VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS
200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
http://www.palatine.il.us

VILLAGE COUNCIL & COMMITTEE OF THE WHOLE

AGENDA

JANUARY 17, 2022

Regular Meeting **7:00 PM**

I. ROLL CALL

II. PLEDGE TO THE FLAG

III. APPROVAL OF MINUTES

1. Village Council & Committee of the Whole - Regular Meeting - January 10, 2022

IV. MAYOR'S REPORT

1. As Submitted

V. RECESS TO THE COMMITTEE OF THE WHOLE

VI. COMMITTEE OF THE WHOLE

A. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE

GREG SOLBERG, CHAIRMAN

1. Consider a Motion to Approve a Preliminary Planned Development to Allow a Two-Story, Forty-Unit Apartment Building at 874-920 N. Quentin Road (Council District: One)

2. As Submitted

B. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted

C. BUSINESS FINANCE & BUDGET COMMITTEE

BRAD HELMS, CHAIRMAN

1. As Submitted

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE

SCOTT LAMERAND, CHAIRMAN

1. As Submitted

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE

TIM MILLAR, CHAIRMAN

1. As Submitted

F. POLICE POLICY & CODE SERVICES COMMITTEE

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted

VII. RECONVENE THE VILLAGE COUNCIL MEETING

VIII.CONSENT AGENDA

All items are considered to be routine by the Village Council and will be enacted by one motion, with waiver of first reading. There will be no separate discussion of these items unless a Council Member so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

1. Consider a Motion to Accept Perpetual Storm Sewer Easements at 165 E. Timberlane Drive and 171 E. Timberlane Drive (Council District: Three)

2. Consider an Ordinance Decreasing the Number of Class D Liquor Licenses by One for Chipotle Mexican Grill, 781 E. Dundee Road (Council District: Three)

3. Consider an Ordinance Decreasing the Number of Class D Liquor Licenses by One for Heng Wing Restaurant, 121 W. Palatine Road (Council District: Two)

IX. REPORTS OF STANDING COMMITTEE

A. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted

B. BUSINESS FINANCE & BUDGET COMMITTEE

BRAD HELMS, CHAIRMAN

1. As Submitted

C. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE

GREG SOLBERG, CHAIRMAN

1. Consider a Motion to Approve a Preliminary Planned Development to Allow a Two-Story, Forty-Unit Apartment Building at 874-920 N. Quentin Road (Council District: One)

2. As Submitted

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE

SCOTT LAMERAND, CHAIRMAN

1. As Submitted

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE

TIM MILLAR, CHAIRMAN

1. As Submitted

F. POLICE POLICY & CODE SERVICES COMMITTEE

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted

X. REPORTS OF THE VILLAGE OFFICERS

A. VILLAGE MANAGER

1. As Submitted

B. VILLAGE CLERK

1. As Submitted

C. VILLAGE ATTORNEY

1. As Submitted

XI. CLOSED SESSION AS REQUIRED

XII. RECOGNITION OF AUDIENCE

XIII. ADJOURNMENT

VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS
200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
http://www.palatine.il.us

VILLAGE COUNCIL & COMMITTEE OF THE WHOLE

MINUTES

JANUARY 10, 2022

Regular Meeting **7:00 PM**

I. ROLL CALL – Time: 7:00 PM

Attendee Name	Title	Status	Arrived
Jim Schwantz	Mayor	Present	
Tim Millar	District 1 Councilman	Present	
Scott Lamerand	District 2 Councilman	Present	
Doug Myslinski	District 3 Councilman	Absent	
Greg Solberg	District 4 Councilman	Present	
Kollin Kozlowski	District 5 Councilman	Present	
Brad Helms	District 6 Councilman	Present	

Also Present:
Village Clerk Marg Duer, Village Manager Reid Ottesen, Deputy Village Manager Mike Jacobs, Village Attorney Patrick Brankin, Director of Planning & Zoning Ben Vyverberg, Director of Public Works Matt Barry, Police Chief Dave Daigle, Deputy Police Chief Brice Baker, Fire Chief Patrick Gratzianna, Deputy Fire Chief Scott Mackeben, and IT Director Larry Schroth

II. PLEDGE TO THE FLAG

Mayor Schwantz invited everyone to stand and join him in the Pledge to the Flag.

III. APPROVAL OF MINUTES – Time: 7:00 PM

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Greg Solberg, District 4 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

1. Village Council & Committee of the Whole - Special Meeting - December 13, 2021 **- Accepted**

2. Village Council & Committee of the Whole - Regular Meeting - December 13, 2021 **- Accepted**

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

IV. MAYOR'S REPORT

1. As Submitted -

Mayor Schwantz announced upcoming events:

Christmas trees and wreaths, free of decorations, can be placed at the parkway on your scheduled collection day throughout January.

V. RECESS TO THE COMMITTEE OF THE WHOLE

Recess to Committee of the Whole **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
AYES:	Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

VI. COMMITTEE OF THE WHOLE

A. POLICE POLICY & CODE SERVICES COMMITTEE

KOLLIN KOZLOWSKI, CHAIRMAN

1. Consider an Ordinance Granting a Special Use for a Fence to be Located in the Side Yard Abutting a Street and Abutting the Side Lot Line of an Adjacent Front Yard at 409 S. Elm Street **- Motion Carried by Voice Vote** (Council District: Two)

   Planning & Zoning Director Ben Vyverberg presented the petitioner's request for a Special Use to permit a solid 6-foot cedar fence with landscaping 12 feet from the side yard lot line abutting Dorset and the side lot line of an adjacent front yard (homeowner has emailed approval). The Zoning Board of Appeals voted unanimously to recommend and staff concurs.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Jim Schwantz, Mayor
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

2. Consider an Ordinance Granting a Variation for a Setback Reduction to Allow a Deck at 893 W. Willow Street **- Motion Carried by Voice Vote** (Council District: One)

   Planning & Zoning Director Ben Vyverberg presented the petitioner's request

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

for a Variation to permit a permanent built-in kitchen area on the proposed patio with deck above. The ZBA voted unanimously to recommend approval of the Variation and staff recommends action at the discretion of the Village Council.

Councilman Kozlowski asked about the grill beneath the raised deck. Petitioners Andrea & Alex Scherr, explained that the grill is mobile.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Jim Schwantz, Mayor
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

3. As Submitted **-**

   Nothing was submitted.

B. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 7:07 PM

SCOTT LAMERAND, CHAIRMAN

1. Consider a Motion to Approve the Temporary Closure of Public Streets and Waiver of Fees all Related to the Jaycees' Proposed 2022 Hometown Fest **- Approved by Voice Vote** (Council District: Six)

   Village Manager Reid Ottesen presented the Jaycees' request for:

- Waiver of fees for Village services, permits, and licenses;
- Temporary closure of Wood Street, between Mozart Street and Oak Street, from Monday, June 27 - Tuesday, July 5 for the carnival (maintaining access to the Village Hall and Park District facilities); and
- Temporary closure of streets on Saturday, July 2 for the parade. Setup Wednesday, June 29 and tear down Monday afternoon on July 4th and conclude on Tuesday, July 5th.

The proposed event hours were approved by the Palatine Park District in October. All Village approvals are subject to compliance with any COVID related guidelines or orders in place at the time of the event. Staff recommends approval of the Palatine Jaycees Hometown Fest and related requests.

Megan O'Brien and Jennifer Anderson, co-Chairs of Jaycee's Hometown Fest 2022, stated all aspects are in place.

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Greg Solberg, District 4 Councilman
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

2. As Submitted **-**

   Nothing was submitted.

C. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE – Time: 7:09 PM

DOUG MYSLINSKI, CHAIRMAN

In the absence of Chairman Myslinski, Vice-Chair Solberg opened the Administration, Technology & Community Health Committee.

