lot 2 in Owner's Subdivision of that part of Section 3 lying South of Dundee Road and the North 475.00 feet of Section 10, both lying East of the Wisconsin Central Railroad, in Township 42 North, Range 11, East of the Third Principal Meridian, recorded August 9, 1922 as document 7604075,

Together with that part of the public way commonly known as Northgate Parkway lying in Sections 2, 3, 10 and 11,

Together with that part of the Minneapolis, Saint Paul and Sault Saint Marie Railroad right of way lying in Sections 10 and 11,

All in Township 42 North, Range 11, East of the Third Principal Meridian,

All taken as a tract and described as follows:

Beginning at the Northeast corner of Lot 1 in Wickes Corporation Subdivision, aforesaid; thence South 00 degrees 12 minutes 27 seconds West, along the East line of said Lot 1, a distance of 1102.77 feet to the Southeast corner thereof; thence South 88 degrees 18 minutes 44 seconds West, along the South line of said Lot 1, a distance of 393.88 feet to the Southwest corner thereof; thence North 18 degrees 18 minutes 21 seconds West along a Southwesterly line of said Lot 1 and Northwesterly extension thereof, a distance of 256.25 feet to the East line of 33.00 foot wide Northgate Parkway; thence South 00 degrees 11 minutes 53 seconds West along the East line of said Northgate Parkway, 158.91 feet to the Northeasterly right of way line of the Minneapolis, Saint Paul and Sault Saint Marie Railroad; thence North 18 degrees 18 minutes 25 seconds West along said Northeasterly right of way line, 59.48 feet; thence South 71 degrees 41 minutes 35 seconds West, 76.50 feet; thence North 18 degrees 18 minutes 25 seconds West, parallel with the Northeasterly right of way line of the Minneapolis, Saint Paul and Sault Saint Marie Railroad, 856.58 feet to its point of intersection with the Westerly extension of the North line of Lot 2 in Owner's Subdivision, aforesaid; thence North 89 degrees 51 minutes 41 seconds East, along the North line of said Lot 2, a distance of 305.30 feet to the Northeast corner thereof, being also the Southeast corner of Lot 1 in said Owner's Subdivision; thence North 00 degrees 20 minutes 40 seconds East along the East line of said Lot 1 in said Owner's Subdivision, a distance of 167.74 feet to the South line of 100 foot wide Dundee Road; thence North 88 degrees 17 minutes 46 seconds East along the South line of said Dundee Road and the North line of said Lot 1 in Wickes Corporation Subdivision, 533.04 feet to the point of beginning, in Cook County, Illinois.

Parcel 2
That part of the West ½ of the Northwest ¼ of Section 11, Township 42 North, Range 11, East of the Third Principal Meridian, bounded by the following described lines:

On the Northeast by a Southwesterly line of Lot 1 in Wickes Corporation Subdivision, being a subdivision of part of Sections 2 and 11, both in Township 42 North, Range 11, East of the Third Principal Meridian, recorded May 31, 1972 as document 21920696, and the Northwesterly extension of said Southwesterly line of said Lot 1, and

On the West by a line 33 feet East of and parallel to the West line of said West ½ of the Northwest ¼ of Section 11, and

On the Southwest by the Easterly (or Northeasterly) right of way line of the Minneapolis, Saint Paul and Sault Saint Marie Railroad, and

On the South by the Westerly extension of the South line of said Lot 1 in said Wickes Corporation Subdivision,

In Cook County, Illinois.

Parcel 3
That part of the West 1/2 of the Northwest 1/4 of Section 11 and that part of the East 1/2 of the Northeast 1/4 of Section 10, both in Township 42 North, Range 11 East of the Third Principal Meridian, described as follows:

Commencing at the Southwest corner of Lot 1 in Wickes Corporation Subdivision, being a subdivision of part of Sections 2 and 11, both in Township 42 North, Range 11, East of the Third Principal Meridian, recorded May 31, 1972 as document 21920696; thence South 88 degrees 15 minutes 59 seconds West along the South line, extended, of said Lot 1, a distance of 52.18 feet to a point on the original Easterly right of way line of the Minneapolis, Saint Paul and Sault Saint Marie Railroad for the point of beginning;

Thence South 18 degrees 21 minutes 03 seconds East along said Easterly right of way line, a distance of 84.47 feet; thence South 71 degrees 38 minutes 57 seconds West, a distance of 50.00 feet; thence North 18 degrees 21 minutes 03 seconds West parallel with said Easterly right of way line, a distance of 257.00 feet; thence North 71 degrees 38 minutes 57 seconds East, a distance of 50.00 feet to a point on said Easterly right of way line; thence South 18 degrees 21 minutes 03 seconds East along said right of way line, a distance of 172.53 feet to the point of beginning, in Cook County, Illinois.

PROPERTY AREA: 728,351 SQUARE FEET OR 16.72 ACRES

SURVEY NOTE:
THIS SURVEY WAS PREPARED BASED ON NEAR NORTH NATIONAL TITLE LLC TITLE COMMITMENT NO. N01150448 EFFECTIVE DATE: APRIL 15, 2015 AS TO MATTERS OF RECORD.

SCHEDULE B ITEMS:

3. EASEMENT TO LAY, MAINTAIN AND OPERATE A 16-INCH PIPELINE WITHIN A 10 FOOT STRIP OF LAND AS CREATED BY AGREEMENT RECORDED AUGUST 31, 1961 AS DOCUMENT 18263996 MADE BY AND BETWEEN G. D. SEARLE AND COMPANY AND WEST SHORE PIPELINE COMPANY. NOTE: SURVEY PREPARED BY GREMLEY & BIEDERMANN, ORDER NO. 2014-20015-001, DATED DECEMBER 18, 2014 INDICATES SAID 10 FOOT STRIP LIES WITHIN THAT PART OF THE LAND TAKEN OR USED FOR NORTHGATE PARKWAY. SAID SURVEY ALSO INDICATES THAT THE LOCATION OF THE WEST SHORE PIPELINE AS STAKED IN THE FIELD BY J.U.L.I.E. IS ALSO WITHIN THAT PART TAKEN OR USED FOR NORTHGATE PARKWAY.
(PLOTTED)

4. GRANT OF EASEMENT DATED OCTOBER, 1968 AND RECORDED DECEMBER 12, 1968 AS DOCUMENT 20702802 MADE BY AND BETWEEN G. D. SEARLE & CO., A DELAWARE CORPORATION, AND THE VILLAGE OF WHEELING, AN ILLINOIS MUNICIPAL CORPORATION, GRANTING AN EASEMENT OVER, UNDER, UPON AND ACROSS THE PART OF THE LAND TO INSTALL, MAINTAIN, OPERATE, USE, REPAIR, REPLACE, RELOCATE, RENEW AND REMOVE UNDERGROUND UTILITY FACILITIES OF ALL TYPES, INCLUDING GAS, WATER, TELEPHONE, ELECTRICAL, SANITARY AND STORM SEWER FACILITIES, AND SUCH SURFACE INSTALLATIONS AS MAY BE NECESSARY TO SERVICE SAID UNDERGROUND UTILITY FACILITIES. (AFFECTS THE SOUTHERLY 30 FEET OF LOT 1 IN WICKES CORPORATION SUBDIVISION IN PARCEL 1 AND THE SOUTHERLY 30 FEET OF PARCEL 2)
(PLOTTED)

5. EASEMENT FOR UTILITIES AND DRAINAGE AS SHOWN ON THE PLAT OF WICKES CORPORATION SUBDIVISION RECORDED MAY 31, 1972 AS DOCUMENT 21920696, AND THE TERMS AND PROVISIONS THEREOF. (AFFECTS THE EAST 6 FEET AND THE SOUTH 12 FEET OF LOT 1 IN WICKES CORPORATION SUBDIVISION IN PARCEL 1)
(PLOTTED)

9. RESERVATION OF EASEMENT CONTAINED IN QUITCLAIM DEED FROM WISCONSIN CENTRAL LTD., AN ILLINOIS CORPORATION, TO COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY DATED MARCH 26, 2003 AND RECORDED MARCH 31, 2003 AS DOCUMENT 0030434811, SAID EASEMENT IN FAVOR OF WISCONSIN CENTRAL LTD., AND ITS SUCCESSORS AND ASSIGNS, FOR THE CONTINUED USE, OPERATION, REPLACEMENT, AND MAINTENANCE OF ALL EXISTING DRIVEWAYS, ROADS, CONDUITS, SEWERS, WATERLINES, GAS LINES, PIPELINES, ELECTRIC POWER LINES, FIBER OPTIC LINES, WIRELINES, POLE LINES AND ALL OTHER UTILITIES, INCLUDING BUT NOT LIMITED TO ALL RAILROAD FACILITIES LOCATED ON, OVER, UNDER OR ACROSS THE LAND, WITH REASONABLE RIGHT OF ACCESS, AND THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN. (AFFECTS PARCEL 3)
(BLANKET EASEMENT OVER PARCEL 3)
10. COVENANT AND RESTRICTION RELATING TO THE FLOW OF DRAINAGE WATER OVER THE LAND CONTAINED IN QUITCLAIM DEED FROM WISCONSIN CENTRAL LTD., AN ILLINOIS CORPORATION, TO COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY DATED MARCH 26, 2003 AND RECORDED MARCH 31, 2003 AS DOCUMENT 0030434811, AND THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN. (AFFECTS PARCEL 3)
(NOT PLOTTABLE)

11. TEMPORARY CONSTRUCTION EASEMENT DATED APRIL 1, 2010 AND RECORDED JULY 20, 2010 AS DOCUMENT 1020112027 MADE BY AND BETWEEN WHEELING PARK DISTRICT AND METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO, CONTAINING GRANT OF EASEMENT FOR CONSTRUCTION OF IMPROVEMENTS RELATING TO STORMWATER STORAGE, AND THE TERMS, PROVISIONS AND CONDITIONS CONTAINED THEREIN. (PURPORTS TO AFFECT PARCEL 2)
(NOT PLOTTED ATTACHMENT TO DOCUMENT 1020112027 IS ILLEGIBLE)

12. RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS, COUNTY OF COOK AND THE MUNICIPALITY IN AND TO ANY PART OF THE LAND TAKEN OR USED FOR STREETS, ROADS AND HIGHWAYS.
(ALL VISIBLE IMPROVEMENTS PLOTTED)

13. RIGHTS OF PUBLIC AND QUASI-PUBLIC UTILITIES TO USE, MAINTAIN, REPAIR AND REPLACE UTILITY FACILITIES LOCATED IN, UPON OR UNDER THE LAND.
(ALL VISIBLE IMPROVEMENTS PLOTTED)

14. RIGHTS OF WAY FOR RAILROAD SWITCH AND SPUR TRACKS.
(ALL VISIBLE IMPROVEMENTS PLOTTED)

15. RIGHTS OF WAY FOR DRAINAGE TILES, DITCHES, FEEDERS, LATERALS AND UNDERGROUND PIPES, IF ANY.

SURVEY NOTE (CONTINUED):

16. IT APPEARS THAT THERE MAY BE OVERLAP BETWEEN PARTS OF THE LAND AS DESCRIBED IN PRIOR RECORDED CONVEYANCES. THE DESCRIPTION OF PART OF THE LAND AS DESCRIBED IN PARCEL 4 IN THE DEED FROM THE CHICAGO TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED JULY 17, 1968 AND KNOWN AS TRUST NUMBER 53278, TO VILLAGE OF WHEELING RECORDED DECEMBER 30, 1997 AS DOCUMENT 97977093, WHICH PART IS INCLUDED IN PARCEL 1 OF THE LAND AS DESCRIBED HEREIN, MAY OVERLAP WITH THE DESCRIPTION OF PARCEL 3 OF THE LAND AS DESCRIBED HEREIN AND IN THE DEED FROM WISCONSIN CENTRAL LTD., AN ILLINOIS CORPORATION, TO COMMUTER RAIL DIVISION OF THE REGIONAL TRANSPORTATION AUTHORITY RECORDED MARCH 31, 2003 AS DOCUMENT 0030434811. THE COMPANY SHOULD BE FURNISHED AN ALTA SURVEY CONTAINING SUFFICIENT INFORMATION TO ESTABLISH WHETHER SUCH OVERLAP EXISTS OR NOT, AND THIS COMMITMENT IS SUBJECT TO SUCH FURTHER EXCEPTION OR AMENDMENT AS MAY THEN BE DEEMED NECESSARY. (AFFECTS PARCELS 1 AND 3)
(PLOTTED)
17. IT APPEARS THAT THE DESCRIPTION OF PART OF THE LAND AS DESCRIBED IN PRIOR RECORDED CONVEYANCES MAY BE DEFECTIVE. THE DESCRIPTION OF PART OF THE LAND AS DESCRIBED IN PARCEL 2 IN THE DEED FROM THE CHICAGO TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED JULY 17, 1968 AND KNOWN AS TRUST NUMBER 53278, TO VILLAGE OF WHEELING RECORDED DECEMBER 30, 1997 AS DOCUMENT 97977093, WHICH PART IS INCLUDED IN PARCEL 1 OF THE LAND AS DESCRIBED HEREIN, APPEARS TO BE INTENDED TO DESCRIBE LAND WHICH CORRESPONDS TO TAX PARCEL NUMBER 03-10-202-003-0000 BUT DOES NOT SEEM TO SUCCESSFULLY DESCRIBE THAT PARCEL OF LAND. THIS DESCRIPTION ALSO APPEARS IN RECORDED CONVEYANCES PRECEDING THE MENTIONED DEED. CONSIDERATION SHOULD BE GIVEN TO CORRECTING THE DESCRIPTION OF RECORD BY CORRECTIVE DEED OR RE-RECORDING, OR BY A PROPERLY ENTERED COURT ORDER, AND THIS COMMITMENT IS SUBJECT TO SUCH FURTHER EXCEPTION OR AMENDMENT AS MAY BE DEEMED NECESSARY. (AFFECTS PARCEL 1)
(PLOTTED)

18. THE DESCRIPTION OF PARCEL 2 OF THE LAND AS DESCRIBED IN SCHEDULE A HEREOF WAS DRAFTED FOLLOWING EXAMINATION OF TAX MAPS OF THE LAND AND OF RECORDED INSTRUMENTS AFFECTING ADJOINING PROPERTIES. IF THERE IS INTENTION TO UTILIZE AN ALTERNATE DESCRIPTION OF PARCEL 2 OF THE LAND, THE COMPANY SHOULD BE FURNISHED AN ALTA SURVEY CONTAINING SUFFICIENT INFORMATION TO ESTABLISH AND CONFIRM SUCH ALTERNATE DESCRIPTION.
(AFFECTS PARCEL 2)

19. THE VESTING OF TITLE, REFERRED TO IN SCHEDULE A HEREOF, AS TO PARCEL 2 OF THE LAND, AS DESCRIBED IN SCHEDULE A HEREOF, IS PURSUANT TO SPECIAL WARRANTY DEED DATED JANUARY 28, 1972 AND RECORDED FEBRUARY 2, 1972 AS DOCUMENT 21794834 FROM G. D. SEARLE & CO., A DELAWARE CORPORATION, TO THE WICKES CORPORATION, A DELAWARE CORPORATION. THAT DEED CONVEYED LAND INCLUDING PARCEL 2. OUR SEARCHES OF THE PUBLIC RECORDS DO NOT DISCLOSE SUBSEQUENT CONVEYANCES THAT INCLUDE PARCEL 2 OF THE LAND. THE COMPANY SHOULD BE FURNISHED INFORMATION REGARDING THE CURRENT STATUS OF THE WICKES CORPORATION OR ITS SUCCESSORS, AND THIS COMMITMENT IS SUBJECT TO SUCH FURTHER EXCEPTION OR AMENDMENT AS MAY THEN BE DEEMED NECESSARY.
(AFFECTS PARCEL 2)

REMAINING SCHEDULE B ITEMS ARE NOT MATTERS OF SURVEY.

SURVEYOR'S LICENSE EXPIRES NOVEMBER 30, 2016.

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1" = 30'

LEGEND
- Storm MH
- Storm CB
- Storm Inlet
- San MH
- Water MH
- Water Buffalo Box
- Water Fire Hydrant
- Telephone MH
- Telephone Pedestal
- Utility Pole
- Guy Anchor
- Electric Vault
- Electric Pad
- Electric Light Pole
- Electric Traffic Signal
- Electric Light Pole with Traffic Signal
- Tree – Deciduous
- Tree – Evergreen
- Sign Post
- Bumper Post
- Unclassified Manhole
- Iron Pipe
- JULIE Mark – Gas
- JULIE Mark – Electric
- JULIE Mark – Telephone
- JULIE Mark – Water
- JULIE Mark – Sewer
- JULIE Mark – West Shore Pipeline

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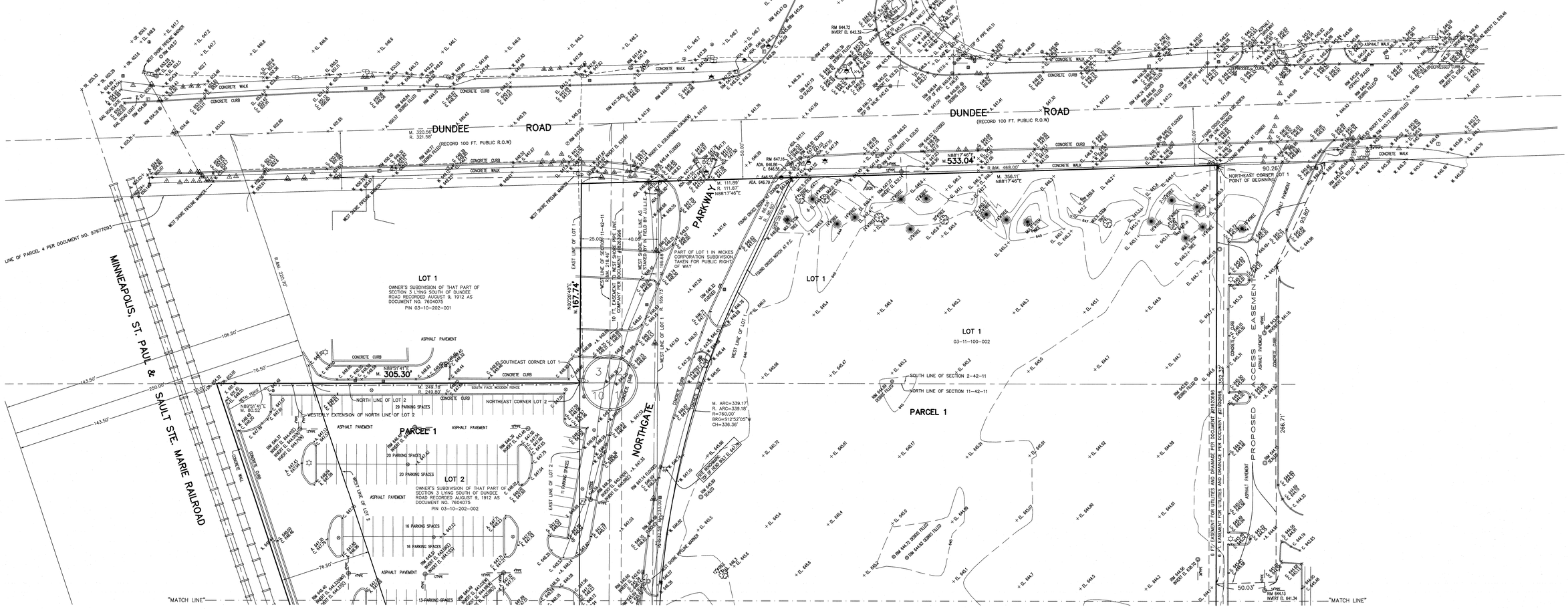

REVISED: 5/18/2015 PER ORDER NO. 2015-20840 [RJT]
REVISED: 12/12/2014 ADDITIONAL WORK PER ORDER #2014-20259 [RJT]

ORDERED BY: WTC LLC		CHECKED:	DRAWN: RL
ADDRESS: WHEELING TOWN CENTER			

GREMLEY & BIEDERMANN
PLCS. CORPORATION
LICENSE NO. 184-005322
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

ORDER NO.	DATE: OCTOBER 29, 2014	PAGE NO.
2014-20015-001	SCALE: 1 INCH = 30 FEET	1 OF 2

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SURVEY NOTES:
Surveyor's license expires November 30, 2016.

Note R. & M. denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

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SURVEY NOTES:

UTILITY WARNING

The underground utilities shown have been located from field survey information and existing drawings. The surveyor makes NO guarantee that the underground utilities shown comprise all such utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although he does certify that they are located as accurately as possible from information available. The surveyor has not physically located the underground utilities.

Call DIGGER - (312) 744-7000 within the City of Chicago.

Outside of the City of Chicago call J.U.L.I.E. (800) 892-0123 prior to construction or excavation.

SUBTRACT 0.31 FEET TO CONVERT ELEVATIONS DEPICTED ON THIS PLAT TO NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). THIS CONVERSION FACTOR WAS ESTABLISHED USING THE FOLLOWING BENCHMARK:

BENCHMARK DESIGNATION: 05 NO 3301
BENCHMARK PID: NG0129
ELEVATION = 633.73 FEET (NAVD88)

LOCATION:
0.6 MI W FROM WILMETTE. 0.55 MILES WEST ALONG LAKE AVENUE FROM THE VILLAGE HALL ANNEX, AT THE INTERSECTION OF LAKE AVENUE AND RIDGE ROAD, SET IN THE NORTH LAWN OF ST. JOSEPH CHURCH, 82.2 FEET EAST OF THE EAST CURB OF RIDGE ROAD, 73.3 FEET NORTH OF THE CENTER LINE OF THE NORTHWEST MAIN ENTRANCE TO THE CHURCH 23.9 FEET SOUTH OF THE SOUTH CURB OF LAKE AVENUE. A COOK COUNTY HIGHWAY DEPARTMENT DISK IN THE TOP OF A CONCRETE POST FLUSH WITH THE GROUND AND ABOUT LEVEL WITH THE STREET.

ELEVATIONS DEPICTED ON THIS PLAT ARE PER NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD29) USING THE FOLLOWING BENCHMARK:

BENCHMARK # RM 68-2
ELEVATION = 647.210 FEET (NGVD29)

LOCATION: CHISELED SQUARE ON TOP OF RIGHT DOWNSTREAM WING WALL OF WHEELING DRAINAGE DITCH AND STATE HIGHWAY 68 (DUNDEE ROAD)

SURVEY NOTE:

THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF, AND IS SUBJECT TO, ALL RESTRICTIONS AND MATTERS APPEARING OF RECORD AS MIGHT BE DISCLOSED BY A CURRENT TITLE COMMITMENT.

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C 0068J, EFFECTIVE DATE AUGUST 19, 2008.

REGARDING TABLE A ITEM 21 PROFESSIONAL LIABILITY INSURANCE POLICY OBTAINED BY THE SURVEYOR IN THE MINIMUM AMOUNT OF $2,000,000 TO BE IN EFFECT THROUGHOUT THE CONTRACT TERM. CERTIFICATE OF INSURANCE TO BE FURNISHED UPON REQUEST.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 8, 9, 11(a) and 21 of Table A thereof.

The field work was completed on December 12, 2014.

Date of Plat May 19, 2015

By: Robert G. Biedermann

Robert G. Biedermann
Professional Illinois Land Surveyor No. 2802

ROBERT G. BIEDERMANN 2802 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS CHICAGO, ILLINOIS

GRAPHIC SCALE

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(IN FEET)
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GREMLEY & BIEDERMANN

A DIVISION OF
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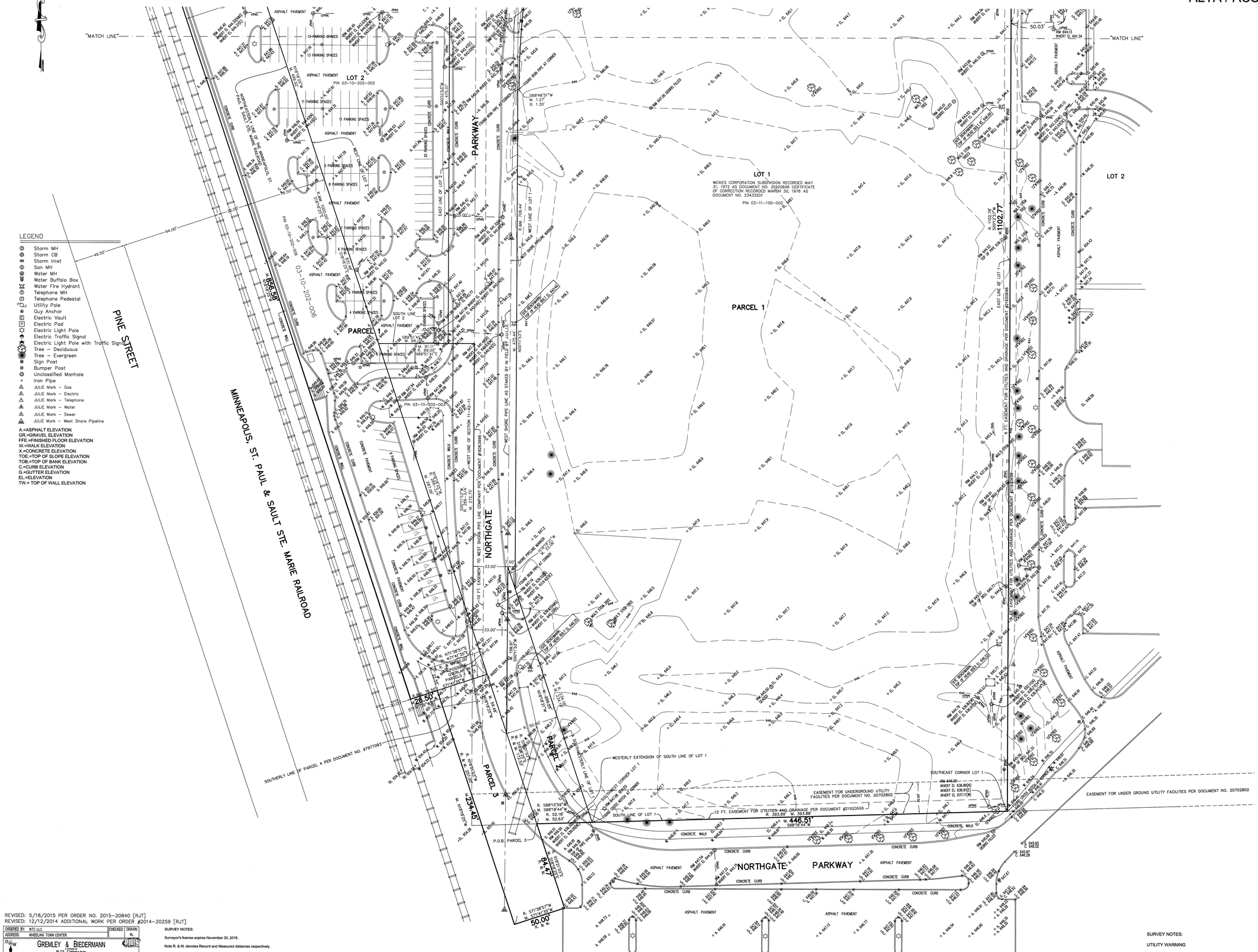
ALTA / ACSM Land Title Survey



LEGEND

- Storm MH
- Storm CB
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- San MH
- Water MH
- Water Buffalo Box
- Water Fire Hydrant
- Telephone MH
- Telephone Pedestal
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ORDER NO.	DATE:	PAGE NO.
2014-20015-001	OCTOBER 29, 2014	2 OF 2
	SCALE: 1 INCH = 30 FEET	

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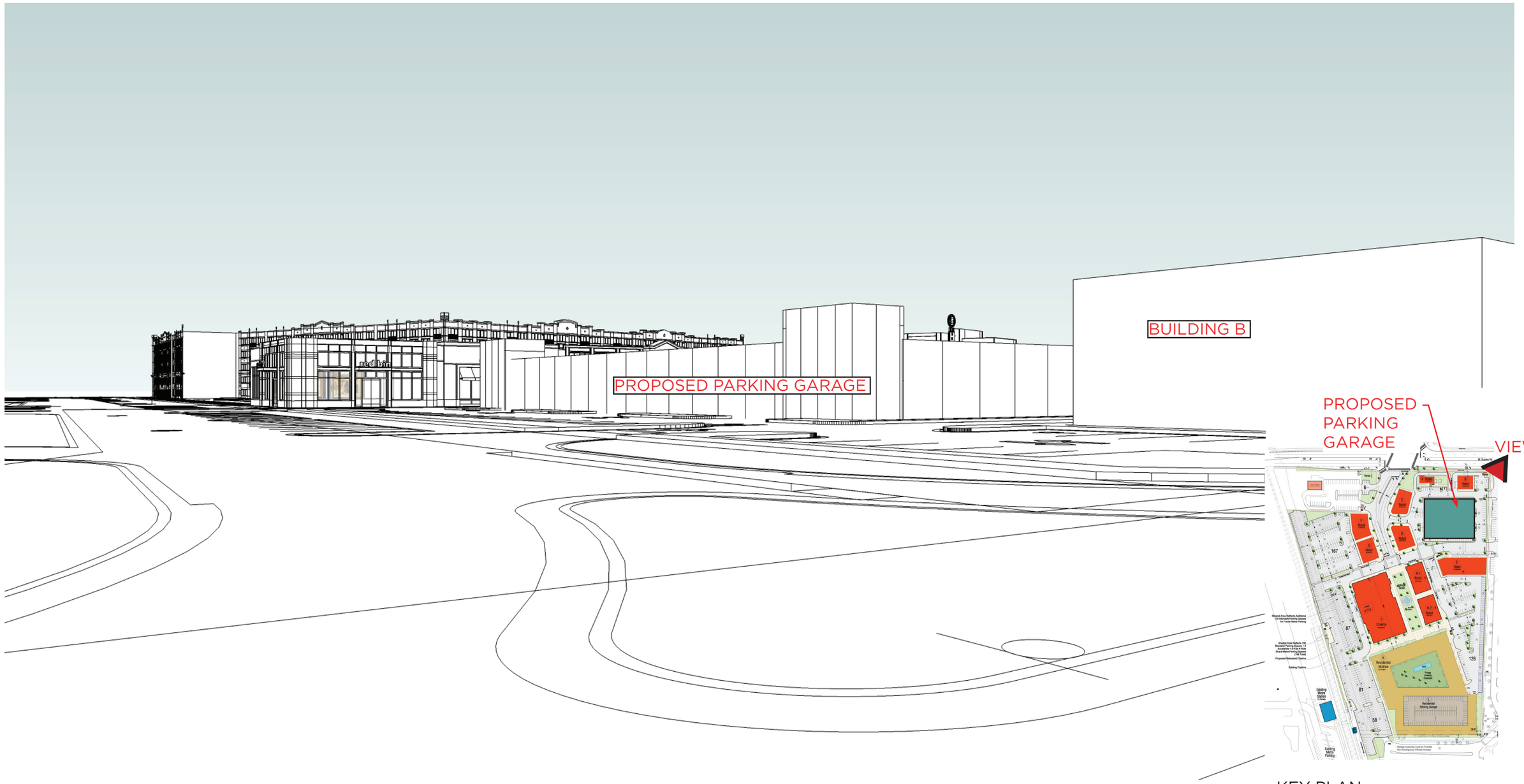
Return to Agenda

Dundee Road Looking Southwest

KEY PLAN

Return to Agenda

Dundee Road Looking Southwest



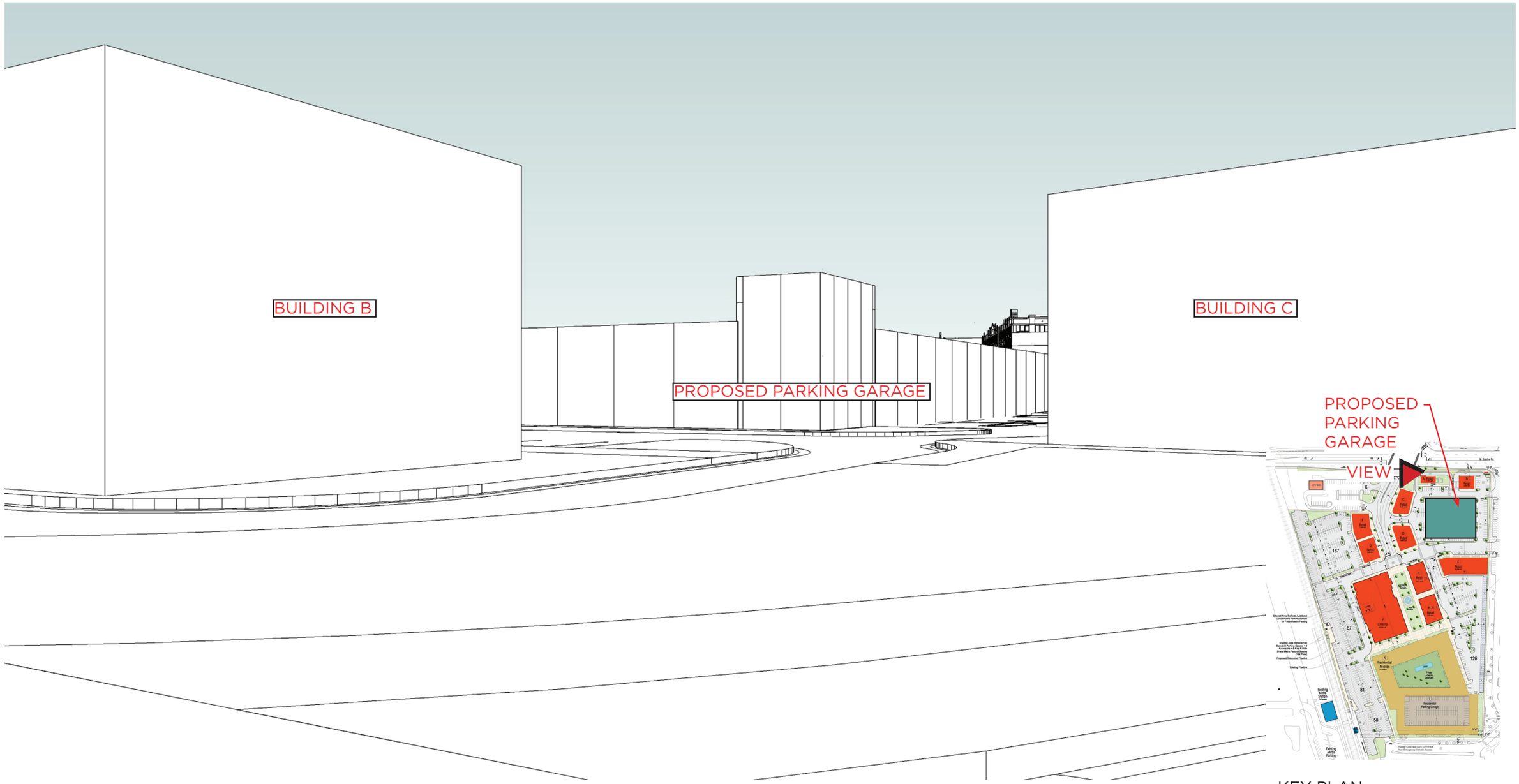
KEY PLAN

Return to Agenda

Main Entrance Looking Southeast

Return to Agenda

Main Entrance Looking Southeast



KEY PLAN

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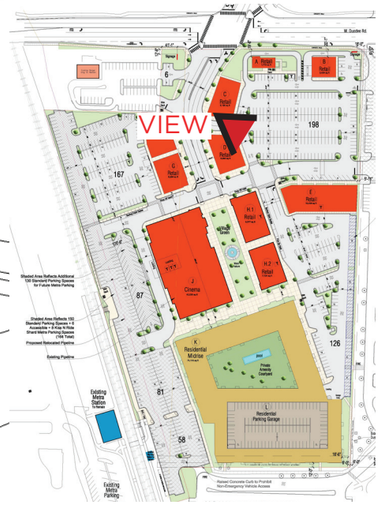
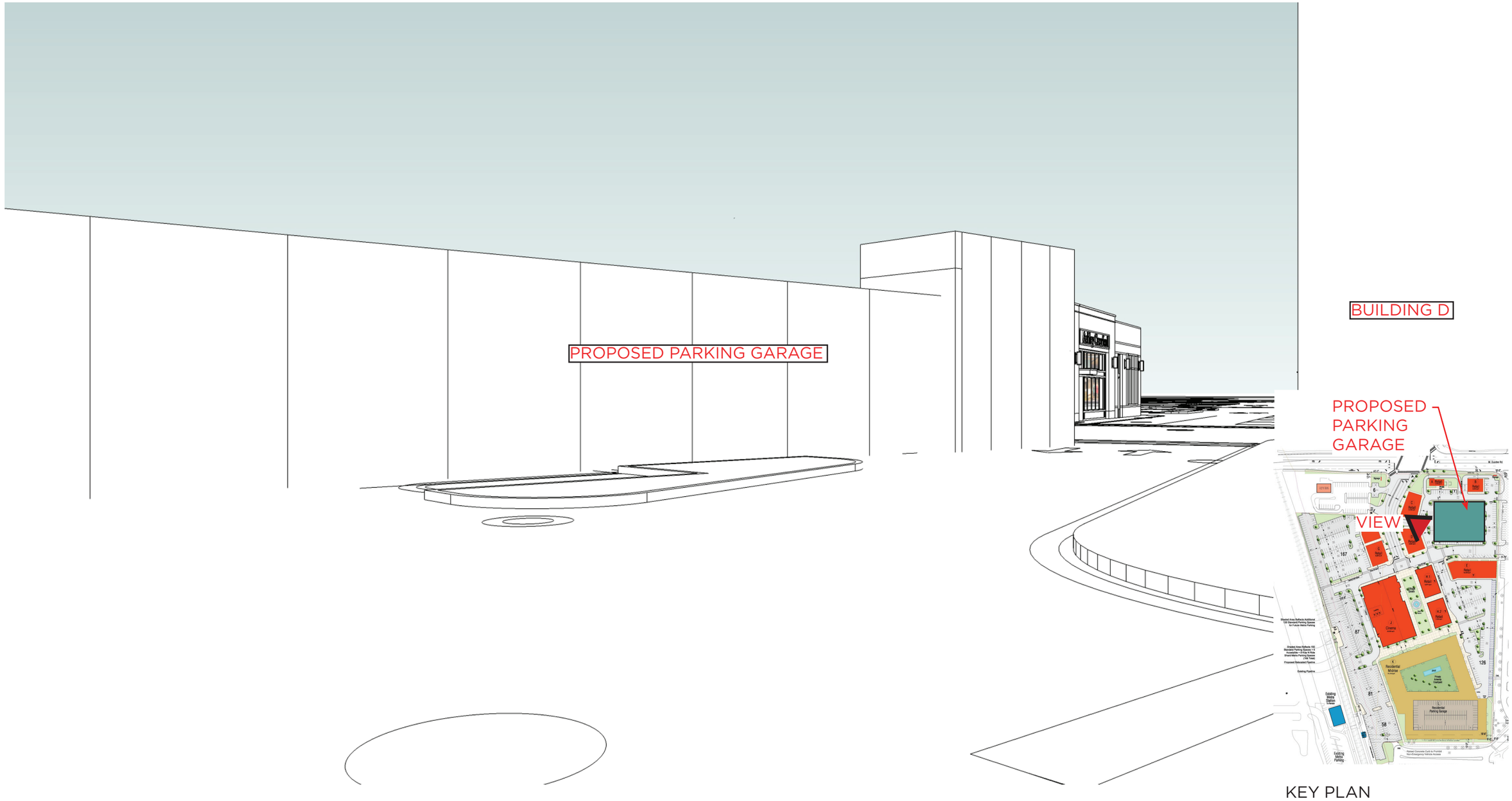
East Parking Lot Entrance Looking South-East

BUILDING D



KEY PLAN

Return to Agenda



Return to Agenda

FROM 700FT.

ELEVATION VIEW
Scale - NTS

DESCRIPTION
Visual Representation of Signage

roved:

:

DeSignGroup Signage Corp.

2135 S. Frontage Rd.
Des Plaines, IL 60018
847-390-0350 - Fax 847-390-9231
sgarrelson@designgroupsignage.com

These plans are exclusive property of DeSignGroup Signage Corp. and are the result of the original work of its employees. They are submitted to your company for the sole purpose of your consideration of whether to purchase these plans or to purchase from DeSignGroup Signage Corp. a sign manufactured according to these plans. Distribution or exhibition of these plans to construct a sign similar to the one herein is strictly forbidden. In the event that such exhibition occurs, DeSignGroup Signage Corp. expects to be reimbursed $500.00 in compensation for time and effort entailed in creating these plans.

