DES PLAINES
ILLINOIS

Community & Economic Development
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Planning and Zoning Board Agenda
April 8, 2025
Room 102 – 7:00 P.M.

Call to Order and Roll Call

Approval of Minutes: March 25, 2025

Public Comment: For matters not on the agenda

General Communications: None at this time

Administrative Decisions: The following administrative decisions were made by staff for these properties:

- None at this time

Pending Applications

1. **Address:** 1244 Brown Street **Case Number:** 25-015-V

The petitioner requests: (i) a major variation to reduce the total required lot area within the R-4 zoning district; (ii) a major variation to reduce the minimum required parking; and (iii) any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-17-400-032-0000

Petitioner: The Patricia E. Kearney Trust, 650 Mooring Line Drive, Naples, Florida 34102 (Representative: Gene S. Bobroff, 701 W. Golf Rd, Mount Prospect, Illinois 60056)

Owner: The Patricia E. Kearney Trust, 650 Mooring Line Drive, Naples, Florida 34102

2. **Address:** 2200 E Golf Rd. **Case Number:** 25-014-PPUD-CU

The petitioner requests: (i) a Preliminary Planned Unit Development with a height exception, (ii) a Conditional Use for an Assisted Living Facility; and (iii) any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-09-402-010-0000

Petitioner: Heritage Woods Northwest LLC, 1016 W. Jackson Blvd, Chicago, IL 60607

Owner: RJB-II LP and First American Self-Storage Group, LLC, 1731 N. Marcey St., #200, Chicago, IL 60614

Adjournment

Next Agenda: Next meeting is Tuesday, April 22, 2025.

City of Des Plaines, in compliance with the Americans With Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in the meeting(s) or have questions about the accessibility of the meeting(s) or facilities, contact the ADA Coordinator at 847-391-5486 to allow the City to make reasonable accommodations for these persons. The public hearing may be continued to a further date, time and place without publication of a further published notice such as this notice.

DES PLAINES PLANNING AND ZONING BOARD MEETING
MARCH 25, 2025
MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, March 25, 2025, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

ARTUR ZADROZNY SWEARING IN

Chairman Szabo called the meeting to order at 7:01 p.m. and a roll call was established.

PRESENT:	Bronakowski, Fowler, Zadrozny, Veremis, Weaver, Szabo
ABSENT:	Catalano
ALSO PRESENT:	Samantha Redman, Senior Planner
	Jonathan Stytz, Senior Planner
	Jeff Rogers, Director of Community & Economic Development

A quorum was present.

APPROVAL OF MINUTES

A motion was made by Board Member Bronakowski, seconded by Board Member Fowler to approve the meeting minutes of February 25, 2025.

AYES:	Bronakowski, Fowler, Zadrozny, Veremis, Weaver, Szabo
NAYS:	None
ABSTAIN:	None

PUBLIC COMMENT ON NON-AGENDA ITEM

There was no public comment.

GENERAL COMMUNICATIONS – ADMINISTRATIVE DECISIONS

Chairman Szabo stated the list of administrative decisions provided on the agenda.

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Pending Applications:

1. **Address:** 2250 Mannheim Road **Case Number:** 25-005-TPLAT

   The petitioner is requesting a Tentative Plat of Subdivision to split an existing lot into two lots of record, and any other variations, waivers, and zoning relief as may be necessary. **Withdrawn by Applicant.**

   PIN: 09-29-403-005-0000

   Petitioner: BP Pulse (Representative: Jason Skock, 5199 Locust Post Lane, Columbus, OH 43230)

   Owner: Hertz (Representative: Joshua Blum, 8501 Williams Road, Estero, FL 33928)

Chairman Szabo stated that 2285 Mannheim has asked for two continuances and now has withdrawn the petition. Chairman Szabo asked for any public comment. None was given.

2. **Address:** 20 W. Golf Road **Case Number:** 25-010-CU

   The petitioner is requesting a conditional use to allow a drive-through facility adjacent to residences in the C-3 General Commercial district at 20 W. Golf Road, and any other variations, waivers, and zoning relief as may be necessary.

   PINs: 08-13-202-006-0000 and 08-13-202-030-0000

   Petitioner: Kisan Patel, 4337 Emerson Avenue, Schiller Park, IL 60176

   Owner: John Nasiopoulso, 20 W. Golf Road, Des Plaines, IL 60016

Chairman Szabo swore in Kisan Patel (4337 Emerson Avenue, Schiller Park, Illinois), Mario Valentini (5105 Tollview Dr., Rolling Meadows, Illinois), and Jacob Mathiasen (5105 Tollview Dr., Rolling Meadows, Illinois).

Mr. Mathiasen provides overview of the existing property. They are interested in dividing the existing building into two spaces, and the west side will be for Scooter's Coffee and the east side of a future office/retail space. The plan has taken into consideration sound and light disturbance from this use and limiting any traffic impacts.

Mr. Mathiasen provides an overview of the site context and the zoning including commercial on the east and south and residential on the north and west. The site includes more landscaping than the existing site. Access and drive thru locations will be in the same location as the existing. Parking islands will be added to increase landscaping in the area.

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Mr. Mathiasen describes various elements of the site plan. A noise meter will be added to the speaker to control for the noise and landscaping will be included to buffer any sound on the property line. Information on the traffic study and parking information was discussed, seeking to balance the drive thru and the office/retail needs of both tenants on the property. Two drive thru lanes are intended to expedite services and reduce any traffic impacts.

Mr. Mathiasen describes the landscape plan, including arborvitaes along the proposed new fence on the property. This landscaping will buffer sound and light that may affect the residences surrounding this development.

Mr. Mathiasen describes the proposed floor plan and states it will meet ADA requirements. Mr. Mathiasen describes the building elevations and will not change the building. The existing building is brick and CMU and will be painted to match the Scooter's and office/retail color schemes. Some of the existing canopies will also be removed and a smooth EIFS coating will be added 10 feet above the finished floor. The paint scheme will continue around the building and the existing awnings will be swapped out with new awnings matching the color scheme. Metal siding will be added to the drive-thru side. Mr. Mathiasen provides a list of building materials on the building. The only materials not previously existing is the metal siding being added.

Mr. Mathiasen states the focus is on compatibility in the neighborhood, ensuring it meets code requirements for sound, window glazing, and ADA compliance with sidewalks.

Member Weaver asked if there was consideration regarding closing one of the access points to improve circulation.

Mr. Mathiasen states that they discussed this with the traffic consultant and stated it was a possibility. However, they state that adding the potential third lane will improve traffic flow on the site.

Mr. Valentini stated they would need to discuss closing this access point with IDOT.

Member Weaver stated he has concerns with traffic with the existing site design.

Mr. Valenti responds that some of the parking stalls would be blocked with the suggested option. This option would also require additional discussion with IDOT. He states that he is unsure if they meet parking requirements.

Member Fowler states that she is familiar with this site and it is a difficult left turn. She went often when it was Johnny's and it is difficult to make that left turn and strongly encourages them to consider that option.

Senior Planner Stytz provides his staff report.

Issue: The petitioner requests a conditional use for a drive-through facility in the C-3 General Commercial district adjacent to residential uses.

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Petitioner: Kisan Patel, 4337 Emerson Avenue, Schiller Park, IL 60176

Owner: John Nasiopoulos, 20 W. Golf Road, Des Plaines, IL 60016

Case Number: #25-010-CU

PINs: 08-13-202-006-0000; 08-13-202-030-0000

Ward Number: #4, Alderman Dick Sayad

Existing Zoning: C-3, General Commercial

Existing Land Uses: Restaurant with drive-through facility (commercial)

Surrounding Zoning: North: R-1, Single Family Residential District

South: C-3, General Commercial District

East: C-3, General Commercial District

West: R1, Single Family Residential District (Village of Mount Prospect)

Surrounding Land Uses: North: Single Family Residences (residential)

South: Pharmacy (commercial)

East: Convenience Mart Fueling Station (commercial)

West: Single Family Residences (residential)

Street Classification: Golf Road is classified as a principal arterial road under Illinois Department of Transportation (IDOT) jurisdiction.

Comprehensive Plan: The Comprehensive Plan designates this site as commercial.

Property/Zoning History: The subject property at 20 W. Golf Road was annexed into the City in 1927 as undeveloped farmland. It was originally developed into a retail store but was later converted into a Class A restaurant use. In 2000, a former restaurant use, Jay's Beef, requested a conditional use to convert the Class A restaurant into a Class B restaurant, which was approved by City Council on April 3, 2000 by Ordinance Z-3-00, but did not include an allowance for a drive-through facility. In 2002, a separate conditional use was requested by Jay's Beef to allow a drive-through facility on a property abutting residential, which was approved by City Council on March 18, 202 by Ordinance Z-4-02 with certain conditions and restrictions. In 2009, the current Class B restaurant use, Johnny's Place, began operation and has been operating on the subject property since then.

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CONDITIONAL USE

Request Description:

Overview

The subject property consists of two separate parcels under common ownership, which are both zoned C-3 and addressed 20 W. Golf Road. The 8,592-square-foot subject property is developed with a single-tenant commercial building, paved off-street parking areas accessed by two curb cuts off Golf Road, a pole sign, and single-lane accessory drive-through facility as illustrated on the attached Plat of Survey.

Pursuant to Section 12-7-3.K, a drive-through facility—as defined below—is only allowed as an accessory use to a principal use (e.g., a restaurant) and cannot be established and operated as the principal use of the property.

> DRIVE-THROUGH FACILITY: An accessory facility, structure or portion thereof that is designed, intended or used for transacting business with customers located in motor vehicles. "Drive-through facility" shall not include an automobile filling station or any use that is otherwise listed specifically in a zoning district as a permitted or a conditional use.

The proposal includes the renovation of the existing single-tenant restaurant building into a two-unit commercial building: the west side to be occupied by a quick service coffee shop, Scooter's Coffee, with a drive-through facility and the east side to be occupied by a future commercial tenant as described in the attached Project Narrative. Pursuant to Section 12-13-3 of the Zoning Ordinance, a coffee shop is identified as a specialty food store—as defined below—which is a permitted use in the C-3 district:

> SPECIALTY FOOD STORE: A building or portion thereof where the direct retail sale of prepared food items, either for immediate consumption on premises or to carry out, are available. "Specialty food" items include ice cream and frozen yogurt stores, bakery and bagel shops, coffee and tea shops, confectionery and candy shops, and other stores selling similar items. "Specialty food store" shall not include any use that is otherwise listed specifically in a zoning district as a permitted or conditional use.

Contrarily, the existing drive-through facility on the subject property required a conditional use—which was obtained in 2002 as illustrated in the attached Ordinance Z-4-02—in order to be installed and utilized on the subject property which is adjacent to residential uses to the north and west.

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Proposed Changes to Drive-Through Operation Hours

As noted in the attached Project Narrative, Scooter's Coffee would be open from 5 am to 9 pm Sunday through Monday and intends to utilize the drive-through facility during this time. However, Ordinance Z-4-02 limits the hours of operation for the drive-through facility from 10 am to 10 pm Monday through Sunday and requires an amendment to the conditional use in order to extend the drive-through facility operation hours beyond these previously approved times. As a result, the petitioner must obtain a conditional use to allow the drive-through facility as proposed.

Floor Plan and Elevations

The attached Architectural Plans include a floor plan of the 2,435-square-foot commercial building, showing the split of the building between the proposed Scooter's Coffee and the future commercial tenant. Scooter's Coffee intends to occupy 1,182 square feet or 48.5 percent of the building, a majority of the floor plan designated for kitchen and drive-through serving areas. However, an approximate 120-square-foot area off the vestibule is designated for a point-of-sale and small seating area. The proposed improvements to the east tenant space are not shown as no user has yet been identified. However, when a future tenant is identified, a separate building permit will be required to specify the improvements to this space.

Related to the building elevations, the proposal includes aesthetic updates through painting and the installation of (i) awnings, (ii) accent finishing systems (EIFS) on the upper level of the building's elevations, and (iii) glazing on the south building elevation as noted on the Proposed Exterior Material Elevations sheet in the attached Architectural Plans. The proposed changes to the front, street-facing building elevation require the proposal to comply with the Building Design Standards in Section 12-3-11 of the Zoning Ordinance, which is summarized in the table below for the subject property.

Item	Standard	Proposed
Transparency (street-facing elevations)	Minimum 75 percent transparency for restaurants, retail stores, and service uses from 2 ft to 9 ft above sidewalk	77 percent
Blank Wall Limitations	No rectangular area greater than 30 percent of a story's facade may be windowless; No part of a story's facade may be windowless for a horizontal distance greater than 15 feet.	26 percent of façade windowless 4'-1½" horizontal distance windowless

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Exterior Building Materials	Permitted ground story materials are face brick, stucco, metal, and concrete masonry units[1]	Concrete masonry units, metal, accent EIFS

Access and Circulation

There are currently two curb cuts from Golf Road for the subject property, the westernmost curb cut with full-access and the easternmost curb cut as a limited right-in-right-out access given the raised median on Golf Road and left turn lane for northbound Mount Prospect Road. Given concerns associated with the easternmost curb cut's proximity to the neighboring convenience mart fueling station entrance and limited access onto and from Golf Road, staff suggested and the petitioner agreed to remove the easternmost curb cut and replace it with a turf, parking, and landscaped area. The remaining westernmost curb cut will be 26 feet wide, which complies with the minimum 22-foot-wide requirement in Section 12-9-6 of the Zoning Ordinance for two-way travel aisles.

Related to site circulation, adjustments have been made to the parking area drive aisles, drive-through facility lane, and drive aisles to ensure compliance with Section 12-9-6. The front parking area drive aisles exceed 22 feet wide providing motorists sufficient space to park and leave the subject property without traveling around the building. The drive-through facility lane is 12 feet wide to provide sufficient space for drive-through queuing and circulation for Scooter's Coffee. In addition, a separate one-way travel lane around the building is provided to allow garbage trucks access to the existing dumpster enclosure at the northeast corner of the property as well as an escape lane for motorists in the drive-through facility lane. While there are some conceivable chokepoints in front of the building at both the entrance and exit of the drive-through facility due to site constraints, the proposal has maximized the space available to allow for adequate clearances.

Drive-Through Queuing Spaces

Section 12-9-4 of the Zoning Ordinance governs the number of queuing spaces required for the existing drive-through facility to ensure there is ample space for the queuing of motorists utilizing the drive-through facility, especially during peak business hours. Every drive-through facility must provide a minimum of six stacking

[1] Finishing systems (EIFS) may be used as a permitted ground story material as an accent material. Such material shall only be used when installed at least eight feet (8') above the finished first floor.

spaces plus one stacking space per waiting area provided which do not interfere with the ingress and egress of the off-street parking provided on site. The Proposed Architectural Site Plan and Details sheet in the attached Architectural Plans illustrates that 11 stacking spaces are provided from the entrance to the drive-through lane to the pick-up window without any direct interfere with the off-street parking spaces noted below. In addition, the attached Preliminary Traffic Statement identifies that the drive-through configuration is sufficient for the anticipated queuing volumes.

Off-Street Parking

Sections 12-9-7 and 12-9-8 of the Zoning Ordinance govern the number of off-street standard and accessible parking spaces required based on the property uses. While the east tenant space use has not been defined, a parking calculation for the proposed specialty food store—requiring a minimum of one off-street parking space for every 200 feet of gross floor area—was conducted. Given the small customer area in the front of the proposed specialty food store, only two off-street parking spaces, including one accessible space, would be required. However, the Proposed Architectural Site Plan and Details sheet in the attached Architectural Plans illustrates a total of 16 off-street parking spaces, including one accessible space, in compliance with this regulation.

Landscaping and Screening

The subject property is currently void of landscaping improvements. However, the proposal includes the installation of the following landscape improvements throughout the subject property to make it more compliant with the regulations in Chapter 10 “Landscaping and Screening” of the Zoning Ordinance:

- Addition of perimeter parking lot landscaping areas for the entire front off-street parking lot;
- Addition of interior parking lot landscaping areas up in front of the building and at the end of all off-street parking rows;
- Landscape buffer areas along the full west and north property lines with fencing and arborvitae plantings to provide ample screening between the subject property and the adjacent residences; and
- Replacement of gravel groundcover with wood mulch and natural turf.

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Standards for Conditional Use: Conditional Use requests are subject to the standards set forth in Section 12-3- 4(E) of the Zoning Ordinance. Rationale for how the proposed amendments would satisfy the standards is provided below and in the attached Petitioner Responses to Standards. For its rationale, the Board may use the responses provided as written, modify them, or adopt its own.

1. **The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:**

   Comment: A drive-through facility operated on a property adjacent to residential requires a conditional use as specified in Section 12-7-3.K of the Zoning Ordinance for properties in the C-3 District.

2. **The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:**

   Comment: The Comprehensive Plan designates this property as commercial and strives to promote new commercial businesses in Des Plaines. This property is positioned along the Golf Road corridor and surrounded by a mixture of residential and commercial development. The proposal for the new commercial building with two tenant spaces at the subject property—even with the drive-through facility—generally falls within the principles and goals of the Comprehensive Plan.

3. **The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**

   Comment: The existing drive-through facility is positioned and designed in a similar fashion to other drive-through facilities in the C-3 district and is generally harmonious with the existing commercial development in the immediate vicinity including the existing drive-through facility currently utilized by the pharmacy across the street from the subject property. While the proposal intends to slightly widen the drive-through lane to 12 feet in order to provide sufficient space for queuing vehicles, the overall design and location of the drive-through facility itself will not change.

4. **The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**

   Comment: The existing drive-through facility has been in operation on the subject property since 2002 and during its current hours of operation from 10 am to 10 pm has generally not had more hazardous or disturbing effects on neighboring uses than a typical drive-through facility. However, the proposed change in hours of operation of this drive-through facility to permit its operation as early as 5 am may subject residents located directly north and west of the subject property to the general adverse effects attributed to drive-through facilities at early hours in the day, seven days a week.

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5. The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:

Comment: The existing drive-through facility on this site is adequately served by essential public facilities and services. While the proposal removes one of the existing curb cuts from Golf Road, staff do not have concerns that this will impact the essential public facilities and services that are currently serving the subject property.

6. The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:

Comment: The existing drive-through facility has not created a burden on public facilities and has not been detrimental to the economic well-being of the community. There is no indication that the expansion of the drive-through facility hours of operation will have negative economic impact on the community as a whole or create the need for additional City services provided that appropriate screening improvements are installed and the drive-through facility is operated according to all requirements in the C-3 district and the environmental performance standards in Section 12-12 of the Zoning Ordinance.

7. The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:

Comment: The operation of a drive-through facility by nature is attributed to activities that generate traffic, noise, smoke fumes, glare, and odors from vehicles occupying this space for pick-up of items from the establishment. Related to traffic, the proposal removes the east curb cut nearest the drive-through facility to reduce the number of vehicular interactions on and off the site while also increasing the stacking capacity of the drive-through facility, both of which help address concerns related to traffic backups and circulation issues on site. Related to light and glare, the proposal includes the installation of a new eight-foot-tall fence along the rear (north) property line and installation of 57 arborvitae plantings along the rear (north) and side (west) property lines to further screen the residences from the drive-through facility, which in part help address the light and glare concerns associated with drive-through facilities.

Furthermore, the attached Project Narrative identifies that the total time a motorist spends in the drive-through lane from entry to exit is around 60-90 seconds, mentioning that this helps reduce the noise concerns for residents. That said, the noise generated from the drive-through speaker, light generated from site lighting, and odor generated from vehicles queuing in the drive-through lane are still viable concerns with this request given the proposed extension of hours of operation for the drive-through facility. As such, staff have added conditions related to the drive-through facility hours of operation, speaker system volume, and lighting plan to reduce adverse impacts on the neighboring residential properties.

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8. The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:

Comment: The proposal removes the existing east curb cut on the subject property to reduce interferences with traffic on surrounding public thoroughfares and circulation on the subject property. However, with the drive-through facility, painted arrows will be necessary to clearly define the direction of travel throughout the subject property to ensure that sufficient access and circulation are maintained for all uses. That said, staff have added a condition requiring the installation of painted arrows on all drive aisles throughout the subject property.

9. The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:

Comment: The proposal would not cause the destruction, loss, or damage of any natural, scenic, or historic features of major importance. The building and site were already developed for similar uses, including the accessory drive-through facility.

10. The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:

Comment: This proposal with the aforementioned adjustments will meet all other requirements of the Zoning Ordinance for the C-3 General Commercial District.

PZB Procedure and Recommended Conditions: Under Section 12-3-4.D (Procedure for Review and Decision for Conditional Uses) of the Zoning Ordinance, the PZB has the authority to *recommend* that the City Council approve or deny the aforementioned request. Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4.E (Standards for Conditional Use) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following conditions.

Conditions of Approval:

1. The petitioner agrees to maintain the same or fewer hours of operation for the drive-through facility lane as the coffee shop, not to exceed 5 am to 9 pm, seven days a week. The petitioner agrees to seek an amended conditional use if the hours of operation for the drive-through facility are proposed to be extended beyond these limits.
2. The petitioner must restripe the parking areas of the subject properties in conformance with the Proposed Architectural Site Plan and Details sheet and add painted directional arrows throughout the subject property. Ample off-street parking spaces for both uses shall be provided on site at all times.
3. At time of building permit, the petitioner must provide a photometric plan identifying the location of all existing and proposed exterior lighting fixtures and foot-candle measurements for the entire site in conformance with Section 12-12-10 of the Zoning Ordinance. Foot-candle measurements shall also be provided for a minimum of two rows outside the property boundaries.
4. A sound meter must be installed near the drive-through facility speaker and utilized at all times to ensure the speaker is not audible outside the boundaries of the subject property.

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Member Weaver asked if the City's traffic engineer assessed the topic he raised regarding closing the curb cut. Senior Planner Stytz stated that was a recommendation by staff. There was not discussion of the three lanes, but that any changes to existing curb cuts will need to be approved by IDOT.

Member Veremis asked if there is seating inside the facility. Mr. Mathiasen states yes, there are seats provided.

Member Veremis asked about what type of business they foresee for the east tenant. Mr. Patel states they are unsure about the space, but that it could be an office space. They are planning to acquire the property but are not the owner yet.

Member Bronakowski asked about the ideal tenant. The concern he has for this property is the small size in a high traffic area. If you accidentally pull into the lot, with this site plan, it could be challenging to pull out of the lot. His concern is what the likelihood of an accident would be in this high traffic area. Mr. Patel stated they are considering an insurance agency who reached out, Geico or State Farm. It will not be a food service at this time.

Member Bronakowski asked about indoor seating. Mr. Patel says only two seats. The focus is on the drive-through concept.

Chairman Szabo stated the board members made an excellent point. Szabo states another restaurant would be challenging in the east tenant space because of conflicting hours. In other areas of the city, multiple restaurants in these areas could be a disaster. Mr. Valentini stated filling the east tenant space has been a discussion and limiting that use to something low impact. It is good for the future owner to know so they are careful to market that space.

Member Fowler asks if they are a to-go restaurant, not a typical coffee spot where people sit on their laptops and if we add a condition to require the addition of the third lane. She agrees with Member Bronakowski. Mr. Valentini stated that could be a condition to discuss with staff and there needs to be discussion with IDOT regardless, because one apron is being closed, and the proposal will be under the scrutiny of IDOT. It is something that could be discussed with staff and IDOT. It is easier to put it as a condition, throw it to IDOT as a scenario, and see what they say about what they can/cannot do.

Member Weaver has great faith that IDOT will look at that request carefully and command the third lane. I think their concern will be for the traffic and potential for accidents.

Member Weaver had another question on the drawings for the east tenant a front, side, and back entrance. The coffee operation is from 5am to 9pm. Where would supplies be received? Where would garbage and waste exit the building? The drive-thru is covering several sides [of the building] for many hours of the day and night.

Mr. Valentini states they cannot speak for the potential tenant on the east. They did not alter the existing exits on the current building. The landlord would need to ask them to coordinate on off-peak hours in order to have deliveries made. If this is an office use, this becomes a point of least

contention. They don't have a lot of deliveries; they will have quick drop offs. We do not think those are long duration items. Trash pickup is something that needs to be discussed with the waste management company to prevent pickup at 6 am during the busy time for the coffee shop. One of the entrances could potentially be closed off in the future. The adjacent tenant would have the rear exit, but that will be the main delivery door for the coffee shop now.

Member Weaver asked when deliveries come to the coffee shop. Mr. Patel states it is overnight, and they will have a key to the building to open the doors.

Member Weaver asked about refuse collection for both tenants. Mr. Patel states that they will share the same dumpster and same trash pick-up.

Member Bronakowski asked about congestion in this location. There is concern about one entrance/exit. Has there been discussion with the gas station next door to add a connection between the property?

Mr. Valentini stated that no, there has not been a conversation about that with the gas station. Potentially that is an option but would rely on a separate party for that agreement. However, they could potentially cause a problem with a person at the gas station using that exit as an outlet onto Golf Rd to avoid traffic on Mt. Prospect Rd. He understands concern with congestion. KLOA provided a traffic impact analysis stated support in their report for this facility. If they had objections, it would have been in the KLOA traffic statement. KLOA is being relied on for the traffic analysis because they are the experts and do many reports in the Chicago area.

Member Bronakowski states he will trust the experts.

Member Zadrozny asked about what products they will be selling. Mr. Patel mentioned they will sell primarily coffee and some donuts.

Member Zadrozny asked City staff if there have been any complaints regarding this drive thru in the past. There could potentially be several cars queuing early in the morning on this site. Mr. Patel states that it is generally 60-150 seconds to process orders. The restaurant is relatively fast compared to competitors.

Chairman Szabo opened public comment. No members of the public came forward. Chairman Szabo closed the public hearing and entertained a motion regarding the case.

A motion was made by Member Weaver and seconded by Member Veremis to recommend approval of the conditional use to the City Council, with four conditions drafted by staff.

AYES:	Bronakowski, Catalano, Fowler, Zadrozny, Veremis, Weaver, Szabo
NAYS:	None
ABSTAIN:	None

MOTION CARRIED

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3. **Address:** 200 Howard Avenue **Case Number:** 25-012-TA-CU

The petitioner requests: (i) text amendments to the Zoning Ordinance related to assembly uses in manufacturing zoning districts; (ii) a Conditional Use for a proposed assembly use at the subject property; and (iii) any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-30-101-031-0000 and 09-30-101-032-0000

Petitioner: Insight Church, Inc., P.O. Box 188, Tinley Park, IL 60477

Owner: HOH Owner LLC, 837 W. Junior Terrace, Chicago, IL 60613

Chairman Szabo swore in Braeden Lord (Taft Stettinius & Hollister, LLP, 111 E. Wacker Drive, Suite 2600, Chicago, IL 60601), Robb Thompson (Insight Church, 4400 Greenwood St, Skokie, IL 60076), Linda Thompson (Insight Church, 4400 Greenwood St, Skokie, IL 60076) Thomas Gath (481 W. Savoy Round Lake, IL), James Ward (18500 92nd Ave., Tinley Park, IL 60487), and Shannon Westberg (20 Chestnut Ave., Clarendon Hills, IL).

Mr. Lord summarized the applicant's request.

Senior Planner Remand confirmed that copies of the applicant's addendum of materials was provided to the PZB members.

Mr. Ward greeted the PZB and summarized the details of Insight Church. Insight Church is a multi-location church founded in 2011 with existing locations in Skokie and Tinley Park. He summarized the beliefs and teachings of the Church and relationships with their communities including coordinating with the Skokie Police Department for involvement in crisis situations. The leadership of the church look forward to coordinating with Des Plaines community leaders to improve the quality of life for the City of Des Plaines.

Member Fowler inquired about the reasoning for selection of this particular location in the City. Mr. Ward identified the accessibility of the site from the highway provides opportunities to serve populations from a wide area.

Member Veremis inquired whether the Skokie location would be vacated. Mr. Ward noted that space in Skokie is currently leased from a Park District. The new operations in Des Plaines would initially supplement the existing operations in Skokie while also providing permanent office space.

Member Veremis inquired about the comparative sizes of the Skokie operation and the proposed Des Plaines operation. Mr. Ward answered that the Des Plaines location is slightly larger and more functional than the one in Skokie.

Mr. Lord summarized the details of the proposed amendments to the City Code which would add a conditional use land use in the M-2 District for a manufacturing-zoned assembly use. As

proposed, buffer setbacks are required. The amendments would be intended to minimize negative impacts upon adjacent properties.

Mr. Lord summarized the intent of the proposed buffer setbacks from various uses and major roadways, the downtown, and the Rivers Casino. The buffers would assist with limiting utilization of industrial property for large quantities of assembly uses and would not conflict with existing allowances in the Code establishing requirements which allow assembly uses near the downtown and in other areas of the community.

The proposed use would occupy Suite 202 in the existing multi-tenant building. The use would not be expected to have negative impacts on the operations of other businesses in the center. The space was developed in 1986 and has been vacant for approximately six months after occupancy by a prior office use. The proposed use would be especially well suited for the proposed tenant space which is highly visible from the public right-of-way on a site with ample off-street parking spaces. Visitors to the site would contribute to the economic vitality of the City as many visitors would be expected to visit other businesses in the community before or after their visit to the site. A summary of the proposed schedule of weekly and monthly operations and anticipated traffic volumes was presented.

Mr. Lord presented a summary of the existing tenant mix throughout the center including existing hours of operations. The proposed use would not create significant conflicts with the existing uses and would typically be comprised of up to two employees occupying the offices on the property when church services were not in progress.

Mr. Lord summarized the standards for text amendments and the applicant's evidence and testimony indicating their compliance with the applicable standards.

The proposed tenant would contribute to common maintenance expenses, would contribute to the economic vitality of the development via payment of rent, and would increase the appearance of the multi-tenant center by adding an occupancy to a key tenant space in the development which is currently vacant.

The proposed use would help strengthen connections between congregants and local employers. Many buildings throughout the City's industrial areas are approaching the end of their useful life and are experiencing pressures for new investment and/or consideration of alternative occupancies. The proposed text amendment would require assembly use occupancies to locate within 150 feet of public rights-of-way to ensure visibility of such uses.

The proposed use would serve a diverse population and would serve as a conduit for reaching diverse populations within the community.

The proposed text amendment would provide property owners with an additional tool to find tenants for vacant space throughout the M Districts. Presently, there is an especially depressed demand for office space due to changes in employee behavior and expectations since the COVID pandemic. The lack of opportunity to consider assembly uses creates challenges for the se property owners to secure tenants in some properties, including legacy developments such as the multi-

tenant building on the subject property. All proposed assembly uses could be considered on a case-by-case basis in accordance with the conditional use standards.

Mr. Lord presented specific information regarding the proposed use in accordance with the conditional use standards. The existing development is comprised of eight freestanding buildings with various office and logistics/warehouse uses and 339 shared off-street parking spaces. The proposed space is comprised of more than 7,000 square feet. Several site photos were presented as well as the proposed floor plan. The proposed use would be expected to be comprised of congregation space, restrooms, classrooms for Sunday school, and offices. Access to the site is available from a curb cut near the tenant space to be occupied. Two staff members would be present during operations outside of proposed assembly services. A weekly sermon service would be scheduled in addition to a monthly prayer service.

Mr. Lord noted that the proposed use would comply with the City's conditional use standards and would be operated in accordance with these requirements. The use would operate on days and at times which would not conflict with other uses in the vicinity. A preliminary review by City staff of utility service to the property was found to be sufficient for the proposed use.

Member Weaver asked whether SCIS would continue to occupy their existing tenant space. Thomas Gath, broker representing the property owner, confirmed that SCIS maintains a one-year lease and they expect their continued occupancy into the future.

Member Weaver inquired whether the adjacent tenant space is occupied, 204B. Mr. Gath noted that the space is currently vacant and is comprised of 1,578 square feet. This space is separated from Suite 202 by a demising wall.

Member Veremis inquired about the percentage of development that is vacant. Mr. Gath confirmed the current vacancy is approximately 20 percent.

Member Veremis inquired about anticipation of future growth. Mr. Ward confirmed that they do not have specific expectations but hope to grow in the future.

Member Bronakowski asked for confirmation of any other locations that were considered. Mr. Ward noted that they are working with a broker but prefer this space due to its proximity to highway access. Uses such as this have become more popular due to improvements in technology.

Member Zadrozny asked for confirmation of the maximum occupancy of the proposed space. Mr. Lord confirmed that the maximum occupancy would be 140 occupants, however the expected regular occupancy would be approximately 60 occupants.

Member Veremis inquired about the draft text amendment about accommodating the proposed land use. Senior Planner Redman stated that churches are classified within the assembly use definition.

Chairman Szabo requested a summary of the proposal from staff.

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Senior Planner Redman summarized the details of the City Code and the applicant's request. She noted the need to consider potential text amendments in the context of the entire City and all districts where a text amendment may change applicable requirements.

A text amendment regarding assembly uses in institutional districts was considered in 2024 and was subsequently adopted. The applicant's specific request includes various qualifying details including requiring proposed uses to be noncommercial assembly uses as well as various buffer distances.

The applicant proposes several conditions to limit the quantity of potential assembly uses in manufacturing districts. The proposed buffers would create an area generally inclusive of the Howard Avenue corridor and other properties near I-90 in the vicinity of the subject property. A map of the potential areas where an assembly use would be permissible in M Districts was presented.

Ms. Redman summarized the importance of the manufacturing district properties to employment and economic production of the City and referenced the detailed analysis provided within the staff report.

Issue: Consider Zoning Ordinance amendments to: (i) define "Manufacturing Zoned Assembly Uses" in Section 12-13-3; (ii) amend the use matrix in Section 12-7-5.A.6 to allow "Manufacturing Zoned Assembly Use"; and consider a Conditional Use for a Manufacturing Zoned Assembly Use at 200 Howard Ave., Suite 202.

Petitioner:	Insight Church, Inc., P.O. Box 188, Tinley Park, IL 60477
Owner:	HOH Owner LLC, 837 W. Junior Terrace, Chicago, IL 60613
Case Number:	25-012-TA-CU
PINs:	09-30-101-031-0000; 09-30-101-032-0000
Ward:	#5, Alderman Carla Brookman
Existing Zoning:	M-2, General Manufacturing District
Existing Land Use:	Multi-tenant manufacturing building
Surrounding Zoning:	North: M-2, General Manufacturing District
	South: M-2, General Manufacturing District
	East: M-2, General Manufacturing District
	West: M-2, General Manufacturing District
Surrounding Land Use:	North: Manufacturing building
	South: Manufacturing building and railroad

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East: Railroad

West: Manufacturing building

Street Classification: Howard Avenue is classified as a local road and is under the jurisdiction of the City of Des Plaines.

Comprehensive Plan: "Industrial" is the use illustrated in the Comprehensive Plan.

Project Overview: The petitioner, Insight Church, LLC, is the prospective lessee of Suite 202 of 200 Howard Ave. This tenant space is within a multi-tenant building which has historically included primarily office spaces and small warehouses. Insight Church is interested in operating a religious assembly use facility within Suite 202 of this building. No proposed expansions or exterior alterations are proposed for the building. All proposed uses will be located inside the building. Refer to the "Floor Plan" attachment.

Zoning	Permitted or Conditional Use	Count of Parcels
R-1	Conditional use, if on sites of 1 acre or more with frontage on a collector or arterial street	87 parcels
R-2	Conditional use, if on sites of 1 acre or more with frontage on a collector or arterial street	0 parcels
R-3	Conditional use	1,494 parcels
R-4	Conditional use	779 parcels
C-3	Conditional use	800 parcels
C-5	Conditional use	120 parcels
I-1	Permitted by right if along an arterial roadway; Conditional use if not located along an arterial roadway	67 parcels
C-1, C-2, C-4, C-6, C-7, M-1, M-2, M-3	Not permissible	N/A

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Overview of Requests

To allow this use in this location, the applicant requests the following:

1. Text amendment to the zoning ordinance defining Manufacturing Zoned Assembly Uses;
2. Text amendment to the zoning ordinance allowing Manufacturing Zoned Assembly Uses within the M-2 district; and
3. Conditional use for a Manufacturing Zoned Assembly Use, if required by proposed text amendment allowing this use in the M-2 district.

Text Amendment Request

Currently, City Code identifies assembly uses within the Institutional zoning district as well as several residential and commercial districts, either permitted by right or as a conditional use.

Refer to Existing Assembly Use map for locations where an assembly use may currently locate. The table below summarizes requirements for assembly uses within each zoning district:

Proposed Text Amendments

Definition

In 2018, the Zoning Ordinance was amended to establish regulations surrounding assembly uses within residentially and commercially zoned properties. In 2024, an additional definition for institutionally zoned assembly uses was added to the zoning ordinance. Included below are the three current definitions.

- COMMERCIALLY ZONED ASSEMBLY USES: A use that is primarily for the purpose of the assembly of people, which can contain a combination of uses that take place in both principal and accessory structures. Such uses include: commercial theater, banquet halls, nightclubs, church, synagogue, temple, meeting house, mosque, or other place of worship.
- RESIDENTIALLY ZONED ASSEMBLY USES: A use that is primarily for the purpose of the assembly of people for a non-commercial purpose, which can contain a combination of uses that take place in both principal and accessory structures. Such uses include: community center, membership organizations, church, synagogue, temple, meeting house, mosque, or other place of worship.
- INSTITUTIONALLY ZONED ASSEMBLY USES: A use that is primarily for the purpose of the assembly of people, which can contain a combination of uses that take place in both principal and accessory structures. Such uses include: commercial

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theaters, banquet halls, event spaces, churches, synagogues, temples, meeting houses, mosque, or other place of worship. Institutional Zoned Assembly Uses do not include nightclubs. Such uses must adhere to the off street parking requirements under "assembly uses".

The petitioner proposes a similar definition to the above, but clarifies the use should have a "non-commercial" purpose. The applicant's draft definition is as follows:

MANUFACTURING ZONED ASSEMBLY USE: A use that is primarily for the purpose of the assembly of people for a non-commercial purpose, which can contain a combination of uses that take place in both principal and accessory structures. A Manufacturing Zoned Assembly Use may include: community center, membership organizations, church, synagogue, temple, meeting house, mosque, or other place of worship. Such uses shall adhere to the off-street parking requirements under "assembly uses".

Within the Response to Standards for Amendment attachment, the petitioner discusses the rationale for their definition specifying the assembly being for a "non-commercial purpose". The Board may request additional details or evidence regarding the applicant's claim of non-commercial assembly uses benefitting adjacent employers.

Use Matrix

The purpose stated for manufacturing districts within the Zoning Ordinance is "to protect the stability of manufacturing activities in the City and to encourage the development of new manufacturing activities by providing adequate and appropriate space within the City." Any erosion of this purpose with the introduction of non-compatible or less economically productive uses should be considered carefully. The M-2 zoning district has a wider range of uses permitted by right or with a conditional use than the other manufacturing districts and is generally intended for higher intensity uses such as warehouses, heavy manufacturing, and distribution facilities.

The applicant proposes the following text amendments to the use matrix:

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Section 12-7-6: Manufacturing Districts Regulations

	M-1	M-2	M-3
***			
Manufacturing Zoned Assembly Uses		**C[8,9]**	
***			

8. Any manufacturing zoned assembly use must have an entrance that faces or is located within 150 feet of a public right-of-way.

9. No manufacturing zoned assembly use shall be located within 1,320 feet of an R-1, R-2, R-3, or R-4 District; 1,760 feet of the Touhy Avenue public right-of-way; or 5,280 feet of the C-5 or C-6 District.

Refer to Text Amendment Buffer Map to understand the locations where these uses may be located with a conditional use. Rationale for the buffers and the distance are provided within the Petitioner's Response to Standards for Amendment

Examples from Other Communities

Within their narrative, the petitioner has provided a summary of zoning ordinances from six surrounding municipalities, showing that various assembly uses are permitted in industrial or manufacturing districts with a special or conditional use. While this comparison highlights how other communities accommodate such uses, these municipalities lack the proximity to O'Hare Airport and Interstate 90 making Des Plaines' manufacturing-zoned properties particularly valuable for import/export operations and for improving employee commutes, expanding the potential workforce, and making these businesses more attractive to prospective employees.

Conditional Use

Proposed Uses of Building and Hours of Operation

Refer to the Petitioner's Narrative for an overview of the proposed activities at the site. Insight Church intends to primarily use the property for religious services with accessory classroom and rehearsal spaces for related activities.

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Off-Street Parking

Pursuant to Section 12-9-7, commercially zoned assembly uses for worship facilities without affixed seating are required to provide one off-street parking space for every 60 square feet of gross activity area. The office spaces currently used in the building require 1 space for every 250 square feet of gross floor area.

The definition of "floor area" in Section 12-13-3 allows certain spaces such as restrooms, mechanical rooms, hallways, and a percentage of storage areas to be excluded. The table below reflects the floor area of the tenant space per this definition.

Use	**Floor Area or Seats/Employees[1]**	**Required parking[2]**
Assembly use	3,851 sq ft	65 spaces
Office	1,072 sq ft	5 spaces
	Total Required Spaces	70 spaces
	Total Existing Spaces	339 spaces (shared)
[1] Excludes floor area for mechanical rooms, restrooms, and storage areas [2] Spaces rounded up to next whole number		

Parking will not be separately dedicated for this use versus other tenant spaces. A total of 331 standard spaces and 8 accessible spaces are provided for shared use by all tenants of this facility. Staff completed an analysis of all existing uses on the property and determined, with this proposed assembly use, the total minimum required parking for all uses on the property is 295 spaces, therefore sufficient required parking is provided on the property per Section 12-9-7. Further, per City Code required parking spaces for each use are assumed to be available 24/7, and therefore additional capacity for parking during peak periods could be accommodated since every business will likely not be open simultaneously.

Traffic

Although a traffic impact study is typically associated with a conditional use permit for assembly uses, a waiver was requested by the applicant and granted by the Zoning Administrator based on the limited traffic generated by this use compared to the overall volume of traffic traveling in and around this site, and staff's familiarity with the building, tenant mix, and site operations stemming from recent

code enforcement actions. Refer to the Traffic Waiver Request attachment. If needed, the Board may request additional information regarding parking, traffic management, projected trip generation, etc.

In 2024, a Zoning Certificate was approved for the overall property to allow businesses within several tenant spaces to park larger trucks and vehicles on the property in designated locations. Refer to the 2024 Zoning Certificate Parking Plan attachment. A site plan, approved by the Community and Economic Development Department and the Fire Prevention Division, includes a compliant fire lane surrounding the building. This plan regulates the parking and vehicle storage operations throughout the property. If the PZB identifies a reasonable nexus between the proposed use and the site plan, they may recommend amendments to the currently approved plan.

Noise and Other Nuisance

The property and all associated uses will be required to meet all environmental performance standards surrounding noise, odor, light, or other potentially disruptive elements pursuant to Title 12, Chapter 12 of the City Code. A condition of approval states a special event license is required for any special events located outside of the building. This condition of approval is suggested to provide certainty of safe circulation patterns around the building due to the frequent large truck traffic on the property related to businesses within other tenant spaces.

Standards for Text Amendments:

The following is a discussion of standards for zoning amendments from Section 12-3-7.E. of City Code. Rationale for how the proposed amendments would satisfy the standards is provided. The PZB may use the statements below as its rationale or adopt its own.

1. **Whether the proposed amendments are consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the City Council;**

   The Petitioner's Response to Standards for Amendment provides a summary of their justification for this amendment.

   Staff Comments: Review of the comprehensive plan by staff did not provide any additional evidence or policy to support this type of use within manufacturing districts. Rather, the comprehensive plan encourages the growth of industry by maintaining manufacturing areas zoning districts and re-development of properties as necessary to evolve to new industrial needs.

2. **Whether the proposed amendments are compatible with current conditions and the overall character of existing development;**

The Petitioner's Response to Standards for Amendment provides their response to this standard.

Staff Comments: Staff encourages the Board to consider the overall intensity of uses possible within the M-2 zoning district. The M-2 Zoning District Use Matrix attachment provides an overview of the types of uses permitted in this zoning district. In addition, the M-2 district is the only zoning which permits heavy manufacturing, which is generally considered the highest intensity use within the city in terms of potential impact. Refer to the definition below from Section 12-13-3:

> *MANUFACTURING, HEAVY: The assembly, fabrication or processing of goods and materials using processes that ordinarily have greater than minimal impacts on the environment, or that ordinarily have significant impacts on the use and enjoyment of adjacent property in terms of noise, smoke, fumes, visual impact, odors, glare, or health and safety hazards, or that otherwise do not constitute "light manufacturing". Heavy manufacturing generally includes processing and fabrication of large or bulky products made from extracted or raw materials or products involving flammable or explosive materials and processes that require extensive floor areas or land area for the fabrication and/or incidental storage of the products. "Heavy manufacturing" shall not include any use that is otherwise listed specifically in a zoning district as a permitted or conditional use.*

The Board may find it suitable to ask for additional information from the petitioner regarding why assembly uses would be compatible in a zoning district with the potential for the above activities permitted by right. In addition, by its nature, the traffic generated by uses within manufacturing districts is a greater volume and the vehicles a larger size than other zoning districts. The proposed amendment requiring assembly uses to be in close proximity to a street, in order to limit conflict points on large industrial properties, may provide some compatibility assurances.

3. **Whether the proposed amendments are appropriate considering the adequacy of public facilities and services available;**

The Petitioner's Response to Standards for Amendment provides their response to this standard.

Staff Comments: This amendment proposes manufacturing zoned assembly uses as a conditional use, which would allow for determining adequacy of public facilities and services on a case-by-case basis, including assessing whether the existing transportation network and proximity to emergency services would be adequate for this type of use.

4. **Whether the proposed amendments will have an adverse effect on the value of properties throughout the jurisdiction; and**

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The Petitioner's Response to Standards for Amendment provides their response to this standard.

Staff Comments: To evaluate potential adverse effect on property values in both the M-2 District and throughout the City, Staff completed an analysis of major employers within the city and the zoning classifications of their properties to better understand the overall inventory of manufacturing properties and their impact on the local economy. Below is a table summarizing the total jobs of major employers, classified as employers with 25 or more employees, and the associated zoning district for these businesses.

Zoning	Total Employees[1]	Total Sales[1]	Estimated Property Taxes[2]	Estimated City Share of Property Taxes[3]
C-2	447	$147,307,000	$3,747,751.50	$386,018.40
C-3	3,293	$448,297,000	$7,652,366.25	$788,193.72
C-4	309	$47,728,000	$1,432,080.50	$147,504.29
C-5	1,073	$132,305,000	$325,438.06	$33,520.12
C-6	1,500	$194,317,000	$9,293,831.10	$957,264.60
I-1	1,625	$68,125,000	$199,440.34	$20,542.36
M-1	47	$203,685,000	$60,133.86	$6,193.79
M-2	**7,001**	**$5,521,113,000**	**$19,908,165.32**	**$2,050,541.03**
M-3	1,201	$385,373,000	$2,838,664.27	$292,382.42
R-1	1,216	$24,979,000	$40,866.23	$4,209.22

[1] Data obtained through Data Axle Reference Solutions, retrieved March 2025

[2] Total assessed value data obtained through Cook County Assessor, retrieved February 2025 and adjusted with Cook County Equalized Assessed Value formula. Estimated tax bill does not take into account any applicable tax exemptions that may reduce the total amount.

[3] Based on current 10.3% property tax collected by Des Plaines

Major employers within the M-2 zoning district have the highest number of jobs, largest local sales volume, and the properties have the highest estimated property taxes compared to other zoning districts.

The petitioner's proposed text amendment significantly limits where manufacturing zoned assembly uses may be considered as a conditional use, reducing—but not eliminating—the risk of eroding valuable M-2 zoned properties. Assembly uses typically do not generate local sales revenue and, if occupied by a tax-exempt entity, could remove the property from the tax base entirely. Given these potential impacts, the Board is encouraged to request additional evidence from the petitioner demonstrating that the benefits of the amendment outweigh its risks. Assembly uses are allowed as a permitted or conditional use on over 3,600 other properties within the city.