1. Consider a Motion Authorizing the Purchase of In-Vehicle Computers for the Fire & Police Departments **- Approved by Voice Vote**

   Village Manager Reid Ottesen recommended the purchase of Gtac 14" tablets to fit the needs of both the Fire and Police Departments, replacing 10-year old inadequate laptops. Staff recommends the purchase of in-vehicle computers from the low compliant bidder, Ensemble Solutions Group, at the cost of $243,695.68. Additional mounting hardware for each unique car will be purchased separately. ARPA funds were allocated in 2021 to support this purchase.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Jim Schwantz, Mayor
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

2. Consider an Ordinance Amending Chapter 11, Article VIII, Commercial Vehicle Relocators Licensing Law of the Village of Palatine Code of Ordinances **- Motion Carried by Voice Vote**

   Village Manager Reid Ottesen, based on review of the Village's Code of Ordinances to ensure accuracy and relevancy, proposed amendments to Chapter 11 - Licenses, Permits and Business Regulations warrants updating to better define, address and facilitate efficient and effective regulation of said practices within the Village, notably in relocation of vehicles. Staff recommends approval of the text amendment to Chapter 11.

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Mayor
SECONDER:	Brad Helms, District 6 Councilman
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

3. As Submitted **-**

   Nothing was submitted.

D. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 7:12 PM

BRAD HELMS, CHAIRMAN

1. Consider an Ordinance Amending Chapter 2 Administration, Article XX Fire and Police Commission, of the Village's Code of Ordinances **- Motion Carried by Voice Vote**

   Village Manager Reid Ottesen stated recently, staff recommended and received approval from the Bureau of Fire and Police Commissioners, to accept applicants for the position of police officers on a lateral entry basis, conforming to the Illinois Compiled Statutes and the Illinois Law Enforcement Training Standards and Board. The proposed amendments will allow staff to expand their list of qualified candidates to fill vacant sworn positions within the Department. Staff recommends approval of the text amendments.

   In response to Councilman Helms, Ottesen stated applicants are down, and this action helps to get the best of the best.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Kollin Kozlowski, District 5 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

2. Consider a Resolution Amending the Village of Palatine's Fire and Police Commission Rules & Regulations to Allow for Lateral Hires of Entry Level Candidates **- Adopted by Voice Vote**

   Village Manager Reid Ottesen referenced the companion Text Amendment confirming the Bureau of Fire and Police Commissioners has approved modification of their rules and regulations to allow for lateral candidates to apply for these positions commencing in 2022. Existing rules need to be updated to reflect the Commissioners' approval for lateral hires. The proposed rules change would codify how Commissioners will create an eligibility list for lateral candidates. Staff recommends the proposed changes. The Fire and Police Commission approved the changes at their meeting on November 3, 2021.

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Kollin Kozlowski, District 5 Councilman
SECONDER:	Jim Schwantz, Mayor
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

3. As Submitted **-**

   Nothing was submitted.

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 7:15 PM

TIM MILLAR, CHAIRMAN

1. Consider a Motion Authorizing the Village Manager to Purchase a Replacement Fire Aerial Platform Truck **- Approved by Voice Vote**

   Village Manager Reid Ottesen reported as part of the Capital Vehicle Replacement Program, the Village Council allocated $1,350,000 in American Rescue Plan Act funds for the replacement of one 2008 Pierce Quint fire ladder truck, after an inspection, evaluation, and life cycle cost analysis. The low responsive bidder was MacQueen Emergency of Aurora, Illinois for $1,278,000 and indicated that they can meet all specifications outlined in the bid. The total purchase cost includes a $15,000 allowance for specific parts in the total bid price. Staff recommends awarding the contract for the 2022 Aerial Platform Truck Purchase to MacQueen Emergency of Aurora, Illinois in the not-to-exceed amount of $1,278,000.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Schwantz, Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

2. As Submitted **-**

   Nothing was submitted.

F. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 7:16 PM

GREG SOLBERG, CHAIRMAN

1. As Submitted **-**

   Nothing was submitted.

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

VII. RECONVENE THE VILLAGE COUNCIL MEETING – Time: 7:16 PM

Reconvene the Village Council Meeting **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

VIII.CONSENT AGENDA

All items are considered to be routine by the Village Council and will be enacted by one motion, with waiver of first reading. There will be no separate discussion of these items unless a Council Member so requests, in which event the item will be removed from the Consent Agenda and considered in its normal sequence on the agenda.

RESULT:	**ADOPTED BY ROLL CALL [UNANIMOUS]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

1. Consider a Motion to approve Warrant #1 **- Approved**

2. Consider an Ordinance Granting a Special Use for a Fence to be Located in the Side Yard Abutting a Street and Abutting the Side Lot Line of an Adjacent Front Yard at 409 S. Elm Street **- Approved** (Council District: Two)

   Ordinance #O-1-22

3. Consider an Ordinance Granting a Variation for a Setback Reduction to Allow a Deck at 893 W. Willow Street **- Approved** (Council District: One)

   Ordinance #O-2-22

4. Consider a Motion to Approve the Temporary Closure of Public Streets and Waiver of Fees all Related to the Jaycees' Proposed 2022 Hometown Fest **- Approved** (Council District: Six)

5. Consider a Motion Authorizing the Purchase of In-Vehicle Computers for the Fire & Police Departments **- Approved**

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

6. Consider an Ordinance Amending Chapter 11, Article VIII, Commercial Vehicle Relocators Licensing Law of the Village of Palatine Code of Ordinances **- Approved**

   Ordinance #O-3-22

7. Consider an Ordinance Amending Chapter 2 Administration, Article XX Fire and Police Commission, of the Village's Code of Ordinances **- Approved**

   Ordinance #O-4-22

8. Consider a Resolution Amending the Village of Palatine's Fire and Police Commission Rules & Regulations to Allow for Lateral Hires of Entry Level Candidates **- Adopted by Roll Call**

   Resolution #R-1-22

9. Consider a Motion Authorizing the Village Manager to Purchase a Replacement Fire Aerial Platform Truck **- Approved**

10. Consider a Motion Amending the Village's Fee Schedule Supplement Related to Chapter 11, Article VIII, Commercial Vehicle Relocators Licensing Law of the Village of Palatine Code of Ordinances **- Approved**

IX. REPORTS OF STANDING COMMITTEE

A. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted **-**

   No Report

B. BUSINESS FINANCE & BUDGET COMMITTEE

BRAD HELMS, CHAIRMAN

1. As Submitted **-**

   No Report

C. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE

GREG SOLBERG, CHAIRMAN

1. As Submitted **-**

   No Report

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 7:17 PM

SCOTT LAMERAND, CHAIRMAN

1. As Submitted -

No Report

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 7:17 PM

TIM MILLAR, CHAIRMAN

1. As Submitted -

No Report

F. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 7:17 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted -

No Report

X. REPORTS OF THE VILLAGE OFFICERS

A. VILLAGE MANAGER – Time: 7:17 PM

1. As Submitted -

No Report

B. VILLAGE CLERK

1. As Submitted -

No Report

C. VILLAGE ATTORNEY – Time: 7:18 PM

1. As Submitted -

No Report

XI. CLOSED SESSION AS REQUIRED

No Closed Session requested.

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

XII. RECOGNITION OF AUDIENCE – Time: 7:18 PM
No one came forward.

XIII.ADJOURNMENT – Time: 7:18 PM

Adjourn the Village Council Meeting **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Solberg, Kozlowski, Helms
ABSENT:	Myslinski

SUBMITTED BY:

Margaret R. Duer
Village Clerk

Minutes Acceptance: Minutes of Jan 10, 2022 7:00 PM (APPROVAL OF MINUTES)

Consider a Motion to Approve a Preliminary Planned Development to Allow a Two-Story, Forty-Unit Apartment Building at 874-920 N. Quentin Road

BACKGROUND:
The Petitioner is seeking Preliminary Planned Development approval for a 2-story, 40-unit apartment building, with associated below-grade and surface parking areas, and related improvements on the properties located at 874 – 920 N. Quentin Road. The Petitioner had previously sought Preliminary Planned Development approval for a 3-story, 58-unit apartment building on the same property. That proposal was ultimately withdrawn prior to Village Council review and the Petitioner subsequently submitted their revised application for review. Therefore, the Petitioners are requesting approval of the following:

Preliminary Planned Development to permit a 2-story, 40-unit apartment building at 874-920 N. Quentin Road

KEY ISSUES:

- The Subject Property is 2.53-acres and zoned Planned Development.
- The Petitioner's proposed 40-unit plan results in an FAR to below 0.5. The surface parking was reduced from 57 spaces to 38 spaces when compared to their previous 58-unit development proposal. With the proposed 56 underground parking stalls, a total parking count of 94 spaces (2.35 spaces/unit) is proposed.
- The revised proposal eliminates the Poplar Street access and includes one full access onto Quentin Road. This requires traffic to navigate around a stormwater detention basin and a proposed fenced play area (1,200 square feet), located between the drive aisle, parking lot, and detention basin. Its location bespeaks the size constraints for the proposed development. The drive terminates into the parking lot, emergency vehicle turnaround, and 2-way access to the underground parking (with a 6-foot grade descent). Staff sees this design as creating traffic and turning conflicts. Quentin Road is under the jurisdiction of the Cook County Highway Department and the posted speed limit in this area is 40 miles per hour.
- The linear layout of the parking lot would also not provide for a direct delivery access and would require delivery, maintenance, and resident vehicles to enter the site and return to the same Quentin Road access point.
- The proposed 20-foot setback front yard setback (Quentin Road) is inconsistent with the surrounding setbacks in the area. For comparison, the Clayson apartments are set back approximately 28 feet from the Quentin Road property line. This would have complied with the Cook County requirements and exceeded the R-3 district minimum requirement of 25 feet. The proposed front yard setback would provide the smallest residential corner side yard or functional front yard setback in the block. Additionally, Staff notes that the setback is too

narrow for the approximately 410-foot long building.

- The proposed unit count and mix requires a minimum of 2.49 acres of lot area, with the Subject Property containing 2.53 acres. The plans were also revised to provide elevator access to a minimum of 20% (8-units) between the first and second floors.

- The landscaping plans provide an 8-foot tall fence on the west side of the property, with continuous 10-foot evergreens (84 total to further screen the single-family residential properties to the west).

- The previous memory care Planned Development derived access from two Quentin Road curb cuts. This included a full access on the northern end the development and a one-way exit only on the southern side. The traffic associated with the memory care use would have been low volume, as the residents would not have their own vehicles. The traffic generated would have consisted of employees, service vehicles, and visitors.

- Staff notes the absence of any public transportation in proximity to the development. There are no existing or proposed PACE bus service lines anywhere proximate to the development and the nearest Metra station is roughly 1.5 miles away.

- The Village of Palatine Future Land Use map identifies business uses for 920 N. Quentin Road and multi-family uses for the remainder of the site, as the adjacent properties were approved for the memory care use in 2011. This development was ultimately never developed or implemented and the entitlement approval has lapsed. As the future land use categories do not include senior housing or memory care uses, the designation was a reflection of the approved use. This is consistent with the other similar uses in the Village including Greencastle of Palatine, Grand at Twin Lakes, and Solstice Senior Living at Palatine.

- The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density is 15.8 units per acre. Excepting downtown developments (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.

- The proposal is denser than the other multi-family and townhouse uses in the area, including the Clayson, Knollwood, and Willow Glen. As the Clayson apartments were approved, and constructed in Cook County, Staff views that circumstance dissimilar from the proposed. The overall site is 24.8 acres.

- Staff has also raised questions and concerns about snowplowing and adequate snow storage. The Petitioner indicates that snow could be hauled off site, which would have to be further determined to accommodate. The proposed site plan

would not reasonably allow for onsite plowing. A Quentin Road deceleration lane and second access point should also be reviewed.

- The underground parking area provides approximately 221 square feet of storage areas and 60 square feet noted for bike storage. This does not seem sufficient for the additional storage needs for 40 units.

- The Petitioner submitted a revised site plan reducing the unit count to 36 units (40 units is the current application) on December 30th. A Traffic Impact Statement for the 40-unit site plan was submitted on January 7th. Neither of these items were components of the current application or the Public Hearing. These items have not been reviewed by Staff and the Petitioner was advised that it would be appropriate to withdrawal the current application and apply for another Preliminary Planned Development, if they wish to pursue the revised 36-unit proposal.

ALTERNATIVES:

1. Approve the motion for Preliminary Planned Development.

2. Do not approve the motion for Preliminary Planned Development.

RECOMMENDATION:

Public Hearing:	December 7, 2021
Residents testifying:	Eight: Comments included concerns related to density and increased traffic, and support for affordable housing.
Vote:	The Plan Commission voted 3-3 to recommend approval of the Preliminary Planned Development. Therefore, this comes to the Village Council without a recommendation from the Plan Commission. Staff recommends not to support the proposed site plan, due to traffic circulation, turning movement conflicts, and density concerns.

ACTION REQUIRED:

A motion to approve the Preliminary Planned Development, with the proposed conditions.

ATTACHMENTS:

- EXHIBIT - Preliminary Planned Development Conditions
- Aerial Map
- EXHIBIT - 2021-09-27 COMBINED DRAWINGS
- EXHIBIT - Revised elevation and floorplan 11-24-21 base-A-1.1

- 2021-10-14 - Northpointe Palatine Renders (1)
- Quentin Apartments - Project Description - 9.10.2021
- Proposed Unit Mix - Density Analysis
- Petitioner - Letter + Description of Project Changes
- Preliminary Planned Development application
- Plan Commission materials
- Public Review Comments 874-920 N. Quentin Road
- December 7, 2020 Plan Commission minutes DRAFT
- Public Notice

874-920 N. Quentin Road – Preliminary Planned Development – Conditions:

If the Village Council recommends approval, Staff recommends the following conditions:

1. The Preliminary Planned Development shall substantially conform to the Engineering Plans prepared by Vierbicher dated 09/27/2021, and the Architectural Plans prepared by Knothe Bruce Architects dated 09/27/2021 last revised 11/24/2021, except as such plans may be revised to comply with all of the accessibility requirements for multi-story buildings and residential facilities, as required within the building codes, and to conform to Village Codes and Ordinances.

2. A Plat of Consolidation/Subdivision shall be submitted in a manner acceptable to the Village Engineer and include all necessary easement language, including a 10-foot easement along the Quentin Road frontage. The plat shall reflect that the property-owner shall be responsible for all utilities on the property including storm water maintenance.

3. The Final Engineering plans and Engineers of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.

4. The Final Landscape Plan shall be submitted in a manner acceptable to the Director of Planning and Zoning. The final plantings on the west side of the property should also include additional types of trees and bushes to present a more natural appearance to promote the vibrancy and health of the plantings. This could include the use of understory trees and bushes.

5. An Auto-Turn Exhibit shall be submitted in a manner acceptable to the Fire Marshal.

6. The required Public Improvement and Planned Development Letters of Credit and other all fees shall be submitted in a manner acceptable to the Director of Planning and Zoning and Village Engineer.

7. MWRD, Cook County, and NCCSWC permits are required.

8. In conjunction with the Final Planned Development application process, the Petitioner shall submit a construction management plan and schedule in a manner acceptable to the Village of Palatine.

9. If deemed necessary by the Village Engineer and in conjunction with the Final Planned Development application process, the Petitioner shall submit a Traffic Impact Study in a manner acceptable to the Village Engineer and Director of Planning and Zoning. The developer should anticipate possible road improvements along Quentin Road, including a deceleration lane along and second access to Quentin Road. The full access point should include two exit lanes to accommodate left and right turns.

10. A final fencing and screening plan shall be submitted in a manner acceptable to the Director of Planning and Zoning. The final floorplan and site plan for the fenced play area shall be

Attachment: EXHIBIT - Preliminary Planned Development Conditions (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

submitted in a manner acceptable to the Director of Planning and Zoning.