Job # 5758
WTC Development

Drawn By: SG
Checked By:

Name:	Date:	Notes:
SG	December 29, 2015	Initial Sign Drawing

Return to Agenda

FROM 500FT.

ELEVATION VIEW
Scale - NTS

DESCRIPTION
Visual Representation of Signage

roved:

:

DeSignGroup Signage Corp.

2135 S. Frontage Rd.
Des Plaines, IL 60018
847-390-0350 - Fax 847-390-9231
sgarrelson@designgroupsignage.com

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Job # 5758
WTC Development

Drawn By: SG
Checked By:

Name:	Date:	Notes:
SG	December 29, 2015	Initial Sign Drawing

Return to Agenda

FROM 400FT.

ELEVATION VIEW
Scale - " = 1'

DESCRIPTION

Visual Representation of Signage

roved:

:

DeSignGroup Signage Corp.

2135 S. Frontage Rd.
Des Plaines, IL 60018
847-390-0350 - Fax 847-390-9231
sgarrelson@designgroupsignage.com

These plans are exclusive property of DeSignGroup Signage Corp. and are the result of the original work of its employees. They are submitted to your company for the sole purpose of your consideration of whether to purchase these plans or to purchase from DeSignGroup Signage Corp. a sign manufactured according to these plans. Distribution or exhibition of these plans to construct a sign similar to the one herein is strictly forbidden. In the event that such exhibition occurs, DeSignGroup Signage Corp. expects to be reimbursed $500.00 in compensation for time and effort entailed in creating these plans.

Job # 5758
WTC Development

Drawn By: SG
Checked By:

Name:	Date:	Notes:
SG	December 29, 2015	Initial Sign Drawing

Return to Agenda

FROM 300FT.

ELEVATION VIEW
Scale - NTS

DESCRIPTION
Visual Representation of Signage

roved:

:

DeSignGroup Signage Corp.

2135 S. Frontage Rd.
Des Plaines, IL 60018
847-390-0350 - Fax 847-390-9231
sgunnelson@designgroupsignage.com

These plans are exclusive property of DeSignGroup Signage Corp. and are the result of the original work of its employees. They are submitted to your company for the sole purpose of your consideration of whether to purchase these plans or to purchase from DeSignGroup Signage Corp. a sign manufactured according to these plans. Distribution or exhibition of these plans to construct a sign similar to the one herein is strictly forbidden. In the event that such exhibition occurs, DeSignGroup Signage Corp. expects to be reimbursed $800.00 in compensation for time and effort entailed in creating these plans.

Job # 5758
WTC Development

Drawn By: SG
Checked By:

Name:	Date:	Notes:
SG	December 29, 2015	Initial Sign Drawing

Return to Agenda

SCHEDULE A
TITLE 19, CHAPTER 9
USE AND DESIGN STANDARDS FOR PLANNED UNIT DEVELOPMENTS

(A) Uses. Permitted, special and accessory uses for each PUD shall be specified in the preliminary PUD application. Residential use may be proposed for any planned unit development. Nonresidential uses shall be consistent with the uses permitted in the underlying zoning district (see Appendix A, Use Table). With the exception of planned unit developments in an R-4 district, a mix of different uses within a PUD may be permitted if the plan commission and the board of trustees determine that the mix of uses is compatible and necessary to achieve the objectives of the PUD. Any additions or exceptions to the specified uses in those districts shall be specified at the time of preliminary PUD review and approval.

Response: The proposed development will be consistent with the uses permitted in the underlying Mixed Use (B-3 and R-4) zoning districts.

(B) Number of Buildings on a Lot. The PUD may allow more than one building on a lot.

Response: Acknowledged.

(C) Density. The PUD may permit the grouping of dwelling units in one or more locations within the total site, however residential density for the site as a whole shall be consistent with that specified in the village's comprehensive plan.

Response: The proposed residential density is consistent with the Village's comprehensive plan, which contemplates transit-oriented, mixed-use development in the Dundee Road Subarea.

(D) Minimum Area. The minimum lot area for a PUD is one acre, which may consist of one or more contiguous parcels.

Response: The proposed development site area is approximately 16.25 acres.

(E) Space Between Structures. Spaces between structures shall not be less than required by the building code.

Response: The structure spacing will comply with the building code.

(F) Setbacks. The dimension of setbacks and limitations on their use in each PUD project shall be based on the regulations for the underlying zoning district. Variations to zoning regulations are often required to facilitate the construction of a planned development and will be established during the development review and approval process. When establishing the appropriate setbacks, explicit consideration will be given to existing conditions and proposed building heights. The plan commission may recommend and the village board may require that setback areas be landscaped and used only for recreation, utility rights-of-way, sidewalks, ponds, water detention basins and drainage channels. It may also be specified that setback areas are not to be used for parking or driveways except as they are used to provide direct access to the development.

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Response: The proposed development will comply with the underlying zoning district, except with respect to those items for which the Applicant is seeking relief as indicated in the enclosed Form A4.

(G) Circulation, Parking and Loading. Adequate pedestrian and vehicular access shall be provided into and throughout the development. Parking and loading facilities shall be located near the uses they support and shall be adequately screened and landscaped in a manner which meets or exceeds the requirements of this Title. Private streets are not permitted.

Response: The proposed development will be served by one full-access curb cut and one restricted curb cut on West Dundee Road to the north. Additional access points are provided along the east and south boundaries of the site, providing sufficient access to the development.

Parking is provided both in an enclosed 6-story parking garage and in surface parking lots, all of which are conveniently located throughout the site to serve the various users they support. The Parking Study prepared by Eriksson Engineering Associates, Ltd. confirms that the proposed parking will be sufficient to support the proposed uses on the site.

Additionally, carefully planned sidewalks run throughout the development, creating a pedestrian-friendly environment for residents and visitors to the site.

(H) Landscaping. All required vegetation shall be of a quality consistent with the standards of the American Association of Nurserymen (ANSI 260.1). All required vegetation shall be maintained on an ongoing basis, including seasonal tree and plant replacement.

Response: Acknowledged.

(I) Lighting. See Section 19.11.040 of this Title for lighting regulations.

Response: The development will comply with the Village's lighting regulations.

(J) Utilities and Mechanicals.

> (i) Mechanical, electrical, communications and service equipment, including meters, shall be located inside the building whenever possible. Any roof- or wall-mounted equipment, including piping, shall be screened on all sides from public view by parapets, walls, or other approved means. Utility meters, gas regulator valves and the like shall not be placed on the street side of any building.
>
> (ii) All ground level mechanical, electrical and transformers, communications and service equipment shall be screened with either plantings or a durable noncombustible enclosure which are unified and harmonious with the overall architectural theme of the building while meeting utility provider standards for location and maintenance.
>
> (iii) All utility lines shall be installed underground. Transformers and substations shall be installed within buildings or otherwise screened from view.

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Response: The development will comply with the Village's requirements related to the location and screening of mechanical and utility lines and equipment.

(K) Signs. All signs in the PUD shall be included as part of the PUD application and are subject to the provisions of Title 21

Response: Please see the enclosed signage package.

(L) Establishment of an Owners' Association. Should a PUD include multi-family residential property where property will be held in common ownership, the petitioner shall indicate the manner in which a single owners' association will be established. This shall include, but is not limited to, the proposed declaration of covenants and restrictions, articles of incorporation, and association by-laws.

Response: The development will be governed by all necessary and appropriate reciprocal easements and on-going maintenance/association agreements. The documentation will be provided at a later date.

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Wheeling Town Center
Zoning Variation – Landscaping & Tree Replacement
Variation Standards

1. Physical Conditions vs. Convenience. That there are present actual physical conditions applying to the lot, parcel, building, structure, use or intended use on that premises which are creating the practical difficulty or unnecessary hardship in the application of this Title, as distinguished from a mere inconvenience to the owner if the strict letter of the regulations are required.

   Response: The subject property is a large and significant parcel in the Village which the Applicant seeks to develop in a comprehensive and integrated manner that is consistent with the Village Comprehensive Plan. As such, relief is needed from the strict letter of the Village Code with respect to landscaping, including the landscaping requirements for the parking lots and buildings, in order to accommodate a thoughtful and convenient parking layout and allow for a pedestrian-friendly development..

2. Unique vs. General Conditions. That the conditions are unique, exceptional, extraordinary or unusual circumstances applying only or primarily to the property under appeal and are not of such a general or recurrent nature elsewhere in the same zoning district as to suggest or establish the basis for future variations, ordinance changes or amendments.

   Response: The conditions giving rise to the requested variation include the applicant's and the Village's desire to accommodate an integrated, pedestrian-friendly, mixed-use development. This is a unique opportunity, which exists due to the size, layout and location of the subject property. These conditions are not recurrent elsewhere in the district.

3. Conditions Not Created by Appellant. That the alleged conditions creating the difficulty or hardship were not caused by the appellant nor by any person still having an interest in the property. A self-imposed hardship is not a basis for granting a variation, nor are financial concerns.

   Response: The applicant is the contract purchaser and the property is currently vacant. The conditions arise as a result of the desire to develop the property in a manner consistent with the Village Comprehensive Plan. As such, the difficulty or hardship were not caused by the applicant.

4. Reasonable Return. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

   Response: If the property were only permitted to be used as permitted under the zoning ordinance, the proposed integrated development would not be permitted. This is not a reasonable or desirable use of the subject property, which presents a unique development opportunity for the Village.

5. Essential Character. The granting of the variation will not alter the essential character of the locality.

   Response: The proposed development will maintain a significant amount of landscaping, including a Village Green area in the middle of the development that fosters a sense of

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community. Therefore, granting the variation will have a positive impact on – but will not alter – the essential character of the locality.

6. Environmental Quality. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

   Response: The proposed variation will not have any detrimental effects on the environmental quality of the surrounding properties and will enhance the neighborhood and Village as a whole by making productive use of a currently-vacant and significant parcel of land.

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Wheeling Town Center
Zoning Variation – Minimum Floor Area
Variation Standards

1. Physical Conditions vs. Convenience. That there are present actual physical conditions applying to the lot, parcel, building, structure, use or intended use on that premises which are creating the practical difficulty or unnecessary hardship in the application of this Title, as distinguished from a mere inconvenience to the owner if the strict letter of the regulations are required.

   Response: The proposed development intends to provide a variety of unit types and options for future residents, including efficiency units that are slightly smaller than the minimum floor area required for efficiency units in the R4 District. The smaller floor area is needed in order to achieve the desired floor plans and building footprint that works within the overall proposed development.

2. Unique vs. General Conditions. That the conditions are unique, exceptional, extraordinary or unusual circumstances applying only or primarily to the property under appeal and are not of such a general or recurrent nature elsewhere in the same zoning district as to suggest or establish the basis for future variations, ordinance changes or amendments.

   Response: The conditions giving rise to the requested variation include the proximity to the Metra train, size and overall location of the subject property. This presents the opportunity to build a transit-oriented development on the site, which often entails smaller floor plans and higher density. Further, the building has been designed to fit within the development as a whole, which is unique to this property and not likely to be duplicated elsewhere in the district.

3. Conditions Not Created by Appellant. That the alleged conditions creating the difficulty or hardship were not caused by the appellant nor by any person still having an interest in the property. A self-imposed hardship is not a basis for granting a variation, nor are financial concerns.

   Response: The applicant is the contract purchaser and the property is currently vacant. The conditions arise as a result of the desire to develop the property in a manner consistent with the Village Comprehensive Plan. As such, the difficulty or hardship were not caused by the applicant.

4. Reasonable Return. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

   Response: If the efficiency units were made bigger, the property could not be developed with the mixed-use development that offers a variety of residential housing types consistent with the Comprehensive Plan.

5. Essential Character. The granting of the variation will not alter the essential character of the locality.

   Response: Granting the variation will have no impact on the essential character of the locality.

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6. Environmental Quality. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

   Response: The proposed variation will not have any detrimental effects on the environmental quality of the surrounding properties and will enhance the neighborhood and Village as a whole by making productive use of a currently-vacant and significant parcel of land.

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Wheeling Town Center
Zoning Variation – Open Space
Variation Standards

1. Physical Conditions vs. Convenience. That there are present actual physical conditions applying to the lot, parcel, building, structure, use or intended use on that premises which are creating the practical difficulty or unnecessary hardship in the application of this Title, as distinguished from a mere inconvenience to the owner if the strict letter of the regulations are required.

   Response: The subject property is a large and significant parcel in the Village, which the Applicant seeks to develop in a comprehensive and integrated manner that is consistent with the Village Comprehensive Plan. As such, relief is needed from the strict letter of the Village Code with respect to open space in order to allow for an integrated mixed-use development on the property that continues to provide parking for Metra commuters, which is not possible under conventional zoning.

2. Unique vs. General Conditions. That the conditions are unique, exceptional, extraordinary or unusual circumstances applying only or primarily to the property under appeal and are not of such a general or recurrent nature elsewhere in the same zoning district as to suggest or establish the basis for future variations, ordinance changes or amendments.

   Response: The subject property is unique in the Village in its size, layout, and proximity to the Metra and other Village services. These conditions do not exist in other properties in the Village or zoning district.

3. Conditions Not Created by Appellant. That the alleged conditions creating the difficulty or hardship were not caused by the appellant nor by any person still having an interest in the property. A self-imposed hardship is not a basis for granting a variation, nor are financial concerns.

   Response: The applicant is the contract purchaser and the property is currently vacant. As such, the difficulty or hardship were not caused by the applicant.

4. Reasonable Return. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

   Response: If the property were only permitted to be used as permitted under the zoning ordinance, the proposed integrated development would not be permitted. This is not a reasonable or desirable use of the subject property, which presents a unique development opportunity for the Village.

5. Essential Character. The granting of the variation will not alter the essential character of the locality.

   Response: Granting the variation will allow for the proposed development, which will bring life and activity to this area of Wheeling and be an amenity to the Village, its residents and visitors. This includes providing unique retail opportunities, a "Village Green" for community gatherings and events, and providing a housing option that is underrepresented in the area. As

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such, granting the variation will benefit the locality as opposed to altering its essential character.

6. Environmental Quality. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

   Response: The proposed variation will not have any detrimental effects on the environmental quality of the surrounding properties and will enhance the neighborhood and Village as a whole by making productive use of a currently-vacant and significant parcel of land.

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Wheeling Town Center
Zoning Variation – Parking Stall Size
Variation Standards

1. Physical Conditions vs. Convenience. That there are present actual physical conditions applying to the lot, parcel, building, structure, use or intended use on that premises which are creating the practical difficulty or unnecessary hardship in the application of this Title, as distinguished from a mere inconvenience to the owner if the strict letter of the regulations are required.

   Response: The Fire Department requires additional width for certain drive aisles to ensure adequate access to the southernmost portion of the property due to the property's size and configuration. Further, the relocated gas pipeline along the western boundary of the property requires a wider drive aisle in that portion of the property. Therefore, the 1.5' parking stall size variation is required in order to accommodate these additional drive aisle width requirements while maintaining an appropriate amount of parking for the development.

2. Unique vs. General Conditions. That the conditions are unique, exceptional, extraordinary or unusual circumstances applying only or primarily to the property under appeal and are not of such a general or recurrent nature elsewhere in the same zoning district as to suggest or establish the basis for future variations, ordinance changes or amendments.

   Response: The conditions giving rise to the requested variation include the size and configuration of the property and the presence of the gas pipeline. The conditions are unique to this site and unlikely to recur elsewhere in the zoning district.

3. Conditions Not Created by Appellant. That the alleged conditions creating the difficulty or hardship were not caused by the appellant nor by any person still having an interest in the property. A self-imposed hardship is not a basis for granting a variation, nor are financial concerns.

   Response: The applicant is the contract purchaser and the property is currently vacant. The conditions arise as a result of physical conditions related to the property. As such, the difficulty or hardship were not caused by the applicant.

4. Reasonable Return. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

   Response: If required to provide the additional 1.5' for the parking stalls, the site would need to be reconfigured and a significant amount of parking would be eliminated. This would reduce the feasibility of developing a transit-oriented, mixed-use development on the property consistent with the Comprehensive Plan.

5. Essential Character. The granting of the variation will not alter the essential character of the locality.

   Response: Granting the variation will have no impact on the essential character of the locality. The additional 1.5' will be accommodated by means of vehicle overhang space over the adjacent landscaped islands. Therefore, the requested variation will have no impact on the property or its users.

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6. Environmental Quality. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

   Response: The proposed variation will not have any detrimental effects on the environmental quality of the surrounding properties and will enhance the neighborhood and Village as a whole by making productive use of a currently-vacant and significant parcel of land.

Return to Agenda

Wheeling Town Center
Zoning Variation – Parking
Variation Standards

1. Physical Conditions vs. Convenience. That there are present actual physical conditions applying to the lot, parcel, building, structure, use or intended use on that premises which are creating the practical difficulty or unnecessary hardship in the application of this Title, as distinguished from a mere inconvenience to the owner if the strict letter of the regulations are required.

   Response: The proposed development utilizes high-quality architecture and site planning for a mixed-use development that incorporates a variety of complementary uses. Adding parking would require increased height in the residential building and more surface parking throughout the site, which would compromise the site plan and undermine the transit-oriented nature of the development that the Applicant is trying to achieve. Further, as the shared parking study demonstrates, the parking needs of both the commercial and residential components of the proposed development are well-served by the proposed parking.

2. Unique vs. General Conditions. That the conditions are unique, exceptional, extraordinary or unusual circumstances applying only or primarily to the property under appeal and are not of such a general or recurrent nature elsewhere in the same zoning district as to suggest or establish the basis for future variations, ordinance changes or amendments.

   Response: The conditions giving rise to the requested variation include the proximity to the Metra train, size and overall location of the subject property. This presents the opportunity to build a transit-oriented development on the site, which by definition require less parking. The conditions are unique to this site and unlikely to recur elsewhere in the zoning district.

3. Conditions Not Created by Appellant. That the alleged conditions creating the difficulty or hardship were not caused by the appellant nor by any person still having an interest in the property. A self-imposed hardship is not a basis for granting a variation, nor are financial concerns.

   Response: The applicant is the contract purchaser and the property is currently vacant. The conditions arise as a result of the desire to develop the property in a manner consistent with the Village Comprehensive Plan and best practices for transit-oriented developments. As such, the difficulty or hardship were not caused by the applicant.

4. Reasonable Return. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

   Response: If required to provide parking as required by the Village Code, the property could not yield a reasonable return while being developed with a transit-oriented, mixed-use development consistent with the Comprehensive Plan.

5. Essential Character. The granting of the variation will not alter the essential character of the locality.

   Response: Granting the variation will have no impact on the essential character of the locality.

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6. Environmental Quality. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

   Response: The proposed variation will not have any detrimental effects on the environmental quality of the surrounding properties and will enhance the neighborhood and Village as a whole by making productive use of a currently-vacant and significant parcel of land. Further, reduced parking will encourage alternative modes of transportation and decrease the traffic impact of the proposed development on the surrounding area.

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Wheeling Town Center
Zoning Variation – Sign Location
Variation Standards

1. Physical Conditions vs. Convenience. That there are present actual physical conditions applying to the lot, parcel, building, structure, use or intended use on that premises which are creating the practical difficulty or unnecessary hardship in the application of this Title, as distinguished from a mere inconvenience to the owner if the strict letter of the regulations are required.

   Response: This subject property is unique with respect to its size, location, irregular shape and limited frontage along the Dundee Road right-of-way relative to its overall depth. The proposed development intends to utilize high-quality and creative site design with ample landscaping and open space while providing visual interest along the public right-of-way.

2. Unique vs. General Conditions. That the conditions are unique, exceptional, extraordinary or unusual circumstances applying only or primarily to the property under appeal and are not of such a general or recurrent nature elsewhere in the same zoning district as to suggest or establish the basis for future variations, ordinance changes or amendments.

   Response: The conditions giving rise to the requested variation include the size and configuration of the subject property, including its relatively limited frontage along Dundee Road. These conditions are unique to this site and unlikely to be recurrent elsewhere in the zoning district.

3. Conditions Not Created by Appellant. That the alleged conditions creating the difficulty or hardship were not caused by the appellant nor by any person still having an interest in the property. A self-imposed hardship is not a basis for granting a variation, nor are financial concerns.

   Response: The applicant is the contract purchaser and the property is currently vacant. The conditions arise as a result of size and configuration of the property and were not created by the applicant.

4. Reasonable Return. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation in that zone.

   Response: Development of a high-quality, mixed use development that is consistent with the Village Comprehensive Plan is appropriate for the subject property, which is not possible under conventional zoning regulations.

5. Essential Character. The granting of the variation will not alter the essential character of the locality.

   Response: Granting the variation will have no impact on the essential character of the locality.

6. Environmental Quality. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Return to Agenda

Response: The proposed variation will not have any detrimental effects on the environmental quality of the surrounding properties and will enhance the neighborhood and Village as a whole by making productive use of a currently-vacant and significant parcel of land.

WHEELING TOWN CENTER

E DUNDEE RD & NORTHGATE PKWY
WHEELING, ILLINOIS

RTKL SM
AN ARCADIS COMPANY

PRELIMINARY PUD REVIEW RESUBMITTAL 12.31.2015

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CONTACT: PETER FARQUHAR

LANDSCAPE ARCHITECT
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PLAINFIELD, IL 60544
PH: (815) 254-0091
CONTACT: MICHELLE KELLY

CIVIL ENGINEER
ERIKSSON ENGINEERING ASSOCIATES
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GRAYSLAKE, IL 60030
PH: (847) 223-4804
CONTACT: GEORGE DREGER

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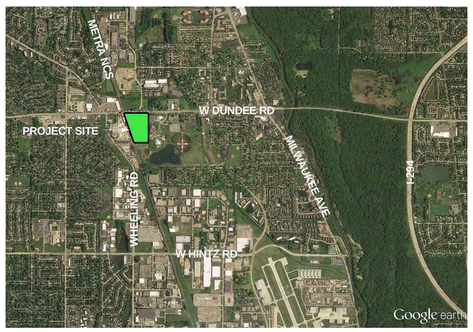
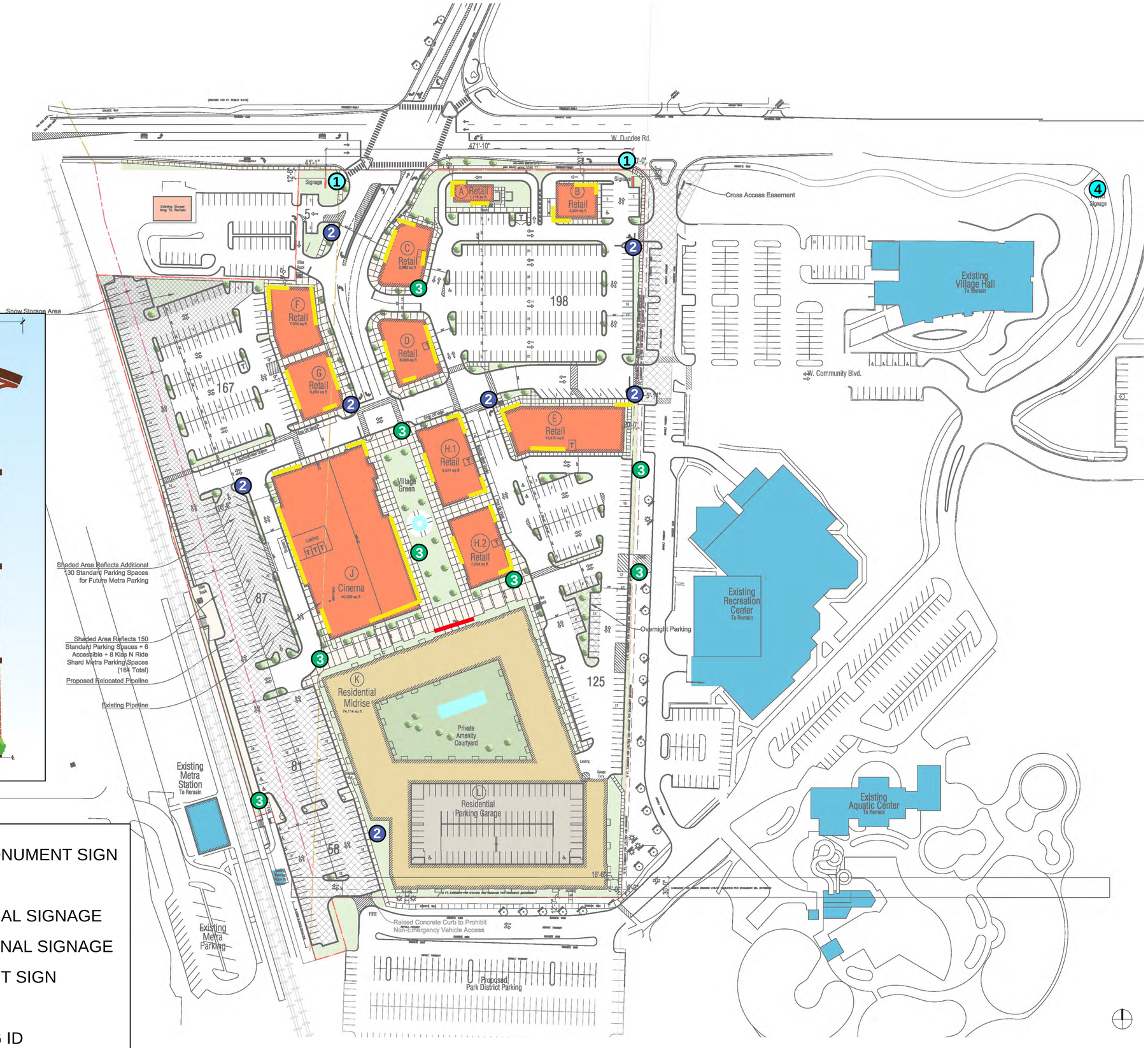
LOCATION MAP



ELEVATION VIEW
Scale - NTS



1. PROJECT ENTRY ID MONUMENT SIGN W/ RETAIL TENANTS
2. VEHICULAR DIRECTIONAL SIGNAGE
3. PEDESTRIAN DIRECTIONAL SIGNAGE
4. PROJECT ID MONUMENT SIGN

RETAIL ID SIGNAGE

RESIDENTIAL BUILDING ID

NOT FOR CONSTRUCTION

FILENAME: C:\Users\cbakar\Documents\WTC-CENTRAL-2014_cbakar.rvt TIME 12/23/2015 1:11:42 PM

RTKL SM
AN ARCADIS COMPANY

RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT
WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

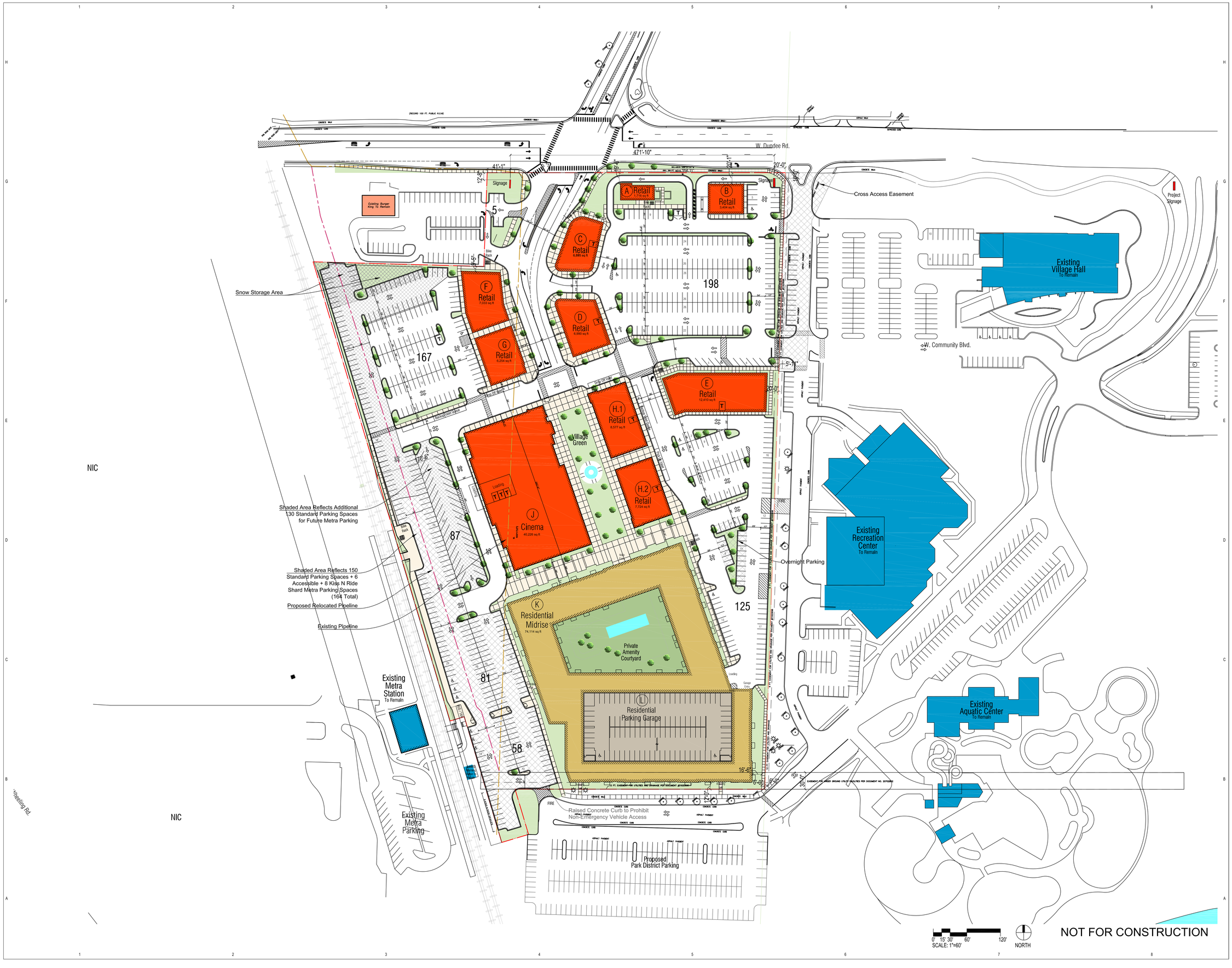
TITLE

SIGNAGE LOCATION PLAN

NUMBER

A-012

2015 RTKL ASSOCIATES INC.



NOT FOR CONSTRUCTION

RTKL

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

SITE PLAN

NUMBER

A-100

2015 RTKL ASSOCIATES INC.

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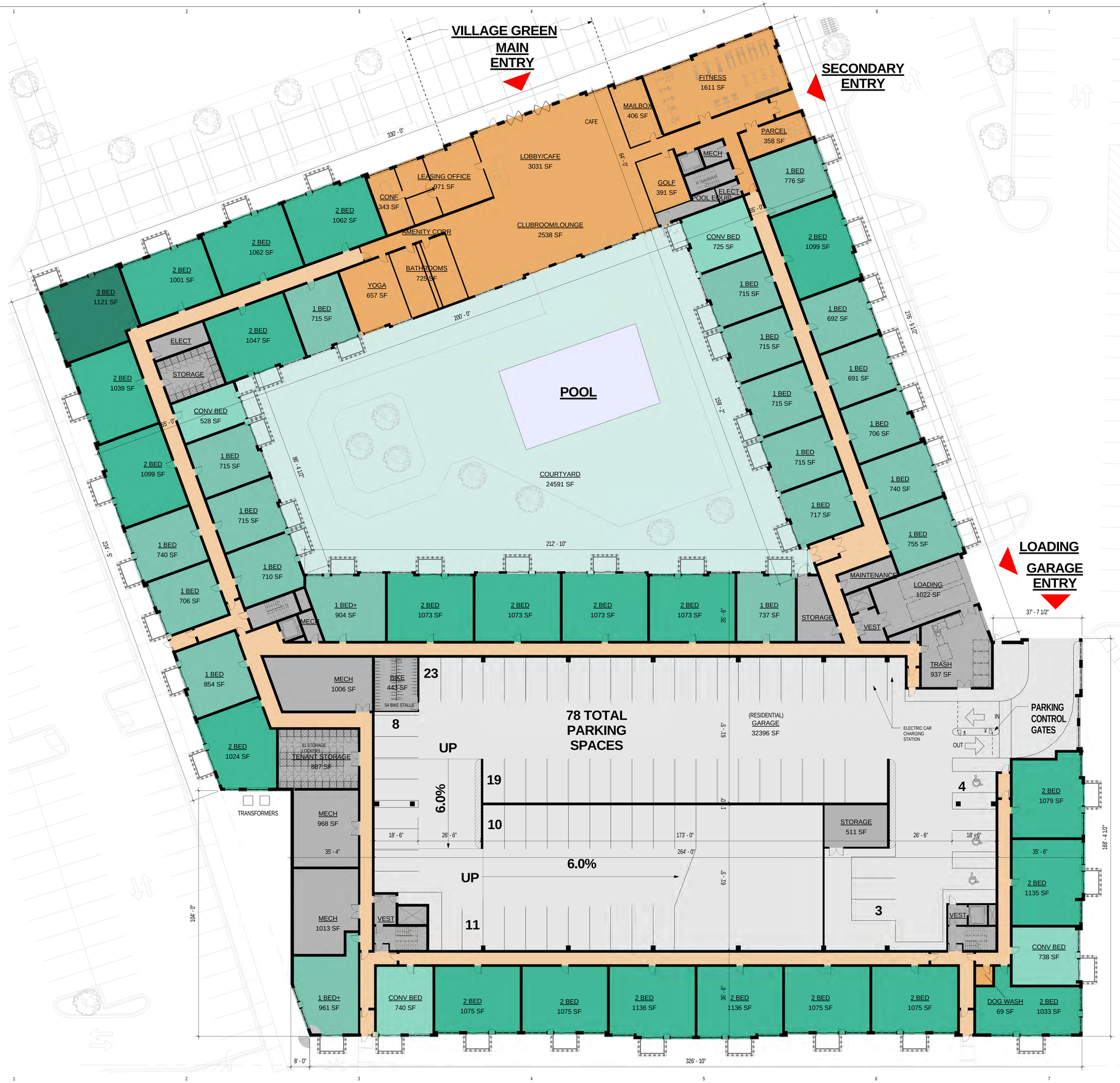

1 LEVEL 1
1/16" = 1'-0"

NOT FOR CONSTRUCTION

RTKL SM

AN ARCADIS COMPANY

RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

RESIDENTIAL LEVEL 1 FLOOR PLAN

NUMBER

A-111

2015 RTKL ASSOCIATES INC.

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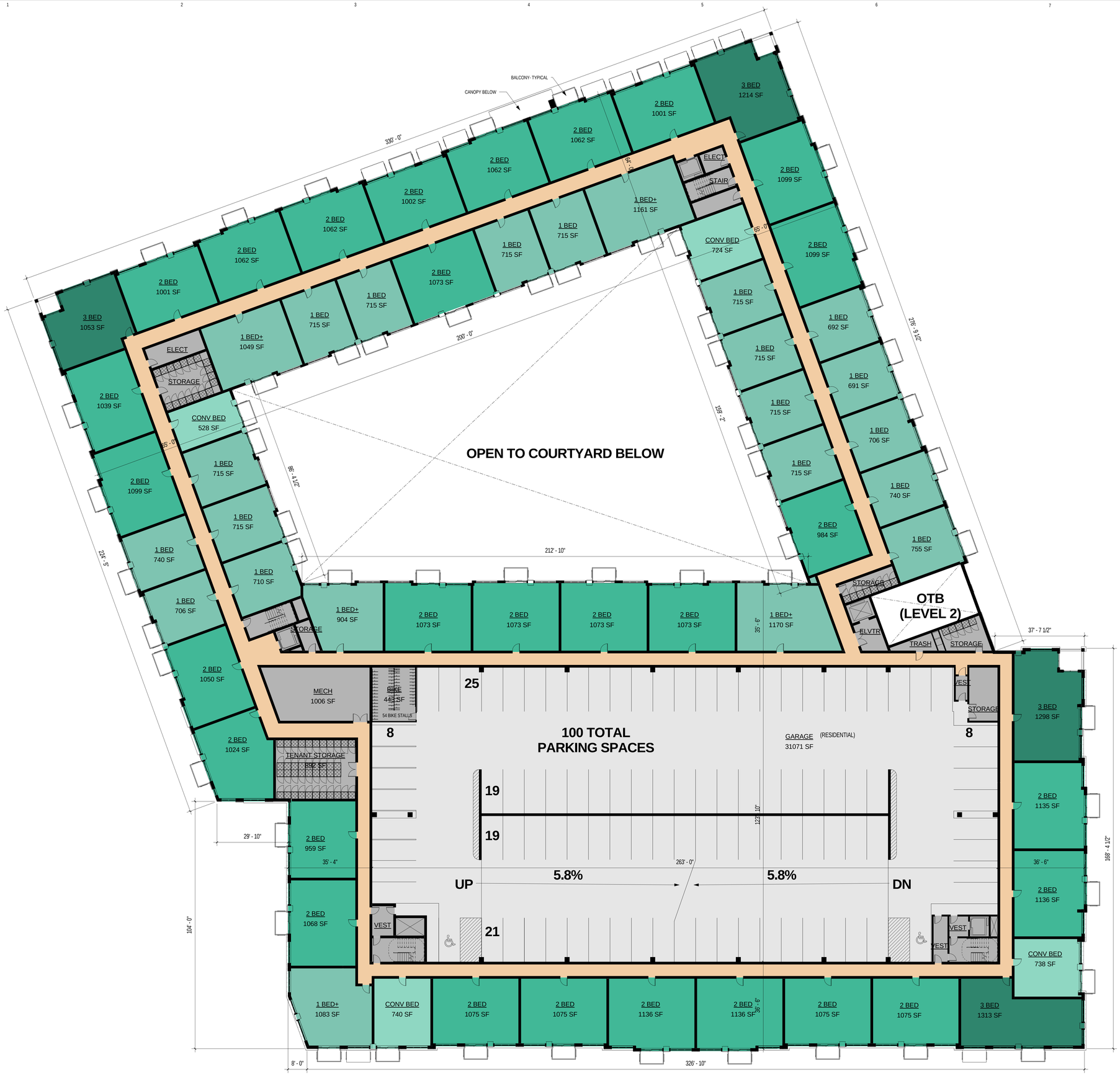

1 LEVEL 2
1/16" = 1'-0"

NOT FOR CONSTRUCTION

RTKL SM

AN ARCADIS COMPANY

RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
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WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

RESIDENTIAL LEVEL 2 FLOOR PLAN

NUMBER

A-112

2015 RTKL ASSOCIATES INC.

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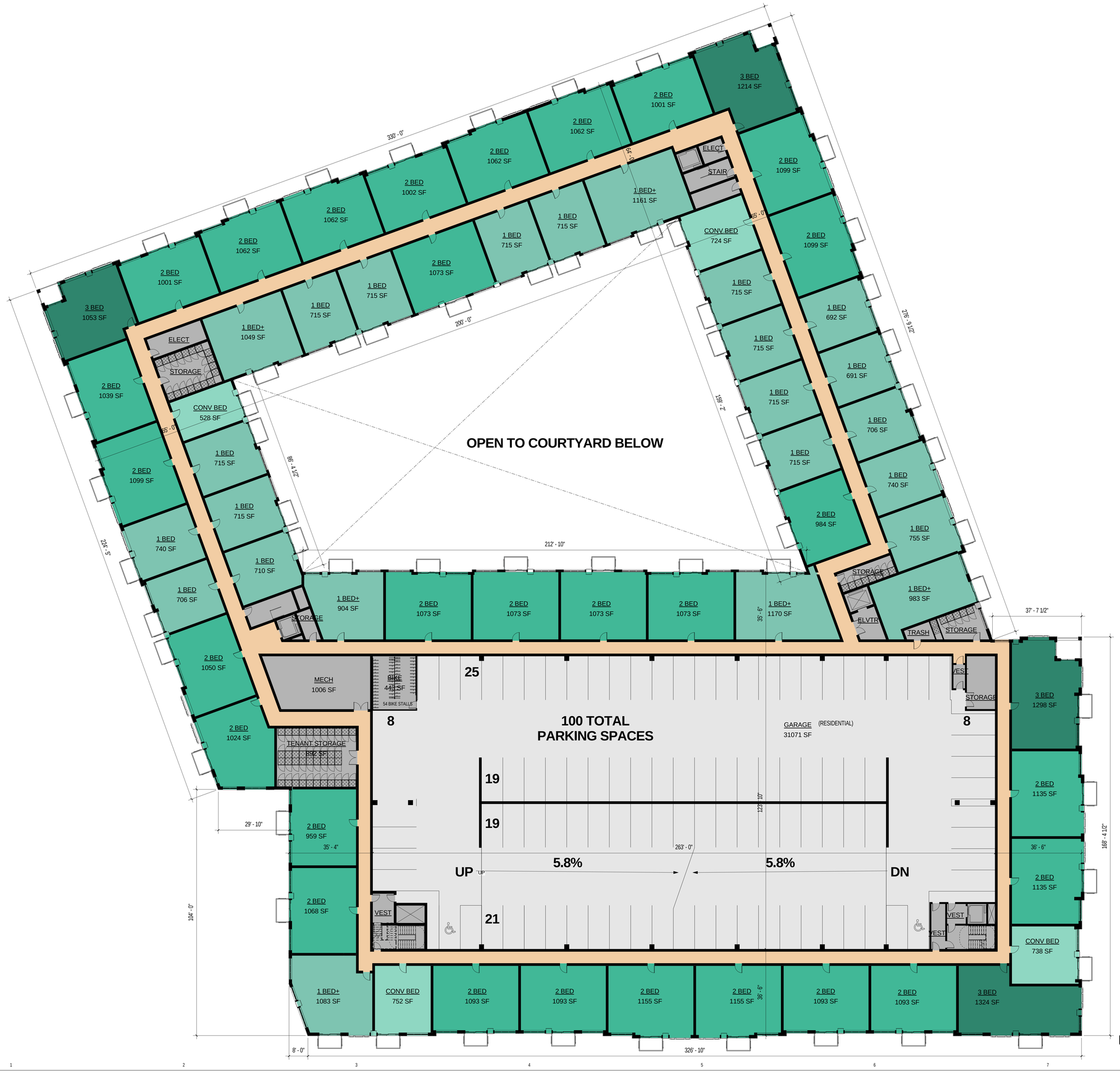