5. **Whether the proposed amendments reflect responsible standards for development and growth.**

The Petitioner's Response to Standards for Amendment provides their response to this standard.

Staff Comments: As outlined in the standards above, this type of use differs from what is typically permitted in manufacturing districts and raises compatibility concerns. To uphold responsible development standards, the proposed amendment designates assembly uses as conditional, allowing case-by-case evaluation and City Council approval, with conditions to address potential issues. However, as noted in Standard 4, converting manufacturing parcels to less economically productive uses may hinder industrial growth, conflicting with responsible growth principles.

Standards for Conditional Use

The following is a discussion of standards for zoning amendments from Section 12-3-4(E) of the Zoning Ordinance. Rationale for how the proposed amendments may or may not satisfy the standards is provided below and in the petitioner's response to standards. The PZB may use this rationale toward its recommendation, or the Board may make up its own.

1. **The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:**

The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

Staff Comments: With the approval of the proposed text amendment, this would be a conditional use in this zoning district.

2. **The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:**
The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

Staff Comments: As discussed in the amendment standards above, staff did not identify anything explicit within the comprehensive plan which supports non-industrial uses within manufacturing districts.

3. **The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**
   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: Staff has suggested a condition of approval to mitigate concerns with this use to ensure compatibility on the property for any outdoor events.

4. **The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**
   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: Staff did not identify any specific concerns regarding this use in this location impacting neighbors.

5. **The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:**
   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: Staff believes the proposed use will be adequately served with essential public facilities and services in the future.

6. **The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**
   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: The proposed use is not anticipated to create a burden on public facilities. However, this use in this location may encourage a higher amount of automobile traffic compared to an assembly use in a residential neighborhood, as it is not easily walkable from a residential area and may have fewer attendees using alternative means of transportation to arrive at services.

7. **The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:**
   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: All activities are proposed to occur inside the building. Any uses must be in compliance with the Environmental Performance Standards in Title 12, Chapter 12 of the City

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Code. Noise level for any activities on the site will be regulated by Section 6-2-7 of the Police Regulations in the City's municipal code. Refer to the Traffic section of this report for additional discussion regarding traffic.

8. **The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:**
The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: Vehicular access will continue to be provided from the existing full-access curb cut to Howard Avenue. Traffic within the property will continue to be guided by the site plan approved in 2024. Howard Avenue is designed with a cross-section designed to accommodate typical industrial vehicle trip volumes.

9. **The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: The subject property is within an existing building and thus would not result in the loss or damage of natural, scenic, or historic features. No new development is proposed for this site.

10. **The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:**
The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

    Staff Comments: If the text amendment is approved, no zoning relief is necessary for this conditional use and it is compliant with other zoning ordinance requirements.

Senior Planner Redman noted that a traffic impact analysis was not required for the proposed application. Extensive information was available for the property based upon prior research and code enforcement relating to the property.

Member Weaver asked for clarification of the meaning and definition within the Code for uses which comprise a "noncommercial" purpose. Senior Planner Redman confirmed that the Code may not specifically state the definition of this term. Mr. Lord noted that the proposed text amendment definition for the proposed assembly use was based upon the current definition for "residentially zoned assembly uses" which similarly references assembly uses serving a "non-commercial" purpose.

Chairman Szabo repeated the petitioner's statement that the proposed negative tax implications of the use might be offset by the sales tax revenue by visitors to the property to businesses elsewhere within the City.

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A motion was made by Member Weaver and seconded by Member Zadrozny to recommend approval of the text amendment as presented.

Member Veremis inquired whether an alternate definition or regulation of assembly uses was contemplated by staff, potentially including a limitation on size of a property or proposed use. Ms. Redman stated this option was not presented by the petitioner, but it is a common regulation for other uses in the zoning ordinance.

Member Weaver stated that his understanding is that the amendment, as presented, would still require each assembly use to be reviewed as a conditional use by the Board, so it can be decided on a case by case basis. Ms. Redman confirmed this statement was correct.

Member Bronakowski referenced attachment 3 of the staff report packet. Note 9 notes a minimum buffer from residential uses. He inquired whether such a restriction would limit opportunities for rezoning of property in the future. Ms. Redman stated staff would not anticipate any issues with re-zoning in the future caused by this amendment.

Chairman Szabo asked whether anyone from the public wished to speak regarding either request. No one from the public came forward.

Member Veremis noted that this location may not provide opportunities between the highway and the premises to support visitors patronizing other businesses within the City.

Member Bronakowski noted that there are many vacant properties elsewhere in the City with zoning that would allow for consideration of the proposed use without the need for a text amendment. Mr. Ward noted that over a period of ten years they have been coordinating with property owners for potential occupancies in other locations but have not found alignment until the current opportunity.

Member Fowler noted that the proposed text amendment would introduce buffers which would limit potential locations for all assembly uses throughout the City's manufacturing

Member Fowler noted that she believed that a conditional use requirement will provide the City with an opportunity to potentially limit and control a large influx of assembly uses into manufacturing districts.

Shannon Westberg, the property owner's representative, summarized the challenges with leasing this space. The existing space is suited for an office tenant and generally lacks some of the industrial features of properties near the rear of the building.

A motion was made by Member Weaver and seconded by Member Zadrozny to recommend approval of the text amendment to the City Council, as drafted by staff.

AYES:	Fowler, Zadrozny, Veremis, Weaver, Szabo
NAYS:	Bronakowski
ABSTAIN:	None

MOTION CARRIED

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A motion was made by Member Weaver and seconded by Member Zadrozny to recommend approval of the conditional use to the City Council, with condition drafted by staff.

AYES: Fowler, Zadrozny, Weaver, Szabo
NAYS: Bronakowski, Veremis
ABSTAIN: None

MOTION CARRIED

ADJOURNMENT

Chairman Szabo adjourned the meeting by affirmative voice vote at 9:05 p.m.

Sincerely,
Jeff Rogers/Recording Secretary
cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners

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COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplainesil.gov

MEMORANDUM

Date: April 4, 2025

To: Planning and Zoning Board (PZB)

From: Samantha Redman, AICP, Senior Planner

Cc: Jonathan Mendel, AICP, Assistant Director of Community and Economic Development
Jeff Rogers, AICP, Director Community and Economic Development

Subject: Major Variation for Minimum Lot Area at 1244 Brown Street

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Issue: The petitioner requests a major variation to the lot area requirement.

PIN: 09-17-400-032-0000

Petitioner/Owner: The Patricia E. Kearney Trust, 650 Mooring Line Drive, Naples, FL 34102 (Representative: Gene S. Bobroff, 701 W. Golf Rd, Mt Prospect, IL 60056)

Case Number: #25-015-V

Ward Number: #1, Alderman Mark Lysakowski

Existing Zoning: R-4, Central Core Residential District

Surrounding Zoning:
North: R-4, Central Core Residential District
South: R-4, Central Core Residential District
East: R-4, Central Core Residential District
West: R-4, Central Core Residential District

Surrounding Land Uses:
North: Multifamily residence
South: Multifamily residence
East: Multifamily residence
West: Multifamily residence

Street Classification: Brown Street is classified as a local road.

Comprehensive Plan: "Multi-Family Residential" is the use illustrated in the Comprehensive Plan.

Property/Zoning History: According to the original 1955 building permit, this building was constructed with four bedrooms and bathrooms, reflecting its current unit mix. Since its construction, minimal alterations have been made, with most building permits

on file for this building related to maintenance activities such as roof repairs, plumbing work, and hard surface replacements.

City records indicate that the property has been zoned for multifamily residential use throughout its history. At the time of construction, the 1923 Zoning Ordinance was in effect, and the property was subject to regulations under "Area District B – Multiple Family." Rather than using lot area restrictions to regulate density, the 1923 ordinance set a density limit, stating that no dwelling could be built or altered to accommodate more than eight families per acre, or a proportional number for smaller lots. Given the property's size of 0.14 acres, a maximum of 11 dwelling units would have been permitted. The current minimum lot area requirement was introduced in the 1960 Zoning Ordinance, after this building's construction.

Based on these regulations, the existing multifamily building is classified as a legal non-conforming structure under Section 12-5-5 of the current Zoning Ordinance. The lot area does not meet the current R-4 district minimum required 10,000 square feet. However, the existing five parking spaces comply with zoning regulations. The most recent zoning ordinance update occurred in 1998, and any modifications to this building must adhere to its requirements.

Project Description:

The property is within the R-4, Central Core Residential Zoning District, which permits multifamily buildings. The petitioner seeks to alter the basement and first floor to create a new unit on each floor, proposing to add a studio in the basement and divide the first floor from one two-bedroom apartment to two one-bedroom apartments. Refer to Floor Plan attachment.

To accommodate the revised unit mix, a zoning variation is required to reduce the lot area. The current four-unit building can continue as a non-conforming structure per Section 12-5-5 of the Zoning Ordinance; however, it cannot undergo improvements beyond ordinary repair and maintenance without zoning relief. Increasing the total units from four to six would eliminate the property's legal non-conforming status. Approval of this request would allow the property to be legally recognized with six dwelling units, without the limitations imposed on non-conforming structures.

R-4 – Townhome Residential District Bulk Standards		
Bulk Controls	***Regulations***	***Subject Property Existing Conditions***
Maximum height	80 ft	$\leq$ 35 ft
Minimum front yard	12 ft	18 ft
Minimum side yard	5 ft.	5 ft.
Minimum rear yard	25 ft. or 20% of lot depth, whichever is less	48 ft.
Minimum lot width	50 ft.	50 ft
Minimum lot area	10,000 sq ft	6,250 sq ft

[1] Calculation: Total Lot Area (6250 sq. ft.) divided by proposed six units. Variation requested to provide relief from this requirement.

Minimum Lot Area
The R-4 Zoning District establishes minimum lot area requirements based on either a fixed lot size of 10,000 square feet or a total determined by the unit mix, whichever is greater. In this case, the 10,000 square foot minimum applies. The existing lot does not meet this requirement, meaning it could not be newly created, nor could the building be constructed today as originally built, based on the current zoning ordinance. Because the property owner proposes to alter the unit mix and increase the number of units, the modifications would eliminate the building's legal non-conforming status. As a result, a variation is necessary to allow for the proposed changes.

As a matter of record, many lots within this zoning district, particularly those with similar-scale multifamily buildings, do not meet the minimum lot area requirement and are classified as "non-conforming." In the downtown area, including the vicinity of this property, there are over 100 properties ranging from 6,250 square feet to 9,999 square feet in size and many include this type of multifamily building.

Off-Street Parking
The off-street parking requirement for efficiency (studio) and one-bedroom units in the R-4 zoning district is 1 space per dwelling unit and 1.5 spaces for each two bedroom unit. The existing unit mix is 2 two-bedroom units and 2 one-bedroom units, requiring five spaces. With the five spaces in the rear parking area and one driveway space, parking is currently compliant.

For the proposed six one-bedroom units, six parking spaces would be required. Per the Petitioner's Narrative, five off-street parking spaces are provided in the rear, and several additional vehicles can park in the driveway accessed by Brown Street. The zoning ordinance does not allow tandem parking spaces, so only one space in the driveway can be counted towards the minimum off-street parking requirement.

Although the public notice for this case originally included a parking variation, staff have determined with the proposed unit mix and available spaces that this proposal would be code compliant with the off-street parking requirements with six spaces available.

Standards for Variation:
Variation requests are subject to the standards set forth in Section 12-3-6(H) of the Zoning Ordinance. Rationale for how the proposed amendments would or would not satisfy the standards is provided below and in the attached petitioner responses to standards. The Board may use the provided staff comments as its rationale, modify, or adopt its own.

1. **Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.**

   Staff Comment: Without the variation, the property would be unable to operate as proposed. The inability to re-configure the existing unit mix may not constitute a "hardship." The property can continue to operate as is, if the variation is not approved.

2. **Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

   Staff Comment: The subject property is a typical rectangular lot that is neither exceptional to the surrounding lots nor contains unique physical features that prevent the petitioner from complying with the appropriate regulations.

3. **Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.**

   Staff Comment: Any perceived unique physical conditions or hardships created from these items are a direct result of the actions of the property owner. The property owner is seeking to increase the number of units by re-configuring the existing units. The property owner is able to continue to rent this property with the existing unit mix as a non-conforming structure if the variation is not granted.

   However, as outlined in the property history section of this report, changes to the zoning ordinance over time have resulted in the building's current nonconforming status. Because the property owner proposes to modify the unit mix and increase the number of units, these changes would eliminate the building's legal nonconforming status. As a result, a variation is required to allow the proposed modifications.

4. **Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

   Staff Comment: The rights denied to the property owner would be the ability to reconfigure the existing building to increase the number of tenants, but the property could continue as a non-conforming use. under Section 12-5-5 of the Zoning Ordinance limiting the building to only ordinary repair and maintenance of the existing four units and not allowing any structural alterations or enlargement of the structure. Denial of the variation means it would continue to be subject to the non-conforming use regulations.

5. **Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comment: Granting this variation may, in fact, provide a special privilege for the property owner not available to other properties in this zoning district. Variation decisions are made on a case-by-case, project-by-project basis upon applying the variation standards. In those evaluations, the determining body (e.g., PZB and/or City Council) usually determines if the applicant has exhausted design options that do not require a variation. The PZB may ask the petitioner to explain whether they have exhausted other alternatives.

6. **Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.**

   Staff Comment: With the variation sought, it would meet all other applicable requirements for the R-4 zoning district. No exterior changes are proposed. It is also important to note that many lots in the city within this zoning district, particularly those with similar-scale multifamily buildings, do not meet the minimum lot area requirement and are classified as "non-conforming." In the downtown area, including the vicinity of this property, there are over 100 properties ranging from 6,250 square feet to 9,999 square feet in size. Although each variation request is determined on a case-by-case basis, the overall context and constraints placed by the zoning ordinance may be an important consideration for this type of request.

7. **No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

   Staff Comment: In this case, one clear remedy is not to change the unit mix. There is no other remedy for the lot area variation; this property is landlocked with no readily available opportunities to acquire additional property.

8. **Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

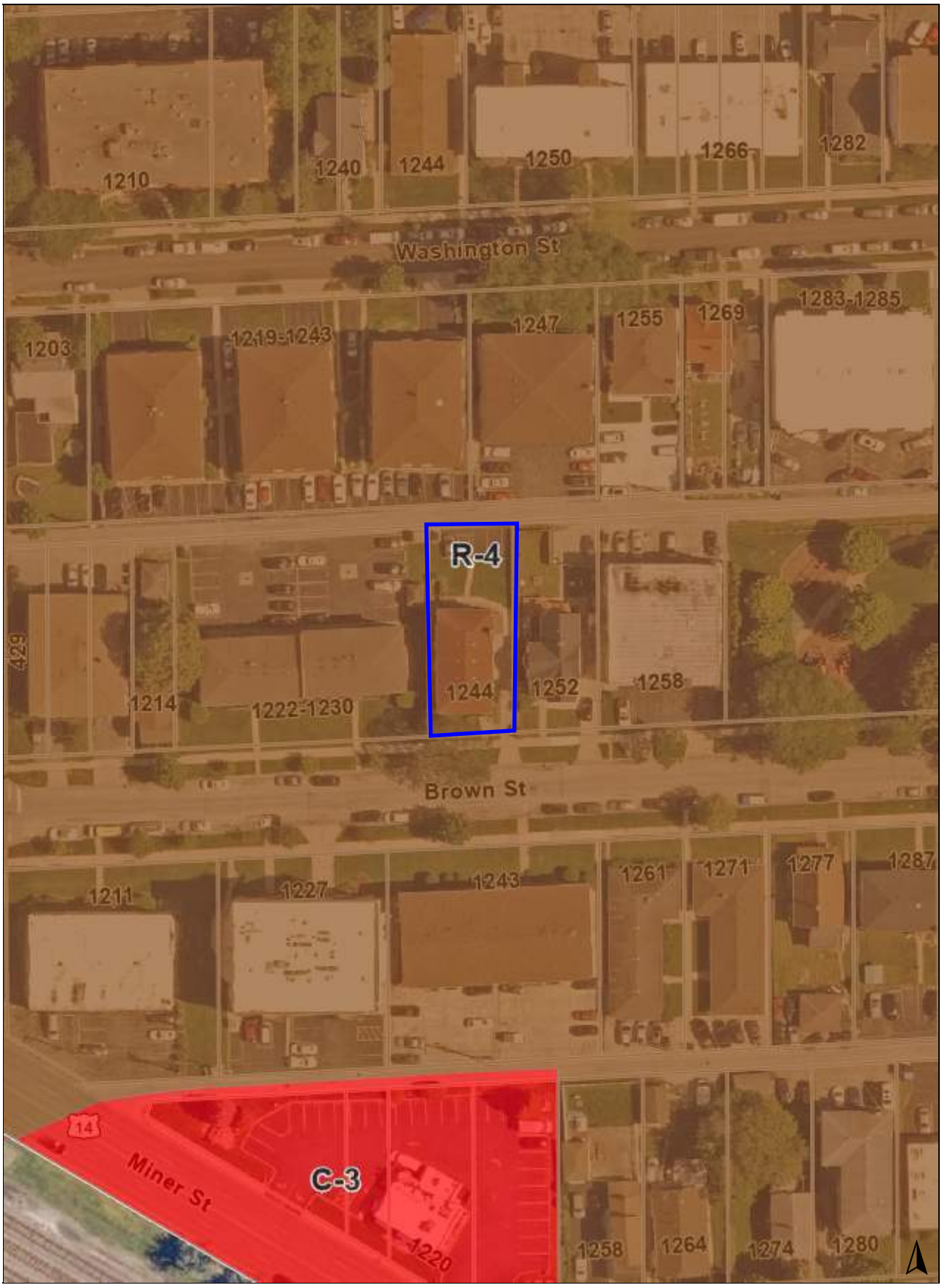
   Staff Comment: The variation may provide the minimum relief necessary.

PZB Procedure and Recommended Conditions: Under Section 12-3-6.F of the Zoning Ordinance (Major Variations), the PZB has the authority to *recommend* approval, approval subject to conditions, or denial of the request to City Council. City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-6.F (Standards for Variations) of the Zoning Ordinance. Staff does not have any recommended conditions of approval.

Attachments:
Attachment 1: Location Map
Attachment 2: Staff Site and Context Photos
Attachment 3: Project Narrative and Responses to Standards
Attachment 4: Plat of Survey
Attachment 5: Floor Plans

GISConsortium | Zoning Map



Legend

- Subject Site

Zoning

- C-3: General Comm
- R-4: Central Core Residential

0 100 200 ft

Print Date: 4/2/2025

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

1244 Brown St – Public Notice Sign

View of front of property

View of front of building and driveway

View of rear parking area

Description of Request

The subject Property consists of a "Chicago Style" two flat building with a garden level, currently containing four (4) dwelling units. The Property is currently compliant with R-4 Zoning use. The applicant is seeking to add two (2) additional units for a total of six (6) dwelling units. The applicant is requesting the following:

1. Major Variation to the minimum lot area requirement: R-4 zoning requires lots to be a minimum of 10,000 sq ft per dwelling unit (Refer to Section 12-7-2.J). The subject Property is approximately 6250 sq ft.

2. Major Variation for Parking: Section 12-9-7 requires two (2) spaces per dwelling unit for multiple-family dwellings. The Property can currently accommodate ten (10) spaces in the rear and side. Additional parking is readily available on Brown Street.

Parking Statement

Petitioner requests waiver of a parking study and in support thereof states as follows:

The subject Property contains hard surface parking at the North and East side of the subject lot. Five (5) spaces exists at the along the North lot line. The space on the driveway along the East lot line can accommodate approximately five (5) vehicles.

There is more than ample available parking on both the North and South sides of Brown Street to accommodate additional vehicles for the subject dwelling units, especially since the neighboring buildings have their own parking lots.

1. Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.

Applicant would only be able to use the fully use the Property as four unit building despite its intended construction as a six unit building or as customary and usual for this neighborhood. Applicant will suffer undue financial hardship and economic loss a result of a significant decrease in fair market value and loss of rental income. Brown Street consists of numerous multiple family buildings containing an equal or greater amount of dwellings. The variance for Lot size and parking will not adversely affect the neighborhood or surrounding adjoining parcels.

2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

There are no similar two flat style buildings in this neighborhood. The lot is exceptional in comparison to the neighboring lots which are larger but accommodate a greater number of dwellings. There will be no change in the structure of the building.

3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.

The Property was constructed and has been consistently used as a multi-family dwelling since its construction. The City has inspected the Property and approved occupancy as a multi-family rental building. The interior dimensions of the building will not be changed.

4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

The Property will continue to conform with its current use as a multi-family rental dwelling, with a total of six units. The neighborhood consists of R-4 zoned rental properties in the immediate vicinity of the subject property. Denial would deprive applicant of rights enjoyed by other property owners in the area. The City has already approved owner the right to rent units within the Property.

5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.

The variation will not result in grating a special use of the Property but continue to allow the use of the same as a multi-family dwelling consists with all the properties in the zoning district and immediate vicinity of the subject property.

6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.

The neighborhood is currently zoned R-4. The variations would allow the existing use to comply with the City recognized use for R-4 zoning district.

7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.

As the building was constructed in the existing condition, there are no available remedies as additional property cannot be acquired to increase the lot size or provide additional hard surface parking. There is ample street parking to accommodate the two additional spaces currently lacking.

8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.

Combined with the zoning map amendment requested herein, the variations requested will provide the minimum relief necessary.

PLAT OF SURVEY

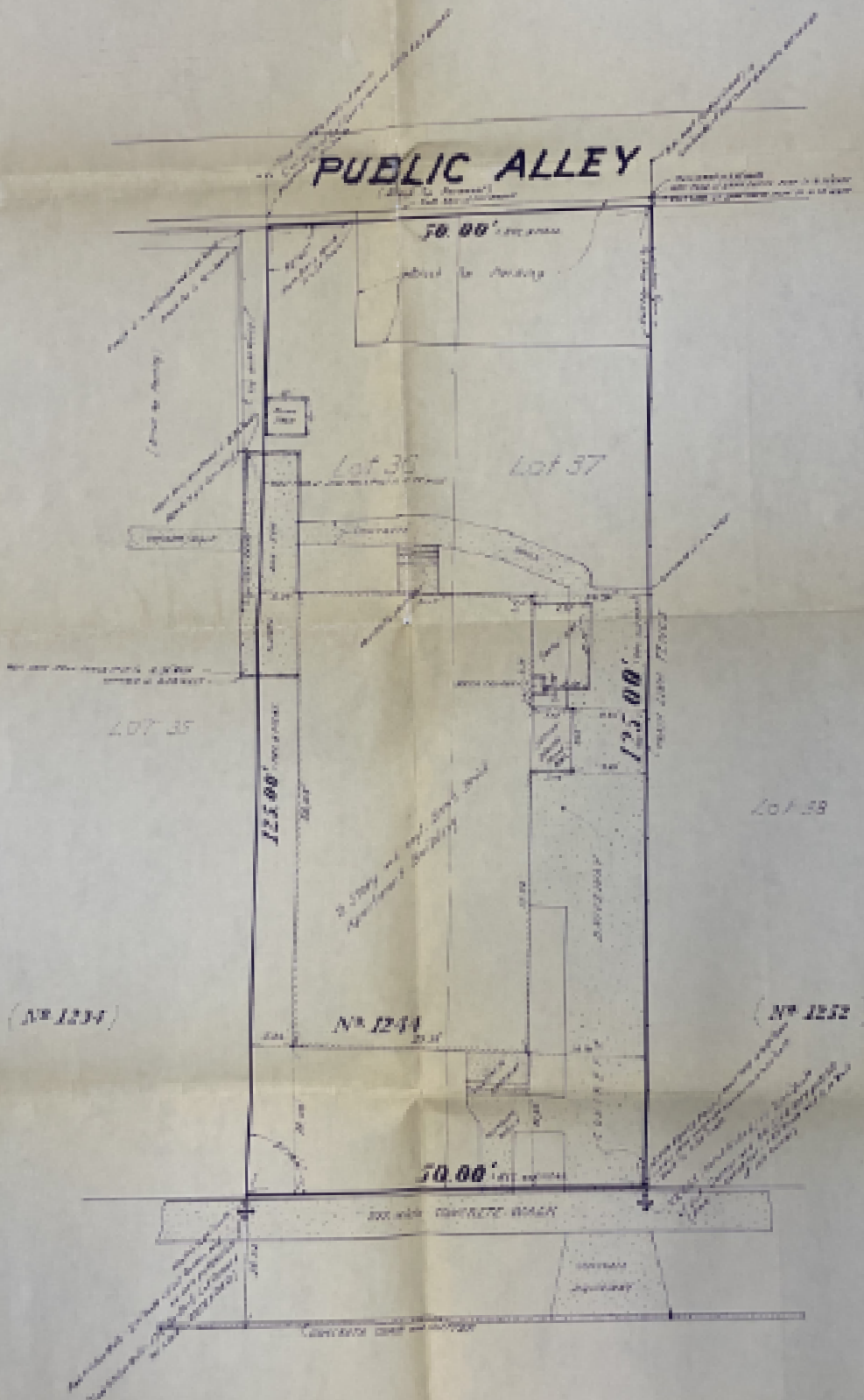
PAUL LOTZ

Land Surveyor

of

7738 Magnolia Lane
Mount Prospect, Illinois
Phone: 439-3837

Lots 36 and 37 in Block 2 in LIKA BROWN'S ADDITION TO DES PLAINES, being a Subdivision in Section 19, Township 41 North, Range 12, East of the 3rd P.M., in Cook County, Illinois.



I, Paul Lotz, hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey. All measurements are correct at the Point set.

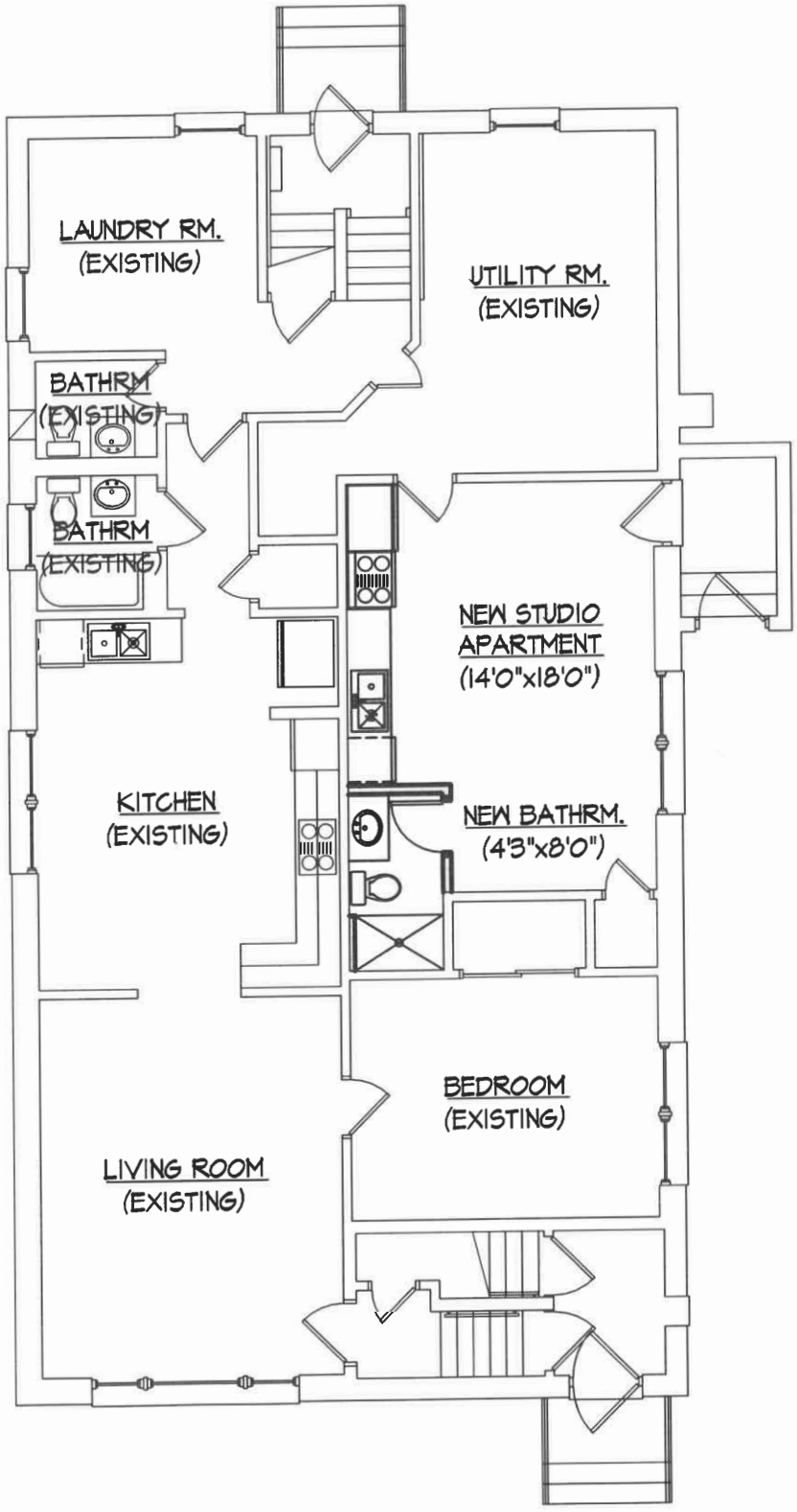
Mount Prospect, July 11th, A.D. 1968

Illinois Registered Land Surveyor No. 2030

Scale: 1 inch = 20 feet
Order No. 68-7-6
Book ... Page ...
Ordered by Paul Harney, as grantee

COMPARE ALL POINTS BEFORE BUILDING, BY SAME AND AT ONCE REPORT ANY DIFFERENCE

Attachment 4



1 EXISTING LOWER LEVEL PLAN

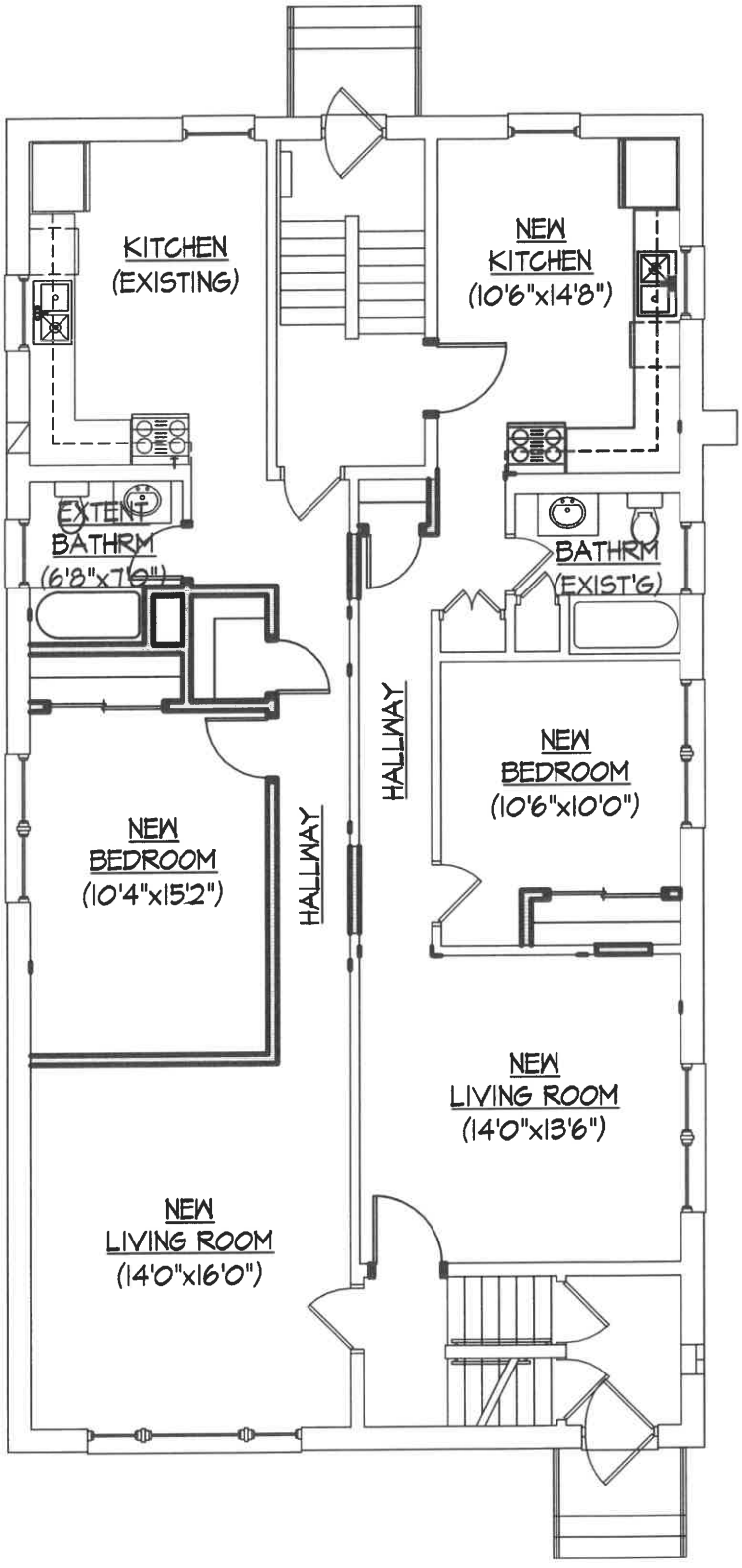
SCALE: 1/8" = 1'-0"

NORTH

SKO	SL 25-102 1-13-2025

SCALI APT CONVERSION
1244 BROWN ST.
DES PLAINES, IL. 60016

DAVID A. SCHAEFER ARCHITECTS ©
2500 S. HIGHLAND AVE,. STE 340
LOMBARD, ILLINOIS 60148



1 PROPOSED 1st FLOOR PLAN

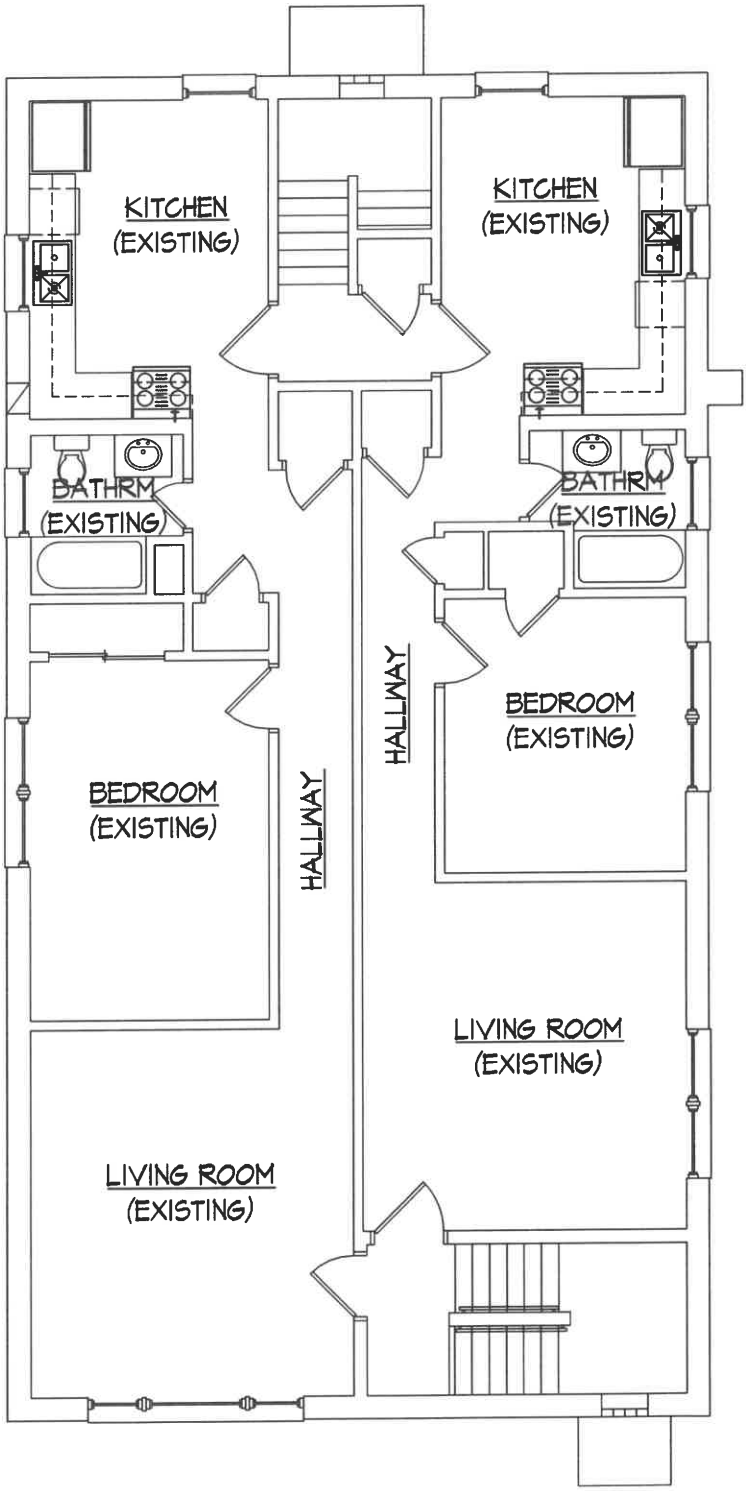
SCALE: 1/8" = 1'-0"

NORTH

SK1	SL 25-102 1-13-2025

SCALI APT CONVERSION
1244 BROWN ST.
DES PLAINES, IL. 60016

DAVID A. SCHAEFER ARCHITECTS©
2500 S. HIGHLAND AVE,. STE 340
LOMBARD, ILLINOIS 60148



1 EXISTING 2nd FLOOR PLAN

SCALE: 1/8" = 1'-0"

NORTH

SK2	SL 25-102 1-13-2025

SCALI APT CONVERSION

1244 BROWN ST.
DES PLAINES, IL. 60016

DAVID A. SCHAEFER ARCHITECTS ©
2500 S. HIGHLAND AVE,. STE 340
LOMBARD, ILLINOIS 60148

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplainesil.gov

MEMORANDUM

Date: April 4, 2025

To: Planning and Zoning Board (PZB)

From: Samantha Redman, AICP, Senior Planner

Cc: Jonathan Mendel, AICP, Assistant Director of Community and Economic Development
Jeff Rogers, AICP, Director Community and Economic Development

Subject: Consideration of a Conditional Use for Assisted Living Facility and Preliminary Planned Unit Development (PUD) at 2200 E Golf Rd.

Issue: The petitioner requests: (i) Conditional Use for an Assisted Living Facility with 150 units in the R-3 zoning district; and (ii) a Preliminary Planned Unit Development (PUD) with an exception for height from 45 feet to 50.5 feet.

Petitioner: Heritage Woods Northwest LLC, 1016 W. Jackson Blvd., Chicago, IL 60607

Owner: RJB-11 LP & First American Self-Storage Group, LLC; 1731 N. Marcey St., #200, Chicago, IL 60614

Case Number: 25-014-PPUD-CU

PIN: 09-09-402-010-0000

Ward: #1, Alderman Mark Lysakowski

Existing Zoning: R-3, Townhouse Residential

Existing Land Use: Surface parking lot and undeveloped land

Surrounding Zoning:
North: R-3, Townhouse Residential
South: R-1, Single Family Residential
East: R-3, Townhouse Residential; C-3, General Commercial District
West: P1, Public Land District (Unincorporated Cook County)

Surrounding Land Use:
North: Multifamily Building (The Monarch)
South: Forest preserve

East: Undeveloped land
West: Forest preserve

Street Classification: Golf Road is classified as a principal arterial road and is under the jurisdiction of the Illinois Department of Transportation (IDOT). North East River Road is classified as local road and is under the jurisdiction of Cook County.

Comprehensive Plan: "Multi-Family Residential" is the use illustrated in the Comprehensive Plan.

Property/Zoning History: In 1984, this site was annexed into the city (Ordinance A-2-83) and the building for the United Stationers Corporate Headquarters was constructed. This building was occupied by the United Stationers until approximately 2007. The building was demolished in 2009 and the site has remained vacant for approximately fourteen years.

Project Overview: The petitioner, Heritage Woods Northwest LLC, is the contract purchaser of 2200 E Golf Road. On January 7, 2025, the Planning and Zoning Board hosted a special workshop to discuss the proposed development. The developer delivered a presentation and hosted an open house for the Board and the public to discuss the proposed facility. No public comments have been received for the proposed development at the time of this report.

Overview of Requests: To allow this use in this location, the applicant requests the following:

1. Conditional Use for an Assisted Living Facility in the R-3 zoning district.

2. Preliminary Planned Unit Development to construct a 150 unit assisted living facility, with an exception to allow the height to be 50.5 feet exceeding the maximum height of 45 feet in the R-3 zoning district.

Conditional Use Request: Assisted Living Facilities are a conditional use within the R-3 zoning district. The use is defined in the zoning code as,

> "ASSISTED LIVING: A facility for adults in need of some protective oversight or assistance due to functional limitation that provides a living arrangement integrating shelter, food and other supportive services to maintain a functional residential status."

The petitioner's narrative describes the proposed "Senior Living Facility." This type of facility provides services for senior residents requiring assistance with two or more activities of daily living (including cooking, bathing, dressing, etc.). Although the facility will serve residents 65 years of age or older, its primary clientele are the "frail elderly" with an average age of 85 or older. This developer has constructed several similar senior living facilities, including Illinois locations in McHenry, Batavia, Downers Grove, Gurnee, South Elgin, and Rockford.

Employees of this facility will include CNAs, RNs, and other support and office staff. The petitioner states they estimate approximately 22 employees will work at this facility and it will operate 24/7.

Transportation and Parking

Pursuant to Section 12-9-7, assisted living facilities require 1 space for each 5 beds, plus 2 spaces for every 3 employees.

Use		**Required parking[1]**
Assisted Living Facility	1 space for each 5 beds	150 beds = 30 spaces
	2 spaces for every 3 employees	22 employees = 15 spaces
	Total Required Spaces	45 spaces
	Total Proposed Spaces	80 standard spaces 4 accessible spaces
[1] Spaces rounded up to next whole number		

The petitioner's narrative states the residents of this type of facility, due to age and frailty, typically do not drive. PACE Route 240 runs along North East River Road to the east of this property, with a stop located in front of The Monarch, approximately 400 feet from the property line of 2200 E Golf Road. PACE Route 208 runs along E Golf Road; although a bus stop is located at the northeast intersection of North East River Road, an accessible route to this stop is not available from this location.

The facility will provide a private shuttle to transport residents to doctor's appointments, shopping and other activities. A condition of approval states this private transportation option must be available to residents throughout the operation of this use. Amenities on site will include a commercial kitchen and dining facility, a hair salon, exercise room, and other living amenities for residents, limiting the amount of vehicle trips necessary off-site for residents to complete activities of daily living. Three meals a day as well as snacks and drinks will be provided to residents at the facility. Kitchenettes are present in each room, but no full oven or cooking facilities, with the exception of a microwave, are available in each unit.

Traffic

Access will continue to be provided to this property through the existing right in/right out controlled access driveway along Golf Road to the southwest of the property. Additional access points will connect to the existing multifamily development to the north, The Monarch. Per the petitioner, easement and access agreements already exist allowing for this connection from the proposed development. No driveways will open to North East River Road.

Refer to the Traffic Impact Study attachment for information regarding traffic related to this use. The Erikson Engineering Associates study was prepared in February 2025. Per the report, the estimated traffic volume in the report was generated by estimating employee trips, service or vendor trips, and visitor trips. Traffic volume was observed in December 2024 and the report states the combination of the existing traffic volume and the predicted increase generated by this site could be accommodated by the existing street network and intersections without affecting the Level of Service (LOS) on any adjacent streets. The Public Works and Engineering Department (PWE) reviewed the traffic study and did not indicate specific concerns regarding its

findings.

Emergency Services
The Fire Prevention Division did not indicate any concerns regarding the site plan and emergency access. However, assisted living facilities, particularly facilities such as the proposed that specialize in the frail elderly, may generate additional demand on emergency services due to the nature of this use and the average age of the occupants.

This property is within the boundary of Des Plaines Fire Department Station 61 response area. There are three stations within the City and Station 61 had the highest call volume between 2021 and 2024. The Emergency Response Map attachment includes the travel time and call volume of each station.

The Assisted Living Facility Response Volume Map attachment includes the location of all existing facilities and a table of the call volume. Of the seven assisted living facilities in the city, four are located within the response area of Fire Station 61. The addition of this proposed facility would be the fifth.

Details on the proposed project's internal emergency management strategy was provided by the management company, Gardant Management Solutions, in the Emergency Management Plan Attachment. This describes the availability of staff and a private ambulance for non-emergent calls (i.e. lift assists from falls not requiring transportation to a medical facility.) Gardant Management Solutions provided a letter detailing the 911 call volume of existing facilities in other communities (Refer to Emergency Management Plan), generally resulting in nine to eighteen calls a month, or 108 to 180 calls a year per facility.

Based on this memo and consultation with the Fire Department, several suggested conditions of approval were developed for the Board and Councils' review. These conditions include requiring an active contract with a private ambulance company for non-emergent calls, as well as quarterly meetings during the first year of operation between the operator of the facility and the Fire Department, followed by semiannual meetings after the first year.

The meetings are intended to ensure that clear, established communication between the operator and the Fire Department, particularly during the beginning stages of operation when there tend to be a higher number of emergency calls for these types of facilities. Although the proposed operator does not have any facilities within Des Plaines, there is precedent that new assisted living facilities opening within the city result in higher call volume initially, but then a reduction after working with Fire Department staff to coordinate staffing and response for non-emergent versus emergent calls.

A final condition from emergency services requests the address be changed prior to building permit. An unrelated assisted living facility is located at 2200 E Golf Road in the Village of Glenview and changing the address prevents confusion during emergency response. This is an administrative process through the City; the Cook County PIN would be unchanged.

Preliminary PUD

A planned development, as defined below, was requested by the petitioner:

> *A development occurring on a parcel under single ownership or unified control which is developed as a unit and includes two (2) or more principal buildings or uses and is processed under the planned development procedure of this title" (Section 12-13-3).*

The purpose of a PUD is to promote a unified development by providing flexibility in development standards to accommodate site conditions and encourage innovative use of land. Certain characteristics are required by Section 12-3-5.A of the Zoning Ordinance, which are listed below along with staff's assessment of each in relation to the attached Preliminary PUD Plat provided by the petitioner.

Prerequisites: Location, Ownership, and Size
PUDs are authorized in all zoning districts in the City subject to the regulations in Section 12-3-5 of the Zoning Ordinance and must be under single ownership and/or unified control. While the subject property is currently not owned by the petitioner, the petitioner does intend to take ownership of the property upon approval of the requests in this application.

PUD Bulk Exceptions
As identified in the Project Overview section, the proposal exceeds the maximum height permitted in the R-3 zoning district, requiring PUD exceptions from Section 12-3-5.C. An exception allowing for increased height for a PUD can be considered beneficial for reducing the overall building footprint by allowing for increased development vertically rather than horizontally.