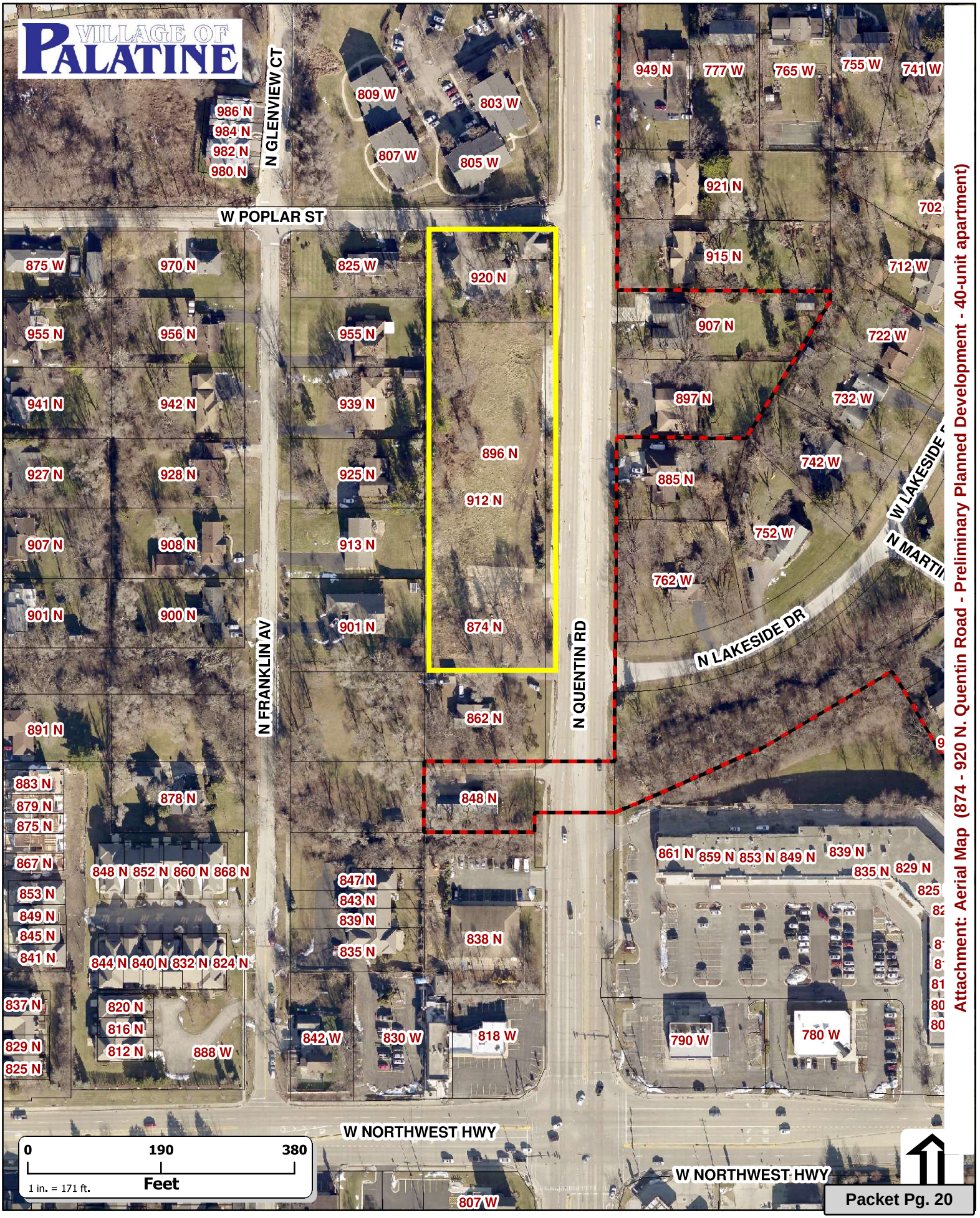
11. The Petitioner shall submit a stormwater management and maintenance plan in a manner acceptable to the Village Engineer.

12. The playground location will be reconsidered to provide additional separation from the detention basin.

13. The petitioner shall provide a detailed sign plan for the entire site. Information on the freestanding sign and wayfinding signage for the property shall be provided in the plan.

Attachment: EXHIBIT - Preliminary Planned Development Conditions (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

874-896 N. Quentin Road



Attachment: Aerial Map (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

PALATINE APARTMENTS

40 UNIT APARTMENT BUILDING
NORTH QUENTIN ROAD
PALATINE, IL 60067

ABBREVIATIONS

@	AT
A.B.	ANCHOR BOLT
A/C	AIR CONDITIONER
ACCESS.	ACCESSIBLE
ACT	ACOUSTICAL CEILING TILE
ADJ.	ADJACENT
ADJ. R. & S.	ADJUSTABLE ROD AND SHELF
A.F.F.	ABOVE FINISH FLOOR
AL.	ALUMINUM
ALT.	ALTERNATE
ALUM.	ALUMINUM
APPROX.	APPROXIMATE
B##	BASE CABINET
BD.	BOARD
BIT.	BITUMINOUS
BLDG.	BUILDING
BRG.	BEARING
CAB.	CABINET
CJ	CONTROL JOINT
CLG.	CEILING
CMU	CONCRETE MASONRY UNIT
COL.	COLUMN
COMN.	COMMUNICATION
CONT.	CONTINUOUS
CORR.	CORRIDOR
CPT	CARPET
CT	CERAMIC TILE
D	DRYER
DB##	DRAWER BASE CABINET
D.F.	DRINKING FOUNTAIN
DIA.	DIAMETER
DIM.	DIMENSION
DN	DOWN
D.S.	DOWN SPOUT
D.T.	DRAIN TILE
DW	DISHWASER
EA.	EACH
ELEC.	ELECTRIC
ELEV.	ELEVATION OR ELEVATOR
EJ	EXPANSION JOINT
EQ.	EQUAL
E.W.C.	ELECTRIC WATER COOLER
EXIST.	EXISTING
EXP.	EXPANSION
EXT.	EXTERIOR
F.E.	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
F.D.	FLOOR DRAIN
FIN.	FINISHED
FLR.	FLOOR
FNDN.	FOUNDATION
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
F.R.P.	FIBERGLASS REINFORCED PANEL
FT.	FOOT OR FEET
FTG.	FOOTING
GA.	GAUGE
G.C.	GENERAL CONTRACTOR
G.T.	GIRDER TRUSS
G.W.B.	GYPSUM WALL BOARD
GYP.	GYPSUM
H.B.	HOSE BIB
HCW	HOLLOW CORE WOOD
HGT.	HEIGHT
H.M.	HOLLOW METAL
HORZ.	HORIZONTAL
HR	HOUR
HTG.	HEATING
HVAC	HEATING/VENTILATION/AIR CONDITIONING
IBC	INTERNATIONAL BUILDING CODE
IFC	INTERNATIONAL FIRE CODE
IMC	INTERNATIONAL MECHANICAL CODE
INSUL.	INSULATION
INT.	INTERIOR
INV.	INVERT
JT.	JOINT
LAV.	LAVATORY
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LS##	LAZY SUSAN
LVP	LUXURY VINYL PLANK
LVT	LUXURY VINYL TILE
MATL.	MATERIAL
MAX.	MAXIMUM
MC	MEDICINE CABINET
MECH.	MECHANICAL
MFR.	MANUFACTURER('S)
MH.	MANHOLE
MIN.	MINIMUM
M.O.	MASONRY OPENING
MOD.	MODULE
M.R.	MOISTURE RESISTANT
MTL.	METAL
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OVERFLOW DRAIN
O.S.B.	ORIENTED STRAND BOARD
OPP.	OPPOSITE HAND
P.C.	PRECAST CONCRETE
P.D.F.	POWER DRIVEN FASTENER
PLBG.	PLUMBING
P.T.	PRESSURE TREATED
PLWD.	PLYWOOD
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
Q.T.	QUARRY TILE
##R	NUMBER OF STAIR RISERS
R.D.	ROOF DRAIN
REINF.	REINFORCING OR REINFORCED
REM.	REMOVABLE
REQ'D.	REQUIRED
R.O.	ROUGH OPENING
R. & S.	ROD AND SHELF
SB##	SINK BASE CABINET
SCW	SOLID CORE WOOD
SF	SQUARE FEET
SH.	SHELF OR SHELVES
SIM.	SIMILAR
S.M.	SHEET METAL
SPECS.	SPECIFICATIONS
SQ.	SQUARE
STD.	STANDARD
STL.	STEEL
STOR.	STORAGE
S.V.	SHEET VINYL FLOORING
##T	NUMBER OF STAIR TREADS
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
T.B.	TOP OF BEAM
TBM	TRAFFIC BEARING MEMBRANE
T.O.A.	TOP OF COLUMN
T.O.CMU	TOP OF CMU
T.O.F.	TOP OF FOOTING
T.O.L.	TOP OF LEDGE
T.O.P.	TOP OF PIER
T.O.W.	TOP OF WALL
THRU.	THROUGH
TWF	THROUGH WALL FLASHING
TYP.	TYPICAL
UNEXC.	UNEXCAVATED
U.N.O.	UNLESS NOTED OTHERWISE
VB##	VANITY BASE CABINET
VCT	VINYL COMPOSITION TILE
VERT.	VERTICAL
VWC	VINYL WALL COVERING
W	WASHER
W##	WALL CABINET
WCC##	WALL CORNER CABINET
W/	WITH
WD.	WOOD
W/D	STACKED WASHER / DRYER
W.H.	WATER HEATER
W/O	WITHOUT
WP	WATERPROOF
WT	WEIGHT
W.W.F.	WIRE WELDED FABRIC