1 LEVEL 3-5
1/16" = 1'-0"

NOT FOR CONSTRUCTION

RTKL SM

AN ARCADIS COMPANY

RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
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PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

RESIDENTIAL LEVEL 3-5 FLOOR PLAN

NUMBER

A-113

2015 RTKL ASSOCIATES INC.

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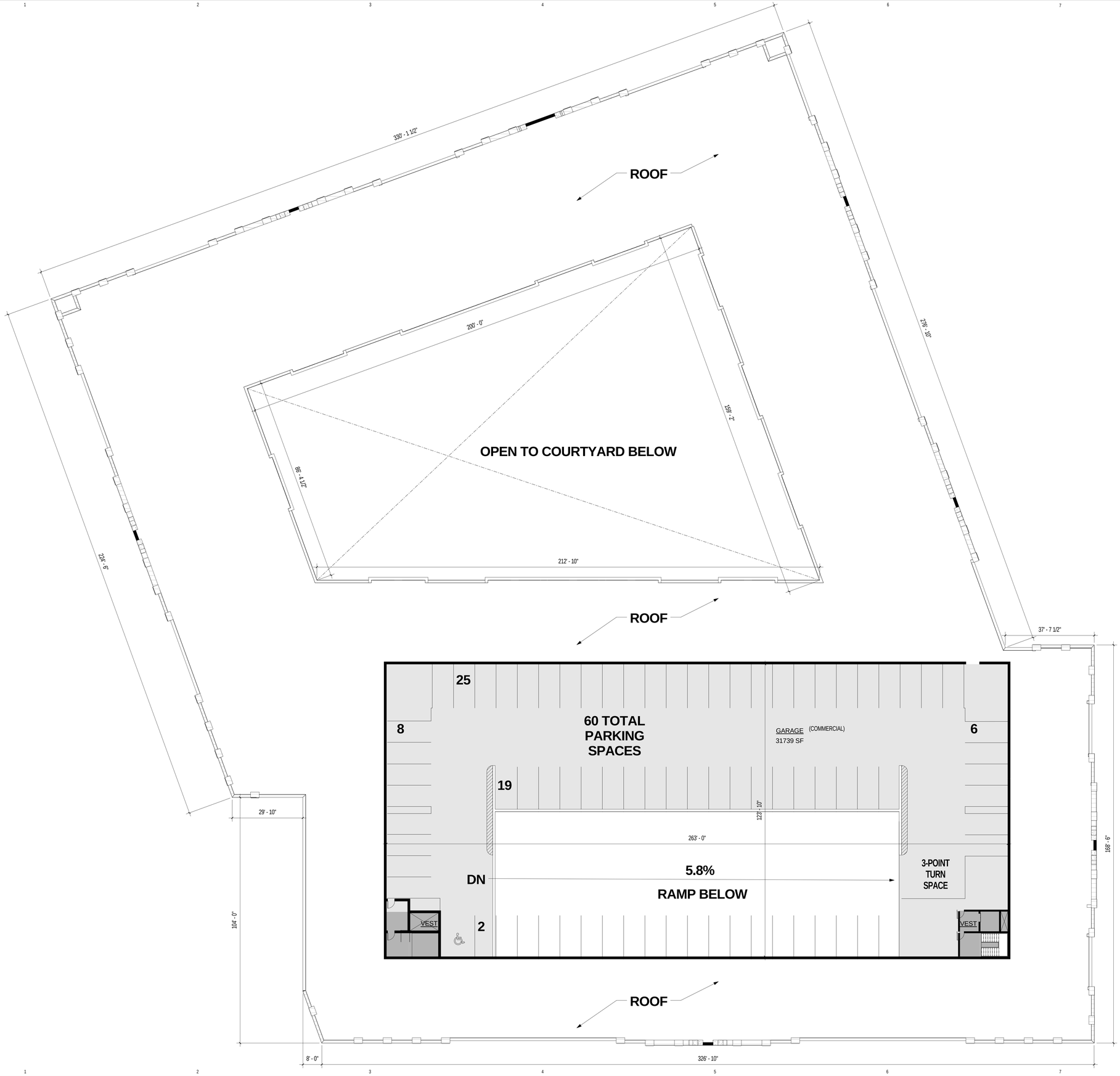

1 ROOF PLAN
1/16" = 1'-0"

NOT FOR CONSTRUCTION

FILENAME: C:\Users\rdoster\Documents\WTC-CENTRAL-2014_rdoster.rvt TIME: 12/31/2015 11:06:27 AM

RTKL SM

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RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
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WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

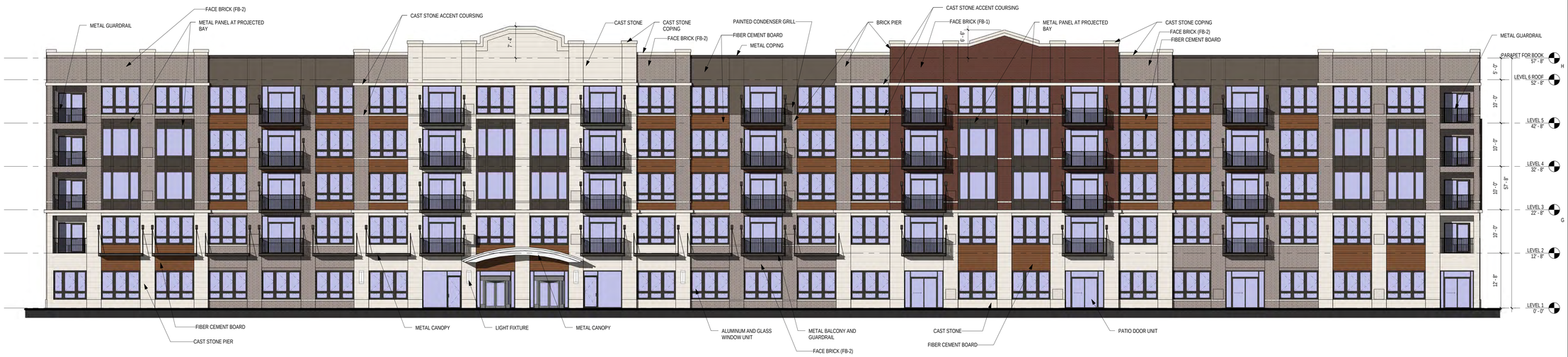
TITLE

RESIDENTIAL ROOF PLAN

NUMBER

A-116

2015 RTKL ASSOCIATES INC.



1 NORTH ELEVATION
1" = 10'-0"

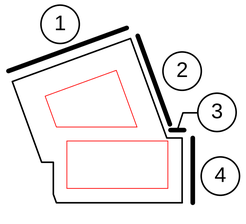
2 EAST ELEVATION (NORTH END)
1" = 10'-0"

4 EAST ELEVATION (SOUTH END)
1" = 10'-0"

3 EAST ELEVATION (MIDDLE)
1" = 10'-0"

MATERIAL LEGEND

- CAST STONE
- FACE BRICK (FB-1)
- FACE BRICK (FB-2)
- FIBER CEMENT PANEL
- METAL PANEL AT PROJECTED BAYS
- CONCRETE MASONRY UNIT
- ARCHITECTURAL WALL PANEL



ELEVATION KEY

NOT FOR CONSTRUCTION

RTKL

AN ARCADIS COMPANY

RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
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WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

RESIDENTIAL EXTERIOR ELEVATIONS

NUMBER

A-201

2015 RTKL ASSOCIATES INC.

FILE NAME: C:\Users\rafoster\Documents\WTC-CENTRAL-2014_rafoster.rvt TIME 12/31/2015 11:06:43 AM

1 SOUTH ELEVATION
1" = 10'-0"

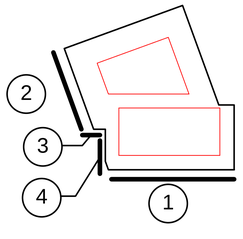
2 WEST ELEVATION (NORTH END)
1" = 10'-0"

3 WEST ELEVATION (MIDDLE)
1" = 10'-0"

4 WEST ELEVATION (SOUTH END)
1" = 10'-0"

MATERIAL LEGEND

- CAST STONE
- FACE BRICK (FB-1)
- FACE BRICK (FB-2)
- FIBER CEMENT PANEL
- METAL PANEL AT PROJECTED BAYS
- CONCRETE MASONRY UNIT
- ARCHITECTURAL WALL PANEL



ELEVATION KEY

NOT FOR CONSTRUCTION

RTKL SM
AN ARCADIS COMPANY
RTKL ASSOCIATES, INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
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PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

RESIDENTIAL EXTERIOR ELEVATIONS

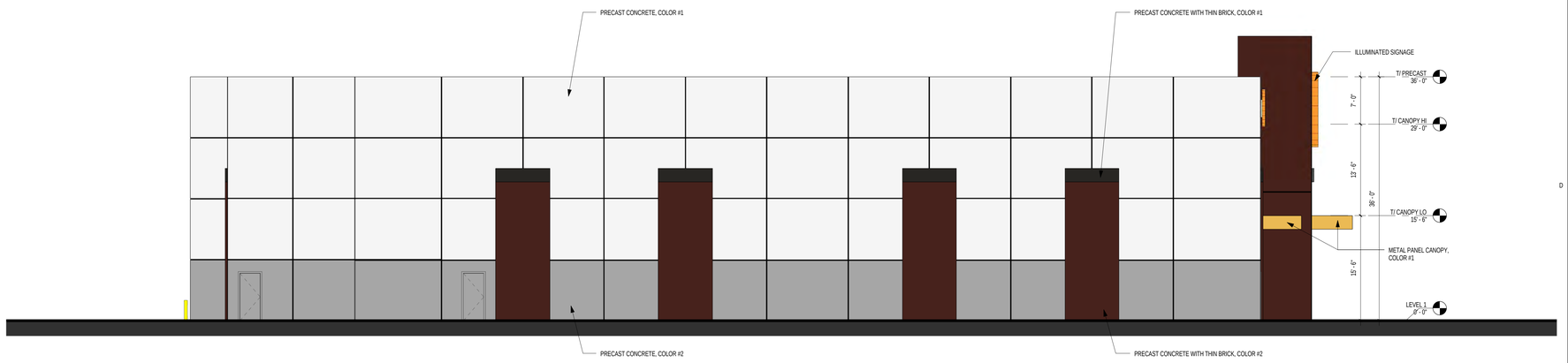
NUMBER

A-202

2015 RTKL ASSOCIATES INC.

FILE NAME C:\Users\rafoster\Documents\WTC-CENTRAL-2014_rafoster.rvt TIME 12/31/2015 11:06:57 AM

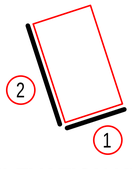
2 WEST
1/8" = 1'-0"



1 SOUTH
1/8" = 1'-0"

MATERIAL LEGEND

- PRECAST CONCRETE, COLOR #1
- PRECAST CONCRETE, COLOR #2
- PRECAST CONCRETE WITH THIN BRICK, COLOR #1
- PRECAST CONCRETE WITH THIN BRICK, COLOR #2
- BARN WOOD
- METAL PANEL CANOPY, COLOR #1
- METAL PANEL CANOPY, COLOR #2



ELEVATION KEY

NOT FOR CONSTRUCTION

RTKL

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT
WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

FLIX EXTERIOR ELEVATIONS

NUMBER

A-210

2015 RTKL ASSOCIATES INC.

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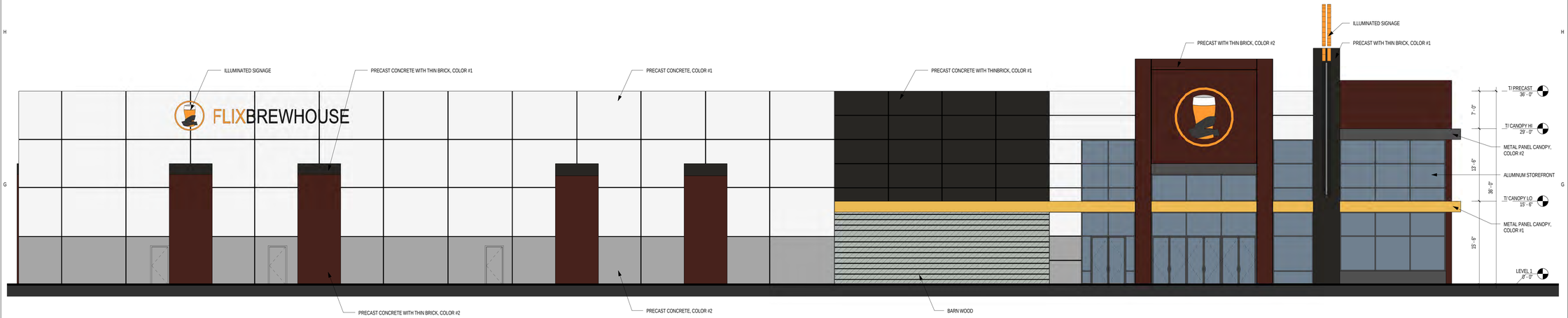
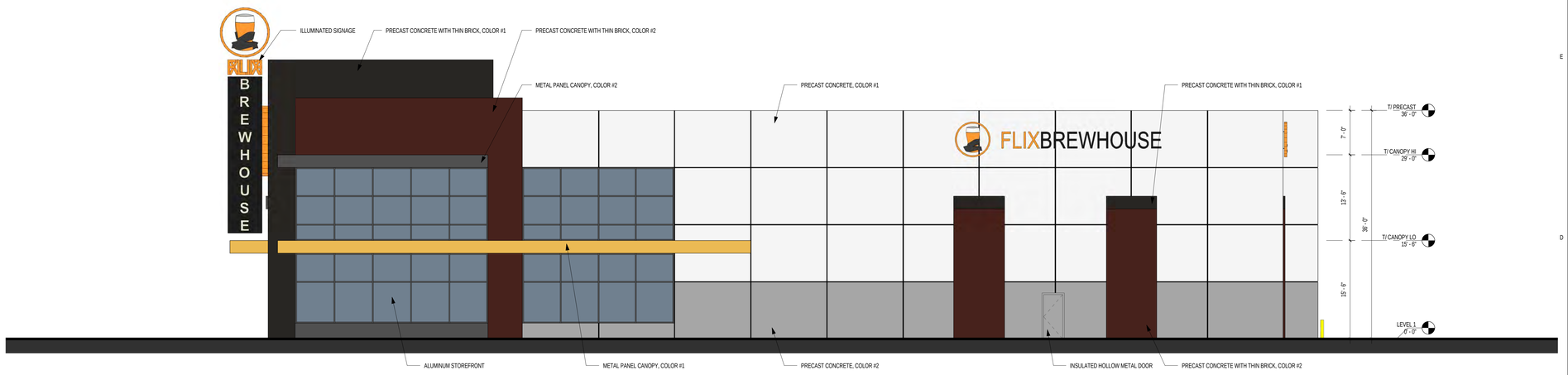


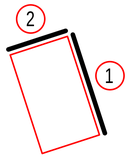
1 EAST
1/8" = 1'-0"



2 NORTH
1/8" = 1'-0"

MATERIAL LEGEND

- PRECAST CONCRETE, COLOR #1
- PRECAST CONCRETE, COLOR #2
- PRECAST CONCRETE WITH THIN BRICK, COLOR #1
- PRECAST CONCRETE WITH THIN BRICK, COLOR #2
- BARN WOOD
- METAL PANEL CANOPY, COLOR #1
- METAL PANEL CANOPY, COLOR #2



ELEVATION KEY

NOT FOR CONSTRUCTION

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RTKL
AN ARCADIS COMPANY
RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

12/31/15	PRELIMINARY PUD RESUB.

SEAL

SHEET IDENTIFICATION

TITLE

FLIX EXTERIOR ELEVATIONS

NUMBER

A-211

2015 RTKL ASSOCIATES INC.

DEMOLITION NOTES

1. All Signs To Be Removed Shall Be Salvaged and Stored in the Owner's Facility for Future Use as Applicable.
2. Keep All Village Streets Free and Clear of Construction Related Dirt/Dust/Debris.
3. Coordinate Existing Utility Removal with Local Authorities and Utility Companies Having Jurisdiction.
4. Coordinate Removal of Overhead Wires And Utility Poles With Authorities Having Jurisdiction And Respective Utility Providers.
5. All Sawcutting Shall be Full Depth to Provide a Clean Edge to Match New Construction. Match Existing Elevations at Points of Connection for New and Existing Pavement, Curb, Sidewalks, etc. All Sawcut Locations Shown Are Approximate and May Be Field Adjusted to Accommodate Conditions, Joints, Material Type, etc. Remove Minimum Amount Necessary for Installation of Proposed Improvements.
6. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
7. Perform Tree Pruning In All Locations Where Proposed Pavement And/Or Utility Installation Encroach Within The Existing Drip Line Of Trees To Remain. All Trenching Within The Drip Line Of Existing Trees To Remain Shall Be Done Radially Away From Trunk If Roots In Excess Of 1" Diameter Are Exposed. Roots Must Be Cut By Reputable Tree Pruning Service Prior To Any Transverse Trenching. Obtain Approval Of The Architect Prior To Operations For A Variance From This Procedure.
8. Coordinate Tree Removal with Landscape Architect. All Trees To Be Removed Shall Be Removed In Their Entirety and Stumps Shall Be Ground to Proposed Subgrade. Use As Mulch for Proposed Landscaping Where Applicable and Acceptable to Architect.
9. Provide Tree Protection Fencing Prior To Construction Operations. Maintain Throughout Construction.

GEOMETRY NOTES

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-8) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.

SOIL EROSION & SEDIMENTATION CONTROL NOTES

1. Illinois Urban Manual Shall Govern All Soil Erosion and Sediment Control, and Related Work.
2. Contractor Shall Be Responsible for Compliance With IEPA NPDES and ILR10 Permit Requirements for Project.
3. Soil Disturbance Shall Be Conducted in Such a Manner as To Minimize Erosion. Soil Stabilization Measures Shall Consider the Time of Year, Site Conditions, and the Use of Temporary or Permanent Measures.
4. Soil Erosion and Sediment Control Features Shall Be Constructed Prior to the Commencement of Upland Disturbance.
5. Temporary Soil Stabilization Shall Be Applied to Topsoil Stockpiles and Disturbed Areas, Where Construction Activity Will Not Occur For A Period of More Than 14 Calendar Days, Temporary Measures Shall Be Applied Within 7 Calendar Days of the End of Active Hydrologic Disturbance. The Sediment Control Measures Shall Be Maintained On A Continuing Basis Until The Site Is Permanently Stabilized And All Inspections Are Complete. Permanent Stabilization Shall Be Completed Within 14 Days after Completion of Final Grading of Soil.
6. All Temporary And Permanent Erosion Control Measures Shall Be Removed Within 30 Days After Final Site Stabilization Is Achieved Or After The Temporary Measures Are No Longer Needed. Trapped Sediment And Other Disturbed Soil Areas Shall Be Permanently Stabilized.
7. Final Site Stabilization Is Defined By The EPA General Permit As Meaning That All Soil Disturbing Activities At The Site Have Been Completed, And That A Uniform Perennial Vegetative Cover With A Density Of 70 Percent Of The Cover For Unpaved Areas Not Covered By Permanent Structures Has Been Established Or Equivalent Permanent Stabilization Measures (Such As The Use Of Riprap, Gabions, Or Geotextiles) Have Been Employed.
8. All Storm Sewer Structures That Are, Or Will Be, Functioning During Construction Shall Be Protected, Filtered, Or Otherwise Treated To Remove Sediment. The General Contractor Shall Use "Catch-All" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch-All" Inlet Protectors (or equal) In Paved Areas To Prevent Siltation.
9. All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable IEPA-NPDES Phase II.
10. Following The Termination Of Construction Activities And Issuance Of The Required "Notice Of Termination", The Permittees Must Keep A Copy Of The Storm Water Pollution Prevention Plan, Inspection Reports, And Records Of All The Data Used To Complete The Notice Of Intent For A Period Of At Least Three Years Following Final Stabilization.
11. Install And Maintain Silt Fence At The Perimeter Of The Construction Zone And Wetland Areas And As Shown On The Plans. Maintain Silt Fence Throughout Construction And Until Vegetation Has Been Fully Established.
12. Contractor Shall Provide Qualified Soil Erosion and Sediment Control Inspector Services in Accordance with NPDES and Governmental Requirements. Inspections Shall Occur at Every Seven Calendar Days Or Within 24 Hours of a 0.5" or Greater Rainfall Event. Engineer Shall Be Copied on Inspection Logs.
13. The Erosion Control Measures Indicated On The Drawings Are The Minimum Requirements. Additional Measures May Be Required As Directed By The Qualified Soil and Erosion Sediment and Control Inspector Or Governing Agency.
14. Unless Otherwise Indicated on the Drawings, Stabilize All Disturbed Ground Areas Where Slopes Exceed 6:1 or Within Swales with North American Green BioNet SC150BN Erosion Control Blanket, or Approved Equal.
15. Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.
16. All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.
17. If Necessary, The SWPPP Shall Be Modified To Reflect Changes Required During The Effective Period Of The IEPA NPDES General Permit No ILR10 and Local and County Permits.
18. Dewatering of Excavations Shall be Performed in a Manner Such as Through the use of Filter Bags or Polymer Treated Dewatering Swales, so as to Not Discharge Sediment Laden Water Into Storm Sewers Tributary to Open Water.

UTILITY NOTES

1. Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
2. Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
3. Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior To Installation Of Any New Structures Or Utilities, and Adjustments Shall Be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
4. Coordinate the Relocation Of Any Utilities Encountered And Replacement Of Any Utilities Damaged Within Influence Zone Of New Construction. Contact Engineer If The Existing Utilities Vary Appreciably From The Plans.
5. All Water Main and Services Shall Be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
6. Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
7. Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
8. Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.
9. The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.

STRUCTURE NOTES

1. All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal.
2. All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:
   4' Diameter Structure- 4"
   5' Diameter Structure- 6"
   6' Diameter Structure- 8"
3. All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
4. All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
5. Where Structures are Shown Along the Curbline, Unless Specifically Stated Otherwise, it is Intended That the Frame of the Structure is To Fall Within the Flowline Of The Gutter or at the Pavement Edge Where No Gutter Exists.
6. All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
7. For All Manhole Structures to Be Adjusted, Install or Remove Adjusting Rings, New Cone Section or New Barrel Section As Necessary.
8. All Flared End Sections 12" and Larger Shall Include an IDOT Standard Grate.
9. All Flared End Sections Shall Be Concrete.
10. All Sanitary Manholes Shall Include a Chimney Seal.

GRADING NOTES

1. Install And Maintain Silt Fence at the Perimeter of the Construction Zone. Install Hay Bale Erosion Control Around All Proposed and Existing Structures Receiving Drainage From Disturbed Areas. Silt Fabric Under the Lid is Not an Acceptable Alternative in Landscaped Areas.
2. The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
3. All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and Hydroseeded Unless Noted Otherwise On The Landscape Drawings.
4. Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
5. Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall Be 4.9%. Contact Engineer if Conflicts Exist.
6. Conditions May Require Contractor to Excavate Clay Borrow Pit in Order to Produce Suitable Fill Material for Building Pad Preparation or Site Paving. Borrow Pit Shall Not Be Located in Proposed Hardscape Areas. Contractor Shall Backfill Borrow Pit to Meet Proposed Grades, or Existing Grades in Otherwise Undisturbed Areas, and May Use Topsoil and Unsuitable Material to Backfill. Review Soil Studies Prior to Excavation.

INTENDED SEQUENCE OF MAJOR SEDIMENT AND EROSION CONTROL MEASURES

1. Install Stabilized Construction Entrance
2. Install All Downslope and Sideslope Perimeter Controls Before Commencement of Any Ground Disturbing Activity.
3. Do Not Disturb An Area Until It Is Necessary For Construction To Proceed.
4. Cover and Stabilize Disturbed Areas As Soon As Possible.
5. When Practical, Time Construction Activities To Limit Impact From Seasonal Climate Changes or Weather Events.
6. Construct Sedimentation Basins and Structures.
7. Perform Grading Operations and Installation of Site Infrastructure and Pavement.
8. Install Permanent Seeding and Plantings.
9. Remove Accumulated Sediment From Basins and Along Silt Fence.
10. Construction of Infiltration Measures Shall Take Place Following Stabilization of Upstream Drainage Areas.
11. Remove Temporary Sediment and Erosion Control Measures Following Final Stabilization of All Disturbed Areas.

DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Gravel Removal (Full Depth)
- Pavement Sawcut
- XX XX Curb & Gutter Removal
- Structure Removal
- Tree Removal

PAVING & SURFACE LEGEND

Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
2 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
10" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

Heavy-Duty Asphalt Pavement Section
2" Hot Mix Asphalt,Mix D, IL-9.5, N50
5" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
6" Aggregate Base Course, Type B, Crushed

LEGEND

EXISTING		PROPOSED
	Manhole	
	Catch Basin	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
S	Storm Sewer	S
S	Sanitary Sewer	S
S	Combined Sewer	S
W	Water Main	W
G	Gas Line	G
OH	Overhead Wires	OH
E	Electrical Cable (Buried)	E
T	Telephone Line	T
	Fire Hydrant	
	Valve Vault	
VB	Buffalo Box	VB
DS	Downspout	DS
GV	Gas Valve	
CE	ComEd Manhole	
	Hand Hole	
	Light Pole	
	Utility Pole	
T	Telephone Pedestal	
T	Telephone Manhole	
	Sign	
X X X	Fence	X X X
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
x C 782.50	Curb Elevation	C 782.50
x G 782.00	Gutter Elevation	G 782.00
x P 783.25	Pavement Elevation	P 783.25
x W 782.10	Sidewalk Elevation	W 782.10
x 784.0	Ground Elevation	784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

GENERAL NOTES

1. The Location of Existing Underground Utilities, Such As Watermains, 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 Drawings. Contact Engineer Immediately If Surface and/or Subsurface Features Are Different Than Shown On The Drawings.
2. Notify The Engineer Without Delay of Any Discrepancies Between the Drawings and Existing Field Conditions.
3. Notify The Owner, Engineer and The Village of Wheeling A Minimum of 48 Hours In Advance of Performing Any Work.
4. All Areas, On or Off Site, Disturbed During Construction Operations and Not Part of the Work As Shown Hereon Shall Be Restored To Original Condition to the Satisfaction of the Owner at No Additional Cost to the Owner. It is Incumbent Upon Contractor to Show That Damaged Areas Were Not Disturbed By Construction Operations.
5. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) and Stake All Site Improvements Accordingly.
6. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
7. The Engineer Is Furnishing These Drawings For Construction Purposes As A Convenience To The Owner, Architect, Surveyor, or Contractor. Prior To The Use Of These Drawings For Construction Purposes, The User Of This Media Shall Verify All Dimensions And Locations Of Buildings With The Foundation Drawings And Architectural Site Plan, and Coordinate All Dimensions and Locations of All Site Items. If Conflicts Exist The User Of This Information Shall Contact The Engineer Immediately.
8. Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which May Include All Detention Basins, Including All Storm and Sanitary Sewers and Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s) and Watermain and Valve and Appurtenance Locations.
9. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Thereto, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

J.U.L.I.E.

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

SURVEY PROVIDED BY

GREMLEY & BIEDERMANN
A Division of
PLCS, CORPORATION
LICENSE NO. 184-005322
PROFESSIONAL LAND SURVEYORS
4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630
TELEPHONE: (773) 685-5102 FAX: (773) 286-4184 EMAIL: INFO@PLCS-SURVEY.COM

BENCHMARK DESIGNATION: 05 NO 3301
BENCHMARK PID: NG0129
ELEVATION = 633.73 FEET (NAVD88)

LOCATION:
0.6 MI W FROM WILMETTE. 0.55 MILES WEST ALONG LAKE AVENUE FROM THE VILLAGE HALL ANNEX, AT THE INTERSECTION OF LAKE AVENUE AND RIDGE ROAD, SET IN THE NORTH LAWN OF ST. JOSEPH CHURCH, 82.2 FEET EAST OF THE EAST CURB OF RIDGE ROAD, 73.3 FEET NORTH OF THE CENTER LINE OF THE NORTHWEST MAIN ENTRANCE TO THE CHURCH 23.9 FEET SOUTH OF THE SOUTH CURB OF LAKE AVENUE. A COOK COUNTY HIGHWAY DEPARTMENT DISK IN THE TOP OF A CONCRETE POST FLUSH WITH THE GROUND AND ABOUT LEVEL WITH THE STREET.

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FAX (847) 223-4864
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WHEELING TOWN CENTER

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	12/31/15	PRELIMINARY PUD RESUB.

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Sheet Title:

NOTES & LEGENDS

Sheet No:

C-0.1

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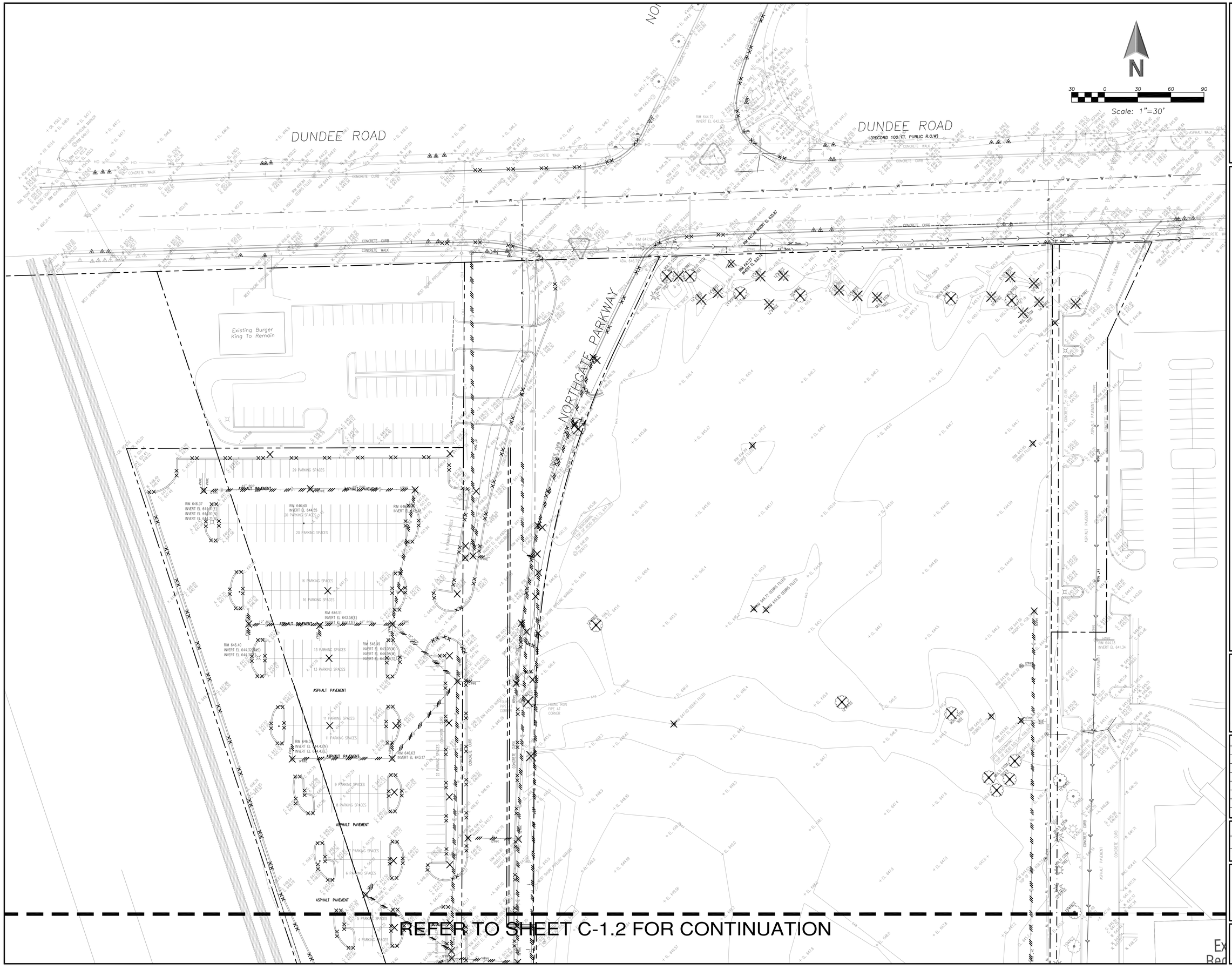

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SITE DEMOLITION PLAN (NORTH)

Sheet No:

C-1.1

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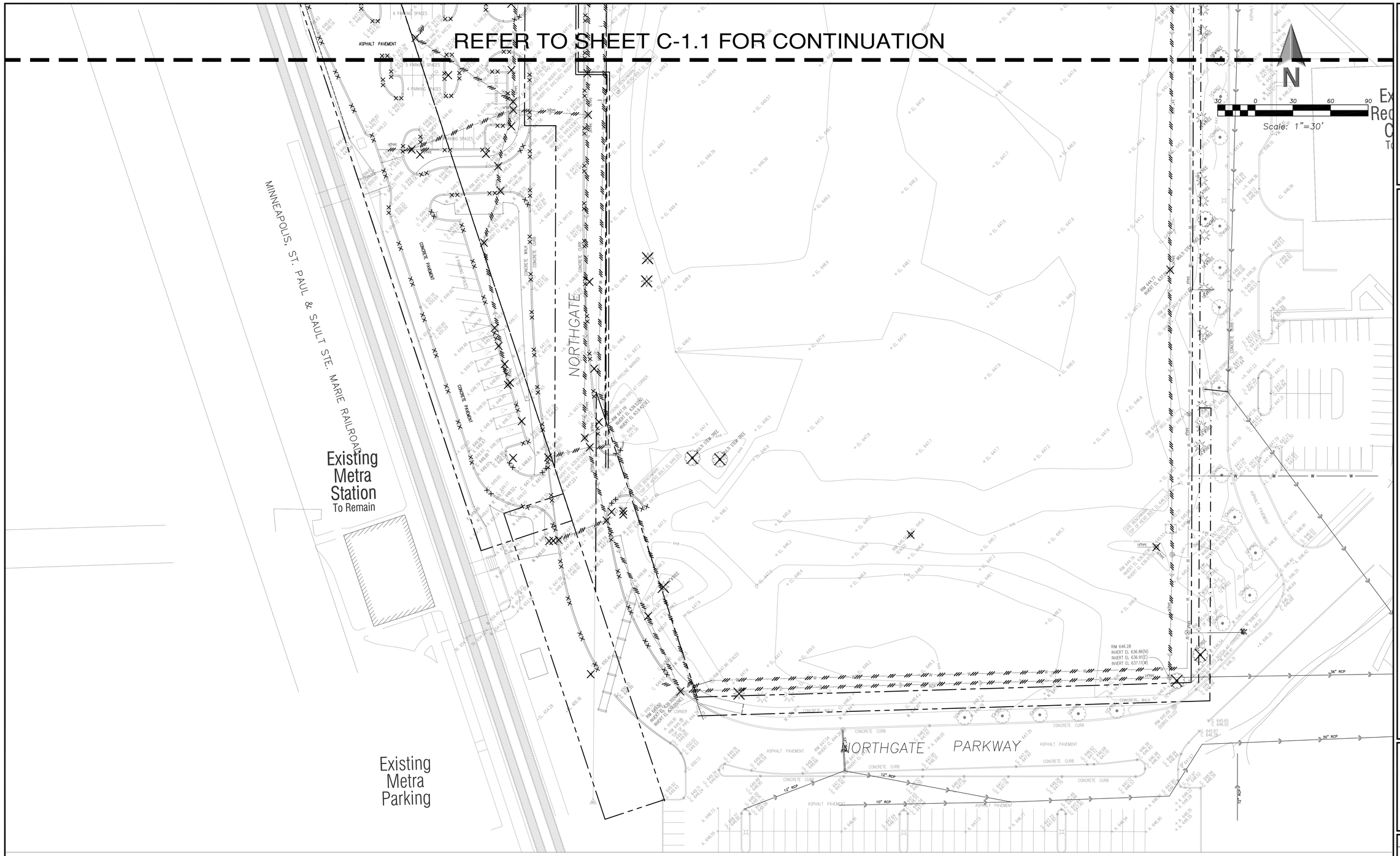

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GD	0000.00

Sheet Title:

SITE DEMOLITION PLAN (SOUTH)

Sheet No:

C-1.2

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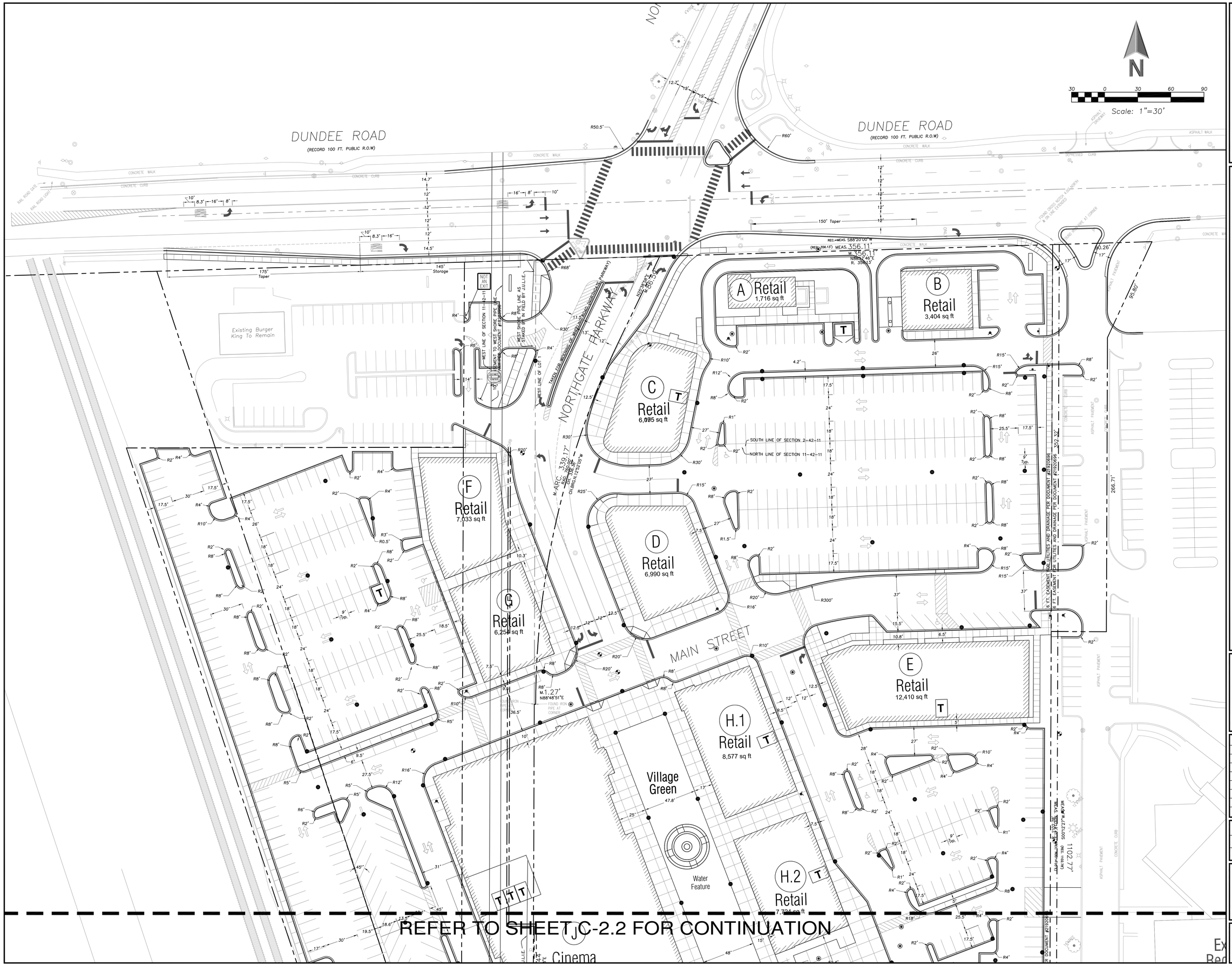

