DES PLAINES
ILLINOIS

Community & Economic Development
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Planning and Zoning Board Agenda
April 22, 2025
Room 102 – 7:00 P.M.

Call to Order and Roll Call

Approval of Minutes: April 8, 2025

Public Comment: For matters not on the agenda

General Communications:

- Request for attendees: Virtual Planning Commissioner Training – IL American Planning Association on April 30, 2025.
- Request for Workshop for 9661 E Golf Road, "Fisherman's Dude Ranch", redevelopment plan. Requested date: May 27, 2025 at 7:00 p.m.

Administrative Decisions: None

Pending Applications:

1. **Address:** 1871-1873 Busse Highway **Case Number:** 24-050-TSUB-FPLAT

   The petitioner requests a Tentative and Final Plat of subdivision to consolidate two lots into one.

   PINs: 09-21-107-041-0000 and 09-21-107-043-0000

   Petitioner: James Marino, 5521 N Cumberland 1109, Chicago, IL 60656

   Owner: D2E7 LLC (Representative: Timothy Walbert, 1873 Busse Hwy, Des Plaines, IL 60016)

2. **Address:** 666 Garland Place **Case Number:** 25-016-MAP-TPLAT

   The petitioner requests: (i) an amendment to the Zoning Map rezoning the subject property from C-2, Limited Office Commercial and R-1, Single Family Residential to M-2, General Manufacturing; (ii) Tentative Plat of Subdivision; and (iii) any other variations, waivers, and zoning relief as may be necessary.

   PINs: 09-16-306-005, 09-16-306-009, 09-16-306-010, 09-16-306-011, 09-16-306-030, 09-16-306-035, 09-16-306-036, 09-16-403-002, 09-16-403-009, 09-16-403-025, 09-16-403-030, 09-16-403-031 and 09-16-403-033

   Petitioner: LPC Acquisition Company, LLC, 191 N. Wacker Drive, Chicago, IL 60606

   Owner: Wheels, Inc, 666 Garland Place, Des Plaines, IL 60016

3. Discussion Item - Building Design Review Standards – Overview of Existing Rules & Request for Guidance

Adjournment

Next Agenda: Next meeting is Tuesday, May 13, 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
April 8, 2025
MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, April 8, 2025, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

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 Mendel, Assistant Director of Community & Economic Development
	Jeff Rogers, Director of Community & Economic Development

A quorum was present.

APPROVAL OF MINUTES

Veremis had a comment that she had voted against the 200 Howard case and the draft minutes states otherwise. Staff will correct to be Bronakowski and Veremis as nays for the conditional use request.

A motion was made by Board Member Fowler, seconded by Board Member Veremis to approve the meeting minutes of March 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

None at this time.

Chairman Szabo introduced the two agenda items.

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

Chairman Szabo swore-in petitioner Gene Bobroff. Gene Bobroff is here on behalf of the petitioner Patricia Kearney. He outlined the proposal and the specific major variation request. The request is to reduce the minimum lot size within the R-4 zoning. The public notice previously included a parking variation, Currently a parking variation is not required due to sufficient parking spots. The building is currently a 4-unit building consisting of 2 units on the 2nd floor, 1 unit on the 1st floor and 1-unit on the garden level. The client has lived at this property for 40 years and moved out last year. They would like to add 1 unit to the 1st floor to mimic what is currently on the 2nd floor and add a studio apartment to the garden area.

Member Weaver inquired about one of the floors that has two units. Was that originally constructed as one unit on that floor? Mr. Bobroff stated that as long as Patricia has owned it, it has been two units the past 40 years.

Senior Planner Redman presented the staff report.

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

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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.

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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	≤ 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;**

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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.

Member Weaver asked about other similar properties in the City that are built as 2-flats or 3-flats that have added more units in the recent years.

Senior Planner Redman responded, yes and gave two examples: One on Linden St and the other on Illinois St.

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Member Weaver asked if staff sees this request as similar. Senior Planner Redman stated staff does.

Chair Szabo asked if current tenants would stay during proposed construction. Mr. Bobroff stated he doesn't have that information.

Chair Szabo if there were any public comments. No one responded.

A motion was made by Member Weaver and seconded by Member Zadrozny to recommend approval of the major variation to the City Council.

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

MOTION CARRIED

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

Chairman Szabo swore in all individuals presenting for this case.

Bob Helle represented the petitioner and introduced his team. He then continued to outline and present the proposed conditional use and PUD request of the assisted living facility development – location, design, operations and targeted market segment and area.

The facility will consist of 150 units. The property will include 91-bedroom units (60%) and 60-studios (40%) with extensive community spaces including communal dining, bistro, commercial kitchen, living room, library, physical therapy, outdoor garden space with raised planting beds.

This facility is designed for residents to live in a residential facility rather than a nursing facility.

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The average age of the residents is roughly 85 years old at the time of moving in. At this specific facility, they will serve residents earning up to $62,800 a year in 2024, but that number will slightly increase in 2025.

In 2024, within a 3-mile radius of the property there are over 8,000 residents who are age and income qualified. 2,000 of these people would benefit from this facility.

Bernie Citron, attorney for petitioner, outlines the specific zoning actions requested. Two primary actions – Conditional Use for Assisted Living Facility and a Preliminary PUD with maximum building height exception. Seeking approval to increase the height by 5 ft.

Jane Sloss is an architect with WJW Architects, presented the specific project building design, location and site planning.

The site is located at the corner of Golf Rd and East River Rd. with the existing Monarch building to the North, Forest Preserve land to the West and South and I-294 to the East. Proposed main entry would be located on the West side of the site with storm water detention on the East portion of the site. 80 parking spaces are proposed including 4 accessible spaces. There will also be a courtyard including patio space, walking paths along with landscape areas. Building size is about 123,000 sq ft. with a large number of amenity spaces for the residents. Most of the sleeping units will be located on floors 2-4 with distributed common areas on those floors as well.

Sleeping units will consist of a private bathroom, sleeping area, sitting area, and kitchenette. Main elevation is on the West side with an entry and port-cochere. This design will include heavy timber trusses and cedar sunshades to bring warmth and a welcoming feel to the entrance of the building. Material palette is comprised of low maintenance and high-quality materials including brick and fiber cement siding.

Building height is proposed to be 50 ft ½ in., which exceeds the 45 ft maximum allowed in R-3 zoning district and requires a PUD exception. Design of building is intended to be contemporary in nature and to emphasize its residential character. Tim Brown and Stephen Corcoran (Erikkson Engineering) were available to answer any questions.

Member Weaver asked about the direction of vehicles using the port-cochere.
Helle stated northbound vehicle movements into port-cochere.

Member Fowler asked about using The Monarch to access northbound N. East River Road.
Bob Helle stated there is a pre-existing easement built into it.

Member Fowler likes the project and thinks it will be a nice addition.

Member Weaver asked about the amount of stone and brick on the building's facades. Jane Sloss further described the location and amount of façade brick on the entire first floor going up to the third story in some bay. The dark blue color is hardie board panel siding.

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Member Zadrozny asked about the height of The Monarch building. Asst. Director Mendel stated that it is compliant with the R-3 zoning – at or less than the maximum 45 foot building height.

Member Bronakowski asked about the amount of masonry and non-masonry. He has concerns about the proposed materials and how similar materials have been implemented elsewhere in the City. Jane Sloss stated she does not have that percentage number available at this time.

Chairman Szabo and Member Bronakowski stated both are not fans of Hardie-board type material. Member Bronakowski states he is unable to support this project unless there is additional brick on the building.

Bob Helle will go back to the design team and discuss possible changes to incorporate more brick into the building. Member Bronakowski wants the City and the Economic Development Department to further review our development standards.

Member Weaver stated he understood the opinions of Member Bronakowski and Chairman Szabo regarding the exterior building materials requirements but appreciated the petitioner's effort to maximize the brick materials on the primary exterior building facades.

Member Fowler also agrees with other members and encourages the City to further review our exterior development standards. Helle stated he understands the PZB's comments but also states such materials can be high quality when used in an appropriate manner.

Chair Szabo reiterates the desire to update the City's building design and review material requirements.

Senior Planner Redman presented the staff report.

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

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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.

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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

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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

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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.
Building Materials
The petitioner has requested a minor variation for building materials to deviate from the below requirement:

> *"Multi-family residential shall be constructed with one hundred percent (100%) face brick, natural stone, or anchored or adhered masonry veneer on all street facing and side elevations with at least two (2) complimentary colors or materials and a minimum of eight feet (8') from the top of foundation on all remaining elevations. (Section 12-3-11.D.2.a.3)*

Several elevations do not meet this requirement and a minor variation is requested. The Planning and Zoning Board unanimously suggested the building should contain additional brick and suggested a condition requiring the elevations to be primarily masonry on all exterior elevations. Refer to Suggested Conditions of Approval for the PUD.

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 features	No significant natural vegetation, topographic or geologic features exist on site that would be beneficial to maintain. New landscaping is proposed 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

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	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.

PZB Recommendation and Conditions: The PZB held a public hearing on April 8, 2025 to consider the requests. Their rationale for recommendations is captured in the excerpt to the approved minutes from the meeting.

Conditional Use for Assisted Living

The PZB voted 6-0 to *recommend approval* of the Conditional Use for Assisted Living Facility. Pursuant to Section 12-3-7.G.1 of the Zoning Ordinance, the City Council has final authority to approve, approve with modifications, or deny the request, which would be approved by Ordinance Z-XX-25.

Should the City Council vote to approve the Conditional Use, the following conditions are recommended. These conditions are incorporated in the approving ordinance.

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.

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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.

Preliminary Planned Unit Development

The PZB voted 6-0 to *recommend approval* of the Preliminary Planned Unit Development (PUD). Pursuant to Section 12-3-7.G.1 of the Zoning Ordinance, the City Council has final authority to approve, approve with modifications, or deny the request, which would be approved by Ordinance Z-XX-25.

Should the City Council vote to approve the Preliminary PUD, the following conditions are recommended. These conditions are incorporated in the approving ordinance.

Suggested Conditions of Approval:

1. 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.
2. Petitioner will change the design of all exterior walls to be primarily masonry materials.

Senior Planner Redman stated the petitioner has requested a minor variation for building materials, which is not reviewed by the PZB or City Council, but is a decision made by the Zoning Administrator. She provides the required materials per the Zoning Ordinance.

Member Weaver asked about the difference between the minor variation for building materials and the PUD exception for height.

Member Fowler asked about where Station 61 is located. Senior Planner Redman stated it is on Oakton Street.

Member Bronakowski asked the distance between this proposed facility and the Glenview facility. Senior Planer Redman states she does not have the distance at hand, but the facility is close enough for the Fire Dept to have concerns about possible confusing.

Member Zadrozny about the difference between assisted and supportive living. Helle outlined the difference between the two types of facilities.

Member Weaver described the needs for accessible parking spaces and resident functions and suggests more accessible parking for residents.

Bob Helle outlined the operational requirements for these types of these facilities.

Member Veremis asked about the need for private transportation for residents.

Bob Helle stated that the on-site transportation is provided at no cost and all the vehicles are accessible buses and vans.

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Member Bronakowski asked about the petitioner's experience with developing this types of facilities and asked if this proposal is similar in exterior materials with the other properties he has developed.

Bob Helle stated that cement fiber is often more expensive than brick.

Member Bronakowski states he would like to see more brick on the building and may not be able to support this proposal as currently designed.

General discussion between petitioner and the PZB occurred regarding the petitioner's experience in nearby communities and whether City Des Plaines should receive same or similar treatment

Senior Planner Redman states conditions of approval options before the PZB through conditions for final PUD review step and/or continue the request to another development.

Chair Szabo asked for pubic comment. None.

Member Weaver asked about his desire for more brick or a nicer look. If other communities get more brick they probably have another type of review board different than our PZB. He asked staff if we can have a standard to be followed.

Senior Planner Redman stated the current code requirements for this type of development and how it is addressed by this request.

Member Weaver but this request is before the PZB and under review.

Senior Planner Redman restated the Minor Variation process and that it is a vested procedural right afforded the petitioner.

Member Weaver stated are we telling the City Council that the petitioner

Senior Planner Redman restated that

Member Weaver asked if is not even in the City Council's purview.

Assistant Director Mendel restated the specific requests before the PZB as with the PPUD and Conditional Use. The building materials code is a by-right regulation and the applicant propose using the minor variation. He continued to outline the minor variation process is outside the purview of the PZB review of the PUD because the petitioner has requested the

Member Weaver asked if its not a PUD?

Assistant Director Mendel stated that the variation is not part of this PUD request and a minor variation from the building conditions and that this would be reviewed by staff using experience and rigor when reviewing a request against the review standards.

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Member Weaver stated that we could apply a condition of approval but the PZB should not do this as this is not the PZB purview.

Assistant Director Mendel stated that the PZB stating on the record regarding a policy discussion time for further future discussion on building materials requirements.

Steve Beren (petitioner) outlines the development financing and importance of the development. He stated that they will be looking at possible changes to the exterior building materials and will consider changes prior to City Council.

Member Weaver asked about 'being on the record'? Just the discussion or a formal approved motion?

Assistant Director Mendel stated that a simple discussion on a meeting record is sufficient and doesn't necessarily need to be a formal motion.

Chair Szabo can be provide an "additional masonry" condition of approval as part of the

Senior Planner Redman stated the PZB could do this.

Member Fowler stated she's been addressing the question of building materials and has asked multiple times.

Member Bronakowski stated he has often heard developers state that financing is pending and developers create a sense of urgency. He doesn't believe this is valid imposition and wants transparency across remainder of the process.

Member Szabo stated he doesn't want to provide specific percentage of masonry but rather direct the petitioner to proceed with the PZB discussion as direction

Senior Planner Redman stated that the PZB can add a building materials condition, but it would be advantageous for the PZB to define and specify clear bounds for the petitioner.

Member Bronakowski stated he's liked to condition the approval with all exterior public ROW facing should be more masonry.

Chair Szabo stated he'd like to see the entire exterior and interior courtyard perimeter should be more masonry.

Bob Helle stated he is ok with "primarily" masonry, but desires for definition from the PZB. He doesn't want to be caught within a policy discussion when we have a specific project under review.

Member Weaver stated that he would like to think we could have attractive buildings between staff and City Council and would like to make a motion without additional building materials' condition.

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Member Bronakowski stated he doesn't agree with such a motion as it would be not be appropriate at this time.

Member Weaver stated that staff would use the same criteria as the PZB would if it were in front of them.

Member Veremis suggested condition for building exteriors to be primarily masonry.

Senior Planner Redman asked PZB to more clearly define 'primarily' to mean.

Chair Szabo stated that the PZB doesn't want to provide a detailed proscriptive definition of 'primarily masonry'.

Member Veremis, Fowler and Bronakowski want to keep it more general.

Bob Helle stated they get the point fo the exterior building

A motion was made by Member Veremis and seconded by Member Weaver to recommend approval of the conditional use for assisted living facility to the City Council with conditions 1-4 drafted by staff.

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

MOTION CARRIED

A motion was made by Member Veremis and seconded by Member Bronakowski to recommend approval of the conditional use for preliminary PUD with building height exception to the City Council with conditions 5 and 6 drafted by staff and read into the record by Member Veremis as follows:

1. 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.

2. Petitioner will change the design of all exterior walls to be primarily masonry materials.

AYES: Bronakowski, Fowler, Zadrozny, Veremis, Weaver, Szabo

NAYS: None

ABSTAIN: None

MOTION CARRIED

FURTHER DISCUSSION ON BUILDING DESIGN REVIEW CODES

Staff and the PZB members discussed a process for evaluating the codes and procedures.

Staff stated they will bring a discussion item at a near future meeting date.

Additionally, staff reminded the PZB about the required Statement of Economic Interest required by the State

ADJOURNMENT

Chairman Szabo adjourned the meeting by affirmative voice vote at 8:50 p.m.

Sincerely,
Jonathan Mendel/Recording Secretary
cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners

DRAFT

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

MEMORANDUM

Date: April 18, 2025

To: Planning and Zoning Board (PZB)

From: Samantha Redman, AICP, Senior Planner SCR

CC: Jonathan Stytz, AICP, Senior Planner JS
Jeff Rogers, AICP, Director of Community & Economic Development
Jonathan Mendel, AICP, Assistant Director of Community & Economic Development

Subject: Of Interest: American Planning Association, Illinois Chapter (APA-IL) Commissioner Training

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The Zoning Division has available budget to pay for Planning and Zoning (PZB) members to attend a virtual planning commissioner training webinar with the APA-IL on **April 30th**. Training is not mandatory, but any interested members can request to attend the webinar and staff will pay the fee using available budget.

Attachment:
Attachment 1 – Flyer for Webinar

Registration is open for the APA-IL's virtual plan commissioner training

View this email in your browser

The APA-IL's annual *virtual* Plan Commissioner Training is happening on April 30, 2025.

This is the APA-IL's regular training presentation and it is open to any commissioner, board members, staff and even prospective appointees.

This is a great chance for commissioners and board members to sit back and learn more about their position, urban planning, and the big picture - what they do and the significance it has to the communities in which they live.

Most commissioners are not professionals in the planning or development fields and can benefit from a bit of extra training on the topic. Even seasoned commissioners appreciate the chance to learn what's new in planning, and discuss their role with fellow commissioners.

REGISTER

Dates, Location, and Time

- April 30, 2025
- 7:00 - 9:00 PM CST

Please note: a recording of this session with *not be available.* The APA-IL believes that the success of our Plan Commissioner Training is due in part to the live discussion and conversations that occur during the training. If your commissioners are not able to attend this training on the 30th, we encourage you to email APA-IL's Planning Officials Development Officer Tom Farace, AICP and coordinate a training date for your community.

Registration

- Cost: $25/person; Groups of 4 or more $20/person
- **Discount: APA-IL Members attending the training get 10% off! Email Paula Freeze at admin@ilapa.org for the coupon code.**

Not an APA or APA-IL member? Please consider becoming an APA-IL Chapter-Only member for just $50/year. Commissioners can be APA-IL members too! Click here for more info.

- Roles in the Development Process
- Responsibilities of Commission Members
- Basics of “Findings of Fact”
- The Fine Print
- Planning + Development 101
- Tools of the Trade - master plans, zoning codes, etc.
- Resources for Commissioners

Who is this Training for?

Any planning officials, boards, and commissions are welcome.

This training is a great refresher or to get a new commissioner up to speed. The trainers will welcome attendee questions but for an in-depth discussion or to have a training session focused on your community's issues, consider holding a training in your community. Contact Tom Farace, AICP at podo@ilapa.org to schedule a training.

Professional urban planners are welcome to attend this training (no CM will be offered).

The Trainers

Michael Blue, FAICP
Michael has been a planner for over 35 years. That time working in both the public and private sectors of planning have given him a broad perspective of the field and how planners can best serve communities.

informs his practice as an attorney at Ancel Glink, giving him an unprecedented understanding of the dynamics that influence the zoning and entitlement process. His multi-faceted professional background also provides public and private sector clients with advisory services that extend beyond legal representation to help them achieve their goals and objectives.

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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 18, 2025

To: Planning and Zoning Board (PZB)

From: Samantha Redman, AICP, Senior Planner SCR

CC: Jonathan Stytz, AICP, Senior Planner JS
Jeff Rogers, AICP, Director of Community & Economic Development JR
Jonathan Mendel, AICP, Assistant Director of Community & Economic Development

Subject: Planning and Zoning Board Workshop Request: 9661 E. Golf Rd – Fisherman's Dude Ranch Redevelopment

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The developer of 9661 E. Golf Road, the former location of Fisherman's Dude Ranch, has requested a Planning and Zoning Board Workshop to discuss a proposed multifamily and townhouse development on this property.

The developer has requested **May 27th** for the workshop date. This is a regularly scheduled PZB meeting with one other item that may appear on this agenda, but staff feels there may be sufficient time for the workshop at this meeting.

If this date is not available for the workshop, staff will coordinate to determine another date with the developer.

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

MEMORANDUM

Date: April 18, 2025

To: Planning and Zoning Board (PZB)

From: Jonathan Stytz, AICP, Senior Planner JS

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

Subject: Consideration of a combined Tentative and Final Plat at 1871-1873 Busse Highway

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Issue: The petitioner requests a combined Tentative and Final Plat to consolidate two lots into one lot of record in the M-1 Limited Manufacturing District at 1871-1873 Busse Highway.

Petitioner: James Marino, 5521 N. Cumberland Avenue, Chicago, IL 60656

Owner: D2E7, LLC (Representative: Timothy Walbert, 1873 Busse Highway, Des Plaines, IL 60016)

Case Number: #24-050-TPLAT-FPLAT

PINs: 09-21-107-040-0000; 09-21-107-041-0000

Ward Number: #1, Alderman Mark A. Lysakowski

Existing Zoning: M-1, Limited Manufacturing

Existing Land Uses: Office (commercial)

Surrounding Zoning:
North: M-2, General Manufacturing District
South: R-1, Single Family Residential District
East: M-1, Limited Manufacturing District
West: M-1, Limited Manufacturing

Surrounding Land Uses:
North: Manufacturer (manufacturing)
South: Single Family Residences (residential)
East: Construction company (commercial)
West: Office (commercial)

Street Classification: Busse Highway is classified as a major collector road under Illinois Department of Transportation (IDOT) jurisdiction.

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

Property/Zoning History: The subject properties at 1871-1873 Busse Highway were annexed into the City in 1870 as undeveloped farmland. Around 1957, it was developed into an industrial building positioned north to south along the east property line with an off-street parking area[1]. Later in 1989, an addition positioned east to west was built on the southwest corner of the building, creating the existing L-shaped building today. In 2024, the building was repurposed for an office use. Note that existing building was constructed prior to the current building setback requirements and is classified as a legal non-conforming structure governed under Section 12-5-6 of the Zoning Ordinance

TENTATIVE AND FINAL PLAT OF SUBDIVISION

Request Description:

Overview

The subject properties described below are both located off Busse Highway in the M-1 Limited Manufacturing District next to the Union Pacific Northwest railroad tracks and are under common ownership.

Address	PIN	Lot Size
1871 Busse Highway	09-21-107-040-0000	16,614 SF (0.38 acres)
1873 Busse Highway	09-21-107-041-0000	3,010 SF (0.07 acres)
	Total Lot Area	**19,624 SF (0.45 acres)**

Both properties have been improved under a unified development which consists of a one-story L-shaped building utilized as an office and a surface parking area as shown on the attached ALTA/NSPS Land Title Survey. However, the triangular-shaped parcel addressed at 1873 Busse Highway is land-locked and requires access through the 1871 Busse Highway, which has direct frontage along and access to Busse Highway. The proposed combined Tentative and Final Plat request resolves this by consolidating the two lots into one lot of record as illustrated on the attached Final Plat of D2E7 Subdivision.

Building Lines and Easements

The subdivision plat shows the following easements and building lines:

(i) A new 60-foot front building setback line along Busse Highway;
(ii) A new 60-foot side building setback lines along the west and east side property lines of the proposed subdivision;
(iii) A new 60-foot rear building setback along the south property line;
(iv) A five-foot easement for public utilities and drainage along the south property line; and
(v) A five-foot perimeter parking setback along the north, west, and east property lines of the proposed subdivision.

Floodplain Considerations

Both properties are within a quarter mile of the Des Plaines River and are fully located within the 100-year floodplain based on the current Federal Emergency Management Agency (FEMA) flood hazard maps. While the subject properties have been already developed, any future changes to this development will need to conform with all FEMA and City of Des Plaines Flood Control regulations.

[1] https://www.historicaerials.com/location/41.625/-87.875/T1890/16. Retrieved on April 16, 2025.

Public Works and Engineering (PWE) Review
The PWE department has reviewed the subdivision request and has approved it without any conditions. Public improvements are also not required with this request since IDOT is preparing to make adjustments to Busse Highway that include the removal of the exterior travel lane on either side of the road and replacing them with on-street parking lanes.

PZB Procedure and Recommended Conditions: Given the combined Tentative and Final Plat request, the PZB shall make two separate motions:

- *Tentative Plat:* Under Section 13-2-3 (Planning and Zoning Board's Procedure for Tentative Plats) of the Subdivision Regulations, the PZB has final authority to approve or deny the Tentative Plat request.
- *Final Plat:* Under Section 13-2-7 (Approval of Final Plat by the Planning and Zoning Board) of the Subdivision Regulations, the PZB has final authority to *recommend* that the City Council approve or deny the Final Plat request.

No staff recommended conditions are proposed for these requests.

Attachments:
Attachment 1: Location Map
Attachment 2: Site and Context Photos
Attachment 3: ALTA/NSPS Land Title Survey
Attachment 4: Tentative and Final Plat of Subdivision

GISConsortium | 1871-1873 Busse Highway

0 250 500 ft

Print Date: 4/16/2025

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.

1871-1873 Busse Hwy – Public Notice Sign

1871-1873 Busse Hwy – Looking Southeast at Front Building Entrance

1871-1873 Busse Hwy – Looking Northwest at Front of Building

1871-1873 Busse Hwy – Looking Southeast at Building

1871-1873 Busse Hwy – Looking Southeast at Front of Property

1871-1873 Busse Hwy – Looking East at Property Entrance

1871-1873 Busse Hwy – Looking South at Parking Area

1871-1873 Busse Hwy – Looking Southeast at Parking Area

ALTA/NSPS

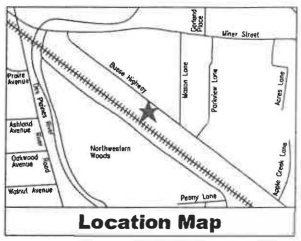
PARCEL ONE:
THAT PART OF LOT 167, IN TOWN OF RAND, IN SECTION 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCINGAT THE POINT OF INTERSECTION OF THE WEST LINE OF SAID LOT WITH THE SOUTHERLY LINE OF BUSSE HIGHWAY; THENCE SOUTHEASTERLY ALONG THE SOUTHERLY LINE OF SAID HIGHWAY, A DISTANCE OF 177 FEET; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE A DISTANCE OF 150 FEET; MORE OR LESS TO A POINT ON THE NORTHEASTERLY LINE OF PROPERTY HERETOFORE CONVEYED TO AND OCCUPIED BY THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, FOR THE RIGHT OF WAY, SAID POINT BEING 63.26 FEET (MEASURED ALONG THE NORTHEASTERLY LINE OF SAID RAILWAY COMPANY RIGHT OF WAY) SOUTHEASTERLY FROM THE WEST LINE OF SAID LOT; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINE OF SAID RAILWAY COMPANY RIGHT OF WAY TO THE WEST LINE OF SAID LOT; THENCE NORTH ALONG THE WEST LINE OF SAID LOT, A DISTANCE OF 188.24 FEET MORE OR LESS TO THE POINT OF BEGINNING, EXCEPT THAT THE BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT WITH THE SOUTHERLY LINE OF BUSSE HIGHWAY; THENCE SOUTHEASTERLY ALONG THE SOUTHERLY LINE OF SAID HIGHWAY A DISTANCE OF 46.17 FEET; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED LINE, A DISTANCE OF 60.89 FEETTO SAID WESTLINE OF LOT 167; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 167 TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS

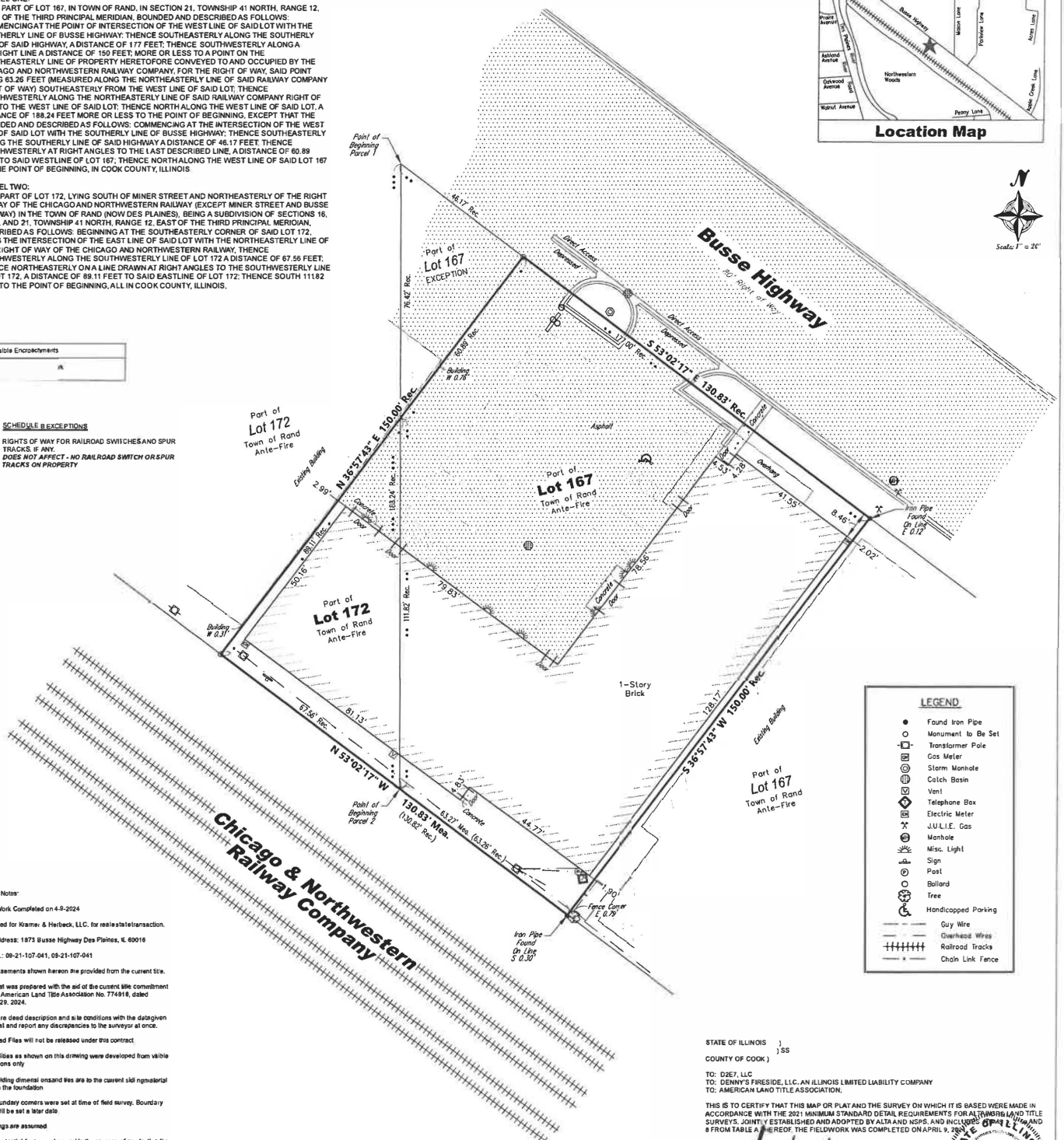
PARCEL TWO:
THAT PART OF LOT 172, LYING SOUTH OF MINER STREET AND NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY (EXCEPT MINER STREET AND BUSSE HIGHWAY) IN THE TOWN OF RAND (NOW DES PLAINES), BEING A SUBDIVISION OF SECTIONS 16, 17, 20, AND 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 172, BEING THE INTERSECTION OF THE EAST LINE OF SAID LOT WITH THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY, THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF LOT 172 A DISTANCE OF 67.56 FEET; THENCE NORTHEASTERLY ON A LINE DRAWN AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF LOT 172, A DISTANCE OF 89.11 FEET TO SAID EASTLINE OF LOT 172; THENCE SOUTH 11.82 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

Possible Encroachments
N/A

SCHEDULE B EXCEPTIONS

(17) RIGHTS OF WAY FOR RAILROAD SWITCHES AND SPUR TRACKS, IF ANY.
DOES NOT AFFECT - NO RAILROAD SWITCH OR SPUR TRACKS ON PROPERTY





LEGEND

- Found Iron Pipe
- Monument to Be Set
- Transformer Pole
- Gas Meter
- Storm Manhole
- Catch Basin
- Vent
- Telephone Box
- Electric Meter
- J.U.L.I.E. Gas
- Manhole
- Misc. Light
- Sign
- Post
- Bollard
- Tree
- Handicapped Parking
- Guy Wire
- Overhead Wires
- Railroad Tracks
- Chain Link Fence

Surveyor Notes:

1. Field Work Completed on 4-9-2024
2. Prepared for Kramer & Herbeck, LLC. for realestatetransaction.
3. Site Address: 1873 Busse Highway Des Plaines, IL 60016
4. Pin No.: 09-21-107-041, 09-21-107-041
5. The easements shown hereon are provided from the current title.
6. This plat was prepared with the aid of the current title commitment issued by American Land Title Association No. 774818, dated February 29, 2024.
7. Compare deed description and site conditions with the datagiven on this plat and report any discrepancies to the surveyor at once.
8. Auto Cad Files will not be released under this contract
9. The utilities as shown on this drawing were developed from visible observations only
10. All building dimensions and ties are to the current sidingmaterial and not to the foundation
11. No boundary corners were set at time of field survey. Boundary corners will be set a later date
12. Bearings are assumed
13. All substantial features observed in the process of conducting the fieldwork areshown hereon.
14. Subject property has direct access to and from Busse Highway, being a public right of way.
15. There arene gaps or goresbetween thepublic rightof way of Busse Highway and the adjacent border lines of the property
16. Therewas no evidence of any cemetery, burial grounds or individual gravesites.
17. There was no observable evidence of substantial refuse.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO: D2E7, LLC
TO: DENNY'S FIRESIDE, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
TO: AMERICAN LAND TITLE ASSOCIATION,

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 AND 8 FROM TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON APRIL 9, 2024.

GIVEN UNDER MY HAND AND SEAL THIS 10TH DAY OF APRIL, A.D. 2024.
AT LAKE ZURICH, ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR 3323

STATE OF ILLINOIS
GLORIA JEAN KOTER
035-003323
LICENSED LAND SURVEYOR
EXPIRES OCTOBER 31, 2024

ADOPTED BY THE BOARD OF GOVERNORS, AMERICAN LAND TITLE ASSOCIATION, EFFECTIVE FEBRUARY 2, 2016. AMERICAN LAND TITLE ASSOCIATION, 1800 M ST., N.W., SUITE 300S, WASHINGTON, D.C., 20036-5828

ADOPTED BY THE BOARD OF DIRECTORS, NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS, ON OCTOBER 30, 2020. NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS, INC., 5119 PEGASUS COURT, SUITE Q, FREDERICK, MD 21704.

Drafted By: ER	Field Work: KJ	Date
Revision		Date

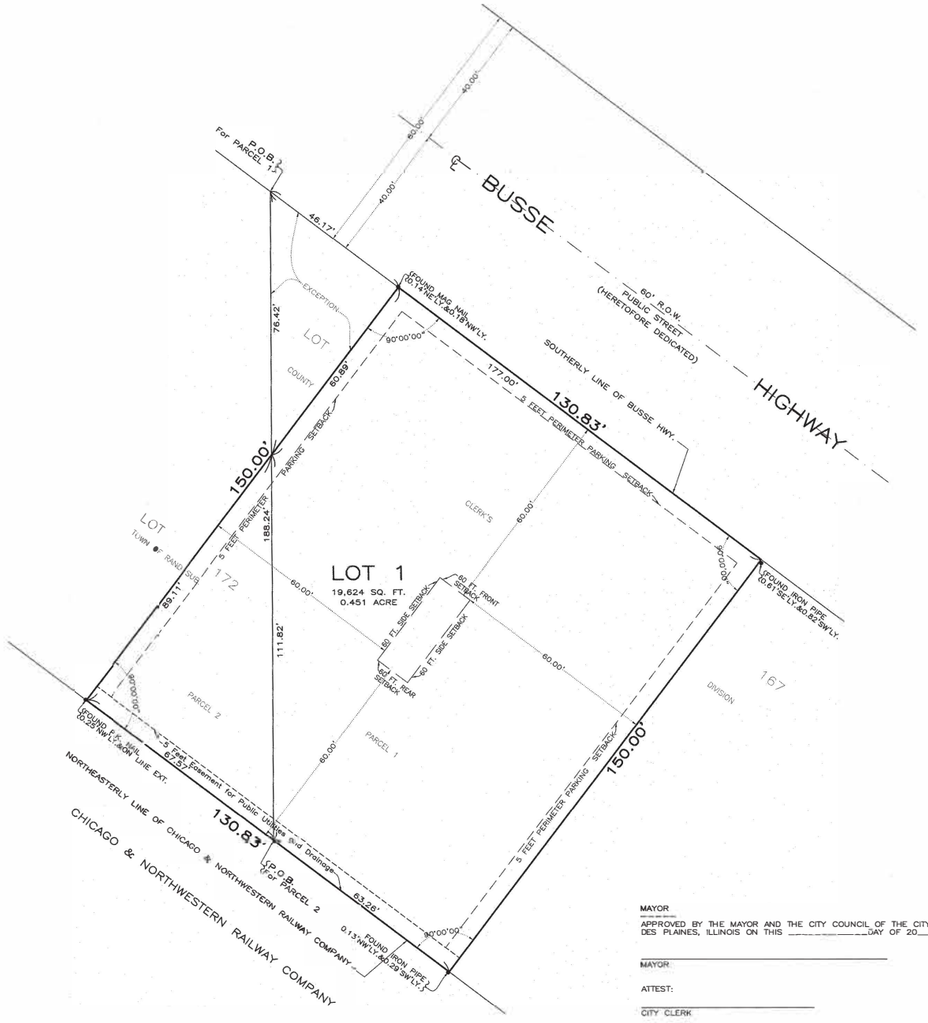
Land Surveying Services, Inc.
1182 Heather Drive Lake Zurich, Illinois 60047
Ph. (847)847-1079 Fax. (847)847-1279
Professional Design Firm License No. 184-003632

Field Work Completed: 4-9-2024	Scale: 1" = 20'	Date: 4-10-2024

Site Address:
1873 Busse Highway
Des Plaines, Illinois

Job Number	Sheet Name
LS240392	ALTA/ NSPS
Sheet Number	
ALTA	

FINAL PLAT OF SUBDIVISION
D2E7 SUBDIVISION



PROFESSIONALS ASSOCIATED—MM SURVEY CO.	
ORDER NO.: 109520	
DATE:	REVISIONS
03-05-2025.	PRELIMINARY PLAT FOR VILLAGE APPROVAL
03-12-2025.	ADDED SETBACKS & NEW LEGAL DESCRIPTION

PARCEL ONE:
THAT PART OF LOT 167, IN TOWN OF RAND, IN SECTION 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, BOUNDED AND DESCRIBED AS FOLLOWS:
COMMENCING AT THE POINT OF OF INTERSECTION OF THE WEST LINE OF SAID LOT WITH THE SOUTHERLY LINE OF BUSSE HIGHWAY; THENCE SOUTHEASTERLY ALONG THE SOUTHERLY LINE OF SAID HIGHWAY, A DISTANCE OF 177 FEET; THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE A DISTANCE OF 150 FEET; MORE OR LESS TO A POINT ON THE NORTHEASTERLY LINE OF PROPERTY HERETOFORE CONVEYED TO AND OCCUPIED BY THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, FOR THE RIGHT OF WAY, SAID POINT BEING 63.26 FEET (MEASURED ALONG THE NORTHEASTERLY LINE OF SAID RAILWAY COMPANY RIGHT OF WAY) SOUTHEASTERLY FROM THE WEST LINE OF SAID LOT; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINE OF SAID RAILWAY COMPANY RIGHT OF WAY TO THE WEST LINE OF SAID LOT, THENCE NORTH ALONG THE WEST LINE OF SAID LOT, A DISTANCE OF 188.24 FEET MORE OR LESS TO THE POINT OF BEGINNING, EXCEPT THAT THE BOUNDED AND DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF SAID LOT WITH THE SOUTHERLY LINE OF BUSSE HIGHWAY, THENCE SOUTHEASTERLY ALONG THE SOUTHERLY LINE OF SAID HIGHWAY A DISTANCE OF 46.17 FEET; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED LINE, A DISTANCE OF 60.89 FEET TO SAID WEST LINE OF LOT 167; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 167 TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL TWO:
THAT PART OF LOT 172, LYING SOUTH OF MINER STREET AND NORTHEASTERLY OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY (EXCEPT MINER STREET AND BUSSE HIGHWAY) IN THE TOWN OF RAND (NOW DES PLAINES), BEING A SUBDIVISION OF SECTIONS 16, 17, 20 AND 21, TOWNSHIP 41 NORTH, RANGE 1, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBAS FOLLOWS:
BEGINNING AT THE SOUTHEASTERLY CORNER OF SAID LOT 172, BEING THE INTERSECTION OF THE EAST LINE OF SAID LOT WITH THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN RAILWAY, THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY LINE OF LOT 172 A DISTANCE OF 67.56 FEET; THENCE NORTHEASTERLY ON A LINE DRAWN AT RIGHT ANGLES TO THE SOUTHWESTERLY LINE OF LOT 172, A DISTANCE OF 89.11 FEET TO SAID EAST LINE OF LOT 172; THENCE SOUTH 111.82 FEET TO THE POINT OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS.

DRAINAGE CERTIFICATE

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, 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, 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 THIS SUBDIVISION.

OWNER

NAME: _____

DATE: _____

DATE: _____

REGISTERED PROFESSIONAL ENGINEER

NAME: _____

FIRM: _____

(SEAL)

UTILITY CERTIFICATES

AN EASEMENT FOR SERVING THIS SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC, NATURAL GAS, AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

COMMONWEALTH EDISON COMPANY
APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

AT&T, ILLINOIS BELL TELEPHONE CO (AMERITECH)
APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

NORTHERN ILLINOIS GAS COMPANY (NICOR)
APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

COMCAST
APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

ASTOUND
APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

MAYOR

APPROVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DES PLAINES, ILLINOIS ON THIS _____DAY OF 20_____.

_____
MAYOR

ATTEST:

_____
CITY CLERK

PLANNING AND ZONING BOARD

APPROVED BY THE PLANNING AND ZONING BOARD OF THE CITY OF DES PLAINES, ILLINOIS ON THIS _____DAY OF 20_____.

_____
CHAIRMAN

DIRECTOR OF FINANCE

I CERTIFY THAT THERE ARE NO DELINQUENT OR CURRENT UNPAID SPECIAL ASSESSMENT ON THE PROPERTY SHOWN ON THIS PLAT.

DATE: _____.

_____
DIRECTOR OF FINANCE

CITY DIRECTOR OF PUBLIC WORKS AND ENGINEERING CERTIFICATE

APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING OF THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS, THIS _____ DAY OF _____, A.D., 20_____.

BY: TIMOTHY P. OAKLEY, P.E., DIRECTOR OF PUBLIC WORKS & ENGINEERING

UTILITY EASEMENTS

PUBLIC UTILITY EASEMENTS PROVIDED, SHALL BE FOR THE USE OF MUNICIPAL SEWER AND WATER LINES, STORM DRAINAGE AND PUBLIC UTILITY LINES, LINES FOR ANY CABLE TELEVISION FRANCHISE GRANTED BY THE CITY, AND OTHER MUNICIPAL USES.

CONSENT OF MORTGAGEE

_____, WHICH IS THE HOLDER OF A MORTGAGE DATED AS OF _____, 20_____, AND RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDER, ILLINOIS ON _____, 20_____, AS DOCUMENT NO. _____, ENCUMBERING THE PROPERTY DESCRIBED ON THIS PLAT OF SUBDIVISION, THEREBY CONSENT TO THE RECORDING OF THIS PLAT OF SUBDIVISION AND AGREES THAT ITS LIEN SHALL BE SUBJECT TO THE PROVISIONS OF THIS PLAT OF SUBDIVISION.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THIS CONSENT TO BE EXECUTED ON _____, 20_____.

ATTEST: _____, A_____

BY: _____ BY: _____

ITS: _____ ITS: _____

STATE OF ILLINOIS)
COUNTY OF ____) SS.

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 20____, BY _____, THE _____, AN D_____, THE _____SECRETATY, OF _____, A _____, WHICH INDIVIDUALS ARE KNOWN TO ME TO BE THE IDENTICAL PERSONS WHO SIGNED THE FOREGOING INSTRUMENT AS SUCH OFFICERS OF THE CORPORATION FOR AND ON BEHALF OF SAID CORPORATION, AND THAT THEY EXECUTED THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF THE CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THIS _____DAY OF_____, 20____.

_____
SIGNATURE OF NOTARY

SEAL

MY COMMISSION EXPIRES:_____

NORTH

GRAPHIC SCALE

20 10 0 20 40

(IN FEET)
1 Inch = 20 Ft.

PREPARED BY:
PROFESSIONALS ASSOCIATED—MM SURVEY CO.
PROFESSIONAL DESIGN FIRM NO. 184-003023
7100 N. TRIPP AVE, LINCOLNWOOD, ILLINOIS 60712
TEL. (847) 675-3000 FAX (847) 675-2167
e-mail: pa@professionalsassociated.com
www.professionalsassociated.com

ORDER NO.: 109520

PERMANENT REAL ESTATE INDEX NUMBERS:
09-21-107-041 & 09-21-107-043

THIS PLAT SUBMITTED BY:

_____
NAME

_____
ADDRESS

_____

OWNER

D2E7 A LIMITED LIABILITY COMPANY AUTHORIZED TO DO BUSINESS IN ILLINOIS OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON, HEREBY ADOPTS THIS PLAT OF SUBDIVISION ESTABLISHES THE MINIMUM BUILDING RESTRICTION LINES, DEDICATES THE ROADS, STREETS, ALLEYS, WALKS AND OTHER AREAS INDICATED THEREON TO THE PUBLIC USE; AND ESTABLISHES ANY OTHER EASEMENTS SHOWN THEREON.

_____
_____

STATE OF ILLINOIS)
COUNTY OF _____) SS.

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID DO HEREBY CERTIFY THAT _____ AND _____ OF THE _____, PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE FOREGOING INSTRUMENT, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTARIAL SEAL THIS _____ DAY OF _____, 20_____.

_____
NOTARY PUBLIC

MY COMMISSION EXPIRES:

_____

ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO PARAGRAPH 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED. A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

_____

COOK COUNTY

THIS PLAT HAS BEEN APPROVED BY COOK COUNTY WITH RESPECT TO ROADWAY ACCESS PROVIDED THAT A PERMIT IS SUBMITTED TO THE COUNTY FOR ANY PROPOSED WORK WITHIN THE PUBLIC RIGHT-OF-WAY OF ROADWAYS UNDER COUNTY JURISDICTION.

APPROVED BY: _____, ON THIS_____DAY OF_____, 20_____.

_____

SURVEYOR

I, PAUL T. JAROS, HEREBY CERTIFY THAT I HAVE PREPARED THE PLAT SHOWN HEREON AND THAT IT IS CORRECT; THE IRON PIPES, P.K. NAIL AND "MAG" NAIL HAVE BEEN FOUND IN THE GROUND AS INDICATED HEREON, IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE DES PLAINES CITY CODE; THAT THE PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE CITY OF DES PLAINES, WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN; THAT THE PROPERTY IS WITHIN A SPECIAL FLOOD HAZARD AREA, AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE MOST RECENT FLOOD INSURANCE RATE MAP PANEL 170081 OF CITY OF DES PLAINES, COMMUNITY PANEL NO. 17031002171.

SIGNED THIS _____ DAY OF _____, 2025.

_____
PAUL T. JAROS, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003937
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026.

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

MEMORANDUM

Date: April 18, 2025

To: Planning and Zoning Board (PZB)

From: Jonathan Mendel, AICP, Assistant Director of Community and Economic Development

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

Subject: An amendment to the Zoning Map rezoning the subject property from C-2, Limited Office Commercial and R-1, Single Family Residential to M-2, General Manufacturing and Tentative Plat of Subdivision

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Issue: The Petitioner requests:
(i) Tentative Plat of Subdivision create two new lots of record;
(ii) Map amendment to rezone the westerly half of the subject properties from the C-2 Limited Office Commercial and R-1 Single Family Residential districts to the M-2 General Manufacturing district.

PINs: Map Amendment: 09-16-306-005, 09-16-306-009, 09-16-306-010, 09-16-306-011, 09-16-306-030, 09-16-306-035 & 09-16-306-036

Tentative Plat: 09-16-306-005, 09-16-306-009, 09-16-306-010, 09-16-306-011, 09-16-306-030, 09-16-306-035, 09-16-306-036, 09-16-403-002, 09-16-403-009, 09-16-403-025, 09-16-403-030, 09-16-403-031 and 09-16-403-033

Petitioner: LPC Acquisition Company, LLC, 191 N. Wacker Drive, Chicago, IL 60606

Owner: Wheels, Inc, 666 Garland Place, Des Plaines, IL 60016

Case Number: 25-016-MAP-TPLAT

Ward Number: #1, Mark A. Lysakowski

Existing Zoning: C-2, Limited Office Commercial & R-1, Single-Family Residential

Surrounding Zoning: North: R-1, Single Family Residential
South: R-1, Single Family Residential, M-2, General Manufacturing, and C-2, Limited Office Commercial
East: C-2, Limited Office Commercial & R-1, Single Family Residential
West: R-1, Single Family Residential

Surrounding Land Uses: North: Cook County Forest Preserve
South: Single family residences, City of Des Plaines water tower & manufacturing
East: Office buildings and Cook County Forest Preserve
West: Cook County Forest Preserve & Des Plaines River

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

Comprehensive Plan: The Comprehensive Plan identifies this site as Commercial.

Property/Zoning History: The subject property has been within the City of Des Plaines corporate limits since at least the 1920s and the current zoning C-2 and R-1 zoning was established with the 1998 comprehensive zoning map changes with the new version of City Code Title 12 – Zoning.

Project Description: The subject property is 783,331 square feet (or 17.984 acres), which is currently improved with an approximately 123,193 square feet commercial facility to the North and an approximately 56,411 square feet commercial facility to the South-East.

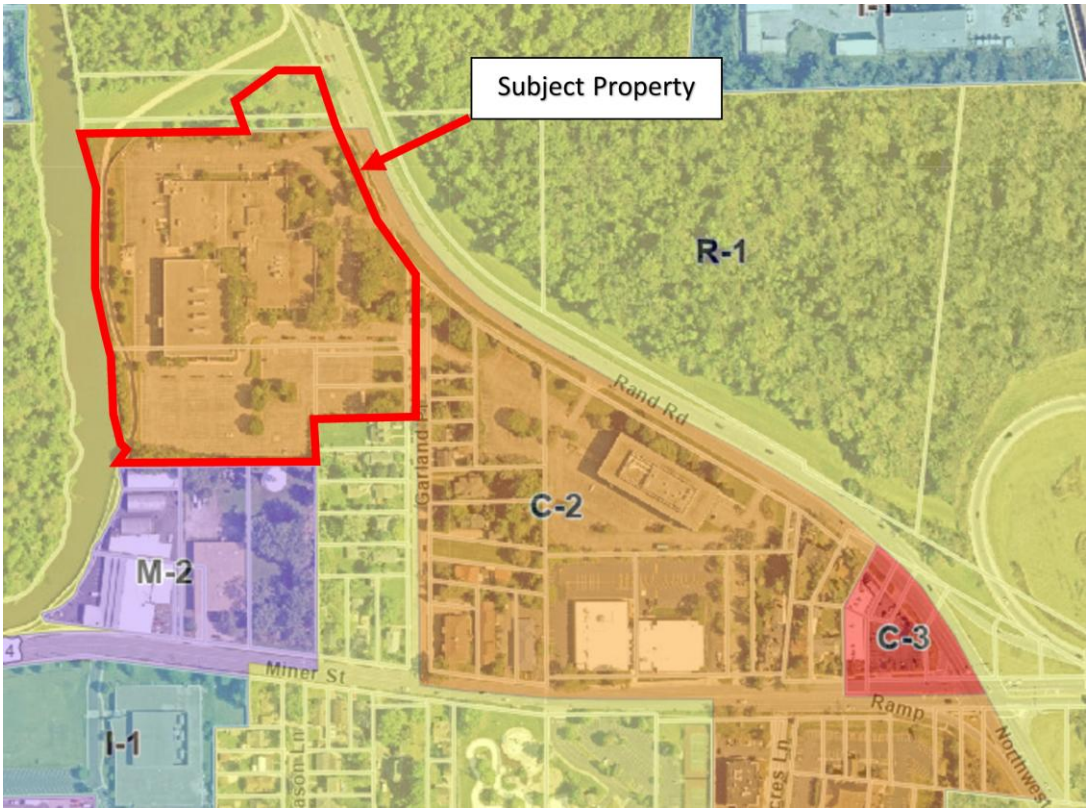
Logistics Property Company (LPC) (petitioner) requests rezoning the subject property from C-2/R-1 to M-2, General Manufacturing (Attachment 1)

The rezoning and tentative plat would permit the petitioner's proposed demolition of the current buildings and minor improvements on the site to construct a new 158,692 square feet Class-A industrial building with 30 truck doors and two (2) drive-in doors, sited on a newly created 12.471-acre lot including 135 car parking stalls. The development will include a separate 5.224-acre lot which will remain commercially zoned and set aside for future development. As part of the development LPC will also develop three (3) detention ponds for adequate storm water drainage for the entire corridor.

<u>Zoning Map Amendment Overview</u>
The purpose of a zoning map amendment is to provide standards and procedures for making amendments to the zoning map. This amendment process is not intended to relieve particular hardships nor confer special privileges or rights upon any person, but only to make adjustments necessary considering changed conditions or changes in public policy.

Although a specific project can be considered alongside any zoning application, zoning change deliberation is intended to evaluate the potential internal and external impacts on a subject property, the immediate surrounding properties, the adjacent neighborhood and the general area of the community where it is located.

Existing R-1/C-2 Zoning versus Proposed M-2 Zoning
Currently, the subject property proposed for rezoning to M-2 is composed of a single zoning lot of R-1 zoning on the northernmost portion of the subject property as shown in the following existing zoning map graphic:



Additionally, the City of Des Plaines 2019 Comprehensive Plan Future land use map illustrates the subject property as intended for commercial activities, such as retail, office, or other service uses, rather than the wide range of uses intended within the proposed M-2 zoning district, especially at this primarily bucolic and medium intensity City gateway. See the following Future Land Use map graphic:

Given the existing zoning map and comprehensive plan future land use map, the focus of discussion should revolve around the proposed change of the mix of zoning districts in this immediate neighborhood and the potential for

increased external impacts given the higher intensity nature of the M-2 zoning district.

Here are the specific purpose sections for the C-2 and M-2 zoning districts:

City Code Section 12-7-3.E – C-2 Limited Office Commercial District

1. Purpose: The purpose of the C-2 limited office commercial district is to preserve existing office development and provide locations for the development of new office locations.

City Code Section 12-7-4.E – M-2 General Manufacturing District

1. Purpose: The purpose of the M-2 General Manufacturing District is to provide a location for general manufacturing uses and related uses in conformance with the comprehensive plan.

These purpose statements outline the specific zoning district's desired intensity and objectives of the zoning regulations. Given that most of the subject property is currently zoned C-2, it was determined during the 1998 zoning code and map update that C-2 was the appropriate zoning and land use designation. This determination was later reinforced by the Future Land Use Map in the 2019 Comprehensive Plan.

The next important part of this analysis is the comparison of the C-2 and M-2 use tables. Attachment 4 outlines the permitted and conditional uses for the C-2 and M-2 zoning districts (The R-1 district table is not included because the primary discussion involves the subject property's current C-2 zoned portion which is most of the site). Reviewing these two use tables shows the broad spectrum of use intensity between the two zoning districts.

Lastly, a comparison of the C-2 and M-2 district's Bulk Controls informs the potentially substantive difference between the maximum possible buildout on the subject property in either zoning district. Attachment 5 provides that comparison.

Site Plan Review

Pursuant to Section 12-3-7.D.2 of the Zoning Ordinance, a Site Plan Review is required for all map amendment requests to assess how the request meets the characteristics identified in Section 12-3-2, which are listed below along with staff's assessment of each in relation to the current site plan provided by the petitioner, located in the Plat of Survey/Site Plan attachment.

Site Plan Review	
Item	***Analysis (based on Proposal)***
The arrangement of structures on the site	• The proposed building and accessory parking and circulation areas are generally well placed throughout the subject property to accommodate the mostly rectilinear shape of its primary developable space.

The arrangement of open space and landscape improvements	• Adequate landscaping areas are provided throughout the subject property to comply with the applicable zoning code sections.
The adequacy of the proposed circulation system on the site	• There is concern regarding the design and orientation of the primary truck ingress/egress drive from Rand Road, which is the north drive. Outbound trucks entering the roadway at low speeds in this location are a potential hazard. The intersection is approx. 500 feet away with a posted speed limit of40 mph. Line-of-sight is also not ideal due to the existing vegetation, floodwall, and curvature of the road.
The location, design, and screening of proposed off-street parking areas	• The off-street parking lot is primarily separated from the truck traffic circulation areas which is appropriate to avoid possible conflicts as much as possible. • The proposed location and screening generally comply.
The adequacy of the proposed landscaping design on the site	• The landscape plan shelters and screens the sensitive land uses to the south appropriately.
The design, location, and installation of proposed site illumination	• The site lighting plan was submitted and is primarily compliant. Formal full compliance review will occur at time of building permit review.
The correlation of the proposed site plan with adopted land use policies, goals, and objectives of the comp. plan	• The Comprehensive Plan identifies the intend use of the subject property targeted for rezoning as Commercial on the Future Land Use Map. This map is intended to guide land use and zoning decisions throughout City unless specifically referenced directly elsewhere in the Comprehensive Plan. The subject property is not consistent with the Commercial designation at this primary City gateway.

Standards for Zoning Map Amendment:

The following is a discussion of standards for zoning map amendment from Section 12-3-7.E of the Zoning Ordinance. Rationale for how the proposal addresses the standards is provided below and in the attached petitioner responses to standards. For its rationale, the Board may use the provided responses as written, modify, or adopt its own.

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

   Comment: The Comprehensive Plan designates the subject property Commercial on the Future Land Use Map. This is intended to guide land use and zoning decisions throughout City unless specifically referenced directly elsewhere in the Comprehensive Plan. The proposed rezoning to M-2 is not consistent with the

Commercial designation at this primary City gateway.

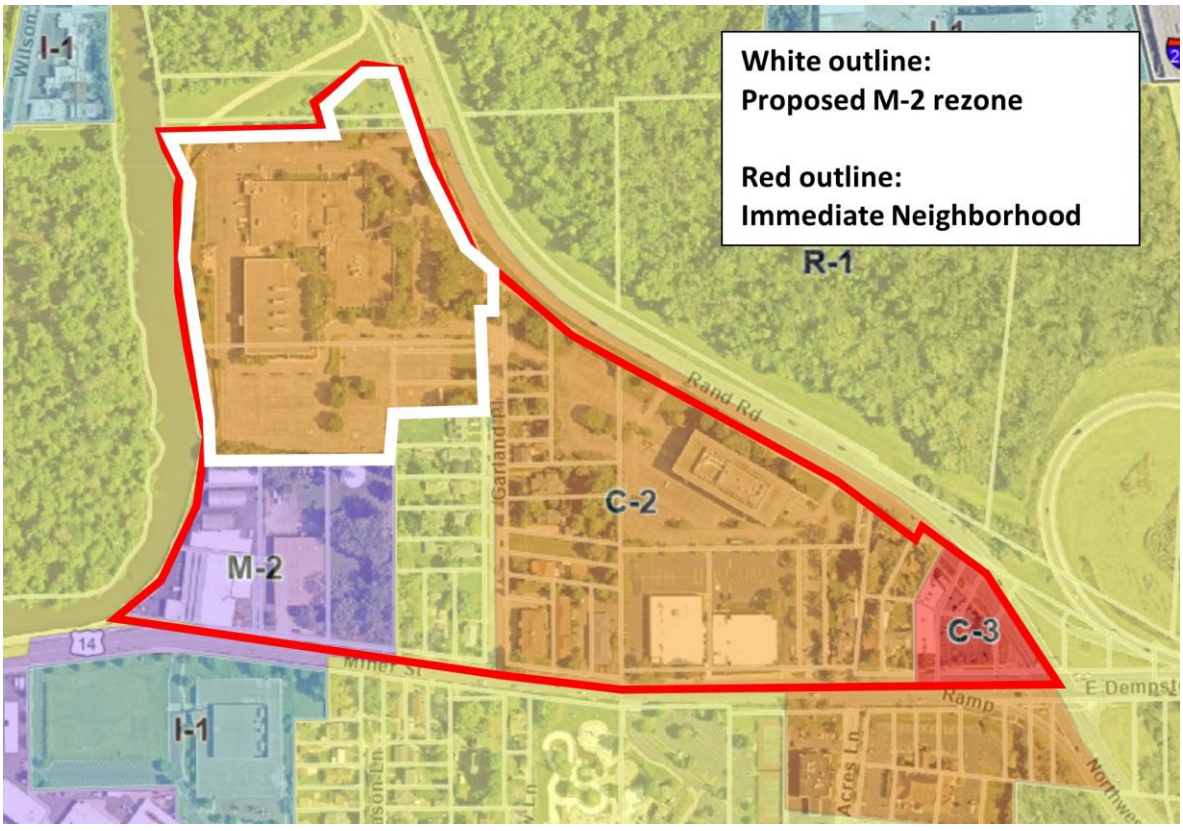
Additionally, as the petitioner describes in their petitioner's response to standards, Chapter 3 (Economic Development) of the 2019 Comprehensive Plan does mention creating a commercial/industrial flex district section 3.6 on page 23, but that is only targeted to the "Five Corners" area of the City which does not include the subject property or its immediate neighborhood – see Attachment 8.

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

Comment: Immediate neighborhood existing character is intended to be C-2 zoning permitted/conditional uses and site development. The proposed M-2 zoning would change the character to manufacturing resulting in a complete change to the existing and intended character under the 2019 Comprehensive Plan, especially when experiencing the neighborhood along the Rand Road frontage. The below indicates the percentage change of existing zoning to proposed zoning and its effect on the immediate neighborhood's character:

- Rand/Miner/Des Plaines River block = 33.65 acres
- Existing C-2 zoning = 25 acres (74.8%)
- Existing C-3 zoning = 0.65 acres (2%)
- Existing M-2 zoning = 4.5 acres (13.5%)
  - **Proposed M-2 zoning = 12.5 acres (37.4%) of immediate block/neighborhood**
  - **Proposed & existing M-2 zoned properties = 17 acres (50.5%) of the immediate neighborhood**

The proposed rezoning represents a 278% (12.5 acres/4.5 acres) increase to the amount of M-2 zoned properties in the immediate neighborhood surrounding the R-1 zoned residential uses on the west side of Garland Place. The following graphic shows the context for the above neighborhood acreage calculations:



3. **Whether the proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property;**

   Comment: Given the current C-2 zoning and the existing approximately 123,000 square feet multi-story office building, the surrounding public facilities and services should be sufficient to accommodate M-2 district development potential.

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

   Comment: The M-2 district's permitted/conditional uses is broad and includes many potentially disruptive land uses with high likelihood of causing negative external impacts on adjacent residential uses and sensitive commercially developed properties. The most intensive M-2 land uses permitted include heavy manufacturing, warehouse, food processing establishment, distillery, and auto filling stations. This range of uses have great likelihood to impose negative external property value impacts on adjacent, less intensive properties, particularly the R-1 zoned residential uses adjacent to the subject property on the west side of Garland Place.

5. **Whether the proposed amendment reflects responsible standards for development and growth.**

   Comment: Perhaps the C-2 zoning district is ripe for rethinking given the current and future office real estate market trends, but the significant increase from the medium intensive C-2 office oriented commercial district to broadly high intensive M-2 district is not appropriate. Rezoning to C-3 general commercial may reflect most responsible development and growth standards. Additionally, revisions to the 2019 Comprehensive Plan as a policy document ideally should not be conducted on a piecemeal basis such as the proposed, but through a comprehensive community planning process.

Tentative Plat of Subdivision

Each tentative plat submittal must include the following specifications:

A. *Scale: Each tentative plat shall be drawn to the scale of not less than one hundred feet to one inch (1" = 100'). The tentative plat shall show the boundaries of the property to be subdivided, section and half section lines, existing permanent buildings, watercourses and other existing features pertinent to proper subdivision..*

B. *Municipal Boundaries: All corporate boundary lines within or adjacent to the proposed subdivision shall be so designated.*

C. *Streets: The widths of roads, streets, with their names and alleys; dimensions of lots and blocks and building lines shall be shown. The full widths of streets bounding the proposed subdivision, with their names and the widths and names of intersecting streets in the property immediately adjacent shall be shown. All streets shall be carried to the boundaries of the proposed subdivision.*

D. *Names: The name of the proposed subdivision with the name of the owner, sponsor or trustees shall be shown.*

E. *Utility Easements: Tentative approval of utility easements by all privately owned utility companies shall be indicated via written correspondence.*

The Planning and Zoning Board may waive this requirement, conditioned upon the subdivider obtaining approval through the Final Plat process.

F. Dedication Of Land: Proposed dedications of land for public use shall be shown.

G. Utility Poles, Cables And Structures: All existing and proposed utility poles, cables and structures to include sanitary and storm sewers, water and gas mains and other underground lines and cables shall be shown. The size of sewer and water mains shall be shown. This requirement may be waived by the planning and zoning board with the recommendation of the city engineer.

The proposed tentative plat complies with all the above requirements, except for utility company will-serve letters. Since this subdivision is effectively a consolidation of many underlying lots, it is appropriate for the PZB to waive this requirement during the tentative plat stage with a condition of approval to require the will-serve letters at time of Final Plat of Subdivision submittal. The Public Works and Engineering Department (PWE) reviewed the plat of subdivision and did not indicate any public improvements are required with this plat of subdivision.

PZB Procedure and Recommended Conditions:

Under Section 12-3-7.D (Procedure for Review and Decision for Amendments) of the Zoning Ordinance, the PZB has the authority to *recommend* that the City Council approve or deny the above-mentioned zoning map amendment of R-1 and C-2 to M-2.

Under Section 13-2-3 (Planning and Zoning Board's Procedure) of the Subdivision Regulations, the PZB has the final authority to approve, approve with conditions, or deny the Tentative Plat of Consolidation request. Since a final plat review is still required, staff recommend the following condition of approval:

1. The applicable utility company will-serve letters shall be provided as part of the Final Plat of Subdivision application.

Attachments:
Attachment 1: Project Narrative & Proposed Development Plans
Attachment 2: Petitioner Responses to Standards
Attachment 3: Traffic & Parking Study
Attachment 4: C-2 & M-2 Use Tables
Attachment 5: C-2 & M-2 Bulk Standards
Attachment 6: Public notice signs
Attachment 7: City of Des Plaines 2019 Comprehensive Plan Chapter 3, page 23

Attachment 1

THE LAW OFFICES OF
LISTON & TSANTILIS
A PROFESSIONAL CORPORATION

200 S. WACKER, SUITE 820 CHICAGO, ILLINOIS 60606
BRIAN P. LISTON (312) 580-1594 PETER TSANTILIS (312) 604-3808 FACSIMILE (312) 580-1592

April 15, 2025

VIA MAIL & EMAIL
City of Des Plaines
Planning & Development Department
1420 Miner Street,
Des Plaines, IL 60016
ATTN: Jonathan Stytz

RE: Project Narrative
LPC REIT 201 Master, LP
666 Garland Place
Des Plaines, Illinois 60016
PINs: 09-16-306-005/-009/-010/-011/-030/-035/-036
09-16-403-002/-009/-025/-030/-031/-033

Jonathan,

Current & Proposed Site Details:

LPC REIT 201 Master LP (the "Applicant" or "LPC") is the contract purchaser of the property located at 666 Garland Place, Des Plaines, Illinois 60016, contingent on entitlements and certain tax incentives. The entire site under contract currently measures approximately 783,331 square feet (or 17.984 acres), which is currently improved with an approximately 123,193 sq. ft. commercial facility to the North and an approximately 56,411 sq. ft. commercial facility to the South-East. The site is currently owned and operated by Wheels, Inc. who plan to sell the site to the Applicant around Q2, 2025.

Logistics Property Company (LPC) plans to demolish current buildings and minor improvements on the site in order to construct a new LEED Certified 158,692 sq. ft. Class-A industrial building with 30 truck doors and two (2) drive-in doors, sited on a newly created 12.471-acre lot including 135 car parking stalls. The development will include a separate 5.224-acre lot which will remain commercially zoned and set aside for future development. As part of the development LPC will also develop three (3) detention ponds for adequate storm water drainage for the entire corridor. The site is primarily zoned C-2 Limited Office District outside of two small R-1 parcels at the northerly perimeter. The site abuts the M-2 general manufacturing district to the South-West, the Des Plaines River to the West, the Belleau Woods to the North and East, a small R-1 zone near the middle of the development.

Request:

The Applicant is requesting approval from the City of Des Plaines (the "City") of a **(1)** Tentative Plat of Re-Subdivision and **(2)** a Map Amendment revising the zoning code on the newly Proposed Lot 1 (PINs: 09-16-306-005/-009/-010/-011/-030/-035/-036) from C-2 Limited Office to M-2 General Manufacturing.

Developer Information:

Logistics Property Company (LPC) is a leading industrial real estate development and management firm specializing in the acquisition, development, and operation of modern logistics facilities across North America. With a focus on strategic site selection, cutting-edge design, and sustainable building practices, LPC delivers high-quality industrial spaces tailored to meet the evolving needs of e-commerce, distribution, and manufacturing businesses. LPC's portfolio includes state-of-the-art warehouses, distribution centers, and logistics hubs designed to optimize supply chain efficiency. The Company partners with institutional investors and corporate clients to create innovative solutions that drive economic growth and job creation in local communities.

Committed to responsible development, LPC integrates best-in-class sustainability practices, including LEED-certified buildings, energy-efficient designs, and environmentally conscious construction methods. The company works closely with municipalities to ensure compliance with zoning regulations and to contribute positively to community development. Headquartered right here in Chicago, LPC operates a national platform with a presence in key logistics markets across the United States.

Re-Subdivision:

The Applicant is requesting a Re-subdivision on the site to allow for a potential new development of an approximately 158,692 sq. ft. LEED certified, Class A industrial building sited on a 12.471 acre lot, a second 5.224 acre site for future development, and associated detention ponds. The existing site is currently broken up into nine (9) parcels across thirteen (13) PINs, which will be consolidated into two (2) Parcels/PINs. There's currently no variance or special use requests. Please see the enclosed Standards & Tentative Plat of Re-subdivision for more information.

Proposed Lot 1:

- 12.471 Acre Site (543,237 Square Feet)
- Approx. 158,692 square foot industrial facility
- One (1) Detention Pond
- Requested M-2 Zoning

Proposed Lot 2:

- 5.224 Acre Site (227,557 Square Feet)
- Two (2) Detention Ponds
- Currently Zoned C-2 – No Requested Changes

Map Amendment

In order to move forward with the development, a map amendment is required to revise the zoning district on Proposed Lot 1 (PINs: 09-16-306-005/-009/-010/-011/-030/-035/-036) from C-2 Limited Office to M-2 General Manufacturing. The remaining parcels set aside for future development will remain zoned C-2 for the time being (PINs: 09-16-403-002/-009/-025/-030/-031/-033) to allow for maximum flexibility on future redevelopment. Rather than theoretical rezoning, Petitioner has a site-specific plan with evidence as to impact. The Petitioner is not seeking an open-ended M-2 zone for unpredictable future uses, instead petitioner is proposing a single facility with limited traffic impact and extensive landscaping buffers.

The neighborhood already includes a patchwork of M-2, C-3, C-2, and residential, and is a transitional area by nature. The proposed zoning simply makes the Western portion contiguous with existing industrial to the south. Rather than introducing a new character, Petitioner is continuing and improving one that's already present, while revitalizing/consolidating parcels and reducing blight.

The current C-2 (and small abutting C-3) zoning districts at the Subject Property are surrounded primarily by residential (most of which is tax-exempt forest land) industrial & institutional districts. The only abutting residential properties involved are the five (5) parcels on Garland Place and three (3) parcels on Miner street. Said parcels are essentially shielded from the area to the East across Garland Place which will remain C-2, and from the West with the already existing M-2 district and current buildings/operations. The proposed site will have shielding to the south of the parking lot and around the detention pond to minimize any interference with existing homeowners & businesses. Please note that the current office building is directly attached to Garland Place which will NOT be the case with the new proposed facility, thus reducing congestion, noise, etc. The Applicant is also dedicating the right of way for a future implementation of a cul-de-sac, which will further benefit movement in the area.

Changing the zoning on Proposed Lot 1 to M-2 will create a logical and continuous industrial sector from the group of industrial buildings near 1846 Miner Street, across Miner Street, along Busse Hwy and South to the railroad tracks. The Petitioner is marketing the property primarily to light industrial and warehousing type users, rather than some of the more intensive uses in the M-2 zoning code. Maintaining the East as C-2 preserves the front-facing character keeping Rand Road 'gateway' intact while also retaining the bucolic nature of the area by limiting negative external impacts of potential M-2 uses, preserving the original landscaping/trees, and creating a green space where an otherwise vacant office building would remain.

Please see the enclosed Map Amendment Standards & subsequent responses for more information.

Financial & Community Benefit:

The Applicant is still in the process of gathering bids but plans to spend approximately **$13,900,000** to construct the new proposed facility. After purchase, construction & stabilization, the Applicant expects the combined market value of approximately **$25,400,000**, which would generate a total of $10,653,493, in total taxes over the life of the next 12 years **(or approx. $645,013 per year to start)**. In the event the zoning & incentives are denied, the purchase and redevelopment of the site is unlikely to occur and the site will receive full vacancy relief from taxes, resulting in approximately $8,143,139 in total taxes over the next 12 years (or approx. **$566,019 per year** to start). In the event

the property is purchased but not developed, the Applicant may demolish all current structures and improvements in order to reduce tax liability. Assuming all improvements are demolished, the land value only of the site would be approx. $8,923,938 at a 10% level of assessment, resulting in only $3,260,355 in taxes over the next 12 years (or approx. **$226,617 per year**). As a result, the re-development and re-occupation of the site is expected to generate between **$2,500,000 and $7,300,000** in additional taxes over the life of the incentive. Please see the enclosed 12 year tax estimate.

In addition to increased property tax revenues, the eventual tenant's presence will significantly benefit the local community. The Applicant expects tenant's employees and visitors to frequent City restaurants, gas stations, stores and more. Based on the employee economic impact chart, an estimated 75 full-time employees would be estimated to spend approximately **$317,813** per year in the City on gas, entertainment, groceries, etc.

Employee Economic Impact Chart					
Purchase	**Emp.**	**%**	**Exp./Week**	**Weeks**	**Total**
Lunch	75	55%	$55	50	$113,438
Grocery	75	30%	$50	50	$56,250
Consumer Goods	75	25%	$35	50	$32,813
Entertainment	75	15%	$55	50	$30,938
Auto-Gas	75	75%	$30	50	$84,375
TOTAL					**$317,813**
TOTAL OVER 12 YEARS					**$3,813,750**

Apart from financial benefits, the redevelopment will also greatly assist the area's flooding issues (cucrently a flood gate across Rand) with the implementation of the newly proposed stormwater detention ponds. Relatedly, the change from commerical to industrial will reduce the amount of workers in the area which will result in less congestion on the roadways, less strain on public utilities, etc. The Petitioner is planning on marketing the site primarily for light manufacturing & warehousing, and does not expect (nor is the site designed for) a heavy industrial user. The proposed plan reduces the impervious area of the site by around 50% which will further assist with drainage and vehicular congestion. Lastly, the Applicant intends to work together with the City and surroundng property owners on the future development of the proposed 5.224 acre site. Instead of the a vacant commercial facility on proposed Lot 2, which will ultimatley cause reduced property values and potential safety issues, the Petitioner will develop the site as a vacant green lot for future development. Petitioner will be preserving existing trees, while adding additional landscaping to shield the site from the road and surrounding properties.

Conclusion

Ultimately, the Applicant requests that the City of Des Plaines approve of the proposed Tentative Re-subdivision and Map Amendment revising the zoning code from C-2 Limited Commercial to M-2 General Manufacturing on the newly proposed Lot 1. Should you need any additional documentation or have any questions or concerns, do not hesitate to contact me at (312) 604-3898.

Best Regards,

Mark Rogers

Mark Rogers

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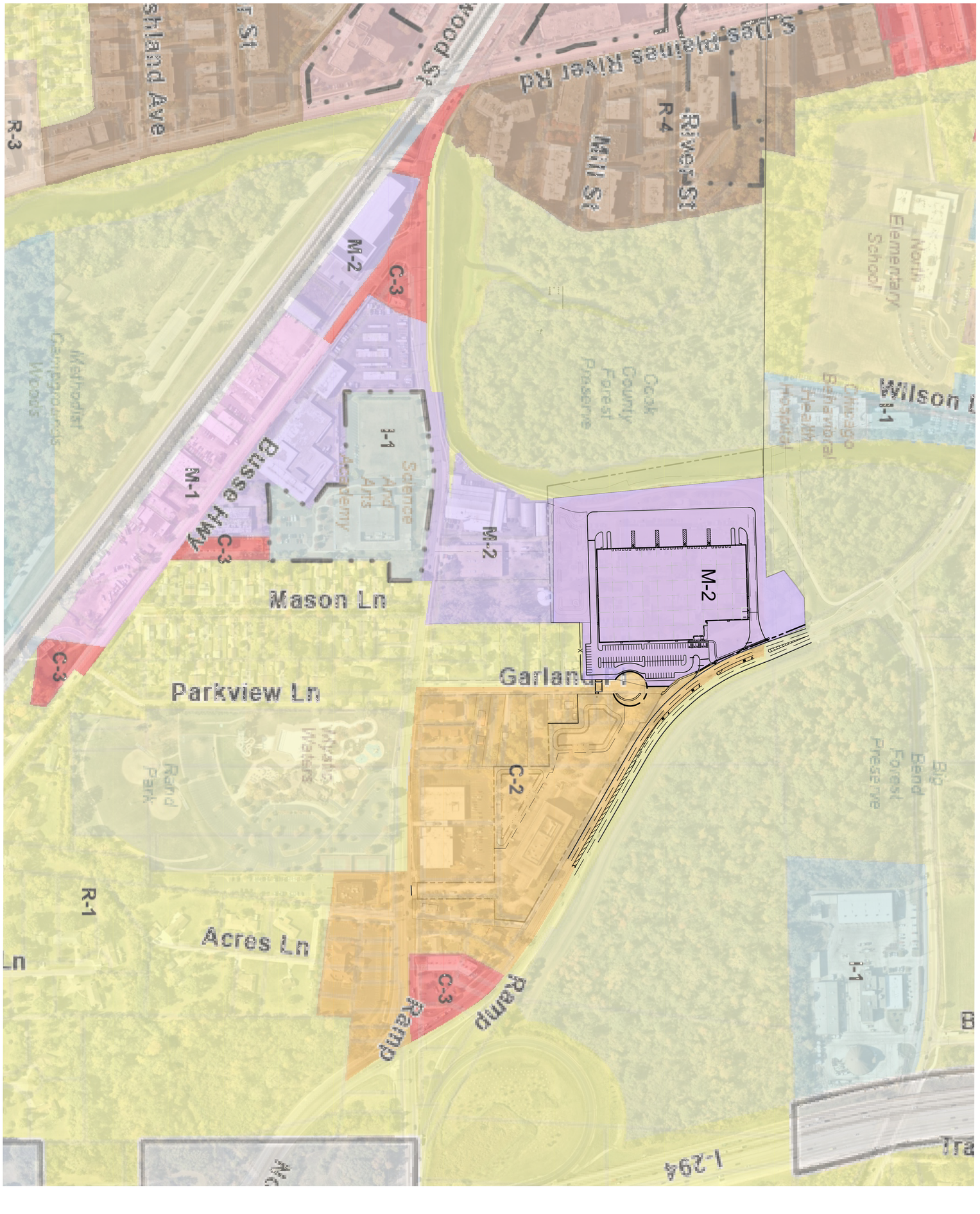

GRAPHIC SCALE 1"=160'
0 80' 160' 320'
N

ZE	1" = 160'	H387	

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1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
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www.jacobandhefner.com

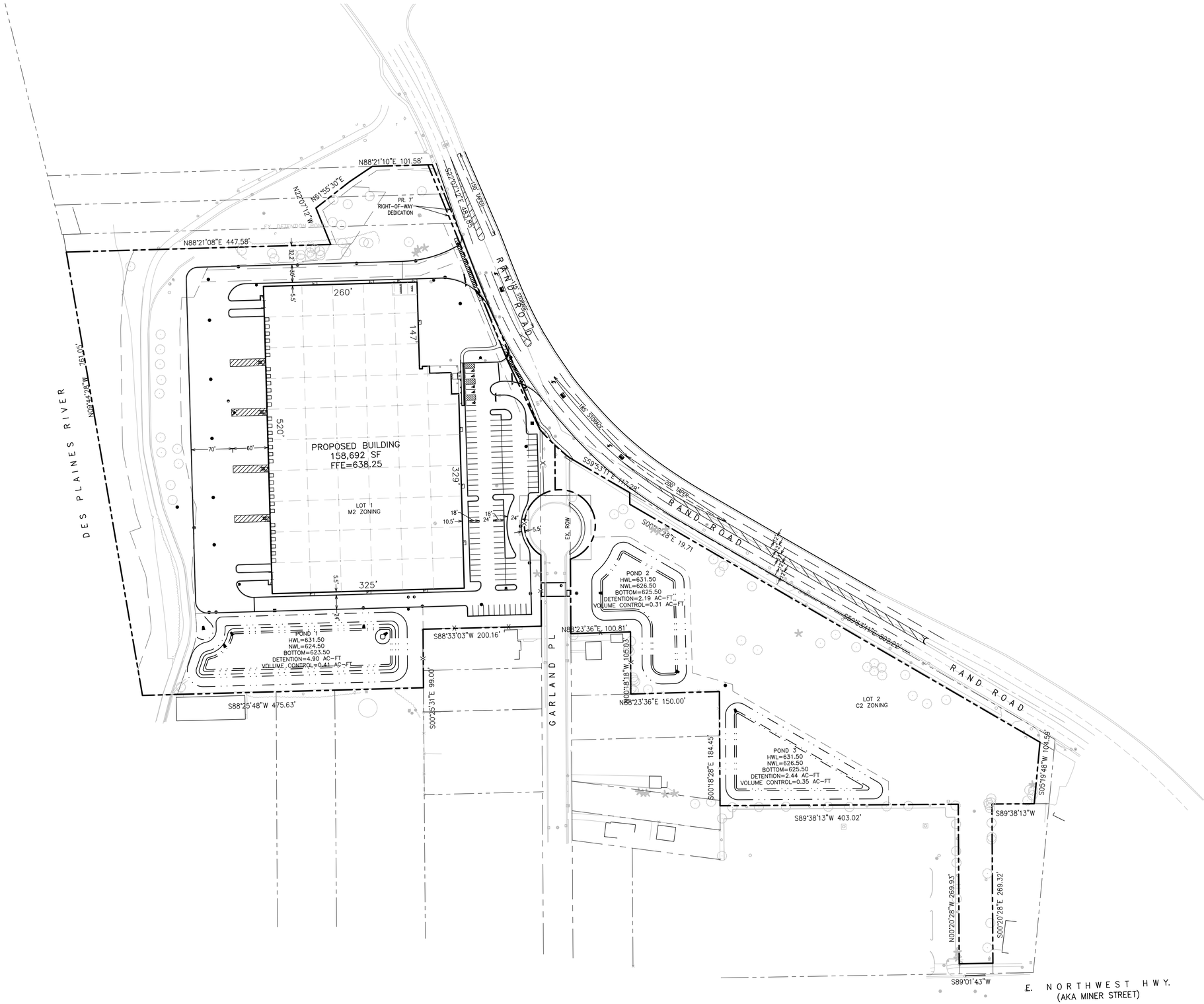
ZONING EXHIBIT

666 GARLAND PLACE
LOGISTICS PROPERTY COMPANY
DES PLAINES, ILLINOIS

No.	Description	Date
1	PER CITY	4/15/25

Attachment 1

Attachment 1



N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

SITE DATA TABLE:

PROPERTY AREA:	17.56 ACRES
PROPOSED BUILDING AREA:	158,692 SQ. FT.
TOTAL CAR PARKING:	110 STALLS
STANDARD PARKING:	105 STALLS
HANDICAP ACCESSIBLE PARKING:	5 STALLS
TRUCK DOCKS:	30 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

No.	Description	Date
3	PER CITY	4/15/25
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

SITE PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

DES PLAINES, ILLINOIS

JACOB & HEFNER ASSOCIATES

1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515

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H387

1" = 80'

SP-1

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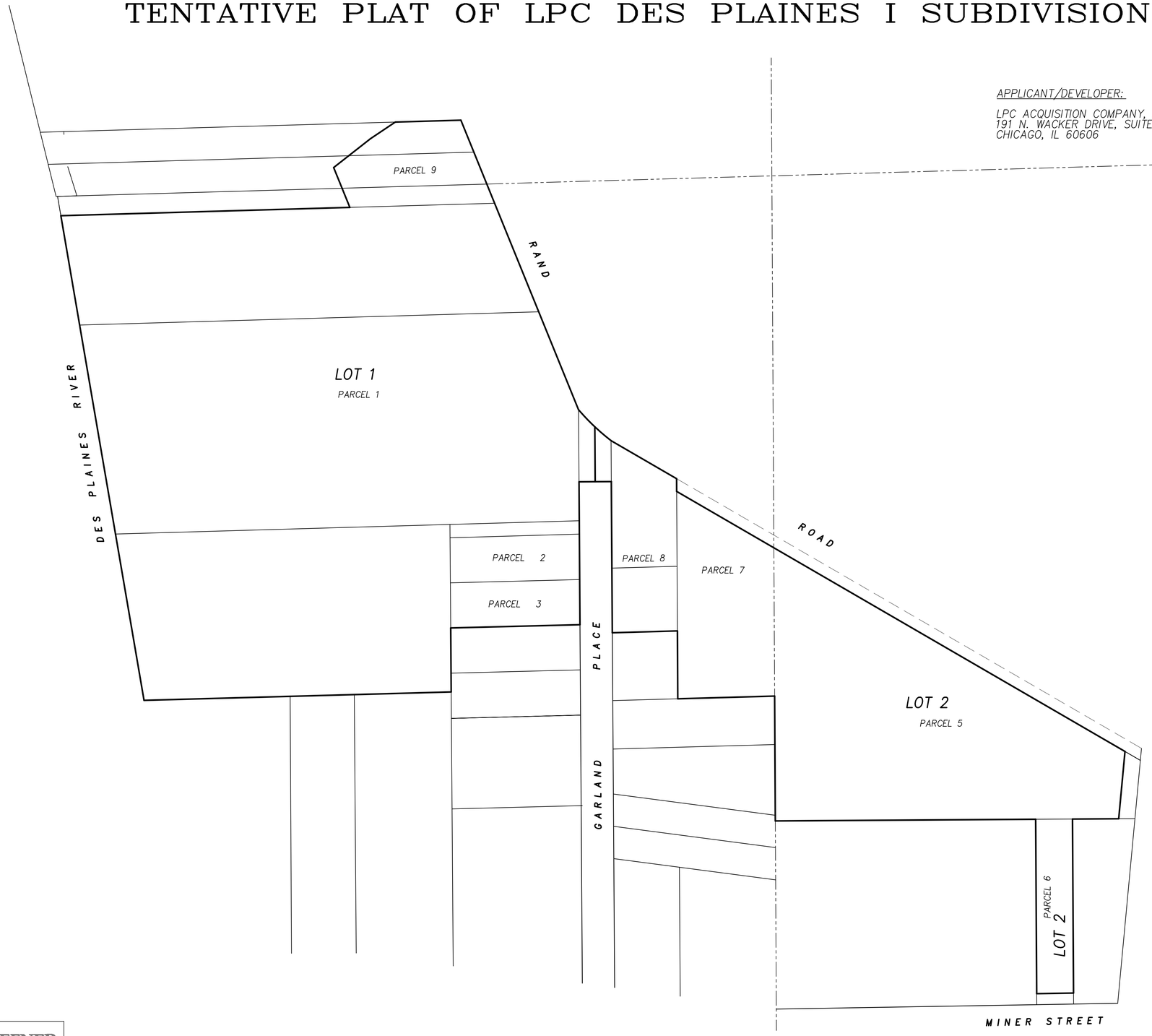
TENTATIVE PLAT OF LPC DES PLAINES I SUBDIVISION



APPLICANT/DEVELOPER:

LPC ACQUISITION COMPANY, LLC
191 N. WACKER DRIVE, SUITE 1700
CHICAGO, IL 60606

N

0 40' 80' 40'

Scale 1" = 80'

BASIS OF BEARINGS: NAD 1983 ILLINOIS STATE PLANE, EAST ZONE

PARCEL 1:
LOT 1 (EXCEPT THE NORTH 30 FEET THEREOF) AND ALL OF LOTS 2, 3 AND 4 IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY.
AND
THE WEST 1/2 OF THAT PORTION OF GARLAND AVENUE VACATED PURSUANT TO CITY OF DES PLAINES ORDINANCE M-15-01, RECORDED NOVEMBER 8, 2001 AS DOCUMENT 0011055197.

PARCEL 2:
LOT 10 IN LUEBBE'S RESUBDIVISION OF LOT 8 IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
LOT 9 IN LUEBBE'S RESUBDIVISION OF LOT 8 IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5:
LOT 16 (EXCEPT THE EASTERLY 25 FEET AND EXCEPT THE NORTHERLY 17 FEET THEREOF) IN GARLAND DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 6:
(EXCEPT THE SOUTH 17 FEET THEREOF), THE WEST 57 FEET OF LOT 18 (EXCEPT THAT PART THEREOF FALLING IN THE WESTERLY 5 FEET OF LOT 3 IN AHBE SUBDIVISION OF PART OF SECTIONS 16 AND 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN), IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/4 OF SECTIONS 16 AND 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 7:
LOT 10 (EXCEPT THE NORTH 17 FEET THEREOF) IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1914 AS DOCUMENT 5452159 IN BOOK 129 OF PLATS, PAGE 10, IN COOK COUNTY, ILLINOIS.

PARCEL 8:
THE NORTH 100 FEET OF THE SOUTH 205 FEET OF LOT 9; ALSO LOT 9 (EXCEPT THE SOUTH 205 FEET THEREOF) IN GARLAND DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1914 AS DOCUMENT 5452159, IN COOK COUNTY, ILLINOIS.
AND
THE EAST 1/2 OF THAT PORTION OF GARLAND AVENUE VACATED PURSUANT TO CITY OF DES PLAINES ORDINANCE M-15-01, RECORDED NOVEMBER 8, 2001 AS DOCUMENT 0011055197.

PARCEL 9:
THE SOUTH 50 FEET OF THE SOUTH 100 FEET OF LOT 4 IN L. HODGES SUBDIVISION OF PART OF SECTIONS 16 AND 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 19, 1872 IN BOOK 1 OF PLAT'S, ON PAGE 96 AS DOCUMENT 50684, IN COOK COUNTY, ILLINOIS.
AND
THE NORTH 50 FEET OF THE SOUTH 100 FEET OF LOT 4 IN L. HODGES' SUBDIVISION OF PART OF SECTIONS 16 AND 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 19, 1872 IN BOOK 1 OF PLAT'S, ON PAGE 96 AS DOCUMENT 50684, IN COOK COUNTY, ILLINOIS.
AND
THE NORTH 30 FEET OF LOT 1 IN GARLAND DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 5452159, IN COOK COUNTY, ILLINOIS.

EXCEPT THEREFROM THAT PART DESCRIBED AS FOLLOWS:

THAT PART OF THE NORTH 30.0 FEET OF LOT 1 IN GARLAND DIVISION OF LAND IN THE SOUTH HALF OF THE SOUTH HALF OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, TOGETHER WITH PART OF THE SOUTH 100 FEET OF LOT 4 IN L. HODGES SUBDIVISION OF PART OF SECTIONS 16 AND 17 TOWNSHIP AND RANGE AFORESAID DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTH EAST CORNER OF LOT 1 AFORESAID; THENCE SOUTH 22 DEGREES 05 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF LOT 1 BEING THE WEST LINE OF RAND ROAD AS DEPICTED ON DOCUMENT NUMBER 11698698 RECORDED OCTOBER 25, 1935 FOR A DISTANCE OF 32.02 FEET TO THE SOUTH LINE OF THE NORTH 30.0 FEET OF SAID LOT 1; THENCE SOUTH 88 DEGREES 23 MINUTES 20 SECONDS WEST ALONG SAID LINE 224.15 FEET TO THE POINT OF BEGINNING; THENCE NORTH 22 DEGREES 05 MINUTES 00 SECONDS WEST 66.58 FEET; THENCE NORTH 51 DEGREES 57 MINUTES 42 SECONDS EAST 72.41 FEET; THENCE NORTH 56 DEGREES 09 MINUTES 32 SECONDS EAST 46.18 FEET TO THE NORTH LINE OF THE SOUTH 100 FEET OF LOT 4 AFORESAID; THENCE SOUTH 88 DEGREES 23 MINUTES 20 SECONDS WEST ALONG SAID LINE, 513.20 FEET TO THE WEST LINE OF LOT 4 AS MONUMENTED AND OCCUPIED; THENCE SOUTH 01 DEGREES 03 MINUTES 53 SECONDS EAST ALONG SAID WEST LINE 4.42 FEET TO A BEND THEREIN; THENCE SOUTH 17 DEGREES 19 MINUTES 53 SECONDS EAST ALONG SAID WEST LINE 47.28 FEET TO THE NORTH LINE OF LOT 1 AFORESAID; THENCE SOUTH 88 DEGREES 23 MINUTES 20 SECONDS WEST ALONG SAID NORTH LINE 29.97 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 09 DEGREES 42 MINUTES 16 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 1 30.30 FEET TO THE SOUTH LINE OF THE NORTH 30.0 FEET OF SAID LOT 1; THENCE NORTH 88 DEGREES 23 MINUTES 20 SECONDS EAST ALONG SAID LINE OF THE NORTH 30.0 FEET OF LOT 1 AFORESAID 447.58 FEET TO THE POINT BEGINNING, IN COOK COUNTY, ILLINOIS

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Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/25

SHEET 1 OVERALL SHEET SHOWING OVERALL LOT CONFIGURATION

	Survey No.:	H387	
	Ordered By.:	LOGISTICS PROPERTY COMPANY	
	Description:	TENTATIVE PLAT OF SUBDIVISION	
	Date Prepared:	DECEMBER 9, 2024	
REVISED 4/15/25 REVISED 2/19/25	Scale: 1" = 80'	Field Work:	TM,MR
		Prepared By:	SC,CC

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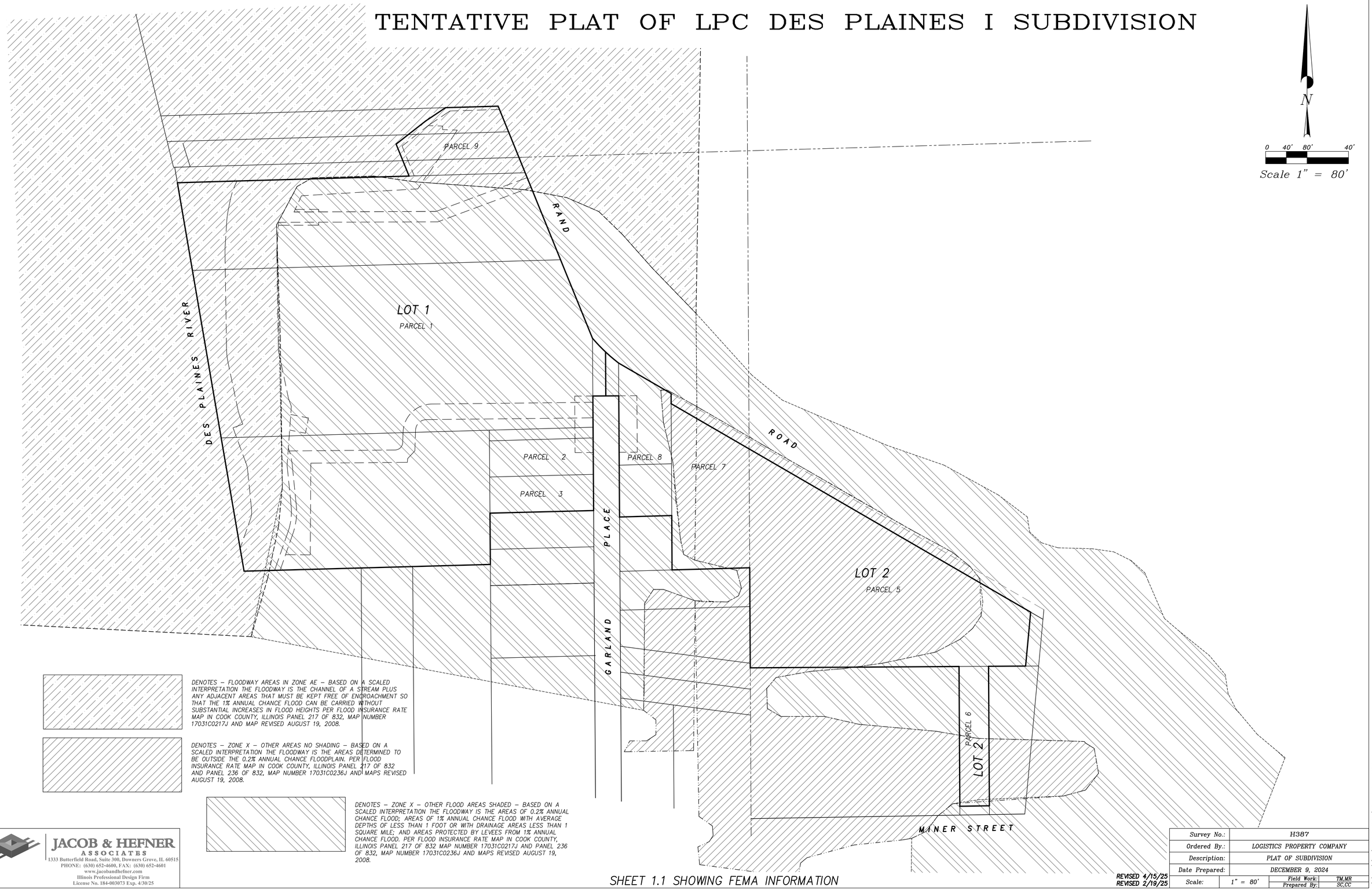
TENTATIVE PLAT OF LPC DES PLAINES I SUBDIVISION



DENOTES – FLOODWAY AREAS IN ZONE AE – BASED ON A SCALED INTERPRETATION THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS PER FLOOD INSURANCE RATE MAP IN COOK COUNTY, ILLINOIS PANEL 217 OF 832, MAP NUMBER 17031C0217J AND MAP REVISED AUGUST 19, 2008.

DENOTES – ZONE X – OTHER AREAS NO SHADING – BASED ON A SCALED INTERPRETATION THE FLOODWAY IS THE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. PER FLOOD INSURANCE RATE MAP IN COOK COUNTY, ILLINOIS PANEL 217 OF 832 AND PANEL 236 OF 832, MAP NUMBER 17031C0236J AND MAPS REVISED AUGUST 19, 2008.

DENOTES – ZONE X – OTHER FLOOD AREAS SHADED – BASED ON A SCALED INTERPRETATION THE FLOODWAY IS THE AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. PER FLOOD INSURANCE RATE MAP IN COOK COUNTY, ILLINOIS PANEL 217 OF 832 MAP NUMBER 17031C0217J AND PANEL 236 OF 832, MAP NUMBER 17031C0236J AND MAPS REVISED AUGUST 19, 2008.

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SHEET 1.1 SHOWING FEMA INFORMATION

REVISED 4/15/25
REVISED 2/19/25

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	PLAT OF SUBDIVISION		
Date Prepared:	DECEMBER 9, 2024		
Scale:	1" = 80'	Field Work:	TM,MR
		Prepared By:	SC,CC

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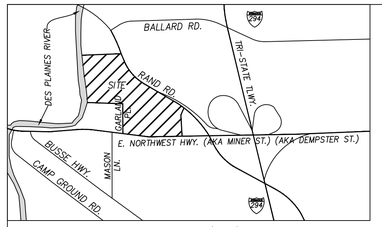
TENTATIVE PLAT OF LPC DES PLAINES I SUBDIVISION



VICINITY MAP (NTS)

N

0 20' 40' 80'

Scale 1" = 40'

P.I.N. 09-16-306-001-0000

WEST LINE OF LOT 4

GAP IN DESCRIPTION FOR EXCEPTION TO PARCEL 9

S01°06'05"E 4.42' (S01°03'53"E 4.42')

(S88°23'20"W S88°21'22"W 513.20') 513.22'

LOT 4 IN L. HODGES SUBDIVISION PER DOC. NO. 50684

NORTH LINE OF THE SOUTH 100.00' OF LOT 4 IN L. HODGES SUBDIVISION

P.I.N. 09-16-306-037-0000

EXCEPTION TO PARCEL 9 — NOT INCLUDED

(S17°19'53"E) S17°22'05"E 47.28' (47.28')

S88°21'08"W 700.02' (700.0')

(S09°42'16"E) S09°44'28"E (30.30') 30.30'

S88°21'08"W 29.97' (S88°23'20"W 29.97')

20.00'

(N88°23'20"E) N88°21'08"E 447.58' (447.58')

P.I.N. 09-16-306-034-0000

NORTH LINE OF THE S1/2 OF THE S1/2 OF SECTION 16-41-12

NORTH LINE OF LOT 1 IN GARLAND DIVISION

TEMPORARY EASEMENT FOR INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 0427244071

PERMANENT EASEMENT FOR INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 0427244070

FOUND BROKEN CONC. R.O.W. MARKER

N88°21'10"E 101.58'

N56°07'20"E 46.18' (46.18')

(N51°57'42"E) N51°55'30"E 72.41' (72.41')

50.00'

100.00'

50.00'

RAND ROAD ROW TO BE DEDICATED

P.I.N. 09-16-306-035-0000 PARCEL 9

P.O.C. EXCEPTION TO PARCEL 9 NE COR. OF LOT 1 IN GARLAND DIVISION

N88°21'08"E 406.17' (403.94')

(S22°05'00"E) S22°07'12"E 32.02' (32.02')

(N22°05'00"W) N22°07'12"W 66.58' (66.58')

P.O.B. EXCEPTION TO PARCEL 9

P.I.N. 09-16-306-036-0000

30.00'

S88°21'08"W 224.15' (S88°23'20"W 224.15')

33.00'

40.00'

RAND ROAD (NOT LABBED AS DEDICATED ON PLAT)

S22°07'12"E 483.85' (483.94')

379.78' (379.07')

345.08'

(483.94')

EASEMENT FOR STORMWATER MANAGEMENT ACCESS TO BE GRANTED TO THE CITY OF DES PLAINES

SOUTH LINE OF THE NORTH 30.00' OF LOT 1 IN GARLAND DIVISION

EAST LINE OF LOT 1

TEMPORARY ACCESS EASEMENT 9 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

EXISTING STORMWATER MANAGEMENT EASEMENT TO BE VACATED

PART OF PARCEL 1 LOT 1 P.I.N. 09-16-306-030-0000

TEMPORARY ACCESS EASEMENT 8 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

PERMANENT EASEMENT FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244068

20' PERMANENT EASEMENT TO PERFORM MAINTENANCE AND INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 0729280059

DES PLAINES RIVER

(201.99') WEST LINE OF LOT 1

(710.96') SOUTH LINE OF LOT 1

NORTH LINE OF LOT 2

LOT 1

791.35' (792.06') N09°44'28"W 761.05'

(328.22') WEST LINE OF LOT 2

PERMANENT EASEMENT FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244068

GARLAND DIVISION PER DOC. NO 5452159

PART OF PARCEL 1 LOT 2 P.I.N. 09-16-306-030-0000

8" CLAY

R=335.51' L=69.52' CB=S46°31'49"E CD=69.24'

S59°53'11"E (116.

P.I.N. 0 PART EAST PORTI VACAT (SEE

P.I.N. 09-16-306-030-0000 PART OF PARCEL 1 WEST 1/2 OF THAT PORTION OF GARLAND AVE. VACATED PER DOC. NO. 0011055197 (SEE * EASEMENT NOTE NO. 1)

(111.46')

20' PERMANENT EASEMENT TO PERFORM MAINTENANCE AND INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 07

TEMPORARY ACCESS EASEMENT 4 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

GARLAND PL/ ROW TO DEDICA

REVISED 4/15/25

REVISED 2/19/25

UTILITY LEGEND:

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER

SEE SHEET 3

SEE SHEET 4

SHEET 2 BOUNDARY & EXISTING EASEMENTS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Road, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com
Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/25

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	PLAT OF SUBDIVISION		
Date Prepared:	DECEMBER 9, 2024		
Scale:	1" = 40'	Field Work:	TM,MR
		Prepared By:	SC,CC

I:\H\H387\5\Dwg\Plat of Subdivision\H387 Plat of Subdivision.dwg

TENTATIVE PLAT OF LPC DES PLAINES I SUBDIVISION

SEE SHEET 2

SEE SHEET 4

SEE SHEET 5

UTILITY LEGEND:

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER

DES PLAINES RIVER

WEST LINE OF LOT 4

LOT 1

SOUTH LINE OF LOT 2

(718.41')

TEMPORARY ACCESS EASEMENT 7 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

TEMPORARY ACCESS EASEMENT 4 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

PERMANENT EASEMENT FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244068

TEMPORARY ACCESS EASEMENT 6 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

PART OF PARCEL 1
LOT 4
P.I.N. 09-16-306-005-0000

EASEMENT FOR STORMWATER DETENTION AREA

F.I.P. 3/4" ONLINE

(226.81')

F.I.P. 3/4"(DISTURBED) 0.24'N.

SOUTH LINE OF LOT 4

(99.27')

S88°25'48"W 475.63'
(476.20')

P.I.N. 09-16-306-026-0000
KLAY SCHMEISSER

LOT 5
GARLAND DIVISION

LOT 6
GARLAND DIVISION
P.I.N. 09-16-306-032-0000
PRECISION INSTRUMENTS

LOT 7
GARLAND DIVISION
P.I.N. 09-16-306-033-0000
PRECISION INSTRUMENTS

EAST LINE OF LOT 4

(259.36')

S00°25'31"E 99.00'

(150.08')

F.I.R. 5/8" ONLINE & 0.85'W.

F.I.P. 3/4" 0.30'W. & 0.12'N.

F.I.P. 3/4" @ COR.

F.I.P. 3/4" 0.57'W. & ONLINE

TEMPORARY ACCESS EASEMENT 4 FOR STORMWATER MANAGEMENT TO THE CITY OF DES PLAINES PER DOC. NO. 0427244069

20' PERMANENT EASEMENT TO PERFORM MAINTENANCE AND INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 0729280059

GARLAND PLACE ROW TO BE DEDICATED

35' PERMANENT EASEMENT FOR INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 0011055199

(200.0')
PART OF PARCEL 1 - LOT 3
P.I.N. 09-16-306-009-0000
(200.0')

PARCEL 2
LOT 10
LUEBBE'S RESUBDIVISION
PER DOC. NO. 89009
P.I.N. 09-16-306-010-0000
(200.0')

PARCEL 3
LOT 9
LUEBBE'S RESUBDIVISION
PER DOC. NO. 89009
P.I.N. 09-16-306-011-0000

S88°33'03"W 200.16'
(200.0')

F.I.P. 3/4" ONLINE & 0.10'W.

LOT 8
LUEBBE'S RESUBDIVISION
P.I.N. 09-16-306-012-0000
SULEMAN KHOKHAR
(200.0')

LOT 7
LUEBBE'S RESUBDIVISION
(200.0')

P.I.N. 09-16-306-030-0000
PART OF PARCEL 1
WEST 1/2 OF THAT PORTION OF GARLAND AVE. VACATED PER DOC. NO. 0011055197
(SEE * EASEMENT NOTE NO. 1)

R=335.51' L=69.52'
C.B.=S46°31'49"E
C.D.=69.24'

S59°53'11"E 117.28'

(116.92')

80' R.O.W.

35' PERMANENT EASEMENT FOR INGRESS & EGRESS TO THE CITY OF DES PLAINES PER DOC. NO. 0011055200

P.I.N. 09-16-403-030-0000
PART OF PARCEL 8
EAST 1/2 OF THAT PORTION OF GARLAND AVE. VACATED PER DOC. NO.0011055197
(SEE * EASEMENT NOTE NO. 1)

RAND ROA

(NOT LABELED AS DEDICATED ON 173.90' (173.95')

S00°18'26"E 19.71'

NORTH LINE OF LOT 10

EXCEPTION - NOT INCLUD

(111.46')

(63.34')

(171.70')

25'

26'

N89°37'29"E 50.00'

50.00' R.O.W.

**402.34' (402.04')

PARCEL 8

P.I.N. 09-16-403-030-0000

(20.68')

(70.0')

S00°22'31"E 221.16'

S00°21'31"E 233.98'

12" RCP

12" WATERMAIN

6" WATERMAIN

F.I.P. 1/2" ONLINE & 0.11'S.

F.I.P. 3/4" 0.14'E.

F.I.P. 3/4" ONLINE & 0.12'W. SOUTH 205.00'

P.I.N. 09-16-403-031-0000

9

DIVISION

P.I.N. 09-16-403-025-0000

NORTH 100.00'

340.82' (341.21')

F.I.P. 3/4" 0.35'W.

WEST LINE OF LOT 10

LOT 2

EASEMENT FOR STORMWATER DETENTION AREA

P.I.N. 09-16-402-002-0000
LOT 10
GARLAND DIVISION

N88°23'36"E 100.81'

N00°18'18"W 105.03'

LOT
GARLAND
P.I.N. 09-16-403-022-0000
M BOYLE

P.I.N. 09-16-403-023-0000
ELIZA MORALES

(100.05')

SOUTH LINE OF LOT 10

N88°23'36"E 150.00'
(150.0')

LOT 11
GARLAND DIVISION
P.I.N. 09-16-403-003-0000
ROBERT CAPPELLO

(75.00')

FOUND CROSS 2.00'W. & ONLINE

EAST LINE OF GARLAND PLACE

(69.60')

P.I.N. 09-16-403-004-0000
PATRICIA KRAFT
LOT 12
GARLAND DIVISION

F.I.P. 3/4" 0.15'W.

FOUND CROSS 1.86'E. & ONLINE

F.I.P. 3/4" ONLINE

50.00' R.O.W

PARALLEL WITH THE NORTH LINE OF MINER ST.

S82°32'25"E 252.77' (250.0')

P.I.N. 09-16-403-005-0000
LOT 4

50.00'
100.00' (100')
50.00'

F.I.P. 3/4" ONLINE & 0.13'E.

P.I.N. 09-16-403-006-0000
DAVID NOWAK

LOT 13
GARLAND DIVISION
PER DOC. NO. 5452159

F.I.P. 3/4" ONLINE & 0.35'E.

F.I.P. 3/4" ONLINE

(102.40')

N82°32'25"W 252.65'
(250.0')

PARALLEL WITH THE NORTH LINE OF MINER ST.

(150.00')

233'N. OF ;

LOT 14
GARLAND DIVISION

GARLAND PL
(HERETOFORE DEDICATED PER DOC. NO. 5452159)

RESTRICTIVE COVENANTS AND EASEMENT FOR STORM WATER DETENTION AREA (NO HOA)

1. THE AREA OF THE PROPERTY DESIGNATED ON THIS PLAT AS "STORM WATER DETENTION AREA" SHALL BE CONTINUOUSLY MAINTAINED IN A FIRST RATE MANNER BY OWNERS OF LOT 1 (THE "DETENTION AREA LOTS") AND AN EASEMENT ON, UNDER AND ABOVE THE STORM WATER DETENTION AREA IS HEREBY GRANTED TO, AND FOR THE USE AND BENEFIT OF, ALL OF THE LOTS IN THIS SUBDIVISION FOR THE SOLE PURPOSE OF STORM WATER DETENTION AND DRAINAGE.
2. NO CHANGE SHALL BE MADE IN THE FINISHED GRADE OF THE LAND WITHIN THE STORM WATER DETENTION AREA, NOR SHALL ANY CONSTRUCTION OF ANY KIND WHATSOEVER BE ERECTED OR PERMITTED TO EXIST WITHIN THE STORM WATER DETENTION AREA THAT MIGHT MATERIALLY IMPEDE STORM WATER DRAINAGE THEREIN OR MATERIALLY REDUCE THE STORM WATER DETENTION CAPACITY THEREOF. TREES, SHRUBS, FENCES AND NORMAL LANDSCAPE PLANTING SHALL BE PERMITTED WITHIN THE STORM WATER DETENTION AREA ONLY WITH THE PRIOR WRITTEN APPROVAL OF THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING OF THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS (THE "CITY"). EACH OWNER OF A DETENTION AREA LOT SHALL MAINTAIN A GRASS COVER ON THE SURFACE OF THAT PORTION OF HIS LOT LOCATED WITHIN THE STORM WATER DETENTION AREA AND SHALL KEEP SUCH GRASS IN A NEAT AND TRIMMED CONDITION.
3. IN THE EVENT THE CITY DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT PRIOR MAINTENANCE OF THE STORM WATER DETENTION AREA IS NOT PERFORMED AT ANY TIME, THE CITY, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNERS OF THE DETENTION AREA LOTS, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE DETENTION AREA LOTS FOR THE PURPOSE OF PERFORMING MAINTENANCE WORK ON AND TO THE STORM WATER DETENTION AREA.
4. IN THE EVENT THAT THE CITY SHALL CAUSE TO BE PERFORMED ANY WORK PURSUANT TO THESE PARAGRAPHS, THE CITY SHALL HAVE THE RIGHT TO CHARGE THE OWNERS OF THE DETENTION AREA LOTS AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK OR ACTION, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED. IF THE AMOUNT SO CHARGED IS NOT PAID BY THE OWNERS OF THE DETENTION AREA LOTS WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE CITY FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE DETENTION AREA LOTS AND THE CITY SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE, WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.
5. NOTHING IN THESE PARAGRAPHS SHALL BE CONSTRUED TO CONSTITUTE A DEDICATION OF ANY PORTION OF THE STORM WATER DETENTION AREA OR OF THE DETENTION AREA LOTS TO, OR AN ACCEPTANCE THEREOF BY, THE CITY.
6. THE CITY SHALL BE UNDER NO OBLIGATION TO EXERCISE THE RIGHTS GRANTED IN THESE PARAGRAPHS EXCEPT AS IT SHALL DETERMINE TO BE IN ITS BEST INTEREST. NO FAILURE TO EXERCISE AT ANY TIME ANY RIGHT HEREIN GRANTED TO THE CITY SHALL BE CONSTRUED AS A WAIVER OF THAT OR ANY OTHER RIGHTS.
7. THESE COVENANTS SHALL RUN WITH THE LAND IN THE SUBDIVISION SHOWN ON THIS PLAT, AND SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE OWNERS OF ALL LOTS OF RECORD THEREIN, THEIR RESPECTIVE SUCCESSORS, ASSIGNS AND GRANTEES AND ALL PARTIES CLAIMING BY, THROUGH AND UNDER THEM. ENFORCEMENT OF THESE COVENANTS MAY BE SOUGHT BY THE OWNERS OF ANY LOTS OF RECORD IN THIS SUBDIVISION, ANY PERSON WITH AN INTEREST IN ANY OF SAID LOTS OF RECORD, OR THE CITY OF DES PLAINES BY ANY PROCEEDING AT LAW OR IN EQUITY AGAINST ANY PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE ANY COVENANT, EITHER TO RESTRAIN VIOLATION, TO COMPEL AFFIRMATIVE ACTION, OR TO RECOVER DAMAGES, AND AGAINST THE LAND TO ENFORCE ANY LIEN CREATED BY THESE COVENANTS.