Preliminary PUD Plat Review	
Item	***Analysis (based on Proposal)***
A maximum choice in the types of environment available to the public by allowing a development that would not be possible under the strict application of the other sections of this title	Despite this use being a Conditional Use in this zoning district, this additional entitlement strategy was chosen to provide a streamlined process for requesting any exceptions, including the increased height, and to provide the ability for the PZB and City Council to engage in meaningful dialogue during the review process about the overall site plan.
Permanent preservation of common open space and recreation areas and facilities	The Preliminary PUD plat and site plan include proposed modifications along the gravel path along the south boundary of the property, to be determined after consultation with Public Works and Engineering and the Forest Preserve prior to Final PUD Plat. This path connects to a paved multi-use path along North East River Road and connects to the forest preserve trail network to the west.
A pattern of development to preserve natural vegetation, topographic and geologic	No significant natural vegetation, topographic or geologic features exist on site that would be beneficial to maintain. New landscaping is proposed

features	throughout the development, reducing the amount of impervious surface currently located on the site.
A creative approach to the use of land and related physical facilities that results in better development and design and the construction of aesthetic amenities	The proposed building is constructed on a vacant property previously occupied by an office building. The new development will include significantly more landscaping than the previous development (Refer to Landscape Plan), and the residents will have access to an interior courtyard for recreation, as well as access to the forest preserve trail network adjacent to this property.
An efficient use of the land resulting in more economic networks of utilities, streets and other facilities	No new driveways onto public streets are proposed, and all utilities will be placed underground. According to the petitioner's traffic study (see attachments), the development is not expected to disproportionately impact traffic in the area. Compared to a traditional multifamily development, which is permitted by right in this zoning district, this use may generate less traffic, as most residents are not expected to rely on personal vehicles. Instead, the primary sources of site traffic will be employees, deliveries, and the shuttle service.
A land use which promotes the public health, safety, and general welfare	This development develops long vacant land to serve the region's growing senior population, addressing the need for specialized housing and services described in the Comprehensive Plan. While the nature of this use may increase demand on emergency services, the proposed conditions of approval may help mitigate potential impacts, ensuring continued service efficiency. Additionally, the development fully complies with fire code regulations, and its access design—maintaining the existing right-in/right-out entrance and utilizing the internal road network connected to The Monarch development—supports safe and efficient emergency response. By providing housing and services tailored to seniors while maintaining adherence to safety standards, the project promotes public health, safety, and general welfare.

Standards for Conditional Use

The following is a discussion of standards for zoning amendments from Section 12-3-4(E) of the Zoning Ordinance. Rationale for how the proposed amendments may or may not satisfy the standards is provided below and in the petitioner's response to standards. The PZB may use this rationale toward its recommendation, or the Board may make up its own.

1. **The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:**

   Assisted living facilities are a conditional use within the R-3 zoning district.

2. **The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: The Comprehensive Plan supports the use of this property for multifamily residential. Although not the traditional multifamily residential development, the proposed use serves to address several goals including: Pursue high quality housing for residents in all stages of life, specifically older adults and young families; Ensure the City has several housing options to fit diverse needs; Plan for and identify policies and tools that ensure accessibility.

3. **The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

4. **The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: As discussed in the Traffic section of this report, the petitioner provided a traffic study to discuss any impact to the adjacent street network. No additional driveways will be added connecting to the adjacent street network, preventing the creation of an additional potential traffic hazard.

5. **The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: Refer to the "Emergency Services" section of this report. With the suggested conditions of approval from staff, the increased demand on emergency services may be mitigated, particularly with the requirement to maintain a private ambulance contract for non-emergent calls. No other public facilities are services were identified as significantly affected by this proposal. This use would not generate additional students and all necessary utilities will be connected to this site.

6. **The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: Refer to Standard 5 above for commentary on public facilities and services as well as the "Emergency Services" section of this report.

7. **The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: All activities are proposed to occur inside the building. Any uses must be in compliance with the Environmental Performance Standards in Title 12, Chapter 12 of the City Code. Noise level for any activities on the site will be regulated by Section 6-2-7 of the Police Regulations in the City's municipal code. Refer to the Traffic section of this report for additional discussion regarding traffic.

8. **The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff Comments: The proposed development provides vehicular access that minimizes interference with surrounding public thoroughfares. No new driveways onto public streets are proposed, reducing the impact on existing traffic. The site will be accessed via a right-in/right-out entrance and an internal road network connecting to The Monarch development to the north, facilitating smooth traffic flow. Additionally, the petitioner's traffic study (see attachments) indicates that the development states this use would not disproportionally affect traffic. Compared to a traditional multifamily development, which is permitted by right in this zoning district, this use may generate less traffic, as most residents are not expected to rely on personal vehicles. Instead, the primary sources of site traffic will be employees, deliveries, and the shuttle service, which will be managed to prevent congestion on public streets.

9. **The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:**

   No natural, scenic, or historic features of major importance have been identified on this site and thus will not be affected by this development.

10. **The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:**

    With the exception requested with the Planned Unit Development and a minor variation for building materials to allow fiber cement siding in locations where brick is required (unless alternative elevations are proposed at time of building permit), this development would be considered zoning code compliant if reviewed for building permit.

Standards for Planned Unit Development:

The following is a discussion of standards for PUDs from Section 12-3-5 of the Zoning Ordinance. Rationale for how well the proposal addresses the standards is provided below and in the attached petitioner responses to standards. The Board may use the provided responses as written as its rationale, modify, or adopt its own.

1. **The extent to which the Proposed Plan is or is not consistent with the stated purpose of the PUD regulations in Section 12-3-5.A of this title:**

   The Planned Unit Development (PUD) process is available to any property owner seeking approval for a proposed project. PUDs are permitted in all zoning districts within the City, subject to the regulations outlined in Section 12-3-5 of the Zoning Ordinance. To qualify, a PUD must be under single ownership or unified control and the petitioner intends to purchase the property after receiving necessary approvals.

2. **The extent to which the proposed plan meets the prerequisites and standards of the planned unit development regulations:**

   The proposal meets the ownership/unified control and size requirements in the Zoning Ordinance.

3. **The extent to which the proposed plan departs from the applicable zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk, and use and the reasons why such departures are or are not deemed to be in the public interest:**

   The Petitioner's Response to Standards for Planned Unit Development provides their response to this standard.

   Staff Comments: The proposal complies with the majority of bulk regulations outlined in Section 12-7-2.J of the Zoning Ordinance but requires an exception for building height. Specifically, the development seeks approval for a height of 50.5 feet, exceeding the 45-foot maximum permitted in the R-3 zoning district by 5.5 feet, or approximately 12%, with building setbacks of 53'-7" from north property line, 30'-1" from south property line, 167'-4" from the west property line, and 219'-1" from east property line.

   This height exception may allow a more efficient building design that accommodates the needs of senior residents while minimizing the development's overall footprint. By slightly increasing the height, the project can provide necessary amenities, improved unit layouts, and enhanced accessibility features without requiring a larger building footprint, thereby preserving open space and reducing impervious surface coverage. Additionally, the proposed height is compatible with the surrounding built environment and does not create adverse impacts on adjacent properties.

4. **The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:**

   The Petitioner's Response to Standards for Planned Unit Development provides their response to this standard.

   Staff Comments: The physical design of the proposed development provides adequate consideration for public services, vehicular traffic control, open space, and amenities such as light, air, recreation, and visual enjoyment. The project includes underground utilities, which reduces visual clutter and maintains the area's aesthetic quality. Vehicular access is provided through an existing right-in/right-out entrance

and an internal road network connecting to The Monarch development, which helps mitigate potential traffic impacts on surrounding public streets. According to the petitioner's traffic study, the development is not expected to result in a disproportionate impact on local traffic, with the primary sources of traffic being employees, deliveries, and shuttle service. The amount of landscaped area will be increased with this development, refer to the Landscape Plan attachment.

5. **The extent to which the relationship and compatibility of the proposed development is beneficial or adverse to adjacent properties and neighborhood:**

   The Petitioner's Response to Standards for Planned Unit Development provides their response to this standard.

   Staff Comments: The project is located within a zoning district that permits multifamily residential uses, and the petitioner has made efforts to align with the existing built environment. Access to the site is provided through an existing right-in/right-out entrance and an internal road network connected to The Monarch development to the north, which minimizes disruption to surrounding streets and ensures efficient traffic flow.

   While the development introduces a use that may increase demand on emergency services and traffic, these impacts are mitigated through proposed conditions of approval. The height of the building is slightly above the district's maximum allowable height, but the design is intended to minimize visual impact and maintain adequate light and air circulation for surrounding properties.

   The project also incorporates landscaping and open space amenities for residents, which contribute to the aesthetic value of the area and improve the visual appeal that has not existed for this vacant property since the building was demolished fourteen years ago. Overall, the proposed development is not expected to create adverse impacts on adjacent properties or the neighborhood.

6. **The extent to which the proposed plan is not desirable to physical development, tax base, and economic well-being of the entire community:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff comments: The proposal would provide additional housing stock that increases the tax base for the City and improve the economic well-being of Des Plaines. It would also provide extra economic benefit through utility and public service fees that are currently not eligible for the vacant property at this time.

7. **The extent to which the proposed plan is in conformity with the recommendations of the 2019 Comprehensive Plan:**

   The Petitioner's Response to Standards for Conditional Use provides their response to this standard.

   Staff comments: The proposal aligns with the housing goals and objectives of the 2019 Comprehensive Plan by increasing the housing stock and providing additional options for senior residents. While not a traditional multifamily development, the proposed use supports the Comprehensive Plan's vision for this property as a multifamily residential site. Additionally, the development advances several key goals, including pursuing high-quality housing for residents at all stages of life, particularly older adults; ensuring a diverse range of housing options to accommodate varying needs within the community; and planning for accessibility by creating a facility that, by its nature, must be accessible to older residents. By addressing these priorities, the proposal contributes to the City's long-term vision for balanced and inclusive housing development.

PZB Procedure and Recommended Conditions:

Conditional Use and PUD

Pursuant to Sections 12-3-4(E) of the Zoning Ordinance, the PZB may vote to *recommend* the City Council approve, approve with conditions, or deny the conditional use and PUD. A continuance may also be requested. The City Council has final authority over both requests.

However, should the PZB recommend approval of the PUD and the conditional use, staff suggests the following conditions for the conditional use request.

Suggested Conditions of Approval:

1. The property address shall be updated to the assigned address prior to the issuance of a Certificate of Occupancy.

2. During the first year of operation, the operator of the assisted living facility shall meet quarterly with the Fire Department to discuss emergency response procedures and other operational matters related to City services. Following the first year, meetings shall be held semiannually unless the Fire Chief specifies an alternative meeting frequency.

3. The operator shall maintain an active contract with a private ambulance service for non-emergent calls for the duration of the use.

4. The operator shall provide a shuttle service or an alternative private transportation option for residents.

5. At the time of final approval for the Planned Unit Development, the site plan shall include a designated walkway or pedestrian path along the southern boundary of the property unless otherwise determined by the Public Works and Engineering Director.

Attachments:

Attachment 1: Location Map & Site Photos
Attachment 2: Petitioner's Project Narrative
Attachment 3: Petitioner's Responses to Standards
Attachment 4: Plat of Survey
Attachment 5: Preliminary Planned Unit Development Plan
Attachment 6: Site Plan
Attachment 7: Architectural Elevations and Rendering
Attachment 8: Landscape Plan
Attachment 9: Engineering Plans
Attachment 10: Traffic Study
Attachment 11: Emergency Management Plan
Attachment 12: Fire Department Travel Time and Call Volume Map
Attachment 13: Fire Response Times by Station and Call Volume Map

GISConsortium | Zoning Map

Legend

- Subject Site

Zoning

- C-3: General Comm
- R-1: Single Family Residential
- R-3: Townhouse Residential

0 450 900 ft

Print Date: 4/1/2025

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

2200 E Golf Rd – Public Notice Sign

View of property facing west

View of existing multi-use gravel path along south boundary of property

View of property facing south

Petition for Approval of a
Senior Citizen Supportive Living Facility

Applicant: Des Plaines Supportive Living LLC
Managing Member: Heritage Woods Northwest, LLC
Principals:
Barron Development LLC
Development Services Inc. (George Dinges)
Robert H. Helle
Steve Horve

Facility Name: Heritage Woods of Des Plaines

Property Owners
RJB-II Limited Partnership, an Illinois limited partnership and First American
Self Storage Group, L.L.C.

Property: 2200 E. Golf Road
See Attached Survey and Legal Description
PINS: 09-09-402-010

Existing Zoning:
R-3
Property Size:
178,971 s.f.

Existing Development:
The Property is currently vacant.

Proposed Development:
Heritage Woods Des Plaines proposes to develop a 150 unit, affordable assisted living facility. The development will be certified and administered by Illinois Department of Health and Family Services (HFS) and is technically known as a Supportive Living Facility (SLF).
Access to the property will be from Golf Road.

The SLF will serve residents requiring assistance with two or more activities of daily living. These included cooking, bathing, dressing etc. Assisted living in general and SLFs in particular serve the frail elderly. Average age of residents moving into the SLF will be eighty-five (85) or older. The 150 units are a single occupancy mix of one-bedrooms and studios so the resident population will not exceed 150. In the rare occurrence of a couple as residents, two units will be combined so the population will not exceed 150.

Due to age and frailty, the residents do not drive. The SLF provides, through a facility operated bus, transportation to local shopping and other activities. Doctors and other medical personnel visit the residents at the SLF. The facility will contract with a private ambulance company if a resident requires transportation for a non-emergency medical reason. Non-emergency EMS calls are minimized through the regular staff check on all residents. If a resident activates an alarm it first goes to the in building staff who assesses the issues and needs of the resident before possibly informing the Des Plaines Fire Department ("DFD"). This eliminates many of the nuisance calls that the DFD responds to from seniors living alone at home. Our census throughout our system shows that actual emergency calls number between 3 and 6 calls per month at similar size facilities. Our further assumption is that many of our residents will come from the nearby area, hence these emergency calls are already being handled by DFD.

Our goal is to maintain the residents connection to the community and integrate them into the city. But due to their age and physical conditions which have led them to becoming residents in the facility it is not likely that residents will regularly partake in senior programs offered by the Park District nor will the residents utilize the city library. Our facility provides similar programs through its staff and the facilities located in the building (library, movie room, physical therapy room, etc.).

The resident apartments are 60% one-bedrooms and 40% studios. All apartments include a private bath, kitchenette (including sink, refrigerator and microwave), sleeping and sitting areas. The apartments are intended to provide residents as much independence and dignity as possible while ensuring their safety. Emergency call systems are installed in each unit.

In addition to the apartments, the SLF will include a dining area, bistro, commercial kitchen, hair salon, exercise room, library, living and

community rooms. Outside will be a south facing courtyard that includes a walking path and raised planting beds for warm weather activities.

The SLF provides three meals daily as well as snacks and drinks available during the day. The property is staffed twenty-four hours daily and includes on site nursing, cooks, housekeepers, CNAs as well as an activity director and senior staff. Every visitor is required to check in at the reception desk. Residents are asked to check out if they are leaving the building so their whereabouts will be known.

The SLF will serve seniors over the age of sixty-five, with an average move in age of eighty-five or older, with incomes at or below 80% of median family income. A minimum twenty-five percent of the building will serve residents through HFS's Medicaid waiver program.

The SLF will be operated by Gardant Management Solutions, the largest operator of SLFs in Illinois.

Building Details:

Site Area:	178,971 s.f.
Building Size:	123,000 sq.ft.
FAR:	..68
Site Coverage:	.18%
Building Height:	Four Stories; 58 feet
Number of Residential Units:	150
Parking Spaces:	80 parking spaces
Unit Mix:	150 units comprised of 60 studios And 90 one bedrooms

Substanability Aspects of the Project:

Compliance with Illinois Energy Code
Providing for composting of Food Waste

Zoning Relief:

Applicant seeks approval of a Special Use in order to allow for the construction of a Senior Assisted Living Facility in the R-3 District.

STANDARDS FOR CONDITIONAL USES

The Planning and Zoning Board and City Council review the particular facts and circumstances of each proposed Conditional Use in terms of the following standards. Keep in mind that in responding to the items below, you are demonstrating that the proposed use is appropriate for the site and will not have a negative impact on surrounding properties and the community. Please answer each item completely and thoroughly (two to three sentences each).

1. **The proposed conditional use is in fact a conditional use established within the specific zoning district involved.**

   The proposed Conditional Use is for a Senior Citizen Assisted Living Facility, which is permitted as a Conditional Use in the R3 zoning district.

2. **The proposed conditional use is in accordance with the objectives of the City's comprehensive plan and this title.**

   The City's comprehensive plan calls for the construction of various style of living units to be constructed within the City. The proposed Conditional Use assists in providing for housing for seniors of all demographics within the City.

3. **The proposed conditional use is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity.**

   The surrounding area is comprised of a mix of commercial, institutional and residential uses, including multi-family dwelling units. The proposed Conditional Use is appropriate in size and appearance with the other nearby buildings, including the relatively new multi-family development to the north of the subject property.

4. **The proposed conditional use is not hazardous or disturbing to existing neighboring uses.**

   The proposed Senior Citizen Assisted Living Facility is designed with adequate parking and access. The building has no external impacts that would be disturbing to the existing neighboring uses.

5. **The proposed conditional use is to be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or the persons or agencies responsible for the establishment of the proposed conditional use shall provide adequately any such services.**

   Adequate utilities exist to serve the proposed Conditional Use. The building is situated on the subject site so as to allow for adequate access for emergency vehicles. Access is provided to both Golf Road and River Road through the adjacent property. The site is designed with adequate storm water detention.

6. **The proposed conditional use does not create excessive additional requirements at public expense for public facilities and services and not be detrimental to the economic welfare of the community.**

The proposed senior citizen facility provides for most of the care needed by its residents. Applicant provides a varied range of activities for the residents, including exercise, a library, movies, and other special events. The proposed facility also provides its residents transportation to and from doctors' appointments and other outings. The quantity of monthly EMS calls originating from this facility is anticipated to be low enough as to not unduly tax the City's EMS services.

7. **The proposed conditional use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.**

There are no aspects of the proposed development that would generate traffic, smoke, fumes, glare or odors.

8. **The proposed conditional use provides vehicular access to the property designed that does not create an interference with traffic on surrounding public thoroughfares.**

Access to the subject property is from Golf Road and River Road via cross-easement agreement provided for by the property to the north of the subject property. The provided Traffic Impact Study shows that the limited traffic to and from the site is easily handled by the neighboring roads and intersections.

9. **The proposed conditional use does not result in the destruction, loss or damage of a natural, scenic, or historic feature of major importance.**

The subject property was originally improved with a parking lot without any natural, scenic or historic features.

10. **The proposed conditional use complies with all additional regulations in this title specific to the conditional use requested.**

The proposed Conditional Use complies with all required regulations other than the height exemption being sought and the sleeping count.

STANDARDS FOR PLANNED UNIT DEVELOPMENTS

The Planning and Zoning Board and City Council review the particular facts and circumstances of each proposed Planned Unit Development in terms of the following standards. Keep in mind that in responding to the items below, you are demonstrating that the proposed use is appropriate for the site and will not have a negative impact on surrounding properties and the community. Please answer each item completely and thoroughly.

1. **The extent to which the proposed plan is or is not consistent with the stated purpose of the planned unit development regulations set forth in subsection A of this section.**

   The proposed senior citizen assisted living facility is consistent with the provisions of Section A. The project as designed provides for useable open space for its residents. The site does not have any distinctive vegetation, topography and geologic features. The building is sited on the Property so as to allow for access through the property to the property to the north as required. City utilities are present in sufficient size to serve the building. The proposed senior citizens assisted living facility directly promotes the public health, safety and welfare.

2. **The extent to which the proposed plan meets the requirements and standards of the Planned Unit Development regulations.**

   The property is under single ownership and control whereby said owners have authorized this application. The size of the property meets the minimum 2 acre requirement for a PUD.

3. **The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to, the density, dimension, area, bulk and use and the reasons why such departures are or are not deemed to be in the public interest.**

   Petitioner is seeking a height exception to allow for a 56’-0” tall building. The reason for the height exception is to allow for a sloped roof which is needed to provide a residential feel to the building. This assists in providing the type of living that its residents find appealing instead of an institutional facility. The request for additional units is necessary as the 150 units are needed by the petitioner in order to provide the full range of services and amenities required by its residents.

4. **The extent to which the physical design of the proposed plan does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open space, and further the amenities of light and air, recreation and visual enjoyment.**

   The project is placed on the property in such a way as will provide for adequate ingress and easement to both the proposed building and to the building constructed to the north. The site layout preserves the existing access easements recorded on the property.

Adequate setbacks are provided so that there will be no detrimental impact to the neighboring development. The project provides for useable open space to serves the needs of its residents.

5. The extent to which the relationship and compatibility of the proposed plan is beneficial or adverse to adjacent properties and neighborhood.

The location of the proposed building is located so as to have no adverse impact on the neighboring properties. Adequate setbacks are provided so as to avoid any adverse impacts on the neighboring properties. There are adequate setbacks along Golf Road so as to not impinge on the properties visual impact on neighboring properties along Golf Road.

6. The extent to which the proposed plan is not desirable to the proposed plan to physical development, tax base and economic wellbeing of the entire community.

The facility will pay property taxes based on the assessed value of the building and land so there will be no negative economic impact to the City. The population, averaging 80 years old will not generate any school age children that would require use of the public schools. The needed staff will provide an economic benefit to the City as the staff travel through the City and frequent neighboring businesses.

7. The extent to which the proposed plan is not in conformity with the recommendations of the comprehensive plan.

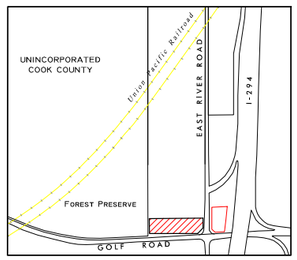
The comprehensive plan calls for providing housing to all of the different demographic groups in the City. There are a sufficient number of residents who meet with the facility's demographics that the proposed Assistant Living Facility is needed in the community.

P.I.N. 09-09-402-010

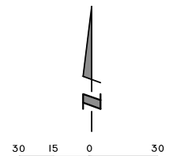
ALTA / NSPS LAND TITLE SURVEY

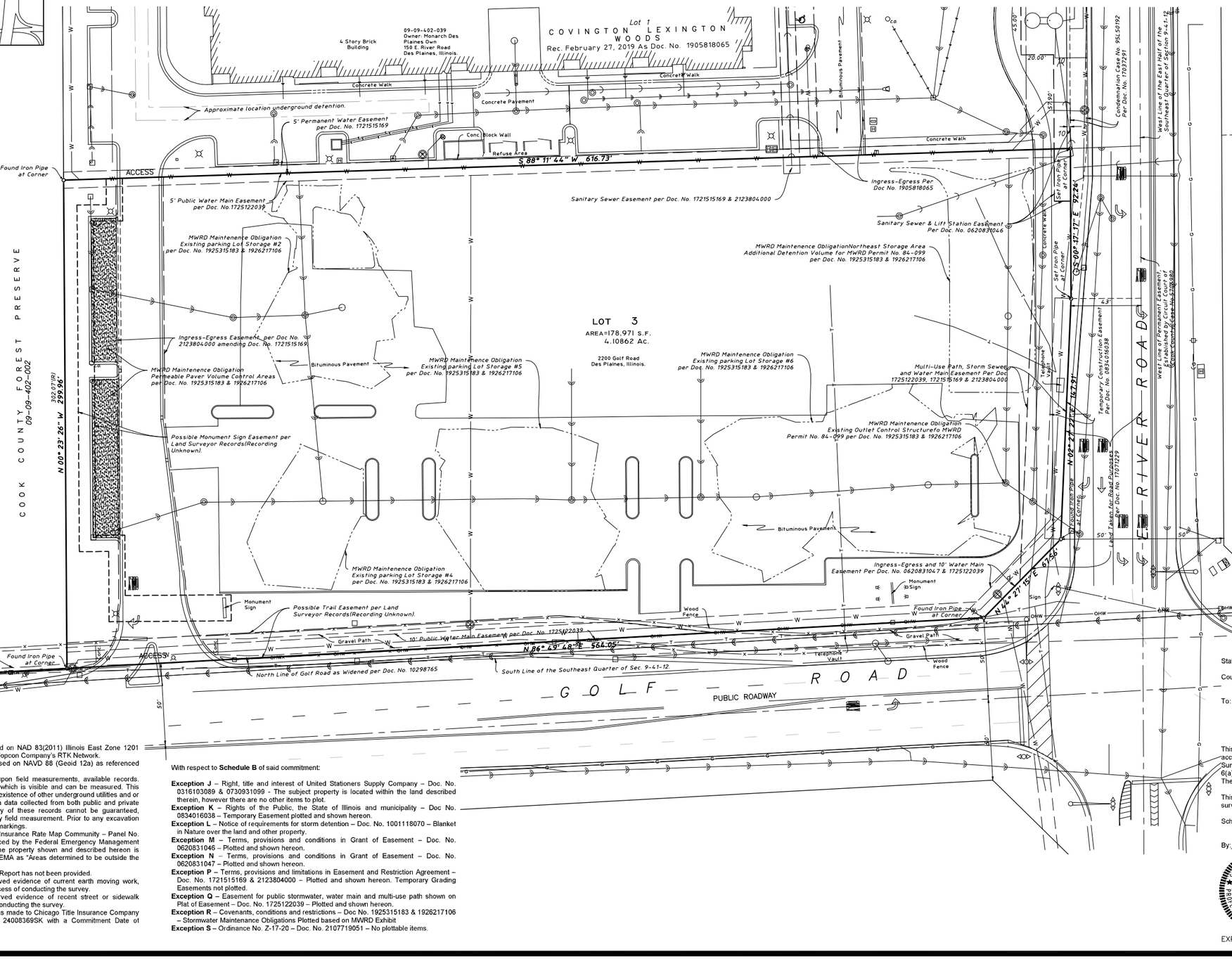
OF

LOT 3 IN THE SUPERIOR COURT COMMISSIONER'S PARTITION OF THE LANDS OF THE MINNA CARLE ESTATE IN SECTION 9, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 15, 1939 AS DOCUMENT NUMBER 12272132; EXCEPT THAT PART THEREOF CONVEYED TO THE ILLINOIS STATE TOLL HIGHWAY COMMISSION BY WARRANTY DEED DATED SEPTEMBER 7, 1957 AND RECORDED AS DOCUMENT NO. 17071229 AND EXCEPT THAT PART THEREOF TAKEN BY CONDEMNATION IN CASE NO. 95L50192, IN COOK COUNTY, ILLINOIS.



LOCATION MAP
NOT TO SCALE





LEGEND

- Manhole
- Catch Basin
- Inlet
- Flared End Section
- Clean Out (C.O.)
- Fire Hydrant
- Valve Vault
- Valve Box
- Well Head
- Storm Sewer
- Sanitary Sewer
- Water Main (W)
- Force Main (FM)
- Gas Line (G)
- Electric Line (E)
- Overhead Utility Line (OHW)
- Telephone Line (T)
- Light Pole
- Traffic Signal
- Traffic Signal With Mast Arm
- Hand Hole
- Fence
- Sign
- Electrical Pedestal
- Guy Wire
- Utility Pole
- Telephone Pedestal
- Telephone Line (T)
- Cable TV Line (CATV)
- Mailbox (M)
- Curb & Gutter
- Depressed Curb (D.C.)
- On Line

Surveyor's notes:

1. The basis of bearing shown hereon is based on NAD 83(2011) Illinois East Zone 1201 State Plane Coordinates as referenced from Topcon Company's RTK Network.
2. The Vertical Datum referenced hereon is based on NAVD 88 (Geoid 12a) as referenced from Topcon Company's RTK Network.
3. Utility information shown hereon is based upon field measurements, available records. Information from field data is limited to that which is visible and can be measured. This survey does not exclude the possibility of the existence of other underground utilities and or structures. Record information is based upon data collected from both public and private sources. The completeness and/or accuracy of these records cannot be guaranteed, except for those items that can be verified by field measurement. Prior to any excavation contact J.U.L.I.E. (1-800-892-0123) for utility markings.
4. Based on information provided on the Flood Insurance Rate Map Community – Panel No. 17031C0236J dated August 19, 2008 produced by the Federal Emergency Management Agency (FEMA) for Cook County, Illinois, the property shown and described hereon is located within Zone X, which is defined by FEMA as "Areas determined to be outside the 0.2% annual chance floodplain."
5. In regards to Table A Item 6(a)(b) – A Zoning Report has not been provided.
6. In regards to Table A Item 16 – No Observed evidence of current earth moving work, building construction was observed in the process of conducting the survey.
7. In regard to Table A Item 17 – No observed evidence of recent street or sidewalk construction was observed in the process of conducting the survey.
8. In the preparation of this survey reference was made to Chicago Title Insurance Company Commitment for Title Insurance Order No. 24008369SK with a Commitment Date of October 18, 2024. (Printed 11.05.2024)

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

Exception J – Right, title and interest of United Stationers Supply Company – Doc. No. 0316103089 & 0730931099 - The subject property is located within the land described therein, however there are no other items to plot.
Exception K – Rights of the Public, the State of Illinois and municipality – Doc No. 0834016038 – Temporary Easement plotted and shown hereon.
Exception L – Notice of requirements for storm detention – Doc. No. 1001118070 – Blanket in Nature over the land and other property.
Exception M – Terms, provisions and conditions in Grant of Easement – Doc. No. 0620831046 – Plotted and shown hereon.
Exception N – Terms, provisions and conditions in Grant of Easement – Doc. No. 0620831047 – Plotted and shown hereon.
Exception P – Terms, provisions and limitations in Easement and Restriction Agreement – Doc. No. 1721515169 & 2123804000 – Plotted and shown hereon. Temporary Grading Easements not plotted.
Exception Q – Easement for public stormwater, water main and multi-use path shown on Plat of Easement – Doc. No. 1725122039 – Plotted and shown hereon.
Exception R – Covenants, conditions and restrictions – Doc No. 1925315183 & 1926217106 – Stormwater Maintenance Obligations Plotted based on MWRD Exhibit
Exception S – Ordinance No. Z-17-20 – Doc. No. 2107719051 – No plottable items.

State of Illinois)
) SS:
County of Cook)

To: Purchaser(T.B.D.);
RJB-II Limited Partnership, an Illinois limited partnership;
First American Self Storage Group, L.L.C., an Illinois limited liability company
and
Chicago Title Insurance Company, its successors and/or assigns,

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 13, 14, 16, 17, 18, 19 and 20 of Table A thereof. The field work was completed on November 7, 2024.

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

Schaumburg, Illinois November 15, 2024

By: _____
Illinois Professional Land Surveyor No. 3760

STATE OF ILLINOIS
LEENDERT KLEINJAN
035-3760
SCHAUMBURG, ILLINOIS
PROFESSIONAL LAND SURVEYOR

EXPIRES 11-30-26

Ordered By: Lexington Homes Project No. 16-019

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173
Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

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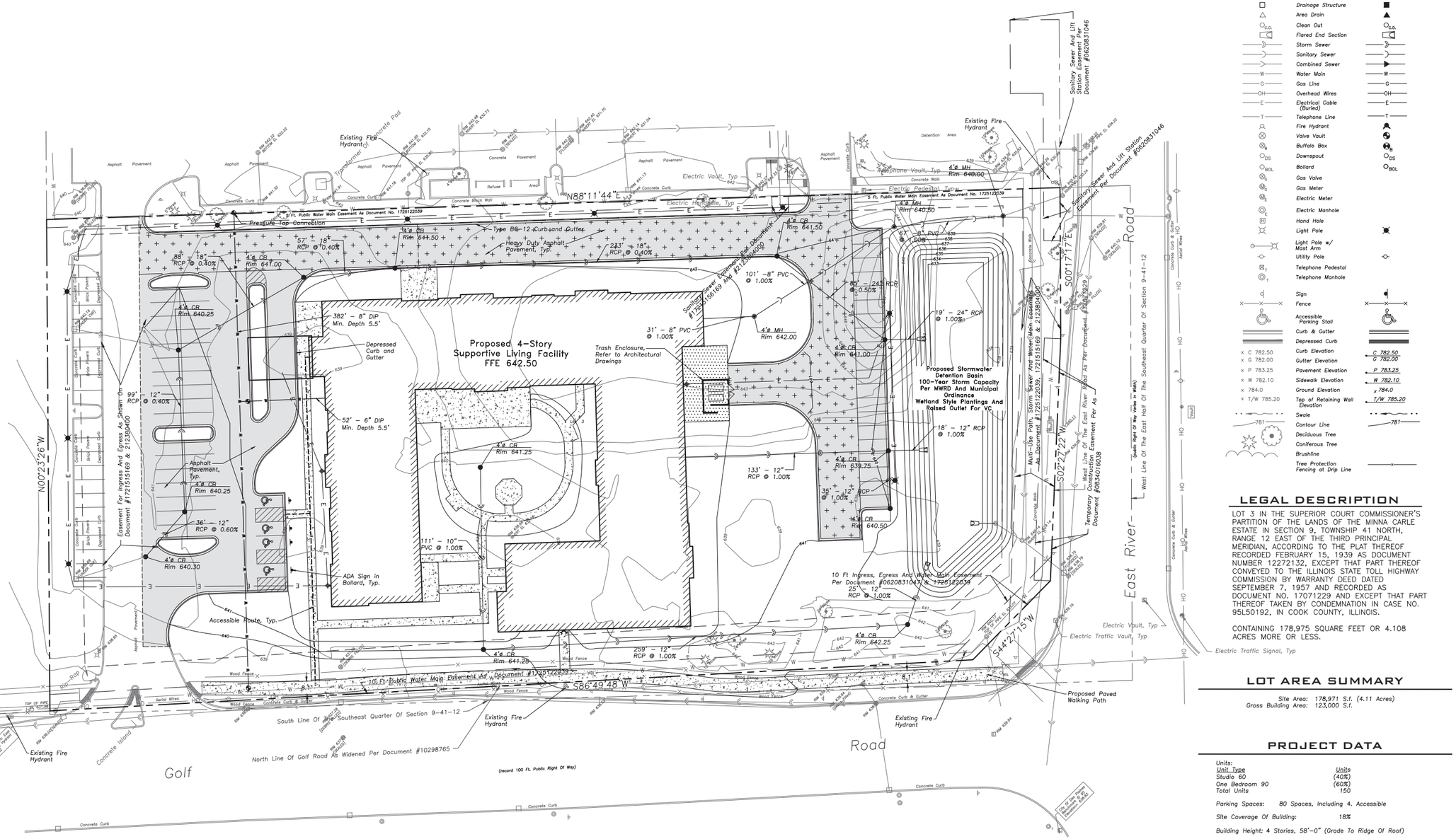
Plot Date: Nov 15, 2024 - 8:43am Plotted By: Lou Kleinjan Layout: ALTA-NSPS LTS
File Name: P:\2016\16019\Drawings\Final Survey\16019Lot 3 ALTA-NSPS LTS(2024).dwg



LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
C.O.	Clean Out	C.O.
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
T	Telephone Pedestal	
T	Telephone Manhole	
	Sign	
	Fence	
	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	x 784.0
x T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
781	Swale	781
	Contour Line	
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

LEGAL DESCRIPTION

LOT 3 IN THE SUPERIOR COURT COMMISSIONER'S PARTITION OF THE LANDS OF THE MINNA CARLE ESTATE IN SECTION 9, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 15, 1939 AS DOCUMENT NUMBER 12272132, EXCEPT THAT PART THEREOF CONVEYED TO THE ILLINOIS STATE TOLL HIGHWAY COMMISSION BY WARRANTY DEED DATED SEPTEMBER 7, 1957 AND RECORDED AS DOCUMENT NO. 17071229 AND EXCEPT THAT PART THEREOF TAKEN BY CONDEMNATION IN CASE NO. 95L50192, IN COOK COUNTY, ILLINOIS.

CONTAINING 178,975 SQUARE FEET OR 4.108 ACRES MORE OR LESS.

LOT AREA SUMMARY

Site Area: 178,971 S.f. (4.11 Acres)
Gross Building Area: 123,000 S.f.

PROJECT DATA

Units:

Unit Type	Units
Studio 60	(40%)
One Bedroom 90	(60%)
Total Units	150

Parking Spaces: 80 Spaces, Including 4. Accessible

Site Coverage Of Building: 18%

Building Height: 4 Stories, 58'-0" (Grade To Ridge Of Roof)

Notes:
1. Gross Building Area Is Measured To The Face Of Exterior Walls.

30 0 30 60 90

Scale: 1"=30'

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EMAIL INFO@EEALTD.COM
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EXPIRES: 04/30/2025

HERITAGE WOODS OF DES PLAINES

2200 E GOLF ROAD
DES PLAINES, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/20/24	Preliminary Site Plans
	01/06/25	Workshop Exhibit
	03/28/25	PUD Submittal

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MRO	TOB	03/28/25

Sheet Title:

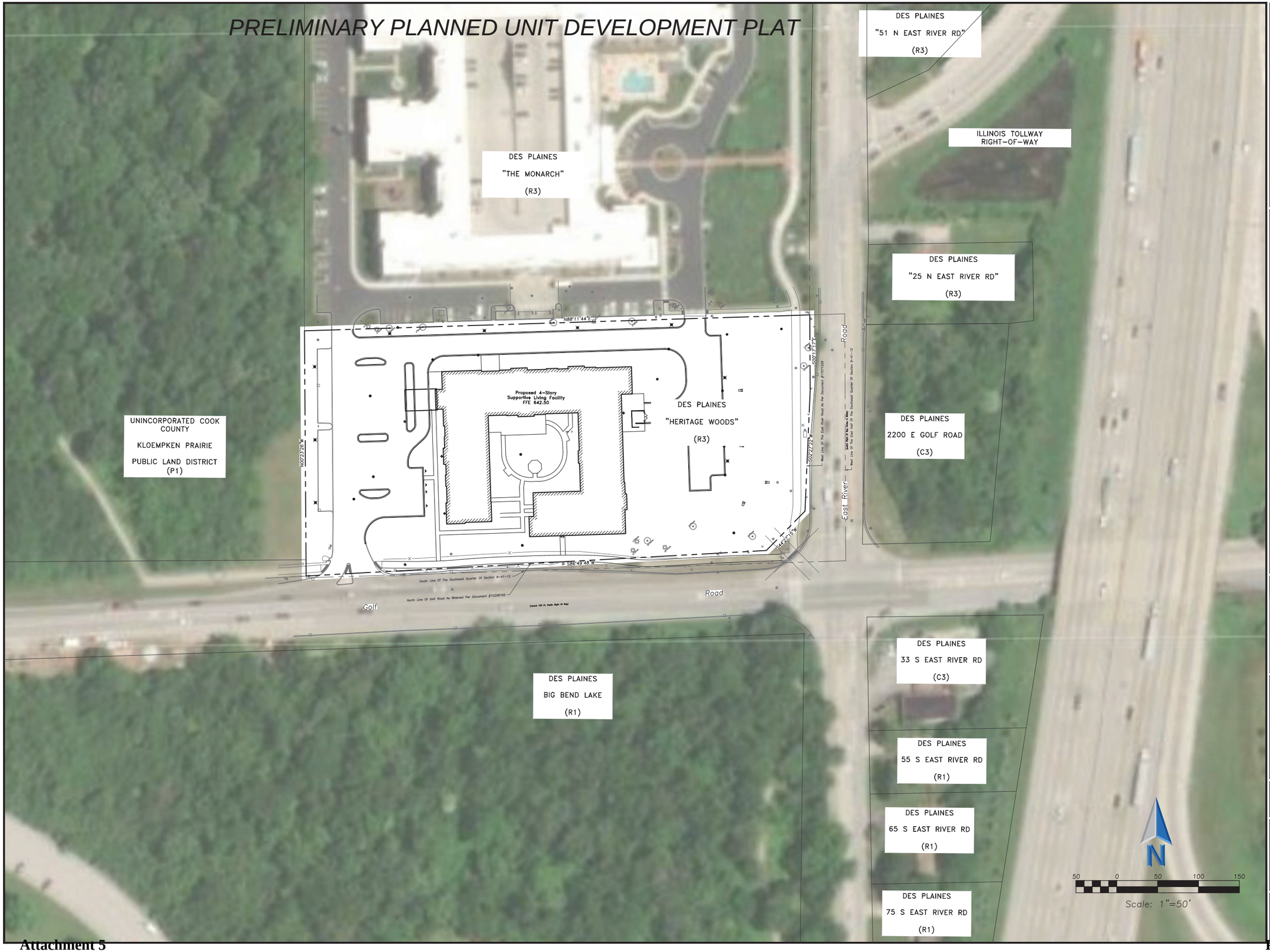
PRELIMINARY PUD PLAT

Sheet No:

1 of 2

EEA – \\FILE-GRAY\Projects\24225 – Heritage Woods Des Plaines\Drawings\Heritage Woods – Site Plan.dwg
Plotted: 3/31/25 @ 5:10pm By: mabrien

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT



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Sheet Title:

PRELIMINARY PUD PLAT

Sheet No:

2 of 2

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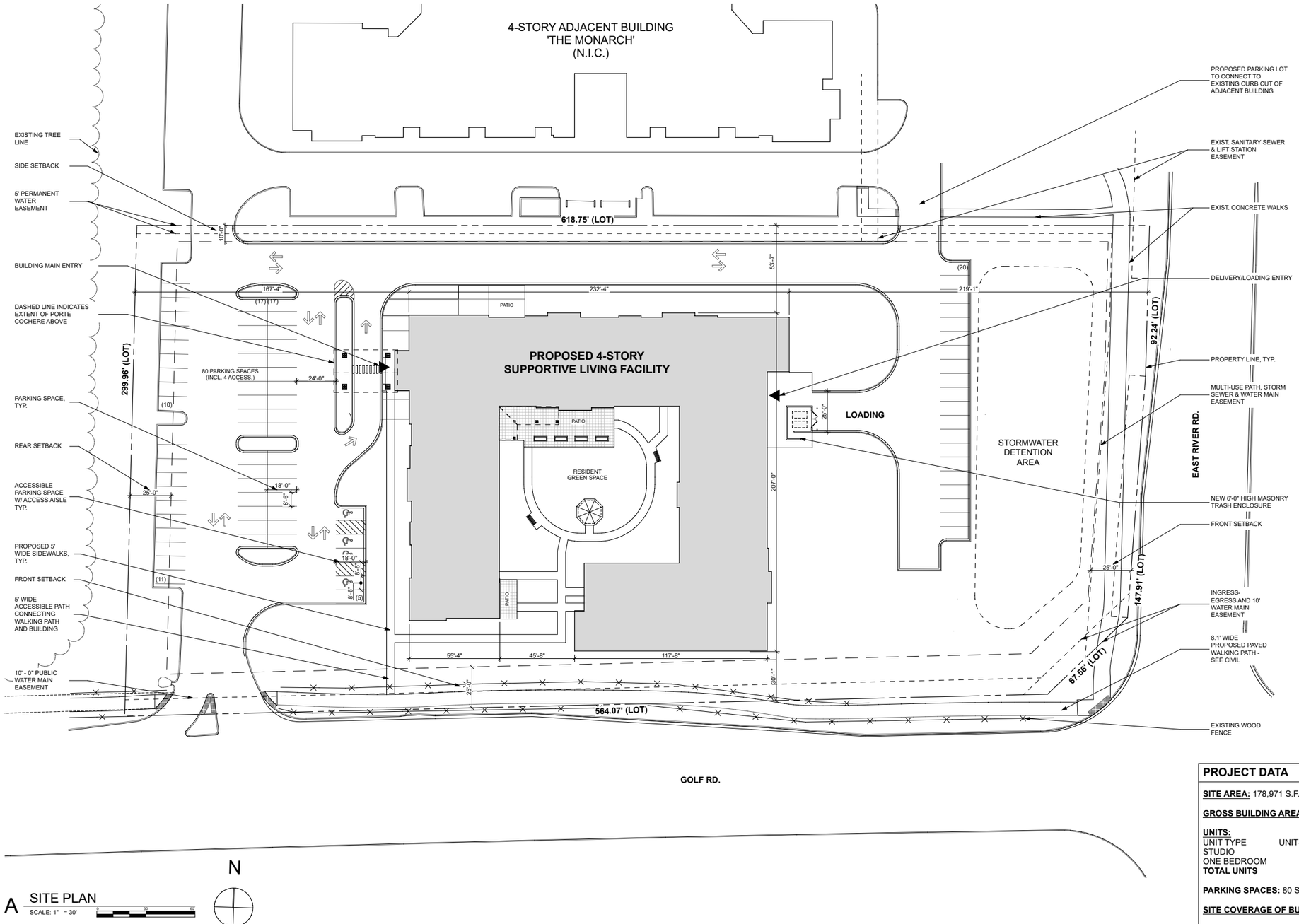

PROJECT DATA

SITE AREA: 178,971 S.F. (4.11 ACRES)

GROSS BUILDING AREA: 123,000 S.F.

UNITS:

UNIT TYPE	UNITS
STUDIO	60 (40%)
ONE BEDROOM	90 (60%)
TOTAL UNITS	**150**

PARKING SPACES: 80 SPACES, INCLUDING 4 ACCESSIBLE

SITE COVERAGE OF BUILDING: 18%

BUILDING HEIGHT: 4 STORIES, 50'-1/2" (GRADE TO AVERAGE DISTANCE BETWEEN EAVE AND RIDGE OF ROOF)

NOTES:
1. GROSS BUILDING AREA IS MEASURED TO THE FACE OF EXTERIOR WALLS.