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Sheet Title:
SITE GEOMETRY PLAN (NORTH)

Sheet No:
C-2.1

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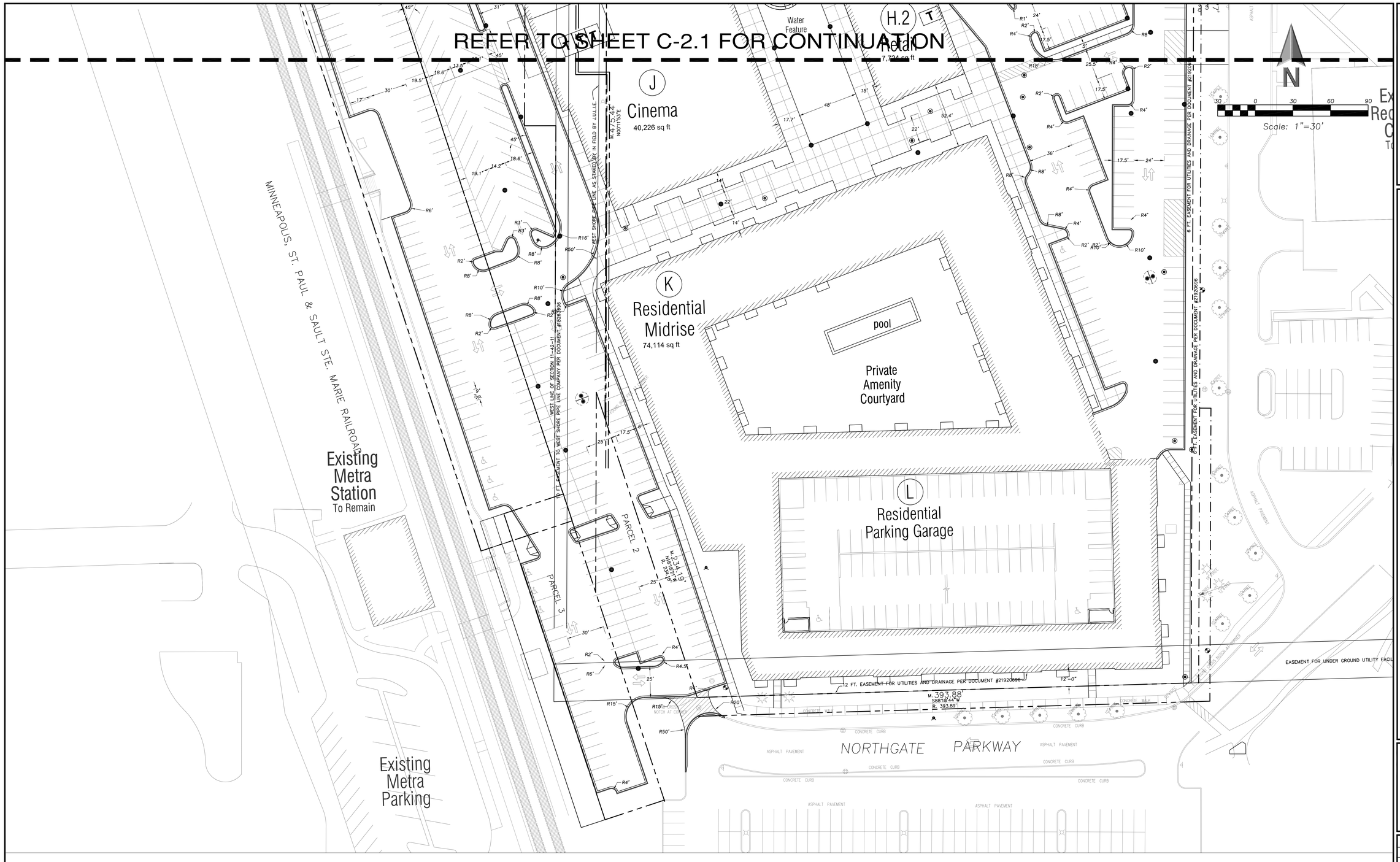

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Sheet Title:

SITE GEOMETRY PLAN (SOUTH)

Sheet No:

C-2.2

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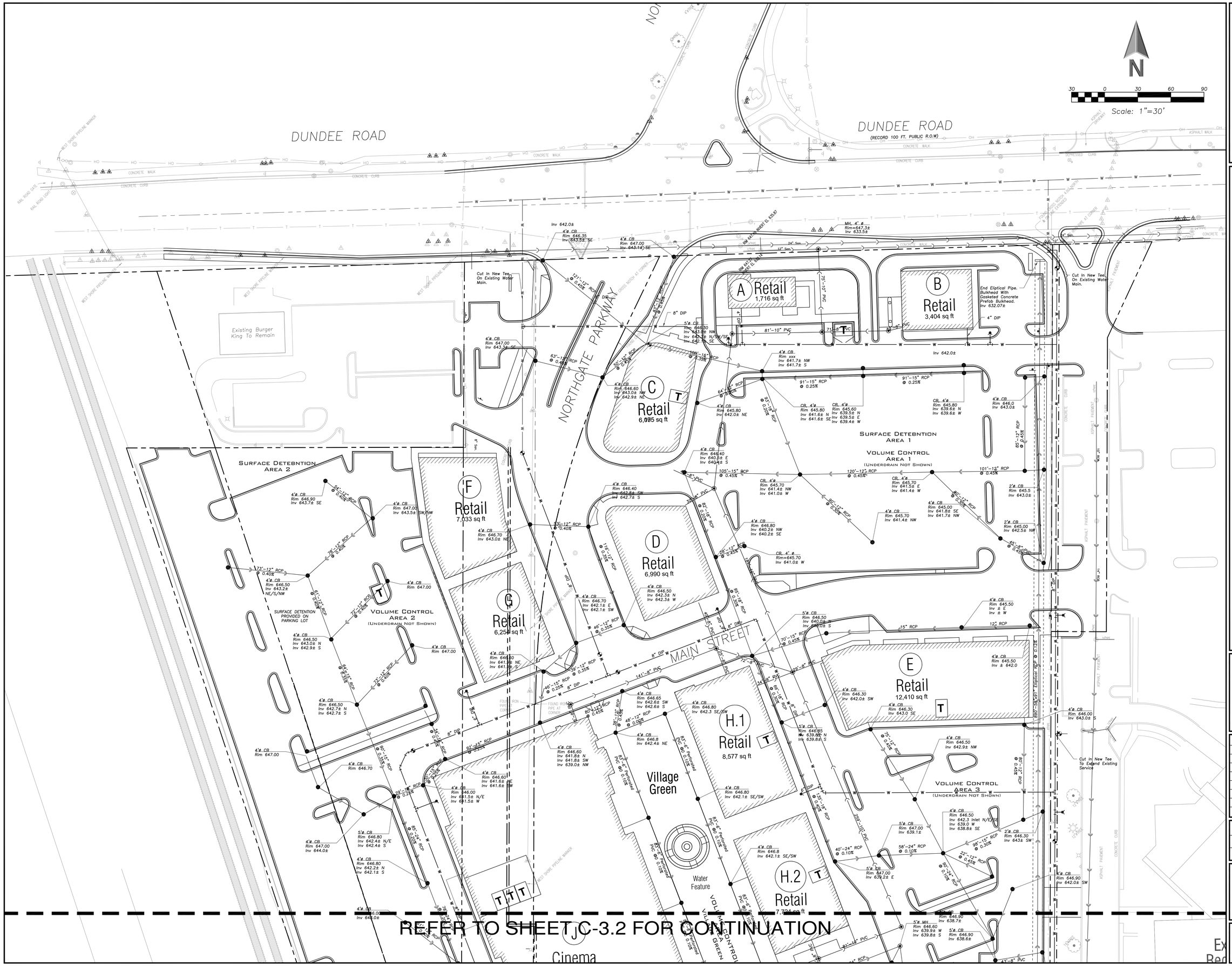

REFER TO SHEET C-3.2 FOR CONTINUATION

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Sheet Title:

SITE UTILITY PLAN (NORTH)

Sheet No:

C-3.1

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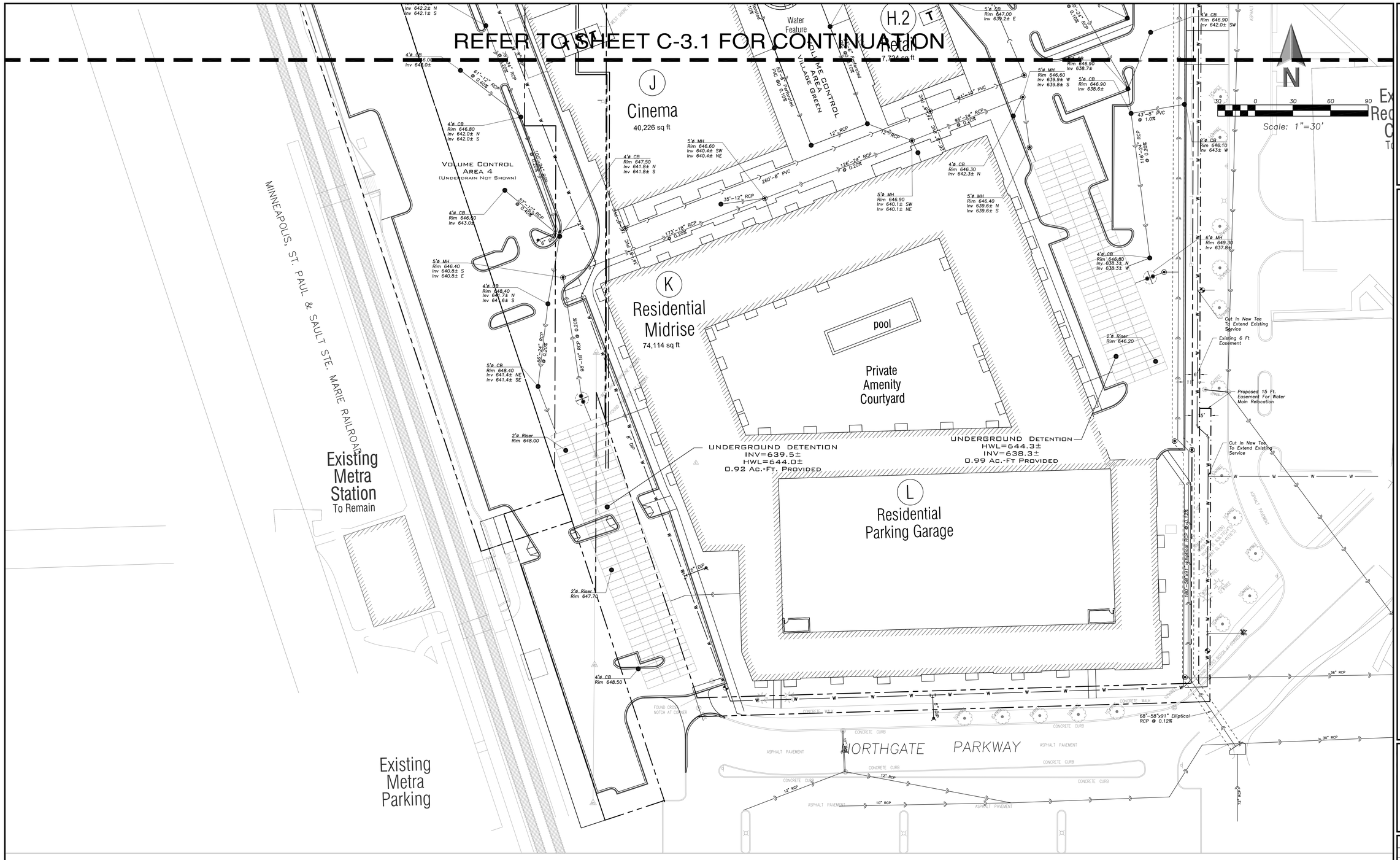

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Sheet Title:

SITE UTILITY PLAN (SOUTH)

Sheet No:

C-3.2

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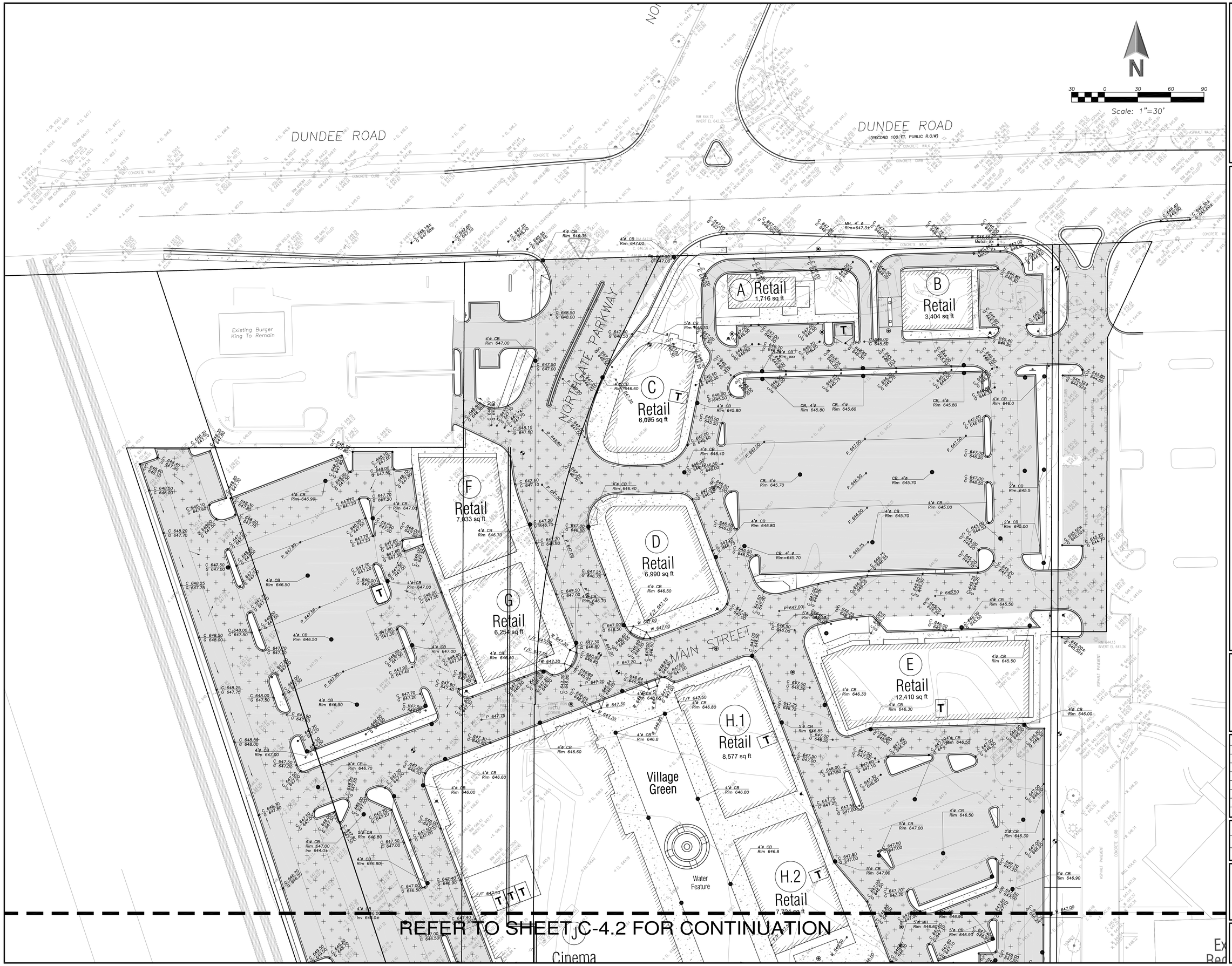

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Sheet Title: SITE GRADING/PAVING PLAN (NORTH)

Sheet No: C-4.1

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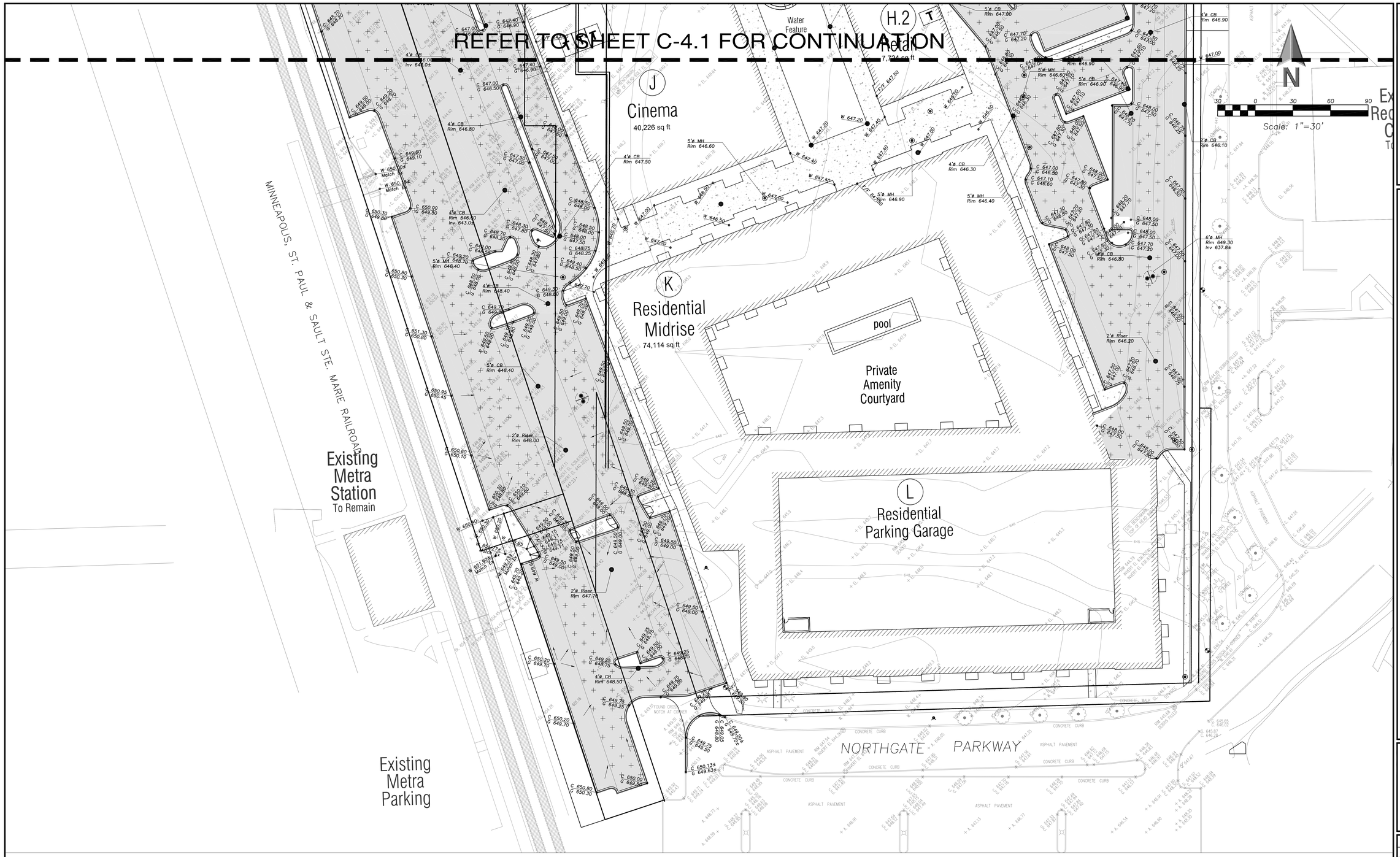

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Sheet Title:
SITE GRADING/PAVING PLAN (SOUTH)

Sheet No:
C-4.2

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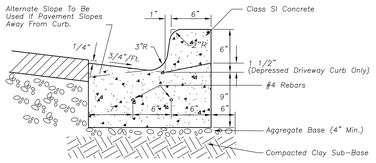
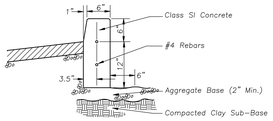


Notes:

1. A 1" Expansion Joint Shall Be Installed At All Points of Curvature For Short Radius (under 25 ft.) Curves. Maximum Expansion Joint Spacing is 50'. Expansion Joints Shall Be Constructed With 1" Thick Preformed Expansion Joint Filler Conforming To The Curb And Gutter Cross Section And Shall Be Provided With One,1 1/4" ø, 18" Long, Coated Smooth Dowel Bar. The Dowel Bar Shall Be Fitted With A Cap With A Pinched Stop Which Provides A Minimum Of 1" Of Expansion.
2. Maximum Contraction (Control) Joint Spacing Shall Be 20'.

B-6.12 CURB & GUTTER

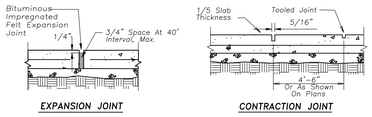


Notes:

1. A 1" expansion joint shall be installed at all points of curvature for short radius (under 25 FL) curves. Maximum expansion joint spacing is 50'. Expansion joints shall be constructed with1" thick preformed expansion joint filler conforming to the curb and gutter cross section and shall be provided with one 1-1/4" diameter, 18" long, coated smooth dowel bar. The dowel bar shall be fitted with a cap with a pinched stop which provedes a minimum of 1" of expansion.

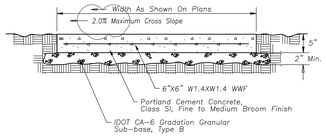
2. Maximum Contraction/Control joint spacing shall be (20') twenty feet.

TYPE B CURB

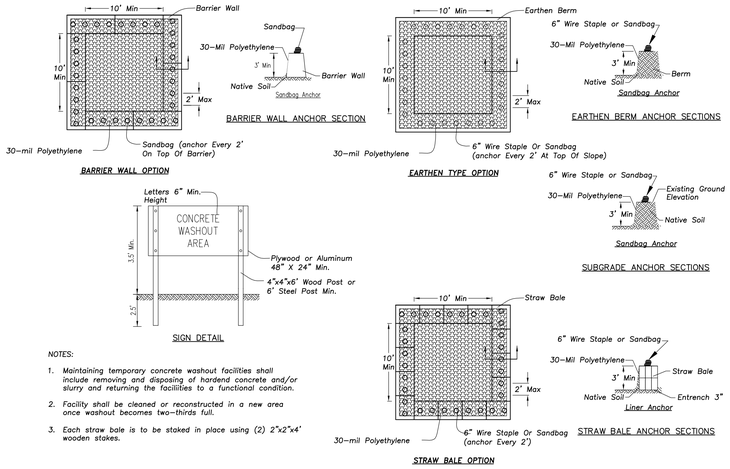


EXPANSION JOINT

CONTRACTION JOINT



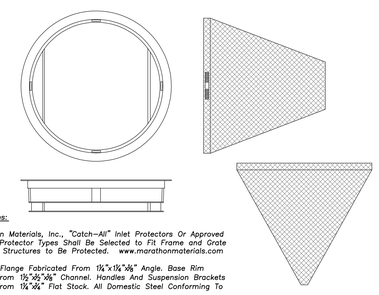
PORTLAND CEMENT CONC. SIDEWALK



NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. Each straw bale is to be staked in place using (2) 2"x2"x4' wooden stakes.

CONCRETE WASHOUT FACILITY



General Notes:

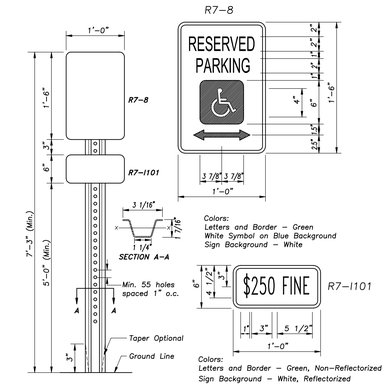
Use Marathon Materials, Inc., "Catch-All" Inlet Protectors Or Approved Equal. Inlet Protector Types Shall Be Selected to Fit Frame and Grate of Open Lid Structures to Be Protected. www.marathonmaterials.com

Frame: Top Flange Fabricated From 1¼"x1¼"x⅛" Angle. Base Rim Fabricated From 1½"x½"x⅛" Channel. Handles And Suspension Brackets Fabricated From 1¼"x¼" Flat Stock. All Domestic 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.

Install Baskets In All Existing Storm Inlets Prior To Construction And All New Storm Inlets Immediately After Installation. Contractor Shall Maintain Throughout Construction Activities.

INLET PROTECTORS - SEDIMENT BAG



Notes: Dimensions shown for cross sections are minimum.

All holes are 3/8" ø. Minimum section modulus about the x-x axis of the post shall be 0.223 in.

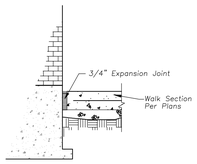
For posts in which holes are punched or drilled for more than half their length, the section modulus shall be computed for the net section.

3'-6" Post Bury Depth.

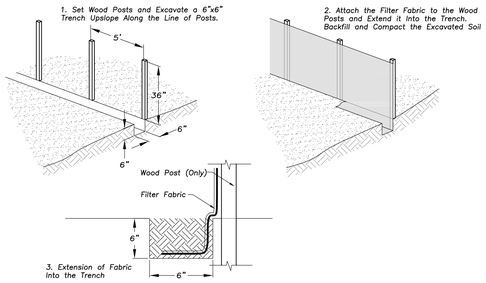
Post shall weigh 2.00 lb/ft length.

One in Six Accessible Parking Spaces Must be Van Accessible, Minimum of One, Van Accessible Spaces Have the Same Requirement Except They Must Also Have 96" of Clear Vertical Space.

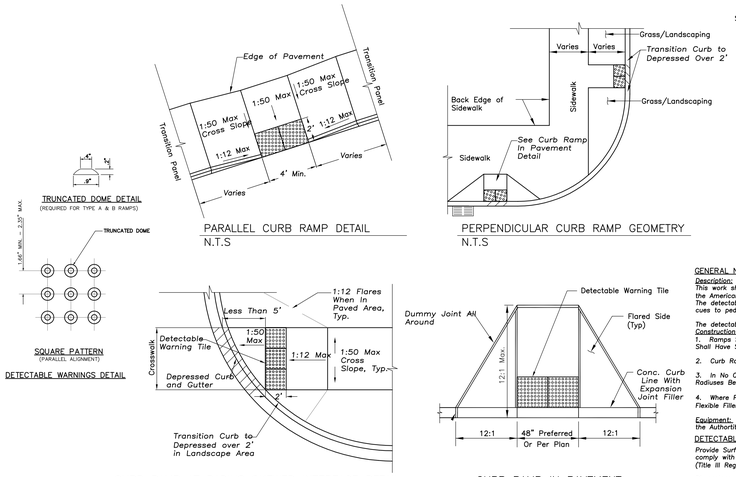
ACCESSIBLE PARKING SIGN



WALK ADJACENT TO BUILDING



SILT FENCE CONSTRUCTION (AASHTO 288-00)



GENERAL NOTES

Description:
This work shall consist of constructing sidewalk curb ramps with detectable warnings in compliance with the Americans with Disabilities Act, Accessibility Guidelines (ADAAG).
The detectable warnings shall consist of an area of truncated domes that provide both visual and tactile cues to pedestrians who are about to enter into traffic.

The detectable warnings shall present a contrast in color from the adjacent sidewalk.

Construction Requirements:

1. Ramps Shall Be Located As Shown On Plans In Alignment With Normal Sidewalk And/or Crosswalk And Shall Have Sufficient Curb Length At Corner Radius To Prevent Vehicular Encroachment.

2. Curb Ramps At Marked Crossings Shall Be Wholly Contained Within The Markings Excluding Flared Sides.

3. In No Case Shall Expansion Joints That Are Constructed In Curbs And Gutters At Or Near Corner Radiuses Be Located Within The Accessible Ramp Areas.

4. Where Preformed Joint Filler (p.j.f) Is Installed Against A Curved Surface, The Contractor Shall Use A Flexible Filler In Accordance With The Illinois Department Of Transportation (IDOT) Standard Specifications.

Equipment: Equipment for the detectable warning area of the curb ramps shall meet the requirements of the Authorities haveing Jurisdiction.

DETECTABLE WARNING SURFACE TILES

Provide Surface Applied Detectable/Tactile Warning Surface Tiles which comply with the detectable warnings on walking surfaces section of the Americans with Disabilities Act (Title III Regulations, 28 CFR Part 36 ADA STANDARDS FOR ACCESSIBLE DESIGN, Appendix A, Section 4.29.2

Dimensions: Cast in Place Detectable/Tactile Warning Surface Tiles shall be held within the following dimensions and tolerances:
Length and Width in One of the Following as Necessary for the Dimensions of the Surface In Which the Detectable Warning is Proposed: 12x12 24x24 24x36 24x48 24x60 36x48 36x60 nominal. No Cutting of Tiles is Allowed.

Installation of Detectable/Tactile Warning Surface Tiles Per Manufacturer's Instructions.

Verify With the Local Authorities Having Jurisdiction that Detectable/Tactile Warning Surface Tiles are an Acceptable Method of Providing for the Detectable Warning Surface.

Verify With the Local Authorities Having Jurisdiction that the Manufacturer's Products are Acceptable for the Detectable Warning Surface.

ACCESSIBLE RAMPS FOR SIDEWALKS

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
FAX (847) 223-4864
EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

WHEELING TOWN CENTER

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
	10/08/15	PRELIMINARY PUD REVIEW
	12/31/15	PRELIMINARY PUD RESUB.

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Design By: GD/JC	Date: 10/08/15
Checked By: GD	Project No. 0000.00

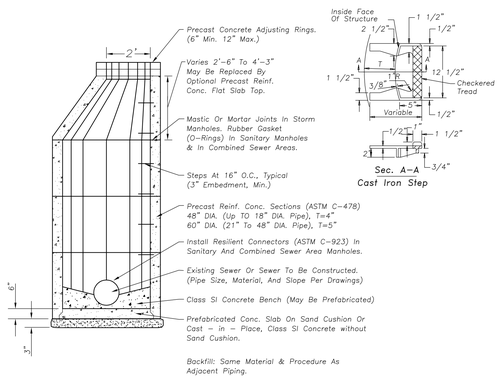
Sheet Title:

SITEWORK DETAILS

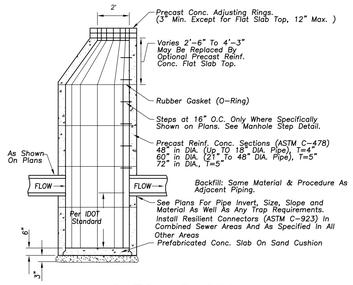
Sheet No:

C-5.1

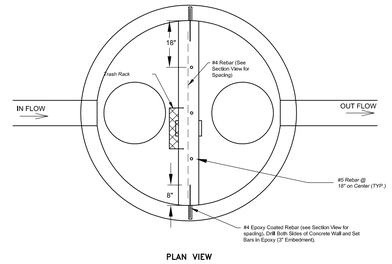
EEA - P:\George\Wheeling Town Center Urban R2\Drawing\WTC-Siteplan.dwg
Plotted: 12/29/15 @ 12:10pm By: gdreyer



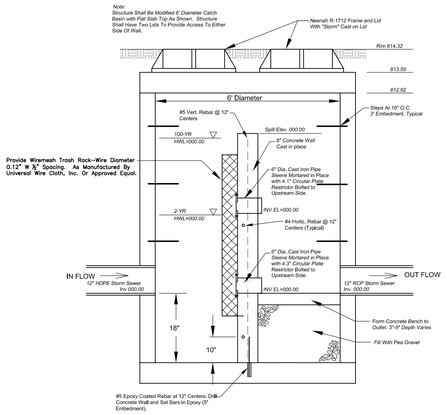
MANHOLE – 48"–60" DIA.



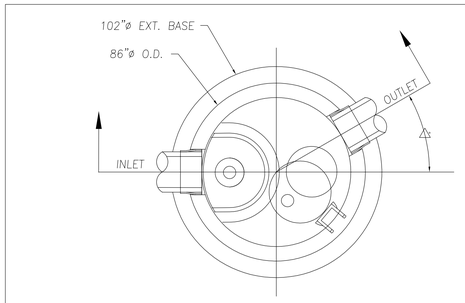
CATCH BASIN



PLAN VIEW
NOT TO SCALE

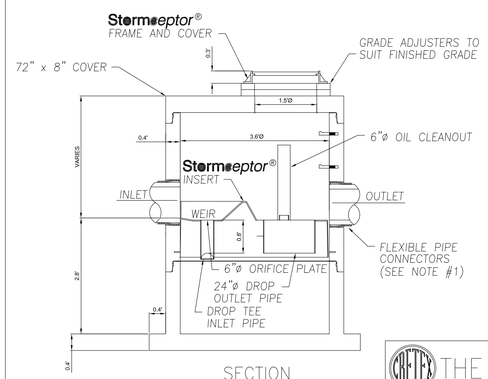


RESTRICTOR STRUCTURE



PLAN

(FRAME AND COVER NOT SHOWN FOR CLARITY)

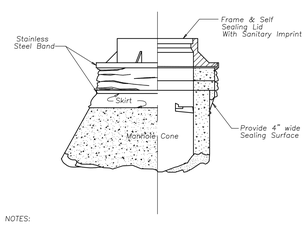


SECTION

NOTES

1. THE USE OF FLEXIBLE PIPE CONNECTORS IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.
2. THE COVER SHOULD BE POSITIONED OVER THE DROP OUTLET PIPE AND THE OIL CLEANOUT PIPE.
3. ALL JOINTS SHALL HAVE NEOPRENE GASKETS CONFORMING TO ASTM C443.
4. DESIGNED FOR AASHTO HS-20 LOADING.
5. THE Stormceptor® SYSTEM IS PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: #4985148, #5498331, #5725760, #5753115, #5849181.
6. PRODUCT WEIGHT:
   72"ø BARREL = 1840 lbs/ft
   INTEGRAL BASE SLAB = 5670 lbs
   COVER SLAB = 3940 lbs

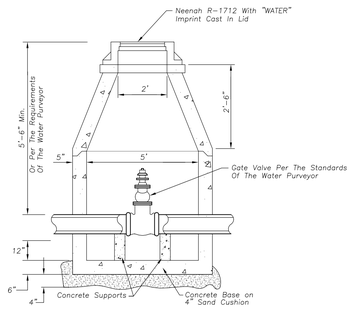
THE CRETEX COMPANIES INC.			
SCALE	REVISION	BY	DATE
DATE			
DR'N.	APVD.		
PROJECT	TITLE STC 900 PRECAST CONCRETE Stormceptor®	NUMBER	REV.



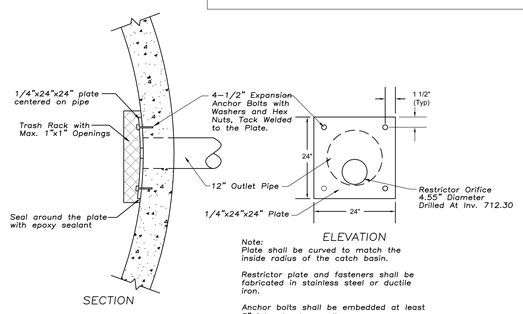
NOTES:

1. Chimney Seals shall be installed on all Sanitary Sewerage System Manholes.
2. "CRETEX" External Seals are required. Other products or other design solutions shall require the approval of the Village Engineer.
3. Chimney Seals shall be installed in accordance with the manufacturer's instructions.

SANITARY MANHOLE CHIMNEY SEAL



WATER VALVE VAULT

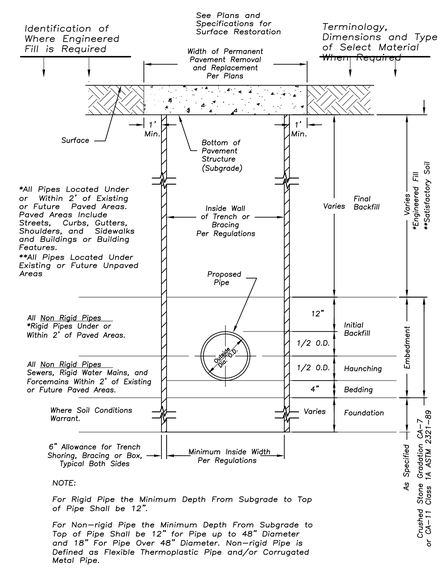


Note:
Plate shall be curved to match the inside radius of the catch basin.

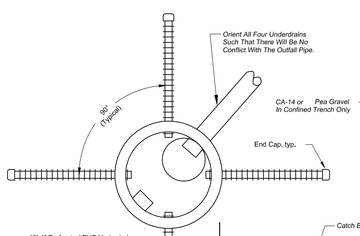
Restrictor plate and fasteners shall be fabricated in stainless steel or ductile iron.

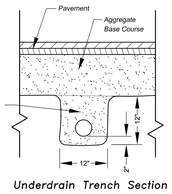
Anchor bolts shall be embedded at least 3" into structure wall.

RESTRICTOR PLATE DETAIL

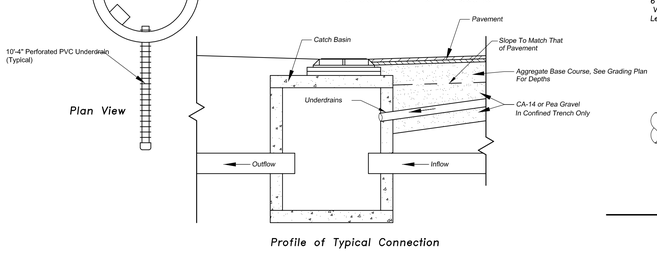


STANDARD SEWER AND WATER TRENCH SECTION

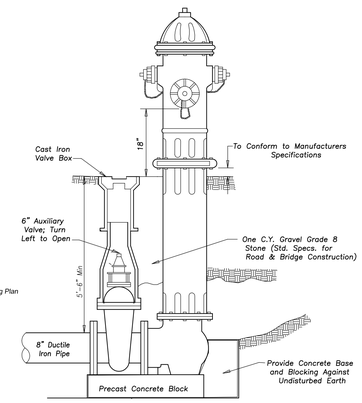




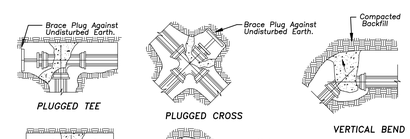
Underdrain Trench Section



CATCH BASIN WITH FINGER DRAINS



HYDRANT INSTALLATION



Note:
1. All blocks bear against undisturbed earth.
2. Arrows indicate direction of thrust.
3. All blocks shall be 3000psi concrete.
4. All fittings shown in plan except vertical bend.

THRUST BLOCKING

ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 COMMERCE DRIVE, SUITE A
GRAYSLAKE, ILLINOIS 60030
PHONE (847) 223-4804
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EMAIL INFO@EEA-LTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2017

WHEELING TOWN CENTER

Reserved for Seal:

Expiration Date: _____

No.	Date	Description
	10/08/15	PRELIMINARY PUD REVIEW
	12/31/15	PRELIMINARY PUD RESUB.