N

0 20' 40' 80'

Scale 1" = 40'

JACOB & HEFNER ASSOCIATES
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SHEET 3-BOUNDARY & EXISTING EASEMENTS

Survey No.:	H387
Ordered By.:	LOGISTICS PROPERTY COMPANY
Description:	PLAT OF SUBDIVISION
Date Prepared:	DECEMBER 9, 2024
Scale:	1" = 40'
Field Work:	TM,MR
Prepared By:	SC,CC

REVISED 4/15/25
REVISED 2/19/25

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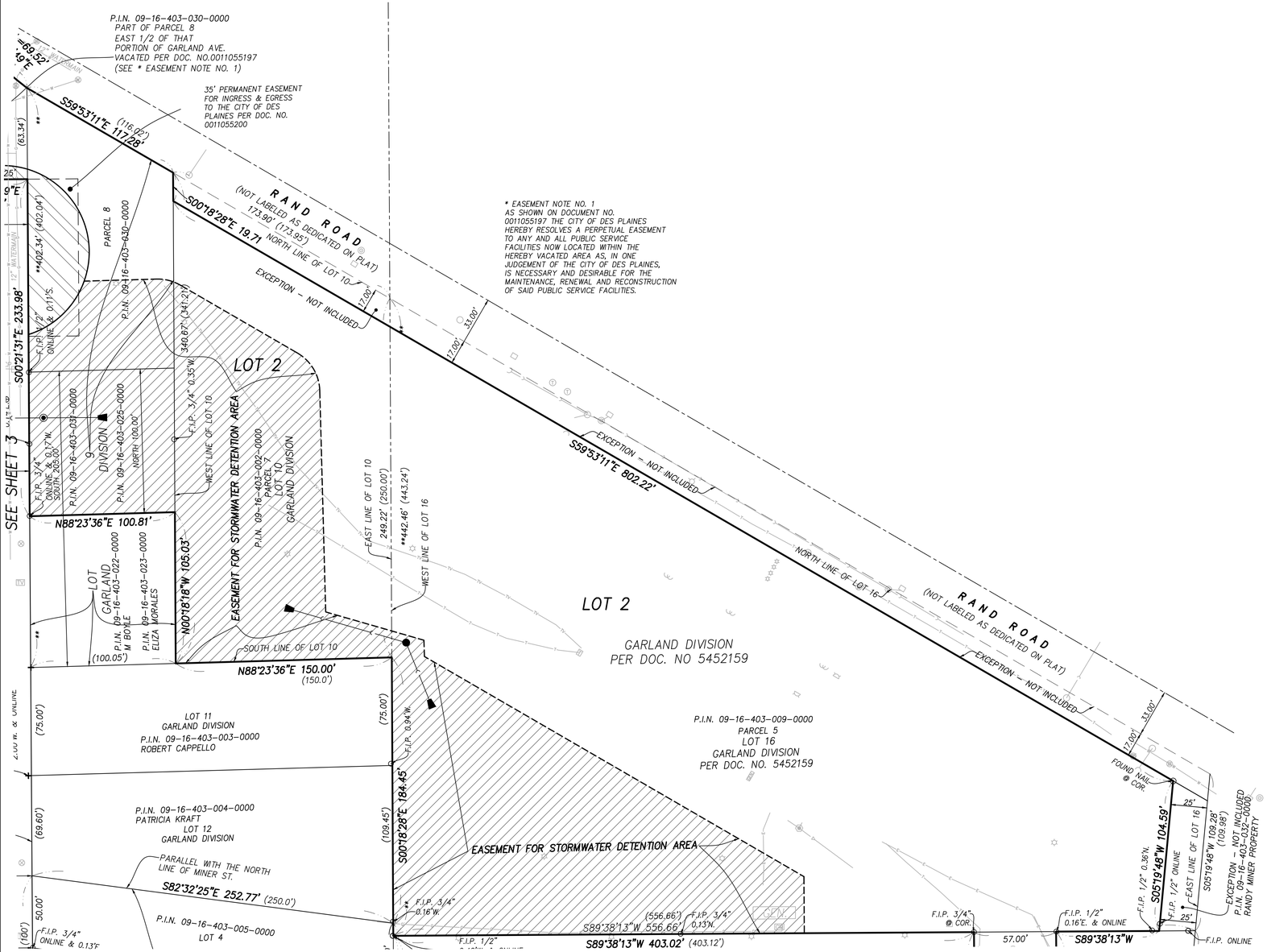
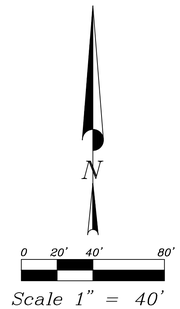
TENTATIVE PLAT OF LPC DES PLAINES I SUBDIVISION





UTILITY LEGEND:

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER

SEE SHEET 5

JACOB & HEFNER
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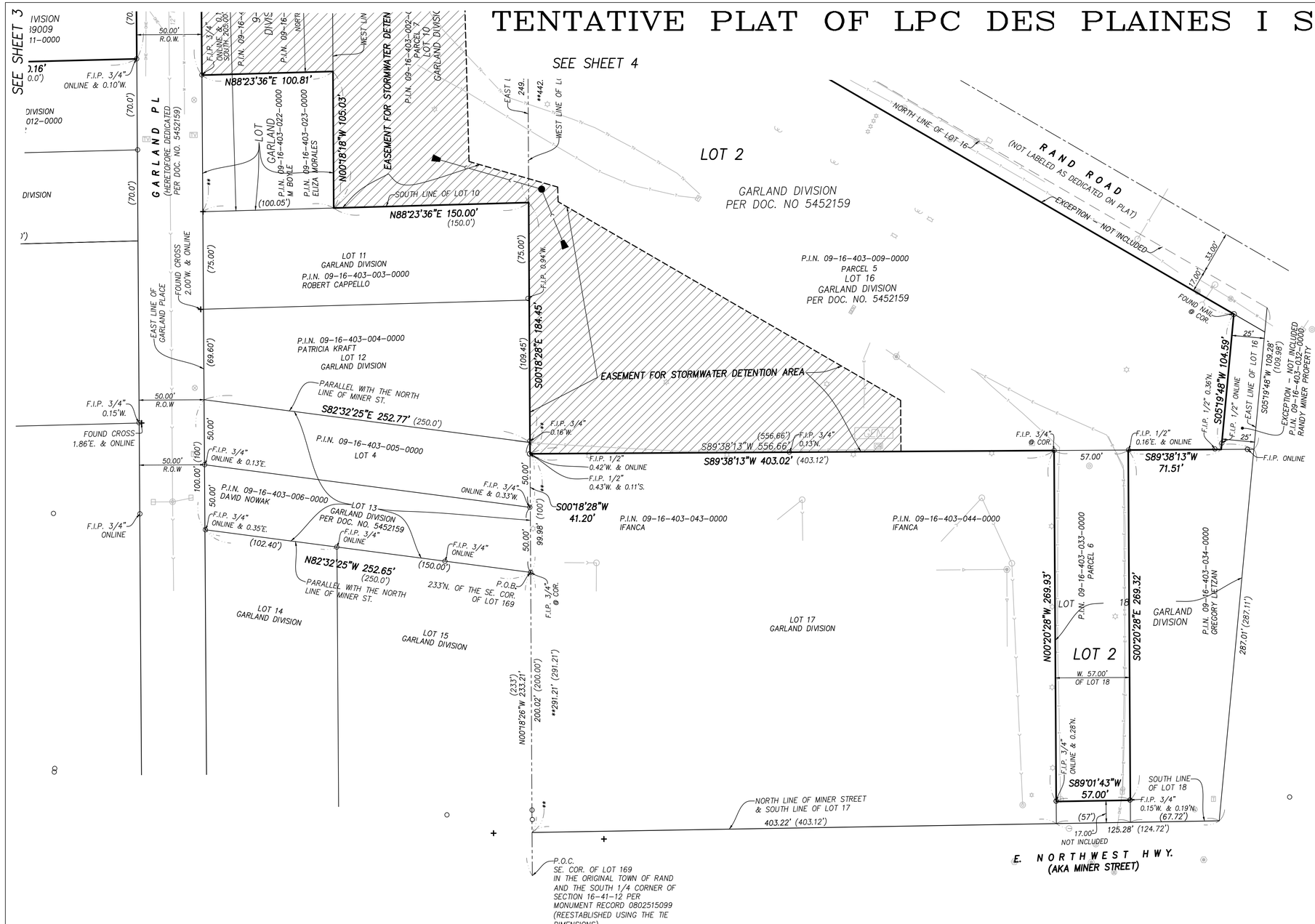
Prepared By:	SC,CC

REVISED 4/15/25
REVISED 2/19/25

H:\H\H387\SURVEY\Dwg\Plat of Subdivision\H387 Plat of Subdivision.dwg

SHEET 4—BOUNDARY & EXISTING EASEMENTS

TENTATIVE PLAT OF LPC DES PLAINES I SUBDIVISION



UTILITY LEGEND:

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER

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		Prepared By:	SC,CC

REVISED 4/15/25
REVISED 2/19/25

SHEET 5–BOUNDARY & EXISTING EASEMENTS

H:\H387\S\Dwg\Plat of Subdivision.dwg

Attachment 1

PRELIMINARY SITE IMPROVEMENT PLANS

FOR

666 GARLAND PLACE

DES PLAINES, ILLINOIS

LOGISTICS PROPERTY COMPANY

H387
666 GARLAND PLACE
2/19/25

LOGISTICS PROPERTY CO

LEGEND

PROPOSED	DESCRIPTION	EXISTING
C C	STORM SEWER	C C
8W	WATER MAIN (WITH SIZE)	W
	SANITARY SEWER	
	FORCE MAIN	
E	UNDERGROUND ELECTRIC	E
OHE	OVERHEAD ELECTRIC	OHE
T	UNDERGROUND TELEPHONE	T
G	UNDERGROUND GAS	G
700	CONTOUR	700
HWL/NWL	HIGH/NORMAL WATER LEVEL	
XX	SILT FENCE	
	RIGHT-OF-WAY	
	CURB	
	DEPRESSED CURB FOR RAMP/DRIVEWAY	
	REVERSE PITCH CURB	
X	FENCE LINE	X
	GUARD RAIL	
	SANITARY MANHOLE	
	STORM MANHOLE	
	STORM INLET	
	STORM CATCH BASIN	
	CLEAN OUT	
	FIRE HYDRANT	
	GATE VALVE AND VAULT	
	STREET LIGHT	
	STREET LIGHT WITH MAST	
T	TRANSFORMER	T
	UTILITY POLE	
	SIGN	
	DRAINAGE DIRECTION	
700.50	OVERFLOW ROUTE	
+	SPOT GRADE	+ 701.30
FF	FINISHED FLOOR	
TF	TOP OF FOUNDATION	
G	GROUND	
EP	EDGE OF PAVEMENT	
BC	BACK/TOP OF CURB	
W	TOP OF SIDEWALK	
TW	TOP OF RETAINING WALL	
BW	BOTTOM OF RETAINING WALL	
R=	RIM FOR STRUCTURES	
R	RISER FOR SANITARY SERVICE	
I=	INVERT FOR SEWERS	

WARNING

CALL J.U.L.I.E. (TOLL FREE) 1-800-892-0123

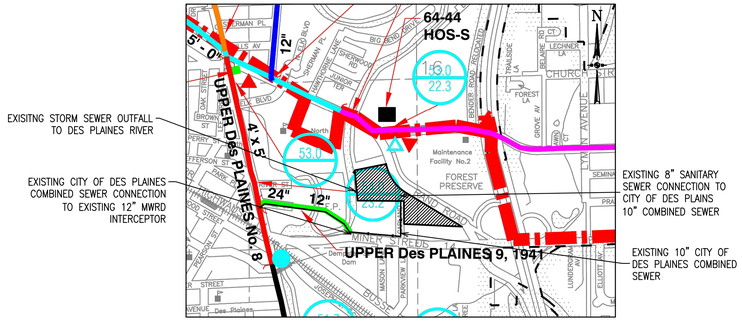
CALL BEFORE YOU DIG

(48 HOURS NOTICE REQUIRED PRIOR TO DIGGING)

811

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

Municipality: DES PLAINES
County: COOK
Section: 16
Township: 41N
Range: 12E



LOCATION AND MWRD SEWER ROUTING MAP

1" = 5,000'

SURVEY REFERENCE NOTE:

EXISTING CONDITIONS AND TOPOGRAPHY ARE SHOWN PER 'TOPOGRAPHIC SURVEY,' DATED OCTOBER 18, 2024 AS PREPARED BY JACOB & HEFNER ASSOCIATES, INC.

CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS AND ELEVATIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES OR OMISSIONS.

BENCHMARK AND LOCATIONS:

ELEVATIONS ARE BASED ON NAD 1983 ILLINOIS STATE PLANE COORDINATES, EAST ZONE AND THE VERTICAL DATUM IS NAVD 1988.

REFERENCE BENCHMARKS:

BENCHMARK 1 – CITY OF DES PLAINES BENCHMARK NO. 91 (NAVD 1988)
MONUMENT SET IN CONCRETE AT THE SOUTHWEST CORNER OF DEMPSTER STREET AND ACRES LANE, 18 FT. SOUTH OF THE EDGE OF PAVEMENT OF DEMPSTER AND 9 FT. WEST OF THE EDGE OF PAVEMENT OF ACRES LANE.

ELEVATION=632.15

SITE BENCHMARKS:

BENCHMARK NO. 1 – CROSS NOTCH CUT IN CONC. SIDEWALK
SITE BENCHMARK 1 IS A CROSS NOTCH CUT IN THE CONC. SIDEWALK RUNNING E–W ALONG THE N. SIDE OF MINER ST. (AKA E. NORTHWEST HY.; AKA DEMPSTER ST.) NEAR THE E. PROP. LINE FOR 2004 MINER ST. "X" IS +–8' S. OF THE W. END OF A SIGN: "2001 RAND RD.". "X" IS +–0.10' S. OF THE N. EDGE OF CONC. WALK. "X" IS +–4' SW. OF A RECTANGULAR TEL. MANHOLE AND "X" IS +–

ELEVATION=632.45

BENCHMARK NO. 2 – CROSS NOTCH CUT IN CONC. SIDEWALK
SITE BENCHMARK 2 IS A CROSS NOTCH CUT IN THE CONC. SIDEWALK RUNNING NW–SE ALONG THE S.'LY R.O.W OF RAND RD. AND PARALLEL WITH THE ROADWAY. "X" IS +–25' W. X 72' N. OF THE NW. OUTSIDE BUILDING CORNER FOR THE BUILDING @ 2001 RAND RD (LABELED, "SBM 2 BX"). "X" IS +–18' SE. OF A MANHOLE IN THE PARKWAY BEHIND THE S.L.Y. CURB LINE OF RAND RD. "X" IS +–.30' NE.L.Y. OF THE SW. EDGE OF CONC. SIDEWALK. "X" IS 38'SE. OF THE E.L.Y. EDGE OF PAVEMENT FOR THE NW. ENTRANCE DRIVE N. SIDE OF BUILDING @ 2001 RAND. RD.

ELEVATION=633.79

BENCHMARK NO. 3 – CROSS NOTCH CUT IN TOP OF CONC. CURB
SITE BENCHMARK 3 IS A CROSS NOTCH CUT IN THE TOP OF CONC. CURB AT THE E. END OF A CURB ISLAND NEAR THE SE BUILDING CORNER OF THE BUILDING @ 666 GARLAND PLACE. "X" IS IN THE N.L.Y' ROW OF CURB ISLANDS NEAR THE N. END OF THE PARKING LOT ON THE S. SIDE OF THE BUILDING @ 666 GARLAND PLACE. "X" IS +–21' E. X 67' S. OF THE SE. BUILDING CORNER OF SAID BUILDING (LABELED, "SBM 3 BX"). "X" IS +–6'E. OF A FIRE HYD. IN THE MIDDLE OF THE CURB ISLAND.

ELEVATION=632.37

BENCHMARK NO. 4 – CROSS NOTCH CUT IN TOP OF CONC. CURB
SITE BENCHMARK 4 IS A CROSS NOTCH CUT IN THE TOP OF CONC. CURB IN THE MIDDLE OF THE CURVE OF THE S.L.Y' SIDE OF THE NE. ENTRANCE TO 666 GARLAND PLACE. "X" IS +–25'N. X +–79E. OF THE NE. BUILDING CORNER FOR THE BUILDING AT 666 GARLAND PLACE (LABELED, "SBM 4 BX"). "X" IS +–57' NE. OF A STORM INLET IN THE PAVED DRIVEWAY. "X" IS +–21'NW. OF A STOP SIGN AND "X" IS +–0.30' NW.LY' OF THE SE. BACK OF CURB

ELEVATION=633.18

NO.	DESCRIPTION	DATE
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

REVISIONS

DRAWING INDEX

SHEET	TITLE
C1	COVER SHEET
C2	OVERALL SITE PLAN
C3.0–C3.2	DIMENSIONAL CONTROL AND PAVING PLANS
C4.0–C4.2	GRADING PLANS
C5.0–C5.2	UTILITY PLANS
C6	PROPOSED DRAINAGE PLAN

CONTACTS

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1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, IL 60515
CONTACT: RYAN J. BLOCKER, P.E.
RBLOCKER@JACOBANDHEFNER.COM
(630) 652-4630

SURVEYOR
JACOB & HEFNER ASSOCIATES, INC
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CONTACT: CARL COOK, P.L.S.
CCOOK@JACOBANDHEFNER.COM
(630) 657-1439

DEVELOPER
LOGISTICS PROPERTY COMPANY
ONE NORTH WACKER DRIVE, SUITE 1925
CHICAGO, IL, 60606
CONTACT: VINCE PERGANDE
VPERGANDE@LOGISTICSPROPCO.COM
(630) 452-9516

ARCHITECT
ARCHITECTS PLUS DESIGN STUDIO
1320 NELSON CIRCLE
WHEATON, ILLINOIS, 60189
CONTACT: JOHN WHITE
JWHITE@ARCHITECTSPLUSDESIGN.COM
(847) 624-4425

LANDSCAPE ARCHITECT
GARY R. WEBER ASSOCIATES, INC.
402 WEST LIBERTY DRIVE
WHEATON, IL 60187
CONTACT: TIM BALL, ASLA, P.L.A.
TBALL@GRWAINC.COM
(630) 668-7197

Ryan J. Blocker — 2/19/25

ENGINEER — DATE
RYAN J. BLOCKER
RBLOCKER@JACOBANDHEFNER.COM

ILLINOIS REGISTRATION NO. 062-060791
EXPIRES 11/30/2025

ENGINEER ONLY CERTIFIES SHEETS: C1–C6

LICENSED PROFESSIONAL ENGINEER — RYAN J. BLOCKER 062-060791 — OF ILLINOIS

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE ORIGINAL SIGNATURE, IMPRESSED SEAL, EXPIRATION DATE OF SEAL OF THE ENGINEER AND MARKED "FOR CONSTRUCTION"

JACOB & HEFNER ASSOCIATES
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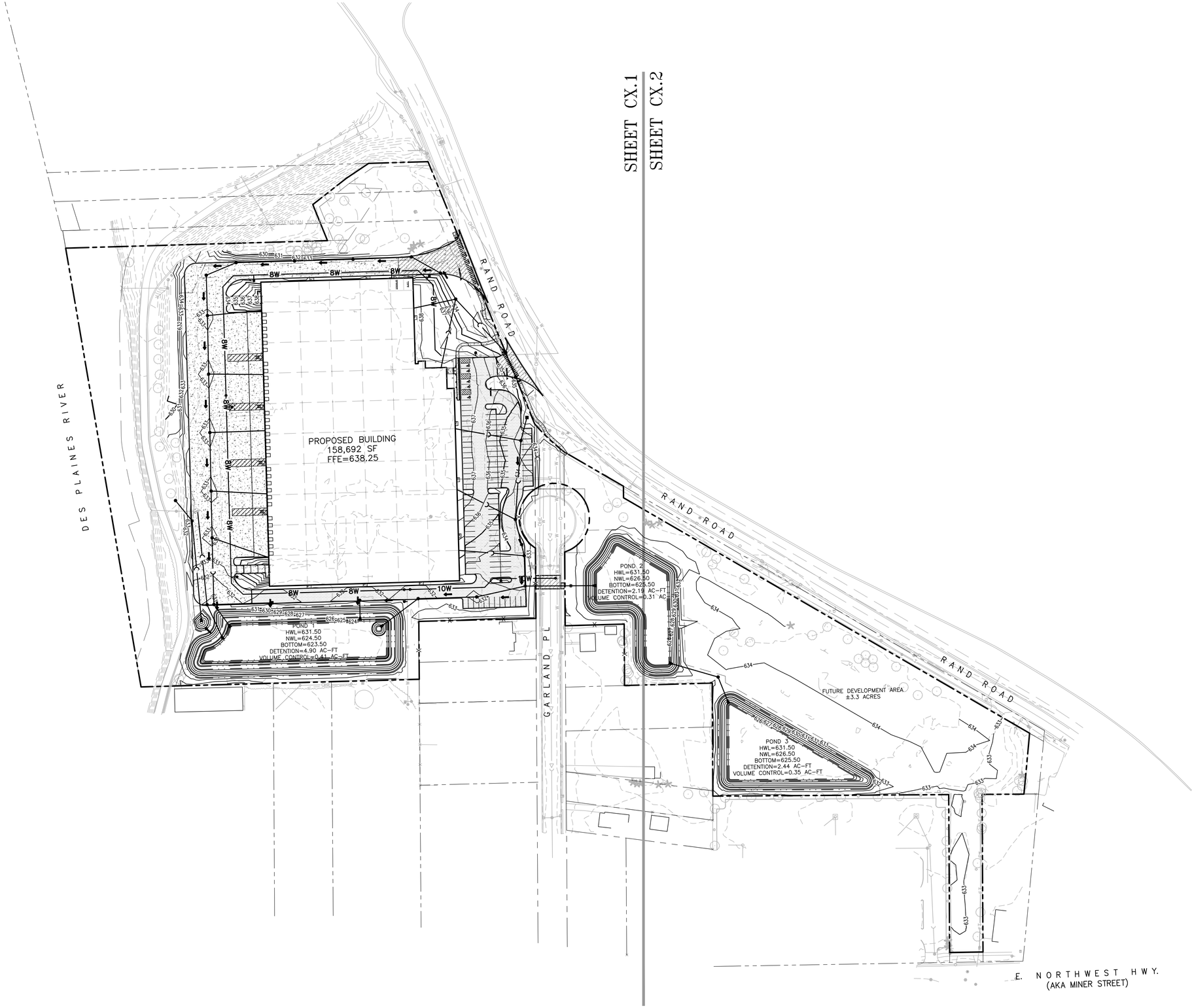
Attachment 1



N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

PAVEMENT HATCH LEGEND:

- DUCTILECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK

SITE DATA TABLE:

PROPERTY AREA:	17.56 ACRES
PROPOSED BUILDING AREA:	158,692 SQ. FT.
TOTAL CAR PARKING REQUIRED: (1 STALL PER 1,500 SF)	106 STALLS
TOTAL CAR PARKING PROVIDED:	110 STALLS
STANDARD PARKING:	105 STALLS
HANDICAP ACCESSIBLE PARKING:	5 STALLS
TRUCK DOCKS:	30 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

No.	Description	Date
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

OVERALL SITE PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

DES PLAINES, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

H387

1" = 80'

C2

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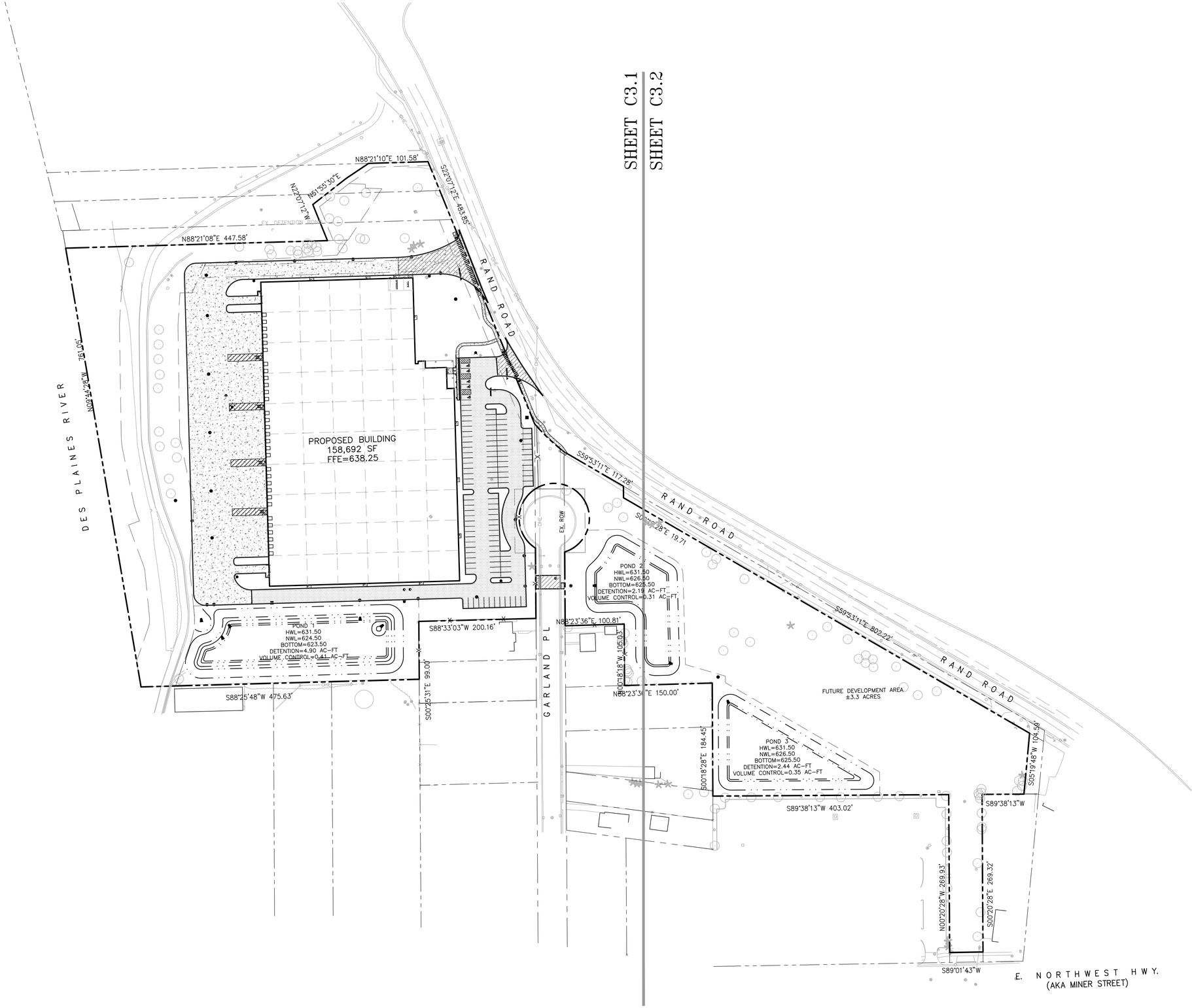
Attachment 1



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PAVEMENT HATCH LEGEND:

- DUCTILECRETE CONCRETE PAVEMENT
- HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK

CURB LEGEND:

- B6.12 CURB AND GUTTER
- DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL SUBSURFACE INVESTIGATION REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 30, 2024 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:

1. ALL DIMENSIONS ARE MEASURED FROM FACE OF CURB OR CENTER OF PAVEMENT MARKING UNLESS OTHERWISE NOTED.
2. ALL CURB RADII ARE 4.5' UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL COORDINATE ALL SITE IMPROVEMENTS WITH ARCHITECTURAL PLANS.
4. ALL PROPOSED PAVEMENT MARKINGS SHALL BE 4" UNLESS OTHERWISE NOTED. PAVEMENT MARKINGS SHALL CONFORM TO ARTICLE 1095.02 OF THE I.D.O.T. STANDARD SPECIFICATIONS.
5. BUILDING DIMENSIONS AND DOORWAY LOCATIONS ARE SHOWN FOR REFERENCE ONLY. REFER TO ARCHITECTURAL AND STRUCTURAL PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
6. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED. SEE LANDSCAPE PLANS FOR PROPOSED TREE AND PLANTING REQUIREMENTS.
8. SEE GENERAL NOTES AND SPECIFICATIONS SHEET FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

No.	Description	Date
1	CITY SUBMITTAL	12/13/24
2	PER CITY	2/19/25

OVERALL DIMENSIONAL AND PAVING CONTROL PLAN

666 GARLAND PLACE

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C3.0

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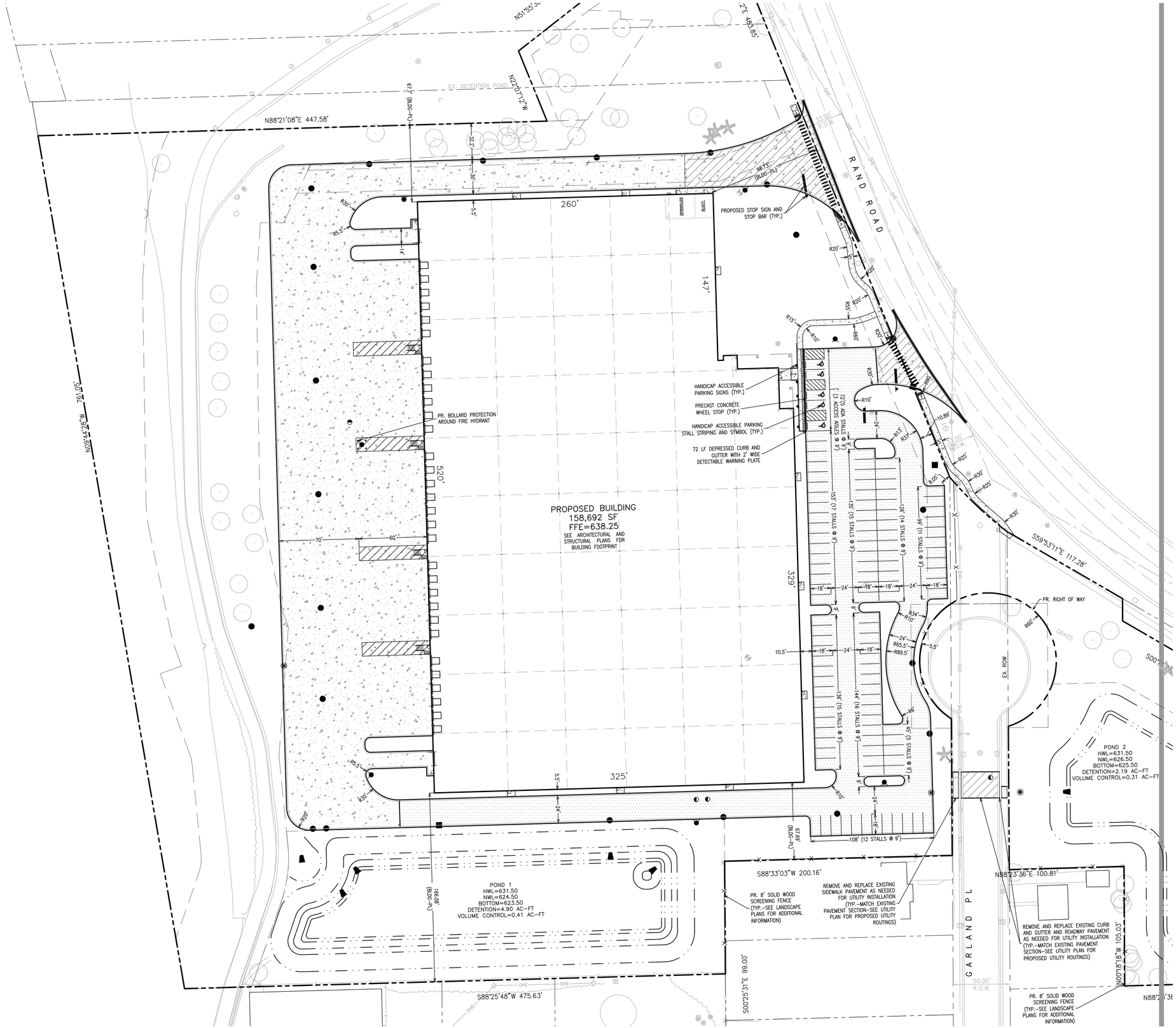

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

PAVEMENT HATCH LEGEND:

DUCTLECRETE CONCRETE PAVEMENT
4-1/2" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
6" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
4,000 PSI, A/E
4" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

HEAVY DUTY CONCRETE PAVEMENT
8" PORTLAND CEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

CURB LEGEND:

B6.12 CURB AND GUTTER

DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL SUBSURFACE INVESTIGATION REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 30, 2024 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:

SEE SHEET C3.0 FOR ALL GEOMETRIC NOTES

No.	Description	Date
1	CITY SUBMITTAL	12/13/24
2	PER CITY	2/19/25

DIMENSIONAL CONTROL AND PAVING PLAN

666 GARLAND PLACE

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C3.1

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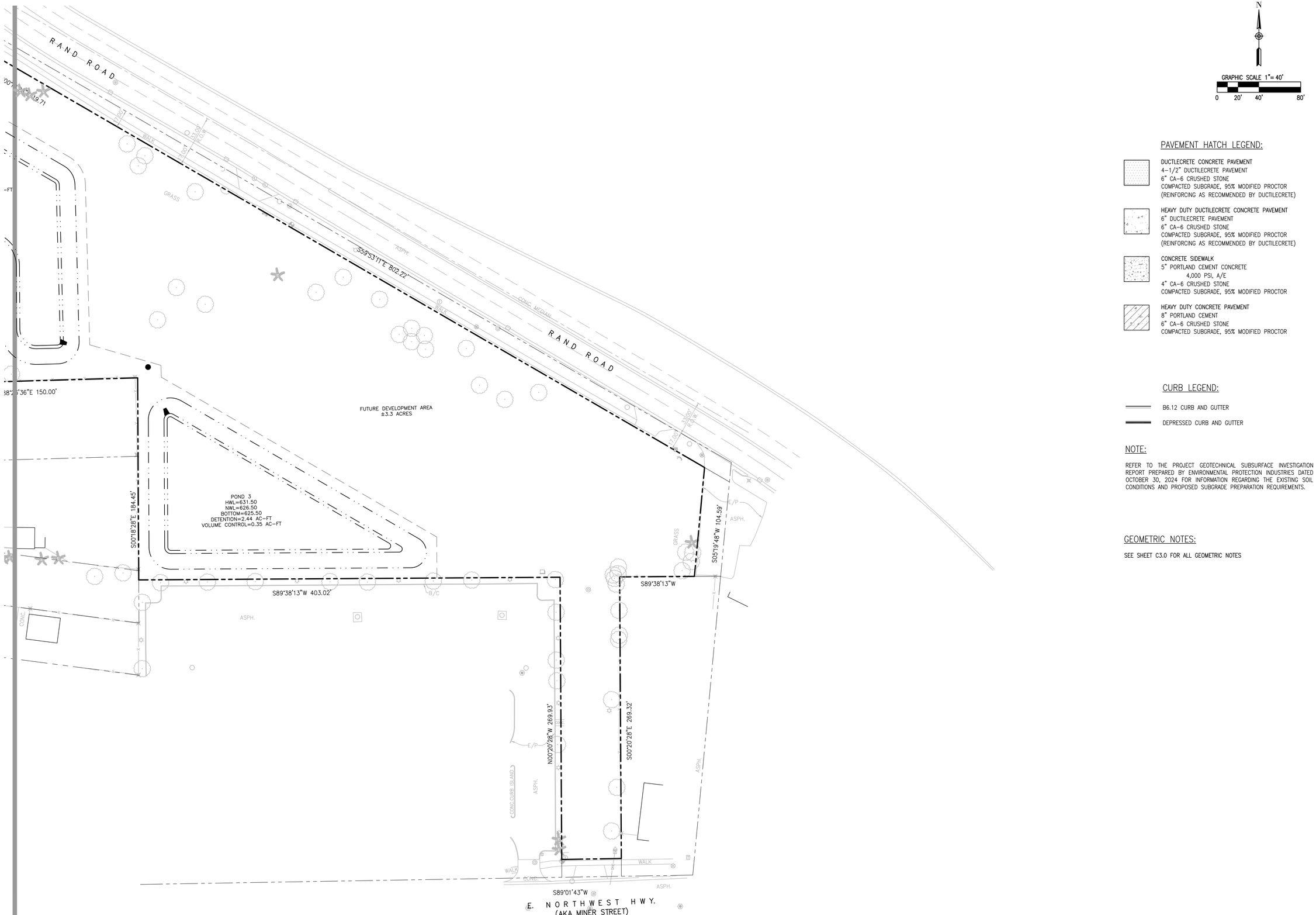

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

PAVEMENT HATCH LEGEND:

DUCTLECRETE CONCRETE PAVEMENT
4-1/2" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

HEAVY DUTY DUCTILECRETE CONCRETE PAVEMENT
6" DUCTILECRETE PAVEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR
(REINFORCING AS RECOMMENDED BY DUCTILECRETE)

CONCRETE SIDEWALK
5" PORTLAND CEMENT CONCRETE
4,000 PSI, A/E
4" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

HEAVY DUTY CONCRETE PAVEMENT
8" PORTLAND CEMENT
6" CA-6 CRUSHED STONE
COMPACTED SUBGRADE, 95% MODIFIED PROCTOR

CURB LEGEND:

B6.12 CURB AND GUTTER

DEPRESSED CURB AND GUTTER

NOTE:

REFER TO THE PROJECT GEOTECHNICAL SUBSURFACE INVESTIGATION REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 30, 2024 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.

GEOMETRIC NOTES:

SEE SHEET C3.0 FOR ALL GEOMETRIC NOTES

No.	Description	Date
1	CITY SUBMITTAL	12/13/24
2	PER CITY	2/19/25

DIMENSIONAL CONTROL AND PAVING PLAN

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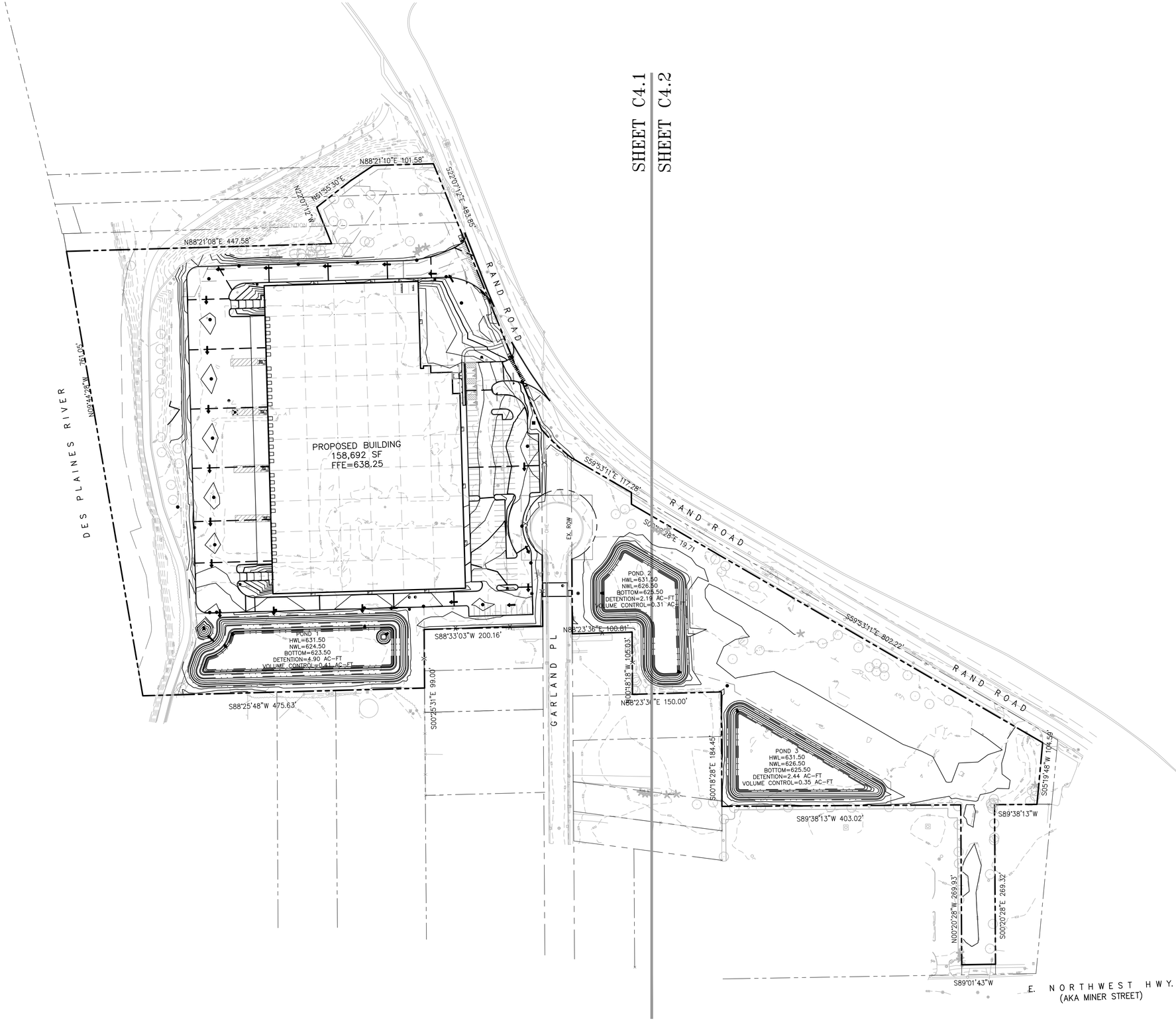

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

GRADING LEGEND:

EXISTING CONTOUR	— —700— —
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	——700——
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

GRADING NOTES:

1. ALL PROPOSED SPOT ELEVATIONS ARE TOP OF PAVEMENT OR FINISHED GRADE ELEVATIONS UNLESS OTHERWISE NOTED.
2. REFER TO THE PROJECT GEOTECHNICAL ENGINEERING REPORT PREPARED BY ENVIRONMENTAL PROTECTION INDUSTRIES DATED OCTOBER 30, 2024 FOR INFORMATION REGARDING THE EXISTING SOIL CONDITIONS AND PROPOSED SUBGRADE PREPARATION REQUIREMENTS.
3. CONTRACTOR SHALL INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO COMMENCEMENT OF SITE GRADING OPERATIONS.
4. ALL PROPOSED GRADING, PAVEMENT, APRONS, CURBS, SIDEWALKS, ETC. SHALL MATCH EXISTING GRADES FLUSH.
5. MAXIMUM CROSS SLOPES AND LONGITUDINAL SLOPES FOR ALL CONCRETE SIDEWALKS AND HANDICAP ACCESSIBLE ROUTES SHALL NOT EXCEED 2% AND 5%, RESPECTIVELY.
6. MAXIMUM SLOPES WITHIN THE HANDICAP ACCESSIBLE PARKING AREAS AND ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 2% IN ANY DIRECTION. HANDICAP ACCESSIBLE ROUTE DENOTED BY:
7. MAXIMUM GRADE DIFFERENCE BETWEEN PAVEMENT SURFACES AND ADJACENT CONCRETE SIDEWALKS FOR THE HANDICAP ACCESSIBLE ROUTE TO THE BUILDING SHALL NOT EXCEED 1/4" VERTICAL OR 1/2" WHEN BEVELED.
8. CONTRACTOR SHALL COORDINATE EXTERIOR DOORWAY AND FINISHED GRADE ELEVATIONS WITH ARCHITECTURAL AND STRUCTURAL PLANS. ALL HANDICAP ACCESSIBLE DOORWAY LOCATIONS REQUIRE AN EXTERIOR LANDING THAT IS A MINIMUM OF FIVE (5) FEET IN LENGTH WITH A SLOPE NOT EXCEEDING 2% IN ANY DIRECTION.
9. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
10. CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING STORM SEWERS WITHIN THE PROJECT AREA DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.

No.	Description	Date
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

OVERALL GRADING PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

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1" = 80'

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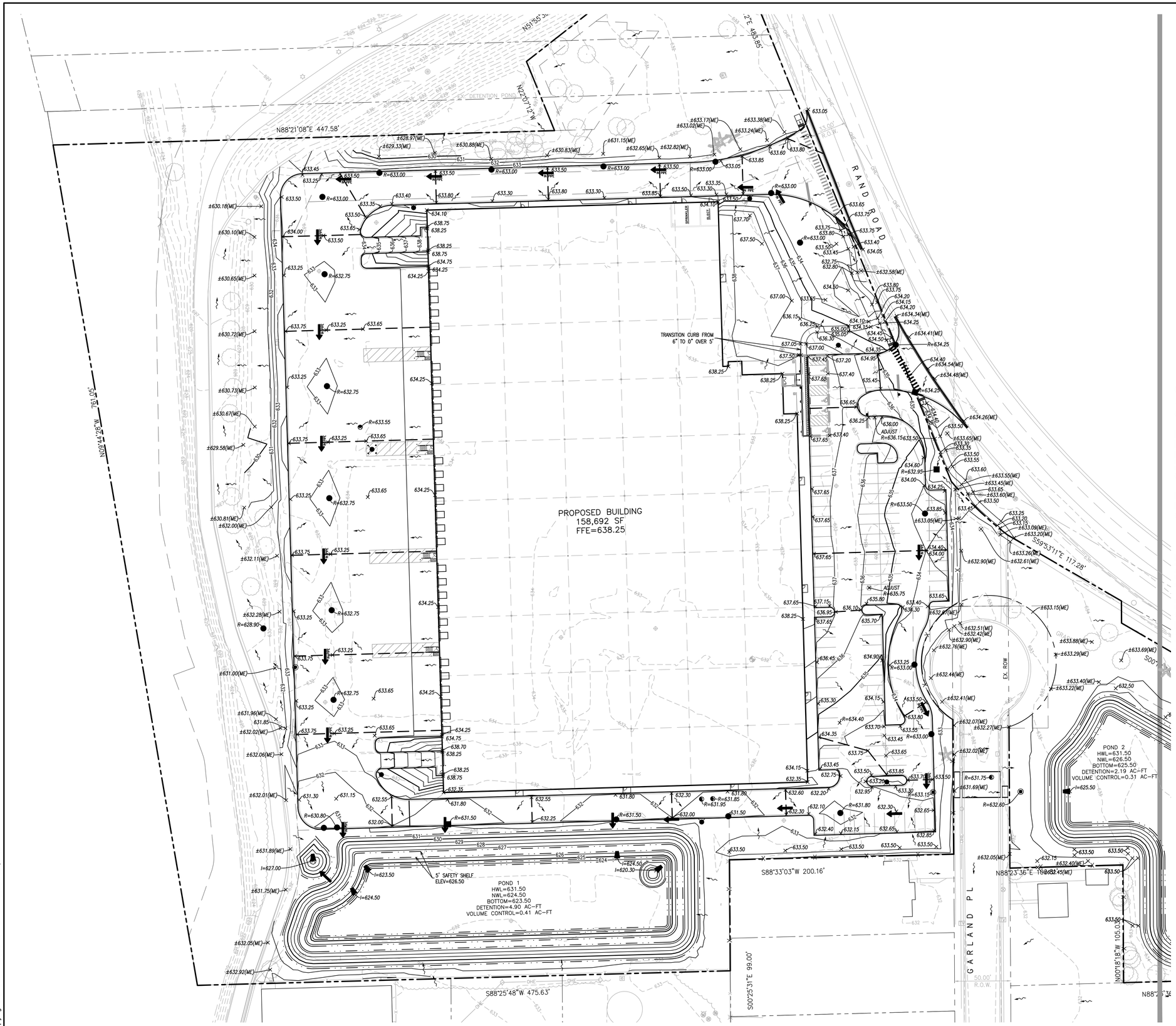

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

GRADING LEGEND:

EXISTING CONTOUR	——700——
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	——700——
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL:XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	— —
DRAINAGE DIRECTION	~
OVERFLOW ROUTE	→

GRADING NOTES:

SEE SHEET C4.0 FOR ALL GRADING NOTES

No.	Description	Date
1	CITY SUBMITTAL	12/13/24
2	PER CITY	2/19/25

GRADING PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

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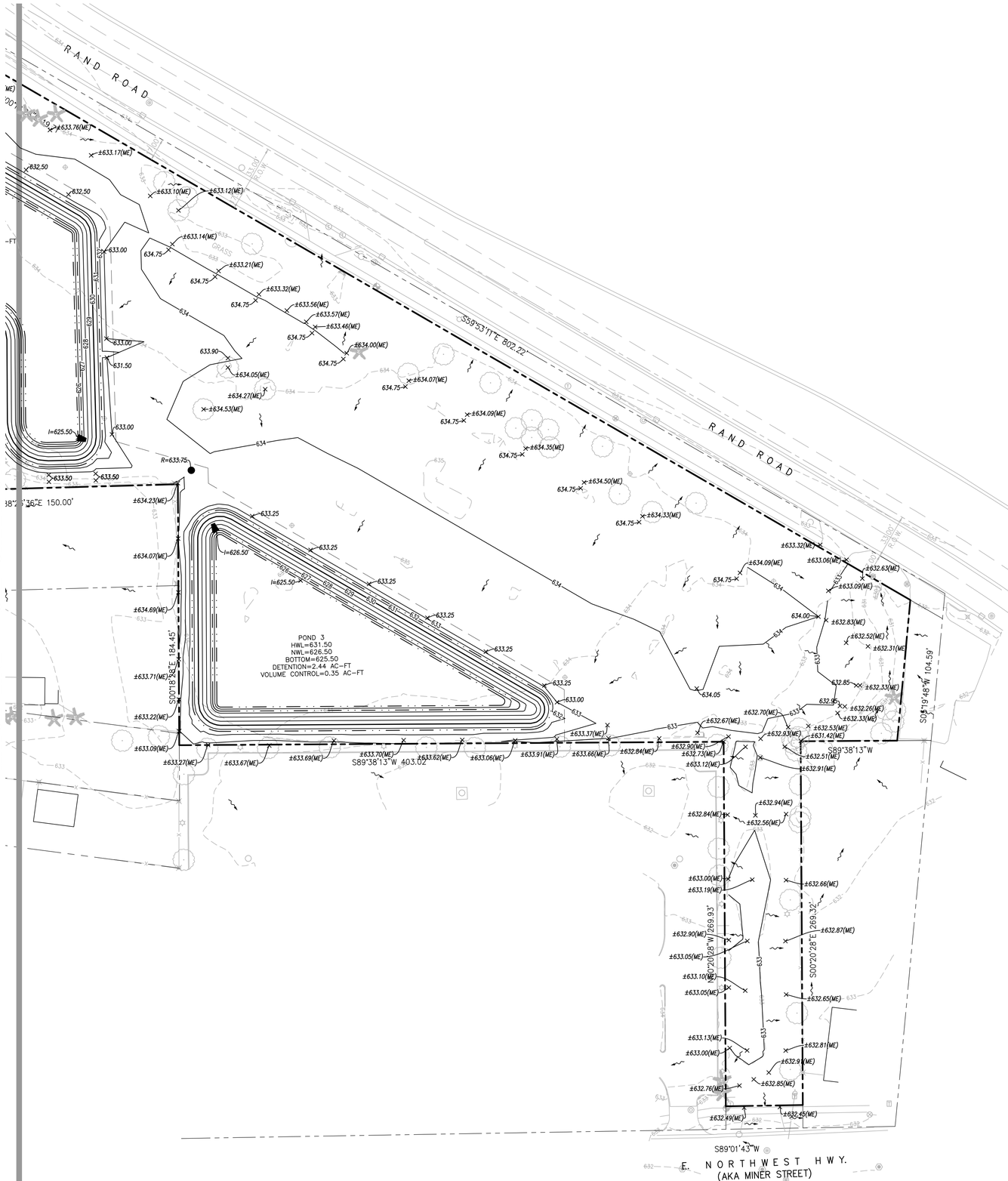

GRADING LEGEND:

EXISTING CONTOUR	—700—
EXISTING SPOT ELEVATION	× XXX.XX
PROPOSED CONTOUR	700
PROPOSED SPOT ELEVATION	× XXX.XX
PROPOSED GROUND/FINISHED GRADE ELEVATION	× G:XXX.XX
PROPOSED TOP OF SIDEWALK ELEVATION	× W:XXX.XX
PROPOSED CURB CUT ELEVATION	× CC=XXX.XX
PROPOSED RIM ELEVATION	× R=XXX.XX
MATCH EXISTING ELEVATION	× XXX.XX(ME)
PROPOSED TOP OF WALL ELEVATION	T/WALL:XXX.XX
PROPOSED FINISHED GRADE AT TOP OF WALL	T/WALL=XXX.XX(FG)
PROPOSED BOTTOM OF WALL ELEVATION	B/WALL:XXX.XX
PROPOSED DRAINAGE DIVIDE	
DRAINAGE DIRECTION	
OVERFLOW ROUTE	

GRADING NOTES:

SEE SHEET C4.0 FOR ALL GRADING NOTES

No.	Description	Date
2.	PER CITY	2/19/25
1.	CITY SUBMITTAL	12/13/24

GRADING PLAN

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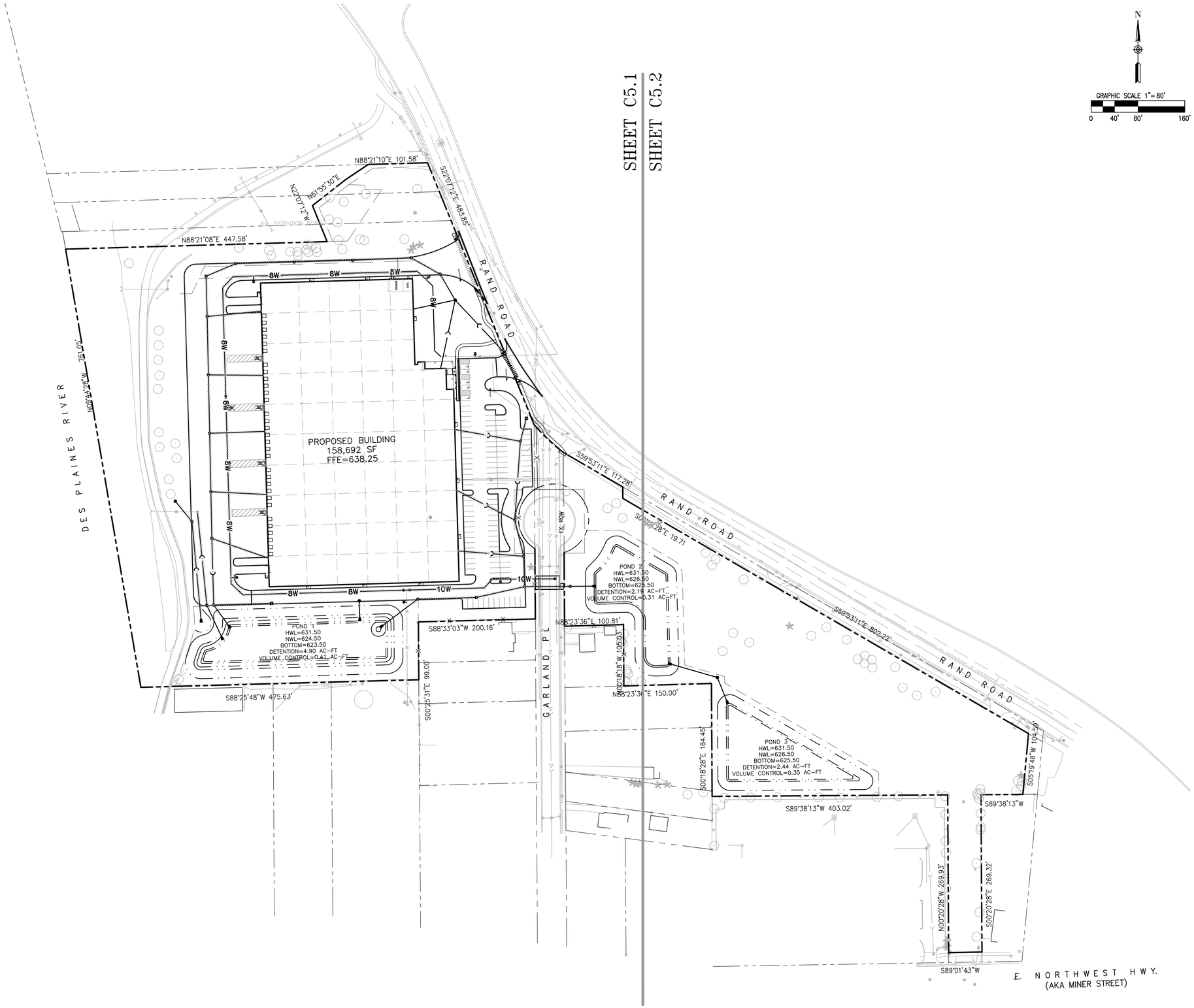

UTILITY NOTES:

1. ALL UTILITY LENGTHS SHOWN ARE MEASURED FROM CENTER OF STRUCTURES IN LINEAR FEET.
2. ALL EXISTING UTILITY RIMS, GRADE RINGS, PEDESTALS, ETC. SHALL BE RAISED OR LOWERED AS REQUIRED TO MEET PROPOSED FINISHED GRADE.
3. ALL PROPOSED CONNECTIONS TO EXISTING UTILITY STRUCTURES OR PIPING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE GOVERNING AUTHORITY REQUIREMENTS AND SPECIFICATIONS.
4. GRANULAR TRENCH BACKFILL MATERIAL, IDOT GRADATION CA-7, SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR DENSITY, PER ASTM D1557, OVER ALL UTILITIES WHICH ARE CONSTRUCTED UNDER, OR WITHIN TWO (2) FEET OF, ANY PROPOSED OR EXISTING PAVEMENT, PARKING LOTS, SIDEWALKS, ETC. GRANULAR TRENCH BACKFILL NOTED ON THE PLANS BY:
5. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST FORTY-EIGHT (48) HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED SITE IMPROVEMENTS SHOWN ON THE PLANS.
6. CONTRACTOR SHALL UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
7. CONTRACTOR SHALL EXCAVATE AND FIELD VERIFY ALL EXISTING UTILITY LOCATIONS, SIZES, CONDITIONS AND ELEVATIONS AT PROPOSED POINTS OF CONNECTION PRIOR TO COMMENCING ANY UNDERGROUND CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO PROCEEDING WITH CONSTRUCTION.
8. CONTRACTOR SHALL CONTINUOUSLY MAINTAIN ALL EXISTING SEWER SYSTEMS DURING CONSTRUCTION OPERATIONS AS NECESSARY TO PREVENT SILT OR DEBRIS ACCUMULATION.

STORM SEWER NOTES:

STORM SEWER STRUCTURE SYMBOL LEGEND:
I = INLET
CB = CATCH BASIN
MH = MANHOLE
FES = FLARED END SECTION
RD = ROOF DRAIN

STORM SEWER FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1022Z3
1P: IDOT TYPE 1 (OPEN), NEENAH R-2504-D, EJIW 1050Z1 (M3 GRATE)
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210

EXAMPLE:
MH3
A4Ø,1P
MANHOLE #3, TYPE A, 4' DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1. ALL 12" AND 15" STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWER SHALL BE RCP CLASS IV, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL UNLESS OTHERWISE NOTED
3. ALL STORM SEWER CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE – DRAINS TO WATERWAYS"
4. ALL CLOSED LID STORM SEWERS SHALL HAVE "STORM" LABELED ON LID.

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S = SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME AND LID:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1050Z1

1. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL SANITARY SEWER LIDS SHALL BE IMPRINTED WITH THE DESIGNATION "SANITARY".

WATER MAIN NOTES:

WATER MAIN STRUCTURE SYMBOL LEGEND:
Vv = VALVE VAULT
Vb = VALVE BOX
PC = PRESSURE CONNECTION
FH = FIRE HYDRANT ASSEMBLY
GR = FIRE HYDRANT GRADE RING

1. ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS OTHERWISE NOTED ON THE PLANS.
3. BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4. MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.

No.	Description	Date
1	CITY SUBMITTAL	12/13/24
2	PER CITY	2/19/25

OVERALL UTILITY PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

DES PLAINES, ILLINOIS

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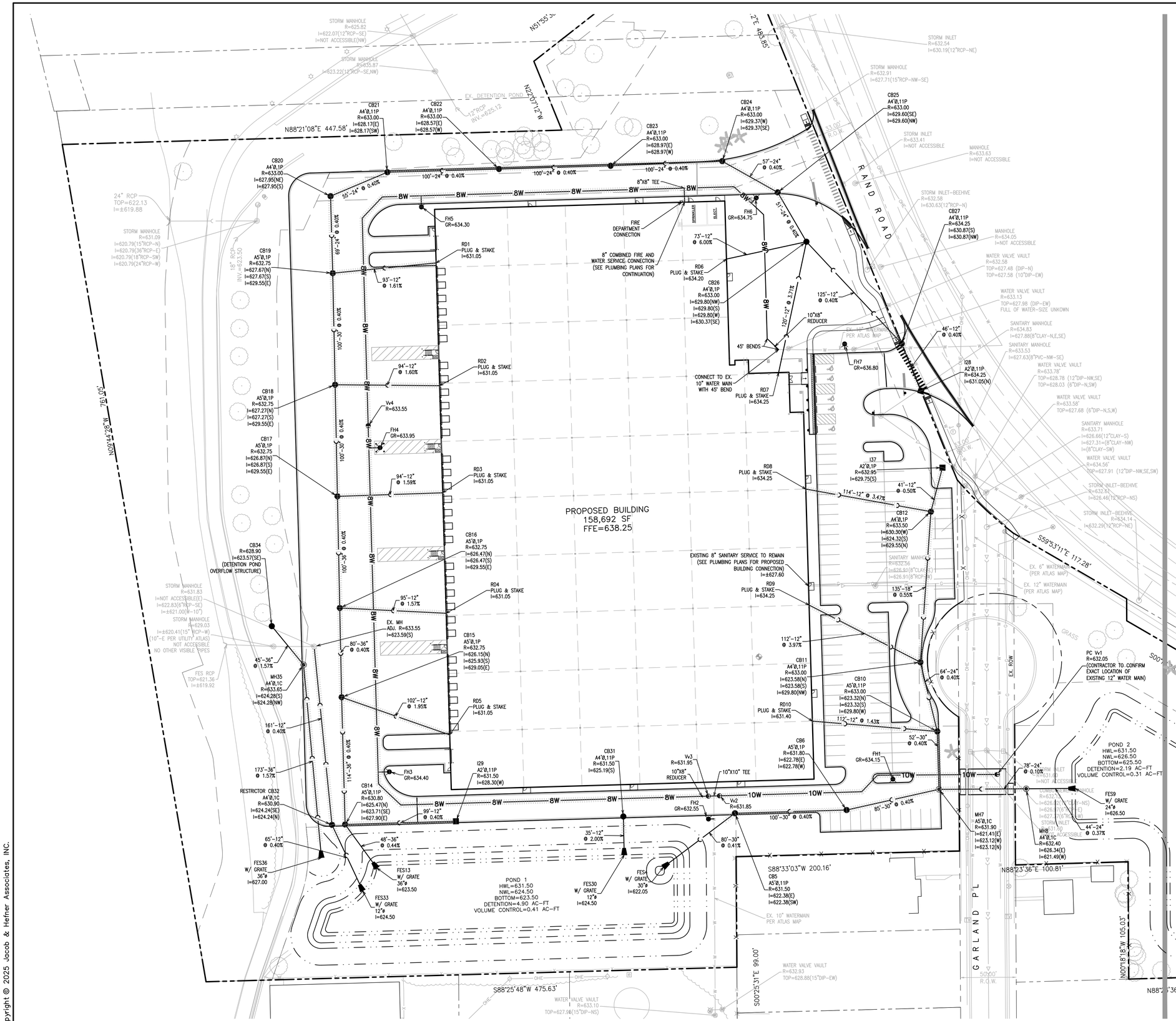

GRAPHIC SCALE 1"= 40'
0 20' 40' 80'

UTILITY NOTES:

SEE SHEET C5.0 FOR ALL UTILITY NOTES

STORM SEWER NOTES:

STORM SEWER STRUCTURE SYMBOL LEGEND:
I = INLET
CB = CATCH BASIN
MH = MANHOLE
FES = FLARED END SECTION
RD = ROOF DRAIN

STORM SEWER FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1022Z3
1P: IDOT TYPE 1 (OPEN), NEENAH R-2504-D, EJIW 1050Z1 (M3 GRATE)
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210

EXAMPLE:
MH3
A4Ø,1P
MANHOLE #3, TYPE A, 4' DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1. ALL 12" AND 15" STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWER SHALL BE RCP CLASS IV, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL UNLESS OTHERWISE NOTED
3. ALL STORM SEWER CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE – DRAINS TO WATERWAYS"
4. ALL CLOSED LID STORM SEWERS SHALL HAVE "STORM" LABELED ON LID.

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S = SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME AND LID:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1050Z1

1. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL SANITARY SEWER LIDS SHALL BE IMPRINTED WITH THE DESIGNATION "SANITARY".

WATER MAIN NOTES:

WATER MAIN STRUCTURE SYMBOL LEGEND:
Vv = VALVE VAULT
Vb = VALVE BOX
PC = PRESSURE CONNECTION
FH = FIRE HYDRANT ASSEMBLY
GR = FIRE HYDRANT GRADE RING

1. ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS OTHERWISE NOTED ON THE PLANS.
3. BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4. MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.

MATCH LINE – SEE SHEET C5.2

No.	Description	Date
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

UTILITY PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

DES PLAINES, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com

H387

1" = 40'

C5.1

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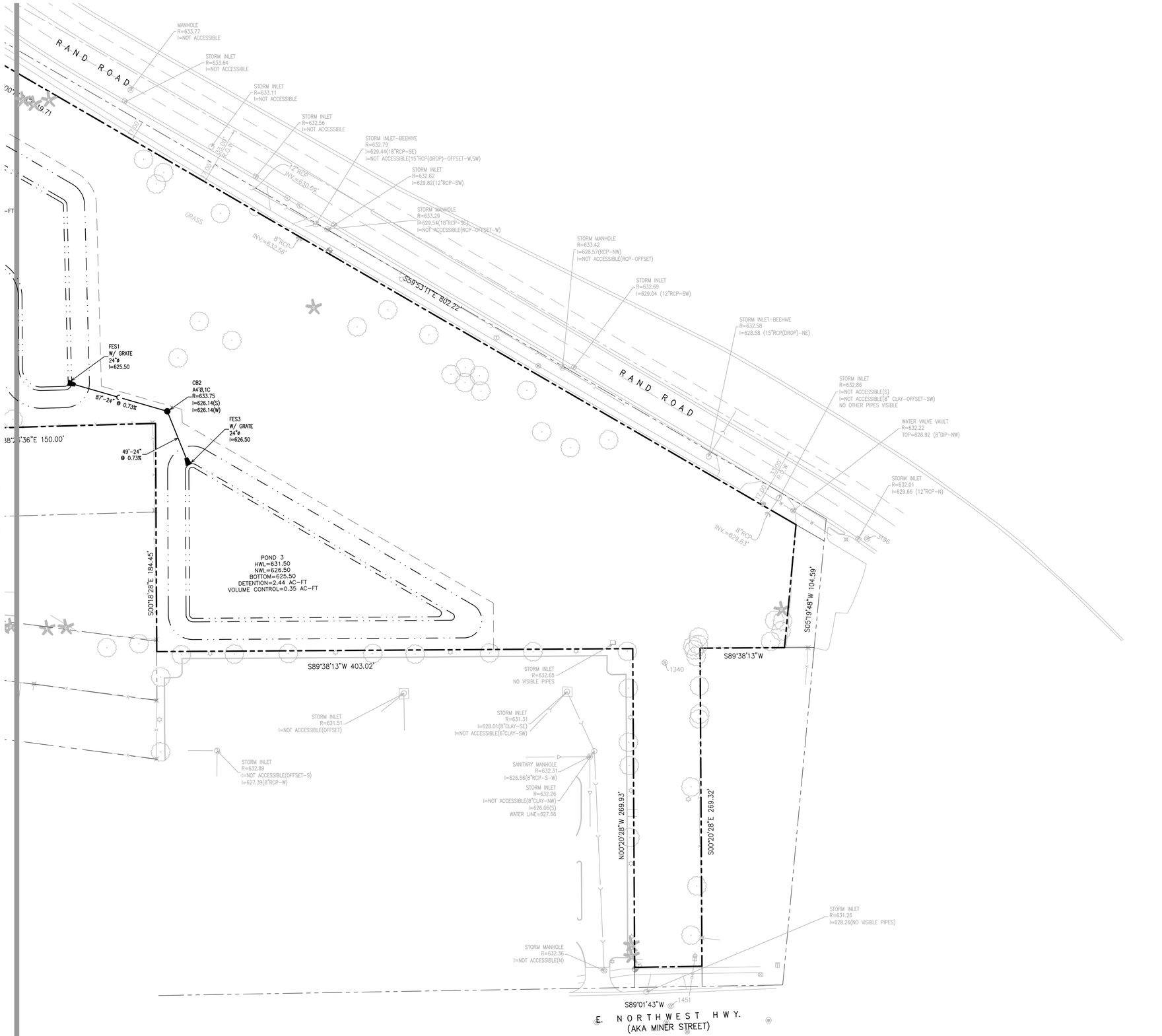

N

GRAPHIC SCALE 1"= 40'

0 20' 40' 80'

UTILITY NOTES:

SEE SHEET C5.0 FOR ALL UTILITY NOTES

STORM SEWER NOTES:

STORM SEWER STRUCTURE SYMBOL LEGEND:
I = INLET
CB = CATCH BASIN
MH = MANHOLE
FES = FLARED END SECTION
RD = ROOF DRAIN

STORM SEWER FRAME AND GRATE/LID SYMBOL LEGEND:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1022Z3
1P: IDOT TYPE 1 (OPEN), NEENAH R-2504-D, EJIW 1050Z1 (M3 GRATE)
11P: IDOT TYPE 11, NEENAH R3281-A, EJIW 7210

EXAMPLE:
MH3
A4ø,1P
MANHOLE #3, TYPE A, 4' DIAMETER, IDOT TYPE 1 FRAME AND GRATE (OPEN)

1. ALL 12" AND 15" STORM SEWER SHALL BE RCP CLASS V. ALL OTHER STORM SEWER SHALL BE RCP CLASS IV, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL STORM SEWER UNDERDRAIN PIPE SHALL BE PERFORATED ADS N-12 OR APPROVED EQUAL UNLESS OTHERWISE NOTED
3. ALL STORM SEWER CASTINGS SHALL BE EMBOSSED WITH A FISH IMAGE AND "DUMP NO WASTE – DRAINS TO WATERWAYS"
4. ALL CLOSED LID STORM SEWERS SHALL HAVE "STORM" LABELED ON LID.

SANITARY SEWER NOTES

SANITARY STRUCTURE SYMBOL LEGEND:
S = SANITARY MANHOLE

ALL SANITARY MANHOLES SHALL HAVE THE FOLLOWING FRAME AND LID:
1C: IDOT TYPE 1 (CLOSED), NEENAH R-1713, EJIW 1050Z1

1. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL SANITARY SEWER LIDS SHALL BE IMPRINTED WITH THE DESIGNATION "SANITARY".

WATER MAIN NOTES:

WATER MAIN STRUCTURE SYMBOL LEGEND:
Vv = VALVE VAULT
Vb = VALVE BOX
PC = PRESSURE CONNECTION
FH = FIRE HYDRANT ASSEMBLY
GR = FIRE HYDRANT GRADE RING

1. ALL WATER MAIN SHALL BE DIP CLASS 52, UNLESS OTHERWISE NOTED ON THE PLANS.
2. ALL FIRE HYDRANT LEADS SHALL BE 6-INCH, CLASS 52 DIP UNLESS OTHERWISE NOTED ON THE PLANS.
3. BRASS WEDGES FOR LOCATING WATER MAINS SHALL BE INSTALLED PER SECTION 41-2.05C OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS, AS AMENDED.
4. MAINTAIN A MINIMUM OF 5.5-FT OF COVER AS MEASURED FROM THE PROPOSED GRADE OVER THE WATER MAIN. MAINTAIN HORIZONTAL SEPARATION WITH OTHER UTILITIES PER IEPA REQUIREMENTS.

No.	Description	Date
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

UTILITY PLAN

666 GARLAND PLACE

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H387

1" = 40'

C5.2

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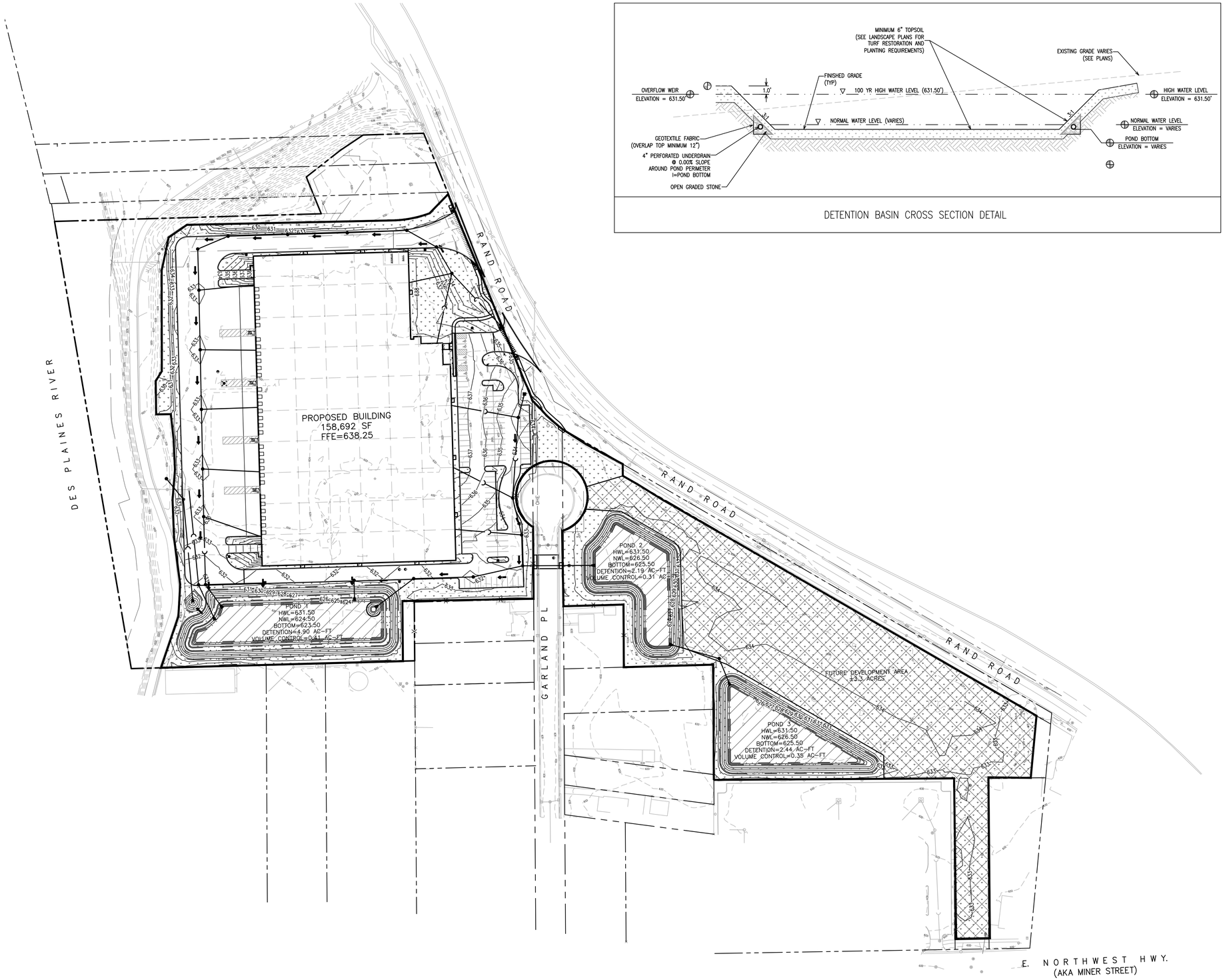

DETENTION BASIN CROSS SECTION DETAIL

N

GRAPHIC SCALE 1"= 80'

0 40' 80' 160'

PROPOSED DRAINAGE PLAN LEGEND:

PROPERTY AREA
17.56 ACRES

DEVELOPMENT AREA
14.59 ACRES

IMPERVIOUS AREA
6.63 ACRES

PERVIOUS AREA
3.52 ACRES

FUTURE DEVELOPMENT AREA
3.30 ACRES
(ASSUMED 85% IMPERVIOUS)

NATIVE PLANTING AREA
1.14 ACRES

EXISTING CONTOUR — 700 —

PROPOSED CONTOUR —700—

PROPOSED DRAINAGE DIVIDE

DRAINAGE DIRECTION

OVERFLOW ROUTE

EXISTING STORM SEWER

PROPOSED STORM SEWER

STORMWATER MANAGEMENT SUMMARY TABLE:

PROPOSED DEVELOPMENT AREA	14.59 ACRES
IMPERVIOUS AREA (CN=98)	6.63 ACRES
PERVIOUS AREA (CN=80)	3.52 ACRES
FUTURE DEVELOPMENT AREA 3.30 ACRES (CN=95)	3.30 ACRES
NATIVE PLANTING AREA (CN=77)	1.14 ACRES
COMPOSITE RUNOFF CURVE NUMBER	91.34
ADJUSTED RUNOFF CURVE NUMBER	84.04
100-YEAR ALLOWABLE RELEASE RATE (14.59 AC X 0.20 CFS/AC)	2.91 CFS
100-YEAR DESIGN RELEASE RATE	0.00 CFS
DETENTION VOLUME REQUIRED	8.32 ACRE-FEET
DETENTION VOLUME PROVIDED	9.53 ACRE-FEET
VOLUME CONTROL REQUIRED	0.79 ACRE-FEET
VOLUME CONTROL PROVIDED	1.07 ACRE-FEET

No.	Description	Date
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

PROPOSED DRAINAGE PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

DES PLAINES, ILLINOIS

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H387

1" = 80'

C6

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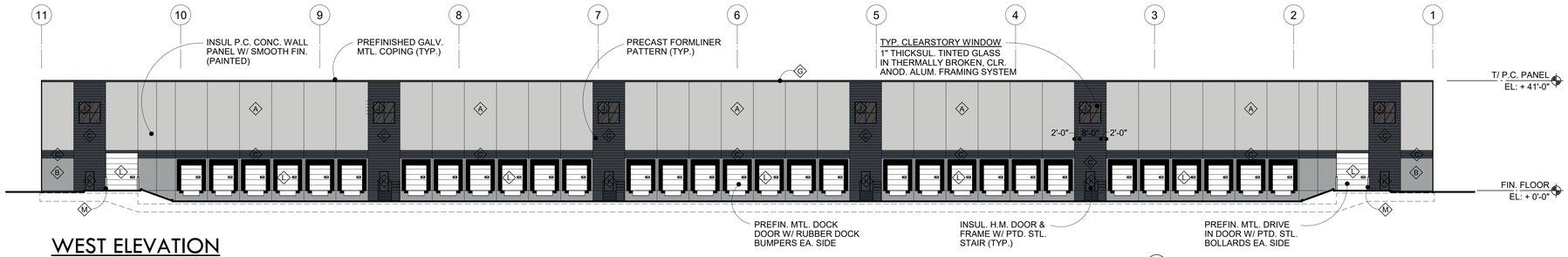
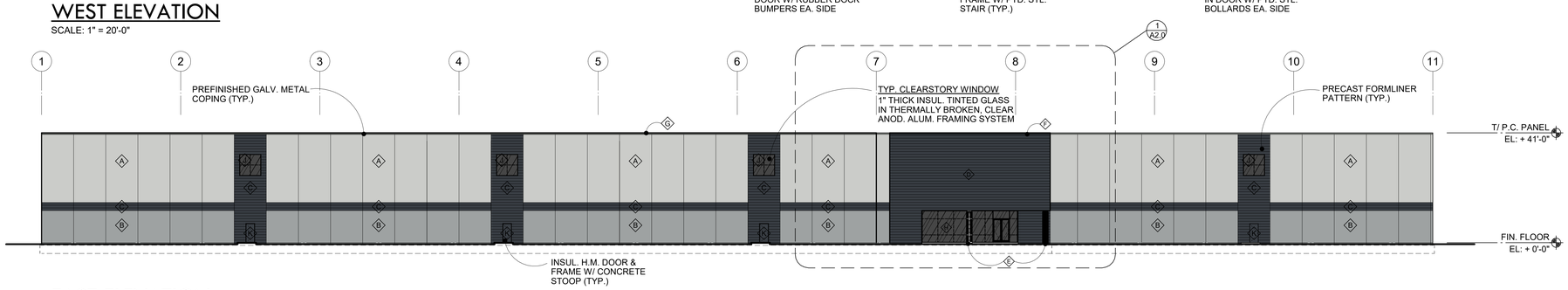


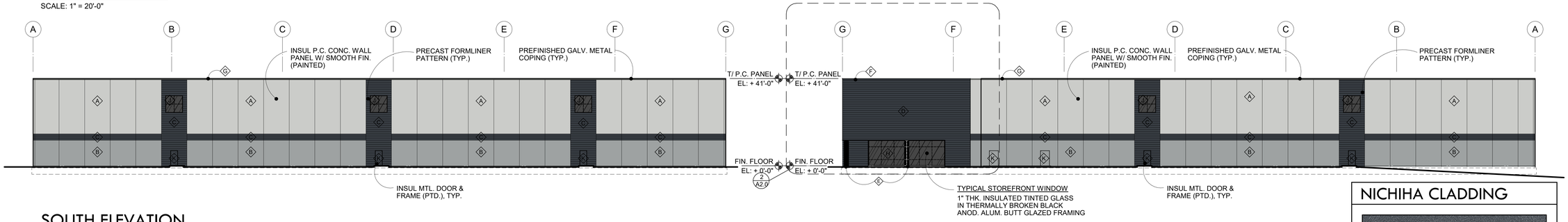
WEST ELEVATION

SCALE: 1" = 20'-0"



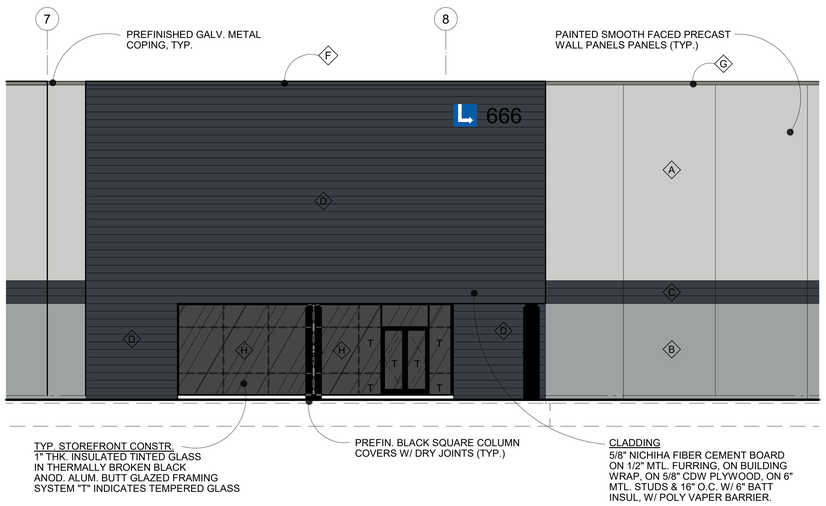
EAST ELEVATION

SCALE: 1" = 20'-0"



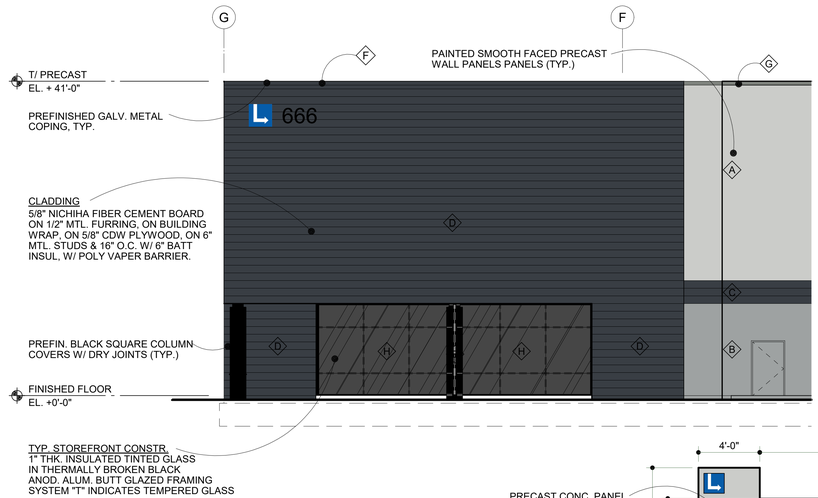
SOUTH ELEVATION

SCALE: 1" = 20'-0"



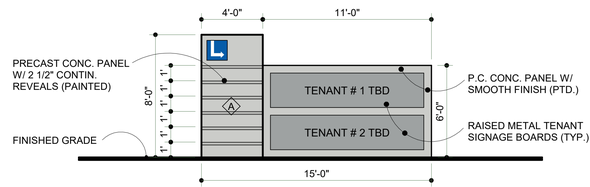
1 A2.0 ENLARGED ENTRY ELEVATION

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



2 A2.0 ENLARGED ENTRY ELEVATION

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



3 A2.0 MONUMENT SIGN ELEVATION (98 S.F.)

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

NICHIHA CLADDING

COLOR LEGEND

EXTERIOR PRECAST TO BE COLORED WITH SUPER PAINT BY SHERWIN WILLIAMS.
G.C. TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW

- A — PRECAST CONCRETE WALL PANELS — SHERWIN WILLIAMS - PASSIVE-SW 7064
- B — PRECAST CONCRETE WALL PANELS — PANTONE - 422C
- C — PRECAST CONCRETE WALL PANELS — COLOR TO MATCH NICHIHA "INDIGO"
- D — NICHIHA RIBBED CLADDING - INDIGO OR DES PLAINES APPROVED MATERIAL
- E — PREFINISHED METAL ENTRY COLUMNS — PAC-CLAD BLACK ALUMINUM
- F — FASCIA @ ENTRY — PAC-CLAD CHARCOAL
- G — FASCIA @ MAIN BUILDING — PAC-CLAD CITYSCAPE
- H — STOREFRONT SYSTEM — FRAMES - BLACK ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED
- J — PUNCHED WINDOWS — FRAMES - BLACK ANODIZED ALUMINUM; INSUL. GLASS - GREY TINTED
- K — INSUL. MTL. DOORS/FRAMES — FRAME - PAINTED TO MATCH PRECAST; DOOR -PAINTED TO MATCH PRECAST
- L — OVERHEAD DOORS — DRIVE-IN DOORS - PREFINISHED WHITE; DOCK DOORS - PREFINISHED WHITE
- M — PIPE BOLLARDS — SAFETY YELLOW

DEVELOPER

LOGISTICS PROPERTY CO

GENERAL CONTRACTOR

STRUCTURAL ENGINEER

SWIFT STRUCTURAL, PLLC

3306 N. SACRAMENTO AVENUE
CHICAGO, ILLINOIS 60618
PHONE: 773.398.4485
DESIGN FIRM NUMBER: 184-007150

ARCHITECT

DESIGN FIRM 184.008507; EXPIRATION 4.30.2025

Architects plus designstudio, PLLC

1320 NELSON CIRCLE
WHEATON, ILLINOIS 60189 - 847.624.4425

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NEW OFFICE WAREHOUSE FOR:

666 GARLAND PLACE LOGISTICS CENTER

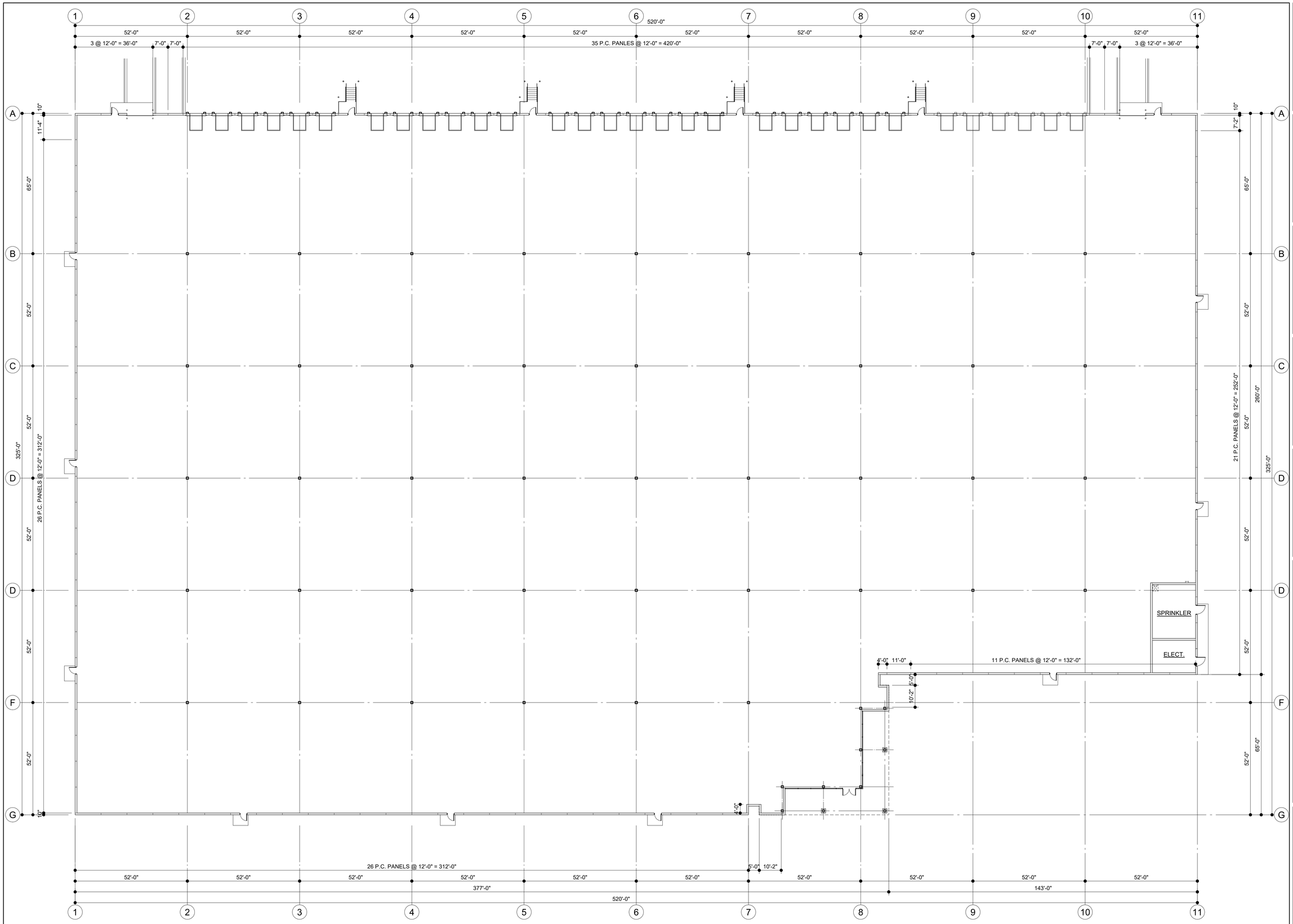
DES PLAINES, ILLINOIS

DATE	DESCRIPTION
10.31.2024	FOR OWNER REVIEW
11.04.2024	FOR OWNER REVIEW
11.08.2024	FOR OWNER REVIEW
11.25.2024	ISSUED FOR PLANNING
2.20.2025	ISSUED FOR PLANNING

PROJECT NUMBER	2021.031
DATABASE	FLOORDB
DRAWN BY	JMW
CHECKED BY	JMW

A-2.0

Attachment 1



OVERALL FLOOR PLAN

SCALE: 1/16"=1'-0"

NORTH

DEVELOPER

LOGISTICS PROPERTY CO

GENERAL CONTRACTOR

STRUCTURAL ENGINEER

SWIFT STRUCTURAL, PLLC

3306 N. SACRAMENTO AVENUE
CHICAGO, ILLINOIS 60618
PHONE: 773.398.4485
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NEW OFFICE WAREHOUSE FOR:

666 GARLAND PLACE LOGISTICS CENTER

DES PLAINES, ILLINOIS

DATE	DESCRIPTION
10.31.2024	FOR OWNER REVIEW
11.04.2024	FOR OWNER REVIEW
11.08.2024	FOR OWNER REVIEW

PROJECT NUMBER	2021.081
DATABASE	FLOOR.DB
DRAWN BY	JMW
CHECKED BY	JMW

A-3.0

Preliminary Landscape Plan

LOGISTICS PROPERTY COMPANY

666 GARLAND PLACE

DES PLAINES, IL

February 19, 2025

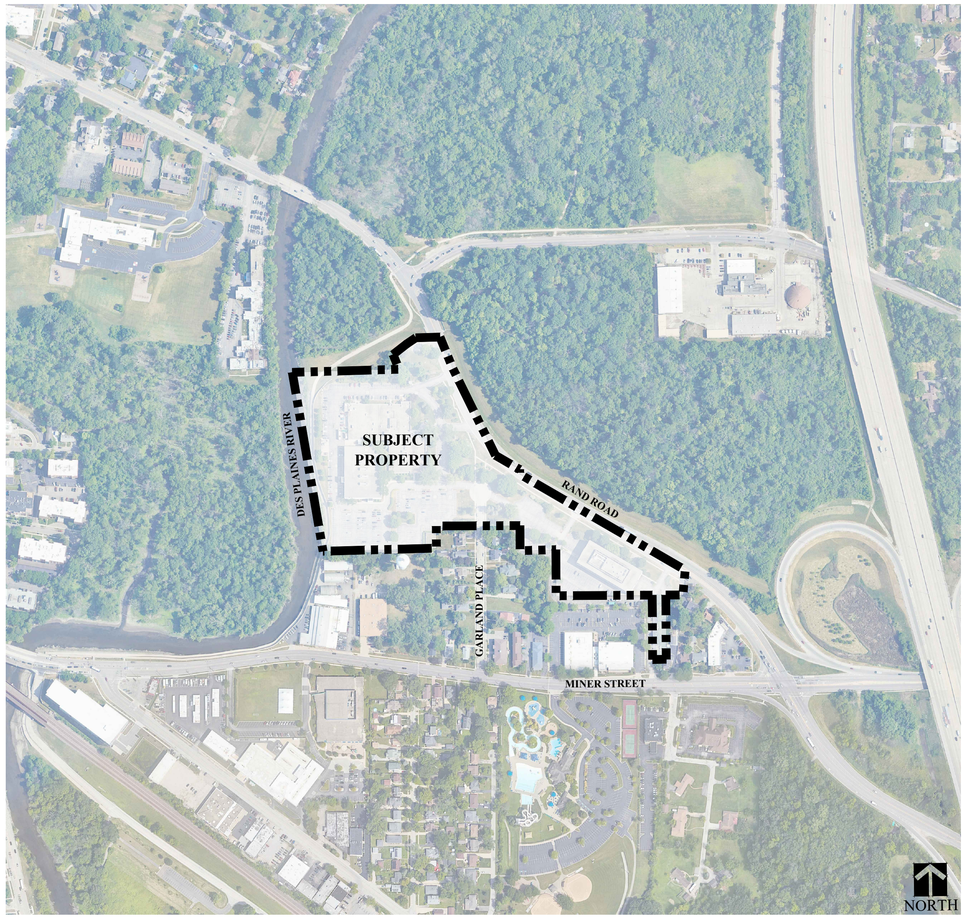
CONSULTANTS:

LANDSCAPE ARCHITECT:

GARY R. WEBER ASSOCIATES, INC
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:

JACOB & HEFNER ASSOCIATES
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

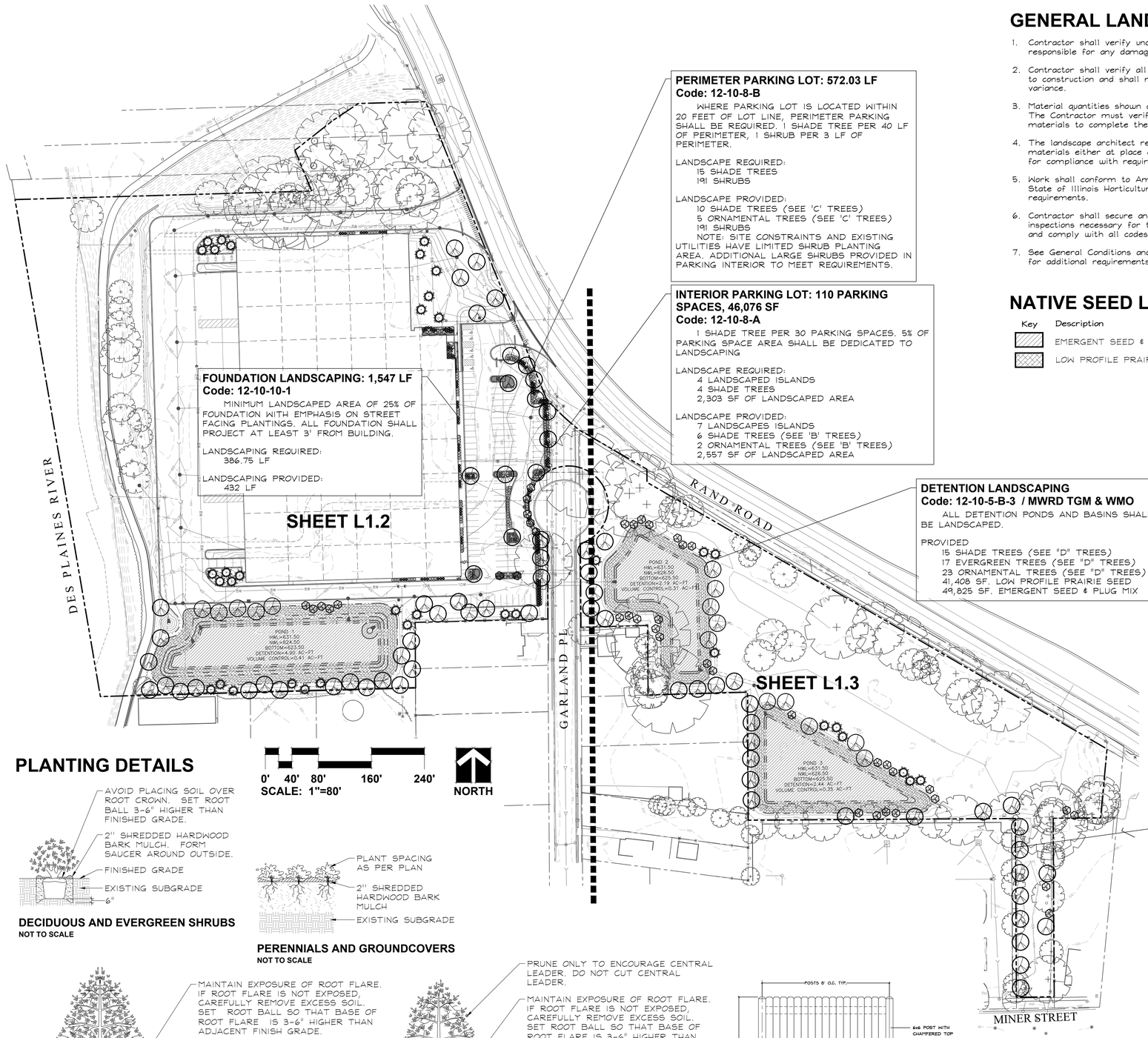


LOCATION MAP

SCALE: 1"=300'

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
L1.0	COVER SHEET
L1.1	OVERALL LANDSCAPE PLAN
L1.2	LANDSCAPE PLAN
L1.3	LANDSCAPE PLAN



PERIMETER PARKING LOT: 572.03 LF
Code: 12-10-8-B

WHERE PARKING LOT IS LOCATED WITHIN 20 FEET OF LOT LINE, PERIMETER PARKING SHALL BE REQUIRED. 1 SHADE TREE PER 40 LF OF PERIMETER, 1 SHRUB PER 3 LF OF PERIMETER.

LANDSCAPE REQUIRED:
15 SHADE TREES
191 SHRUBS

LANDSCAPE PROVIDED:
10 SHADE TREES (SEE 'C' TREES)
5 ORNAMENTAL TREES (SEE 'C' TREES)
191 SHRUBS
NOTE: SITE CONSTRAINTS AND EXISTING UTILITIES HAVE LIMITED SHRUB PLANTING AREA. ADDITIONAL LARGE SHRUBS PROVIDED IN PARKING INTERIOR TO MEET REQUIREMENTS.

INTERIOR PARKING LOT: 110 PARKING SPACES, 46,076 SF
Code: 12-10-8-A

1 SHADE TREE PER 30 PARKING SPACES. 5% OF PARKING SPACE AREA SHALL BE DEDICATED TO LANDSCAPING

LANDSCAPE REQUIRED:
4 LANDSCAPED ISLANDS
4 SHADE TREES
2,303 SF OF LANDSCAPED AREA

LANDSCAPE PROVIDED:
7 LANDSCAPES ISLANDS
6 SHADE TREES (SEE 'B' TREES)
2 ORNAMENTAL TREES (SEE 'B' TREES)
2,557 SF OF LANDSCAPED AREA

FOUNDATION LANDSCAPING: 1,547 LF
Code: 12-10-10-1

MINIMUM LANDSCAPED AREA OF 25% OF FOUNDATION WITH EMPHASIS ON STREET FACING PLANTINGS. ALL FOUNDATION SHALL PROJECT AT LEAST 3' FROM BUILDING.

LANDSCAPING REQUIRED:
386.75 LF

LANDSCAPING PROVIDED:
432 LF

DETENTION LANDSCAPING
Code: 12-10-5-B-3 / MWRD TGM & WMO

ALL DETENTION PONDS AND BASINS SHALL BE LANDSCAPED.

PROVIDED
15 SHADE TREES (SEE "D" TREES)
17 EVERGREEN TREES (SEE "D" TREES)
23 ORNAMENTAL TREES (SEE "D" TREES)
41,408 SF. LOW PROFILE PRAIRIE SEED
49,825 SF. EMERGENT SEED & PLUG MIX

BUFFER YARD: 2201 LF
Code: 12-10-9-C

1 SHADE TREE PER 30LF ABUTTING RESIDENTIAL DISTRICT. SOLID FENCE 100% OF REQUIRED BUFFER YARD. EVERGREEN TREES SHALL BE INCORPORATED INTO BUFFER YARD. BUFFER SHALL BE MINIMUM OF 5 FT IN WIDTH.

LANDSCAPE REQUIRED:
74 SHADE TREES

LANDSCAPE PROVIDED:
58 SHADE TREES (SEE 'A' TREES)
5 EVERGREEN TREES (SEE 'A' TREES)
11 ORNAMENTAL TREES (SEE 'A' TREES)
74 TREES TOTAL

0' 40' 80' 160' 240'
SCALE: 1"=80'

NORTH

GENERAL LANDSCAPE NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect plant materials either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.

NATIVE SEED LEGEND

Key	Description
	EMERGENT SEED & PLUGS
	LOW PROFILE PRAIRIE SEED & BLANKET

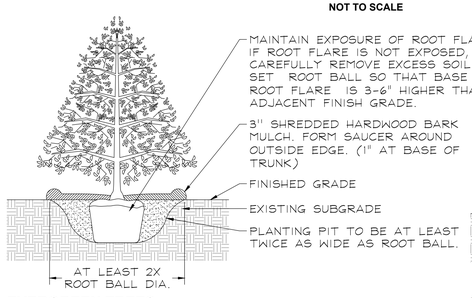
REPRESENTATIVE PLANT LIST

Key	Botanical/Common Name	Size	Remarks
	SHADE TREES		
	Acer x freemanii 'Jeffer's Red' AUTUMN BLAZE MAPLE	2 1/2" Cal.	
	Celtis occidentalis COMMON HACKBERRY	2 1/2" Cal.	
	Gleditsia triacanthos var. inermis 'Skycole' SKYLINE HONEYLOCUST	2 1/2" Cal.	
	Quercus bicolor SWAMP WHITE OAK	2 1/2" Cal.	
	Quercus macrocarpa BUR OAK	2 1/2" Cal.	
	Ulmus carpinifolia 'New Horizon' NEW HORIZON SMOOTHLEAF ELM	2 1/2" Cal.	
	ORNAMENTAL TREES		
	Betula nigra 'Cully' HERITAGE RIVER BIRCH	6' Ht.	Multi-Stem
	Malus 'PrairiFire' PRAIRIFIRE CRABAPPLE	6' Ht.	Multi-Stem
	Syringa reticulata 'Ivory Silk' IVORY SILK JAPANESE TREE LILAC	6' Ht.	Multi-Stem
	EVERGREEN TREES		
	Picea glauca var. densata BLACK HILLS SPRUCE	8' Ht.	
	Picea omorika SERBIAN SPRUCE	8' Ht.	
	Pinus strobus EASTERN WHITE PINE	8' Ht.	
	DECIDUOUS SHRUBS		
	Cornus sericea 'Bailey' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C.
	Hydrangea paniculata 'SMHPLGF' LITTLE QUICK FIRE HYDRANGEA	24" Tall	3' O.C.
	GRO-LOW SUMAC		
	Syringa meyeri 'Palabin' DWARF KOREAN LILAC	24" Tall	4' O.C.
	Viburnum x juddii JUDD VIBURNUM	36" Tall	4' O.C.
	EVERGREEN SHRUBS		
	Juniperus chinensis 'Kallays Compact' KALLAYS COMPACT PFITZER JUNIPER	24" Wide	4' O.C.
	Juniperus chinensis 'Sea Green' SEA GREEN JUNIPER	30" Wide	5' O.C.
	Taxus x media 'Densiformis' DENSE YEW	24" Wide	4' O.C.
	PERENNIALS AND ORNAMENTAL GRASSES		
	Allium 'Summer Beauty' SUMMER BEAUTY ONION	#1	18" O.C.
	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	30" O.C.
	Echinacea 'CBG Cone 2' PIXIE MEADOWBRITE CONEFLOWER	#1	18" O.C.
	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
	Nepeta racemosa 'Walker's Low' WALKER'S LOW CATMINT	#1	18" O.C.
	GROUNDCOVERS		
	Vinca minor 'Dart's Blue' DART'S BLUE PERIWINKLE	#SP4	12" O.C.

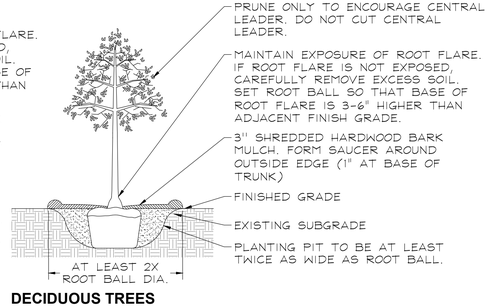
PLANTING DETAILS

DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE

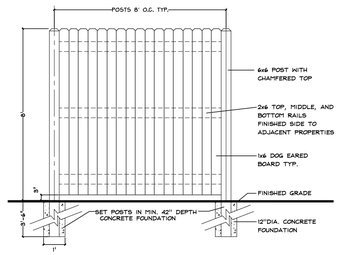
PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



EVERGREEN TREES
NOT TO SCALE



DECIDUOUS TREES
NOT TO SCALE



8' WOOD BOARD ON BOARD FENCE
NOT TO SCALE

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
www.grwainc.com

CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY

666 GARLAND PLACE
DES PLAINES, IL 60016

PRELIMINARY LANDSCAPE PLAN

01 PER CITY 02/19/2025
REVISIONS

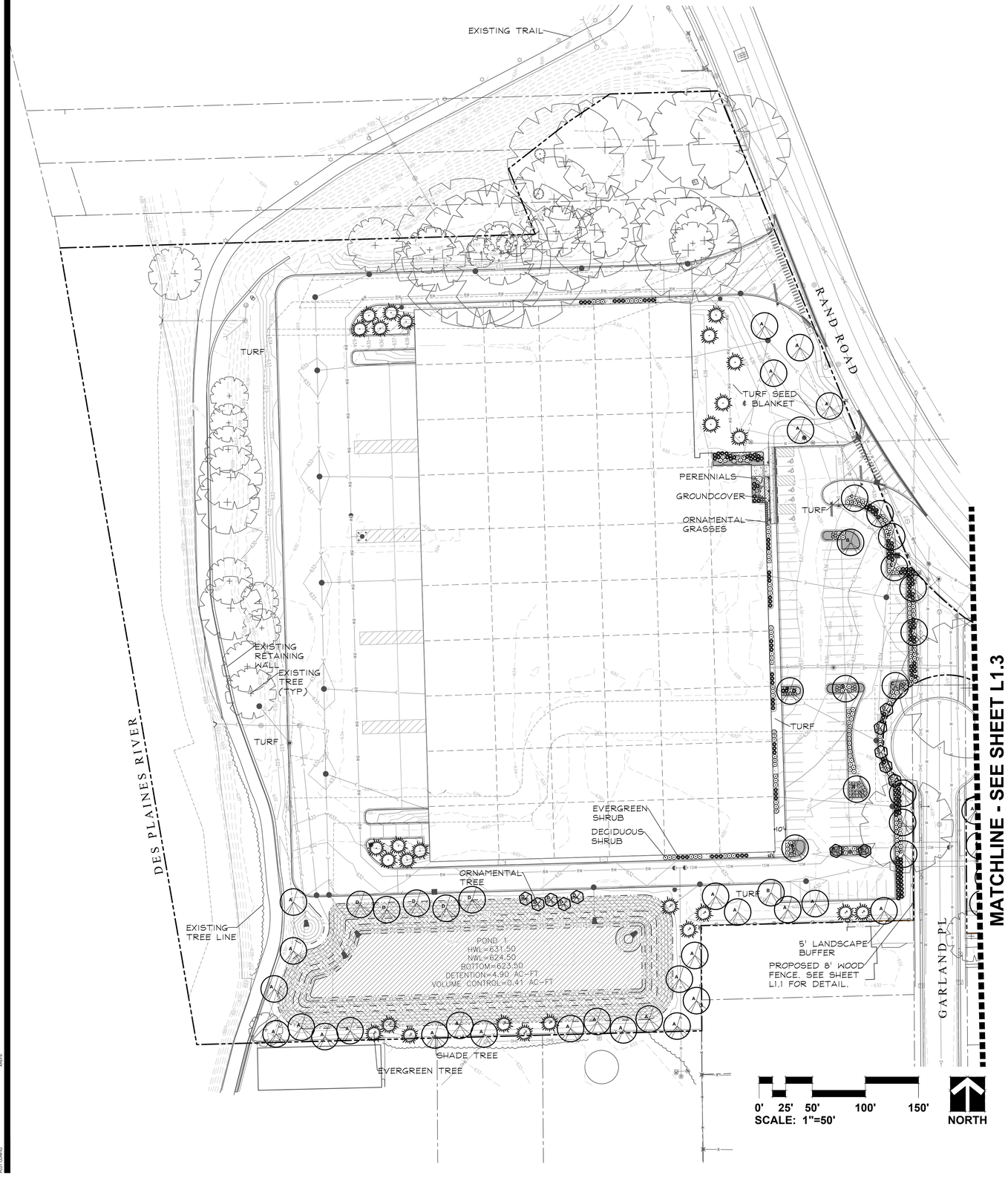
DATE	12/16/2024
PROJECT NO.	JH24222
DRAWN	EAN/MAC
CHECKED	TSB
SHEET NO.	

L1.1

Know what's below. Call before you dig.

XREFS

DO NOT CODING



NATIVE SEED MIXTURES

Temporary Cover Crop

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishement of the native seeding area.

Botanical Name	Common Name	lbs / AC
Spring Cover Crop		
Avena sativa	Seed Oats	30.000
Fall or Dormant Cover Crop		
Avena sativa	Seed Oats	30.000

Emergent Plant Seed and Plug Mixture

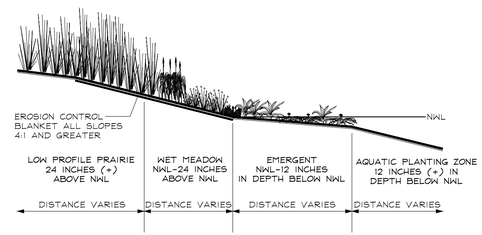
Stormwater basin bottoms from NWL to 12" below NWL

Botanical Name	Common Name	lbs / AC	Plugs / AC.
Acorus americanus	Sweet Flag	0.500	494
Alisma subcordatum	Water Plantain	1.250	
Carex stricta	Tussock Sedge	0.060	
Eleocharis obtusa	Blunt Spike Rush	0.250	494
Iris virginica shrevei	Blue Flag	0.500	988
Juncus effusus	Common Rush	0.500	494
Leersia oryzoides	Rice Cut Grass	1.250	
Pontederia cordata	Pickerel Weed	0.250	988
Sagittaria latifolia	Common Arrowhead	1.250	494
Scirpus fluviatilis	River Bulrush	0.500	988
Scirpus cyperinus	Wool Grass	0.250	494
Schoenoplectus tabernaemontani	Softstem Bulrush	0.500	988
Sparganium eurycarpum	Bur Reed	1.000	988
	Total Emergent Wetland Mix	**8.060**	**7410**

Wet Meadow Seed Mixture

Lower slopes of basin

Botanical Name	Common Name	lbs / AC
Grasses / Sedges		
Carex bebbii	Bebbs Oval Sedge	0.250
Carex bicknellii	Bicknells Sedge	0.125
Carex brevior	Plains Oval Sedge	0.250
Carex cristatella	Crested Oval Sedge	0.060
Carex molesta	Field Oval Sedge	0.250
Carex normalis	Spreading Oval Sedge	0.015
Carex scoparia	Pointed Broom Sedge	0.190
Carex stipata	Common Fox Sedge	0.060
Carex vulpinoidea	Brown Fox Sedge	0.250
Elymus virginicus	Virginia Wild Rye	3.000
Glyceria striata	Fowl Manna Grass	0.130
Juncus dudleyi	Dudleys Rush	0.020
Juncus torreyi	Torreys Rush	0.031
Panicum virgatum	Switch Grass	3.000
Scirpus atrovirens	Dark Green Bulrush	0.060
Scirpus cyperinus	Wool Grass	0.030
	Total Grasses / Sedges	**7.721**
Wildflowers/Broadleaves		
Asclepias incamata	Swamp Milkweed	0.125
Bidens cemua	Nodding Bur Marigold	0.190
Boltonia asteroids	False Aster	0.031
Eupatorium perfoliatum	Common Boneset	0.015
Euthamia grammifolia	Grassleaved Goldenrod	0.300
Helenium autumnale	Sneezeweed	0.063
Hibiscus laevis	Halberd-leaved Rose Mallow	0.380
Iris virginica shrevei	Blue Flag Iris	1.000
Lobelia siphilitica	Great Blue Lobelia	0.031
Mimulus ringens	Monkey Flower	0.031
Physostegia virginiana	Obedient Plant	0.031
Pycnanthemum virginianum	Common Mountain Mint	0.063
Solidago rigida	Stiff Goldenrod	0.125
Symphyotrichium novae-angliae	New England Aster	0.250
Vernonia fasciculata	Common Ironweed	0.380
Verbena hastata	Blue Vervain	0.380
Zizia aurea	Golden Alexanders	0.500
	Total Forbs	**3.895**
	Total Wet Meadow Seed Mix	**11.616**



NATURALIZED STORMWATER BASIN SECTION
NOT TO SCALE

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630-668-7197
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CIVIL ENGINEER
JACOB & HEFNER ASSOCIATES, INC.
1333 BUTTERFIELD ROAD, SUITE 300
DOWNERS GROVE, ILLINOIS 60515

LOGISTICS PROPERTY COMPANY

666 GARLAND PLACE
DES PLAINES, IL 60016

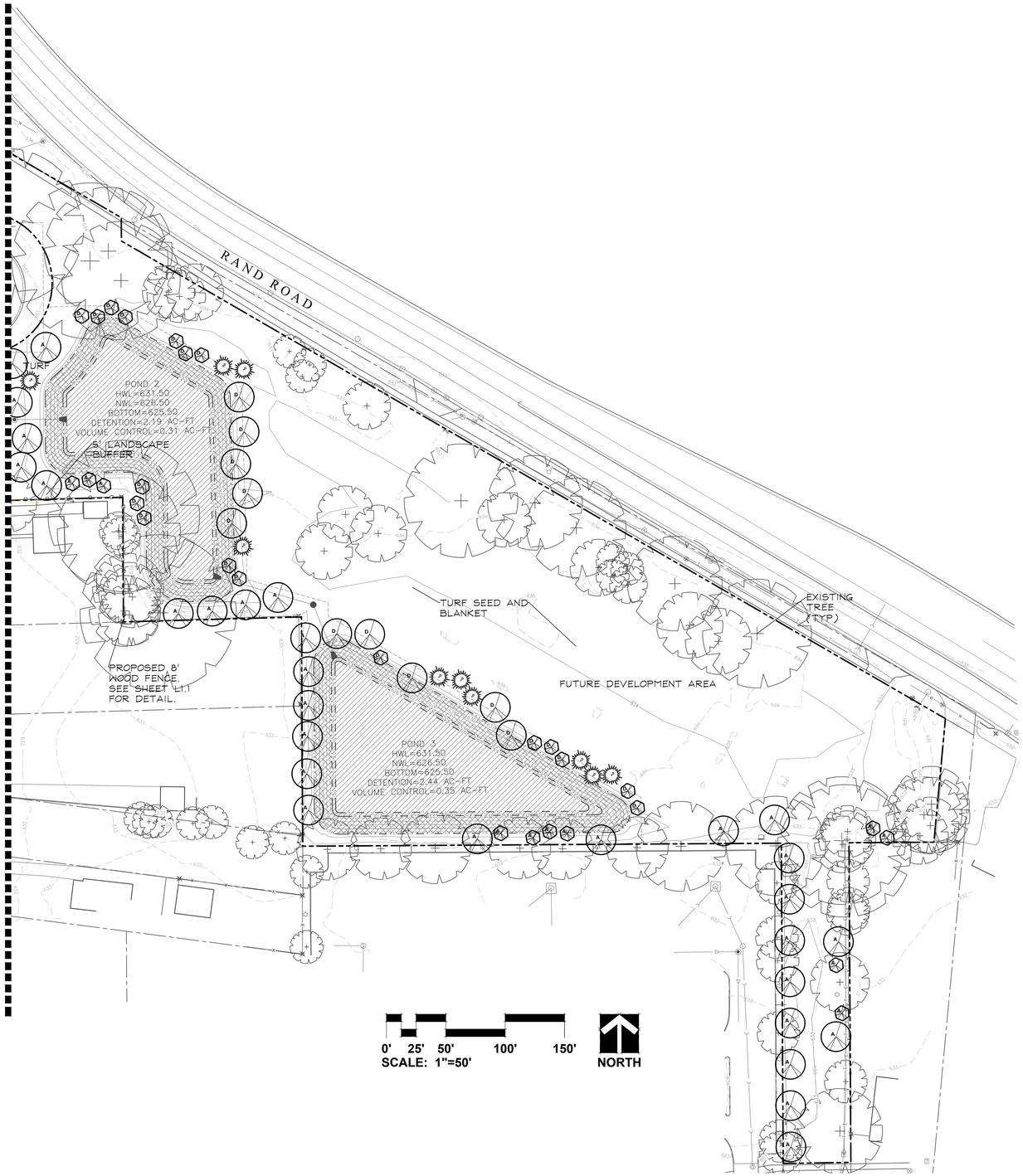
PRELIMINARY LANDSCAPE PLAN

REVISIONS	
01 PER CITY	02/19/2025

DATE	12/16/2024
PROJECT NO.	JH24222
DRAWN	EAN/MAC
CHECKED	TSB
SHEET NO.	L1.2

Know what's below. Call before you dig.

PLOT DOMAIN:
XREFS:



NATIVE SEED MIXTURES

Temporary Cover Crop

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishement of the native seeding area.

Botanical Name	Common Name	lbs / AC
Spring Cover Crop		
Avena sativa	Seed Oats	30.000
Fall or Dormant Cover Crop		
Avena sativa	Seed Oats	30.000

Emergent Plant Seed and Plug Mixture

Stormwater basin bottoms from NWL to 12" below NWL

Botanical Name	Common Name	lbs / AC	Plugs / AC.
Acorus americanus	Sweet Flag	0.500	494
Alisma subcordatum	Water Plantain	1.250	
Carex stricta	Tussock Sedge	0.060	
Eleocharis obtusa	Blunt Spike Rush	0.250	494
Iris virginica shrevei	Blue Flag	0.500	988
Juncus effusus	Common Rush	0.500	494
Leersia oryzoides	Rice Cut Grass	1.250	
Pontederia cordata	Pickerel Weed	0.250	988
Sagittaria latifolia	Common Arrowhead	1.250	494
Scirpus fluviatilis	River Bulrush	0.500	988
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Wet Meadow Seed Mixture

Lower slopes of basin

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Mimulus ringens	Monkey Flower	0.031
Physostegia virginiana	Obedient Plant	0.031
Pycnanthemum virginianum	Common Mountain Mint	0.063
Solidago rigida	Stiff Goldenrod	0.125
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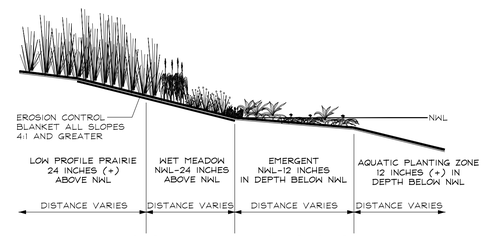

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1 PER CITY 02/19/2025
REVISIONS

DATE 12/16/2024
PROJECT NO. JH24222
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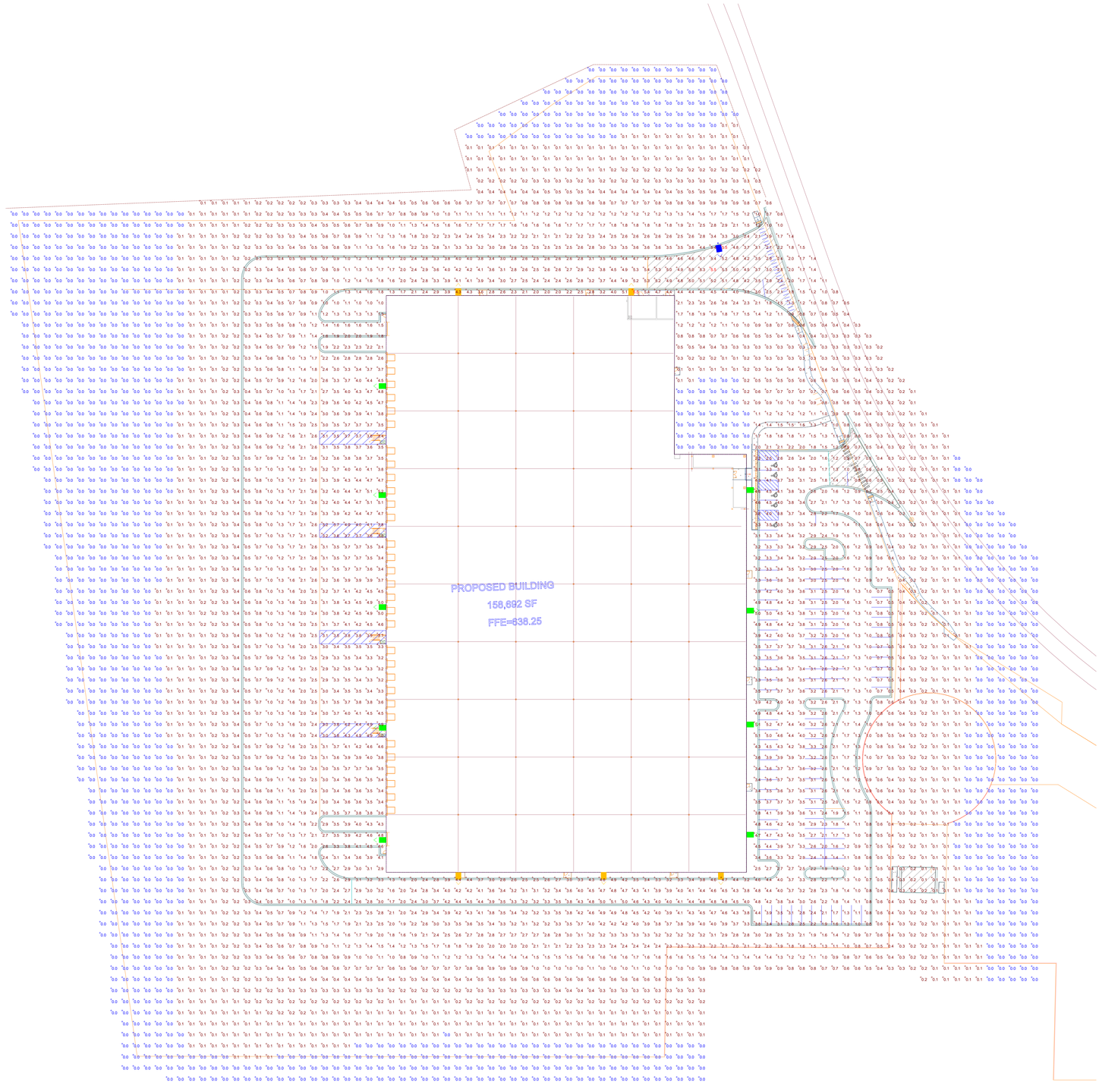
SHEET NO.