GRAPHIC SYMBOLS

NORTH ARROW

INTERIOR ELEVATIONS

DETAIL CALLOUT

SECTION CUT

EXTERIOR ELEVATION

COLUMN REFERENCE GRID

WALL TYPE

DOOR TAG

WINDOW TAG

ALUM. / WOOD WINDOW TAG

REVISION CLOUD & TAG

EXTERIAL FINISH MATERIAL TAG

PROJECT INFO

PROJECT: PALATINE APARTMENTS
ADDRESS: N. QUENTIN RD., PALATINE, IL 60067
WORK DESCRIPTION: 2-STORY, 40 UNIT APARTMENT BUILDINGS W/ BASEMENT PARKING

APPLICABLE CODES AND STANDARDS:
INTERNATIONAL BUILDING CODE (IBC) 2009
ADA 2010, ICC/ANSI A117.1-2009
NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 13 AND 13R

BUILDING SUMMARY:
RESIDENTIAL, GROUP R-2, VA CONSTRUCTION, WOOD FRAMED
STORAGE GROUP S-2, 1 LEVEL BASEMENT PARKING

BUILDING HEIGHT & AREAS:

R-2 MODIFIED ALLOWABLE HEIGHT (VA) =	4 STORIES
BUILDING HEIGHT =	2 STORIES
R-2/A MODIFIED ALLOWABLE AREA (VA) =	21,000 SF

FLOOR AREAS:

BASEMENT FLOOR (R-2) =	25,891SF
COMMON SPACE =	1,988 SF
1ST FLOOR (R-2) =	11,587 + 11,361 SF
2ND FLOOR (R-2) =	11,587 + 11,361 SF
TOTAL AREA: (INCL BASEMENT)	73,775 SF

FIRE RATINGS:

STRUCTURAL FRAME =	1 HR, 2 HR (S-2)
EXTERIOR WALLS =	1 HR
BEARING WALLS =	1 HR, 2 HR (S-2)
FLOOR CONSTRUCTION =	2 HR ABOVE S-2
FLOOR CONSTRUCTION =	1 HR ABOVE R-2
ROOF CONSTRUCTION =	1 HR
STAIR ENCLOSURES =	2 HR
ELEVATOR SHAFT =	2 HR
CORRIDOR WALLS =	1/2 HR MIN.
UNIT SEPARATIONS =	1 HR
FIRE WALL =	2 HR

CONTACTS

ARCHITECT:
Knothe & Bruce Architects, LLC
7601 University Avenue, Suite 201
Middleton, WI 53562
Contact: Kevin Burow
Phone: (608) 836-3690
E-mail: kburow@knothebruce.com

DEVELOPER:
Northpointe Development
230 Ohio St., Ste. 200
Oshkosh, WI 54902
Contact: Sean O'Brien
Phone: (608) 332-5665

CIVIL ENGINEER:
Vierbicher Associates, Inc.
999 Fourier Drive, Ste 201
Madison, WI 53717
Contact: Justin Zampardi
Phone: (608) 821-5970
E-mail: jzam@vierbicher.com

LANDSCAPE DESIGNER:
Vierbicher Associates, Inc.
999 Fourier Drive, Ste 201
Madison, WI 53717
Contact: Justin Zampardi
Phone: (608) 821-5970
E-mail: jzam@vierbicher.com

SHEET INDEX

T-1.1	TITLE SHEET
	SITE
	PLAT OF SURVEY
C-0.1	EXISTING CONDITIONS PLAN
C-1.1	SITE PLAN
C-2.1	GRADING AND EROSION CONTROL PLAN
C-2.2	GRADING PLAN - NORTH
C-2.3	GRADING PLAN - CENTER
C-2.4	GRADING PLAN - SOUTH
C-3.1	UTILITY PLAN
L1.0	LANDSCAPE PLAN
	SITE AND LANDSCAPE PLAN
	ARCHITECTURAL
A-1.1	ELEVATION AND FLOOR PLANS
A-3.1	BUILDING SECTION
	MATERIAL BOARD

knothe bruce ARCHITECTS
Phone: 608.836.3690
7601 University Ave, Ste 201
Middleton, WI 53562

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Title Sheet

SHEET NUMBER
T-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

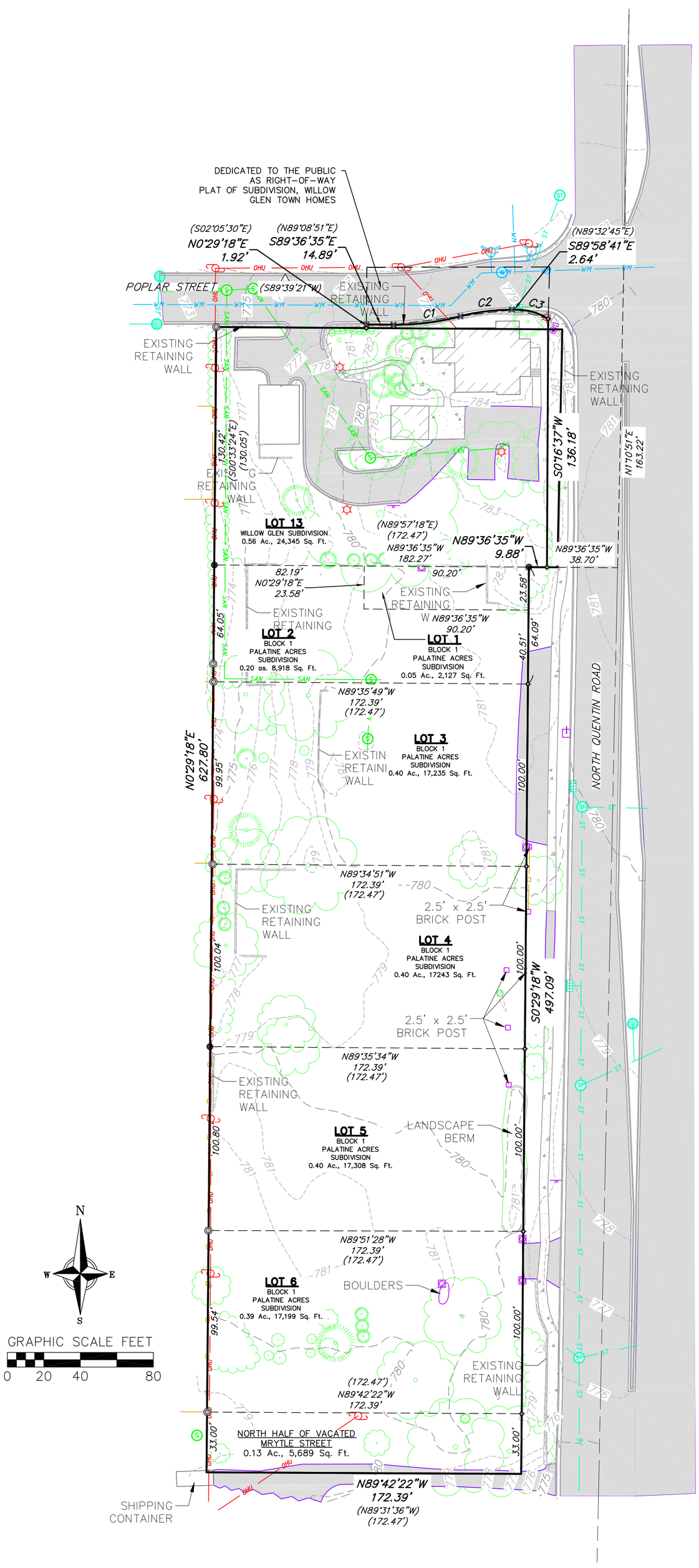
Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

19 Jan 2021 - 4:40p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Plat of Survey.dwg by: mlon

©Vierbicher Associates, Inc.