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Design By: GD/JC	Date: 10/08/15
Checked By: GD	Project No. 0000.00

Sheet Title:

SITEWORK DETAILS

Sheet No:

C-5.2

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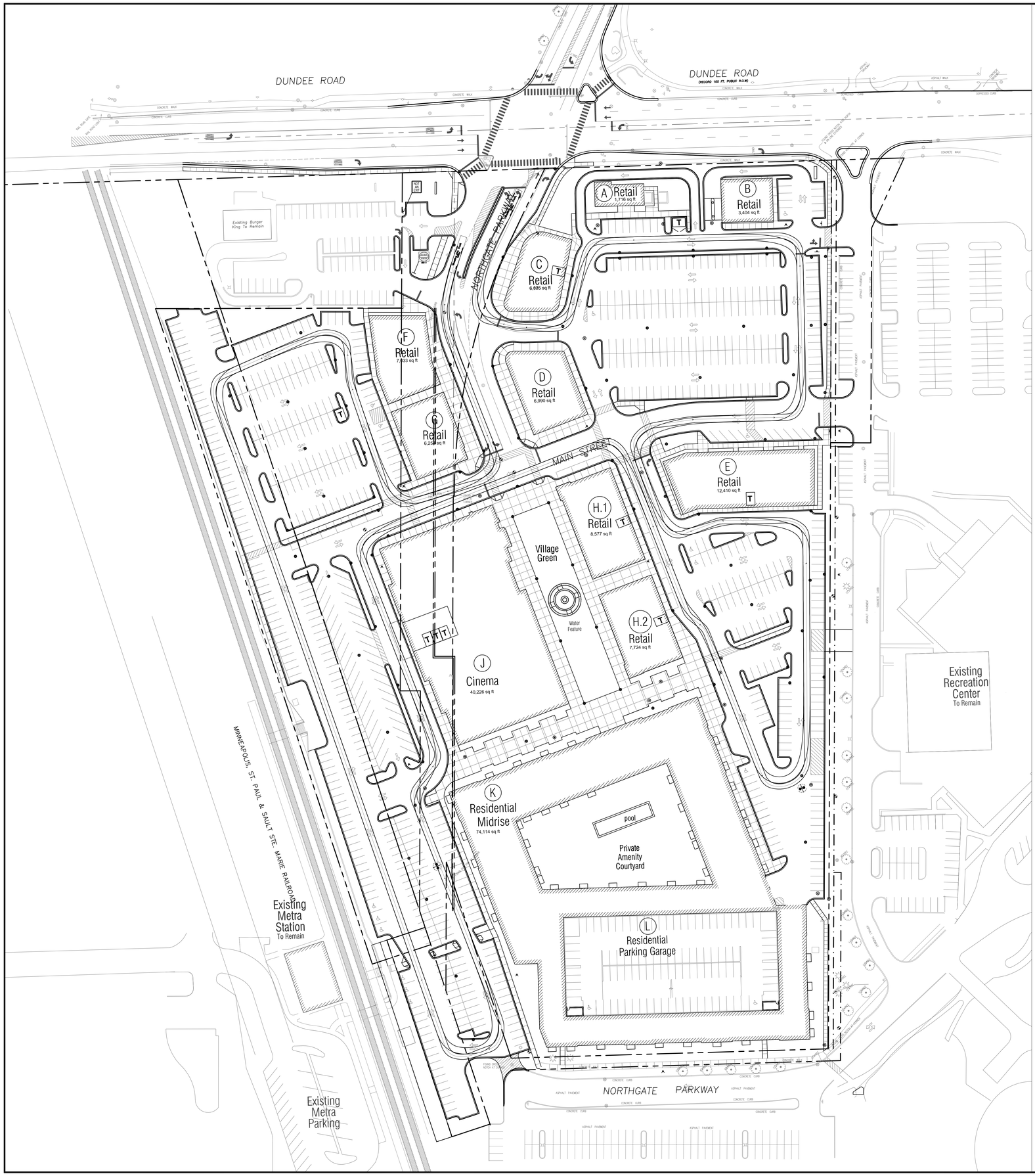

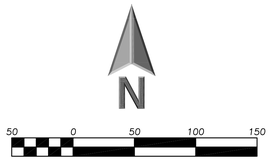

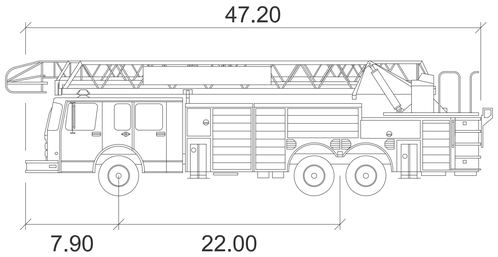

Wheeling Fire Truck

		feet
Width	:	7.90
Track	:	7.90
Lock to Lock Time	:	6.0
Steering Angle	:	39.2

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WHEELING TOWN CENTER

Reserved for Seal:

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No.	Date	Description
	10/08/15	PRELIMINARY PUD REVIEW
	12/31/15	PRELIMINARY PUD RESUB.

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GD/JC	10/08/15
Checked By:	Project No.
GD	0000.00

Sheet Title:

Fire Truck Movement

Sheet No:

CX-1.1

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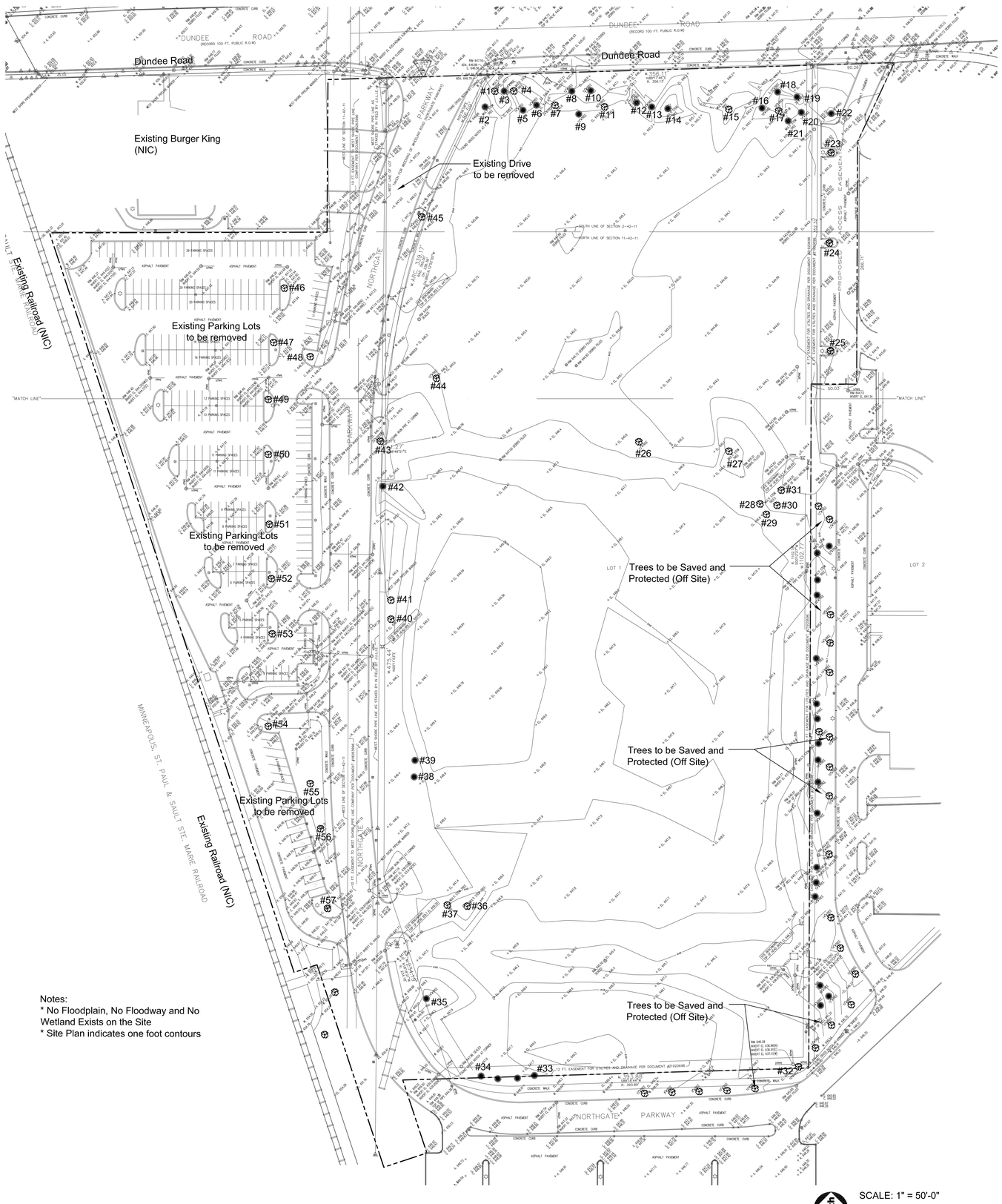


Notes:
* No Floodplain, No Floodway and No Wetland Exists on the Site
* Site Plan indicates one foot contours

SCALE: 1" = 50'-0"
0 25' 50' 100' 150'

NOT FOR CONSTRUCTION

EXISTING TREE LIST

All existing trees to be removed.

KEY #	SIZE	COMMON NAME	BOTANICAL NAME	CONDITION
1	7", 5", 16" cal.	Austrian Pine	Pinus nigra	Good
2	7"	Crabapple	Malus sp.	Poor
3	14" cal.	Austrian Pine	Pinus nigra	Fair
4	9" cal.	Prairiefire Crabapple	Malus x 'Prairiefire'	Good
5	14" cal.	Austrian Pine	Pinus nigra	Good
6	14" cal.	Austrian Pine	Pinus nigra	Good
7	24" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
8	12" cal.	White Spruce	Picea glauca	Poor
9	12" cal.	White Spruce	Picea glauca	Good
10	12" cal.	Colorado Blue Spruce	Picea pungens	Good
11	30" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
12	2-12" cal.	Austrian Pine	Pinus nigra	Fair
13	14" cal.	Austrian Pine	Pinus nigra	Poor
14	16" cal.	Austrian Pine	Pinus nigra	Fair
15	10" cal.	Prairiefire Crabapple	Malus x 'Prairiefire'	Good
16	18" cal.	Austrian Pine	Pinus nigra	Fair
17	16" cal.	Austrian Pine	Pinus nigra	Poor
18	2-10" cal.	Austrian Pine	Pinus nigra	Good
19	20" cal.	Austrian Pine	Pinus nigra	Good
20	14" cal.	Austrian Pine	Pinus nigra	Poor
21	16" cal.	Austrian Pine	Pinus nigra	Poor
22	16" cal.	Austrian Pine	Pinus nigra	Good
23	8" cal.	Littleleaf Linden	Tilia cordata	Poor
24	10" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
25	12" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Fair
26	12" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
27	7" cal.	American Linden	Tilia americana	Poor
28	5", 5", 4" cal.	Boxelder	Acer negundo	Poor
29	4" cal.	Mulberry	Morus sp.	Poor
30	4" cal.	Mulberry	Morus sp.	Poor
31	4" cal.	Mulberry	Morus sp.	Poor
32	10" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
33	14" cal.	White Spruce	Picea glauca	Good
34	14" cal.	White Spruce	Picea glauca	Fair
35	14" cal.	White Spruce	Picea glauca	Good
36	9" cal.	Crabapple	Malus sp.	Fair
37	7", 8" cal.	Crabapple	Malus sp.	Fair
38	7", 5" cal.	Spruce	Picea sp.	Fair
39	9" cal.	Spruce	Picea sp.	Fair
40	6", 8", 7", 5" cal.	Maple	Acer sp.	Poor
41	9.5" cal.	Crabapple	Malus sp.	Good
42	8" cal.	Spruce	Picea sp.	Poor
43	20" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
44	12" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
45	14" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
46	7" cal.	Red Maple	Acer rubrum	Good
47	7" cal.	Red Maple	Acer rubrum	Good
48	9" cal.	Red Maple	Acer rubrum	Good
49	6.5" cal.	Red Maple	Acer rubrum	Good
50	7" cal.	Red Maple	Acer rubrum	Good
51	6" cal.	Red Maple	Acer rubrum	Good
52	3" cal.	Red Maple	Acer rubrum	Good
53	3" cal.	Red Maple	Acer rubrum	Good
54	7.5" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
55	12" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
56	11" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good
57	9" cal.	Thornless Honeylocust	Gleditsia triacanthos var. inermis	Good

RTKL
AN ARCADIS COMPANY
RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

uplandDesign ltd
Landscape Architecture & Park Planning
564 W Randolph St, Chicago, Illinois 60606
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplandDesign.com

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB

SEAL

SHEET IDENTIFICATION

TITLE

EXISTING CONDITIONS & TREE SURVEY

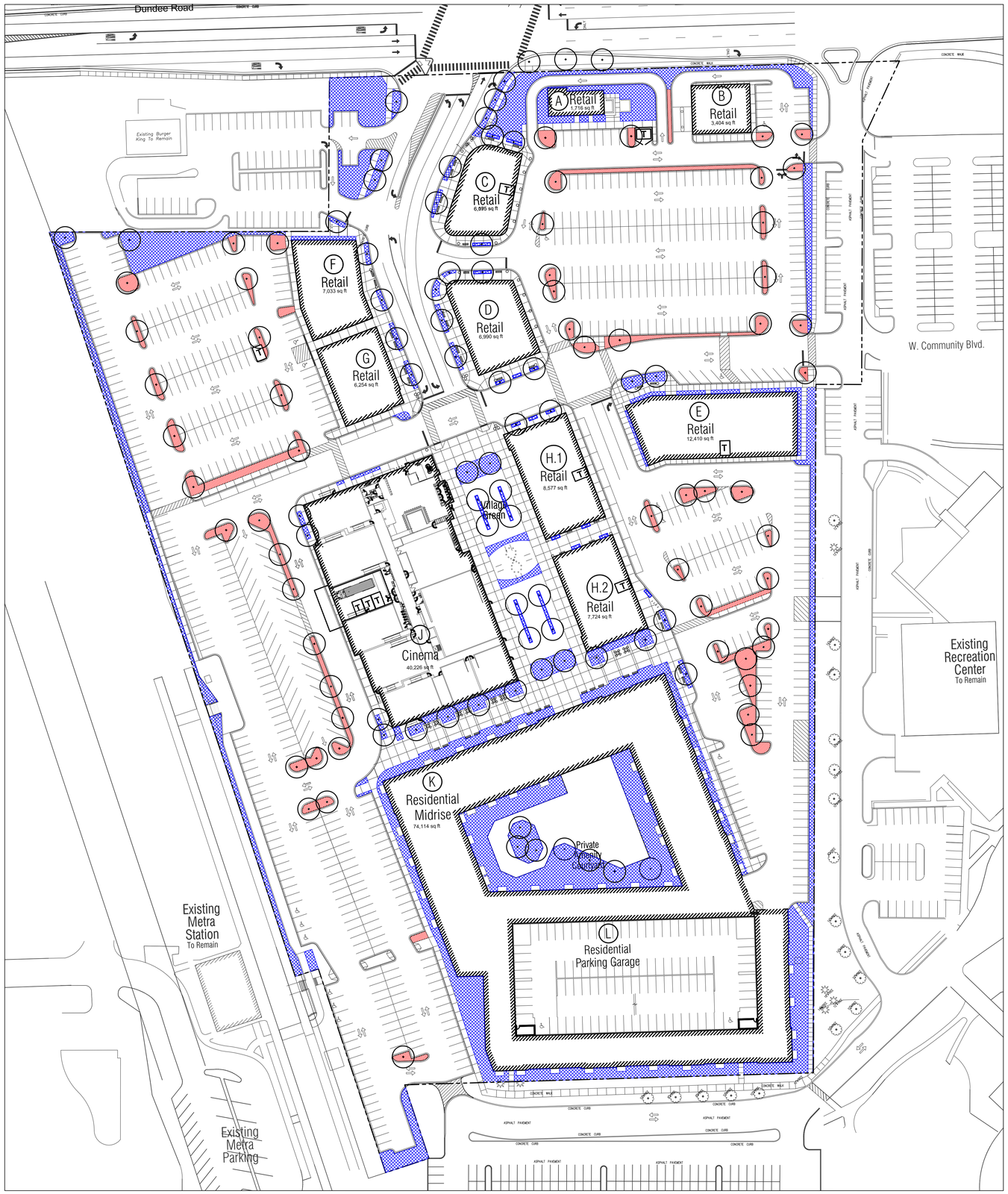
NUMBER

L1.0

2015 RTKL ASSOCIATES INC.

TIME:

FILE NAME:



SCALE: 1" = 50'-0"

0 25' 50' 100' 150'

North

LEGEND

- Required Trees for Parking Lot Perimeter and Interior Applications
- Interior Landscaping for Off Street Parking Areas
- Open Space Landscape Bed

NOT FOR CONSTRUCTION

RTKL

AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

uplandDesign ltd
Landscape Architecture & Park Planning
564 W Randolph St, Chicago, Illinois 60606
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplandDesign.com

PROJECT

WHEELING TOWN CENTER

WHEELING

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB

SEAL

SHEET IDENTIFICATION

TITLE

GENERAL LANDSCAPE PLAN

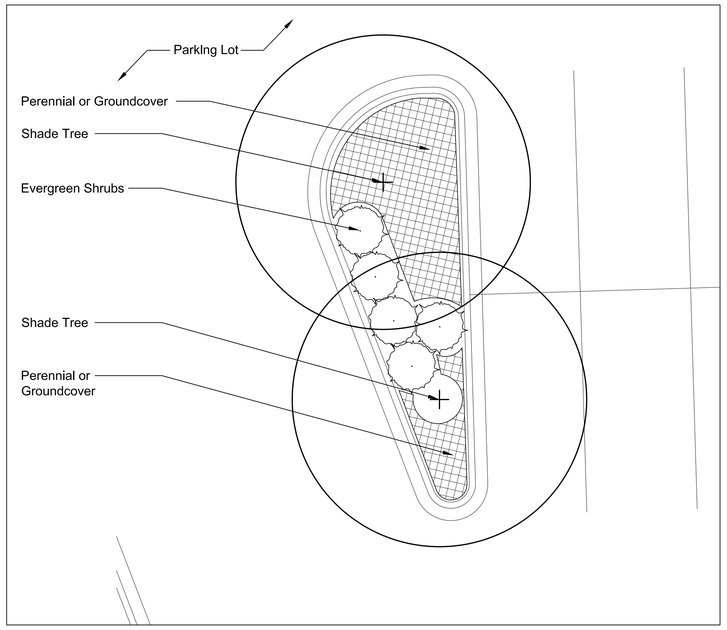
NUMBER

L1.1

2015 RTKL ASSOCIATES INC.

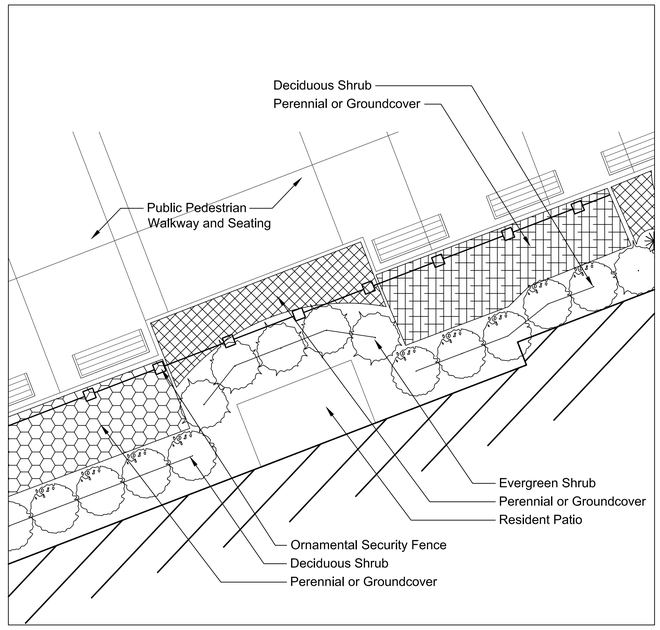
TIME:

FILE NAME:



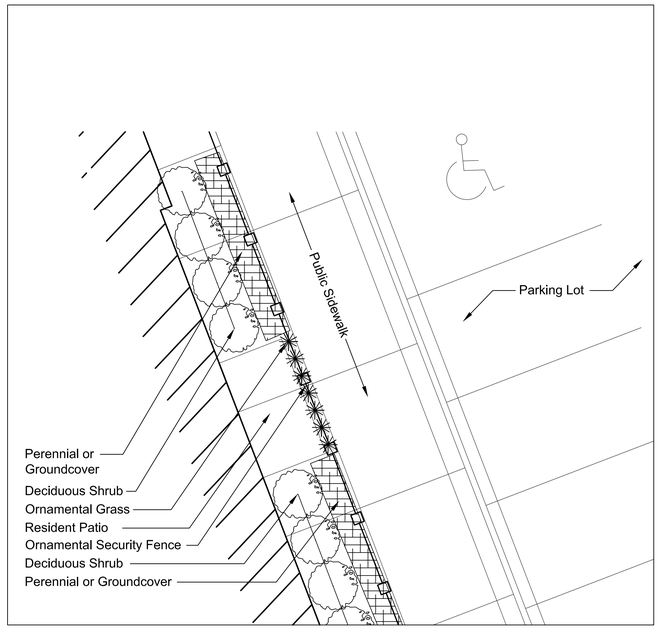
Sample Landscape Island

SCALE: 1" = 5'-0"
0 2.5' 5' 10' 20'



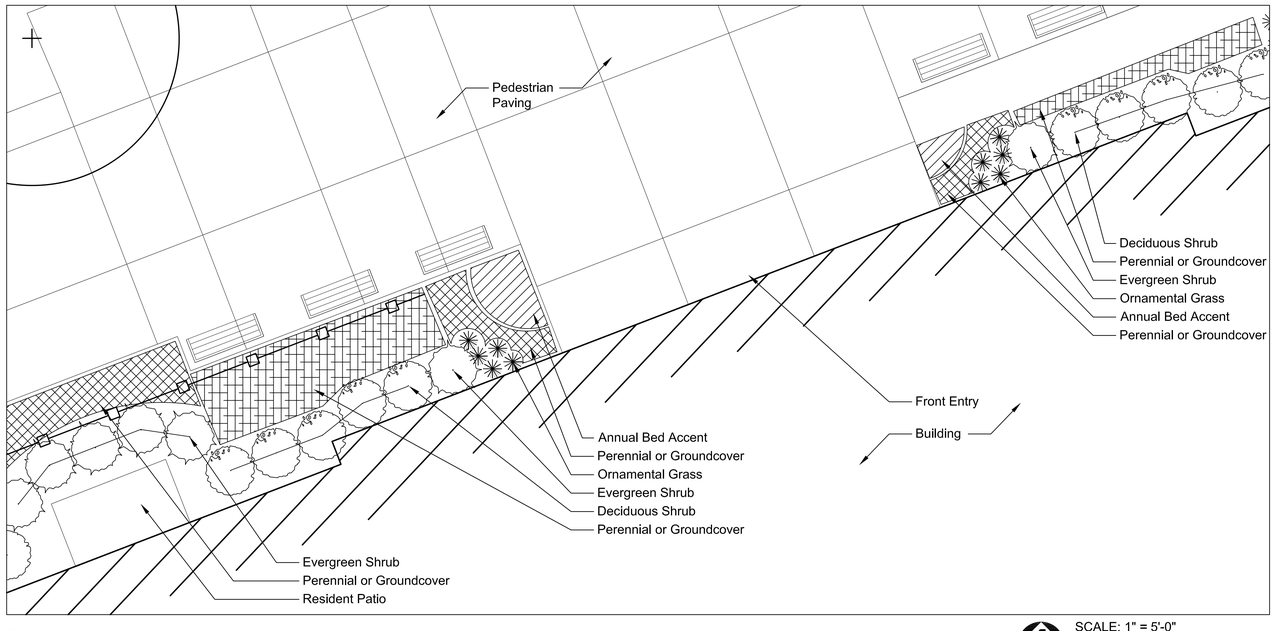
Sample Landscape at 1st Floor Patio - North of Building K

SCALE: 1" = 5'-0"
0 2.5' 5' 10' 20'



Sample Landscape at 1st Floor Patio - East and West of Building K

SCALE: 1" = 5'-0"
0 2.5' 5' 10' 20'



Sample Landscape Bed

SCALE: 1" = 5'-0"
0 2.5' 5' 10' 20'

LEGEND

Shade Tree
Shrub
Ornamental Grass
Ornamental Tree
Perennial and Groundcover (hatch symbol varies)

VILLAGE OF WHEELING LANDSCAPE ORDINANCE REQUIREMENTS

			Landscape Required	Landscape Proposed
Tree Preservation and Enhancement				
	Replacement Trees			
		1.5 times the tree trunk diameter of the removed tree	1,065 caliper inches = 354 trees	57 parking lot shade trees 63 site shade trees = 120 shade trees total
Landscaping Requirements for Off-street Parking Areas				
	Required Trees for Parking Lot Perimeter and Interior Applications			
		1 shade or ornamental tree for every fifteen parking spaces	744 total parking spaces / 15 spaces = 50 trees	57 shade trees
	Interior Landscaping for Off-street Parking Areas			
		20 SF of interior landscape island or landscaped peninsula per stall	740 total parking spaces x 20 SF = 14,800 SF	14,239 SF interior landscape
		landscaped islands min 200 SF; landscaped peninsulas min 100 SF	variance requested	
		25% - 70% evergreens	meets ordinance	
		30" max height within vision triangle	meets ordinance	
	Screening for Off-street Parking Areas			
		street frontage 8' greenbelt in width; 18" high at planting and 30" high at maturity	variance requested	
		6' greenbelt along all interior lot lines	variance requested	
	Vision Triangle			
		2' or less in height or have clearance of eight (8) feet beneath the lowest branch or projection	meets ordinance	
	Species Mix			
		10-19: 50% of any one species 20-39: 40% of any one species 40-59: 30% of any one species 60 or more: 20% of any one species	meets ordinance	
	Plant Sizes			
		Deciduous Trees: 3" cal. Evergreen Trees: 6' ht. Ornamental Trees: 2" cal. Shrubs: 24" ht.	meets ordinance	

NOT FOR CONSTRUCTION

RTKL
AN ARCADIS COMPANY
RTKL ASSOCIATES INC.
200 S. MICHIGAN AVENUE
CHICAGO, IL 60604
312-542-5900 MAIN
312-542-5901 FAX
WWW.RTKL.COM
PROJECT NUMBER 030-120019.01

CONSULTANT

uplandDesign ltd
Landscape Architecture & Park Planning
564 W Randolph St, Chicago, Illinois 60606
24042 Lockport St, Plainfield, Illinois 60544
815-254-0091 www.uplandDesign.com

PROJECT

WHEELING TOWN CENTER

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB

SEAL

SHEET IDENTIFICATION

TITLE

SAMPLE LANDSCAPE PLAN

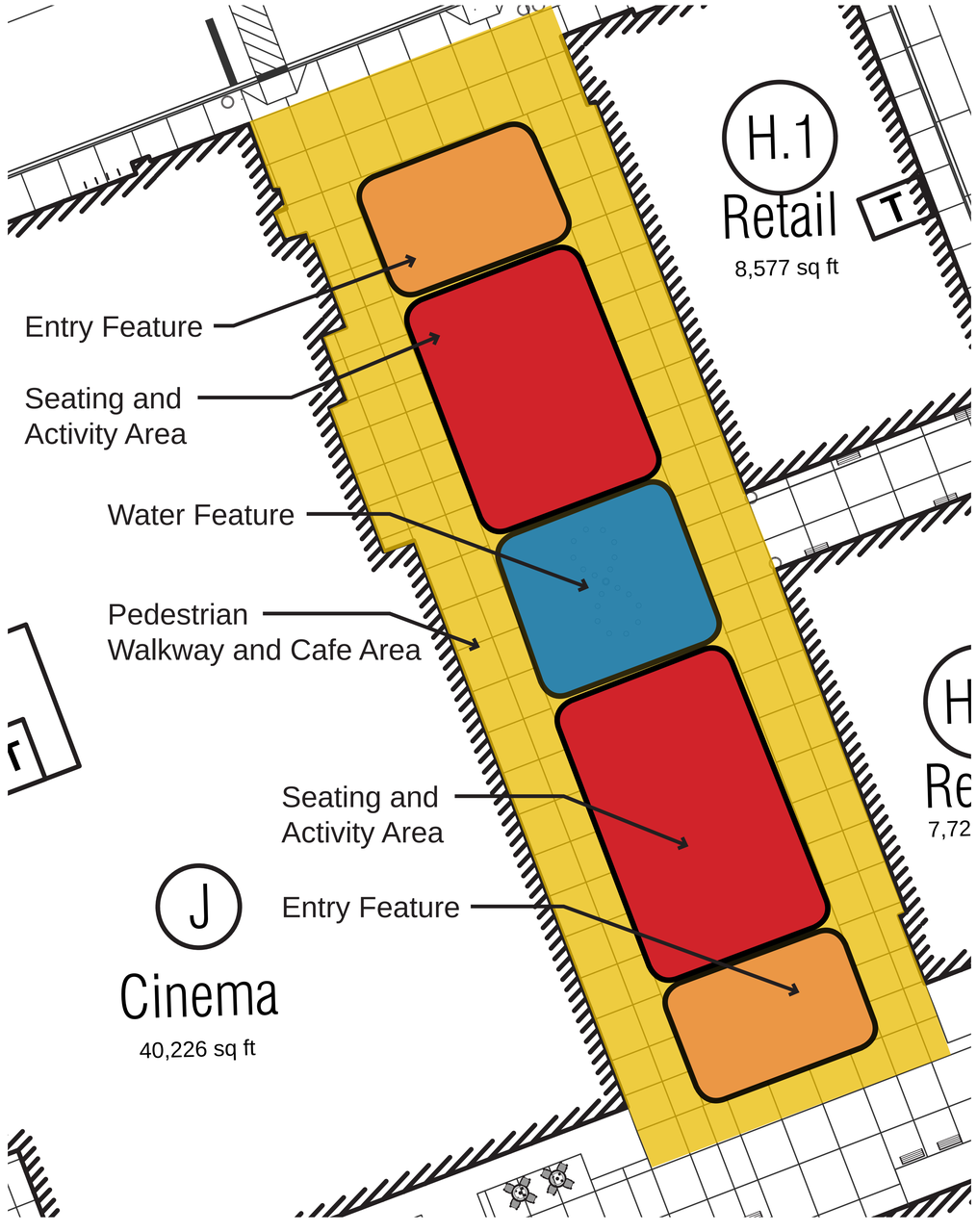
NUMBER

L1.2

2015 RTKL ASSOCIATES INC.

TIME:

FILE NAME:



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ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB

SEAL

SHEET IDENTIFICATION

TITLE

VILLAGE GREEN ENLARGEMENT

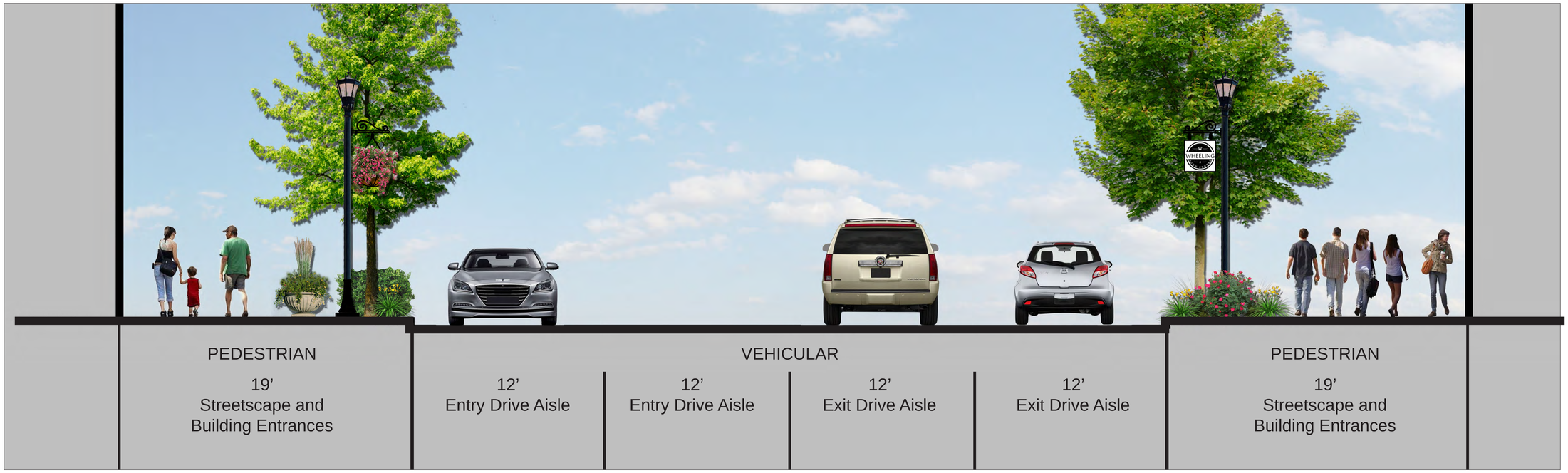
NUMBER

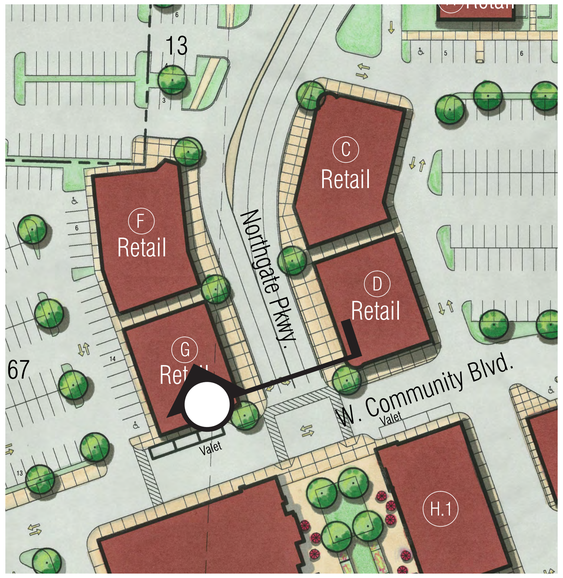
L2.1

2015 RTKL ASSOCIATES INC.

TIME:

FILE NAME:





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PROJECT

WHEELING TOWN CENTER

CLIENT

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500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB

SEAL

SHEET IDENTIFICATION

TITLE

NORTHGATE PARKWAY SECTION

NUMBER

L2.2

2015 RTKL ASSOCIATES INC.

TIME

FILE NAME

Shade Trees - Balled and Burlap

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	3" cal.	Acer x freemanii 'Marmo'	Marmo Maple
	3" cal.	Acer rubrum 'Franksred'	Red Sunset Red Maple
	3" cal.	Celtis occidentalis	Common Hackberry
	3" cal.	Cercidiphyllum japonicum	Katsuratree
	3" cal.	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo (male)
	3" cal.	Gleditsia triacanthos f. inermis 'Skyline'	Skyline Honeylocust
	3" cal.	Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree (seedless)
	3" cal.	Quercus bicolor	Swamp White Oak
	3" cal.	Quercus robur	English Oak
	3" cal.	Quercus robur 'Fastigiata'	Columnar English Oak
	3" cal.	Quercus velutina	Black Oak
	3" cal.	Taxodium distichum	Bald Cypress
	3" cal.	Tilia americana 'Redmond'	Redmond Linden
	3" cal.	Ulmus 'Princeton'	Ulmus americana 'Princeton'
	3" cal.	Ulmus 'Triumph'	Morton Glossy' Triumph Smoothleaf Elm
0	Total		

Ornamental Trees - Balled and Burlap

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	2" cal. or 6' clump	Amelanchier grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry
	2" cal.	Cercis canadensis	Eastern Redbud
	2" cal.	Crataegus crusgalli var. inermis	Thornless Cockspur Hawthorn
	2" cal.	Syringa pekinensis 'Morton'	China Snow Peking Lilac
	2" cal.	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac
0	Total		

Evergreen Shrubs - Balled and Burlap or Pot

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	24" Ht. x 24" Spr.	Buxus x 'Green Mound'	Green Mound Boxwood
	24" Ht. x 24" Spr.	Buxus x 'Green Mountain'	Green Mountain Boxwood
	24" Ht. x 24" Spr.	Taxus x media 'Hicksii'	Hicks Yew
	24" Ht. x 24" Spr.	Taxus x media 'Tauntonii'	Taunton Yew
	36" Ht. x 24" Spr.	Thuja occidentalis 'Techny'	Techny Arborvitae
	36" Ht. x 24" Spr.	Thuja occidentalis 'Woodwardii'	Woodward Arborvitae
0	Total		

Deciduous Shrubs - Balled and Burlap or Pot

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	#5 cont., 18" ht.	Cotoneaster 'Hessei'	Hesse Cotoneaster
	#5 cont., 24" Ht.	Hydrangea arborescens 'Annabelle'	Annabelle Hydrangea
	#5 cont., 18" Ht.	Hydrangea macrophylla 'Robert'	Let's Dance 'Moonlight' Hydrangea
	#5 cont., 30" Ht.	Forsythia x 'Meadowlark'	Meadowlark Forsythia
	#5 cont., 24" ht.	Syringa meyeri 'Palibin'	Dwarf Korean Lilac
	#5 cont., 18" ht.	Rhus aromatica 'Gro-Low'	Gro-Low Fragrant Sumac
	#5 cont., 18" ht.	Rosa var. 'Noaschnee'	Flower Carpet White Rose
	#5 cont., 18" ht.	Rosa 'Radtko'	Red Double Knock Out Rose
	#5 cont., 18" ht.	Rosa 'Radtkopink'	Pink Double Knock Out Rose
	#5 cont., 18" ht.	Viburnum carlesii 'Compactum'	Koreanspice Viburnum
	#5 cont., 36" ht.	Viburnum dentatum 'Autumn Jazz'	Autumn Jazz Arrowwood Viburnum
	#5 cont., 36" ht.	Viburnum x burkwoodii 'Mohawk'	Mohawk Burkwood Viburnum
0	Total		

Perennials - Pots

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	#1 cont.	Echinacea purpurea 'Coconut Lime'	Coconut Lime Coneflower
	#1 cont.	Echinacea purpurea 'Magnus'	Purple Coneflower
	#1 cont.	Hemerocallis 'Going Bananas'	Going Bananas Daylily
	#1 cont.	Hemerocallis 'Rosy Returns'	Rosy Returns Daylily
	#1 cont.	Hemerocallis 'Summer Wine'	Summer Wine Daylily
	#1 cont.	Heuchera 'Tiramisu'	Tiramisu Coral Bells
	#1 cont.	Heuchera micrantha 'Palace Purple'	Palace Purple Coral Bells
	#1 cont.	Heuchera sanguinea 'Chatterbox'	Chatterbox Coral Bells
	#1 cont.	Hosta 'August Moon'	August Moon Hosta
	#1 cont.	Hosta sieboldiana 'Frances Williams'	Frances Williams Hosta
	#1 cont.	Leucanthemum x superbum 'Snowcap'	Snowcap Shasta Daisy
	#1 cont.	Nepeta racemosa 'Kit Cat'	Kit Cat Catmint
	#1 cont.	Nepeta racemosa 'Walker's Low'	Walker's Low Catmint
	#1 cont.	Perovskia atriplicifolia 'Little Spire'	Little Spire Russian Sage
	#1 cont.	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black Eyed Susan
	#1 cont.	Symphyotrichum novae-angliae 'Purple Dome	Purple Dome New England Aster
	#1 cont.	Salvia nemorosa 'Marcus'	Marcus Salvia
	#1 cont.	Stachys byzantina 'Big Ears'	Big Ears Lamb's Ear
0	Total		

Ornamental Grasses - Pots

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	#1 cont.	Panicum virgatum 'Prairie Fire'	Prairie Fire Switchgrass
	#1 cont.	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass
	#1 cont.	Spartina pectinata	Prairie Cord Grass
	#1 cont.	Sporoblolus heterolepis	Prairie Dropseed
	#1 cont.	Sporoblolus heterolepis 'Tara'	Tara Prairie Dropseed
0	Total		

Groundcovers, Vines and Bulbs - Pot, Flat or Bulb

QTY	SIZE	BOTANICAL NAME	COMMON NAME
	20cm	Allium 'Globemaster'	Globemaster Allium
	20cm	Allium aflatunense 'Purple Sensation'	Purple Sensation Allium
	#1 cont.	Clematis 'Jackmanii'	Jackman's Clematis
	#1 cont.	Clematis ternifiora	Sweet Autumn Clematis
	7 cm	Crocus kotschyanus (zonatus) 'Albus'	Fall White Crocus
	6 cm	Crocus sieberi 'Spring Beauty'	Spring Beauty Snow Crocus
	6 cm	Crocus tommassinianus 'Roseus'	Pink Snow Crocus
	9 cm	Crocus vernus 'Jeanne d'Arc'	Jeanne d'Arc Giant Dutch Crocus
	14 cm	Narcissus 'Cheerfulness'	Cheerfulness Double Daffodil
	17 cm	Narcissus 'February Gold'	February Gold Daffodil
	17 cm	Narcissus 'King Alfred'	King Alfred Daffodil
	14 cm	Tulipa 'Angelique'	Angelique Tulip
	14 cm	Tulipa Fosteriana 'Red Emperor'	Red Emperor Tulip
	3" cell	Vinca minor 'Dart's Blue'	Periwinkle
0	Total		