L1.3

Know what's below. Call before you dig.

XREFS:
PLOT DOWG:



Plan View - SCALE = 1"=40'

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	Lamp Output	LLF	Input Power	Polar Plot
	E1		1	Lithonia Lighting	DSX2 LED P7 27K 80CRI T3M	D-Series Size 2 Area Luminaire P7 Performance Package 2700K CCT 80 CRI Type 3 Medium	1	43668	1	409.13	Max: 36550cd
	E2		0	Lithonia Lighting	DSX2 LED P7 27K 80CRI T4M	D-Series Size 2 Area Luminaire P7 Performance Package 2700K CCT 80 CRI Type 4 Medium	1	44319	1	409.13	Max: 35495cd
	E3		9	Lithonia Lighting	DSX2 LED P7 27K 80CRI T4M	D-Series Size 2 Area Luminaire P7 Performance Package 2700K CCT 80 CRI Type 4 Medium	1	44319	1	409.13	Max: 35495cd
	E4		0	Lithonia Lighting	DSX2 LED P7 27K 80CRI T5M	D-Series Size 2 Area Luminaire P7 Performance Package 2700K CCT 80 CRI Type 5 Medium	1	45599	1	818.26	Max: 25014cd
	E5		5	Lithonia Lighting	DSX2 LED P7 27K 80CRI T3M	D-Series Size 2 Area Luminaire P7 Performance Package 2700K CCT 80 CRI Type 3 Medium	1	43668	1	409.13	Max: 36550cd

D-Series Size 2
LED Area Luminaire

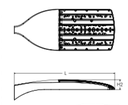
d-series

Catalog Number
Notes
Type

*Lithonia Lighting® is a registered trademark of Acuity Brands Lighting, Inc. and its affiliated companies.

Specifications

EPA: 1.06 ft² (0.10m²)
Length: 40.59" (103.1 cm)
Width: 16.76" (42.6 cm)
Height H1: 8.11" (20.6 cm)
Height H2: 3.96" (10.1 cm)
Weight: 46 lbs (20.9 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 outstanding 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 up to 80% vs. 1000W HID 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: DSX2 LED P7 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX2 LED

Series	LEDs	Color temperature[1]	Color Rendering Index[1]	Distribution	Voltage	Mounting
DSX2 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 P8 **Rotated optics** P10[2] P13[2] P11[2] P14[2] P12[2]	(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 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row TFTM Forward throw medium T3M Type III medium T3S Type III short T3VS Type III very short T3VW Type III very wide T4FT Type IV forward throw T4M Type IV medium T4VS Type IV very short T4VW Type IV very wide T5FT Type V forward throw T5M Type V medium T5W Type V wide T5VS Type V very short T5VW Type V very wide TFTM Type IV forward throw medium TS Type I short TSG Type I low glare TSW Type I wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT (120V-277V)[4] HVOLT (347V-480V)[4] XVOLT (277V - 480V)[4] 120 [5,6] 208 [5,6] 240 [5,6] 277 [5,6] 347 [5,6] 480 [5,6]	**Shipped included** SPA Square pole mounting (Ø3 drilling) RPA Round pole mounting (Ø3 drilling) SPA5 Square pole mounting (Ø5 drilling) RPA5 Round pole mounting (Ø5 drilling) SPA3IN Square narrow pole mounting (Ø3 drilling) WBA Wall bracket[7] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control 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 [7,11,8,9] PIR High/low, motion/ambient sensor, 8–40' mounting height, ambient sensor enabled at 2fc [8,9,11] PER NEMA twist-lock receptacle only (controls ordered separately) [7] PER5 Five-pin receptacle only (controls ordered separately) [7,11]	PER7 Seven-pin receptacle only (controls ordered separately) [8,11] FAO Field adjustable output [12] BL30 Bi-level switched dimming, 30% [8,11] BL50 Bi-level switched dimming, 50% [8,11] DMG 0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately) DS Dual switching [8,10,11] **Shipped separately** EGSR External nLight Shield (reversible, field install required, matches housing finish) BSDB Bird Spikes (field install required)	DDBXD Dark Bronze DBLXD Black DNAXD Natural Aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white
	Shipped separately SPD20KV 20kV surge protection HS Houseside shield (black finish standard)[8,11] L90 Left rotated optics[1] R90 Right rotated optics[1] CCE Coastal Construction[13] HA 50°C ambient operation[14] BAA Buy America(n) Act and/or Build America; Buy America Qualified SF Single fuse (120, 277, 347V)[15] DF Double fuse (208, 240, 480V)[15] 3G Vibration rated for 3G[7]	

LITHONIA LIGHTING COMMERCIAL OUTDOOR

One Lithonia Way • Conyers, Georgia 30012 • Phone: 1-800-705-SERV (7378) • www.lithonia.com
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DSX2 LED
Rev. 01/28/25

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.0 fc	5.5 fc	0.0 fc	N/A	N/A

VISUAL

LPC – DES PLAINES
SITE PHOTOMETRIC PLAN

Designer
FP
Date
02/25/2025
Scale
Not to Scale
Drawing No.
1
Summary

Attachment 1

LOGISTICS® PROPERTY CO

Market Survey – Wheels Site Des Plaines

Logistics Property Company ("LogiPropCo") is pursuing a redevelopment of the former Wheels Inc. office complex (at 666 Garland Place, Des Plaines, IL 60016) into a modern, class-A industrial building. LogiPropCo feels this is the highest and best use for the site based on:

1. The strength of the industrial real estate market throughout Chicago as a whole, but particularly in the O'Hare submarket (2.67% vacant)

2. Weakness in suburban office market – 25.7% vacancy across all Chicago suburbs / 33.4% vacancy in Northwest submarket

3. Attractive location for industrial end users: immediate access to I-294, proximity to O'Hare Airport and surrounding intermodals, and potential ease of access off Rand Rd

With the rise of remote work (stemming from the pandemic) becoming the new normal – the prevailing sentiment among commercial real estate experts is that suburban office, as an asset class, is all but dead. Some say there is still hope for Class-A suburban office space but there is essentially universal agreement that any suburban office building that is considered Class-B or worse does not have much of a future. Wheels' former office building was originally built in 1964 so it would be categorized as Class-B or worse – so the risk of the property becoming blighted / vacant (and losing almost all real estate tax revenue) is extremely high.

On the other side, industrial is one of the hottest asset classes in real estate with favorable short and long term supply / demand dynamics (being driven by consumer shift to shopping online as opposed to brink and mortar). Per Colliers latest Chicago Industrial Market Report (24Q3), Chicago's overall market vacancy rate of 4.88% is among the lowest in the country – and O'Hare is one of the most sought-after submarkets in the nation. In short, this site is not only located in one of the top industrial markets in the country, but the #1 submarket within Chicago – and tenants have been paying hefty rates to lease space in the vicinity.

With these two aforementioned trends converging, the locational perks noted in #3 above, and the site's proximity to I-294 (plus being adjacent to M-2 zoning) – re-zoning the site to industrial would be the most logical decision.

Sources:

https://www.colliers.com/en/research/chicago/2024-q3-chicago-suburban-office-report

https://www.colliers.com/en/research/chicago/2024-q3-chicago-industrial-market-report

191 North Wacker Drive, Suite 1700, Chicago, IL 60606
+1 708 667 6940 | logisticspropco.com

LOGISTICS® PROPERTY CO

Appendix A

Colliers Chicago Suburban Office Market Report

Key Takeaways

- Demand for high quality amenity assets continues to increase modestly, resulting in positive quarterly absorption for Class A product.
- Debt Constraints continue to challenge leasing efforts as well as capital market transactions.
- As construction and occupancy costs continue to climb, landlords are able to hold rental rates in a challenging market by continuing to increase concessions.

Vacancy Rate	YOY	Net Absorption	YOY	Under Construction	YOY	Overall Asking Lease Rates (FSG)	YOY
25.7%	▲ FORECAST ▼	-819K SF	▼ FORECAST ▲	0 SF	— FORECAST —	$22.54/SF	▲ FORECAST —

Suburban Leasing Activity on the Upswing

Leasing activity saw a noticeable uptick in the third quarter, fueling a growing sense of optimism for a strong finish to the year and into 2025. This renewed momentum has sparked hope across the market, continuing office recovery. Challenges remain as concern centers around whether landlords have sufficient capital to finance ongoing transactions.

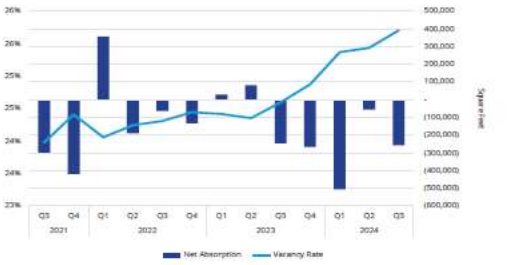
4.64% Chicago MSA Unemployment

1.75% GDP - Quarterly % change yr/yr

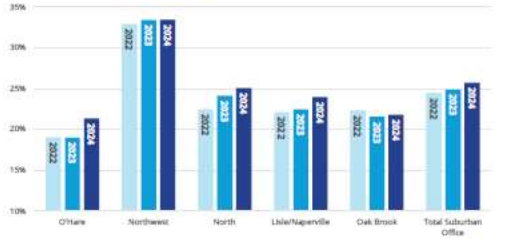
3.787% U.S. 10 Year Treasury Note

	Q3 2024	Q2 2024	Q3 2023
Vacancy Rate	25.7%	25.4%	23.6%
Availability Rate	35.4%	35.8%	33.8%
Quarterly Net Absorption (SF)	-257,844	-54,684	-245,825
YTD Net Absorption (SF)	-818,644	-560,800	-134,870
Asking Rental Rate (PSF Gross)	$22.54	$22.48	$22.29
Sublease Vacancy (SF)	780,484	927,045	991,344
Sublease Available (SF)	3,209,632	3,364,140	4,131,285
Under Construction	0	0	0
Inventory (SF)	102.0M	102.0M	107.9M

Absorption, Supply & Vacancy



Submarket Vacancy Rates



LOGISTICS® PROPERTY CO

Appendix B
Colliers Chicago Suburban Office Market Report

Chicago Suburban Office Market Map

O'Hare

Inventory:	12,860,427 SF
Properties:	87
Vacancy:	21.3%
Sublease Availability:	4.1%
YTD Absorption:	(302,752) SF

Northwest

Inventory:	24,524,664 SF
Properties:	210
Vacancy:	33.4%
Sublease Availability:	3.2%
YTD Absorption:	(11,227) SF

North

Inventory:	26,684,145 SF
Properties:	270
Vacancy:	25.1%
Sublease Availability:	4.1%
YTD Absorption:	(251,822) SF

Lisle-Naperville

Inventory:	15,071,061 SF
Properties:	178
Vacancy:	24.0%
Sublease Availability:	2.1%
YTD Absorption:	(277,753) SF

Oak Brook

Inventory:	22,848,763 SF
Properties:	210
Vacancy:	21.8%
Sublease Availability:	2.2
YTD Absorption:	(57,773) SF

Totals

Inventory:	101,989,060 SF
Properties:	955
Vacancy:	25.7%
Sublease Availability:	3.1%
YTD Absorption:	(851,327) SF

LOGISTICS® PROPERTY CO

Appendix C

Colliers Chicago Industrial Market Report

Key Takeaways

- Build-to-suit projects make up 80 percent of the current development pipeline, representing the highest share of this type of activity since the third quarter of 2020.
- Lower user demand in the third quarter did not impact the vacancy rate significantly, which held steady at 4.88 percent, almost identical to the 4.84 percent recorded in the second quarter.
- The largest share of new leasing transactions occurred in the 20,000 to 60,000-square-foot range, totaling 1.6 million square feet, which accounted for 28 percent of all new leasing activity in the third quarter.

Vacancy Rate	Net Absorption	Under Construction	Overall Asking Lease Rates (FSG)
4.88%	2.0M SF	13.1M SF	$8.11/SF
YOY ▼	YOY ▼	YOY ▼	YOY ▲
FORECAST ▼	FORECAST ▲	FORECAST ▼	FORECAST ▲

Vacancy Rate Remains Unchanged Despite A Slowdown In Activity

For the third quarter of 2024, the Chicago industrial vacancy rate remained mostly unchanged from the second quarter, despite a decline in leasing and sales activity. Although net absorption was still positive, it experienced a notable decrease compared to the previous quarter's results. *(continued on next page)*

Market Indicators

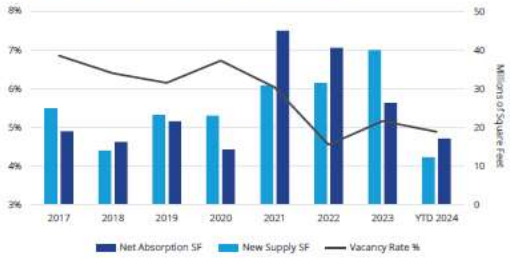
4.64% Chicago MSA Unemployment

1.75% GDP - Quarterly % change yr/yr

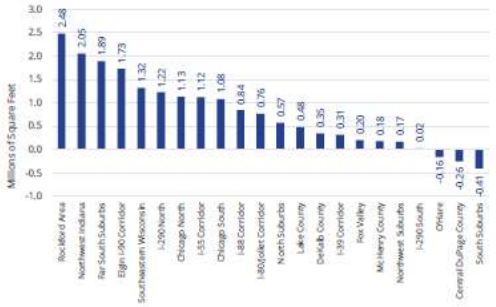
3.787% U.S. 10 Year Treasury Note

	24Q3	24Q2	23Q3
Vacancy Rate	4.88%	4.84%	5.16%
Net Absorption (SF)	1,995,934	9,519,772	4,326,838
Construction Completions (SF)	2,714,281	2,941,758	12,824,836
Under Construction (SF)	13,151,430	13,377,854	23,934,728
New Leasing Activity (SF)	5,962,709	9,541,397	5,845,537
Avg Asking Rental Rate (PSF Net)	$8.11	$7.65	$6.27

Absorption, Supply & Vacancy



Net Absorption by Submarket



Largest Q32024 New Lease Transactions

LOGISTICS® PROPERTY CO

Appendix D
Colliers Chicago Industrial Market Report

O'Hare

Chicago Industrial 24Q3

Demand, measured by net absorption, turned positive in the third quarter after experiencing a couple of quarters of negative absorption.

Quarter in Review

- Strong ongoing demand in the O'Hare submarket resulted in a 20 basis point decrease in the vacancy rate during the third quarter of 2024, bringing it down to 2.67 percent. Additionally, the O'Hare submarket has the fourth-lowest vacancy rate among the 22 submarkets monitored by Colliers.
- After a couple of quarters of negative net absorption, demand turned positive in the third quarter totaling 364,937 square feet, bringing the year-to-date net absorption total to negative 161,090 square feet.
- While no construction projects were delivered between July and September, three build-to-suit data center projects are currently underway, with two having started construction in the third quarter. Aligned Data Centers is constructing a 550,000 square-foot facility in Elk Grove Village, while Iron Mountain Data Centers is building a 330,000 square-foot building in Des Plaines.
- New leasing activity remained strong during the third quarter, totaling 884,506 square feet. Several new leases occurred in occupied spaces where tenants were scheduled to move out soon, rather than vacant spaces. The largest new lease involved freight forwarder, Accelerated Global Solutions Inc. leasing a 143,552 square-foot space at 2701-2771 S Busse Road in Elk Grove Village.

Forecast

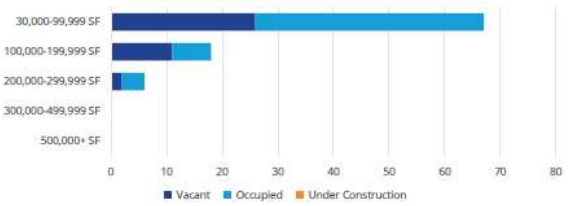
Although year-to-date net absorption has declined due to the tight vacancy rate in the submarket, strong demand is anticipated to persist in the coming quarters as tenants compete for opportunities in the sought-after O'Hare submarket.

Market Indicators

	24Q3	24Q2	23Q3
Vacancy Rate	2.67%	2.87%	2.55%
Net Absorption (SF)	364,937	-46,435	52,724
YTD Net Absorption (SF)	-161,090	-526,027	90,142
Completions (SF)	0	27,840	483,681
Under Construction (SF)	1,446,760	566,760	895,969
New Leasing Activity (SF)	884,506	887,911	776,799
Avg Asking Rental Rate (PSF Net)	$9.95	$9.38	$8.31

Absorption, Supply & Vacancy

Available Space for Lease by Size



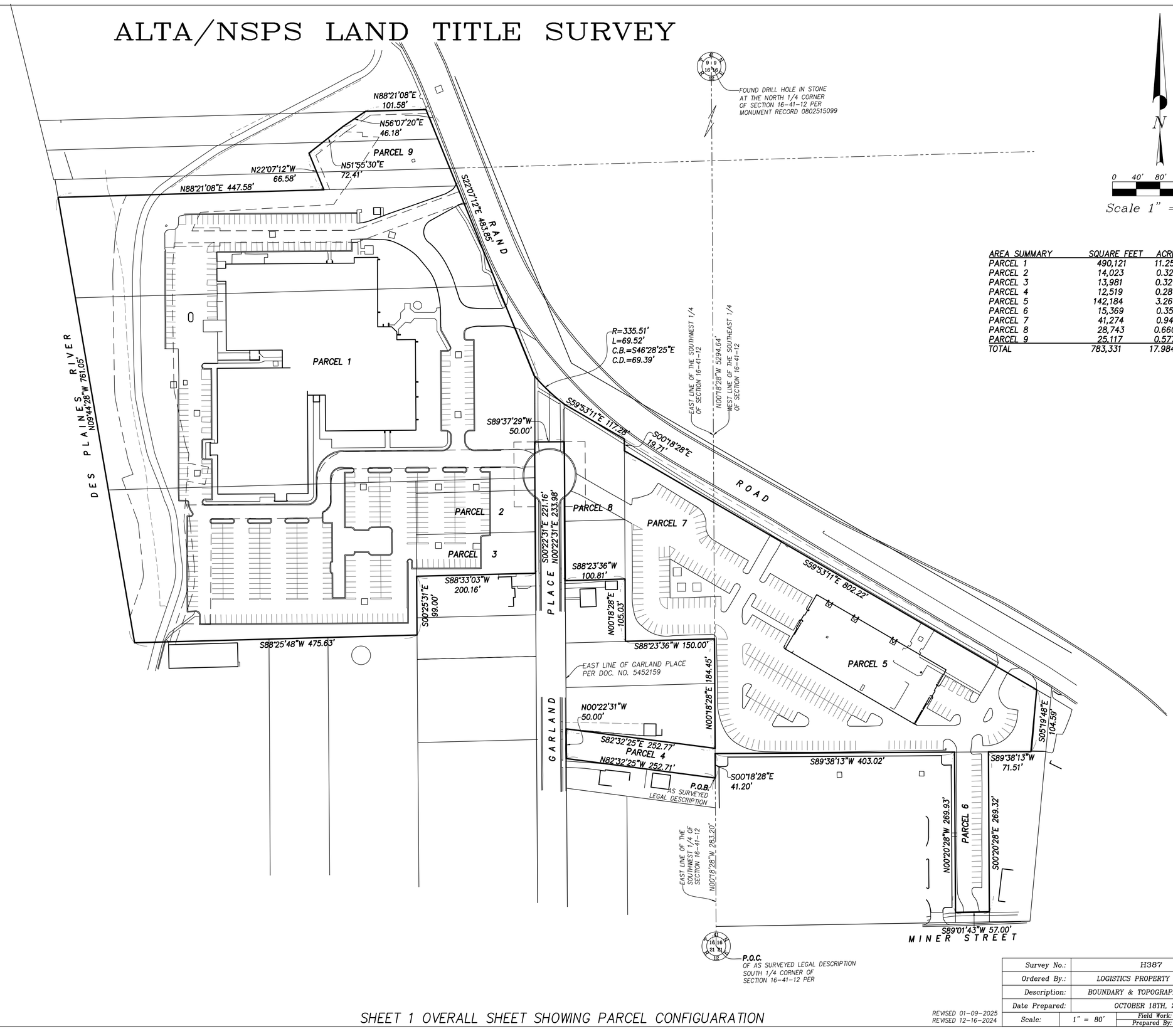
ALTA/NSPS LAND TITLE SURVEY

SURVEYORS NOTE:
THE AS SURVEYED LEGAL DESCRIPTION DESCRIBES THE SAME PROPERTY AS WHAT IS DESCRIBED IN THE COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS-1232026-CHI2 WITH A COMMITMENT DATE OF SEPTEMBER 2, 2024

AS SURVEYED LEGAL DESCRIPTION:

THAT PART OF THE EAST HALF OF THE SOUTHWEST QUARTER AND PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 16; THENCE NORTH 00 DEGREES 18 MINUTES 28 SECONDS WEST ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 16, A DISTANCE OF 283.20 FEET TO A POINT ON THE SOUTH LINE OF THE NORTH HALF OF LOT 13 IN GARLAND DIVISION, BEING A SUBDIVISION IN THE SOUTH HALF OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRICIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1914, AS DOCUMENT NUMBER 5452159, IN COOK COUNTY, ILLINOIS AND BEING THE POINT OF BEGINNING; THENCE NORTH 82 DEGREES 32 MINUTES 25 SECONDS WEST ALONG THE SOUTH LINE OF THE NORTH HALF OF SAID LOT 13, A DISTANCE OF 252.71 FEET TO THE EAST RIGHT OF WAY LINE OF GARLAND PLACE PER DOCUMENT NUMBER 542159; THENCE NORTH 00 DEGREES 22 MINUTES 31 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 50.00 FEET TO THE NORTH LINE OF SAID LOT 13; THENCE SOUTH 82 DEGREES 32 MINUTES 25 SECONDS EAST ALONG THE NORTH LINE OF SAID LOT 13, A DISTANCE OF 252.77 FEET TO THE NORTHEAST CORNER OF SAID LOT 13; THENCE NORTH 01 DEGREES 18 MINUTES 28 SECONDS WEST ALONG THE EAST LINES OF LOTS 11 AND 12 IN SAID GARLAND DIVISION, A DISTANCE OF 184.45 FEET TO THE SOUTHEAST CORNER OF SAID LOT 10; THENCE SOUTH 88 DEGREES 23 MINUTES 36 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 10, A DISTANCE OF 150.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 10; THENCE NORTH 00 DEGREES 18 MINUTES 28 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 10, A DISTANCE OF 105.03 FEET; THENCE SOUTH 88 DEGREES 23 MINUTES 36 SECONDS WEST, A DISTANCE OF 100.81 FEET TO THE EAST RIGHT OF WAY LINE OF SAID GARLAND PLACE; THENCE THE FOLLOWING THREE COURSES ALONG THE EAST, NORTH AND WEST RIGHT OF WAY LINES OF SAID GARLAND PLACE; 1) NORTH 00 DEGREES 21 MINUTES 13 SECONDS WEST , A DISTANCE OF 233.98 FEET; 2) THENCE SOUTH 89 DEGREES 37 MINUTES 29 SECONDS WEST, A DISTANCE OF 50.00 FEET; 3) THENCE SOUTH 00 DEGREES 22 MINUTES 31 SECONDS EAST, A DISTANCE OF 221.16 FEET TO THE SOUTHEAST CORNER OF LOT 9 IN LUEBBES RESUBDIVISION, BEING A RESUBDIVISION OF A PART OF THE SOUTHWEST QUARTER OF SECTION 16, TOWNSHIP 41 NORTH, RANCE 16 EAST, OF THE THIRD PRICIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 26, 1918, AS DOCUMENT NUMBER 89009, IN COOK COUNTY, ILLINOIS; THENCE SOUTH 88 DEGREES 33 MINUTES 03 SECONDS WEST, A DISTANCE OF 200.16 FEET TO THE SOUTHWEST CORNER OF SAID LOT 9 AND BEING THE EAST LINE OF LOT 4 IN SAID GARLAND DIVISION; THENCE SOUTH 00 DEGREES 25 MINUTES 31 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 4, A DISTANCE OF 99.00 FEET TO THE SOUTHEAST CORNER OF SAID LOT 4; THENCE SOUTH 88 DEGREES 25 MINUTES 48 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 4, A DISTANCE OF 475.63 FEET TO THE SOUTHWEST CORNER OF SAID LOT 4; THENCE 09 DEGREES 44 MINUTES 28 SECONDS WEST ALONG THE WEST LINE OF LOTS 1, 2 AND 4 IN SAID GARLAND DIVISION, A DISTANCE OF 761.05 FEET TO A LINE 30.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID LOT 1 IN SAID GARLAND DIVISION; THENCE NORTH 88 DEGREES 21 MINUTES 08 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 447.58 FEET; THENCE NORTH 22 DEGREES 07 MINUTES 12 SECONDS WEST, A DISTANCE OF 66.58 FEET; THENCE NORTH 51 DEGREES 55 MINUTES 30 SECONDS EAST, A DISTANCE OF 72.41 FEET; THENCE NORTH 56 DEGREES 07 MINUTES 20 SEONDS EAST, A DISTANCE OF 46.18 FEET TO THE NORTH LINE OF THE SOUTH 100.00 FEET OF L. HODGES SUBDIVISION, BEING A SUBDIVISION OF PART OF SECTIONS 16 & 17 IN TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 19, 1872, AS DOCUMENT NUMBER 50684; THENCE NORTH 88 DEGREES 21 MINUTES 08 SEONDS EAST ALONG SAID LINE, A DISTANCE OF 101.58 FEET TO THE WESTERLY RIGHT OF WAY LINE OF RAND ROAD; THENCE THE FOLLOWING THREE COURSES ALONG THE WEST RIGHT OF WAY LINE OF RAND ROAD; 1) THENCE SOUTH 22 DEGREES 07 MINUTES 12 SECONDS EAST, A DISTANCE OF 483.85 FEET TO A POINT ON A NONTANGENT CURVE; 2) THENCE SOUTHEASTERLY 69.52 FEET ALONG AN ARC, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 335.51 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 28 MINUTES 25 SECONDS EAST, AND A CHORD DITANCE OF 69.24 FEET TO A POINT OF NON TANGENCY; 3) THENCE SOUTH 59 DEGREES 53 MINUTES 11 SECONDS EAST, A DISTANCE OF 117.28 FEET TO THE NORTHEAST CORNER OF LOT 9 IN SAID GARLAND DIVISION; THENCE SOUTH 00 DEGREES 18 MINUTES 28 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 19.71 FEET TO A LINE 17.00 SOUTHWESTERLY OF AND PARALLEL WITH THE NORTHEASTERLY LINES OF LOT 10 AND 16 IN SAID GARLAND DIVISION; THENCE SOUTH 59 DEGREES 53 MNUTES 11 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 802.22 FEET TO A LINE BEING 25.00 FEET WESTERLY OF AND PARALLEL WITH THE EAST LINE OF LOT 16 IN SAID GARLAND DIVISION; THENCE SOUTH 05 DEGREES 19 MINUTES 48 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 104.59 FEET TO THE SOUTH LINE OF SAID LOT 16; THENCE SOUTH 89 DEGREES 38 MINUTES 13 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 71.51 FEET TO A LINE 57.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF LOT 18 IN SAID GARLAND DIVISION; THENCE SOUTH 00 DEGREES 20 MINUTES 28 SECONDS EAST ALONG SAID LINE, A DISTANCE OF 269.32 FEET TO A LINE 17.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 18; THENCE SOUTH 89 DEGREES 01 MINUTES 43 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 57.00 FEET TO THE WEST LINE OF SAID LOT 18 IN GARLAND DIVISION; THENCE NORTH 00 DEGREES 20 MINUTES 28 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 269.93 FEET TO THE SOUTH LINE OF SAID LOT 16 IN SAID GARLAND DIVISION; THENCE SOUTH 89 DEGREES 38 MINUTES 13 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 403.02 FEET TO THE EAST LINE OF SAID LOT 13 IN GARLAND DIVISION; THENCE SOUTH 00 DEGREES 18 MINUTES 28 SECONDS WEST ALONG SAID LINE, A DISTANCE OF 41.20 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.



AREA SUMMARY	SQUARE FEET	ACRES
PARCEL 1	490,121	11.252
PARCEL 2	14,023	0.322
PARCEL 3	13,981	0.321
PARCEL 4	12,519	0.287
PARCEL 5	142,184	3.264
PARCEL 6	15,369	0.353
PARCEL 7	41,274	0.948
PARCEL 8	28,743	0.660
PARCEL 9	25,117	0.577
TOTAL	783,331	17.984

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License No. 184-003073 Exp. 4/30/25

SHEET 1 OVERALL SHEET SHOWING PARCEL CONFIGUARATION

REVISED 01-09-2025
REVISED 12-16-2024

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	BOUNDARY & TOPOGRAPHIC SURVEY		
Date Prepared:	OCTOBER 18TH, 2024		
Scale:	1" = 80'	Field Work:	TM,MR
		Prepared By:	SC,CC

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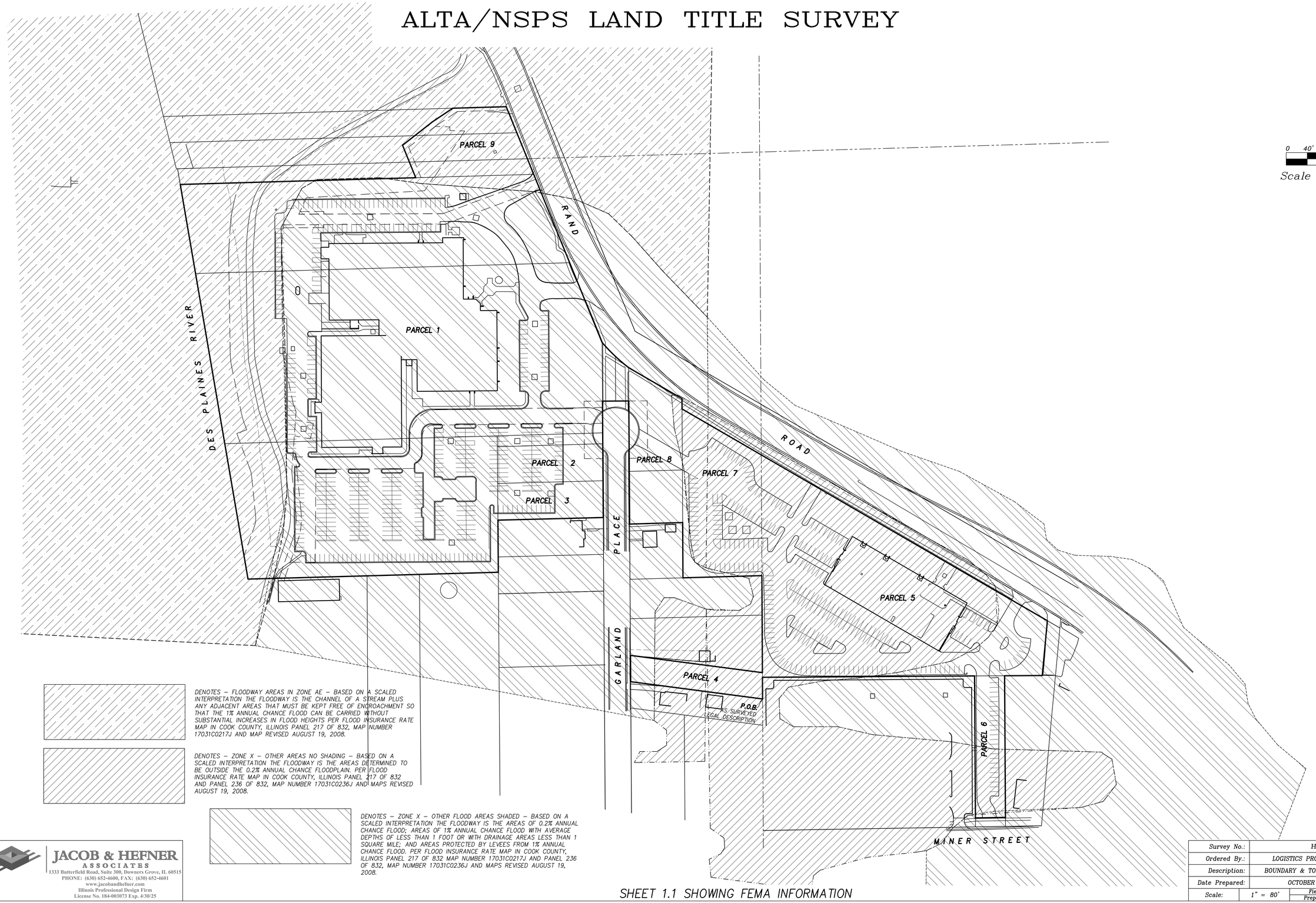
ALTA/NSPS LAND TITLE SURVEY



N

0 40' 80' 40'

Scale 1" = 80'

DENOTES – FLOODWAY AREAS IN ZONE AE – BASED ON A SCALED INTERPRETATION THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS PER FLOOD INSURANCE RATE MAP IN COOK COUNTY, ILLINOIS PANEL 217 OF 832, MAP NUMBER 17031C0217J AND MAP REVISED AUGUST 19, 2008.

DENOTES – ZONE X – OTHER AREAS NO SHADING – BASED ON A SCALED INTERPRETATION THE FLOODWAY IS THE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. PER FLOOD INSURANCE RATE MAP IN COOK COUNTY, ILLINOIS PANEL 217 OF 832 AND PANEL 236 OF 832, MAP NUMBER 17031C0236J AND MAPS REVISED AUGUST 19, 2008.

DENOTES – ZONE X – OTHER FLOOD AREAS SHADED – BASED ON A SCALED INTERPRETATION THE FLOODWAY IS THE AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD. PER FLOOD INSURANCE RATE MAP IN COOK COUNTY, ILLINOIS PANEL 217 OF 832 MAP NUMBER 17031C0217J AND PANEL 236 OF 832, MAP NUMBER 17031C0236J AND MAPS REVISED AUGUST 19, 2008.

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Survey No.:	H387		
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Scale:	1" = 80'	Field Work:	TM,MR
		Prepared By:	SC,CC

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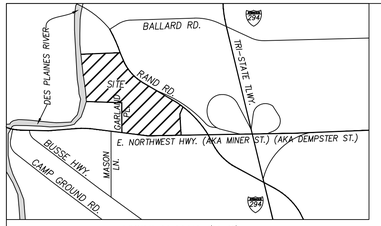
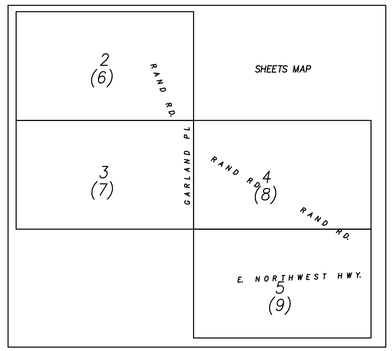
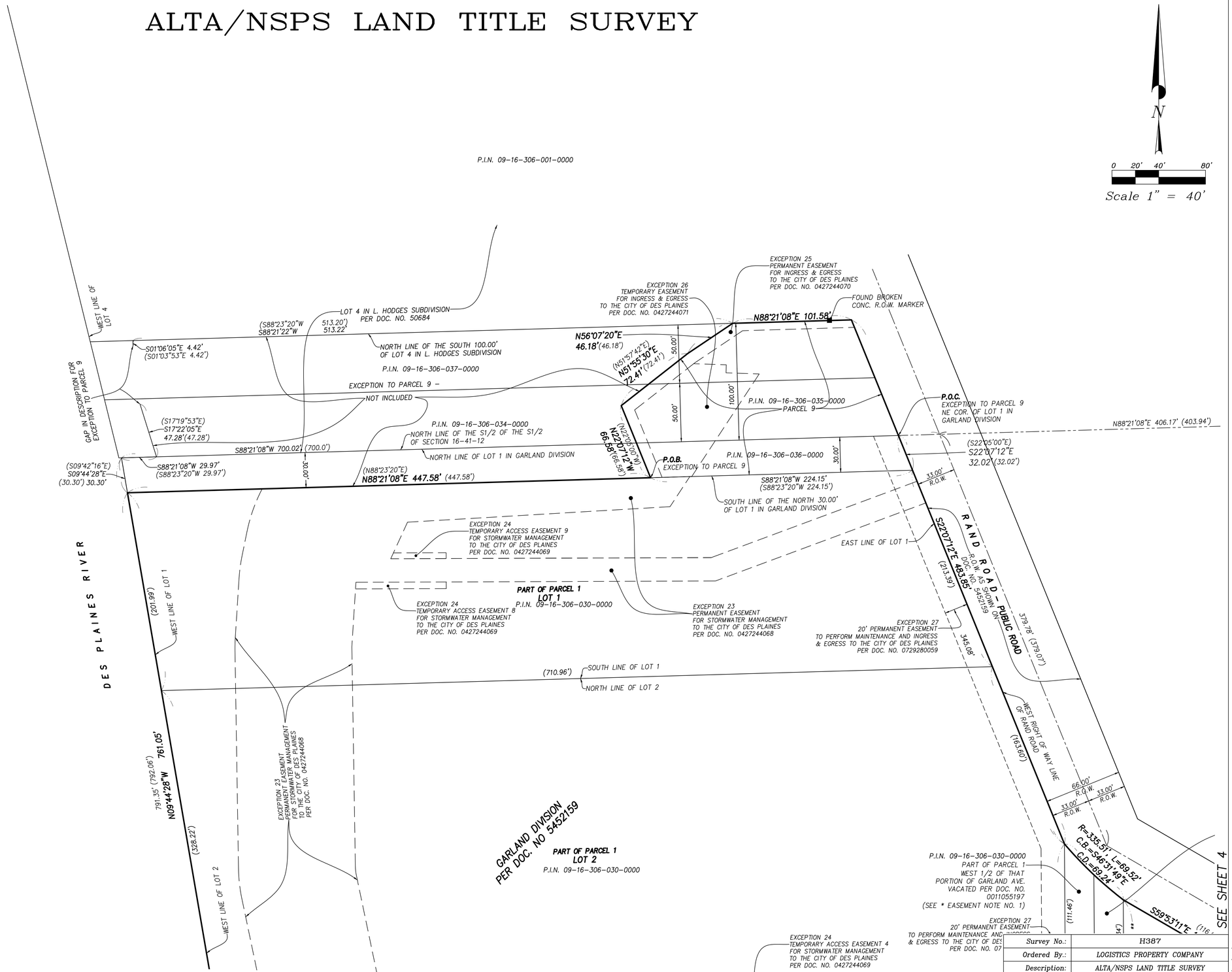
SHEET 1.1 SHOWING FEMA INFORMATION

ALTA/NSPS LAND TITLE SURVEY



VICINITY MAP (NTS)





SEE SHEET 3

SHEET 2 BOUNDARY & EXISTING EASEMENTS

REVISED 12-16-2024

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Survey No.:	H387	
Ordered By.:	LOGISTICS PROPERTY COMPANY	
Description:	ALTA/NSPS LAND TITLE SURVEY	
Date Prepared:	NOVEMBER 25, 2024	
Scale:	1" = 40'	Field Work: TM,MR Prepared By: SC,CC

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ALTA/NSPS LAND TITLE SURVEY

SEE SHEET 2

DES PLAINES RIVER

(328.22')

WEST LINE OF LOT 2

WEST LINE OF LOT 4

EXCEPTION 24
TEMPORARY ACCESS EASEMENT 7
FOR STORMWATER MANAGEMENT
TO THE CITY OF DES PLAINES
PER DOC. NO. 0427244069

EXCEPTION 24
TEMPORARY ACCESS EASEMENT 4
FOR STORMWATER MANAGEMENT
TO THE CITY OF DES PLAINES
PER DOC. NO. 0427244069

EXCEPTION 23
PERMANENT EASEMENT FOR STORMWATER MANAGEMENT
TO THE CITY OF DES PLAINES
PER DOC. NO. 0427244068

EXCEPTION 24
TEMPORARY ACCESS EASEMENT 6
FOR STORMWATER MANAGEMENT
TO THE CITY OF DES PLAINES
PER DOC. NO. 0427244069

EXCEPTION 24
TEMPORARY ACCESS EASEMENT 4
FOR STORMWATER MANAGEMENT
TO THE CITY OF DES PLAINES
PER DOC. NO. 0427244069

EXCEPTION 24
TEMPORARY ACCESS EASEMENT 4
FOR STORMWATER MANAGEMENT
TO THE CITY OF DES PLAINES
PER DOC. NO. 0427244069

EXCEPTION 22
35' PERMANENT EASEMENT
FOR INGRESS & EGRESS
TO THE CITY OF DES PLAINES
PER DOC. NO. 0011055199

EXCEPTION 27
20' PERMANENT EASEMENT
TO PERFORM MAINTENANCE AND INGRESS
& EGRESS TO THE CITY OF DES PLAINES
PER DOC. NO. 0729280059

EXCEPTION 21
35' PERMANENT EASE
FOR INGRESS & EGRE
TO THE CITY OF DES
PER DOC. NO. 00110

P.I.N. 09-16-306-030-0000
PART OF PARCEL 1
WEST 1/2 OF THAT
PORTION OF GARLAND AVE.
VACATED PER DOC. NO.
0011055197
(SEE * EASEMENT NOTE NO. 1)

PART OF PARCEL 8
EAST 1/2 OF THAT
PORTION OF GARLAND AVE.
VACATED PER DOC. NO.0011055197
(SEE * EASEMENT NOTE NO. 1)

R=336.51' L=69.52'
C.B.=S46°31'49"E
C.D.=69.24'

S59°53'11"E 117.28' (116.02')

RAND ROAD - PUBLIC

S00°16'26"E 19.71' 173.90' (173.95') NORTH LINE OF LOT 10-

EXCEPTION - NOT INCLUD.

(718.41')

SOUTH LINE OF LOT 2

(200.0')
PART OF PARCEL 1 - LOT 3
P.I.N. 09-16-306-009-0000
(200.0')

PARCEL 2
LOT 10
LUEBBE'S RESUBDIVISION
PER DOC. NO. 89009
P.I.N. 09-16-306-010-0000
(200.0')

PARCEL 3
LOT 9
LUEBBE'S RESUBDIVISION
PER DOC. NO. 89009
P.I.N. 09-16-306-011-0000

PART OF PARCEL 1
LOT 4
P.I.N. 09-16-306-005-0000

EAST LINE OF LOT 4 (259.56')

S88°33'03"W 200.16' (200.0')

LOT 8
LUEBBE'S RESUBDIVISION
P.I.N. 09-16-306-012-0000
SULEMAN KHOKHAR
(200.0')

LOT 7
LUEBBE'S RESUBDIVISION
(200.0')

S00°25'31"E 99.00' (70.0')

S00°22'31"E 221.16' (70.0')

S00°21'31"E 233.98' (70.0')

F.I.P. 3/4" @ COR.

F.I.P. 3/4" 0.14'E.

F.I.P. 1/2" ONLINE & 0.11'S.

F.I.P. 3/4" ONLINE & 0.17'W.

F.I.P. 3/4" ONLINE & 0.10'W.

F.I.P. 3/4" ONLINE & 0.35'E.

F.I.P. 3/4" ONLINE

F.I.P. 3/4" 0.30'W. & 0.12'N.

F.I.P. 3/4" @ COR.

F.I.P. 3/4" 0.57'W. & ONLINE

F.I.P. 3/4" 0.15'W.

FOUND CROSS 1.86'E. & ONLINE

F.I.P. 3/4" ONLINE

F.I.P. 5/8" ONLINE & 0.85'W.

F.I.P. 3/4" (DISTURBED) 0.24'N.

F.I.P. 3/4" ONLINE

SOUTH LINE OF LOT 4

(99.27')

S88°25'48"W 475.63' (476.20')

(226.81')

(150.08')

P.I.N. 09-16-306-026-0000
KLAY SCHMEISSER

LOT 5
GARLAND DIVISION

LOT 6
GARLAND DIVISION
P.I.N. 09-16-306-032-0000
PRECISION INSTRUMENTS

LOT 7
GARLAND DIVISION
P.I.N. 09-16-306-033-0000
PRECISION INSTRUMENTS

(111.46')

(63.34')

(171.70')

25' 25'

N89°37'29"E 50.00'

50.00' R.O.W.

**402.34' (402.04')

PARCEL 8
P.I.N. 09-16-403-030-0000

P.I.N. 09-16-403-031-0000
9
DIVISION
P.I.N. 09-16-403-025-0000
NORTH 100.00'

F.I.P. 3/4" 0.35'W. 340.67' (341.21')

WEST LINE OF LOT 10

N88°23'36"E 100.81'

P.I.N. 09-16-403-002-0000
PARCEL 7
LOT 10
GARLAND DIVISION

LOT
GARLAND
P.I.N. 09-16-403-022-0000
M BOYLE
P.I.N. 09-16-403-023-0000
ELIZA MORALES
(100.05')

N00°18'28"W 105.03'

SOUTH LINE OF LOT 10

N88°23'36"E 150.00' (150.0')

LOT 11
GARLAND DIVISION
P.I.N. 09-16-403-003-0000
ROBERT CAPPELLO

FOUND CROSS 2.00'W. & ONLINE

EAST LINE OF GARLAND PLACE

P.I.N. 09-16-403-004-0000
PATRICIA KRAFT
LOT 12
GARLAND DIVISION

PARALLEL WITH THE NORTH LINE OF MINER ST.

S82°32'25"E 252.77' (250.0')

P.I.N. 09-16-403-005-0000
PARCEL 4

N82°32'25"W 252.71'

P.I.N. 09-16-403-006-0000
DAVID NOWAK

LOT 13
GARLAND DIVISION
PER DOC. NO. 5452159

N82°32'25"W 252.65' (250.0')

233'N. OF ;

PARALLEL WITH THE NORTH LINE OF MINER ST.

LOT 14
GARLAND DIVISION

50.00' R.O.W

50.00' R.O.W

50.00' R.O.W

(75.00')

(69.60')

50.00' (100')

100.00'

50.00'

50.00'

GARLAND PL - PUBLIC ROAD
(HERETOFORE DEDICATED
PER DOC. NO. 5452159)

SEE SHEET 4

SEE SHEET 5

SHEETS MAP

2 (6) RAND RD. GARLAND PL

3 (7) RAND RD. 4 (8) RAND RD.

E. NORTHWEST HWY. 5 (9)

N

0 20' 40' 80'

Scale 1" = 40'

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SHEET 3-BOUNDARY & EXISTING EASEMENTS

REVISED 12-16-2024

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	ALTA/NSPS LAND TITLE SURVEY		
Date Prepared:	NOVEMBER 25, 2024		
Scale:	1" = 40'	Field Work:	TM,MR
		Prepared By:	SC,CC

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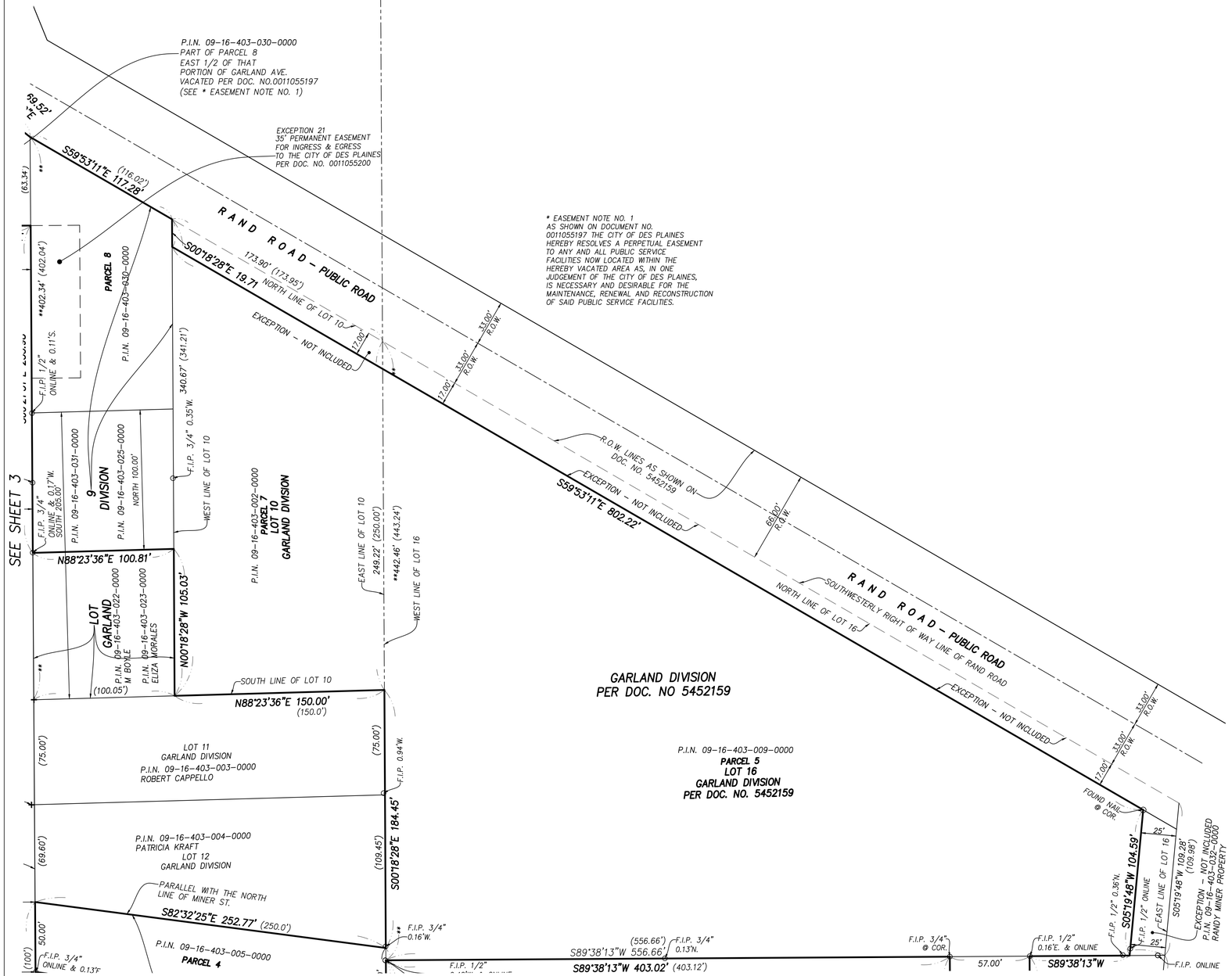
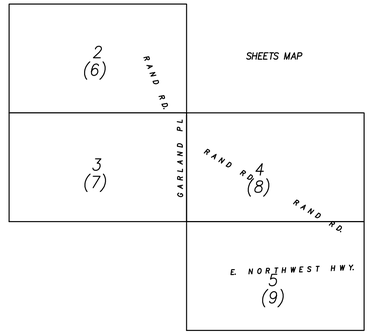
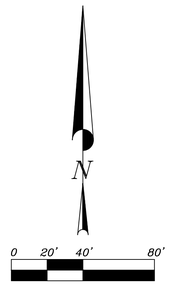
ALTA/NSPS LAND TITLE SURVEY

SEE SHEET 2



* EASEMENT NOTE NO. 1
AS SHOWN ON DOCUMENT NO. 0011055197 THE CITY OF DES PLAINES HEREBY RESOLVES A PERPETUAL EASEMENT TO ANY AND ALL PUBLIC SERVICE FACILITIES NOW LOCATED WITHIN THE HEREBY VACATED AREA AS, IN ONE JUDGEMENT OF THE CITY OF DES PLAINES, IS NECESSARY AND DESIRABLE FOR THE MAINTENANCE, RENEWAL AND RECONSTRUCTION OF SAID PUBLIC SERVICE FACILITIES.





SEE SHEET 5

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ASSOCIATES
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SHEET 4–BOUNDARY & EXISTING EASEMENTS

REVISED 12-16-2024

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	ALTA/NSPS LAND TITLE SURVEY		
Date Prepared:	NOVEMBER 25, 2024		
Scale:	1" = 40'	Field Work:	TM,MR
		Prepared By:	SC,CC

Drawing: Survey H387 ALTA\NSPS.dwg

ALTA/NSPS LAND TITLE SURVEY

SEE SHEET 4

SEE SHEET 3

IVISION
19009
11–0000

DIVISION
012–0000

DIVISION

)')

(70.
0.0')

(70.0')

(70.0')

(70.0')

F.I.P. 3/4"
ONLINE & 0.10'W.

50.00'
R.O.W.

G A R L A N D P L – PUBLIC ROAD
(HERETOFORE DEDICATED
PER DOC. NO. 5452159)

F.I.P. 3/4"
ONLINE & 0.1
SOUTH 265.00'

P.I.N. 09–16–4

9–
DIVIS

P.I.N. 09–16–
NORTH

WEST LIN

P.I.N. 09–16–403–002–(
PARCEL 7
LOT 10
GARLAND DIVISIC

N88°23'36"E 100.81'

LOT
GARLAND
P.I.N. 09–16–403–022–0000
M BOYLE

P.I.N. 09–16–403–023–0000
ELIZA MORALES

N00°18'28"W 105.03'

EAST L
249.
**442.

WEST LINE OF LI

SOUTH LINE OF LOT 10

N88°23'36"E 150.00'
(150.0')

(100.05')

GARLAND DIVISION
PER DOC. NO 5452159

P.I.N. 09–16–403–009–0000
PARCEL 5
LOT 16
GARLAND DIVISION
PER DOC. NO. 5452159

RAND ROAD – PUBLIC ROAD

SOUTHWESTERLY RIGHT OF WAY LINE OF RAND ROAD

NORTH LINE OF LOT 16

EXCEPTION – NOT INCLUDED

17.00'
33.00'
R.O.W.

33.00'
R.O.W.

FOUND NAIL
@ COR.

LOT 11
GARLAND DIVISION
P.I.N. 09–16–403–003–0000
ROBERT CAPPELLO

(75.00')

(75.00')

F.I.P. 0.94'W.

FOUND CROSS
2.00'W. & ONLINE

EAST LINE OF
GARLAND PLACE

P.I.N. 09–16–403–004–0000
PATRICIA KRAFT
LOT 12
GARLAND DIVISION

(69.60')

(109.45')

S00°18'28"E 184.45'

PARALLEL WITH THE NORTH
LINE OF MINER ST.

F.I.P. 3/4"
0.15'W.

50.00'
R.O.W

S82°32'25"E 252.77' (250.0')

F.I.P. 3/4"
0.16'W.

(556.66')
S89°38'13"W 556.66'

F.I.P. 3/4"
0.13'N.

F.I.P. 3/4"
@ COR.

F.I.P. 1/2"
0.16'E. & ONLINE

S05°19'48"W 104.59'

F.I.P. 1/2" 0.38'N.

F.I.P. 1/2" ONLINE

EAST LINE OF LOT 16

25'

25'

EXCEPTION – NOT INCLUDED
P.I.N. 09–16–403–032–0000
RAND / MINER PROPERTY

S05°19'48"W 109.28'
(109.98')

FOUND CROSS
1.86'E. & ONLINE

50.00'
R.O.W

50.00'

F.I.P. 1/2"
0.42'W. & ONLINE

F.I.P. 1/2"
0.43'W. & 0.11'S.

S89°38'13"W 403.02' (403.12')

57.00'

S89°38'13"W
71.51'

F.I.P. ONLINE

F.I.P. 3/4"
ONLINE & 0.13'E.

P.I.N. 09–16–403–005–0000
PARCEL 4

N82°32'25"W 252.71'

F.I.P. 3/4"
ONLINE & 0.33'W.

50.00'

50.00'

(100')

100.00'

50.00'

P.I.N. 09–16–403–006–0000
DAVID NOWAK

S00°18'28"W
41.20'

99.98' (100')

P.I.N. 09–16–403–043–0000
IFANCA

P.I.N. 09–16–403–044–0000
IFANCA

F.I.P. 3/4"
ONLINE

LOT 13
GARLAND DIVISION
PER DOC. NO. 5452159

F.I.P. 3/4"
ONLINE

(102.40')

F.I.P. 3/4"
ONLINE

(150.00')

N82°32'25"W 252.65'
(250.0')

233'N. OF THE SE. COR.
OF LOT 169

P.O.B.

PARALLEL WITH THE NORTH
LINE OF MINER ST.

F.I.P. 3/4"
@ COR.

LOT 14
GARLAND DIVISION

LOT 15
GARLAND DIVISION

LOT 17
GARLAND DIVISION

N00°20'28"W 269.93'

P.I.N. 09–16–403–033–0000
PARCEL 6

LOT
18
GARLAND
DIVISION

S00°20'28"E 269.32'

P.I.N. 09–16–403–034–0000
GREGORY LIETZAN

287.01' (287.11')

W. 57.00'
OF LOT 18

F.I.P. 3/4"
ONLINE & 0.28'N.

S89°01'43"W
57.00'

SOUTH LINE
OF LOT 18

F.I.P. 3/4"
0.15'W. & 0.19'N.
(67.72')

(57')

17.00'
NOT INCLUDED

125.28' (124.72')

(233')
N00°18'26"W 233.21'

200.02' (200.00')

**291.21' (291.21')

NORTH LINE OF MINER STREET
& SOUTH LINE OF LOT 17

403.22' (403.12')

P.O.C.
SE. COR. OF LOT 169
IN THE ORIGINAL TOWN OF RAND
AND THE SOUTH 1/4 CORNER OF
SECTION 16–41–12 PER
MONUMENT RECORD 0802515099
(REESTABLISHED USING THE TIE
DIMENSIONS)

E. NORTHWEST HWY.
(AKA MINER STREET)

N

0 20' 40' 80'

Scale 1" = 40'

8

SHEETS MAP

2
(6)

3
(7)

4
(8)

5
(9)

RAND RD.

GARLAND PL.

RAND RD.

RAND RD.

E. NORTHWEST HWY.

JACOB & HEFNER
ASSOCIATES
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License No. 184-003073 Exp. 4/30/25

SHEET 5–BOUNDARY & EXISTING EASEMENTS

REVISED 12–16–2024

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	ALTA/NSPS LAND TITLE SURVEY		
Date Prepared:	NOVEMBER 25, 2024		
Scale:	1" = 40'	Field Work:	TM,MR
		Prepared By:	SC,CC

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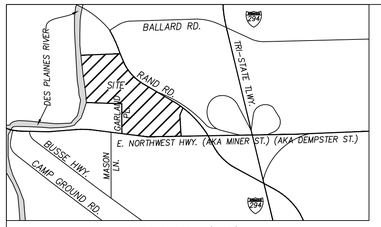
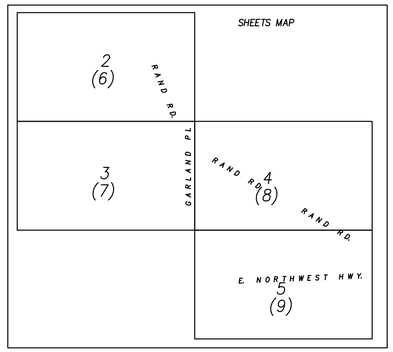
ALTA/NSPS LAND TITLE SURVEY



VICINITY MAP (NTS)



SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

TO:
LPC ACQUISITION COMPANY, LLC, A DELAWARE LIMITED LIABILITY COMPANY
WHEELS, INC., AN ILLINOIS CORPORATION
FIRST AMERICAN TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON NOVEMBER 13, 2024.

DATED THIS 13TH DAY OF NOVEMBER 2024.

_____

Carl J. Cook
Illinois Professional Land Surveyor No. 35-003543
Jacob & Hefner Associates, Inc.
www.jacobandhefner.com
ccook@jhainc.com
My License Expires November 30, 2026

C A R L J C O O K
35-003543
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
DOWNERS GROVE

* NOTE NO. 1 – DOCUMENT NUMBER 0427244068 STATE OF ILLINOIS DEPARTMENT OF NATURAL RESOURCES OFFICE OF WATER RESOURCES DES PLAINES RIVER/RAND PARK FLOOD CONTROL PHASE III FLOODWALL AND BIKE TRAIL. CONCRETE PATH IS SHOWN AS BEING A PROPOSED BIKE TRAIL PER PLANS.

N

0 20' 40' 80'

Scale 1" = 40'

THIS SITE IS ON NAD 1983 ILLINOIS STATE PLANE COORDINATES, BASIS OF BEARINGS: NAD 1983 ILLINOIS STATE PLANE, EAST ZONE

ABBREVIATIONS:

(100.00')	DENOTES RECORD DIMENSIONS
100.00'	DENOTES MEASURED DIMENSIONS
DOC.	DENOTES DOCUMENT
NO.	DENOTES NUMBER
P.I.N.	DENOTES PARCEL INDEX NUMBER
SEC.	DENOTES SECTION
SQ. FT.	DENOTES SQUARE FEET
ASPH.	DENOTES ASPHALT
CONC.	DENOTES CONCRETE
E/P	DENOTES EDGE OF PAVEMENT
B/C	DENOTES BACK OF CURB
E/P X	DENOTES EDGE OF PAVEMENT CORNER
B/C X	DENOTES BACK OF CURB CORNER
CMP	DENOTES CORRUGATED METAL PIPE
RCP	DENOTES REINFORCED CONCRETE PIPE
CPP	DENOTES CORRUGATED PLASTIC PIPE
HDPE	DENOTES HIGH DENSITY POLYETHYLENE
DIP	DENOTES DUCTILE INVERTED PIPE
PVC	DENOTES PLASTIC PIPE
N	DENOTES NORTH
S	DENOTES SOUTH
E	DENOTES EAST
W	DENOTES WEST
R.O.W.	DENOTES RIGHT OF WAY
F.I.P.	DENOTES FOUND IRON PIPE
F.I.R.	DENOTES FOUND IRON ROD
F.X	DENOTES FENCE CORNER
B.X	DENOTES BUILDING CORNER
BH	DENOTES BUILDING HEIGHT
CLF	DENOTES CHAINLINK FENCE
CLF X	DENOTES CHAINLINK FENCE CORNER
ALUM.	DENOTES ALUMINUM
H/R	DENOTES HAND RAIL
OVH	DENOTES OVERHANG
FES	DENOTES FLARED END SECTION

SYMBOL LEGEND:

- Light Pole
- Power Pole
- Power Pole w/ Transformer
- Power Pole Lighted
- Guy Wire
- Landscape Light
- Gas Meter
- Gas Valve
- Bollard/Post
- Fence Corner/Post
- Manhole
- Drainage Structure Square
- Drainage Structure Round
- Storm Sewer Manhole
- Invert(Size/Type)
- Solar Panel
- Cable TV Pedestal
- Telephone Manhole
- Telephone Pedestal
- Fire Hydrant
- Water Valve
- Water Valve Vault
- Water Buffalo Box
- Water Auto Sprinkler
- Generator
- Electric Box
- Electric Vehicle Charging
- Handhole
- Traffic Signal Vault
- Flag Pole
- Lift Station (Sanitary)
- Well
- Borehole
- Tree Evergreen
- Tree Deciduous
- Asphalt Paved
- Concrete
- Gravel/Rip Rap
- Easement Line
- Property Line
- Building Line
- Underground Electric Line
- Overhead Electric Line
- Underground Telephone Line
- Underground Gas Main
- Underground Cable Television
- Sanitary Sewer
- Storm Sewer
- Underground Water Main
- Fence Line
- Concrete curb
- Depressed curb

UTILITY STATEMENT
J.U.L.I.E. DIG NOs. A242580490 & A242580492 – THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM THE FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

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Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/25

DES PLAINES RIVER

RAND ROAD – PUBLIC ROAD

1-STORY BRICK & DRYVIT FINISH BUILDING
666 GARLAND PLACE. – DES PLAINES, IL 60016
+-96,629 SQ. FT.
SEE BUILDING DETAIL @ 20 SCALE ON SHEET 10

SEE BUILDING DETAIL @ 20 SCALE ON SHEET 10

CAR PARKED ON CONC. PAD

SIGN "666 GARLAND PLACE"

SIGN "WHEELS, INC." E. COR. IS 10.11'SW.

B/C X IS 70.53'SW.

SEE SHEET 7

SHEET 6 SITE IMPROVEMENTS

SEE SHEET 8

REVISED 12-16-2024

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	BOUNDARY & TOPOGRAPHIC SURVEY		
Date Prepared:	OCTOBER 18TH, 2024		
Scale:	1" = 40'	Field Work:	TM,MR
		Prepared By:	SC,CC

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ALTA/NSPS LAND TITLE SURVEY

SEE SHEET 6

1-STORY BRICK & DRYIT FINISH BUILDING
666 GARLAND PLACE. - DES PLAINES, IL 60016
+-96,629 SQ. FT.
SEE BUILDING DETAIL @ 20 SCALE ON SHEET 10

DES PLAINES RIVER
WATER'S EDGE
GRAVEL
CONC. WALL ALONG PATH E
CONC. PATH
FES. RCL
CONC. WALL
CONC. WALK
SMOKE AREA
WALK
GRASS
ASPH.
H/R
2 H.C.
1 H.C.
B/C
B/C X IS 113.35'
178.67'
180.37'
208.73'
B/C X IS 136.33'SW.
B/C X IS 70.53'SW.
SIGN: "WHEELS INC." E. COR. IS 10.11'SW.
RAND ROAD - PUBLIC R
WALK CROSSES PROP. LINE
B/C END
B/C X IS 74.81'W.
ACCESS
E/P X IS 18.58'SW.
245.91
231.31
B/C X IS 75.16'W. & 64.88'N.
B/C X IS 10.06'N.
B/C X IS 12.20'N. & 8.61W. OF COR.
B/C X IS 14.29'W. & 20.03'N.
B/C X IS 95.75'E. & 49.24'N.
B/C X IS 27.43'N.
E/P X IS 12.08'E.
2.92
3.00
POST
12.99'
8' WOOD FENCE
BUILDING
GARAGE
CONC.
GATE
8' CLF
6' CLF
F/L END IS 51.57'E. & 4.17'N.
F/L END IS 1.08'N. & 0.41'W.
6' WOOD FENCE
WATER TOWER
7' WOOD FENCE
GARLAND PL - PUBLIC ROAD
E/P IS 6.92'W. & 7.67'N. OF
4' WIRE FENCE
F/L CROSSES PROP. LINE
F/X IS 0.33'N.
5.46'
7.84'
5.20'
5.18'
6' WOOD

SEE SHEET 8

SEE SHEET 9

SHEETS MAP

2 (6) RAND RD.
3 (7) GARLAND PL
4 (8) RAND RD.
RAND RD.
E. NORTHWEST HWY.
5 (9)

N

0 20' 40' 80'
Scale 1" = 40'

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SHEET 7-SITE IMPROVEMENTS

REVISED 12-16-2024

Survey No.:	H387		
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		Prepared By:	SC,CC

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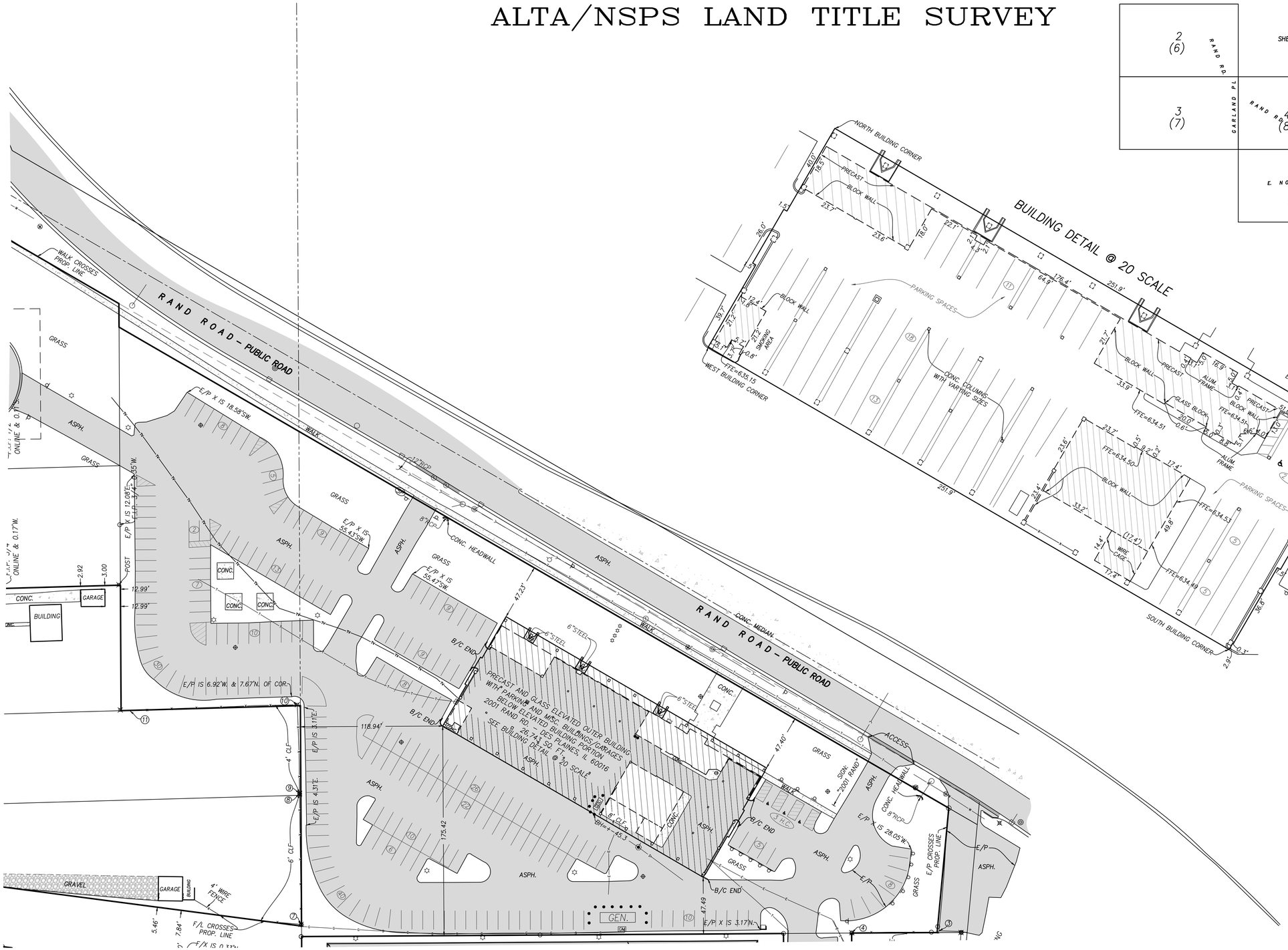
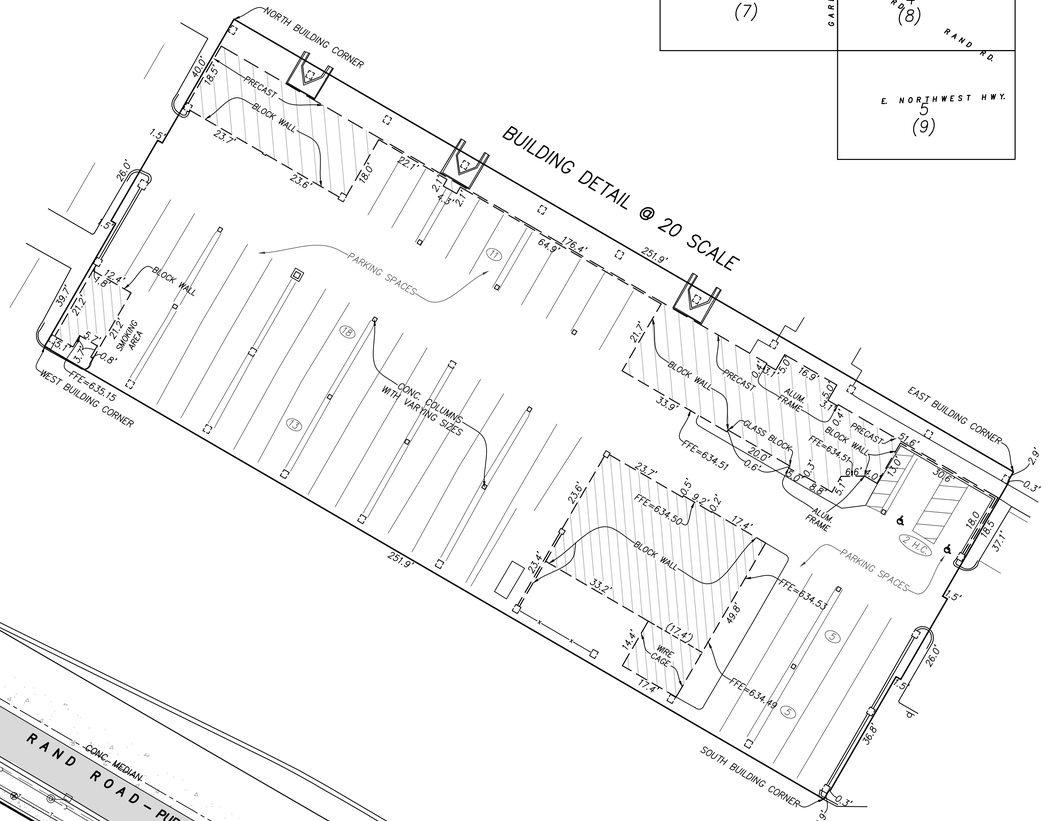
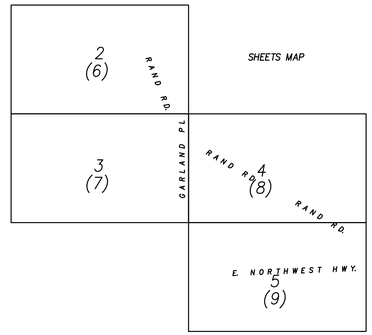
ALTA/NSPS LAND TITLE SURVEY

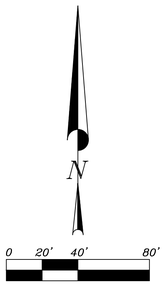
SEE SHEET 6

SEE SHEET 7









Scale 1" = 40'

SEE SHEET 9

SHEET 8–SITE IMPROVEMENTS

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REVISED 01-09-2025
REVISED 12-16-2024

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		Prepared By:	SC,CC

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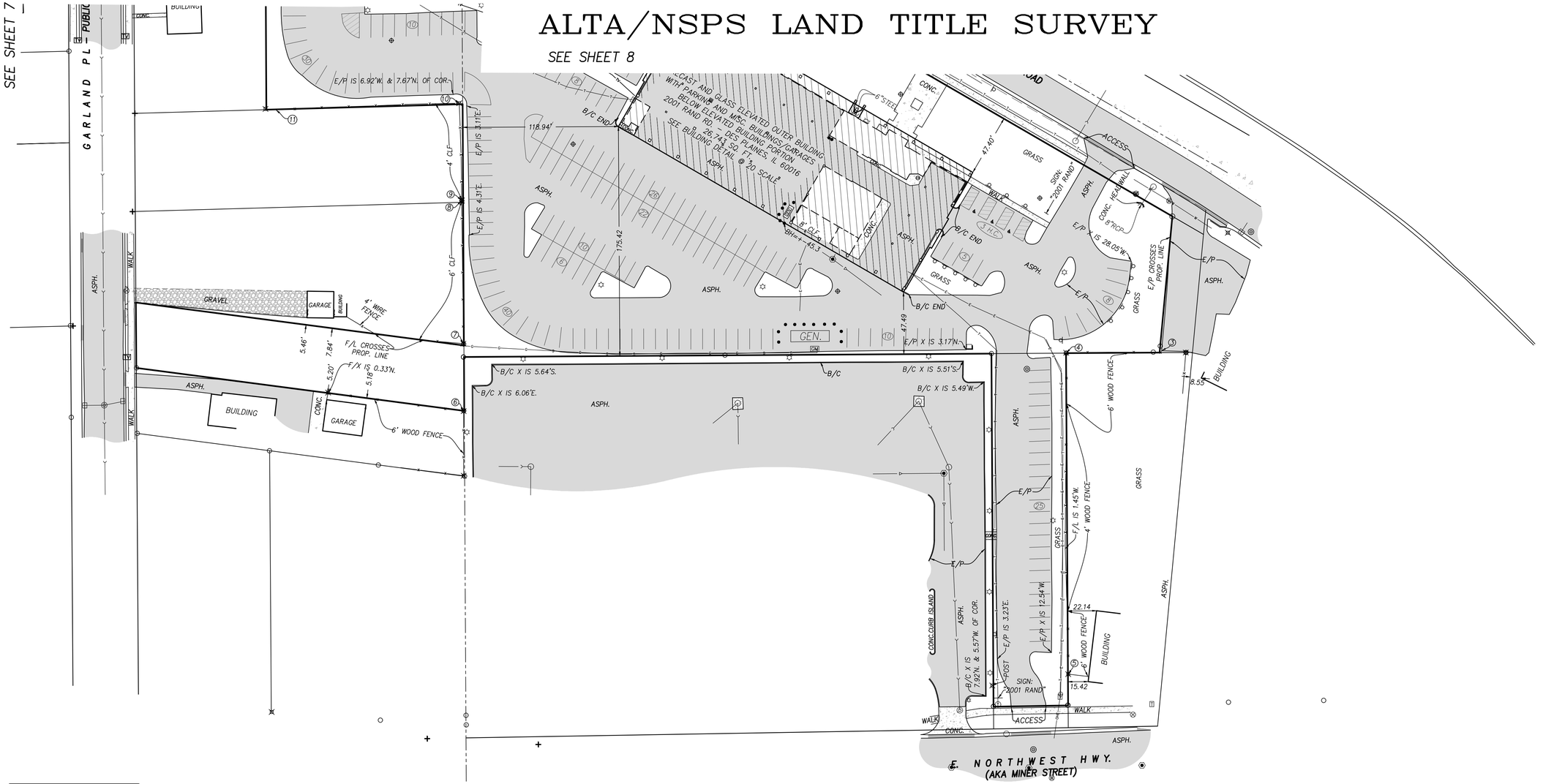
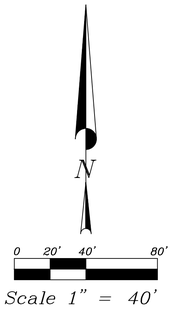
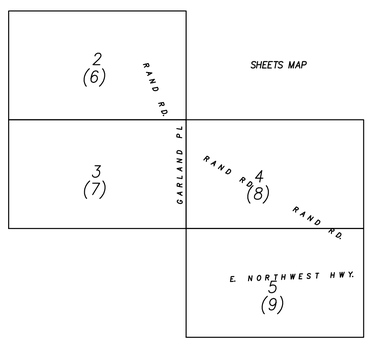
ALTA/NSPS LAND TITLE SURVEY

SEE SHEET 8

SEE SHEET 7







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SHEET 9–SITE IMPROVEMENTS

REVISED 12-16-2024

Survey No.:	H387		
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		Prepared By:	SC,CC

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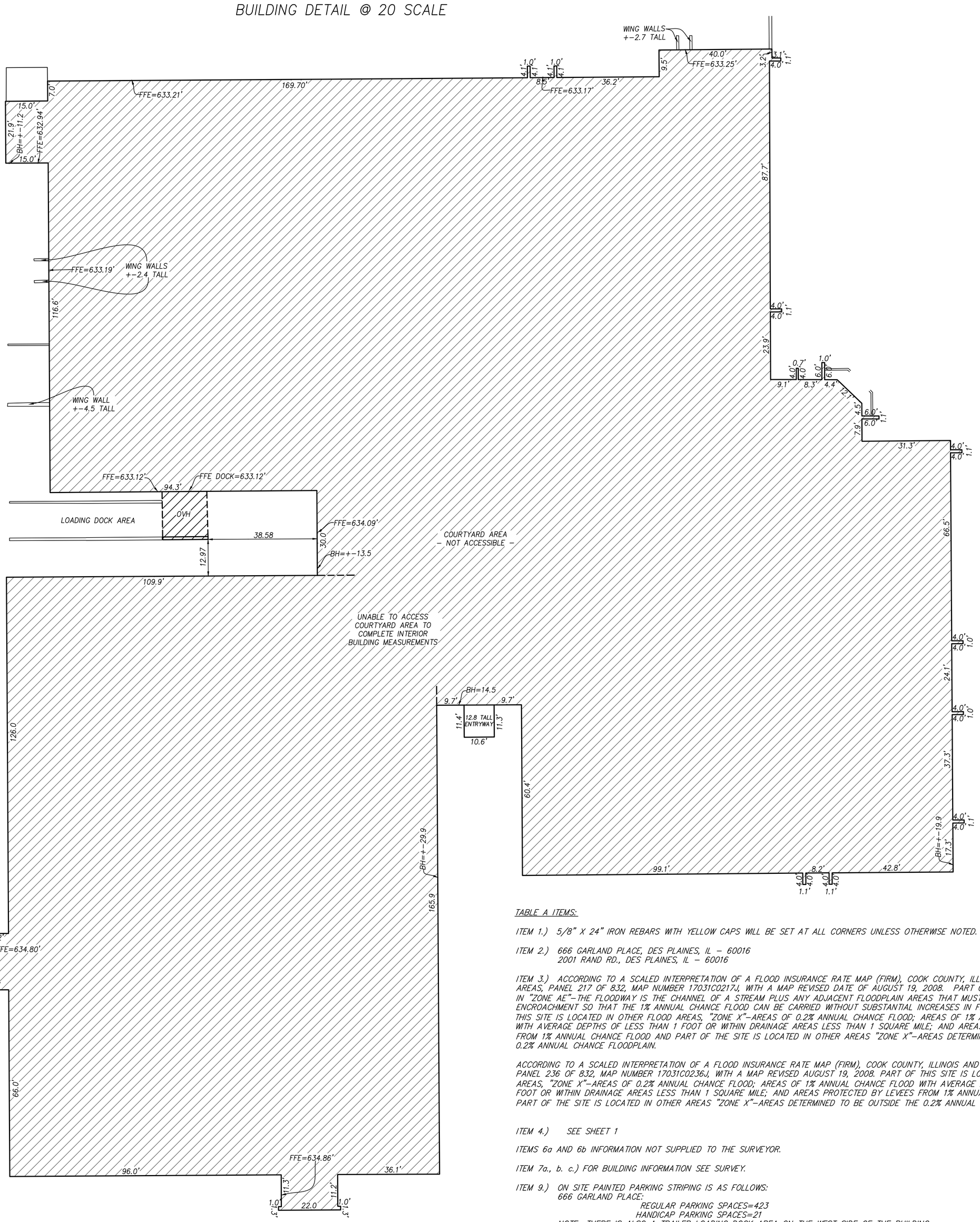
ALTA/NSPS LAND TITLE SURVEY

666 GARLAND PLACE
BUILDING DETAIL @ 20 SCALE



N

BASIS OF BEARINGS

ILLINOIS STATE PLANE
EAST ZONE 1201 (NAD 83)

TABLE A ITEMS:

ITEM 1.) 5/8" X 24" IRON REBARS WITH YELLOW CAPS WILL BE SET AT ALL CORNERS UNLESS OTHERWISE NOTED.

ITEM 2.) 666 GARLAND PLACE, DES PLAINES, IL - 60016
2001 RAND RD., DES PLAINES, IL - 60016

ITEM 3.) ACCORDING TO A SCALED INTERPRETATION OF A FLOOD INSURANCE RATE MAP (FIRM), COOK COUNTY, ILLINOIS AND INCORPORATED AREAS, PANEL 217 OF 832, MAP NUMBER 17031C0217J, WITH A MAP REVISED DATE OF AUGUST 19, 2008. PART OF THIS SITE IS LOCATED IN "ZONE AE"-THE FLOODWAY IS THE CHANNEL OF A STREAM PLUS ANY ADJACENT FLOODPLAIN AREAS THAT MUST BE KEPT FREE OF ENCROACHMENT SO THAT THE 1% ANNUAL CHANCE FLOOD CAN BE CARRIED WITHOUT SUBSTANTIAL INCREASES IN FLOOD HEIGHTS; PART OF THIS SITE IS LOCATED IN OTHER FLOOD AREAS, "ZONE X"-AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITHIN DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AND PART OF THE SITE IS LOCATED IN OTHER AREAS "ZONE X"-AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

ACCORDING TO A SCALED INTERPRETATION OF A FLOOD INSURANCE RATE MAP (FIRM), COOK COUNTY, ILLINOIS AND INCORPORATED AREAS, PANEL 236 OF 832, MAP NUMBER 17031C0236J, WITH A MAP REVISED AUGUST 19, 2008. PART OF THIS SITE IS LOCATED IN OTHER FLOOD AREAS, "ZONE X"-AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITHIN DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD AND PART OF THE SITE IS LOCATED IN OTHER AREAS "ZONE X"-AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

ITEM 4.) SEE SHEET 1

ITEMS 6a AND 6b INFORMATION NOT SUPPLIED TO THE SURVEYOR.

ITEM 7a., b. c.) FOR BUILDING INFORMATION SEE SURVEY.

ITEM 9.) ON SITE PAINTED PARKING STRIPING IS AS FOLLOWS:
666 GARLAND PLACE:
REGULAR PARKING SPACES=423
HANDICAP PARKING SPACES=21
NOTE: THERE IS ALSO A TRAILER LOADING DOCK AREA ON THE WEST SIDE OF THE BUILDING @ 666 GARLAND PLACE (SHOWN ON SURVEY).

2001 RAND RD.:
REGULAR PARKING SPACES=262
HANDICAP PARKING SPACES=3
UNDER-BUILDING REGULAR PARKING SPACES=52
UNDER-BUILDING HANDICAP PARKING SPACES=2

PARCEL 6:
REGULAR PARKING SPACES=25

TOTAL NUMBER OF REGULAR PARKING SPACES=710
TOTAL NUMBER OF HANDICAP PARKING SPACES=24

ITEM 16 AT THE TIME THE FIELD WORK WAS PERFORMED THE SURVEYOR DID NOT OBSERVE ANY EARTHWORK MOVING.

ITEM 17 THE SURVEYOR IS NOT AWARE OF ANY PROPOSED CHANGES ON THE RIGHT OF WAY LINES.

ITEM 20 THE SURVEYED PROPERTY SHOWN HEREON IS THE SAME PROPERTY LEGALLY DESCRIBED IN FIRST AMERICAN TITLE INSURANCE COMPANY TITLE COMMITMENT NO. NCS-1232026-CHI2 WITH AN EFFECTIVE DATE OF SEPTEMBER 2, 2024.

A. **PARCELS 5 AND 7 DO NOT ABUT THE RIGHT OF WAY LINE OF RAND ROAD AND PARCEL 6 DOES NOT ABUT THE RIGHT OF WAY OF MINER STREET.**

B. THE SURVEYOR HAS NO KNOWLEDGE OF ANY WETLANDS ON THE PROPERTY.

F. THE SURVEYOR DID NOT SURVEY ANY OF THE INTERIOR BUILDINGS.

SURVEYORS NOTES:
1. THERE ARE NO GAPS OR GORES BETWEEN PARCELS 1-9.
2. PARCELS 5 AND 7 DO NOT TOUCH THE RIGHT OF WAY LINE OF RAND ROAD AND PARCEL 6 DOES NOT TOUCH THE RIGHT OF WAY OF MINER STREET.

WITHOUT EXPRESSING AN OPINION AS TO OWNERSHIP THE FOLLOWING ARE POSSIBLE ENCROACHMENTS:

1. FENCE CORNER IS 0.71'S.
2. FENCE CORNER IS 0.44'S.
3. EDGE OF PAVEMENT CORNER IS 1.39'E. & 1.47'N.
4. FENCE CORNER IS 0.15'E. & 0.29'N.
5. FENCE CORNER IS 0.20'E.
6. FENCE CORNER IS 0.49'W. & 0.28'S.
7. FENCE CORNER IS 0.40'W. & 1.34'N.
8. FENCE CORNER IS 1.15'W.
9. FENCE CORNER IS 1.06'W.
10. FENCE CORNER IS 2.52'W. & 0.83'N.
11. FENCE LINE END IS 7.41'E. & 0.41'S.
12. FENCE CORNER IS 1.06'N.
13. FENCE LINE END IS 5.61'W. & 0.62'N.
14. FENCE LINE END IS 1.50'W. & 2.70'N.
15. FENCE LINE IS 1.36'N. & 2.18'W.

ENCROACHMENTS LIST OF AFFECTED PARCELS:

ENCROACHMENT#	AFFECTED PARCELS
1&2	PARCEL 1
3&4	PARCEL 5
5	PARCEL 6
6	PARCEL 4
7	PARCEL 5
8&9	PARCEL 5
10	PARCELS 5 & 7
11	PARCEL 7
12-15	PARCEL 3

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	ALTA/NSPS LAND TITLE SURVEY		
Date Prepared:	NOVEMBER 25, 2024		
Scale:	1" = 20'	Field Work:	TM,MR
		Prepared By:	SC,CC

REVISED 01-09-2025
REVISED 12-16-2024

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Illinois Professional Design Firm
License No. 184-003073 Exp. 4/30/25

H:\H\H387\S\Dwg\Alta\H387 Alta Survey.dwg

ALTA/NSPS LAND TITLE SURVEY

BASIS OF BEARINGS

ILLINOIS STATE PLANE
EAST ZONE 1201 (NAD 83)

PARCEL 1:

LOT 1 (EXCEPT THE NORTH 30 FEET THEREOF) AND ALL OF LOTS 2, 3 AND 4 IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY.

AND

THE WEST 1/2 OF THAT PORTION OF GARLAND AVENUE VACATED PURSUANT TO CITY OF DES PLAINES ORDINANCE M–15–01, RECORDED NOVEMBER 8, 2001 AS DOCUMENT 0011055197.

PARCEL 2:

LOT 10 IN LUEBBE'S RESUBDIVISION OF LOT 8 IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:

LOT 9 IN LUEBBE'S RESUBDIVISION OF LOT 8 IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 4:

THE NORTH 1/2 OF THAT PART OF LOT 169 IN ORIGINAL TOWN OF RAND WHICH IS NOW THE VILLAGE OF DES PLAINES: COMMENCING 233 FEET NORTH OF THE SOUTHEAST CORNER OF LOT 169, BEING 200 FEET NORTH OF THE NORTH LINE OF THE PUBLIC HIGHWAY; THENCE NORTHWESTERLY PARALLEL WITH THE NORTH LINE OF SAID HIGHWAY 250 FEET TO THE EAST LINE OF GARLAND AVENUE; THENCE NORTH ALONG A LINE PARALLEL WITH THE EAST LINE OF LOT 169; AND BEING THE EAST LINE OF GARLAND AVENUE, 100 FEET; THENCE SOUTHEASTERLY PARALLEL WITH THE NORTH LINE OF SAID HIGHWAY 250 FEET TO THE EAST LINE OF LOT 169; THENCE SOUTH ON THE EAST LINE OF LOT 169, 100 FEET TO THE PLACE OF BEGINNING IN SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 5:

PARCEL 5:

LOT 16 (EXCEPT THE EASTERLY 25 FEET AND EXCEPT THE NORTHERLY 17 FEET THEREOF) IN GARLAND DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 6:

(EXCEPT THE SOUTH 17 FEET THEREOF), THE WEST 57 FEET OF LOT 18 (EXCEPT THAT PART THEREOF FALLING IN THE WESTERLY 5 FEET OF LOT 3 IN AHBE SUBDIVISION OF PART OF SECTIONS 16 AND 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN), IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/4 OF SECTIONS 16 AND 21, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 7:

LOT 10 (EXCEPT THE NORTH 17 FEET THEREOF) IN GARLAND'S DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1914 AS DOCUMENT 5452159 IN BOOK 129 OF PLATS, PAGE 10, IN COOK COUNTY, ILLINOIS.

PARCEL 8:

THE NORTH 100 FEET OF THE SOUTH 205 FEET OF LOT 9; ALSO LOT 9 (EXCEPT THE SOUTH 205 FEET THEREOF) IN GARLAND DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 8, 1914 AS DOCUMENT 5452159, IN COOK COUNTY, ILLINOIS.

AND

THE EAST 1/2 OF THAT PORTION OF GARLAND AVENUE VACATED PURSUANT TO CITY OF DES PLAINES ORDINANCE M–15–01, RECORDED NOVEMBER 8, 2001 AS DOCUMENT 0011055197.

PARCEL 9:

THE SOUTH 50 FEET OF THE SOUTH 100 FEET OF LOT 4 IN L. HODGES SUBDIVISION OF PART OF SECTIONS 16 AND 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 19, 1872 IN BOOK 1 OF PLAT'S, ON PAGE 96 AS DOCUMENT 50684, IN COOK COUNTY, ILLINOIS.

AND

THE NORTH 50 FEET OF THE SOUTH 100 FEET OF LOT 4 IN L HODGES' SUBDIVISION OF PART OF SECTIONS 16 AND 17, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 19, 1872 IN BOOK 1 OF PLAT'S, ON PAGE 96 AS DOCUMENT 50684, IN COOK COUNTY, ILLINOIS.

AND

THE NORTH 30 FEET OF LOT 1 IN GARLAND DIVISION OF LAND IN THE SOUTH 1/2 OF THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AS DOCUMENT 5452159, IN COOK COUNTY, ILLINOIS.

EXCEPT THEREFROM THAT PART DESCRIBED AS FOLLOWS:

THAT PART OF THE NORTH 30.0 FEET OF LOT 1 IN GARLAND DIVISION OF LAND IN THE SOUTH HALF OF THE SOUTH HALF OF SECTION 16, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, TOGETHER WITH PART OF THE SOUTH 100 FEET OF LOT 4 IN L HODGES SUBDIVISION OF PART OF SECTIONS 16 AND 17 TOWNSHIP AND RANGE AFORESAID DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTH EAST CORNER, OF LOT 1 AFORESAID; THENCE SOUTH 22 DEGREES 05 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF LOT 1 (BEING THE WEST LINE OF RAND ROAD AS DEPICTED ON DOCUMENT NUMBER 11698698 RECORDED OCTOBER 25, 1935 FOR A DISTANCE OF 32.02 FEET TO THE SOUTH LINE OF THE NORTH 30.0 FEET OF SAID LOT 1; THENCE SOUTH 88 DEGREES 23 MINUTES 20 SECONDS WEST ALONG SAID LINE 224.15 FEET TO THE POINT OF BEGINNING; THENCE NORTH 22 DEGREES 05 MINUTES 00 SECONDS WEST 66.58 FEET; THENCE NORTH 51 DEGREES 57 MINUTES 42 SECONDS EAST 72.41 FEET; THENCE NORTH 56 DEGREES 09 MINUTES 32 SECONDS EAST 46.18 FEET TO THE NORTH LINE OF THE SOUTH 100 FEET OF LOT 4 AFORESAID; THENCE SOUTH 88 DEGREES 23 MINUTES 20 SECONDS WEST ALONG SAID LINE, 513.20 FEET TO THE WEST LINE OF LOT 4 AS MONUMENTED AND OCCUPIED; THENCE SOUTH 01 DEGREES 03 MINUTES 53 SECONDS EAST ALONG SAID WEST LINE 4.42 FEET TO A BEND THEREIN; THENCE SOUTH 17 DEGREES 19 MINUTES 53 SECONDS EAST ALONG SAID WEST LINE 47.28 FEET TO THE NORTH LINE OF LOT 1 AFORESAID; THENCE SOUTH 88 DEGREES 23 MINUTES 20 SECONDS WEST ALONG SAID NORTH LINE 29.97 FEET TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH 09 DEGREES 42 MINUTES 16 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 1 30.30 FEET TO THE SOUTH LINE OF THE NORTH 30.0 FEET OF SAID LOT 1; THENCE NORTH 88 DEGREES 23 MINUTES 20 SECONDS EAST ALONG SAID LINE OF THE NORTH 30.0 FEET OF LOT 1 AFORESAID 447.58 FEET TO THE POINT BEGINNING, IN COOK COUNTY, ILLINOIS

THIS ALTA/NSPS LAND TITLE SURVEY WAS PREPARED WITH THE BENEFIT OF A COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NUMBER NCS–1232026–CHI2 WITH A COMMITMENT DATE OF SEPTEMBER 2, 2024

SCHEDULE B, PART II – EXCEPTIONS

21. GRANT OF PERMANENT EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED NOVEMBER 8, 2001 AS DOCUMENT 0011055200, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

22. GRANT OF PERMANENT EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED NOVEMBER 8, 2001 AS DOCUMENT 0011055199, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

23. GRANT OF PERMANENT EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED SEPTEMBER 28, 2004 AS DOCUMENT 0427244068, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

24. GRANT OF TEMPORARY EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED SEPTEMBER 28, 2004 AS DOCUMENT 0427244069, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

25. GRANT OF TEMPORARY EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED SEPTEMBER 28, 2004 AS DOCUMENT 0427244070, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

26. GRANT OF TEMPORARY EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED SEPTEMBER 28, 2004 AS DOCUMENT 0427244071, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

27. GRANT OF EASEMENT IN FAVOR OF THE CITY OF DES PLAINES, RECORDED OCTOBER 19, 2007 AS DOCUMENT 0729260059, AND THE TERMS AND CONDITIONS THEREOF.
(AFFECTS PROPERTY, PLOTTED ON SURVEY)

Survey No.:	H387		
Ordered By.:	LOGISTICS PROPERTY COMPANY		
Description:	ALTA/NSPS LAND TITLE SURVEY		
Date Prepared:	NOVEMBER 25, 2024		
Scale:	1" = N/A	Field Work:	TM,MR
		Prepared By:	SC,CC

REVISED 12–16–2024

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License No. 184-003073 Exp. 4/30/25

H:\H\H387\S\Dwg\Alta\H387 Alta Survey.dwg

Map Amendment Standards Response

City Response: 2019 Comprehensive Plan Future land use map designates the subject property as Commercial intended to be commercial retail/office/service uses, not the wide range of uses intended within the proposed M-2 zoning district, especially at this primarily bucolic and medium intensity City gateway.

AND

City Response: The M-2 district list of permitted/conditional uses is broad and includes many potentially disruptive land uses with high likelihood of causing negative external impacts on adjacent residential uses and sensitive commercially developed properties.

Petitioner Responses:

Keeping the area to the East of Garland Place (Proposed Lot 2) zoned as C-2 should ameliorate most concerns about the wide range of uses along Rand Road and Miner Street, as the new M-2 district would only abut a small portion of Rand Road (and will be adequately screened). The Miner Street gateway to Downtown Des Plaines will remain unchanged. Based on its current and prior use, the site and surrounding roads should see less total traffic and congestion, making entry into the City quicker and more efficient (see enclosed traffic study).

Changing the zoning on Proposed Lot 1 to M-2 will create a logical and continuous industrial sector from the group of industrial buildings near 1846 Miner Street, across Miner Street, along Busse Hwy and South to the railroad tracks. The Petitioner is marketing the property primarily to light industrial and warehousing type users, rather than some of the more intensive uses in the M-2 zoning code (nor is the building designed for such intensive uses). Keeping the C-2 district commercial along Rand Road (Proposed Lot 2) will also retain the bucolic nature of the area by limiting negative external impacts of potential M-2 uses, preserving and updating original landscaping/trees, and creating a green space where an otherwise vacant office building would remain.

As per the language of the document itself, the Comprehensive Plan is a flexible policy guide, not a zoning mandate. “This plan should be flexible and able to adapt to change.” The Plan also states it should adapt to economic shifts and be reviewed every 5 years (the

current plan was implemented in 2019). We're at the tail end of the current Plan's timeline which must reflect evolving needs.

Rather than having a vacant office building marking the City gateway, the Petitioner is proposing a contemporary design with architectural and landscape design that elevates the current appearance of the corridor. This also aligns with the Plan's suggestion to "consider establishing industrial design standards and complementary incentives."

Chapter 3 of the Plan also explicitly encourages revitalizing underutilized parcels, promoting "commercial/industrial flex districts," and redeveloping through parcel assembly, beautification, and stormwater improvements, all of which Petitioner's plan directly implements. The Plan also encourages intensifying use of shallow/deep irregular parcels and consolidating smaller parcels into productive tax-generating development. The proposed project will be combining 13 PINs into two (2) and proposing over $2 million in added tax value.

City Response: There is no discussion of the potential character change of the immediate surrounding neighborhood with the change from C-2 to M-2 and the dramatic difference between the permitted/conditional uses in the medium intensity commercial C-2 district and the high intensity manufacturing M-2 district.

Petitioner Response: The neighborhood already includes a patchwork of M-2, C-3, C-2, and residential, and is a transitional area by nature. The proposed zoning simply makes the Western portion contiguous with existing industrial to the south. Rather than introducing a new character, Petitioner is continuing and improving one that's already present, while consolidating parcels and reducing blight.

Petitioners are not simply adding a warehouse, but also implementing stormwater detention ponds, ornamental trees, fencing and perimeter landscaping which will complement the bucolic nature of the area. Please note that the current office building is directly attached to Garland Place which will NOT be the case with the new proposed facility, thus reducing congestion, noise, etc. The Applicant is also dedicating the right of way for the future implementation of a cul-de-sac, which will further benefit movement in the area.

Maintaining the East as C-2 preserves the front-facing character, keeping Rand Road 'gateway' intact. The industrial use is set back, behind a buffer, minimizing the impact to drivers, pedestrians, and neighboring uses.

Factoring in our revised numbers, the total block would be about 60% M-2 and 40% C-2/C-3, with our specific project only representing about 37% of the block (which is similar to the percentage of total commercial)

City Response: There is too much focus on this specific development to the determent of the significant land use intensity change and potential external impact especially regarding potential 24 hour operations adjacent to residential uses. This is an external impact that does not exist under the existing C-2 zoning.

Petitioner Response: This is not simply a theoretical rezoning, Petitioner has a site specific plan with evidence as to impact. Petitioner is not seeking an open-ended M-2 zone for unpredictable future uses, instead they are proposing a single facility with limited traffic impact, daytime hours and extensive landscaping buffers.

In general, the current commercial zoning allows for uses with far more daily traffic than what proposed. A C-2 use could support hotels, libraries, government facilities, a post office, a college/university, restaurants, brewpubs, indoor recreation facilities, dance/music studios, taverns, and high-turnover retail – all of which could result in hundreds or thousands of cars per day, as compared to a single industrial user with consistent, predictable and controlled truck and vehicle access. Many of these commercial uses could also be operational 24/7 (hotels, college/universities, some libraries, some retail stores, etc.)

City Response: Immediate neighborhood existing character is intended to be C-2 zoning permitted/conditional uses and site development. The proposed M-2 zoning would change the character to manufacturing resulting in a effective wholesale change to the existing and intended character under the 2019 Comprehensive Plan, especially when experiencing the neighborhood along the Rand Road frontage. The below indicates the percentage change of existing zoning to proposed zoning and its effect on the immediate neighborhood's character:

The M-2 zoned/developed property at 1846 Miner St (Precision Instruments) is a long existing, legacy moderate intensity industrial property that is ~9.9% of the entire immediate neighborhood between Rand/Miner/Des Plaines River.

Rand/Miner/Des Plaines River block = 33.43 acres (should be 33.65 according to calcs)
Existing C-2 zoning = 25 acres (74.8%)
Existing C-3 zoning = 0.65 acres (2%)

Existing M-2 zoning = 4.5 acres (13.5%)
Existing 1846 Miner - zoned M-2 = 3.5 acres (9.9%)
Subject property = 18 acres (53.8%) of immediate block/neighborhood

Petitioner Response: As per the language of the document, the Comprehensive Plan is a flexible policy guide, not a zoning mandate. "This plan should be flexible and able to adapt to change." The Plan also states it should adapt to economic shifts and be reviewed every 5 years (the current plan was implemented in 2019). We're at the tail end of the current Plan's timeline which must reflect evolving needs.

Factoring in our revised numbers, the total block would be about 60% M-2 and 40% C-2/C-3, with our specific project only representing about 37% of the block (which is similar to the percentage of total commercial)

Attachment 3

Traffic Impact Study

Proposed Warehouse Building

666 Garland Place

Des Plaines, Illinois

April 15, 2025

Prepared For:

LPC Acquisition Company , LLC
A Delaware Limited Liability Company
One North Wacker Drive
Suite 1925
Chicago, IL 60606

Prepared by:

Dan Brinkman, P.E., PTOE

David Westergreen, EI

GHA GEWALT HAMILTON ASSOCIATES, INC.

Part I. Introduction and Project Context

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the proposed Logistics / Warehouse building to be constructed at 666 Garland Place to replace two existing office buildings which will be demolished. The approximately 16.5-acre subject site is located on the west side of Rand Road north of the Dempster Street intersection and south of the Ballard Road intersection in Des Plaines, Illinois. Per the April 15, 2025 Overall Site Plan, prepared by Jacob & Hefner Associates, LPC Acquisitions, LLC is proposing to construct a single 158,692 square foot building with two full movement accesses to Rand Road west of Garland Place. The balance of the former office site will remain vacant for a future development. Through a combination of internal operations and signage, semi-trucks will be limited to using the north full-movement access. The remaining full-movement access on Rand Road will be primarily for passenger vehicles.

The following summarizes our findings and provides various recommendations for your consideration. *Appendices* referenced are in the Technical Addendum at the end of this document.

Part II. Background Information

Site Location Map and Roadway Inventory

Exhibit 1 provides a site location map. The existing traffic operations in the site area are illustrated on ***Exhibit 2***. ***Appendix A*** provides a photo inventory of operations along the site frontage. Pertinent comments to the adjacent roadways include:

Rand Road

- Rand Road is generally an east-west Minor Arterial under the jurisdiction of the Illinois Department of Transportation (IDOT) in the site vicinity, but turns and approaches Dempster Street and Ballard Road as a north-south Minor Arterial.
- Along the site frontage, Rand Road provides two travel lanes in each direction separated by a painted "double yellow" median that open up into a wide (±20-foot) mountable raised median to the south as Rand Road approaches Dempster Street.
- Rand Road has a posted speed limit of 40 miles per hour (mph) in the vicinity of the site.
- Separate northbound and southbound left turn lanes are provided at the signalized intersection with Dempster Street as are right turn flared lanes capable of accommodating a single vehicle.
- A southbound left turn lane is provided at the signalized intersection with Ballard Road.
- The Annual Average Daily Traffic (AADT), year 2023, on Rand Road was 23,500 vehicles per day in the site vicinity.

Dempster Street/Miner Street

- Dempster Street/Miner Street is an east-west Minor Arterial under the jurisdiction of the Illinois Department of Transportation (IDOT). It is known as Miner Street to the west of the Rand Road intersection, and Dempster Street to the east.
- Miner Street provides two travel lanes in each direction west of Rand Road separated by a wide (±16-foot) painted median that tapers down to a painted "double yellow" median west of the Miner Street intersection with Garland Place.
- At Rand Road, Miner Street provides an eastbound dedicated left turn lane, and a channelized right-turn lane. Dempster Street's approach to the east also provides a dedicated westbound left-turn lane.

- In lieu of a dedicated right-turn lane, Dempster Street provides a ramp combined with the merge onto I-294 southbound that vehicles may turn onto to make a westbound right turn onto Rand Road.
- Miner Street has a posted speed limit of 35 mph.
- The Annual Average Daily Traffic (AADT), year 2023, on Miner Street was 14,100 vehicles west of the Rand Road intersection.

Ballard Road

- Ballard Road is a Major Collector under the jurisdiction of IDOT that terminates at it's signalized intersection with Rand Road, just to the northwest of the site.
- Ballard Road provides one travel lane in each direction, and widens to provide a right and left turn lane on approach to Rand Road.
- Ballard Road has a posted speed limit of 40 mph.
- The Annual Average Daily Traffic (AADT), year 2023, on Ballard Road approaching Rand Road was 11,000 vehicles per day.

Garland Place

- Garland Place is a Local Roadway under the jurisdiction of the City of Des Plaines that terminates at it's intersection with Miner Street and currently provides access to the existing office buildings on site.
- Garland Place provides one travel lane in each direction, and a shared left and right turn lane at it's intersection with Miner Street.
- Garland Place includes residential housing on both sides of the street between the Miner Street intersection and the site accesses in the existing condition.
- Garland Place has a posted speed limit of 25 mph.
- No historical annual average traffic data is available for Garland Place.

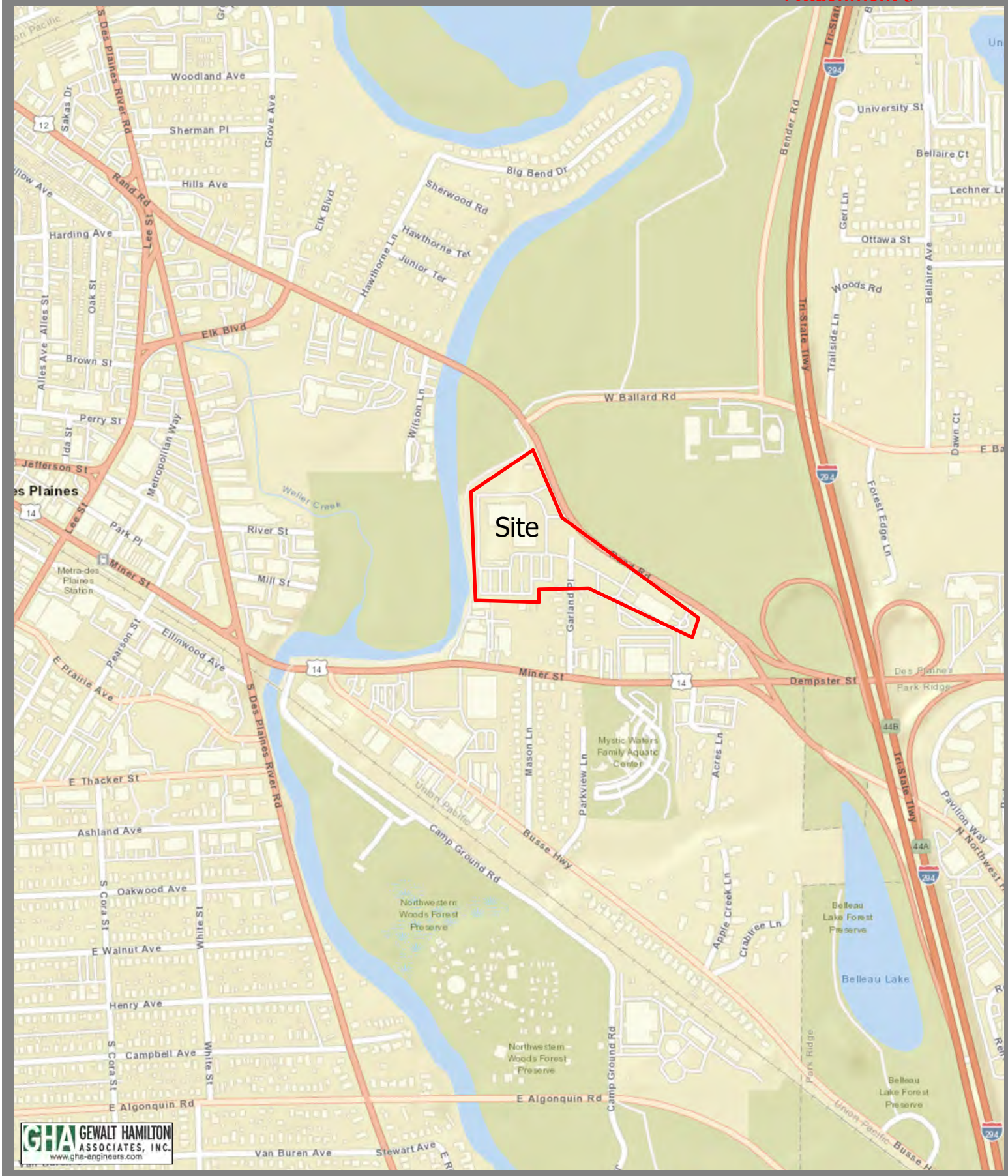
Pedestrian Facilities

- A sidewalk is generally provided along the west side of Rand Road between the Ballard Road and Dempster Street intersections with a short gap just south of the subject site.
- Sidewalk is provided along both sides of Miner Street. Marked midblock crossings are provided approximately 250-ft west and 280-ft east of the Garland Place intersection.
- Crosswalks and pedestrian signals are provided on the west and south legs of the Rand Road at Dempster Street intersection.
- The Des Plaines River Trail crosses the north leg of the Rand Road and Ballard Road intersection.

Transit

- Pace Route 209 runs north along Rand Road south of Dempster/Miner Street and turns west on Miner. Route 250 runs east-west along Dempster/Miner Street. The PACE PULSE route 101 also runs east-west on Dempster/Miner Street according to the PACE website www.pacebus.com .

Attachment 3



GHA GEWALT HAMILTON ASSOCIATES, INC.
www.gha-engineers.com

N

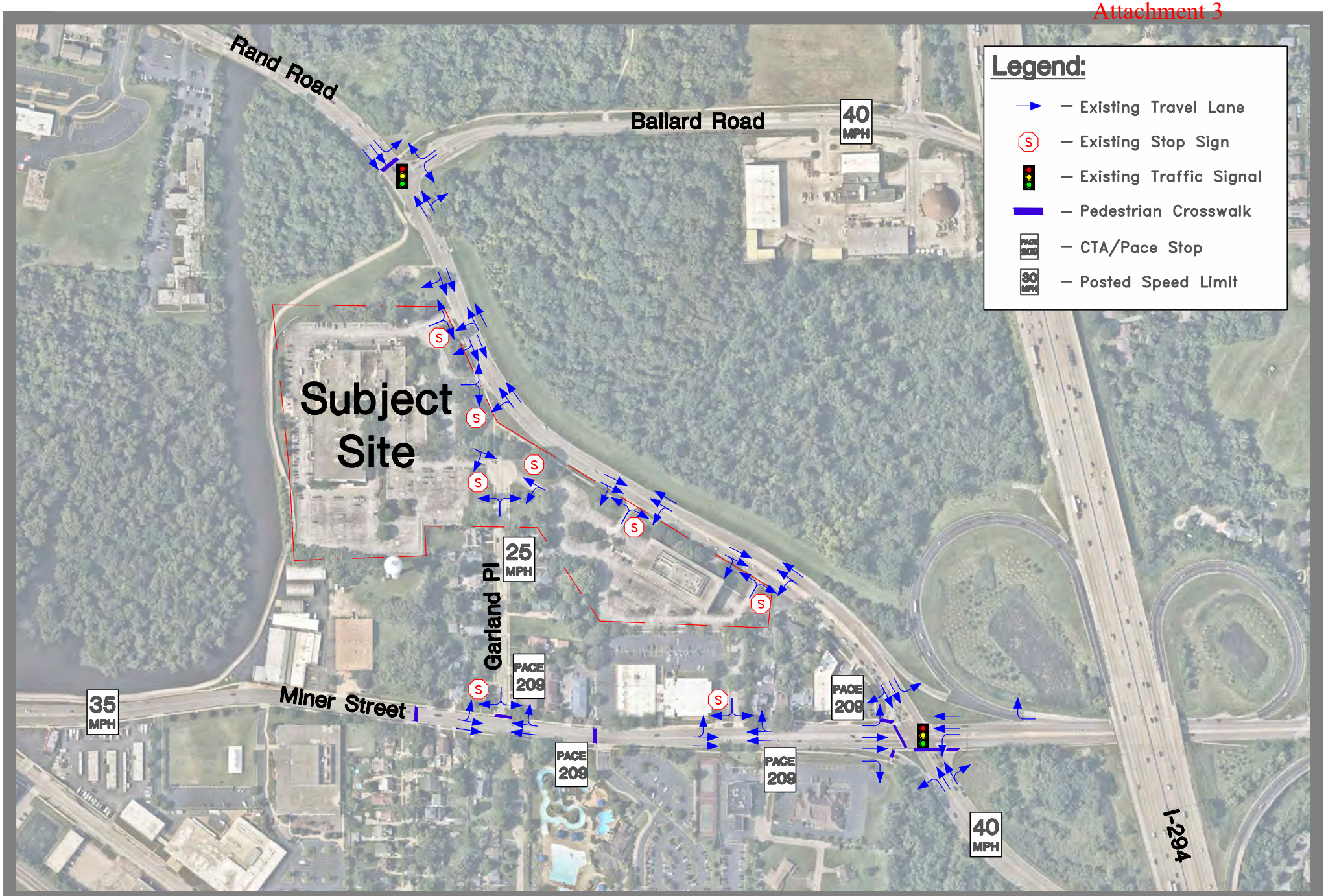
1 inch = 1,000 Feet

Exhibit 1 - Location Map

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

Map Center: 87.87714°W 42.03976°N

Attachment 3



GHA GEWALT HAMILTON ASSOCIATES, INC.