PLAT OF SURVEY

LOTS 1, 2, 3, 4, 5, 6 ALONG WITH THE NORTH HALF OF VACATED MRYTLE STREET (LYING SOUTH OF AND ADJACENT TO SAID LOT 6) OF BLOCK 1 IN FRANK E. MERRILL AND COMPANY'S PALATINE ACRES, AND ALONG WITH LOT 13 OF WILLOW GLEN SUBDIVISION, ALL IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY ILLINOIS



Curve Table							
Curve #	Arc Len.	Radius	Delta	Ch. Len.	Ch. Dir.	Tangent In	Tangent Out
C1	37.08'	140.00'	15°10'28"	36.97'	N82°48'43"E	S89°36'03"E	N75°13'29"E
C2	28.41'	110.00'	14°47'50"	28.33'	N82°37'24"E	N75°13'29"E	S89°58'41"E
C3	18.25'	32.49'	32°10'43"	18.01'	S73°53'19"E	S89°58'41"E	S57°47'58"E

Record Curve Table							
Curve #	Arc Len.	Radius	Delta	Ch. Len.	Ch. Dir.	Tangent In	Tangent Out
C1	37.08'	140.00'	15°10'24"	36.97'	N82°24'48"E	N89°08'51"E	-----
C2	28.41'	110.00'	14°47'55"	28.33'	N82°24'48"E	-----	N89°32'45"E
C3	18.25'	32.49'	32°10'43"	18.01'	S73°53'19"E	N89°32'45"E	-----

SURVEY LEGEND

- FOUND 1" ø IRON PIPE
- FOUND 3/4" ø IRON ROD
- FOUND 5/8" ø IRON ROD
- SET CHISELED "X"
- SET 5/8" ø IRON ROD
- COMPUTED POSITION, NOT MONUMENTED

SURVEYOR'S NOTES

1. This horizontal datum for this existing conditions survey is referenced to the Illinois State Plane Coordinate System, East Zone (NAD83/91). The vertical datum is referenced to NAVD88 (GEOID 2011).
2. No locate by Illinois One Call was made prior to the field work for this survey.

TOPOGRAPHIC SYMBOL LEGEND

- EXISTING BOLLARD
- EXISTING FLAG POLE
- EXISTING MAILBOX
- EXISTING POST
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING WELL
- EXISTING WATER MANHOLE
- EXISTING GAS VALVE
- EXISTING GAS METER
- EXISTING AIR CONDITIONING PEDESTAL
- EXISTING DOWN GUY
- EXISTING TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING GUY POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING SHRUB
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING OVERHEAD CABLE TV
- EXISTING OVERHEAD TELEPHONE LINE
- EXISTING CHAIN LINK FENCE
- EXISTING GENERAL FENCE
- EXISTING WOOD FENCE
- EXISTING GAS LINE
- EXISTING GUY LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING OVERHEAD GENERAL UTILITIES
- EXISTING SANITARY FORCE MAIN
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- EXISTING WATER MAIN
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

CALL JULIE/ILLINOIS ONE CALL
811 OR (800)892-0123
TOLL FREE
TELEFAX: (800)741-5597
IL STATUTE 220 ILCS 50/2.9
REQUIRES MINIMUM OF 2 BUSINESS DAYS
NOTICE BEFORE YOU EXCAVATE.

AGENCIES:

EMERGENCY – FIRE, RESCUE, AMBULANCE, POLICE
DIAL 911

VILLAGE OF PALATINE
George Ruppert
(847) 202-6963
grupert@palatine.il.us

UTILITIES:

ATT/DISTRIBUTION
G11629@ATT,COM

COMED
(630) 576-7094

COMCAST
Martha Gieras
martha_gieras@comcast,com
(224) 229-5862

MCI
investigations@verizonicom

METROPOLITAN WAT REC DIST CHI
Hanif Munshi
(312)751-3184
munshih@mwrd.org
Joe Schuessler
(312) 751-3236
schuessler@mwrd.ord

NICOR GAS
Utility Consultant G03W
(630) 388-2362

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

SHEET 1 OF 1
PROJECT NO. 210032
CHECKED sdis
DRAFTER mlon/sdis
DATE 1/15/2021

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

Plat of Survey

Lot 13 of Willow Glen, Part of Lot 2 plus,Lots 3-6 of Palatine Acres and N 1/2 Vac. St.
Southeast Quarter of the Southeast Quarter of Section 9, T42N, R10E, 3rd PM
City of Palatine, Cook County, Illinois

vierbicher
planners | engineers | advisors
Phone: (800) 261-3898

© Vierbicher Associates, Inc.

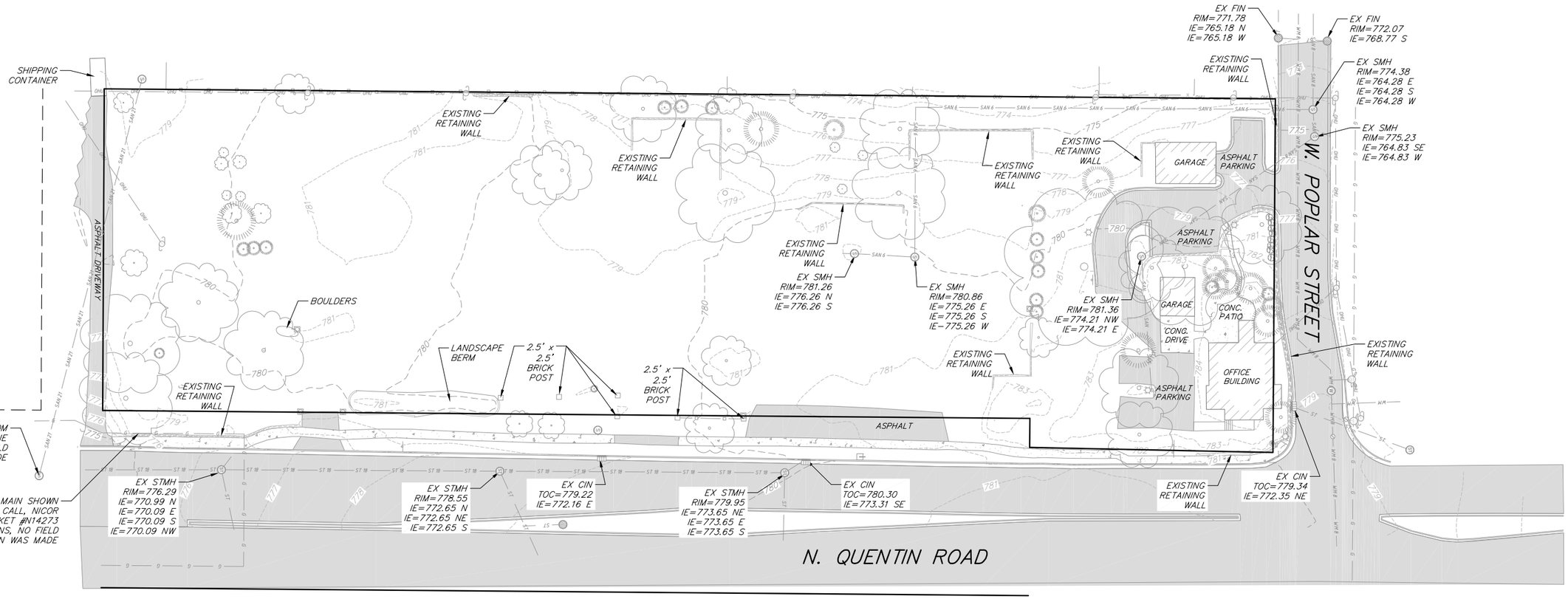
TOPOGRAPHIC SYMBOL LEGEND

- EXISTING FLAG POLE
- EXISTING MAILBOX
- EXISTING POST
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING WATER MANHOLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING SHRUB
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING RETAINING WALL
- EXISTING WIRE FENCE
- EXISTING WOOD FENCE
- EXISTING OVERHEAD GENERAL UTILITIES
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- EXISTING WATER MAIN (SIZE NOTED)
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