ANNABELLE HYDRANGEA
Hydrangea arborescens 'Annabelle'

DWARF KOREAN LILAC
Syringa meyeri 'Palibin'

GRO-LOW SUMAC
Rhus aromatica 'Gro-Low'

DOUBLE KNOCKOUT ROSE
Rosa 'Radtko'

GREEN MOUND BOXWOOD
Buxus x 'Green Mound'

TAUNTON YEW
Taxus x media 'Tauntonii'

WOODWARD ARBORVITAE
Thuja occidentalis 'Woodwardii'

PURPLE CONEFLOWER
Echinacea purpurea 'Magnus'

KING ALFRED DAFFODIL
Narcissus 'King Alfred'

SUMMER WINE DAYLILY
Hemerocallis 'Summer Wine'

GLOBEMASTER ALIUM
Allium 'Globemaster'

KIT CAT CATMINT
Nepeta racemosa 'Kit Cat'

SNOWCAP SHASTA DAISY
Leucanthemum × superbum 'Snowcap'

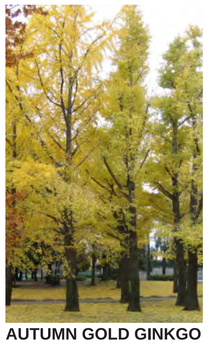
PRAIRIE FIRE SWITCHGRASS
Panicum virgatum 'Prairie Fire'

PRAIRIE DROPSEED
Sporoblolus heterolepis

RUSSIAN SAGE
Perovskia atriplicifolia

GOLDSTRUM BLACK EYED SUSAN
Rudbeckia fulgida 'Goldsturm'

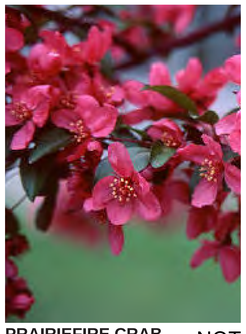
MARMO MAPLE
Acer x freemanii 'Marmo'



AUTUMN GOLD GINKGO
Ginkgo biloba 'Autumn Gold'

SWAMP WHITE OAK
Quercus bicolor

KENTUCKY COFFEE TREE
Gymnocladus dioicus 'Espresso'



PRAIRIEFIRE CRAB
Malus 'Prairifire'

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815-254-0091 www.uplandDesign.com

PROJECT

WHEELING TOWN CENTER

WHEELING

CLIENT

WTC, LLC
500 LAKE COOK RD
SUITE #270
DEERFIELD, IL 60015

ISSUE DRAWING LOG

	12/31/2015	PRELIMINARY PUD RESUB

SEAL

SHEET IDENTIFICATION

TITLE

PLANT PALETTE

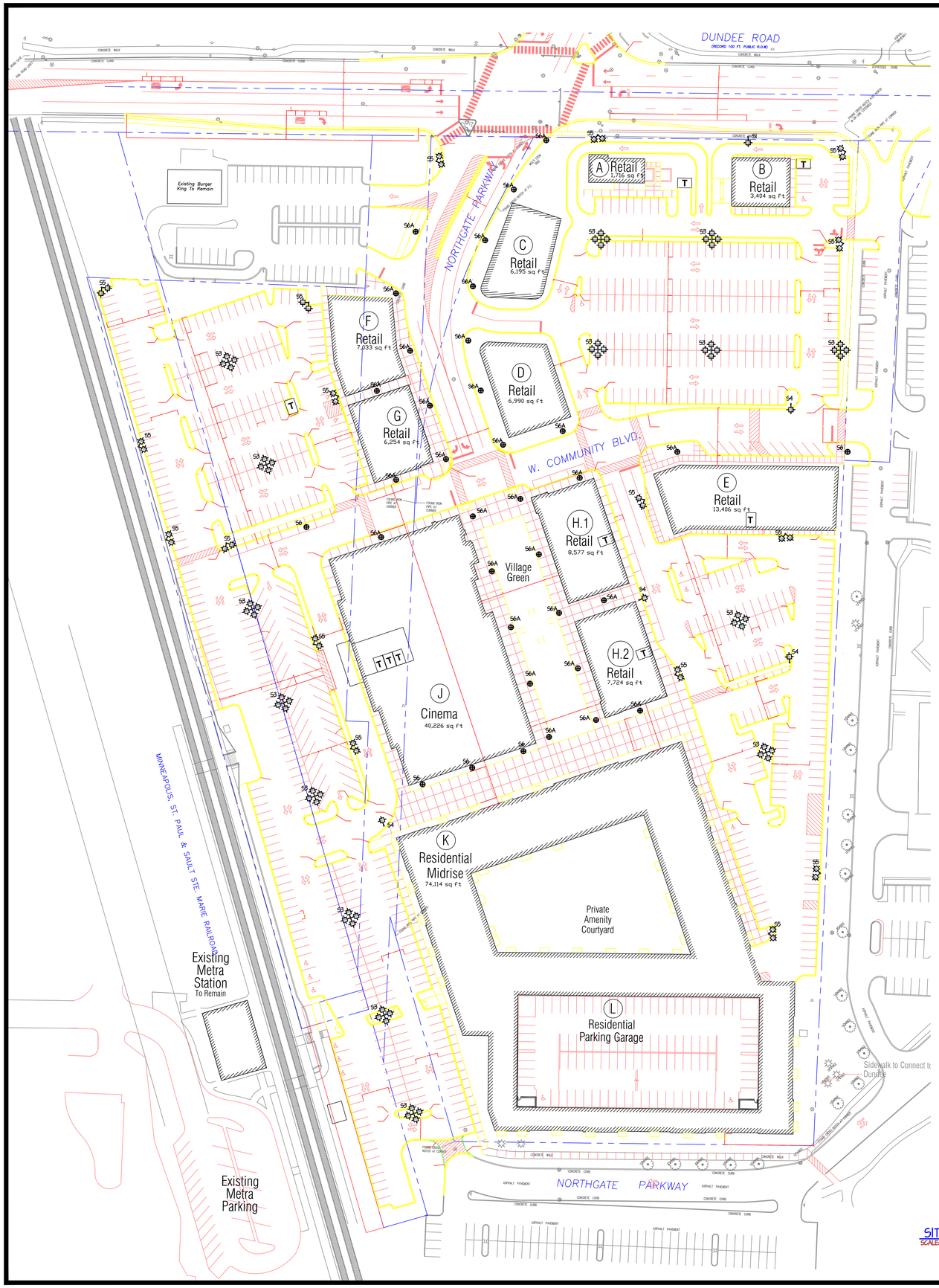
NUMBER

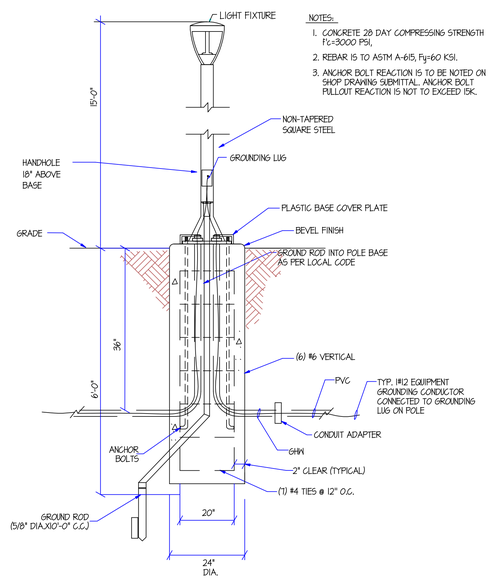
L2.3

2015 RTKL ASSOCIATES INC.

TIME

FILE NAME



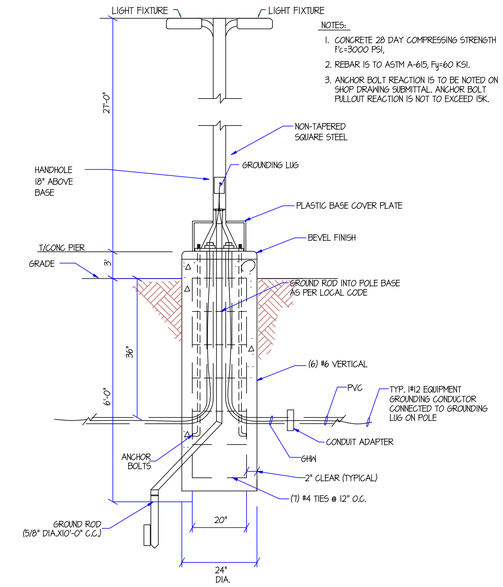


NOTES:

1. CONCRETE 28 DAY COMPRESSING STRENGTH f'c=3000 PSI.
2. REBAR IS TO ASTM A-615, Fy=60 KSI.
3. ANCHOR BOLT REACTION IS TO BE NOTED ON SHOP DRAWING SUBMITTAL. ANCHOR BOLT PULLOUT REACTION IS NOT TO EXCEED 15K.

TYPE: S6,S6A

EXTERIOR FIXTURE POLE DETAIL



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TYPE:S1,S3,S4,S5

EXTERIOR FIXTURE POLE DETAIL

FIXTURE SCHEDULE

TYPE	QTY	SYMBOL	DESCRIPTION	MANUFACTURER/MODEL	LAMPS QTY	LAMPS TYPE	VOLTAGE	VA	NOTES
S1	1		(1) LED SHIELDED FIXTURE MOUNTED 30' ABOVE GROUND	LITHONIA# DSX2 LED-80C-700-40K-T5W-MVOLT-SPA-HS	(1) 80 LEDS	LED	MVOLT	188	
S3	15		(4) LED SHIELDED FIXTURE MOUNTED 30' ABOVE GROUND	LITHONIA#DSX2 LED-100C-700-40K-TFTM-MVOLT-SPA-HS	(4) 100 LEDS	LED	MVOLT	872	
S4	4		(1) LED SHIELDED FIXTURE MOUNTED 30' ABOVE GROUND	LITHONIA#DSX2 LED-100C-700-40K-T5W-MVOLT-SPA-HS	(1) 100 LEDS	LED	MVOLT	218	
S5	17		(2) 90 DEGREES BACK TO BACK LED SHIELDED FIXTURE MOUNTED 30' ABOVE GROUND	LITHONIA#DSX2 LED-100C-700-40K-T5W-MVOLT-SPA-HS	(2) 100 LEDS	LED	MVOLT	436	
S6	5		15' ABOVE GROUND MOUNTED LED TOPPER	FIXTURE MANUFACTURER TO BE DETERMINED	1	LED	MVOLT	52	
S6A	30		15' ABOVE GROUND MOUNTED LED TOPPER (2) HEADS	FIXTURE MANUFACTURER TO BE DETERMINED	2	LED	MVOLT	104	

SITE LIGHTING PLAN-OPTION #4

SCALE: 1"=50'-0"

NORTH

NESKO DESIGN / BUILD ELECTRIC — ELECTRICAL CONTRACTOR

RANDOLPH INC. builders • contractors • construction managers — GENERAL CONTRACTOR

FLIXBREWHOUSE — CLIENT

REVISIONS

9-22-14 ISSUED FOR REVIEW
12-2-15 ISSUED FOR REVIEW
12-31-15 ISSUED FOR REVIEW

PROJECT NAME

WHEELING TOWN CENTER
WHEELING, IL

Certified By

Scale 1"=50'-0"
Date 9-22-14
Drawn By JRN
Checked By

Drawing Number
E-100.C

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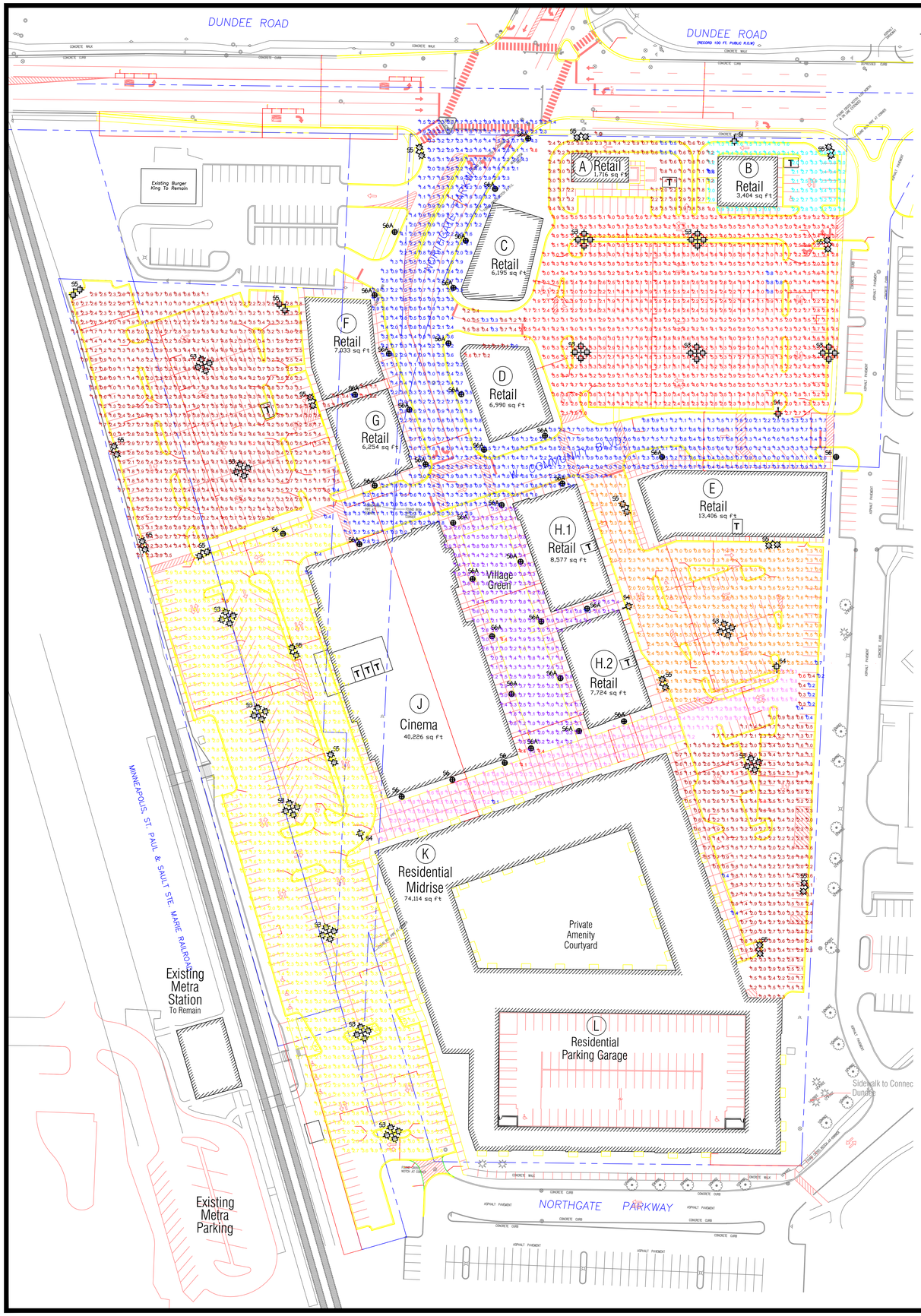

SITE PHOTOMETRIC PLAN-OPTION #4
SCALE: 1"=50'-0"

TYPE: S6,S6A

GT1615

The **GT1615** is a Cast Aluminum Traditional Style 6-sided lantern. Pictured below with Clear Acrylic lenses and an Optional Glass Refractor.

FEATURES

The fixture mounts to a 3" tenon with stainless steel screws. Fixture can be ordered with Textured Acrylic (**TA**), Prismatic Acrylic (**PA**) or Clear Acrylic (**CA**) Lenses.

GT1615 - CA / L3

ELECTRICAL		
BALLAST AND WATTAGE	**SOCKET**	**VOLTAGE**
50WMH, 50WHPS	MED	120V, 277V
70WMH, 70WHPS	MED	
100WMH, 100WHPS	MED	120V, 208V, 240V, 277V
150WMH, 150WHPS	MED	
52W LED	MED	120V, 277V
26WCFL, 32WCFL, 42WCFL	4-PIN	

The ballast is a High Power Factor (HPF), core and coil type. The porcelain socket can be a medium or mogul base, and is 4kV pulse rated. Electronic Ballasts are available for specified application.

OPTIONS				
OPTICS	**HOUSE-SIDE SHIELD**	**LENS TYPE**	**LOUVERS**	**OTHER**
L3 - Type 3 Glass Refractor	HSS 90	CA - Clear Acrylic	LVR1 - Small Louver	PCL - PhotoCell
L5 - Type 5 Glass Refractor	HSS 180	PA - Prismatic Acrylic		
		TA - Textured Acrylic		

STANDARD FINISH		PREMIUM FINISH	
BK	Black	**WH**	White
BT	Textured Black	**CV**	Copper Vein
SB	Statuary Bronze	**GV**	Green Vein
GN	Green	**CF**	Custom Finish

All decorative aluminum components have an electrostatically applied thermoset scratch-resistant powder coat finish.

ORDERING SEQUENCE

GT1615 - CA / LED / 120V / L3 / BT

Fixture — Lens Type — Light source — Voltage — Option — Finish

TYPES: S1,S3,S4,S5

D-Series Size 2
LED Area Luminaire

Catalog Number
Notes
Type

Hyperlinks throughout this cover sheet for easy navigation.

d^series

Specifications

EPA: 2.0 ft² (0.19 m²)
Length: 40" (101.6 cm)
Width: 15" (38.1 cm)
Height: 7-1/2" (19.0 cm)
Weight (max): 39 lbs (17.7 kg)

Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. The Size 2 is ideal for replacing 400-1000W metal halide in area lighting applications with energy savings of up to 80% and expected service life of over 100,000 hours.

Ordering Information EXAMPLE: DSX2 LED 80C 1000 40K T4M MVOLT SPA DDBXD

DSX2 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options	Other options	Finish (required)
DSX2 LED	**Forward optics** 80C 80 LEDs (Four engines) 100C 100 LEDs (Four engines) **Rotated optics**[1] 80C 80 LEDs (Four engines)	530 530 mA 700 700 mA 1000 1000 mA (1 A)[1]	30K 3000 K 40K 4000 K 50K 5000 K Amber phosphor converted	T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium T4FTM Forward Throw Medium T5VS Type V Very Short T5S Type V Short T5M Type V Medium T5W Type V Wide	MVOLT[7] 120[7] 208[7] 240[7] 277[7] 347[7] 480[7]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[8] RPUMBA Round pole universal mounting adaptor[8] KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[8]	**Shipped installed** PER NEMA twist-lock receptacle only (no controls)[1] DMG 0-10V dimming driver (no controls) DCR Dimmable and controllable via ROAM® (no controls)[9] DS Dual switching[1,10] PIR Motion sensor, 15-30' mounting height[11] PIR30 Motion sensor, 15-30' mounting height[11] BL30 Bi-level switched dimming, 30%[11,12] BL50 Bi-level switched dimming, 50%[11,12]	**Shipped installed** HS House-side shield[13] WTB Utility terminal block[14] SF Single fuse (120, 277, 347V)[15] DF Double fuse (208, 240, 480V)[15] TLS Tool-less entry trigger latch[16] LNS Left rotated optics[1] RNS Right rotated optics[1]	**Finish** (required) DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Drilling

Template #8 — Top of Pole

DSX2 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	**DM28AS**	2 at 90°
DM29AS	2 at 180°	**DM38AS**	3 at 90°
DM39AS	3 at 120°	**DM48AS**	4 at 90°
DM49AS	4 at 90° *	**DM53AS**	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lightings POLE CENTRAL to see our wide selection of poles, accessories and educational tools.
*Round pole top must be 2.25" O.D. minimum.
**For round pole mounting (RPM) only.

Controls & Shields

Accessories

BL127F U S.B Pressed - SL twist-lock (120-277V) [1]
BL347F U S.B.B1 Pressed - SL twist-lock (347V) [1]
BL480F U S.B.B1 Pressed - SL twist-lock (480V) [1]
SCU Shorting cap [1]
DSZ2HS BNC U House-side shield for 80 LED unit
DSZ2HS NNC U House-side shield for 160 LED unit
PIRMS DDBXD U Motion sensor mounting bracket (specify finish)
KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[8]

Tenon Mounting Slipfitter **

Tenon O.D.	Wall thickness	Height	Finish
2-3/8"	4ZTS-160	4ZTS-280	6/A 6/A 6/A
3-1/8"	4ZTS-160	4ZTS-280	6/A 6/A 6/A
4"	4ZTS-160	4ZTS-280	4ZTS-350 4ZTS-350 4ZTS-450

For more control options, visit DTL and ROAM online.

NOTES
1 Rotated optics only available with 80C.
2 Specify voltage for DTL and ROAM only. Not available with AMBPC.
3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
4 Not for use in CA T20 or CA T24 applications.
5 Available as a separate certification option - PLANNED BUILD U.
6 Requires "SPA" mounting option. Must be ordered as a separate accessory; see Accessories information. Not available with HS or SF options.
7 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
8 Specifies a RCAM® enabled luminaire with 0-10V dimming capability. PER option required. Additional hardware and software required for RCAM® deployment; must be ordered separately. Contact Acuity Brands Controls, Call 1-800-442-6745 or email: sales@litheonacontrols.com. Not available with PIR, DS, BL30, or BL50.
9 Provides 50/50 luminaire operation via two independent drivers on two separate circuits. Not available with PER, PER7, or DS.
10 Requires an additional switched line.
11 Specifies the Intermatic® IT5400 series[1] sensor. Consult factory for details. Not available with other sensor options (PIR, PIR30, BL30, BL50, DS, TLS or SF).
12 Dimming driver standard MVOLT only. Not available with BL30, BL50, 347v, 480v, DCR, TLS or WTB.
13 Specifies as a separate accessory; see Accessories information.
14 WTB not available with BL30, BL50, DS, or PIR; N/A 347v or 480v.
15 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
16 With TLS option, the luminaire is no longer IP65 rated. Not available with BL30, BL50, DCR or PIR; N/A 347v or 480v.
17 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

LITHONIA LIGHTING
One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com
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LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	S1	1	DSX2 LED 80C 700 40K T5W MVOLT HS	DSX2 LED W/2 LARGE & 2 SMALL LIGHT ENGINES, (2) 700mA DRIVERS, 4000K LED, TYPE T5W OPTICS, WITH HOUSE SIDE SHIELD	LED	DSX2_LED_80C_700_40K_T5W_MVOLT_HS.ies	Absolute	0.95	188
	S3	15	DSX2 LED 100C 700 40K TFTM MVOLT HS	DSX2 LED W/2LARGE & 2 MEDIUM LIGHT ENGINES, (2) 700mA ,DRIVERS, 4000K LED, TYPE TFTM OPTICS, WITH HOUSE SIDE SHIELD	LED	DSX2_LED_100C_700_40K_TFTM_MVOLT_HS.ies	Absolute	0.95	872
	S4	4	DSX2 LED 100C 700 40K T5W MVOLT HS	DSX2 LED W/2 LARGE & 2 MEDIUM LIGHT ENGINES, (2) 700mA DRIVERS, 4000K LED, TYPE T5W OPTICS, WITH HOUSE SIDE SHIELD	LED	DSX2_LED_100C_700_40K_T5W_MVOLT_HS.ies	Absolute	0.95	218
	S5	17	DSX2 LED 100C 700 40K T5W MVOLT HS	DSX2 LED W/2 LARGE & 2 MEDIUM LIGHT ENGINES, (2) 700mA DRIVERS, 4000K LED, TYPE T5W OPTICS, WITH HOUSE SIDE SHIELD	LED	DSX2_LED_100C_700_40K_T5W_MVOLT_HS.ies	Absolute	0.95	436
	S6	5	GT1615_60WLED T5	LED 16.5 LUXEON COB	LED	GT1615_60WLED-T5.IES	Absolute	0.95	52
	S6A	30	GT1615_60WLED T5	LED 16.5 LUXEON COB	LED	GT1615_60WLED-T5.IES	Absolute	0.95	104

STATISTICS

Description	Symbol	Avg	Min	Avg/Min
MAIN ACCESS DRIVE-ROAD	+	1.7 fc	0.3 fc	8:1
NORTHERN PARKING LOT	+	2.9 fc	0.4 fc	7:1
RETAIL A ACCESS DRIVE	+	2.0 fc	0.5 fc	4:1
RETAIL A AND B PARKING	+	3.1 fc	0.8 fc	3:1
RETAIL B ACCESS DRIVE	+	2.4 fc	0.6 fc	4:1
RETAIL E PARKING LOT	+	3.3 fc	0.7 fc	4:1
SE PARKING	+	2.5 fc	0.4 fc	4:1
SOUTHERN PARKING	+	3.5 fc	0.4 fc	5:1
TRAFFIC TABLE ACCESS DRIVE	+	1.3 fc	0.1 fc	13:1
VILLAGE GREEN	+	2.1 fc	0.2 fc	10:1

ALL CALCULATIONS ARE TAKEN 3'-0" ABOVE GROUND

NESKO DESIGN / BUILD ELECTRIC
ELECTRICAL CONTRACTOR

RANDOLPH INC. builders • contractors • construction managers
GENERAL CONTRACTOR

FLIXBREWHOUSE
CLIENT

REVISIONS
9-22-14 ISSUED FOR REVIEW
12-2-15 ISSUED FOR REVIEW
12-31-15 ISSUED FOR REVIEW

PROJECT NAME
WHEELING TOWN CENTER
WHEELING, IL

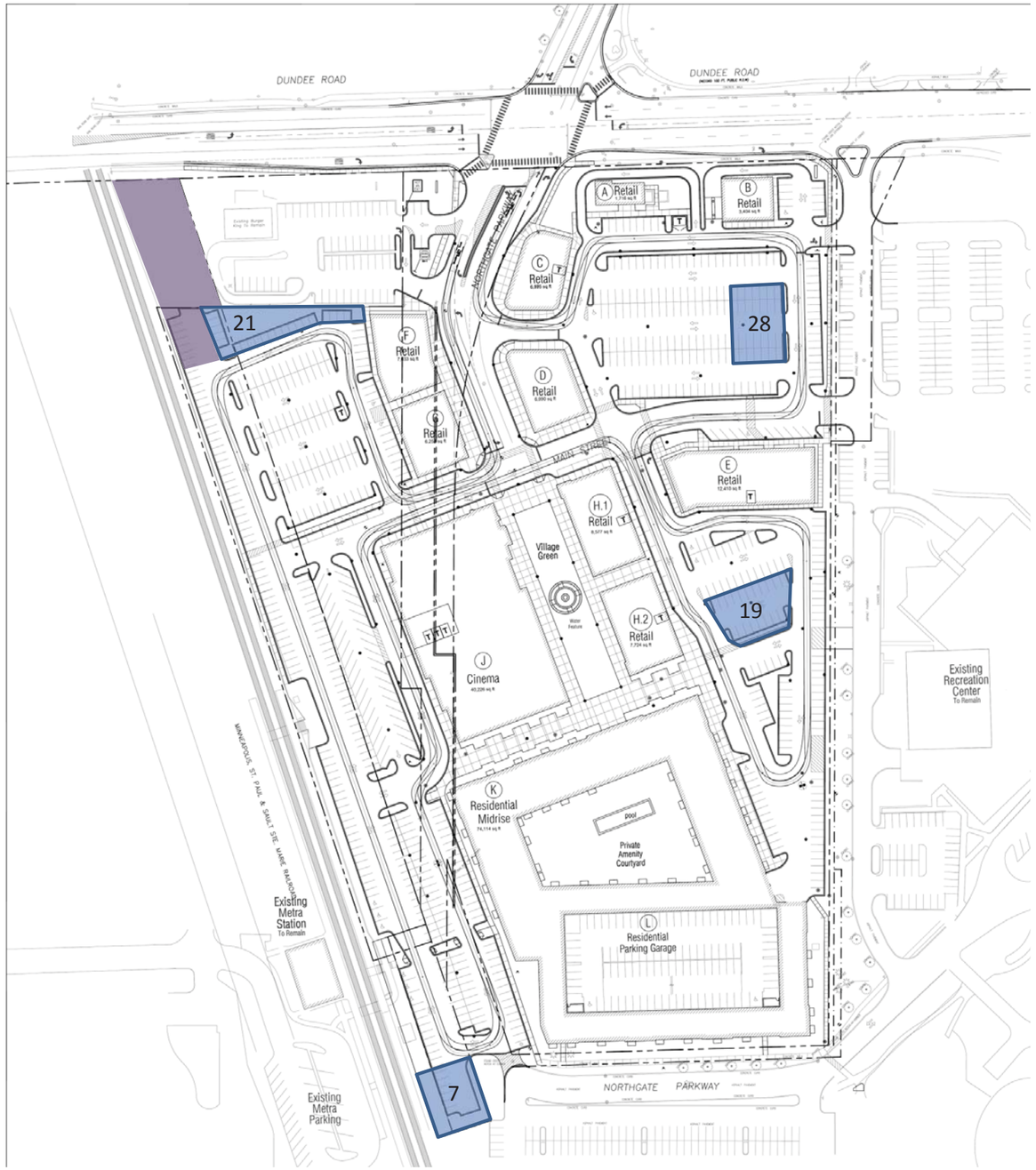
Certified By

Scale 1=50'-0"
Date 9-22-14
Drawn By JRN
Checked By

Drawing Number:
E-100.D

THIS DRAWING IS THE PROPERTY OF NESKO ELECTRIC CO. IT IS SUBMITTED IN CONFIDENCE AND UNDER CONDITION THAT IT WILL NOT BE USED WITHOUT THEIR WRITTEN PERMISSION. ©

Snow Removal Plan



75 PARKING SPACES IMPACTED

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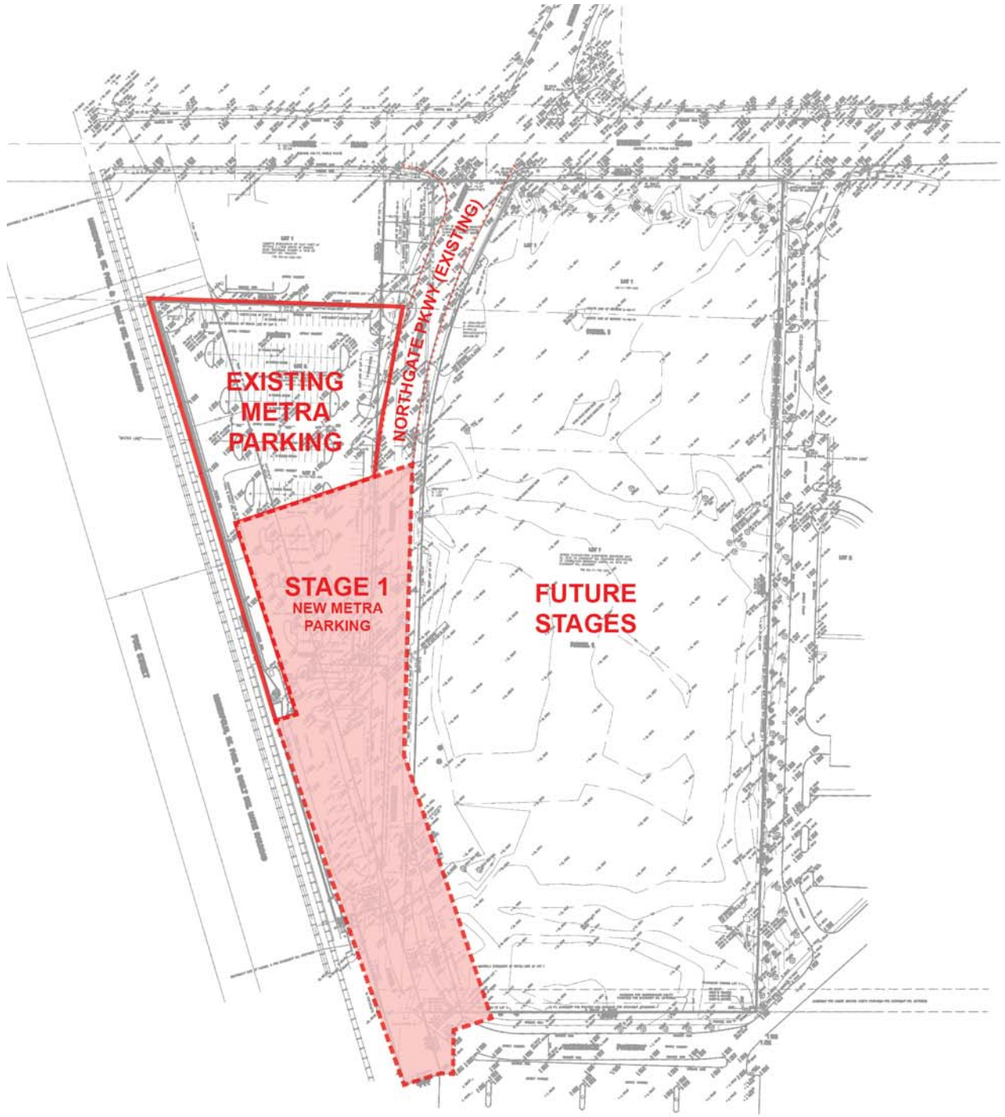
Construction Phasing Diagram: Stage 1



LEGEND

- NEW CONSTRUCTION
- COMPLETED NEW CONSTRUCTION
- ACCESS DURING NEW CONSTRUCTION

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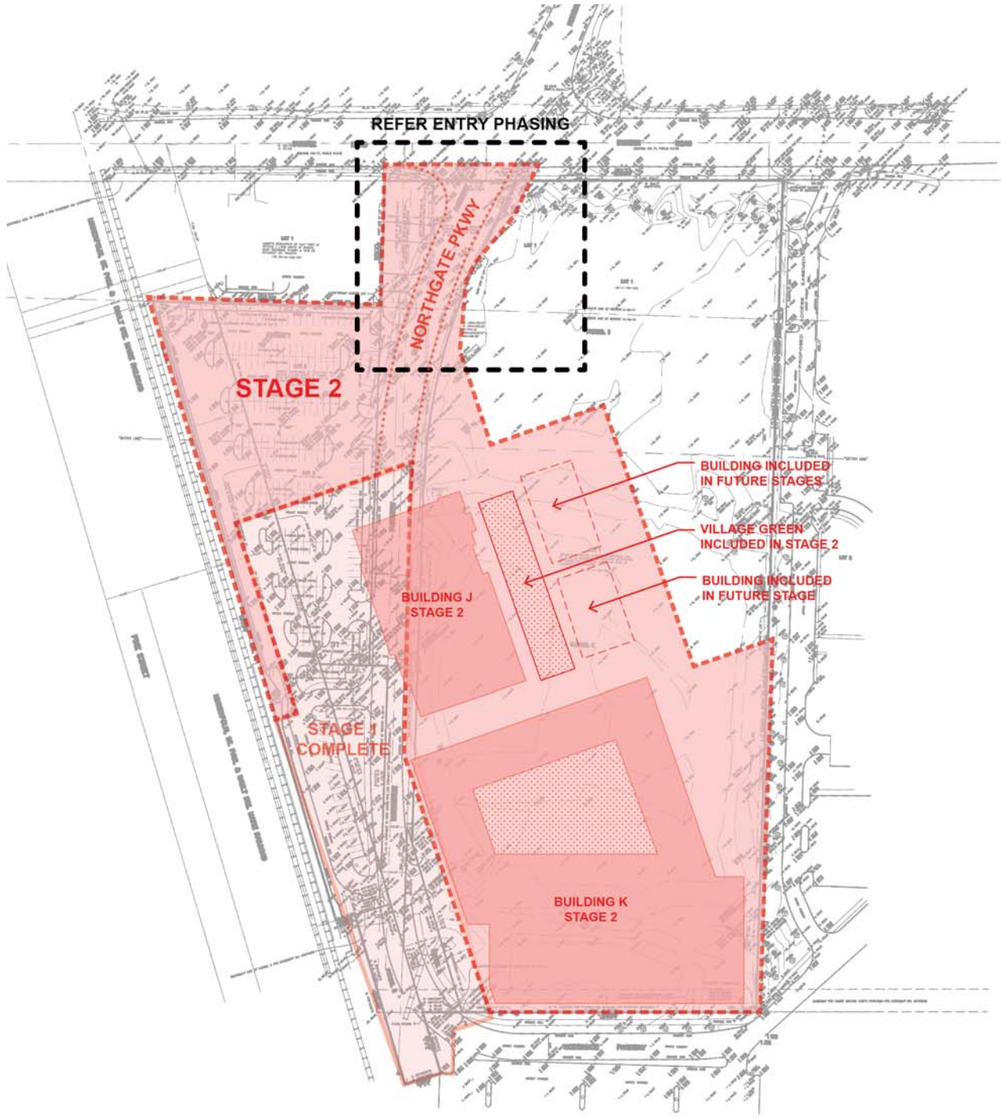
Construction Phasing Diagram: Stage 2



LEGEND

- NEW CONSTRUCTION
- COMPLETED NEW CONSTRUCTION
- ACCESS DURING NEW CONSTRUCTION

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Construction Phasing Diagram: Entry Phasing during Stage 2