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Des Plaines, IL 60016
03/28/25

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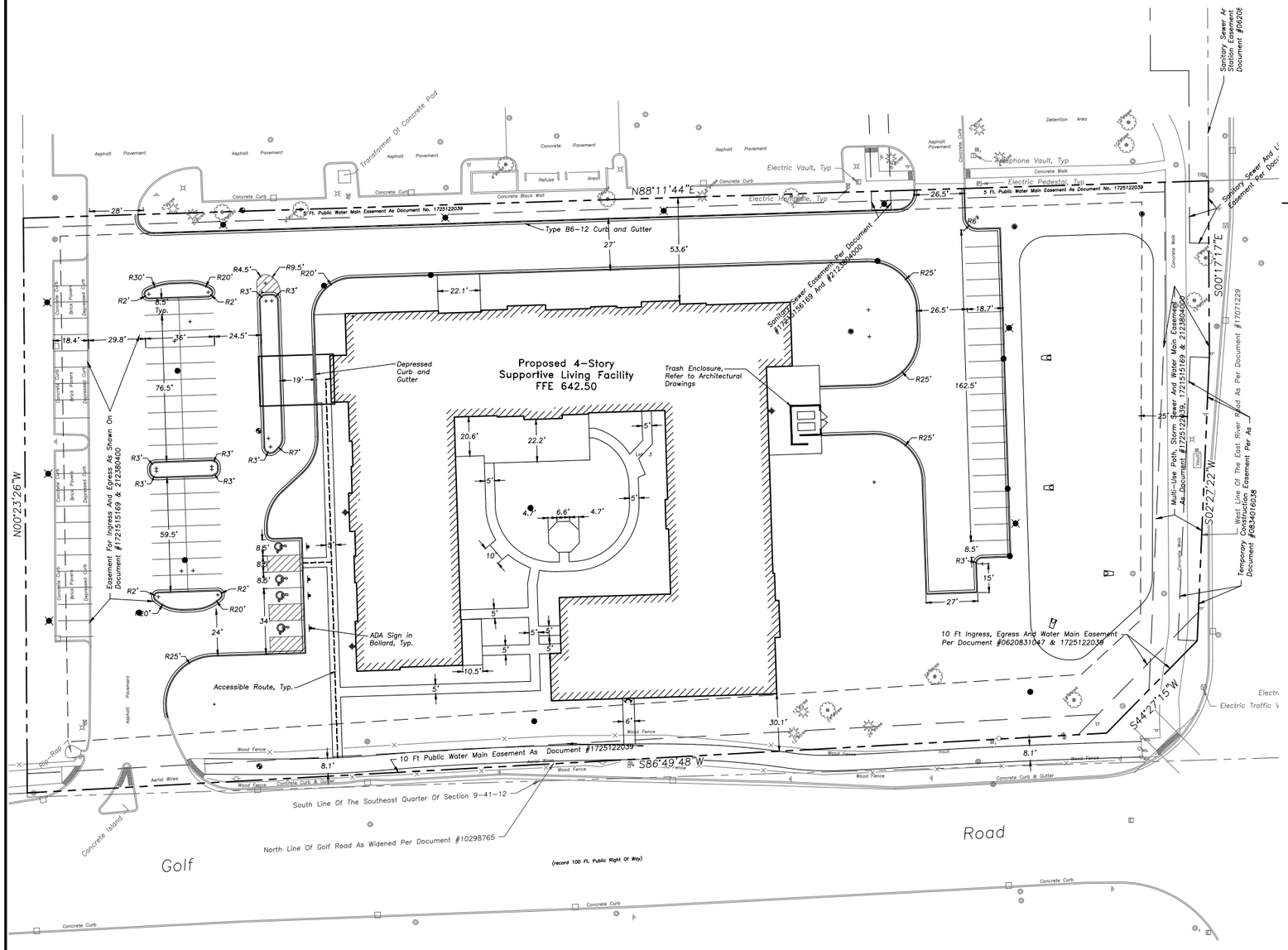

PARKING COUNT

80 Parking Spaces Provided – 45 Required
4 ADA Spaces Provided – 4 Required

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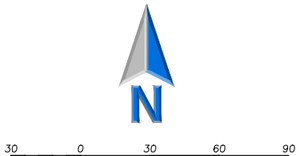

GEOMETRY NOTES

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, Two Coats for Latex Paints. 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.*
6. *Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50 / G 782.00
× G 782.00	Gutter Elevation	
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	× 784.0
× 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. ***Contractor Shall Provide Private Utility Locating Services for the Project Area.***
4. *Notify The Owner, Engineer and The City of Des Plaines A Minimum of 48 Hours In Advance of Performing Any Work.*
5. *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.*
6. *These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly.* ***Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.***
7. *No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.*
8. *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.*
9. ***Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.*** *Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.*
10. *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.*

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Design By:	Approved By:	Date:
MRO	TOB	03/28/25

Sheet Title:

SITE GEOMETRY PLAN

Sheet No:

C200

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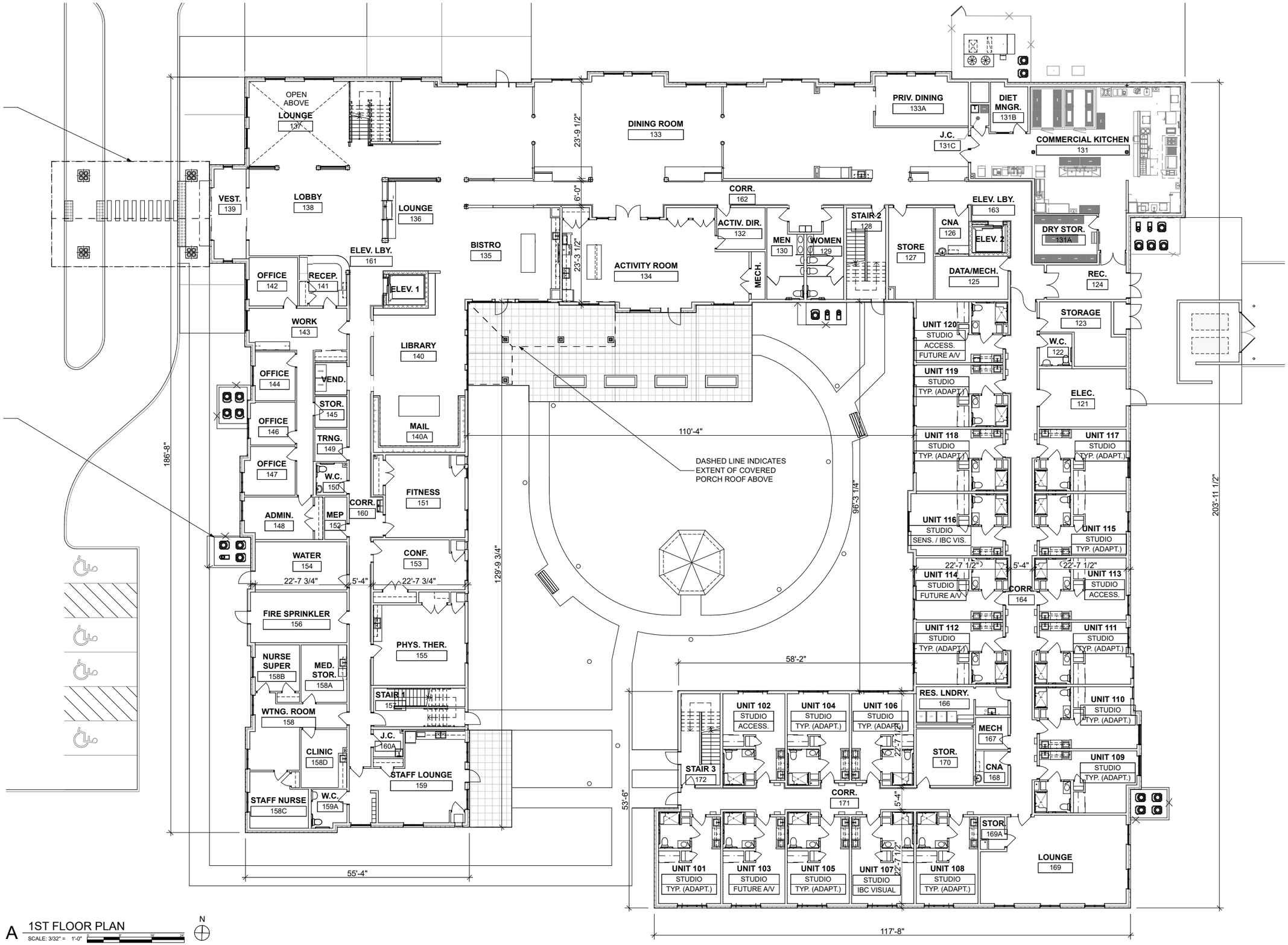

A 1ST FLOOR PLAN
SCALE: 3/32" = 1'-0"

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Chicago, IL 60644

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Des Plaines, IL 60016
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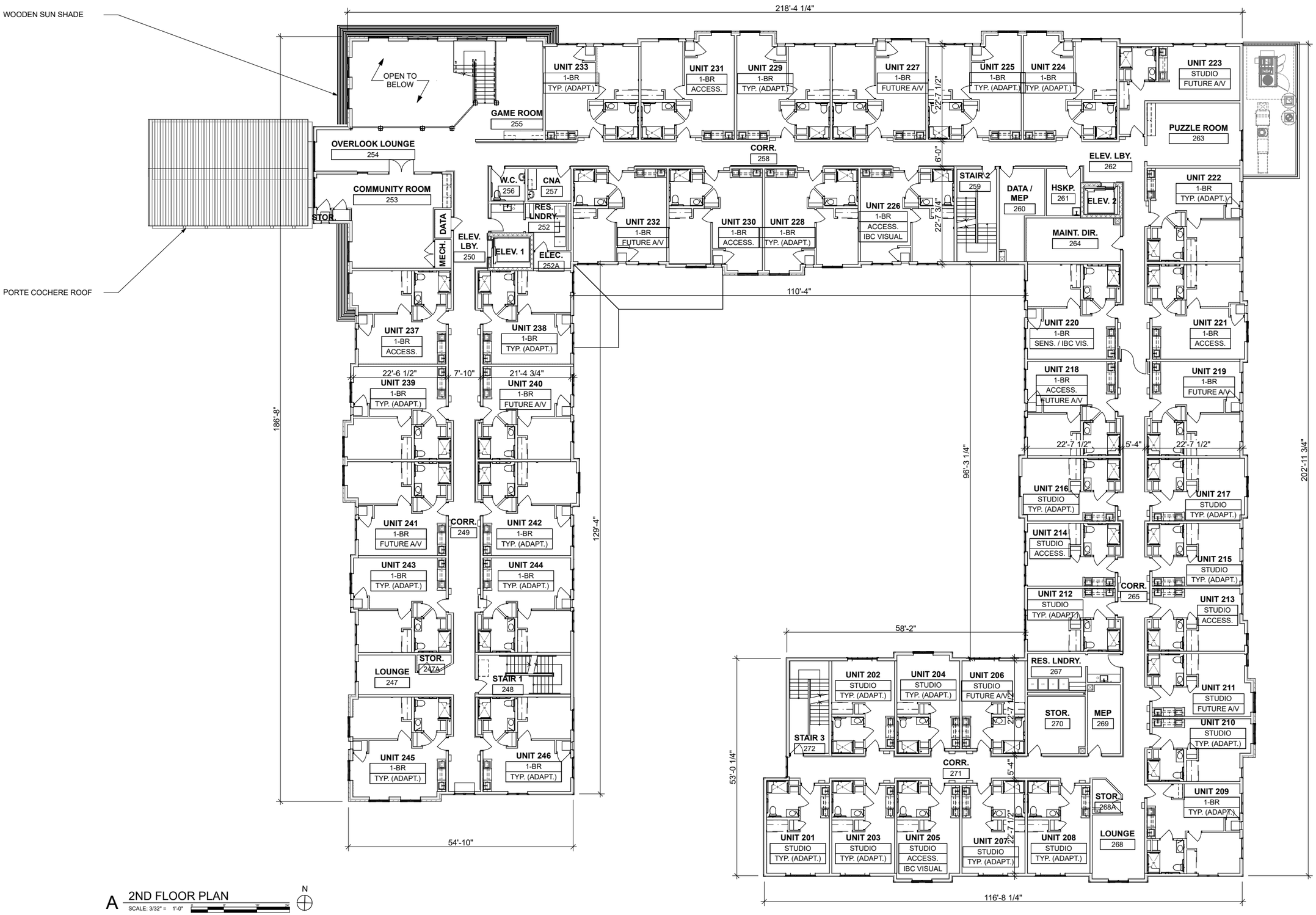

A 2ND FLOOR PLAN
SCALE: 3/32" = 1'-0"

N

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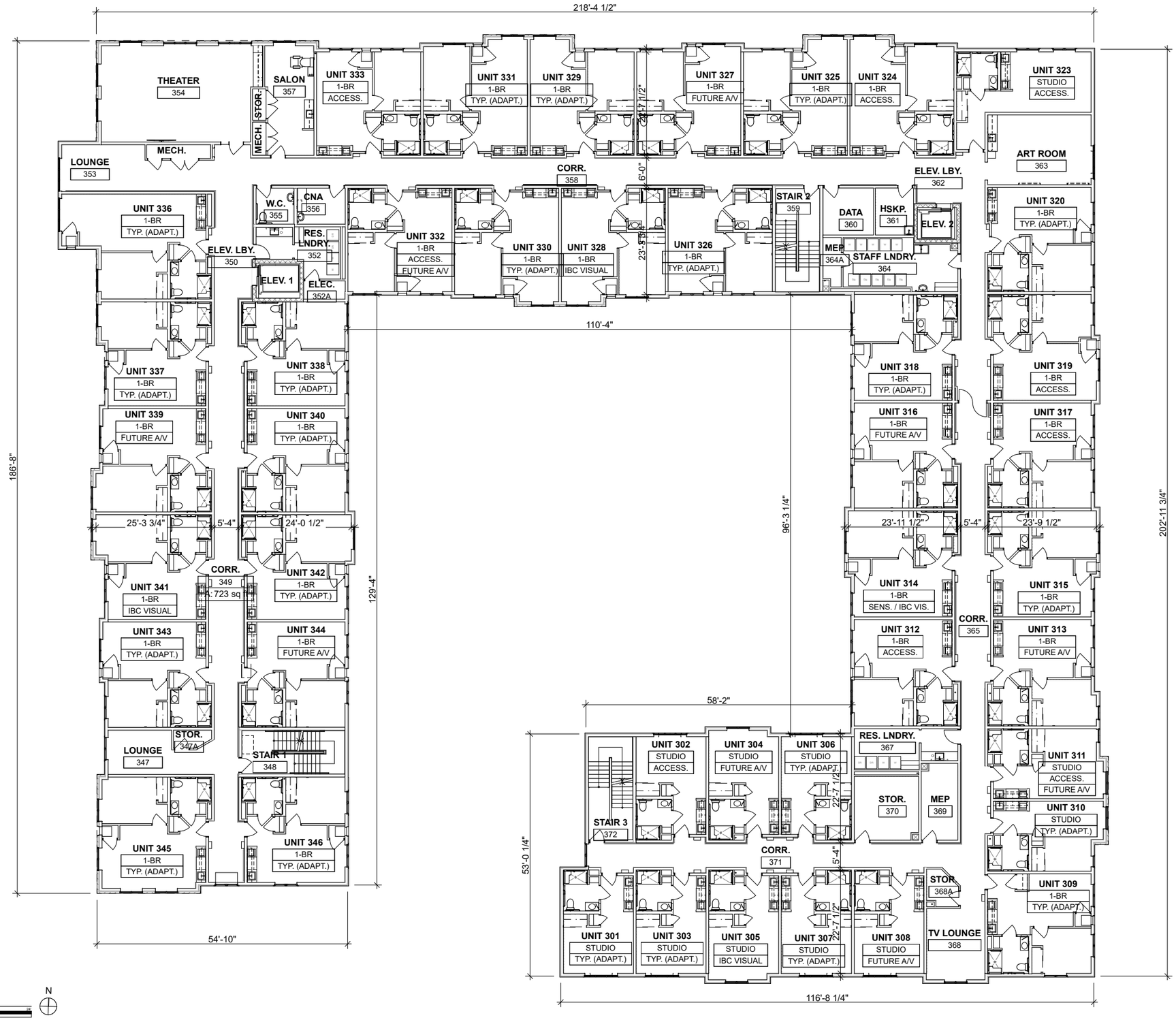

A 3RD FLOOR PLAN
SCALE: 3/32" = 1'-0"

N

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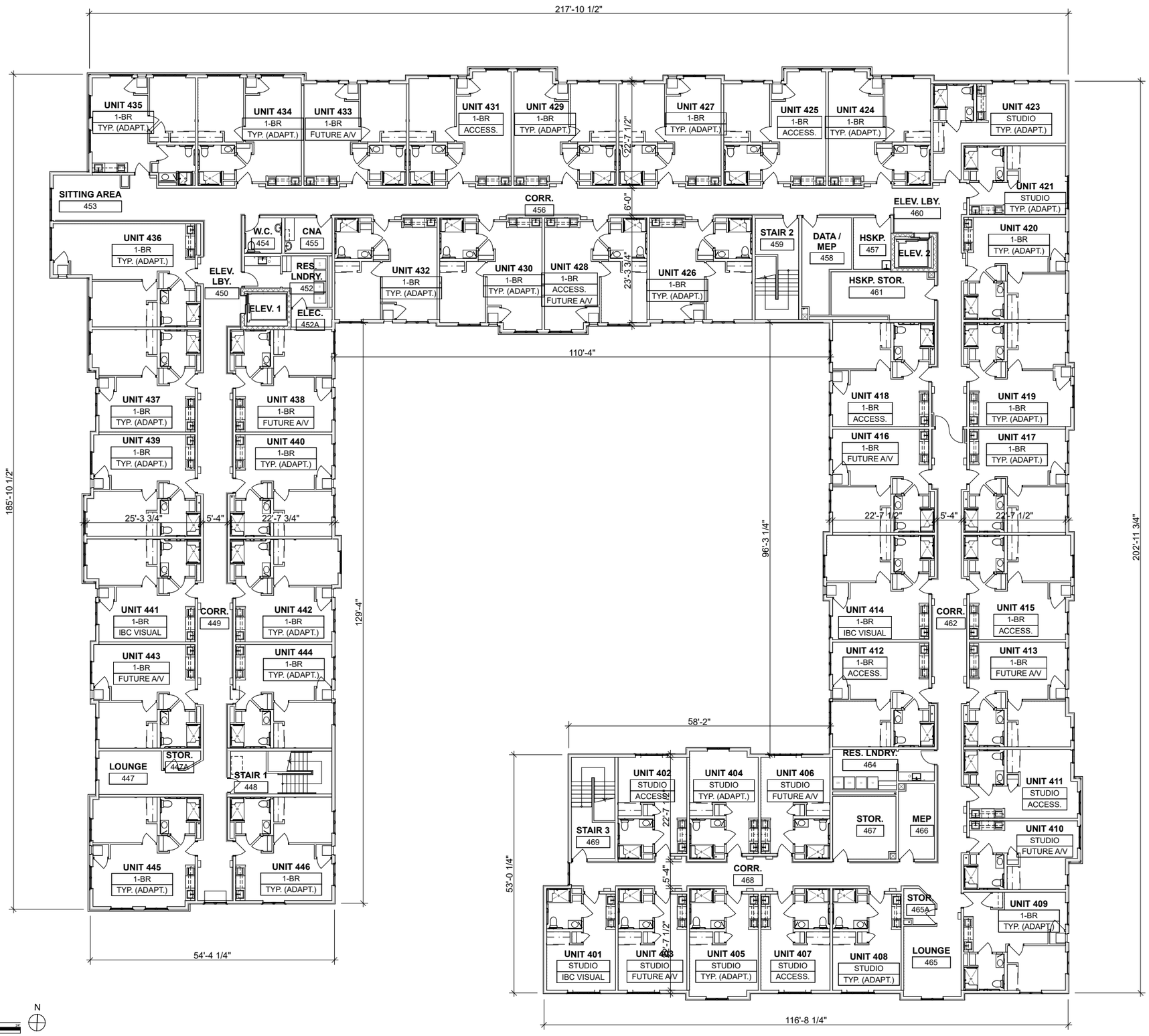

A 4TH FLOOR PLAN
SCALE: 3/32" = 1'-0"

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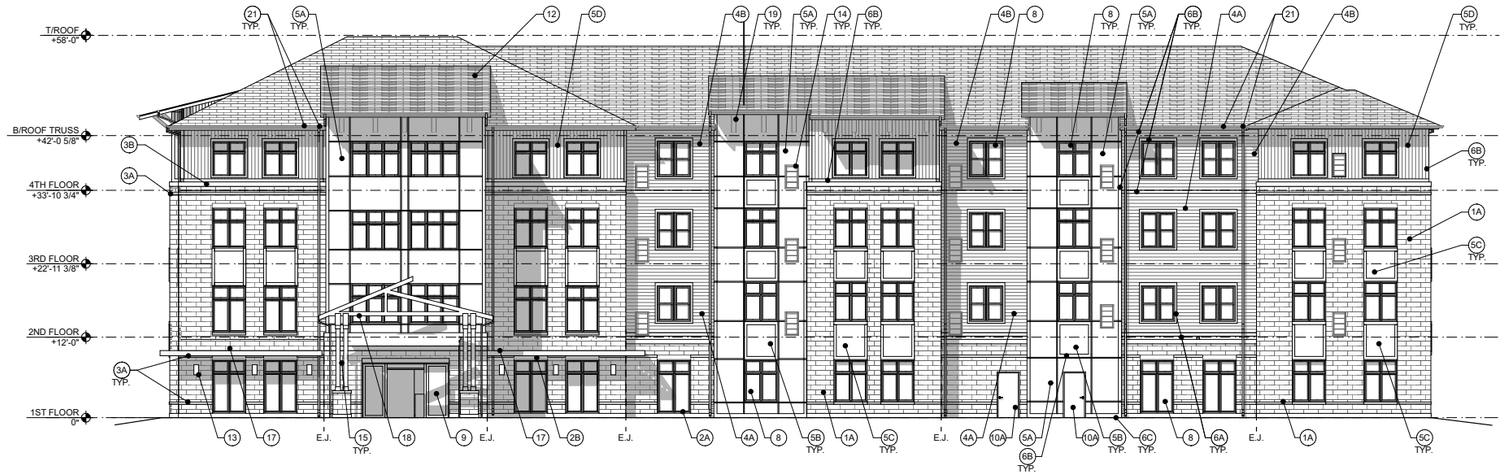
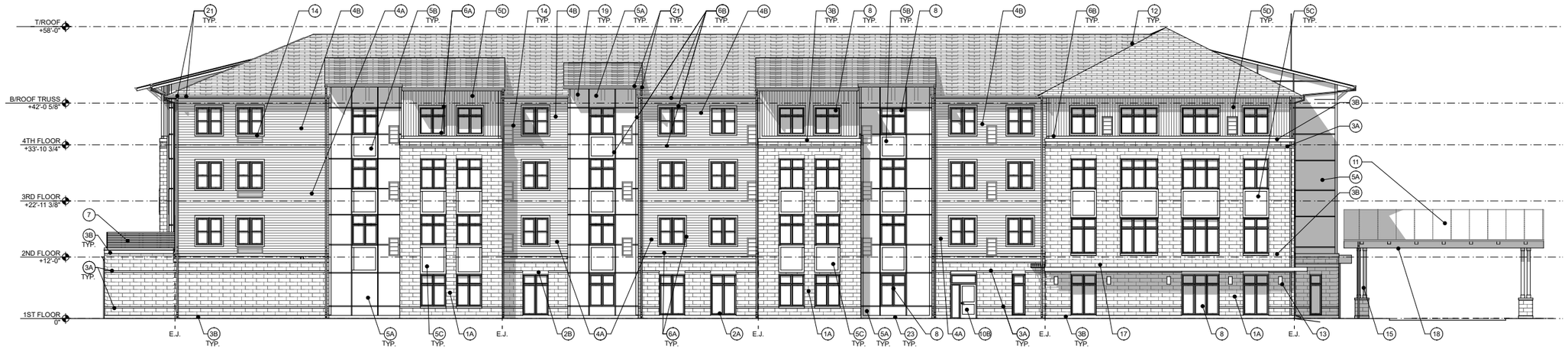


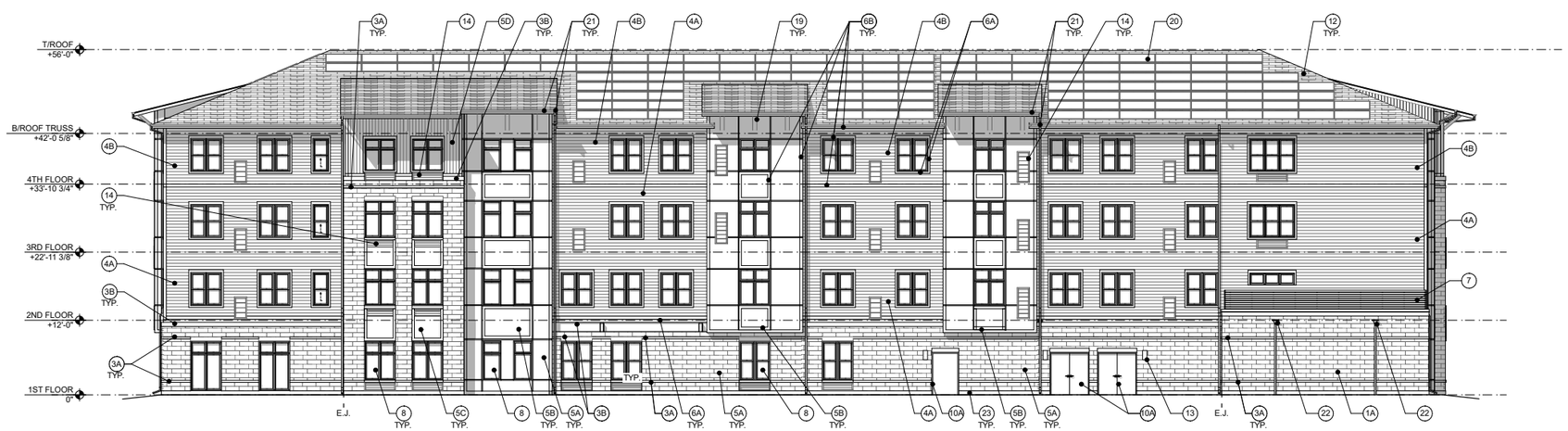
A WEST ELEVATION

SCALE: 3/32" = 1'-0"



B NORTH ELEVATION

SCALE: 3/32" = 1'-0"



C EAST ELEVATION

SCALE: 3/32" = 1'-0"

GENERAL NOTES

1. ELEVATION TAGS INDICATE TOP OF LIGHTWEIGHT TOPPING ON FLOOR SHEATHING, T/PLYWOOD SHEATHING ON ROOF DECK, OR TOP OF SLAB ON GRADE AT FIRST FLOOR, U.N.O.

2. ROOF ELEVATIONS VARY-SEE ELEVATIONS.

ELEVATION MATERIAL KEY

1A - FACE BRICK #1 - 3 5/8"(H) x 3 5/8"(D) x 11 5/8"(L) - GLEN-GERY, SUMMERSET

2A - 3 5/8" (H) CAST STONE SILL - ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

2B - 7 5/8" (H) CAST STONE HEAD TRIM, ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

3A - 3 5/8" (H) CAST STONE TRIM BAND - ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

3B - 7 5/8" (H) CAST STONE TRIM BAND - ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

4A - JAMES HARDIE "HARDIEPLANK" COLOR #1: FIBER CEMENT LAP SIDING, SMOOTH FINISH COLORPLUS, 4" EXPOSURE
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

4B - JAMES HARDIE "HARDIEPLANK" COLOR #2
-SAME AS 9A - COLOR(S) BY ARCH.

5A - JAMES HARDIE "HARDIEPANEL" COLOR #1: FIBER CEMENT PANEL SIDING, SMOOTH FINISH COLORPLUS
- HORIZONTAL AND VERTICAL TAMLYN XTREME ALUMINUM TRIM TO MATCH FIBER CEMENT
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

5B - JAMES HARDIE "HARDIEPANEL" COLOR #2
-SAME AS 5A- COLOR(S) BY ARCH.

5C - JAMES HARDIE "HARDIEPANEL" COLOR #3: FIBER
-SAME AS 5A- COLOR(S) BY ARCH.

5D - JAMES HARDIE "HARDIEPANEL" COLOR #4: FIBER CEMENT PANEL SIDING, SMOOTH FINISH COLORPLUS
- BOARD AND BATTEN INSTALLATION, VERTICAL "SMOOTH BATTEN BOARD" @ 16" O.C.
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

6A - 3 1/2" FIBER CEMENT TRIM BOARD - JAMES HARDIE 5/4 "HARDIETRIM" NT3 BOARDS, SMOOTH FINISH
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

6B - 5 1/2" FIBER CEMENT TRIM BOARD - JAMES HARDIE 5/4 "HARDIETRIM" NT3 BOARDS, SMOOTH FINISH
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

6C - 7 1/4" FIBER CEMENT TRIM BOARD - JAMES HARDIE 5/4 "HARDIETRIM" NT3 BOARDS, SMOOTH FINISH
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

7 - 3' HIGH OPAQUE MECHANICAL EQUIPMENT SCREENING FENCE W/ SQUARE BALLUSTERS, 6'-0" O.C. POST SPACING

8 - PRE-FINISHED FIBERGLASS WINDOW UNIT
- SEE WINDOW SCHEDULE

9 - PRE-FINISHED ALUMINUM STOREFRONT SLIDING GLASS DOOR
- SEE DOOR SCHEDULE

10A - INSUL. STEEL ENTRY DOOR
- SEE DOOR SCHEDULE

10B - PRE-FINISHED ALUMINUM STOREFRONT GLASS DOOR
- SEE DOOR SCHEDULE

11 - PRE-FINISHED 24 GA. STEEL STANDING SEAM ROOFING
- COLOR BY ARCH.
- SEE ROOF NOTES

12 - FIBERGLASS SHINGLE ROOFING - COLOR BY ARCH.

13 - WALL MOUNTED LIGHT FIXTURE - SEE ELECTRICAL

14 - PRE-FINISHED HORIZONTAL/VERTICAL PTHP GRILL
- COLOR TO MATCH ADJACENT MATERIAL

15 - HEAVY TIMBER COLUMNS
- COLOR BY ARCH.

16 - 4"X4" MECHANICAL VENT
- COLOR TO MATCH ADJACENT MATERIAL
- LOCATE WITH MIN. REQ. CLEARANCE TO OPERABLE OPENINGS
- SEE MECHANICAL

17 - CEDAR SUNSHADE
- WOOD STAIN COLOR BY ARCH.

18 - STAINED HEAVY TIMBER TRUSSES
- FINISH BY ARCH.

19 - FIBER CEMENT WRAPPED RAFTER TAILS: "HARDIEPANEL" COLOR #5, SMOOTH FINISH COLORPLUS
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

20 - POTENTIAL PHOTOVOLTAIC PANEL - TBD

21 - PREFINISHED ALUMINUM GUTTER & DOWNSPOUT
- COLOR BY ARCH. FROM MANUF. FULL RANGE

22 - PREFINISHED ALUMINUM SCUPPER

23 - 1" X 7 1/2" PRE-FINISHED PVC TRIM BOARD (AZEK = BASIS OF DESIGN)

24 - HORIZONTAL Z-FLASHING & TRIM
- TAMLYN XTREMETRIM "STANDARD HORIZONTAL Z"
- COLOR TO MATCH ADJACENT PANEL SIDING

24A - VERTICAL PANEL TRIM
- TAMLYN XTREMETRIM "VERTICAL SIDING H-MOLD"
- COLOR TO MATCH ADJACENT PANEL SISING

E.J. - MASONRY EXPANSION JOINT

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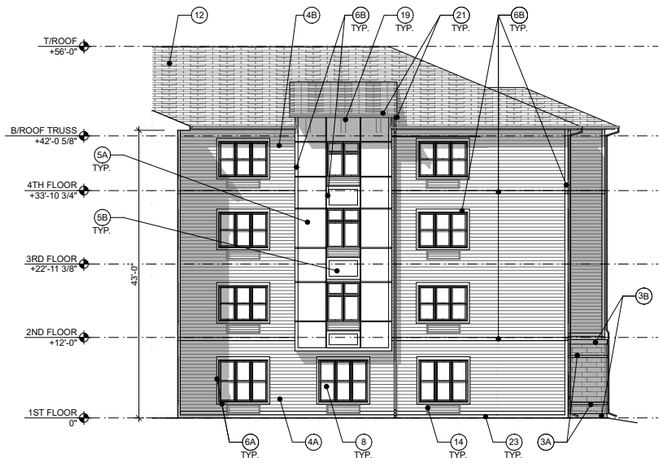
2200 E. Golf Rd.
Des Plaines, IL 60016
2/28/25

WJW ARCHITECTS
401 W. Superior St., Suite 400
Chicago, IL 60654

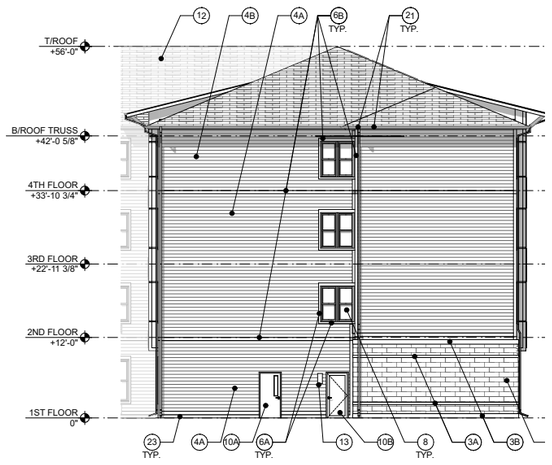
A SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



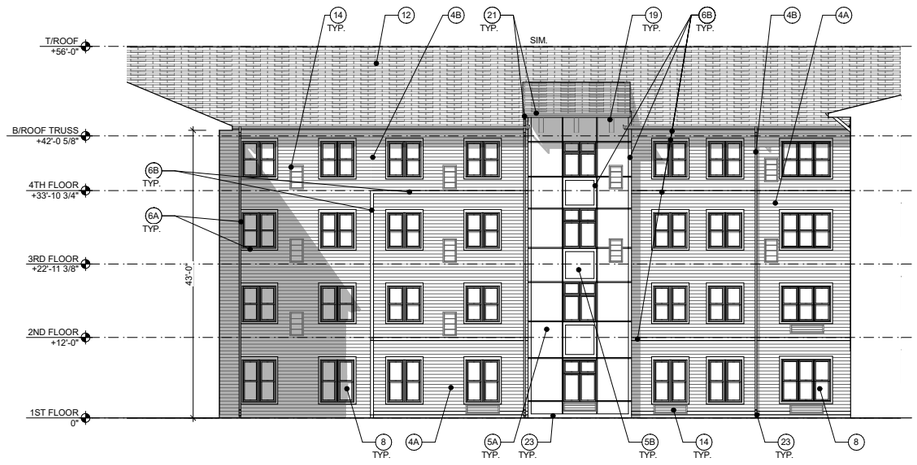
B COURTYARD SE WING - NORTH ELEVATION

SCALE: 3/32" = 1'-0"



C COURTYARD - WEST ELEVATION

SCALE: 3/32" = 1'-0"

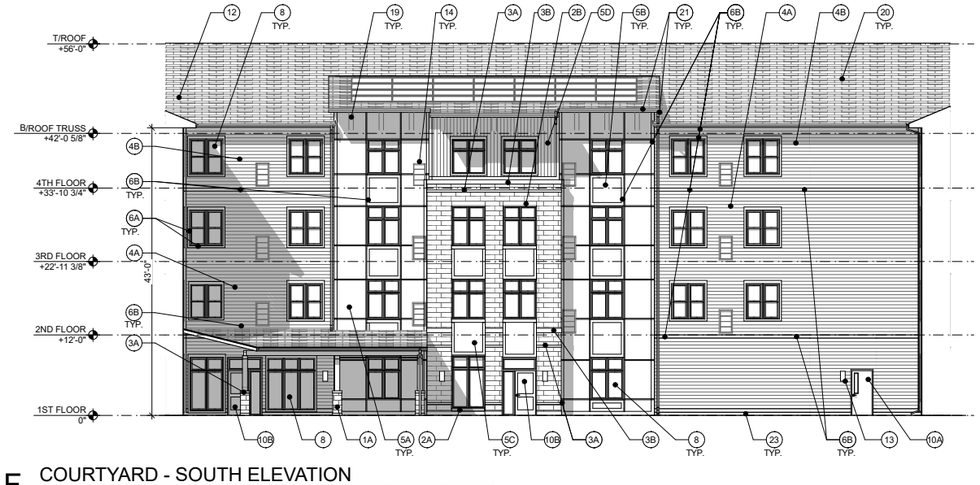


D COURTYARD - WEST ELEVATION

SCALE: 3/32" = 1'-0"

E COURTYARD - EAST ELEVATION

SCALE: 3/32" = 1'-0"



F COURTYARD - SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

GENERAL NOTES
1. ELEVATION TAGS INDICATE TOP OF LIGHTWEIGHT TOPPING ON FLOOR SHEATHING, T/PLYWOOD SHEATHING ON ROOF DECK, OR TOP OF SLAB ON GRADE AT FIRST FLOOR, U.N.O.
2. ROOF ELEVATIONS VARY-SEE ELEVATIONS.

ELEVATION MATERIAL KEY

1A - FACE BRICK #1 - 3 5/8"(H) x 3 5/8"(D) x 11 5/8"(L) - GLEN-GERY, SUMMERSET

2A - 3 5/8" (H) CAST STONE SILL - ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

2B - 7 5/8" (H) CAST STONE HEAD TRIM, ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

3A - 3 5/8" (H) CAST STONE TRIM BAND - ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

3B - 7 5/8" (H) CAST STONE TRIM BAND - ACCUCAST STONE
- SMOOTH FINISH
- COLOR BY ARCH.

4A - JAMES HARDIE "HARDIEPLANK" COLOR #1: FIBER CEMENT LAP SIDING, SMOOTH FINISH COLORPLUS, 4" EXPOSURE
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

4B - JAMES HARDIE "HARDIEPLANK" COLOR #2
-SAME AS 9A - COLOR(S) BY ARCH.

5A - JAMES HARDIE "HARDIEPANEL" COLOR #1: FIBER CEMENT PANEL SIDING, SMOOTH FINISH COLORPLUS
- HORIZONTAL AND VERTICAL TAMLYN XTREME ALUMINUM TRIM TO MATCH FIBER CEMENT.
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

5B - JAMES HARDIE "HARDIEPANEL" COLOR #2
-SAME AS 5A- COLOR(S) BY ARCH.

5C - JAMES HARDIE "HARDIEPANEL" COLOR #3: FIBER
-SAME AS 5A- COLOR(S) BY ARCH.

5D - JAMES HARDIE "HARDIEPANEL" COLOR #4: FIBER CEMENT PANEL SIDING, SMOOTH FINISH COLORPLUS
- BOARD AND BATTEN INSTALLATION, VERTICAL "SMOOTH BATTEN BOARD" @ 16" O.C.
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

6A - 3 1/2" FIBER CEMENT TRIM BOARD - JAMES HARDIE 5/4 "HARDIETRIM" NT3 BOARDS, SMOOTH FINISH
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

6B - 5 1/2" FIBER CEMENT TRIM BOARD - JAMES HARDIE 5/4 "HARDIETRIM" NT3 BOARDS, SMOOTH FINISH
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

6C - 7 1/4" FIBER CEMENT TRIM BOARD - JAMES HARDIE 5/4 "HARDIETRIM" NT3 BOARDS, SMOOTH FINISH
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

7 - 3' HIGH OPAQUE MECHANICAL EQUIPMENT SCREENING FENCE W/ SQUARE BALLUSTERS, 6'-0" O.C. POST SPACING

8 - PRE-FINISHED FIBERGLASS WINDOW UNIT
- SEE WINDOW SCHEDULE

9 - PRE-FINISHED ALUMINUM STOREFRONT SLIDING GLASS DOOR
- SEE DOOR SCHEDULE

10A - INSUL. STEEL ENTRY DOOR
- SEE DOOR SCHEDULE

10B - PRE-FINISHED ALUMINUM STOREFRONT GLASS DOOR
- SEE DOOR SCHEDULE

11 - PRE-FINISHED 24 GA. STEEL STANDING SEAM ROOFING
- COLOR BY ARCH.
- SEE ROOF NOTES

12 - FIBERGLASS SHINGLE ROOFING - COLOR BY ARCH.

13 - WALL MOUNTED LIGHT FIXTURE - SEE ELECTRICAL

14 - PRE-FINISHED HORIZONTAL/VERTICAL PTHP GRILL
- COLOR TO MATCH ADJACENT MATERIAL

15 - HEAVY TIMBER COLUMNS
- COLOR BY ARCH.

16 - 4"X4" MECHANICAL VENT
- COLOR TO MATCH ADJACENT MATERIAL
- LOCATE WITH MIN. REQ. CLEARANCE TO OPERABLE OPENINGS
- SEE MECHANICAL

17 - CEDAR SUNSHADE
- WOOD STAIN COLOR BY ARCH.

18 - STAINED HEAVY TIMBER TRUSSES
- FINISH BY ARCH.

19 - FIBER CEMENT WRAPPED RAFTER TAILS: "HARDIEPANEL" COLOR #5, SMOOTH FINISH COLORPLUS
- COLOR(S) BY ARCH. FROM MANUF. FULL RANGE

20 - POTENTIAL PHOTOVOLTAIC PANEL - TBD

21 - PREFINISHED ALUMINUM GUTTER & DOWNSPOUT
- COLOR BY ARCH. FROM MANUF. FULL RANGE

22 - PREFINISHED ALUMINUM SCUPPER

23 - 1" X 7 1/2" PRE-FINISHED PVC TRIM BOARD (AZEK = BASIS OF DESIGN)

24 - HORIZONTAL Z-FLASHING & TRIM
- TAMLYN XTREMETRIM "STANDARD HORIZONTAL Z"
- COLOR TO MATCH ADJACENT PANEL SIDING

24A - VERTICAL PANEL TRIM
- TAMLYN XTREMETRIM "VERTICAL SIDING H-MOLD"
- COLOR TO MATCH ADJACENT PANEL SISING

E.J. - MASONRY EXPANSION JOINT

HERITAGE WOODS OF DES PLAINES

DRAFT - NOT FOR CONSTRUCTION

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A EXTERIOR VIEW FROM NORTHWEST CORNER

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HERITAGE WOODS OF DES PLAINES

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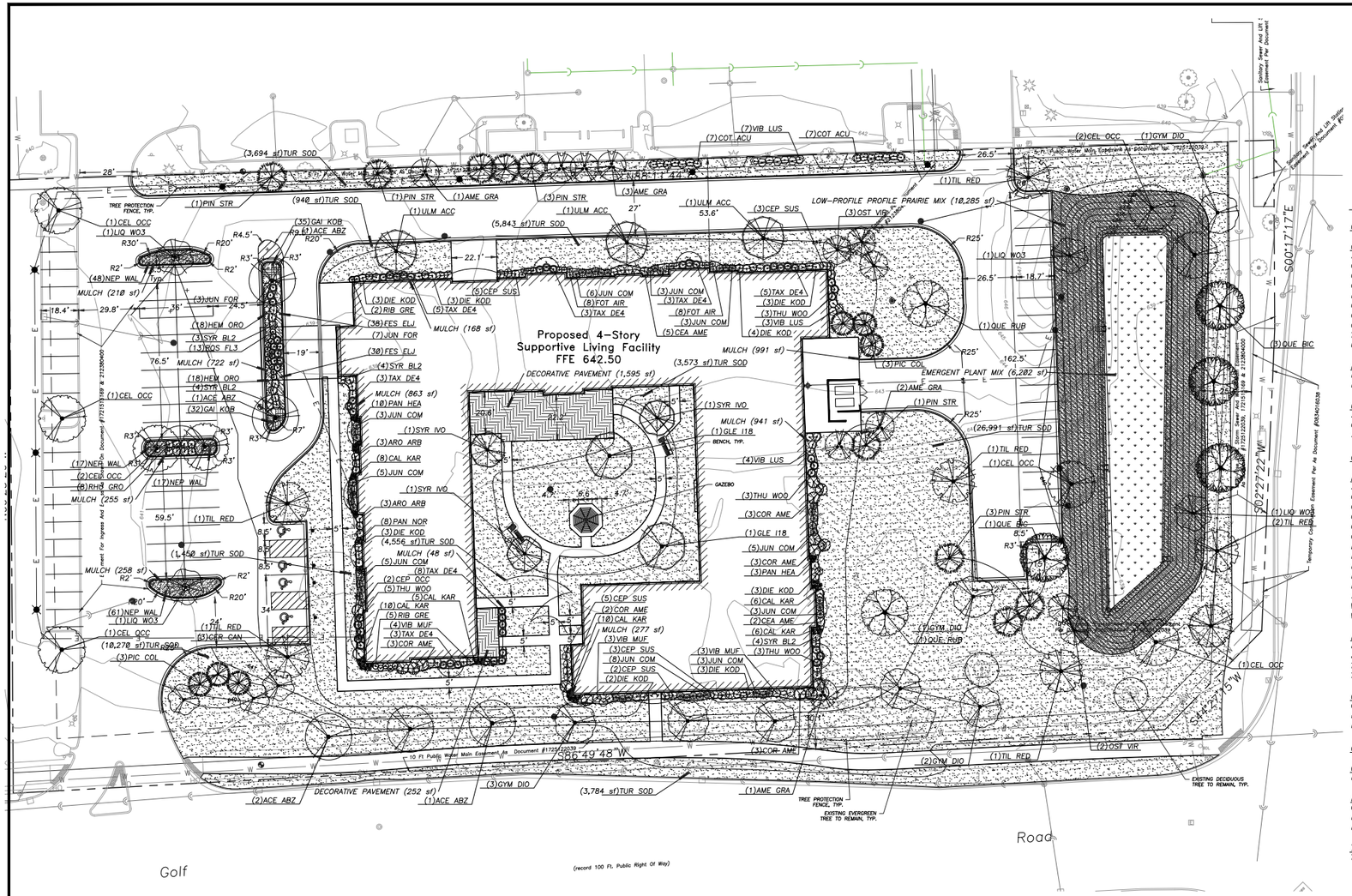

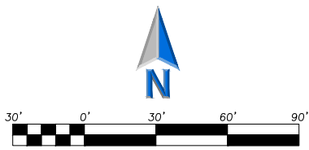

PLANT SCHEDULE

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
ACE ABZ	ACER X FREEMANII 'JEFFERSRED' / AUTUMN BLAZE® FREEMAN MAPLE	B & B	2.5" CAL.	5
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5" CAL.	9
GLE I18	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / THORNLESS SKYLINE HONEYLOCUST	B & B	2.5" CAL.	2
GYM DIO	GYMNOCLADUS DIOICUS 'ESPRESSO' / KENTUCKY COFFEETREE	B & B		7
LIQ WO3	LIQUIDAMBAR STYRACIFLUA 'WORPLESDON' / WORPLESDON SWEET GUM	B & B	2.5" CAL.	4
OST VIR	OSTRYA VIRGINIANA / AMERICAN HOPHORNBEAM	B & B	2.5" CAL.	5
QUE BIC	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2.5" CAL.	4
QUE RUB	QUERCUS RUBRA / RED OAK	B & B	2.5" CAL.	2
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5" CAL.	7
ULM ACC	ULMUS X 'ACCOLADE' / ACCOLADE ELM	B & B	2.5" CAL.	3
EVERGREEN TREES				
PIC COL	PICEA PUNGENS 'COLORADO GREEN' / BLUE SPRUCE	B & B	6' - 8' HT.	6
PIN STR	PINUS STROBUS / WHITE PINE	B & B	6' - 8' HT.	9
UNDERSTORY TREES				
AME GRA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	B & B	8' CLUMP	7
CER CAN	CERCIS CANADENSIS / EASTERN REDBUD	B & B	2.5" CAL.	3
SYR IVO	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	2.5" CAL.	3

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
ARO ARB	ARONIA ARBUTIFOLIA / RED CHOKEBERRY	B & B	30" HT.	6
CEA AME	CEANOTHUS AMERICANUS / NEW JERSEY TEA	B & B	30" HT.	7
CEP OCC	CEPHALANTHUS OCCIDENTALIS / BUTTONBUSH	B & B	36" HT.	2
CEP SUS	CEPHALANTHUS OCCIDENTALIS 'SMCOSS' / SUGAR SHACK® BUTTONBUSH	B & B	24" HT.	18
COR AME	CORYLUS AMERICANA / AMERICAN HAZELNUT	CONT.	36" HT.	14
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	30" HT.	14
DIE KOD	DIERVILLA X 'G2X88544' / KODIAK® ORANGE DIERVILLA	CONT.	30" HT.	24
FOT AIR	FOTHERGILLA GARDENII 'MT. AIRY' / DWARF WITCHALDER	B & B	24" HT.	16
RHU GRO	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	CONT.	24" HT.	8
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	CONT.	24" HT.	7
ROS FL3	ROSA X 'FLOWER CARPET CORAL' / ROSE	CONT.	24" SPREAD	13
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	15
VIB MUF	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	B & B	30" HT.	10
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	14
EVERGREEN SHRUBS				
JUN COM	JUNIPERUS CHINENSIS 'PFITZERIANA COMPACTA' / COMPACTA PFITZER	B & B	24" HT.	44
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	10
TAX DE4	TAXUS X MEDIA / DENSE YEW	B & B	30" HT.	30
THU WOO	THUJA OCCIDENTALIS 'WOODWARDII' / WOODWARD ARBORVITAE	B & B	30" HT.	14
GRASSES				
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CONT.	#1	45
PAN HEA	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	CONT.	#1	13
PAN NOR	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	CONT.	#1	8

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
GROUND COVERS				
FES ELJ	FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE	CONT.	#1	68
PERENNIALS				
GAI KOB	GAILLARDIA X GRANDIFLORA 'KOBOLD' / BLANKETFLOWER	CONT.	#1	67
HEM ORO	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	#1	36
NEP WAL	NEPETA X FAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	CONT.	#1	143
TURF GRASS				
TUR SOD	TURF SOD / DROUGHT TOLERANT FESCUE BLEND	SOD	S.F.	61,101 SF

EMERGENT PLANT LIST:

Botanical Name	Common Name	Quantity	Size	Spacing
FORBS 60%		1654		
Acorus calamus	Sweet Flag	80	Quart	18" o.c.
Alisma spp.	Water Plantain (Various Mix)	120	Quart	18" o.c.
Asclepias incarnata	Swamp Milkweed	110	Quart	18" o.c.
Cephalanthus occidentalis	Buttonbush	90	Quart	18" o.c.
Decodon verticillatus	Swamp Loosestrife	110	Quart	18" o.c.
Eupatorium maculatum	Spotted Joe-Pye Weed	80	Quart	18" o.c.
Iris virginica	Blue Flag	120	Quart	18" o.c.
Lobelia cardinalis	Cardinal Flower	110	Quart	18" o.c.
Lobelia siphilitica	Great Blue Lobelia	80	Quart	18" o.c.
Lycopus americanus	Common Water Horehound	120	Quart	18" o.c.
Mimulus ringens	Monkey Flower	80	Quart	18" o.c.
Peltandra virginica	Arrow Arum	110	Quart	18" o.c.
Penthorum sedoides	Ditch Stonecrop	70	Quart	18" o.c.
Polygonum spp.	Pinkweed (Various Mix)	80	Quart	18" o.c.
Pontederia cordata	Pickerel Weed	80	Quart	18" o.c.
Sagittaria latifolia	Common Arrowhead	80	Quart	18" o.c.
Sparganium eurycarpum	Common Bur Reed	70	Quart	18" o.c.
Verbena hastata	Blue Vervain	70	Quart	18" o.c.
	SUBTOTAL	1660		
GRASSES or GRASS-LIKE PERENNIALS 40%		1103		
Carex comosa	Bristly Sedge	140	Quart	18" o.c.
Carex lacustris	Common Lake Sedge	130	Quart	18" o.c.
Carex lurida	Bottlebrush Sedge	110	Quart	18" o.c.
Carex stricta	Common Tussock Sedge	120	Quart	18" o.c.
Carex vulpinoidea	Brown Fox Sedge	90	Quart	18" o.c.
Eleocharis plaustris	Great Spike Rush	90	Quart	18" o.c.
Juncus effusus	Common Rush	70	Quart	18" o.c.
Leersia oryzoides	Rice Cut Grass	80	Quart	18" o.c.
Scirpus acutus	Hard-stemmed Bulrush	70	Quart	18" o.c.
Scirpus fluviatilis	River Bulrush	80	Quart	18" o.c.
Scirpus pungens	Chairmaker's Rush	70	Quart	18" o.c.
Scirpus validus	Great Bulrush	90	Quart	18" o.c.
	SUBTOTAL	1140		
	TOTAL PLANTS	2800		

LOW-PROFILE PRAIRIE SEED MIX:

Scientific Name	Common Name	PLS Ounces/Acre
Temporary Cover:		
Avena sativa	Common Oat	360.00
Lolium multiflorum	Annual Rye	100.00
	Total	**460.00**
Permanent Grasses/Sedges:		
Bouteloua curtipendula	Side Oats Grama	16.00
Carex cristatella	Crested Oval Sedge	1.00
Carex Vulpinoidea.	Brown Fox sedge	1.00
Carex scoparia	Pointed Broom Sedge	1.00
Elymus canadensis	Canada Wild Rye	32.00
Koeleria cristata	June Grass	1.00
Panicum virgatum	Switch Grass	1.00
Schizachyrium scoparium	Little Bluestem	36.00
Spartina pectinata	Prairie Cord Grass	3.00
	Total	**92.00**
Forbs:		
Amorpha canescens	Lead Plant	0.50
Anemone cylindrica	Thimbleweed	0.50
Asclepias syriaca	Common Milkweed	2.00
Asclepias tuberosa	Butterfly MilkWeed	2.00
Aster ericoides	Heath Aster	0.25
Aster laevis	Smooth Blue Aster	1.00
Aster novae-angliae	New England Aster	0.50
Baptisia lactea	White Wild Indigo	2.00
Chamaecrista fasciculata	Partridge Pea	12.00
Coreopsis lanceolata	Sand Coreopsis	5.00
Coreopsis palmata	Prairie Coreopsis	1.00
Dalea candida	White Prairie Clover	1.50
Dalea purpurea	Purple Prairie Clover	1.50
Desmanthus illinoensis	Illinois Sensitive Plant	3.00
Echinacea purpurea	Broad-Leaved Purple Coneflower	7.00
Eryngium yuccifolium	Rattlesnake Master	3.00
Lespedeza capitata	Round-Head Bush Clover	2.00
Liatris aspera	Rough Blazing Star	0.50
Monarda fistulosa	Wild Bergamot	1.50
Partheniym integrifolium	Wild Quinine	1.00
Penstemon digitalis	Foxglove Beard Tongue	0.50
Penstemon hirsutus	Hairy Beard Tongue	0.50
Pycnanthemum virginianum	Common Mountain Mint	1.00
Rabbida pinnata	Yellow Coneflower	4.00
Rudbeckia hirta	Black-Eyed Susan	5.00
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	1.00
Silphium terebinthinaceum	Prairie Dock	0.50
Solidago rigida	Stiff Goldenrod	1.00
Solidago speciosa	Showy Goldenrod	0.50
Tradescantia ohiensis	Common Spiderwort	0.75
Verbena stricta	Hoary Vervain	1.00
Vernonia spp.	Ironweed (Various Mix)	1.75
Veronicastrum virginianum	Culvers Root	0.25
Zizia aurea	Golden Alexanders	0.75
	Total	**66.25**

SITE MATERIALS SCHEDULE

	EMERGENT PLANT MIX	6,202 SF
	LOW-PROFILE PROFILE PRAIRIE MIX	10,285 SF
	DECORATIVE PAVEMENT	1,847 SF
	MULCH	4,733 SF

LANDSCAPE NOTES:

1. PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
2. ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.
3. ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
4. ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
5. ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
6. THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
7. ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.
8. ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC.. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
9. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
10. SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
11. REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
12. ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING
13. ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
14. ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
15. ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.
16. ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.
17. THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
18. CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
19. ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
20. LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
21. ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
22. LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
23. REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
24. PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.