GRAPHIC SCALE FEET
0 15 30 60



vierbicher
planners | engineers | advisors
Phone: (800) 261-3050

Existing Conditions Plan
Quentin Road Development
Village of Palatine

REVISIONS			
NO.	DATE	REMARKS	

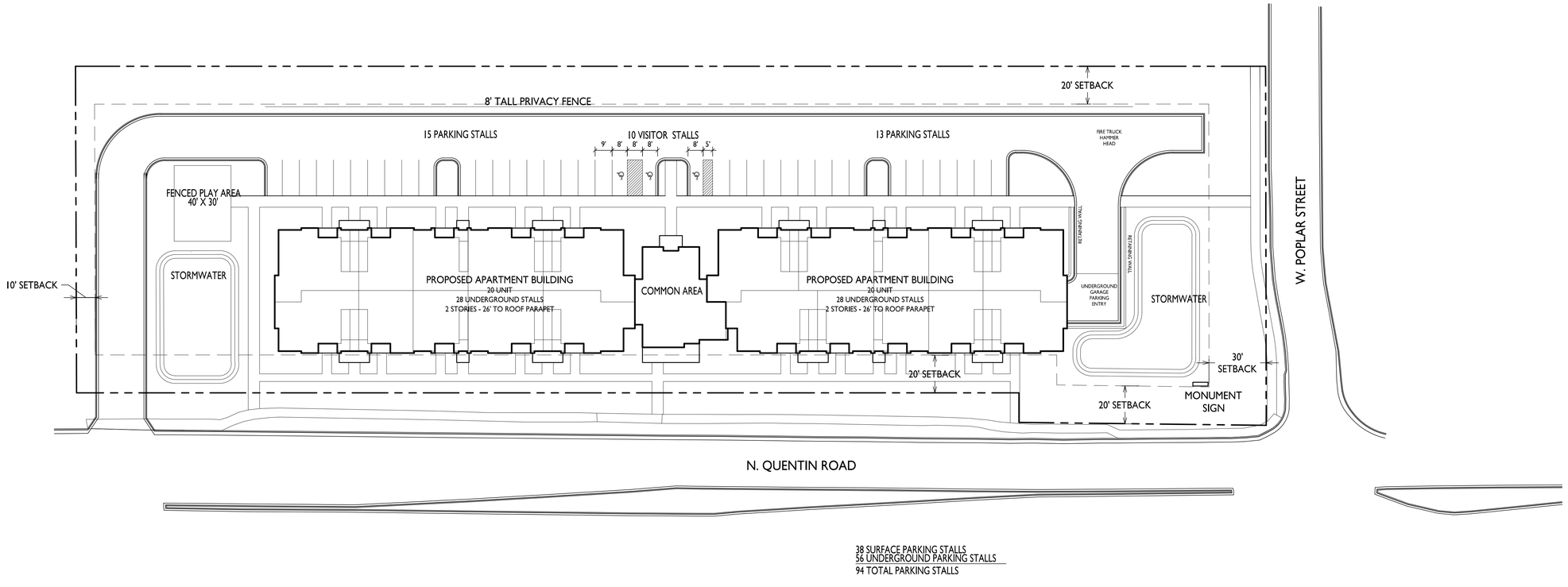
REVISIONS			
NO.	DATE	REMARKS	

DATE 09-27-2021
DRAFTER MLON
CHECKED JZAM
PROJECT NO. 210032

C0.1

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

27 Sep 2021 - 12:40p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Existing Conditions.dwg by: zdre



38 SURFACE PARKING STALLS
56 UNDERGROUND PARKING STALLS
94 TOTAL PARKING STALLS

1 C-1.1 SITE PLAN
1" = 30'-0"

GRAPHIC SCALE
0 30 60 90
1 INCH = 30 FT (24X36 SHEET)

knothe bruce ARCHITECTS
Phone: 608.836.3690
7601 University Ave, Ste 201
Middleton, WI 53562

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Site Plan

SHEET NUMBER
C-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

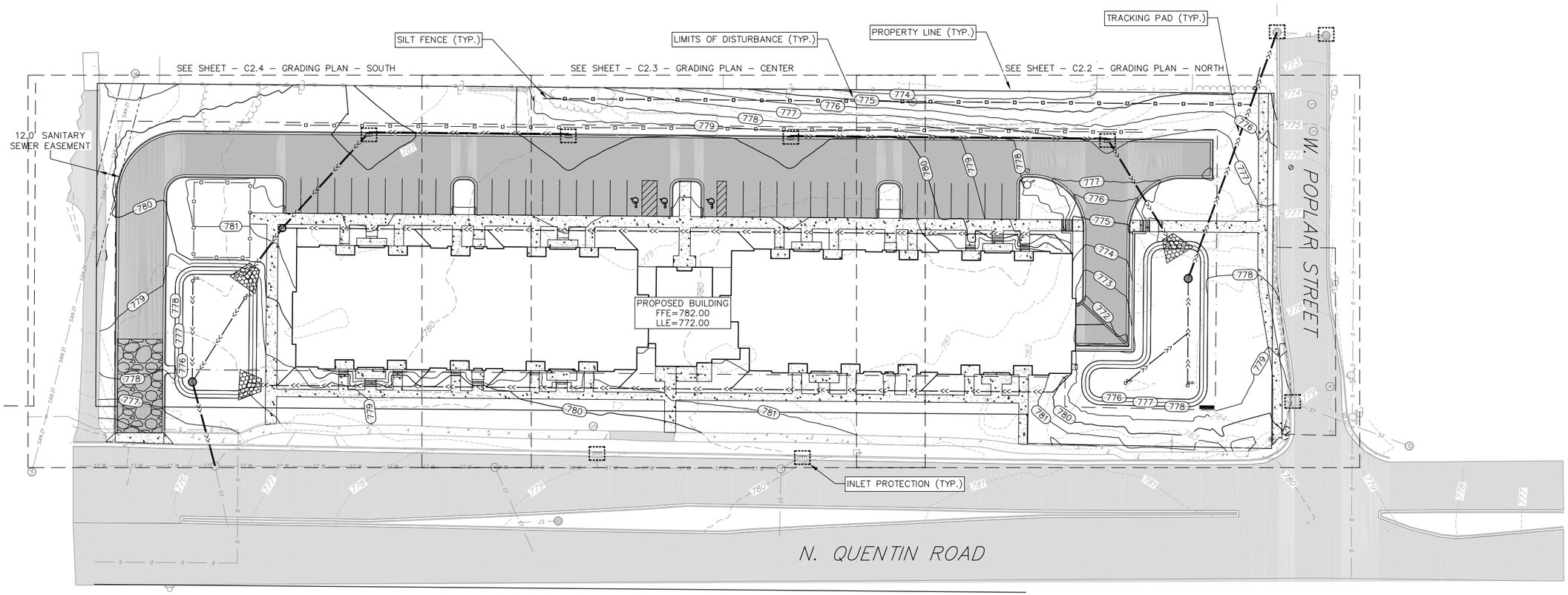
Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

© Vierbicher Associates, Inc.