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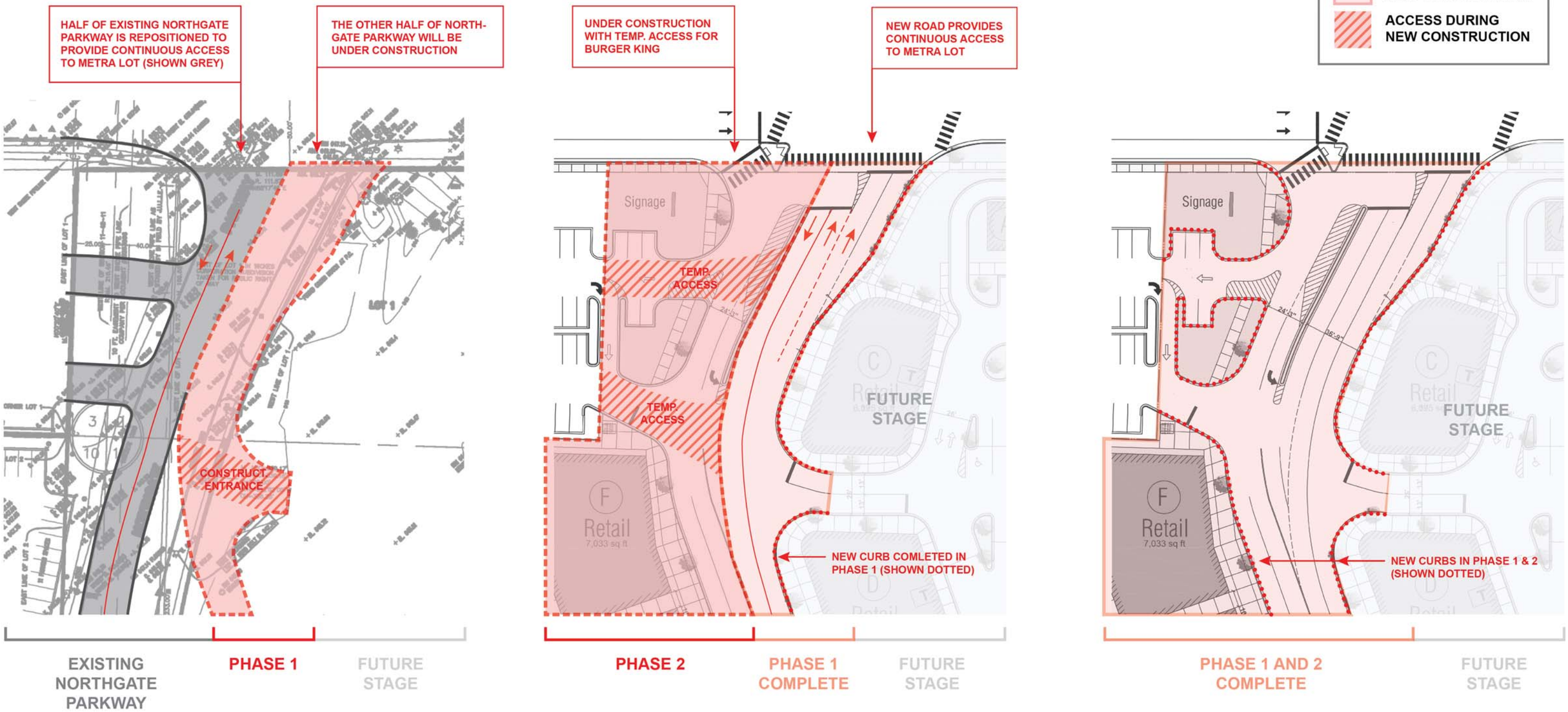
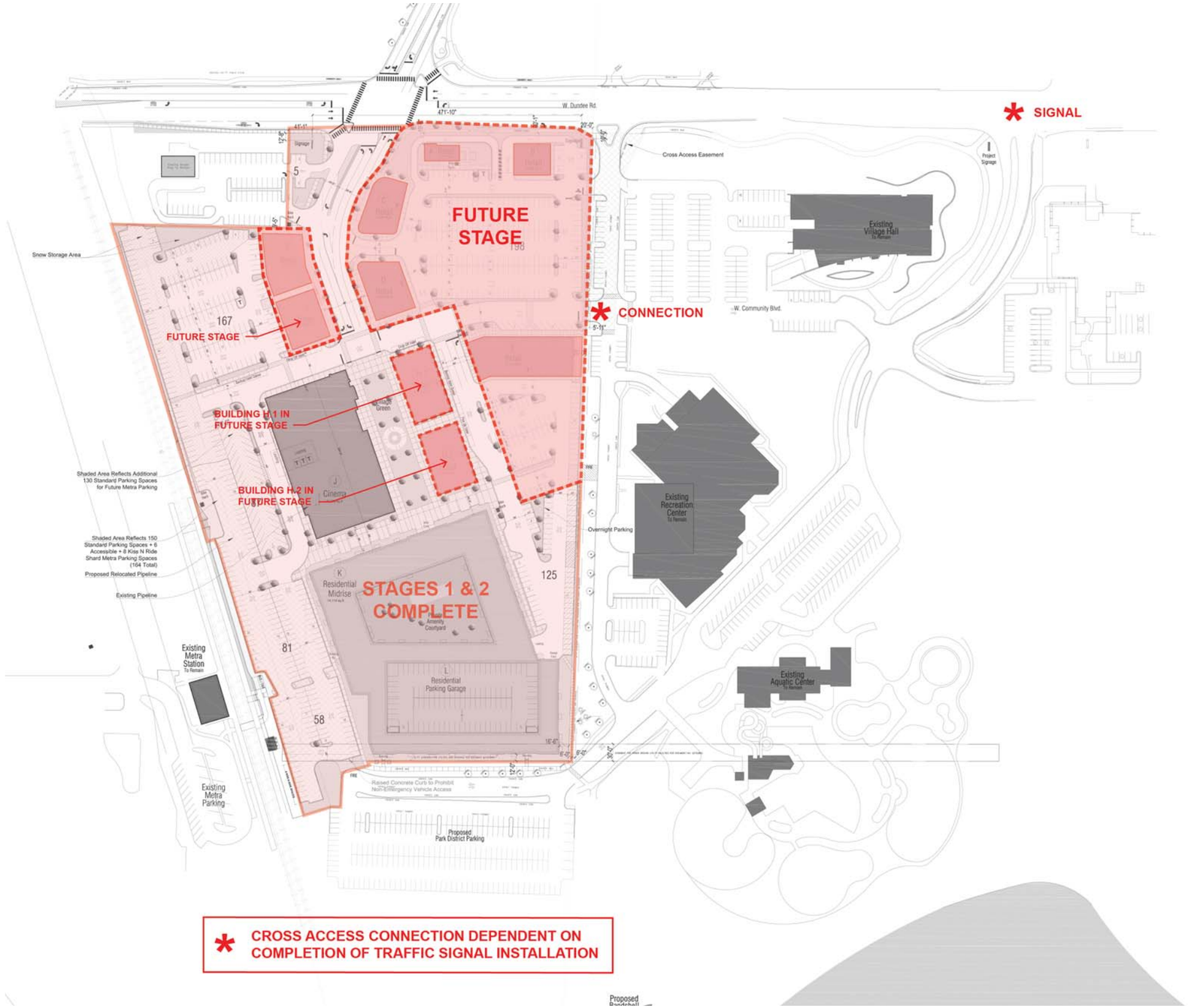
LEGEND

- NEW CONSTRUCTION
- COMPLETED NEW CONSTRUCTION
- ACCESS DURING NEW CONSTRUCTION



Construction Phasing Diagram: Future Stages



LEGEND

- NEW CONSTRUCTION
- COMPLETED NEW CONSTRUCTION
- ACCESS DURING NEW CONSTRUCTION

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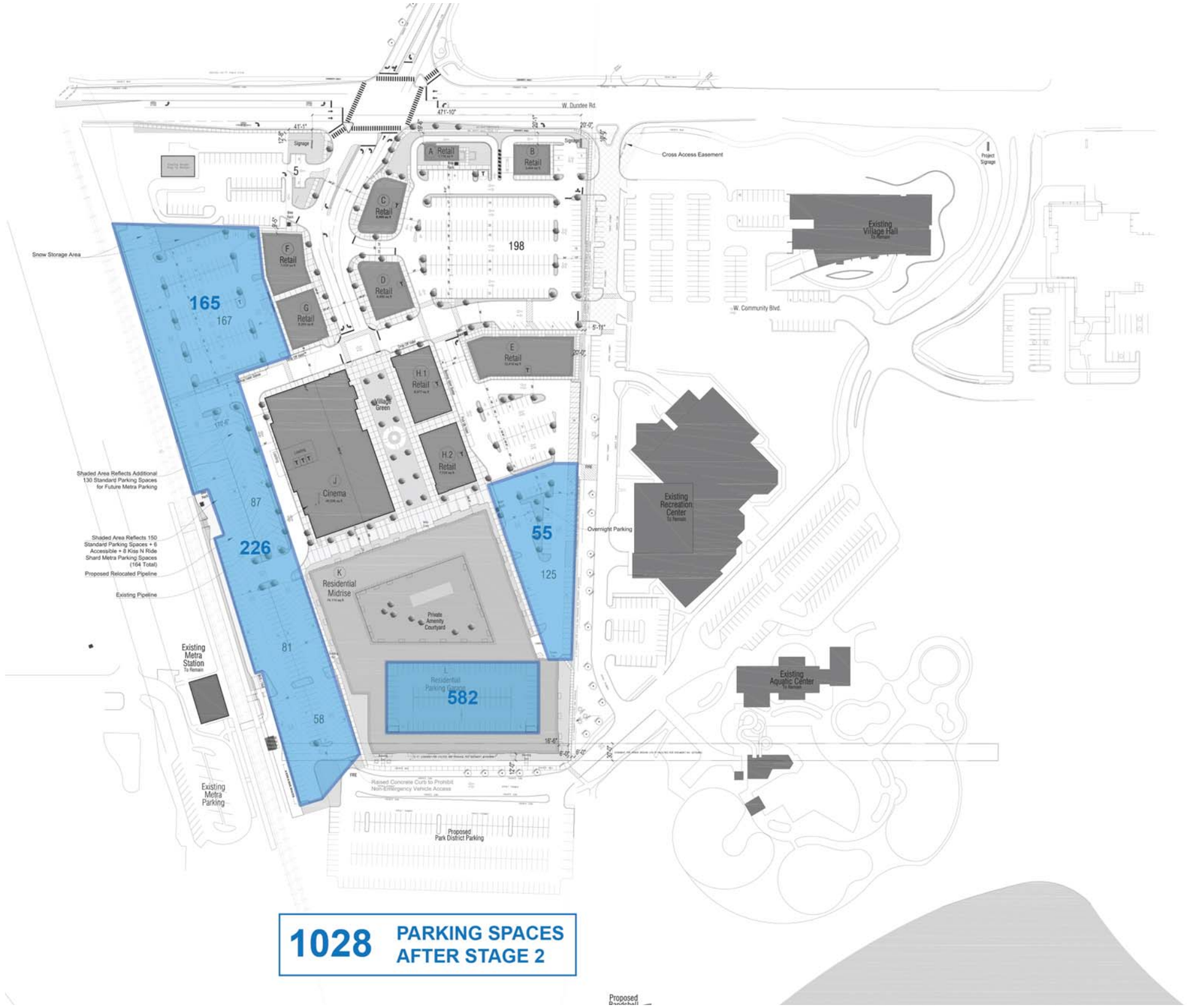
Parking Count Diagram: After Stage 2



1028 PARKING SPACES AFTER STAGE 2

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VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #13.B
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING: February 1, 2016

TITLE OF ITEM SUBMITTED: A Resolution Authorizing the Execution of a Pipeline Relocation Reimbursement Agreement between the Village of Wheeling, WTC LLC and the West Shore Pipeline Company for the Relocation of a Pipeline to an Area Comprising a Part of the Town Center II TIF District of the Village of Wheeling, Cook and Lake Counties, Illinois

SUBMITTED BY: James V. Ferolo, Klein, Thorpe & Jenkins, Ltd.

BASIC DESCRIPTION OF ITEM: The attached Resolution authorizes the Execution of a Pipeline Relocation Reimbursement Agreement pursuant to the Redevelopment Agreement for the Town Center Project. The cost of the relocation is estimated to be $1,487,000 and will be split evenly between the Village and the Developer.

EXHIBIT(S) ATTACHED: Resolution, Agreement, Board Memo

RECOMMENDATION: Approval

SUBMITTED FOR BOARD APPROVAL: Village Manager

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RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE EXECUTION OF A PIPELINE RELOCATION REIMBURSEMENT AGREEMENT BETWEEN THE VILLAGE OF WHEELING, WTC LLC AND THE WEST SHORE PIPELINE COMPANY FOR THE RELOCATION OF A PIPELINE TO AN AREA COMPRISING A PART OF THE TOWN CENTER II TIF DISTRICT OF THE VILLAGE OF WHEELING, COOK AND LAKE COUNTIES, ILLINOIS

BE IT RESOLVED, by the President and Board of Trustees of the Village of Wheeling Cook and Lake Counties, Illinois, as follows:

SECTION 1: The President and Board of Trustees of the Village find as follows:

A. The Village of Wheeling (hereinafter referred to as the "VILLAGE") is a home rule municipality pursuant to Section 6(a) of Article VII of the Constitution of the State of Illinois and is authorized to exercise and perform any function pertaining to its government and affairs.

B. The State of Illinois has adopted tax increment financing pursuant to the Tax Increment Allocation Redevelopment Act, 65 ILCS 5/11-74.4-1 et seq., as from time to time amended (hereinafter referred to as the "TIF ACT").

C. Pursuant to its home rule powers and in accordance with the TIF ACT, on July 7, 2014, 2014 the corporate authorities of the VILLAGE adopted Ordinance Numbers 4866, 4867, and 4868 in accordance with the TIF ACT and its home rule powers, approving a tax increment redevelopment plan and project, designating a tax increment redevelopment project area and adopting tax increment financing relative to the VILLAGE'S TOWN CENTER II TIF DISTRICT (hereinafter referred to as the "TOWN CENTER II TIF DISTRICT") for redevelopment and revitalization of a portion of the corporate limits of the VILLAGE, (hereinafter referred to as the "REDEVELOPMENT PROJECT AREA").

D. WTC, LLC (hereinafter referred to as the "DEVELOPER") desires to redevelop a portion of the REDEVELOPMENT PROJECT AREA, (hereinafter referred to as the "SUBJECT PROPERTY") on which the DEVELOPER intends to construct a mixed use project including a 300 unit luxury apartment building, movie theater, restaurants and retail establishments (hereinafter referred to as the "DEVELOPMENT").

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E. On August 4, 2014, the VILLAGE approved a Redevelopment Agreement, between the DEVELOPER and the VILLAGE, which sets forth the terms and conditions pursuant to which the DEVELOPER will proceed with the DEVELOPMENT (hereinafter referred to as the "REDEVELOPMENT AGREEMENT").

F. On February 2, 2015 the Village Board approved a First Amendment to the Redevelopment Agreement.

G. On July 6, 2015 the Village Board approved a Second Amendment to the Redevelopment Agreement

H. Pursuant to the Amended Redevelopment Agreement, the Developer and the Village have agreed to enter into a three party agreement with West Shore Pipeline for the relocation of the pipeline in order to allow the Town Center Development Site Plan to proceed in a manner unencumbered by the existing pipeline.

SECTION 2: Based upon the foregoing, and pursuant to the TIF ACT and the VILLAGE'S home rule powers, a PIPELINE RELOCATION REIMBURSEMENT AGREEMENT that is in substantial conformity with the PIPELINE RELOCATION REIMBURSEMENT AGREEMENT attached hereto as EXHIBIT A is hereby approved, with all final changes subject to the approval of the Village Manager. The President and Clerk of the VILLAGE are authorized and directed to execute and deliver such other related instruments, once finalized, including said PIPELINE RELOCATION REIMBURSEMENT REDEVELOPMENT AGREEMENT attached hereto as EXHIBIT A and all exhibits thereto.

SECTION 3**:** That this Resolution shall be in full force and effect from and after its adoption, approval and publication in pamphlet form as provided by law.

ADOPTED this ____ day of _____, 2016, pursuant to a roll call vote as follows:

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President Argiris _____ Trustee Papantos _____

Trustee Brady _____ Trustee Vito _____

Trustee Krueger _____ Trustee Vogel _____

Trustee Lang _____

APPROVED this_____ day of _____, 2016

_____
Dean S. Argiris, Village President

ATTEST:

_____
Elaine E. Simpson, Village Clerk

Approved as to form only:

_____
Village Attorney

Published by me in pamphlet form this _____ day of _____, 2016.

_____
Village Clerk

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EXHIBIT A

PIPELINE RELOCATION REIMBURSEMENT AGREEMENT

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PIPELINE RELOCATION REIMBURSEMENT AGREEMENT
Wheeling Town Center 16-Inch Pipeline Relocation

THIS AGREEMENT made and entered into this ____ day of _____, 2016; by and among the VILLAGE OF WHEELING, having an office at 2 Community Boulevard, Wheeling, IL 60090 (hereinafter called "**the Village**"), WTC, LLC, having an office at 4 Executive Boulevard, Suite 200, Suffern New York 10901 (hereinafter called "**the Developer**"); and WEST SHORE PIPE LINE COMPANY, having an office at 5 TEK Park, 9999 Hamilton Boulevard, Breinigsville, PA 18031 (hereinafter called "**West Shore**").

WITNESSETH

WHEREAS, West Shore owns and operates a sixteen-inch (16") pipeline which traverses property in part of the Southwest Quarter of Section 2, and in part of the Northwest Quarter of Section 11, all in Township 42 North, Range 11 East of the Third Principal Meridian, in the Village of Wheeling, Cook County, Illinois; said property being subject to an easement held by West Shore and;

WHEREAS, the Developer plans to develop the aforementioned property and such development will require the relocation of West Shore's sixteen-inch (16") pipeline;

NOW, THEREFORE, in consideration of the parties' respective obligations hereunder, the parties, intending to be legally bound, agree to the following:

1. [a] Relocation Project: West Shore agrees to relocate the existing sixteen-inch (16") pipeline for the purpose of accommodating the Developer's proposed property improvements to the location generally described upon Exhibit "A" attached hereto and made a part hereof which consists of a thirty (30) foot right-of-way ("**Relocated Pipeline Easement Area**") in accordance with West Shore's design and specifications and with all applicable requirements of state and federal law, subject to the further terms and conditions of this Agreement. West Shore shall cause such relocation to be promptly commenced and completed provided the following conditions have been fulfilled: [i] West Shore has received [A] fully executed pipeline easement and/or amended pipeline easement agreements in a form acceptable to all parties, covering the Relocated Pipeline Easement Area from the Village as referred to in Paragraph 1[b] below, and from the Commuter Rail Division of the Regional Transportation Authority, which said easement and amended easement agreements shall be free and clear of mortgages and deeds of trust, and any other interests or encumbrances which, in West Shore's sole opinion, may interfere with West Shore's exercise of the rights granted in the easement and/or amended easement agreements, together with [B] one or more title insurance policies in an aggregate amount equal to the cost of the relocated pipeline, insuring West Shore's interest in the easement and amended easement agreements, free

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and clear of the matters described in the preceding clause [A]; [ii] the Village or the Developer shall provide to West Shore, its contractors or agents, sufficient plans and details regarding Developer's proposed property improvements which provide sufficient data for West Shore to develop its pipeline relocation plans in accordance with West Shore's typical pipeline installation specifications; [iii] the Village or the Developer shall provide to West Shore, its contractors or agents, one or more surveys of the Relocated Pipeline Easement Area and other adjacent property as reasonably required and prepared by a licensed Illinois land surveyor to enable West Shore to develop its design and perform construction of the relocated pipeline; [iv] West Shore shall have received all permits, licenses, and other approvals from governmental authorities, including the Village, as required for the pipeline relocation and other actions described in this Agreement; and [v] the Village and the Developer have satisfied the Obligation to Reimburse Relocation Costs referred to in Paragraphs 2[a] and 2[b], respectively, below.

[b] Relocated Pipeline Easement/Release of Existing Easement: the Village shall: create, declare, convey, and/or deliver to West Shore the thirty-foot (30') wide amended pipeline easement(s) in the Relocated Pipeline Easement Area, in accordance with West Shore's specifications, and subject to West Shore's approval. The amended pipeline easement(s) in the Relocated Pipeline Easement Area shall be shown on the plat of subdivision of the property to be developed by Developer. West Shore shall prepare or have prepared one or more easement exhibit document(s) illustrating and describing said easements and/or amended easements and draft easement agreements and/or amended agreements acceptable to the Village and the Developer providing for the abrogation and vacation of any existing easements no longer required as a result of relocation of the pipeline as provided herein and for the creation of the easements for the relocated sixteen-inch (16") pipeline for execution and recordation by the parties hereto, and by any third-party property owners to the extent necessary. All existing easements will be abrogated upon completion of construction of the relocated pipeline.

[c] The Village and the Developer shall defend, indemnify, and hold harmless West Shore and its affiliates from and against all Claims (as defined below) which may be asserted or imposed against or incurred by West Shore or any affiliate of West Shore by reason of the presence, release, discharge, emission, or migration of any Hazardous Material (as defined below) on, over, across, in, through, under, or about the Relocated Pipeline Easement Area, at any time or times (past, present, or future), except to the extent any such Hazardous Material was or is introduced to the Relocated Pipeline Easement Area by West Shore or any affiliate, agent, contractor, licensee, or invitee of West Shore; and the Village and the Developer represent and warrant to West Shore that they have no notice or knowledge of any violation of any Environmental Law (as

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defined below), and no notice or knowledge of any Hazardous Material now present, at or about the Relocated Pipeline Easement Area. The term **"Claims"** shall mean all claims, demands, losses, liabilities, damages, obligations, payments, costs, and expenses, including the costs and expenses of any and all related actions, suits, proceedings, assessments, judgments, settlements, and compromises, and all related reasonable attorneys' fees and consultants' fees, and all reasonable disbursements; the term **"Hazardous Material"** shall mean any chemical, material, substance, waste, or mixture thereof that is prohibited, limited, or regulated by any Environmental Law; and the term **"Environmental Law"** shall mean any federal, state, or local law, statute, ordinance, rule, regulation, order, injunction, judgment, decree, ruling, writ, assessment, or arbitration award, which governs pollution or the protection of or damage to human health, safety, natural resources, or the environment. The provisions of this Paragraph 1[c] shall survive the termination of this Agreement or any easement for the Relocated Pipeline Easement Area. Each easement instrument for the Relocated Pipeline Easement Area shall contain covenants, representations, and warranties by the grantor(s) thereof equivalent to the foregoing.

2. West Shore has estimated the total project costs at $1,487,000.00 consisting of all Outside Service Costs and Internal Labor and Expense Costs (hereinafter defined).

[a] Obligation to Reimburse Relocation Costs/Outside Service Costs: The Village and the Developer agree to reimburse West Shore 100% of the actual and related third-party costs of the Relocation Project comprising costs of labor, materials, equipment, tools, inspection, nitrogen, and radiography; costs of obtaining and recording the easement and amended easement agreements, and of obtaining the title insurance and permits, licenses, and other approvals, all as described in Paragraph 1[a], and any other external expense required to complete this pipeline relocation project~~.~~, including costs of removal and net costs of disposal under Paragraph 4 ("Outside Service Costs"). West Shore has initially estimated the Outside Service Costs at $1,245,825.00, as per Exhibit "B", attached hereto and made part of this Agreement. It is further understood that reimbursement of Outside Service Costs shall be made 50% by the Village and 50% by Developer. It is further acknowledged that Outside Service Costs may exceed the Estimate of Costs as outlined in Exhibit "B" which shall be paid by the Village and Developer in the same percentages. Reimbursement shall be made in two payments as follows: [i] The first payment being $100,000.00 consisting of a portion of the Engineering Consultant fees for engineering plus a portion of the cost of materials as shown in Exhibit "B", due at the execution of this Agreement; [ii] The second payment being the larger of the following $1,145,825.00, as shown on Exhibit "B", or the actual low competitive bid, as awarded per Paragraph 3 below, plus the estimated costs for contingency, nitrogen

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contractor, and radiography contractor, and other outside service costs as described above or outlined in Exhibit "B", said payment due prior to the start of physical construction of said sixteen-inch (16") relocated pipeline. At the completion of this pipeline relocation project, West Shore shall tally the costs for the work under this section of the Agreement and shall provide a commercially reasonable accounting to the Village and the Developer of all Outside Service Costs with such detail and backup documentation as the Village and Developer shall reasonably request to the extent that such detail and backup documentation is retained by West Shore in the normal course of business. Should the payments exceed the Total Costs as outlined above, West Shore shall refund the difference to the Village and the Developer in equal amounts; should the Total Costs exceed the payments, West Shore shall invoice the Village and the Developer for the balance. The Village and the Developer agree to pay said invoice within 30 days of receipt. The Village and the Developer shall be severally liable for their portions of the Outside Service Costs and excess reimbursement cost.

[b] Obligation to Reimburse Relocation Costs/Internal Labor and Expense Costs: The Village and the Developer agree to reimburse West Shore 100% of the actual and related internal costs of the Relocation Project comprising internal costs of labor, materials, equipment, tools, and inspection; internal costs of obtaining permits, licenses, and other approvals, all as described in Paragraph 1[a]; and any other internal expense required to complete this pipeline relocation project ("Internal Labor and Expense Costs"). West Shore has initially estimated these costs at $241,175.00, as per Exhibit "B", attached hereto and made part of this Agreement. It is acknowledged that reimbursement of the Internal Labor and Expense Costs shall be made 50% by the Village and 50% by the Developer. It is further understood that Internal Labor and Expense Costs may exceed the Estimate of Costs as outlined in Exhibit "B" which shall be paid by the Village and the Developer in the same percentages. Reimbursement shall be made in two payments as follows: [i] The first payment being $6,300.00 consisting of the costs of engineering as shown in Exhibit "B", due at the execution of this Agreement; [ii] The second payment being $234,875.00 consisting of the other internal costs as shown on Exhibit "B", said payment due prior to the start of physical construction of the sixteen-inch (16") relocated pipeline. There shall be no duplication of payment under Section 2(a) and (b) and all payments shall be made with reference to the costs shown on Exhibit "B". At the completion of the project, West Shore shall tally the costs for the work under this section of the Agreement and provide a similar commercially reasonable accounting to the Village and the Developer as the accounting provided in [a] above to the extent that such detail and backup documentation is retained by West Shore in the normal course of business. Should the payments exceed the Total Costs as outlined above, West Shore shall refund the difference to the Village and the Developer in equal

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amounts; should the Total Costs exceed the payments, West Shore shall invoice the Village and the Developer for the balance. The Village and the Developer agree to pay said invoice within 30 days of receipt. The Village and the Developer shall be severally liable for their portions of the Internal Labor and Expense Costs and excess reimbursement costs.

3. Completion Schedule/Bids/Contracts for Relocation Project: West Shore agrees to promptly let lump sum contracts for this pipeline relocation project in the usual competitive bid fashion. West Shore shall make the contract documents available for visual inspection by the Village and/or the Developer at the offices of Foley and Lardner at 321 N. Clark Street, Suite 2800, Chicago, IL 60654, while accompanied by representatives of West Shore, provided that no photocopies shall be made of such documents. West Shore shall provide the Village and the Developer with a completion schedule of the pipeline relocation project reflecting the anticipated date for completion as provided in Paragraph 7 below and provide updates in the event West Shore anticipates any delay in completion of the pipeline relocation project from the dates shown on the initial completion schedule as contemplated in Paragraph 7 below. West Shore reserves the right to select the bidding contractor of its choice to perform the pipeline relocation work; however either the Village or the Developer can request that all bids be rejected if the lowest responsible bid exceeds the estimated total project cost as set forth in paragraph 2 above. West Shore shall keep the Village and Developer reasonably advised of the status of construction and completion of the pipeline relocation project including, without limitation, information regarding cost increases incurred or projected to be incurred in connection with the pipeline relocation project.

4. Existing Pipeline: West Shore's existing pipeline shall be promptly removed from the Developer's property upon completion of the pipeline relocation and disposed of by West Shore. Any monies received from such disposal shall be credited equally to the Village's and Developer's accounts.

5. Abandonment: Should the Village and/or Developer for any reason determine to cease or change its property improvement plans such that the continuance of this pipeline relocation project as originally planned is not necessary or if there is a material change in conditions which require a change in the pipeline relocation project, then in any such event, the Village and/or the Developer shall notify West Shore in writing. Subsequently, the Village, the Developer and West Shore shall determine whether to complete or terminate this pipeline relocation project or initiate any amendments thereto. Following such determination, West Shore shall terminate or complete the project or modify the pipeline relocation project, as required, and upon such completion, termination or modification, the provisions of Paragraphs 2[a] and 2[b] herein shall remain intact and be in full force and effect. In the event of termination, any pipe, fittings, or appurtenances purchased by West Shore and not used for this pipeline relocation project shall become the property of West Shore and a credit shall be issued for the same to the Village's and the Developer's account in equal amounts.

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6. Successors and Assigns: The rights and covenants herein contained shall be binding upon and inure to the benefit of the parties hereto and their successors and assigns.

7. Schedule: Upon execution of this Agreement, West Shore agrees to use commercially reasonable and diligent efforts to substantially complete the relocation of its sixteen-inch (16") pipeline within seven (7) months following the later of [i] the date of execution, or [ii] the satisfaction of the conditions in Paragraph 1[a] (other than payment of amounts to be refunded or invoiced following the post-completion accountings described in Paragraphs 2[a] and 2[b]) (and, without limiting the foregoing, provided reimbursements as per Paragraphs 2[a] and 2[b] above are made in a timely fashion). Factors beyond the control of either party (including, but not limited to, inclement weather, rock removal, buried objects, etc.) may cause delays to the project's schedule. Such delays are considered reasonable and normal and shall cause no penalty to either party. Also, because West Shore is a service-oriented company, its product transportation schedule takes precedence over the schedule of the purge and tie-in of the relocated pipeline into the existing pipeline. Every effort will be made to schedule downtime of the active pipeline for the tie-in of the relocated pipeline once the relocated pipeline is complete; however, West Shore shall bear no penalty or costs if downtime conflicts with the Developer's property improvement schedule and shall advise the Village and Developer of any anticipated schedule downtime that will result in a delay of completion of the pipeline relocation. The Developer and the Village shall bear the cost of their respective contractor(s)' downtime charges associated with such scheduling conflicts, if any, provided, however, that West Shore shall make every reasonable effort to reduce any projected delays or downtime to facilitate completion of relocation and removal of the existing pipeline and shall cooperate with the Village and the Developer as reasonably necessary to complete the pipeline relocation project as expeditiously as reasonably possible.

8. Additional Affirmations by Village: The Village affirms that, notwithstanding its payment of (or agreement to pay) costs of the pipeline relocation project to West Shore as provided in this Agreement, the relocated pipeline and pipeline relocation project [i] are not a public work or improvement, and [ii] are not subject to laws governing public construction, such as bidding, bonding, wage, or other laws. The undersigned officer of the Village affirms that this Agreement has been duly approved and executed by all requisite Village action and signature.

[SIGNATURES ON FOLLOWING PAGE]

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IN WITNESS THEREOF the Village and the Developer and West Shore have caused this Agreement to be executed by their proper officers, effective as of the date and year first above written.

Signed in the presence of:

THE VILLAGE OF WHEELING

_____
Witness:

_____
By:
Title:

WTC, LLC

_____
Witness:

_____
By:
Title:

WEST SHORE PIPE LINE COMPANY

_____
Witness:

By:_____
David G. Boone
Manager, Right-of-Way, Real Estate and Damage Prevention

Return to Agenda

STATE OF ILLINOIS :

§

COUNTY OF COOK :

On this, the _____ day of _____, 2015, before me, the subscriber, a Notary Public in and for said County, personally appeared, _____, who acknowledged himself to be the _____ of the Village of Wheeling, municipal corporation, and that he as such _____, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the corporation by himself as _____.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

_____

Notary Public

STATE OF ILLINOIS :

§

COUNTY OF COOK :

On this, the _____ day of _____, 2015, before me, the subscriber, a Notary Public in and for said County, personally appeared, _____, who acknowledged himself to be the _____ of WTC, LLC, an Illinois limited liability company, and that he as such _____, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the corporation by himself as _____.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

_____

Notary Public

Return to Agenda

COMMONWEALTH OF PENNSYLVANIA :

§

COUNTY OF LEHIGH :

On this, the ____ day of _____, 2015, before me, the subscriber, a Notary Public in and for said County, personally appeared David G. Boone, who acknowledged himself to be the Manager, Right-of-Way, Real Estate and Damage Prevention of West Shore Pipe Line Company, a Delaware corporation, and that he as such Manager, Right-of-Way, Real Estate and Damage Prevention, being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing the name of the corporation by himself as Manager, Right-of-Way, Real Estate and Damage Prevention for West Shore Pipe Line Company.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal.

_____

Notary Public

Return to Agenda

EXHIBIT A

RELOCATED PIPELINE EASEMENT AREA

(see attached)

Return to Agenda

Site Plan A

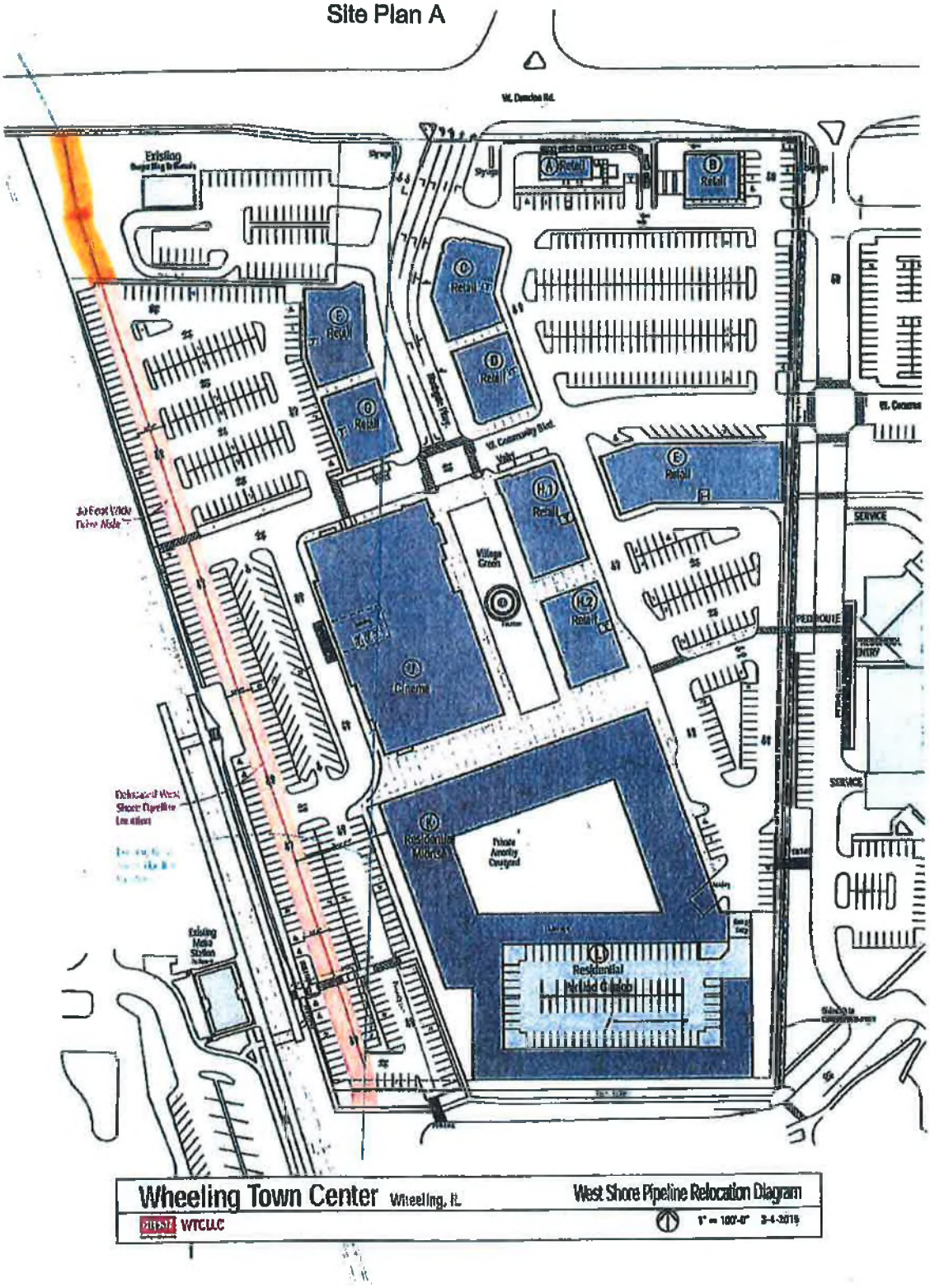

EXHIBIT "A"

Return to Agenda

EXHIBIT B

OUTSIDE SERVICE COSTS

Materials: Pipe, 16NPS, STD, X-52, FBE Coating	$77,000
Materials: ELL, WELD, 16 NPS, 45 DEG 3R, STD, WPHY-52	$3,600
Pipeline Contractor (equipment and labor)	$600,000
Nitrogen Purge	$100,000
Pipe Disposal/Asbestos Abatement	$10,000
Materials: Freight & Tax	$8,060
Third Party Design Engineering/Drafting/Survey/Geotech ("Engineering Consultant Fees")	$170,000
O/S Inspection	$28,000
25% Contingency	$249,165
Total Outside Service Costs	**$1,245,825**

Payment in Section 2[a][i] = $100,000.00 (being a portion of Engineering Consultant Fees plus a portion of the cost of materials

Payment in Section 2[a][ii] = $1,145,825.00 (Total Outside Service Costs minus initial payment made pursuant to Section 2[a][i]).

INTERNAL LABOR AND EXPENSE COSTS

Buckeye Labor	$6,400
Buckeye Project Management	$100,000
Buckeye Engineering	$6,300
Travel Expense	$4,000
25% Contingency	$29,175
Fringe Benefits	$66,008
Project Interest (2%)	$29,292
Total Internal Labor and Expense Costs	**$241,175**

Payment in Section 2[b][i] = $6,300 (engineering)

Payment in Section 2[b][ii] = $234,875 (Total Internal Labor and Expense Costs minus initial payment made pursuant to Section 2[b][i]).

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VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #13.C
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING:	February 1, 2016
TITLE OF ITEM SUBMITTED:	Resolution Approving a One-Year Contract Renewal with Orange Crush LLC for the 2016 Street Patching and Resurfacing Program
SUBMITTED BY:	Mark Janeck, Director of Public Works
BASIC DESCRIPTION OF ITEM[1]:	Resolution to accept a one-year contract renewal with Orange Crush LLC for the Street Patching and Resurfacing Program in the amount not-to-exceed $500,004.
BUDGET[2]:	Available in 2016 Budget
BIDDING[3]:	August 22, 2014 two bids were received and opened.
EXHIBIT(S) ATTACHED:	Staff Memo, Resolution, Contract Proposal
RECOMMENDATION:	Approval
SUBMITTED FOR BOARD CONSIDERATION:	VILLAGE MANAGER

[1] *The purpose of the proposed item and a description of same. If the issue is site specific, such as an annexation or road improvement, a map must be attached to the memorandum.*
[2] *If applicable, provide all budgetary considerations as follows: is the item covered in the current budget; fund(s) the item is to be charged to; expenses per fund(s) and total cost; and necessary transfer(s) or supplemental appropriation(s).*
[3] *If applicable, describe the bidding process and results for purchases and contracts. If applicable, state whether or not any particular city, state or federal program was considered*

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VILLAGE OF WHEELING ILLINOIS

MEMORANDUM

TO: Jon A. Sfondilis, Village Manager

FROM: Mark Janeck, Director of Public Works

DATE: January 27, 2016

SUBJECT: One-year Contract Extension for the Street Patching and Resurfacing Program

---

EXECUTIVE SUMMARY

Staff recommends Board approval authorizing a one-year contract extension with Orange Crush LLC for the Street Patching and Resurfacing Program in an amount not-to-exceed $500,004. The approved CIP budget amount for 2015 for this work is $500,000.

On August 22, 2014 two competitive bids for the Street Patching and Resurfacing Program were received and opened. The bid request included a one-year contract for 2014 with two optional (determined by the Village) one-year renewals for 2015 and 2016. The contract was awarded to Orange Crush LLC of Hillside, Illinois which offered lowest-priced responsive, responsible bid. This is the second extension associated with the 2014 Request for Bids.

Staff has been very satisfied with the performance of the contractor and believes they can provide satisfactory services for the 2016 contract. Per the contract, Orange Crush has decreased its price per square yard (SY) of material by 1% from $30.80 per SY to $30.50 per SY in 2016. Orange Crush's service during 2014 and 2015 included partial grinding and overlay resurfacing of Wheeling Avenue, east and west Dunhurst, and numerous locations within the Village. The work was completed quickly and efficiently. This year Public Works staff again intends to schedule the contractor early in the year so that the resurfacing is completed by mid-June.

This paving contract is intended to improve deteriorated sections of roadway adjacent to existing curb-lines and on other areas of municipal roadways, extending pavement life until full-width and full-depth paving can be performed. The scope of work intended to be accomplished in 2016 consists of grinding and patching approximately 19,500 linear feet of various asphalt widths at roadway locations throughout the Village.

With your concurrence, please include this item on February 1, 2016 Board Meeting agenda.

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RESOLUTION NO. 16-_____

RESOLUTION APPROVING A ONE-YEAR CONTRACT RENEWAL WITH ORANGE CRUSH LLC FOR THE 2016 STREET PATCHING AND RESURFACING PROGRAM

WHEREAS, the Village of Wheeling advertised the project on August 9, 2014 in the Daily Herald newspaper for sealed bids; and

WHEREAS, two contractors submitted bid proposals at the August 22, 2014 bid opening held in the Board Room at Village Hall; and

WHEREAS, a tabulation and review of the bids revealed Orange Crush LLC of Hillside, Illinois, to be the lowest qualified and responsible bidder; and

WHEREAS, the corporate authorities have determined that it is in the best interest of the Village to award a one-year contract extension for the Street Patching and Resurfacing Program in 2016 to Orange Crush LLC;

NOW, THEREFORE, BE IT RESOLVED by the President and the Board of Trustees of the Village of Wheeling, Counties of Cook and Lake, State of Illinois, are hereby authorized and directed to execute a one-year not-to-exceed $500,004 contract extension with Orange Crush LLC of Hillside, Illinois for the 2016 Street Patching and Resurfacing Program as hereto attached.

Trustee _____ moved, seconded by Trustee _____, that Resolution No. 16-_____ be passed.

PASSED this _____day of _____, 2016.

President Argiris_____ Trustee Papantos_____

Trustee Brady _____ Trustee Krueger _____

Trustee Vito _____ Trustee Lang _____

Trustee Vogel _____

APPROVED this _____day of _____ , 2016.

_____
Dean S. Argiris
Village President

ATTEST:

_____
Elaine E. Simpson
Village Clerk

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VILLAGE OF WHEELING

2016 STREET PATCHING AND RESURFACING PROGRAM
CONTRACT DOCUMENT

This agreement is made this 1 day of February, 2016 between and shall be binding upon the Village of Wheeling, an Illinois municipal Corporation hereinafter referred to as (the "Village") and (Orange Crush, LLC.) hereinafter to as (the "Contractor") and its successors.