NOT FOR CONSTRUCTION

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: 04/30/2025

HERITAGE WOODS OF DESPLAINES

2200 E GOLF ROAD
DES PLAINES, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/20/24	Preliminary Site Plans
	02/28/25	P.U.D. Submittal

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Design By:	Approved By:	Date:
MRO	MR	12/20/24

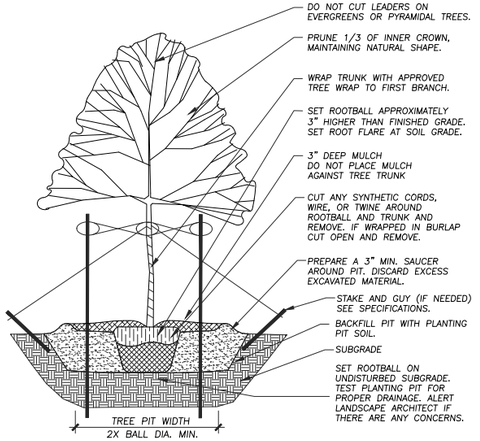
Sheet Title:

LANDSCAPE PLAN

Sheet No:

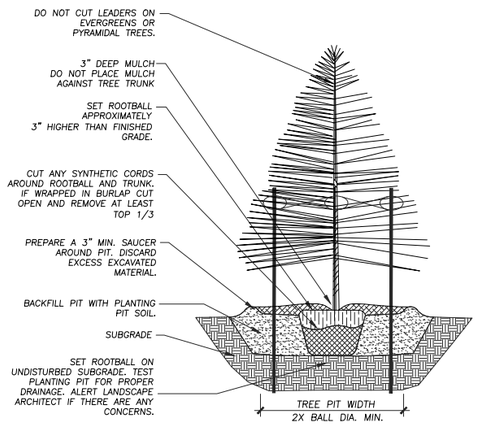
L100

EEA – P:\24225 – Heritage Woods Des Plaines\Drawings\Heritage Woods – Landscape Plan.dwg
Plotted: 2/28/25 @ 3:56pm By: sgregory



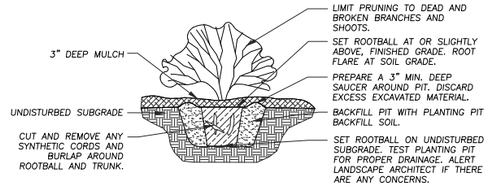
1 TREE PLANTING DETAIL

Not To Scale 329343-01



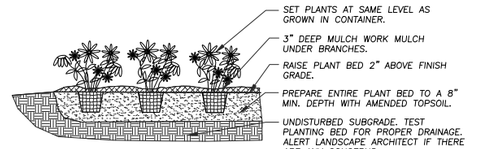
2 EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE 329343-02



3 SHRUB PLANTING DETAIL

Not To Scale 329333-01



4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

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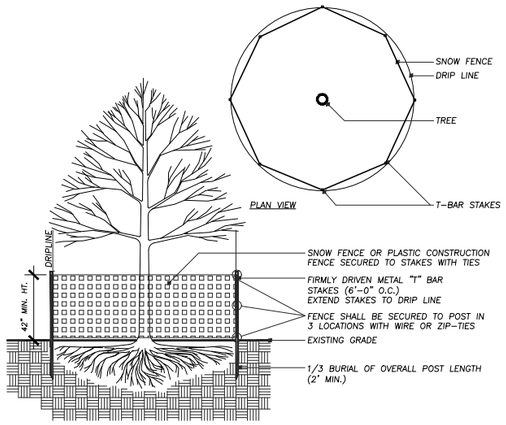
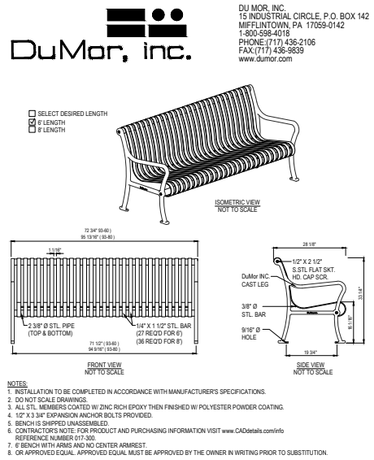


5 TREE PROTECTION DETAIL

Not To Scale 329383-01



6 6' STEEL BENCH

Not To Scale 12 9343.13-30

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MRO	MR	12/20/24

Sheet Title:

LANDSCAPE DETAILS

Sheet No:

L200

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Plotted: 2/28/25 @ 4:03pm By: sgregory

HERITAGE WOODS OF DES PLAINES

2200 E GOLF ROAD

DES PLAINES, ILLINOIS 60016

ARCHITECT:
WJW Architects
401 W Superior St., Ste 400
Chicago, IL 60654
312-642-5587
Attn: Jane Sloss

CIVIL ENGINEER:
Eriksson Engineering Assoc., Ltd.
229 E Wisconsin Ave #1102
Milwaukee, WI 53202
414-930-7222
Attn: Tim Brown

Owner:
Barron Development LLC
5000 W Roosevelt Rd., Ste 101
Chicago, IL 60644
773-854-4040
Attn: Stephen Barron

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P (708) 588-4055
E WMOJobStart@mwrd.org

SURVEY PROVIDED BY:

Plat of Survey and Topography Provided By Gremley and Biedermann for Eriksson Engineering Associates, Ltd. on January 28, 2025. Job No. 2025-32602-001

PROJECT BENCHMARKS

CITY OF DES PLAINES BENCHMARK ID 95
ELEVATION= 638.83
DESCRIPTION: CHISELED "X" ON TRAFFIC SIGNAL VAULT AT SOUTHWEST CORNER OF GOLF AND EAST RIVER ROAD 2' WEST OF THE EDGE OF PAVEMENT OF EAST RIVER ROAD AND 10' SOUTH OF THE EDGE OF PAVEMENT OF GOLF ROAD.

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

SITE LOCATION MAP (N.T.S.)

INDEX OF SHEETS

C000 Civil Engineering Cover Sheet
C100 Site Demolition Plan
C200 Site Geometry Plan
C300 Site Utility Plan
C400 Site Grading And Paving Plan
C500 Soil Erosion And Sediment Control Plan
C600 Site Work Details
C601 Site Work Details

CX01 Fire Truck Turning Exhibit

L100 Landscape Plans
L200 Landscape Details

STATE OF ILLINOIS)
)SS
COUNTY OF COOK)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

ENGINEER: Tim Brown, PE
DATED: 02/28/2025

To The Best Of Our Knowledge And Belief, There Are No Floodplains And Floodways Within 100 Feet Of The Proposed Improvements, Proposed Improvements Will Not Substantially Alter Any Existing Features. Additionally, No Other Special Management Areas, Including Wetlands And Riparian Environments, Are Within 100 Feet Of The Proposed Improvements.

Engineer: Tim Brown, PE
Dated: 02/28/2025

MWRD JOB START NOTIFICATION

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 Days Before Starting Work
P: (708) 588-4055
E: WMOJobStart@mwrd.org

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MRO	TOB	02/28/25

Sheet Title:
CIVIL ENGINEERING COVER SHEET

Sheet No:
C000

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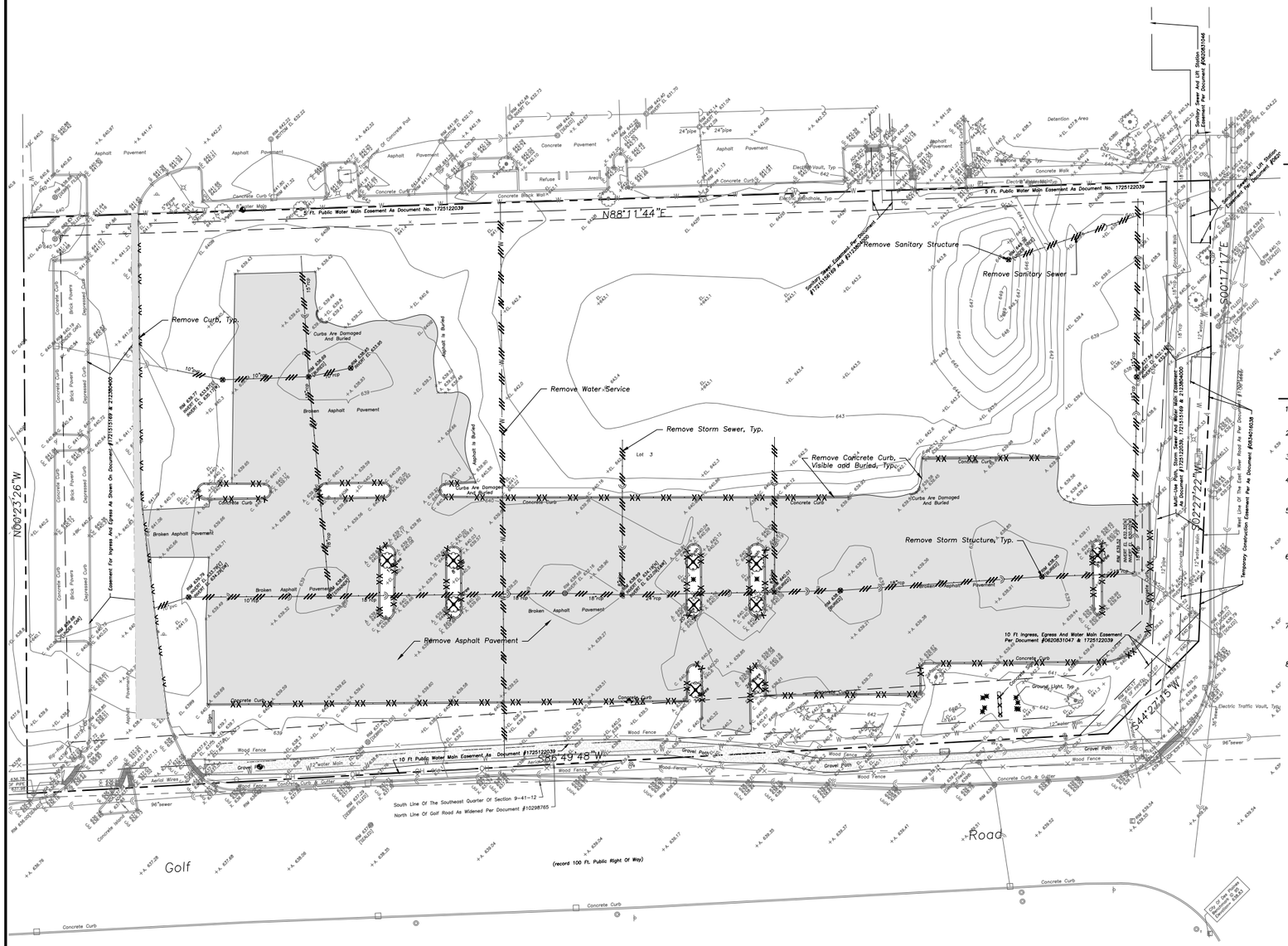
Plotted: 2/28/25 @ 4:08pm By: tbrown



DEMOLITION LEGEND

- Utility Line Removal
- Bituminous Pavement Removal (Full Depth)
- Concrete Pavement Removal (Full Depth)
- Gravel Removal (Full Depth)
- Pavement Sawcut
- Curb & Gutter Removal
- Structure Removal
- Tree Removal

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. The Existing Building is to Remain Operational During Construction. Therefore, the Temporary Relocation of All Necessary Utilities Serving the Existing Building Shall Be Coordinated Prior to the Commencement of Construction Operations.
6. 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.
7. Provide and Maintain All Necessary Traffic Control and Safety Measures Required During Demolition and Construction Operations Within or Near the Public Roadway.
8. All Light Poles to Be Removed From Private Property Shall Be Removed in Their Entirety, Including Base and All Appurtenances. Coordinate Abandonment of Electrical Lines With Electrical Engineer and Owner Prior to Demolition.

N

30 0 30 60 90

Scale: 1"=30'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	x 784.0
× T/W 785.20	Top of Retaining Wall Elevation	T/W 785.20
781	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. **Contractor Shall Provide Private Utility Locating Services for the Project Area.**
4. Notify The Owner, Engineer and The City of Des Plaines A Minimum of 48 Hours In Advance of Performing Any Work.
5. 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.
6. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. **Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.**
7. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
8. 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.
9. **Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.** Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.
10. 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.

ERIKSSON ENGINEERING ASSOCIATES, LTD.
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PROFESSIONAL DESIGN FIRM
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HERITAGE WOODS OF DES PLAINES

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DES PLAINES, ILLINOIS

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Design By:	Approved By:	Date:
MRO	TOB	02/28/25

Sheet Title:

SITE DEMOLITION PLAN

Sheet No:

C100

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Plotted: 2/28/25 @ 4:08pm By: tbrown

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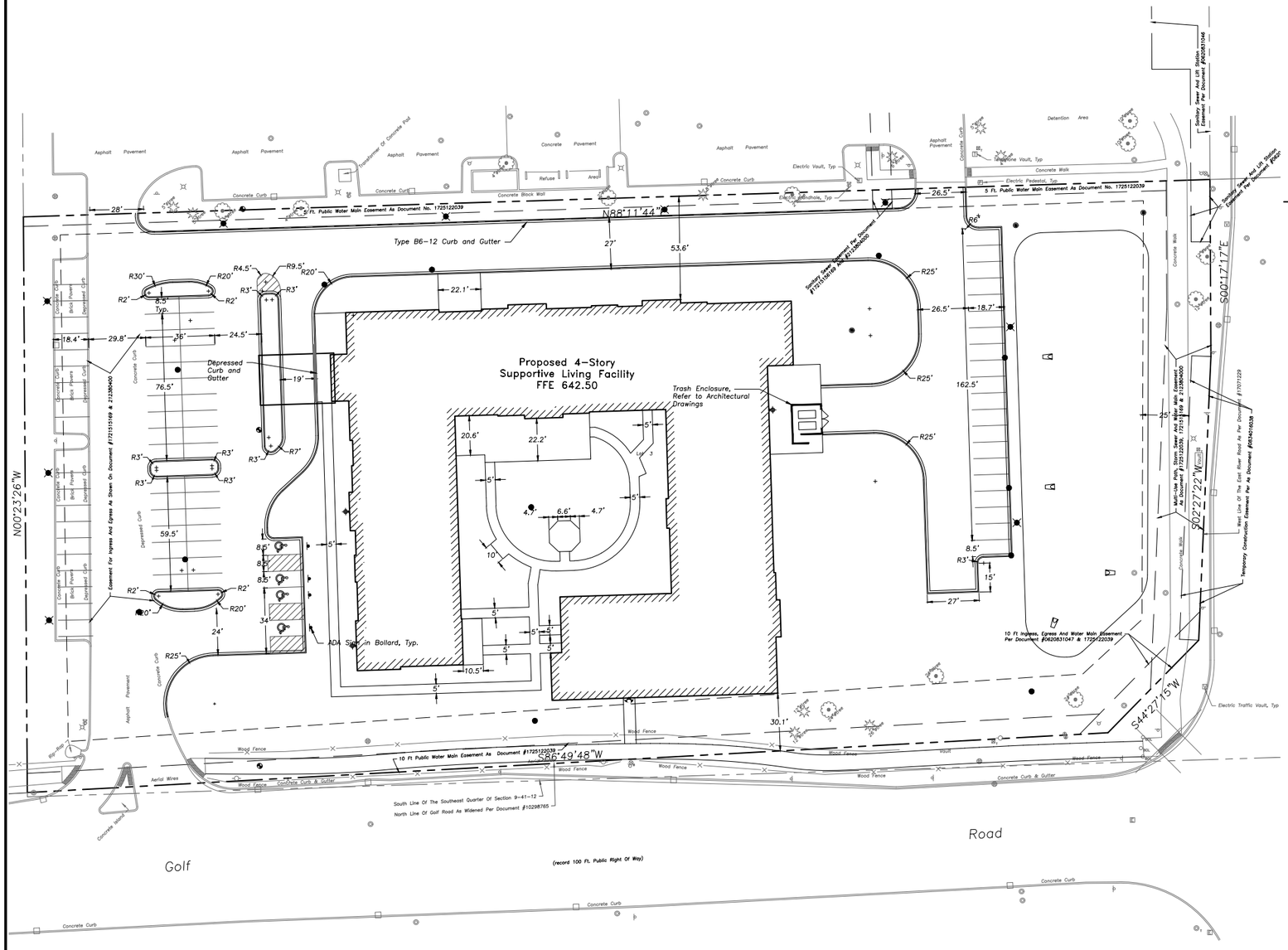
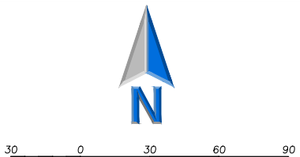


PARKING COUNT

80 Parking Spaces Provided – 45 Required
4 ADA Spaces Provided – 4 Required

NOT FOR 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, Two Coats for Latex Paints. 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.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	
	Buffalo Box	
	Downspout	
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	x 784.0
× 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. **Contractor Shall Provide Private Utility Locating Services for the Project Area.**
4. Notify The Owner, Engineer and The **City of Des Plaines** A Minimum of 48 Hours In Advance of Performing Any Work.
5. 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.
6. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. **Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.**
7. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
8. 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.
9. **Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.** Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.
10. 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.

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Design By:	Approved By:	Date:
MRO	TOB	02/28/25

Sheet Title:
SITE GEOMETRY PLAN

Sheet No:
C200

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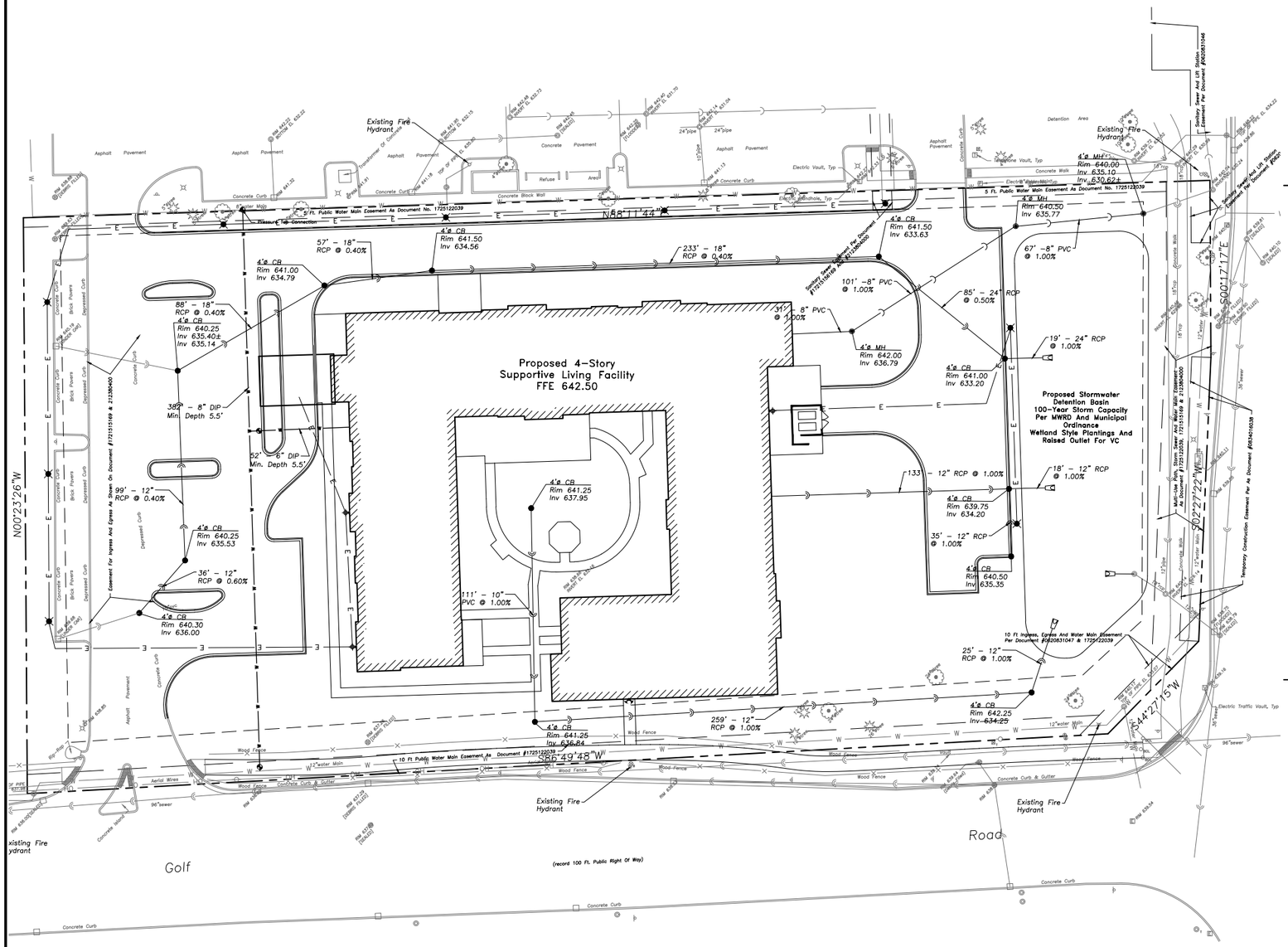
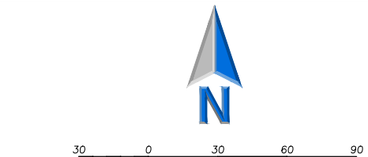
Plotted: 2/28/25 @ 4:09pm By: tbrown



NOT FOR CONSTRUCTION



Scale: 1"=30'

UTILITY NOTES

1. *This Project Is Located In A* ***Separate*** *Sewer Area.*
2. *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.*
3. *Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.*
4. *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.*
5. *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.*
6. *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.*
7. *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.*
8. *Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.*
9. *Provide Adequate Coupling Device and/or Oversized Concrete Flared-End Section to Accommodate HDPE Storm Sewer.*
10. *The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.*
11. ***Adjust Frame Elevations Of All Structures Located Within The Limits Of The Project To Match Proposed Elevations. Add Or Remove Adjusting Rings As Necessary And Install New Mortar At Rings And Frame. Install New Chimney Seals On Any Sanitary Structures Being Adjusted.***
12. *Obtain As-Built Information For All Pipes, In Accordance With As-Built Document Requirements, Prior To The Installation Of Any Inlet Hoods Or Trash Racks.*

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 Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top 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.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
O_{CA}	Clean Out	O_{CA}
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	
V_B	Buffalo Box	V_B
O_{DS}	Downspout	O_{DS}
O_{BOL}	Bollard	O_{BOL}
V_G	Gas Valve	
M_G	Gas Meter	
M_E	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
T_P	Telephone Pedestal	
T_M	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
× G 782.00	Gutter Elevation	G 782.00
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	x 784.0
× 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	

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Design By:	Approved By:	Date:
MRO	TOB	02/28/25

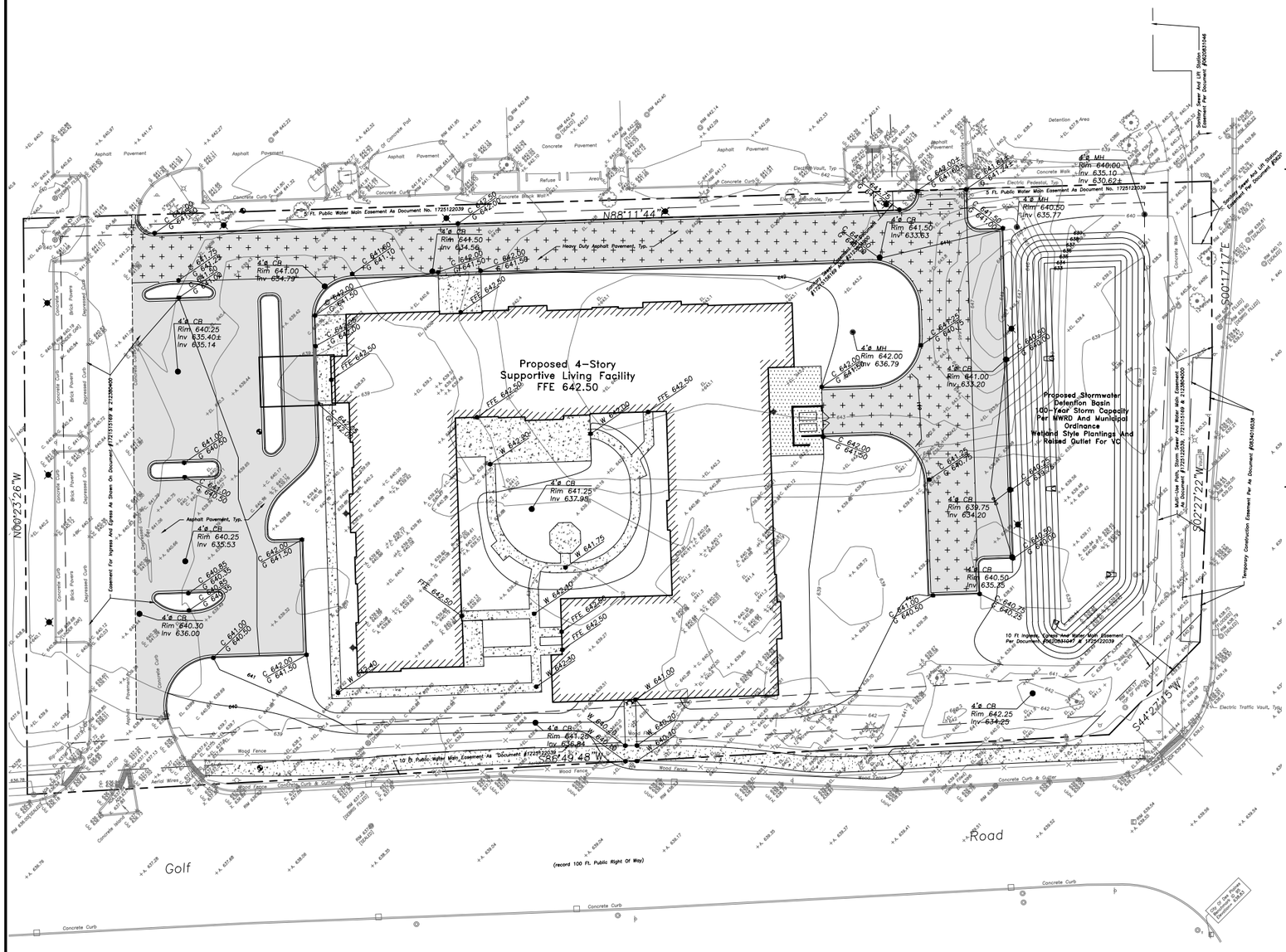
Sheet Title:

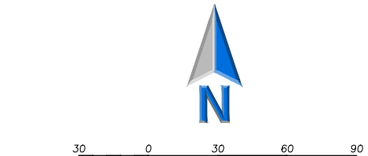
SITE UTILITY PLAN

Sheet No:

C300

EEA – P:\24225 – Heritage Woods Des Plaines\Drawings\Heritage Woods – Site Plan.dwg
Plotted: 2/28/25 @ 4:10pm By: tbrown





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)
8" Aggregate Base Course, Type B, Crushed, CA-6
Non-Woven Geotextile Fabric, 5 oz/sy

Concrete Driveway Section
8" Portland Cement Concrete
Curing and Sealing Compound
6"x6" W2.9xW2.9 Welded Wire Fabric
6" Aggregate Base Course, Type B, Crushed

Concrete Sidewalk Section
5" Portland Cement Concrete
Curing and Sealing Compound
6"x6" W1.4xW1.4 Welded Wire Fabric
2" Aggregate Base Course, Type B, Crushed

Heavy-Duty Asphalt Pavement Section
1 1/2" Hot Mix Asphalt,Mix D, IL-9.5, N50
3 1/2" Hot Mix Asphalt, IL-19.0, N50
Prime Coat (0.25 gal/sq yd)
10" Aggregate Base Course, Type B, Crushed, CA-6
Non-Woven Geotextile Fabric, 8 oz

Stormwater Overland Flow Path

Ridge Line/High Point

GRADING NOTES

1. *Install And Maintain Silt Fence at the Perimeter of the Construction Zone.*
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. ***Adjust Frame Elevations Of All Structures Located Within The Limits Of The Project To Match Proposed Elevations. Add Or Remove Adjusting Rings As Necessary And Install New Mortar At Rings And Frame. Install New Chimney Seals On Any Sanitary Structures Being Adjusted.***
7. *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.*

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	
	Buffalo Box	
DS	Downspout	DS
BOL	Bollard	BOL
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50
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× 784.0	Ground Elevation	× 784.0
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781	Swale	
781	Contour Line	781
	Deciduous Tree	
	Coniferous Tree	
	Brushline	
	Tree Protection Fencing at Drip Line	

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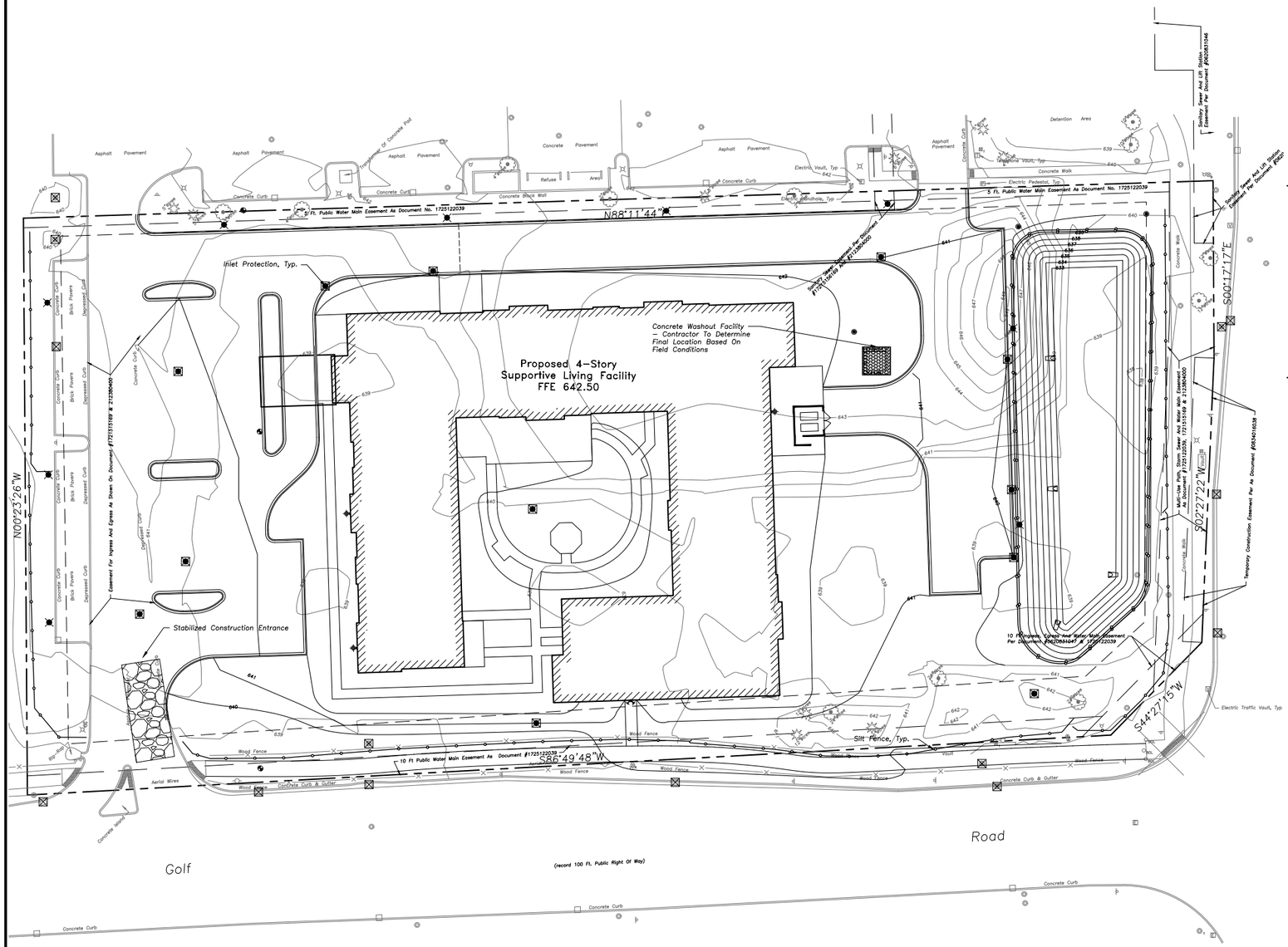
Sheet Title:
SITE GRADING AND PAVING PLAN

Sheet No:
C400

EEA – P:\24225 – Heritage Woods Des Plaines\Drawings\Heritage Woods – Site Plan.dwg
Plotted: 2/28/25 @ 4:11pm By: tbrown



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SOIL EROSION & SEDIMENTATION CONTROL LEGEND

- Silt Fence
- Erosion Control Blanket North American Green DS75 Or Approved Equal
- Catch–All, Pork Chop Sediguard (or equal) Paved or Existing Stabilized Areas
- Erosion Eel (Temporary Silt Barrier Paved Areas – Location by Contractor Dependent on Construction Sequencing/Phasing)

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 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 and Maintain "Dandy Pop" Inlet Protectors (or equal) and Filter Wattles Around The Grate In Landscaped Areas And "Catch–All" Inlet Protectors (or equal, such as Pork Chop Sediguard) In Paved Areas To Prevent Siltation and Discharge Into Waterways.***
10. *All Temporary And Permanent Sediment And Erosion Control Measures Must Be Maintained, Repaired, And Inspected In Conformance With All Applicable IEPA–NPDES Phase II* ***Requirements.***
11. *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.*
12. *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.*
13. ***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.*
14. *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.*
15. *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.*
16. *Report Releases of Reportable Quantities of Oil or Hazardous Materials If They Occur In Accordance with IEPA NPDES Requirements.*
17. *All Concrete Washout Shall Conform To The "Temporary Concrete Washout Facility" Standards (Code 954) of the Illinois Urban Manual, Latest Edition.*
18. *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.*
19. *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.*

N

30 0 30 60 90

Scale: 1"=30'

LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
	Clean Out	
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Design By:	Approved By:	Date:
MRO	TOB	02/28/25

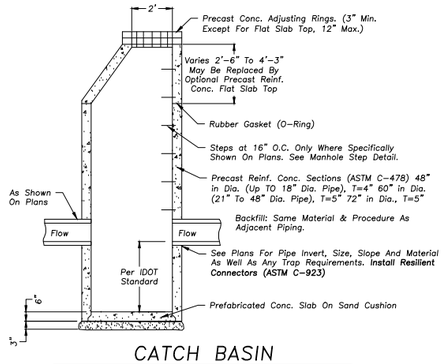
Sheet Title:

SITE EROSION AND SEDIMENT CONTROL PLAN

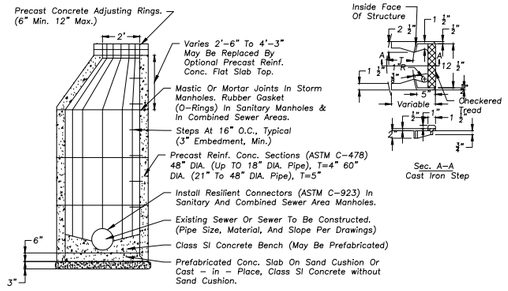
Sheet No:

C500

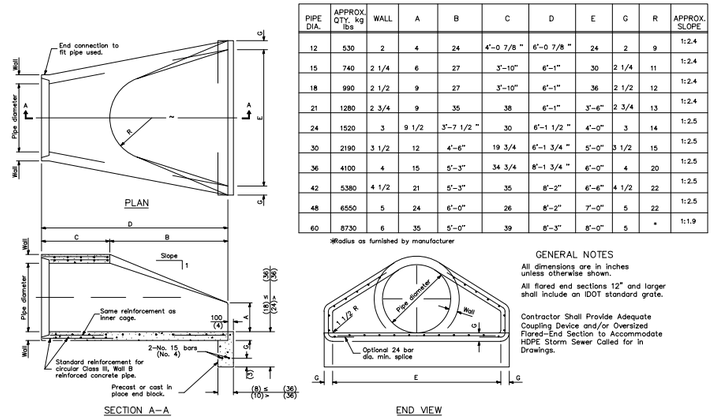
EEA – P:\24225 – Heritage Woods Des Plaines\Drawings\Heritage Woods – Site Plan.dwg
Plotted: 2/28/25 @ 4:13pm By: tbrown



CATCH BASIN



MANHOLE - 48"-60" DIA.



PIPE DIA.	APPROX. QTY. kg lbs	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12	530	2	4	24	4'-0 7/8 "	6'-0 7/8 "	24	2	9	1:2.4
15	740	2 1/4	6	27	3'-10"	6'-1"	30	2 1/4	11	1:2.4
18	990	2 1/2	9	27	3'-10"	6'-1"	36	2 1/2	12	1:2.4
21	1280	2 3/4	9	35	38	6'-1"	3'-6"	2 3/4	13	1:2.4
24	1520	3	9 1/2	3'-7 1/2 "	30	6'-1 1/2 "	4'-0"	3	14	1:2.5
30	2190	3 1/2	12	4'-6"	19 3/4	6'-1 3/4 "	5'-0"	3 1/2	15	1:2.5
36	4100	4	15	5'-3"	34 3/4	8'-1 3/4 "	6'-0"	4	20	1:2.5
42	5380	4 1/2	21	5'-3"	35	8'-2"	6'-6"	4 1/2	22	1:2.5
48	6550	5	24	6'-0"	26	8'-2"	7'-0"	5	22	1:2.5
60	8730	6	35	5'-0"	39	8'-3"	8'-0"	5	*	1:1.9

*Radius as furnished by manufacturer

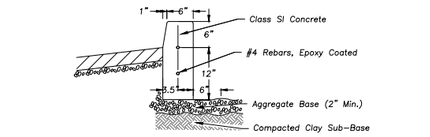
GENERAL NOTES

All dimensions are in inches unless otherwise shown.

All flared end sections 12" and larger shall include an IDOT standard grate.

Contractor Shall Provide Adequate Coupling Device and/or Oversized Flared-End Section to Accommodate HDPE Storm Sewer Called for in Drawings.

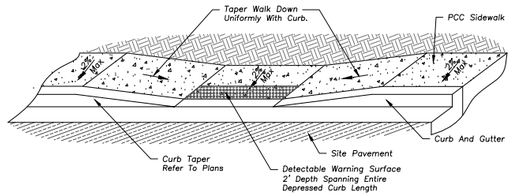
PRECAST REINFORCED CONCRETE FLARED END SECTION



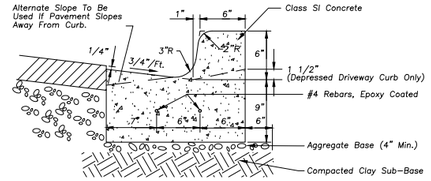
Notes:

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" Diameter, 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') twenty feet.

TYPE B CURB



DEPRESSED ACCESSIBLE LANDING DETAIL



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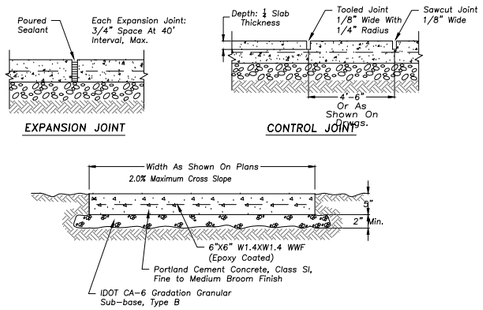
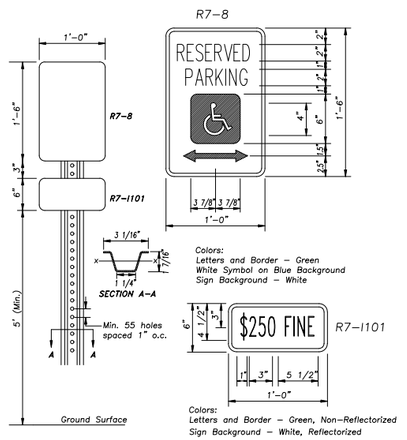
2. Maximum Contraction (Control) Joint Spacing Shall Be 20'.

B-6.12 CURB & GUTTER



PORTLAND CEMENT CONC. SIDEWALK



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.

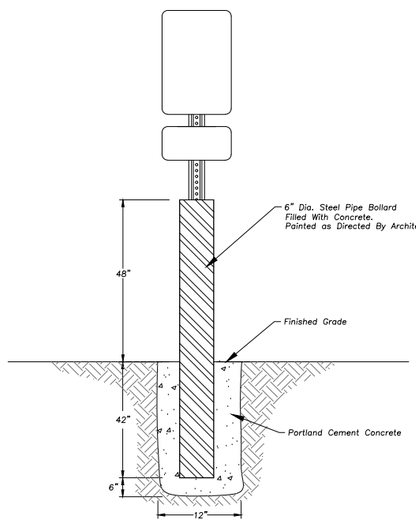
For posts in which holes are punched or drilled for more than half their length, the section modulus shall be computed for the net section.