N

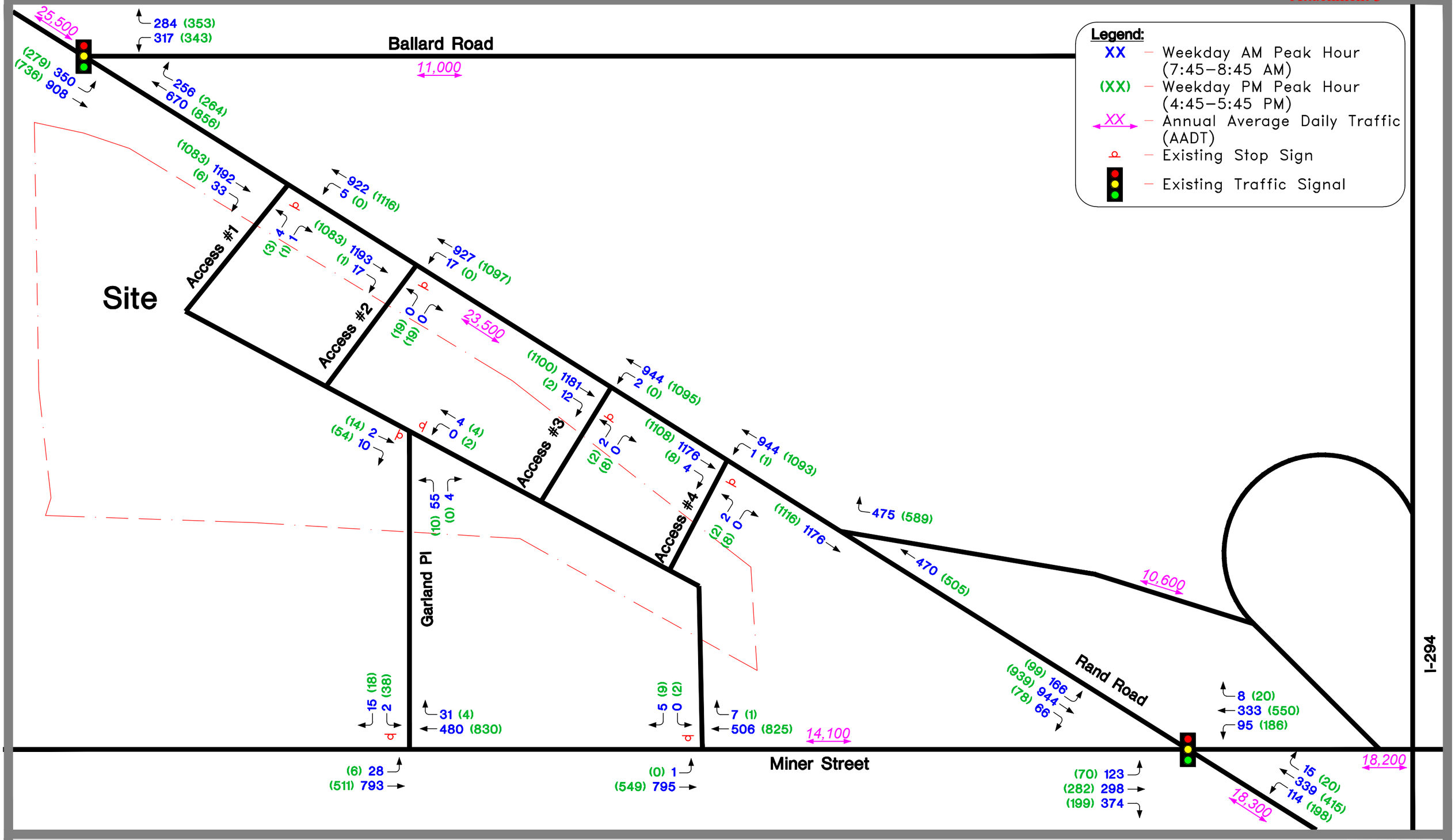
Not to Scale

Exhibit 2
Existing Traffic Operations

Existing Traffic

Exhibits 3A & 3B summarize the existing weekday morning and evening peak hour traffic volume of all traffic and semi-truck traffic respectively. Peak period traffic turning movement counts were conducted by GHA on Tuesday, October 15, 2024, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at the Rand Road intersection with Ballard Road, the four existing Rand Road driveways, the Rand Road intersection with Dempster / Miner Street, the site driveway on Miner Street, the Miner Street intersection with Garland Place and the two site driveways on Garland Place. The observed weekday morning and evening peak hours generally occurred from 7:45 to 8:45 AM, and 4:45 to 5:45 PM respectively. *Exhibit 3A* also provides the AADT (24-hour volume) along Rand Road, Ballard Road and Dempster/Miner Street as published by IDOT on their website: www.gettingaroundillinois.com.

No unusual activities (e.g., roadway construction, or inclement weather) were observed during our counts that would be expected to impact traffic volumes or travel patterns in the vicinity. Summaries of the 2024 existing traffic counts can be found in ***Appendix B***.



GHA GEWALT HAMILTON ASSOCIATES, INC.

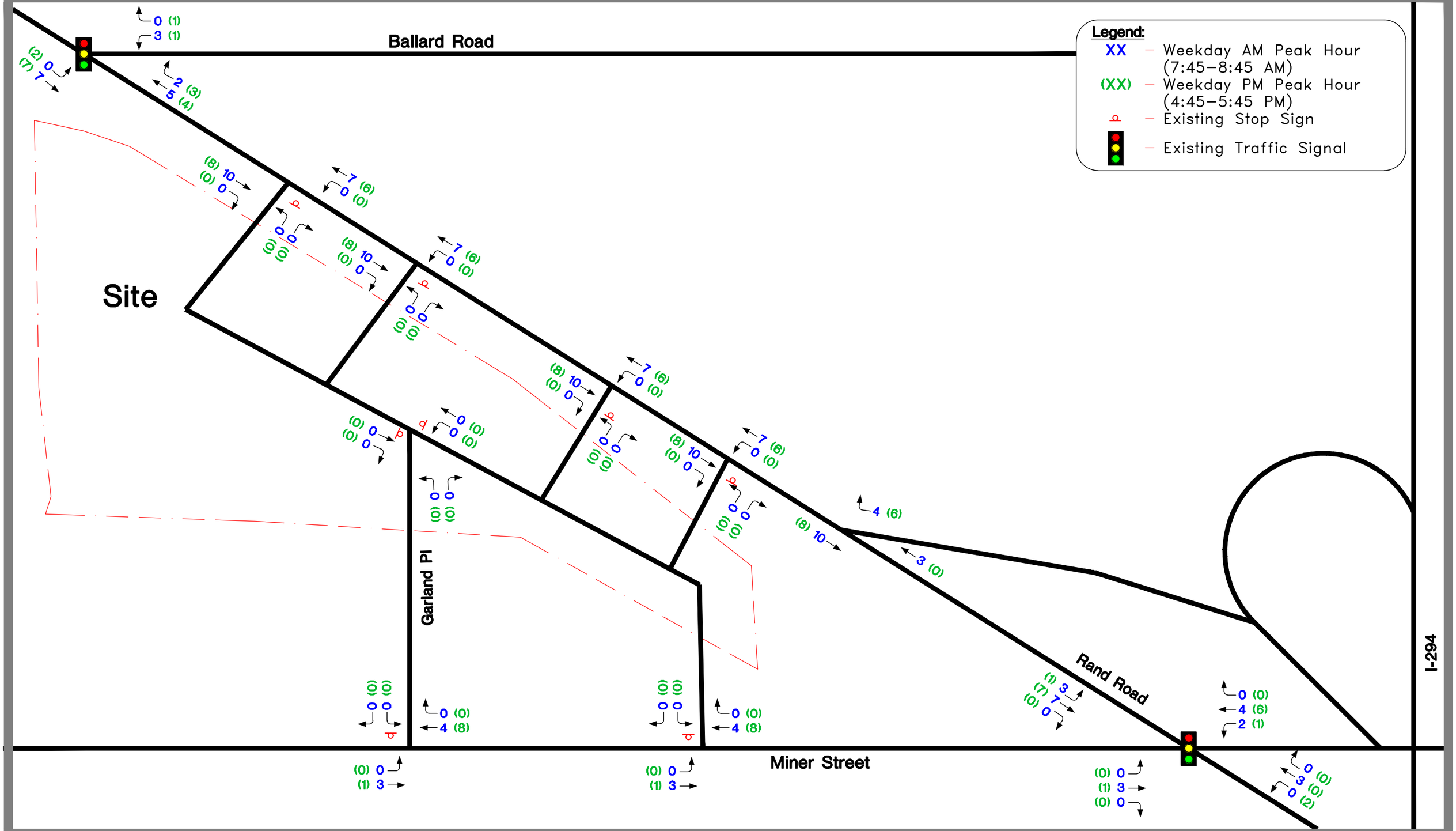
N

Not to Scale

Exhibit 3A

Existing Traffic - All Vehicles

Sources: 1) GHA October 2024 2) IDOT 2023 AADT



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Not to Scale

Exhibit 3B

Existing Traffic - Trucks Only

Sources: 1) GHA October 2024 2) IDOT 2023 AADT

Crash Analysis

Crash data was obtained from the IDOT Division of Transportation and Safety for the last five calendar years, 2019 through 2023. A summary of the crash data is provided in ***Table 1*** with the locations mapped on the exhibit contained in ***Appendix C***.

Table 1: Crash Summary (2019-2023)

Location	No. of Crashes	PD	Severity[A]			F	Crash Type[B]									Percent Wet / Icy
			A	B	C		A	FO	FTF	FTR	SS	T	PED	BIKE	O	
Intersections (Crashes within 250 ft of Intersection)																
Rand Road at Ballard Road	38	30	0	4	4	0	1	3	1	17	2	6	0	1	7	13%
Rand Road at Access 1	2	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0%
Rand Road at Access 2	4	4	0	0	0	0	0	1	0	2	0	1	0	0	0	25%
Rand Road at Access 3	3	3	0	0	0	0	0	0	0	2	0	0	0	0	1	0%
Rand Road at Access 4	6	5	0	0	1	0	0	0	0	3	2	0	0	0	1	0%
Rand Road at Right-Turn Ramp	7	7	0	0	0	0	0	0	0	2	1	3	0	0	1	14%
Rand Road at Dempster Street	66	46	1	12	7	0	5	2	0	20	5	34	0	0	0	24%
Miner Street at Wheels Access	3	2	0	1	0	0	0	1	0	1	1	0	0	0	0	67%
Miner Street at Garland Place	7	6	0	1	0	0	0	2	0	3	0	1	0	0	1	14%
Total =	136	105	1	18	12	0	6	9	1	50	11	46	0	1	12	19%

[A] PD=Property Damage Only, A=Type A (incapacitating injury), B=Type B (non-incapacitating injury), C=Type C (possible injury), F= Fatal Injury

[B] A=Angle, FO=Fixed Object, FTF=Front-to-Front, FTR=Front-to-Rear, SSD=Sideswipe Same Direction, T=Turning, PED=Pedestrian, BIKE=Pedacyclist, O=Other

As shown in Table 1, the intersection of Rand Road and Dempster Street experienced the highest number of crashes within the study area over the five-year analyses period, with an average of approximately 13 crashes per year. Approximately 70 percent (46 of 66) of the crashes involved property damage only and approximately 52 percent (34 of 66) were turning crashes. The lone Type-A crash that occurred during the study period happened at this intersection as a turning crash under dark, clear conditions in 2019.

Additionally, the intersection of Rand Road and Ballard Road experienced the next highest number of crashes with an average of approximately 7-8 crashes per year. Approximately 79 percent (30 of 38) of the crashes at this intersection involved property damage only and nearly half (approximately 45 percent) were front-to-rear crashes. One pedalcyclist crash occurred at this intersection, a Type-B injury crash under clear, daylight conditions in 2020.

The Miner Street and Garland Place intersection experienced the next highest number of crashes, with approximately 1 crash per year, and 7 total crashes. Approximately 86 percent (6 of 7) of the crashes at this intersection involved property damage only and nearly half (approximately 43 percent) were front-to-rear crashes.

The Rand Road at Right-Turn Ramp intersection experienced the same number of crashes as Miner Street at Garland Place, with approximately 1 crash per year, and 7 total crashes. All of the crashes at this intersection involved property damage only and nearly half (approximately 43 percent) were turning crashes.
The Rand Road at Access #4 intersection experienced the next highest number of crashes, with approximately 1 crash per year, and 6 total crashes. Approximately 83 percent (5 of 6) of the crashes at this intersection involved property damage only and half (50 percent) were front-to-rear crashes.

The Rand Road at Access #2 intersection experienced the next highest number of crashes, with approximately 1 crash per year, and 4 total crashes. All of the crashes at this intersection involved property damage only and half (50 percent) were front-to-rear crashes.

The Rand Road at Access #3 intersection experienced the next highest number of crashes, with approximately 1 crash every other year, and 3 total crashes. All of the crashes at this intersection involved property damage only and two-thirds (67 percent) were front-to-rear crashes.

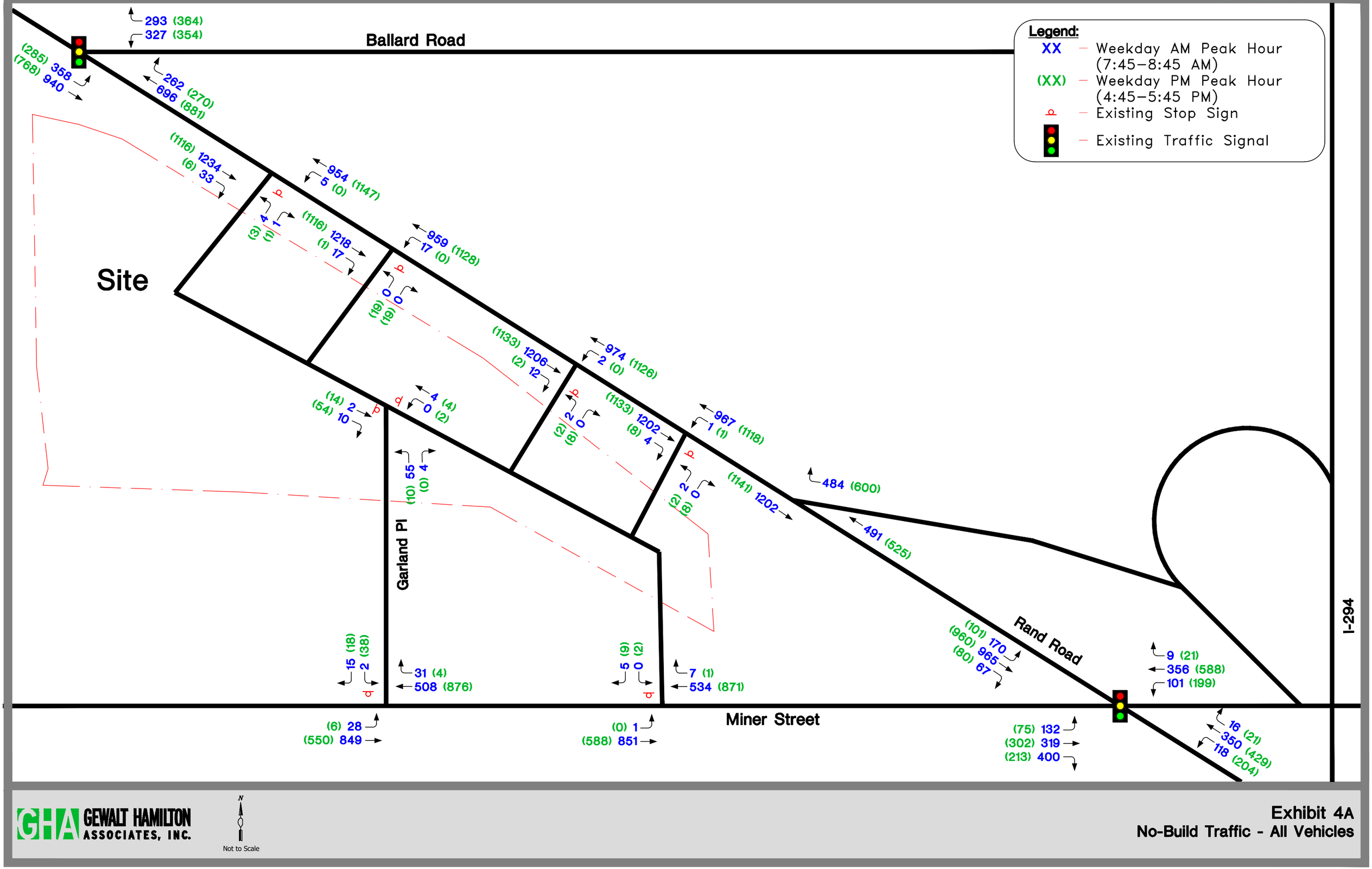
The Miner Street intersection with the Wheels Access also experienced approximately 1 crash every other year, and 3 total crashes. Two-thirds (67 percent) crashes at this intersection involved property damage only and included an angle crash, a front-to-rear crash, and a sideswipe.

Finally, the intersection that experienced the fewest crashes during the study period was the Rand Road intersection with Access 1, with two total crashes that were both property damage only.

There was only one crash that involved pedestrians or bicyclists in the study area, being the aforementioned Type-B Injury crash that occurred at the intersection between Rand Road and Ballard Road.

No-Build Traffic

Traffic growth in the area is a function of expected land development in the region. Future traffic volume conditions were developed for the year 2031, build-out year of the development (year 2026) plus five years. Based on a review of historical traffic volumes and the Chicago Metropolitan Agency for Planning (CMAP) 2050 projections (see ***Appendix D***), traffic volumes along the roadways surrounding the site are assumed to experience an overall annual compounded growth rate of between 0.27% and 0.84% per year. Accordingly, the 2031 No-Build peak hour traffic volumes (see ***Exhibits 4A & 4B***) were developed by applying the predicted growth rates to the existing traffic.



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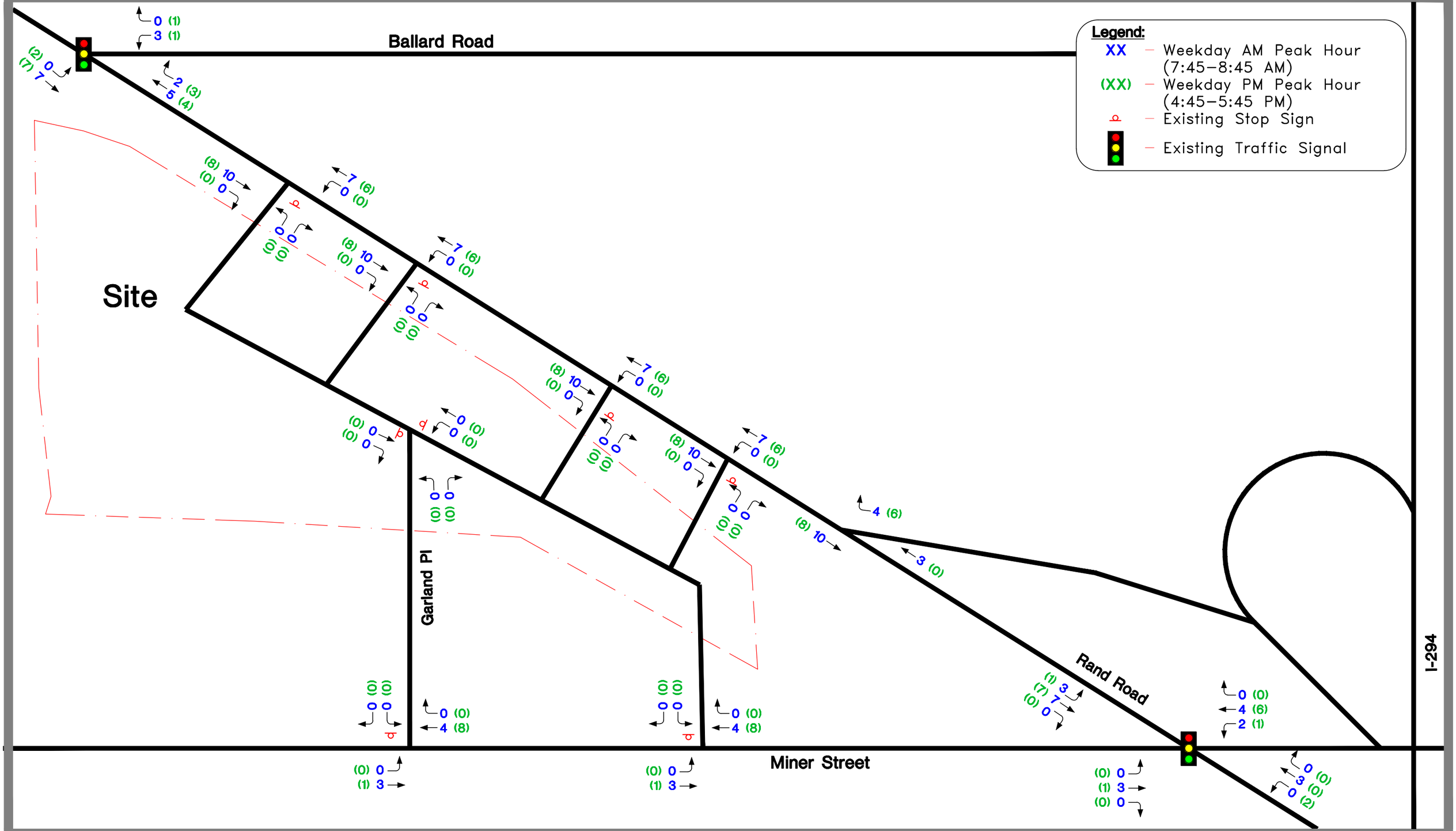
Not to Scale

Exhibit 4A
No-Build Traffic - All Vehicles



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Not to Scale

Exhibit 4B
No-Build Traffic - Trucks Only

Part III. Traffic Evaluation

Future Site Characteristics

Proposed Development Plan

LPC Acquisitions, LLC proposes to demolish the two existing office buildings located at 666 Garland Place and construct a single 158,692 square foot warehouse facility on the approximately 16-acre subject site located on the west side of Rand Road, north of the Dempster Street intersection and south of the Ballard Road intersection in Des Plaines, Illinois. Two of the existing accesses onto Rand Road are anticipated to remain in place, and the two easternmost drives are proposed to be removed. The existing access onto Garland Place and the access to Miner Street are both proposed to be removed. Through a combination of internal operations and signage, semi-trucks will be limited to using only the east full-movement access. The remaining full-movement access on Rand Road will be primarily for passenger vehicles.

The April 15, 2025, Overall Site Plan is provided in ***Appendix E***.

Trip Generation

Table 2 summarizes the traffic generation calculations for the proposed development. Trip generation rates published by the Institute of Transportation Engineers (ITE) in the 11th Edition of the Manual *Trip Generation* were used to determine the anticipated traffic generated by the proposed development and compare to the existing development. As can be seen in ***Table 2*** the existing offices see approximately 65% as many trips as the expected ITE Data for a typical general office building of approximately 180,000 square feet. The proposed warehouse development is expected to generate approximately 46 trips (combined inbound and outbound) during the morning Peak Hour, 51 trips during the afternoon peak hour, and 388 trips (again inbound and outbound total) in a 24-hour period. These trips are the combined truck and passenger vehicle trips and are significantly fewer trips than the office building would have been expected to generate at full occupancy. In our experience, higher truck volumes are observed outside of the traditional street peak hours as OTR drivers desire to avoid "rush hour" traffic. ITE provides an hourly estimate of trip distribution for Land Use 150 which is included in ***Appendix F.***

Table 2: Trip Generation Calculations

Land Use	Size		ITE Code	Vehicle Type	Weekday Peak Hours						Daily		
					Morning 7:45-8:45 AM			Evening 4:45-5:45 PM					
					In	Out	Sum	In	Out	Sum	In	Out	Sum
Existing offices													
Observed Oct 2024	180	KSF	710	All	158	24	182	29	129	158	-	-	-
Per ITE Data	180	KSF	710	All	245	33	278	46	224	270	976	976	1,952
Proposed Warehouse													
Warehouse	160	KSF	150	P & SU	33	10	43	13	33	46	146	146	292
				Trucks	2	1	3	3	2	5	48	48	96
New Trips					**35**	**11**	**46**	**16**	**35**	**51**	**194**	**194**	**388**

Sources:ITE Trip Generation Manual, 11th Edition - See Appendix F

Trip Distribution

Table 3 provides the anticipated distribution of site traffic. This was based on existing site travel patterns, and the operational characteristics of the adjacent street system, including the proximity to the I-294 interchange to the south and east.

Table 3: Trip Distribution

Route & Direction	Percent Route To/From Site		Percent Route To/From Site	
	Passenger Cars		Trucks	
Rand Road	Arrive	Depart	Arrive	Depart
North of Ballard Road	25%	25%	10%	10%
South of Miner Street/Dempster Street	15%	15%	30%	35%
Miner Street/Dempster Street				
East of Rand Road	25%	25%	35%	30%
West of Rand Road	25%	25%	20%	20%
Ballard Road				
East of Rand Road	10%	10%	5%	5%
Totals =	***100%***	***100%***	***100%***	***100%***

Traffic usage of the area roadway network is also illustrated on ***Exhibits 5A & 5B.***

Site and Total Traffic Assignments

Exhibits 5A and ***5B*** illustrate the site traffic assignments for non-semi (passenger vehicle and single-unit truck) traffic and semi-truck traffic, respectively, for the development's trips, which are based on the traffic characteristics summarized in *Tables 2* and *3* (trip generation and trip distribution) and assigned to the area roadways. ***Exhibit 5C*** illustrates the total site traffic for the development.

The site traffic (***Exhibits 5A, 5B,* and *5C***) and 2031 no-build traffic (***Exhibit 4***) were combined to produce the 2031 Total traffic, which is illustrated on ***Exhibits 6A, 6B,*** and ***6C***. The trips for the existing office building that is to be demolished were generally removed from the area roadways.

Legend:

- XX – Weekday AM Peak Hour (7:45–8:45 AM)
- (XX) – Weekday PM Peak Hour (4:45–5:45 PM)
- XX% – Trip Distribution Percentage (%)
- p – Existing Stop Sign
- Existing Traffic Signal

Ballard Road

25%

(3) 9

3 (1)

1 (3)

2 (9)

10%

430'

(4) 12

250'

3 (12)

p

(0) 0

(4) 12

21 (9)

Site

p

3 7

(12) (21)

1375'

Future Development Area

8 (4)

(21) 7

300'

13 (5)

Garland Pl

Rand Road

(8) 3

(5) 1

(8) 3

I-294

25%

p

3 (8)

(4) 8

Miner Street

1275'

(4) 8

5 (1)

25%

15%

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Not to Scale

Exhibit 5A
Site Traffic - P&SU

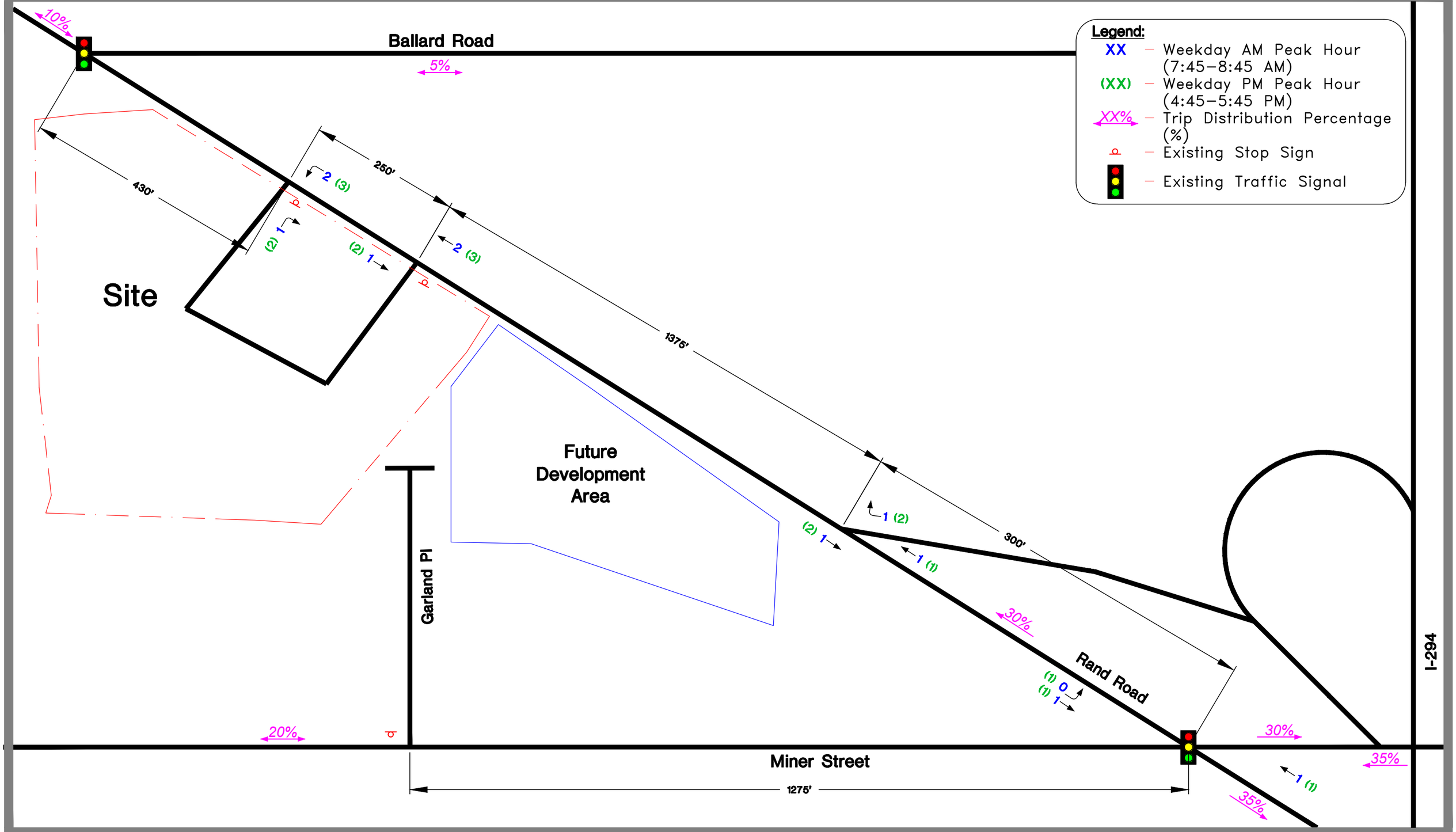

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Exhibit 5B
Site Traffic - Trucks

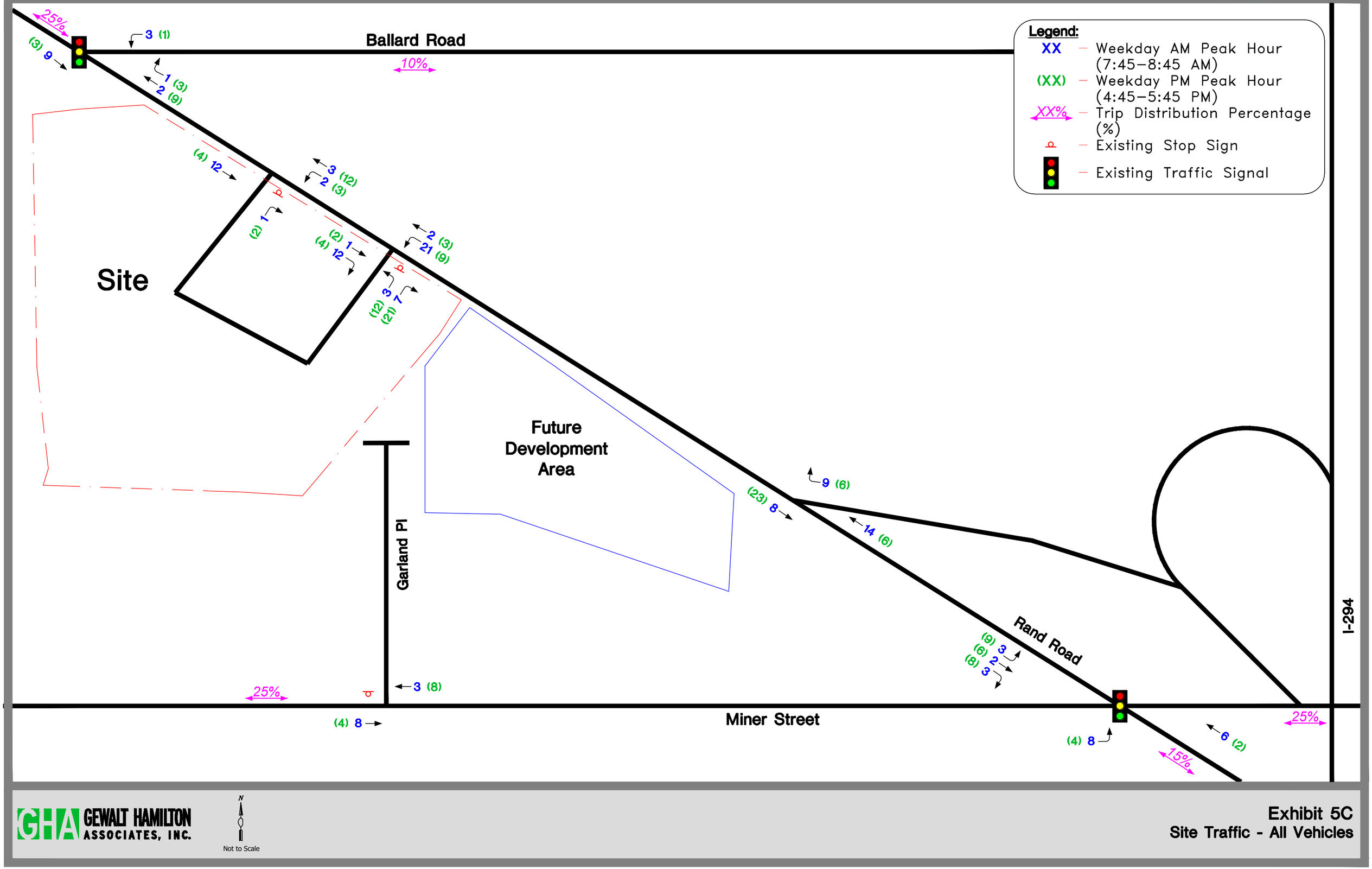

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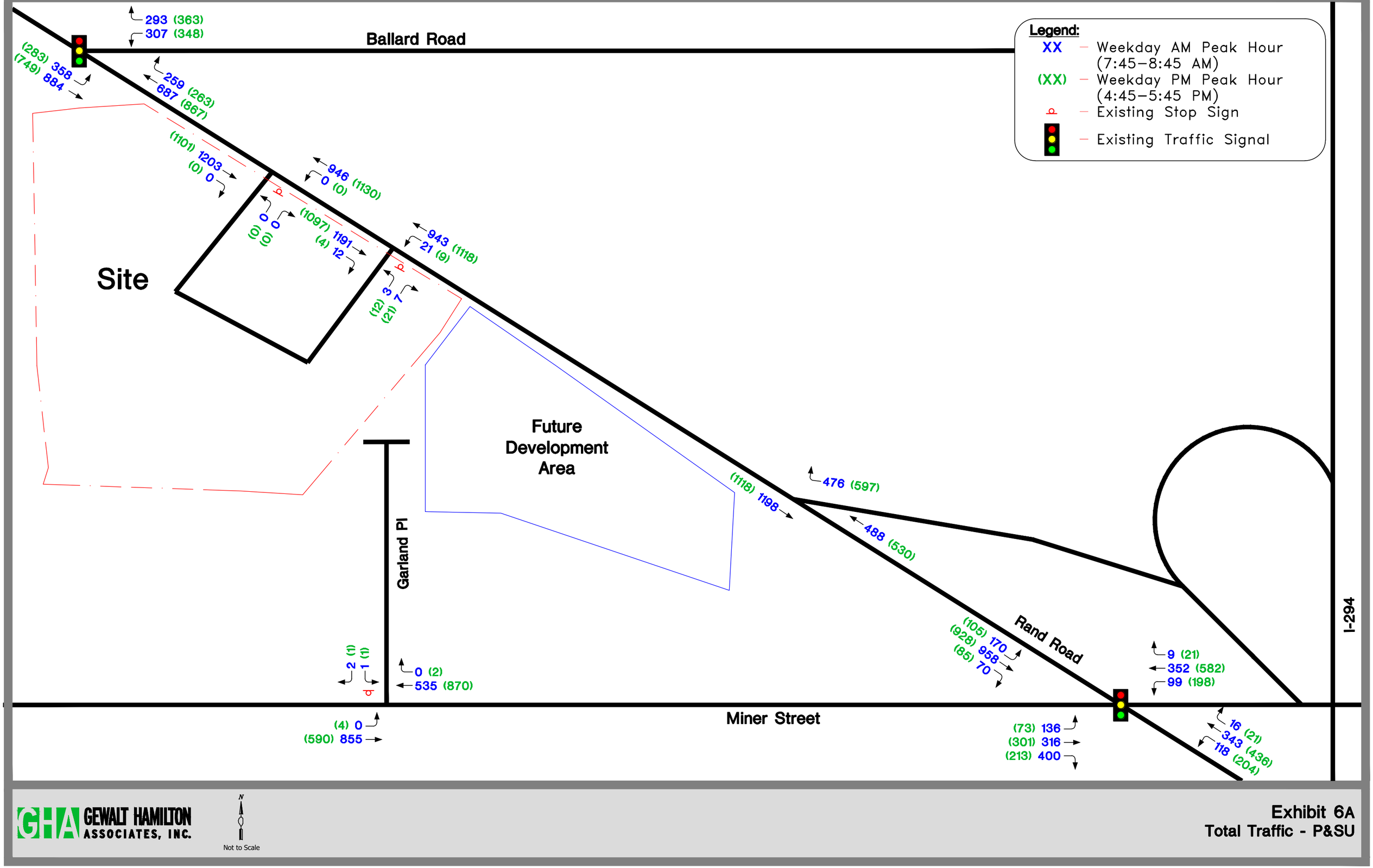
Exhibit 5C
Site Traffic - All Vehicles



GHA GEWALT HAMILTON ASSOCIATES, INC.

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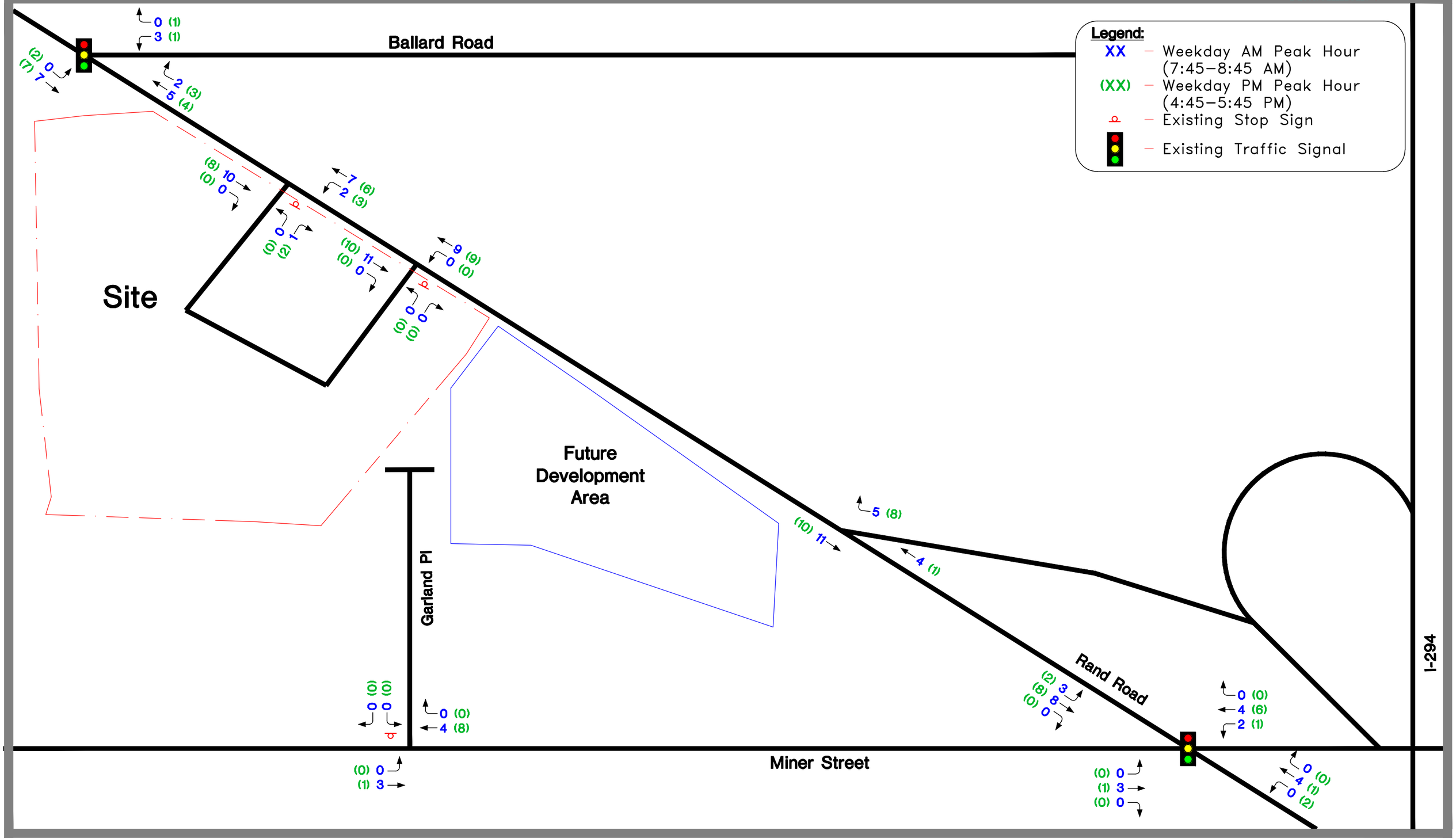
Not to Scale

Exhibit 6A
Total Traffic - P&SU



GEWALT HAMILTON ASSOCIATES, INC.

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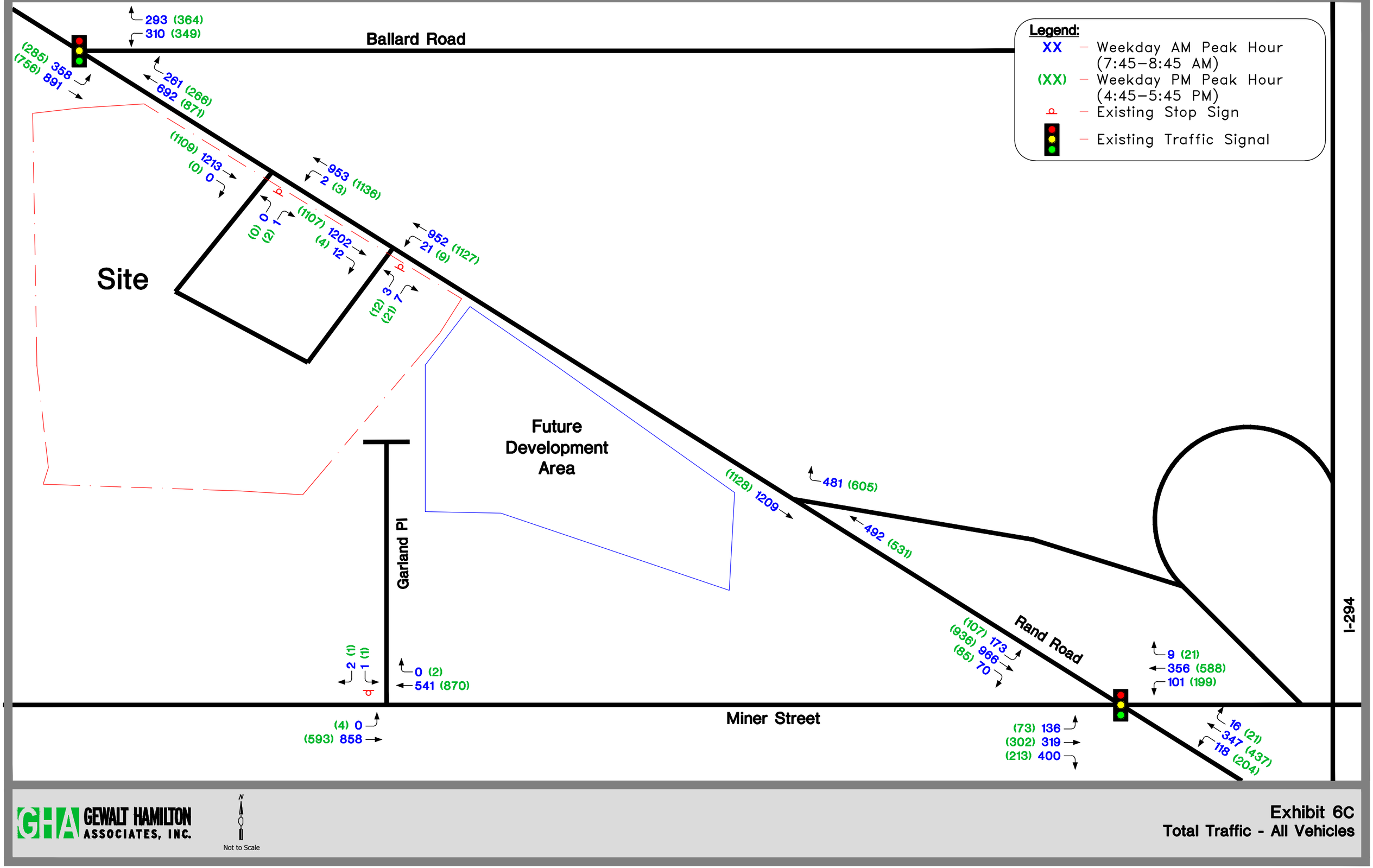
Not to Scale

Exhibit 6B
Total Traffic - Trucks Only



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Not to Scale

Exhibit 6C
Total Traffic - All Vehicles

Capacity Analysis

Capacity analyses are a standard measurement that identifies how an intersection operates. They are measured in terms of Level of Service (LOS). The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six Levels of Service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. LOS C is often considered acceptable for design purposes and LOS D is usually considered as providing the lower threshold of acceptable operations. Since the level of service is a function of the traffic flows placed upon it, the facility may operate at a wide range of levels of service, depending on the time of day, day of week or period of year. A description of the operating condition under each level of service, based on the analysis parameters as published in the Transportation Research Board's (TRB) Highway Capacity Manual (HCM), Seventh Edition, is provided in ***Table 4***.

Table 4: Level of Service (LOS) Summary

LOS	Description	Delay (sec/veh)	
		Traffic Signal	Stop Sign
A	Describes conditions with little to no delay to motorists.	<10	< 10
B	Represents a desirable level with relatively low delay to motorists.	>10 and < 20	>10 and < 15
C	Describes conditions with average delays to motorists.	>20 and < 35	>15 and < 25
D	Describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.	>35 and < 55	>25 and < 35
E	Represents operating conditions with high delay values. This level is often considered within urban settings or for minor streets intersecting major arterial roadways to be the limit of acceptable delay.	>55 and < 80	>35 and < 50
F	Is unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.	>80	>50

Capacity analyses were performed using the methodologies outlined in the HCM, for the following scenarios:

- *Existing Traffic* – Existing Traffic (year 2024)
- *No-Build Traffic* – Future (non-site, year 2031) traffic with background growth, and
- *Total Traffic* – Future No-Build traffic volumes (year 2031) plus the addition of the site generated traffic.

2031 Total traffic conditions assumed the following, with *Exhibit 7*, illustrating future traffic operations:

- Peak hour truck traffic will utilize Access #1.
- All passenger vehicle traffic will utilize the middle access point (known as Access #2).
- Access # 3, 4, Miner Street, and Garland Place access points will be removed.
- A continuous left-turn lane along the frontage of the site will accommodate left turning traffic from Rand Road at Access points #1-2.

Table 5 summarizes the intersection capacity and queue analysis results.

Table 5: Level-of-Service Summary

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or Not Allowed Movement												Overall Intersection
			Eastbound			Westbound			Northbound			Southbound			
1. Rand Road at Dempster Road/Miner Street		**Traffic Signal**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
AM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	**D**	**E**	**E**	**E**	**E**	**E**	**B**	**B**	**B**	**B**	**B**	**B**	**D**
		• Delay	54.2	60.2	55.1	64.5	68.2	68.4	14.8	14.1	12.3	12.2	19.7	14.5	36.8
		• 95th Queue Length (ft)	114	237	307	143	466	459	130	164	14	69	407	62	-
		• Approach LOS (Delay)	**E (57.6)**			**E (67.3)**			**B (14.2)**			**B (18.6)**			-
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	**D**	**D**	**F**	**D**	**D**	**D**	**B**	**B**	**B**	**B**	**B**	**B**	**C**
		• Delay	39.8	41.6	90	36.1	42.2	42.2	14.2	15	13.4	11.4	18.4	13.3	33.7
		• 95th Queue Length (ft)	39	192	605	111	218	215	64	116	10	93	338	41	-
		• Approach LOS (Delay)	**E (64.0)**			**D (40.9)**			**B (14.7)**			**B (17.1)**			-
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	**D**	**D**	**F**	**D**	**D**	**D**	**B**	**B**	**B**	**B**	**B**	**B**	**C**
		• Delay	40.6	41.6	90	36.1	42.2	42.2	14.2	15	13.5	11.4	18.4	13.3	33.7
		• 95th Queue Length (ft)	46	192	605	111	218	215	64	116	10	94	338	43	-
		• Approach LOS (Delay)	**E (64.1)**			**D (40.9)**			**B (14.8)**			**B (17.1)**			-
PM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	**D**	**E**	**E**	**E**	**E**	**E**	**B**	**B**	**B**	**B**	**B**	**B**	**D**
		• Delay	54.2	60.2	55.1	64.5	68.2	68.4	14.8	14.1	12.3	12.2	19.7	14.5	36.8
		• 95th Queue Length (ft)	114	237	307	143	466	459	130	164	14	69	407	62	-
		• Approach LOS (Delay)	**E (57.6)**			**E (67.3)**			**B (14.2)**			**B (18.6)**			-
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	**D**	**E**	**D**	**E**	**E**	**E**	**B**	**B**	**B**	**B**	**C**	**B**	**D**
		• Delay	52.8	58.7	53.3	66.5	69	69.2	16.4	15.2	13.3	13.2	21.5	15.7	38.1
		• 95th Queue Length (ft)	120	248	321	179	498	490	141	179	16	74	434	66	-
		• Approach LOS (Delay)	**E (56.0)**			**E (68.5)**			**B (15.5)**			**C (20.4)**			-
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	**D**	**E**	**D**	**E**	**E**	**E**	**B**	**B**	**B**	**B**	**C**	**B**	**D**
		• Delay	52.9	58.8	53.5	66.8	68.9	69.1	16.0	15.3	13.3	13.2	21.2	15.7	38.0
		• 95th Queue Length (ft)	117	248	321	180	498	490	141	183	16	78	421	71	-
		• Approach LOS (Delay)	**E (56.1)**			**E (68.5)**			**B (15.5)**			**C (20.0)**			-

Table 5: Level-of-Service Summary (cont.)

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or Not Allowed Movement												Overall Intersection
			Eastbound			Westbound			Northbound			Southbound			
2. Rand Road at Ballard Road		**Traffic Signal**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
AM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	-	-	-	**E**	-	**E**	-	**B**	**B**	**B**	**A**	-	**C**
		• Delay	-	-	-	74.3	-	76.2	-	16.3	16.5	17.6	7.0	-	26.2
		• 95th Queue Length (ft)	-	-	-	454	-	416	-	320	294	174	188	-	-
		• Approach LOS (Delay)		-			**E (75.2)**			**B (16.4)**			**A (10.0)**		-
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	-	-	-	**E**	-	**E**	-	**B**	**B**	**C**	**A**	-	**C**
		• Delay	-	-	-	58.4	-	59.4	-	18.2	18.3	21.4	7.7	-	24.0
		• 95th Queue Length (ft)	-	-	-	416	-	380	-	348	321	224	206	-	-
		• Approach LOS (Delay)		-			**E (58.9)**			**B (18.3)**			**B (11.5)**		-
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	-	-	-	**D**	-	**E**	-	**B**	**B**	**C**	**A**	-	**C**
		• Delay	-	-	-	53.2	-	59.7	-	18.1	18.3	21.0	7.5	-	24.0
		• 95th Queue Length (ft)	-	-	-	381	-	381	-	346	318	220	194	-	-
		• Approach LOS (Delay)		-			**E (56.3)**			**B (18.2)**			**B (11.4)**		-
PM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	-	-	-	**D**	-	**E**	-	**C**	**C**	**C**	**A**	-	**C**
		• Delay	-	-	-	48.9	-	61.4	-	21.7	21.9	23.4	9.1	-	26.9
		• 95th Queue Length (ft)	-	-	-	410	-	469	-	448	421	220	189	-	-
		• Approach LOS (Delay)		-			**E (55.2)**			**C (21.8)**			**B (13.0)**		-
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	-	-	-	**D**	-	**E**	-	**C**	**C**	**C**	**A**	-	**C**
		• Delay	-	-	-	48.9	-	61.7	-	22.9	23.6	25.8	9.2	-	27.7
		• 95th Queue Length (ft)	-	-	-	414	-	474	-	488	418	227	192	-	-
		• Approach LOS (Delay)		-			**E (55.4)**			**C (23.2)**			**B (13.8)**		-
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	-	-	-	**D**	-	**E**	-	**C**	**C**	**C**	**A**	-	**C**
		• Delay	-	-	-	48.2	-	62.3	-	24.3	25.0	29.7	9.7	-	28.8
		• 95th Queue Length (ft)	-	-	-	418	-	490	-	510	437	237	202	-	-
		• Approach LOS (Delay)		-			**E (55.4)**			**C (24.6)**			**B (15.2)**		-

Table 5: Level-of-Service Summary (cont.)

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or Not Allowed Movement											
			Eastbound			Westbound			Northbound			Southbound		
3. Rand Road at Access 1		**TWSC - NB/SB Stop**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	-	-	-	B	A	-	E	-	<	-	-	-
		• Delay	-	-	-	11.8	0.2	-	48.7	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	5	-	-	-	-	-
		• Approach LOS (Delay)		-			B (11.8)			E (48.7)			-	
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	-	-	-	B	A	-	F	-	<	-	-	-
		• Delay	-	-	-	12.0	0.2	-	53.3	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	5	-	-	-	-	-
		• Approach LOS (Delay)		-			B (12.0)			F (53.3)			-	
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	-	-	-	C	-	-	C	-	<	-	-	-
		• Delay	-	-	-	22.1	-	-	19.8	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	-	-	0	-	-	-	-	-
		• Approach LOS (Delay)		-			C (22.1)			C (19.8)			-	
PM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	-	-	-	B	A	-	E	-	<	-	-	-
		• Delay	-	-	-	11.0	0.0	-	44.0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	3	-	-	-	-	-
		• Approach LOS (Delay)		-			B (11.0)			E (44.0)			-	
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	-	-	-	B	A	-	E	-	<	-	-	-
		• Delay	-	-	-	11.1	0.0	-	47.3	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	3	-	-	-	-	-
		• Approach LOS (Delay)		-			B (11.1)			E (47.3)			-	
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	-	-	-	C	-	-	C	-	<	-	-	-
		• Delay	-	-	-	20.1	-	-	18.5	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	-	-	0	-	-	-	-	-
		• Approach LOS (Delay)		-			C (20.1)			C (18.5)			-	

Table 5: Level-of-Service Summary (cont.)

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or Not Allowed Movement											
			Eastbound			Westbound			Northbound			Southbound		
4. Rand Road at Access 2		**TWSC - NB/SB Stop**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	-	-	-	**B**	**A**	-	**A**	-	<	-	-	-
		• Delay	-	-	-	11.7	0.5	-	0.0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	0	-	-	-	-	-
		• Approach LOS (Delay)		-			**B (11.7)**			-			-	
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	-	-	-	**B**	**A**	-	**A**	-	<	-	-	-
		• Delay	-	-	-	11.9	0.5	-	0.0	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	3	0	-	0	-	-	-	-	-
		• Approach LOS (Delay)		-			**B (11.9)**			-			-	
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	-	-	-	**B**	-	-	**D**	-	<	-	-	-
		• Delay	-	-	-	11.9	-	-	28.5	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	3	-	-	5	-	-	-	-	-
		• Approach LOS (Delay)		-			**B (11.9)**			**D (28.5)**			-	
PM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	-	-	-	**B**	**A**	-	**E**	-	<	-	-	-
		• Delay	-	-	-	10.9	0.0	-	43.5	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	30	-	-	-	-	-
		• Approach LOS (Delay)		-			**B (10.9)**			**E (43.5)**			-	
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	-	-	-	**B**	**A**	-	**E**	-	<	-	-	-
		• Delay	-	-	-	11.1	0.0	-	47.7	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	0	-	33	-	-	-	-	-
		• Approach LOS (Delay)		-			**B (11.1)**			**E (47.7)**			-	
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	-	-	-	**B**	-	-	**E**	-	<	-	-	-
		• Delay	-	-	-	11.2	-	-	36.1	-	-	-	-	-
		• 95th Queue Length (ft)	-	-	-	0	-	-	23	-	-	-	-	-
		• Approach LOS (Delay)		-			**B (11.2)**			**E (36.1)**			-	

Table 5: Level-of-Service Summary (cont.)

Intersection / Timeframe		Roadway Conditions	Movement Group By Approach > = Shared Lane - = Non Critical or Not Allowed Movement											
			Eastbound			Westbound			Northbound			Southbound		
5. Miner Street at Garland Place		**TWSC - NB/SB Stop**	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	**A**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**-**	**-**
		• Delay	8.6	0.3	-	-	-	-	-	-	-	11.5	-	-
		• 95th Queue Length (ft)	3	0	-	-	-	-	-	-	-	3	-	-
		• Approach LOS (Delay)		**A (8.6)**			**-**			**-**			**B (11.5)**	
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	**A**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**-**	**-**
		• Delay	8.7	0.3	-	-	-	-	-	-	-	11.8	-	-
		• 95th Queue Length (ft)	3	0	-	-	-	-	-	-	-	3	-	-
		• Approach LOS (Delay)		**A (8.7)**			**-**			**-**			**B (11.8)**	
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	**A**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**-**	**-**
		• Delay	8.6	0.3	-	-	-	-	-	-	-	13.8	-	-
		• 95th Queue Length (ft)	0	0	-	-	-	-	-	-	-	0	-	-
		• Approach LOS (Delay)		**A (8.6)**			**-**			**-**			**B (13.8)**	
PM Peak	**A. Existing Traffic (See Exhibit 3)**	• LOS	**A**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**B**	**-**	**-**
		• Delay	8.6	0.3	-	-	-	-	-	-	-	11.4	-	-
		• 95th Queue Length (ft)	3	0	-	-	-	-	-	-	-	3	-	-
		• Approach LOS (Delay)		**A (8.6)**			**-**			**-**			**B (11.4)**	
	B. 2031 No-Build Traffic (See Exhibit 4)	• LOS	**A**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**D**	**-**	**-**
		• Delay	9.9	0.1	-	-	-	-	-	-	-	27.8	-	-
		• 95th Queue Length (ft)	0	0	-	-	-	-	-	-	-	28	-	-
		• Approach LOS (Delay)		**A (9.9)**			**-**			**-**			**D (27.8)**	
	C. 2031 Total Traffic (See Exhibit 6)	• LOS	**A**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**C**	**-**	**-**
		• Delay	9.9	0.1	-	-	-	-	-	-	-	19.2	-	-
		• 95th Queue Length (ft)	0	0	-	-	-	-	-	-	-	0	-	-
		• Approach LOS (Delay)		**A (9.9)**			**-**			**-**			**C (19.2)**	

Capacity analysis summary printouts are provided in ***Appendix G.***

Access Spacing

- The location of Access #1 is approximately 430-feet southeast of the Ballard Road Intersection with Rand Road.
- The location of Access #2 is approximately 250-feet southeast of Access #1 and approximately 1,375 feet north of the ramp from westbound Dempster Street.
- The location of the Garland Place intersection with Miner Street is approximately 1,275 feet west of the Miner Street intersection with Rand Road.

These dimensions are illustrated on ***Exhibits 5A & 5B.***

The following summarizes the findings of the Capacity Analyses.

Rand Road at Dempster Street/Miner Street
Some movements at Rand Road at Dempster Street experience failing Levels of Service (LOS "E" and "F") during the morning and evening peak hours, but the overall intersection operates at LOS "C" and "D". The removal of the existing office traffic provides a slight benefit to the 2031 total traffic, and the traffic impact the site creates on the intersection is negligible.

Rand Road at Ballard Road
The queues along Ballard Road at the Rand Road intersection typically exceed the storage lane length and experience failing Levels of Service (LOS "E") during the morning and evening peak hours. However, the overall intersection operates at LOS "C" during all peak hours, and the removal of the existing office traffic provides a slight benefit to the 2031 total traffic. The impact the site creates on this intersection is negligible.

Rand Road at Access #1
With the removal of the existing office building traffic and the addition of the site truck traffic to Access #1, the LOS improves from failing (LOS "E" and "F") in the existing and no-build conditions during both peak hours to LOS "C" in the proposed total condition during both peak hours.

Rand Road at Access #2
With the removal of the existing office building traffic and the addition of the site passenger vehicle traffic to Access #2, the LOS deteriorates from LOS "A" (no traffic) to LOS "D" during the morning peak hour and stays at LOS "E" during the evening peak hour in all conditions. This type of delay is typical for an entrance onto an arterial roadway.

Miner Street at Garland Place
With the removal of the existing office building traffic and no added traffic to Garland Place, per the closures, the LOS remains at LOS "B" across the morning peak hour during the existing, no-build, and total conditions, and improves from LOS "D" in the evening peak hour during the no-build condition to LOS "C". The closure is anticipated to reduce delay at this intersection.

Accesses #3, #4, and the "Wheels Access" are also proposed to be closed. In general, the change in site traffic from the existing office to the warehouse traffic is anticipated to improve the delay on-site from the existing conditions and maintain existing delay at the study area intersections around the site.

Ballard Road

Site

Future Development Area

Garland Pl

Miner Street

Rand Road

I-294

Legend:

- Existing Travel Lane
- New or Modified Travel Lane
- Existing Stop Sign
- Existing Traffic Signal

1. Miner St Access proposed to be removed
2. Access #3 proposed to be removed.
3. Access #4 proposed to be removed.
4. Garland Place Access to Site removed.
5. Proposed Left-Turn Lane

GHA GEWALT HAMILTON ASSOCIATES, INC.

N

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Exhibit 7
Future Traffic Operations

Part IV. Recommendations and Conclusions

Analyses have been conducted under existing and future conditions to determine the impact from the proposed warehouse development on the study area intersections. The capacity analysis results indicate that the altering of the site from office buildings to warehouse traffic has little to no effect upon the Peak Hour operations of the area roadway network with the recommendations contained herein:

- Construct a westbound left turn lane along the site frontage to accommodate left turns at Access points #1-#2.
- In accordance with the April 15, 2025 site plan, close access to Garland Place, "Wheels Access", and Accesses #3 and #4.

Part V. Technical Addendum

The following Appendices were previously referenced. They provide technical support for our observations, findings and recommendations discussed in the text.

Appendices

A. Photo Inventory
B. 2024 Traffic Count Summaries
C. Crash Summary Map
D. CMAP Traffic Projections
E. April 15, 2025, Site Plan
F. ITE Trip Generation Manual Excerpts
G. Capacity Analysis Worksheets

5841.935 TIS - 04152025.docx

Attachment 3

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

TECHNICAL ADDENDUM

GHA GEWALT HAMILTON ASSOCIATES, INC.

APPENDICES

A. PHOTO INVENTORY
B. 2024 TRAFFIC COUNT SUMMARY REPORTS
C. CRASH SUMMARY MAP
D. CMAP 2050 TRAFFIC PROJECTIONS
E. April 15, 2025**, SITE PLAN**
F. ITE TRIP GENERATION MANUAL EXCERPTS
G. CAPACITY ANALYSIS WORKSHEETS

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

APPENDIX A

Photo Inventory

GHA GEWALT HAMILTON ASSOCIATES, INC.

Looking West across Rand Road from Ballard Road

Looking South along Rand Road approaching Ballard Road

Looking North along Ballard Road approaching Rand Road

Looking South along Rand Road from Ballard Road

Looking North across Rand Road at Ballard Road

Looking South along Rand Road at Flood Gates

Looking South along Rand Road approaching Site Access 1

Looking North across Rand Road from Site Access 1

Looking North along Rand Road at Site Access 1

Looking South along Rand Road approaching Site Access 2

Looking North across Rand Road from Site Access 2

Looking North along Rand Road approaching Site Access 2

Looking East across Garland Place from Site Drive

Looking West along Garland Place from Site Drive

Looking East along Rand Road approaching Site Access 3

Looking North across Rand Road from Site Access 3

Looking East along Rand Road approaching Site Access 4

Looking West along Rand Road approaching Site Access 4

Looking North across Rand Road from Site Access 4

Looking South along Rand Road at Ramp Entrance

Looking East along Miner Street at Rand Road

Looking West along Miner Street at Rand Road

Looking North along Rand Road approaching Miner Street

Looking South along Rand Road from Miner Street

Looking West along Miner Street approaching Wheels Access

Looking South across Miner Street from Wheels Access

Looking East along Miner Street approaching Wheels Access

Looking North across Miner Street at Wheels Access

Looking North across Miner Street at Garland Place

Looking East along Miner Street approaching Garland Place

Looking West along Miner Street approaching Garland Place

Looking North along Garland Place at Site Entrances

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

APPENDIX B

2024 Traffic Count Summary Reports

GEWALT HAMILTON ASSOCIATES, INC.

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A	22 11 2	1 2 1	2 1 1	1 1 1	
A	2 11 1	22 1	2 1 1 1 1	1 2 1 2 1	1
	1 1 11 1	2 2 2 1	1 2 1 1	2 1 11	2
A	1 1 1 2 2	1 1	1 2 1 1 1	1 1 1	
1 A	1 1 2 22	1 1 12	1	2 222	12
A	2 2 1	2 111	2	1 2 2 2	21
A	1 22 2 2	1 2 12	1	1 2 1	
	1 1 1	1 1	1 11 21	1 2	2
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	2 2 1 2	1 1	12	1 2 12	
1	2 2 1 2 2	1 12 1	1	11 12	2
	2 22 2 2	1 1 2	1 1 111	1 1 1 2	2
	2 1 2 2 1	2 12 2 1 2	2 1	2 1	
	1 11	1 1 2 2	1 1 1 2 1 2	2 2 1 2	2
	1 2 1 2	1 2 2 21	121 1 1	1 1	2
1	22 22 2 2 1	1 1	2 1	1 2 12	11
	2 2 1 2	1 2 1 1	1 2 1 1 2	1 1	
	2 2 1 2	1 1 1	1	1 12	
	1	1	1 1 2 1 1	2 2	2
nd	1 2 1	2 1 1 2 1	1 2 2	1 11 1 1 2 2	112
App	12 1	2 2 2	2 2 2	12 2 2	
	2 1 2	1 1 2	2 12 1	2 1 2 22	
i	2 2 2	2 1 1 222	1 1	11 1 1 2	1
i	2 1	1 2 1	1	1 1 2	
edi	1 1 1 12 12	1 2 1	11 1 1 2	2	2
edi	1 1 2 2	1 2 1 2	1 12 1 1	1 2 2	2
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A	22 2 2	1 1 1	1 1 2		
A	2 2 1 1	2 1	1 2		1
	2 1 12	2 21 1	21		2
A	2 1 1 2	2 1	1 1 22		
1 A	1 2 2	12	1 2 2 2		
A	2 1	1 2 1 1	1 1 21		
A	2 2 1	1	1 2 22		21
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1	1 2 2	1	2 1 2		12
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	11	1 121	1	1	1	2 2
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1 A	2 1	1 2 2	2 2	2		
A			21	21	1	
A	1		21	222	1 1	2
	11	12 11	1 2		1 1 1	211
A						
	2	2	2 1	2 1	12	1
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	1	2 1	1 1	1 2	2	21
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	2 2	2 1 2 1	1 1 2	2
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	2 2	2 2	2	2
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							22							11
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			1	1	1		21		2	22				1
A														
			1		1	1 1	1		1 2		1	11	11	11
1		2			11	1			1			1	1	
			1		2	2	1		2		1	11	11	
					1	1	2		1		1	1	1	
		1	2									1	2	1
		1				22	1		22		1	1 2	1	
1						2 1			2 1			12	12	
						21		1	21		1	1	11	
		2				1		1	1		1	1	1	
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nd		2	2		1	2	1	2	2 2		1	2 1	2 2	1
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i		2			1	2 1			2		1	2 2	2	
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		1 1 1	2 11 1	112
A	1 1	1 1 11	1 1	2
1 A	1 1 1 1	1 1	1 22 221	
A	1 1	1 1	21 21	1
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		1 1	1 1 1 1	
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A		1 1	12 1 1	1 1	1
		1 2	1	2	
A		1 1	1 1		1
1 A		2 2	1 11 2 1	1	2
A		1 2	2	1 1	1
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nd		1 11 1 2	2 1 2	2 1 11	2
App		2	2 2	2 1	
		1	1 2 2 2	11 2	
i		1 11 1 2	2 1 1	2 11	2
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Direction (Northbound)

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A	1	2		1 2
A	1	2		1 2
1 A	1	1	2	1
A	11		1	12
A	1		1	1
	12		1	1 2
1	1		2	1
	1	2	1	1 1
	1 2		1	1
	1		1	1
1	1	1		1
	1			1
	111			11
	2		1	2
		2		1
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i e				
e		1		

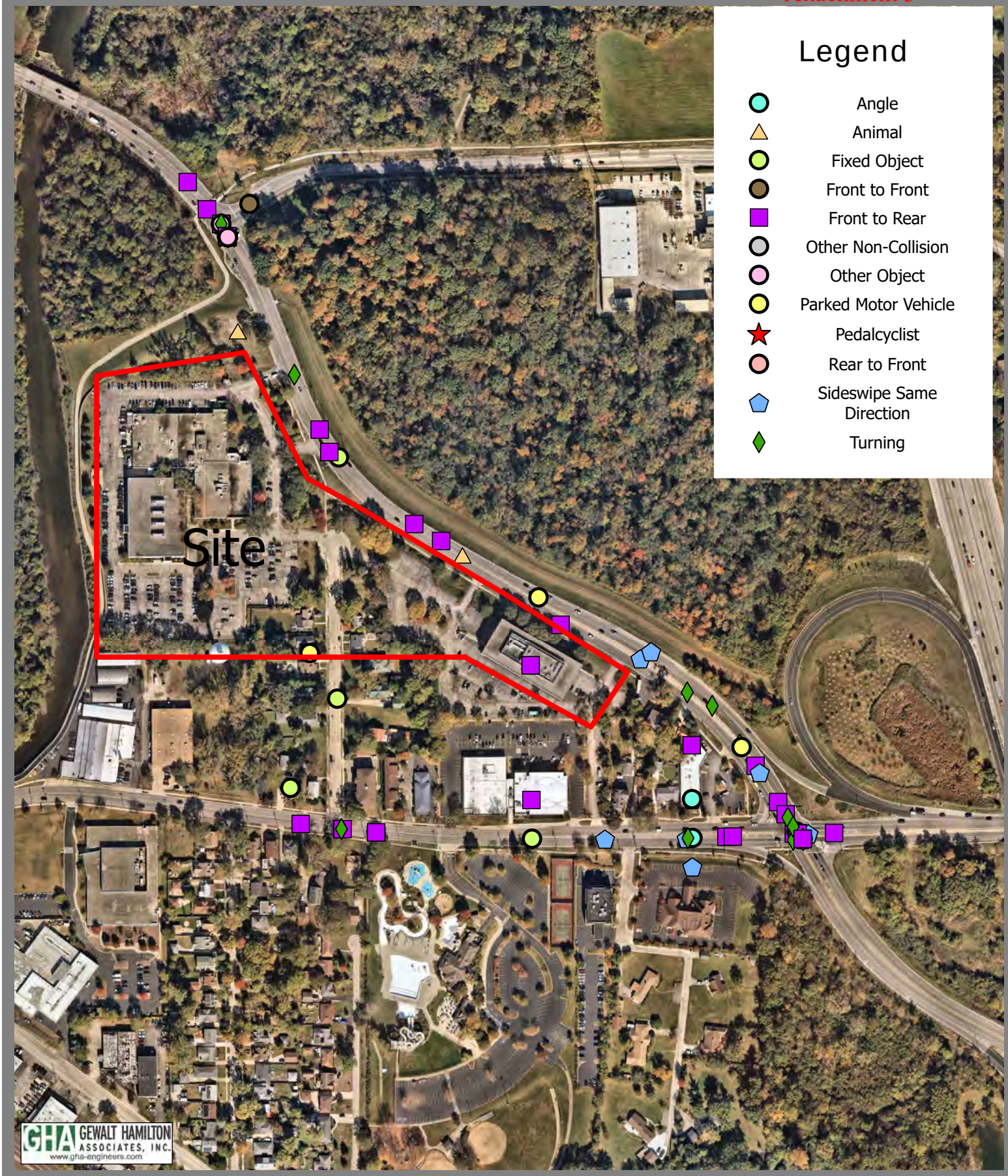
LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

APPENDIX C

Crash Summary Map

GEWALT HAMILTON ASSOCIATES, INC.

Attachment 3



Appendix C - IDOT Crash Data 2019-23

N

1 inch = 340 Feet

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

Map Center: 87.87391°W 42.04049°N

APPENDIX D

CMAP 2050 Projections

Chicago Metropolitan Agency for Planning

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

October 18, 2024

David Westergreen, E. I.
Transportation Engineer
Gewalt Hamilton Associates.
625 Forest Edge Drive
Vernon Hills IL, 60061

Subject: Rand Road and Miner Street
IDOT

Dear Mr. Westergreen:

In response to a request made on your behalf and dated October 17, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Rand Road West of Ballard Road	25,500	27,400
Rand Rd Between of Ballard Rd and Miner St	23,500	25,300
Rand Rd South of Miner Street	18,300	20,400
Ballard Road East of Rand Road	11,000	12,200
Miner Street West of Rand Road	14,100	17,700
Miner Street East of Rand Road	18,200	22,800
I-294 Exit Ramp onto Rand Road	10,600	11,300

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

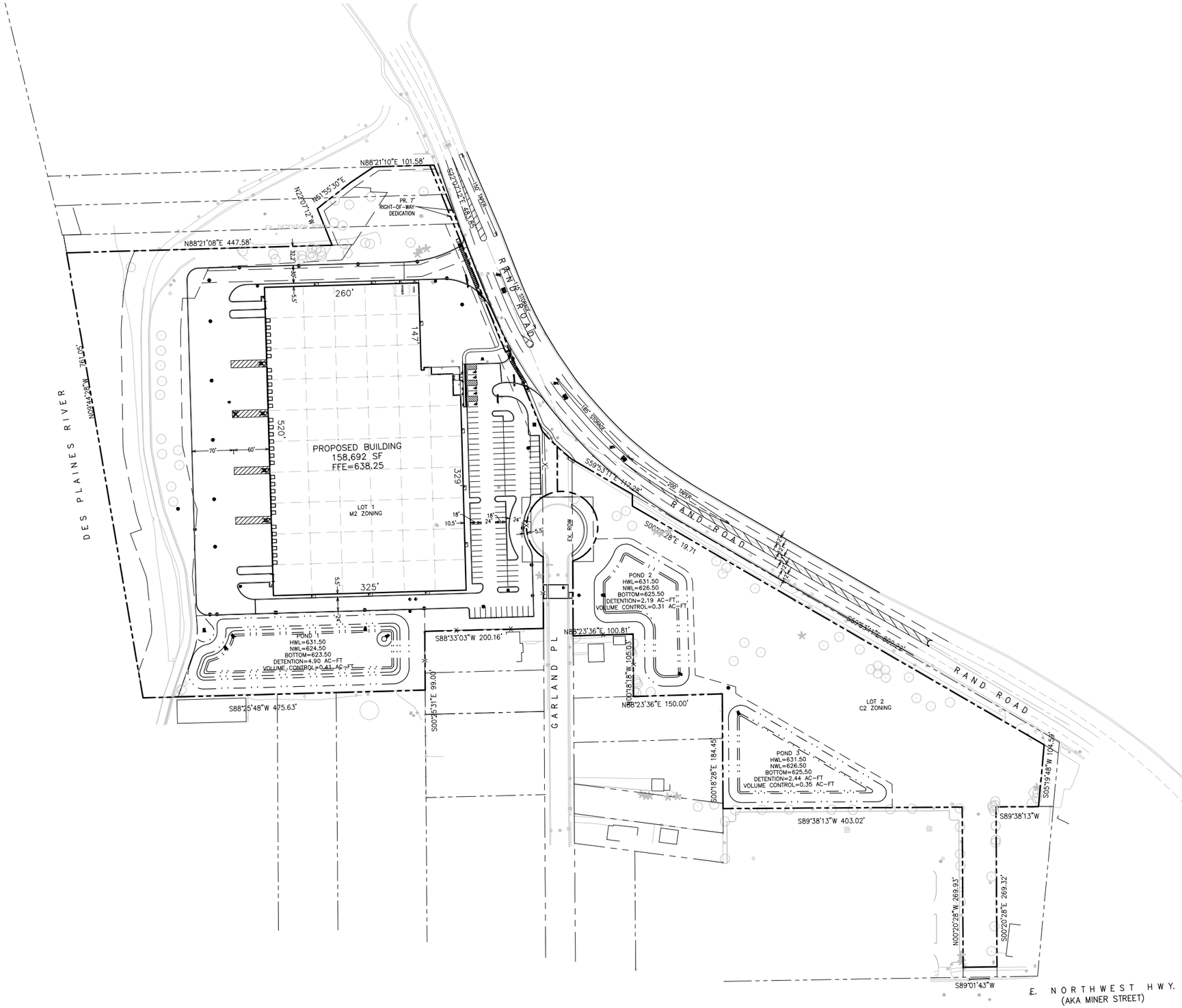
cc: Rios (IDOT)
\2024_TrafficForecasts\DesPlaines\ck-114-24\ck-114-24.docx

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

APPENDIX E

*April 15, 2025**, Site Plan***

GEWALT HAMILTON ASSOCIATES, INC.



SITE DATA TABLE:

PROPERTY AREA:	17.56 ACRES
PROPOSED BUILDING AREA:	158,692 SQ. FT.
TOTAL CAR PARKING:	110 STALLS
STANDARD PARKING:	105 STALLS
HANDICAP ACCESSIBLE PARKING:	5 STALLS
TRUCK DOCKS:	30 DOCKS
DRIVE-IN DOORS:	2 DRIVE-IN DOORS

No.	Description	Date
3	PER CITY	4/15/25
2	PER CITY	2/19/25
1	CITY SUBMITTAL	12/13/24

SITE PLAN

666 GARLAND PLACE

LOGISTICS PROPERTY COMPANY

DES PLAINES, ILLINOIS

JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd. Suite 300, Downers Grove, IL 60515
PHONE: (630) 653-4600, FAX: (630) 652-4601
www.jacobandhefner.com

H387

1" = 80'

SP-1

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LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

APPENDIX F

ITE Trip Generation Manual Excerpts

GEWALT HAMILTON ASSOCIATES, INC.

Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050

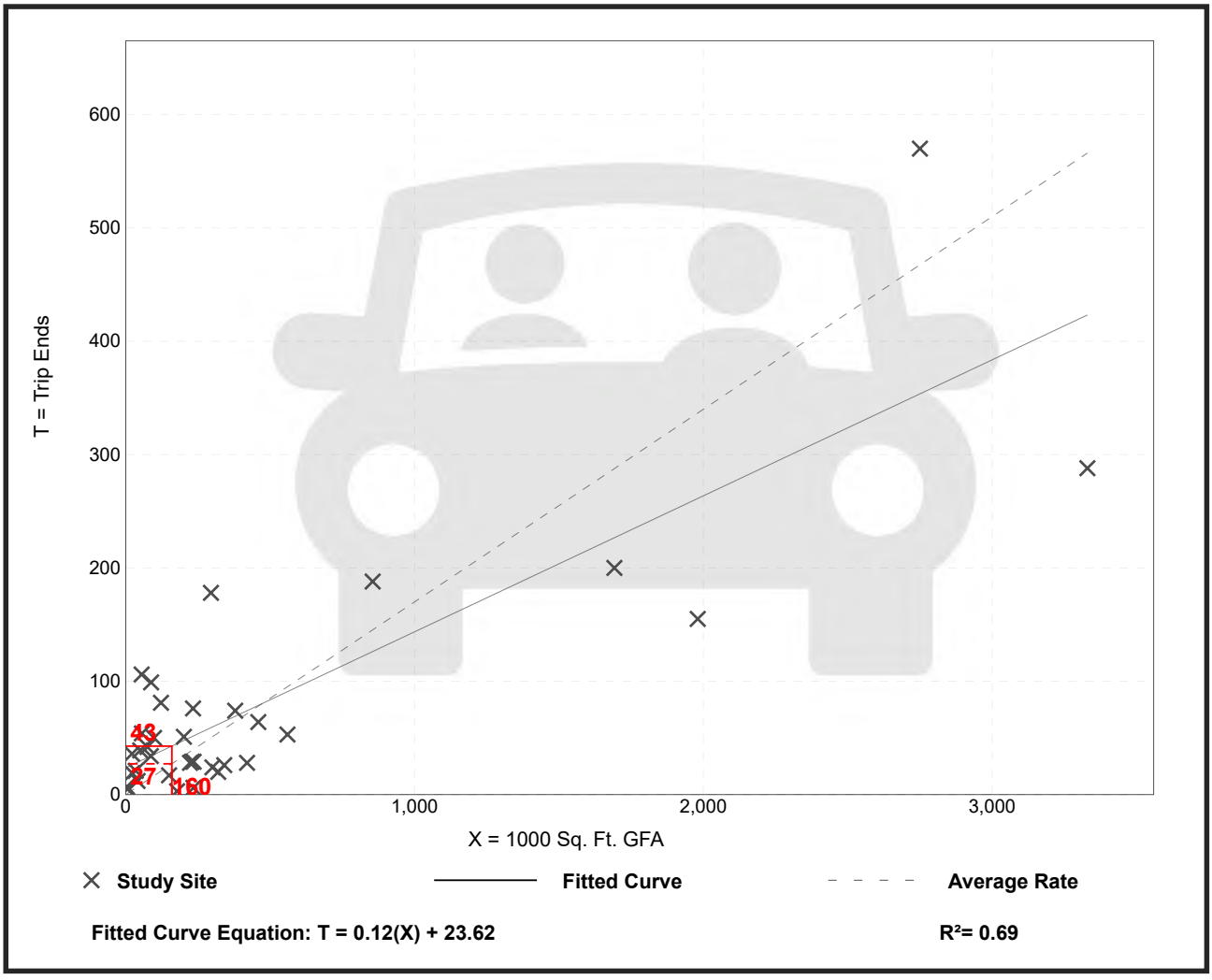
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 448
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

Data Plot and Equation



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

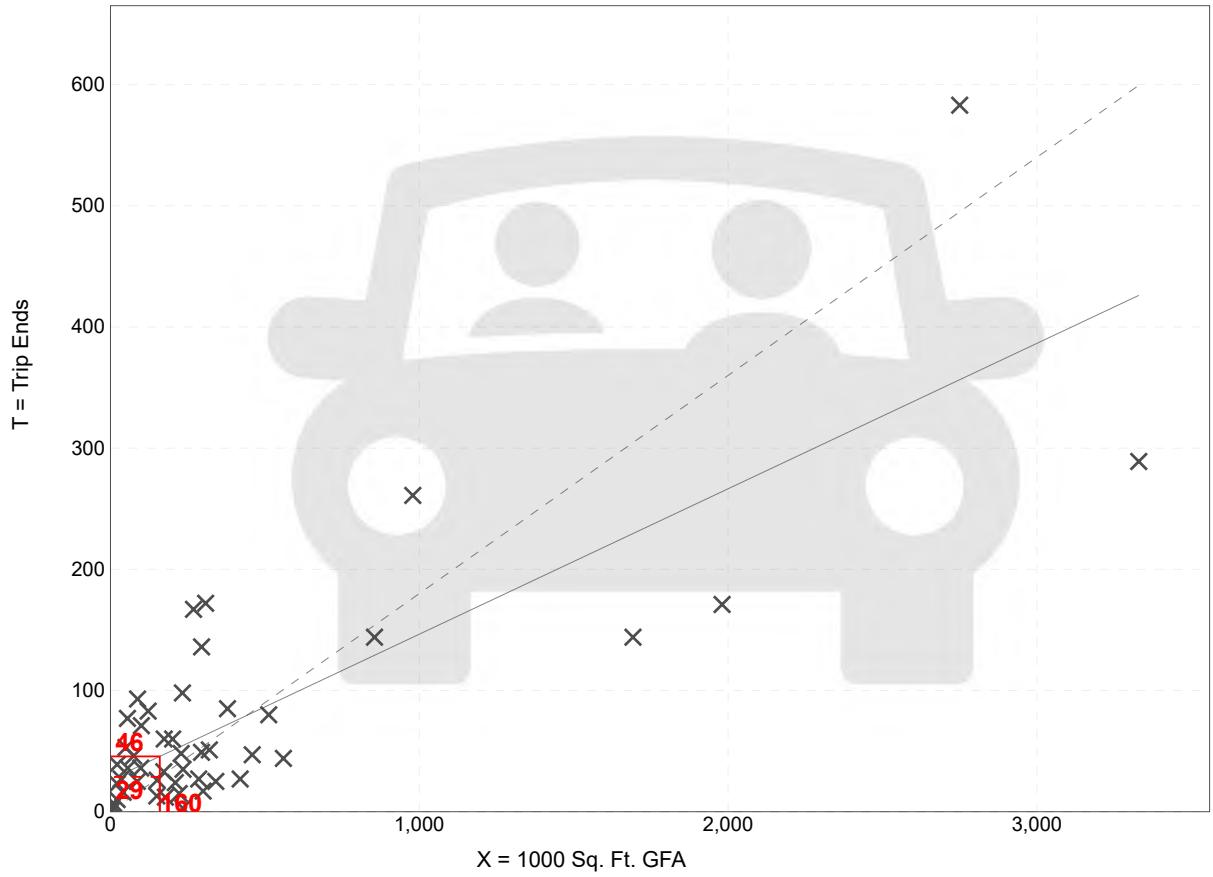
Warehousing
(150)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 49
Avg. 1000 Sq. Ft. GFA: 400
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.12(X) + 26.48

R^2= 0.65

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

Warehousing
(150)

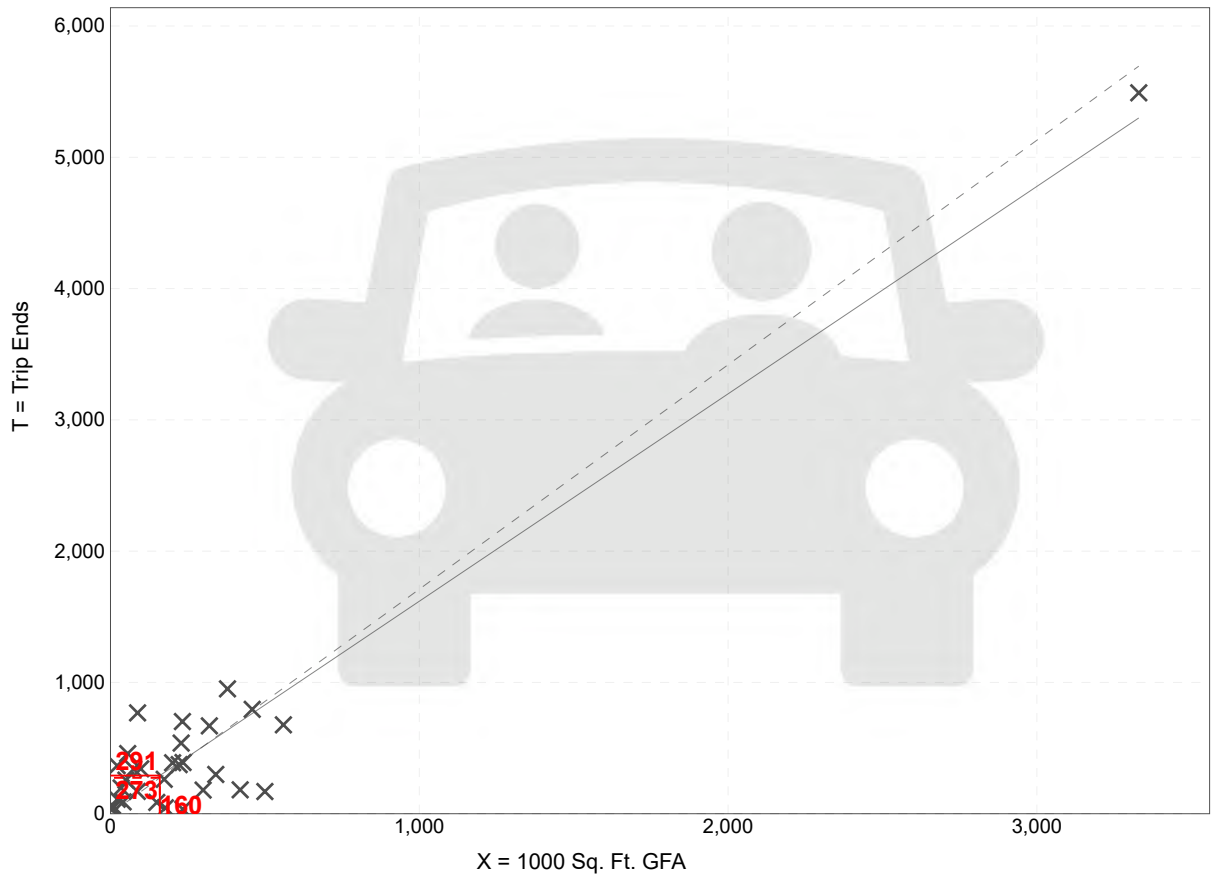
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 31
Avg. 1000 Sq. Ft. GFA: 292
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

Data Plot and Equation



Fitted Curve Equation: T = 1.58(X) + 38.29

R^2= 0.92

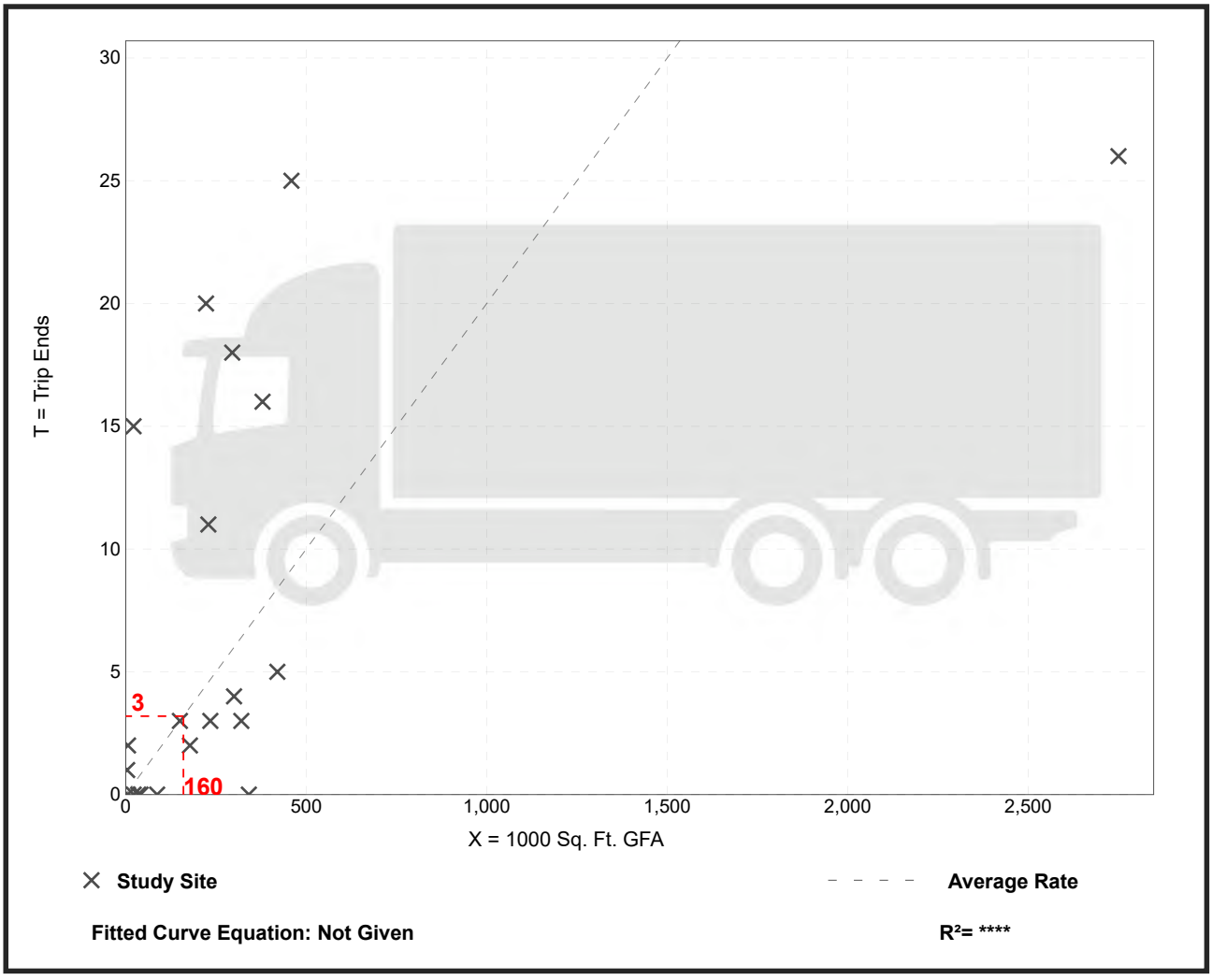
Warehousing
(150)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 309
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



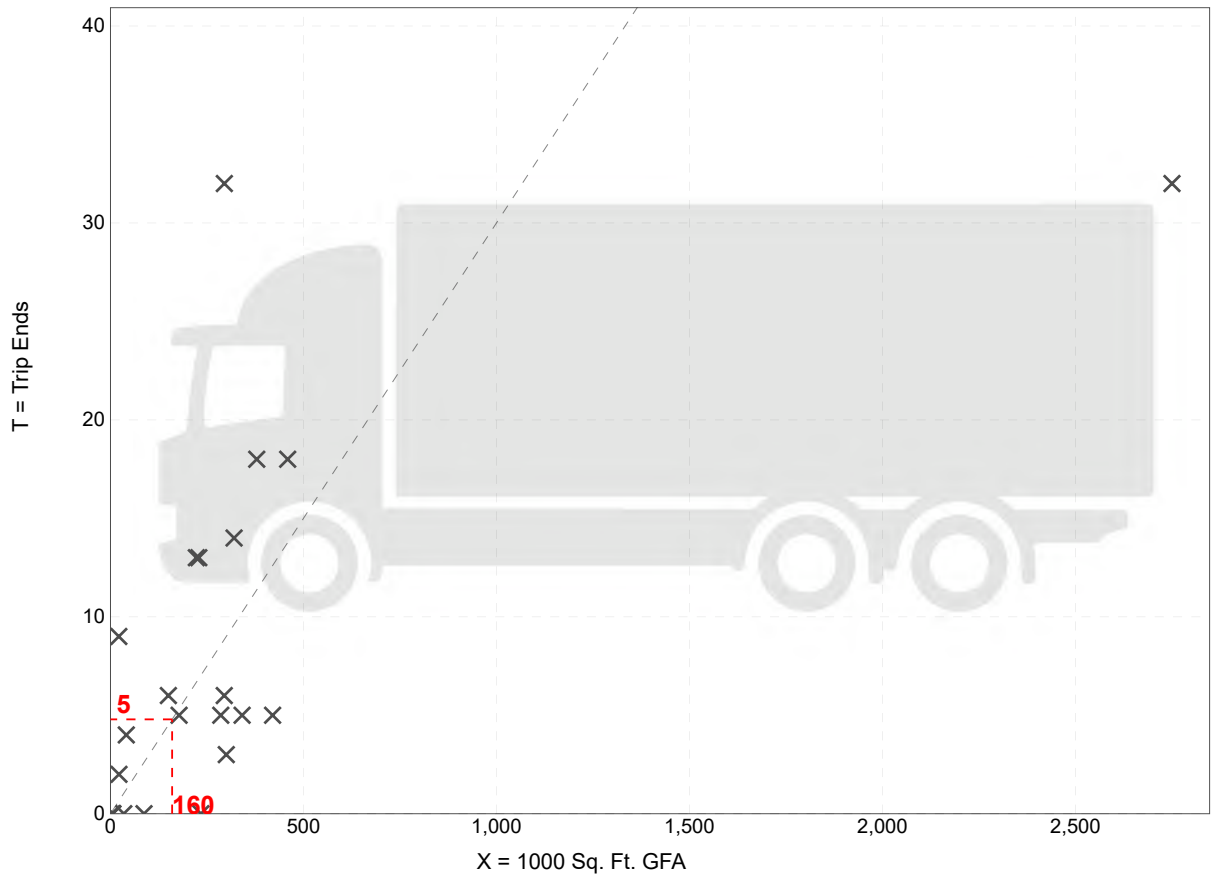
Warehousing
(150)

Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 308
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Warehousing
(150)

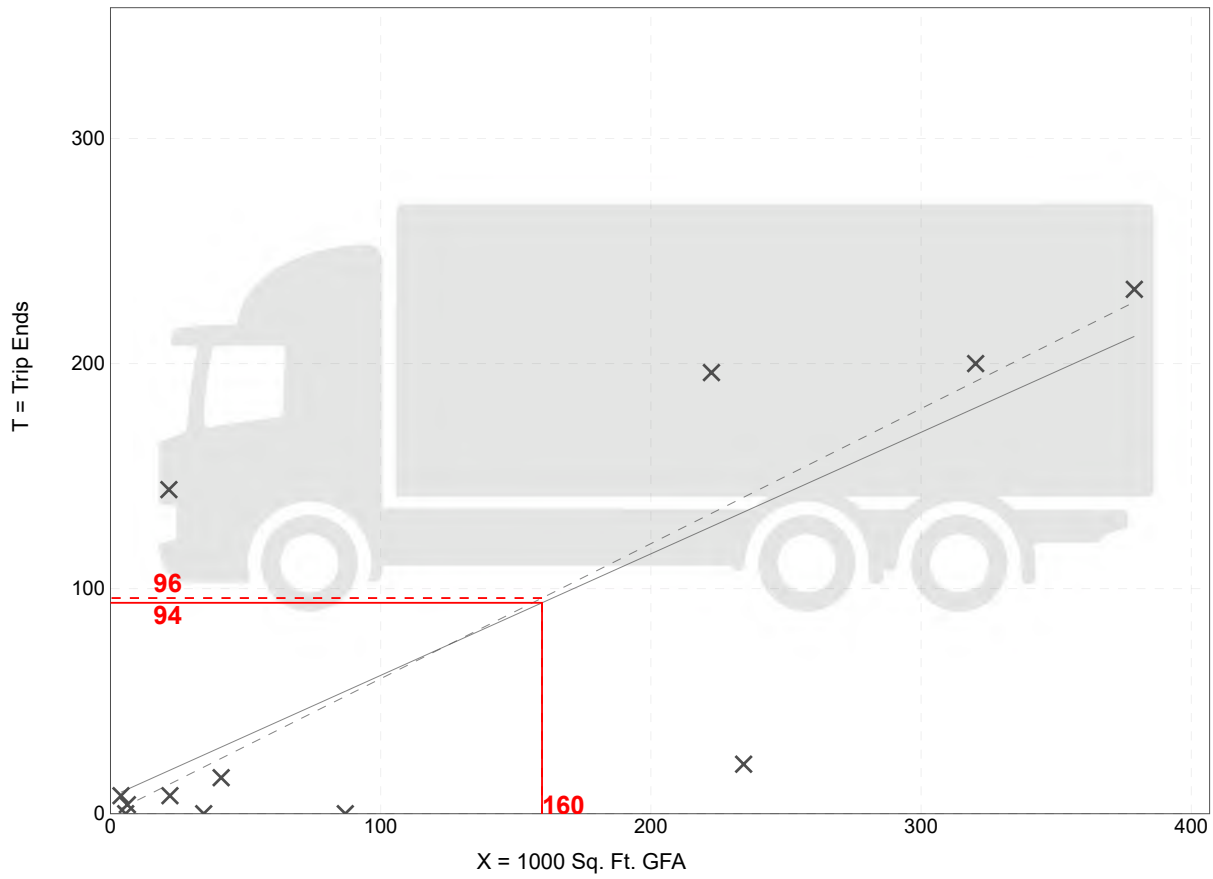
Truck Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



Fitted Curve Equation: T = 0.54(X) + 7.47

R^2= 0.61

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

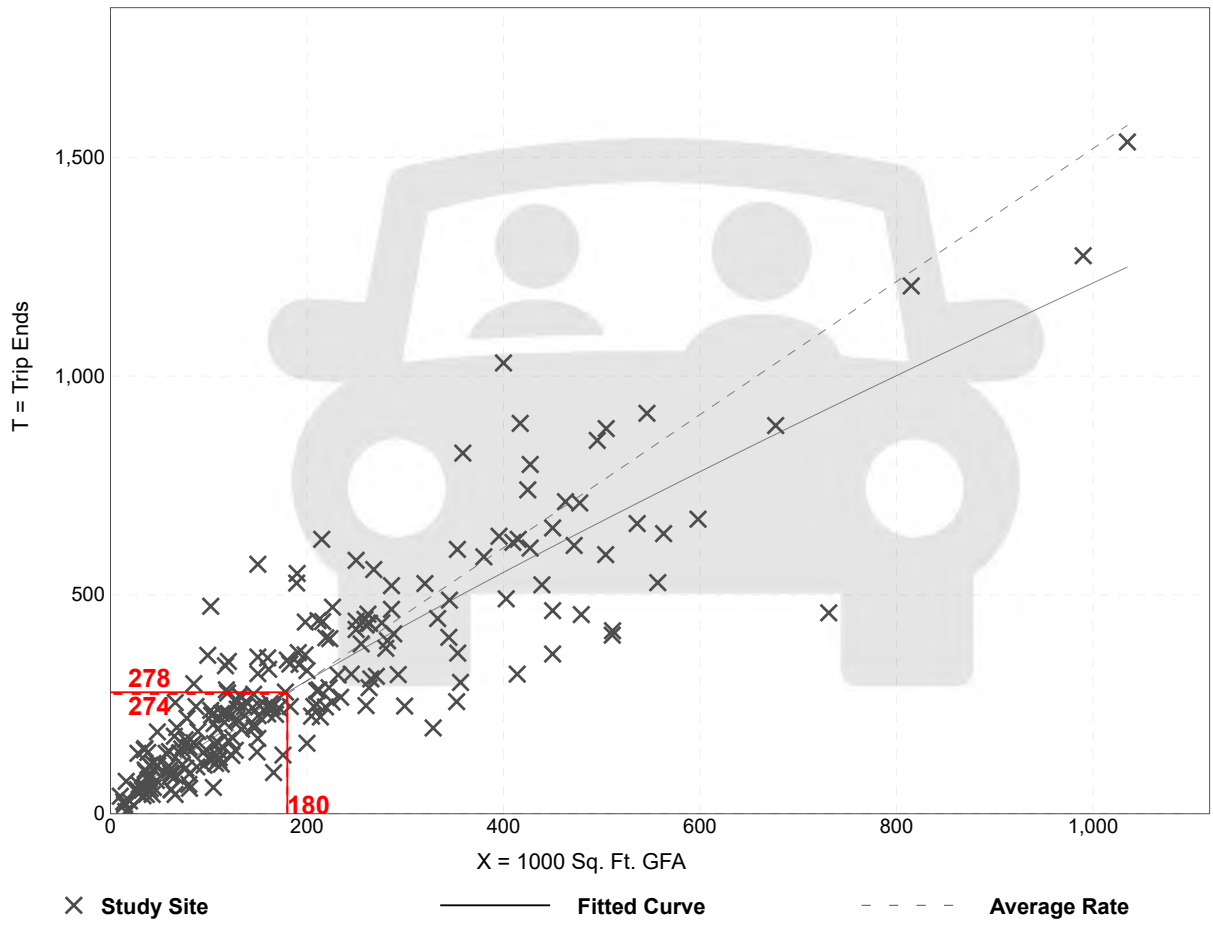
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16 **R^2= 0.78**

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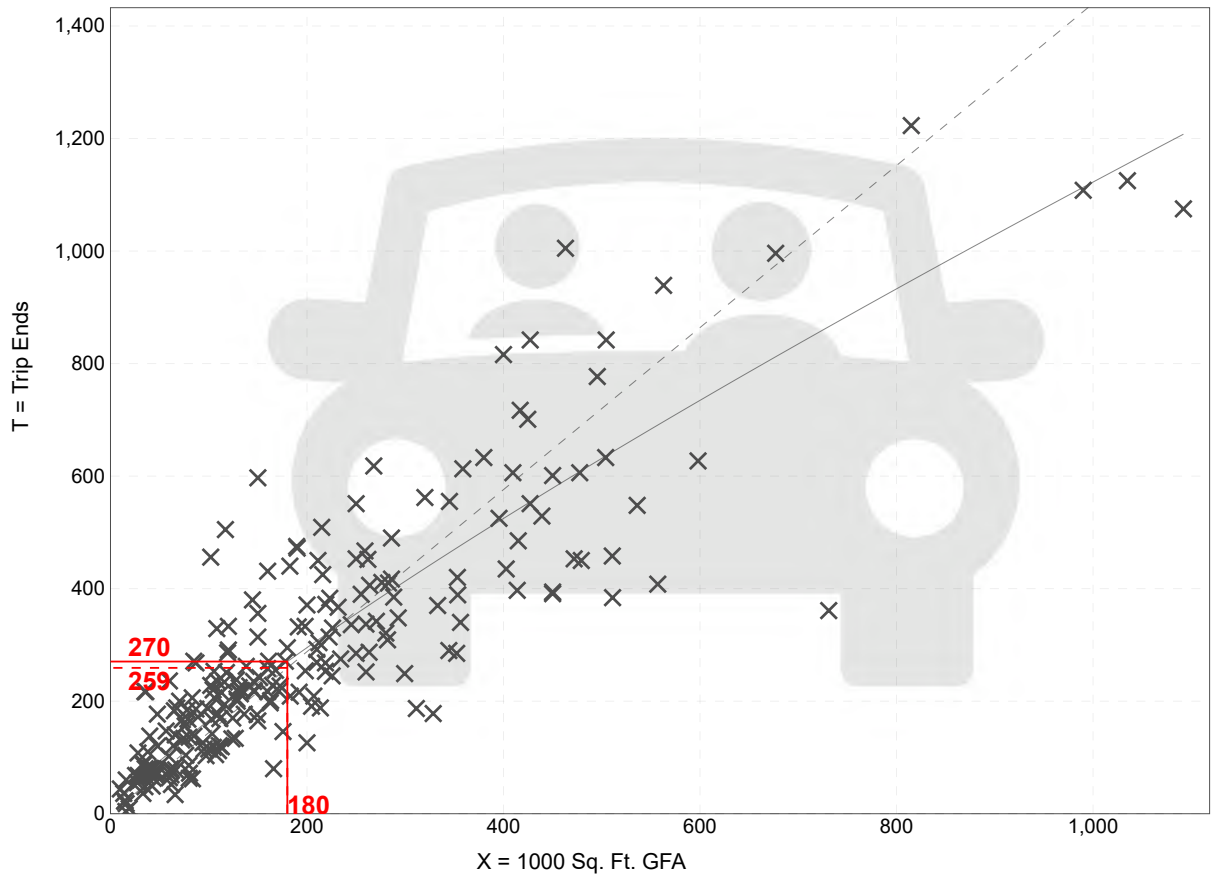
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29 **R^2= 0.77**

General Office Building
(710)

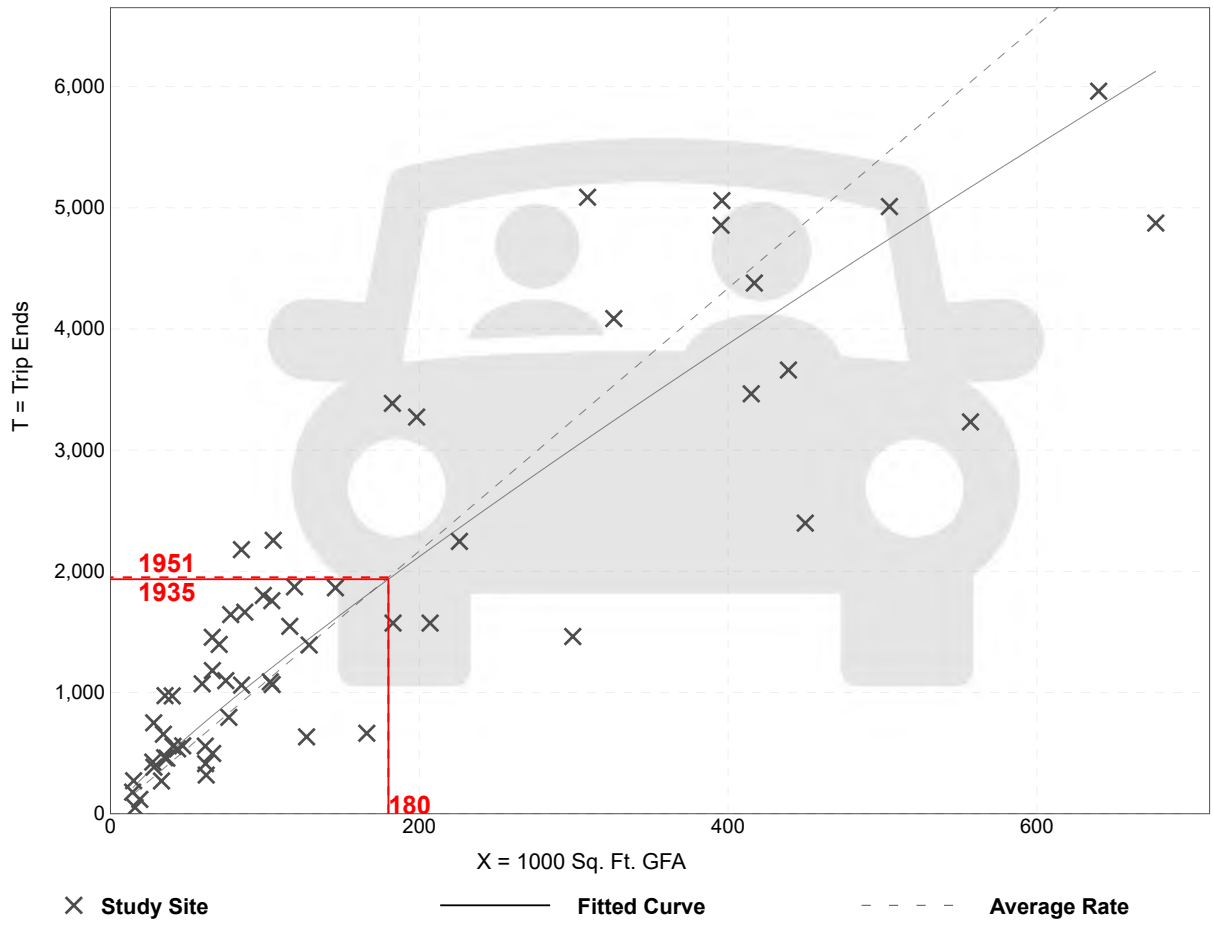
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05 **R^2= 0.78**

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	150		
Land Use	Warehousing		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	15		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.3%	0.2%	0.4%
1:00 - 2:00 AM	0.5%	0.2%	0.8%
2:00 - 3:00 AM	0.3%	0.2%	0.4%
3:00 - 4:00 AM	0.5%	0.5%	0.5%
4:00 - 5:00 AM	1.2%	1.2%	1.2%
5:00 - 6:00 AM	3.0%	3.9%	2.2%
6:00 - 7:00 AM	5.9%	9.0%	2.8%
7:00 - 8:00 AM	6.5%	8.6%	4.6%
8:00 - 9:00 AM	6.2%	7.6%	4.9%
9:00 - 10:00 AM	7.2%	8.8%	5.7%
10:00 - 11:00 AM	6.0%	6.0%	6.0%
11:00 - 12:00 PM	7.3%	7.2%	7.4%
12:00 - 1:00 PM	8.7%	9.6%	7.8%
1:00 - 2:00 PM	6.2%	6.7%	5.6%
2:00 - 3:00 PM	7.1%	7.9%	6.2%
3:00 - 4:00 PM	9.0%	6.4%	11.4%
4:00 - 5:00 PM	7.4%	5.0%	9.7%
5:00 - 6:00 PM	6.8%	4.7%	8.8%
6:00 - 7:00 PM	3.8%	1.9%	5.6%
7:00 - 8:00 PM	1.3%	1.0%	1.5%
8:00 - 9:00 PM	0.8%	0.8%	0.9%
9:00 - 10:00 PM	2.3%	0.7%	3.8%
10:00 - 11:00 PM	0.9%	1.3%	0.5%
11:00 - 12:00 AM	0.9%	0.6%	1.2%

LPC Acquisitions, LLC Warehouse
666 Garland Place
Des Plaines, IL

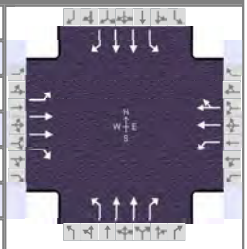
APPENDIX G

Capacity Analysis Worksheets

GEWALT HAMILTON ASSOCIATES, INC.