Witnessed, that in consideration of the mutual promises of the parties delineated in the contract documents, the Contractor agrees to perform the services and the Village agrees to pay for the following services as set forth in the contract documents:

Patching, parking lot and roadway resurfacing at various locations throughout the Village, utilizing of Hot-Mix Asphalt material of the type, thickness and area specified in the schedule of prices. The work included in this contract involves pavement removal, pavement patching, Hot-Mix Asphalt pavement, replacing curb and gutter. The scope of the Project shall include all equipment, materials, labor, training, warranties and construction and/or installation services necessary to implement the contemplated construction.

1. This contract shall embrace and include all of the applicable contract documents listed below as if attached hereto or repeated herein:
    a. Specification and Contract Document for 2016 STREET PATCHING AND RESURFACING PROGRAM, consisting of the following:
        i. Cover Sheet
        ii. Table of Contents
        iii. Invitation to Bid on Contract Document Legal Notice
        iv. Standard General Conditions of the Construction Contract, EJCDC C-700 2007 Edition (as modified)
        v. Specific Terms, Conditions and Instructions and Blue Prints
        vi. Bid Proposal Form
        vii. Plans and Specifications
        viii. All issued Addenda
        ix. Certificate of Eligibility to Enter into Public Contracts
        x. Required Performance and Payment Bonds
        xi. Required Insurance Certificates
        xii. All other Modifications issued after the execution of the Contract. A Modification is (1) a written amendment to the Contract signed by both parties, (2) a Change Order, (3) a Construction Change Directive or (4) a written order for a minor change in the work issued by the Engineer.
    b. The Contractor's Bid Proposal Dated
    c. Required Performance and Payment Bonds and Certificate of Insurance
2. The Village agrees to pay, and the Contractor agrees to accept as full payment for the items, and installation of the same, which are the subject matter of this contract the total sum **not-to-exceed $500,004** paid in accordance with the provisions of the Local Government Prompt Payment Act.

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3. The Contractor represents and warrants that it will comply will all applicable Federal, State and local laws concerning prevailing wage rates and all Federal, State and local laws concerning equal employment opportunities.

4. The Contractor shall commence work under this Contract upon written Notice to Proceed from the Village and shall complete work on this project on or before **November 1, 2016** ~~within calendar days from the date of the Notice to Proceed~~. Time is of the essence of this Contract and Contractor agrees to achieve completion within the contract time by all proper and appropriate means including working overtime without additional compensation.

5. Bonds required to guarantee performance and payment for labor and material for this work shall be in a form acceptable to the Village and shall provide that they shall not terminate on completion of the work, but shall be reduced to ten percent (10%) of the contract sum upon the date of final payment by the Village for a period of one (1) year to cover a warranty and maintenance period which Contractor agrees shall apply to all material and workmanship for one (1) year from the date of issuance of the final payment by the Village.

6. Pursuant to the provisions of Section 5 of the Mechanics' Lien Act of Illinois, prior to making any payment on this contract the Village demands that the Contractor furnish a written statement of the names of all parties furnishing labor and/or materials under this Contract and the amounts due or to become due on each. This statement must be made under oath or be verified by affidavit. Final payment shall not be issued by the Village nor shall any retained percentage become due until releases and waivers of lien have been supplied as the Village designates.

7. In executing this Contract, Contractor agrees that it has examined the site of the work and the conditions existing therein, has examined the Contract Documents and taken and compared field measurements and conditions with those Documents.

8. This Contract represents the entire Agreement between the parties and may not be modified without the written approval of both parties.

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IN WITNESS WHEREOF, the Village of Wheeling, Illinois by, Village President, and the Contractor have hereunto set their hands this _1_ day of ___February_____, 2016.

If an individual or partnership, all individual names of each partner shall be signed or if a corporation, an officer duly authorized shall sign here:

Accepted this _____day of _____, 2016.

Individual or Partnership _____ Corporation _____

_____ _____
By Position/Title

_____ _____
By Position/Title

_____
Print Company Name

THE VILLAGE OF WHEELING, ILLINOIS

Accepted this _1__day of ___February_____, 2016.

_____
Jon A. Sfondilis
Village Manager

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2016 Pavement Patching and Resurfacing Program

No.	Item	Units	Quantity	Unit Price	Extension
1	3.5" GRIND & OVERLAY WITH 2" BINDER AND 2" SURFACE	SY	11590	$ 30.50	$ 353,495.00
2	REMOVAL AND DISPOSAL OF UNSUITABLE	CY	20	$ 35.00	$ 700.00
3	CURB AND GUTTER REMOVAL AND REPLACEMENT	LF	0	$ 42.00	$ -
4	PREPARATION OF AGGREGATE BASE COURSE	SY	100	$ 2.00	$ 200.00
5	HOT-MIX ASPHALT SURFACE COURSE, MIX 'C', N50 (2")	TON	1276	$ 78.00	$ 99,528.00
6	HOT-MIX ASPHALT PAVEMENT REMOVAL (SURFACE ONLY - 2")	SY	11400	$ 4.00	$ 45,600.00
7	AGGREGATE BASE COURSE, TY B	TON	20	$ 24.00	$ 480.00
8	MOBILIZATION	LS	1	$ 1.00	$ 1.00
			TOTAL		**$500,004.00**

* Hot-mix asphalt surface course price per SY at 2" is $8.74

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CONTRACTOR'S INSURANCE

The successful Bidder shall carry worker's compensation and commercial general liability insurance in the amounts set forth below and furnish the Village with Certificates of Insurance and endorsements prior to commencing with Work. All such insurance shall be carried with companies satisfactory to the Village. The Bidder shall have the following obligations with regard to insurance coverage for the Work under the Contract:

a. All Certificates of Insurance required to be obtained by the Bidder shall provide that coverages under the policies named shall not be canceled, modified, reduced or allowed to expire without at least Thirty (30) Days prior written notice given to the Village. All certificates evidencing coverage extended beyond the date of final payment shall be provided at the time of the final Pay Request. All Certificates of Insurance shall name the Village of Wheeling and its officers, agents and employees as additional insured on a primary non-contributory basis. The actual additional insured endorsement shall be attached to the certificate of insurance.

b. All insurance required of the Bidder shall state that it is Primary and Non-Contributory Insurance as to all additional insureds with respect to all claims arising out of operations by or on their behalf. If additional insureds have other applicable insurance coverages, those coverages shall be regarded as on an excess or contingent basis.

c. The Bidder shall require that each of its Subcontractors and each of their subcontractors of any tier obtain insurance of the same character as that required of Bidder, unless the Village authorizes such lesser amount of coverage, naming the same additional insureds and subject to the same restrictions and obligations as set forth for the Bidder's insurance in the Contract Documents.

d. Under no circumstances shall the Village be deemed to have waived any of the insurance requirements of this Contract by any act or omission, including, but not limited to:

    a. allowing work by Bidder or any subcontractor of any tier to start before receipt of Certificates of Insurance;

    b. failure to examine, or to demand correction of any deficiency, of any certificate of insurance received.

    The Bidder agrees that the obligation to provide insurance is solely the Bidder's responsibility and cannot be waived by any act or omission of the Village.

e. The purchase of insurance by the Bidder under this Contract shall not be deemed to limit the liability of the Bidder in any way, for damages suffered by the Village in excess of policy limits or not covered by the policies purchased.

f. The Bidder shall notify the Owner, in writing, of any possible or potential claim for personal injury or property damage arising out of the work of this Contract promptly whenever the occurrence giving rise to such a potential claim becomes known to the Bidder.

g. The Bidder shall provide insurance acceptable to the Village. Such insurance shall include the following coverages in the following amounts:

    a. Worker's Compensation (including occupational disease and employer's liability insurance) covering liability of its employees and employees of its subcontractors in accordance with the law of the State of Illinois, including the Illinois Worker's Compensation Act, as amended. A waiver of subrogation shall be provided to the Village and the Waiver of subrogation attached to the certificate of insurance.

    b. Commercial General Liability (including Premises-Operations; Independent Contractor's; Products and Completed Operations: Broad Form Property Damage):

        i. Bodily Injury & Property Damage $1,000,000 each occurrence

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Combined Single Limit $2,000,000 aggregate

ii. Covering the following hazards:

X(Explosion)

C(Collapse)

U(Underground)

iii. Products and Completed Operations Insurance shall be maintained for a minimum of two years after final payment and the Contractor shall continue to provide evidence of such coverage to the City on an annual basis during the two-year period.

c. Umbrella Excess Liability:

i. $4,000,000 over Primary Commercial General Liability Insurance

$10,000 Retention

d. Automobile Liability (owned, non-owned, hired):

i. Bodily Injury & Property Damage $1,000,000 each occurrence combined single limit

h. The Bidder further agrees to cause contractual liability endorsements to be issued by the insurance companies and attached to the above-mentioned policies to include under the coverage therein extended an obligation on the part of the insurers to insure against Bidder's contractual liability hereunder and to indemnify the Village and Agent against loss, liability, costs, expenses, attorney's fees and court costs, and further agrees that said coverage shall be afforded therein against all claims arising out of the operation of any structural work law or law imposing liability arising out of the use of scaffolds, hoists, cranes, stays, ladders, supports or other mechanical contrivances. Endorsements to the Certificates of Insurance shall include as additional named insured the following:

a. The Village of Wheeling and its officers, agents and employees.

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EXHIBIT "A"
CERTIFICATION UNDER 720 ILCS 5/33E-11

I, _____(name), certify that I am employed as the_____(title) of _____(company), a Bidder for the contract for the Work described in the Bid to which this certificate is attached, I hereby certify that I am authorized to make this certificate and that I have personal knowledge of the matters certified to herein, and that the company named above is not barred from contracting with any unit of state or local government as a result of a violation of either Section 33E-3 or 33E-4 of Article 33E of the Illinois Criminal Code of 1961.

_____
Firm Name

By: _____
Name/Title

_____
Signature

SUBSCRIBED AND SWORN to before
me this _____ day _____, 2016.

_____
Notary Public

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EXHIBIT "B"
CONTRACTOR'S CERTIFICATION:
Illinois Department of Revenue - Tax Compliance

_____, having submitted a bid/proposal for the **2016 Street Patching and Resurfacing Program**, to the Village of Wheeling, hereby certifies that said contractor is not delinquent in the payment of any tax administered by the Illinois Department of Revenue, or if it is:

1. it is contesting its liability for the tax or the amount of tax in accordance with procedures established by the appropriate Revenue Act; or
2. it has entered into an agreement with the Department of Revenue for payment of all taxes due and is currently in compliance with that agreement.

By: _____
Authorized Agent of Contractor

SUBSCRIBED AND SWORN to before me this _____ day _____, 2016.

_____
Notary Public

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VILLAGE OF WHEELING
LEGISLATIVE COVER MEMORANDUM

AGENDA ITEM NO(S): #13.D
(To be inserted by Deputy Clerk)

DATE OF BOARD MEETING: February 1, 2016

TITLE OF ITEM SUBMITTED: A Resolution Authorizing the Village President and Village Clerk to Execute an Agreement with Wheeling Land Company ("WLC") Related to a Public Access Easement Connecting Wolf Court to Milwaukee Avenue

SUBMITTED BY: James V. Ferolo-Klein Thorpe and Jenkins

BASIC DESCRIPTION OF ITEM: The attached resolution authorizes the Village President and Clerk to execute an Easement Agreement with WLC, the operator of the RAM Restaurant. The easement provides for public cross access from Milwaukee Avenue to Wolf Court over the north end of the RAM parking lot. The easement is being granted pursuant to a condition of the RAM's original Special Use Ordinance approved in 2000.

EXHIBIT(S) ATTACHED: Resolution, Board Memo, and Easement Agreement.

RECOMMENDATION: Approval

SUBMITTED FOR BOARD APPROVAL: Village Manager

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RESOLUTION NO. 16_____

A RESOLUTION AUTHORIZING THE VILLAGE PRESIDENT AND CLERK TO EXECUTE AN AGREEMENT WITH WHEELING LAND COMPANY ("WLC") RELATED TO A PUBLIC ACCESS EASEMENT CONNECTING WOLF COURT TO MILWAUKEE AVENUE

WHEREAS, the Village of Wheeling, Cook and Lake Counties, Illinois, is a home rule unit of local government pursuant to Article 7, Section 6 of the Constitution of the State of Illinois; and

WHEREAS, pursuant to Article 7, Section 6 of the Illinois Constitution, the Village is authorized to enter into contracts relating to real property; and

WHEREAS, WLC is the owner of a parcel of land located on the west side of Milwaukee Avenue Road in Wheeling, Illinois, which is legally described on Exhibit A attached hereto and made a part hereof ("Restaurant Parcel"), commonly known as 700 N. Milwaukee Avenue; and

WHEREAS, the Restaurant Parcel is developed as a RAM restaurant/brewery pursuant to the Special Use approval granted by the Village of Wheeling in Ordinance No. 3443, passed February 7, 2000; and

WHEREAS, said Special Use ordinance included as a condition of approval the granting of a cross-access easement as depicted on the site plan revised February 7, 2000, as discussed at the Board meeting of the same date, which connects Wolf Court to Milwaukee Avenue across the Restaurant Parcel; and

WHEREAS, the Village and the RAM have agreed that a thirty-foot (30.0') wide public access easement, connecting the public right-of-way of Wolf Court with that of Milwaukee Avenue across the Restaurant Parcel, as illustrated in the Easement Agreement Exhibit B, should be recorded subject to the mutual covenants described in this agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF WHEELING, COUNTIES OF COOK AND LAKE, STATE OF ILLINOIS, AS FOLLOWS:

SECTION 1: That under the authority vested in the corporate authorities of the Village of Wheeling, the Village President and Board of Trustees have determined that it is necessary and desirable for the Village of Wheeling to enter into the Easement Agreement attached as Exhibit B to allow public access from Wolf Court to Milwaukee Avenue.

SECTION 2: That the Village President and Village Clerk are hereby authorized to execute an Easement Agreement with Wheeling Land Company in substantial

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conformity with the Easement Agreement attached hereto as Exhibit B, subject to final approval by the Village Manager and Village Attorney.

Trustee _____ moved, seconded by Trustee _____,

that Resolution No. _____ be adopted.

President Argiris	_____	Trustee Papantos	_____
Trustee Brady	_____	Trustee Vito	_____
Trustee Krueger	_____	Trustee Vogel	_____
Trustee Lang	_____		

Adopted this _____ day of _____, 2016.

_____
Dean S. Argiris
Village President

ATTEST:

_____
Elaine E. Simpson
Village Clerk

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EXHIBIT A

Legal Description

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Exhibit A

Legal Description - Restaurant Parcel

That part of a tract of land in the northeast ¼ of Section 2, Township 42 north, Range 11 east of the Third Principal Meridian, bounded and described as follows:

Commencing at the northwest corner of said northeast ¼; thence east, on the north line thereof, 589.79 feet to the center line of Milwaukee Avenue; thence southeasterly on said center line 1036.89 feet; thence westerly 481.58 feet to the center line of Wolf Road, at a point being 986.10 feet southwesterly of the point of beginning; thence northeasterly to the point of beginning, (except that part thereof taken or used for Milwaukee Road, Wolf Road and Lake-Cook Road) and except that part falling in the described parcel land.

Beginning on the westerly line of Milwaukee Avenue (said line being 50 feet southwesterly of and parallel with the center line of said Milwaukee Avenue) and the south line of the aforedescribed "tract of land"; thence continuing westerly, on said south line, to a point 62 feet southwesterly of said center line (as measured on a line drawn at right angles to said center line); thence northwesterly to a point on the westerly line of Milwaukee Avenue aforesaid, 255 feet northwesterly of the point of beginning; thence southeasterly, on said westerly line, 255 feet to the point of beginning) all in Cook County, Illinois.

Excepting that land taken by the County of Cook in condemnation case No. 75L3002

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EXHIBIT B

Easement Agreement

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THIS DOCUMENT WAS PREPARED BY:
Klein Thorpe and Jenkins, Ltd.
20 North Wacker Drive
Suite 1660
Chicago, Illinois 60606
James V. Ferolo, Esq.

AFTER RECORDING RETURN TO:

RECORDER'S BOX 324

[The above space reserved for the County Recorder's Office]

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT is executed by and between the VILLAGE OF WHEELING, an Illinois municipal corporation ("Village"), and Wheeling Land Company, LLC, a Washington Limited Liability Company ("the RAM") as of this _____ day of _____, 2016.

WHEREAS, the RAM is the owner of a parcel of land located on the west side of Milwaukee Avenue Road in Wheeling, Illinois, which is legally described on Exhibit A attached hereto and made a part hereof ("Restaurant Parcel"), commonly known as 700 N. Milwaukee Avenue; and

WHEREAS, the RAM property was developed as a restaurant/brewery following the Special Use approval granted by the Village of Wheeling in Ordinance No. 3443, passed February 7, 2000; and

WHEREAS, said Special Use ordinance included a condition of approval granting a cross-access easement as depicted on the site plan revised February 7, 2000, as discussed at the Board meeting of the same date, which connects Wolf Court to Milwaukee Avenue across the Restaurant Parcel; and

WHEREAS, the Village of has observed that the above referenced cross-access easement was not recorded following the approval of Ordinance No. 3443, nor as it later recorded once the construction of the restaurant was completed; and

WHEREAS, the Village and the RAM have agreed that a thirty-foot (30.0') wide public access easement, connecting the public right-of-way of Wolf Court with that of Milwaukee Avenue across the Restaurant Parcel, as illustrated on Exhibit B, should be recorded subject to the mutual covenants described in this agreement; and

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NOW, THEREFORE, in consideration of the mutual covenants herein contained and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

AGREEMENTS

1. Recitals. The recitals set forth in the introductory section of this Easement Agreement are an integral part hereof.

2. Definitions. In addition to the terms herein defined, the following terms shall have the following meanings:

a) The term "Owner" shall mean and refer to the record owner of all or any portion of the Restaurant Parcel;

b) The term "Permitees" shall mean all guests, employees, agents and/or invitees of any Owner or a tenant of an Owner;

c) The term "Person" shall mean a natural person, firm, corporation, partnership or any other legal entity, public or private;

d) The term "Easement Area" shall mean the approximately 180 feet long and 30 feet wide public access easement on the existing driveway on the Restaurant Parcel which connects Wolf Court to Milwaukee Avenue, as depicted on Exhibit B;

3. Grant of Public Access Easement. The RAM hereby grants, creates, gives and conveys to the Village of Wheeling, a non-exclusive easement for public access to enter upon the Easement Area as a means of ingress, egress and access for vehicles travelling thereon and between Wolf Court and Milwaukee Avenue.

4. Term. The Village and the RAM agree that Public Access to the Easement Area shall commence no earlier than the substantial completion, as reasonably determined by the Village, of the construction of a bridge spanning the Diversion Channel to the west of the Restaurant Parcel.

5. Restrictions. The Village and the RAM agree that construction vehicle traffic related to the development of the land to the west of the Restaurant Parcel shall not be permitted to utilize the Easement Area without the prior consent of the RAM. The Village shall post signage prohibiting construction traffic prior to the commencement of construction. The signage shall be posted in areas approved by the RAM.

6. Maintenance of Easement Area. The Village shall be solely responsible for the design of the improvement in the Easement Area. The Easement Area pavement shall be exclusively maintained by the Village in good condition and suitable for vehicular traffic at all times while the Agreement is in effect. Snow shall be removed by the Village from the Easement Area in a

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timely manner. The Village shall have the right to deny access to portions of the Easement Area as may be necessary for repair, maintenance or reconstruction. Repairs, maintenance or reconstruction which may adversely affect the use of the Easement Area shall be scheduled by the Village is a manner which will have the least amount of disruption or adverse effect upon Restaurant Parcel activities. No repairs, maintenance or reconstruction shall occur which will prevent the use of the Easement Area in their entirety, unless: (i) written notification thereof is given to the affected property owners less than twenty-one (21) days prior to the occurrence; and (ii) the time for the repairs, maintenance or reconstruction is agreed upon between the RAM and the Village.

In the event that the Village fails to maintain the Easement Area in accordance with this paragraph, the RAM, upon fourteen (14) days written notice to the Village, may take steps to perform necessary maintenance and charge the Village for the reasonable cost of the work done. Before performing such work, the RAM must include in the notice to the Village the details of the work to be performed and an estimate of cost.

7. Safety Improvements within the Easement Area. The Village agrees that prior to the Term of the Easement Area as described in Section 4, the Village shall install appropriate traffic control and safety measures, such as a stop sign at the west end of the easement area, a marked crossing of the driveway within the easement, and/or 'Watch for Pedestrians' signage. The Village shall indemnify, hold harmless and defend the RAM and its officers, agents and employees from any and all claims, demands, causes of action, suits, judgments and awards, together with attorney's fees incurred by the RAM, as a result of any injury to or death of persons or civil and/or constitutional infringement of rights (specifically including violations of the Federal Civil Rights Statutes), arising as a result of the Village failing to meet its maintenance obligation under Paragraph 6 of this Agreement.

8. Barricades/Barriers. No barricades, buildings or other barriers shall be placed upon the Easement Area. The Easement Area as defined herein shall be open and available for use by the specified parties at all times while this Agreement is in effect, except as described in Section 4 and 5 above.

9. Reduction in Parking. The Village agrees that no parking spaces shall be removed on the Restaurant Parcel in conjunction with the improvements to the Easement Area.

10. Default/Remedies. In the event of default by the Village which is not cured within ten (10) days of the date of written notice for the Owner of the Restaurant Parcel, the owner of the Restaurant Parcel shall have the right to sue for specific performance.

11. Notices. Any notice, demand, request or other communication shall be effective only if: (i) delivered by hand to the party whose attention it is directed; (ii) sent by Federal Express or similar service for next business day delivery; or, (iii) by mailing the same by registered or certified mail postage prepaid, return receipt requested, to the addresses listed below, or at such other address as the parties may from time to time designate by notice. Every

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notice, demand, request or other communication hereunder shall be deemed to have been given when personally delivered or on the second business day following the date when the communication is delivered to said service if it is sent by Federal Express or similar service or on the fifth business day following the date it is deposited in the United States mail if the U.S. Mail is utilized.

If to the RAM:

Wheeling Land Company, LLC
c/o Ram International
Attn: Jeffrey S. Iverson Jr.
9501 Lakewood Drive SW
Building 24-Suite D
Lakewood, WA 98499
Facsimile No.: 253-588-0713

With a copy to:
Timothy L. Bunch, Esq.
c/o Ram International
9501 Lakewood Drive SW
Building 24-Suite D
Lakewood, WA 98499

(ATTORNEY FOR RAM)

If to the Village:

Village of Wheeling
Attention: Village Manager
2 Community Boulevard
Wheeling, Illinois 60090
Facsimile No.: 847-459-2600

With a copy to:

James V. Ferolo, Esq.
Klein, Thorpe and Jenkins, Ltd.
20 N. Wacker Drive, Suite 1660
Chicago, IL 60606
Facsimile No.: 312-984-6444
(ATTORNEY FOR VILLAGE)

Alternatively, a notice, demand, request or other communication may be given by facsimile transmission subject to the following conditions:

i. The facsimile numbers to be utilized shall be those numbers as listed above or such other numbers as are provided by any such parties;

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ii. Any facsimile which is initiated after 4:00 p.m. on any given day shall be deemed given on the immediately following business day;

iii. The sender or transmitter of the communication shall also make a duplicate notification in accordance with the terms of the first sentence of this Paragraph;

iv. Any facsimile transmission made on a day other than a business day shall be deemed given on the first business day following the date the facsimile transmission is made; and

v. Any facsimile transmission made on a business day and prior to 4:00 p.m. shall be deemed given on the date of transmission.

13. Miscellaneous.

A. Illegality, Invalidity or Unenforceability. The illegality, invalidity or unenforceability under law of any covenant, restriction or condition or any other provision of this Easement Agreement shall not impair or affect in any manner the validity, enforceability or effect of the remaining provisions of this Easement Agreement.

B. Headings. The headings of articles and paragraphs in this Easement Agreement are for convenience of reference only and shall not in any way limit or define the content, substance or effect of the Paragraphs of Sections.

C. Governing Law. This Easement Agreement is governed by the laws of the State of Illinois, including, without limitation, matters affecting title to all real property described herein.

D. Assignment. The duties and obligations of the Village as set forth in this Easement Agreement shall be binding upon the RAM and all future owners of the Restaurant Parcel. Upon a sale or conveyance of the Restaurant Parcel by the RAM, the RAM shall have the right to assign, transfer and convey its rights, duties, obligations and interests in this Easement Agreement to the Owner of the Restaurant Parcel and which rights and interests shall inure to the benefit of all future owners of the Restaurant Parcel.

14. Force Majeure. Any obligation of an Owner hereunder which is delayed or not performed due to acts of God, strike, riot, shortages of labor or materials, war (whether declared or undeclared), governmental laws, regulations or restrictions, governmental action, or lack thereof, or any other causes of any kind whatsoever which are beyond Owner's reasonable control, other than any payment shall not constitute a default hereunder and shall be performed within a reasonable time after the end of such cause for delay or nonperformance.

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IN WITNESS WHEREOF, this Easement Agreement has been executed as of the day and year first above written.

VILLAGE:

VILLAGE OF WHEELING,
an Illinois municipal corporation

By:_____
Its: President

Wheeling Land Company, LLC.

By: _____
Name: Calvin C. Chandler
Its: Manager

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STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that _____, President of the Village of Wheeling, an Illinois municipal corporation, personally known to me to be the same person whose name is subscribed to the foregoing Easement Agreement, as such President, appeared before me this day in person, and acknowledged that he/she signed, sealed and delivered the said instrument as his/her free voluntary act as such _____ and as the free and voluntary act of said Village, for the uses and purposes therein set forth.

Given under my hand and official seal, this _____ day of _____, 2016.

_____
Notary Public

My commission expires: _____

STATE OF WASHINGTON)
) SS
COUNTY OF PIERCE)

I, _____, a Notary Public in and for the County and State aforesaid, DO HEREBY CERTIFY that _____, personally known to me to be the same person whose name is subscribed to the foregoing Easement Agreement, as such _____, appeared before me this day in person, and acknowledged that he/she signed, sealed and delivered the said instrument as her/his free voluntary act as such _____ and as the free and voluntary act of said corporation, for the uses and purposes therein set forth.

Given under my hand and official seal, this _____ day of _____, 2016.

_____
Notary Public

My commission expires: _____

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Exhibit A

Legal Description - Restaurant Parcel

That part of a tract of land in the northeast ¼ of Section 2, Township 42 north, Range 11 east of the Third Principal Meridian, bounded and described as follows:

Commencing at the northwest corner of said northeast ¼; thence east, on the north line thereof, 589.79 feet to the center line of Milwaukee Avenue; thence southeasterly on said center line 1036.89 feet; thence westerly 481.58 feet to the center line of Wolf Road, at a point being 986.10 feet southwesterly of the point of beginning; thence northeasterly to the point of beginning, (except that part thereof taken or used for Milwaukee Road, Wolf Road and Lake-Cook Road) and except that part falling in the described parcel land.

Beginning on the westerly line of Milwaukee Avenue (said line being 50 feet southwesterly of and parallel with the center line of said Milwaukee Avenue) and the south line of the aforedescribed "tract of land"; thence continuing westerly, on said south line, to a point 62 feet southwesterly of said center line (as measured on a line drawn at right angles to said center line); thence northwesterly to a point on the westerly line of Milwaukee Avenue aforesaid, 255 feet northwesterly of the point of beginning; thence southeasterly, on said westerly line, 255 feet to the point of beginning) all in Cook County, Illinois.

Excepting that land taken by the County of Cook in condemnation case No. 75L3002

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Exhibit B

Plat of Easement

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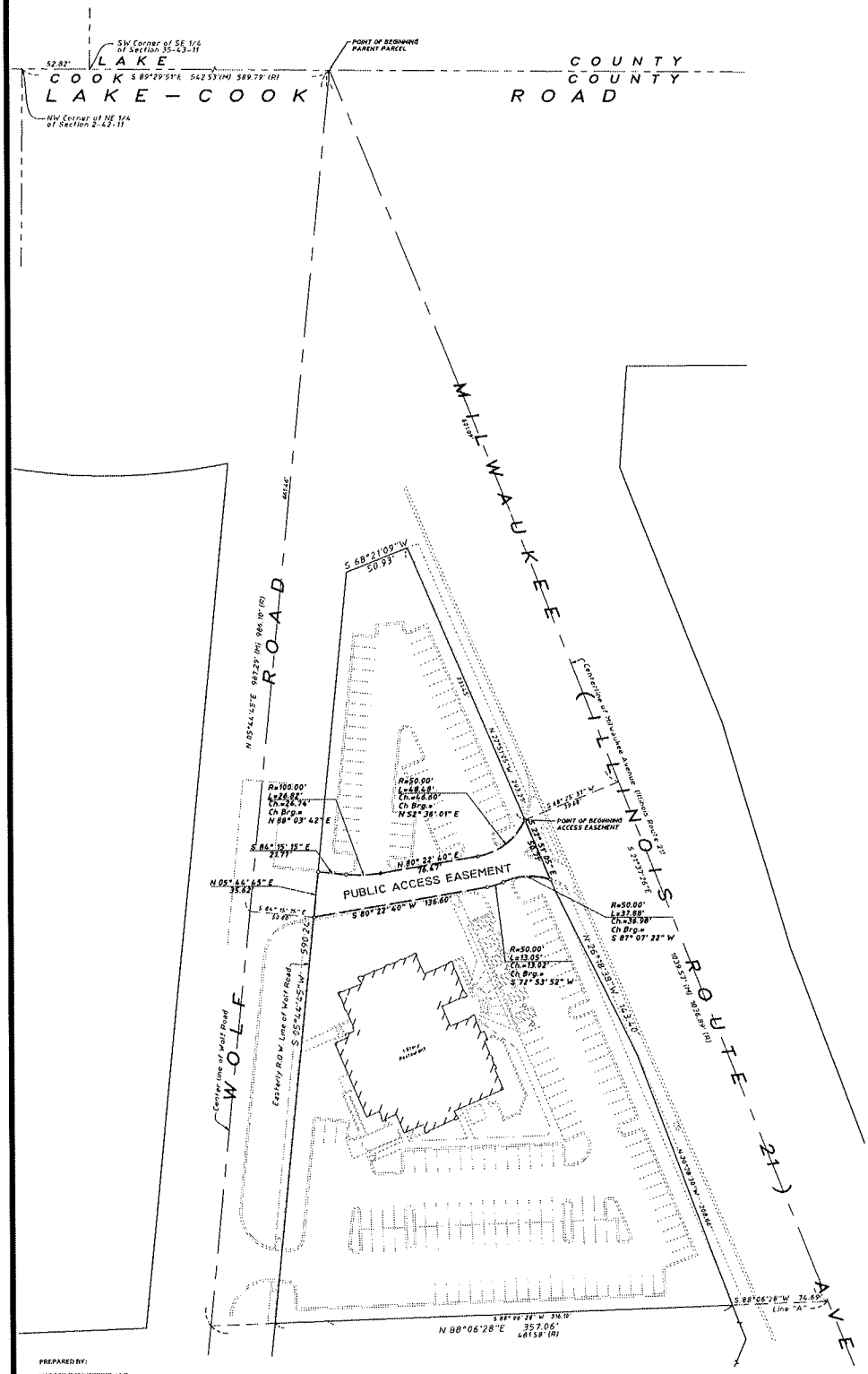
P.I.N. No. 03-02-200-082

PLAT OF EASEMENT



SCALE: 1" = 50'

LEGAL DESCRIPTION OF PARENT PARCEL

THAT PART OF A TRACT OF LAND IN THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER, THENCE EAST ON THE NORTH LINE THEREOF, 589.79 FEET TO THE CENTERLINE OF MILWAUKEE AVENUE (FOR A POINT OF BEGINNING); THENCE SOUTHEASTERLY ON SAID CENTER LINE 1008.89 FEET; THENCE WESTERLY 461.56 FEET TO THE CENTER LINE OF WOLF ROAD, AT A POINT BEING 996.10 FEET SOUTHWESTERLY OF THE POINT OF BEGINNING; THENCE NORTHEASTERLY TO THE POINT OF BEGINNING, (EXCEPT THAT PART THEREOF TAKEN OR USED FOR MILWAUKEE ROAD, WOLF ROAD AND LAKE-COOK ROAD) AND EXCEPT THAT PART FALLING IN THE FOLLOWING DESCRIBED PARCEL OF LAND:

BEGINNING ON THE WESTERLY LINE OF MILWAUKEE AVENUE (SAID LINE BEING 50 FEET SOUTHEASTERLY OF AND PARALLEL WITH THE CENTER LINE OF SAID MILWAUKEE AVENUE) AND THE SOUTH LINE OF THE AFORESCRIBED TRACT OF LAND; THENCE CONTINUING WESTERLY, ON SAID SOUTH LINE, TO A POINT 60 FEET SOUTHWESTERLY OF SAID CENTER LINE (AS MEASURED ON A LINE DRAWN AT RIGHT ANGLES TO SAID CENTER LINE); THENCE NORTHWESTERLY TO A POINT ON THE WESTERLY LINE OF MILWAUKEE AVENUE AFORESAID, 255 FEET NORTHWESTERLY OF THE POINT OF BEGINNING; THENCE SOUTHEASTERLY, ON SAID WESTERLY LINE, TO THE POINT OF BEGINNING (ALSO EXCEPTING THAT LAND TAKEN BY THE COUNTY OF COOK IN CONDEMNATION CASE NO. 79L5092), IN COOK COUNTY, ILLINOIS.

LEGAL DESCRIPTIONS OF PUBLIC ACCESS EASEMENT HEREBY GRANTED

THAT PART OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION; THENCE ON AN ASSUMED BEARING OF SOUTH 89 DEGREES 29 MINUTES 51 SECONDS EAST ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 2 A DISTANCE OF 542.53 FEET (589.79 FEET, RECORDED) TO THE CENTERLINE OF MILWAUKEE AVENUE (ILLINOIS ROUTE 21); THENCE SOUTH 21 DEGREES 37 MINUTES 26 SECONDS EAST ALONG THE SAID CENTERLINE OF MILWAUKEE AVENUE (ILLINOIS ROUTE 21) A DISTANCE OF 1025.37 FEET; THENCE SOUTH 68 DEGREES 25 MINUTES 37 SECONDS WEST 19.48 FEET TO THE WEST LINE OF LAND ACQUIRED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS, BY THE CIRCUIT COURT OF COOK COUNTY, ILLINOIS CONDEMNATION CASE NO. 84-L-1021 AND POINT OF BEGINNING; THENCE SOUTH 22 DEGREES 51 MINUTES 16 SECONDS EAST ALONG SAID WEST LINE, 50.73 FEET; THENCE ALONG A CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 50.00 FEET AN ARC DISTANCE OF 37.88 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 36.98 FEET AND A BEARING OF SOUTH 87 DEGREES 07 MINUTES 22 SECONDS WEST; THENCE ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 50.00 FEET AN ARC DISTANCE OF 13.05 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 13.02 FEET AND A BEARING OF SOUTH 72 DEGREES 53 MINUTES 52 SECONDS WEST; THENCE SOUTH 80 DEGREES 22 MINUTES 40 SECONDS WEST, 136.60 FEET TO THE EAST LINE OF WOLF ROAD; THENCE NORTH 05 DEGREES 44 MINUTES 45 SECONDS EAST ALONG SAID EAST LINE, 35.82 FEET; THENCE SOUTH 64 DEGREES 15 MINUTES 15 SECONDS EAST, 23.77 FEET; THENCE ALONG A CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 100.00 FEET AN ARC DISTANCE OF 26.82 FEET, THE CHORD OF SAID ARC HAVING A LENGTH OF 26.74 FEET AND A BEARING OF NORTH 88 DEGREES 03 MINUTES 42 SECONDS EAST; THENCE NORTH 80 DEGREES 22 MINUTES 40 SECONDS EAST, 76.47 FEET; THENCE ALONG A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 50.00 FEET AN ARC DISTANCE OF 48.68 FEET TO POINT OF BEGINNING, THE CHORD OF SAID ARC HAVING A LENGTH OF 46.60 FEET AND A BEARING OF NORTH 52 DEGREES 36 MINUTES 01 SECONDS EAST IN COOK COUNTY, ILLINOIS.

OWNER'S CERTIFICATE

STATE OF WASHINGTON)
) SS.
COUNTY OF PIERCE)

THIS IS TO CERTIFY THAT _____ IS THE HOLDER OF RECORD TITLE OF THE LAND _____ DESCRIBED HEREON DOES HEREBY GRANT THE EASEMENT SHOWN AND DESCRIBED HEREON, IN ACCORDANCE WITH THE EASEMENT PROVISIONS CONTAINED HEREIN, AND IN WITNESS WHEREOF IT HAS CAUSED THIS CERTIFICATE TO BE SIGNED ON ITS BEHALF.

DATED AT _____, ILLINOIS THIS _____ DAY OF _____ A.D. 20____.

BY: _____

NOTARY CERTIFICATE

STATE OF WASHINGTON)
) SS
COUNTY OF PIERCE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT _____ WAS IS PERSONALLY KNOWN TO ME TO BE THE SAME PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED SAID INSTRUMENT AS HOLDER OF RECORD TITLE AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____ A.D. 20____.

_____
NOTARY PUBLIC
MY COMMISSION EXPIRES _____

MORTGAGEE'S CERTIFICATE

STATE OF WASHINGTON)
) SS:
COUNTY OF PIERCE)

THIS IS TO CERTIFY THAT _____ HEREBY CONSENTS TO THE PLAT SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE HEREON INDICATED.

DATED THIS _____ DAY OF _____ A.D. 20____.

BY: _____

TITLE: _____

ATTEST _____

TITLE _____

NOTARY CERTIFICATE

STATE OF WASHINGTON)
) SS:
COUNTY OF PIERCE)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID DO HEREBY CERTIFY THAT _____ (TITLE) OF NORTH STAR TRUST COMPANY AND _____ (TITLE) OF SAID COMPANY (WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT) APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED SAID INSTRUMENT AS _____ AND _____ OF SAID TRUST COMPANY AS THEIR OWN FREE AND VOLUNTARY ACT AND AS THE FREE AND VOLUNTARY ACT OF SAID BANK AS TRUSTEE AS AFORESAID, FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS _____ DAY OF _____ A.D. 20____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

State of Illinois)
) SS:
County of Cook)

I, Jeffrey W. Clunt, Illinois Professional Land Surveyor No. 3695 hereby certify that the plat has been prepared under my direct supervision from surveys and official records in the use and purposes herein set forth and that the plat is a correct representation of the herein described property. Dimensions are shown in feet and decimal parts thereof and are corrected to a temperature of 62 degrees F.

Schaumburg, Illinois _____ January 18, 2016

By: _____

HAEGER ENGINEERING LLC
Illinois Professional Design Firm No. 184-003152
Consulting Engineers and Land Surveyors
1304 N. Plum Grove Road
Schaumburg, Illinois 60173
Tel: 847/394-6600 Fax: 847/394-6608

JEFFREY W. CLUNT 035-3695 SCHAUMBURG, ILLINOIS PROFESSIONAL LAND SURVEYOR

EXPIRES 11-30-16

PREPARED BY:

HAEGER ENGINEERING, LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
1304 N. PLUM GROVE ROAD
SCHAUMBURG, IL 60173
TEL: (847)394-6600
FAX: (847)394-6608
PROJECT NO. 11-1028

PREPARED FOR:

THE VILLAGE OF WHEELING
COMMUNITY DEVELOPMENT
2 COMMUNITY BOULEVARD
WHEELING, IL 60090

RETURN PLAT TO:

HAEGER ENGINEERING, LLC
CONSULTING ENGINEERS AND LAND SURVEYORS
1304 N. PLUM GROVE ROAD
SCHAUMBURG, IL 60173

THIS PLAT SUBMITTED
FOR RECORDING BY: _____

Surveyor Notes

1. The Basis For The Bearings Shown Hereon Is Assumed

PUBLIC ACCESS EASEMENT PROVISIONS

A PERMANENT INGRESS-EGRESS EASEMENT IS GRANTED OVER THE PROPERTY INDICATED AND DESCRIBED ON THIS PLAT AS "PUBLIC ACCESS EASEMENT" FOR THE BENEFIT OF THE VILLAGE OF WHEELING AND TO ITS PUBLIC AS SHOWN HEREON THE PLAT TO ALLOW ACCESS IN, TO AND ACROSS THE DESIGNATED EASEMENT AREA. NO BUILDINGS OR STRUCTURES SHALL BE ERECTED ON THE EASEMENT WHICH INTERFERE WITH THE FREE AND UNIMPEDED USE AND ENJOYMENT OF THE RIGHT OF ACCESS HEREIN GRANTED

11-1028

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