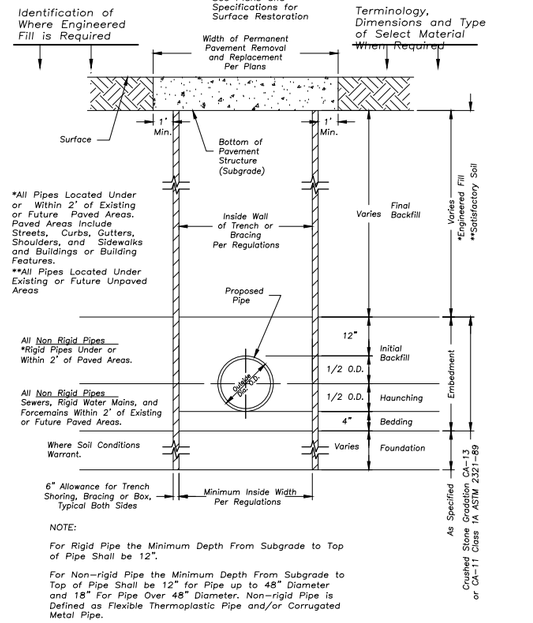
3'-6" Post Bury Depth.

Post shall weigh 2.00 lb/ft length.

One in 8 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 IN BOLLARD





STANDARD SEWER AND WATER TRENCH SECTION

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145 COMMERCE DRIVE, SUITE A
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EMAIL INFO@EEALTD.COM
PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-003220
EXPIRES: 04/30/2025

HERITAGE WOODS OF DES PLAINES

2200 E GOLF ROAD
DES PLAINES, ILLINOIS

Reserved for Seal:

No.	Date	Description
	12/20/24	Preliminary Site Plans
	01/06/25	Workshop Exhibit
	02/28/25	PUD Submittal

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Design By:	Approved By:	Date:
MRO	TOB	02/28/25

Sheet Title:

SITE DETAILS

Sheet No:

C600

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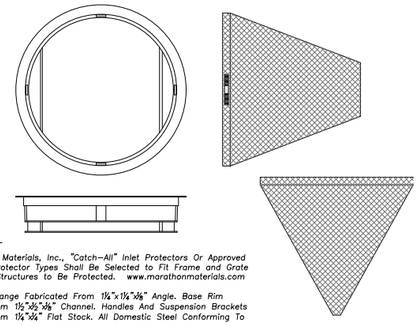


General Notes:

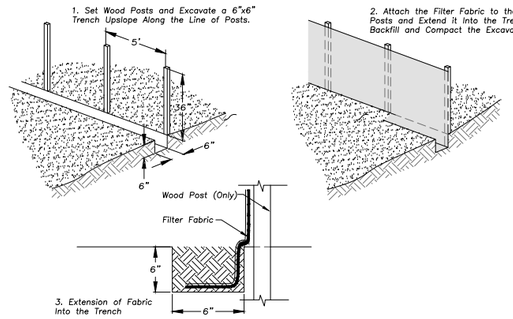
Use Marathon Materials, Inc., "Catch–All" Inlet Protectors Or Approved Equal. Inlet Protector Types Shall Be Selected to Fit Frame and Grate of Open Lid Structures to Be Protected. www.marathonmaterials.com

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.

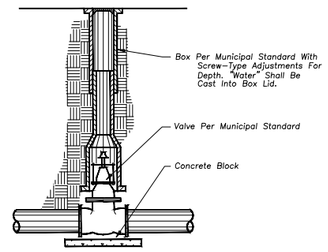
Sediment Bag: Bag Fabricated From 4 Oz./sq.yd. Non–woven Polypropylene Geotextile Reinforced With Polyester Mesh. Bag Secured To Base Rim With A Stainless Steel Strap And Lock.

Install Baskets In All Existing Storm Inlets Prior To Construction And All New Storm Inlets Immediately After Installation. Contractor Shall Maintain Throughout Construction Activities.

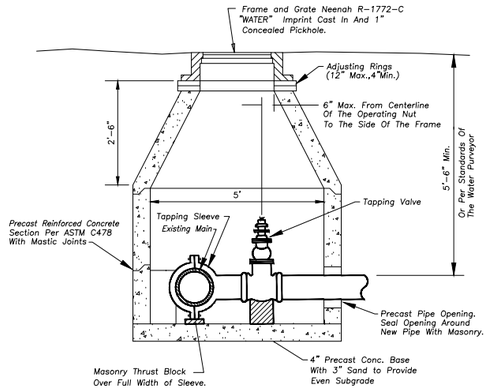
INLET PROTECTORS – SEDIMENT BAG



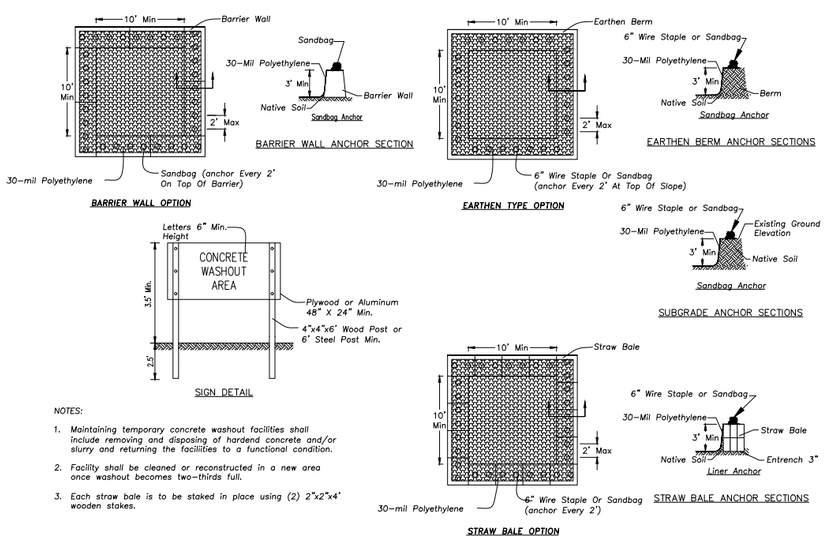
SILT FENCE CONSTRUCTION (AASHTO 288–00)



GATE VALVE IN BOX



PRESSURE CONNECTION VAULT



CONCRETE/MORTAR WASHOUT FACILITY

GENERAL NOTES

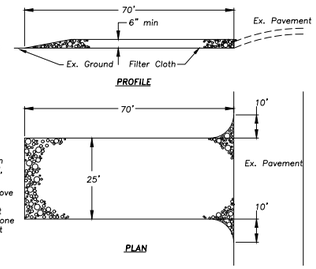
STONE SIZE – Use IDOT gradation CA–1 aggregate stone.

MAINTENANCE – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights–of–way. This may require periodic top dressing with additional stone as conditions demand and repair and/or clean–out of any measures used to trap sediment. All sediment spilled, dropped, washed, or tracked onto public rights–of–way must be removed immediately.

FILTER CLOTH – Will be placed over the entire area prior to placing stone. Conform to Illinois Urban Manual Section 592, Type I, II, or IV.

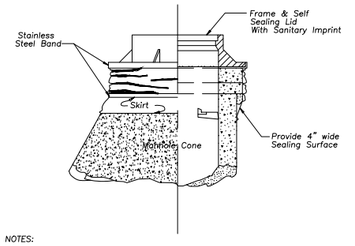
WASHING – Wheels shall be cleaned to remove sediment prior to entrance onto public rights–of–way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.

Periodic inspection and needed maintenance shall be provided after each rain.



STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



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

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MRO	TOB	02/28/25

Sheet Title:

SITE DETAILS

Sheet No:

C601

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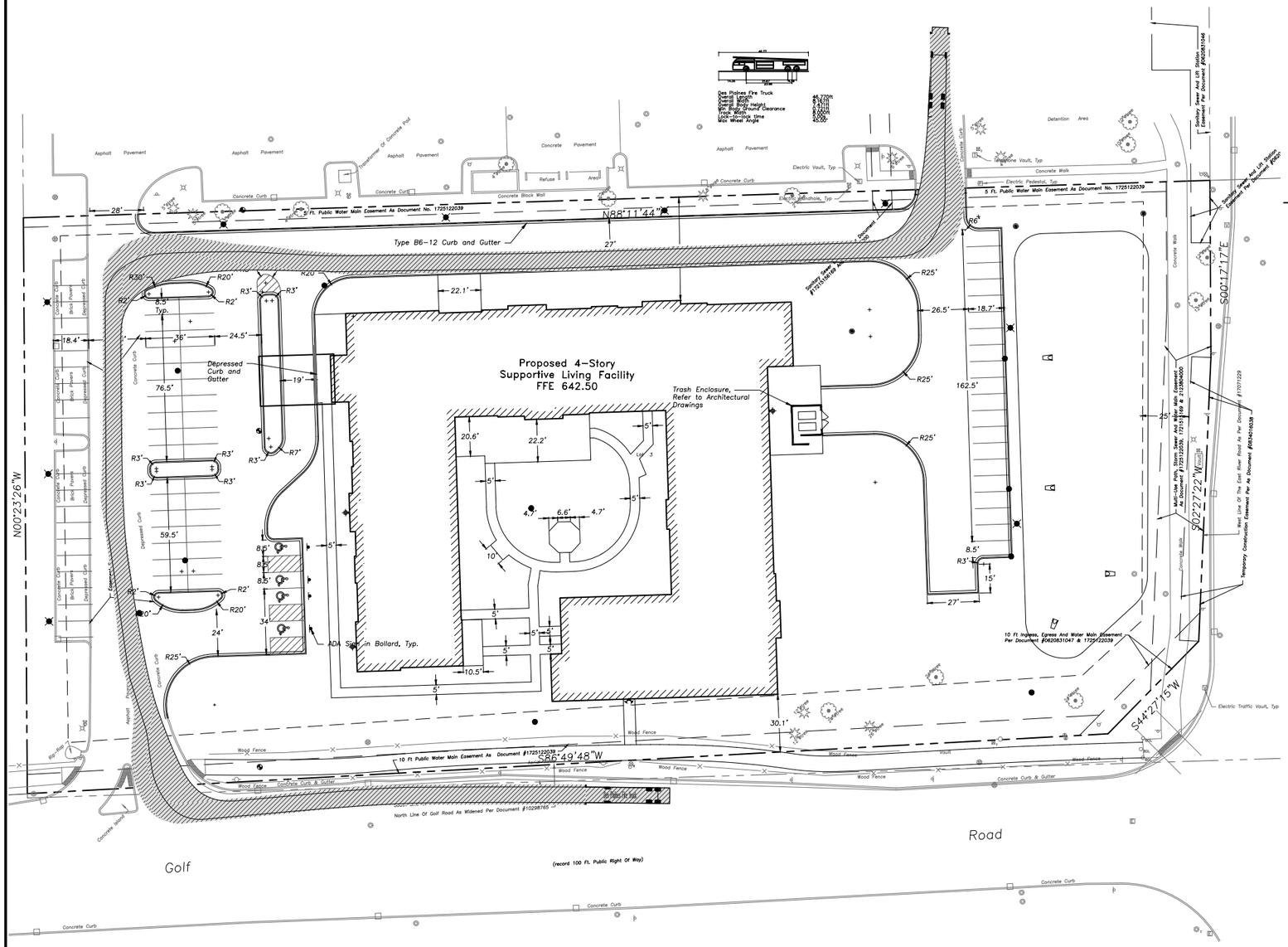
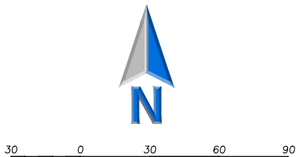


Parking Count

80 Parking Spaces Provided – 45 Required
4 ADA Spaces Provided – 4 Required

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, Two Coats for Latex Paints. 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.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-lb/ft, 11 Gauge Steel, Embedded 42" Minimum Into Ground.



LEGEND

EXISTING		PROPOSED
	Manhole	
	Drainage Structure	
	Drainage Structure	
	Area Drain	
	Clean Out	
	Flared End Section	
	Storm Sewer	
	Sanitary Sewer	
	Combined Sewer	
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	
	Buffalo Box	
	Downspout	
	Bollard	
	Gas Valve	
	Gas Meter	
	Electric Meter	
	Electric Manhole	
	Hand Hole	
	Light Pole	
	Light Pole w/ Mast Arm	
	Utility Pole	
	Telephone Pedestal	
	Telephone Manhole	
	Sign	
	Fence	
	Accessible Parking Stall	
	Curb & Gutter	
	Depressed Curb	
× C 782.50	Curb Elevation	C 782.50 / C 782.00
× G 782.00	Gutter Elevation	
× P 783.25	Pavement Elevation	P 783.25
× W 782.10	Sidewalk Elevation	W 782.10
× 784.0	Ground Elevation	x 784.0
× 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. **Contractor Shall Provide Private Utility Locating Services for the Project Area.**
4. Notify The Owner, Engineer and The **City of Des Plaines** A Minimum of 48 Hours In Advance of Performing Any Work.
5. 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.
6. These Drawings Assume That The Contractor Will Utilize An Electronic Drawing File (DWG) to Stake All Site Improvements Accordingly. **Contractor Shall Re-Establish Horizontal Control. Horizontal Control Points Not Provided.**
7. No Person May Utilize The Information Contained Within These Drawings Without Written Approval From Eriksson Engineering Associates, Ltd.
8. 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.
9. **Provide An As-built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As a Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.** Provide Photograph Of Restrictor Plate(s) Including Ruler Across Opening For Verification Of Restrictor Diameter.
10. 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.

NOT FOR CONSTRUCTION

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Design By:	Approved By:	Date:
MRO	TOB	02/28/25

Sheet Title:

FIRE TRUCK TURNING EXHIBIT

Sheet No:

CX01

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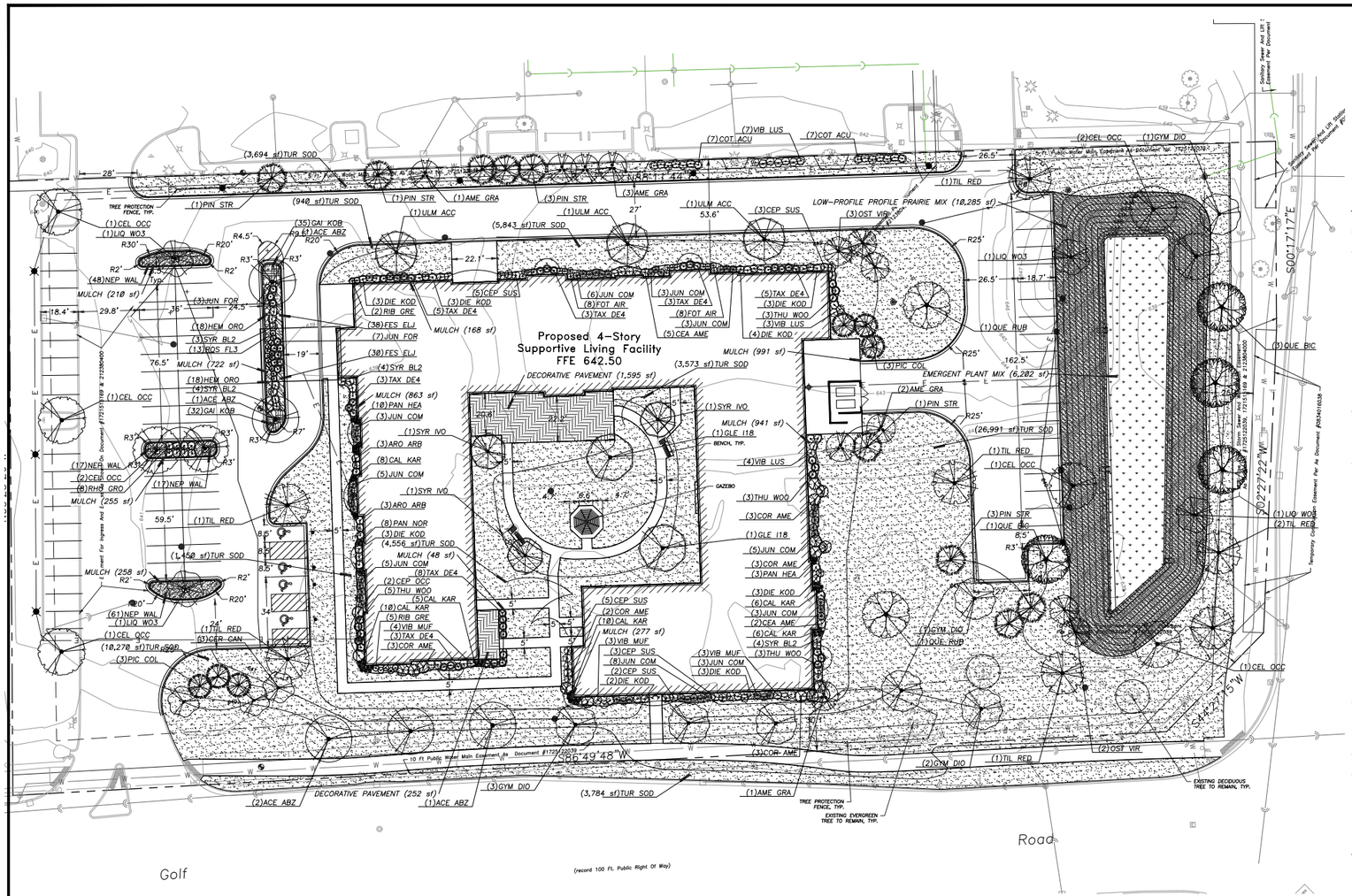

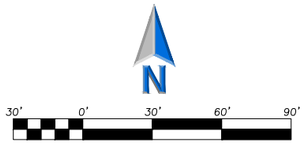

Scale: 1"= 30'

PLANT SCHEDULE

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CANOPY TREES				
ACE ABZ	ACER X FREEMANII 'JEFFERSRED' / AUTUMN BLAZE® FREEMAN MAPLE	B & B	2.5" CAL.	5
CEL OCC	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5" CAL.	9
GLE I18	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / THORNLESS SKYLINE HONEYLOCUST	B & B	2.5" CAL.	2
GYM DIO	GYMNOCLADUS DIOICUS 'ESPRESSO' / KENTUCKY COFFEETREE	B & B		7
LIQ WO3	LIQUIDAMBAR STYRACIFLUA 'WORPLESDON' / WORPLESDON SWEET GUM	B & B	2.5" CAL.	4
OST VIR	OSTRYA VIRGINIANA / AMERICAN HOPHORNBEAM	B & B	2.5" CAL.	5
QUE BIC	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2.5" CAL.	4
QUE RUB	QUERCUS RUBRA / RED OAK	B & B	2.5" CAL.	2
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5" CAL.	7
ULM ACC	ULMUS X 'ACCOLADE' / ACCOLADE ELM	B & B	2.5" CAL.	3
EVERGREEN TREES				
PIC COL	PICEA PUNGENS 'COLORADO GREEN' / BLUE SPRUCE	B & B	6' – 8' HT.	6
PIN STR	PINUS STROBUS / WHITE PINE	B & B	6' – 8' HT.	9
UNDERSTORY TREES				
AME GRA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE SERVICEBERRY	B & B	8' CLUMP	7
CER CAN	CERCIS CANADENSIS / EASTERN REDBUD	B & B	2.5" CAL.	3
SYR IVO	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	2.5" CAL.	3

CODE	BOTANICAL / COMMON NAME	COND.	SIZE	QTY
DECIDUOUS SHRUBS				
ARO ARB	ARONIA ARBUTIFOLIA / RED CHOKEBERRY	B & B	30" HT.	6
CEA AME	CEANOTHUS AMERICANUS / NEW JERSEY TEA	B & B	30" HT.	7
CEP OCC	CEPHALANTHUS OCCIDENTALIS / BUTTONBUSH	B & B	36" HT.	2
CEP SUS	CEPHALANTHUS OCCIDENTALIS 'SMCOSS' / SUGAR SHACK® BUTTONBUSH	B & B	24" HT.	18
COR AME	CORYLUS AMERICANA / AMERICAN HAZELNUT	CONT.	36" HT.	14
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	14
DIE KOD	DIERVILLA X 'G2X88544' / KODIAK® ORANGE DIERVILLA	CONT.	30" HT.	24
FOT AIR	FOTHERGILLA GARDENII 'MT. AIRY' / DWARF WITCHALDER	B & B	24" HT.	16
RHU GRO	RHUS AROMATICA 'GRO-LOW' / GRO-LOW FRAGRANT SUMAC	CONT.	24" HT.	8
RIB GRE	RIBES ALPINUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	CONT.	24" HT.	7
ROS FL3	ROSA X 'FLOWER CARPET CORAL' / ROSE	CONT.	24" SPREAD	13
SYR BL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	15
VIB MUF	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	B & B	30" HT.	10
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	14
EVERGREEN SHRUBS				
JUN COM	JUNIPERUS CHINENSIS 'PFITZERIANA COMPACTA' / COMPACTA PFITZER	B & B	24" HT.	44
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	10
TAX DE4	TAXUS X MEDIA / DENSE YEW	B & B	30" HT.	30
THU WOO	THUJA OCCIDENTALIS 'WOODWARDII' / WOODWARD ARBORVITAE	B & B	30" HT.	14
GRASSES				
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CONT.	#1	45
PAN HEA	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	CONT.	#1	13
PAN NOR	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	CONT.	#1	8

CODE	BOTANICAL / COMMON NAME	COND	SIZE	QTY
GROUND COVERS				
FES ELI	FESTUCA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE	CONT.	#1	68
PERENNIALS				
GAI KOB	GAILLARDIA X GRANDIFLORA 'KOBOLD' / BLANKETFLOWER	CONT.	#1	67
HEM ORO	HEMEROCALLIS X 'STELLA DE ORO' / STELLA DE ORO DAYLILY	CONT.	#1	36
NEP WAL	NEPETA X FAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	CONT.	#1	143
TURF GRASS				
TUR SOD	TURF SOD / DROUGHT TOLERANT FESCUE BLEND	SOD	S.F.	61,101 SF

EMERGENT PLANT LIST:

Botanical Name	Common Name	Quantity	Size	Spacing
FORBS 60%		1654		
Acorus calamus	Sweet Flag	80	Quart	18" o.c.
Alisma spp.	Water Plantain (Various Mix)	120	Quart	18" o.c.
Asclepias incarnata	Swamp Milkweed	110	Quart	18" o.c.
Cephalanthus occidentalis	Buttonbush	90	Quart	18" o.c.
Decodon verticillatus	Swamp Loosestrife	110	Quart	18" o.c.
Eupatorium maculatum	Spotted Joe-Pye Weed	80	Quart	18" o.c.
Iris virginica	Blue Flag	120	Quart	18" o.c.
Lobelia cardinalis	Cardinal Flower	110	Quart	18" o.c.
Lobelia siphilitica	Great Blue Lobelia	80	Quart	18" o.c.
Lycopus americanus	Common Water Horehound	120	Quart	18" o.c.
Mimulus ringens	Monkey Flower	80	Quart	18" o.c.
Peltandria virginica	Arrow Arum	110	Quart	18" o.c.
Penthorum sedoides	Ditch Stonecrop	70	Quart	18" o.c.
Polygonum spp.	Pinkweed (Various Mix)	80	Quart	18" o.c.
Pontederia cordata	Pickerel Weed	80	Quart	18" o.c.
Sagittaria latifolia	Common Arrowhead	80	Quart	18" o.c.
Spartgainium eurycarpum	Common Bur Reed	70	Quart	18" o.c.
Verbena hastata	Blue Vervain	70	Quart	18" o.c.
	SUBTOTAL	1660		
GRASSES or GRASS-LIKE PERENNIALS 40%		1103		
Carex comosa	Bristly Sedge	140	Quart	18" o.c.
Carex lacustris	Common Lake Sedge	130	Quart	18" o.c.
Carex lurida	Bottlebrush Sedge	110	Quart	18" o.c.
Carex stricta	Common Tussock Sedge	120	Quart	18" o.c.
Carex vulpinodea	Brown Fox Sedge	90	Quart	18" o.c.
Eleocharis plaustris	Great Spike Rush	90	Quart	18" o.c.
Juncus effusus	Common Rush	70	Quart	18" o.c.
Leersia oryzoides	Rice Cut Grass	80	Quart	18" o.c.
Scirpus acutus	Hard-stemmed Bulrush	70	Quart	18" o.c.
Scirpus fluviatilis	River Bulrush	80	Quart	18" o.c.
Scirpus pungens	Chairmaker's Rush	70	Quart	18" o.c.
Scirpus validus	Great Bulrush	90	Quart	18" o.c.
	SUBTOTAL	1140		
	TOTAL PLANTS	2800		

LOW-PROFILE PRAIRIE SEED MIX:

Scientific Name	Common Name	PLS Ounces/Acre
Temporary Cover:		
Avena sativa	Common Oat	360.00
Lolium multiflorum	Annual Rye	100.00
	Total	**460.00**
Permanent Grasses/Sedges:		
Boutelloua curtipendula	Side Oats Grama	16.00
Carex cristatella	Crested Oval Sedge	1.00
Carex Vulpinoidea	Brown Fox sedge	1.00
Carex scoparia	Pointed Broom Sedge	1.00
Elymus canadensis	Canada Wild Rye	32.00
Koeleria cristata	June Grass	1.00
Panicum virgatum	Switch Grass	1.00
Schizachyrium scoparium	Little Bluestem	36.00
Spartina pectinata	Prairie Cord Grass	3.00
	Total	**92.00**
Forbs:		
Amorpha canescens	Lead Plant	0.50
Anemone cylindrica	ThimbleWeed	0.50
Asclepias syriaca	Common Milkweed	2.00
Asclepias tuberosa	Butterfly MilkWeed	2.00
Aster ericoides	Heath Aster	0.25
Aster laevis	Smooth Blue Aster	1.00
Aster novae-angliae	New England Aster	0.50
Baptisia lactea	White Wild Indigo	2.00
Chamaecrista fasciculata	Partridge Pea	12.00
Coreopsis lanceolata	Sand Coreopsis	5.00
Coreopsis palmata	Prairie Coreopsis	1.00
Dalea candida	White Prairie Clover	1.50
Dalea purpurea	Purple Prairie Clover	1.50
Desmanthus illinoensis	Illinois Sensitive Plant	3.00
Echinacea purpurea	Broad-Leaved Purple Coneflower	7.00
Eryngium yuccifolium	Rattlesnake Master	3.00
Lespedeza capitata	Round-Head Bush Clover	2.00
Liatris aspera	Rough Blazing Star	0.50
Monarda fistulosa	Wild Bergamot	1.50
Parthenium integrifolium	Wild Quinine	1.00
Penstemon digitalis	Foxglove Beard Tongue	0.50
Penstemon hirsutus	Hairy Beard Tongue	0.50
Pycnanthemum virginianum	Common Mountain Mint	1.00
Ratibida pinnata	Yellow Coneflower	4.00
Rudbeckia hirta	Black-Eyed Susan	5.00
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	1.00
Silphium terebinthinaceum	Prairie Dock	0.50
Solidago rigida	Stiff Goldenrod	1.00
Solidago speciosa	Showy Goldenrod	0.50
Tradescantia ohiensis	Common Spiderwort	0.75
Verbena stricta	Hoary Vervain	1.00
Vernonia spp.	Ironweed (Various Mix)	1.75
Veronicastrum virginianum	Culvers Root	0.25
Zizia aurea	Golden Alexanders	0.75
	Total	**66.25**

SITE MATERIALS SCHEDULE

	EMERGENT PLANT MIX	6,202 SF
	LOW-PROFILE PROFILE PRAIRIE MIX	10,285 SF
	DECORATIVE PAVEMENT	1,847 SF
	MULCH	4,733 SF

LANDSCAPE NOTES:

1. *PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.*
2. *ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.*
3. *ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.*
4. *ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.*
5. *ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.*
6. *THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.*
7. *ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS THE DRIP LINE OF THE TREE TO BE PROTECTED UNLESS SPECIFIED OTHERWISE.*
8. *ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC.. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.*
9. *THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC.. WHICH IS DAMAGED DURING PLANTING OPERATIONS.*
10. *SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.*
11. *REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.*
12. *ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING*
13. *ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.*
14. *ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.*
15. *ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.*
16. *ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SOD. ALL TURF GRASS AREAS ADJACENT TO PAVEMENT OR CURB SHALL BE GRADED FLUSH WITH THAT PAVEMENT AND ALLOW POSITIVE DRAINAGE. ANY SETTLEMENT OF THE TURF GRASS AREAS SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL ACCEPTANCE BY OWNER.*
17. *THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.*
18. *CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.*
19. *ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.*
20. *LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.*
21. *ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.*
22. *LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.*
23. *REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.*
24. *PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.*

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HERITAGE WOODS OF DESPLAINES

2200 E GOLF ROAD
DES PLAINES, ILLINOIS

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No.	Date	Description
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	02/28/25	P.U.D. Submittal

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MRO	MR	12/20/24

Sheet Title:

LANDSCAPE PLAN

Sheet No:

L100

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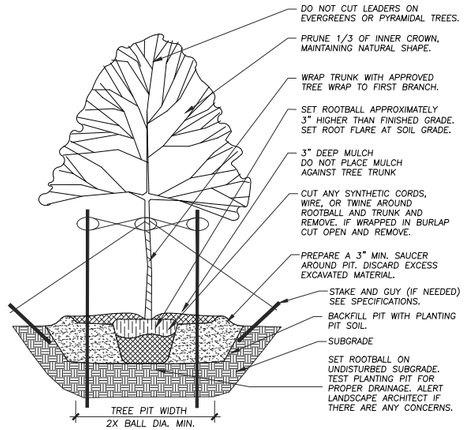
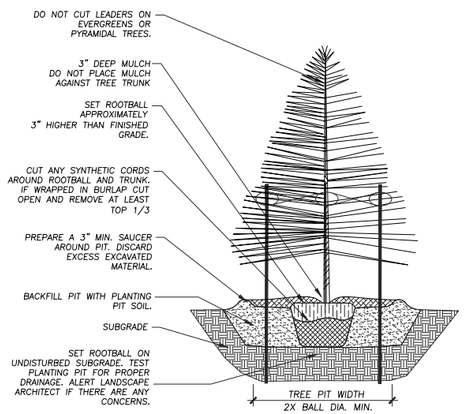


1 TREE PLANTING DETAIL

Not To Scale 329343-01



2 EVERGREEN TREE PLANTING DETAIL

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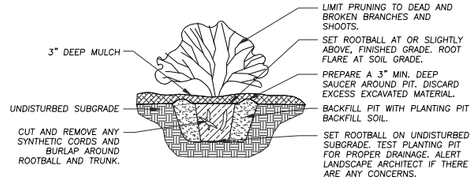

3 SHRUB PLANTING DETAIL

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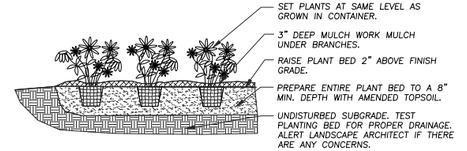

4 ANNUAL, PERENNIAL, & GROUNDCOVER DETAIL

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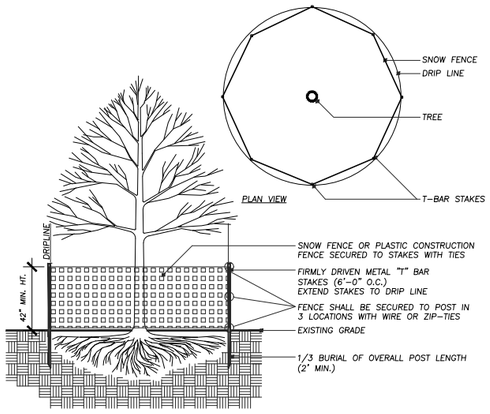

5 TREE PROTECTION DETAIL

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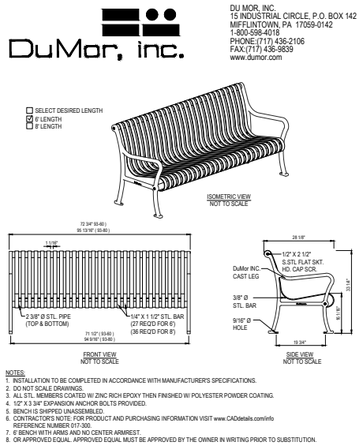

6 6' STEEL BENCH

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LANDSCAPE DETAILS

Sheet No:

L200

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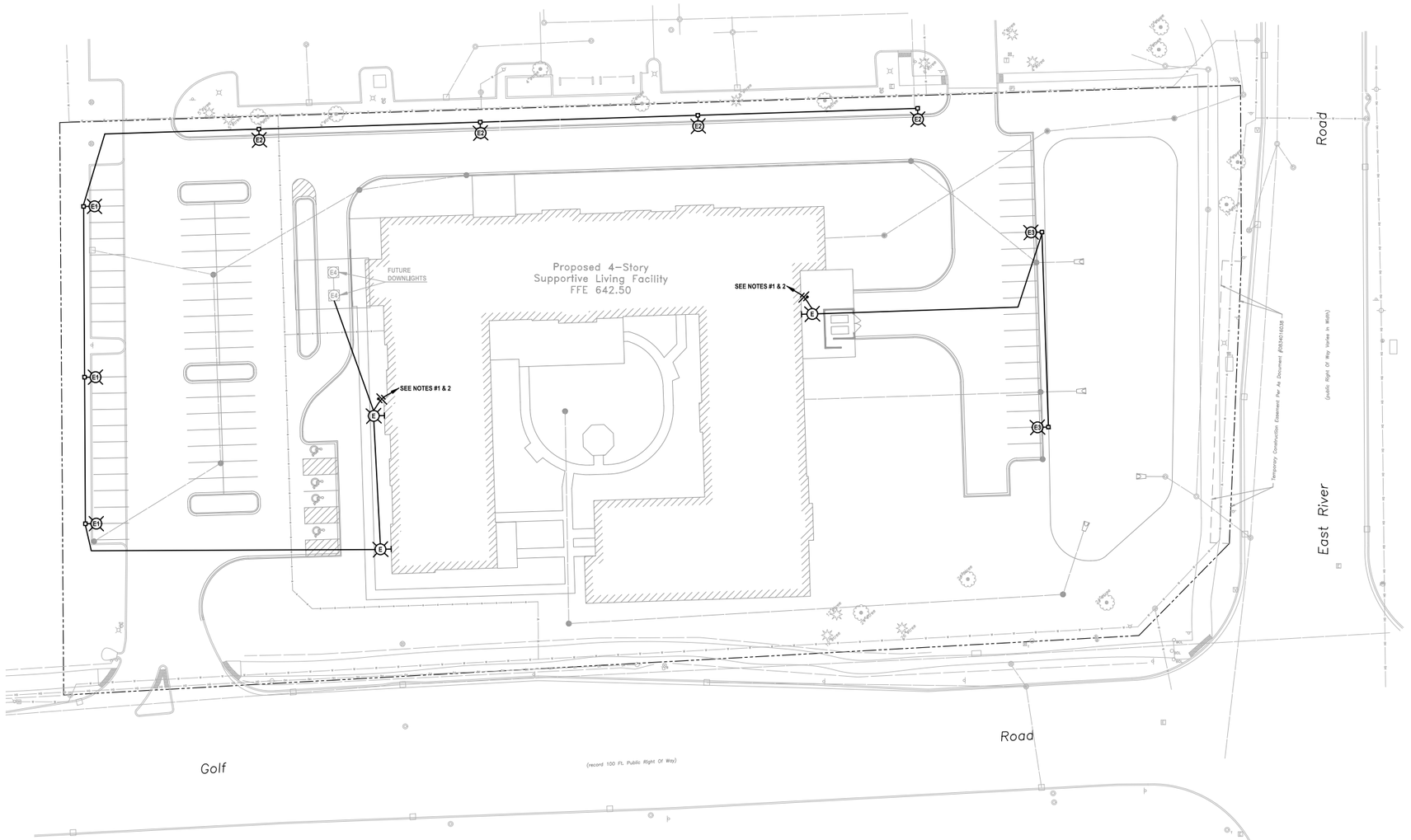

ELECTRICAL SITE PLAN
SCALE: 1"=30'-0"

NOTES:

1. EACH LIGHT FIXTURE TO HAVE MOTION SENSOR CONTROL. LIGHT FIXTURES TO DIM TO 33% AFTER 15 MINUTES OF NO MOTION DETECTED. ALL LIGHTS ON THAT CIRCUIT TO COME TO FULL BRIGHTNESS WHEN ONE MOTION SENSOR IS ACTIVATED ON THAT CIRCUIT.
2. 2 #8 THWN & 1 #8 GND. IN 3/4" C. TO LIGHTING PANEL VIA PHOTOCELL-ON, TIMECLOCK-OFF.

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DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS
Date: 03/03/25
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No.	Date	Description

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S.M.B.	D.B.K.	03/03/25

Sheet Title:
ELECTRICAL SITE PLAN

Sheet No:
E101

K&A #25034

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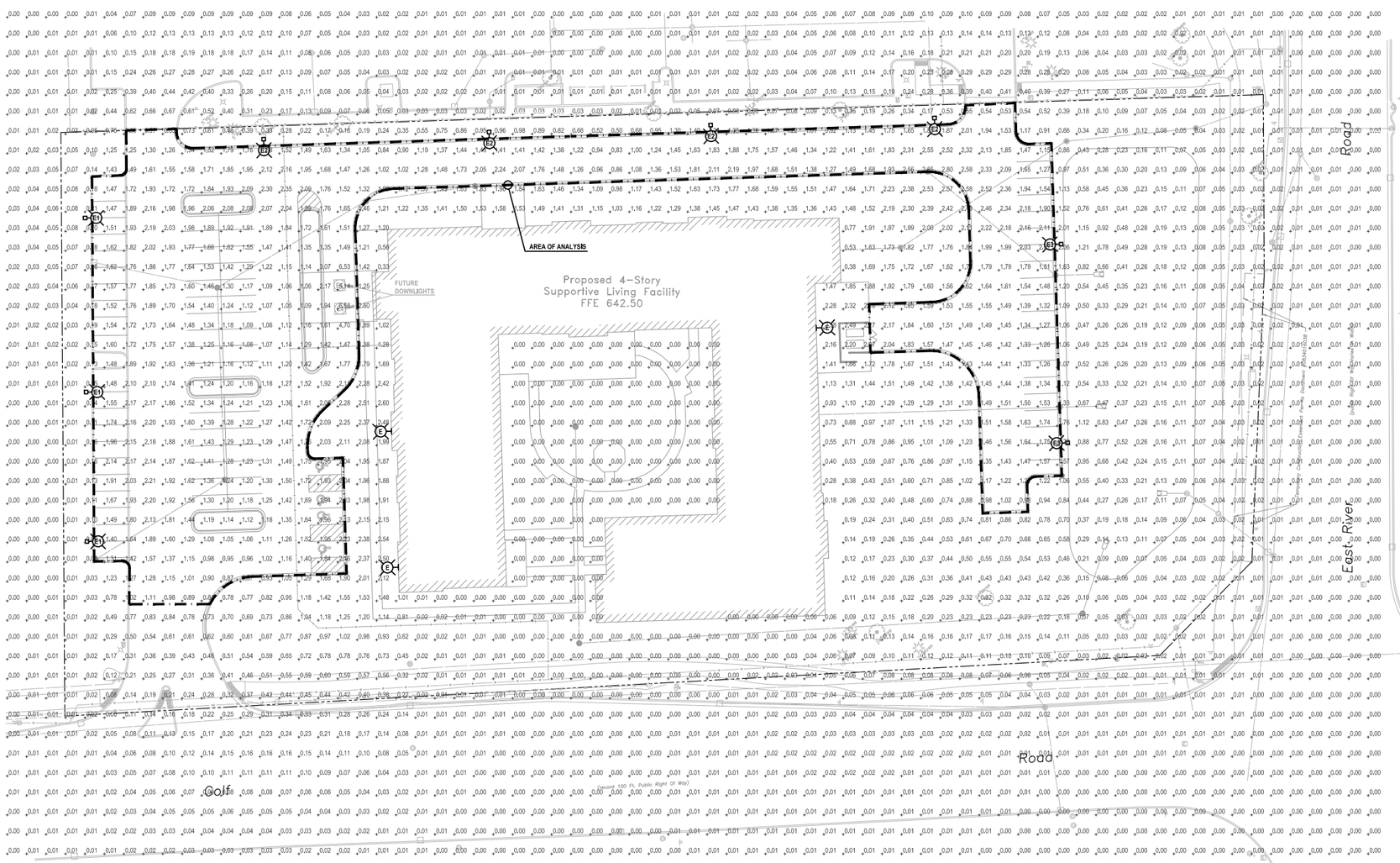
2845 S. Moorland Rd., New Berlin, WI 53151



PHOTOMETRIC SITE PLAN

SCALE: 1"=30'-0"

LIGHTING ANALYSIS NOTES:
(PAVED AREAS ONLY)

1. AVERAGE FOOTCANDLES: 1.61
2. MAXIMUM FOOTCANDLES: 6.58
3. MINIMUM FOOTCANDLES: 0.83
4. MAXIMUM/MINIMUM RATIO: 7.9:1
5. AVERAGE/MINIMUM RATIO: 1.9:1

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D. B. Kornacki

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PHOTOMETRIC SITE PLAN

K&A #25034

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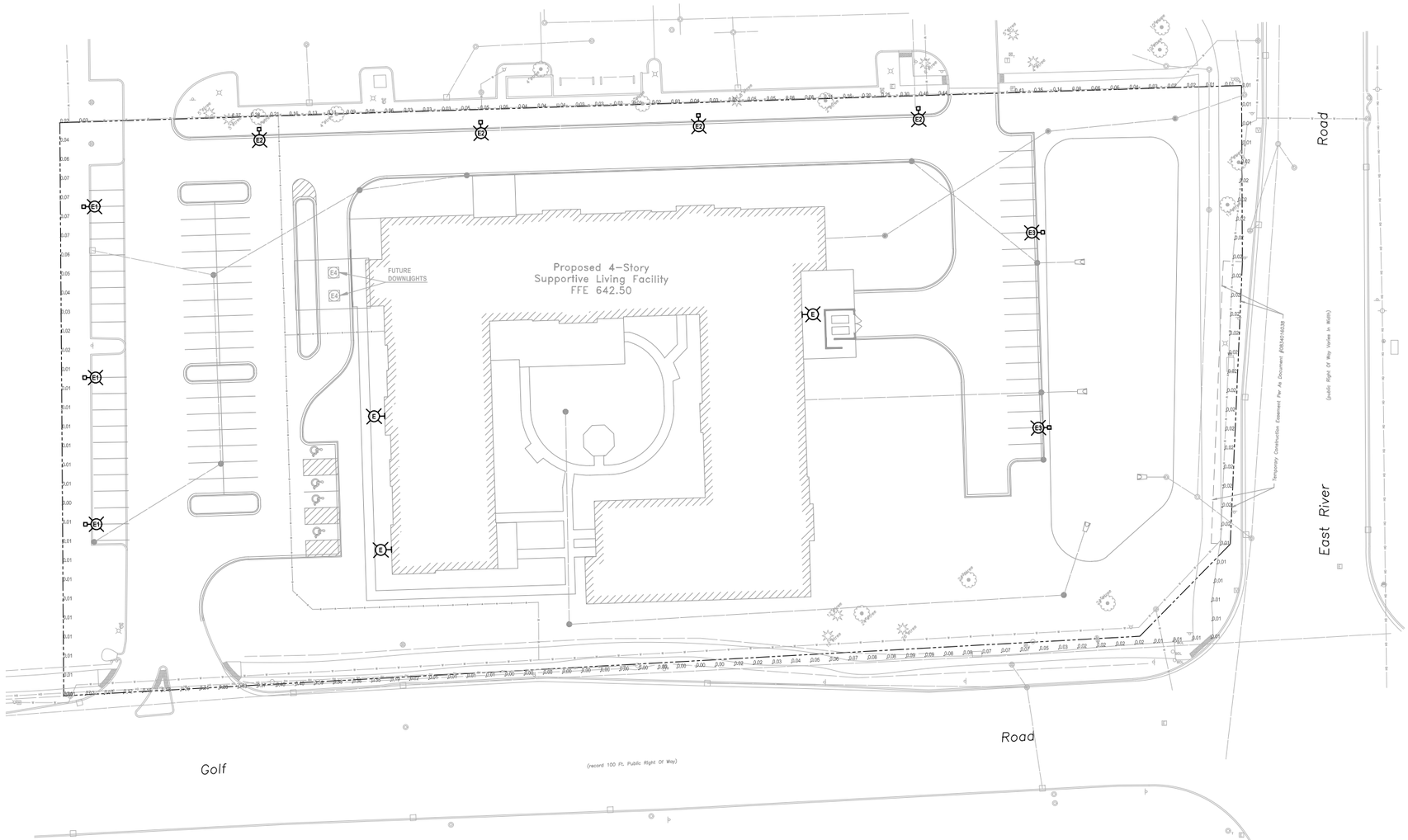
Sheet No:

E102



PROPERTY LINE PHOTOMETRIC SITE PLAN

SCALE: 1"=30'-0"

LIGHTING ANALYSIS NOTES:

1. **LIGHTING AT THE PROPERTY LINE IS LESS THAN 0.5 FOOTCANDLES EXCEPT AT ENTRANCE DRIVEWAYS ON THE NORTH SIDE OF THE PROPERTY.**

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Reserved for Seal:

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DAVID B. KORNACKI
062.052986
STATE OF ILLINOIS

Date: 03/03/25
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No.	Date	Description

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S.M.B.	D.B.K.	03/03/25

Sheet Title:
PROPERTY LINE PHOTOMETRIC SITE PLAN

K&A #25034

KORNACKI & ASSOCIATES, INC.
Electrical Design Consultants
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Sheet No:
E103

FIXTURE SCHEDULE

25034

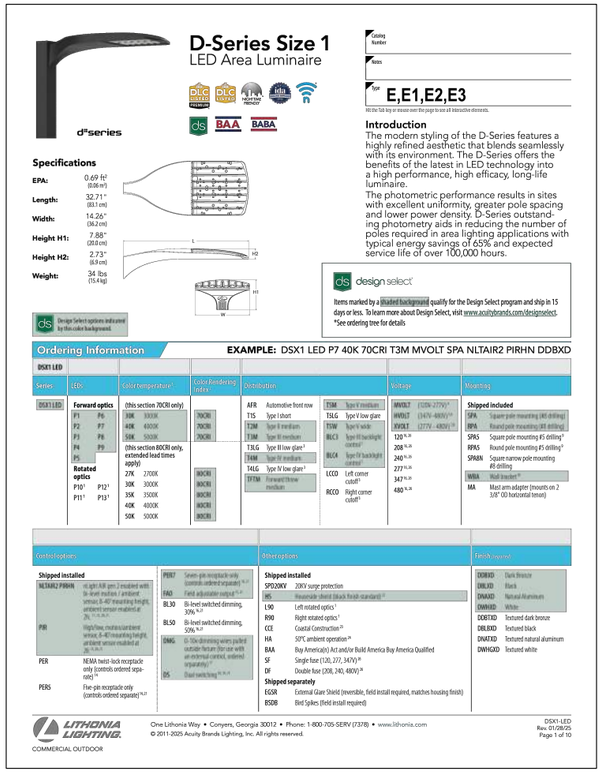
TYPE	INPUT WATTS	VOLTS	LUMENS	COLOR TEMP	CRI 70+	CRI 80+	CRI 90+	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	BUG RATING	SHIELDING	FINISH	MOUNTING	CONTROLS INTEGRAL	CONTROLS REMOTE	SEE NOTES
E	124	277	16272	4000K	●			EXTERIOR WALL BRACKET	LITHONIA	DSX1 LED-P4-40K-70CRI-T4M-MVOLT-WBA-NLTAIR2 PIRHN	204	ACRYLIC	SBA	WALL	OS	PHOTO ON TC OFF	#1
E1	124	277	12044	4000K	●			POLE & LUMINAIRE	LITHONIA	DSX1 LED-P4-40K-70CRI-BLC4-MVOLT-SPA-NLTAIR2 PIRHN	003	ACRYLIC	SBA	SEE DETAIL 1/E401	OS	PHOTO ON TC OFF	#1
E2	124	277	11662	4000K	●			POLE & LUMINAIRE	LITHONIA	DSX1 LED-P4-40K-70CRI-BLC3-MVOLT-SPA-NLTAIR2 PIRHN	003	ACRYLIC	SBA	SEE DETAIL 1/E401	OS	PHOTO ON TC OFF	#1
E3	124	277	16272	4000K	●			POLE & LUMINAIRE	LITHONIA	DSX1 LED-P4-40K-70CRI-T4M-MVOLT-SPA-NLTAIR2 PIRHN	204	ACRYLIC	SBA	SEE DETAIL 1/E401	OS	PHOTO ON TC OFF	#1

FIXTURE SCHEDULE NOTES:

1. EACH LIGHT FIXTURE TO HAVE MOTION SENSOR CONTROL. LIGHT FIXTURES TO DIM TO 33% AFTER 15 MINUTES OF NO MOTION DETECTED. ALL LIGHTS ON THAT CIRCUIT TO COME TO FULL BRIGHTNESS WHEN ONE MOTION SENSOR IS ACTIVATED ON THAT CIRCUIT.