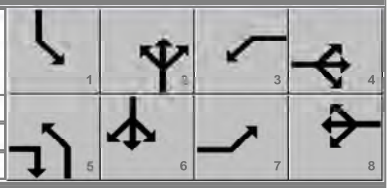
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	5.9	1.4	63.7	6.0	25.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	3.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	1.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	2	1		0	1	0	2	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	90	0	100	130	0		125	0	50	190	0	50
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	30.0	10.0	30.0	12.0	68.0	12.0	68.0
Yellow Change Interval (*Y*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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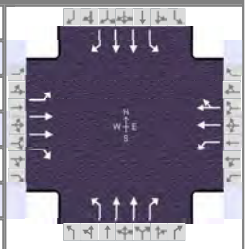
HCS Signalized Intersection Results Summary

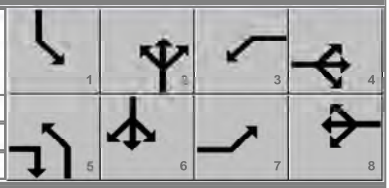
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	1.4		63.7	6.0	25.0	0.0					
Yellow	3.0	0.0		4.0	3.0	4.0	0.0					
Red	1.0	0.0		1.0	1.0	1.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.0	30.0	10.0	30.0	9.9	68.7	11.3	70.1
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.1	3.8	3.1	3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	8.0	27.0	7.2	11.9	5.5		7.3	
Green Extension Time (*g e*), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.96	1.00	0.98		1.00	
Max Out Probability	1.00	1.00	1.00	0.13	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	128	310	390	99	178	177	119	353	16	173	983	69
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1781	1885	1869	1810	1795	1610	1781	1795	1610
Queue Service Time (*g s*), s	6.0	8.9	25.0	5.2	9.9	9.9	3.5	6.1	0.6	5.3	20.7	2.4
Cycle Queue Clearance Time (*g c*), s	6.0	8.9	25.0	5.2	9.9	9.9	3.5	6.1	0.6	5.3	20.7	2.4
Green Ratio (*g/C*)	0.26	0.21	0.26	0.26	0.21	0.21	0.58	0.53	0.53	0.59	0.54	0.54
Capacity (*c*), veh/h	264	754	414	275	393	389	354	1906	855	661	1948	874
Volume-to-Capacity Ratio (*X*)	0.486	0.412	0.940	0.360	0.453	0.455	0.335	0.185	0.018	0.261	0.505	0.079
Back of Queue (*Q*), ft/ln (95 th percentile)	136	178	518	104	205	202	62	112	9	90	329	40
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	7.1	20.7	4.1	8.1	8.1	2.5	4.4	0.4	3.6	13.0	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	1.51	0.00	5.18	0.80	0.00	0.00	0.49	0.00	0.18	0.47	0.00	0.81
Uniform Delay (*d 1*), s/veh	37.4	41.1	43.7	35.5	41.5	41.5	13.7	14.6	13.3	11.3	17.3	13.1
Incremental Delay (*d 2*), s/veh	0.5	0.1	29.1	0.3	0.3	0.3	0.2	0.2	0.0	0.1	0.9	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	37.9	41.3	72.8	35.8	41.8	41.9	13.9	14.8	13.4	11.3	18.2	13.3
Level of Service (LOS)	D	D	E	D	D	D	B	B	B	B	B	B
Approach Delay, s/veh / LOS	55.6	E		40.5	D		14.6	B		17.0	B	
Intersection Delay, s/veh / LOS	30.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.26	B	2.41	B
Bicycle LOS Score / LOS	1.17	A	0.86	A	0.89	A	1.50	A

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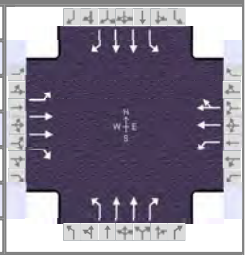
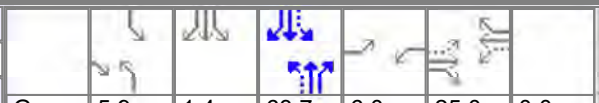
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	AM Existing				

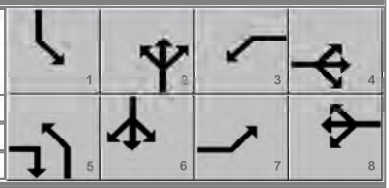


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.9	1.4	63.7	6.0	25.0	0.0
Yellow	3.0	0.0	4.0	3.0	4.0	0.0
Red	1.0	0.0	1.0	1.0	1.0	0.0



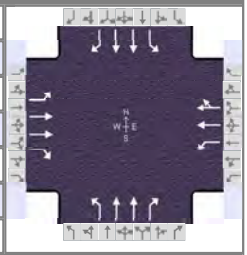
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.984	0.992	1.000	1.000	0.992	1.000	0.984	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1610	1781	3667	88	1810	3589	1610	1781	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.05	0.21	0.21	0.05	0.21	0.21	0.05	0.53	0.53	0.06	0.54	0.54
Incremental Delay Factor (k)	0.04	0.04	0.44	0.04	0.04	0.04	0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)	0.26	0.21	0.26	0.21	0.58	0.53	0.59	0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln	1042	0	1069	0	581	0	1028	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	25.0	0.0	25.0	0.0	63.7	0.0	63.7	0.0
Permitted Service Time (g_u), s	13.1	0.0	14.1	0.0	42.4	0.0	57.6	0.0
Permitted Queue Service Time (g_{ps}), s	3.1		1.1		5.5		1.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				0		0
Protected Right Effective Green Time (g_R), s		5.9				0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.710	0.000	1.557	0.000	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.145	0.000	0.145	0.000	0.103	0.000	0.101
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	416.67	37.60	416.67	37.60	1062.21	13.19	1085.24	12.55
Bicycle F_w / F_v	-3.64	0.68	-3.64	0.37	-3.64	0.40	-3.64	1.01

HCS Signalized Intersection Results Graphical Summary

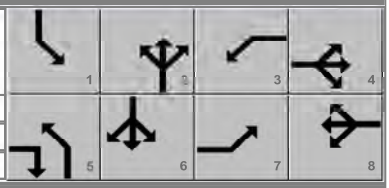
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	AM Existing				



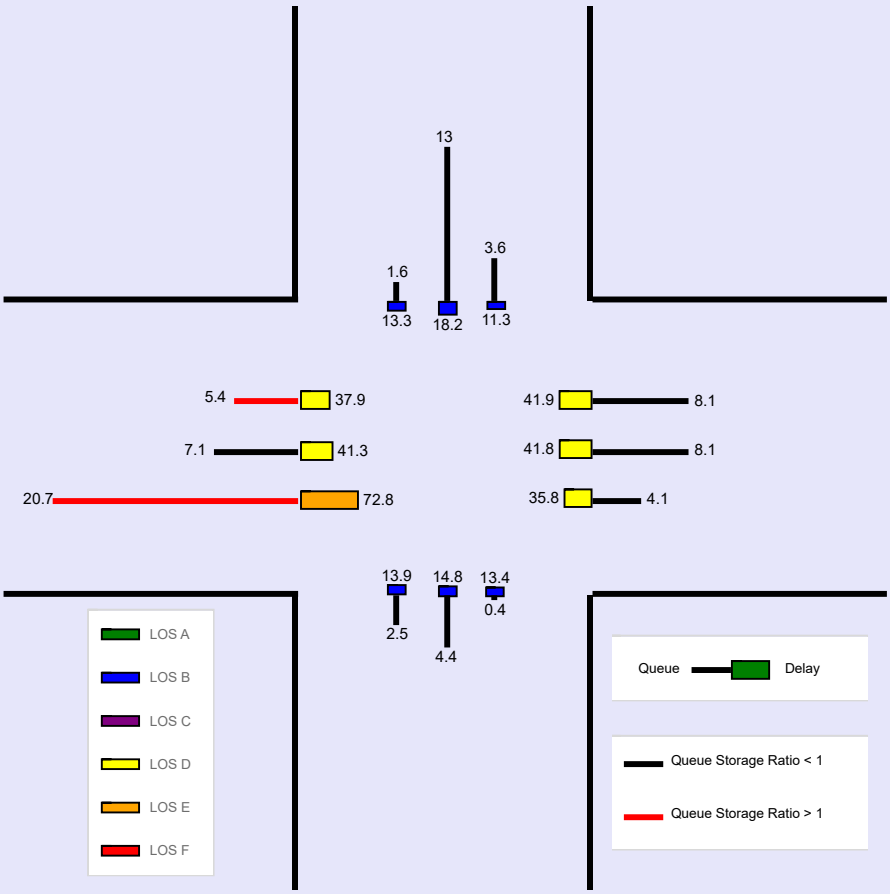
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	1.4	63.7	6.0	25.0	0.0	
Yellow	3.0	0.0	4.0	3.0	4.0	0.0	
Red	1.0	0.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	136	178	518	104	205	202	62	112	9	90	329	40
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	7.1	20.7	4.1	8.1	8.1	2.5	4.4	0.4	3.6	13.0	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	1.51	0.00	5.18	0.80	0.00	0.00	0.49	0.00	0.18	0.47	0.00	0.81
Control Delay (*d*), s/veh	37.9	41.3	72.8	35.8	41.8	41.9	13.9	14.8	13.4	11.3	18.2	13.3
Level of Service (LOS)	D	D	E	D	D	D	B	B	B	B	B	B
Approach Delay, s/veh / LOS	55.6	E		40.5	D		14.6	B		17.0	B	
Intersection Delay, s/veh / LOS	30.8						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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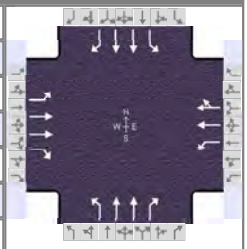
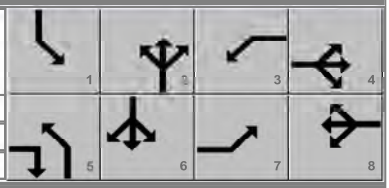
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM NB.xus		
Project Description	AM No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	319	400	101	356	9	118	350	16	170	965	67

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	Begin							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	5.9	1.5	63.6	6.0	25.0	0.0
				Yellow	3.0	0.0	4.0	3.0	4.0	0.0
				Red	1.0	0.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	319	400	101	356	9	118	350	16	170	965	67
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	2	1		0	1	0	2	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	90	0	100	130	0		125	0	50	190	0	50
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	30.0	10.0	30.0	12.0	68.0	12.0	68.0
Yellow Change Interval (*Y*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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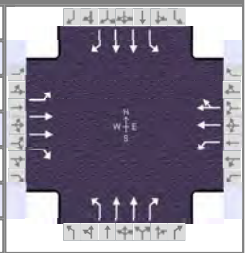
HCS Signalized Intersection Results Summary

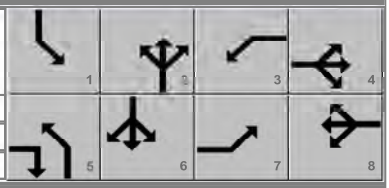
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM NB.xus		
Project Description	AM No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	319	400	101	356	9	118	350	16	170	965	67

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	1.5	63.6	6.0	25.0	0.0	
Yellow	3.0	0.0	4.0	3.0	4.0	0.0	
Red	1.0	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.0	30.0	10.0	30.0	9.9	68.6	11.4	70.1
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.1	3.8	3.1	3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	8.0	27.0	7.6	12.7	5.7		7.4	
Green Extension Time (*g e*), s	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.97	1.00	0.98		1.00	
Max Out Probability	1.00	1.00	1.00	0.18	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	138	332	417	105	191	190	123	365	17	177	1005	70
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1781	1885	1869	1810	1795	1610	1781	1795	1610
Queue Service Time (*g s*), s	6.0	9.6	25.0	5.6	10.7	10.7	3.7	6.4	0.6	5.4	21.4	2.5
Cycle Queue Clearance Time (*g c*), s	6.0	9.6	25.0	5.6	10.7	10.7	3.7	6.4	0.6	5.4	21.4	2.5
Green Ratio (*g/C*)	0.26	0.21	0.26	0.26	0.21	0.21	0.58	0.53	0.53	0.59	0.54	0.54
Capacity (*c*), veh/h	255	754	415	266	393	389	347	1902	853	655	1947	874
Volume-to-Capacity Ratio (*X*)	0.540	0.441	1.005	0.396	0.485	0.487	0.354	0.192	0.020	0.270	0.516	0.080
Back of Queue (*Q*), ft/ln (95 th percentile)	39	192	605	111	218	215	64	116	10	93	338	41
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	7.7	24.2	4.4	8.6	8.6	2.6	4.6	0.4	3.6	13.4	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.43	0.00	6.05	0.86	0.00	0.00	0.51	0.00	0.20	0.49	0.00	0.82
Uniform Delay (*d 1*), s/veh	38.5	41.4	44.5	35.7	41.8	41.9	13.9	14.8	13.4	11.3	17.4	13.1
Incremental Delay (*d 2*), s/veh	1.3	0.2	45.4	0.4	0.3	0.4	0.2	0.2	0.0	0.1	1.0	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	39.8	41.6	90.0	36.1	42.2	42.2	14.2	15.0	13.4	11.4	18.4	13.3
Level of Service (LOS)	D	D	F	D	D	D	B	B	B	B	B	B
Approach Delay, s/veh / LOS	64.0	E		40.9	D		14.7	B		17.1	B	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.26	B	2.41	B
Bicycle LOS Score / LOS	1.22	A	0.89	A	0.90	A	1.52	B

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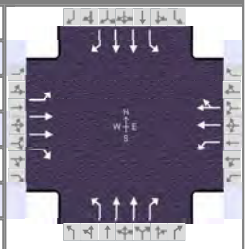
HCS Signalized Intersection Intermediate Values

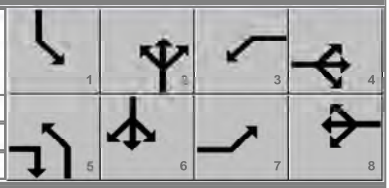
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM NB.xus		
Project Description	AM No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	319	400	101	356	9	118	350	16	170	965	67

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	1.5		63.6	6.0	25.0	0.0					
Yellow	3.0	0.0		4.0	3.0	4.0	0.0					
Red	1.0	0.0		1.0	1.0	1.0	0.0					



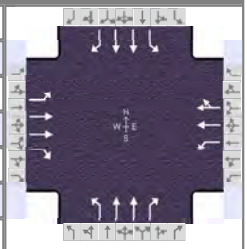
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.984	0.992	1.000	1.000	0.992	1.000	0.984	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1610	1781	3661	92	1810	3589	1610	1781	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.05	0.21	0.21	0.05	0.21	0.21	0.05	0.53	0.53	0.06	0.54	0.54
Incremental Delay Factor (k)	0.08	0.04	0.50	0.04	0.04	0.04	0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)	0.26	0.21	0.26	0.21	0.58	0.53	0.59	0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln	1019	0	1048	0	569	0	1017	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	25.0	0.0	25.0	0.0	63.6	0.0	63.6	0.0
Permitted Service Time (g_u), s	12.3	0.0	13.4	0.0	41.7	0.0	57.2	0.0
Permitted Queue Service Time (g_{ps}), s	4.5		1.3		6.0		1.3	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				0		0
Protected Right Effective Green Time (g_R), s		5.9				0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.710	0.000	1.557	0.000	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.145	0.000	0.145	0.000	0.104	0.000	0.101
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	416.67	37.60	416.67	37.60	1059.87	13.26	1084.99	12.56
Bicycle F_w / F_v	-3.64	0.73	-3.64	0.40	-3.64	0.42	-3.64	1.03

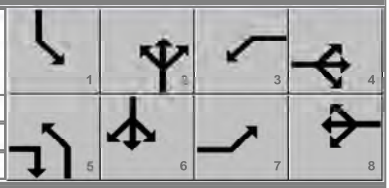
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM NB.xus		
Project Description	AM No-Build 2031				

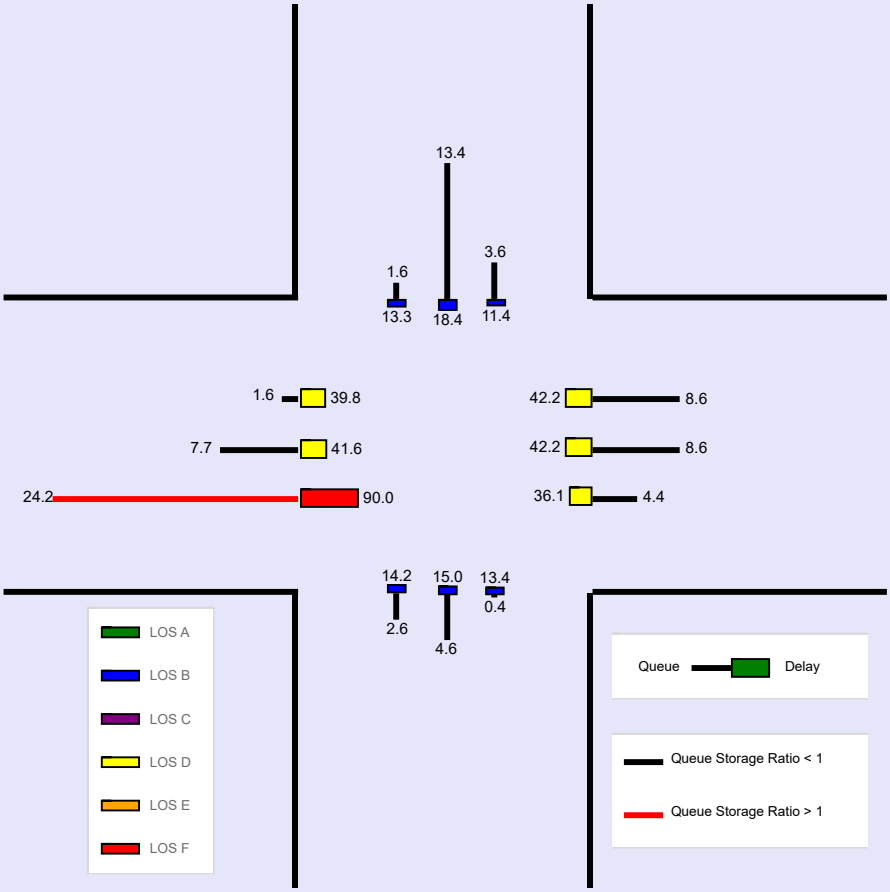


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	319	400	101	356	9	118	350	16	170	965	67

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.9	1.5	63.6	6.0	25.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	3.0	4.0	0.0		
				Red	1.0	0.0	1.0	1.0	1.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	39	192	605	111	218	215	64	116	10	93	338	41
Back of Queue (*Q*), veh/ln (95 th percentile)	1.6	7.7	24.2	4.4	8.6	8.6	2.6	4.6	0.4	3.6	13.4	1.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.43	0.00	6.05	0.86	0.00	0.00	0.51	0.00	0.20	0.49	0.00	0.82
Control Delay (*d*), s/veh	39.8	41.6	90.0	36.1	42.2	42.2	14.2	15.0	13.4	11.4	18.4	13.3
Level of Service (LOS)	D	D	F	D	D	D	B	B	B	B	B	B
Approach Delay, s/veh / LOS	64.0	E		40.9	D		14.7	B		17.1	B	
Intersection Delay, s/veh / LOS	33.7	C										



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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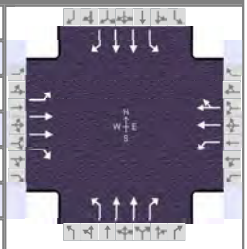
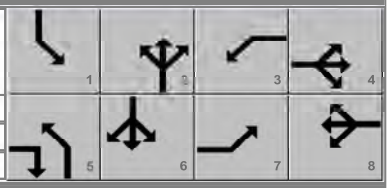
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Total.xus		
Project Description	AM Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	319	400	101	356	9	118	348	16	173	966	70

Signal Information					EB			WB				
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	5.9	1.6		63.5	6.0	25.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0		4.0	3.0	4.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	1.0	1.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	319	400	101	356	9	118	348	16	173	966	70
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	2	1		0	1	0	2	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	90	0	100	130	0		125	0	50	190	0	50
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	30.0	10.0	30.0	12.0	68.0	12.0	68.0
Yellow Change Interval (*Y*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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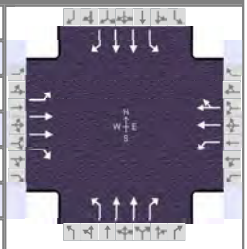
HCS Signalized Intersection Results Summary

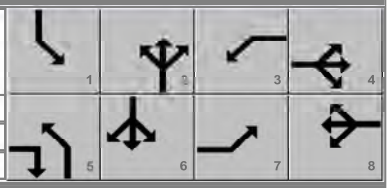
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Total.xus		
Project Description	AM Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	319	400	101	356	9	118	348	16	173	966	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	1.6	63.5	6.0	25.0	0.0
Yellow	3.0	0.0	4.0	3.0	4.0	0.0
Red	1.0	0.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.0	30.0	10.0	30.0	9.9	68.5	11.5	70.1
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.1	3.8	3.1	3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (g_s), s	8.0	27.0	7.6	12.7	5.7		7.5	
Green Extension Time (g_e), s	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Phase Call Probability	0.99	1.00	0.97	1.00	0.98		1.00	
Max Out Probability	1.00	1.00	1.00	0.18	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	142	332	417	105	191	190	123	363	17	180	1006	73
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1781	1885	1869	1810	1795	1610	1781	1795	1610
Queue Service Time (g_s), s	6.0	9.6	25.0	5.6	10.7	10.7	3.7	6.3	0.6	5.5	21.4	2.6
Cycle Queue Clearance Time (g_c), s	6.0	9.6	25.0	5.6	10.7	10.7	3.7	6.3	0.6	5.5	21.4	2.6
Green Ratio (*g/C*)	0.26	0.21	0.26	0.26	0.21	0.21	0.58	0.53	0.53	0.59	0.54	0.54
Capacity (*c*), veh/h	255	754	415	266	393	389	347	1899	852	657	1947	874
Volume-to-Capacity Ratio (*X*)	0.556	0.441	1.005	0.396	0.485	0.487	0.355	0.191	0.020	0.274	0.517	0.083
Back of Queue (*Q*), ft/ln (95 th percentile)	46	192	605	111	218	215	64	116	10	94	338	43
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	7.7	24.2	4.4	8.6	8.6	2.6	4.6	0.4	3.7	13.4	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.51	0.00	6.05	0.86	0.00	0.00	0.52	0.00	0.20	0.50	0.00	0.86
Uniform Delay (d_1), s/veh	39.0	41.4	44.5	35.7	41.8	41.9	14.0	14.8	13.4	11.3	17.5	13.2
Incremental Delay (d_2), s/veh	1.6	0.2	45.4	0.4	0.3	0.4	0.2	0.2	0.0	0.1	1.0	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	40.6	41.6	90.0	36.1	42.2	42.2	14.2	15.0	13.5	11.4	18.4	13.3
Level of Service (LOS)	D	D	F	D	D	D	B	B	B	B	B	B
Approach Delay, s/veh / LOS	64.1	E		40.9	D		14.8	B		17.1	B	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.26	B	2.41	B
Bicycle LOS Score / LOS	1.22	A	0.89	A	0.90	A	1.53	B

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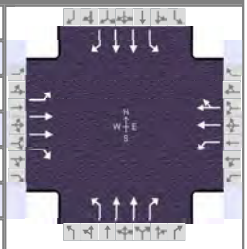
HCS Signalized Intersection Intermediate Values

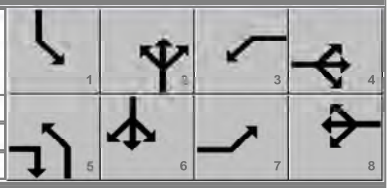
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Total.xus		
Project Description	AM Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	319	400	101	356	9	118	348	16	173	966	70

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.9	1.6		63.5	6.0	25.0	0.0					
Yellow	3.0	0.0		4.0	3.0	4.0	0.0					
Red	1.0	0.0		1.0	1.0	1.0	0.0					



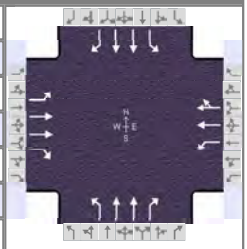
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.984	0.992	1.000	1.000	0.992	1.000	0.984	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1610	1781	3661	92	1810	3589	1610	1781	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.05	0.21	0.21	0.05	0.21	0.21	0.05	0.53	0.53	0.06	0.54	0.54
Incremental Delay Factor (k)	0.09	0.04	0.50	0.04	0.04	0.04	0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)	0.26	0.21	0.26	0.21	0.58	0.53	0.59	0.54
Permitted Saturation Flow Rate (s_p), veh/h/ln	1019	0	1048	0	569	0	1019	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	25.0	0.0	25.0	0.0	63.5	0.0	63.5	0.0
Permitted Service Time (g_u), s	12.3	0.0	13.4	0.0	41.7	0.0	57.1	0.0
Permitted Queue Service Time (g_{ps}), s	5.0		1.3		6.0		1.4	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				0		0
Protected Right Effective Green Time (g_R), s		5.9				0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.710	0.000	1.557	0.000	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.145	0.000	0.145	0.000	0.104	0.000	0.101
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	416.67	37.60	416.67	37.60	1058.12	13.31	1084.99	12.56
Bicycle F_w / F_v	-3.64	0.73	-3.64	0.40	-3.64	0.41	-3.64	1.04

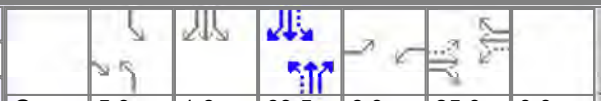
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Total.xus		
Project Description	AM Total 2031				

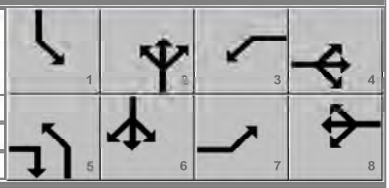


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	136	319	400	101	356	9	118	348	16	173	966	70

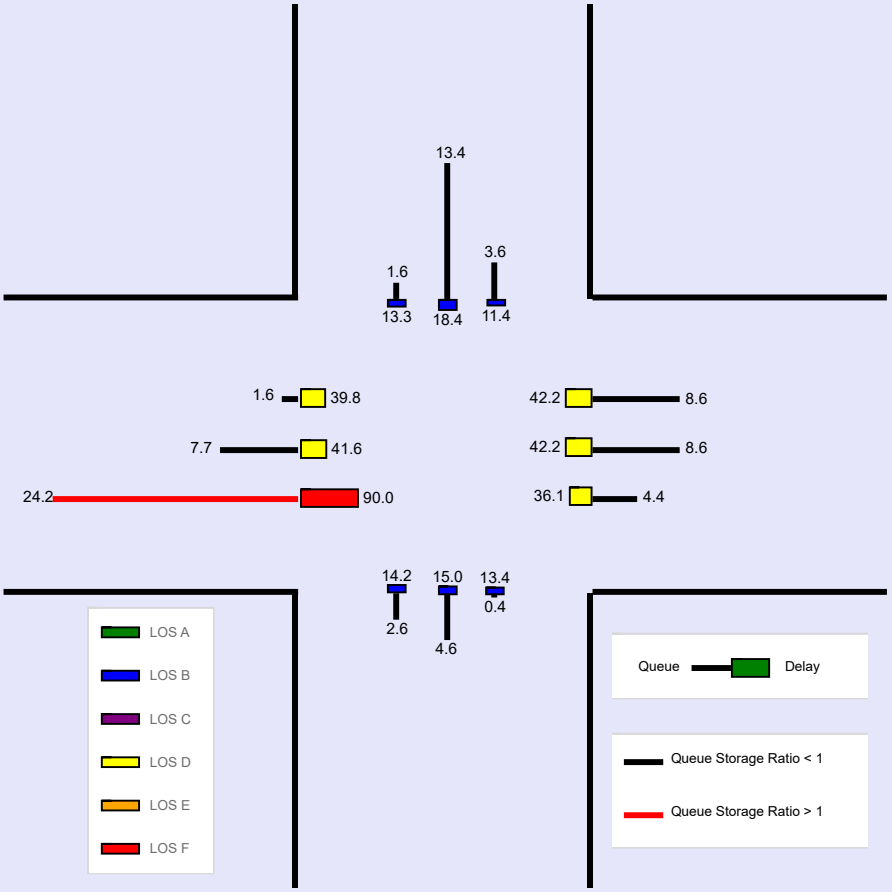
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.9	1.6	63.5	6.0	25.0	0.0						
Yellow	3.0	0.0	4.0	3.0	4.0	0.0						
Red	1.0	0.0	1.0	1.0	1.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	46	192	605	111	218	215	64	116	10	94	338	43
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	7.7	24.2	4.4	8.6	8.6	2.6	4.6	0.4	3.7	13.4	1.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.51	0.00	6.05	0.86	0.00	0.00	0.52	0.00	0.20	0.50	0.00	0.86
Control Delay (*d*), s/veh	40.6	41.6	90.0	36.1	42.2	42.2	14.2	15.0	13.5	11.4	18.4	13.3
Level of Service (LOS)	D	D	F	D	D	D	B	B	B	B	B	B
Approach Delay, s/veh / LOS	64.1		E	40.9		D	14.8		B	17.1		B
Intersection Delay, s/veh / LOS	33.7						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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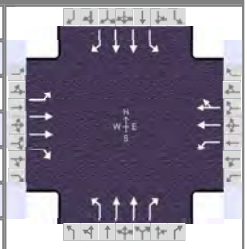
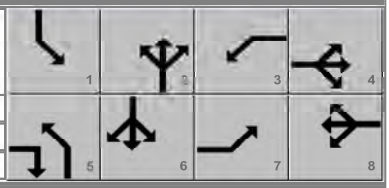
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	6.7	1.4	88.0	6.0	39.9	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	3.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	1.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	2	1		0	1	0	2	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	90	0	100	130	0		125	0	50	190	0	50
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	10.0	45.0	10.0	45.0	12.0	93.0	12.0	93.0
Yellow Change Interval (*Y*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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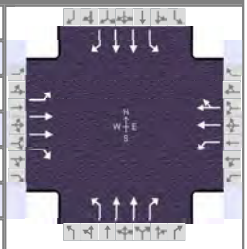
HCS Signalized Intersection Results Summary

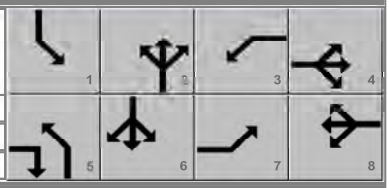
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	1.4	88.0	6.0	39.9	0.0	
Yellow	3.0	0.0	4.0	3.0	4.0	0.0	
Red	1.0	0.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	10.0	44.9	10.0	44.9	10.7	93.0	12.1	94.4
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.1	3.8	3.1	3.8	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	8.0	39.7	8.0	15.0	6.7		9.1	
Green Extension Time (*g e*), s	0.0	0.1	0.0	3.8	0.0	0.0	0.0	0.0
Phase Call Probability	1.00	1.00	0.99	1.00	1.00		1.00	
Max Out Probability	1.00	1.00	1.00	0.01	1.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	132	320	402	102	184	183	123	365	16	178	1015	71
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1781	1885	1869	1810	1795	1610	1781	1795	1610
Queue Service Time (*g s*), s	6.0	11.7	37.7	6.0	13.0	13.0	4.7	8.1	0.7	7.1	27.8	3.3
Cycle Queue Clearance Time (*g c*), s	6.0	11.7	37.7	6.0	13.0	13.0	4.7	8.1	0.7	7.1	27.8	3.3
Green Ratio (*g/C*)	0.29	0.25	0.29	0.29	0.25	0.25	0.59	0.55	0.55	0.60	0.56	0.56
Capacity (*c*), veh/h	273	902	469	285	470	466	331	1974	886	643	2005	900
Volume-to-Capacity Ratio (*X*)	0.484	0.355	0.857	0.358	0.391	0.392	0.370	0.185	0.018	0.277	0.506	0.079
Back of Queue (*Q*), ft/ln (95 th percentile)	81	228	595	27	259	256	88	156	13	131	438	56
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	9.1	23.8	1.1	10.3	10.2	3.5	6.2	0.5	5.2	17.4	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.90	0.00	5.95	0.21	0.00	0.00	0.71	0.00	0.25	0.69	0.00	1.13
Uniform Delay (*d 1*), s/veh	49.1	49.5	53.6	45.3	50.0	50.0	17.5	18.0	16.4	14.4	21.7	16.3
Incremental Delay (*d 2*), s/veh	0.5	0.1	13.9	0.3	0.2	0.2	0.3	0.2	0.0	0.1	0.9	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	49.6	49.6	67.4	45.6	50.2	50.2	17.8	18.2	16.4	14.5	22.6	16.5
Level of Service (LOS)	D	D	E	D	D	D	B	B	B	B	C	B
Approach Delay, s/veh / LOS	58.0	E		49.2	D		18.1	B		21.1	C	
Intersection Delay, s/veh / LOS	35.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	2.27	B	2.42	B
Bicycle LOS Score / LOS	1.19	A	0.87	A	0.90	A	1.53	B

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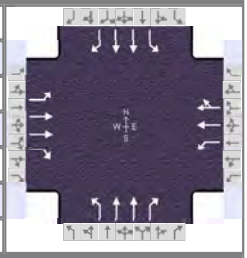
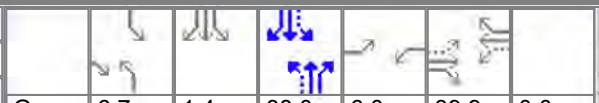
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	PM Existing				

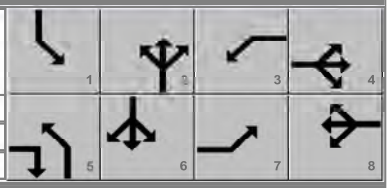


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.7	1.4		88.0	6.0	39.9	0.0					
Yellow	3.0	0.0		4.0	3.0	4.0	0.0					
Red	1.0	0.0		1.0	1.0	1.0	0.0					



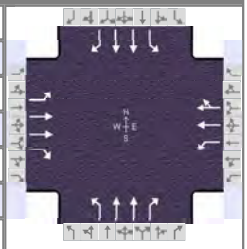
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.984	0.992	1.000	1.000	0.992	1.000	0.984	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1610	1781	3667	88	1810	3589	1610	1781	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.04	0.25	0.25	0.04	0.25	0.25	0.04	0.55	0.55	0.05	0.56	0.56
Incremental Delay Factor (k)	0.04	0.04	0.37	0.04	0.04	0.04	0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)	0.29	0.25	0.29	0.25	0.59	0.55	0.60	0.56
Permitted Saturation Flow Rate (s_p), veh/h/ln	1031	0	1059	0	564	0	1017	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	39.9	0.0	39.9	0.0	88.0	0.0	88.0	0.0
Permitted Service Time (g_u), s	24.9	0.0	26.2	0.0	59.5	0.0	79.9	0.0
Permitted Queue Service Time (g_{ps}), s	7.8		3.1		7.9		1.7	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				0		0
Protected Right Effective Green Time (g_R), s		6.7				0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.710	0.000	1.557	0.000	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.153	0.000	0.153	0.000	0.112	0.000	0.110
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	498.45	45.09	498.45	45.09	1100.00	16.20	1117.34	15.58
Bicycle F_w / F_v	-3.64	0.71	-3.64	0.39	-3.64	0.42	-3.64	1.04

HCS Signalized Intersection Results Graphical Summary

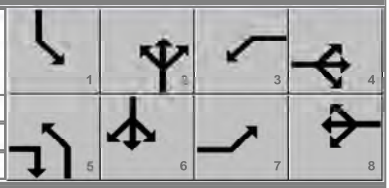
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	AM Exist.xus		
Project Description	PM Existing				



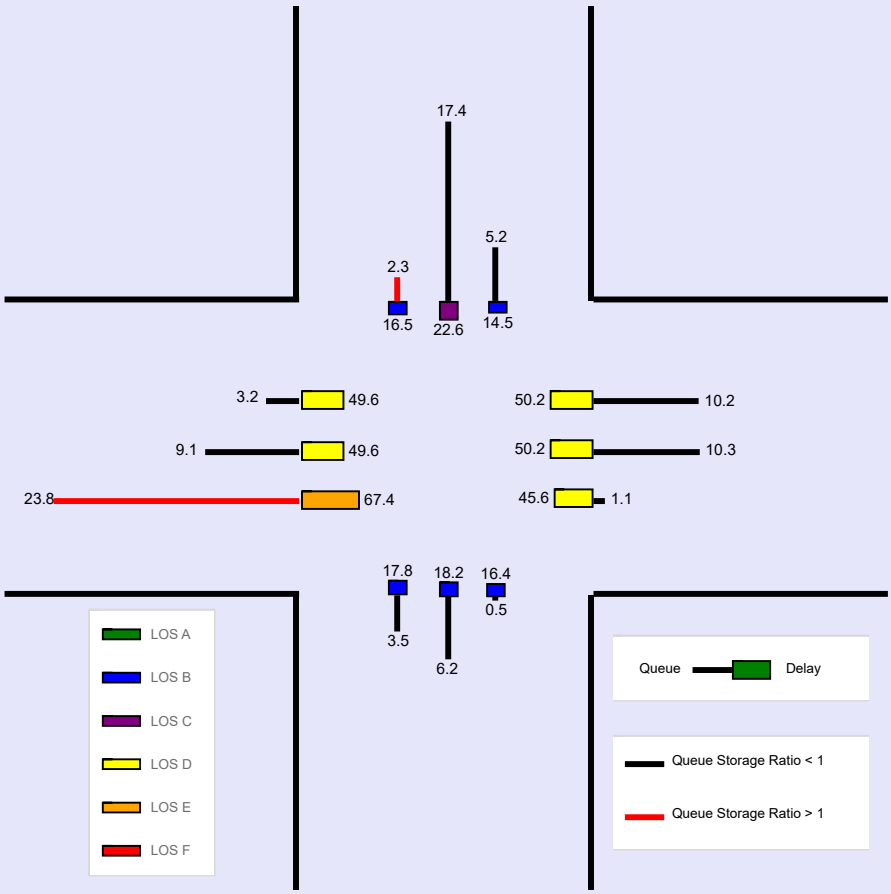
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	298	374	95	333	8	114	339	15	166	944	66

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.7	1.4	88.0	6.0	39.9	0.0	
Yellow	3.0	0.0	4.0	3.0	4.0	0.0	
Red	1.0	0.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	81	228	595	27	259	256	88	156	13	131	438	56
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	9.1	23.8	1.1	10.3	10.2	3.5	6.2	0.5	5.2	17.4	2.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.90	0.00	5.95	0.21	0.00	0.00	0.71	0.00	0.25	0.69	0.00	1.13
Control Delay (*d*), s/veh	49.6	49.6	67.4	45.6	50.2	50.2	17.8	18.2	16.4	14.5	22.6	16.5
Level of Service (LOS)	D	D	E	D	D	D	B	B	B	B	C	B
Approach Delay, s/veh / LOS	58.0		E	49.2		D	18.1		B	21.1		C
Intersection Delay, s/veh / LOS	35.1						D					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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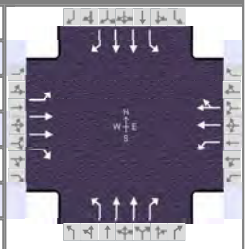
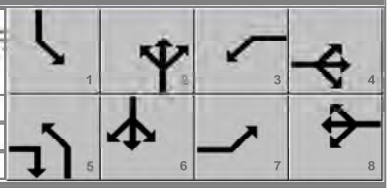
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM NB.xus		
Project Description	PM No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	302	213	199	588	21	204	429	21	101	960	80

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	6.1	3.9	91.4	7.5	3.5	29.5		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	302	213	199	588	21	204	429	21	101	960	80
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	2	1		0	1	0	2	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	90	0	100	130	0		125	0	50	190	0	50
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	45.0	15.0	45.0	12.0	88.0	12.0	88.0
Yellow Change Interval (*Y*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Min	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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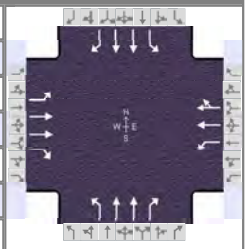
HCS Signalized Intersection Results Summary

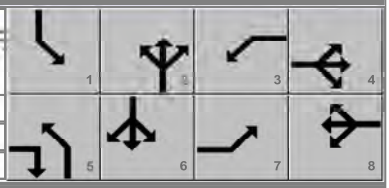
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM NB.xus		
Project Description	PM No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	302	213	199	588	21	204	429	21	101	960	80

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	3.9	91.4	7.5	3.5	29.5	
Yellow	3.0	0.0	4.0	3.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.5	34.5	15.0	38.0	14.1	100.4	10.1	96.4
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.1	4.0	3.1	4.0	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	7.7	22.0	13.0	28.9	9.8		6.1	
Green Extension Time (*g e*), s	0.0	4.3	0.0	4.0	0.3	0.0	0.1	0.0
Phase Call Probability	0.97	1.00	1.00	1.00	1.00		0.99	
Max Out Probability	0.81	0.09	1.00	0.16	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	81	325	229	214	329	326	219	461	23	109	1032	86
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1781	1885	1862	1810	1795	1610	1781	1795	1610
Queue Service Time (*g s*), s	5.7	12.9	20.0	11.0	26.9	26.9	7.8	9.5	0.9	4.1	27.7	3.9
Cycle Queue Clearance Time (*g c*), s	5.7	12.9	20.0	11.0	26.9	26.9	7.8	9.5	0.9	4.1	27.7	3.9
Green Ratio (*g/C*)	0.23	0.18	0.25	0.26	0.21	0.21	0.65	0.60	0.60	0.61	0.57	0.57
Capacity (*c*), veh/h	150	667	398	277	388	384	380	2139	960	601	2051	920
Volume-to-Capacity Ratio (*X*)	0.536	0.487	0.575	0.772	0.848	0.849	0.577	0.216	0.024	0.181	0.503	0.093
Back of Queue (*Q*), ft/ln (95 th percentile)	120	248	321	179	498	490	141	179	16	74	434	66
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	9.9	12.8	7.0	19.8	19.6	5.6	7.1	0.6	2.9	17.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.33	0.00	3.21	1.38	0.00	0.00	1.13	0.00	0.31	0.39	0.00	1.33
Uniform Delay (*d 1*), s/veh	51.7	58.5	52.8	55.0	61.1	61.1	15.9	15.0	13.2	13.2	20.6	15.5
Incremental Delay (*d 2*), s/veh	1.1	0.2	0.5	11.5	7.9	8.1	0.5	0.2	0.0	0.1	0.9	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	52.8	58.7	53.3	66.5	69.0	69.2	16.4	15.2	13.3	13.2	21.5	15.7
Level of Service (LOS)	D	E	D	E	E	E	B	B	B	B	C	B
Approach Delay, s/veh / LOS	56.0	E		68.5	E		15.5	B		20.4	C	
Intersection Delay, s/veh / LOS	38.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.26	B	2.42	B
Bicycle LOS Score / LOS	1.01	A	1.20	A	1.07	A	1.50	A

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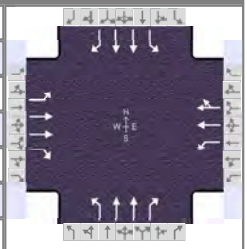
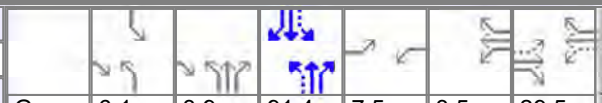
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM NB.xus		
Project Description	PM No-Build 2031				

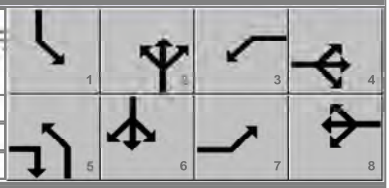


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	302	213	199	588	21	204	429	21	101	960	80

Signal Information									
Cycle, s	160.0	Reference Phase	2						
Offset, s	0	Reference Point	Begin						
Uncoordinated	No	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						



Green	6.1	3.9		91.4	7.5	3.5	29.5					
Yellow	3.0	0.0		4.0	3.0	0.0	4.0					
Red	1.0	0.0		1.0	1.0	0.0	1.0					



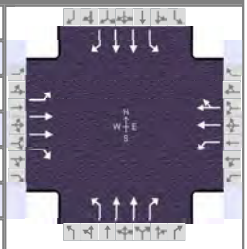
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.984	0.992	1.000	1.000	0.992	1.000	0.984	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.988	0.988		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1610	1781	3618	129	1810	3589	1610	1781	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.05	0.18	0.18	0.07	0.21	0.21	0.06	0.60	0.60	0.04	0.57	0.57
Incremental Delay Factor (k)	0.04	0.04	0.04	0.29	0.17	0.17	0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)	0.23	0.18	0.26	0.21	0.65	0.60	0.61	0.57
Permitted Saturation Flow Rate (s_p), veh/h/ln	790	0	1055	0	555	0	931	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	29.5	0.0	31.0	0.0	93.4	0.0	91.4	0.0
Permitted Service Time (g_u), s	4.0	0.0	16.6	0.0	63.8	0.0	83.8	0.0
Permitted Queue Service Time (g_{ps}), s	2.9		13.2		19.3		1.0	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				0		0
Protected Right Effective Green Time (g_R), s		10.1				0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.710	0.000	1.557	0.000	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.159	0.000	0.157	0.000	0.103	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	368.89	53.21	412.05	50.43	1192.08	13.05	1142.91	14.69
Bicycle F_w / F_v	-3.64	0.52	-3.64	0.72	-3.64	0.58	-3.64	1.01

HCS Signalized Intersection Results Graphical Summary

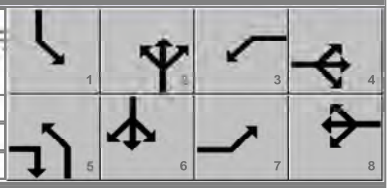
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM NB.xus		
Project Description	PM No-Build 2031				



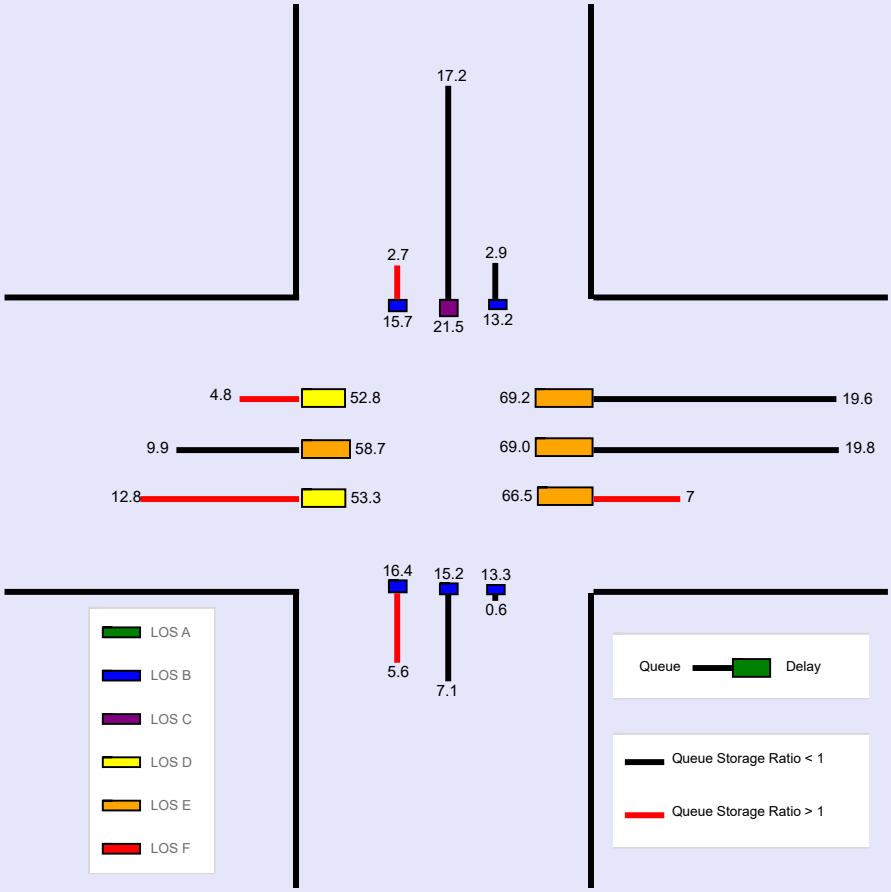
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	302	213	199	588	21	204	429	21	101	960	80

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	3.9	91.4	7.5	3.5	29.5	
Yellow	3.0	0.0	4.0	3.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	120	248	321	179	498	490	141	179	16	74	434	66
Back of Queue (*Q*), veh/ln (95 th percentile)	4.8	9.9	12.8	7.0	19.8	19.6	5.6	7.1	0.6	2.9	17.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.33	0.00	3.21	1.38	0.00	0.00	1.13	0.00	0.31	0.39	0.00	1.33
Control Delay (*d*), s/veh	52.8	58.7	53.3	66.5	69.0	69.2	16.4	15.2	13.3	13.2	21.5	15.7
Level of Service (LOS)	D	E	D	E	E	E	B	B	B	B	C	B
Approach Delay, s/veh / LOS	56.0	E		68.5	E		15.5	B		20.4	C	
Intersection Delay, s/veh / LOS	38.1						D					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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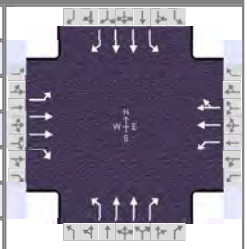
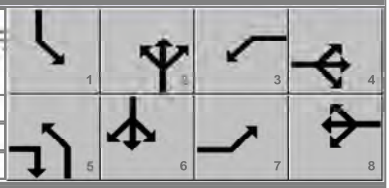
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM Total.xus		
Project Description	PM Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	302	213	199	588	21	204	437	21	107	936	85

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	6.4	3.7	91.6	7.4	3.6	29.4		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	302	213	199	588	21	204	437	21	107	936	85
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	2	1		0	1	0	2	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	90	0	100	130	0		125	0	50	190	0	50
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	45.0	15.0	45.0	12.0	88.0	12.0	88.0
Yellow Change Interval (*Y*), s	3.0	4.0	3.0	4.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	6	6	6	6	6	6	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Off	Min	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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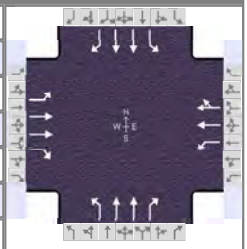
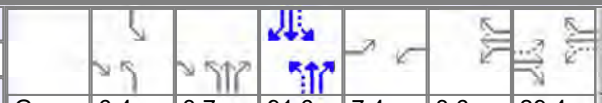
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM Total.xus		
Project Description	PM Total 2031				

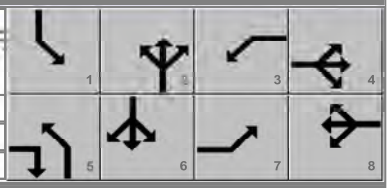


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	302	213	199	588	21	204	437	21	107	936	85

Signal Information			
Cycle, s	160.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.4	3.7		91.6	7.4	3.6	29.4		
Yellow	3.0	0.0		4.0	3.0	0.0	4.0		
Red	1.0	0.0		1.0	1.0	0.0	1.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4	3	8	5	2	1	6
Case Number	1.1	3.0	1.1	4.0	1.1	3.0	1.1	3.0
Phase Duration, s	11.4	34.4	15.0	38.0	14.1	100.3	10.4	96.6
Change Period, (*Y+R c*), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s	3.1	4.0	3.1	4.0	3.1	0.0	3.1	0.0
Queue Clearance Time (*g s*), s	7.6	22.0	13.0	28.9	9.8		6.3	
Green Extension Time (*g e*), s	0.0	4.3	0.0	4.1	0.3	0.0	0.1	0.0
Phase Call Probability	0.97	1.00	1.00	1.00	1.00		0.99	
Max Out Probability	0.66	0.09	1.00	0.15	0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	78	325	229	214	329	326	219	470	23	115	1006	91
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1781	1885	1862	1810	1795	1610	1781	1795	1610
Queue Service Time (*g s*), s	5.6	12.9	20.0	11.0	26.9	26.9	7.8	9.8	0.9	4.3	26.7	4.1
Cycle Queue Clearance Time (*g c*), s	5.6	12.9	20.0	11.0	26.9	26.9	7.8	9.8	0.9	4.3	26.7	4.1
Green Ratio (*g/C*)	0.23	0.18	0.25	0.26	0.21	0.21	0.65	0.60	0.60	0.61	0.57	0.57
Capacity (*c*), veh/h	149	664	397	276	389	384	390	2137	959	598	2054	921
Volume-to-Capacity Ratio (*X*)	0.528	0.489	0.577	0.775	0.847	0.848	0.563	0.220	0.024	0.192	0.490	0.099
Back of Queue (*Q*), ft/ln (95 th percentile)	117	248	321	180	498	490	141	183	16	78	421	71
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	9.9	12.9	7.1	19.8	19.6	5.7	7.3	0.6	3.1	16.7	2.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.30	0.00	3.21	1.38	0.00	0.00	1.13	0.00	0.31	0.41	0.00	1.41
Uniform Delay (*d 1*), s/veh	51.8	58.6	53.0	55.1	61.1	61.1	15.5	15.1	13.3	13.1	20.3	15.5
Incremental Delay (*d 2*), s/veh	1.1	0.2	0.5	11.8	7.8	8.0	0.5	0.2	0.0	0.1	0.8	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	52.9	58.8	53.5	66.8	68.9	69.1	16.0	15.3	13.3	13.2	21.2	15.7
Level of Service (LOS)	D	E	D	E	E	E	B	B	B	B	C	B
Approach Delay, s/veh / LOS	56.1	E		68.5	E		15.5	B		20.0	C	
Intersection Delay, s/veh / LOS	38.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.47	B	2.26	B	2.42	B
Bicycle LOS Score / LOS	1.01	A	1.20	A	1.07	A	1.49	A

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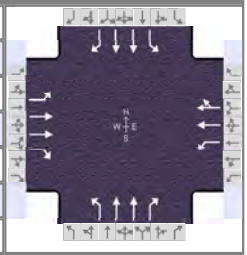
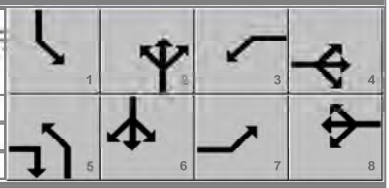
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM Total.xus		
Project Description	PM Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	302	213	199	588	21	204	437	21	107	936	85

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	6.4	3.7	91.6	7.4	3.6	29.4		
				Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
				Red	1.0	0.0	1.0	1.0	0.0	1.0		



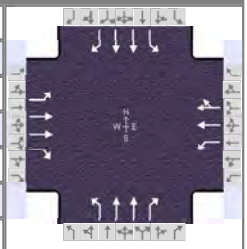
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.984	0.992	1.000	1.000	0.992	1.000	0.984	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.988	0.988		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1610	1781	3618	129	1810	3589	1610	1781	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.05	0.18	0.18	0.07	0.21	0.21	0.06	0.60	0.60	0.04	0.57	0.57
Incremental Delay Factor (k)	0.04	0.04	0.04	0.29	0.17	0.17	0.04	0.50	0.50	0.04	0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)	0.23	0.18	0.26	0.21	0.65	0.60	0.61	0.57
Permitted Saturation Flow Rate (s_p), veh/h/ln	790	0	1055	0	569	0	923	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	29.4	0.0	31.0	0.0	93.3	0.0	91.6	0.0
Permitted Service Time (g_u), s	4.1	0.0	16.5	0.0	64.9	0.0	83.5	0.0
Permitted Queue Service Time (g_{ps}), s	2.8		13.2		17.8		1.1	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610				0		0
Protected Right Effective Green Time (g_R), s		10.1				0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.710	0.000	1.557	0.000	1.710	0.000
Pedestrian F_s / F_{delay}	0.000	0.159	0.000	0.157	0.000	0.103	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	367.03	53.33	412.23	50.42	1190.80	13.10	1144.59	14.63
Bicycle F_w / F_v	-3.64	0.52	-3.64	0.72	-3.64	0.59	-3.64	1.00

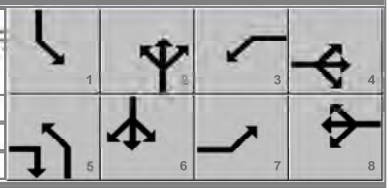
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.93
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Dempster Street	File Name	PM Total.xus		
Project Description	PM Total 2031				

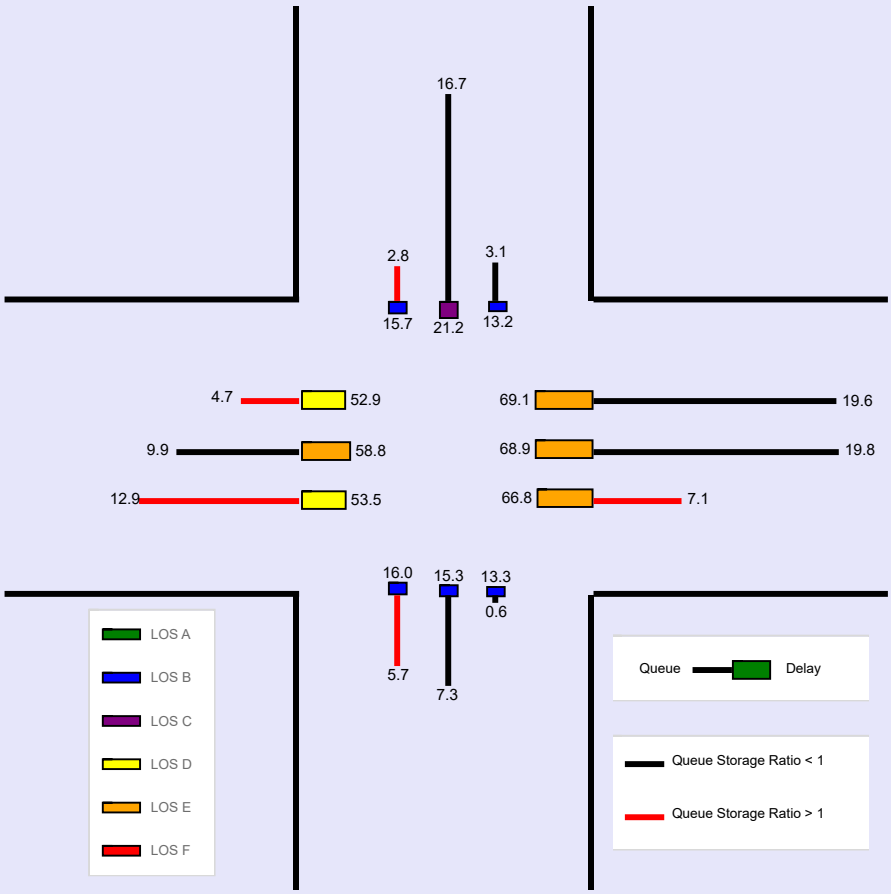


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	302	213	199	588	21	204	437	21	107	936	85

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin	Green	6.4	3.7	91.6	7.4	3.6	29.4		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	3.0	0.0	4.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	117	248	321	180	498	490	141	183	16	78	421	71
Back of Queue (*Q*), veh/ln (95 th percentile)	4.7	9.9	12.9	7.1	19.8	19.6	5.7	7.3	0.6	3.1	16.7	2.8
Queue Storage Ratio (*RQ*) (95 th percentile)	1.30	0.00	3.21	1.38	0.00	0.00	1.13	0.00	0.31	0.41	0.00	1.41
Control Delay (*d*), s/veh	52.9	58.8	53.5	66.8	68.9	69.1	16.0	15.3	13.3	13.2	21.2	15.7
Level of Service (LOS)	D	E	D	E	E	E	B	B	B	B	C	B
Approach Delay, s/veh / LOS	56.1	E		68.5	E		15.5	B		20.0	C	
Intersection Delay, s/veh / LOS	38.0						D					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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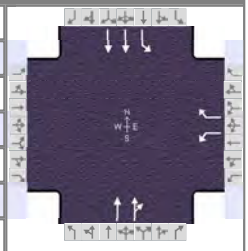
HCS Signalized Intersection Input Data

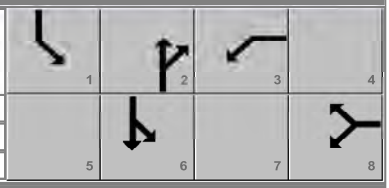
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Exist.xus		
Project Description	Am Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				317		284		670	256	350	906	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	69.1	24.1	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				317		284		670	256	350	906	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				1		0		1		0	1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft				125		125		0		215	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				40		40		40	40	40	40	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			20.0	30.0		70.0	20.0	90.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0	1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s			6	6		6	6	6
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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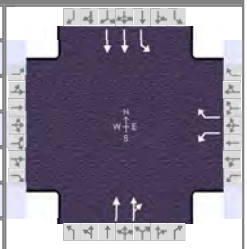
HCS Signalized Intersection Results Summary

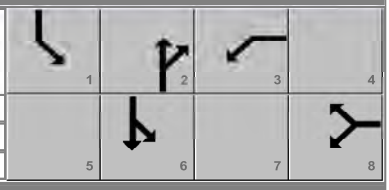
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Exist.xus		
Project Description	Am Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				317		284		670	256	350	906	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	69.1	24.1	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				29.1		74.1	16.8	90.9
Change Period, (*Y+R c*), s				5.0		5.0	5.0	5.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s				23.9			11.5	
Green Extension Time (*g e*), s				0.2		0.0	0.3	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				1.00			0.37	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				334		299		512	463	368	954	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795		1610		1885	1706	1810	1795	
Queue Service Time (*g s*), s				21.9		21.9		19.9	19.0	9.5	12.3	
Cycle Queue Clearance Time (*g c*), s				21.9		21.9		19.9	19.0	9.5	12.3	
Green Ratio (*g/C*)				0.20		0.20		0.58	0.58	0.69	0.72	
Capacity (*c*), veh/h				361		324		1085	982	478	2569	
Volume-to-Capacity Ratio (*X*)				0.925		0.924		0.472	0.472	0.770	0.371	
Back of Queue (*Q*), ft/ln (95 th percentile)				454		416		320	294	174	188	
Back of Queue (*Q*), veh/ln (95 th percentile)				18.0		16.7		12.7	11.8	7.0	7.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.63		3.33		0.00	0.00	0.81	0.00	
Uniform Delay (*d 1*), s/veh				47.1		47.0		14.8	14.8	12.6	6.6	
Incremental Delay (*d 2*), s/veh				27.3		29.2		1.5	1.6	5.0	0.4	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				74.3		76.2		16.3	16.5	17.6	7.0	
Level of Service (LOS)				E		E		B	B	B	A	
Approach Delay, s/veh / LOS	0.0			75.2		E	16.4		B	10.0		A
Intersection Delay, s/veh / LOS	26.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.32	B	1.89	B	0.66	A
Bicycle LOS Score / LOS				F	1.29	A	1.58	B

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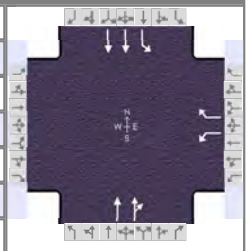
HCS Signalized Intersection Intermediate Values

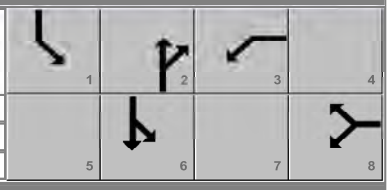
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Exist.xus		
Project Description	Am Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				317		284		670	256	350	906	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	69.1	24.1	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



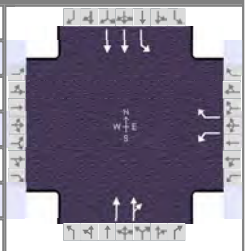
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.992	1.000	1.000	1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.905	0.905		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1795	0	1610	0	2599	993	1810	3680	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.58	0.58	0.10	0.72	0.00
Incremental Delay Factor (k)				0.40		0.40		0.50	0.50	0.21	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				5.0		5.0	5.0	5.0
Green Ratio (g/C)				0.20		0.58	0.69	0.72
Permitted Saturation Flow Rate (s_p), veh/h/ln				1795		598	586	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	71.1	0.0
Permitted Service Time (g_u), s				0.0		0.0	49.1	0.0
Permitted Queue Service Time (g_{ps}), s							37.1	
Time to First Blockage (g_f), s				0.0		69.1	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.198	0.000	0.000	0.000
Pedestrian F_s / F_{delay}	0.000	0.164	0.000	0.164	0.000	0.095	0.000	0.063
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-83.33	65.10		66.15	1151.10	10.81	1431.43	4.85
Bicycle F_w / F_v	-3.64		-3.64	Infinity	-3.64	0.80	-3.64	1.09

HCS Signalized Intersection Results Graphical Summary

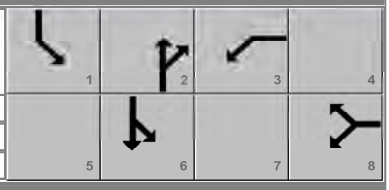
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Exist.xus		
Project Description	Am Existing				



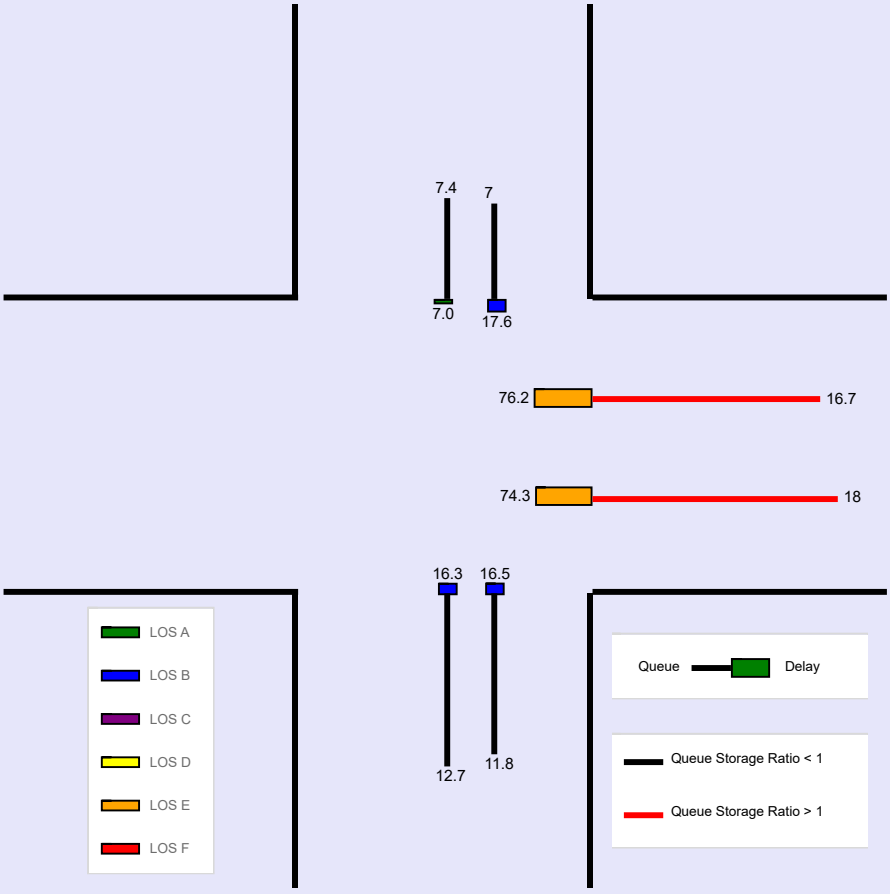
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				317		284		670	256	350	906	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.8	69.1	24.1	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				454		416		320	294	174	188	
Back of Queue (*Q*), veh/ln (95 th percentile)				18.0		16.7		12.7	11.8	7.0	7.4	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.63		3.33		0.00	0.00	0.81	0.00	
Control Delay (*d*), s/veh				74.3		76.2		16.3	16.5	17.6	7.0	
Level of Service (LOS)				E		E		B	B	B	A	
Approach Delay, s/veh / LOS	0.0			75.2		E	16.4		B	10.0		A
Intersection Delay, s/veh / LOS	26.2						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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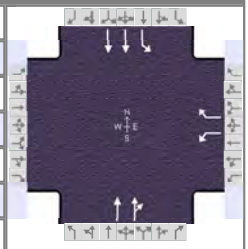
HCS Signalized Intersection Input Data

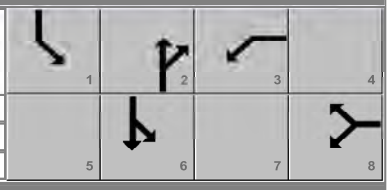
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM NB.xus		
Project Description	Am No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				327		293		696	262	358	940	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.7	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				327		293		696	262	358	940	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				1		0		1		0	1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft				125		125		0		215	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				40		40		40	40	40	40	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			40.0	40.0		60.0	20.0	80.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0	1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s			6	6		6	6	6
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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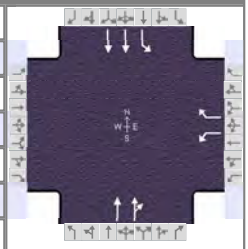
HCS Signalized Intersection Results Summary

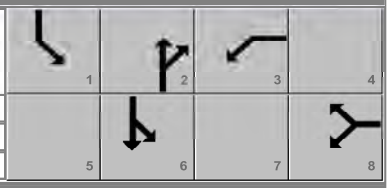
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM NB.xus		
Project Description	Am No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				327		293		696	262	358	940	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.7	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				30.5		71.7	17.7	89.5
Change Period, (*Y+R c*), s				5.0		5.0	5.0	5.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s				24.4			12.1	
Green Extension Time (*g e*), s				1.1		0.0	0.6	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.03			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				344		308		529	479	377	989	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795		1610		1885	1708	1810	1795	
Queue Service Time (*g s*), s				22.4		22.4		24.7	20.8	10.1	13.5	
Cycle Queue Clearance Time (*g c*), s				22.4		22.4		24.7	20.8	10.1	13.5	
Green Ratio (*g/C*)				0.21		0.21		0.56	0.56	0.68	0.70	
Capacity (*c*), veh/h				382		343		1048	950	451	2527	
Volume-to-Capacity Ratio (*X*)				0.901		0.900		0.505	0.505	0.836	0.392	
Back of Queue (*Q*), ft/ln (95 th percentile)				416		380		348	321	224	206	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.5		15.2		13.8	12.8	8.9	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.33		3.04		0.00	0.00	1.04	0.00	
Uniform Delay (*d 1*), s/veh				46.0		46.0		16.4	16.4	16.4	7.3	
Incremental Delay (*d 2*), s/veh				12.4		13.4		1.7	1.9	5.0	0.5	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				58.4		59.4		18.2	18.3	21.4	7.7	
Level of Service (LOS)				E		E		B	B	C	A	
Approach Delay, s/veh / LOS	0.0			58.9		E	18.3		B	11.5		B
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.32	B	1.90	B	0.67	A
Bicycle LOS Score / LOS				F	1.32	A	1.61	B

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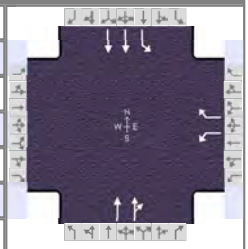
HCS Signalized Intersection Intermediate Values

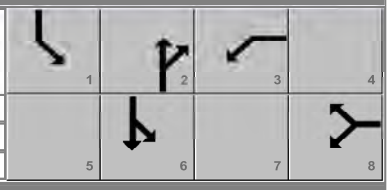
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM NB.xus		
Project Description	Am No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				327		293		696	262	358	940	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.7	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



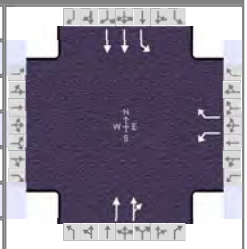
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.992	1.000	1.000	1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.906	0.906		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1795	0	1610	0	2611	983	1810	3680	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.56	0.56	0.11	0.70	0.00
Incremental Delay Factor (k)				0.18		0.18		0.50	0.50	0.13	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				5.0		5.0	5.0	5.0
Green Ratio (g/C)				0.21		0.56	0.68	0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln				1795		578	568	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	68.7	0.0
Permitted Service Time (g_u), s				0.0		0.0	42.1	0.0
Permitted Queue Service Time (g_{ps}), s							42.1	
Time to First Blockage (g_f), s				0.0		66.7	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.198	0.000	0.000	0.000
Pedestrian F_s / F_{delay}	0.000	0.164	0.000	0.164	0.000	0.099	0.000	0.067
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-83.33	65.10		66.15	1112.22	11.82	1407.77	5.26
Bicycle F_w / F_v	-3.64		-3.64	Infinity	-3.64	0.83	-3.64	1.13

HCS Signalized Intersection Results Graphical Summary

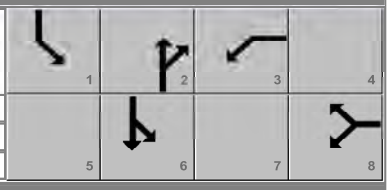
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM NB.xus		
Project Description	Am No-Build 2031				



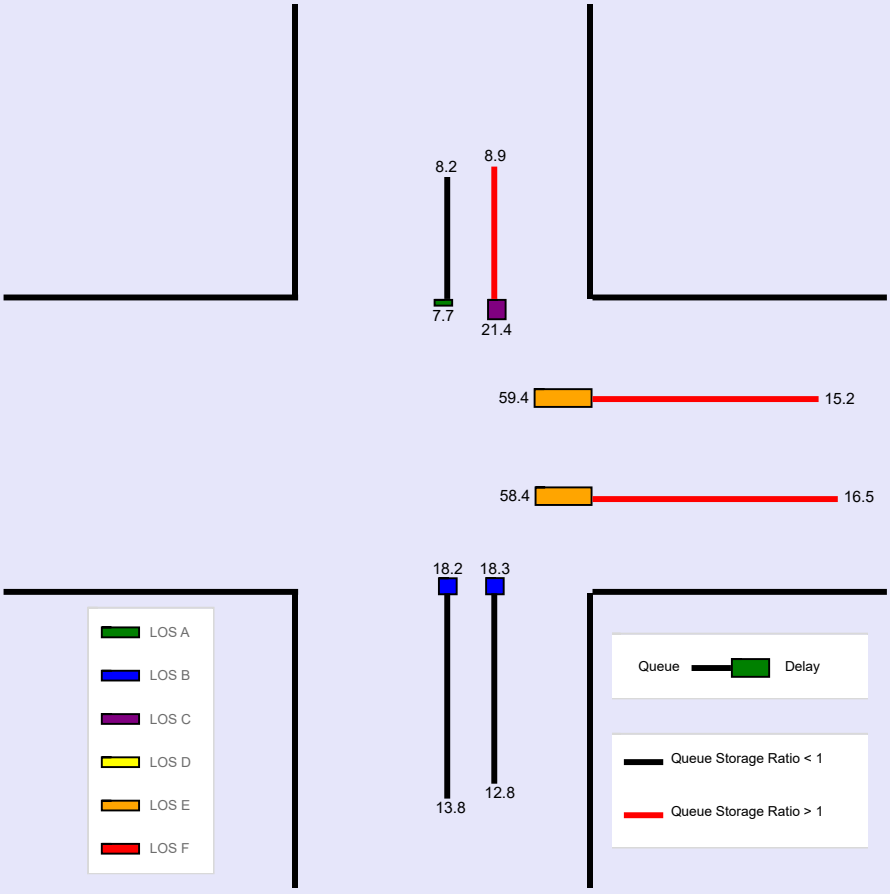
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				327		293		696	262	358	940	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.7	25.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				416		380		348	321	224	206	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.5		15.2		13.8	12.8	8.9	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.33		3.04		0.00	0.00	1.04	0.00	
Control Delay (*d*), s/veh				58.4		59.4		18.2	18.3	21.4	7.7	
Level of Service (LOS)				E		E		B	B	C	A	
Approach Delay, s/veh / LOS	0.0			58.9		E	18.3		B	11.5		B
Intersection Delay, s/veh / LOS	24.0						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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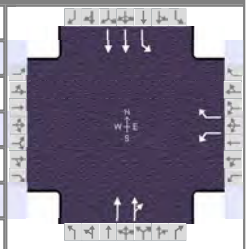
HCS Signalized Intersection Input Data

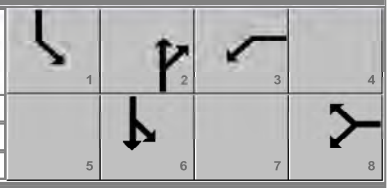
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Total.xus		
Project Description	Am Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				310		293		692	261	358	891	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.8	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				310		293		692	261	358	891	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				1		0		1		0	1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft				125		125		0		215	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				40		40		40	40	40	40	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			40.0	40.0		60.0	20.0	80.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0	1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s			6	6		6	6	6
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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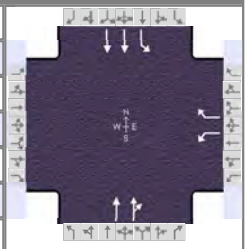
HCS Signalized Intersection Results Summary

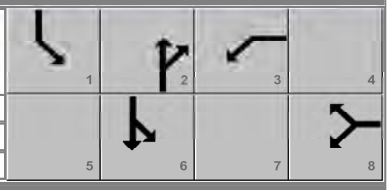
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Total.xus		
Project Description	Am Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				310		293		692	261	358	891	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.8	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				30.5		71.8	17.7	89.5
Change Period, (*Y+R c*), s				5.0		5.0	5.0	5.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s				24.4			12.1	
Green Extension Time (*g e*), s				1.1		0.0	0.6	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.03			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				326		308		526	477	377	938	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795		1610		1885	1708	1810	1795	
Queue Service Time (*g s*), s				21.0		22.4		24.5	20.6	10.1	12.6	
Cycle Queue Clearance Time (*g c*), s				21.0		22.4		24.5	20.6	10.1	12.6	
Green Ratio (*g/C*)				0.21		0.21		0.56	0.56	0.68	0.70	
Capacity (*c*), veh/h				381		342		1049	951	453	2528	
Volume-to-Capacity Ratio (*X*)				0.856		0.902		0.502	0.502	0.832	0.371	
Back of Queue (*Q*), ft/ln (95 th percentile)				381		381		346	318	220	194	
Back of Queue (*Q*), veh/ln (95 th percentile)				15.1		15.2		13.7	12.7	8.8	7.7	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.05		3.05		0.00	0.00	1.02	0.00	
Uniform Delay (*d 1*), s/veh				45.5		46.0		16.4	16.4	16.2	7.1	
Incremental Delay (*d 2*), s/veh				7.7		13.6		1.7	1.9	4.8	0.4	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				53.2		59.7		18.1	18.3	21.0	7.5	
Level of Service (LOS)				D		E		B	B	C	A	
Approach Delay, s/veh / LOS	0.0			56.3		E	18.2		B	11.4		B
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.32	B	1.90	B	0.67	A
Bicycle LOS Score / LOS				F	1.32	A	1.57	B

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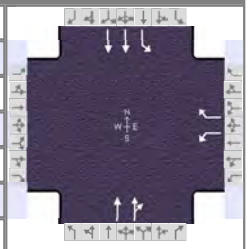
HCS Signalized Intersection Intermediate Values

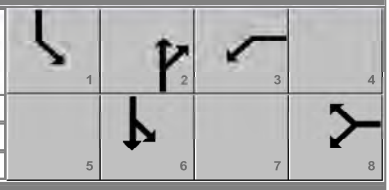
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Total.xus		
Project Description	Am Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				310		293		692	261	358	891	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.8	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



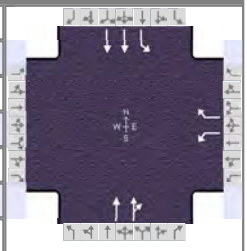
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	0.992	1.000	1.000	1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.906	0.906		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1795	0	1610	0	2609	984	1810	3680	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.56	0.56	0.11	0.70	0.00
Incremental Delay Factor (k)				0.15		0.18		0.50	0.50	0.13	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				5.0		5.0	5.0	5.0
Green Ratio (g/C)				0.21		0.56	0.68	0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln				1795		607	571	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	68.8	0.0
Permitted Service Time (g_u), s				0.0		0.0	42.3	0.0
Permitted Queue Service Time (g_{ps}), s							42.3	
Time to First Blockage (g_f), s				0.0		66.8	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.198	0.000	0.000	0.000
Pedestrian F_s / F_{delay}	0.000	0.164	0.000	0.164	0.000	0.099	0.000	0.066
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-83.33	65.10		66.15	1113.20	11.80	1408.56	5.25
Bicycle F_w / F_v	-3.64		-3.64	Infinity	-3.64	0.83	-3.64	1.08

HCS Signalized Intersection Results Graphical Summary

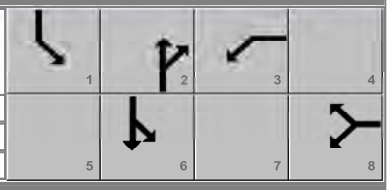
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	7:45-8:45 AM	PHF	0.95
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	AM Total.xus		
Project Description	Am Total 2031				



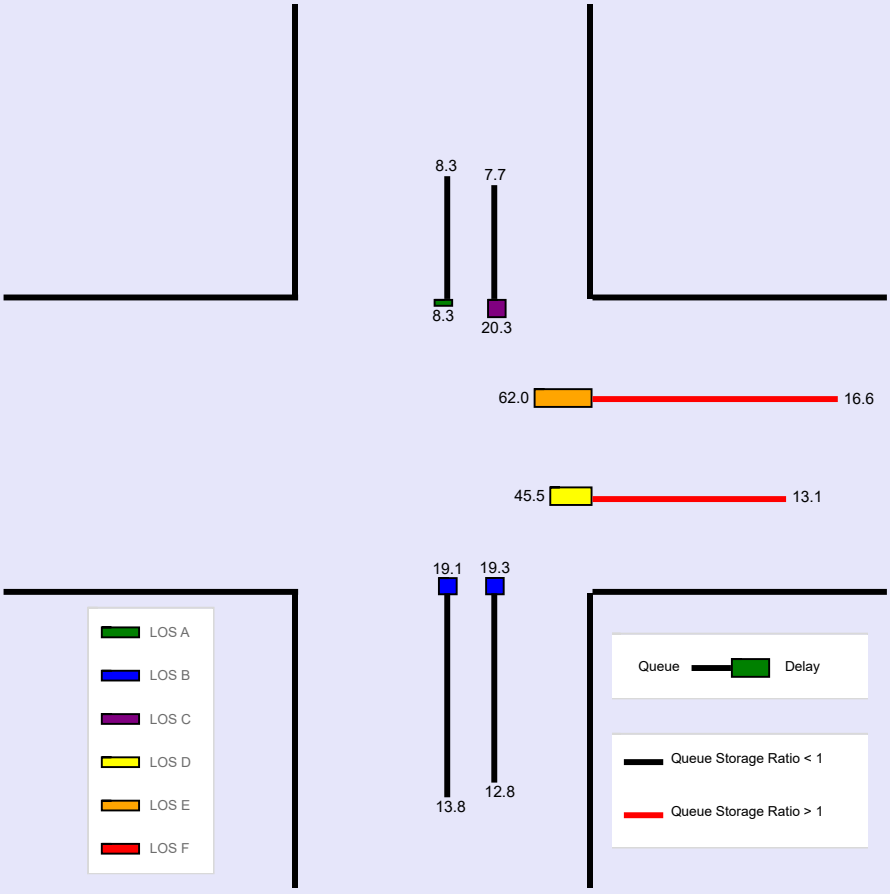
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				310		293		692	261	358	891	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.7	66.8	25.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				381		381		346	318	220	194	
Back of Queue (*Q*), veh/ln (95 th percentile)				15.1		15.2		13.7	12.7	8.8	7.7	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.05		3.05		0.00	0.00	1.02	0.00	
Control Delay (*d*), s/veh				53.2		59.7		18.1	18.3	21.0	7.5	
Level of Service (LOS)				D		E		B	B	C	A	
Approach Delay, s/veh / LOS	0.0			56.3		E	18.2		B	11.4		B
Intersection Delay, s/veh / LOS	23.4						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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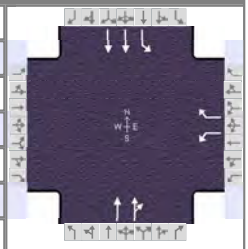
HCS Signalized Intersection Input Data

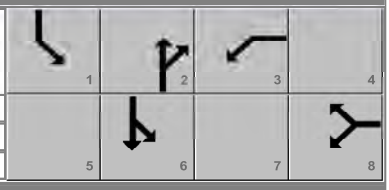
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Exist.xus		
Project Description	Pm Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.1	71.5	32.3	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				0		0		0		0	0	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft				125		125		0		215	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				40		40		40	40	40	40	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			50.0	50.0		60.0	20.0	80.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0	1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s			6	6		6	6	6
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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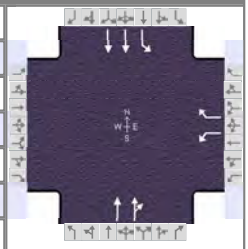
HCS Signalized Intersection Results Summary

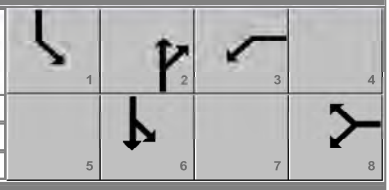
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Exist.xus		
Project Description	Pm Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.1	71.5	32.3	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				37.3		76.5	16.1	92.7
Change Period, (*Y+R c*), s				5.0		5.0	5.0	5.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s				30.9			10.7	
Green Extension Time (*g e*), s				1.4		0.0	0.5	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.01			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				357		368		607	560	291	767	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1810		1610		1900	1746	1810	1809	
Queue Service Time (*g s*), s				24.0		28.9		34.6	27.6	8.7	11.4	
Cycle Queue Clearance Time (*g c*), s				24.0		28.9		34.6	27.6	8.7	11.4	
Green Ratio (*g/C*)				0.25		0.25		0.55	0.55	0.65	0.67	
Capacity (*c*), veh/h				450		400		1046	961	350	2440	
Volume-to-Capacity Ratio (*X*)				0.794		0.919		0.581	0.582	0.831	0.314	
Back of Queue (*Q*), ft/ln (95 th percentile)				410		469		448	421	220	189	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.4		18.8		17.9	16.8	8.8	7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.28		3.75		0.00	0.00	1.02	0.00	
Uniform Delay (*d 1*), s/veh				45.7		47.6		19.3	19.3	21.4	8.7	
Incremental Delay (*d 2*), s/veh				3.1		13.8		2.4	2.6	2.0	0.3	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				48.9		61.4		21.7	21.9	23.4	9.1	
Level of Service (LOS)				D		E		C	C	C	A	
Approach Delay, s/veh / LOS	0.0			55.2		E	21.8		C	13.0		B
Intersection Delay, s/veh / LOS	26.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.32	B	1.90	B	0.68	A
Bicycle LOS Score / LOS				F	1.45	A	1.36	A

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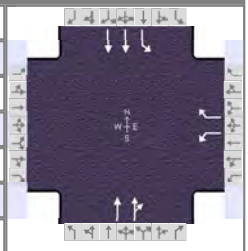
HCS Signalized Intersection Intermediate Values

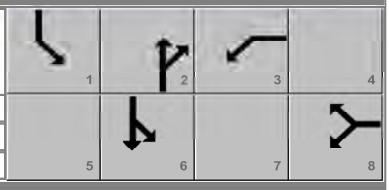
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Exist.xus		
Project Description	Pm Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.1	71.5	32.3	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



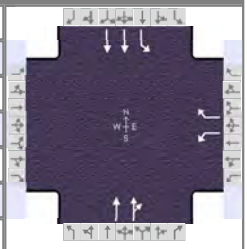
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.919	0.919		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1810	0	1610	0	2788	858	1810	3709	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.55	0.55	0.09	0.67	0.00
Incremental Delay Factor (k)				0.10		0.19		0.50	0.50	0.04	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				5.0		5.0	5.0	5.0
Green Ratio (g/C)				0.25		0.55	0.65	0.67
Permitted Saturation Flow Rate (s_p), veh/h/ln				1810		712	489	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	73.5	0.0
Permitted Service Time (g_u), s				0.0		0.0	37.0	0.0
Permitted Queue Service Time (g_{ps}), s							37.0	
Time to First Blockage (g_f), s				0.0		71.5	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.198	0.000	0.000	0.000
Pedestrian F_s / F_{delay}	0.000	0.167	0.000	0.167	0.000	0.103	0.000	0.077
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-76.92	70.10	-92.31	71.14	1100.69	13.14	1349.10	6.88
Bicycle F_w / F_v	-3.64		-3.64	Infinity	-3.64	0.96	-3.64	0.87

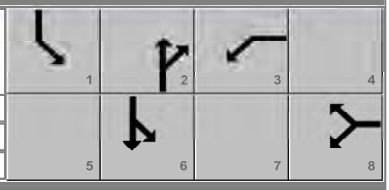
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Exist.xus		
Project Description	Pm Existing				

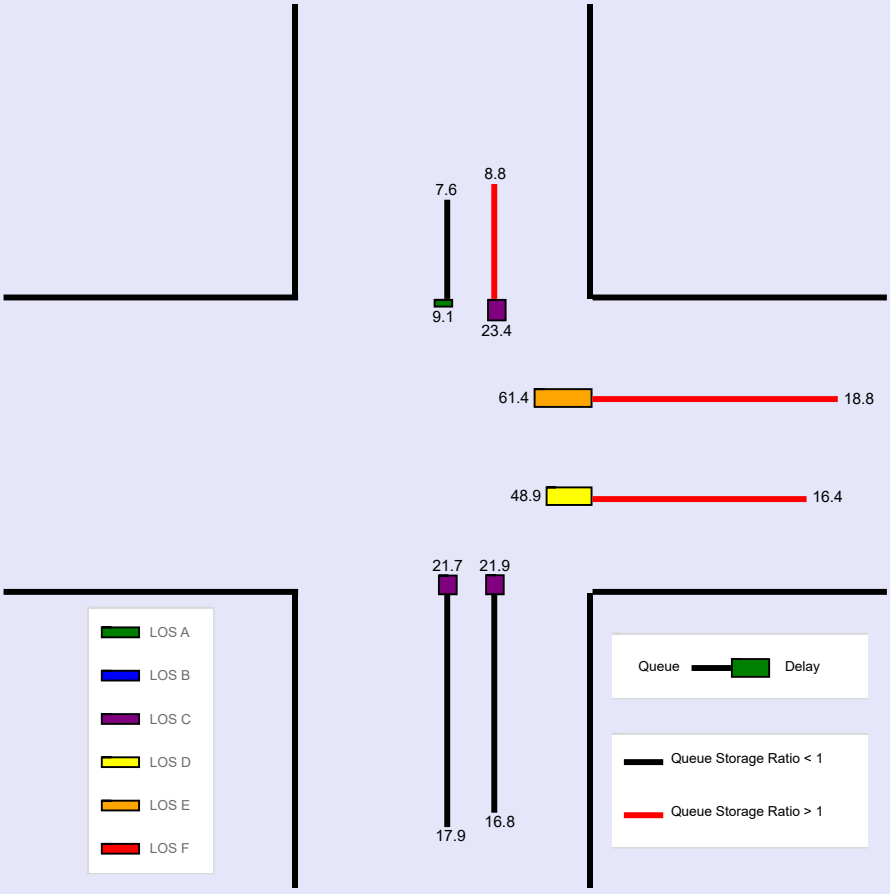


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information										
Cycle, s	130.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On	Green	11.1	71.5	32.3	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0
				Red	1.0	1.0	1.0	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				410		469		448	421	220	189	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.4		18.8		17.9	16.8	8.8	7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.28		3.75		0.00	0.00	1.02	0.00	
Control Delay (*d*), s/veh				48.9		61.4		21.7	21.9	23.4	9.1	
Level of Service (LOS)				D		E		C	C	C	A	
Approach Delay, s/veh / LOS	0.0			55.2		E	21.8		C	13.0		B
Intersection Delay, s/veh / LOS	26.9						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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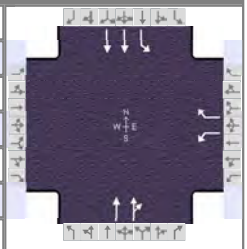
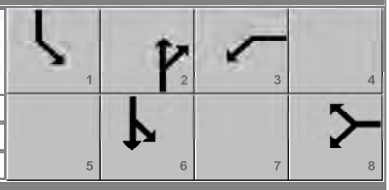
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM NB.xus		
Project Description	Pm No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information										
Cycle, s	130.0	Reference Phase	2							
Offset, s	0	Reference Point	Begin							
Uncoordinated	No	Simult. Gap E/W	On	Green	11.3	71.2	32.5	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0
				Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None		0	L + R	0		None	
Heavy Vehicles (P_{HV}), %				1		1		1		1	1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft				125		125		0		215	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				40		40		40	40	40	40	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			50.0	50.0		60.0	20.0	80.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0	1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s			6	6		6	6	6
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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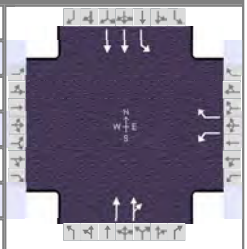
HCS Signalized Intersection Results Summary

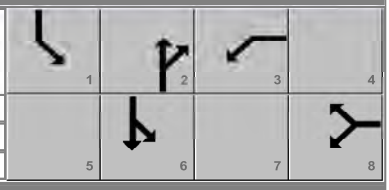
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM NB.xus		
Project Description	Pm No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.3	71.2	32.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				37.5		76.2	16.3	92.5
Change Period, (*Y+R c*), s				5.0		5.0	5.0	5.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s				31.1			10.8	
Green Extension Time (*g e*), s				1.4		0.0	0.5	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.01			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				357		368		639	528	291	767	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795		1598		1885	1551	1795	1795	
Queue Service Time (*g s*), s				24.2		29.1		36.7	30.3	8.8	11.6	
Cycle Queue Clearance Time (*g c*), s				24.2		29.1		36.7	30.3	8.8	11.6	
Green Ratio (*g/C*)				0.25		0.25		0.55	0.55	0.65	0.67	
Capacity (*c*), veh/h				449		400		1032	850	340	2415	
Volume-to-Capacity Ratio (*X*)				0.795		0.920		0.619	0.621	0.856	0.317	
Back of Queue (*Q*), ft/ln (95 th percentile)				414		474		488	418	227	192	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.4		18.8		19.4	16.7	9.0	7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.31		3.79		0.00	0.00	1.05	0.00	
Uniform Delay (*d 1*), s/veh				45.6		47.5		20.1	20.2	22.5	8.8	
Incremental Delay (*d 2*), s/veh				3.3		14.2		2.8	3.4	3.3	0.3	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				48.9		61.7		22.9	23.6	25.8	9.2	
Level of Service (LOS)				D		E		C	C	C	A	
Approach Delay, s/veh / LOS	0.0			55.4		E	23.2		C	13.8		B
Intersection Delay, s/veh / LOS	27.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.32	B	1.90	B	0.68	A
Bicycle LOS Score / LOS				F	1.45	A	1.36	A

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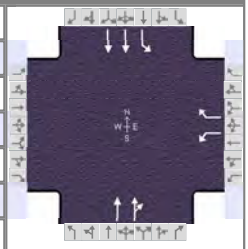
HCS Signalized Intersection Intermediate Values

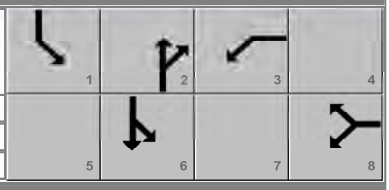
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM NB.xus		
Project Description	Pm No-Build 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.3	71.2	32.5	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



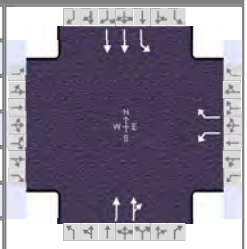
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.992	1.000	0.992	1.000	0.992	1.000	0.992	0.992	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.823	0.823		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1795	0	1598	0	2628	808	1795	3680	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.55	0.55	0.09	0.67	0.00
Incremental Delay Factor (k)				0.11		0.19		0.50	0.50	0.05	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				5.0		5.0	5.0	5.0
Green Ratio (g/C)				0.25		0.55	0.65	0.67
Permitted Saturation Flow Rate (s_p), veh/h/ln				1795		712	485	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	73.2	0.0
Permitted Service Time (g_u), s				0.0		0.0	34.5	0.0
Permitted Queue Service Time (g_{ps}), s							34.5	
Time to First Blockage (g_f), s				0.0		71.2	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.198	0.000	0.000	0.000
Pedestrian F_s / F_{delay}	0.000	0.167	0.000	0.167	0.000	0.104	0.000	0.078
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-76.92	70.10	-92.31	71.14	1095.38	13.30	1345.67	6.96
Bicycle F_w / F_v	-3.64		-3.64	Infinity	-3.64	0.96	-3.64	0.87

HCS Signalized Intersection Results Graphical Summary

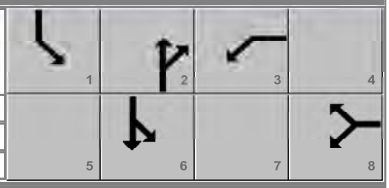
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM NB.xus		
Project Description	Pm No-Build 2031				



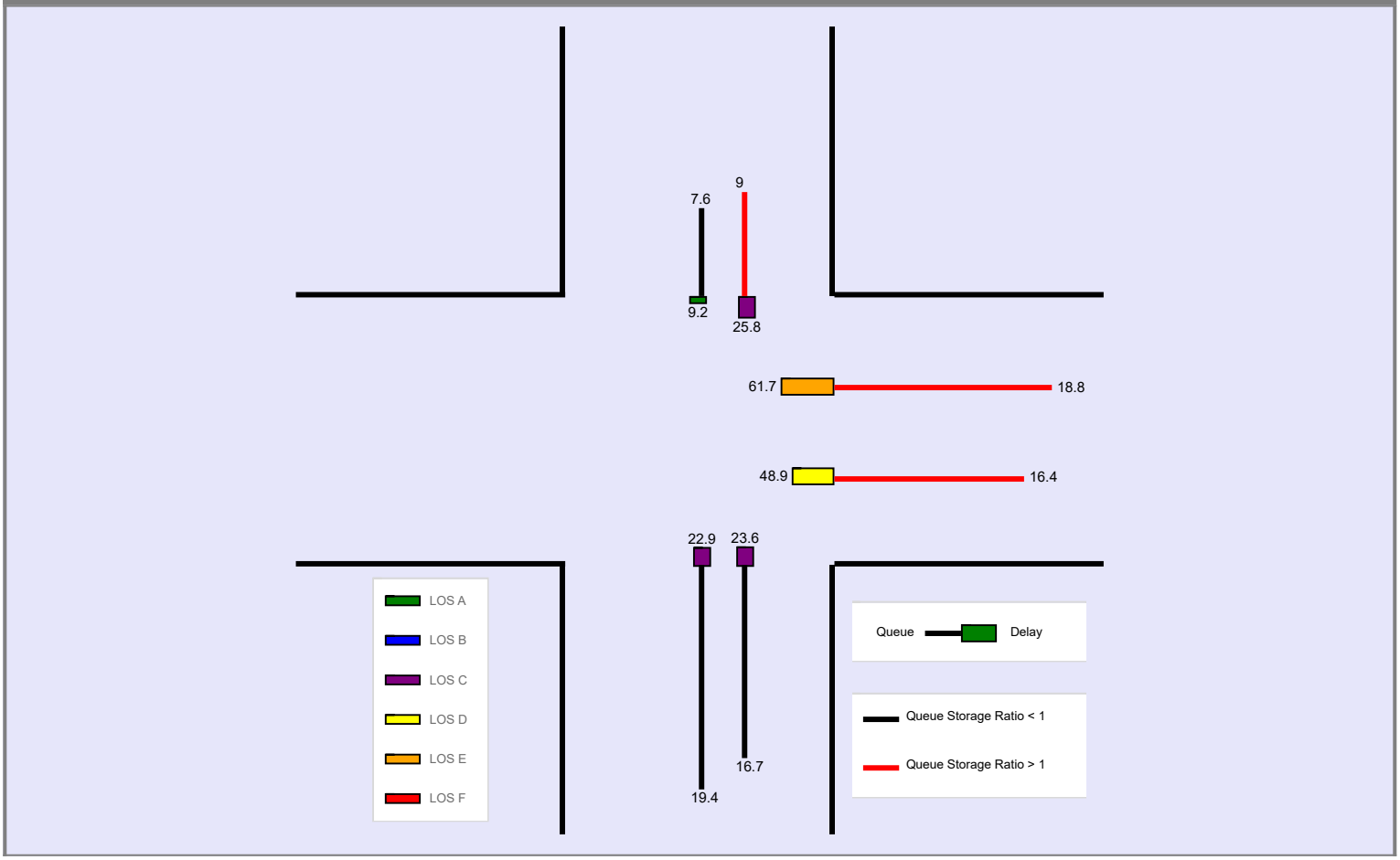
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				343		353		856	264	279	736	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.3	71.2	32.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				414		474		488	418	227	192	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.4		18.8		19.4	16.7	9.0	7.6	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.31		3.79		0.00	0.00	1.05	0.00	
Control Delay (*d*), s/veh				48.9		61.7		22.9	23.6	25.8	9.2	
Level of Service (LOS)				D		E		C	C	C	A	
Approach Delay, s/veh / LOS	0.0			55.4		E	23.2		C	13.8		B
Intersection Delay, s/veh / LOS	27.7						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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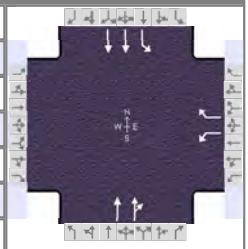
HCS Signalized Intersection Input Data

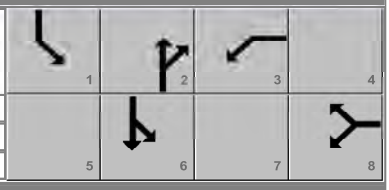
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Total.xus		
Project Description	Pm Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				349		364		871	266	285	756	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.7	69.9	33.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				349		364		871	266	285	756	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None		0	L + R	0		None	
Heavy Vehicles (P_{HV}), %				1		1		1		1	1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft				125		125		0		215	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				40		40		40	40	40	40	

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			50.0	50.0		60.0	20.0	80.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			1.0	1.0		1.0	1.0	1.0
Minimum Green (G_{min}), s			6	6		6	6	6
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0			
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0			
Street Width / Island / Curb, ft		0		0.0	0	No	0.0	0	No	0.0		No
Width Outside / Bike Lane / Shoulder, ft				12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No	0.50		No	0.50			0.50	

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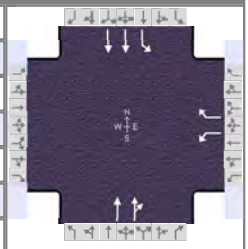
HCS Signalized Intersection Results Summary

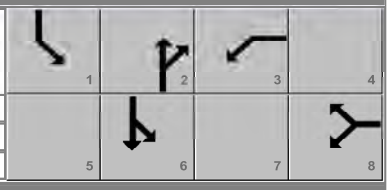
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Total.xus		
Project Description	Pm Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				349		364		871	266	285	756	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.7	69.9	33.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				38.5		74.9	16.7	91.5
Change Period, (*Y+R c*), s				5.0		5.0	5.0	5.0
Max Allow Headway (*MAH*), s				3.2		0.0	3.1	0.0
Queue Clearance Time (*g s*), s				32.0			11.2	
Green Extension Time (*g e*), s				1.4		0.0	0.5	0.0
Phase Call Probability				1.00			1.00	
Max Out Probability				0.02			0.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				364		379		648	536	297	788	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1795		1598		1885	1552	1795	1795	
Queue Service Time (*g s*), s				24.5		30.0		37.6	31.7	9.2	12.2	
Cycle Queue Clearance Time (*g c*), s				24.5		30.0		37.6	31.7	9.2	12.2	
Green Ratio (*g/C*)				0.26		0.26		0.54	0.54	0.64	0.67	
Capacity (*c*), veh/h				462		411		1013	834	335	2390	
Volume-to-Capacity Ratio (*X*)				0.787		0.922		0.640	0.643	0.886	0.330	
Back of Queue (*Q*), ft/ln (95 th percentile)				418		490		510	437	237	202	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.6		19.4		20.2	17.5	9.4	8.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.35		3.92		0.00	0.00	1.10	0.00	
Uniform Delay (*d 1*), s/veh				45.0		47.0		21.2	21.2	23.4	9.3	
Incremental Delay (*d 2*), s/veh				3.3		15.3		3.1	3.8	6.3	0.4	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				48.2		62.3		24.3	25.0	29.7	9.7	
Level of Service (LOS)				D		E		C	C	C	A	
Approach Delay, s/veh / LOS	0.0			55.4		E	24.6		C	15.2		B
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.32	B	1.90	B	0.68	A
Bicycle LOS Score / LOS				F	1.46	A	1.38	A

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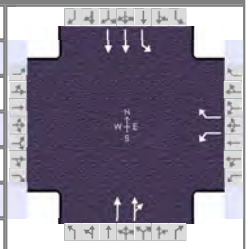
HCS Signalized Intersection Intermediate Values

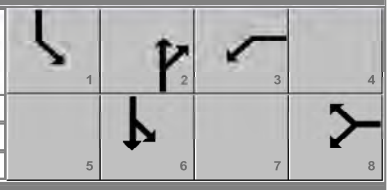
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Total.xus		
Project Description	Pm Total 2031				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				349		364		871	266	285	756	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.7	69.9	33.5	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



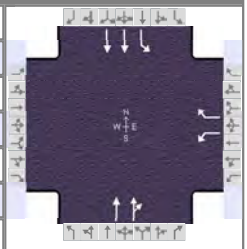
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.992	1.000	0.992	1.000	0.992	1.000	0.992	0.992	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.823	0.823		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)										1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00					
Movement Saturation Flow Rate (s), veh/h				1795	0	1598	0	2635	802	1795	3680	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.54	0.54	0.09	0.67	0.00
Incremental Delay Factor (k)				0.12		0.21		0.50	0.50	0.09	0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				5.0		5.0	5.0	5.0
Green Ratio (g/C)				0.26		0.54	0.64	0.67
Permitted Saturation Flow Rate (s_p), veh/h/ln				1795		699	477	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	71.9	0.0
Permitted Service Time (g_u), s				0.0		0.0	32.3	0.0
Permitted Queue Service Time (g_{ps}), s							32.3	
Time to First Blockage (g_f), s				0.0		69.9	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0				
Protected Right Effective Green Time (g_R), s				0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.389	0.000	1.557	0.000	1.198	0.000	0.000	0.000
Pedestrian F_s / F_{delay}	0.000	0.167	0.000	0.167	0.000	0.106	0.000	0.080
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-76.92	70.10	-92.31	71.14	1074.89	13.91	1331.49	7.26
Bicycle F_w / F_v	-3.64		-3.64	Infinity	-3.64	0.98	-3.64	0.89

HCS Signalized Intersection Results Graphical Summary

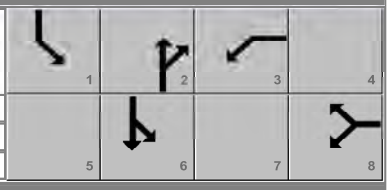
General Information				Intersection Information	
Agency	GHA			Duration, h	0.250
Analyst	David W	Analysis Date	11/4/2024	Area Type	Other
Jurisdiction	IDOT	Time Period	4:45-5:45 PM	PHF	0.96
Urban Street	Rand Road	Analysis Year	2031	Analysis Period	1> 7:00
Intersection	Ballard Road	File Name	PM Total.xus		
Project Description	Pm Total 2031				



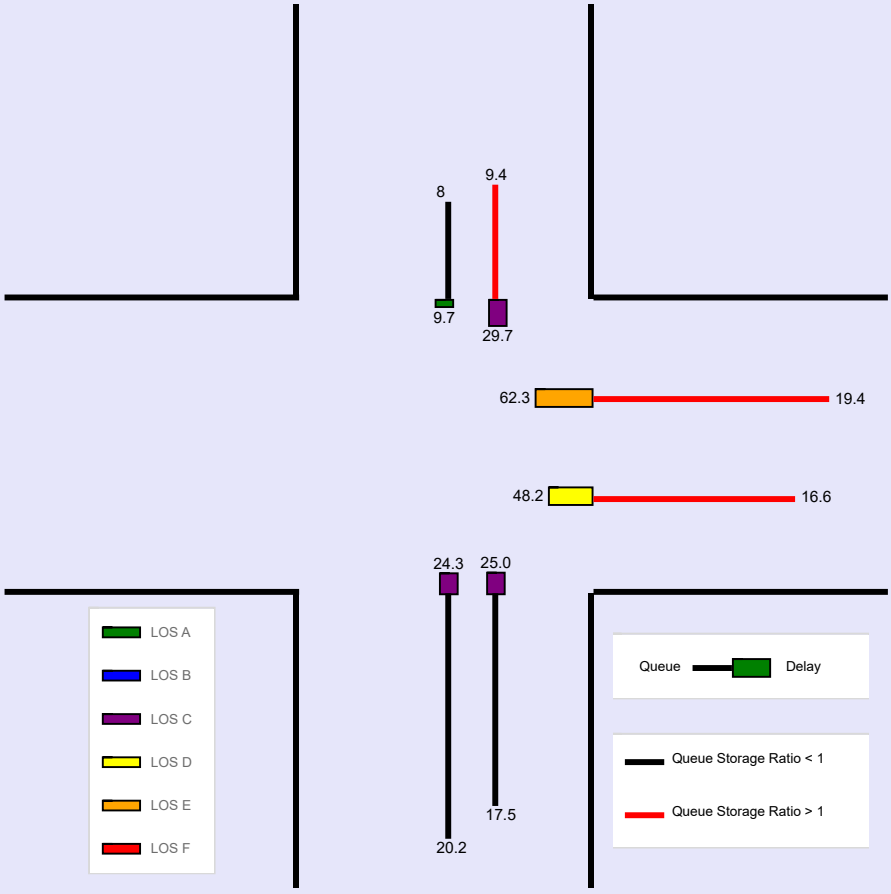
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				349		364		871	266	285	756	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.7	69.9	33.5	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				418		490		510	437	237	202	
Back of Queue (*Q*), veh/ln (95 th percentile)				16.6		19.4		20.2	17.5	9.4	8.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				3.35		3.92		0.00	0.00	1.10	0.00	
Control Delay (*d*), s/veh				48.2		62.3		24.3	25.0	29.7	9.7	
Level of Service (LOS)				D		E		C	C	C	A	
Approach Delay, s/veh / LOS	0.0			55.4		E	24.6		C	15.2		B
Intersection Delay, s/veh / LOS	28.8						C					



--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Two-Way Stop-Control Report

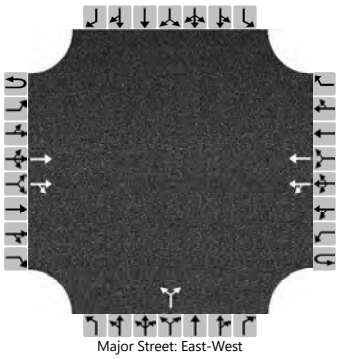
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2024
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Existing

Site Information

Intersection	Rand at Access 1
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Site Access 1
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1192	33		5	922			4		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					5					
Capacity, c (veh/h)						538					88					
v/c Ratio						0.01					0.06					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
95% Queue Length, Q_{95} (ft)						0.0					5.0					
Control Delay (s/veh)						11.8	0.2				48.7					
Level of Service (LOS)						B	A				E					
Approach Delay (s/veh)					0.2				48.7							
Approach LOS					A				E							

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HCS Two-Way Stop-Control Report

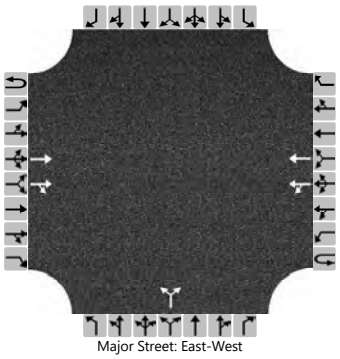
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM No-Build

Site Information

Intersection	Rand at Access 1
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Site Access 1
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1234	33		5	954			4		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						5					5					
Capacity, c (veh/h)						517					80					
v/c Ratio						0.01					0.07					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
95% Queue Length, Q_{95} (ft)						0.0					5.0					
Control Delay (s/veh)						12.0	0.2				53.3					
Level of Service (LOS)						B	A				F					
Approach Delay (s/veh)					0.2				53.3							
Approach LOS					A				F							

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HCS Two-Way Stop-Control Report

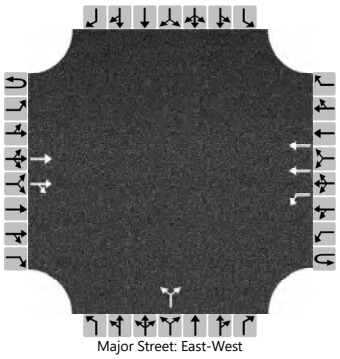
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Total

Site Information

Intersection	Rand at Access 1
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Site Access 1
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1213	0	0	2	953			0		1				
Percent Heavy Vehicles (%)					3	100				0		100				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						6.10				6.80		8.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						3.20				3.50		4.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2					1					
Capacity, c (veh/h)						212					244					
v/c Ratio						0.01					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						22.1					19.8					
Level of Service (LOS)						C					C					
Approach Delay (s/veh)					0.0				19.8							
Approach LOS					A				C							

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HCS Two-Way Stop-Control Report

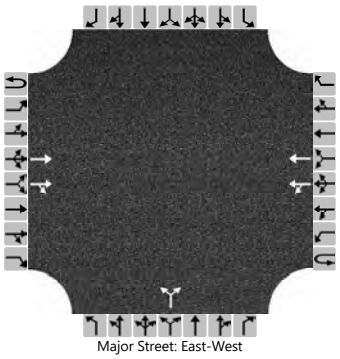
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2024
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM Existing

Site Information

Intersection	Rand at Access 1
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 1
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1083	6		0	1116			3		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					4					
Capacity, c (veh/h)						604					97					
v/c Ratio						0.00					0.04					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)						11.0	0.0				44.0					
Level of Service (LOS)						B	A				E					
Approach Delay (s/veh)						0.0				44.0						
Approach LOS						A				E						

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HCS Two-Way Stop-Control Report

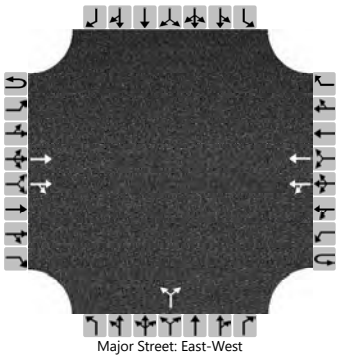
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM No-Build

Site Information

Intersection	Rand at Access 1
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 1
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1116	6		0	1147			3		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					4					
Capacity, c (veh/h)						585					89					
v/c Ratio						0.00					0.05					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)						11.1	0.0				47.3					
Level of Service (LOS)						B	A				E					
Approach Delay (s/veh)					0.0				47.3							
Approach LOS					A				E							

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HCS Two-Way Stop-Control Report

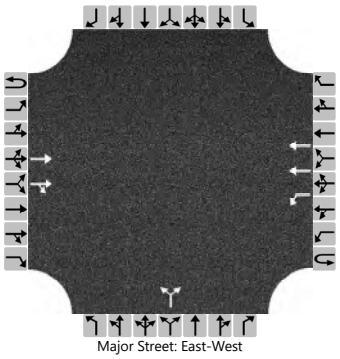
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM Total

Site Information

Intersection	Rand at Access 1
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 1
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1109	0	0	3	1136			0		2				
Percent Heavy Vehicles (%)					3	100				0		100				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						6.10				6.80		8.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						3.20				3.50		4.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3					2					
Capacity, c (veh/h)						242					268					
v/c Ratio						0.01					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						20.1					18.5					
Level of Service (LOS)						C					C					
Approach Delay (s/veh)					0.1				18.5							
Approach LOS					A				C							

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HCS Two-Way Stop-Control Report

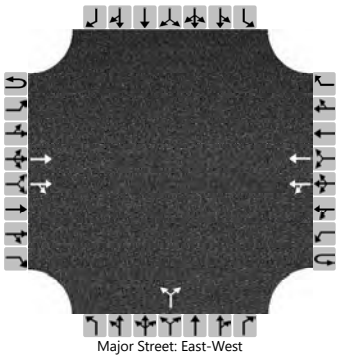
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2024
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Existing

Site Information

Intersection	Rand at Access 2
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1193	17		17	927			0		0				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18					0					
Capacity, c (veh/h)						552					0					
v/c Ratio						0.03										
95% Queue Length, Q_{95} (veh)						0.1										
95% Queue Length, Q_{95} (ft)						2.5										
Control Delay (s/veh)						11.7	0.5									
Level of Service (LOS)						B	A									
Approach Delay (s/veh)					0.7											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

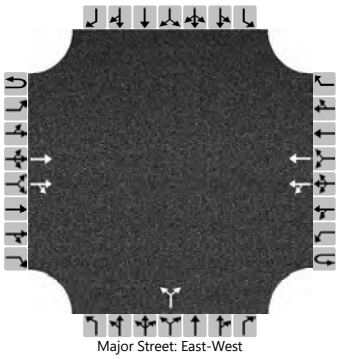
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM No-Build

Site Information

Intersection	Rand at Access 2
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1218	17		17	959			0		0				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						18					0					
Capacity, c (veh/h)						540					0					
v/c Ratio						0.03										
95% Queue Length, Q_{95} (veh)						0.1										
95% Queue Length, Q_{95} (ft)						2.5										
Control Delay (s/veh)						11.9	0.5									
Level of Service (LOS)						B	A									
Approach Delay (s/veh)					0.7											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

General Information

Analyst	David W
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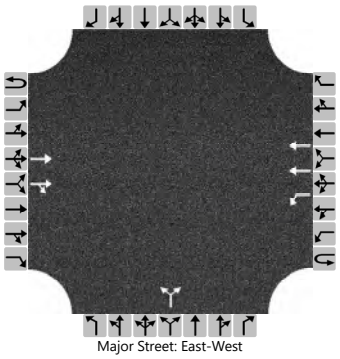
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Total

Site Information

Intersection	Rand at Access 2
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1208	12	0	21	952			3		7				
Percent Heavy Vehicles (%)					3	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22					11					
Capacity, c (veh/h)						547					163					
v/c Ratio						0.04					0.06					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
95% Queue Length, Q_{95} (ft)						2.5					5.0					
Control Delay (s/veh)						11.9					28.5					
Level of Service (LOS)						B					D					
Approach Delay (s/veh)					0.3				28.5							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

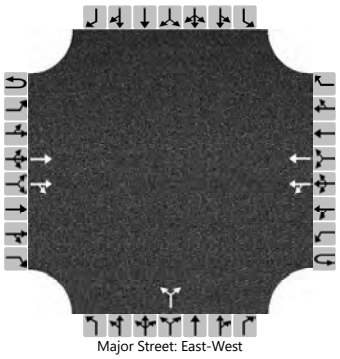
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2024
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM Existing

Site Information

Intersection	Rand at Access 2
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 2
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1083	1		0	1097			19		19				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					41					
Capacity, c (veh/h)						607					133					
v/c Ratio						0.00					0.31					
95% Queue Length, Q_{95} (veh)						0.0					1.2					
95% Queue Length, Q_{95} (ft)											30.0					
Control Delay (s/veh)						10.9	0.0				43.5					
Level of Service (LOS)						B	A				E					
Approach Delay (s/veh)					0.0				43.5							
Approach LOS					A				E							

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HCS Two-Way Stop-Control Report

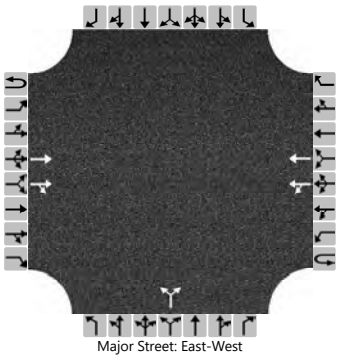
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM No-Build

Site Information

Intersection	Rand at Access 2
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 2
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	1	0		0	0	0
Configuration			T	TR		LT	T				LR					
Volume (veh/h)			1116	1		0	1128			19		19				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					41					
Capacity, c (veh/h)						588					124					
v/c Ratio						0.00					0.33					
95% Queue Length, Q_{95} (veh)						0.0					1.3					
95% Queue Length, Q_{95} (ft)											32.5					
Control Delay (s/veh)						11.1	0.0				47.7					
Level of Service (LOS)						B	A				E					
Approach Delay (s/veh)					0.0				47.7							
Approach LOS					A				E							

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HCS Two-Way Stop-Control Report

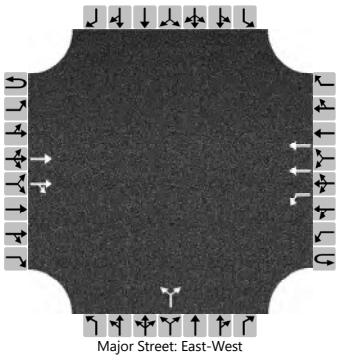
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Total

Site Information

Intersection	Rand at Access 2
Jurisdiction	IDOT
East/West Street	Rand Road
North/South Street	Access 2
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1208	12	0	21	952			3		7				
Percent Heavy Vehicles (%)					3	0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.10				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						22					11					
Capacity, c (veh/h)						547					163					
v/c Ratio						0.04					0.06					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
95% Queue Length, Q_{95} (ft)						2.5					5.0					
Control Delay (s/veh)						11.9					28.5					
Level of Service (LOS)						B					D					
Approach Delay (s/veh)					0.3				28.5							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

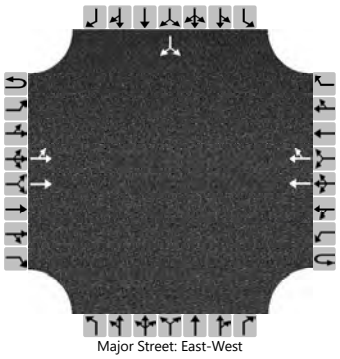
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2024
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Existing

Site Information

Intersection	Miner Street at Garland Place
Jurisdiction	IDOT
East/West Street	Miner Street
North/South Street	Garland Place
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		28	793				480	31						2		15
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													18	
Capacity, c (veh/h)		1025													574	
v/c Ratio		0.03													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
95% Queue Length, Q_{95} (ft)		2.5													2.5	
Control Delay (s/veh)		8.6	0.3												11.5	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.6												11.5		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

General Information

Analyst	David W
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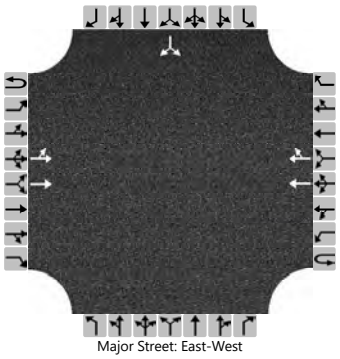
Analysis Year	2031
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM No-Build

Site Information

Intersection	Miner Street at Garland Place
Jurisdiction	IDOT
East/West Street	Miner Street
North/South Street	Garland Place
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		28	849				508	31						2		15
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													18	
Capacity, c (veh/h)		999													549	
v/c Ratio		0.03													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
95% Queue Length, Q_{95} (ft)		2.5													2.5	
Control Delay (s/veh)		8.7	0.3												11.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.6												11.8		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

General Information

Analyst	David W
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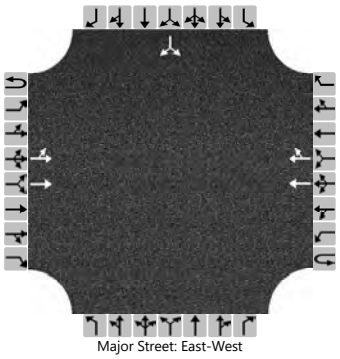
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	AM Total

Site Information

Intersection	Miner Street at Garland Place
Jurisdiction	IDOT
East/West Street	Miner Street
North/South Street	Garland Place
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		0	858				541	0						1		2
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													3	
Capacity, c (veh/h)		997													412	
v/c Ratio		0.00													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
95% Queue Length, Q_{95} (ft)															0.0	
Control Delay (s/veh)		8.6	0.0												13.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.0												13.8		
Approach LOS		A												B		

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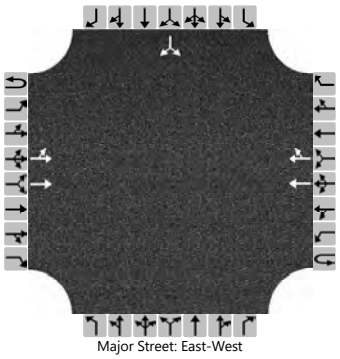
Time Analyzed	7:45-8:45 AM
Intersection Orientation	East-West
Project Description	PM Existing

Site Information

Intersection	Miner Street at Garland Place
Jurisdiction	IDOT
East/West Street	Miner Street
North/South Street	Garland Place
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		28	793				480	31						2		15
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													18	
Capacity, c (veh/h)		1035													583	
v/c Ratio		0.03													0.03	
95% Queue Length, Q_{95} (veh)		0.1													0.1	
95% Queue Length, Q_{95} (ft)		2.5													2.5	
Control Delay (s/veh)		8.6	0.3												11.4	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.6												11.4		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

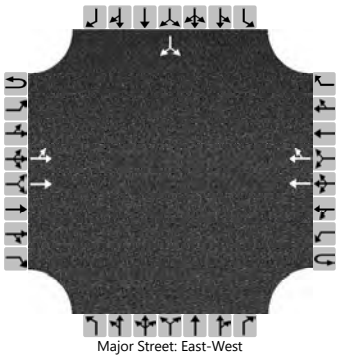
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM No-Build

Site Information

Intersection	Miner Street at Garland Place
Jurisdiction	IDOT
East/West Street	Miner Street
North/South Street	Garland Place
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		6	550				876	4						38		18
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6													60	
Capacity, c (veh/h)		740													217	
v/c Ratio		0.01													0.27	
95% Queue Length, Q_{95} (veh)		0.0													1.1	
95% Queue Length, Q_{95} (ft)		0.0													27.5	
Control Delay (s/veh)		9.9	0.1												27.8	
Level of Service (LOS)		A	A												D	
Approach Delay (s/veh)		0.2												27.8		
Approach LOS		A												D		

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HCS Two-Way Stop-Control Report

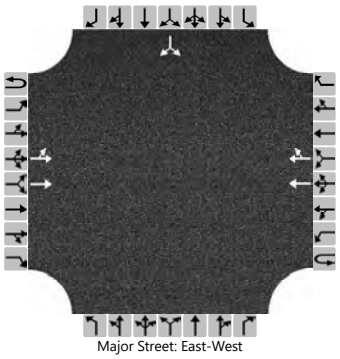
General Information

Analyst	David W
Agency/Co.	GHA
Date Performed	11/4/2024
Analysis Year	2031
Time Analyzed	4:45-5:45 PM
Intersection Orientation	East-West
Project Description	PM Total

Site Information

Intersection	Miner Street at Garland Place
Jurisdiction	IDOT
East/West Street	Miner Street
North/South Street	Garland Place
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	0		0	1	0
Configuration		LT	T				T	TR							LR	
Volume (veh/h)		4	593				870	2						1		1
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.9
Critical Headway (sec)		4.10												6.80		6.90
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4													2	
Capacity, c (veh/h)		745													255	
v/c Ratio		0.01													0.01	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
95% Queue Length, Q_{95} (ft)		0.0													0.0	
Control Delay (s/veh)		9.9	0.1												19.2	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.1												19.2		
Approach LOS		A												C		

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C-2 and M-2 Use Tables – Permitted, Conditional, Prohibited

Uses	C-2	Uses	M-2
Accessory uses and structures	P	Accessory uses and structures	P
Accessory off site parking lots		Animal hospitals	C
Adult Day Service Center	C[6]	Auto body repair	P
Alternative tobacco establishments		Auto filling station	P
Animal clinic		Auto service repair	P
Animal hospital		Brewery	P
Artisanal retail establishments		Cannabis Cultivation Center	C[5, 6]
Assisted living facility		Cannabis Dispensaries	P[5]
Auto body repair		Cannabis Craft Grower	C[5]
Auto filling station		Cannabis Processor	C[5]
Auto service repair		Cannabis Infuser	C[5]
Bed and breakfast		Car wash	C
Body art establishments		Childcare center	C[7]
Brewpub	P[6]	Commercial indoor recreation	C
Cannabis dispensaries		Commercial motor vehicle sales and leasing	C
Car wash		Commercial outdoor recreation	C
Casino		Commercial shopping center	C
Childcare center	C[6]	Commercial storage	P
Childcare center with accessory dwelling unit		Commercial truck parking lot	C
Colleges and universities	C	Contractor's storage yard	C
Commercial art gallery		Distillery	P
Commercial indoor recreation	P	Distribution facilities	P

C-2 and M-2 Use Tables – Permitted, Conditional, Prohibited

Uses	C-2	Uses	M-2
Commercial outdoor recreation	C	Domestic pet service	C[1,2,3]
Commercial parking garage		Food processing establishment	P
Commercial parking lot		Grocery retail	C
Commercial shopping center		Leasing/rental agents, small equipment	P
Commercially zoned assembly uses		Leasing/rental agents, large equipment	C
Congregate housing		Leasing agents, vehicles (non-moving)	P
Consumer lender		Leasing agents, moving vehicles	P
Convenience mart fueling or charging station		Livery service	C
Convenience retail store	P[21]	Manufacturing - heavy	P
Domestic pet service		Manufacturing - light	P
Drive-through facility (located adjacent to residential use)	C[13]	Manufacturing service establishments	P
Drive-through facility (not located adjacent to residential use)	C[13]	Motor vehicle sales	P
Dry cleaners with plants on premises		Offices	P
Dwellings, multiple-family		Outdoor bulk material facility	C[4]
Dwellings, single-family detached	C[22]	Planned developments	C
Financial institutions	C	Public utilities	P
Food processing establishment		Radio transmitting towers, public broadcasting	C
Funeral homes	C	Recycling center	C
Government facility	P	Research, testing and development industries	P

C-2 and M-2 Use Tables – Permitted, Conditional, Prohibited

Uses	C-2	Uses	M-2
Grocery retail		Restaurants:	
Hotels	C	Class A	C
Leasing/rental agents, small equipment		Class B	P
Leasing/rental agents, vehicles (non-moving)		Retail goods establishments	C
Leasing/rental agents, moving vehicles		Schools, commercial	C
Libraries, private	P	Shooting range, indoor	C
Libraries, public		Trade contractors	P
Livery service		Vehicle towing	C
Massage establishments		Warehouse	P
Media broadcast stations		Wholesale goods establishments	P
Media print establishments	P		
Motor vehicle sales			
Offices	P		
Parks			
Pharmacies/drugstores			
Planned developments	C		
Planned developments, mixed use			
Post Office	C		
Public transportation centers			
Public utilities	P		
Radio transmitting towers, public broadcasting	C		
Residential care homes, small			
Restaurants:			
Class A	P[6]		
Class B	P[21]		

C-2 and M-2 Use Tables – Permitted, Conditional, Prohibited

Uses	C-2
Retail goods establishments	P[21]
Retail service establishments	C
Schools, commercial	P
Schools, private - elementary and high school	
Specialty food stores	P
Studios, artist, dance and music	P
Taverns and lounges	C[6]
Trade contractors	
Transitional treatment facility	
Wholesale goods establishments	

C-2 Use conditions (superscripts)

6. When incorporated within, or accessory to, an office/hotel use.

13. When an accessory use to a financial institution.

21. When the total space/use is up to 2,500 square feet and is accessory to an office building/hotel.

22. Only single-family detached dwellings that were lawfully constructed prior to August 17, 2020 and are located in a zoning district other than R-1 may, but are not required to, apply for a conditional use in order to bring the use of the legally nonconforming property into conformance with the Zoning Ordinance.

M-2 Use conditions (superscripts)

1. All domestic pet services shall be at least 300 feet from any residential dwelling.

2. Outdoor kennels are not allowed.

3. Outdoor runs are allowed.

4. Outdoor bulk material storage shall only be allowed on the 1200 and 1300 blocks of East Golf Road. All outdoor storage areas shall be completely screened with either a solid masonry or wood fence and no outdoor materials shall exceed the height of the solid fence.

5. No cannabis business establishment shall be located within 500 feet of any pre-existing pre-school, primary school, secondary school, childcare center on a commercial zoning lot, or place of worship. All minimum distance requirements shall be measured from zoning lot line to zoning lot line.

6. Any cannabis cultivation center may not be located less than 2,500 feet away from existing public or private pre-schools, elementary or secondary schools, childcare centers, day care homes,

C-2 and M-2 Use Tables – Permitted, Conditional, Prohibited

group day care homes, part day childcare facilities, or any parcel zoned for residential use. This minimum distance shall be measured from zoning lot line to zoning lot line to the specified uses.

7. Only allowed as a secondary principal use and only when the primary principal use has twenty or more personnel employed on site.

C-2 and M-2 Bulk Tables

Bulk Controls		**C-2[4]**
Maximum height		45 ft.
Minimum front yard[1]:		
	Adjacent residential	Setback of adjacent residential district
	Adjacent other	5 ft.
Minimum side yard:		
	Adjacent residential	Setback of adjacent residential district
	Adjacent other	5 ft. if abutting street or alley
Minimum rear yard:		
	Adjacent residential	25 ft. or 20% of lot depth, whichever is less
	Adjacent other	5 ft.

C-2 Bulk Regulation Notes

4. In the C-2 Limited Office Commercial District, a special height overlay is in effect for Touhy Avenue from Greco Avenue to Scott Avenue in which the maximum height shall be 35 feet. In addition, a special setback overlay is also in effect for Touhy Avenue from Greco Avenue to Scott Avenue, requiring front yard setbacks to be 65 feet, rear yard setbacks to be 50 feet, interior side yard setbacks to be 15 feet or 5 percent of the lot width whichever is greater, and corner lot side yard setbacks to be 65 feet.

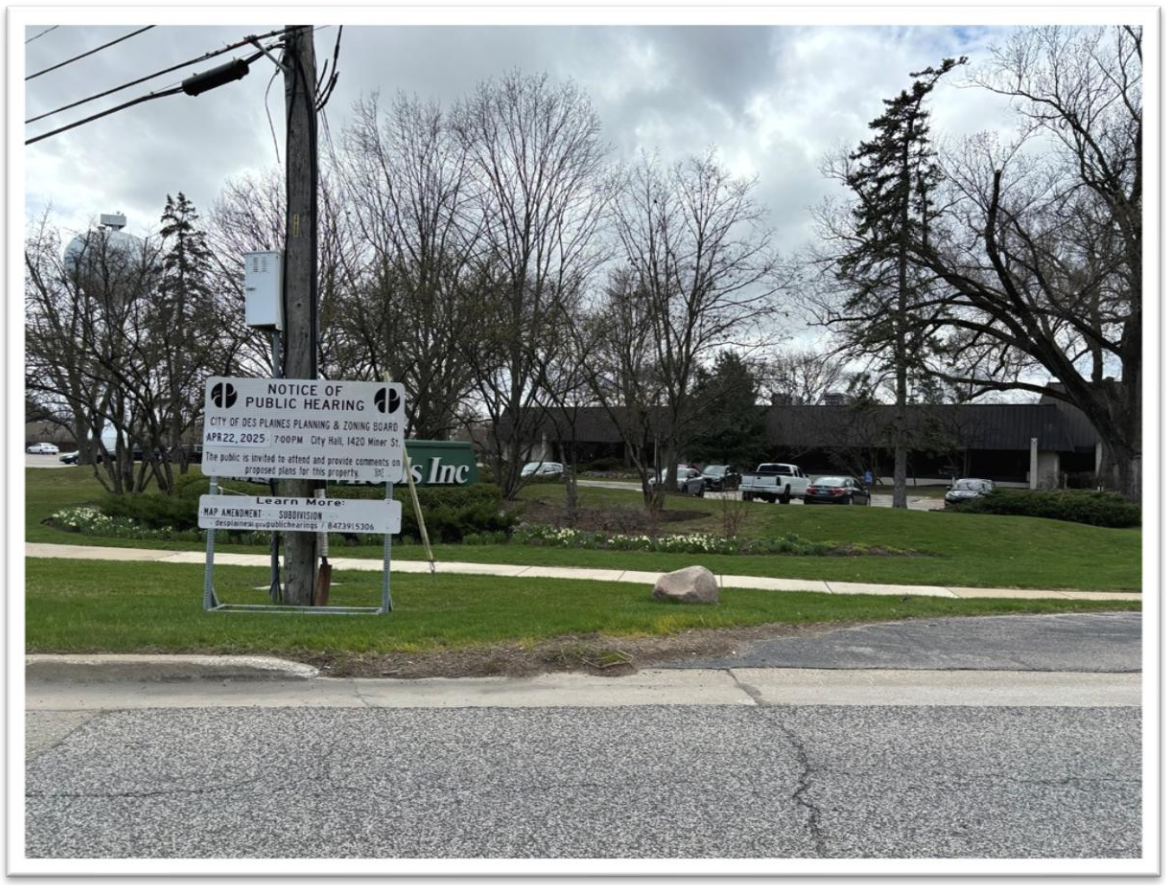
C-2 and M-2 Bulk Tables

Bulk Controls		M-2
Maximum height		60 ft.[1]
Minimum front yard:		
	Adjacent manufacturing, not on major thoroughfare	50 ft.
	Adjacent other, or on major thoroughfare	65 ft.
Minimum side yard:		
	Adjacent manufacturing	25 ft.
	Adjacent other	50 ft.
Minimum rear yard:		
	Adjacent manufacturing	25 ft.
	Adjacent other	50 ft.
Minimum lot size		None
Maximum building coverage		70%

M-2 Bulk Regulation Notes

1. In instances when an M-2 zoned site shares a property line with a residentially zoned parcel(s), no portion of any principal building or structure on the M-2 zoned site shall be taller than 40 feet when within 120 feet of such abutting residentially zoned parcel(s). Portions of buildings or structures farther away than 120 feet from a residentially zoned parcel(s) may go up to the maximum allowable building height of 60 feet.

666 Garland Place – Public Notice Signs



Attachment 6

Explore the Creation of a Small Business Park at Five Corners

With a mix of salvage yards, auto repair shops, light industrial, and two mobile home parks, Five Corners (Golf Road to the north, River Road to the east, Rand Road to the southwest, and north of the railroad tracks) has been described as an eyesore in need of economic development assistance. The area is challenged with environmental contamination, zoning restrictions, and numerous small parcels with diverse ownership. Past efforts to redevelop Five Corners have included a failed TIF District, Master Plan, and zoning district changes.

CMAP's Fiscal and Economic Impact Analysis of Local Development Decisions (January 2014) report summarizes best practices for local fiscal and development policy in the Chicagoland region. Findings emphasize that retail developments (while normally providing the highest fiscal impact) do not always ensure a positive fiscal outcome for the community and must be supported by sufficient population and employment. Through the 1998 City-wide rezoning, the redevelopment of Five Corners was envisioned to be a retail and commercial node. This concept was never fulfilled due to substantial competition (the Downtown, Mt. Prospect Plaza, and Golf Mill Shopping Center) and insufficient visitors.

The City of Des Plaines should explore the possibility of creating a new small business park at Five Corners. The business park could contribute to a health and tech-focused district with possible partnerships and support from Presence Holy Family Medical Center, the various small health-related facilities abutting the proposed site, the new Advocate Outpatient Center on Rand Road, and Oakton Community College. The addition of data centers (facilities that house computer systems such as telecommunication systems) could also be explored as the area is in such close proximity to railroad lines and the ComEd substation. In addition, several options should be explored that will minimize the displacement of long-standing and successful small businesses, as well as residents currently residing within the City's boundaries.

3.5. Conduct a market study to determine potential benefits of a small business park.

Firms are drawn to specific geographical spaces in cities for a variety of reasons, but much of the motivation stems from the desire to reduce the cost of transporting goods, people, and ideas. While similar firms locating in one place may produce a benefit, all firms may not benefit from agglomeration equally. Before fully considering the creation of a new business park, the City of Des Plaines should conduct a market study to determine if there is potential for agglomeration benefits in the area.

3.6. Apply a commercial/industrial flex district to begin the establishment of a new business park.

Commercial/industrial flex district parcels contain a combination of commercial, office, and low-intensity industrial uses. Industrial uses in this district may have a retail or office component attached to them, have lower environmental impacts than those associated with heavy industry, and have smaller footprints compared to industrial parcels.

The business park could be implemented through the use of flex zoning, an approach that allows the combination of light industrial, office, and commercial use until the new district is achieved. Flex zoning could help eliminate issues with spot zoning and the need for conditional use permits or variances to facilitate reinvestment. Potential benefits to a new business park could include new jobs, additional employees visiting the Downtown, and support for nearby health facilities.

3.7. Continue strongly enforcing property maintenance codes to enhance the appearance of Five Corners as a gateway to the community.

Until a new use is in place, the City should continue property maintenance code enforcement in the Five Corners area. An overlay district or incentives could be considered to target the outdoor storage and service uses concentrated in the area.

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

MEMORANDUM

Date: April 18, 2025

To: Planning and Zoning Board (PZB)

From: Samantha Redman, AICP, Senior Planner

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

Subject: Discussion on Building Design Review Standards – Overview of Existing Rules and Request for Guidance

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Issue: At the April 8, 2025 PZB meeting, during the deliberation on a specific development proposal, discussion ensued regarding building material standards within the City and the authority of the Zoning Administrator. The discussion included an interest from several board members in having the zoning code amended to provide more specific building material requirements and clarity on the minor variation process. Staff would like to discuss an overview of the existing regulations and request more specific guidance on future updates to the zoning ordinance.

History of the Architectural Review in the Zoning Code

In 1974, the City established an Architectural Commission composed of five members: three licensed architects, one licensed landscape architect or contractor, and one member with expertise in land-use planning, building design, landscape design, forestry, or horticulture. The Commission was responsible for reviewing plans and specifications associated with building permits, with the goal of maintaining aesthetically pleasing and harmonious architectural design. However, the Commission faced persistent challenges in maintaining full membership, resulting in frequent difficulties reaching a quorum and creating delays in the development review process.

In 2014, a text amendment dissolved the Architectural Commission and replaced it with the current Building Design Review standards. The amendment also authorized the formation of a "Staff Design Review Committee," composed of City staff, to conduct architectural review. The Zoning Administrator (Community and Economic Development Director) and Staff Design Review Committee review any development review applications (including building permits or any requests for zoning approval or relief). The Staff Design Review Committee has generally consisted of a member of the Zoning Division, the Chief Building Official, and another member of the building department. The Zoning Administrator determines the proper staff for this committee.

In 2018 and 2019, further amendments to the Building Design Standards changed the required building materials to specify additional masonry and established a minor variation process for circumstances where the proposed building did not strictly meet requirements of the Building Design Standards. There have been no further amendments to this section of the Zoning Ordinance since 2019.

Separate from this section of the Zoning Ordinance, design guidelines for downtown and sections of Oakton and Lee streets were developed in 2005. The Business District Design Guidelines offer comprehensive guidance on building scale, style, color, materials, and streetscaping in these corridors. As the name implies, the guidelines are advisory rather than regulatory. They are referenced in the Site Plan Review section of the Zoning Ordinance, which provides standards for staff review of development applications. Like other Site Plan Review criteria, the language in the guidelines typically uses terms such as "encourage," "discourage," or "promote" rather than enforceable mandates. This flexible, guidance-based approach reflects a common planning strategy: to allow adaptability in response to evolving conditions while preserving core community goals and values.

Human environments and design trends often evolve more quickly than zoning ordinances. Flexibility within the code allows for timely, context-sensitive review without compromising quality or consistency. This was the underlying intent behind dissolving the Architectural Commission: to streamline the review process by leveraging staff expertise while providing clear guidance for review. However, it remains important to regularly reassess these processes to ensure they continue to reflect the community's goals.

Variation Process

Variations were another discussion during the April 8, 2025 PZB meeting that may benefit from additional clarification. As stated in the zoning ordinance, the overall variation procedure is, "intended to provide a narrowly circumscribed means by which relief may be granted from unforeseen applications of the [Zoning Ordinance] that create practical difficulties or particular hardships." A key component to a variation is demonstration of uniqueness or hardship – put simply, what conditions exist for a property that prevent following the current rules?

Within the ordinance, three types of variations are possible:

1. Minor variations: Small zoning adjustments like reduced setbacks for buildings, modified fence height or transparency, or adjust driveway or building materials. The Zoning Administrator can approve these types of variations without a public hearing. However, the Zoning Administrator also has the authority, on a case-by-case basis, to require a minor variation to be treated like a major variation (see below).
    a. Note: The "Zoning Administrator" has historically been the Director of Community and Economic Development, although occasionally it has been designated to another staff member when this position is vacant.
    b. Since 2024, minor variation decisions are outlined on PZB agendas to inform the Board and any interested parties in the community.
    c. An appeal procedure exists as a safeguard against "arbitrary, ill considered or erroneous administrative decisions." Decisions made by the Zoning Administrator may be appealed to the Planning and Zoning Board (PZB), which serves as the final authority on such matters. Any party aggrieved by a decision or interpretation of the Zoning Administrator may file an appeal with the PZB for final determination.

2. Standard variations: More substantial zoning relief requests than minor variations, but do not require City Council approval. They can include variations to allow smaller setback reductions, modify lot sizes, or reduced parking. These variations require a public hearing and approval by the Planning and Zoning Board. These are reviewed when the request exceeds the thresholds for minor variations and involves more significant departures from zoning standards.

3. Major variations: All variations not under the purview of the Zoning Administrator or the Planning and Zoning Board, or for variations that the Zoning Administrator has determined should be decided by City Council.

Overview of Existing Building Design Review Standards (Section 12-3-11)

The Building Design Review standards generally regulate four things on a building: entrances, windows/transparency, blank walls, and building materials. Depending on the type of building, there are standards that can be viewed as stricter or more relaxed. Below summarizes the various components of the code:

Applicability

Building design review is not completed for every building permit or development review, but only in the below circumstances:

1. New construction of a principal structure
2. Appearance altering renovations to the front or corner facades of a principal structure; and
3. Additions to principal structures resulting in greater than fifteen percent (15%) change of gross floor area.

Materials

The table below summarizes requirements for building materials for various building types.

Single Family Detached House	Single Story: • 100% face brick, natural stone, or anchored or adhered masonry veneer on all exterior elevations
	Multi Story: • Ground story and street facing elevations: 100% face brick on all ground floor and first floor street facing elevations. • Ground story and not street-facing elevation: Face brick a minimum of eight feet (8') from the top of foundation. Natural stone, face brick, and anchored or adhered masonry veneer permitted on the remaining portion of the not street-facing ground story elevations above eight feet (8') from top of foundation. • Upper story: Ground story materials, plus painted or stained wood, vinyl siding, or fiber cement board
Attached Single Family (Townhouses) or Multi-Family Buildings	• Ground story materials: 100% face brick on all ground floor and first floor street facing elevations and a minimum of eight feet (8') from the top of foundation on all remaining elevations. Natural stone, face brick, and anchored or adhered masonry veneer permitted on the remaining portion of the not street-facing ground story elevations above eight feet (8') from top of foundation. • Upper story: Ground story materials plus: painted or stained wood, vinyl siding, or fiber cement board
Commercial	• Ground story: Face brick, stucco, metal, and concrete masonry units • Upper story: Ground story materials plus: painted or stained wood, exterior insulation and finishing systems (EIFS)
Industrial	• Ground story: Face brick, stucco, metal, and concrete masonry units • Upper story: Ground story materials plus: painted or stained wood, exterior insulation and finishing systems (EIFS)

Transparency and Blank Wall Requirements
A minimum amount of window or glass area—referred to as *transparency*—is required on street-facing façades, typically ranging from 15% to 20% depending on the building type. Commercial buildings require a larger percentage due to their public facing nature: retail, restaurant, and service uses must provide 75% transparency between 2 and 9 feet above the sidewalk, while office and other commercial uses require at least 50% transparency along the street-facing elevation. In addition, there are limits on the amount of blank wall allowed for both residential and commercial buildings, though no restriction applies to industrial buildings.

Minor Variations from Building Design Standards
Building design review standards are typically enforced during building permits reviews. Zoning staff review permits for both new construction and for any additions that trigger the applicability requirements for the Building Design Review standards. If a permit does not meet standards, they are directed to revise plans to comply, or they can request a minor variation. The Staff Design Review Committee does not meet for every new permit submitted, but the Zoning Administrator may call the committee together to review complex or unique permits and provide guidance. If there is a request for a minor variation that is *not* a single family detached residence, the committee meets to evaluate whether standards can be met or a specific hardship exists and then the Zoning Administrator will provide the final determination based on the committee's findings. Below provides further context on this process.

Minor variations may be granted in two scenarios: (1) for single-family detached homes, the Zoning Administrator may approve the variation directly; and (2) for all other building types, the Zoning Administrator may grant the variation with a recommendation from the Staff Design Review Committee.
When a variation is approved, conditions may be attached—such as requiring specific substitute materials or colors, or limiting the variation to certain portions of the building. The Zoning Administrator may also approve a reduced version of the requested relief. For example, if an applicant requests that an entire building addition be clad in vinyl siding, the variation may allow vinyl on non-street-facing elevations while requiring masonry on the front elevation.

Between 2023 and 2025, a total of nineteen variations related to this requirement were reviewed. The majority involved renovations or additions to single-family detached homes. Most variations were approved, often with conditions intended to promote a harmonious appearance with the existing structure and surrounding neighborhood. All variations must sufficiently demonstrate hardship to the satisfaction of the Zoning Administrator. To improve transparency in decision-making, these variations have been added to the Planning and Zoning Board (PZB) agendas over the past year.

Issues Identified by Staff

Various Clean-Up
Minor variation language from Section 12-3-11 needs to be migrated to the minor variation section in Section 12-3-6. In addition, staff would like to make non-substantiative changes to improve the formatting and flow of this section. These updates would ease administration of these requirements and clarify which specific building types are eligible for the Minor Variation process.

Single Family Residential Concerns
The majority of the minor variations granted for building materials surround properties seeking to add an addition 15% or greater to the existing floor area or change any street-facing elevation. Due to the existing language in the code, these types of changes require the entire building to come into conformance with the building design standards. For older homes, particularly those constructed prior to the establishment of these standards and clad in materials such as vinyl, meeting the masonry requirement can present both structural and financial challenges. Many homeowners are seeking to expand and improve their homes rather than relocate to larger, newer houses in other communities. Minor variations have provided a path to allow these types of renovations more efficiently.

Staff seeks direction from the Board on whether the current applicability requirements remain appropriate, or if the Board would support an amendments to reduce the frequency with which Building Design Standards are triggered. In addition, staff seeks direction on whether modifying requirements for single family residences would be appropriate, particularly the abundance of masonry.

Updates to Multi-Family and Mixed-Use Building Requirements
The Board has discussed at several meetings concerns about the appearance of newer multi-family and mixed-use buildings, particularly in the Downtown area. Staff are in agreement that the Building Design Standards could be improved to more consistently reflect the expressed preferences of the Board, Council, and members of the public. Staff suggest hiring a consultant specialized in urban and architectural design to guide future collaborative efforts to revise the code or develop specific planning documents. Ultimately the ability to hire a consultant will be dependent on available budget and approval from the City Council, but it is a technique that has been employed for other specific plans (e.g. re:DDP Downtown Strategic Plan) and staff can explore this option further.

Request
There are no actions or motions that need to be taken by the Board regarding this discussion item. However, staff requests the Board collaborate on a list of priorities during the meeting for staff to begin addressing, either referencing the issues identified by staff above or based on discussion during this item.

Attachments
Attachment 1 – Zoning Ordinance Section 12-3-11 – Building Design Review
Attachment 2 – 2005 Business District Design Guidelines

12-3-11: BUILDING DESIGN REVIEW:

A. Purpose: Building design review is required to promote orderly and harmonious growth of the city through high quality and compatible development, to improve the design and appearance of existing buildings and properties, to promote design compatibility among buildings and groups of buildings, and to enhance the pedestrian oriented character and overall visual image of the city.

B. Staff Design Review Committee; Authority: The zoning administrator shall appoint a staff design review committee consisting of three (3) staff members of the department of community and economic development. The zoning administrator and the staff design review committee shall be responsible for conducting building design review in accordance with the provisions of this section. The zoning administrator, upon recommendation of the staff design review committee, may approve a design that varies from the strict interpretation of the Building Design Review code through a minor variation in order to avoid a building that would not be in harmony with the surrounding neighborhood or would be difficult to achieve.

C. Applicability: Building design review plans that contain the information set forth in section 12-14-9, "Minimum Submission Requirements For Building Design Review", of this title, and any other information that may be requested by the Zoning Administrator, shall be submitted to the Department of Community and Economic Development with any development review application for the following construction or alteration activities:

1. New construction of a principal structure;

2. Appearance altering renovations to the front or corner facades of a principal structure; and

3. Additions to principal structures resulting in greater than a fifteen percent (15%) change of gross floor area.

D. Standards For Building Design Review: All building design review plans must meet the standards set forth in table 1 of this section. For the purposes of this section and table 1 of this section, the following terms shall have the following meanings:

1. Street Facade Transparency Requirements And Blank Wall Limitations:

a. Transparency:

(1) "Transparency" means the measurement of the percentage of a building facade that has highly transparent, nonreflectance windows.

(2) "Minimum transparency" means the minimum amount of transparency required on building facades with street frontage, measured per building story or per facade, depending on the type of building.

b. Blank Wall Limitations: "Blank wall limitations" means a restriction on the amount of windowless area permitted on a building facade with street frontage. If blank wall limitations are listed as "required" within table 1 of this section for a certain type of building, the following standards shall be met:

(1) No rectangular area greater than thirty percent (30%) of a story's facade, as measured from the floor of one story to the floor of the next story, may be windowless; and

(2) No part of a story's facade may be windowless for a horizontal distance greater than fifteen feet (15').

c. Entrance Locations: "Principal building entrance location" means the building facade where the primary building entrance is or will be located.

2. Materials For All Building Elevations:

a. "Permitted elevation materials" means the primary building materials that are permitted to be used in the construction or alteration of all building exterior elevations of a certain type of building. Additional residential construction requirements are as follows:

(1) Detached one-story, single-family residential shall be constructed with one hundred percent (100%) face brick, natural stone, or anchored or adhered masonry veneer on all exterior elevations.

(2) Detached multi-level or multi-story single-family residential shall be constructed with one hundred percent (100%) face brick on all ground floor and first floor street facing elevations and a minimum of eight feet

(8') from the top of foundation on all remaining elevations. Any floors above the first floor shall follow the Building Design Standards Table found in this chapter.

(3) Attached single and multi-family residential shall be constructed with one hundred percent (100%) face brick, natural stone, or anchored or adhered masonry veneer on all street facing and side elevations with at least two (2) complimentary colors or materials and a minimum of eight feet (8') from the top of foundation on all remaining elevations.

b. "Permitted upper story facade materials" means the additional building materials that are permitted to be used in the construction or alteration of upper story facades of a certain type of building.

c. "Materials to avoid" means building materials that are discouraged to be used in the construction or alteration of any building facade.

d. "Prohibited facade materials" means building materials that are not permitted to be used in the construction or alteration of any portion of any building facade that is visible from any street.

TABLE 1

BUILDING DESIGN STANDARDS

Type Of Building	***Principal Building Entrance Location***	***Ground Story Windows***	***Upper Story Windows***	***Blank Wall Limitations***	***Permitted Ground Story Materials***	***Permitted Upper Story Materials***	***Prohibited Materials***
Attached single-family and multi-family residential	Front, corner, or corner side of building	20%	20%	Required	Natural stone, face brick, and anchored or adhered masonry veneer (see subsection D2a(3) of this section for further requirements)	Ground story materials plus: painted or stained wood, stucco, vinyl siding, and fiber cement board	Simulated masonry, stone, face brick more than $3\frac{5}{8}$" in height, aluminum or metal siding, untreated wood, and exterior insulation and finishing systems (EIFS)
Commercial	Front, corner, or corner side of building	Minimum of 75% transparency from 2'-9' above sidewalk for retail, restaurant, or service uses; minimum 50% for other commercial uses	20%	Required	Face brick, stucco, metal, and concrete masonry units	Ground story materials plus: painted or stained wood, exterior insulation and finishing systems (EIFS)	Untreated wood, vinyl and aluminum siding

etached single-family residential	Fro t, corner, or corner side of building	15%	15%	Required	Natural sto e, face brick, and anchored or adhered masonry veneer (see subsection D2a(1) of this section for further requirements)	Ground story materials plus: painted or stained wood, stucco, vinyl siding, and fiber cement board	Simulated masonry, stone, face brick more than $3\frac{5}{8}$" in height, aluminum or metal siding, untreated wood, and exterior insulation and finishing systems (EIFS)
Industrial	Not required	20% for optional office component	20% for optional office component	Not requ red	Face brick, stucco, metal, and concrete masonry units	Ground story materials plus: painted or stained wood, exterior insulation and finishing systems (EIFS)	Untreated wood, vinyl and aluminum siding

Notes:

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.

F. Action On Building Design Review: Upon receipt of a properly completed development review application and building design review plans, the Zoning Administrator and Staff Design Review Committee shall review the building design review plans to determine compliance with the standards set forth in table 1 and subsection D, "Standards For Building Design Review", of this section. The Zoning Administrator and Staff Design Review Committee shall forward a written report and recommendations to the applicant. If the zoning administrator determines that the application does not comply with the standards set forth in table 1 and subsection D, “Standards for Building Design Review”, the applicant shall apply for a minor variation to authorize the deviation(s) from the applicable standards. If the minor variation is denied, the applicant may appeal the zoning administrator’s decision to the planning and zoning board pursuant to section 12-3-9, “Appeals”, of this chapter. (Ord. Z-11-14, 4-7-2014; amd. Ord. Z-29-15, 10-5-2015; Ord. Z-35-18, 12-3-2018; Ord. Z-18- 19, 8-5-2019)

Recommended Approval Commission

Approved 10/6/03

BUSINESS DISTRICT DESIGN GUIDELINES

Des Plaines, Illinois

Final Draft for City Council Approval

Prepared for the **City of Des Plaines**

by:

THE LAKOTA GROUP
LAURIE MARSTON, AICP

September 2003

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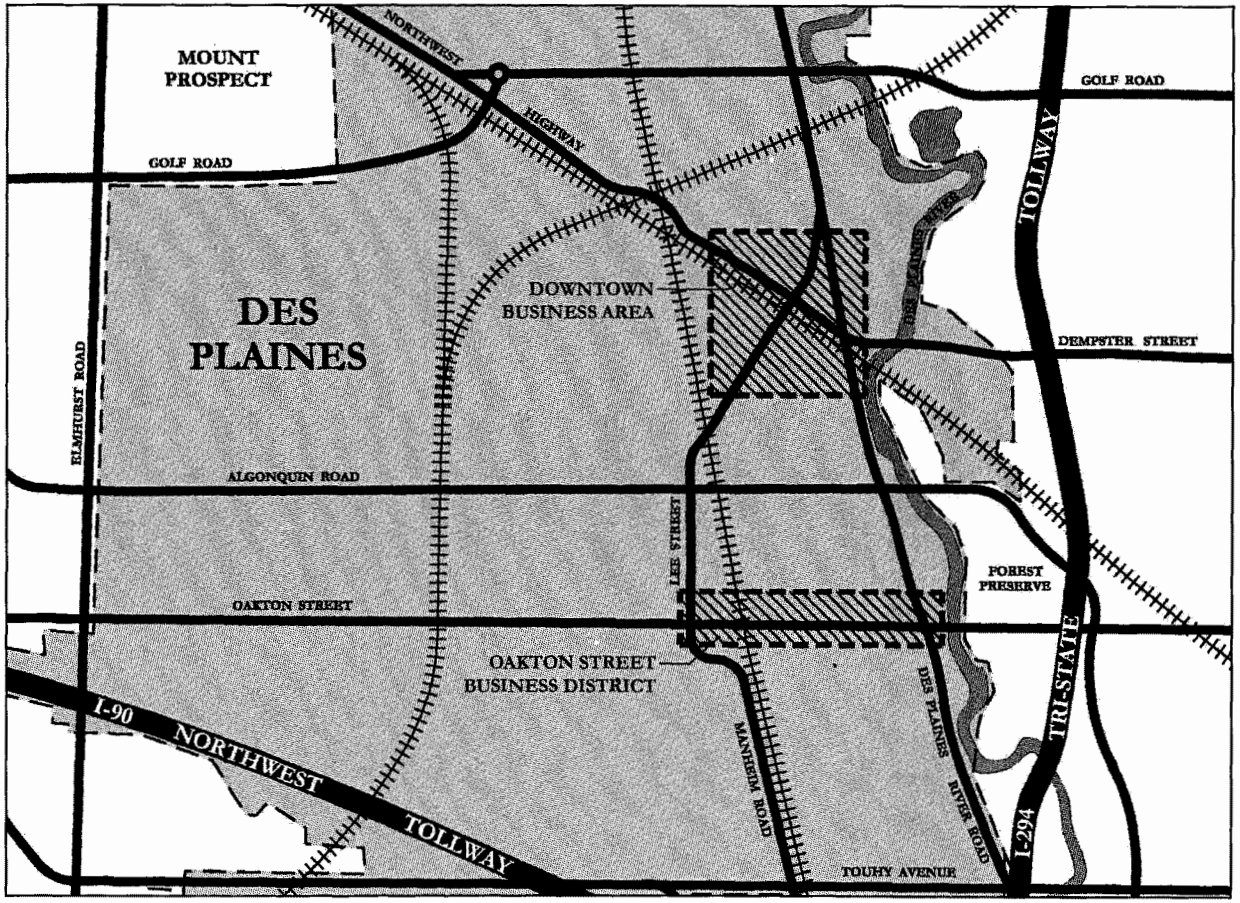
BUSINESS DISTRICT DESIGN GUIDELINES



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The design guidelines were prepared by The Lakota Group with assistance from Laurie Marston, AICP.

Section 1:Introduction

Business District Design Guidelines

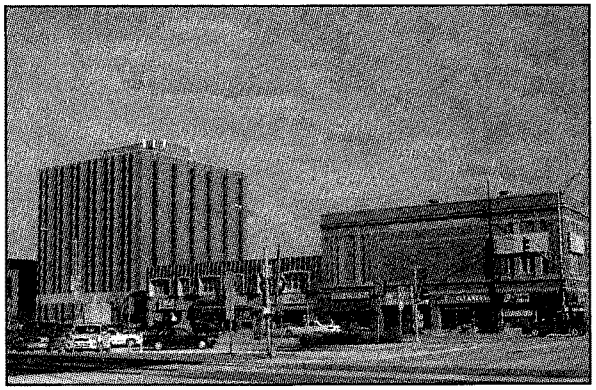
INTRODUCTION

The following set of design guidelines has been prepared for the City of Des Plaines to facilitate the revitalization and enhancement of it's Downtown area and Oakton Street commercial corridor.

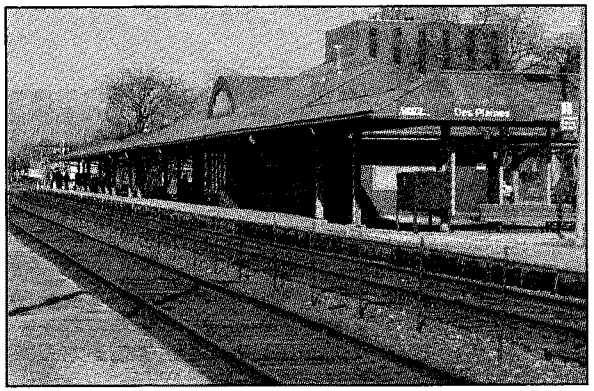
The guidelines focus on both the short-term improvement and long-range redevelopment needs of these business districts. For the short term, they provide ideas for improving existing buildings and streetscape. For future development, they provide a framework for quality building and site design. Many existing buildings do not currently meet these guidelincs nor will they be required to undertake any improvements as a result of the adoption of these guidelines. However, when property owners apply for a building permit for any addition, expanison, or exterior change to their property, these guidelines will be used to review their project.

The guidclines are presented in summary format. They are conceptual and intended as recommendations for improving the quality of the built environment in Downtown and along Oakton Street. They do not represent a master plan for any immediate development project. They are standards only and are intended to supplement the City's Codes and Ordinances regarding developmcnt. Landowners, business owners and developers are encouraged to familiarize themselves with the requirements of the Zoning Ordinance, Subdivision Ordinance and Buildings Codes when they consider making physical improvements to their property.

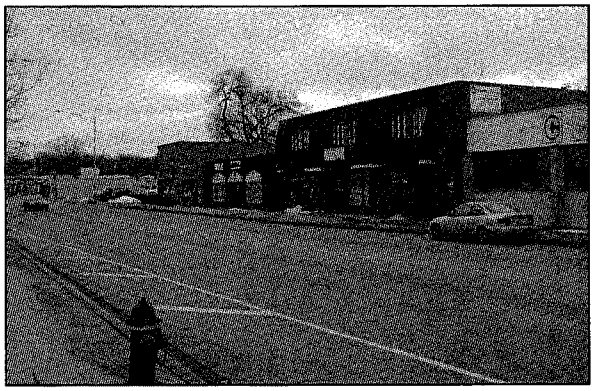
The City's intent is that the guidelincs will assist developers, architects, planners, landscape architects and property and business owners with development or redevelopment projects beyond basic zoning and subdivision requirements. The overall goal is to physically enhance the business districts through higher quality building and site design.



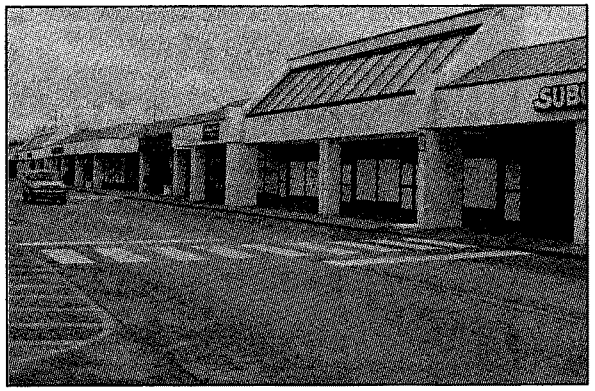
Downtown Des Plaines



Downtown Train Station



Oakton Street Commercial Corridor



Oaks Shopping Center on Oakton Street

Attachment 2

Design Goals

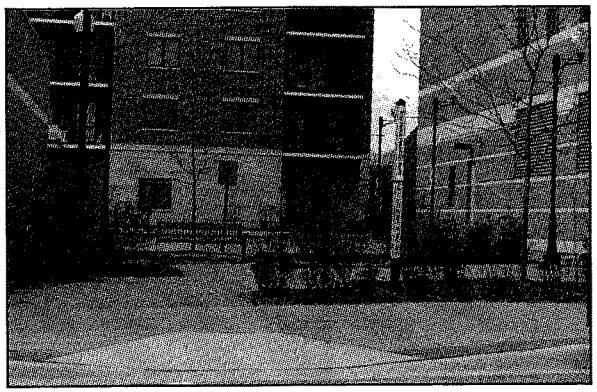
The design guidelines are intended to establish standards which enhance the appearance of the Downtown and Oakton Street Business Districts. The standards are not intended to restrict design creativity, but rather to provide guidance on design principles for these districts.

The guidelines require that building and site design consider contextual relationships with existing properties. They address architectural style and building materials, scale, massing, articulation, and setbacks, as well as landscaping and signage. More specifically, the guidelines seek to achieve the following goals:

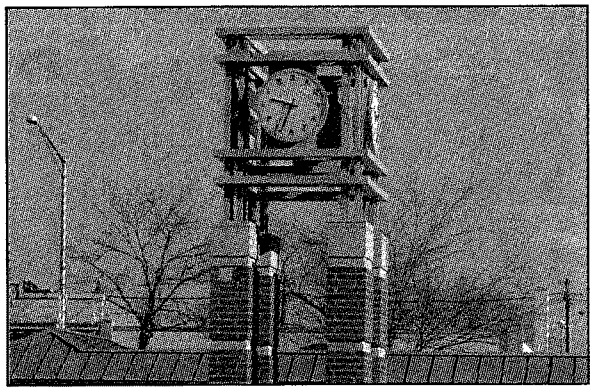
- *Establish a comprehensive design approach for enhancing the Downtown and Oakton Street Business Districts.*
- *Provide a guide for property/business owners and developers for direction that positively affects their development and redevelopment actions.*
- *Provide a guide for architects and landscape architects to facilitate excellence in the built and natural environment.*
- *Emphasize the need to "clean and green" existing properties in Downtown and along Oakton Street, and instill a "pride of place" with business and property owners.*
- *Provide an easily maintained, attractive streetscape that provides a safe pedestrian environment.*

Historic Building and Museum in Downtown

Small Pocket Park in Downtown



Library Plaza



Library Plaza Clock Tower

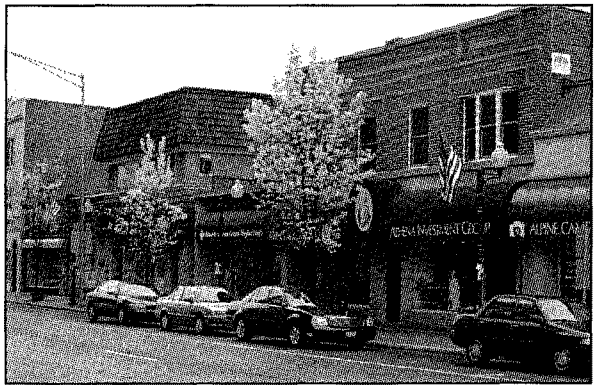
Section 2: Business District Overview

Business District Design Guidelines

DOWNTOWN

The Des Plaines Downtown contains many elements typical of an active environment. Varied architecture, a mix of uses and the train station all contribute to a vibrant downtown. Residential development has increased activity and provided "in-town" living opportunities. Some historic buildings exist that contribute to the overall design quality and character of the area.

While Downtown continues to be developed, its physical environment needs to be improved. Several buildings have a tired or faded appearance and are beginning to show signs of deterioration. Unattractive building, business signage and streetscape conditions also affect the appearance and viability of the area. As it develops with larger, more modern buildings, it's important that the scale, appearance and placement of structures are carefully considered to achieve the "right fit" within Downtown.



Downtown "Main Street" character along Lee Street.

OAKTON STREET

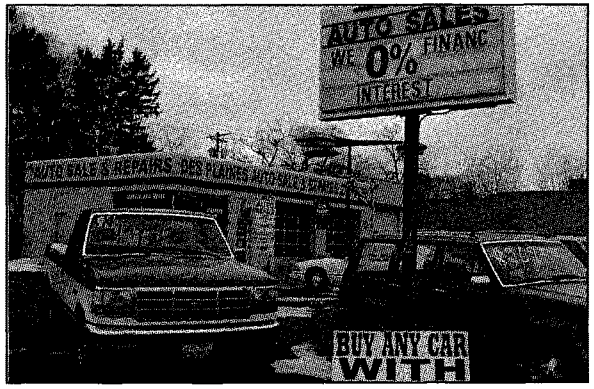
Oakton Street between River Road and Lee Street is an auto oriented commercial corridor. Large retail businesses exist at its east and west ends. These buildings have large setbacks and parking fields that dominate their respective sites. The buildings themselves are adequately designed, although they contain no striking or prominent features.

Auto service uses are predominant along the street. Some residential buildings, restaurants and strip shopping malls also exist. Curb cuts are numerous along the street and some sites contain large parking lots along the street.

Signage along Oakton Street needs to be improved and regulated. The variety of styles, sizes and locations of signs creates confusion and visual clutter. Additionally, the street does not contain landscaping, streetscape amenities or other elements typical of pleasant shopping environment.

Creating a cohesive streetscape/signage design will significantly improve the overall character of the corridor. The Design Guidelines will be especially important as older, more obsolete commercial and residential uses are redeveloped.

Oakton Street contains many different uses including strip shopping centers.



Auto uses are prevalent along Oakton Street.

Attachment 2
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Section 3: Building Design

Business District Design Guidelines

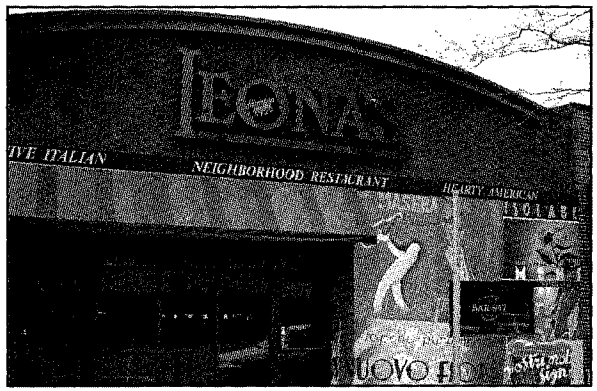
BUILDING DESIGN GUIDELINES

Building design and architectural style create and enhance the character of an area or district for pedestrians and motorists. A specific architectural style, character or building type is not predominant in Downtown Des Plaines or along Oakton Street. Rather there are many designs that contain various elements and a range of styles. Diversity in building design should be encouraged but consistent with the overall character of each area. Older buildings that display historic features, such as the former Des Plaines State Bank and Theater, should be preserved if feasible.

In Downtown, for example, building design should reflect the mixed use pedestrian orientation of a "walkable" central business district. Oakton is an auto-oriented commercial thoroughfare with some single and multi-family residential uses. Retail and service uses, primarily auto service and repair, are the most prevalent uses combined with some restaurants. Buildings along Oakton Street should reflect a typical auto oriented commercial corridor, yet be more attractive in appearance and efficient in layout.

Building Style

- A range of architectural styles is encouraged in both districts. Architectural style is not restricted. Evaluation of appearance should be based on quality of design and relationship to surroundings.
- Harsh, plain, incompatible and/or bizarre building designs are discouraged.
- Unarticulated, flat front, all glass, or metal, futuristic style buildings are discouraged.
- All buildings should be designed with common architectural elements, including: open glass storefronts; clearly defined entrances to ground and upper floors; sign bands and awnings incorporated into the design and scale of the building; upper floor windows placed in proportion to building width and height; and, cornices and parapets.
- Adjacent buildings should have component parts in good proportion with one another. Similar design linkages should include placing window lines, belt courses, and other horizontal elements in a pattern that is harmonious and reflects the same elements on neighboring buildings.



Newer designs with varying roof lines, awnings and other decorative features should be encouraged.

- Large structures should be designed to reduce perceived height and bulk by dividing the building mass into smaller scale components (i.e. height of a wall, cornice, or parapet line should match that of adjacent buildings).
- Buildings with ground-level retail and office space should, whenever possible, include open, clear glass windows to allow views into building interiors and to reinforce a positive, active shopping environment.
- Tinted or reflective glass is discouraged.
- Architectural design should articulate and enhance buildings, especially those located at street corners due to their prominence and visibility. Where appropriate, features such as cupolas, atriums, clock towers, and/or varying rooflines should be considered to add visual interest to the street.
- Monotony of design in multiple building projects by repetition of units should be avoided. Variation of detail, form and siting should be employed to provide interest. Buildings of the same design or exterior elevation are discouraged on adjacent lots.
- Buildings that attempt to use the building itself as "advertising" are discouraged, particularly where the proposed architecture is a "corporate" or franchise style.
- Historic buildings and buildings that display distinct design styles and elements of the past should be preserved if feasible.

- All exposed/visible walls on freestanding parking structures, as well as on parking structures within buildings should be screened and articulated with architectural treatment.

- Building projections or appurtenances that obscure or conceal important architectural features are discouraged.

- Brick masonry is encouraged within the Downtown and along Oakton Street to enhance and match the current character of the Districts.

Building Facades & Articulation

Downtown retail building facades are varied and generally reflect good design qualities with low knee walls and open display windows. However, several buildings, including some residential structures, are not designed and articulated to provide visual interest along the street. Some building facades are not designed to easily allow redesign or retrofit for new tenants.

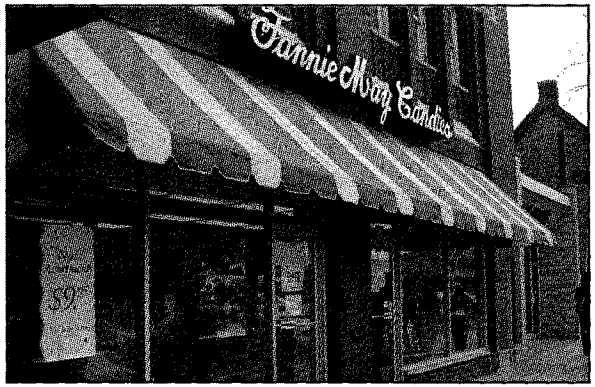
- Seventy-five percent of the façade area on commercial buildings between two feet and eight feet above grade should be clear windows to allow views into the building from street level. A low knee wall, approximately two feet, should also be incorporated.

- Residential buildings should include windows on the first floor where possible. Where windows are not possible, such as along first floor garage areas, detailed wall articulation and foundation landscaping should be incorporated to screen solid building bases and maintain an attractive pedestrian environment.

- Building projections, such as awnings, window bays and terraces, should be pedestrian-scale, proportional to the building facade, and proportional to adjacent structures.

- Building designs should allow subsequent tenants to easily rehabilitate the façade and visible walls in a cost-effective manner.

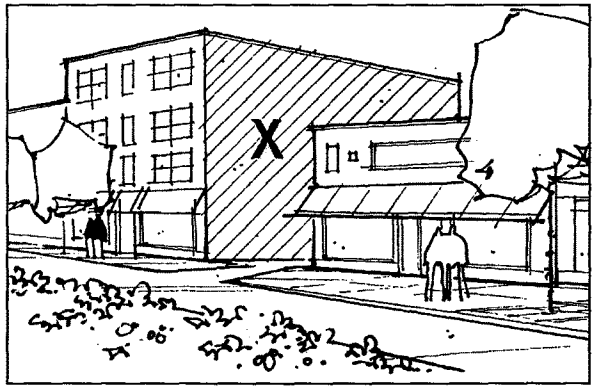
Multi-story buildings should include first floor windows.



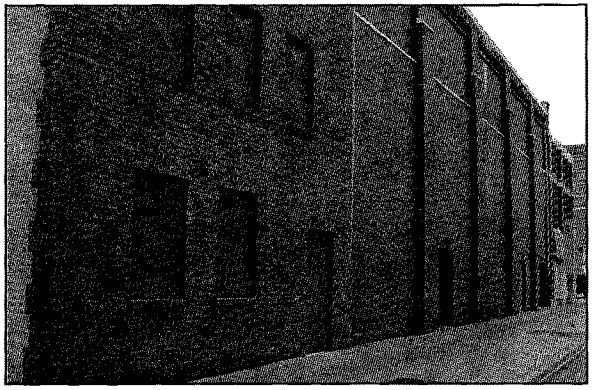
Display windows that showcase products and activity within a business are encouraged.

First floors of residential buildings should include interesting architectural details and/or landscaping to screen the building base.

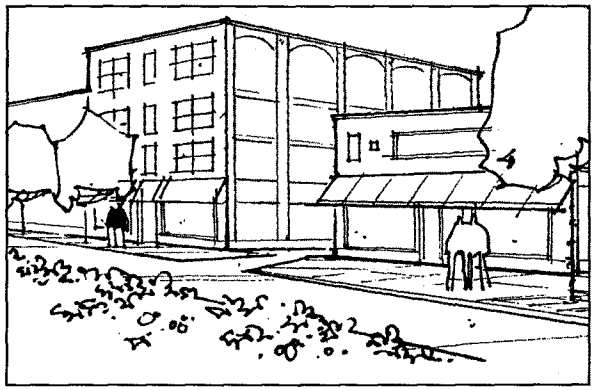
- Solid windowless walls should be avoided. If such walls are necessary to the function of the building, they should incorporate arches, piers, columns, murals, high quality graphics, landscaping and other elements that reduce building scale and add visual interest.
- At a minimum, exposed sides of buildings should be cleaned, tuckpointed, painted and/or treated with high quality graphics to add visual interest. Direct advertising of a property or business should be limited.
- Where possible, display windows should be installed on the sides of buildings adjacent to pedestrian paths, plazas, outdoor cafes, and parking lots.
- Exposed sides and rears of buildings should be improved with steam cleaning, power washing, tuck pointing, accent painting, and limited graphics.
- All graphics on blank, exposed side and rear walls should be limited to 10% or 200 square feet, whichever is less, of the blank exposed wall area.
- New buildings should incorporate interesting architectural details or features to provide layers of interest and variety.
- Eccentric and protruding façade designs that do not relate to the street or limit future tenant changes are discouraged.



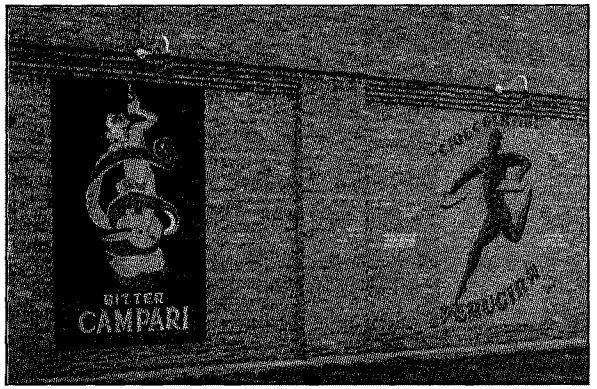
Solid walls with little or no architectural interest are strongly discouraged.



Existing blank wall in Downtown.



Arches, piers columns, murals/graphics, planters and decorative lights are encouraged to add visual interest to large walls.



Attractive murals and decorative lighting provide visual interest on a blank wall.

DOWNTOWN FACADE CONCEPT

A. Consider blade/projecting signs to add interest to pedestrians and motorists.

B. Add architectural lighting.

C. Improve sign graphics.

D. Add moveable planters for seasonal interest.

E. Provide benches for pedestrians.

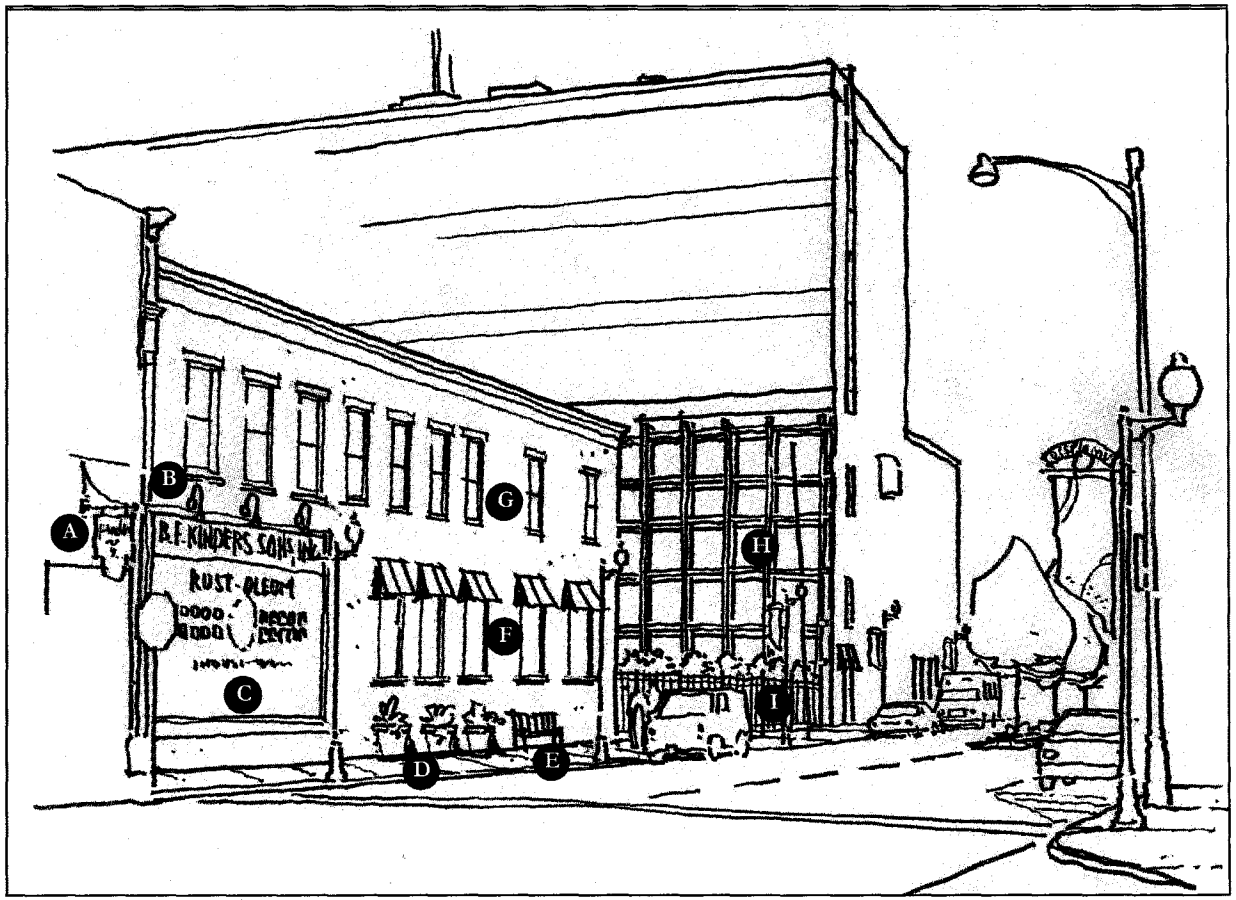
F. Add windows/awnings to break up building wall.

G. Steam clean and tuck point brick where needed.

H. Add trellis or architectural feature on blank wall.

I. Add fencing/landscaping to screen parking and service areas.

Existing building side facades with little articulation and no streetscape amenities.



Building Enhancement Concept

DOWNTOWN FACADE CONCEPT

A. Add murals/graphics to blank walls.

B. Add awnings to create visual interest and break up large storefront wall.

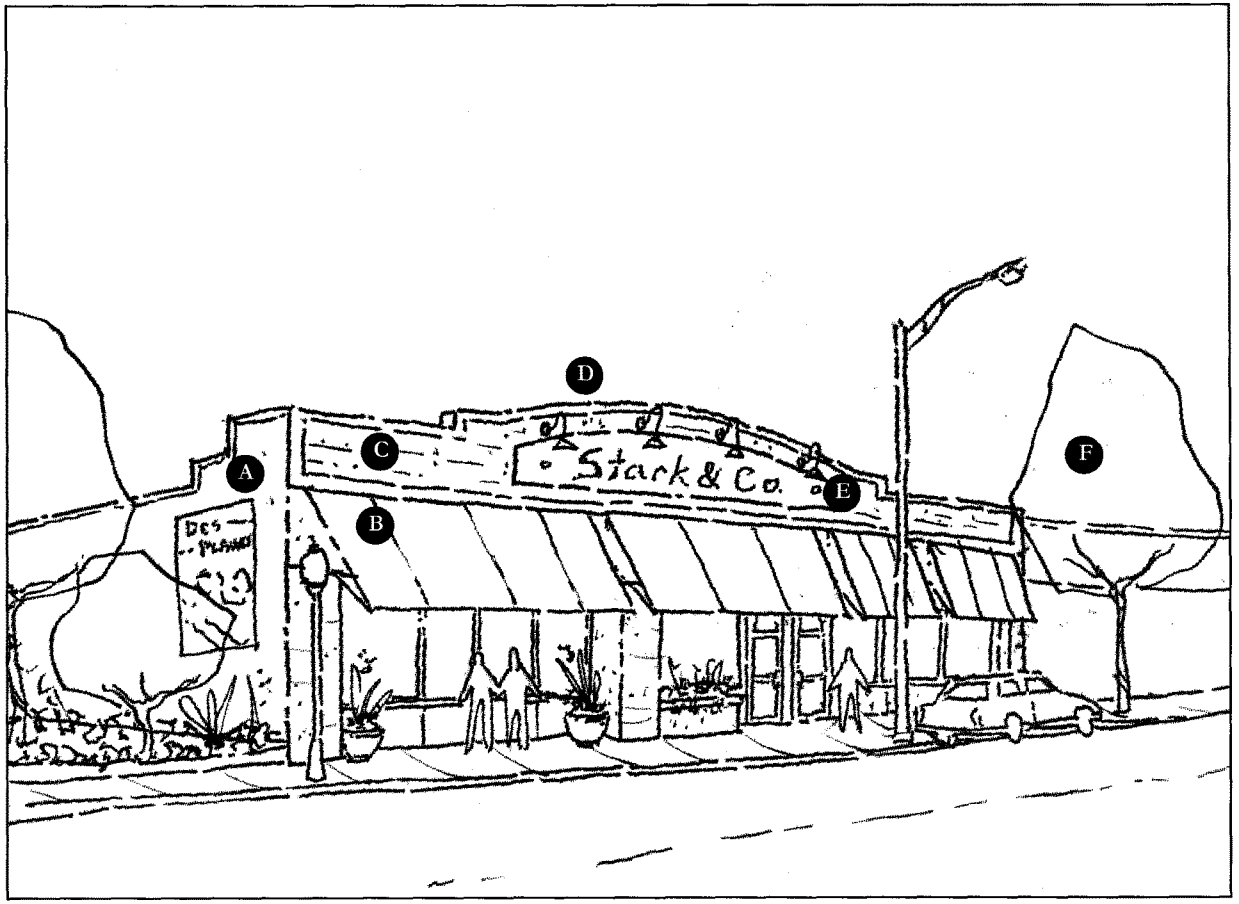
C. Add new material to break up large storefront wall.

D. Consider new cornice/wall shape and architectural details.

E. Incorporate sign board, new graphics and architectural lighting into building design.

F. Add landscaping and street trees to soften the street wall and screen parking areas.

Existing facade with "dated" appearance.



Building Enhancement Concept

OAKTON FACADE CONCEPT

A. Create consistent horizontal architectural elements such as sign bands and awnings across the building.

B. Remove shingle materials and install new materials across facade.

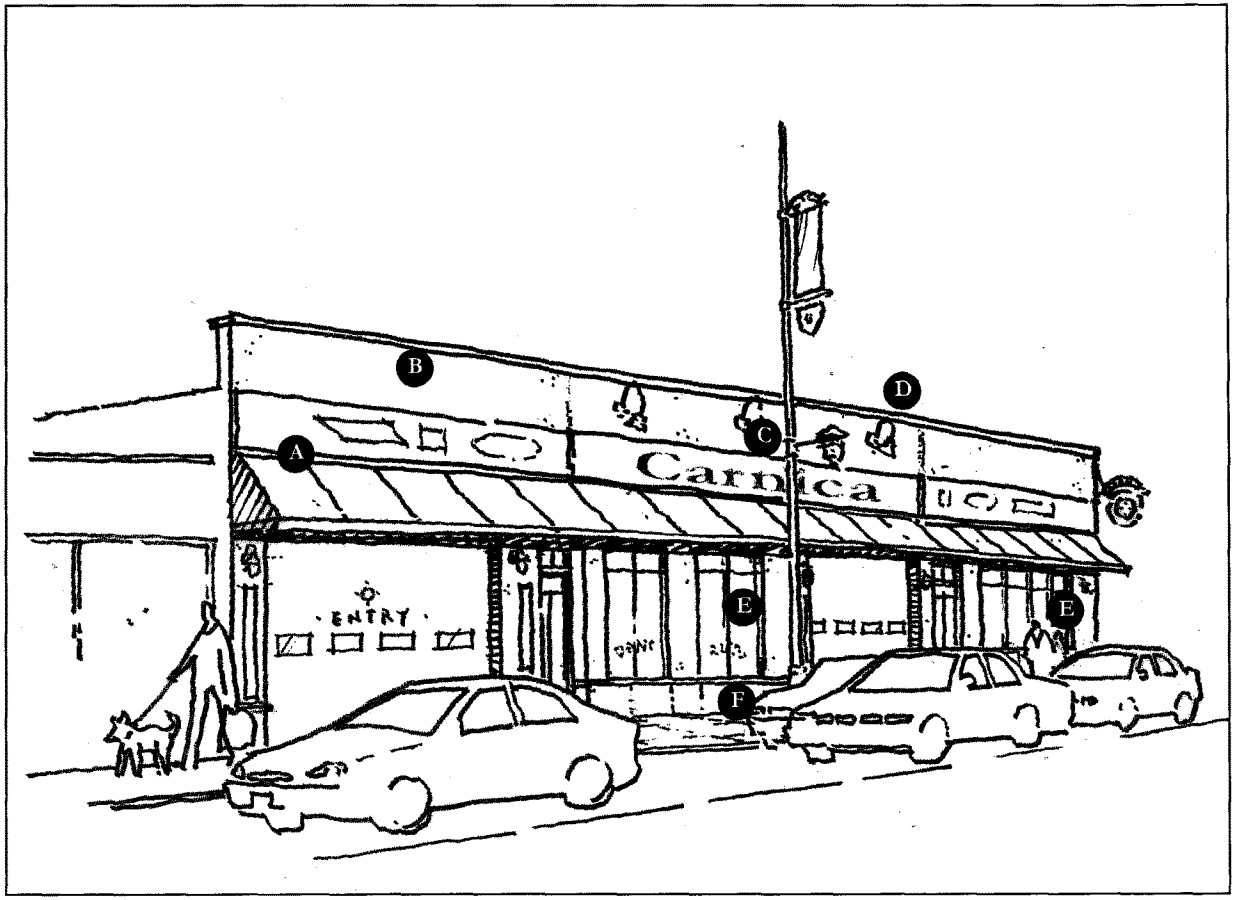
C. Coordinate and simplify signage by integrating into overall design.

D. Add architectural lighting over signage.

E. Add larger windows to open up blank walls and create visual interest.

F. Establish traditional storefront kneewall

Existing service business facade along Oakton Street.



Building Enhancement Concept

Building Entrances & Windows

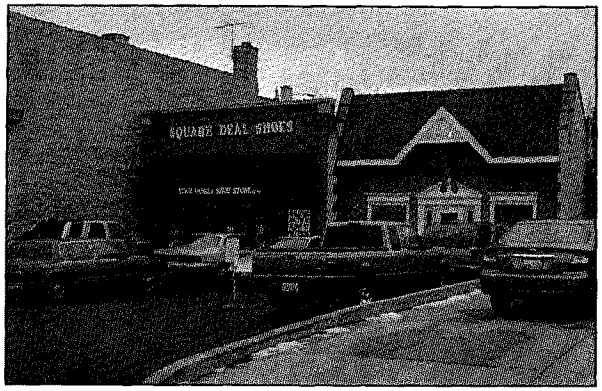
Building entrances and windows should be oriented to the street and designed to be easily accessible. If a building has a parking lot in the rear, clearly defined rear entrances are needed to provide access. Safety and security issues, as well as aesthetic and visibility considerations should be addressed regarding the use of rear building entrances.

- Primary store entrances should be located along the street, with secondary entrances located behind the building or along a secondary street.
- Building windows and doors should be clear glass oriented to the street and proportionate to the building scale.
- All building entrances should be designed so that doorways and vestibules are easily seen by shoppers and visitors, easily distinguished by tenants and use, and open and visible from the sidewalk.
- All rear and side walls that have entrances adjacent to parking lots should be improved with graphics/murals.
- Tinted and/or reflective glass is discouraged.
- Mill finish (non-colored) aluminum metal window and door frames are discouraged.

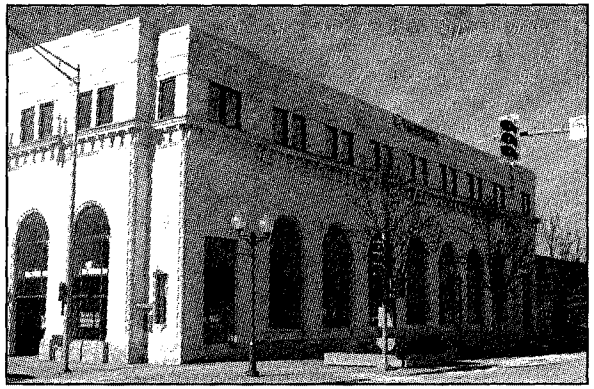
Building Awnings

Some building awnings are garish in color, inconsistent in style or color and do not relate to adjacent buildings. Unattractive and oversized awnings detract from the attractiveness of a building, as well as the streetscape.

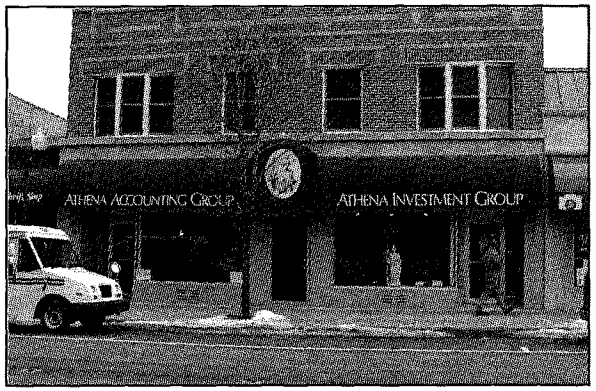
- Building awnings should be consistent and complementary in color and style with the building facade and awnings of adjacent buildings.
- Excessively bright and brilliant awning colors should be avoided.
- Letter style on awnings for multi-tenant buildings should be consistent.



Clearly defined rear building entrances.



Entrances oriented to the street and proportional windows are encouraged.



Building awnings should be consistent with the building style.

REAR WALL/ENTRANCE CONCEPT

A. Add murals/graphics, faux windows, details or color bands to break up blank walls.

B. Remove bars from windows.

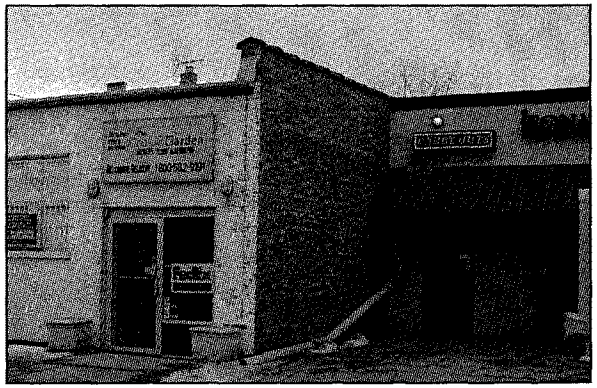
C. Integrate architectural lighting over rear entrances.

D. Limit signage to small, simple signs integrated into overall architectural design.

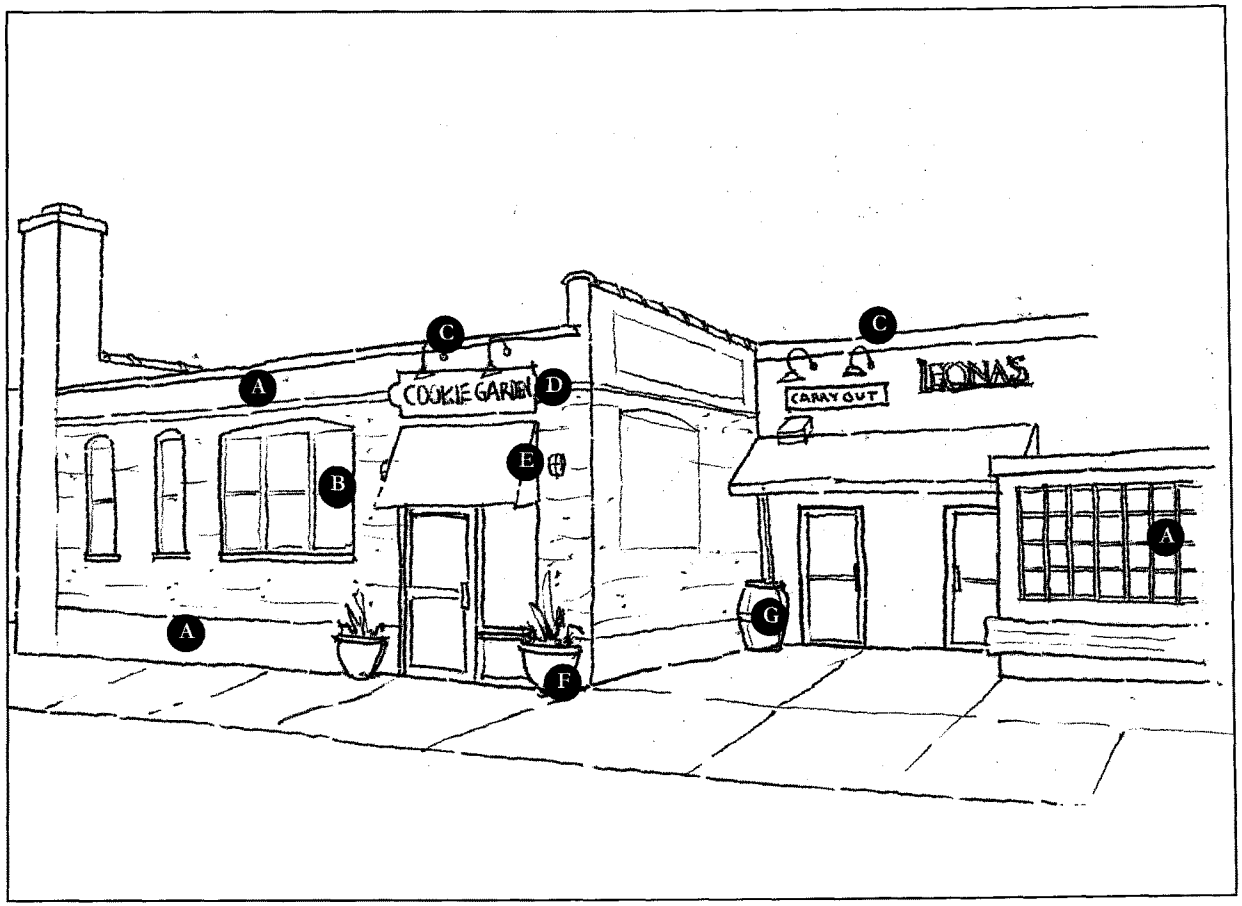
E. Add awning over doorway.

F. Add moveable planters to add seasonal color.

G. Reduce long, exposed down spouts by using barrel cisterns linked to underground pipes.



Existing rear wall and entrances.



Rear Wall/Entrance Concept

Building Lighting

Few buildings in Downtown or along Oakton Street have special lighting that highlights architectural features. The majority of lighting comes from streetlights and internally lit building signage.

- Special building lighting should be encouraged to add visual interest and increase night time visibility and safety.
- Building lighting should be carefully planned and integrated into the design/style of the building and streetscape.
- Electrical conduit and mechanical equipment for building or signage lighting should be hidden from view or carefully integrated into building design.

Building lighting should be carefully planned into building design and electrical conduit hidden from view.

Building Materials

Numerous buildings in both business districts are designed using one material and do not incorporate alternative or secondary materials. Although many buildings contain high-quality masonry, others have lower quality materials, such as smooth plaster, wood and aggregate brick/stone.

- High-quality, durable materials, which do not require frequent maintenance (brick, stone, and glass) should be used for all facades as well as the sides and/or rears of buildings that are visible from streets and parking lots.
- Decorative block, smooth/textured synthetic plaster, and wood trim should be used only for decorative accent purposes and limited in their use on building facades and visible walls.

The use of low quality materials, such as aggregate stone, is strongly discouraged.

- Cinder/concrete block, stucco, metal, plywood, vinyl siding, unfinished pre-cast concrete, unfinished poured-in-place concrete, aggregate stone/rock and glass block windows should not be used on building facades or on walls that are visible from streets, sidewalks, and parking lots.
- Wall materials should be the same for all elevations or if more than one is used, they should be harmonious. Facade treatment with face brick at the front elevation and common brick at the other elevations is not acceptable. Exterior exposed walls constructed of untextured, unpatterned concrete or cement block in common bond is not permitted.

The use of glass block windows on the front facade is strongly discouraged.

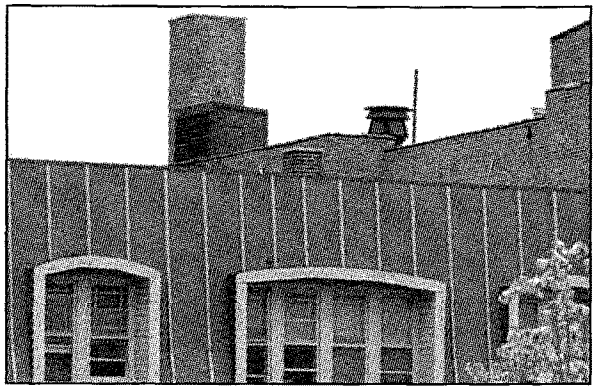
Building Colors

Building colors within the Districts generally relate to other buildings and to a specific palette of colors within one building. Most buildings constructed of masonry/brick use light to medium colors and are compatible with one another. However, some building colors are garish and do not relate to adjacent buildings.

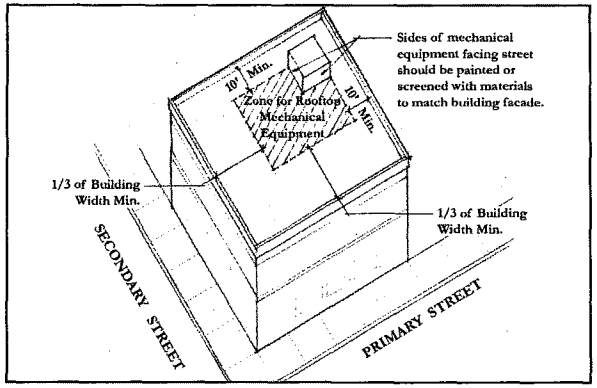
- In Downtown, building colors should be generally compatible with the area's context. In both districts, primary colors such as blue, yellow, and red are discouraged unless used sparingly for subtle trim accents. Earth tones, red/brown masonry and colors complementary to the primary building color are preferred.
- Compatible, consistent color schemes for future developments and/or redevelopments are encouraged.
- Colors shall be harmonious with adjacent buildings and brilliant colors used only for accent.

Mechanical Equipment

- Mechanical or utility equipment on the ground or on roofs or other parts of a building that cannot be located out of view should be screened by walls constructed of materials similar to those of the primary facade. Screening should be effective in all seasons.
- Mechanical equipment along the front or visible side facade is discouraged. Corner buildings are also discouraged from locating mechanical equipment on the secondary street frontage.
- All vents, gutters, downspouts, flashing, electrical conduit and similar appurtenances should be hidden, screened or at the least painted to match the adjacent surface.
- Rooftop mechanical equipment should be located in the center or a rear corner of a building away from the street elevation and screened from public view or located as not to be conspicuously visible.



Rooftop mechanical equipment should be screened.



Rooftop mechanical equipment should be located in the rear corner of the building.

Building Signage

In Downtown, business signage is generally controlled in regards to size and placement, and appropriate to the pedestrian scale. However, in Downtown and along Oakton Street, some building/business signage is redundant, excessive, oversized and/or difficult to view and read. The size, placement and number of signs should be better controlled and enforced. Unattractive business signs and temporary signs clutter storefronts, buildings and sidewalks. On some properties, business and temporary signs are deteriorating. Poorly designed business signs and/or signs made from low quality materials send customers a negative message.

- Sign colors and materials should bc consistent with the colors and materials of the building and awnings.

- Business signagc should be simple and incorporatcd into a building's architecture. Such signs should serve to identify a business while contributing to the attractiveness and pedestrian friendly orientation of the street. The quality, size, placement and look of signs should all be considered in the overall design of the building.

- Sign materials, size, color, lettering, lighting, location, and arrangcment, should be harmonious with building design and should be compatible with signs on adjoining buildings. Signs should have good proportions. Materials used in signs should be weather retardant.

- Window lettering, either vinyl applied or painted, is encouraged to add interest to storefronts. Tcmporary pin-ups, flycrs and signs should be avoided.

- Business signs should not obstruct or obscure architectural details or significant architectural elements.

- Decorative overhanging or blade signs are encouraged along the street with the size controlled and coordinated with a building's façade design. Decorative "icon" signs such as coffee cups, barber poles, toothbrushes, and ice cream cones provide visual interest. Sign brackets, hardware, and lighting systems should be kept to a minimum and screened wherevcr possible.

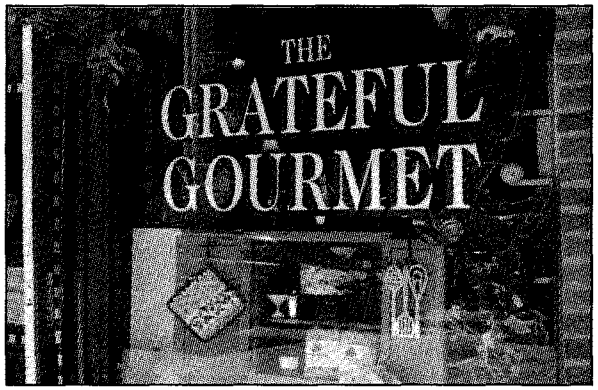
- Decorative overhanging or blade signs must not exceed six square feet in size with a maximum height of three feet and placed at a minimum ten feet above the sidewalk. They should extend no more than four feet from the face of the building.

- Business signs should be placed on a building so they are oriented for viewing by pedestrians.

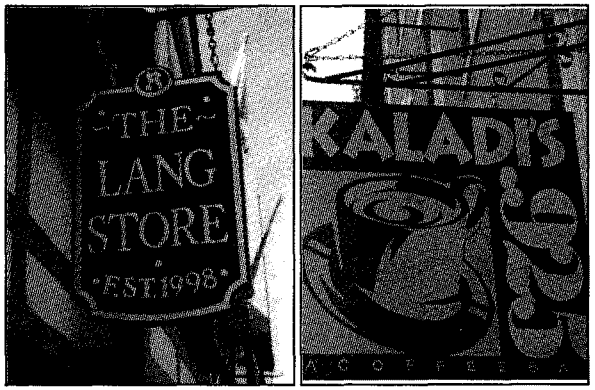
- Text on business signs should be simple and easy to read.

- Billboards should not be placed on top of buildings, or on blank sidewalls, in vacant lots, or parking areas.

- To avoid visual clutter along the street, redundant signage or multiple external signs should not be used.



Window lettering and displays are encouraged to provide interest.



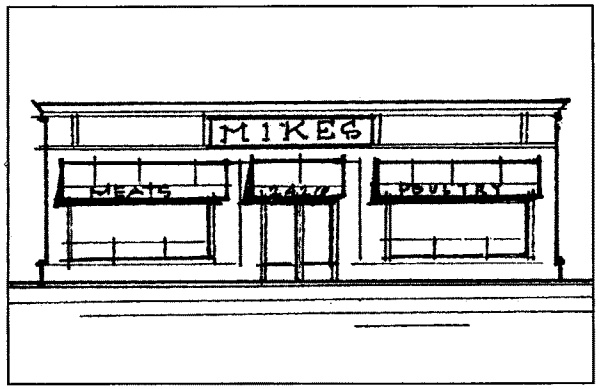
Small projecting "blade" signs are an interesting alternative to conventional signs.

Some business signage is excessive, oversized and redundant.

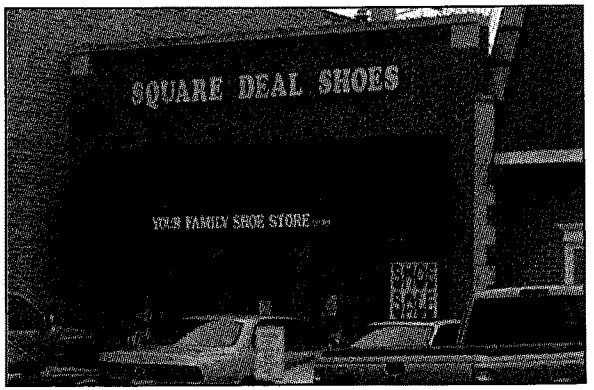
Building Design

BUSINESS DISTRICT DESIGN GUIDELINES

- Business signs should not be placed at or above the cornice or roof lines of buildings.
- Signs should be constructed of high-quality durable materials. Sign colors should be used harmoniously and with restraint.
- Business signs should be placed on the front of buildings only, unless the building is located on a corner or has rear or side entrances.
- Overhanging signs should be limited to one sign per business, including "icon" signs unless the business is located on a corner.
- Sign lighting should be carefully considered in the building design. If direct lighting is used, glare, brightness, visible hardware and maintenance issues should be addressed. Strategically placed lamp fixtures that are compatible with the sign design and building architecture are encouraged for illuminating signs. When external spot or flood lighting is used, it should be arranged so that the light source is shielded from view.
- Neon signage and lighting should be limited to one sign per business. Neon lighting and signage that outlines the entire window is strongly discouraged.

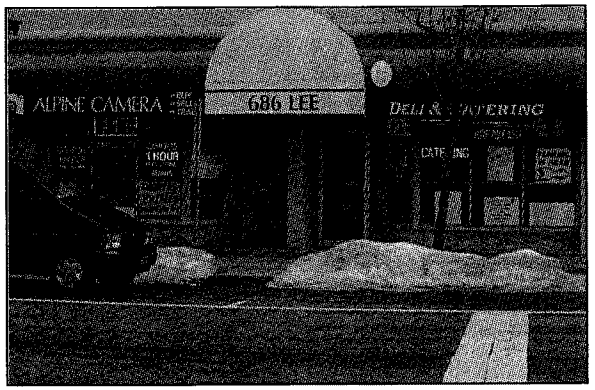


Typical Sign Band Location on Building.



Signs identifying rear entry and access should be clearly displayed.

Multiple window signs, particularly temporary pin-ups and flyers, are discouraged.



Multiple signs and neon lighting are discouraged.

Section 4: Site Planning

Business District Design Guidelines

SITE PLANNING GUIDELINES

Building location, scale, height and massing are varied in Downtown with buildings ranging in height from one to ten stories. Several streets have consistent "streetwalls" where buildings are placed at or near the property line. In some Downtown blocks and along much of Oakton Street, building placement and location is inconsistent.

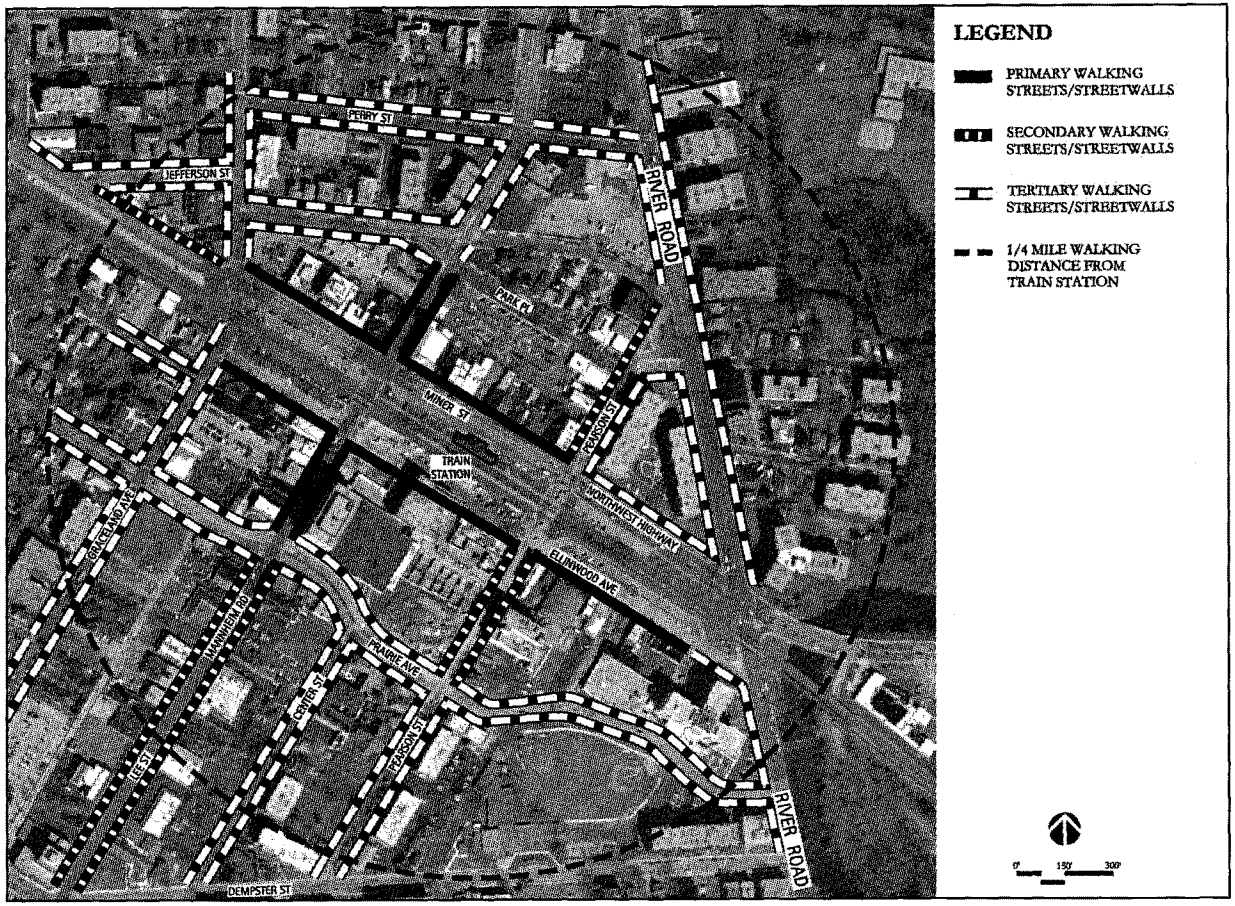
Downtown

There are approximately seven streets that run through Downtown. Several of these streets, mostly in the central core, have consistent "streetwalls" whereby buildings are placed at or near sidewalks with minimal disruptions from driveways and parking lots. The following streets should be considered key Downtown walking and shopping streets:

- Miner Street between Pearson St. and Graceland Ave.
- Lee Street between Prairie Ave. and Park Place.
- Ellinwood Avenue between River Road and Graceland Ave.

Oakton Street

Building location is varied along Oakton. Some buildings are sited along the street with little or no setback while others are setback further with parking in front. Some stand-alone buildings surrounded by parking also exist. Varied building locations create an inconsistent street wall and reinforce the auto oriented character of Oakton Street. In some cases, it also makes it difficult to see and/or access buildings.

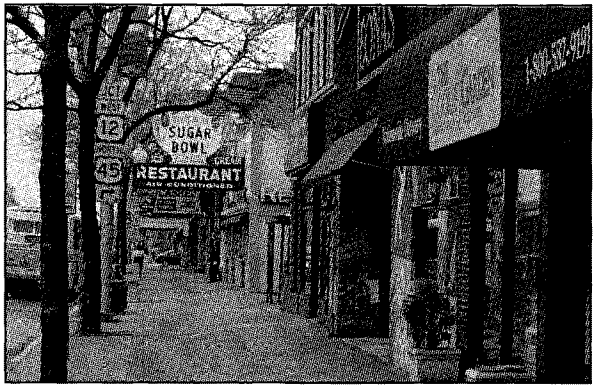


Building Scale & Massing

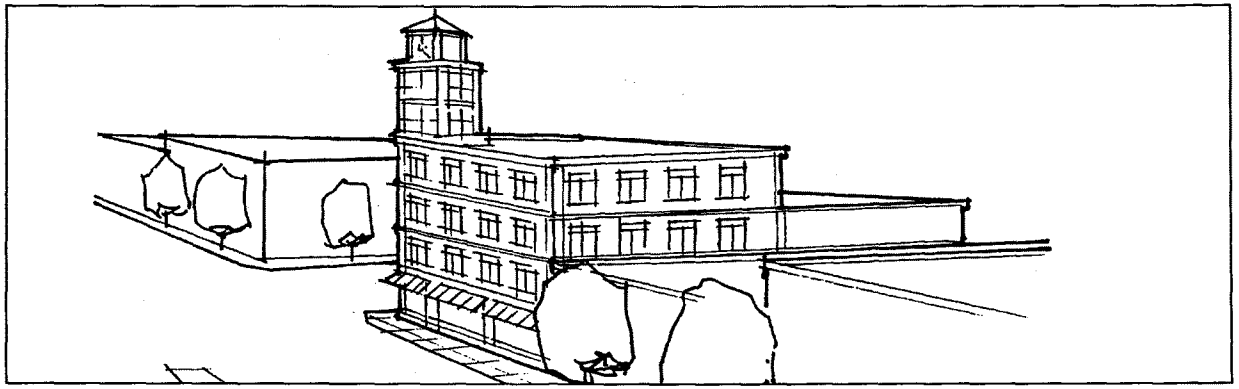
Building scale is generally consistent along Oakton. Most buildings are single story and front the street with little or no setback. Buildings along some portions of Oakton are massed appropriately with a mix of single story and two-story buildings. However, along other portions there are buildings setback from the street with parking in front, strip shopping centers, large freestanding restaurants, no street walls and parking in between buildings.

The west and east ends of Oakton Street contain large-scale commercial uses. The west end near Mannheim Road contains the Oaks Shopping Center with big-box and other accessory retail uses. The east end near River Road contains a Walgreen's, gas stations and other uses. These uses have large setbacks with parking in front and are scaled to serve

- Buildings should be set back no further than ten feet along Oakton to maintain the streetwall.
- In Downtown, new construction along primary walking streets should have a zero setback from the front property line whenever possible to reinforce the streetwall. Existing buildings set back from the sidewalk should include landscaping and fencing tomaintain the streetwall and enhance the pedestrian experience as much as possible.
- Multi-story buildings should be constructed to respect adjacent buildings in terms of height, scale and proportion.
- Spatial gaps created in the streetwall by parking or other non-pcdestrian areas should be minimized.
- In Downtown, gangways and narrow alleys between buildings should be avoided.
- Where gangways and narrow alleys exist between buildings for pedestrian access, they should be gated with decorative fencing and/or arches, lit with decorative fixtures, and clearly signed for visibility and security.
- Corner buildings should especially be placed at property lines to hold or frame the site along both street frontages.



Typical Downtown Streetwall.



Conceptual corner building framing site corners.

- Outdoor seating areas for cafes and restaurants should allow at least five feet of sidewalk clear space to maintain proper pedestrian circulation. Six feet is recommended. Seating areas should be framed with decorative fencing, walls and/or planters that incorporate landscaping.

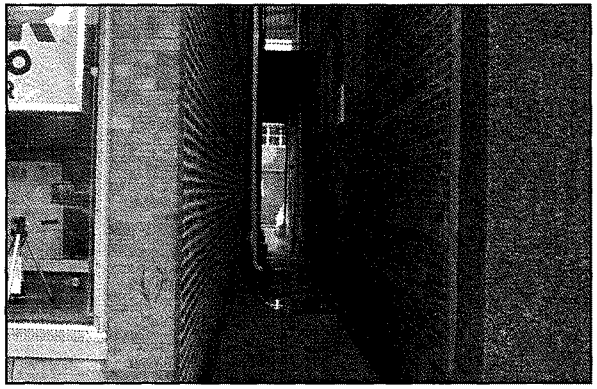
- Large scale buildings should be massed appropriately to their surroundings. Landscaping, consistent setbacks and other design elements should be incorporated into the building and site design to provide relief to building scale and parking lots.

- Landscaping and decorative fences should be used to extend the appearance of the streetwall on sites with large building setbacks.

- When a building is setback five feet or more, landscaping should be encouraged to provide a buffer.

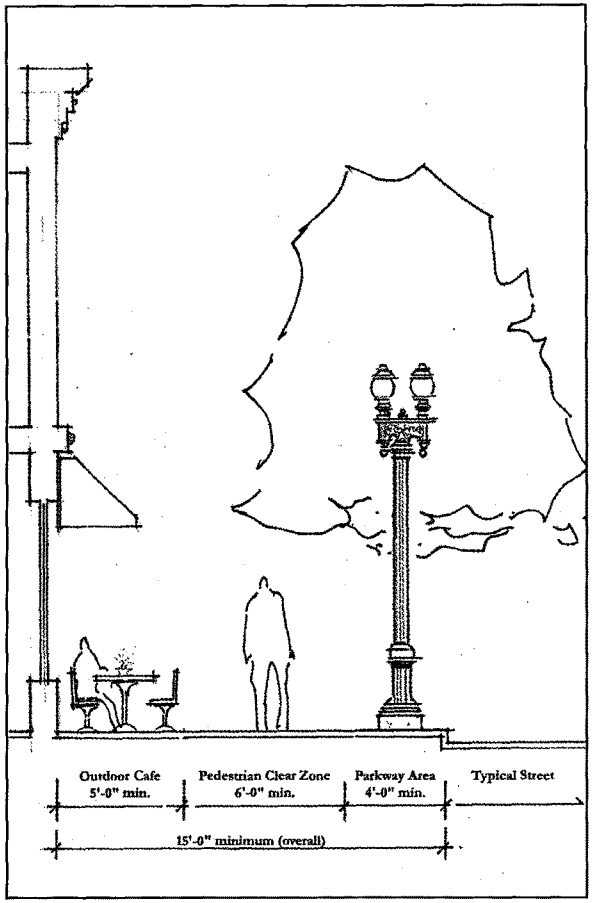
- Building sites should be planned to provide adequate planting including planting in and around parking areas.

- Where natural or existing topographic patterns contribute to the attractiveness and utility of a development, they should be preserved and enhanced. Modification to topography will be permitted where it contributes to good appearance, but in all cases care should be taken to avoid drainage or grade problems on adjoining sites.



Gangways and narrow alleys between buildings are unattractive and can create safety issues.

If needed for pedestrian access, gangways and narrow alleys between buildings should be clearly defined.



Typical outdoor cafe and sidewalk cross-section.

Attachment 2

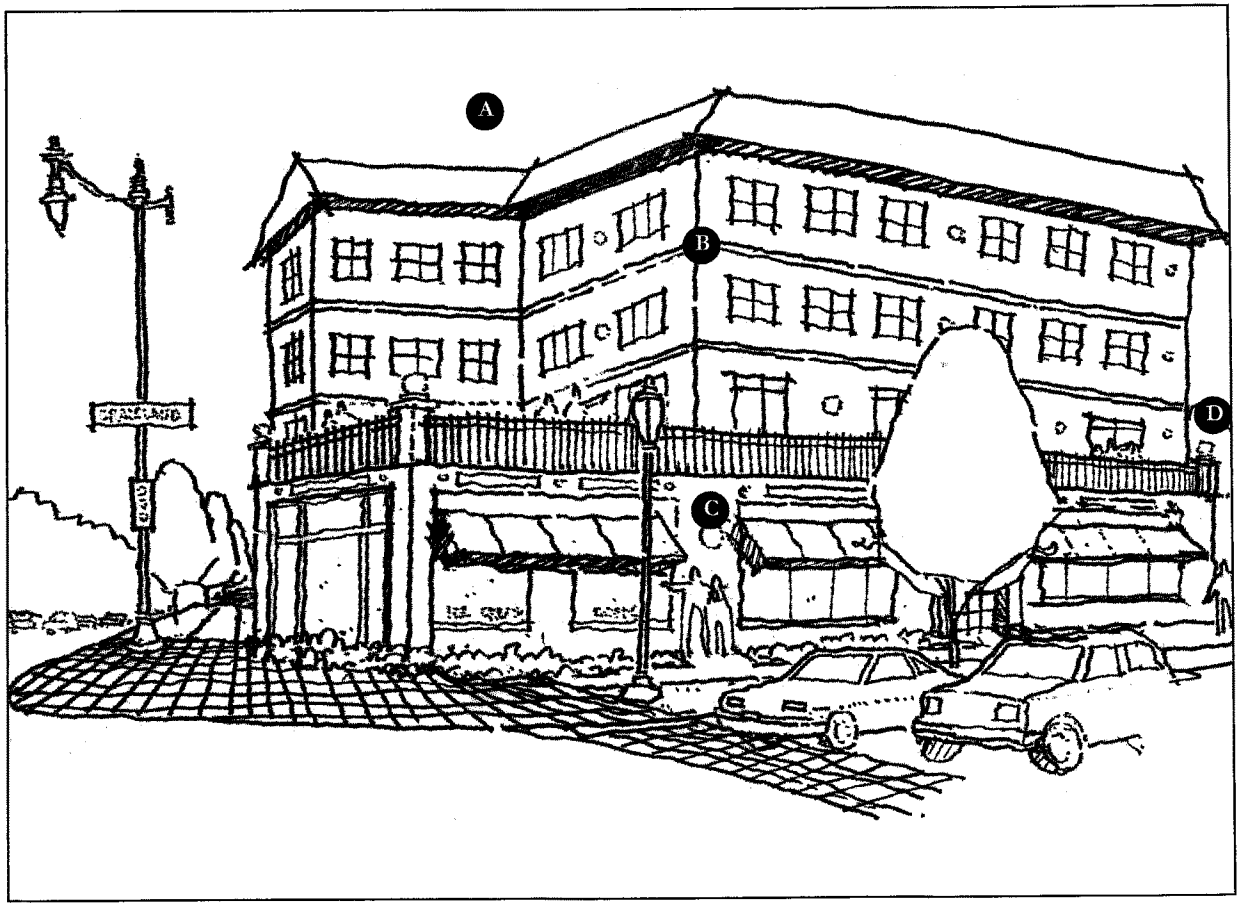
DOWNTOWN CORNER DEVELOPMENT CONCEPT

A. Mixed-use development "holding corner" with zero setbacks on both streets.

B. Upper floor residential with terrace.

C. First floor has active commercial use with traditional storefront architecture, including sign bands, awnings, large windows and low kneewalls.

D. Parking and service located on non-primary commercial street.



Downtown Development Concept

Attachment 2
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OAKTON DEVELOPMENT CONCEPT

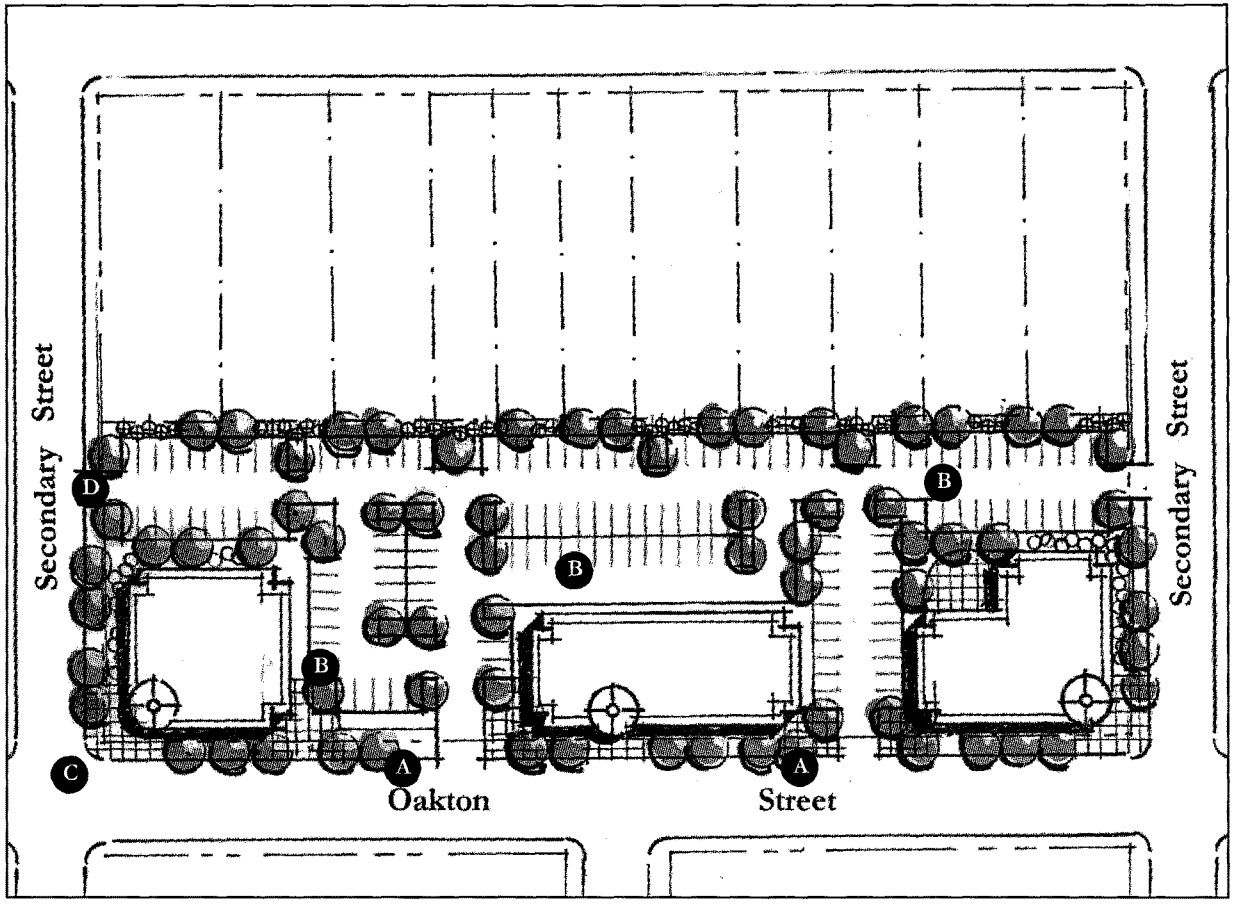
A. Consolidated and shared driveways minimize curb cuts.

B. Parking placed behind and to side of buildings.

C. Buildings reinforce streetwall and hold corners.

D. Access also on secondary street to reduce turning movements on/off of Oakton Street and to allow neighborhood traffic to directly access site without traveling onto Oakton Street.

Multiple curb cuts on Oakton should be consolidated.



Oakton Street - Full Block Development Concept

Attachment 2
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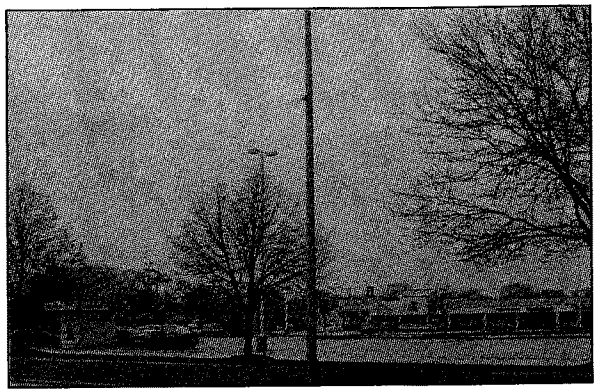
OAKTON DEVELOPMENT CONCEPT

A. Outlot parcel developed within existing large parking lot.

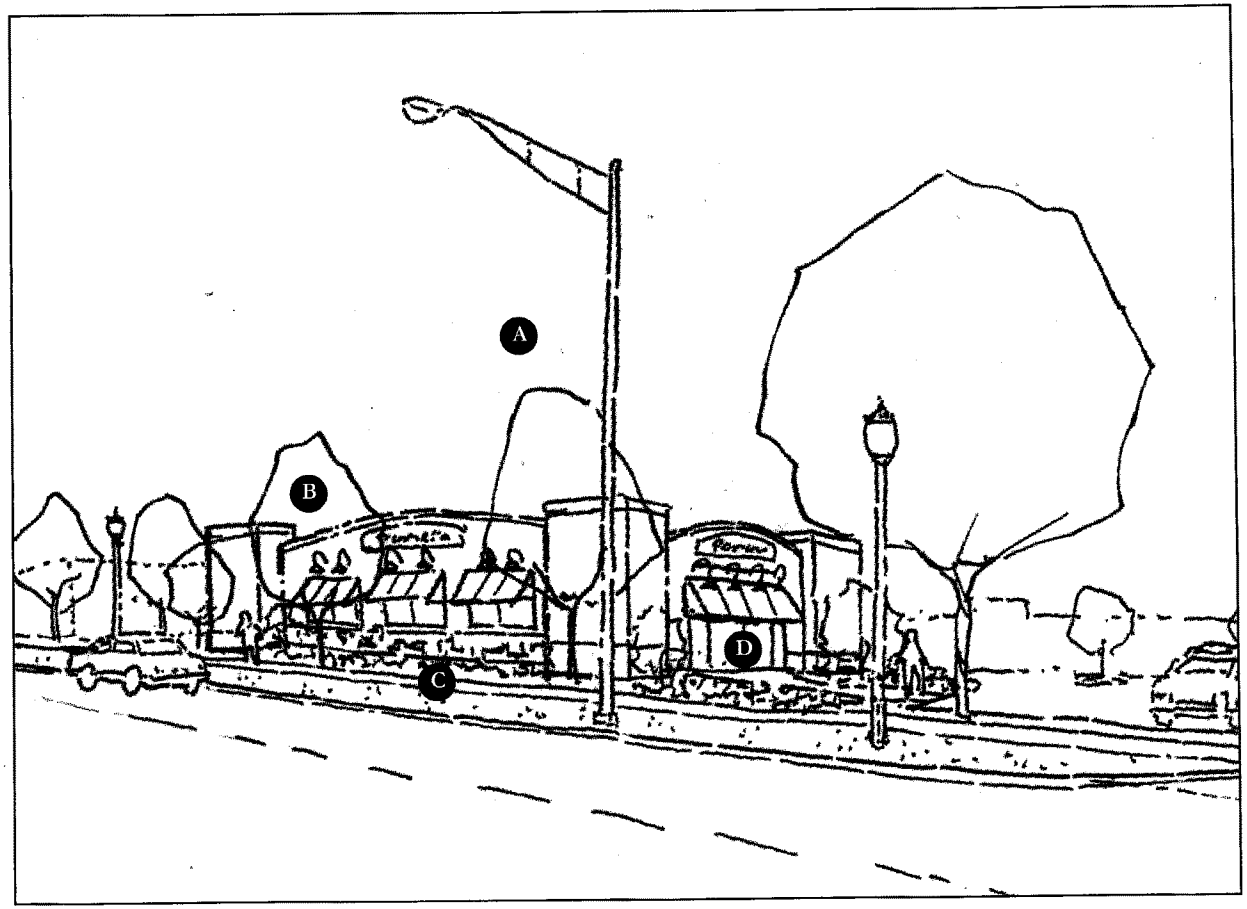
B. Existing street trees supplemented with new large caliper trees. New trees placed not to obscure storefronts.

C. Frontage landscaping added along sidewalks.

D. Visually interesting commercial building design with traditional awnings and decorative lights.



Vacant site within Oaks Shopping Center parking lot.



Oakton Street - Shopping Center - Infill Development Concept

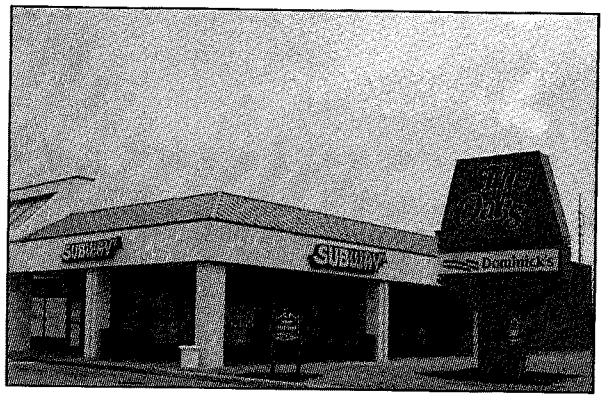
OAKTON IMPROVEMENT CONCEPT

A. Architectural detail and interest added to building, possibly with sign board or trim.

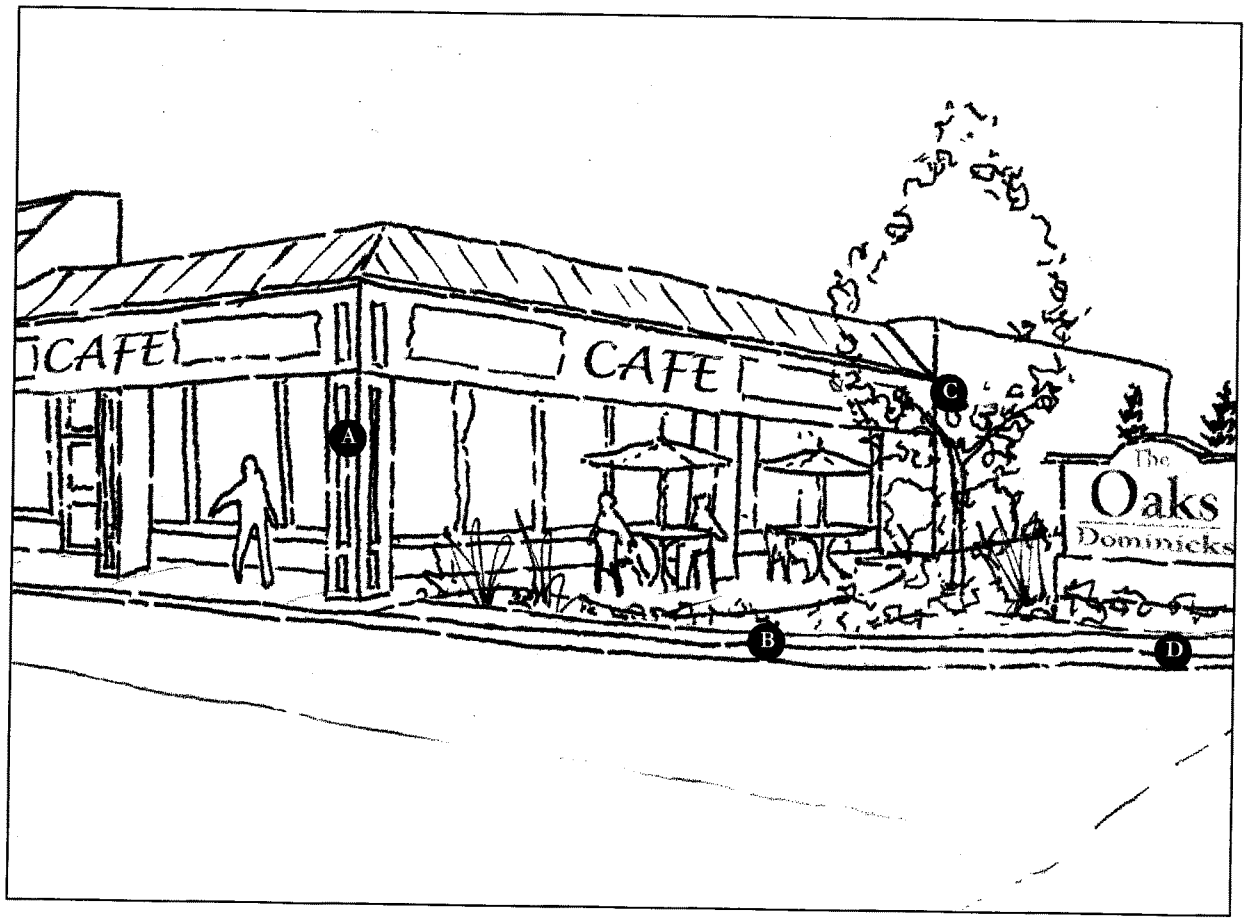
B. Outdoor seating area with tables, umbrellas and landscaping.

C. Landscaping added to overall site to soften harsh appearance.

D. Pole sign replaced with attractive monument sign at ground level.



Oaks Shopping Center



Oakton Street - Site Improvement Concept

Attachment 2
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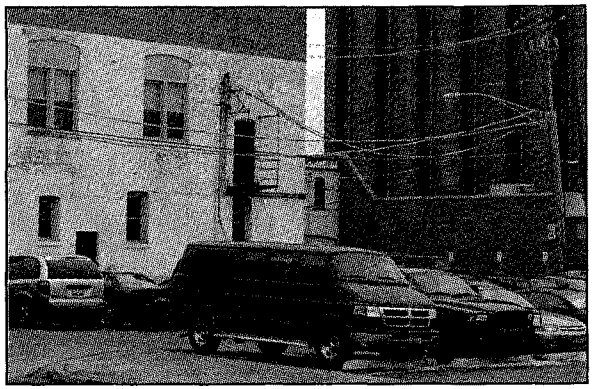
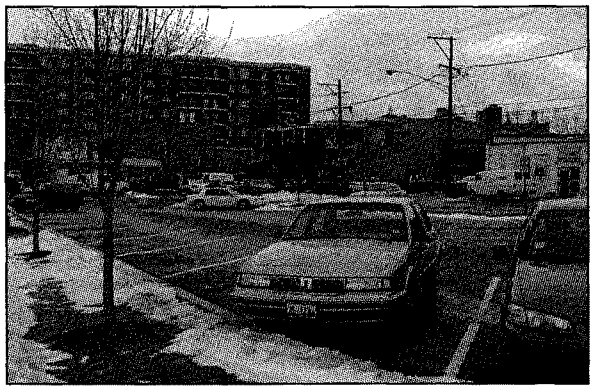
Parking Lots

In Downtown, parking lots are generally located in optimal locations behind or to the side of buildings with adequate access. Some parking lots that front on key streets or along the railroad tracks need to be screened with fencing and landscaping.

- In Downtown and along Oakton Street, parking spaces and lots should be located at the rear of a building when possible. Parking lots that front the street are discouraged. Shared parking between businesscs and uses is encouraged wherever possible.
- Parking curb cuts along Downtown streets and Oakton Street should be minimized. Individual businesses are encouraged to share access points.
- Parking and site lighting should minimize glare on surrounding properties and should be coordinated in style and color with adjacent properties and the City's decorative street lighting fixtures.
- Parking areas should be treated with elements to screen the areas from public view where feasible, such as wall extensions, plantings, berms or other means. Parking lots screened with landscaping should meet or exceed Des Plaines Landscape Ordinance requirements.



Parking lot needs landscaping and fencing.



Parking lots located behind buildings.

Parking lots should be easily accessible when located behind buildings.

Parking areas along Oakton Street should be screened with decorative fencing and landscaping.

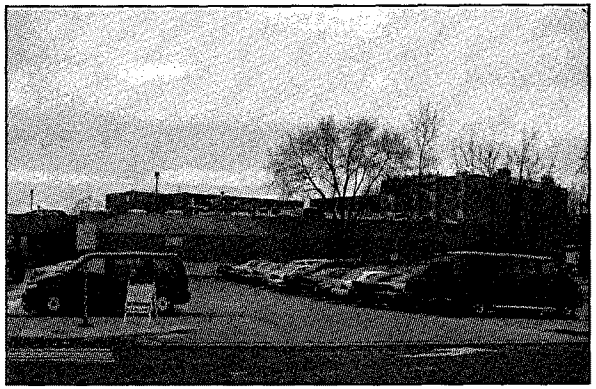
- Decorative and seasonal plantings, evergreens, trees and standard decorative fencing should be considered when improving or installing parking lots. Consideration should be taken so sight lines are not obscured.

- Minimum planting areas should be as follows: Every parking lot in every zoning district shall have 5% of its area devoted to planting areas. Areas required for side yards, front yards, or rear yards, should not be counted as planting areas.