SYMBOLS / ABBREVIATIONS

	WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE
	SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE
	RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE
P	POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE
	SWITCHED CIRCUIT
	BRANCH CIRCUIT
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AFI	ARC FAULT INTERRUPTER
AMP	AMPERES/AMPERAGE
AV	AUDIO VISUAL
BB	BATTERY BACKUP
BFC	BELOW FINISHED CEILING
BOL	BUILT-IN OVERLOAD
BRKR	BREAKER
BWE	BAKED WHITE ENAMEL
CBA	COLOR BY ARCHITECT
CP	CONTROL PANEL
CRCT	CIRCUIT
CTL	CONTROL
DCP	DOCK EQUIPMENT CONTROL PANEL
DISC	DISCONNECT
EC	ELECTRICAL CONTRACTOR
EM	EMERGENCY
ER	EXISTING RELOCATED
ETC	ELECTRONIC TIME CLOCK CONTROL
EX	EXISTING TO REMAIN
EXD	EXISTING TO BE DEMO'D
EXR	EXISTING TO BE RELOCATED
EWC	ELECTRIC WATER COOLER
FAAP	FIRE ALARM ANNUNCIATOR PANEL
FACP	FIRE ALARM CONTROL PANEL
FLA	FULL LOAD AMPS
FLSW	FLOAT SWITCH
FPC	FIRE PROTECTION CONTRACTOR
FURN	FURNISHED
GC	GENERAL CONTRACTOR
GFCI	GROUND FAULT CIRCUIT INTERRUPTER
GND	GROUND
HOA	HAND-OFF-AUTOMATIC SWITCH
HP	HORSEPOWER
HVAC	HEATING AND VENTILATING CONTRACTOR
IG	ISOLATED GROUND
INT	INTEGRAL
IR	IN ROOM
IU	IN UNIT
JB	JUNCTION BOX
KW	KILOWATTS
LCP	LIGHTING CONTROL PANEL
LOC	LOCATION
LT	LOW TEMPERATURE
LTSW	LIGHT SWITCH
LVT	LOW VOLTAGE THERMOSTAT
MAG	MAGNETIC STARTER
MAN	MANUAL STARTER
MCA	MINIMUM CIRCUIT AMPS
MSPL	MANUAL STARTER WITH PILOT LIGHT
NL	NIGHT LIGHT
NU	NEAR UNIT
OHP	OVERHEAT PROTECTION
OS	OCCUPANCY SENSOR
OU	ON UNIT
PB	PUSH BUTTON
PC	PLUMBING CONTRACTOR
PESW	PNEUMATIC ELECTRIC SWITCH
PHOTO	PHOTOCELL
PW	PREWIRED
RC	REFRIGERATION CONTRACTOR
RCC	REFRIGERATION CONTROL CONTRACTOR
RECEPT	RECEPTACLE
SBA	SELECTED BY ARCHITECT
SC	SEPARATE CIRCUIT
SPSW	SPEED SWITCH
SS	SOFT START
ST	SHUNT TRIP
SW	SWITCH
T	LINE VOLTAGE THERMOSTAT
TBD	TO BE DETERMINED
TC	TIME CLOCK
TCC	TEMPERATURE CONTROL CONTRACTOR
TCP	TEMPERATURE CONTROL PANEL
UM	UNIT MANUFACTURER
UNO	UNLESS NOTED OTHERWISE
VFD	VARIABLE FREQUENCY DRIVE
W	WATTS
WP	WEATHER PROOF ("WHILE-IN-USE")
XFMR	TRANSFORMER



d*series

D-Series Size 1
LED Area Luminaire

Catalog Number

Notes

Type **E,E1,E2,E3**

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA: 0.69 ft² (0.06 m²)
Length: 32.71" (83.1 cm)
Width: 14.26" (36.2 cm)
Height H1: 7.88" (20.0 cm)
Height H2: 2.73" (6.9 cm)
Weight: 34 lbs (15.4 kg)

Design Select options indicated by this color background.

Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

design select

Items marked by a shaded background qualify for the Design Select program and ship in 15 days or less. To learn more about Design Select, visit www.acuitybrands.com/designselect.
*See ordering tree for details

Ordering Information

EXAMPLE: DSX1 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature	Color Rendering Index	Distribution	Voltage	Mounting
DSX1 LED	**Forward optics** P1 P6 P2 P7 P3 P8 P4 P9 P5 **Rotated optics** P10 P12 P11 P13	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 80CRI 90CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare T4M Type IV medium T4LG Type IV low glare T5VS Type V very short T5W Type V wide BLC1 Type III backlight control LCCO Left corner cutoff RCCO Right corner cutoff T3M Type III medium T3LG Type V low glare T5W Type V wide BLC1 Type III backlight control BLC4 Type IV backlight control	MVOLT (120V-277V) MVOLT (347V-480V) XVOLT (277V - 480V) 120 208 240 277 347 480	**Shipped included** SPA Square pole mounting (#8 drilling) RPA Round pole mounting (#4 drilling) SPA5 Square pole mounting #5 drilling RPA5 Round pole mounting #5 drilling SPA8N Square narrow pole mounting #8 drilling WBA Wall bracket MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Controls options	Other options	Finish (required)
Shipped installed NLTAIR2 PIRHN nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc PIR High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 1fc PER NEMA twist-lock receptacle only (controls ordered separate) PERS Five-pin receptacle only (controls ordered separate) PIRT Seven-pin receptacle only (controls ordered separate) FAO Field adjustable output BL30 Bi-level switched dimming, 30% BL50 Bi-level switched dimming, 50% DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching **Shipped separately** EGSR External Glare Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)	**Shipped installed** SPD20KV 20KV surge protection HS Houseside shield (black finish standard) L90 Left rotated optics R90 Right rotated optics CCE Coastal Construction HA 50°C ambient operation BAA Buy American Act and/or Build America Buy America Qualified SF Single fuse (120, 277, 347V) DF Double fuse (208, 240, 480V)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

LITHONIA LIGHTING.
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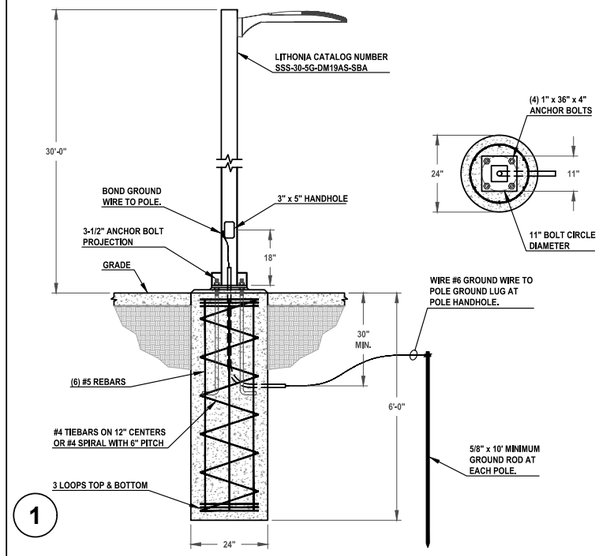

ELECTRICAL
FIXTURE TYPES 'E, E1 & E2' MOUNTING DETAIL
NOT TO SCALE

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EXPIRES: 04/30/2025

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DAVID B. KORNACKI
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STATE OF ILLINOIS

Date: 03/03/25
Lic. Exp.: 11/30/25

No.	Date	Description

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S.M.B.	D.B.K.	03/03/25

Sheet Title:
SCHEDULES & DETAILS

K&A #25034

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Sheet No:
E104

Heritage Woods of Des Plaines
Traffic Study
2200 East Golf Road
Des Plaines, Illinois

Prepared For:

WJW ARCHITECTS

Prepared by:

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1 – INTRODUCTION AND EXISITNG CONDITIONS

This report summarizes the results of a traffic and parking analysis for a proposed supportive senior living facility in Des Plaines, Illinois. The building site is located at 2200 East Golf Road in Des Plaines, Illinois and consists of a multi-story building with 150 beds and 84 parking spaces.

Site Location

The site is at the northwest corner of the Golf Road and East River Road/Bender Road signalized intersection. To the south is the Big Bend Lake Forest Preserve and the Kloempken Prairie Forest Preserve to the west. The Monarch apartment building is north of the site. A vacant parcel and the Illinois Tollway (I-294) is to the east. **Figure 1** illustrates the proposed site and surrounding roadway system.

Roadway Characteristics

A description of the area roadways providing access to the site is illustrated in **Figure 2** and provided below:

Golf Road (IL 58) is an east-west Strategic Regional Arterial and an Other Principal Arterial with two travel lanes and separate left-turn lanes in each direction. It has a center painted median with a 45-mph speed limit. There is a signalized intersection at Golf Road/Bender Road/East River Road with a cross walk on the west leg of the intersection. Golf Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and carries 21,000 vehicles per day (2023).

East River Road is a north-south road that extends north from Golf Road to Central Road. North of the study area, it has one lane in each direction without a median. It widens to four southbound lanes (right, thru, and dual lefts) with one northbound lane. The intersection of Easy River Road/Monarch East Drive is stop sign controlled on the east leg. It is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH) with a 35-mph speed limit.

Bender Road is a north-south road that extends south from Golf Road to Ballard Road. It has one lane in each direction without a median. It widens to two northbound lanes (thru/right and left) with one southbound lane. It is under the jurisdiction of the CCDOTH with a 40-mph speed limit.

I-294 is a north-south interstate toll highway with four lanes in each direction. A southbound exit ramp intersects at East River Road and the entrance ramp is located eastbound on Golf Road east of the I-294. It is under the jurisdiction of the Illinois State Toll Highway Authority (ISTHA).

Public Transportation

Pace Bus Route 208 (Golf Road) – Golf Road provides daily service between Evanston and Schaumburg. Service operates primarily via Golf Road between Davis Street CTA Purple Line/Metra Station and the Pace Northwest Transportation Center. Service on Sundays has a shorter span of service.

Bicycle/Pedestrian Routes

A multi-purpose path runs along the site's frontage on East River and Golf Roads. A crosswalk with pedestrian signals crosses Golf Road west of East River/Bender Road.

Existing Vehicular Volumes

Vehicles counts were conducted in December 2024 on East River Road at Monarch East Drive, East River Road/Bender Road at Golf Road, and Golf Road at Monarch South Drive. These counts showed the weekday morning peak-hours occurred from 7:15 to 8:15 AM and the weekday evening peak-hour occurred from 4:30 to 5:30 PM. **Figures 3** illustrates the existing traffic volumes and has been included in the **Appendix**.

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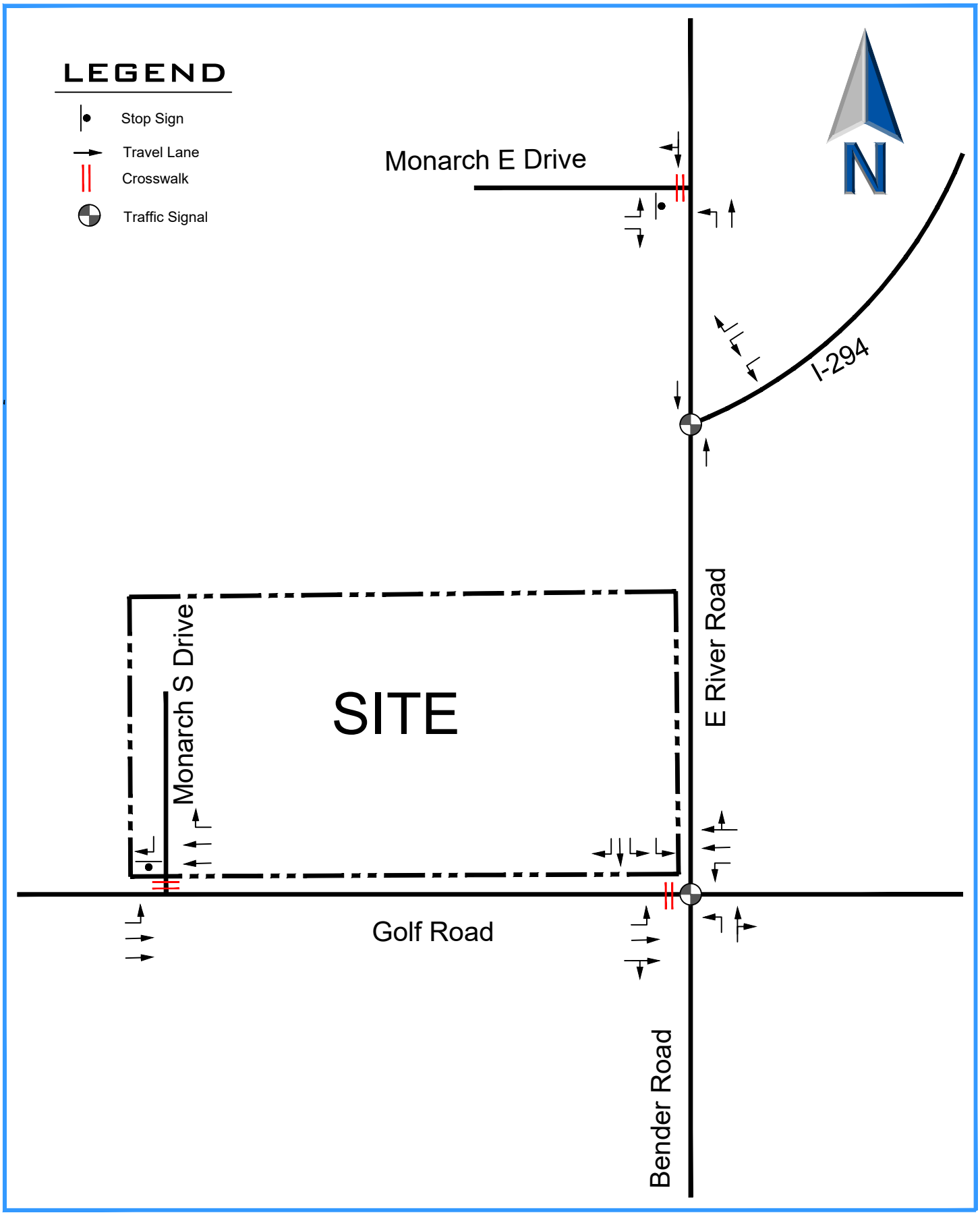
Site Location & Area Roadways

Figure 1



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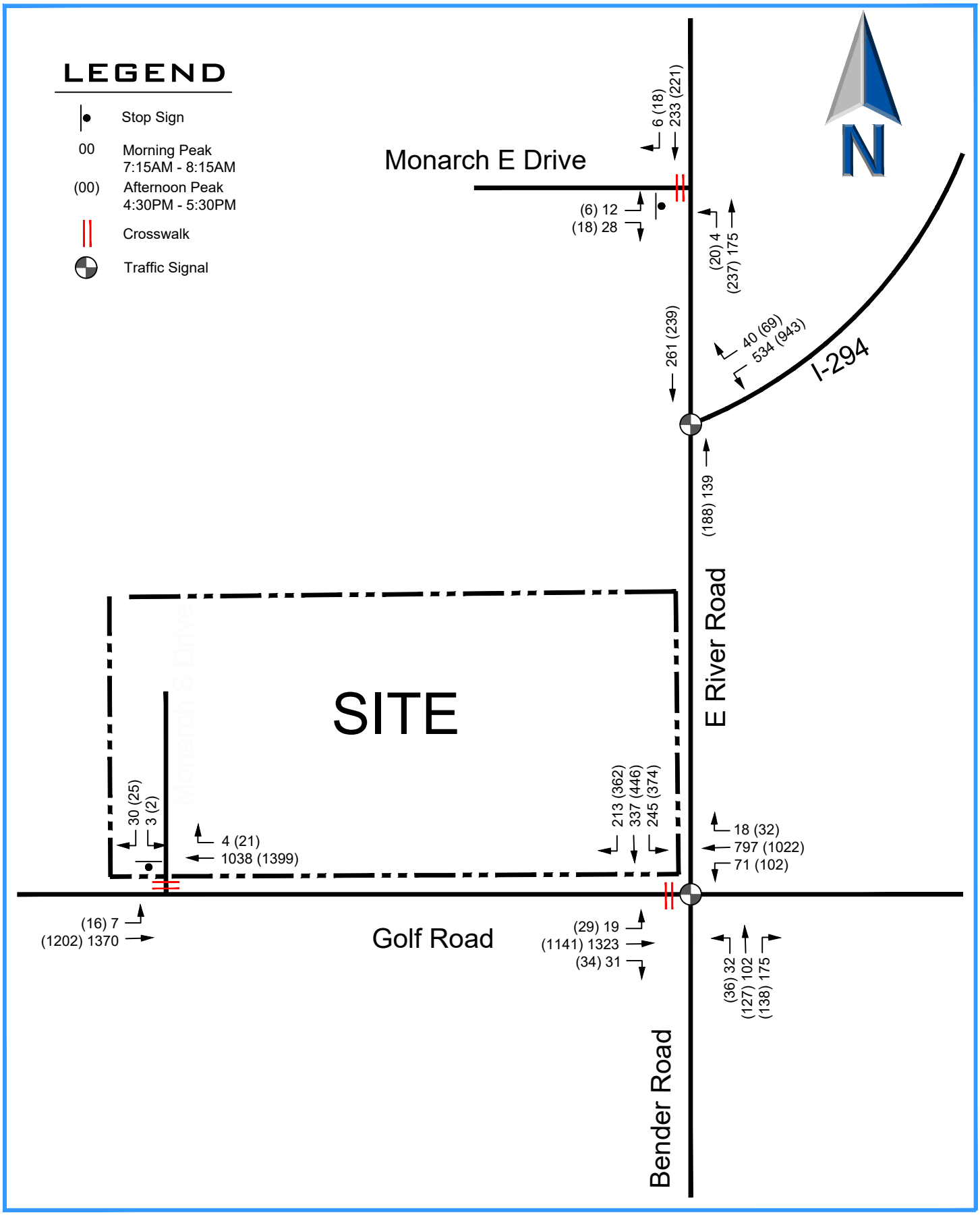
Existing Roadway Geometrics

Figure 2



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Existing Traffic Volumes

Figure 3

2 - DEVELOPMENT CHARACTERISTICS

Existing and Proposed Site Use

The development plan is for a multi-story supported living facility containing 150 beds. Access to the site will be from the two existing driveways that the site and the Monarch Apartment building will share. On Golf Road, a right-in and -out/left-in driveway 500 feet west of East River Road is open serving the Monarch apartment building. Both developments will share this drive. On East River Road, the apartment building has a full access drive 800 feet north of Golf Road with one inbound lane and two outbound (left and right) with an access easement to the subject site. A parking lot will provide a total of 84 parking spaces east and west of the proposed building.

Site Trip Generation

Supportive living facilities provide their residents with supervision and assistance with activities of daily living, coordination of their health care services by outside providers; and monitoring of resident activities to help to ensure their health, safety, and well-being. Assistance may include the administration or supervision of medication, or personal care services provided by a trained staff person. Generally, residents do not own or are able to drive a vehicle. Vehicle trips to and from these facilities consist of employee trips (56%), service or vendor trips (15%), and visitors (29%) according to the American Senior Housing Association

Traffic estimates were made for the supportive living facility by the Institute of Transportation Engineer's Trip Generation 11th Ed. manual which contains trip generation surveys of similar land-uses. It serves as the most widely accepted reference guide for establishing vehicle trip generation. **Table 1** summarizes the site traffic volumes for the project. Overall, there will be a net reduction in traffic generated by the site.

Table 1
Site Trip Generation Estimates

Use	ITE Code	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Supportive (Assisted) Living	254	150 beds	16	11	**27**	14	22	**36**

Directional Distribution

The directions from which residents, patrons, and employees will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. The trip distribution for the site is shown on **Table 2** and **Figure 4**.

Table 2
Directional Distribution

Direction	Inbound	Outbound
East on Golf Road	35%	50%
West on Golf Road	35%	35%
North on E River Road	10%	10%
South on E River Road	5%	5%
West on I-294	15%	-
Total	**100%**	**100%**

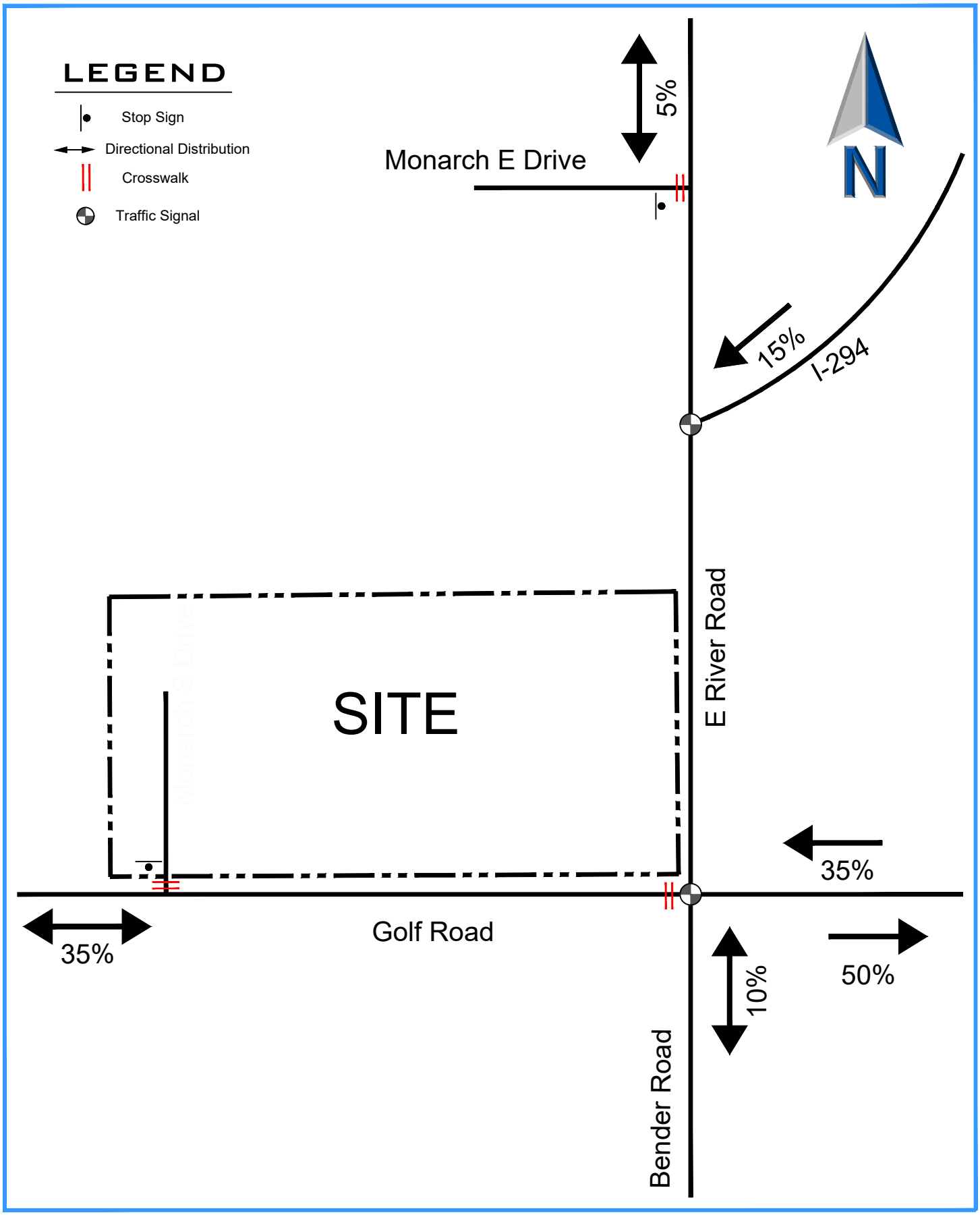
Site Traffic Assignment

Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed access drive and area roadways for each phase. **Figure 5** shows the resulting traffic assignments.

Total Traffic Volumes

The existing adjusted traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.4% per year on Golf Road, 0.7% per year on Bender Road, and 0.5% per year on the I-294 exit ramp to account for traffic growth in the area. A five-year time frame was used (Year 2030). **Figure 6** shows the projected traffic volumes in the study area without the development.

The total traffic volumes with the development were calculated by combining the volumes in Figures 5 and 6. The projected traffic volumes are shown in **Figure 7**.



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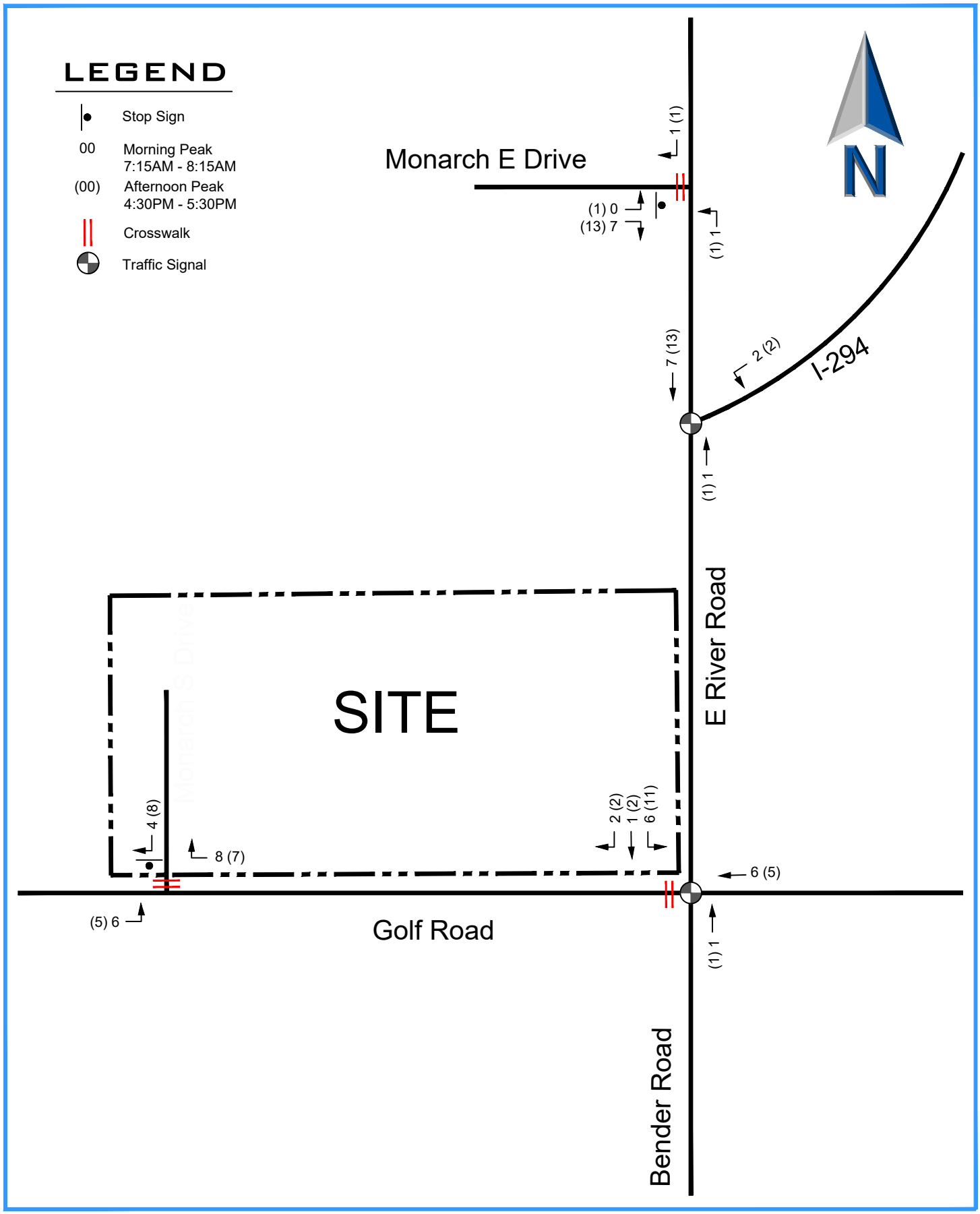
Directional Distribution

Figure 4



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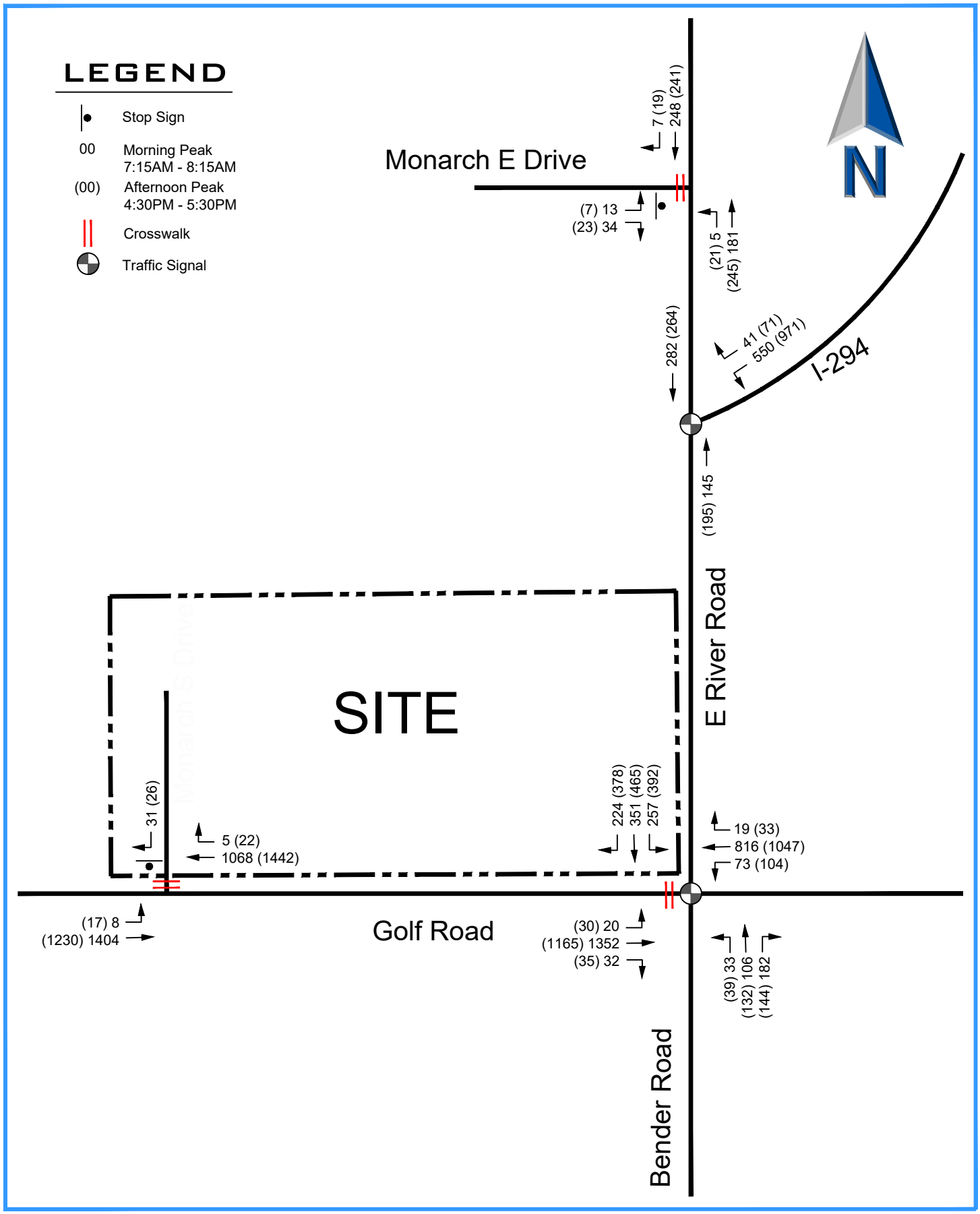
Projected Site Traffic Volumes

Figure 5



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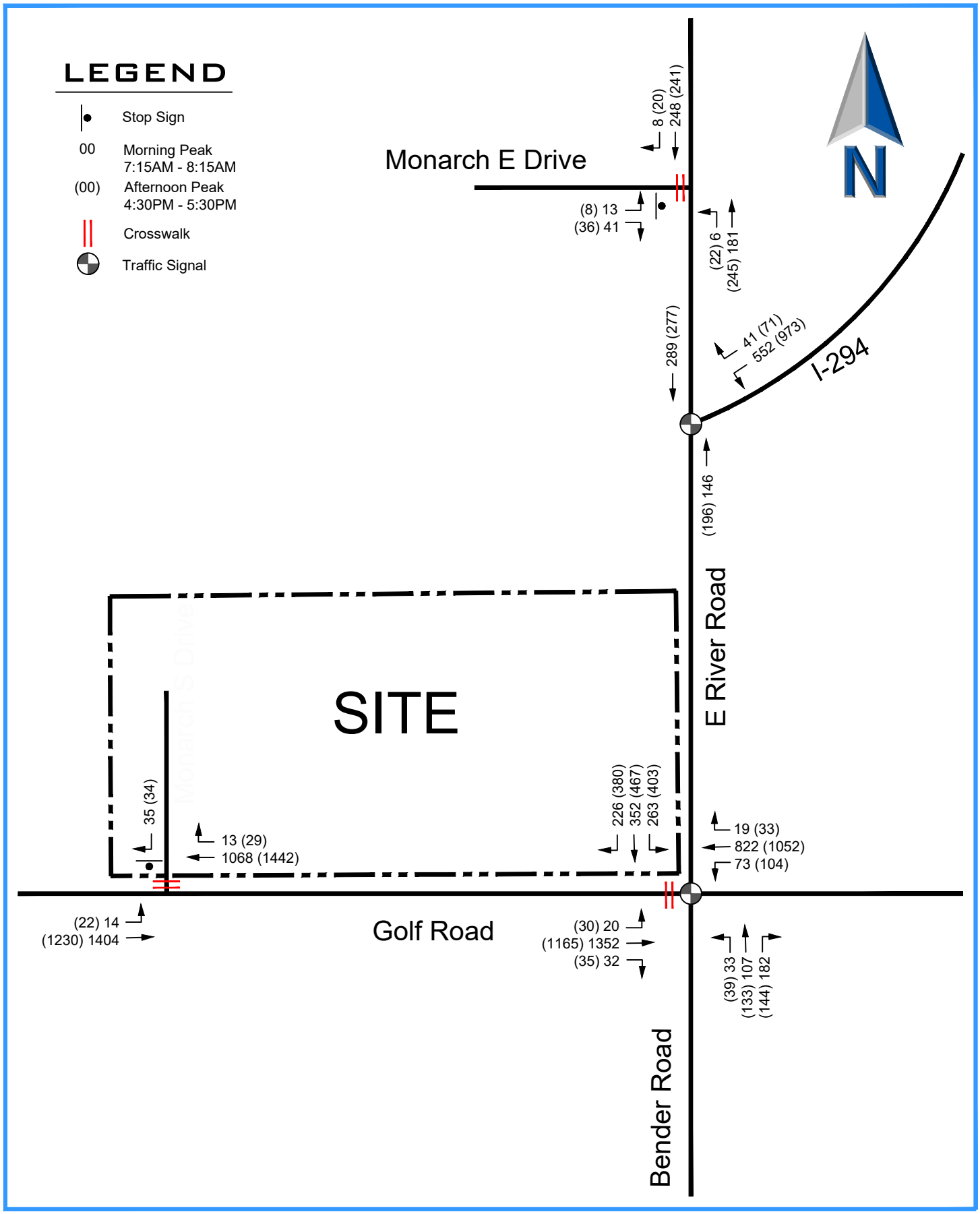
2030 Base Traffic Volumes

Figure 6



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2030 Total Projected Traffic Volumes

Figure 7

2 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the SYCHRO computer program to determine the existing and future operations of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the signalized intersections in the study area. In general, all the signalized intersections work well now and in the future. **Table 5** shows the existing and future level of service and delay results for the stop sign controlled driveways serving the site.

East River Road at I-294 Southbound Off-ramp

The signalized intersection of East River Road and I-294 is operating well at a Level of Service C or D No additional improvements are required due to the low volume of site generated traffic.

East River Road at Golf Road

The signalized intersection of East River Road and Golf Road is currently operating with moderate congestion and will continue to operate that way in the future. No additional improvements are required due to the low volume of site generated traffic.

East River Road at Monarch Drive

The stop-controlled intersection of East River Road and Monarch Drive is currently operating at a good level of service and will continue to operate that way in the future. The driveway currently has one inbound lane and two outbound lanes, right and left, under stop sign control. A northbound left-turn lane is provided on East River Road so turning traffic will not block thru traffic. No additional improvements are required.

Golf Road at Monarch Drive

The stop-controlled intersection of Golf Road and Monarch Drive is currently operating at a good level of service and will continue to operate that way in the future. The driveway currently has one inbound lane and one outbound right-turn lane, under stop sign control. An eastbound left-turn lane and a westbound right-turn lane are provided on Golf Road so turning traffic will not block thru traffic. No additional improvements are required.

Table 4
Signalized Intersection Level of Service and Total Delay

Intersection	Morning Peak		Evening Peak	
	2024	2030	2024	2030
East River Road at I-294 Southbound Exit	C-29.5	C-29.2	C-34.8	D-35.3
East River Road/Bender Road at Golf Road	D-35.1	D-36.7	D-45.0	D-47.2

Table 5
Unsignalized Intersection Level of Service and Total Delay

Intersection	Approach	Morning Peak		Evening Peak	
		2024	2030	2024	2030
East River Road at Monarch Drive	EB Left	B-11.5	B-11.8	B-12.4	B-12.8
	EB Right	A-9.8	A-10.0	A-9.6	A-9.9
	NB Left	A-7.8	A-7.8	A-7.8	A-7.9
Golf Road at Monarch Drive	EB Left	B-10.9	B-11.2	B-13.8	B-14.4
	SB Right	B-13.2	B-13.7	C-16.2	C-17.0

Parking

The proposed site plan provides a total of 84 parking spaces in surface lots east and west of the building. Four accessible spaces are required and provided. Parking at supportive living facilities is primarily generated by employees and visitors. Residents of the facility rarely drive.

The City of Des Plaines Zoning Ordinance parking requirement for supportive living (assisted living) facilities is one parking space per five beds plus two spaces per three employees. The required number of spaces is 45 spaces (150 beds/5 + 22 staff*2/3). The 84 proposed parking spaces will exceed the code requirement.

National parking data is available from the Institute of Transportation Engineers (ITE) in their publication *Parking Generation*, 6th Edition for assisted living facilities (Land Use Code 254). The peak demand in the ITE data was 0.40 vehicles per unit or 60 vehicles on a weekday. Weekend parking is 0.30 vehicles per unit for Saturday and Sunday (45 vehicles). Parking studies of other facilities in the area support the ITE parking numbers.

The proposed 84-spaces will meet the parking needs of the development. Four accessible spaces are required, and five spaces are provided.

3 – CONCLUSION

With the additional traffic generated by the supportive living facility, along with other area traffic growth, the following conclusions and recommendations were developed:

1. The street network can accommodate the additional traffic from the proposed supportive living facility and future traffic growth.
2. Access to the site will be from two existing driveways shared with the Monarch apartment complex on East River Road, full access, and on Golf Road, right-in and -out and left-in. Exiting traffic is under stop sign control.
3. Future traffic volumes due to site generated traffic will have relatively little impact on the LOS of adjacent roads.
4. The Des Plaines zoning code requires 45 parking spaces on-site, and 84 spaces are provided.
5. Four accessible parking spaces are required and provided.

Appendix

- **Existing 2024 Traffic Counts**
- **CMAP Growth Letter**
- **ITE Trip Calculations**
- **Intersection Capacity Analyses**
    - **2024 Existing Conditions**
    - **2030 Total Traffic Volumes**

E River Road at Monarch E Driveway

City of Des Plaines, Illinois															
	E River Road Southbound			N/A Westbound			E River Road Northbound			Monarch E Driveway Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday December 10, 2024														
7:00 AM	1	42						70	0	3		1	117	477	0.98
7:15 AM	0	62						44	1	6		3	116	**458**	**0.94**
7:30 AM	0	73						43	1	5		0	122	450	0.92
7:45 AM	3	57						45	1	11		5	122	430	0.88
8:00 AM	3	41						43	1	6		4	98	418	0.95
8:15 AM	0	53						44	3	7		1	108		
8:30 AM	1	31						59	1	7		3	102		
8:45 AM	2	51						43	4	6		4	110		
Total	10	410	0	0	0	0	0	391	12	51	0	21			
7:15-8:15 AM	**6**	**233**	**0**	**0**	**0**	**0**	**0**	**175**	**4**	**28**	**0**	**12**	**458**		
	Tuesday December 10, 2024														
4:00 PM	3	54						48	1	2		3	111	497	0.95
4:15 PM	2	57						54	6	11		1	131	525	0.94
4:30 PM	1	58						55	6	6		1	127	**520**	**0.94**
4:45 PM	4	62						50	6	5		1	128	524	0.94
5:00 PM	7	54						67	4	5		2	139	520	0.94
5:15 PM	6	47						65	4	2		2	126		
5:30 PM	5	51						67	3	3		2	131		
5:45 PM	2	43						73	2	2		2	124		
Total	30	426	0	0	0	0	0	479	32	36	0	14			
4:30-5:30 PM	**18**	**221**	**0**	**0**	**0**	**0**	**0**	**237**	**20**	**18**	**0**	**6**	**520**		

East River Road at I-294

	City of Des Plaines, Illinois											
	East River Road Southbound			I-294 Westbound			East River Road Northbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday December 10, 2024											
7:00 AM		48	0	6		91	0	66		211	932	0.89
7:15 AM		68	0	10		114	0	31		223	**956**	**0.91**
7:30 AM		79	0	10		112	0	35		236	980	0.94
7:45 AM		60	0	11		158	0	33		262	956	0.91
8:00 AM		48	0	9		143	0	35		235	922	0.93
8:15 AM		56	0	9		144	0	38		247		
8:30 AM		44	0	17		107	0	44		212		
8:45 AM		55	0	12		125	0	36		228		
Total	0	458	0	84	0	994	0	318	0			
7:15-8:15 AM	**0**	**255**	**0**	**40**	**0**	**527**	**0**	**134**	**0**	**956**		
	Tuesday December 10, 2024											
4:00 PM		60	0	10		182	0	37		289	1322	0.96
4:15 PM		68	0	11		219	0	46		344	1368	0.99
4:30 PM		60	0	15		229	0	41		345	**1415**	**0.90**
4:45 PM		68	0	14		217	0	45		344	1390	0.89
5:00 PM		58	0	22		207	0	48		335	1323	0.85
5:15 PM		49	0	18		273	0	51		391		
5:30 PM		57	0	19		192	0	52		320		
5:45 PM		46	0	21		156	0	54		277		
Total	0	466	0	130	0	1675	0	374	0			
4:30-5:30 PM	**0**	**235**	**0**	**69**	**0**	**926**	**0**	**185**	**0**	**1415**		

ERIKSSON ENGINEERING ASSOCIATES, LTD.