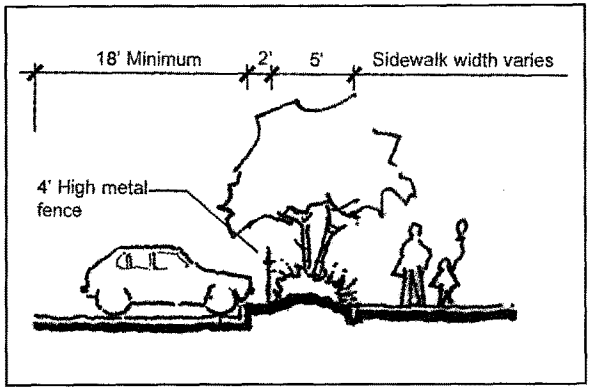
  Every parking lot with 8 or more parking spaces in a row, should have a barrier type pourcd concrete curbed planter island at each end of each row of parking spaces. Such planter island should be a minimum of 100 square feet. The maximum number of cars in a row should not exceed 25 without a fire break or cross drive.

Site Lighting

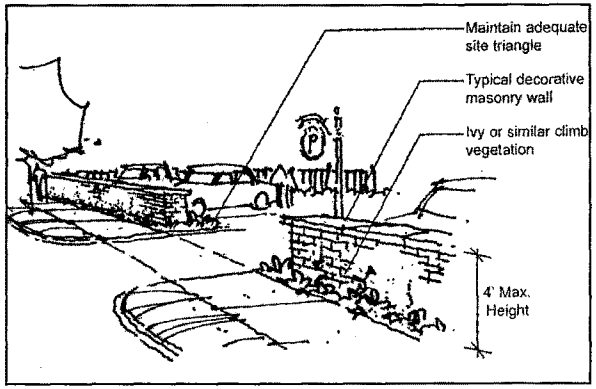
- Exterior lighting should enhance thc building dcsign and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and adjacent areas. Lighting should be restrained in design, and excessive brightness and brilliant colors avoided.



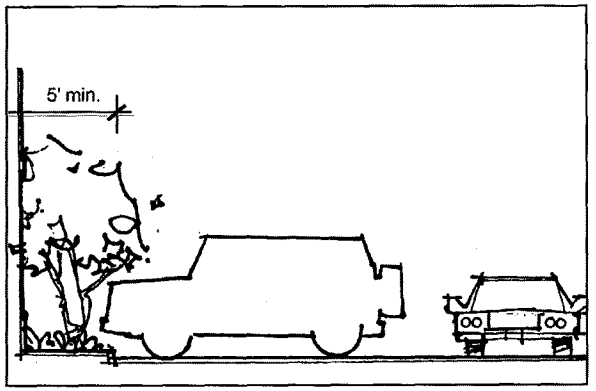
Parking lot lacking fencing and landscaping along the street.



Parking lot screening/ landscaping concept with decorative fence.



Parking lot screening concept with masonry wall.



Parking lot landscape screening concept adjacent to building.

Attachment 2
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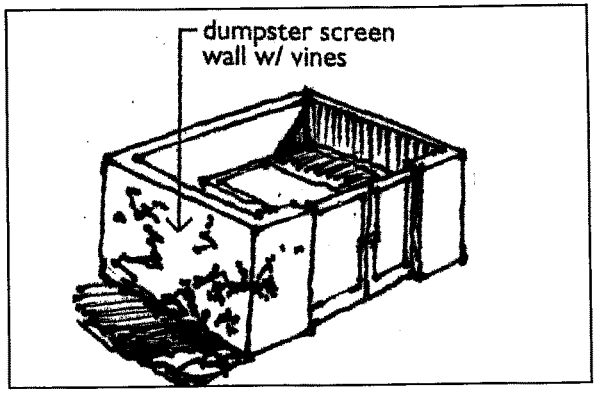
Service Areas

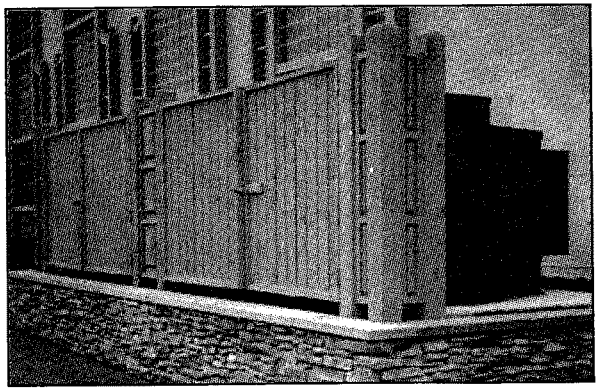
Service areas behind buildings are not always designed in a manner consistent with the fronts or sides of a structure. Trash, utility and storage areas are visible from streets and parking lots in some locations within Downtown and along Oakton Street. Trash areas/dumpsters behind buildings are randomly located and not screened, are unattractive and create potential conflicts with pedestrians and automobiles. Utility areas also need to be screened.

- Service areas and storage yards should be screened from public view.
- Service areas should be designed to fit within a site and screened from views with walls, fencing, landscaping or other materials that complement adjacent buildings and provide screening in all seasons.
- Single loading, service, and utility areas for businesses are discouraged. Shared service areas should be considered for ease of maintenance and improved aesthetics as well as the potential to create new site area for landscaping and/or parking spaces.
- Utility lines should be installed underground where feasible.

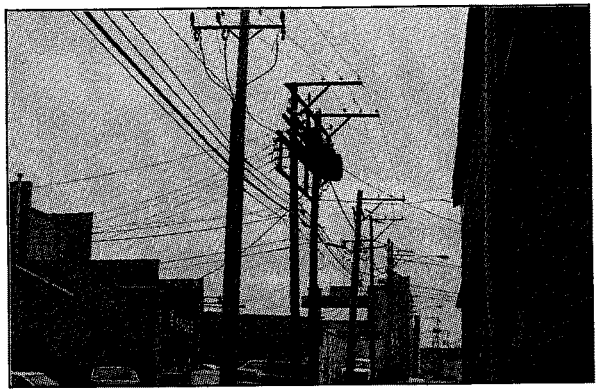
Dumpsters without screening behind buildings.



Dumpster screening concept.



Service areas should be screened where feasible.



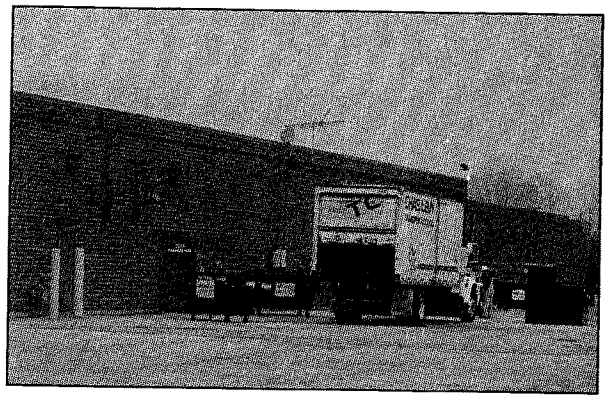
Utilities for new development should be installed underground where feasible..

OAKTON IMPROVEMENT CONCEPT

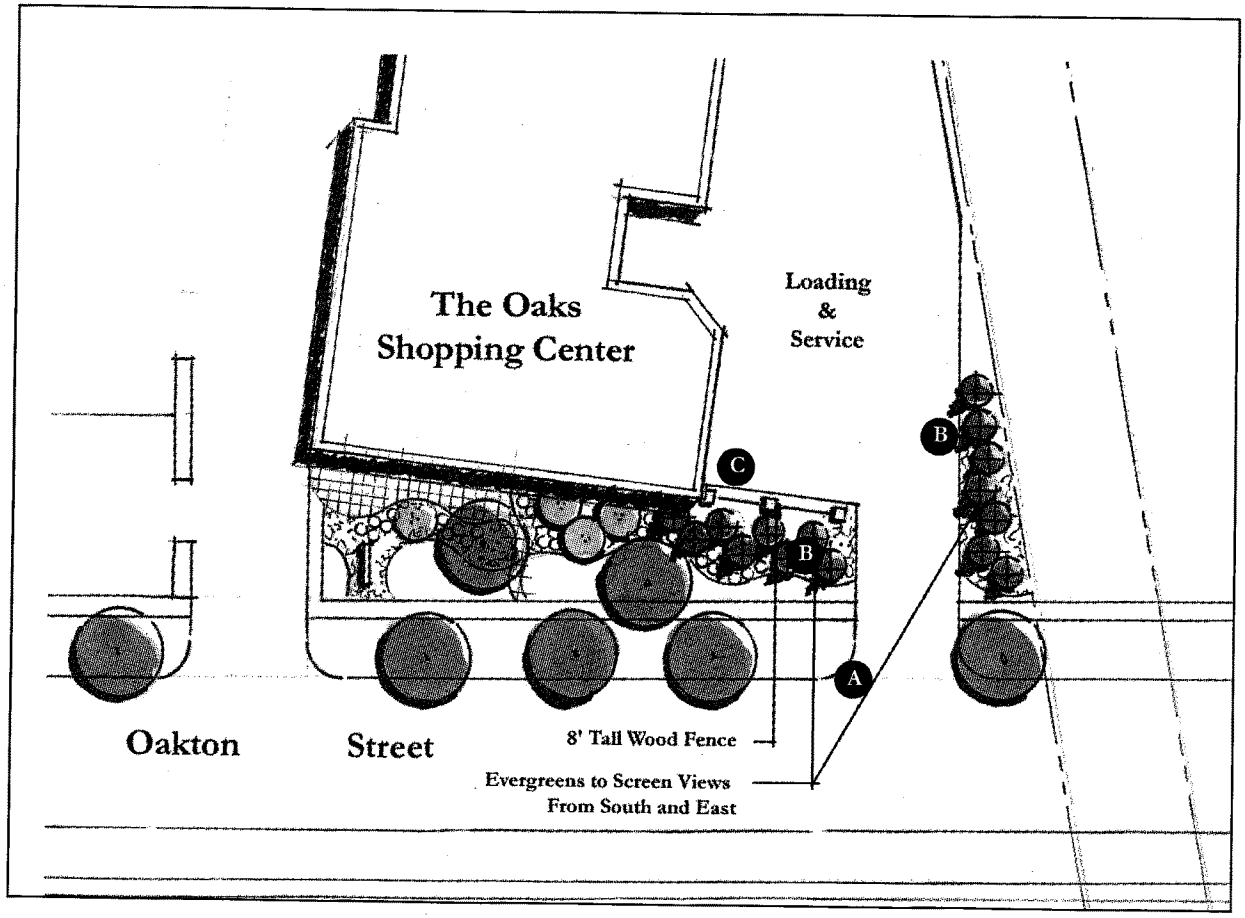
A. Entrance drive configured to screen loading and service areas.

B. Landscaping added to provide interest and screen rear of site.

C. Fencing added to screen area from sidewalk.



Dumpsters clutter the site and are visible from the street.



Oakton Street - Site Improvement Concept

Attachment 2
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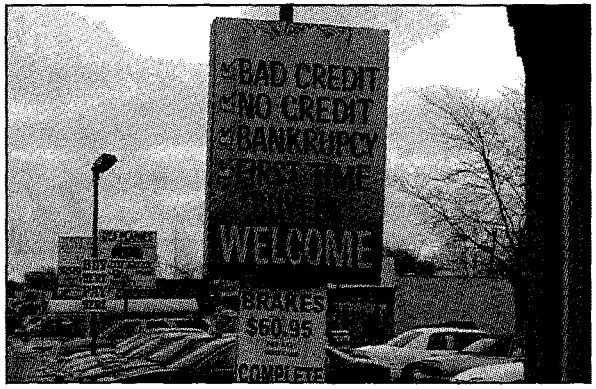
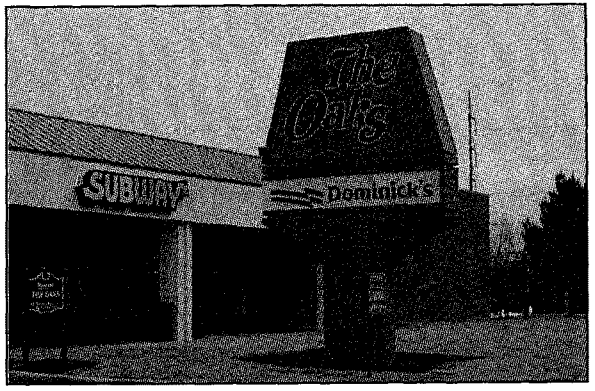
Site Signage

Some site signage within Downtown is oversized and hard to read. Site signage along Oakton Street is generally garish, excessive and hard to read. Some sites along Oakton Street have large signs that display numerous business names/information and have potential for consolidation. There is no consistent placement of signage along Oakton Street or consistent design theme.

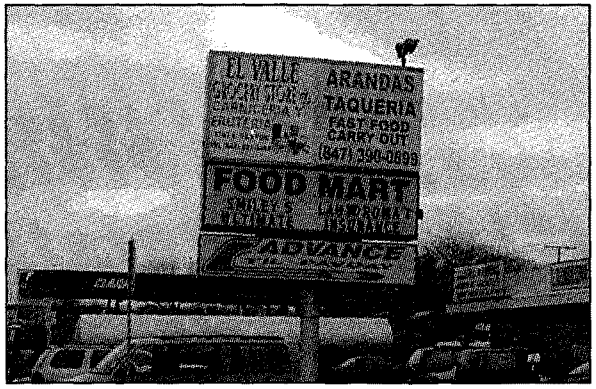
- Site signage in Downtown and along Oakton Street should be minimal and designed to reduce visual clutter and make it easy for both pedestrians and motorists to see.
- As businesses replace existing signs and as new businesses open, site signage should consist of monument signs. Sign height should be restricted to five to eight feet above grade, dependent on lot size, to reduce visual clutter.
- Site signage should be limited to the business name and logo. Text regarding advertising, sales and services should be limited.
- Changing text signs, electronic moving signs, and temporary moveable signs are prohibited.



Unattractive signage, including temporary signs with low quality materials.



Site signage along Oakton.



Unattractive, hard to read site signage along Oakton.

Site signage along Oakton.

DOWNTOWN SIGNAGE CONCEPT

A. Sign placed perpendicular to roadway for easier viewing by passing pedestrians and motorists.

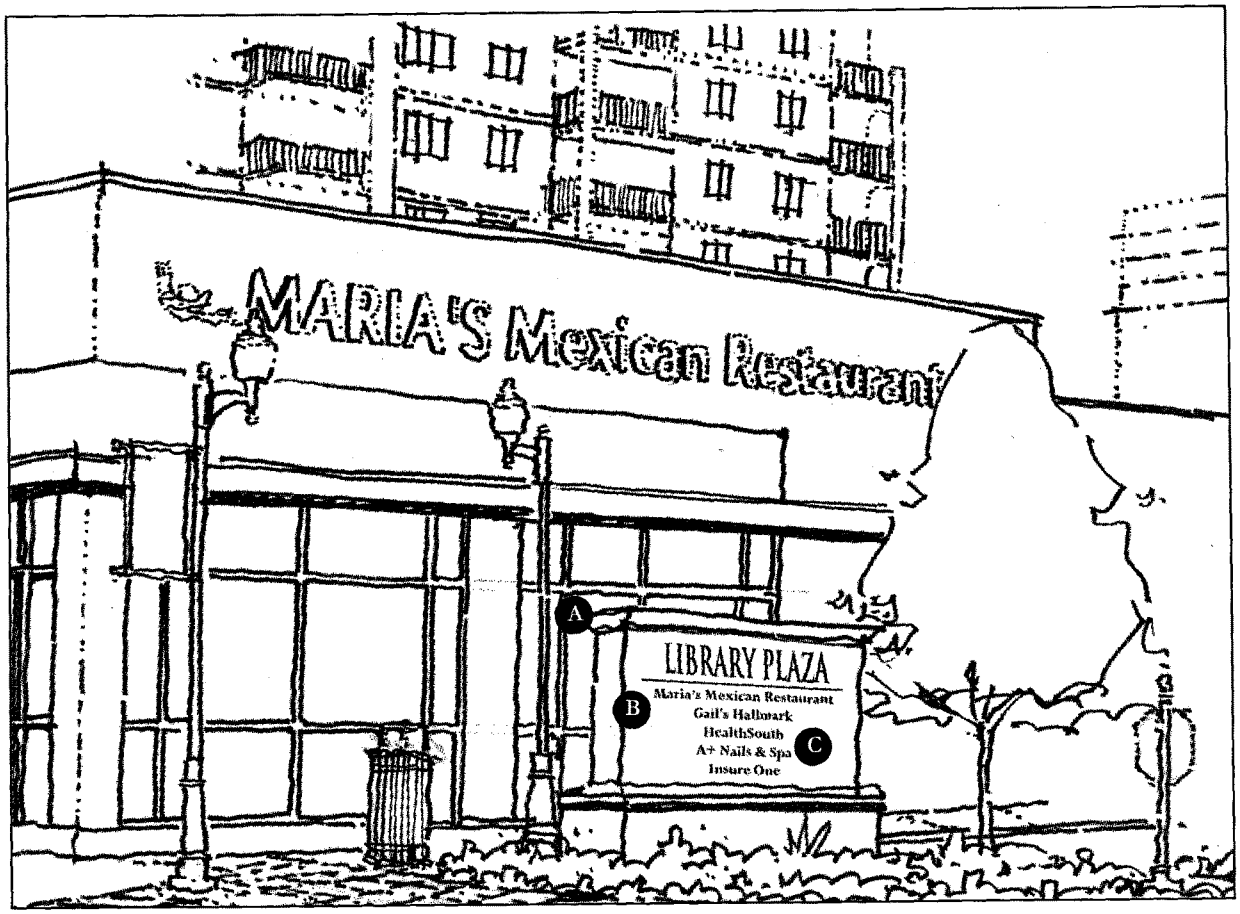
B. Overall height and size reduced to open up views to building and sidewalk.

C. Hierarchy of text heights created with site name larger than individual businesses.

C. More contrast between text and background created to improve readability.

C. Amount of information is limited on the sign.

Library Plaza sign.



New Sign Concept

Attachment 2
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Section 5: Streetscape Elements

Business District Design Guidelines

STREETSCAPE ELEMENTS

Strectscape amenitics such as decorative lighting, special pavers, bollards, trash cans and benches can enhance an area's pedestrian environment commercial viability. These streetscape elements can identify an area as a special and distinct place for shoppers, visitors, rcsidents, and employees. Streetscape elements to consider include: benches, trash receptacles, tree grates, planters, bicycle racks, decorative fencing, street lighting, bollards, paving materials, newspaper stands, decorative arches, public art, banners, water features and clocks.

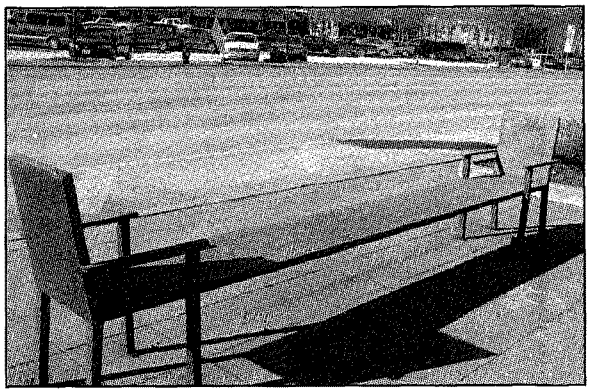
There is a need to expand, as well as enhance the Downtown streetscape to make it more convenient, safe and visually attractive. Some trash cans, benches and other street furniture are deteriorated and in poor condition. Some appear to be too small for the wide sidewalks along Miner Street. There are few streetscape amenities along Oakton Street which lacks a distinct, attractive, pcdestrian friendly image.

Ongoing maintenance of streetscape furniture and amenities is an important consideration when developing a streetscape program. Continual maintcnance is critical to providing an organized, inviting streetscape appearance.

Street Furniture & Amenities

- Coordinated streetscape designs should be initiated to update and improve pedestrian amenities throughout Downtown, and to create a new physical character for Oakton Street.
- After the streetscape designs are established, all new developments and building renovations should use consistent streetscape elements that follow the City's streetscape theme for each area.
- Street furniture and amenities located in public ways and other public property should be harmonious with the design of adjacent buildings and other structurcs.
- New benches, trash cans, and other elements should be clustered in high traffic areas and located to maintain a proper path of travel for pedestrians.
- New sidewalks should bc designed to allow ample space for outdoor dining, landscaping, and other elements.
- Site amenities provided within a site should also match established streetscape character regarding lights, benches, and trash cans.

Some Downtown streetscape elements are too small, deteriorating and inconsistent.



Streetscape amenities, such as public art, should be incorporated where feasible into the Downtown streetscape.

Benches

Pedestrian seating should be incorporated into existing and future developments, but should not inhibit or impede pedestrian circulation along the sidewalks.

- Benches should be placed along streets in unobtrusive locations and considered in private open spaces such as front setback areas and plazas.

Trash Cans

Trash cans should be placed on each street corner and mid-block at high-traffic pedestrian areas throughout Downtown and along the Oakton Street corridor. Open spaces should also include trash cans. Installation of recycling containers should also be considered.

- Trash cans should be placed along streets in unobtrusive locations and considered in private open spaces such as front setback areas and plazas.

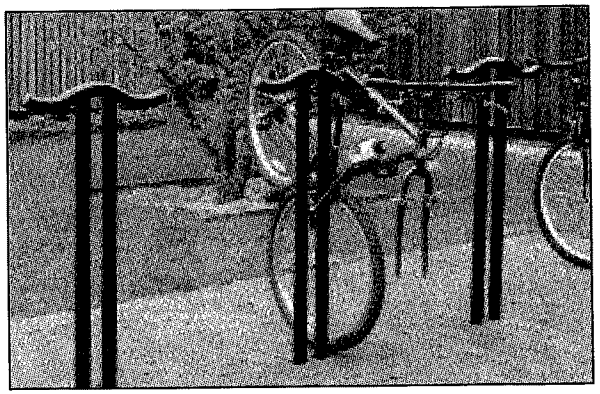
Bicycle Racks

Bicycle racks should be located in high-traffic areas throughout Downtown and along the Oakton Street corridor. Bike racks should not impede the flow of pedestrian traffic along sidewalks. Bicycle racks should also be provided open spaces.

- Bicycle racks should be placed along streets in unobtrusive locations and considered in public open spaces.

Bench Example.

Trash and Recycling Can Example.

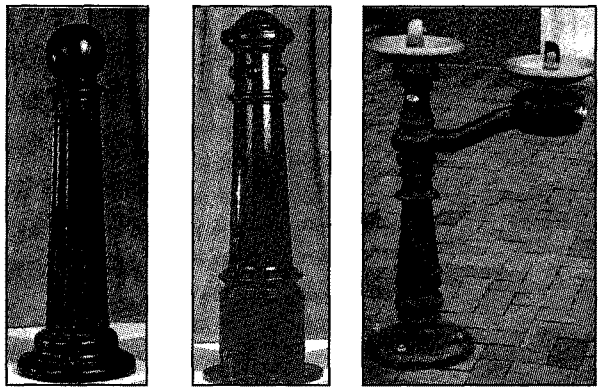


Bike Rack Example.

Bollards & Drinking Fountains

Decorative, metal, non-lit bollards should be considered at key locations to create a separation between pedestrians and vehicles and add to the streetscapes's visual interest. Drinking fountains are a desirable element in active downtowns.

- Bollards should be placed where appropriate along the edges of open spaces and pedestrian paths.
- Drinking fountains should be placed where appropriate along sidewalks and in plazas.



Bollard and Drinking Fountain Examples.

Decorative Fencing

Decorative metal fencing should be used where appropriate to enhance and define open spaces, landscaped areas, parking lots and setback areas. Fencing around parking lots should be in accordance with the City's Zoning Ordinance.

- Decorative iron or aluminum fencing, three to four feet in height is encouraged.
- Solid fencing should be limited to service areas.
- Chain link fencing and barbed wire is prohibited anywhere in Downtown and along Oakton Street.

Decorative Fence Example.

Paving Materials

Special paving materials can provide variety and appeal to hardscape surfaces while defining different areas of activity.

- Sidewalks, parking lots, terraces, and other areas that have special pavers should provide an inviting appearance and be adequately sized and drained for the intended use.
- Decorative paving materials, "brick pavers" should be used in plazas and pedestrian paths where feasible.
- Paving patterns should be simple and only one or two pre-approved styles should be used for Downtown and the Oakton Street corridor.

Special Paver Examples.

Newspaper Stands

Newspaper boxes/machines are prevalent in Downtown. However, they clutter the sidewalks and detract from the pedestrian environment and overall streetscape. Decorative newspaper stands would remove clutter by consolidating newspaper machines. They should be located at high-traffic pedestrian locations.

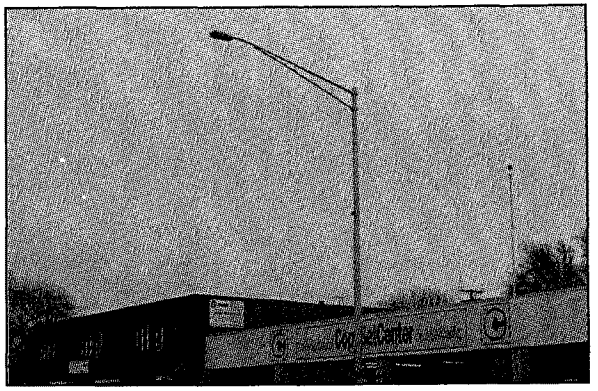
- Decorative newspaper stands should be located throughout Downtown and near the train station to consolidate numerous newspaper boxes.

Street Lighting

Cobra style light fixtures and acorn style decorative fixtures are the predominant type of streetlight along the streets of Downtown. Decorative streetlights should be maintained and provided throughout Downtown to create consistent pedestrian scaled lighting.

- New developments should provide decorative light fixtures consistent with the standard Downtown "acorn" style light fixtures. Within parking lots, lighting standards should complement the design of the acorn fixtures in look and color.

- After a standard lighting fixture is determined for Oakton Street, new developments should provide fixtures that are consistent in style and color within parking lots and pedestrian areas.



Standard "Cobra" style light fixtures are predominant along Oakton Street.

Random newspaper boxes clutter sidewalks.

Decorative newspaper stands reduce clutter while enhancing the streetscape.

Decorative streetlights should be expanded throughout Downtown and along Oakton Street.

DOWNTOWN STREETSCAPE CONCEPT

A. Decorative acorn style street lights.

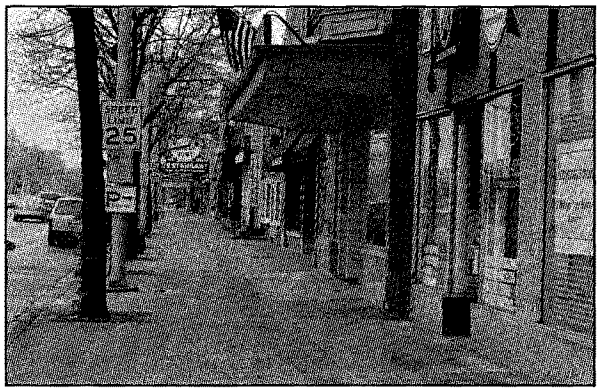
B. Planting beds installed where feasible to separate pedestrian and motor traffic, reduce concrete width and add visual interest to the street.

C. Special paving added in plazas and along primary sidewalks to provide variety.

D. Decorative moveable planters added along storefronts to add color and break up the look of large paved areas.

E. Benches placed where feasible.

F. Architectural lighting added to complement decorative street lighting.



Existing Downtown Streetscape.

Downtown Streetscape Enhancement Concept

OAKTON STREETSCAPE CONCEPT

A. Decorative planters added to provide color along the street.

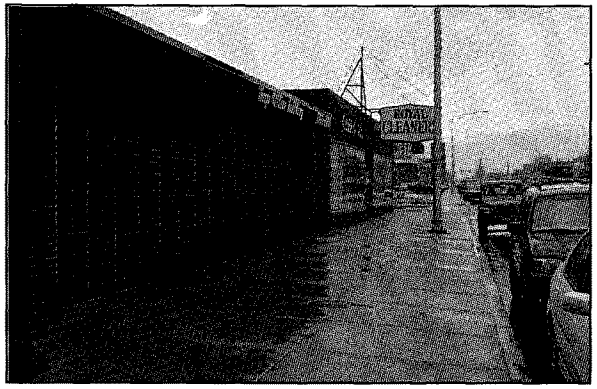
B. Benches placed along street to provide resting and stopping areas.

C. Projecting blade signs added on blocks with narrow setbacks to improve sign visibility for pedestrians and motorists.

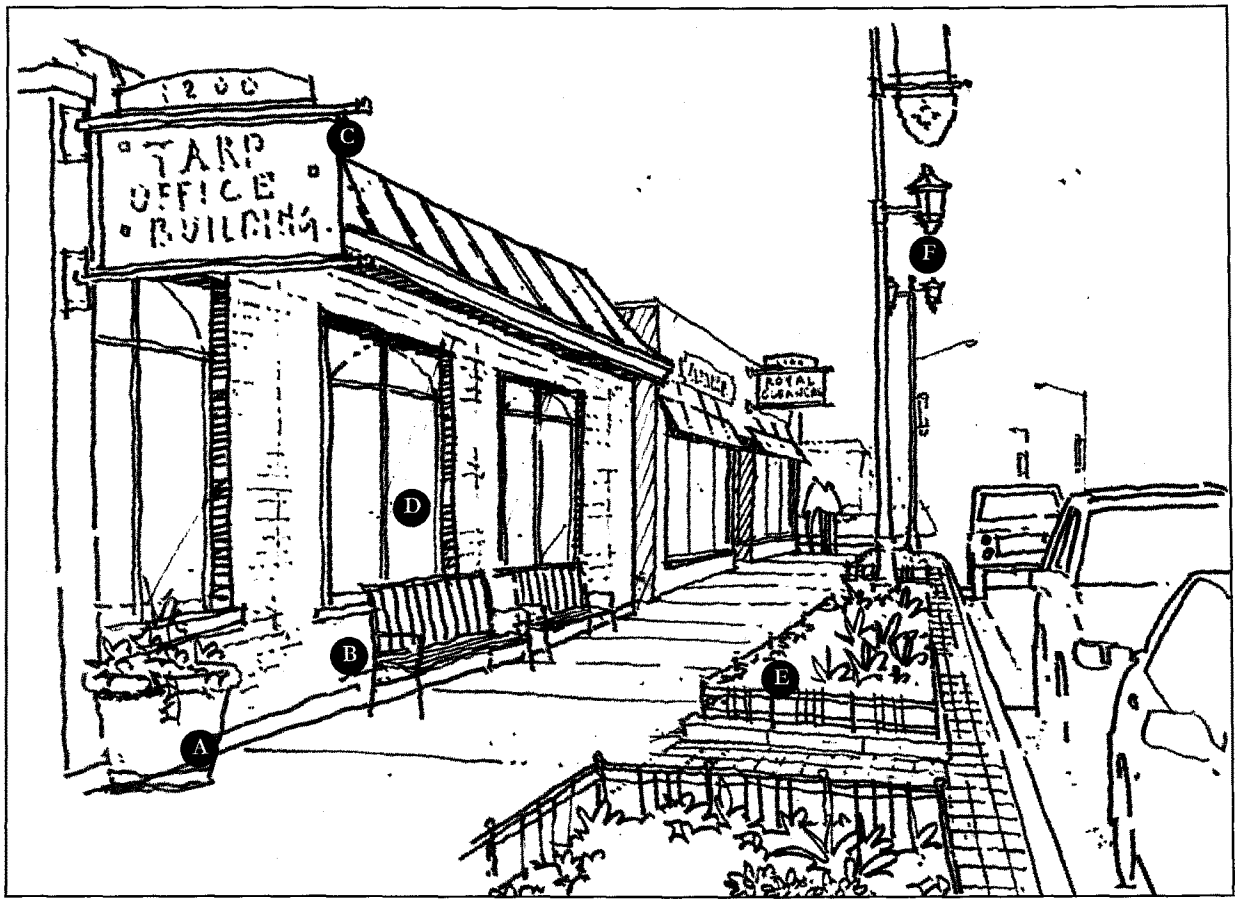
D. Large windows installed on blank facades where feasible.

E. Where space permits, low planting beds installed to help separate pedestrian and motor traffic, as well as reduce concrete width and add color to the street.

F. New decorative street lighting added based on an overall Oakton Street design theme.



Existing Oakton Streetscape.



Oakton Streetscape Enhancement Concept

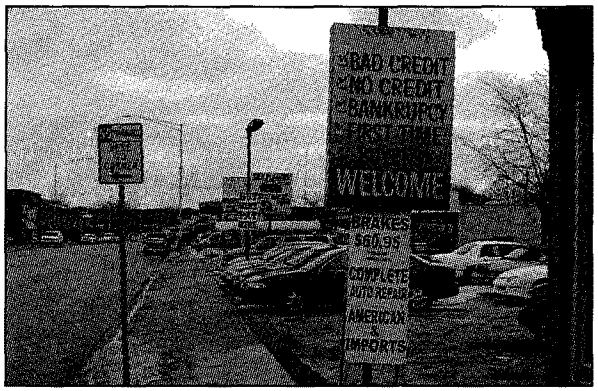
OAKTON STREETSCAPE CONCEPT

A. Pedestrian scaled lighting added in between new street lighting.

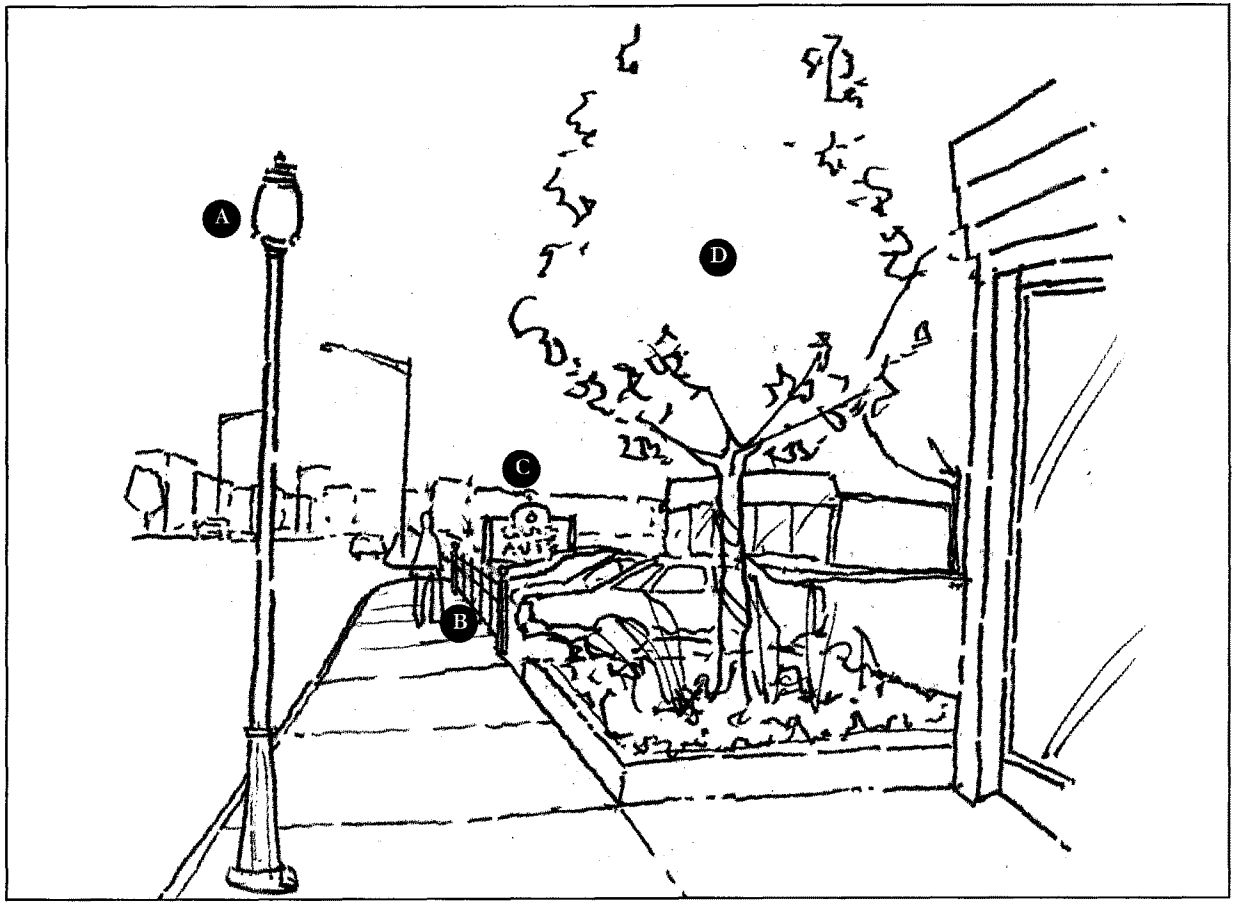
B. Low decorative fencing placed to screen parking lots.

C. Site signage consolidated into low monument signs.

D. Low planters installed with street trees where space permits.



Existing Oakton Streetscape.



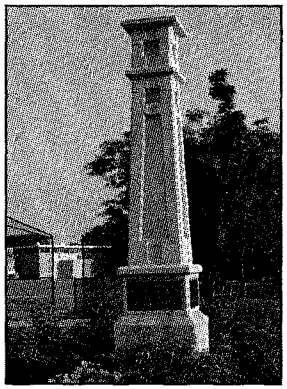
Oakton Streetscape Enhancement Concept

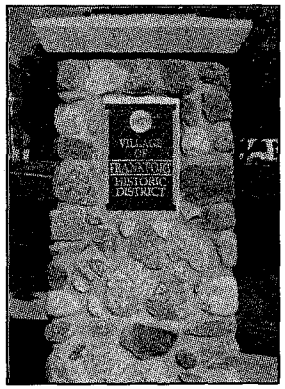
Signage

Identity Signage

Downtown Des Plaines and the Oakton Street corridor lack identity signage and gateways. An overall signage design theme with consistent colors, logos, and message does not exist. Decorative identity signage would provide residents, shoppers and visitors with a sense of arrival into these special areas within the City. Such signage would reinforce each District's character.

Decorative gateway signs should be considered for the River Road, Lee Street/Mannheim Road, and Miner Street entrances to Downtown, as well as the Lee Street/Mannheim Road and River Road entrances to the Oakton corridor. Identity signage should be considered at key locations throughout Downtown and along Oakton Street.



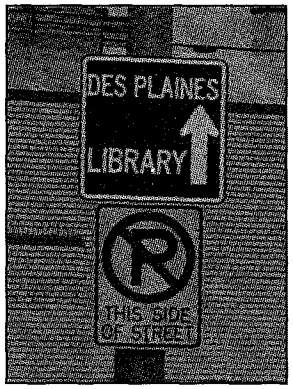


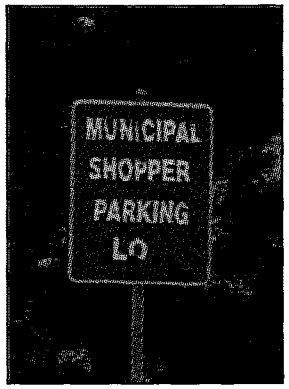
Gateway sign examples.

Directional Signage

Directional signage leading to parking and activity generators is lacking throughout Downtown.

Specially designed directional signs should be placed in and near Downtown to direct residents, shoppers and visitors to parking and key destinations.



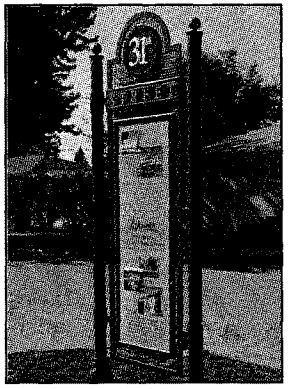


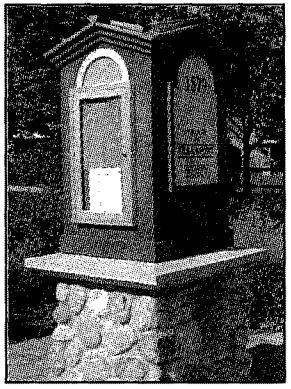
Existing directional signs in Downtown.

Informational Signage

Downtown Des Plaines lacks informational signs that guide pedestrians to areas of interest. Special informational signs and kiosks should be designed for pedestrian use and placed near Downtown activity generators.

Informational signage could include area maps, business, parking and plaza locations, event listings, historical information and local information.





Informational sign/ kiosk examples.

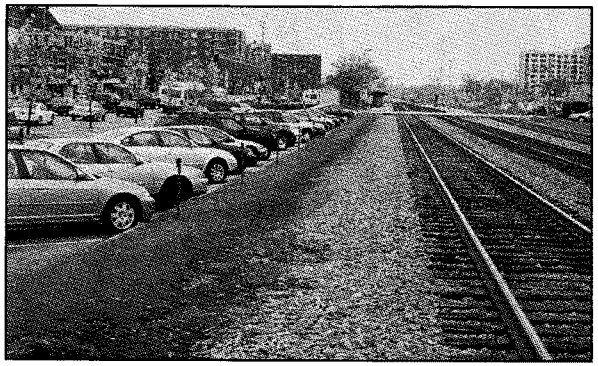
RAILROAD ENHANCEMENT CONCEPT

A. Decorative fencing added to create a buffer along railroad tracks.

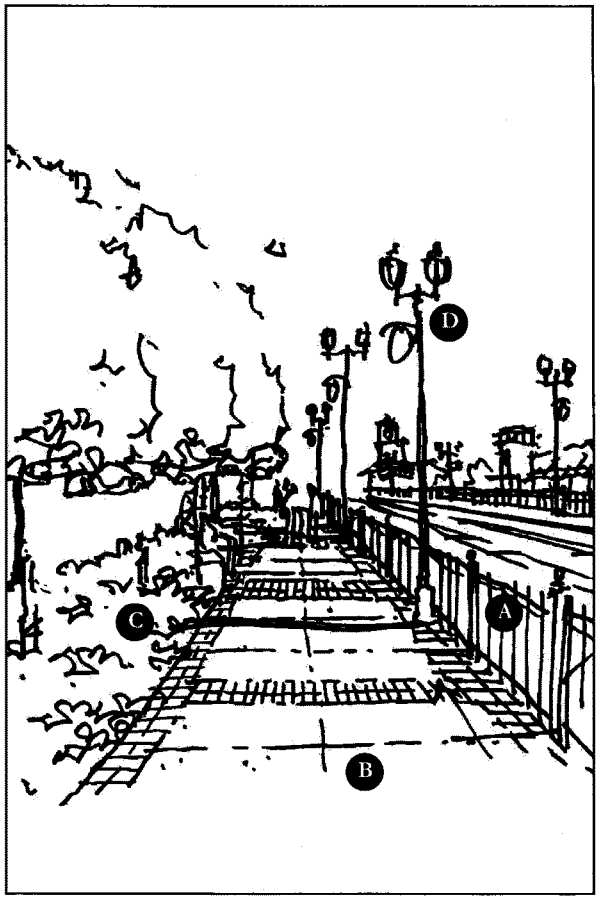
B. Special pavers along the fence to create a pathway as a special amenity through Downtown.

C. Low shrubs and decorative planters to further enhance the pathway and screen parking.

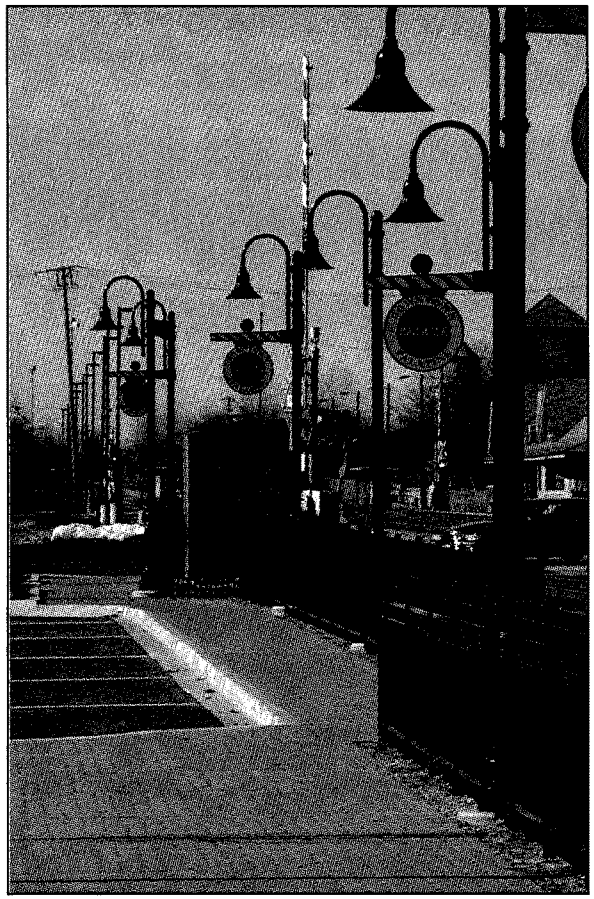
D. Special lighting and signage added to improve safety and appearance.



Existing Railroad through Downtown.



Railroad Enhancement Concept



Railroad Enhancement Example.

Section 6: Landscaping

Business District Design Guidelines

LANDSCAPING GUIDELINES

The following landscaping guidelines supplement thc City's Landscape Ordinance, which defines the necessary landscape requiremcnts that property owners must meet or exceed on all new developments and rehabilitations.

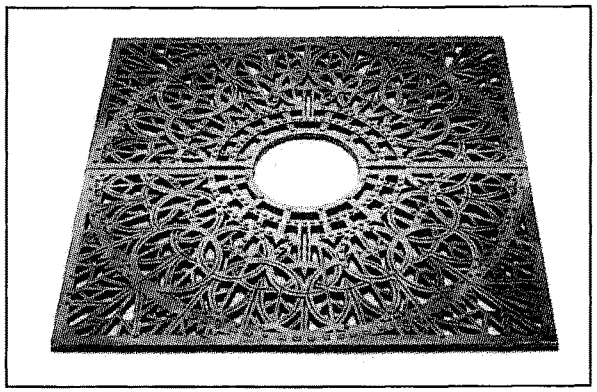
The Landscape Ordinance also provides a general plant palette for a variety of landscape conditions including tree plantings, hedge plantings, shrub plantings, and groundcover plantings. In addition to the recommended species, the Landscape Ordinance sets standards for material quality, digging and handling, inspection, planting details, and maintenance.

- Landscape treatment should be provided to enhance architectural features, strengthen vistas and provide shade.
- Unity of design should be achieved by repetition of ccrtain plant varieties and other materials, and by corrclation with adjacent developments.
- Plant material should be selected for structure, texture, color and for its ultimate growth potential. Plants that are indigenous to the area and that will be hardy, harmonious to the design, and attractive should be used.
- In locations where plants will be susceptible to injury by pedestrian or motor traffic, they should be protected by appropriate curbs, tree guards, or other device.

Street Trees

Street trees in the Downtown are numerous, appear in good condition and are adequately spaced. Landscaping is sparse along Oakton Street. Most of the Oakton Street Corridor has narrow sidewalks, as well as few parkways or street trees.

- New trees and plantings should be installed in parkways and paved areas where needed.
- Parkway trees should be installed consistently along the street, but not in a manner to detract from building signage or illumination.
- Deteriorating tree grates should be replaced with a decorative grates.

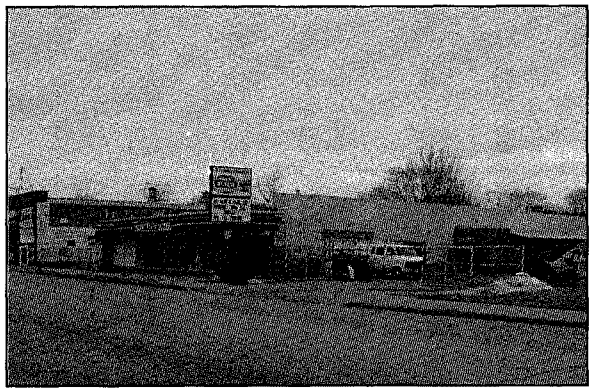


Decorative tree grate example.

Seasonal Flowers & Shrubs

Beyond street trees, there is minimal landscaping within properties, i.e. planters, hanging baskets, flower boxes or planting pockets. There is a need for additional landscaping in open pockets along streets and sidewalks within Downtown and along Oakton Street.

- Moveable decorative planters should be placed in plazas and along pedestrian paths and sidewalks where they will not impede safe flow of pedestrians. They should be sized and scaled to the open space and sidewalks, and follow the streetscape theme for each area.



The Oakton Corridor lacks landscaping.

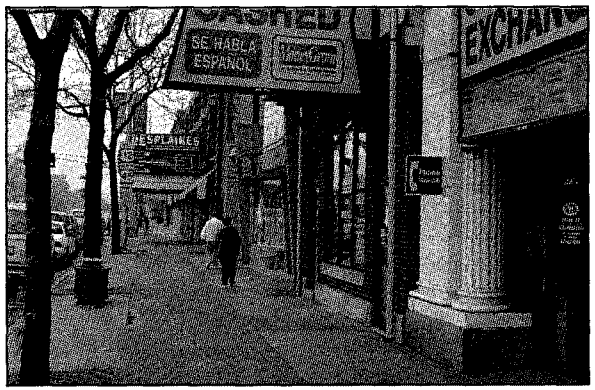
Landscaping

BUSINESS DISTRICT DESIGN GUIDELINES

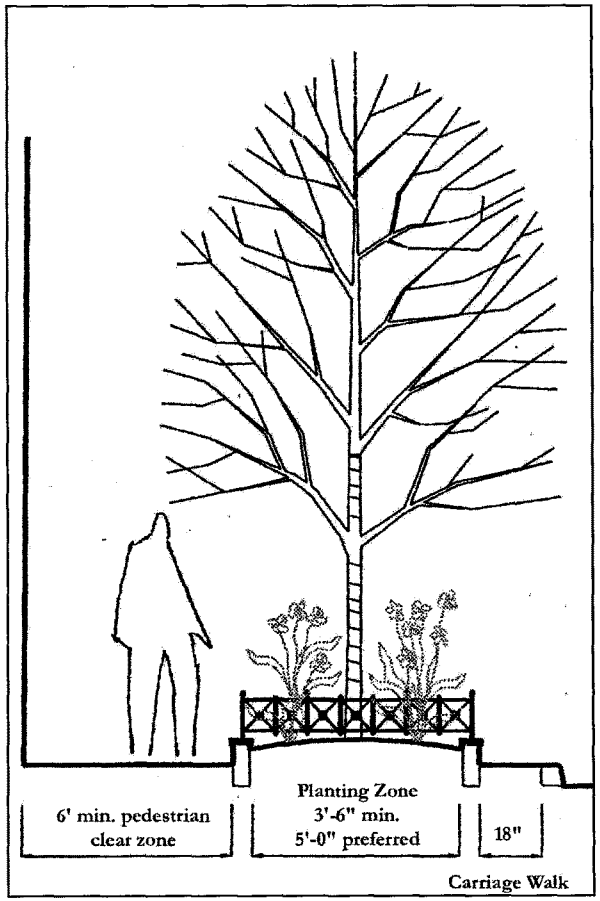
- New plantings and color pockets should be added along the street where space allows and in plazas. Raised beds, moveable planters, flower boxes, and hanging baskets provide seasonal interest, enhance the pedestrian experience, and reinforce the area's character. The City and Chamber of Commerce should work jointly to educate business owners about maintaining planters, boxes and baskets.

- Along wider sidewalks, raised landscape planters can be used to break up large paved areas, add visual interest to the street, and separate pedestrians from traffic.

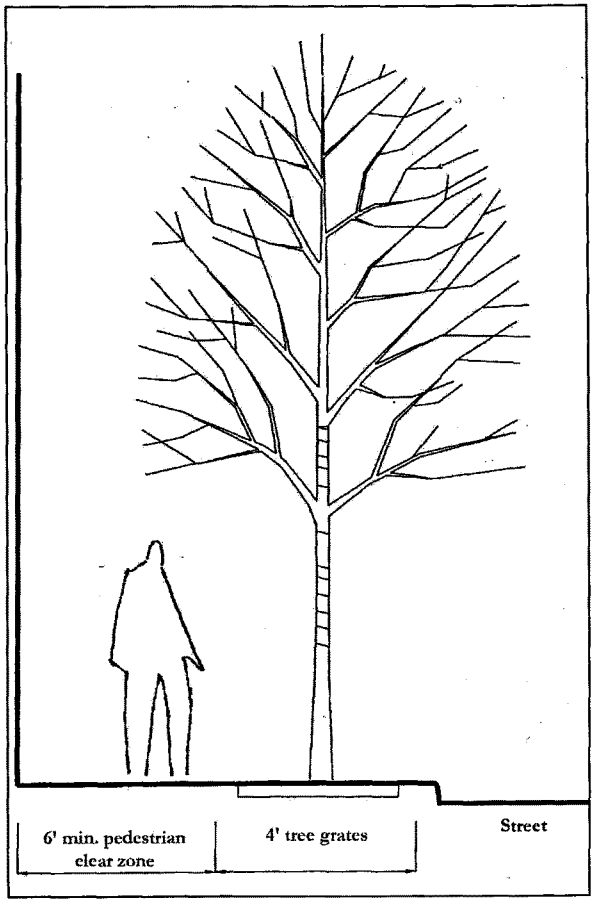
- Vacant lots should be maintained with sod and low level plantings until developed with new buildings.



The Downtown streetscape lacks seasonal plants and other landscape features.



Conceptual sidewalk landscaping with raised landscape planter.

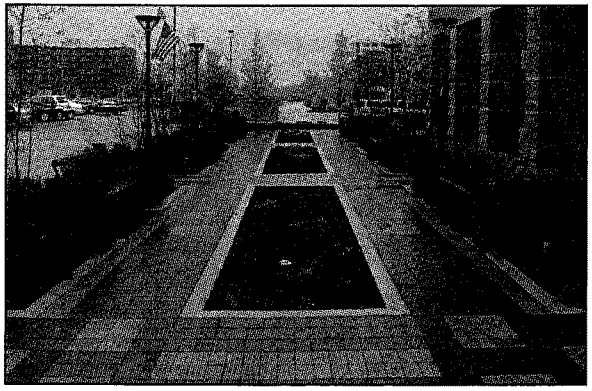


Conceptual sidewalk landscaping with trees grates.

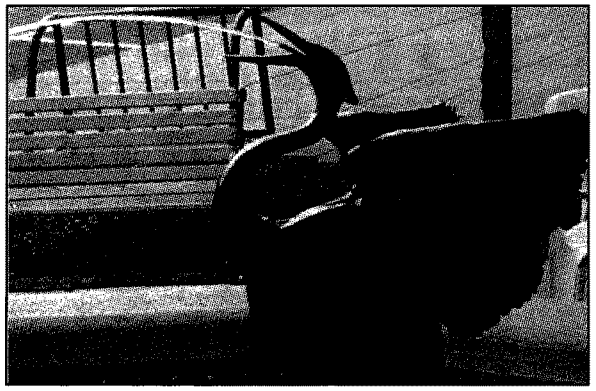
Plazas

Plazas exist in various locations throughout Downtown. These plazas provide seating and landscaping, and are generally in good condition. There are no plazas or open space along Oakton Street.

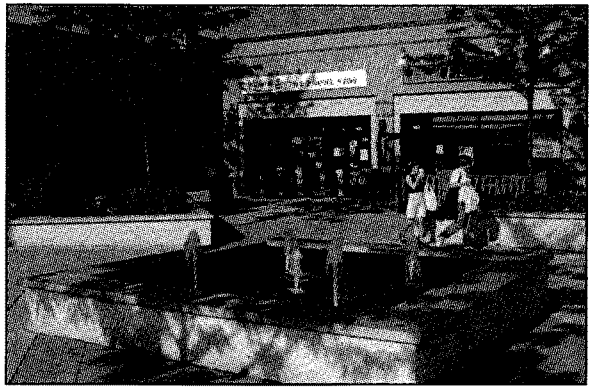
- Existing and future open spaces and plazas should incorporate special features such as fountains, artwork, plantings, and other elements.
- Plazas should provide a variety of seating areas through benches and seatwalls.
- Moveable decorative planters should be placed in plazas and along pedestrian paths leading to plazas. They should be placed where they will not impede the safe flow of pedestrians. They should be sized and scaled to meet the size of the open space and/or paths.
- All plazas must be designed to meet ADA requirements.
- Plazas should include a variety of landscape materials to provide shade, create seasonal interest and soften building edges.
- In areas where general planting will not prosper, other materials, such as fences, walls and pavers should be used. Carefully selected plants should be combined with such materials where possible.



Downtown's Library Plaza.



Fountain example



Plaza example

Riverwalk/Plaza example.

Attachment 2

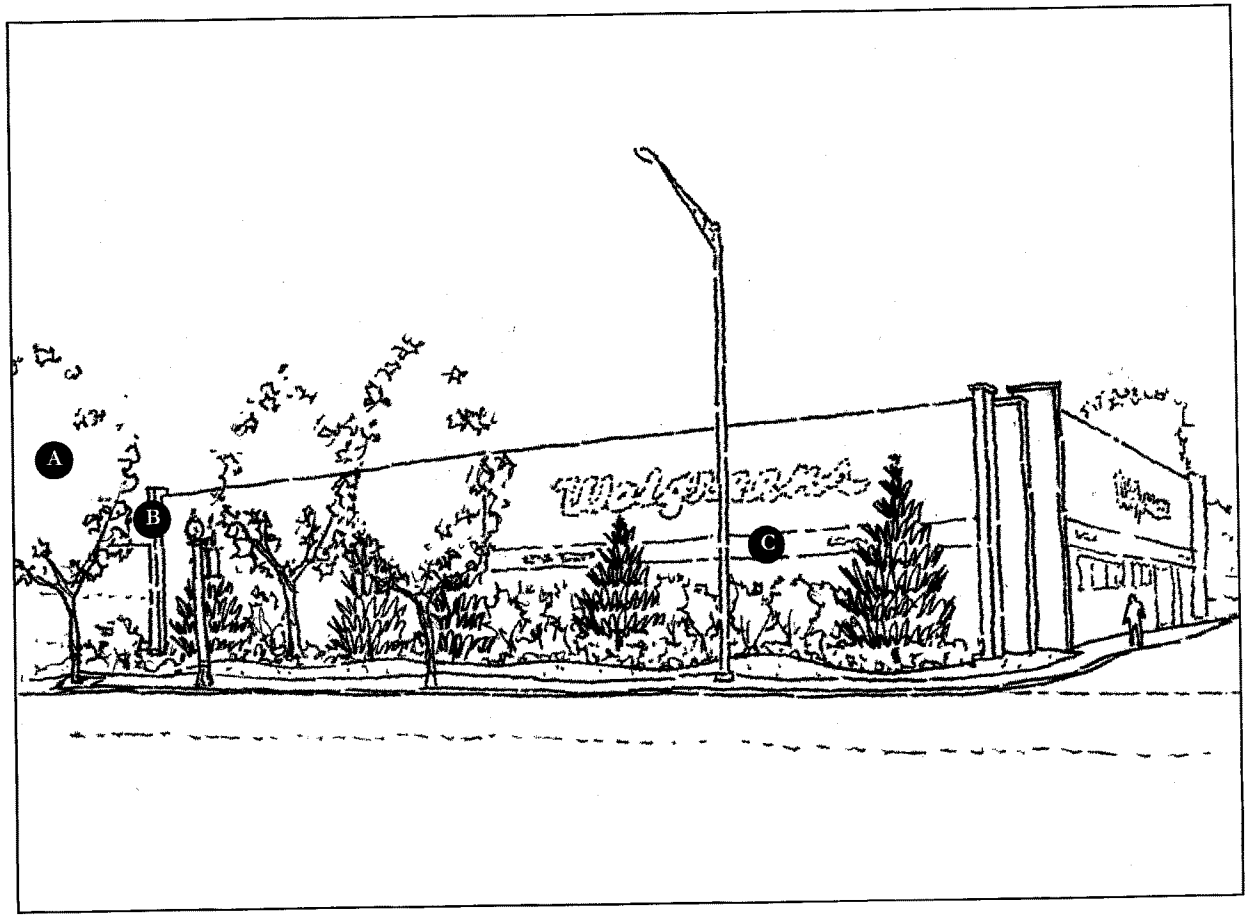
OAKTON STREET LANDSCAPING

A. Street trees added to parkway.

B. Pedestrian scaled lighting added to supplement street lighting.

C. Additional shrubs and evergreens used to screen blank walls where space allows.

Solid building wall with minimal landscaping on Oakton Street.



Oakton Street Site Landscaping Concept

Section 7: Appendix

Business District Design Guidelines

Definitions

Air Rights - The right to use space above ground level.

Arcade - A series of arches supported by columns or piers; a building or part of a building with a series of arches.

Atrium - A skylit central court in a building.

Bay - One unit of a building that consists of a series of similar units, commonly defined by the number of window and door openings per floor or by the space between colums or piers.

Belt Course - A narrow, horizontal band projecting from the exterior walls of a building, usually defining the interior floor levels.

Bollard - A short post constructed of metal, wood or stone used to limit an area and restrict vehicles.

Brace - A diagonal stabilizing member of a building frame.

Bracket - A support element under eaves, shelves or other overhangs; often more decorative than functional.

Buildable Area - The area of a lot that can be built upon.

Building Mass - The height, width and depth of a structure.

Building Scale - The relationship of a particular building, in terms of building mass, to other nearby and adjacent buildings.

Building Setback - The distance between a building and any lot line.

Caliper - The diameter of a tree trunk.

Cantilever - A projecting beam or part of a structure supported only at one end.

Casement - A window with sash hung vertically and opening inward or outward.

Clapboard - A long, narrow board with one edge thicker than the other, overlapped to cover the outer walls of frame structures; also known as weatherboard.

Cornice - Projecting ornamental molding along the top of a building or wall.

Cupola - A dome shaped roof on a circular base, often set on the ridge of a roof.

Dedication - The tranfer of property by the owner to another party.

Density - The number of dwelling units per unit of land.

Dormer - A vertically set window on a sloping roof; the roofed structure housing such a window.

Easement - A grant of one or more property rights by the owner to and/or for use by the public, or other person or entity.

Eaves - The projecting overhang at the lower edge of a roof.

Egress - An exit.

Floor Area Ratio (FAR) - The gross floor area of all buildings or structures on a lot divided by the total lot area.

Fenestration - The arrangement of windows in a wall.

Gable - A triangular wall segment at the end of a double pitched or gabled roof.

Gambrel - A ridged roof with two slopes on each side, the lower slope having the steeper pitch.

Hipped Roof - A roof with four uniformly pitched sides.

Ingress - An access or entry point.

Mansard Roof - A roof that has two slopes on all four sides.

Masonry - Wall construction of materials such as stone, brick and adobe.

Micellaneous Structures - Miscellaneous structures include any structures, other than buildings, visible from any public way. Street hardware includes all objects not commonly referred to as structures and located in streets and public ways and outside of buildings.

Molding - A continuous decorative band that is either carved into or applied to a surface.

Mullion - A vertical member separating, and often supporting, windows, doors or panels set in a series.

Obelisk - A tall, four sided shaft that is tapered and crowned with a pyramidal point.

Parapet - A low, solid, protective wall or railing along the edge of a roof or balcony.

Pavers - Preformed paving blocks that are installed on the ground to form patterns while at the same time facilitate pedestrian and vehicular travel.

Pedestrian Scale - The proportional relationship between an individual and his or her environment.

Plaza - An open space that may be improved and landscaped, usually surrounded by streets and buildings.

Portico - A major porch or overhang supported by columns.

Quoin - Units of stone or brick used to accentuate the corners of a buildings.

Reveal - The vertical slide of a door or window opening between the frame and the wall surface.

Rosette - A stylized floral decoration.

Sash - A frame in which the panes of a window are set.

Setback - An architectural element in which the upper stories of a tall building are stepped back from the lower stories.

Sign Area - The entire face of a sign, including the advertising surface and any framing, trim, or molding but not including the supporting structure.

Sign Band - The horizontal area on a building facade used for the sign.

Sign Face - The area or display surface used for the message.

Spindle - A turned wooden element, often used in screens stair railings and porch trim.

Streetscape - All elements that constitute the physical makeup of a street and define its character.

Streetwall - The continuation of zero lot line building facades along a street.

Turret - A small, slender tower usually at the corner of a building, often containing a circular stair.

Vault - An arched ceiling of masonry.

Veranda - A roofed open gallery or porch.

Zero Lot Line - The location of a building on a lot in such a manner that one or more of the building's sides rest directly on a lot line.

Zoning - The delineation of districts and the establishment of regulations governing the use, height and bulk of buildings.

References used for definitions:

What Style Is It? A Guide to American Architecture.
John C. Poppeliers, S. Allen Chambers Jr., Nancy B. Schwartz
The Preservation Press, 1983.

The New Illustrated Book of Development Definitions.
Harvey S. Moskowitz, Carl G. Lindbloom
Center for Urban Policy Research, 1993.

A Visual Dictionary of Architecture.
Francis D.K. Ching
Van Nostrand Reinhold, 1995.

ITEM 3b

10/6/03

fyi

CITY OF DES PLAINES

1420 Miner / Northwest Highway ■ Des Plaines, Illinois 60016-4498 ■ (847) 391-5300

MEMORANDUM

TO: Dave Niemeyer, City Manager

FROM: William Schneider, Jr.
Asst. City Manager / Economic Development Director

RE: **Consideration of Approval: Proposed building design guidelines**
Committee of the Whole October 6, 2003

DATE: September 26, 2003

Over the past many months, the Zoning Board, Plan Commission, Architectural Commission and staff have been working with the Lakota Group who was hired to evaluate and suggest some architectural design guidelines throughout the City. Although many of these designs are subjective in nature, it should be noted that many towns use them as a guide for their respective Architectural Commissions. Our City Code states that the Architectural Commission should make recommendations to City Council regarding this issue. The Economic Development Commission then teamed-up with a committee comprised of all the previous commissions to use a citywide focus of this issue.

I have transmitted this data for comments to all commission and board members as well as all City Council members for input. Any comments received were then transmitted to Lakota Group for review. Keep in mind that each section of this report affects different commissions in many ways. For example, signage and facades are discussed as well as streetscape elements. Once approved, these guidelines will serve as a "roadmap" for the Architectural Commission to standardize many features and geographic areas within the City

Staff is asking that the City Council adopt these guidelines for the Architectural Commission to use in order to direct future projects. Furthermore, The Lakota Group and representatives will be at the meeting to guide Council on other issues that staff will need direction. These items include ordinance changes and modifications.

Action Requested:

We ask that Council authorize staff to draft the necessary resolutions, ordinances, and supplemental documents for presentation to the City Council on the consent agenda at an upcoming meeting.

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LAKOTA
THE LAKOTA GROUP, INC.

MEMO 9/25/03

SEP 25 2003

TO: Bill Schneider, City of Des Plaines
FR: John LaMotte & Scott Ruhland, The Lakota Group
Laurie Marston, AICP
RE: **Business District Design Guidelines – Final Draft**

Attached please find the final draft of the Business District Design Guidelines for City Council review and approval. The Guidelines have been revised accordingly based upon comments received from City Staff, City Council and members of the Plan Commission, Architectural Commission, Economic Development Commission and Keep Des Plaines Beautiful.

Please note that the City's existing architectural review standards have been incorporated into the document where applicable. Existing standards in regards to building design, signage, site planning, streetscape elements and landscaping are located in the appropriate sections of the final draft. We understand that previous architectural standards will be retained by the City for use in reviewing residential projects, as well as commercial projects outside the Downtown and Oakton Business Districts.

The following summary provides an overview of the revisions made to the Guidelines:

CONTENTS
- Page numbers were added.

INTRODUCTION
- Additional text and pictures were added to this section.

OVERVIEW
- Minor text and grammar changes.

BUILDING DESIGN
- Existing Architectural Review Standards incorporated as appropriate as mentioned above.
- Text and grammar changes.
- Some guidelines rearranged based on subject matter.
- The picture of Subway's awning replaced with example of an awning that's consistent with building style.
- A building "sign band" location example provided.

SITE PLANNING

- Existing Architectural Review Standards incorporated as appropriate.
- Text and grammar changes.
- Some guidelines rearranged based on subject matter.
- Sketch of Oaks Shopping Center Sketch (Subway restaurant) revised to generic sign.

STREETSCAPE ELEMENTS

- Existing Architectural Review Standards incorporated as appropriate.
- Text and grammar changes.
- Some guidelines rearranged based on subject matter.
- Railroad enhancement sketch provided.

LANDSCAPING

- Existing Architectural Review Standards incorporated as appropriate.
- Text and grammar changes.
- Some guidelines rearranged based on subject matter.

APPENDIX

- Two definitions were added, Miscellaneous Structures and Sign Bands.

MISCELLANEOUS COMMENTS

Several comments and/or questions were raised regarding issues (process, maintenance, etc.) that are not covered in the guidelines. A response to those comments follows:

Process

The Preliminary Analysis dated April 17 noted that we had reviewed the Comprehensive Plan, Zoning Ordinance and Downtown Plan before suggesting the code changes.

Several people commented that some items in the Guidelines conflicted with the Zoning Ordinance. As you know our study included two parts: the Design Guidelines and a July 10 memo on code changes to resolve conflicting or confusing ordinance items. A copy of this memo is attached. As we discussed these code "clean ups" will be handled separately by the Council.

Some people raised the need for an "appeals" process regarding the guidelines. Typically there isn't a need for an appeals process, as the Architectural Commission recommendations go to the City Council, which review projects in public hearings. If the Commission meets frequently, timely review will also not be a problem.

The July 10 memo on code changes identifies what projects the Commission reviews. The Commission should also review projects undertaken directly by the City such as infrastructure, streetscape and open space improvements.

A question regarding the use or need for the guidelines outside the two subject business districts was raised. As noted above, the City should continue to use the current Architectural Commission standards for areas outside of the Downtown and Oakton Street, east of Lee Street.

Project Boundaries

The City defined the Oakton Street corridor as the area between Lee Street and River Road. We did not discuss the Riviera project, as it is located outside the project boundaries. The City should consider whether the concerns about the building are its design, which the Architectural Commission reviews, or the mass, which would have to be corrected by amending the Zoning Ordinance.

A River Walk is outside the Downtown boundaries that begin west of the Des Plaines River. However, the river is a special asset to Downtown and the City may wish to further explore river edge improvements as suggested in the 1995 Downtown Plan.

Private Properties

A few design questions regarding the Tucker/Freed project were raised. The City has more leverage on the project's planning/design if the developer is requesting a PUD, zoning amendment, zoning variation or special use, or if the developer is using TIF funds. If the Council or Commission members have concerns about the use of materials (EIFS), treatment of rear entrances or awning colors, they should request that the developer modify the drawings now.

Preserving the theatre may be difficult, but the attractive building is part of the City's history. We understand that feasibility studies are underway for adaptive reuse.

Leona's building would only be subject to the guidelines if they propose changes to the exterior of the building.

Signs

Different sign regulations for different areas are legal, as long as there is a valid basis for the distinctions, which we identified in the July 10 memo on code changes.

Staff can enforce the temporary window sign ordinance if the City's policy requires the staff to make it a priority. We encourage the staff to work with the Chamber of Commerce to educate the business owners about sign requirements and sign aesthetics.

Sign amortization has withstood legal challenges. Some municipalities use a period as short as three years. Five to seven years may be more reasonable to allow business owners adequate time to recoup their investment. Another method is to tie the amortization period for each sign to the cost of the sign, but that procedure is more time consuming to administer.

Streetscape

The proposed streetscape improvements may be undertaken in phases, but the City should budget for them in the capital improvement plan now including design and engineering. In addition to general revenue, the City could consider paying for a portion of the improvements with TIF proceeds, MFT funds, special assessments or grants.

If IDOT or the County plans improvements to any of the streets, the streetscape improvements should be undertaken at the same time to minimize the inconvenience.

Maintenance

Concerns were raised about trash and graffiti along the railroad right-of-way. If litter clutters the fence along the railroad, the City should remove it rather than waiting for the railroad. The City should remove graffiti on public property immediately and the City should require owners to remove it on private property. Some municipalities provide the materials to assist the owners with the removal but will issue a citation if they do not remove it within a reasonable time.

Many of the people who submitted comments stressed that maintenance was a serious concern. Sections 10-4.3, 11.4-6 and 4.7 of the Zoning Ordinance require maintenance of landscaping, signs and new buildings, respectively, and include a procedure to enforce that requirement. The staff and Chamber of Commerce should evaluate alternatives for increasing public and private maintenance efforts, including the potential for a district-wide "clean-up, green-up" campaign.

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LAKOTA
THE LAKOTA GROUP, INC.

MEMO 7/10/03

TO: Bill Schneider, Assistant City Manager, City of Des Plaines
FR: John LaMotte and Scott Ruhland, The Lakota Group
Laurie Marston, AICP
RE: **Design Guidelines Code Changes**

The consultant team has prepared a set of design guidelines for the City's key business areas that will be presented at the City Council meeting on July 21. The Architectural Commissions existing design standards have been incorporated into the new draft guidelines booklet as requested by the ad hoc committee. The following are our recommendations for amending the Zoning and Subdivision Ordinances to facilitate design review with the new guidelines. Changes to the Architectural Commissions procedures are also noted. Our recommendations are based on our review of the City's existing design requirements and regulations as well as discussions with staff and the ad hoc committee.

Our recommendations are focused on the downtown and the Oakton Street corridor. In the future, the City may consider whether the design guidelines are acceptable for other areas of the City.

SUBDIVISION ORDINANCE

Street Trees - Section 9-12-9C of Municipal Code

This section should be amended to be consistent with Section 10.7-3 of the Zoning Ordinance that requires street trees be spaced no greater than 40' apart. Also, the section should incorporate the list of tree species, used informally by staff, appropriate for planting in the parkway.

ZONING ORDINANCE

Review and Hearing - Section 3.1-4

The action by any Board or Commission on a project should be communicated to the other Boards and Commissions reviewing the project. Also, the section should be amended to allow the City to hold joint meetings with more than one Commission to expedite the review process for certain projects if, in the City's discretion, a joint meeting is desirable.

Site Plan Review Authority - Section 3.2-2

In certain cases, to be decided by the Zoning Administrator, representatives of the Engineering, Public Works, Fire and Police Departments should also review the site plan.

Contents of Site Plan - Section 3.2-3

Action on Site Plans - Section 3.2-6
The written findings summarizing the results of the site plan review that are distributed to the Boards and Commissions reviewing the project should also be given to the applicant.

Bulk Regulations - Section 7.3-2
Both the C-3 and C-5 Districts should require a rear yard setback of 25' to provide sufficient distance for parking and landscaping.

Parking Access - Section 9.6-2
The use of an alley as a parking aisle should be prohibited because it eliminates perimeter area for landscaping to soften the appearance of parking lots.

Parking Location - Section 9.6-3
Although the required front yard in C-3 is only 5', parking in the front yard should be prohibited. This will prevent an existing building that is setback greater than the 5' requirement from placing parking in the front yard. The only location in the study area where parking in the front yard is appropriate is the C-4 district.

Illumination - Sections 9.6-7 (parking lots) and 11.4-2 (signs)
Conduit, equipment and hardware for lighting should be screened or otherwise made as unobtrusive as possible.

Landscaping: General - Sections 10.5-2
Twenty-five percent of the linear length of any required buffer shall consist of evergreens or other conifer species.

Parking Lot Landscaping – Perimeter - Section 10.8-3
Landscaping should be required for parking lots of 10 or more spaces in all cases, regardless of location within or outside of required yards.

Landscape Screening and Buffers - Section 10.9-3
When a site in the C-4 or C-5 district abuts a residential zoning district, a 5' wide buffer of either turf or groundcover should be required with an opaque 6' fence and one shade tree for every 30' of length. Also, screening of refuse areas, loading berths and utility areas should be designed, installed and maintained to provide adequate screening for four seasons.

Temporary Window Signs - Section 11.3-7
Window signs should be limited to a maximum 35% coverage of the window to allow shoppers, visitors and police adequate area to view the interior of the business.

Wall Signs - Section 11.5-3
Graphics covering side and rear walls adjacent to public rights-of-ways or parking lots should be limited to 10% of the exposed wall or 200 square feet, whichever is less.

Blade Signs - add new Section 11.5-7

Blade signs are permitted, provided the hardware and lighting is screened or otherwise made as unobtrusive as possible.

One blade sign is permitted per building, except that buildings which front two public streets are permitted two blade signs.

The maximum area of a blade sign is 6 square feet with a maximum vertical dimension of 3'.

A blade sign shall be installed a minimum of 10' above the sidewalk and shall extend a maximum of 4' from the face of the building.

Number, Area and Height of Signs - Section 11.6

The following changes are recommended for downtown and the Oakton Street corridor. Due to the size and width of the lots, the location and bulk of buildings, typical speed of traffic and pedestrian orientation, the sign changes for these study areas may not be appropriate for other areas in the City. The chart below recommends changes for monument and pole signs. Recommended changes are indicated in bold.

Overall, the maximum area for wall signs should be changed from three square feet for each linear foot of frontage to two square feet.

	MONUMENT SIGN	**POLE SIGN**
Lots having 75 – 120 feet of street frontage on a single street or highway	*Maximum number*: 1 sign *Maximum sign area*: **60 sq. ft.** *Maximum height*: 5 feet	*Maximum number*: 1 sign *Maximum sign area*: **60 sq. ft.** *Maximum height*: **16 feet**
Lots having 120 – 300 feet of street frontage on a single street or highway	*Maximum number*: 1 sign. *Maximum sign area*: **80 sq. ft.** *Maximum height*: 5 feet	*Maximum number*: 1 sign. *Maximum sign area*: **80 sq. ft.** *Maximum height*: **16 feet**
Lots having more than 300 feet of street frontage on a single street or highway. Or, where a lot fronts on two streets and the frontage of the shortest side and one-half of the longest side exceeds 300 feet	*Maximum number*: 2 signs. *Maximum sign area*: **A total 120 sq. ft. for both signs, with no one sign being larger than 80 sq. ft.** *Maximum height*: **8 feet.** ***Minimum separation*: 200 feet**	*Maximum number*: 2 signs *Maximum sign area*: **A total of 120 sq. ft. for both signs, with no one sign being larger than 80 sq. ft.** *Maximum height*: **20 feet.** ***Minimum separation*: 200 feet**
Lots of 5 acres or more and having 300 feet of street frontage on a single street or highway.	*Maximum number*: 3 signs, provided the lot has 600 feet of street frontage. *Maximum sign area*: **A total of 180 square feet for all signs, with no one sign being larger than**	*Maximum number*: 3 signs, provided the lot has 600 feet of street frontage. *Maximum sign area*: **A total of 180 square feet for all signs, with no one sign being larger than**

ARCHITECTURAL COMMISSION

The Architectural Commission Design Standards have been incorporated into the draft Design Guidelines booklet. By having all design guidelines in one document, reviewing projects will be easier for staff and appointed/elected officials. Developers, architects and applicants will also have all the guidelines in one document.

The City Council should adopt the new Design Guidelines and the Zoning Ordinance should refer to them as Architectural Commission Design Standards. The following changes should be considered to municipal code text that refers to the Architectural Commission.

Duties - Section 2-10-4
The types of projects that are subject to review by the Architectural Commission should be clarified. In addition to projects that they currently review, the Commission should review any project subject to staff site plan review, as well as applications for the Façade Rehabilitation Program.

Notice - add new Section 2-10-5
The notice requirements should be the same as the requirements in Section 3.1-3 of the Zoning Ordinance. Also, the legal notices and property postings for any PUD, conditional use permit, variation or amendment, should state that the project will be reviewed by the Architectural Commission, as well as by the Plan Commission and/or Zoning Board of Appeals.

Submittal Requirements - add new Section 2-10-6
The submittal requirements in Section 3.2-3 of the Zoning Ordinance should be incorporated so that applicants provide a site plan, landscape plan and building elevations to the Architectural Commission.

Procedure - add new Section 2-10-7
The project shall be reviewed by the Architectural Commission before action by the City Council. The City Council's approval of the project should be conditioned on compliance with the drawings submitted to the Architectural Commission.

BUSINESS DISTRICT DESIGN GUIDELINES

Des Plaines, Illinois

Final Draft for City Council Approval

Prepared for the **City of Des Plaines**

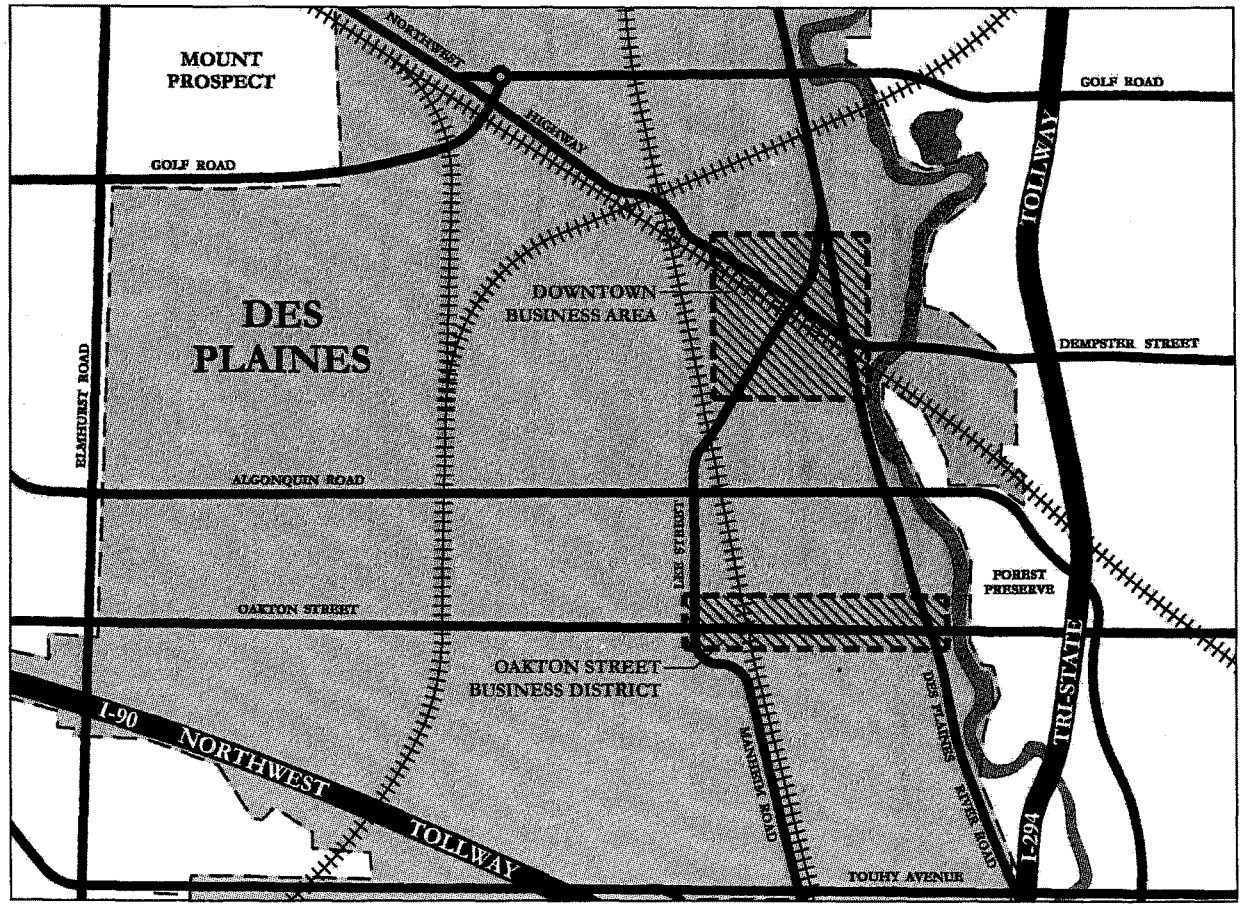
by:

THE LAKOTA GROUP
LAURIE MARSTON, AICP

September 2003

Contents

BUSINESS DISTRICT DESIGN GUIDELINES



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The design guidelines were prepared by The Lakota Group with assistance from Laurie Marston, AICP.

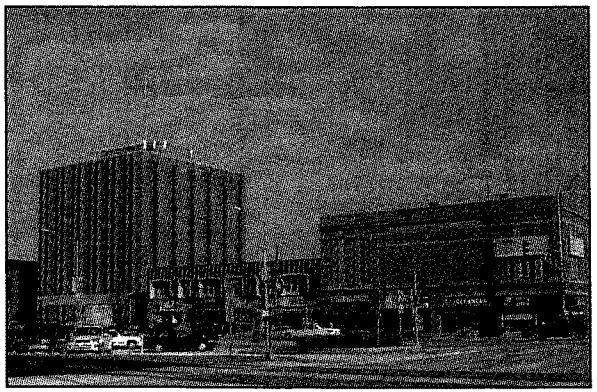
INTRODUCTION

The following set of design guidelines has been prepared for the City of Des Plaines to facilitate the revitalization and enhancement of it's Downtown area and Oakton Street commercial corridor.

The guidelines focus on both the short-term improvement and long-range redevelopment needs of these business districts. For the short term, they provide ideas for improving existing buildings and streetscape. For future development, they provide a framework for quality building and site design. Many existing buildings do not currently meet these guidelines nor will they be required to undertake any improvements as a result of the adoption of these guidelines. However, when property owners apply for a building permit for any addition, expanison, or exterior change to their property, these guidelines will be used to review their project.

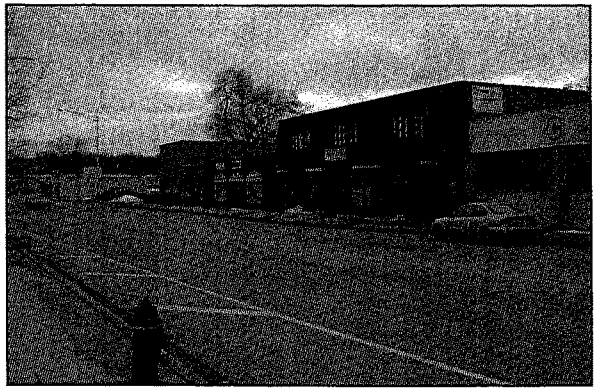
The guidelines are presented in summary format. They are conceptual and intended as recommendations for improving the quality of the built environment in Downtown and along Oakton Street. They do not represent a master plan for any immediate development project. They are standards only and are intended to supplement the City's Codes and Ordinances regarding development. Landowners, business owners and developers are encouraged to familiarize themselves with the requirements of the Zoning Ordinance, Subdivision Ordinance and Buildings Codes when they consider making physical improvements to their property.

The City's intent is that the guidelines will assist developers, architects, planners, landscape architects and property and business owners with development or redevelopment projects beyond basic zoning and subdivision requirements. The overall goal is to physically enhance the business districts through higher quality building and site design.

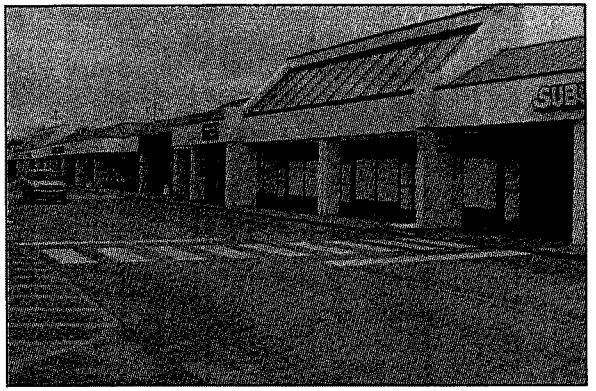


Downtown Des Plaines

Downtown Train Station



Oakton Street Commercial Corridor



Oaks Shopping Center on Oakton Street

Attachment 2
Page 73 of 121

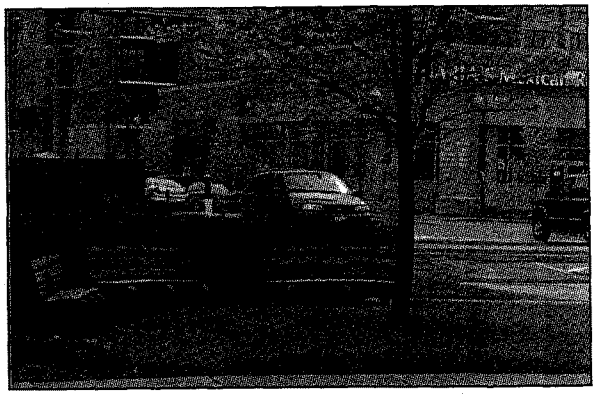
Design Goals

The design guidelines are intended to establish standards which enhance the appearance of the Downtown and Oakton Street Business Districts. The standards are not intended to restrict design creativity, but rather to provide guidance on design principles for these districts.

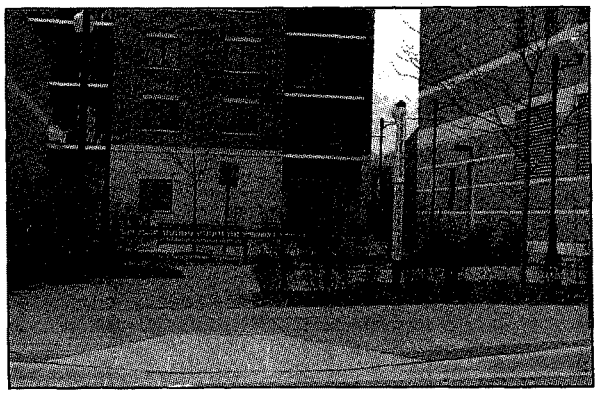
The guidelines require that building and site design consider contextual relationships with existing properties. They address architectural style and building materials, scale, massing, articulation, and setbacks, as well as landscaping and signage. More specifically, the guidelines seek to achieve the following goals:

- *Establish a comprehensive design approach for enhancing the Downtown and Oakton Street Business Districts.*
- *Provide a guide for property/business owners and developers for direction that positively affects their development and redevelopment actions.*
- *Provide a guide for architects and landscape architects to facilitate excellence in the built and natural environment.*
- *Emphasize the need to "clean and green" existing properties in Downtown and along Oakton Street, and instill a "pride of place" with business and property owners.*
- *Provide an easily maintained, attractive streetscape that provides a safe pedestrian environment.*

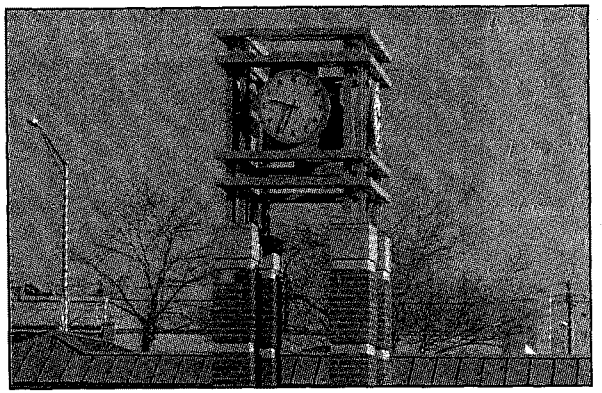
Historic Building and Museum in Downtown



Small Pocket Park in Downtown



Library Plaza



Library Plaza Clock Tower

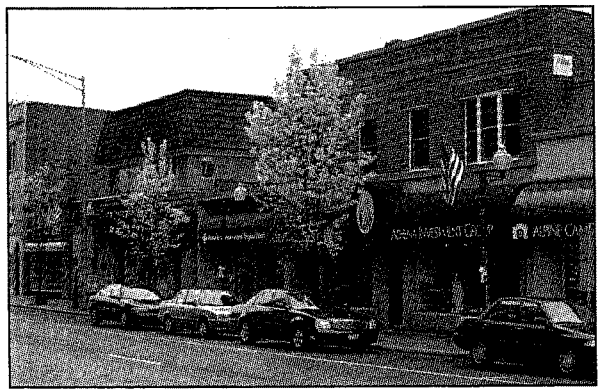
Section 2: Business District Overview

Business District Design Guidelines

DOWNTOWN

The Des Plaines Downtown contains many elements typical of an active environment. Varied architecture, a mix of uses and the train station all contribute to a vibrant downtown. Residential development has increased activity and provided "in-town" living opportunities. Some historic buildings exist that contribute to the overall design quality and character of the area.

While Downtown continues to be developed, its pbysical environment needs to be improved. Several buildings have a tired or faded appearance and are beginning to show signs of deterioration. Unattractive building, business signage and streetscape conditions also affect the appearance and viability of the area. As it develops with larger, more modern buildings, it's important that the scale, appearance and placement of structures are carefully considered to achieve the "right fit" within Downtown.



Downtown "Main Street" character along Lee Street.

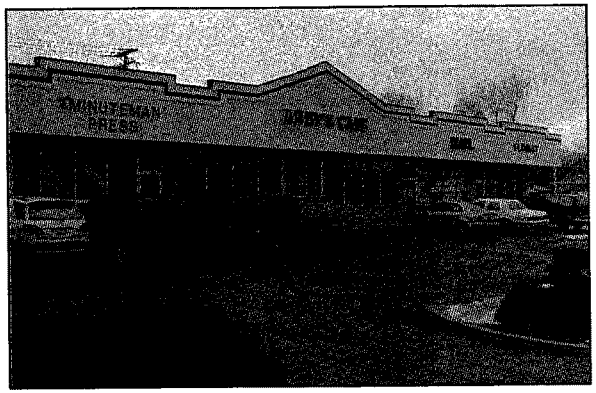
OAKTON STREET

Oakton Street between River Road and Lee Street is an auto oriented commercial corridor. Large retail businesses exist at its east and west ends. These buildings have large setbacks and parking fields that dominate their respective sites. The buildings themselves are adequately designed, although they contain no striking or prominent features.

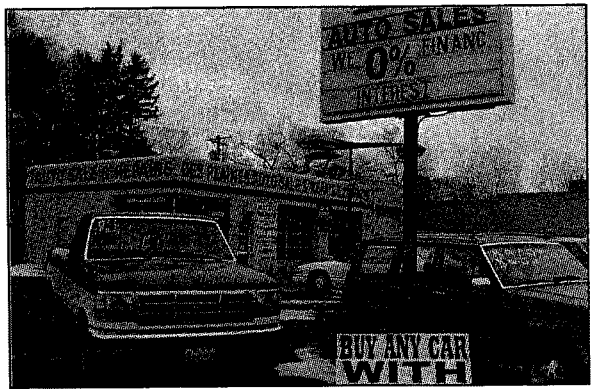
Auto service uses are predominant along the street. Some residential buildings, restaurants and strip shopping malls also exist. Curb cuts are numerous along the street and some sites contain large parking lots along the street.

Signage along Oakton Street needs to be improved and regulated. The variety of styles, sizes and locations of signs creates confusion and visual clutter. Additionally, the street does not contain landscaping, streetscape amenities or other elements typical of pleasant shopping environment.

Creating a cohesive streetscape/signage design will significantly improve the overall character of the corridor. The Design Guidelines will be especially important as older, more obsolete commercial and residential uses are redeveloped.



Oakton Street contains many different uses including strip shopping centers.



Auto uses are prevalent along Oakton Street.

Attachment 2

Section 3: Building Design

Business District Design Guidelines

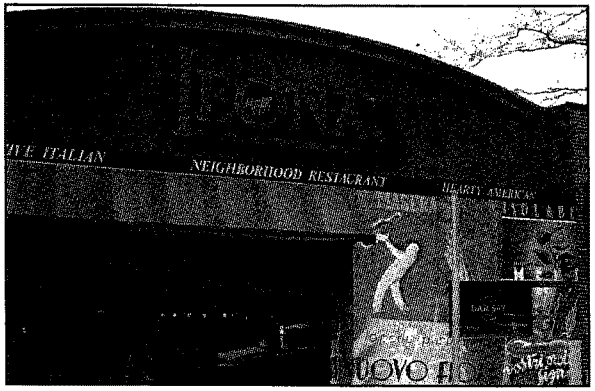
BUILDING DESIGN GUIDELINES

Building design and architectural style create and enhance the character of an area or district for pedestrians and motorists. A specific architectural style, character or building type is not predominant in Downtown Des Plaines or along Oakton Street. Rather there are many designs that contain various elements and a range of styles. Diversity in building design should be encouraged but consistent with the overall character of each area. Older buildings that display historic features, such as the former Des Plaines State Bank and Theater, should be preserved if feasible.

In Downtown, for example, building design should reflect the mixed use pedestrian orientation of a "walkable" central business district. Oakton is an auto-oriented commercial thoroughfare with some single and multi-family residential uses. Retail and service uses, primarily auto service and repair, are the most prevalent uses combined with some restaurants. Buildings along Oakton Street should reflect a typical auto oriented commercial corridor, yet be more attractive in appearance and efficient in layout.

Building Style

- A range of architectural styles is encouraged in both districts. Architectural style is not restricted. Evaluation of appearance should be based on quality of design and relationship to surroundings.
- Harsh, plain, incompatible and/or bizarre building designs are discouraged.
- Unarticulated, flat front, all glass, or metal, futuristic style buildings are discouraged.
- All buildings should be designed with common architectural elements, including: open glass storefronts; clearly defined entrances to ground and upper floors; sign bands and awnings incorporated into the design and scale of the building; upper floor windows placed in proportion to building width and height; and, cornices and parapets.
- Adjacent buildings should have component parts in good proportion with one another. Similar design linkages should include placing window lines, belt courses, and other horizontal elements in a pattern that is harmonious and reflects the same elements on neigbboring buildings.



Newer designs with varying roof lines, awnings and other decorative features should be encouraged.

- Large structures should be designed to reduce perceived height and bulk by dividing the building mass into smaller scale components (i.e. height of a wall, cornice, or parapet line should match that of adjacent buildings).
- Buildings with ground-level retail and office space should, whenever possible, include open, clear glass windows to allow views into building interiors and to reinforce a positive, active shopping environment.
- Tinted or reflective glass is discouraged.
- Architectural design should articulate and enhance buildings, especially those located at street corners due to their prominence and visibility. Where appropriate, features such as cupolas, atriums, clock towers, and/or varying rooflines should be considered to add visual interest to the street.
- Monotony of design in multiple building projects by repetition of units should be avoided. Variation of detail, form and siting should be employed to provide interest. Buildings of the same design or exterior elevation are discouraged on adjacent lots.
- Buildings that attempt to use the building itself as "advertising" are discouraged, particularly where the proposed architecture is a "corporate" or franchise style.
- Historic buildings and buildings that display distinct design styles and elements of the past should be preserved if feasible.

- All exposed/visible walls on freestanding parking structures, as well as on parking structures within buildings should be screened and articulated with architectural treatment.

- Building projections or appurtenances that obscure or conceal important architectural features are discouraged.

- Brick masonry is encouraged within the Downtown and along Oakton Street to enhance and match the current character of the Districts.

Building Facades & Articulation

Downtown retail building facades are varied and generally reflect good design qualities with low knee walls and open display windows. However, several buildings, including some residential structures, are not designed and articulated to provide visual interest along the street. Some building facades are not designed to easily allow redesign or retrofit for new tenants.

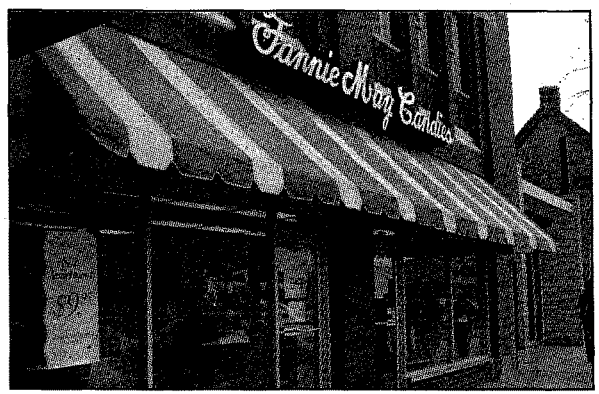
- Seventy-five percent of the façade area on commercial buildings between two feet and eight feet above grade should be clear windows to allow views into the building from street level. A low knee wall, approximately two feet, should also be incorporated.

- Residential buildings should include windows on the first floor where possible. Where windows are not possible, such as along first floor garage areas, detailed wall articulation and foundation landscaping should be incorporated to screen solid building bases and maintain an attractive pedestrian environment.

- Building projections, such as awnings, window bays and terraces, should be pedestrian-scale, proportional to the building facade, and proportional to adjacent structures.

- Building designs should allow subsequent tenants to easily rehabilitate the façade and visible walls in a cost-effective manner.

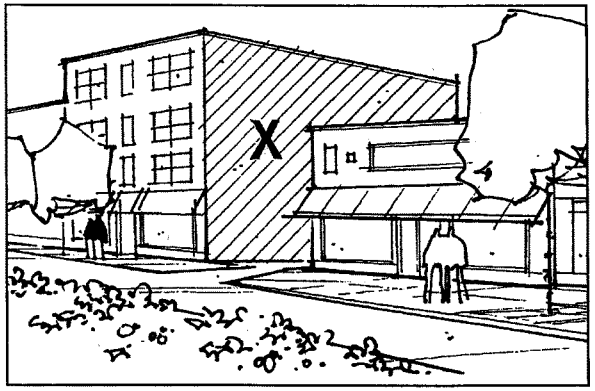
Multi-story buildings should include first floor windows.



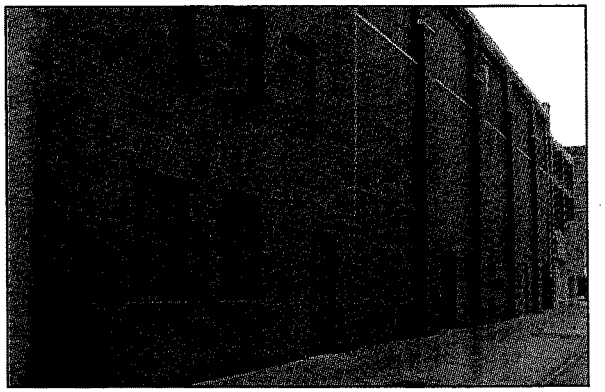
Display windows that showcase products and activity within a business are encouraged.

First floors of residential buildings should include interesting architectural details and/or landscaping to screen the building base.

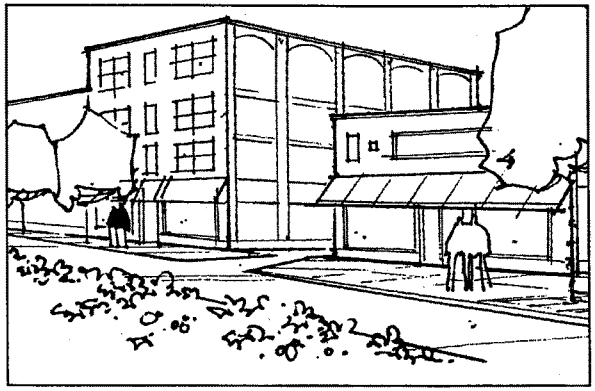
- Solid windowless walls should be avoided. If such walls are necessary to the function of the building, they should incorporate arches, piers, columns, murals, high quality graphics, landscaping and other elements that reduce building scale and add visual interest.
- At a minimum, exposed sides of buildings should be cleaned, tuckpointed, painted and/or treated with high quality graphics to add visual interest. Direct advertising of a property or business should be limited.
- Where possible, display windows should be installed on the sides of buildings adjacent to pedestrian paths, plazas, outdoor cafes, and parking lots.
- Exposed sides and rears of buildings should be improved with steam cleaning, power washing, tuck pointing, accent painting, and limited graphics.
- All graphics on blank, exposed side and rear walls should be limited to 10% or 200 square feet, whichever is less, of the blank exposed wall area.
- New buildings should incorporate interesting architectural details or features to provide layers of interest and variety.
- Eccentric and protruding façade designs that do not relate to the street or limit future tenant changes are discouraged.



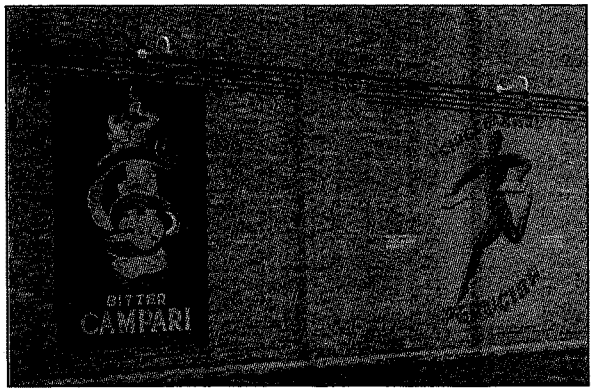
Solid walls with little or no architectural interest are strongly discouraged.



Existing blank wall in Downtown.



Arches, piers columns, murals/graphics, planters and decorative lights are encouraged to add visual interest to large walls.



Attractive murals and decorative lighting provide visual interest on a blank wall.

DOWNTOWN FACADE CONCEPT

A. Consider blade/projecting signs to add interest to pedestrians and motorists.

B. Add architectural lighting.

C. Improve sign graphics.

D. Add moveable planters for seasonal interest.

E. Provide benches for pedestrians.

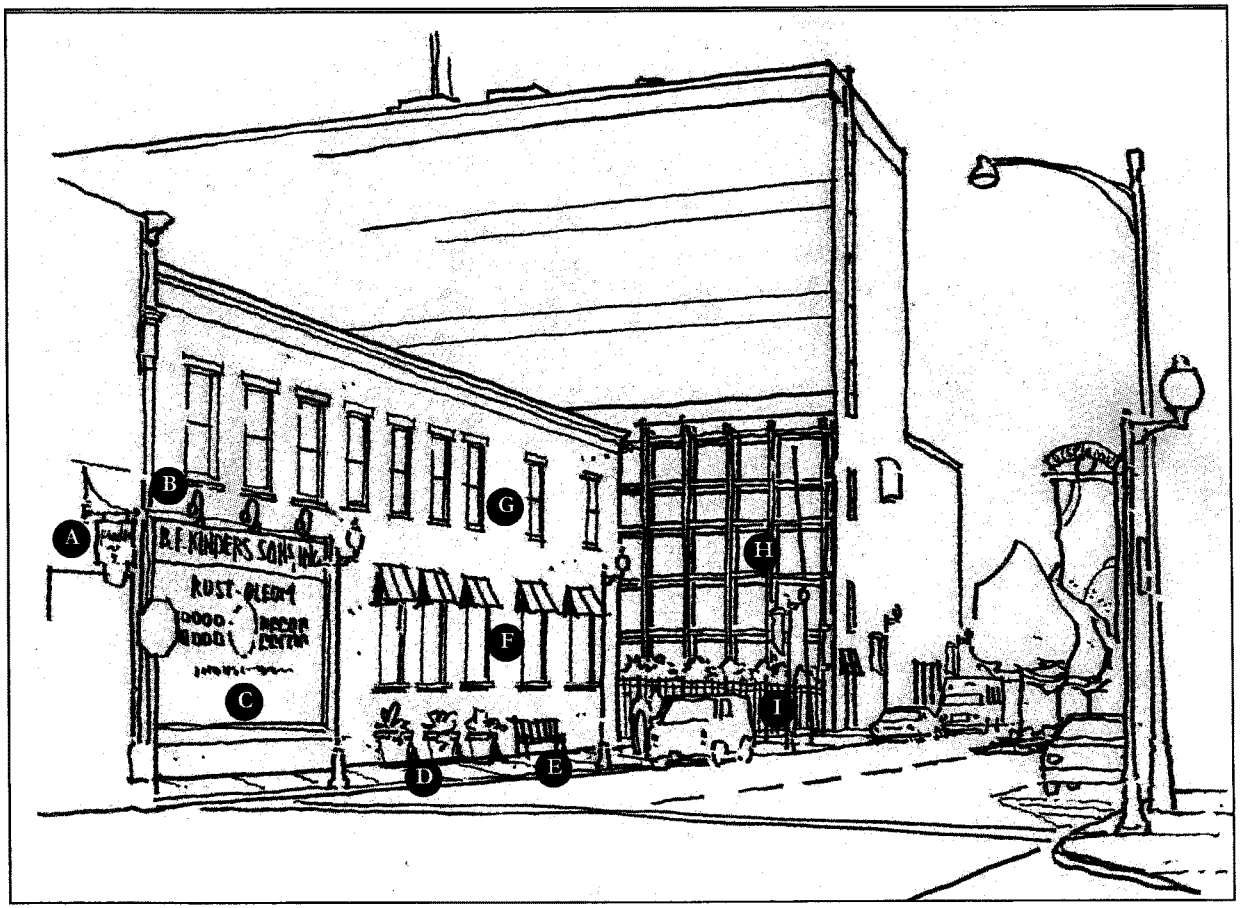
F. Add windows/awnings to break up building wall.

G. Steam clean and tuck point brick where needed.

H. Add trellis or architectural feature on blank wall.

I. Add fencing/landscaping to screen parking and service areas.

Existing building side facades with little articulation and no streetscape amenities.



Building Enhancement Concept

DOWNTOWN FACADE CONCEPT

A. Add murals/graphics to blank walls.

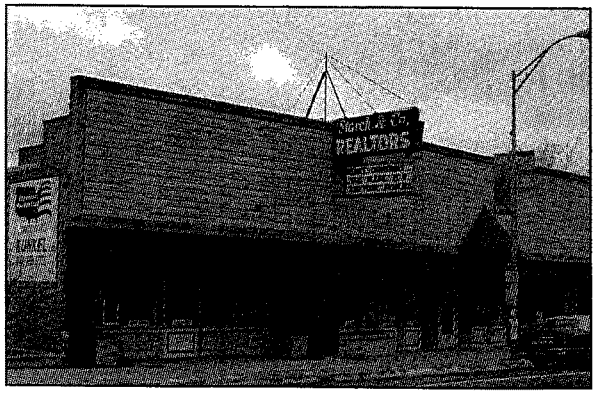
B. Add awnings to create visual interest and break up large storefront wall.

C. Add new material to break up large storefront wall.

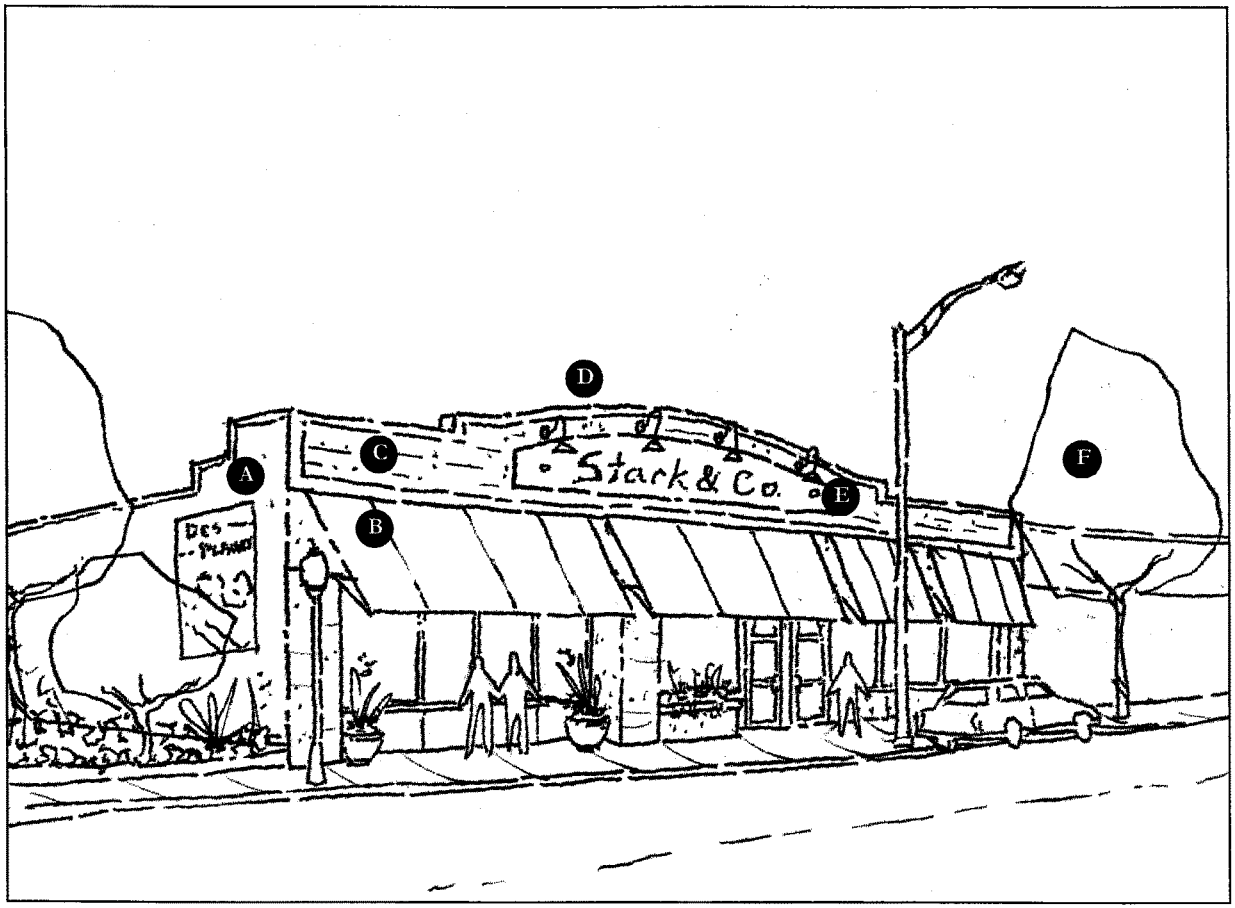
D. Consider new cornice/wall shape and architectural details.

E. Incorporate sign board, new graphics and architectural lighting into building design.

F. Add landscaping and street trees to soften the street wall and screen parking areas.



Existing facade with "dated" appearance.



Building Enhancement Concept

OAKTON FACADE CONCEPT

A. Create consistent horizontal architectural elements such as sign bands and awnings across the building.

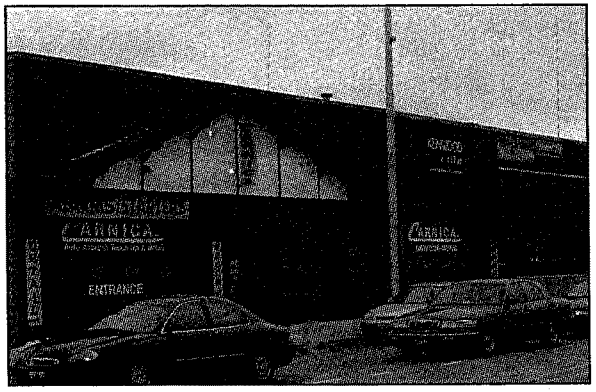
B. Remove shingle materials and install new materials across facade.

C. Coordinate and simplify signage by integrating into overall design.

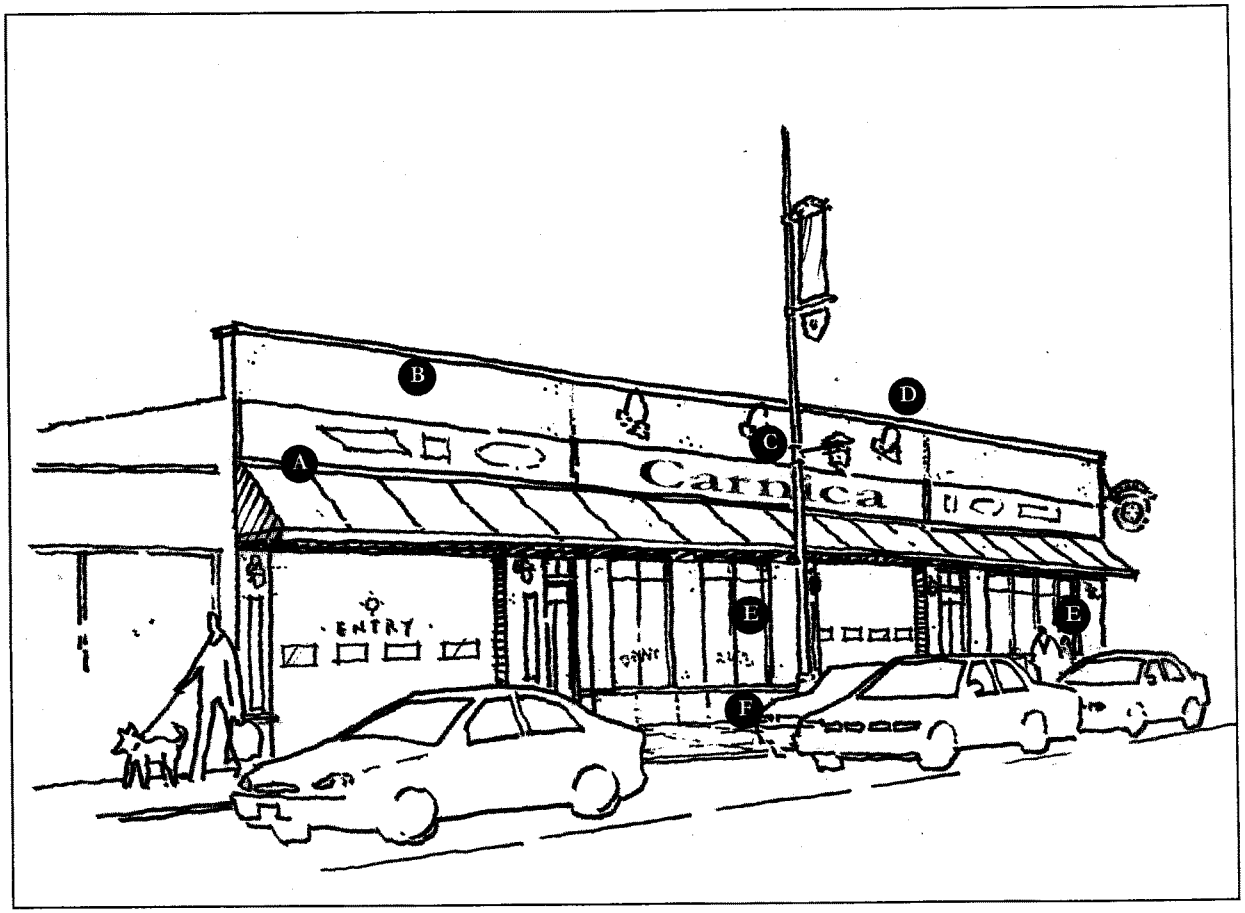
D. Add architectural lighting over signage.

E. Add larger windows to open up blank walls and create visual interest.

F. Establish traditional storefront kneewall



Existing service business facade along Oakton Street.



Building Enhancement Concept

Building Entrances & Windows

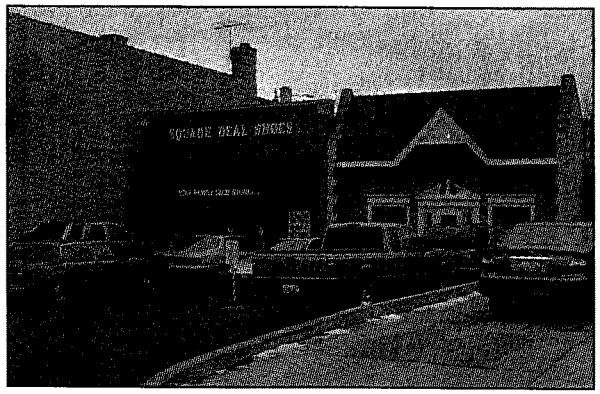
Building entrances and windows should be oriented to the street and designed to be easily accessible. If a building has a parking lot in the rear, clearly defined rear entrances are needed to provide access. Safety and security issues, as well as aesthetic and visibility considerations should be addressed regarding the use of rear building entrances.

- Primary store entrances should be located along the street, with secondary entrances located behind the building or along a secondary street.
- Building windows and doors should be clear glass oriented to the street and proportionate to the building scale.
- All building entrances should be designed so that doorways and vestibules are easily seen by shoppers and visitors, easily distinguished by tenants and use, and open and visible from the sidewalk.
- All rear and side walls that have entrances adjacent to parking lots should be improved with graphics/murals.
- Tinted and/or reflective glass is discouraged.
- Mill finish (non-colored) aluminum metal window and door frames are discouraged.