Golf Road at East River Road

City of Des Plaines, Illinois															
	East River Road Southbound			Golf Road Westbound			East River Road Northbound			Golf Road Eastbound			15	60	Peak
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Minute Totals	Minute Totals	Hour Factor
	Tuesday December 10, 2024														
7:00 AM	29	55	46	3	155	10	33	53	3	4	265	0	656	3158	0.93
7:15 AM	42	82	66	0	183	10	44	23	8	11	337	6	812	**3331**	**0.98**
7:30 AM	61	76	47	8	216	17	48	21	11	7	338	3	853	3333	0.98
7:45 AM	59	83	73	3	221	16	40	21	11	8	295	7	837	3283	0.98
8:00 AM	51	96	59	7	176	28	43	26	2	5	333	3	829	3184	0.96
8:15 AM	42	100	51	9	190	31	77	28	6	6	267	7	814		
8:30 AM	38	61	48	5	185	33	43	25	10	8	340	7	803		
8:45 AM	51	73	53	11	188	30	39	21	10	4	254	4	738		
Total	373	626	443	46	1514	175	367	218	61	53	2429	37			
7:15-8:15 AM	**213**	**337**	**245**	**18**	**796**	**71**	**175**	**91**	**32**	**31**	**1303**	**19**	**3331**		
	Tuesday December 10, 2024														
4:00 PM	74	89	78	7	206	26	30	25	11	13	301	5	865	3630	0.94
4:15 PM	84	110	98	8	220	27	34	35	7	10	262	7	902	3732	0.96
4:30 PM	85	106	105	6	250	24	28	23	7	6	248	6	894	**3829**	**0.96**
4:45 PM	94	125	84	6	273	30	35	34	11	8	268	1	969	3790	0.95
5:00 PM	81	95	84	8	243	29	38	28	15	5	330	11	967	3613	0.90
5:15 PM	102	120	101	9	256	19	37	33	3	15	295	9	999		
5:30 PM	79	96	78	4	235	22	28	32	13	8	252	8	855		
5:45 PM	66	59	59	9	221	27	26	41	9	8	261	6	792		
Total	665	800	687	57	1904	204	256	251	76	73	2217	53			
4:30-5:30 PM	**362**	**446**	**374**	**29**	**1022**	**102**	**138**	**118**	**36**	**34**	**1141**	**27**	**3829**		

Golf Road at Monarch Driveway

City of Des Plaines, Illinois												
	Monarch Driveway Southbound			Golf Road Westbound			Golf Road Eastbound			15 Minute Totals	60 Minute Totals	Peak Hour Factor
Begin Time	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn	Right Turn	Through	Left Turn			
	Tuesday December 10, 2024											
7:00 AM	4		1	0	179			291	1	476	2336	0.89
7:15 AM	7		1	0	243			345	3	599	**2452**	**0.93**
7:30 AM	7		1	1	289			358	0	656	2386	0.91
7:45 AM	7		0	1	278			318	1	605	2299	0.95
8:00 AM	9		1	2	228			349	3	592	2222	0.94
8:15 AM	8		2	2	238			280	3	533		
8:30 AM	4		0	1	232			331	1	569		
8:45 AM	6		1	1	244			275	1	528		
Total	52	0	7	8	1931	0	0	2547	13			
7:15-8:15 AM	**30**	**0**	**3**	**4**	**1038**	**0**	**0**	**1370**	**7**	**2452**		
	Tuesday December 10, 2024											
4:00 PM	5		1	6	286			313	6	617	2527	0.94
4:15 PM	5		1	2	312			297	4	621	2553	0.95
4:30 PM	7		0	3	337			271	1	619	**2570**	**0.96**
4:45 PM	8		0	6	369			280	7	670	2576	0.96
5:00 PM	5		1	7	318			308	4	643	2461	0.96
5:15 PM	5		1	5	347			276	4	638		
5:30 PM	7		0	11	312			289	6	625		
5:45 PM	0		0	3	289			261	2	555		
Total	42	0	4	43	2570	0	0	2295	34			
4:30-5:30 PM	**25**	**0**	**2**	**21**	**1371**	**0**	**0**	**1135**	**16**	**2570**		

Chicago Metropolitan Agency for Planning

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

November 25, 2024

Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering
ERIKSSON ENGINEERING ASSOCIATES, LTD.
145 Commerce Drive
Suite A
Grayslake, IL 60030

Subject: Golf Road @ East River Road / Bender Road
IDOT

Dear Mr. Corcoran:

In response to a request made on your behalf and dated November 24, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Golf Rd East of East River Rd/Bender Rd	21,000	23,500
Golf Rd West of East River Rd/Bender Rd	21,000	23,500
East River Rd north of Golf Rd	3,800	4,500
Bender Rd south of Golf Rd	3,800	4,500
Tri-State Tollway (I-294) SB Exit	7,210	8,100

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

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

cc: Rios (IDOT)
2024_TrafficForecasts\DesPlaines\ck-131-24\ck-131-24.docx

TRAFFIC FORECAST RECORD

Record Number: ck-131-24
Type of Report: Projection
Year Sought: 2050
Analyst: JAR
Organization Requestion Forecast: Eriksson Engineering Associates
Contact: Stephen B. Corcoran, PE, PTOE
Email or Phone: scorcoran@eea-ltd.com
Sponsor: IDOT
Date request was received: 11/24/2024
Date that response was emailed: 11/25/2024
Facility Location: Golf Road @ East River Road / Bender Road
Municipality: Des Plaines

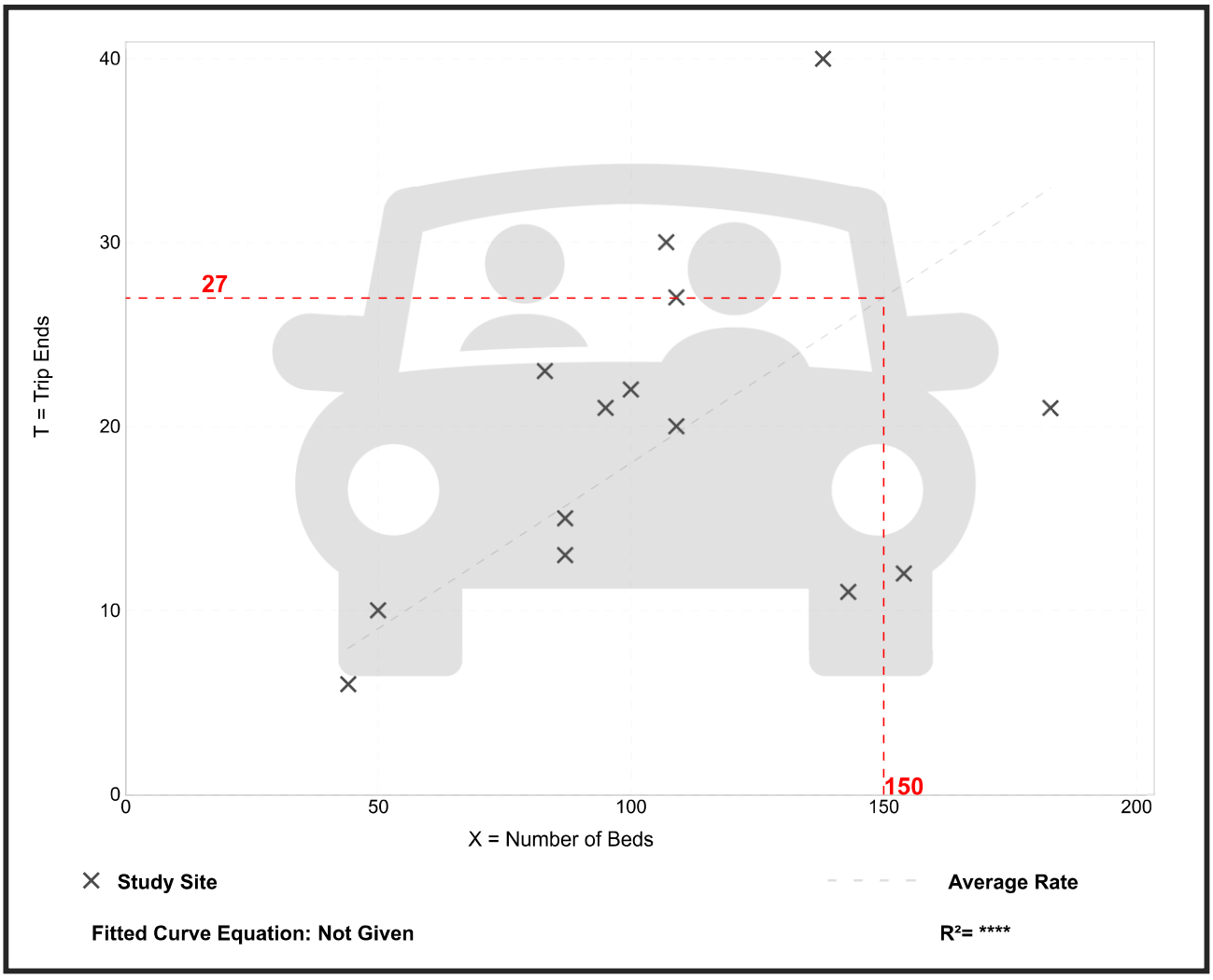
Assisted Living
(254)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.29	0.08

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

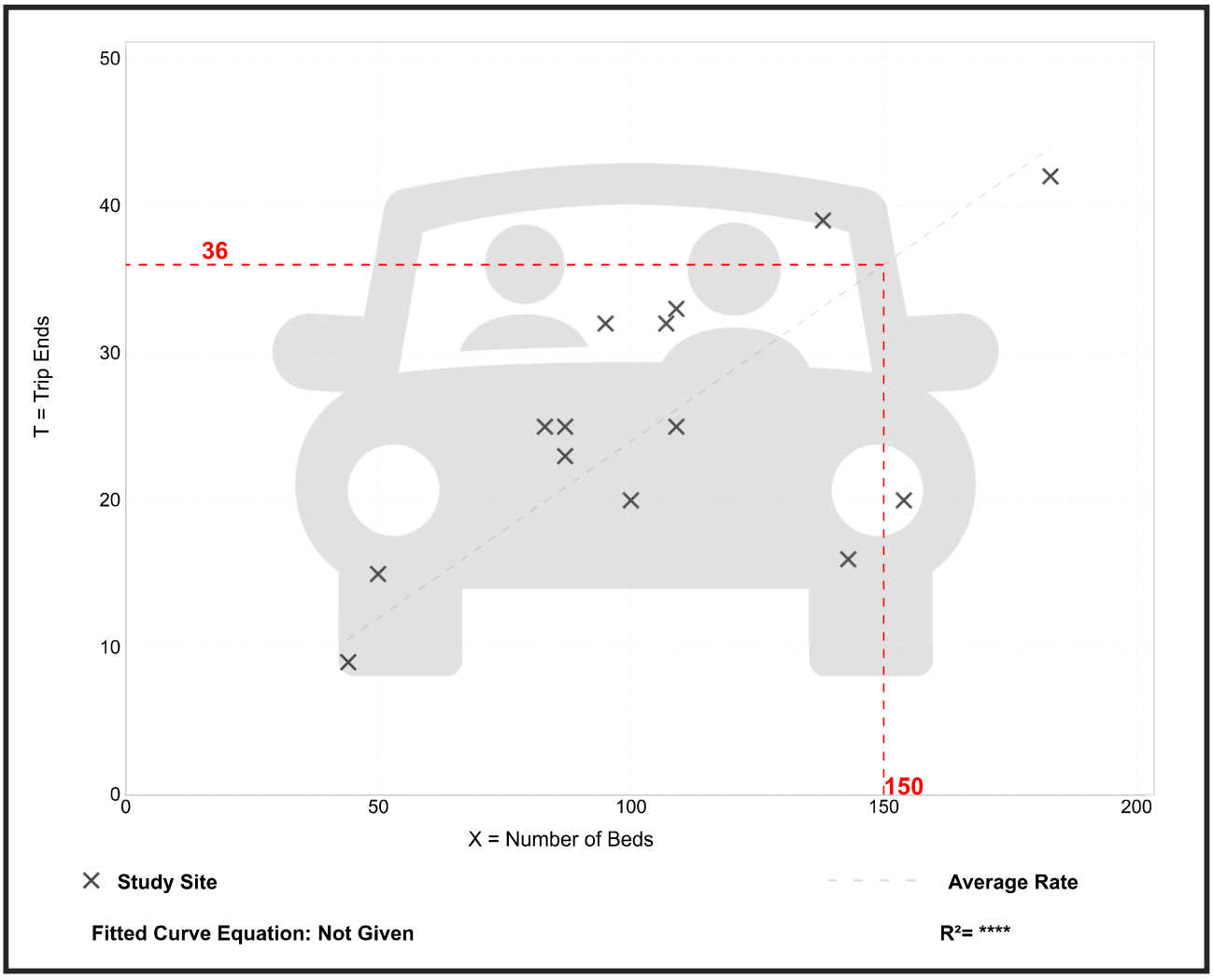
Assisted Living
(254)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. Num. of Beds: 106
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.24	0.11 - 0.34	0.07

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

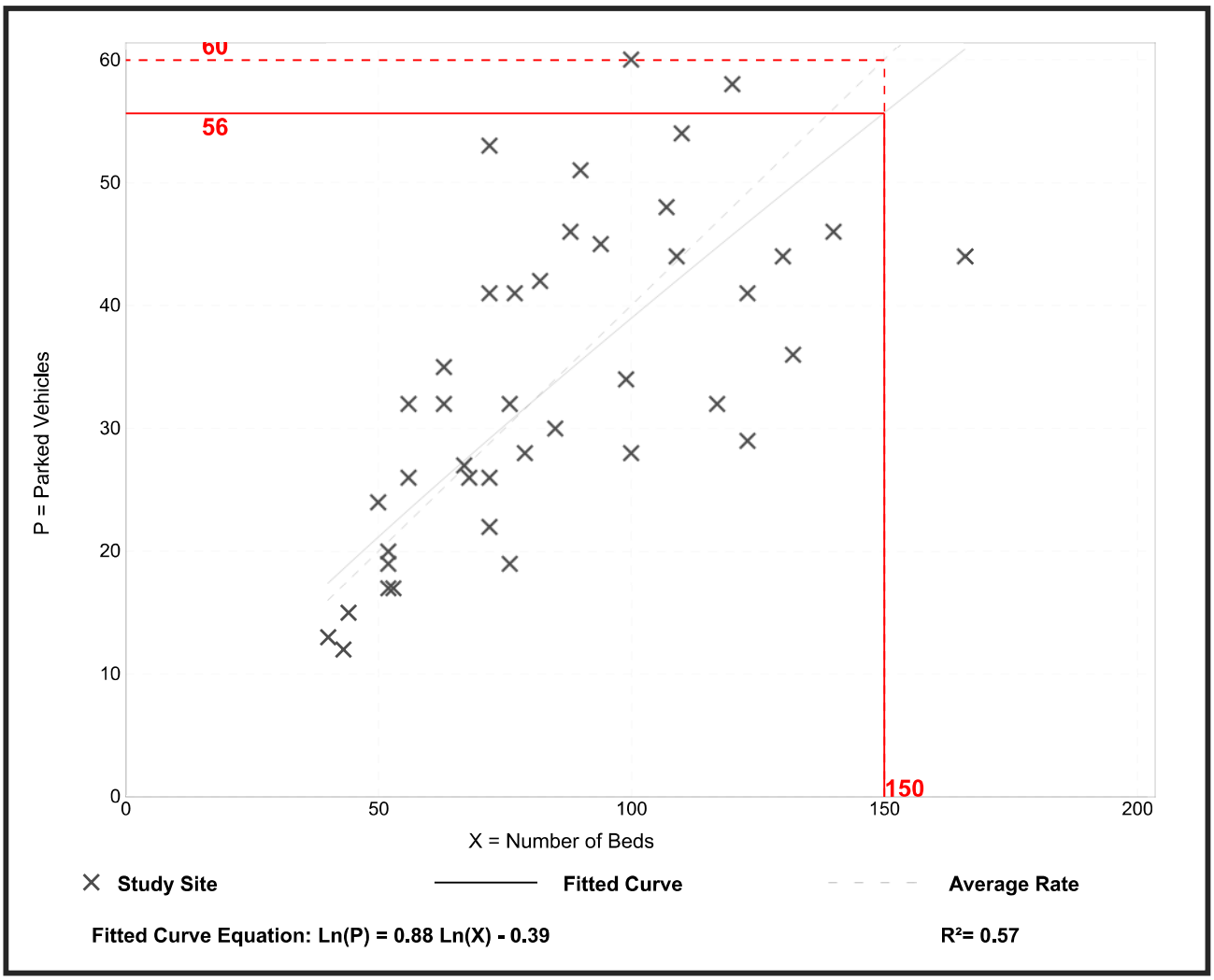
Assisted Living
(254)

Peak Period Parking Demand vs: **Beds**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 41
Avg. Num. of Beds: 85

Peak Period Parking Demand per Bed

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.40	0.24 - 0.74	0.34 / 0.55	0.36 - 0.44	0.12 (30%)

Data Plot and Equation



Parking Generation Manual, 6th Edition ● Institute of Transportation Engineers

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1323	31	71	797	18	32	102	175	245	337	213
Future Volume (vph)	19	1323	31	71	797	18	32	102	175	245	337	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		100	190		0	0		110
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	150			100			115			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997			0.997			0.905				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3529	0	1770	1686	0	3433	1863	1583
Flt Permitted	0.249			0.081			0.950			0.950		
Satd. Flow (perm)	464	3529	0	151	3529	0	1770	1686	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			75				198
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		618			557			562			565	
Travel Time (s)		14.0			12.7			12.8			12.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	19	1350	32	72	813	18	33	104	179	250	344	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1382	0	72	831	0	33	283	0	250	344	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4			8								6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	10.0		4.0	10.0	3.0
Minimum Split (s)	6.5	21.0		13.0	21.0		8.5	16.0		8.5	38.0	6.5
Total Split (s)	13.2	41.8		13.2	41.8		16.5	33.0		22.0	38.5	13.2
Total Split (%)	12.0%	38.0%		12.0%	38.0%		15.0%	30.0%		20.0%	35.0%	12.0%
Maximum Green (s)	9.7	35.8		9.7	35.8		12.0	27.0		17.5	32.5	9.7
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.0	1.5		1.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		4.5	6.0		4.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)											10.0	
Flash Dont Walk (s)											22.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)	59.1	51.6		61.3	51.2		7.6	19.4		13.3	29.3	41.4
Actuated g/C Ratio	0.54	0.47		0.56	0.47		0.07	0.18		0.12	0.27	0.38
v/c Ratio	0.05	0.83		0.36	0.50		0.27	0.78		0.60	0.69	0.30
Control Delay (s/veh)	13.8	33.8		18.2	23.6		53.5	46.7		48.7	57.8	24.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	13.8	33.8		18.2	23.6		53.5	46.7		48.7	57.8	24.6
LOS	B	C		B	C		D	D		D	E	C
Approach Delay (s/veh)		33.6			23.3			47.4			46.2	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 35.1		Intersection LOS: D	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

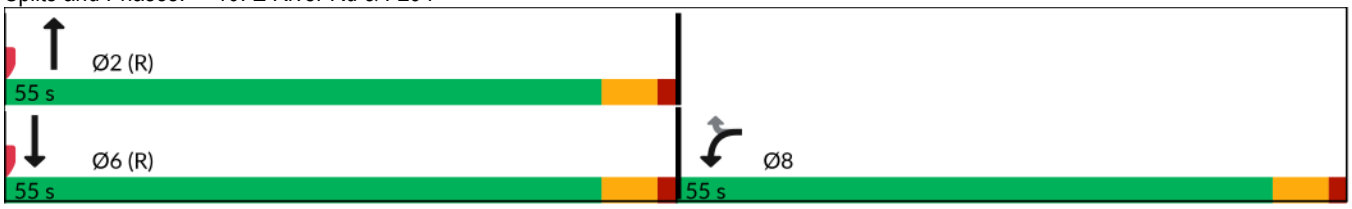
Splits and Phases: 4: E River Rd & Golf Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	534	40	139	0	0	261
Future Volume (vph)	534	40	139	0	0	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		44				
Link Speed (mph)	30		30			30
Link Distance (ft)	179		565			248
Travel Time (s)	4.1		12.8			5.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	587	44	153	0	0	287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	587	44	153	0	0	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template	Left	Right	Thru			Thru
Leading Detector (ft)	20	20	100			100
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	20	20	6			6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	12.0	12.0	15.0			15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	18.0	18.0	21.0			21.0
Total Split (s)	55.0	55.0	55.0			55.0
Total Split (%)	50.0%	50.0%	50.0%			50.0%
Maximum Green (s)	49.0	49.0	49.0			49.0
Yellow Time (s)	4.5	4.5	4.5			4.5
All-Red Time (s)	1.5	1.5	1.5			1.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	25.1	25.1	72.9			72.9
Actuated g/C Ratio	0.23	0.23	0.66			0.66
v/c Ratio	0.74	0.11	0.12			0.23
Control Delay (s/veh)	45.4	9.6	12.9			8.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay (s/veh)	45.4	9.6	12.9			8.7
LOS	D	A	B			A
Approach Delay (s/veh)	43.0		13.0			8.7
Approach LOS	D		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 33 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 29.5		Intersection LOS: C	
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: E River Rd & I-294



Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	28	4	175	233	6
Future Vol, veh/h	12	28	4	175	233	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	30	4	186	248	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	446	251	254	0	-	0
Stage 1	251	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	570	788	1311	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	788	1311	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	838	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.27	0.17	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1311	-	568	788	-	-
HCM Lane V/C Ratio	0.003	-	0.022	0.038	-	-
HCM Control Delay (s/veh)	7.8	-	11.5	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1370	1038	4	3	30
Future Vol, veh/h	7	1370	1038	4	3	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	160	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1473	1116	4	3	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1120	0	-	0	1868	558
Stage 1	-	-	-	-	1116	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	619	-	-	-	64	473
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	619	-	-	-	63	473
Mov Cap-2 Maneuver	-	-	-	-	63	-
Stage 1	-	-	-	-	271	-
Stage 2	-	-	-	-	427	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	13.17
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	619	-	-	-	473
HCM Lane V/C Ratio	0.012	-	-	-	0.068
HCM Control Delay (s/veh)	10.9	-	-	-	13.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1141	34	102	1022	32	36	127	138	374	446	362
Future Volume (vph)	29	1141	34	102	1022	32	36	127	138	374	446	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		100	190		0	0		110
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	150			100			115			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.996			0.995			0.922				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3522	0	1770	1717	0	3433	1863	1583
Flt Permitted	0.140			0.082			0.950			0.950		
Satd. Flow (perm)	261	3525	0	153	3522	0	1770	1717	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			40				194
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		618			557			562			565	
Travel Time (s)		14.0			12.7			12.8			12.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	30	1189	35	106	1065	33	38	132	144	390	465	377
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	1224	0	106	1098	0	38	276	0	390	465	377
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4			8								6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	10.0		4.0	10.0	3.0
Minimum Split (s)	6.5	21.0		13.0	21.0		8.5	16.0		8.5	38.0	6.5
Total Split (s)	15.6	52.0		13.0	49.4		19.5	39.0		26.0	45.5	15.6
Total Split (%)	12.0%	40.0%		10.0%	38.0%		15.0%	30.0%		20.0%	35.0%	12.0%
Maximum Green (s)	12.1	46.0		9.5	43.4		15.0	33.0		21.5	39.5	12.1
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.0	1.5		1.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		4.5	6.0		4.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)											10.0	
Flash Dont Walk (s)											22.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)	66.1	56.9		70.3	59.0		8.3	25.1		19.2	38.0	50.7
Actuated g/C Ratio	0.51	0.44		0.54	0.45		0.06	0.19		0.15	0.29	0.39
v/c Ratio	0.14	0.79		0.55	0.68		0.33	0.75		0.77	0.85	0.51
Control Delay (s/veh)	18.2	37.9		29.6	32.7		65.6	54.9		60.5	79.7	38.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	1.9	0.2
Total Delay (s/veh)	18.2	37.9		29.6	32.7		65.6	54.9		60.5	81.6	38.6
LOS	B	D		C	C		E	D		E	F	D
Approach Delay (s/veh)		37.5			32.5			56.2			61.8	
Approach LOS		D			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 45.0		Intersection LOS: D	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

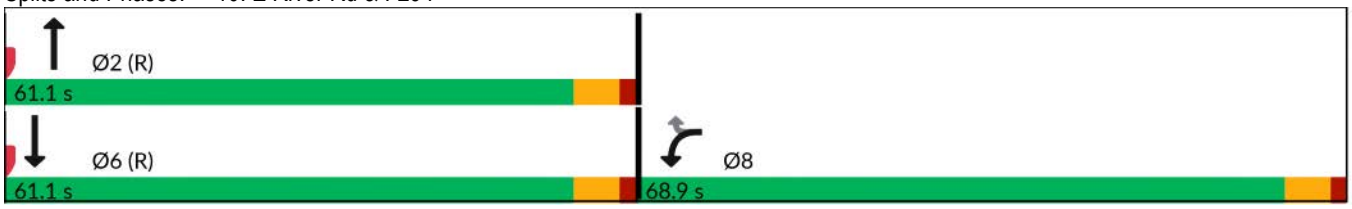
Splits and Phases: 4: E River Rd & Golf Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	943	69	188	0	0	239
Future Volume (vph)	943	69	188	0	0	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		77				
Link Speed (mph)	30		30			30
Link Distance (ft)	179		565			248
Travel Time (s)	4.1		12.8			5.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1048	77	209	0	0	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1048	77	209	0	0	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template	Left	Right	Thru			Thru
Leading Detector (ft)	20	20	100			100
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	20	20	6			6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	12.0	12.0	15.0			15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	18.0	18.0	21.0			21.0
Total Split (s)	68.9	68.9	61.1			61.1
Total Split (%)	53.0%	53.0%	47.0%			47.0%
Maximum Green (s)	62.9	62.9	55.1			55.1
Yellow Time (s)	4.5	4.5	4.5			4.5
All-Red Time (s)	1.5	1.5	1.5			1.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	48.8	48.8	69.2			69.2
Actuated g/C Ratio	0.38	0.38	0.53			0.53
v/c Ratio	0.81	0.11	0.21			0.26
Control Delay (s/veh)	41.7	5.0	31.5			18.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay (s/veh)	41.7	5.0	31.5			18.7
LOS	D	A	C			B
Approach Delay (s/veh)	39.2		31.5			18.8
Approach LOS	D		C			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 37 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 34.8		Intersection LOS: C	
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: E River Rd & I-294



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	18	20	237	221	18
Future Vol, veh/h	6	18	20	237	221	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	19	21	252	235	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	539	245	254	0	-	0
Stage 1	245	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	503	794	1311	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	794	1311	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	756	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.33	0.61	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1311	-	495	794	-	-
HCM Lane V/C Ratio	0.016	-	0.013	0.024	-	-
HCM Control Delay (s/veh)	7.8	-	12.4	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	1202	1399	21	2	25
Future Vol, veh/h	16	1202	1399	21	2	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	160	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1252	1521	23	2	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1543	0	-	0	2180	760
Stage 1	-	-	-	-	1521	-
Stage 2	-	-	-	-	659	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	426	-	-	-	39	348
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	426	-	-	-	38	348
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.18	0	16.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	426	-	-	-	348
HCM Lane V/C Ratio	0.039	-	-	-	0.078
HCM Control Delay (s/veh)	13.8	-	-	-	16.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1352	32	73	822	19	33	107	182	263	352	226
Future Volume (vph)	20	1352	32	73	822	19	33	107	182	263	352	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		100	190		0	0		110
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	150			100			115			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.996			0.997			0.905				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3529	0	1770	1686	0	3433	1863	1583
Flt Permitted	0.231			0.083			0.950			0.950		
Satd. Flow (perm)	430	3525	0	155	3529	0	1770	1686	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			74				202
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		618			557			562			565	
Travel Time (s)		14.0			12.7			12.8			12.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	1380	33	74	839	19	34	109	186	268	359	231
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1413	0	74	858	0	34	295	0	268	359	231
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4			8								6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	10.0		4.0	10.0	3.0
Minimum Split (s)	6.5	21.0		13.0	21.0		8.5	16.0		8.5	38.0	6.5
Total Split (s)	13.2	41.8		13.2	41.8		16.5	33.0		22.0	38.5	13.2
Total Split (%)	12.0%	38.0%		12.0%	38.0%		15.0%	30.0%		20.0%	35.0%	12.0%
Maximum Green (s)	9.7	35.8		9.7	35.8		12.0	27.0		17.5	32.5	9.7
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.0	1.5		1.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		4.5	6.0		4.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)											10.0	
Flash Dont Walk (s)											22.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)	58.0	50.5		60.2	50.1		7.6	19.9		13.8	30.3	42.5
Actuated g/C Ratio	0.53	0.46		0.55	0.46		0.07	0.18		0.13	0.28	0.39
v/c Ratio	0.06	0.87		0.37	0.53		0.27	0.80		0.62	0.69	0.31
Control Delay (s/veh)	14.3	36.8		18.8	24.8		53.6	48.5		48.5	57.0	24.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	14.3	36.8		18.8	24.8		53.6	48.5		48.5	57.0	24.4
LOS	B	D		B	C		D	D		D	E	C
Approach Delay (s/veh)		36.5			24.4			49.1			45.6	
Approach LOS		D			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 36.7		Intersection LOS: D	
Intersection Capacity Utilization 83.8%		ICU Level of Service E	
Analysis Period (min) 15			

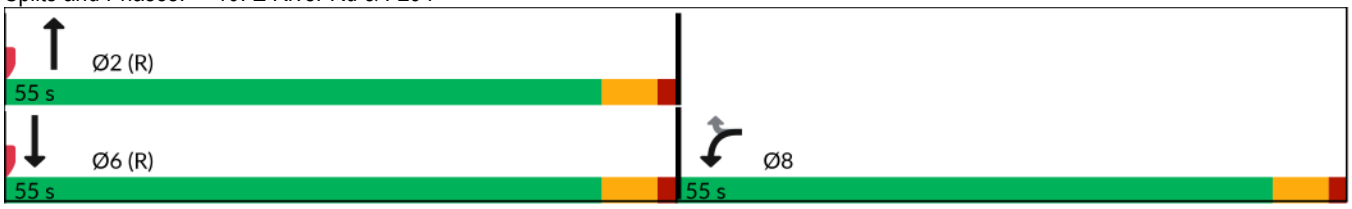
Splits and Phases: 4: E River Rd & Golf Rd

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	552	41	146	0	0	289
Future Volume (vph)	552	41	146	0	0	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		45				
Link Speed (mph)	30		30			30
Link Distance (ft)	179		565			248
Travel Time (s)	4.1		12.8			5.6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	607	45	160	0	0	318
Shared Lane Traffic (%)						
Lane Group Flow (vph)	607	45	160	0	0	318
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template	Left	Right	Thru			Thru
Leading Detector (ft)	20	20	100			100
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	20	20	6			6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	12.0	12.0	15.0			15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	18.0	18.0	21.0			21.0
Total Split (s)	55.0	55.0	55.0			55.0
Total Split (%)	50.0%	50.0%	50.0%			50.0%
Maximum Green (s)	49.0	49.0	49.0			49.0
Yellow Time (s)	4.5	4.5	4.5			4.5
All-Red Time (s)	1.5	1.5	1.5			1.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	25.8	25.8	72.2			72.2
Actuated g/C Ratio	0.23	0.23	0.66			0.66
v/c Ratio	0.75	0.11	0.13			0.26
Control Delay (s/veh)	45.1	9.2	14.0			9.2
Queue Delay	0.0	0.0	0.0			0.0
Total Delay (s/veh)	45.1	9.2	14.0			9.2
LOS	D	A	B			A
Approach Delay (s/veh)	42.6		14.1			9.2
Approach LOS	D		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 33 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 29.2		Intersection LOS: C	
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: E River Rd & I-294



Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	41	6	181	248	8
Future Vol, veh/h	13	41	6	181	248	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	44	6	193	264	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	473	268	272	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	549	771	1291	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	547	771	1291	-	-	-
Mov Cap-2 Maneuver	547	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.39	0.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1291	-	547	771	-	-
HCM Lane V/C Ratio	0.005	-	0.025	0.057	-	-
HCM Control Delay (s/veh)	7.8	-	11.8	10	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1404	1068	13	0	35
Future Vol, veh/h	14	1404	1068	13	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	160	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1510	1148	14	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1162	0	-	0	-	574
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	597	-	-	-	0	462
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	597	-	-	-	-	462
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.11	0	13.49
HCM LOS			B

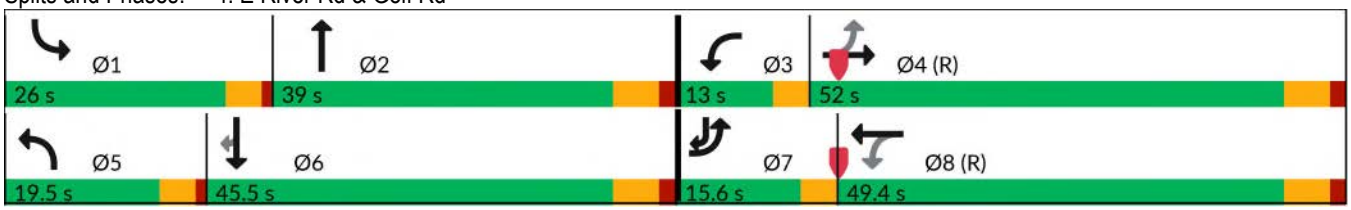
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	597	-	-	-	462
HCM Lane V/C Ratio	0.025	-	-	-	0.082
HCM Control Delay (s/veh)	11.2	-	-	-	13.5
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

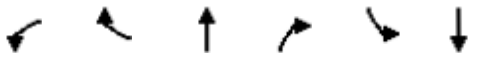
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1165	35	104	1052	33	39	133	144	403	467	380
Future Volume (vph)	30	1165	35	104	1052	33	39	133	144	403	467	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	90		100	190		0	0		110
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	150			100			115			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.996			0.995			0.922				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3522	0	1770	1717	0	3433	1863	1583
Flt Permitted	0.119			0.071			0.950			0.950		
Satd. Flow (perm)	222	3525	0	132	3522	0	1770	1717	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			40				187
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		618			557			562			565	
Travel Time (s)		14.0			12.7			12.8			12.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	1214	36	108	1096	34	41	139	150	420	486	396
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	1250	0	108	1130	0	41	289	0	420	486	396
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases	4			8								6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2		1	6	7
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		4.0	10.0		5.0	10.0	3.0
Minimum Split (s)	6.5	21.0		13.0	21.0		14.5	16.0		9.5	38.0	6.5
Total Split (s)	15.6	52.0		13.0	49.4		19.5	39.0		26.0	45.5	15.6
Total Split (%)	12.0%	40.0%		10.0%	38.0%		15.0%	30.0%		20.0%	35.0%	12.0%
Maximum Green (s)	12.1	46.0		9.5	43.4		15.0	33.0		21.5	39.5	12.1
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	3.5
All-Red Time (s)	0.0	1.5		0.0	1.5		1.0	1.5		1.0	1.5	0.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	3.5	6.0		3.5	6.0		4.5	6.0		4.5	6.0	3.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)											10.0	
Flash Dont Walk (s)											22.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)	64.1	54.9		68.0	56.8		8.4	26.7		19.8	40.0	52.7
Actuated g/C Ratio	0.49	0.42		0.52	0.44		0.06	0.21		0.15	0.31	0.41
v/c Ratio	0.16	0.83		0.60	0.73		0.35	0.75		0.80	0.84	0.52
Control Delay (s/veh)	19.4	41.4		36.3	35.5		66.0	53.5		65.7	79.2	33.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	3.7	0.1
Total Delay (s/veh)	19.4	41.4		36.3	35.5		66.0	53.5		65.7	83.0	33.5
LOS	B	D		D	D		E	D		E	F	C
Approach Delay (s/veh)		40.9			35.7			55.1			62.4	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 6 (5%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 47.2		Intersection LOS: D	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: E River Rd & Golf Rd



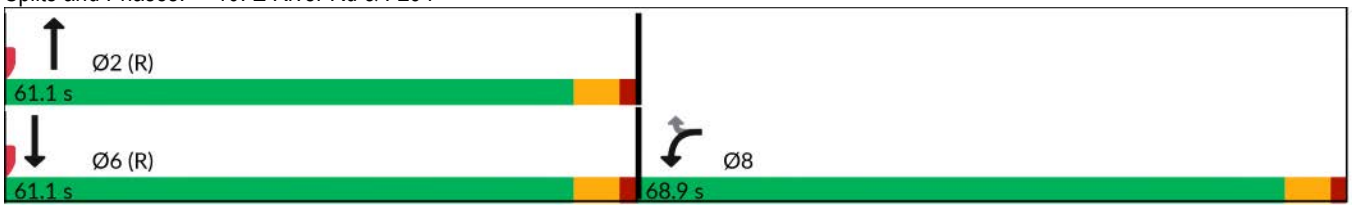


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	973	71	196	0	0	277
Future Volume (vph)	973	71	196	0	0	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	3433	1583	1863	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	3433	1583	1863	0	0	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		79				
Link Speed (mph)	30		30			30
Link Distance (ft)	179		565			248
Travel Time (s)	4.1		12.8			5.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1081	79	218	0	0	308
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1081	79	218	0	0	308
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2			2
Detector Template	Left	Right	Thru			Thru
Leading Detector (ft)	20	20	100			100
Trailing Detector (ft)	0	0	0			0
Detector 1 Position(ft)	0	0	0			0
Detector 1 Size(ft)	20	20	6			6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0			0.0
Detector 1 Queue (s)	0.0	0.0	0.0			0.0
Detector 1 Delay (s)	0.0	0.0	0.0			0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA			NA
Protected Phases	8		2			6
Permitted Phases		8				
Detector Phase	8	8	2			6
Switch Phase						
Minimum Initial (s)	12.0	12.0	15.0			15.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	18.0	18.0	21.0			21.0
Total Split (s)	68.9	68.9	61.1			61.1
Total Split (%)	53.0%	53.0%	47.0%			47.0%
Maximum Green (s)	62.9	62.9	55.1			55.1
Yellow Time (s)	4.5	4.5	4.5			4.5
All-Red Time (s)	1.5	1.5	1.5			1.5
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Recall Mode	None	None	C-Max			C-Max
Act Effct Green (s)	50.1	50.1	67.9			67.9
Actuated g/C Ratio	0.39	0.39	0.52			0.52
v/c Ratio	0.81	0.12	0.22			0.31
Control Delay (s/veh)	41.0	4.8	38.9			20.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay (s/veh)	41.0	4.8	38.9			20.2
LOS	D	A	D			C
Approach Delay (s/veh)	38.6		39.0			20.2
Approach LOS	D		D			C

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 37 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 35.3		Intersection LOS: D	
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 10: E River Rd & I-294



Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	36	22	245	241	20
Future Vol, veh/h	8	36	22	245	241	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	38	23	261	256	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	574	267	278	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	480	772	1285	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	471	772	1285	-	-	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.43	0.65	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1285	-	471	772	-	-
HCM Lane V/C Ratio	0.018	-	0.018	0.05	-	-
HCM Control Delay (s/veh)	7.9	-	12.8	9.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	1230	1442	29	0	34
Future Vol, veh/h	22	1230	1442	29	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	220	-	-	160	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	1281	1567	32	0	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1599	0	-	0	-	784
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	406	-	-	-	0	336
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	406	-	-	-	-	336
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.25	0	17.03
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	406	-	-	-	336
HCM Lane V/C Ratio	0.057	-	-	-	0.11
HCM Control Delay (s/veh)	14.4	-	-	-	17
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

GARDANT MANAGEMENT SOLUTIONS

GARDANT.COM

Monday, January 20, 2025

To Whom It May Concern,

This letter provides additional information on how our communities manage the ongoing and urgent needs of our residents, which significantly minimizes the frequency of emergency calls to firefighters and paramedics. We provide 24-hour certified nursing assistants, on-going health monitoring and nursing oversite. Each of our residents has an individualized service plan which outlines the coordination of care and services under the direction of a primary care physician. The plan is developed by the communities Director of Nursing and is based upon a comprehensive nursing assessment approved by a Registered Professional Nurse. Care Coordination includes both Transitional Care Management (TCM) and Chronic Care Management (CCM).

TCM services are focused on a seamless transition into assisted living including:

- Identification of service needs and implementation of a comprehensive service plan
- Identification of available community and health resources to prevent re-hospitalizations
- Assessment and support of treatment adherence, including medication management
- Coordination of transportation to external service providers
- Education of the patient, family, guardian, or caregiver to support self-management, independent living, and activities of daily living

CCM services are focused on effective management of chronic conditions and preventing unnecessary transfers to a higher level of care, including:

- Partnering with physicians and extenders to address routine and urgent resident needs
- Proactive intervention to prevent exacerbation of chronic conditions
- Maintaining comprehensive electronic service plans
- Coordinating and sharing patient health information
- Coordination & service agreements with third party heath providers (e.g., PT, OT, ST)

Each resident has continuous access to our emergency call system. When a resident calls for assistance the care team immediately responds and works to resolve most issues without requiring transfer to a higher level of care. We have a rich staffing ratio averaging one direct care staff member to 30 residents. There is a licensed nurse available 24 hours per day, and we utilize our physician partners for additional support as needed. Additionally, we maintain business agreements with private ambulance companies to prevent unnecessary calls to 911.

Please do not hesitate to reach out if you have any questions or would like additional community data provided to you. You can contact me at (815) 914-4411 or by email: stephen.harris@gardant.com.

Warm regards,

Stephen F. Harris
Vice President of Operations

GARDANT
MANAGEMENT SOLUTIONS

GARDANT.COM

Monday, January 20, 2025

To Whom It May Concern,

This letter provides 2024 historical data related to 911 Calls at our Gardant-managed communities for purpose of determining and predicting the level of resources required in future properties. Please note emergency (911) call information as follows:

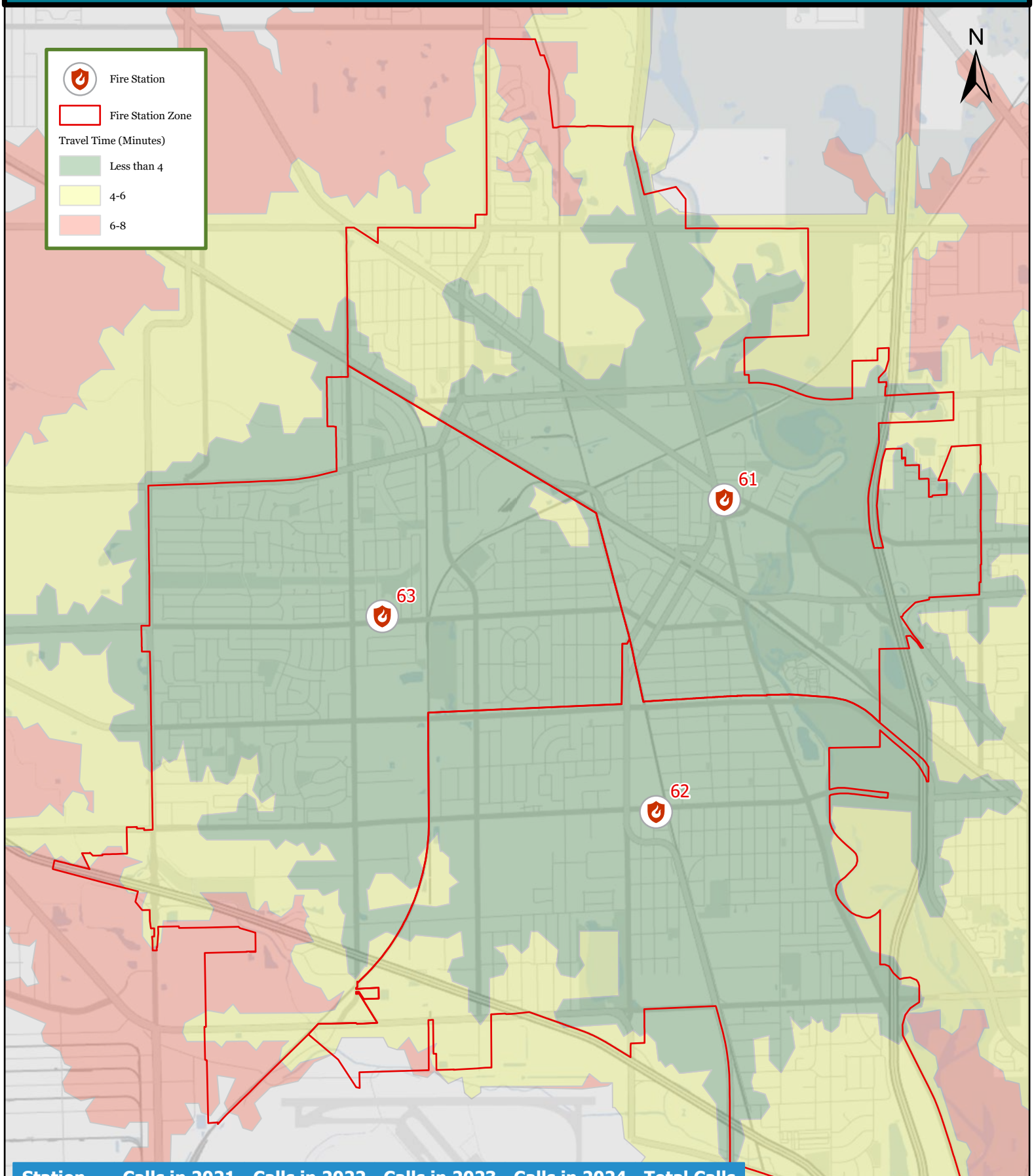
Heritage Woods of McHenry (100 Apartments):	10 Calls Per Month
Heritage Woods of Batavia (148 Apartments):	15 Calls Per Month
Lacey Creek of Downers Grove (120 Apartments):	12 Calls Per Month
Heritage Woods of Gurnee (105 Apartments):	10 Calls Per Month
Heritage Woods of South Elgin (182 Apartments):	18 Calls Per Month
Heritage Woods of Rockford (99 Apartments):	9 Calls Per Month

Please do not hesitate to reach out if you have questions or would like additional community data provided for you. The above numbers reflect an average. Any specific month may vary from this number.

Warm regards,

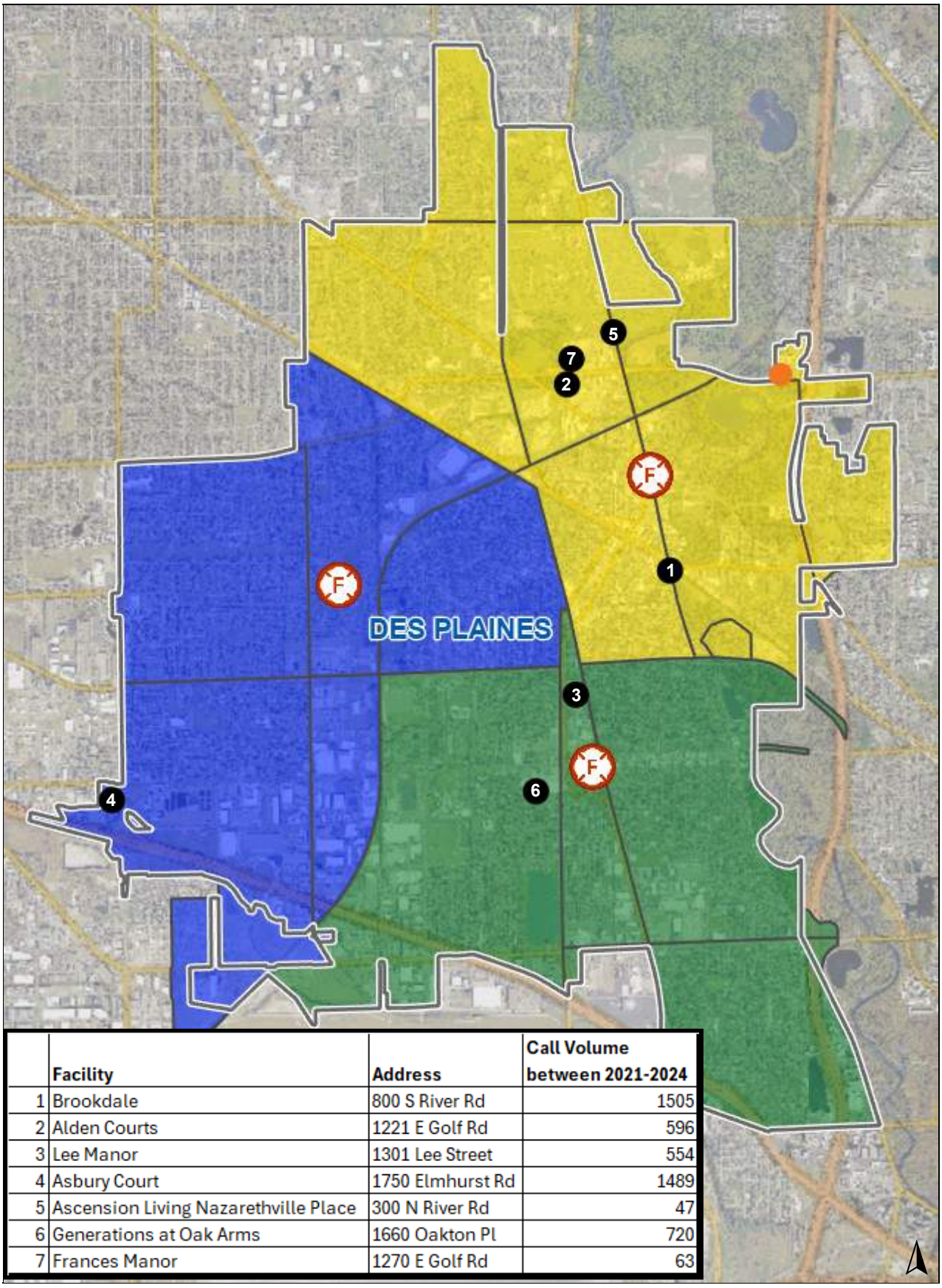
Stephen F. Harris
Vice President of Operations
(815) 914 - 4411
stephen.harris@gardant.com

Response Times by Station and Call Volume



Station	Calls in 2021	Calls in 2022	Calls in 2023	Calls in 2024	Total Calls
61	3,676	4,012	4,286	4,457	16,431
62	2,681	2,915	2,928	3,203	11,727
63	2,205	2,379	2,408	2,641	9,633

GISConsortium | Assisted Living Facility



Legend

- Fire Stations
- Existing Assisted Living Facilities
- Proposed Site

Fire Districts

- 63
- 61
- 62

	Facility	Address	Call Volume between 2021-2024
1	Brookdale	800 S River Rd	1505
2	Alden Courts	1221 E Golf Rd	596
3	Lee Manor	1301 Lee Street	554
4	Asbury Court	1750 Elmhurst Rd	1489
5	Ascension Living Nazarethville Place	300 N River Rd	47
6	Generations at Oak Arms	1660 Oakton Pl	720
7	Frances Manor	1270 E Golf Rd	63

0 1 2 mi

Print Date: 4/4/2025

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.