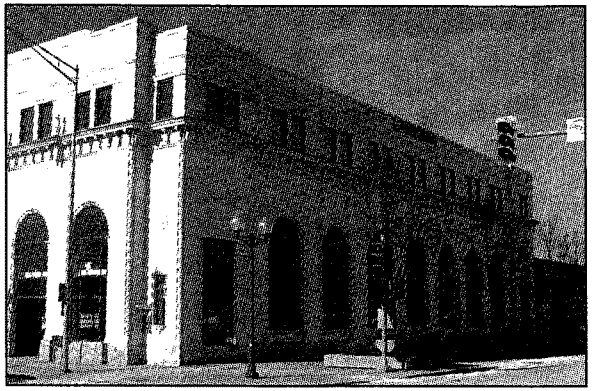
Building Awnings

Some building awnings are garish in color, inconsistent in style or color and do not relate to adjacent buildings. Unattractive and oversized awnings detract from the attractiveness of a building, as well as the streetscape.

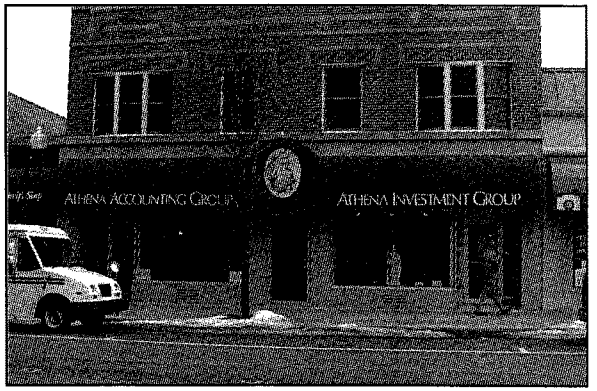
- Building awnings should be consistent and complementary in color and style with the building facade and awnings of adjacent buildings.
- Excessively bright and brilliant awning colors should be avoided.
- Letter style on awnings for multi-tenant buildings should be consistent.



Clearly defined rear building entrances.



Entrances oriented to the street and proportional windows are encouraged.



Building awnings should be consistent with the building style.

REAR WALL/ENTRANCE CONCEPT

A. Add murals/graphics, faux windows, details or color bands to break up blank walls.

B. Remove bars from windows.

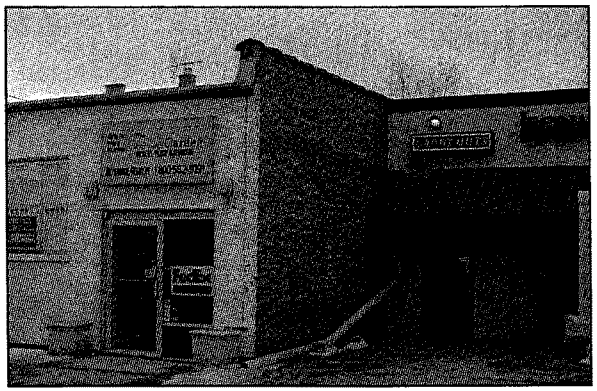
C. Integrate architectural lighting over rear entrances.

D. Limit signage to small, simple signs integrated into overall architectural design.

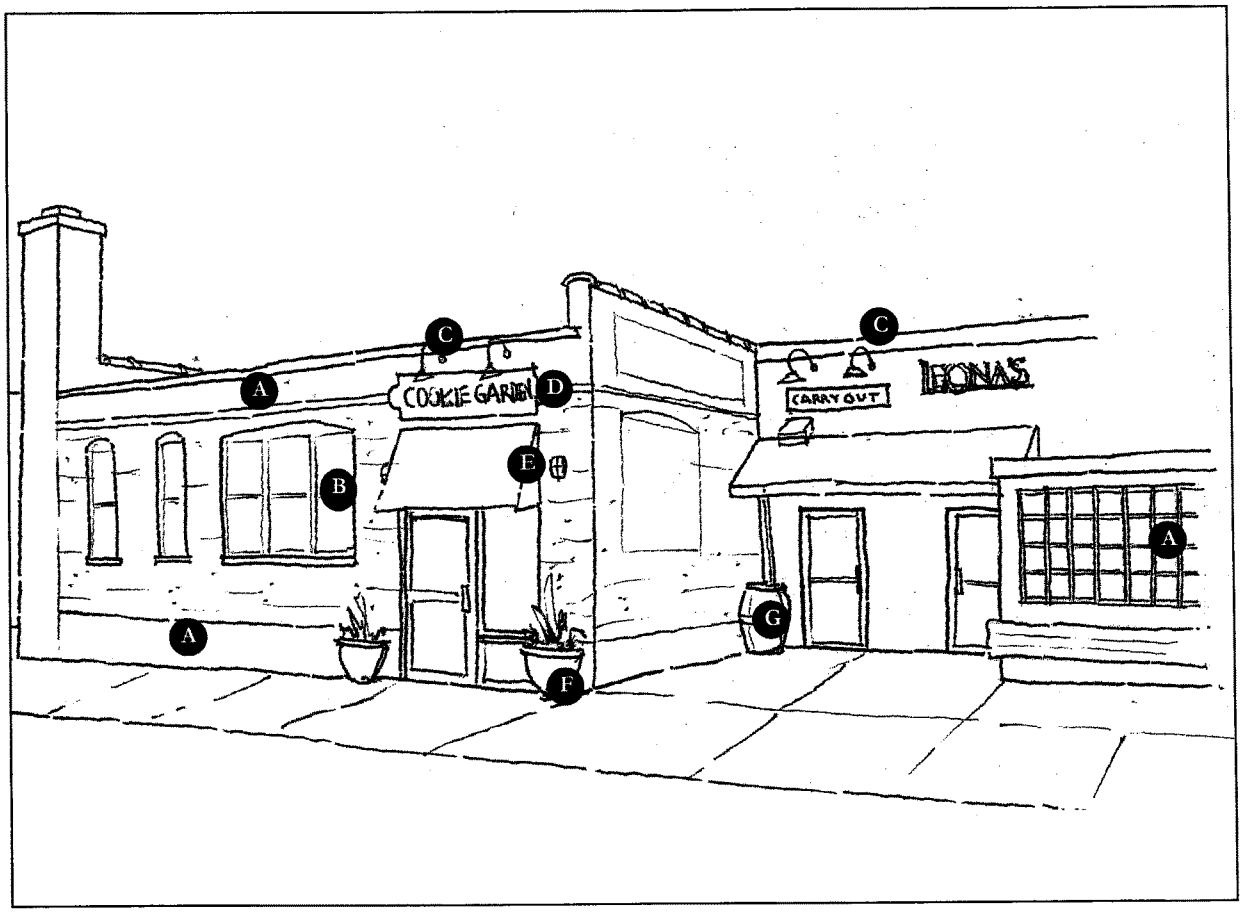
E. Add awning over doorway.

F. Add moveable planters to add seasonal color.

G. Reduce long, exposed down spouts by using barrel cisterns linked to underground pipes.



Existing rear wall and entrances.



Rear Wall/Entrance Concept

Building Lighting

Few buildings in Downtown or along Oakton Street have special lighting that highlights architectural features. The majority of lighting comes from streetlights and internally lit building signage.

- Special building lighting should be encouraged to add visual interest and increase night time visibility and safety.
- Building lighting should be carefully planned and integrated into the design/style of the building and streetscape.
- Electrical conduit and mechanical equipment for building or signage lighting should be hidden from view or carefully integrated into building design.

Building lighting should be carefully planned into building design and electrical conduit hidden from view.

Building Materials

Numerous buildings in both business districts are designed using one material and do not incorporate alternative or secondary materials. Although many buildings contain high-quality masonry, others have lower quality materials, such as smooth plaster, wood and aggregate brick/stone.

- High-quality, durable materials, which do not require frequent maintenance (brick, stone, and glass) should be used for all facades as well as the sides and/or rears of buildings that are visible from streets and parking lots.
- Decorative block, smooth/textured synthetic plaster, and wood trim should be used only for decorative accent purposes and limited in their use on building facades and visible walls.
- Cinder/concrete block, stucco, metal, plywood, vinyl siding, unfinished pre-cast concrete, unfinished poured-in-place concrete, aggregate stone/rock and glass block windows should not be used on building facades or on walls that are visible from streets, sidewalks, and parking lots.
- Wall materials should be the same for all elevations or if more than one is used, they should be harmonious. Facade treatment with face brick at the front elevation and common brick at the other elevations is not acceptable. Exterior exposed walls constructed of untextured, unpatterned concrete or cement block in common bond is not permitted.

The use of low quality materials, such as aggregate stone, is strongly discouraged.

The use of glass block windows on the front facade is strongly discouraged.

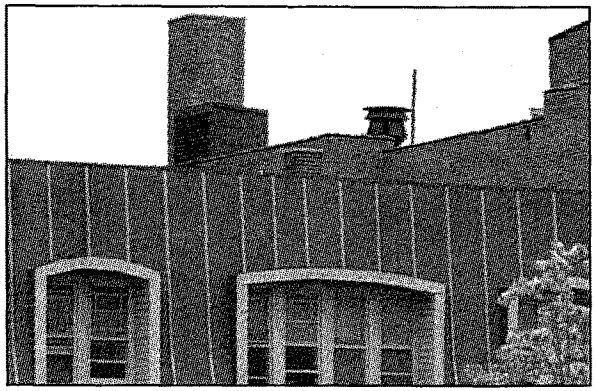
Building Colors

Building colors within the Districts generally relate to other buildings and to a specific palette of colors within one building. Most buildings constructed of masonry/brick use light to medium colors and are compatible with one another. However, some building colors are garish and do not relate to adjacent buildings.

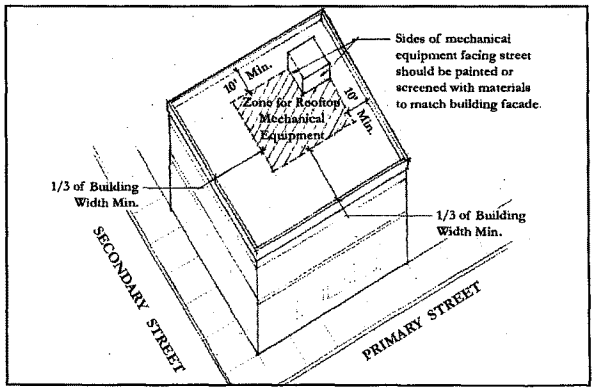
- In Downtown, building colors should be generally compatible with the area's context. In both districts, primary colors such as blue, yellow, and red are discouraged unless used sparingly for subtle trim accents. Earth tones, red/brown masonry and colors complementary to the primary building color are preferred.
- Compatible, consistent color schemes for future developments and/or redevelopments are encouraged.
- Colors shall be harmonious with adjacent buildings and brilliant colors used only for accent.

Mechanical Equipment

- Mechanical or utility equipment on the ground or on roofs or other parts of a building that cannot be located out of view should be screened by walls constructed of materials similar to those of the primary facade. Screening should be effective in all seasons.
- Mechanical equipment along the front or visible side facade is discouraged. Corner buildings are also discouraged from locating mechanical equipment on the secondary street frontage.
- All vents, gutters, downspouts, flashing, electrical conduit and similar appurtenances should be hidden, screened or at the least painted to match the adjacent surface.
- Rooftop mechanical equipment should be located in the center or a rear corner of a building away from the street elevation and screened from public view or located as not to be conspicuously visible.



Rooftop mechanical equipment should be screened.



Rooftop mechanical equipment should be located in the rear corner of the building.

Building Signage

In Downtown, business signage is generally controlled in regards to size and placement, and appropriate to the pedestrian scale. However, in Downtown and along Oakton Street, some building/business signage is redundant, excessive, oversized and/or difficult to view and read. The size, placement and number of signs should be better controlled and enforced. Unattractive business signs and temporary signs clutter storefronts, buildings and sidewalks. On some properties, business and temporary signs are deteriorating. Poorly designed business signs and/or signs made from low quality materials send customers a negative message.

- Sign colors and materials should be consistent with the colors and materials of the building and awnings.

- Business signage should be simple and incorporated into a building's architecture. Such signs should serve to identify a business while contributing to the attractiveness and pedestrian friendly orientation of the street. The quality, size, placement and look of signs should all be considered in the overall design of the building.

- Sign materials, size, color, lettering, lighting, location, and arrangement, should be harmonious with building design and should be compatible with signs on adjoining buildings. Signs should have good proportions. Materials used in signs should be weather retardant.

- Window lettering, either vinyl applied or painted, is encouraged to add interest to storefronts. Temporary pin-ups, flyers and signs should be avoided.

- Business signs should not obstruct or obscure architectural details or significant architectural elements.

- Decorative overhanging or blade signs are encouraged along the street with the size controlled and coordinated with a building's façade design. Decorative "icon" signs such as coffee cups, barber poles, toothbrushes, and ice cream cones provide visual interest. Sign brackets, hardware, and lighting systems should be kept to a minimum and screened wherever possible.

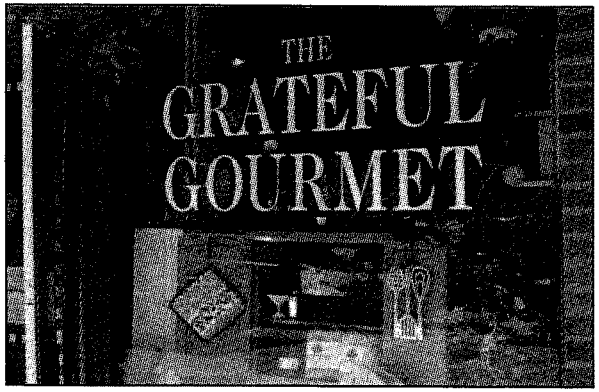
- Decorative overhanging or blade signs must not exceed six square feet in size with a maximum height of three feet and placed at a minimum ten feet above the sidewalk. They should extend no more than four feet from the face of the building.

- Business signs should be placed on a building so they are oriented for viewing by pedestrians.

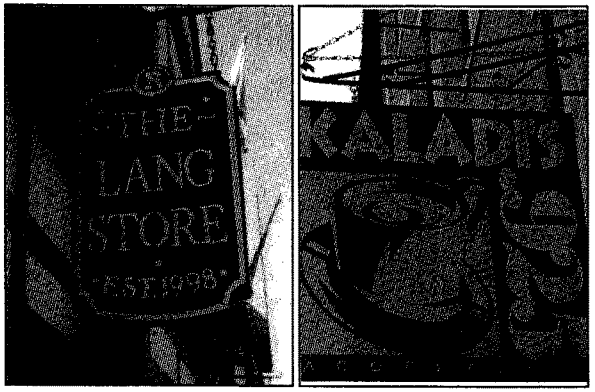
- Text on business signs should be simple and easy to read.

- Billboards should not be placed on top of buildings, or on blank sidewalls, in vacant lots, or parking areas.

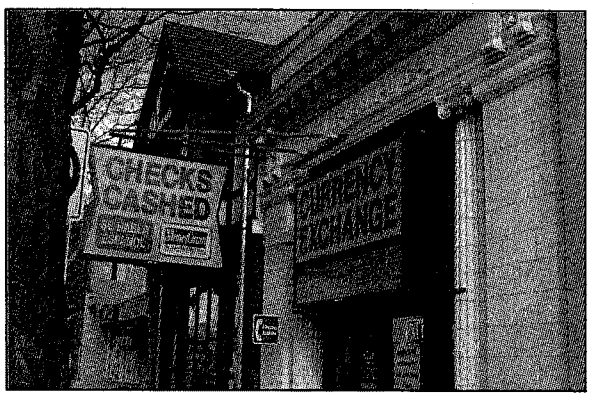
- To avoid visual clutter along the street, redundant signage or multiple external signs should not be used.



Window lettering and displays are encouraged to provide interest.



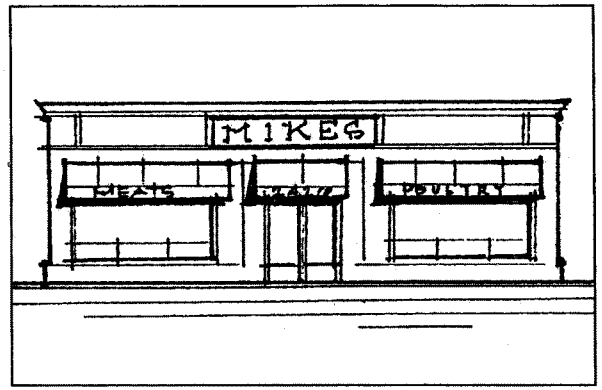
Small projecting "blade" signs are an interesting alternative to conventional signs.



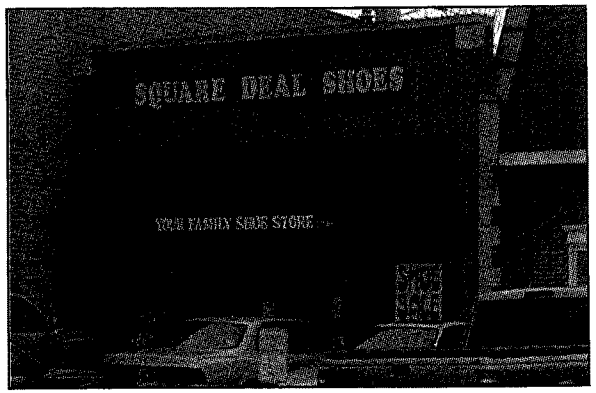
Some business signage is excessive, oversized and redundant.

Building Design

- Business signs should not be placed at or above the cornice or roof lines of buildings.
- Signs should be constructed of high-quality durable materials. Sign colors should be used harmoniously and with restraint.
- Business signs should be placed on the front of buildings only, unless the building is located on a corner or has rear or side entrances.
- Overhanging signs should be limited to one sign per business, including "icon" signs unless the business is located on a corner.
- Sign lighting should be carefully considered in the building design. If direct lighting is used, glare, brightness, visible hardware and maintenance issues should be addressed. Strategically placed lamp fixtures that are compatible with the sign design and building architecture are encouraged for illuminating signs. When external spot or flood lighting is used, it should be arranged so that the light source is shielded from view.
- Neon signage and lighting should be limited to one sign per business. Neon lighting and signage that outlines the entire window is strongly discouraged.

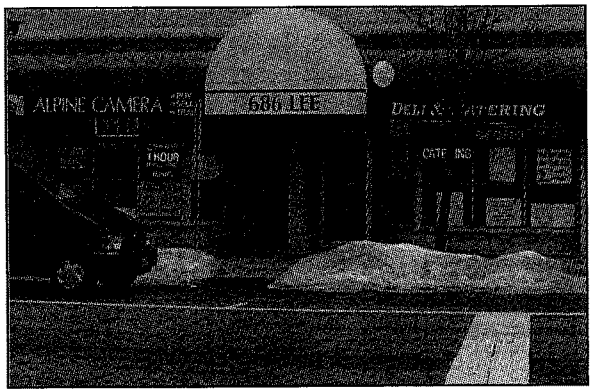


Typical Sign Band Location on Building.



Signs identifying rear entry and access should be clearly displayed.

Multiple window signs, particularly temporary pin-ups and flyers, are discouraged.



Multiple signs and neon lighting are discouraged.

Section 4: Site Planning

Business District Design Guidelines

SITE PLANNING GUIDELINES

Building location, scale, height and massing are varied in Downtown with buildings ranging in height from one to ten stories. Several streets have consistent "streetwalls" where buildings are placed at or near the property line. In some Downtown blocks and along much of Oakton Street, building placement and location is inconsistent.

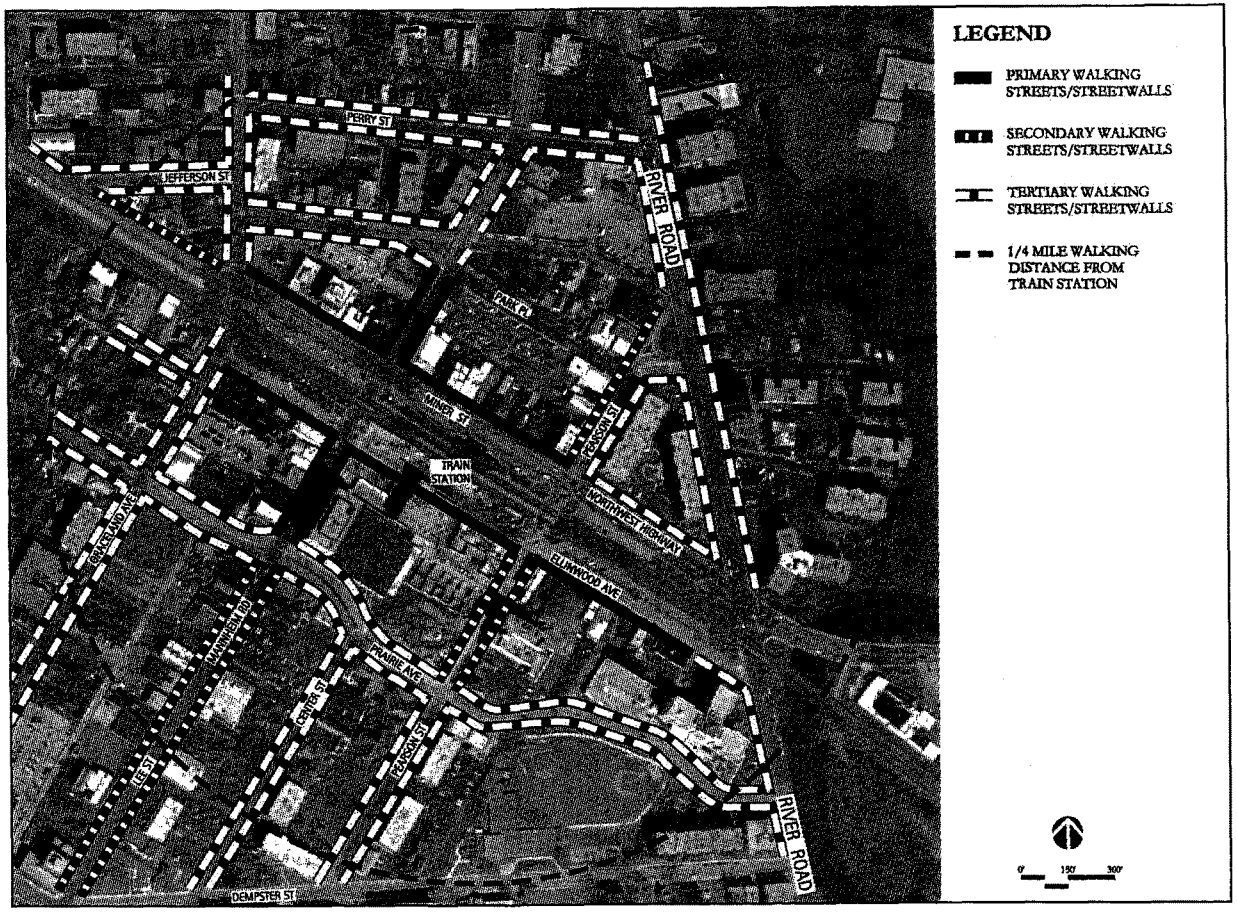
Downtown

There are approximately seven streets that run through Downtown. Several of these streets, mostly in the central core, have consistent "streetwalls" whereby buildings are placed at or near sidewalks with minimal disruptions from driveways and parking lots. The following streets should be considered key Downtown walking and shopping streets:

- Miner Street between Pearson St. and Graceland Ave.
- Lee Street between Prairie Ave. and Park Place.
- Ellinwood Avenue between River Road and Graceland Ave.

Oakton Street

Building location is varied along Oakton. Some buildings are sited along the street with little or no setback while others are setback further with parking in front. Some stand-alone buildings surrounded by parking also exist. Varied building locations create an inconsistent street wall and reinforce the auto oriented character of Oakton Street. In some cases, it also makes it difficult to see and/or access buildings.



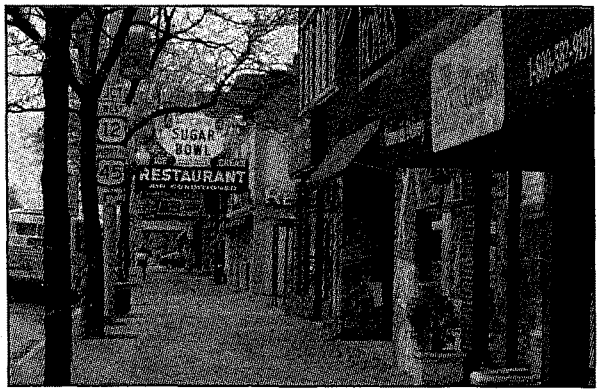
Attachment 2

Building Scale & Massing

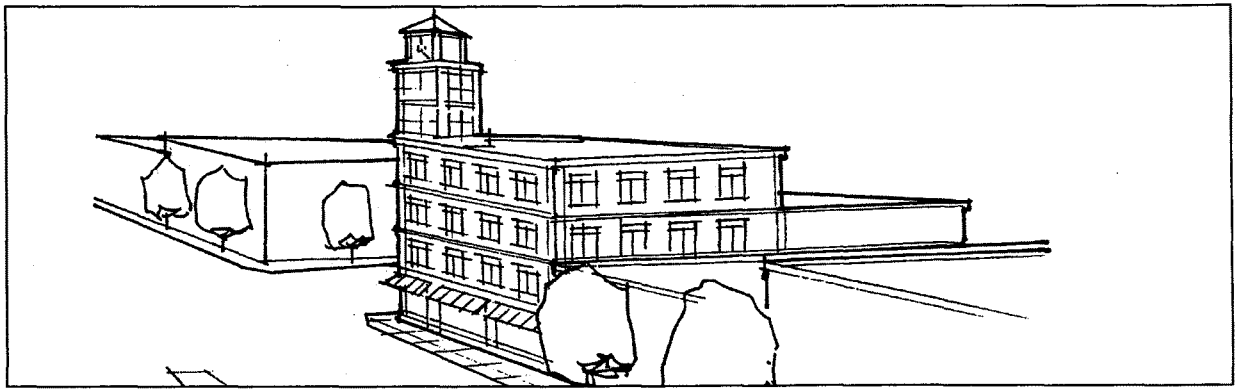
Building scale is generally consistent along Oakton. Most buildings are single story and front the street with little or no setback. Buildings along some portions of Oakton are massed appropriately with a mix of single story and two-story buildings. However, along other portions there are buildings setback from the street with parking in front, strip shopping centers, large freestanding restaurants, no street walls and parking in between buildings.

The west and east ends of Oakton Street contain large-scale commercial uses. The west end near Mannheim Road contains the Oaks Shopping Center with big-box and other accessory retail uses. The east end near River Road contains a Walgreen's, gas stations and other uses. These uses have large setbacks with parking in front and are scaled to serve

- Buildings should be set back no further than ten feet along Oakton to maintain the streetwall.
- In Downtown, new construction along primary walking streets should have a zero setback from the front property line whenever possible to reinforce the streetwall. Existing buildings set back from the sidewalk should include landscaping and fencing tomaintain the streetwall and enhance the pedestrian experience as much as possible.
- Multi-story buildings should be constructed to respect adjacent buildings in terms of height, scale and proportion.
- Spatial gaps created in the streetwall by parking or other non-pedestrian areas should be minimized.
- In Downtown, gangways and narrow alleys between buildings should be avoided.
- Where gangways and narrow alleys exist between buildings for pedestrian access, they should be gated with decorative fencing and/or arches, lit with decorative fixtures, and clearly signed for visibility and security.
- Corner buildings should especially be placed at property lines to hold or frame the site along both street frontages.



Typical Downtown Streetwall.



Conceptual corner building framing site corners.

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- Outdoor seating areas for cafes and restaurants should allow at least five feet of sidewalk clear space to maintain proper pedestrian circulation. Six feet is recommended. Seating areas should be framed with decorative fencing, walls and/or planters that incorporate landscaping.

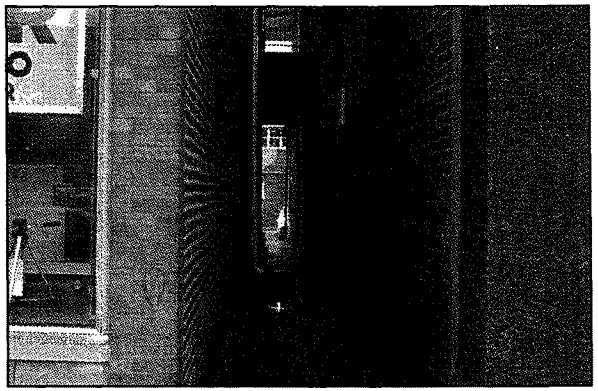
- Large scale buildings should be massed appropriately to their surroundings. Landscaping, consistent setbacks and other design elements should be incorporated into the building and site design to provide relief to building scale and parking lots.

- Landscaping and decorative fences should be used to extend the appearance of the streetwall on sites with large building setbacks.

- When a building is setback five feet or more, landscaping should be encouraged to provide a buffer.

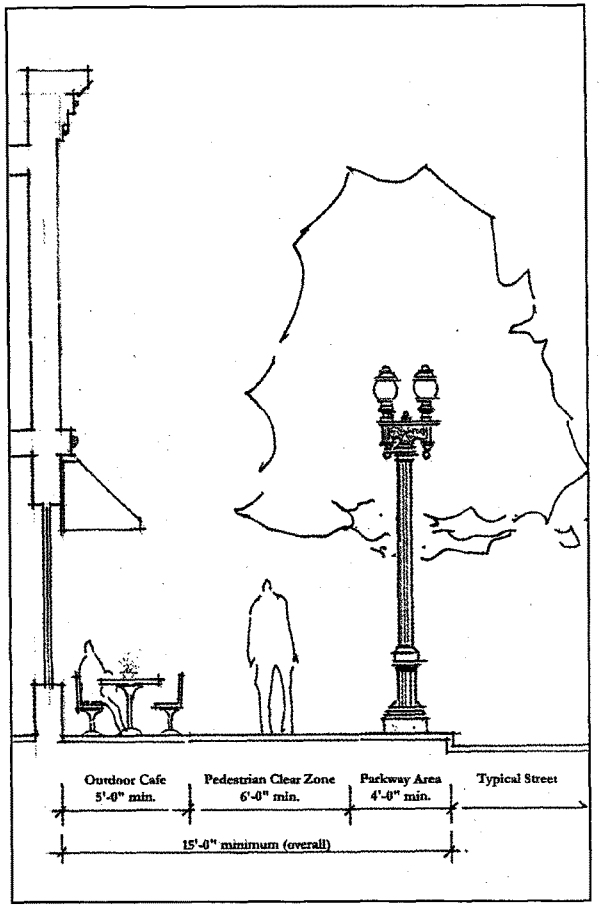
- Building sites should be planned to provide adequate planting including planting in and around parking areas.

- Where natural or existing topographic patterns contribute to the attractiveness and utility of a development, they should be preserved and enhanced. Modification to topography will be permitted where it contributes to good appearance, but in all cases care should be taken to avoid drainage or grade problems on adjoining sites.



Gangways and narrow alleys between buildings are unattractive and can create safety issues.

If needed for pedestrian access, gangways and narrow alleys between buildings should be clearly defined.



Typical outdoor cafe and sidewalk cross-section.

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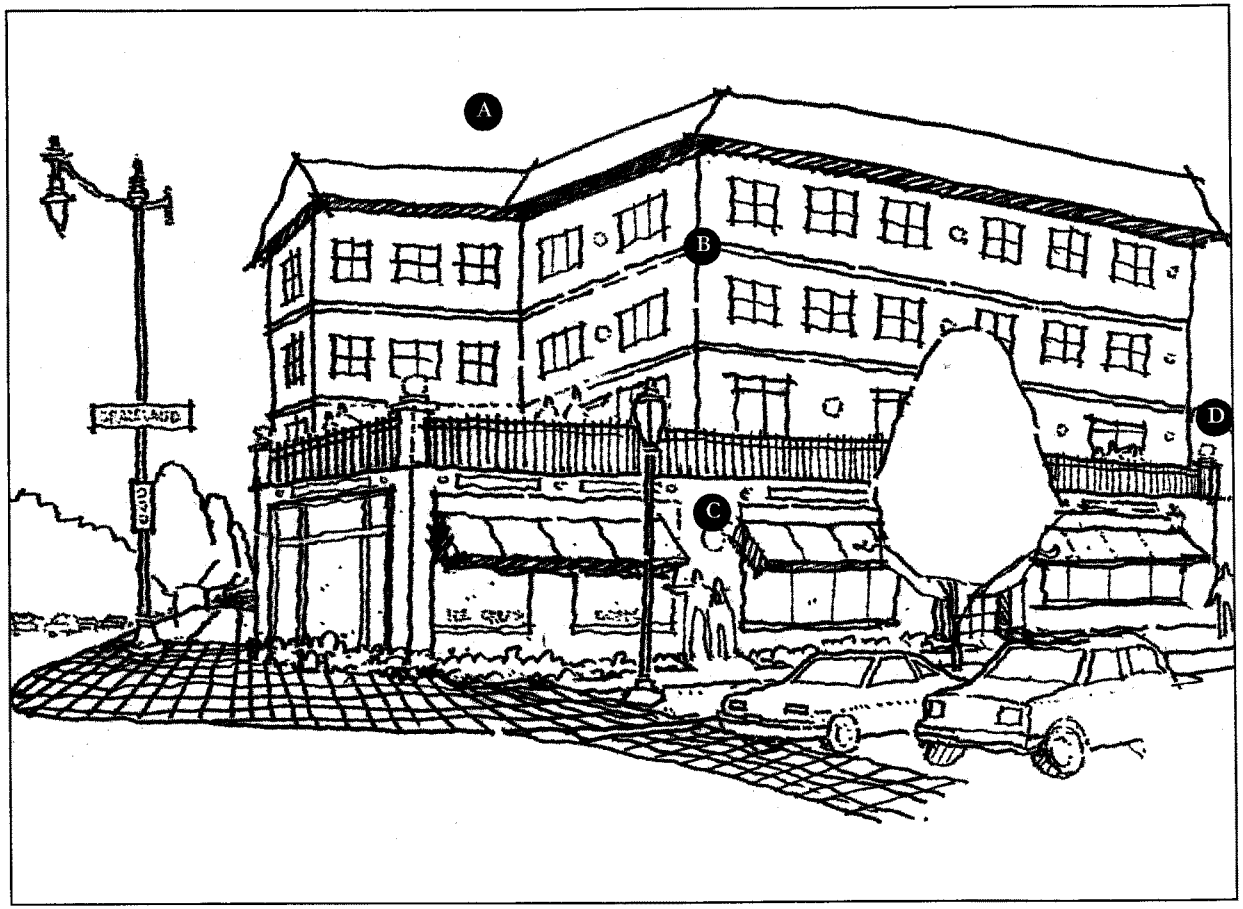
DOWNTOWN CORNER DEVELOPMENT CONCEPT

A. Mixed-use development "holding corner" with zero setbacks on both streets.

B. Upper floor residential with terrace.

C. First floor has active commercial use with traditional storefront architecture, including sign bands, awnings, large windows and low kneewalls.

D. Parking and service located on non-primary commercial street.



Downtown Development Concept

Attachment 2
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OAKTON DEVELOPMENT CONCEPT

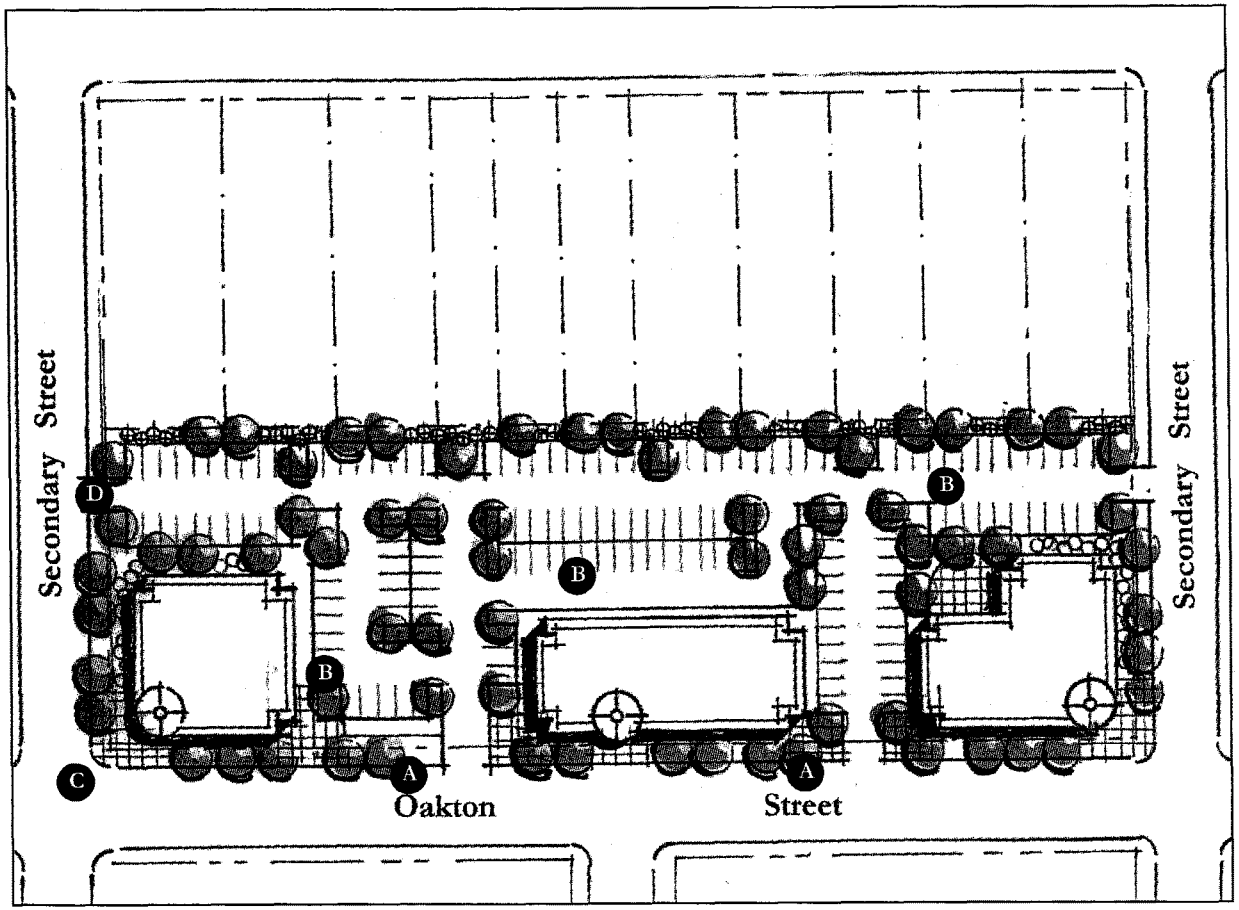
A. Consolidated and shared driveways minimize curb cuts.

B. Parking placed behind and to side of buildings.

C. Buildings reinforce streetwall and hold corners.

D. Access also on secondary street to reduce turning movements on/off of Oakton Street and to allow neighborhood traffic to directly access site without traveling onto Oakton Street.

Multiple curb cuts on Oakton should be consolidated.



Oakton Street - Full Block Development Concept

Attachment 2
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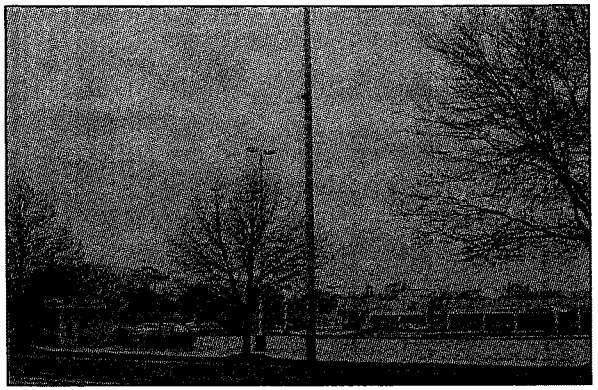
OAKTON DEVELOPMENT CONCEPT

A. Outlot parcel developed within existing large parking lot.

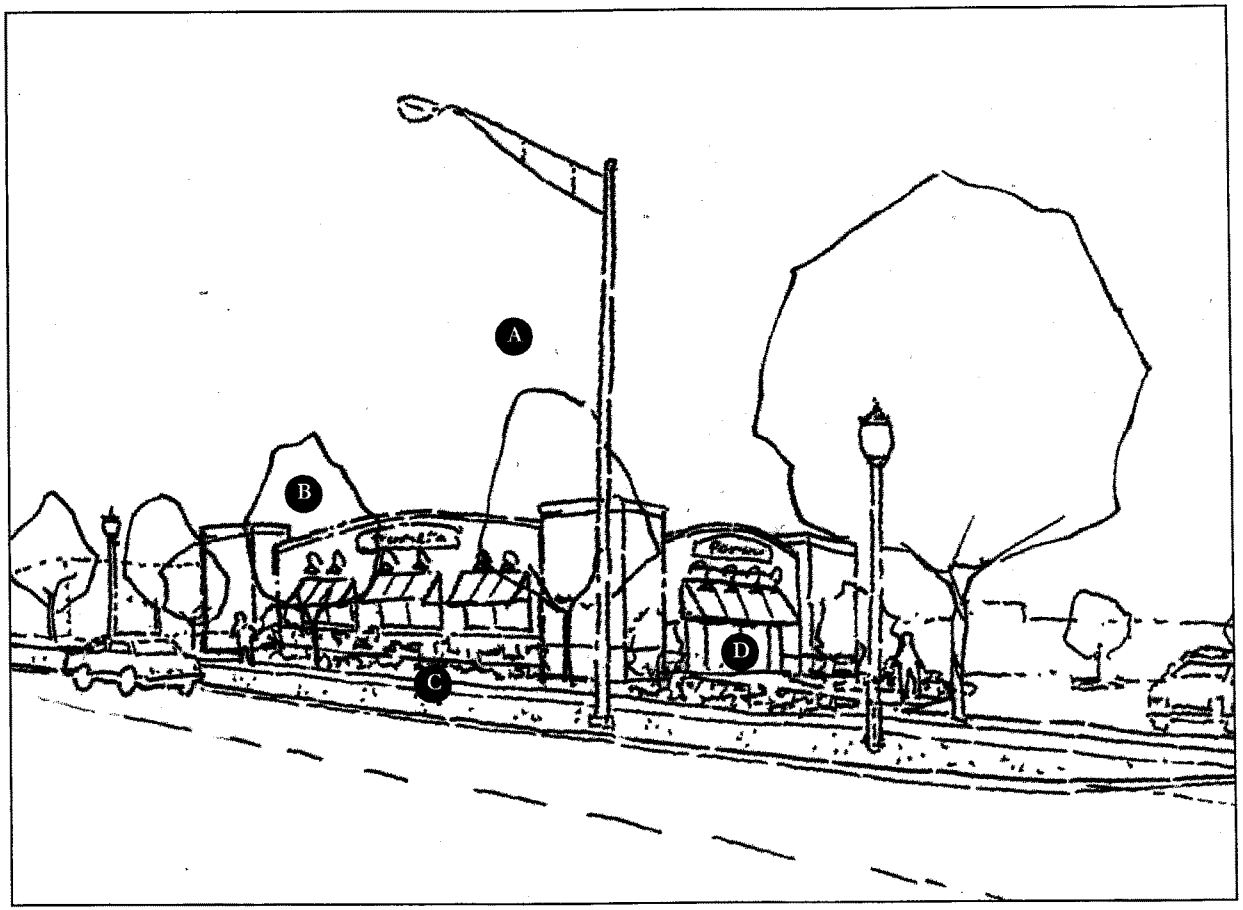
B. Existing street trees supplemented with new large caliper trees. New trees placed not to obscure storefronts.

C. Frontage landscaping added along sidewalks.

D. Visually interesting commercial building design with traditional awnings and decorative lights.



Vacant site within Oaks Shopping Center parking lot.



Oakton Street - Shopping Center - Infill Development Concept

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OAKTON IMPROVEMENT CONCEPT

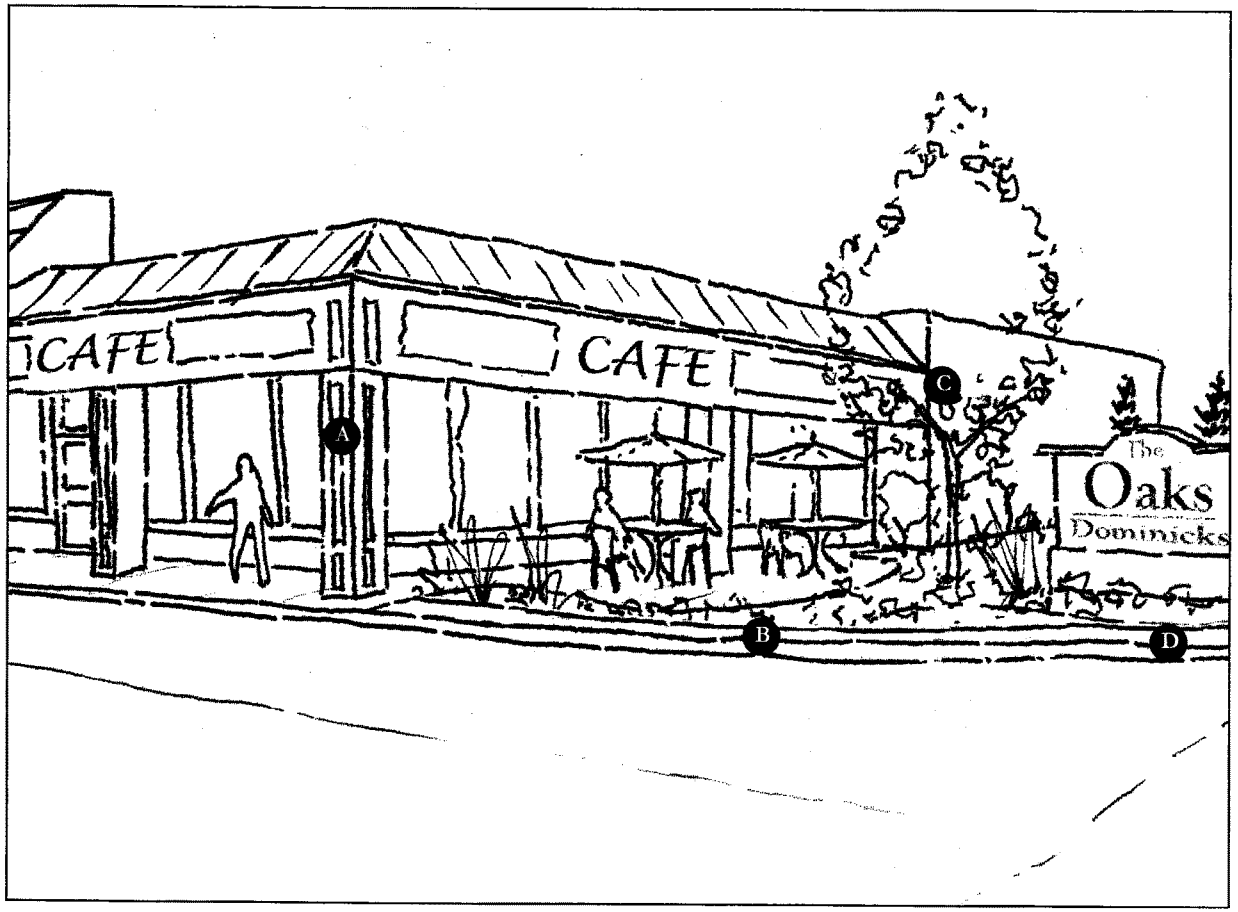
A. Architectural detail and interest added to building, possibly with sign board or trim.

B. Outdoor seating area with tables, umbrellas and landscaping.

C. Landscaping added to overall site to soften harsh appearance.

D. Pole sign replaced with attractive monument sign at ground level.

Oaks Shopping Center



Oakton Street - Site Improvement Concept

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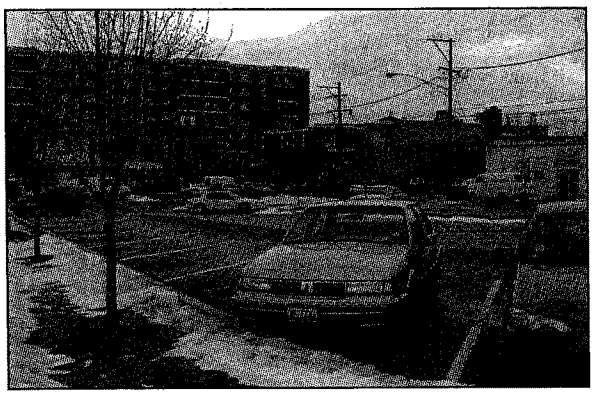
Parking Lots

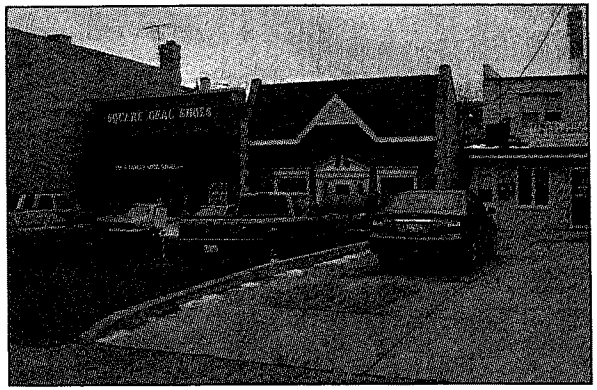
In Downtown, parking lots are generally located in optimal locations behind or to the side of buildings with adequate access. Some parking lots that front on key streets or along the railroad tracks need to be screened with fencing and landscaping.

- In Downtown and along Oakton Street, parking spaces and lots should be located at the rear of a building when possible. Parking lots that front the street are discouraged. Shared parking between businesses and uses is encouraged wherever possible.
- Parking curb cuts along Downtown streets and Oakton Street should be minimized. Individual businesses are encouraged to share access points.
- Parking and site lighting should minimize glare on surrounding properties and should be coordinated in style and color with adjacent properties and the City's decorative street lighting fixtures.
- Parking areas should be treated with elements to screen the areas from public view where feasible, such as wall extensions, plantings, berms or other means. Parking lots screened with landscaping should meet or exceed Des Plaines Landscape Ordinance requirements.

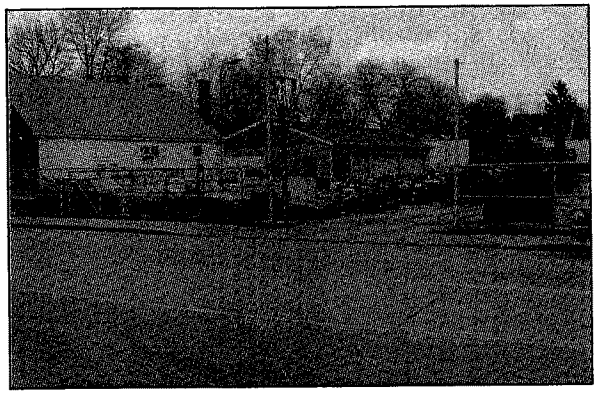
Parking lot needs landscaping and fencing.



Parking lots located behind buildings.



Parking lots should be easily accessible when located behind buildings.



Parking areas along Oakton Street should be screened with decorative fencing and landscaping.

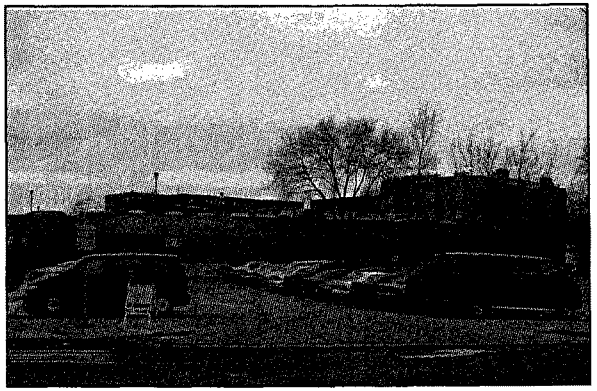
- Decorative and seasonal plantings, evergreens, trees and standard decorative fencing should be considered when improving or installing parking lots. Consideration should be taken so sight lines are not obscured.

- Minimum planting areas should be as follows: Every parking lot in every zoning district shall have 5% of its area devoted to planting areas. Areas required for side yards, front yards, or rear yards, should not be counted as planting areas.

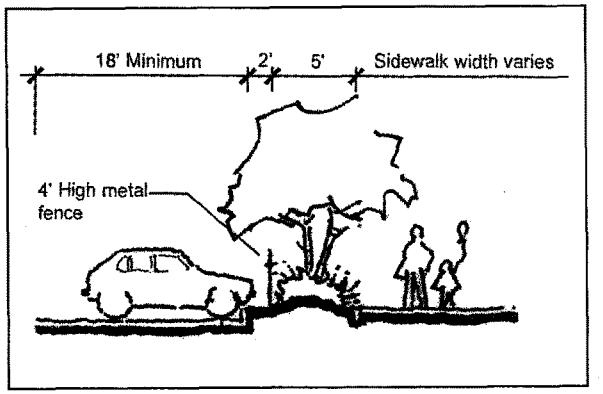
  Every parking lot with 8 or more parking spaces in a row, should have a barrier type poured concrete curbed planter island at each end of each row of parking spaces. Such planter island should be a minimum of 100 square feet. The maximum number of cars in a row should not exceed 25 without a fire break or cross drive.

Site Lighting

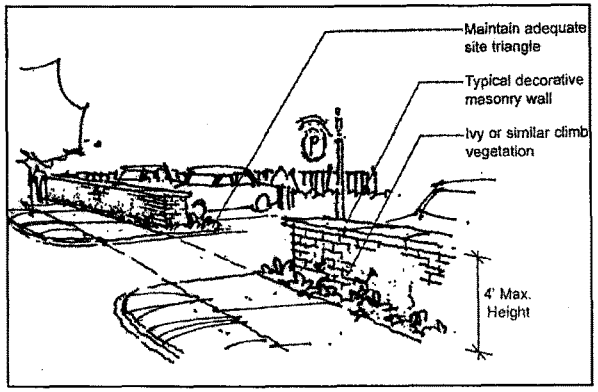
- Exterior lighting should enhance the building design and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and adjacent areas. Lighting should be restrained in design, and excessive brightness and brilliant colors avoided.



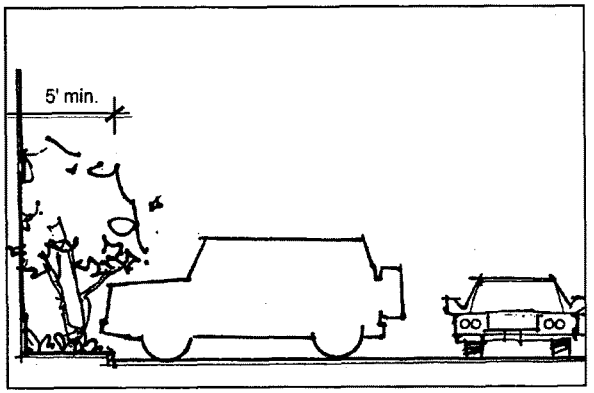
Parking lot lacking fencing and landscaping along the street.



Parking lot screening/ landscaping concept with decorative fence.



Parking lot screening concept with masonry wall.



Parking lot landscape screening concept adjacent to building.

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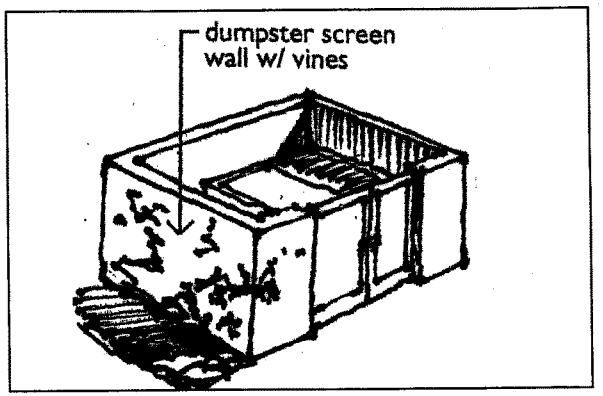
Service Areas

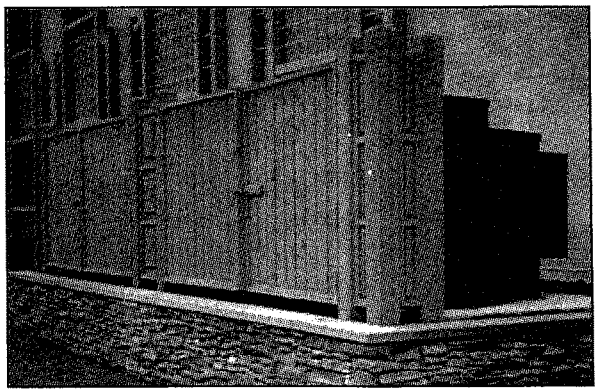
Service areas behind buildings are not always designed in a manner consistent with the fronts or sides of a structure. Trash, utility and storage areas are visible from streets and parking lots in some locations within Downtown and along Oakton Street. Trash areas/dumpsters behind buildings are randomly located and not screened, are unattractive and create potential conflicts with pedestrians and automobiles. Utility areas also need to be screened.

- Service areas and storage yards should be screened from public view.
- Service areas should be designed to fit within a site and screened from views with walls, fencing, landscaping or other materials that complement adjacent buildings and provide screening in all seasons.
- Single loading, service, and utility areas for businesses are discouraged. Shared service areas should be considered for ease of maintenance and improved aesthetics as well as the potential to create new site area for landscaping and/or parking spaces.
- Utility lines should be installed underground where feasible.

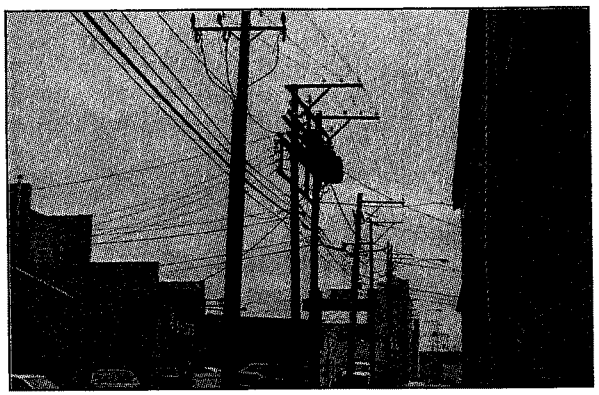
Dumpsters without screening behind buildings.



Dumpster screening concept.



Service areas should be screened where feasible.



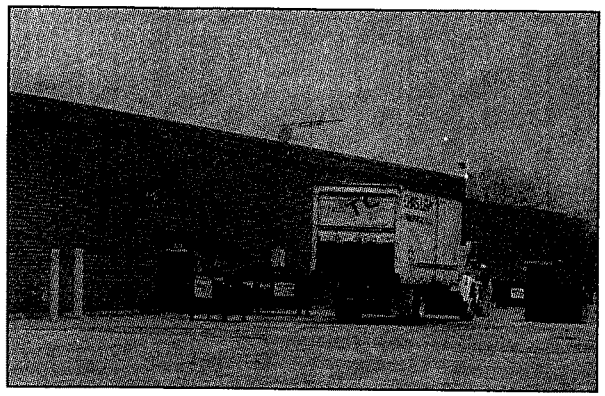
Utilities for new development should be installed underground where feasible..

OAKTON IMPROVEMENT CONCEPT

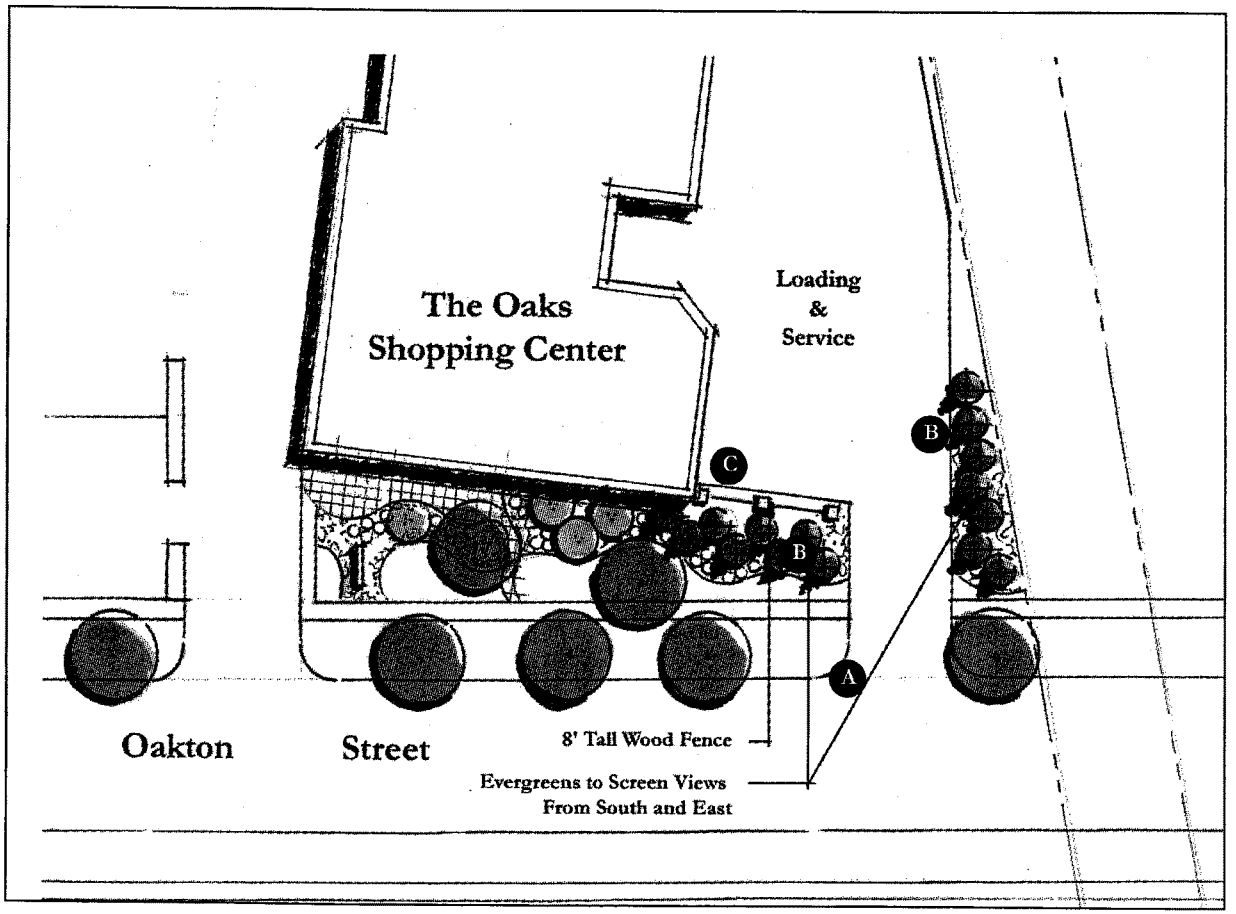
A. Entrance drive configured to screen loading and service areas.

B. Landscaping added to provide interest and screen rear of site.

C. Fencing added to screen area from sidewalk.



Dumpsters clutter the site and are visible from the street.



Oakton Street - Site Improvement Concept

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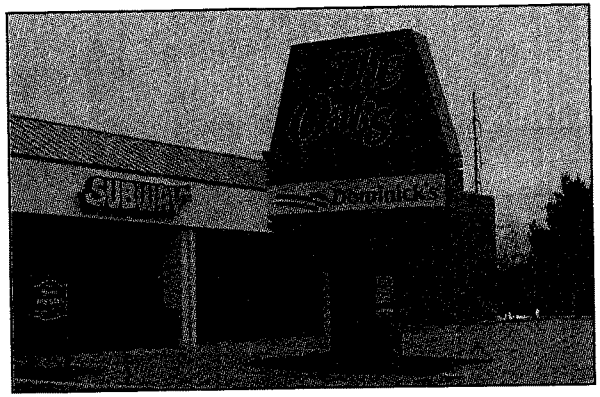
Site Signage

Some site signage within Downtown is oversized and hard to read. Site signage along Oakton Street is generally garish, excessive and hard to read. Some sites along Oakton Street have large signs that display numerous business names/information and have potential for consolidation. There is no consistent placement of signage along Oakton Street or consistent design theme.

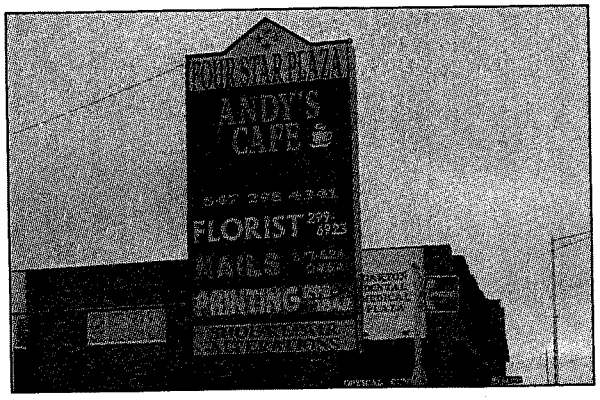
- Site signage in Downtown and along Oakton Street should be minimal and designed to reduce visual clutter and make it easy for both pedestrians and motorists to see.
- As businesses replace existing signs and as new businesses open, site signage should consist of monument signs. Sign height should be restricted to five to eight feet above grade, dependent on lot size, to reduce visual clutter.
- Site signage should be limited to the business name and logo. Text regarding advertising, sales and services should be limited.
- Changing text signs, electronic moving signs, and temporary moveable signs are prohibited.

Unattractive signage, including temporary signs with low quality materials.



Site signage along Oakton.

Unattractive, hard to read site signage along Oakton.



Site signage along Oakton.

DOWNTOWN SIGNAGE CONCEPT

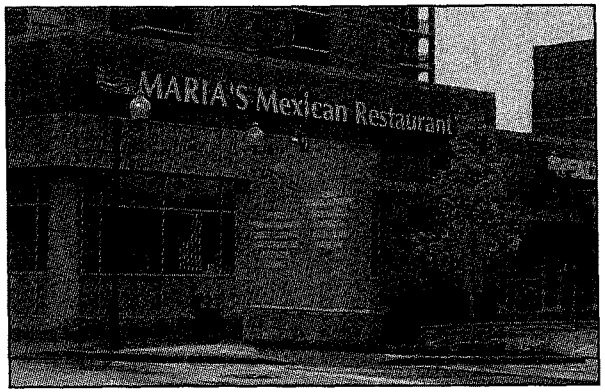
A. Sign placed perpendicular to roadway for easier viewing by passing pedestrians and motorists.

B. Overall height and size reduced to open up views to building and sidewalk.

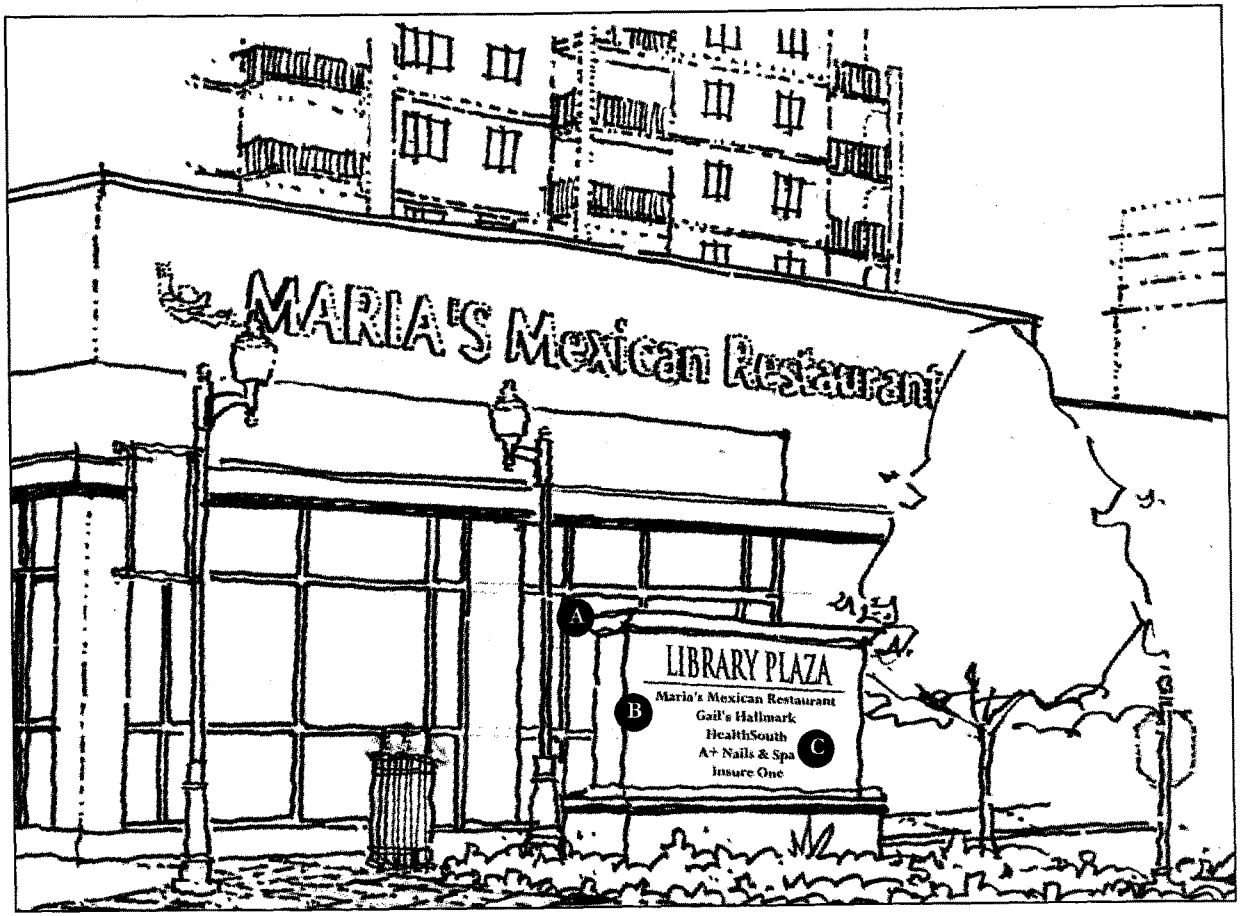
C. Hierarchy of text heights created with site name larger than individual businesses.

C. More contrast between text and background created to improve readability.

C. Amount of information is limited on the sign.



Library Plaza sign.



New Sign Concept

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Section 5: Streetscape Elements

Business District Design Guidelines

STREETSCAPE ELEMENTS

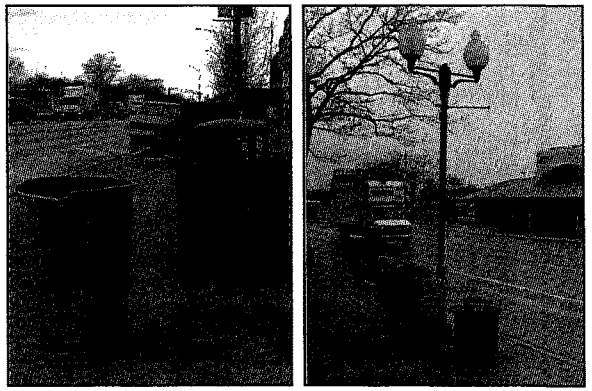
Streetscape amenities such as decorative lighting, special pavers, bollards, trash cans and benches can enhance an area's pedestrian environment commercial viability. These streetscape elements can identify an area as a special and distinct place for shoppers, visitors, residents, and employees. Streetscape elements to consider include: benches, trash receptacles, tree grates, planters, bicycle racks, decorative fencing, street lighting, bollards, paving materials, newspaper stands, decorative arches, public art, banners, water features and clocks.

There is a need to expand, as well as enhance the Downtown streetscape to make it more convenient, safe and visually attractive. Some trash cans, benches and other street furniture are deteriorated and in poor condition. Some appear to be too small for the wide sidewalks along Miner Street. There are few streetscape amenities along Oakton Street which lacks a distinct, attractive, pedestrian friendly image.

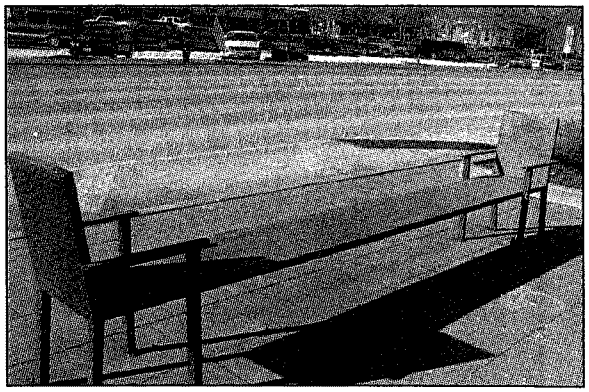
Ongoing maintenance of streetscape furniture and amenities is an important consideration when developing a streetscape program. Continual maintenance is critical to providing an organized, inviting streetscape appearance.

Street Furniture & Amenities

- Coordinated streetscape designs should be initiated to update and improve pedestrian amenities throughout Downtown, and to create a new physical character for Oakton Street.
- After the streetscape designs are established, all new developments and building renovations should use consistent streetscape elements that follow the City's streetscape theme for each area.
- Street furniture and amenities located in public ways and other public property should be harmonious with the design of adjacent buildings and other structures.
- New benches, trash cans, and other elements should be clustered in high traffic areas and located to maintain a proper path of travel for pedestrians.
- New sidewalks should be designed to allow ample space for outdoor dining, landscaping, and other elements.
- Site amenities provided within a site should also match established streetscape character regarding lights, benches, and trash cans.



Some Downtown streetscape elements are too small, deteriorating and inconsistent.



Streetscape amenities, such as public art, should be incorporated where feasible into the Downtown streetscape.

Benches

Pedestrian seating should be incorporated into existing and future developments, but should not inhibit or impede pedestrian circulation along the sidewalks.

- Benches should be placed along streets in unobtrusive locations and considered in private open spaces such as front setback areas and plazas.

Trash Cans

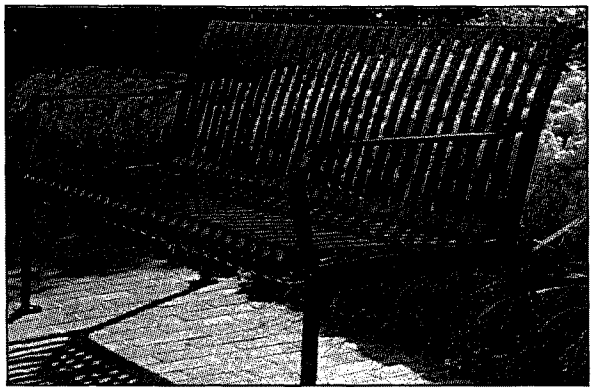
Trash cans should be placed on each street corner and mid-block at high-traffic pedestrian areas throughout Downtown and along the Oakton Street corridor. Open spaces should also include trash cans. Installation of recycling containers should also be considered.

- Trash cans should be placed along streets in unobtrusive locations and considered in private open spaces such as front setback areas and plazas.

Bicycle Racks

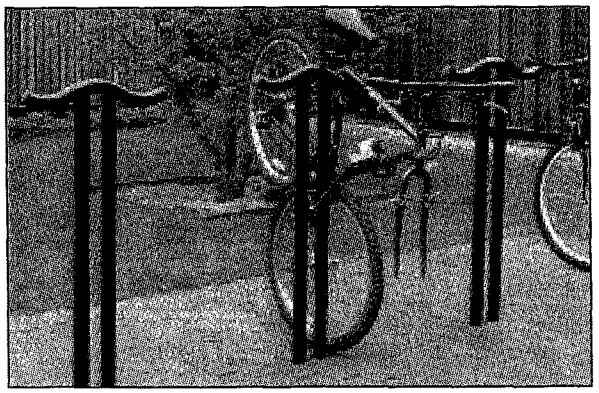
Bicycle racks should be located in high-traffic areas throughout Downtown and along the Oakton Street corridor. Bike racks should not impede the flow of pedestrian traffic along sidewalks. Bicycle racks should also be provided open spaces.

- Bicycle racks should be placed along streets in unobtrusive locations and considered in public open spaces.



Bench Example.

Trash and Recycling Can Example.

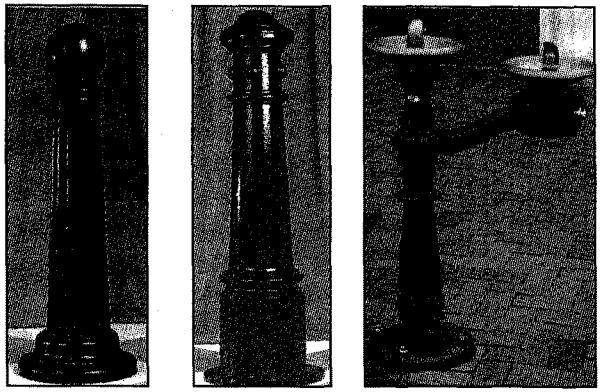


Bike Rack Example.

Bollards & Drinking Fountains

Decorative, metal, non-lit bollards should be considered at key locations to create a separation between pedestrians and vehicles and add to the streetscapes's visual interest. Drinking fountains are a desirable element in active downtowns.

- Bollards should be placed where appropriate along the edges of open spaces and pedestrian paths.
- Drinking fountains should be placed where appropriate along sidewalks and in plazas.



Bollard and Drinking Fountain Examples.

Decorative Fencing

Decorative metal fencing should be used where appropriate to enhance and define open spaces, landscaped areas, parking lots and setback areas. Fencing around parking lots should be in accordance with the City's Zoning Ordinance.

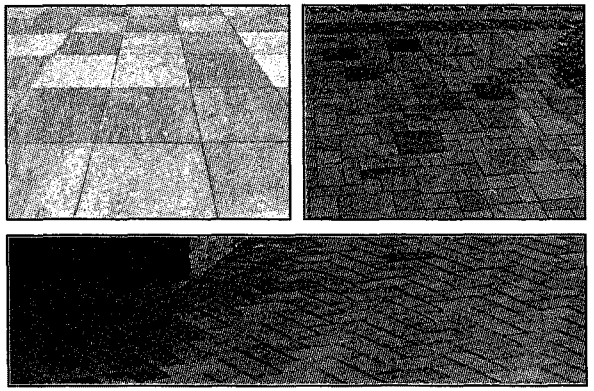
- Decorative iron or aluminum fencing, three to four feet in height is encouraged.
- Solid fencing should be limited to service areas.
- Chain link fencing and barbed wire is prohibited anywhere in Downtown and along Oakton Street.

Decorative Fence Example.

Paving Materials

Special paving materials can provide variety and appeal to hardscape surfaces while defining different areas of activity.

- Sidewalks, parking lots, terraces, and other areas that have special pavers should provide an inviting appearance and be adequately sized and drained for the intended use.
- Decorative paving materials, "brick pavers" should be used in plazas and pedestrian paths where feasible.
- Paving patterns should be simple and only one or two pre-approved styles should be used for Downtown and the Oakton Street corridor.



Special Paver Examples.

Newspaper Stands

Newspaper boxes/machines are prevalent in Downtown. However, they clutter the sidewalks and detract from the pedestrian environment and overall streetscape. Decorative newspaper stands would remove clutter by consolidating newspaper machines. They should be located at high-traffic pedestrian locations.

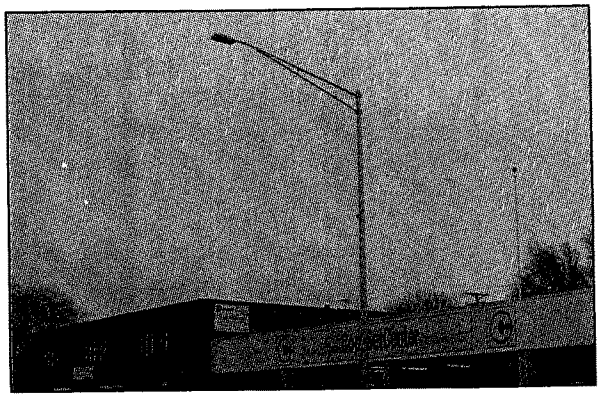
- Decorative newspaper stands should be located throughout Downtown and near the train station to consolidate numerous newspaper boxes.

Street Lighting

Cobra style light fixtures and acorn style decorative fixtures are the predominant type of streetlight along the streets of Downtown. Decorative streetlights should be maintained and provided throughout Downtown to create consistent pedestrian scaled lighting.

- New developments should provide decorative light fixtures consistent with the standard Downtown "acorn" style light fixtures. Within parking lots, lighting standards should complement the design of the acorn fixtures in look and color.

- After a standard lighting fixture is determined for Oakton Street, new developments should provide fixtures that are consistent in style and color within parking lots and pedestrian areas.



Standard "Cobra" style light fixtures are predominant along Oakton Street.

Random newspaper boxes clutter sidewalks.

Decorative newspaper stands reduce clutter while enhancing the streetscape.

Decorative streetlights should be expanded throughout Downtown and along Oakton Street.

DOWNTOWN STREETSCAPE CONCEPT

A. Decorative acorn style street lights.

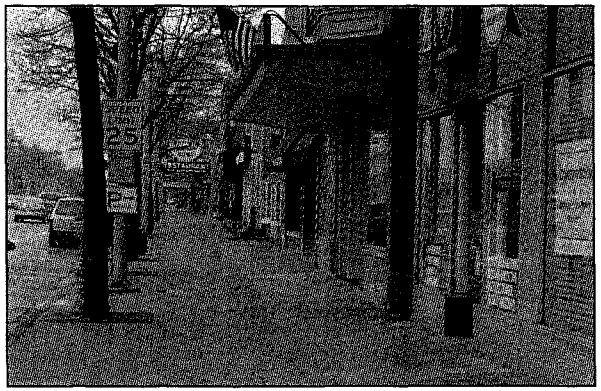
B. Planting beds installed where feasible to separate pedestrian and motor traffic, reduce concrete width and add visual interest to the street.

C. Special paving added in plazas and along primary sidewalks to provide variety.

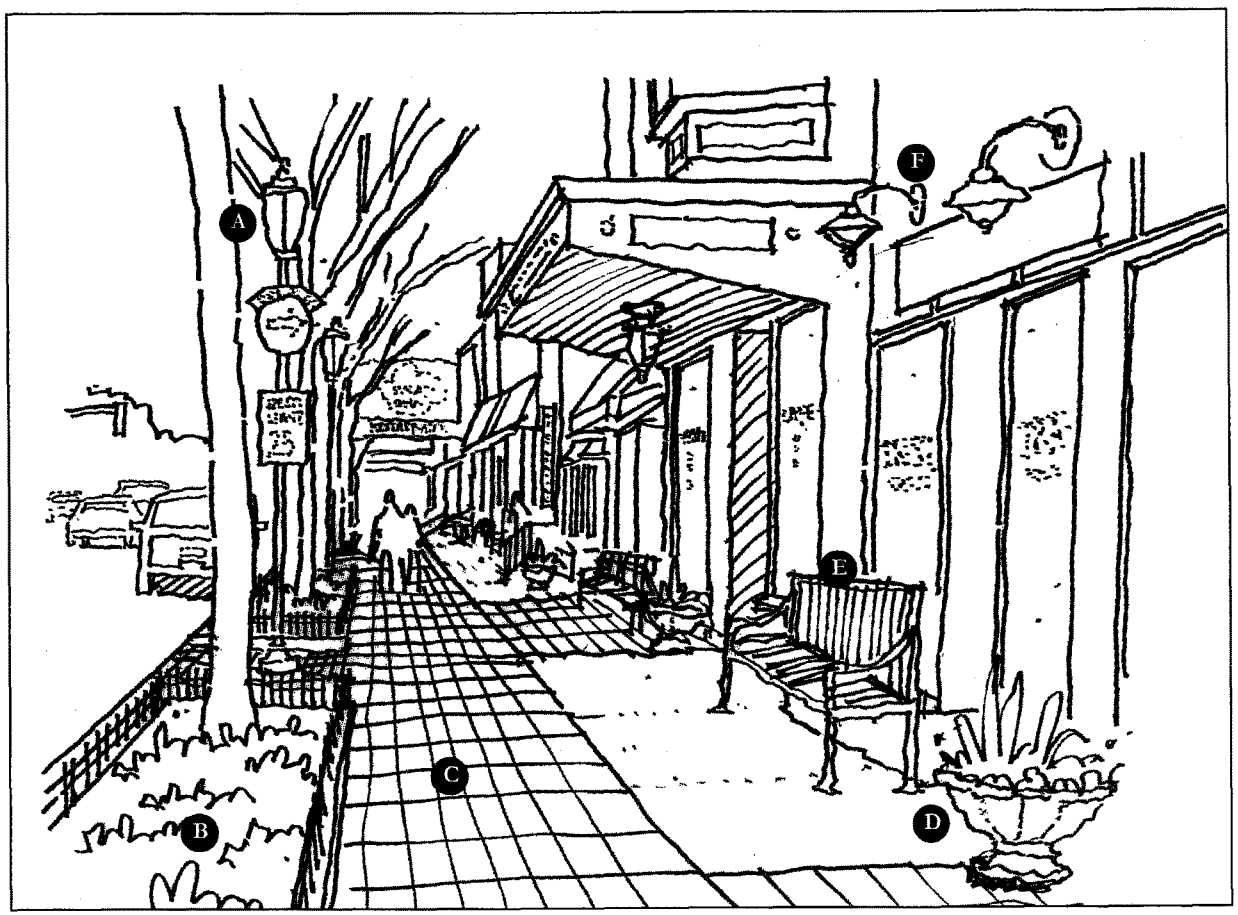
D. Decorative moveable planters added along storefronts to add color and break up the look of large paved areas.

E. Benches placed where feasible.

F. Architectural lighting added to complement decorative street lighting.



Existing Downtown Streetscape.



Downtown Streetscape Enhancement Concept

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OAKTON STREETSCAPE CONCEPT

A. Decorative planters added to provide color along the street.

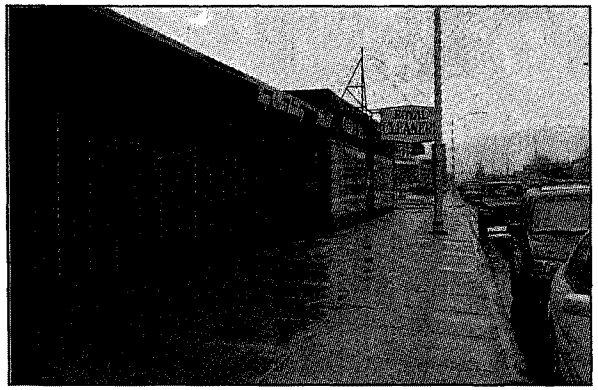
B. Benches placed along street to provide resting and stopping areas.

C. Projecting blade signs added on blocks with narrow setbacks to improve sign visibility for pedestrians and motorists.

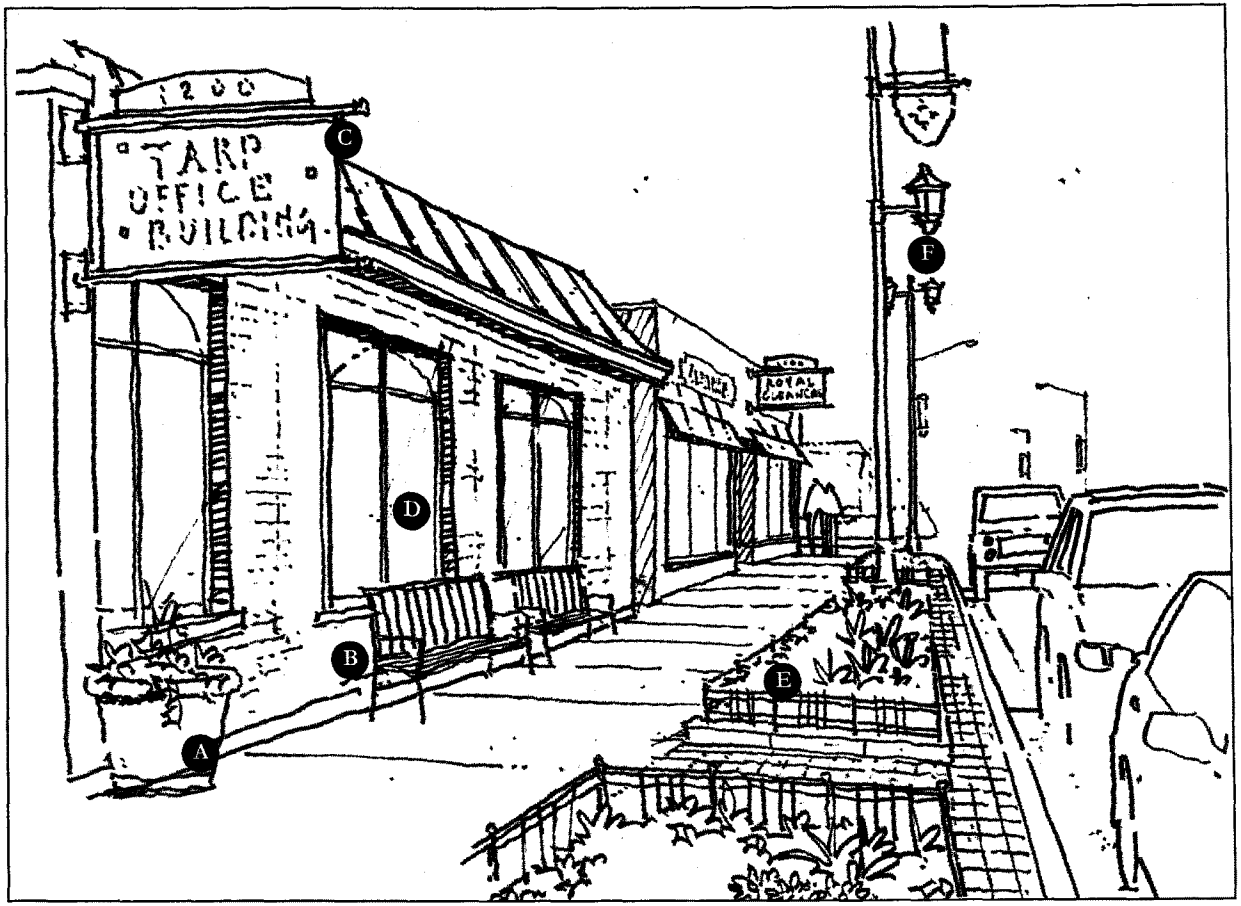
D. Large windows installed on blank facades where feasible.

E. Where space permits, low planting beds installed to help separate pedestrian and motor traffic, as well as reduce concrete width and add color to the street.

F. New decorative street lighting added based on an overall Oakton Street design theme.



Existing Oakton Streetscape.



Oakton Streetscape Enhancement Concept

OAKTON STREETSCAPE CONCEPT

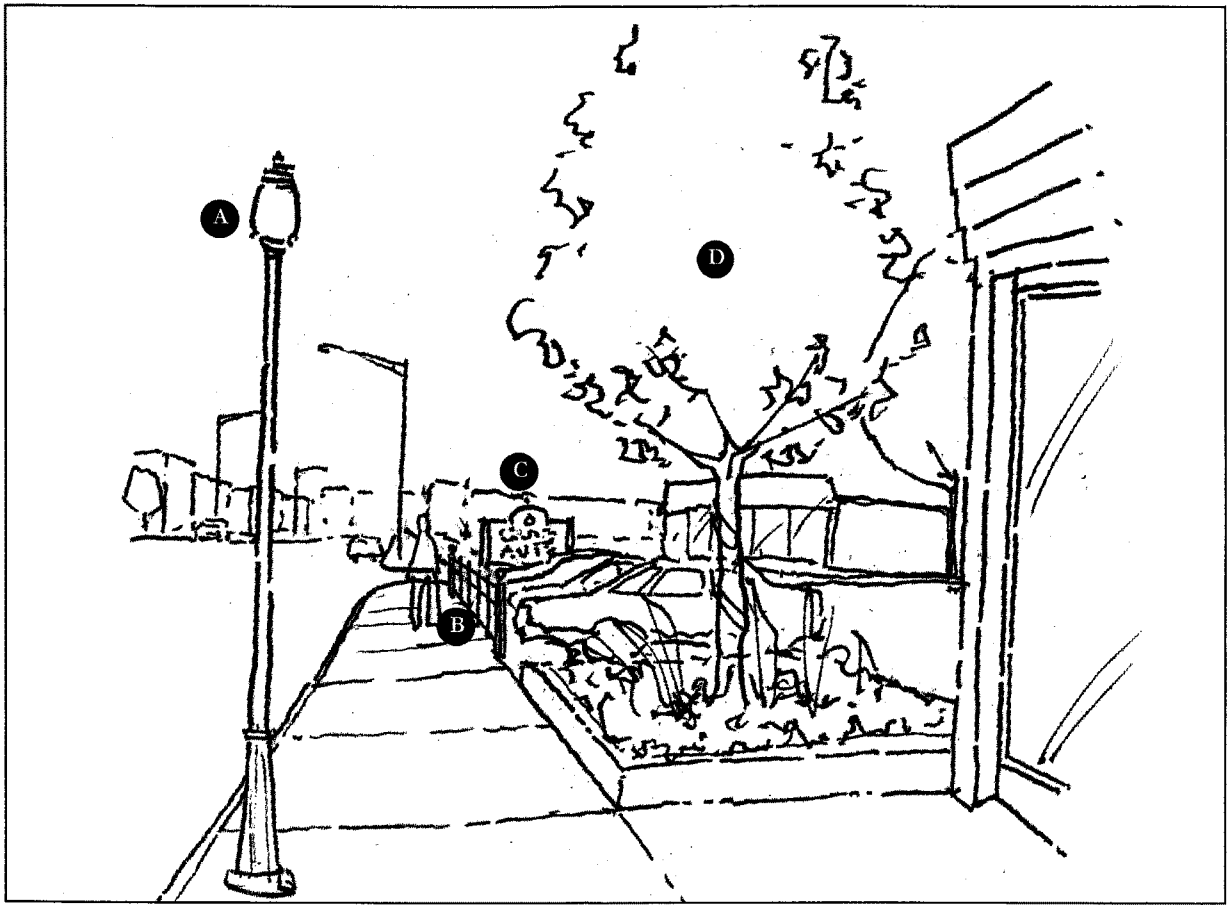
A. Pedestrian scaled lighting added in between new street lighting.

B. Low decorative fencing placed to screen parking lots.

C. Site signage consolidated into low monument signs.

D. Low planters installed with street trees where space permits.

Existing Oakton Streetscape.



Oakton Streetscape Enhancement Concept

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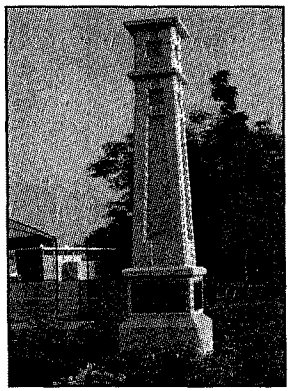
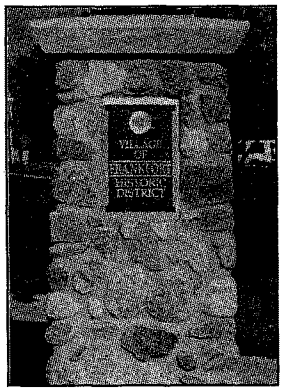
Signage

Identity Signage

Downtown Des Plaines and the Oakton Street corridor lack identity signage and gateways. An overall signage design theme with consistent colors, logos, and message does not exist. Decorative identity signage would provide residents, shoppers and visitors with a sense of arrival into these special areas within the City. Such signage would reinforce each District's character.

Decorative gateway signs should be considered for the River Road, Lee Street/Mannheim Road, and Miner Street entrances to Downtown, as well as the Lee Street/Mannheim Road and River Road entrances to the Oakton corridor. Identity signage should be considered at key locations throughout Downtown and along Oakton Street.



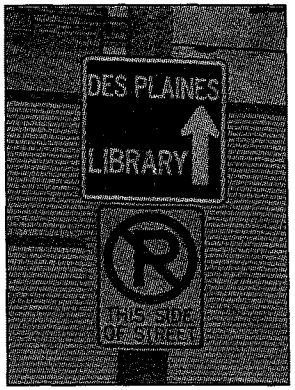


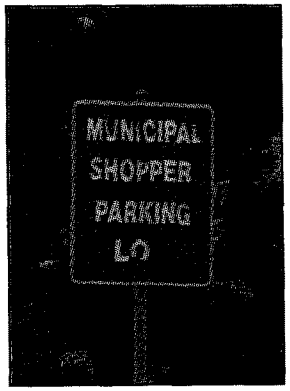
Gateway sign examples.

Directional Signage

Directional signage leading to parking and activity generators is lacking throughout Downtown.

Specially designed directional signs should be placed in and near Downtown to direct residents, shoppers and visitors to parking and key destinations.



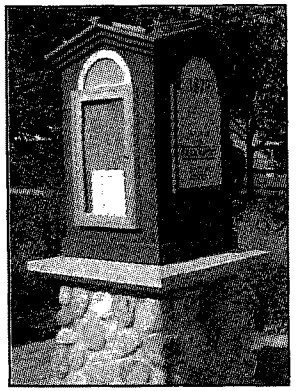


Existing directional signs in Downtown.

Informational Signage

Downtown Des Plaines lacks informational signs that guide pedestrians to areas of interest. Special informational signs and kiosks should be designed for pedestrian use and placed near Downtown activity generators.

Informational signage could include area maps, business, parking and plaza locations, event listings, historical information and local information.



Informational sign/ kiosk examples.

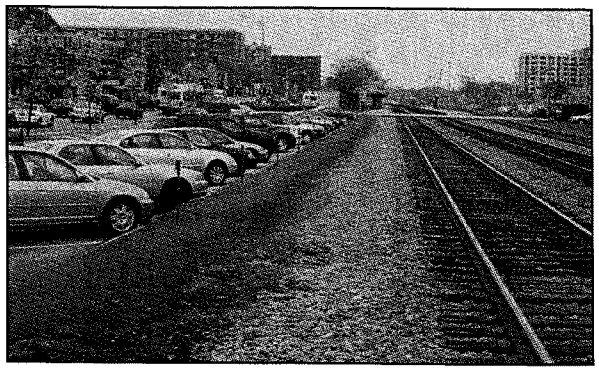
RAILROAD ENHANCEMENT CONCEPT

A. Decorative fencing added to create a buffer along railroad tracks.

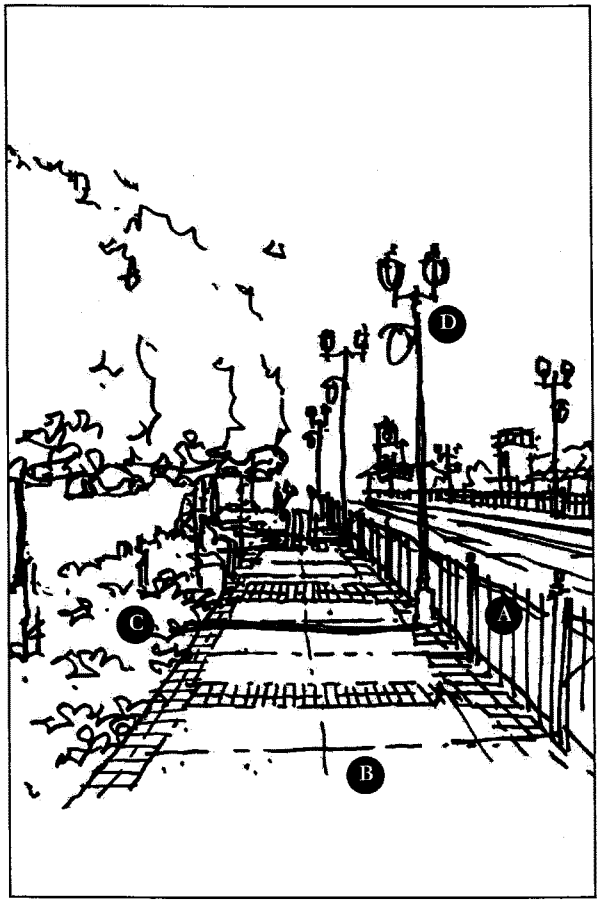
B. Special pavers along the fence to create a pathway as a special amenity through Downtown.

C. Low shrubs and decorative planters to further enhance the pathway and screen parking.

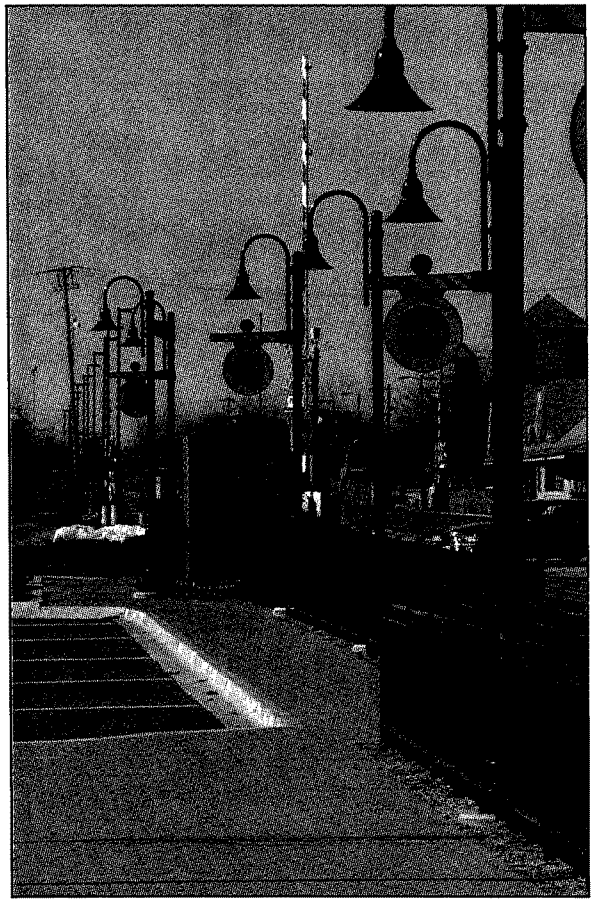
D. Special lighting and signage added to improve safety and appearance.



Existing Railroad through Downtown.



Railroad Enhancement Concept



Railroad Enhancement Example.

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Section 6: Landscaping

Business District Design Guidelines

LANDSCAPING GUIDELINES

The following landscaping guidelines supplement the City's Landscape Ordinance, which defines the necessary landscape requirements that property owners must meet or exceed on all new developments and rehabilitations.

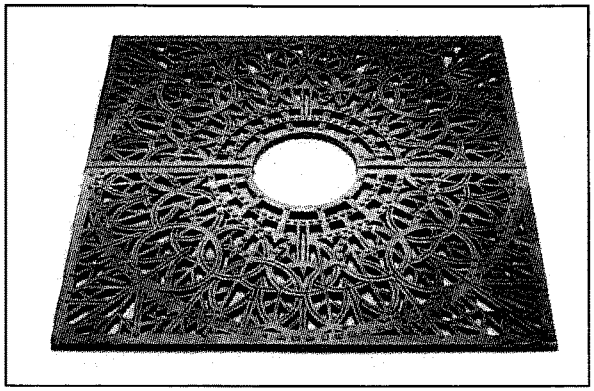
The Landscape Ordinance also provides a general plant palette for a variety of landscape conditions including tree plantings, hedge plantings, shrub plantings, and groundcover plantings. In addition to the recommended species, the Landscape Ordinance sets standards for material quality, digging and handling, inspection, planting details, and maintenance.

- Landscape treatment should be provided to enhance architectural features, strengthen vistas and provide shade.
- Unity of design should be achieved by repetition of certain plant varieties and other materials, and by correlation with adjacent developments.
- Plant material should be selected for structure, texture, color and for its ultimate growth potential. Plants that are indigenous to the area and that will be hardy, harmonious to the design, and attractive should be used.
- In locations where plants will be susceptible to injury by pedestrian or motor traffic, they should be protected by appropriate curbs, tree guards, or other device.

Street Trees

Street trees in the Downtown are numerous, appear in good condition and are adequately spaced. Landscaping is sparse along Oakton Street. Most of the Oakton Street Corridor has narrow sidewalks, as well as few parkways or street trees.

- New trees and plantings should be installed in parkways and paved areas where needed.
- Parkway trees should be installed consistently along the street, but not in a manner to detract from building signage or illumination.
- Deteriorating tree grates should be replaced with a decorative grates.

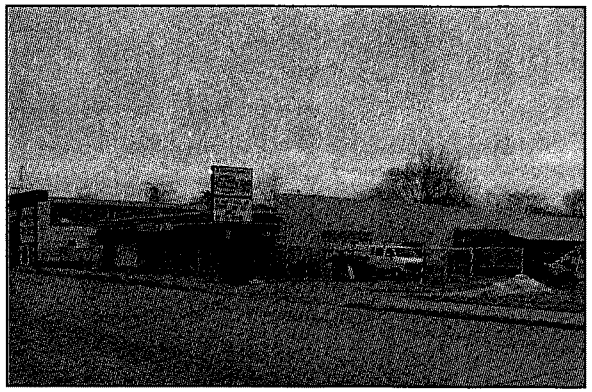


Decorative tree grate example.

Seasonal Flowers & Shrubs

Beyond street trees, there is minimal landscaping within properties, i.e. planters, hanging baskets, flower boxes or planting pockets. There is a need for additional landscaping in open pockets along streets and sidewalks within Downtown and along Oakton Street.

- Moveable decorative planters should be placed in plazas and along pedestrian paths and sidewalks where they will not impede safe flow of pedestrians. They should be sized and scaled to the open space and sidewalks, and follow the streetscape theme for each area.



The Oakton Corridor lacks landscaping.

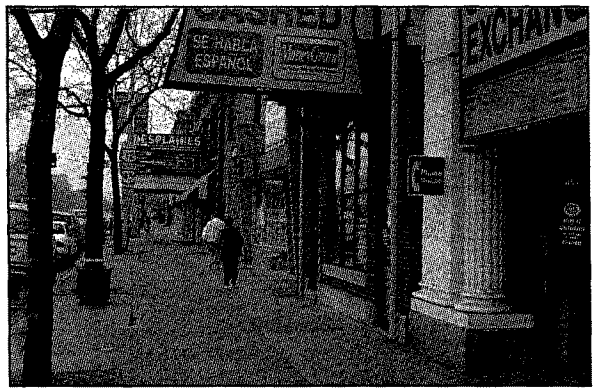
Attachment 2

Landscaping

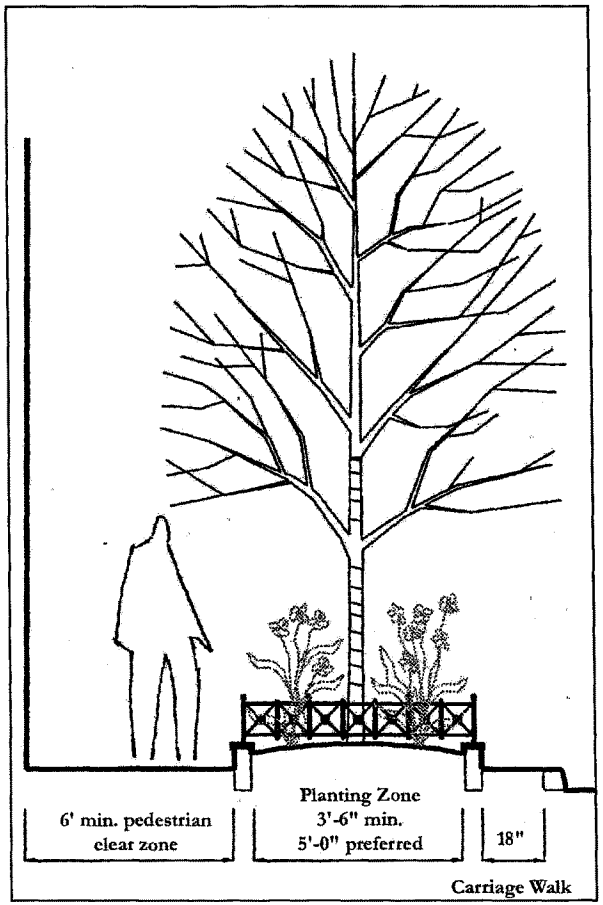
- New plantings and color pockets should be added along the street where space allows and in plazas. Raised beds, moveable planters, flower boxes, and hanging baskets provide seasonal interest, enhance the pedestrian experience, and reinforce the area's character. The City and Chamber of Commerce should work jointly to educate business owners about maintaining planters, boxes and baskets.

- Along wider sidewalks, raised landscape planters can be used to break up large paved areas, add visual interest to the street, and separate pedestrians from traffic.

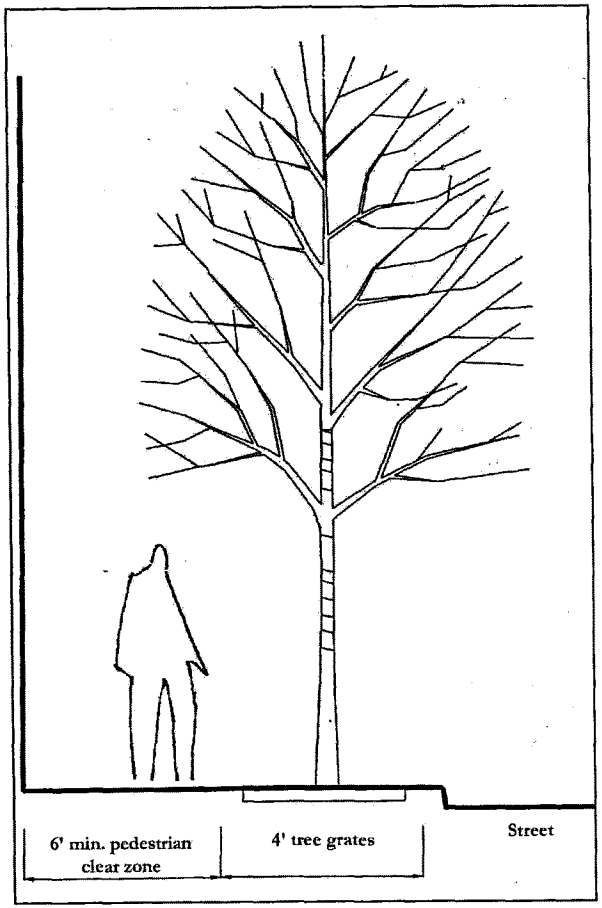
- Vacant lots should be maintained with sod and low level plantings until developed with new buildings.



The Downtown streetscape lacks seasonal plants and other landscape features.



Conceptual sidewalk landscaping with raised landscape planter.

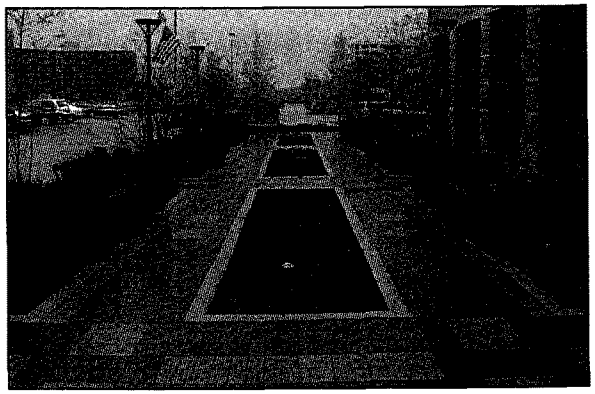


Conceptual sidewalk landscaping with trees grates.

Plazas

Plazas exist in various locations throughout Downtown. These plazas provide seating and landscaping, and are generally in good condition. There are no plazas or open space along Oakton Street.

- Existing and future open spaces and plazas should incorporate special features such as fountains, artwork, plantings, and other elements.
- Plazas should provide a variety of seating areas through benches and seatwalls.
- Moveable decorative planters should be placed in plazas and along pedestrian paths leading to plazas. They should be placed where they will not impede the safe flow of pedestrians. They should be sized and scaled to meet the size of the open space and/or paths.
- All plazas must be designed to meet ADA requirements.
- Plazas should include a variety of landscape materials to provide shade, create seasonal interest and soften building edges.
- In areas where general planting will not prosper, other materials, such as fences, walls and pavers should be used. Carefully selected plants should be combined with such materials where possible.



Downtown's Library Plaza.

Fountain example

Plaza example

Riverwalk/Plaza example.

Attachment 2

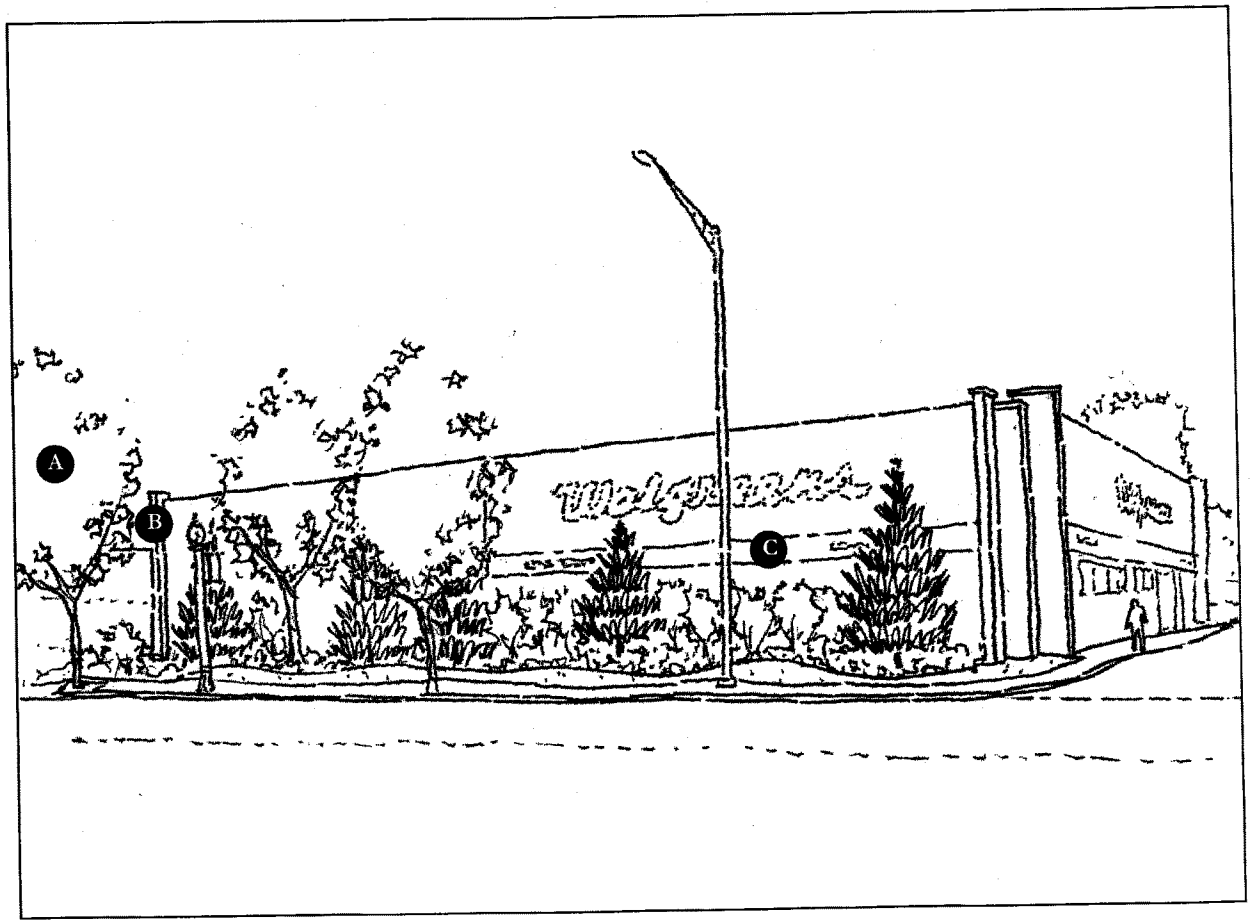
OAKTON STREET LANDSCAPING

A. Street trees added to parkway.

B. Pedestrian scaled lighting added to supplement street lighting.

C. Additional shrubs and evergreens used to screen blank walls where space allows.

Solid building wall with minimal landscaping on Oakton Street.



Oakton Street Site Landscaping Concept

Section 7: Appendix

Business District Design Guidelines

Definitions

Air Rights - The right to use space above ground level.

Arcade - A series of arches supported by columns or piers; a building or part of a building with a series of arches.

Atrium - A skylit central court in a building.

Bay - One unit of a building that consists of a series of similar units, commonly defined by the number of window and door openings per floor or by the space between colums or piers.

Belt Course - A narrow, horizontal band projecting from the exterior walls of a building, usually defining the interior floor levels.

Bollard - A short post constructed of metal, wood or stone used to limit an area and restrict vehicles.

Brace - A diagonal stabilizing member of a building frame.

Bracket - A support element under eaves, shelves or other overhangs; often more decorative than functional.

Buildable Area - The area of a lot that can be built upon.

Building Mass - The height, width and depth of a structure.

Building Scale - The relationship of a particular building, in terms of building mass, to other nearby and adjacent buildings.

Building Setback - The distance between a building and any lot line.

Caliper - The diameter of a tree trunk.

Cantilever - A projecting beam or part of a structure supported only at one end.

Casement - A window with sash hung vertically and opening inward or outward.

Clapboard - A long, narrow board with one edge thicker than the other, overlapped to cover the outer walls of frame structures; also known as weatherboard.

Cornice - Projecting ornamental molding along the top of a building or wall.

Cupola - A dome shaped roof on a circular base, often set on the ridge of a roof.

Dedication - The tranfer of property by the owner to another party.

Density - The number of dwelling units per unit of land.

Dormer - A vertically set window on a sloping roof; the roofed structure housing such a window.

Easement - A grant of one or more property rights by the owner to and/or for use by the public, or other person or entity.

Eaves - The projecting overhang at the lower edge of a roof.

Egress - An exit.

Floor Area Ratio (FAR) - The gross floor area of all buildings or structures on a lot divided by the total lot area.

Fenestration - The arrangement of windows in a wall.

Gable - A triangular wall segment at the end of a double pitched or gabled roof.

Gambrel - A ridged roof with two slopes on each side, the lower slope having the steeper pitch.

Hipped Roof - A roof with four uniformly pitched sides.

Ingress - An access or entry point.

Mansard Roof - A roof that has two slopes on all four sides.

Masonry - Wall construction of materials such as stone, brick and adobe.

Micellaneous Structures - Miscellaneous structures include any structures, other than buildings, visible from any public way. Street hardware includes all objects not commonly referred to as structures and located in streets and public ways and outside of buildings.

Molding - A continuous decorative band that is either carved into or applied to a surface.

Mullion - A vertical member separating, and often supporting, windows, doors or panels set in a series.

Obelisk - A tall, four sided shaft that is tapered and crowned with a pyramidal point.

Parapet - A low, solid, protective wall or railing along the edge of a roof or balcony.

Pavers - Preformed paving blocks that are installed on the ground to form patterns while at the same time facilitate pedestrian and vehicular travel.

Pedestrian Scale - The proportional relationship between an individual and his or her environment.

Plaza - An open space that may be improved and landscaped, usually surrounded by streets and buildings.

Portico - A major porch or overhang supported by columns.

Quoin - Units of stone or brick used to accentuate the corners of a buildings.

Reveal - The vertical slide of a door or window opening between the frame and the wall surface.

Rosette - A stylized floral decoration.

Sash - A frame in which the panes of a window are set.

Setback - An architectural element in which the upper stories of a tall building are stepped back from the lower stories.

Sign Area - The entire face of a sign, including the advertising surface and any framing, trim, or molding but not including the supporting structure.

Sign Band - The horizontal area on a building facade used for the sign.

Sign Face - The area or display surface used for the message.

Spindle - A turned wooden element, often used in screens stair railings and porch trim.

Streetscape - All elements that constitute the physical makeup of a street and define its character.

Streetwall - The continuation of zero lot line building facades along a street.

Turret - A small, slender tower usually at the corner of a building, often containing a circular stair.

Vault - An arched ceiling of masonry.

Veranda - A roofed open gallery or porch.

Zero Lot Line - The location of a building on a lot in such a manner that one or more of the building's sides rest directly on a lot line.

Zoning - The delineation of districts and the establishment of regulations governing the use, height and bulk of buildings.

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