GRADING LEGEND

- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- PROPOSED MAJOR CONTOURS
- PROPOSED MINOR CONTOURS
- SILT FENCE
- DISTURBED LIMITS
- EXISTING SPOT ELEVATIONS
- PROPOSED SPOT ELEVATIONS
- STONE WEEPER
- INLET PROTECTION
- TRACKING PAD
- RIP RAP

GRAPHIC SCALE FEET
0 15 30 60



vierbicher
planners | engineers | advisors

Grading and Erosion Control Plan
Quentin Road Development
Village of Palatine

REVISIONS			
NO.	DATE	REMARKS	

REVISIONS			
NO.	DATE	REMARKS	

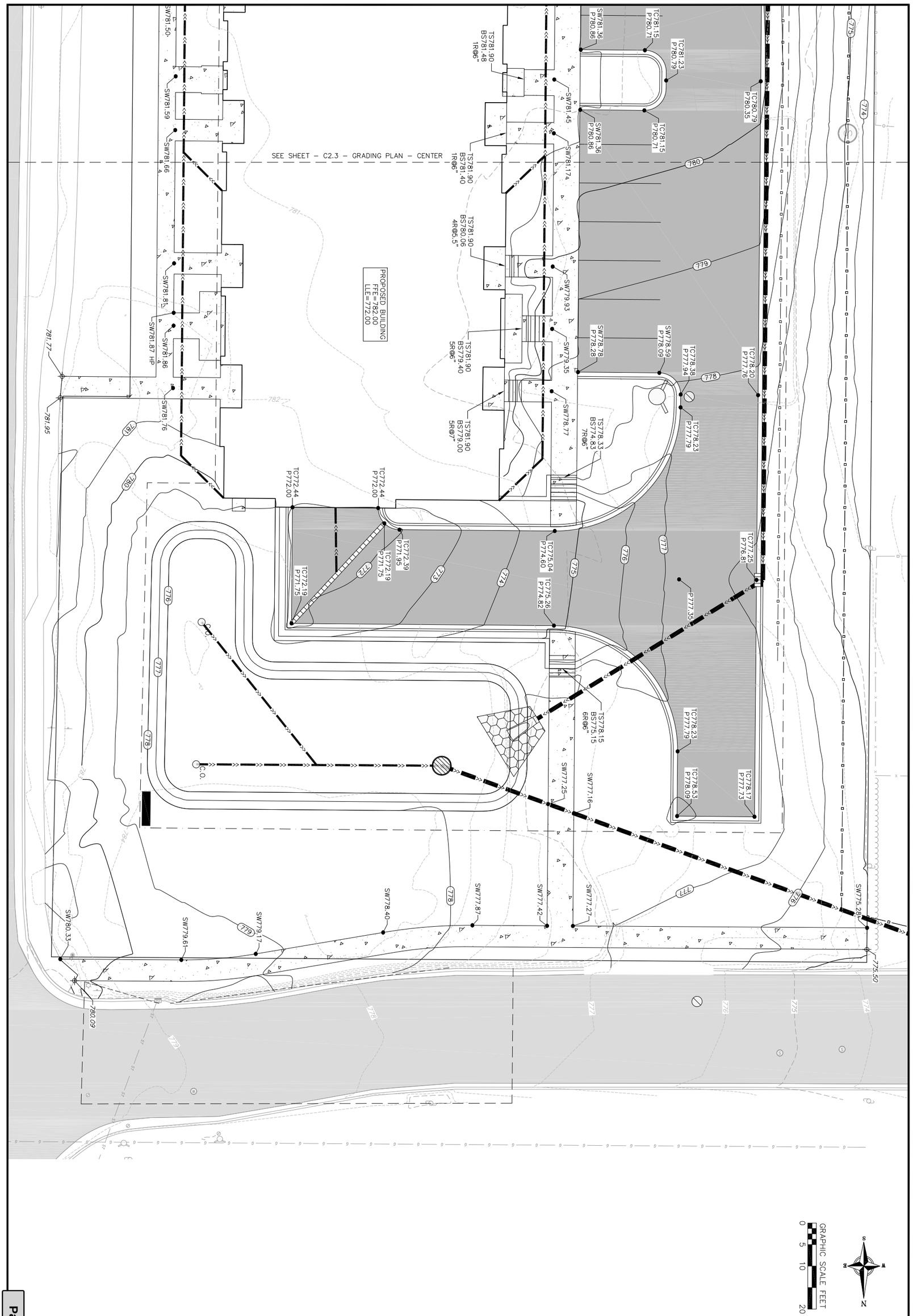
DATE 09–27–2021
DRAFTER CLAN
CHECKED JZAM
PROJECT NO. 210032

C2.1

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

27 Sep 2021 - 12:40p M:\Northpointe Development\210032_Palatine II\CADD\210032_Grading and EC.dwg by: zdre

©Vierbicher Associates, Inc.



REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

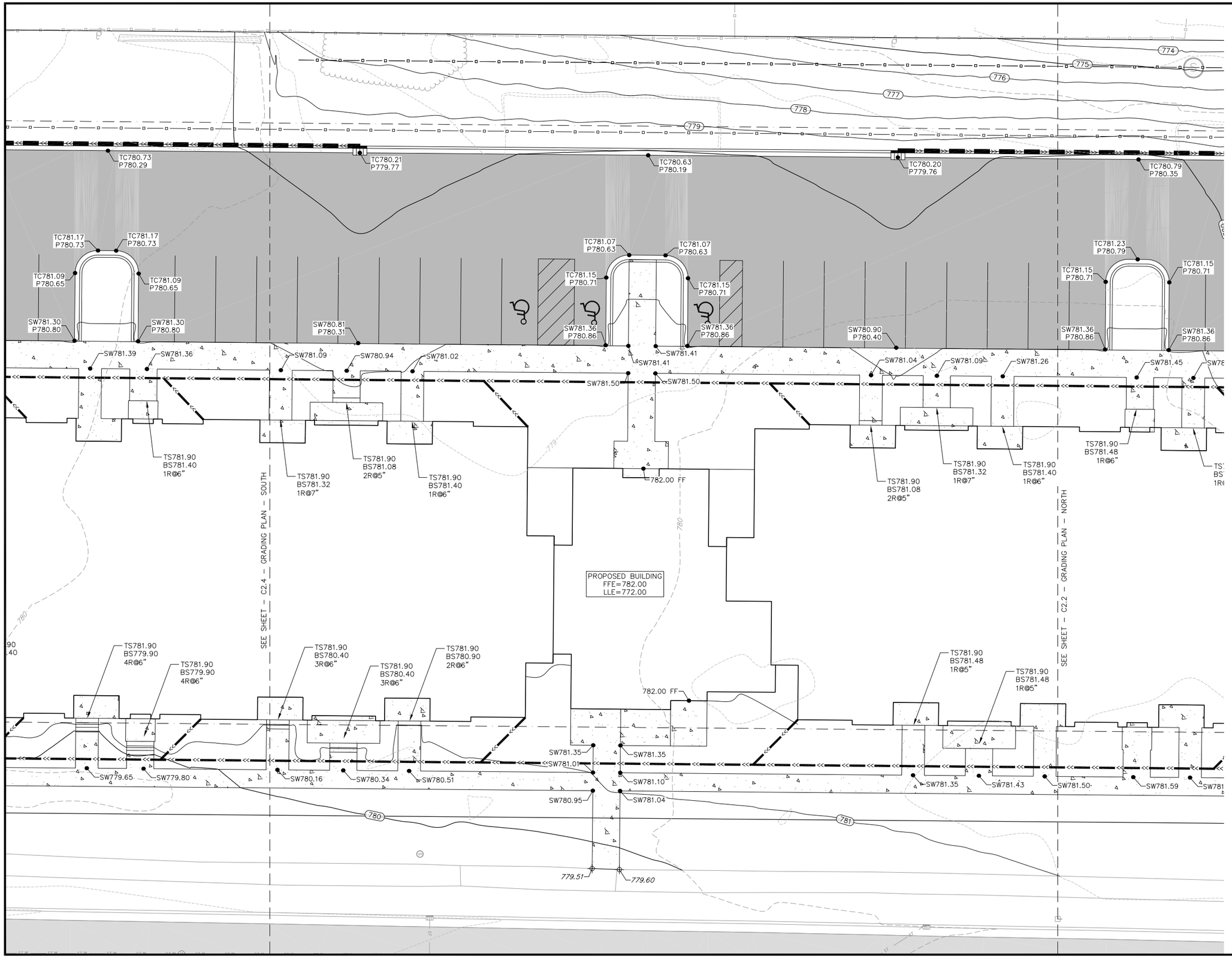
DATE: 09-27-2021
DRAFTER: CLM
CHECKED: JZM
PROJECT NO.: 210032

Grading Plan - North

Quentin Road Development
Village of Palatine

vierbicher
planners | engineers | advisors

© Vierbicher Associates, Inc.



vierbicher
planners | engineers | advisors

Grading Plan - Center

Quentin Road Development
Village of Palatine

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

DATE 09–27–2021
DRAFTER CLAN
CHECKED JZAM
PROJECT NO. 210032

C2.3

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

27 Sep 2021 - 12:43p M:\Northpointe Development\210032_Palatine II\CADD\210032_Grading and EC.dwg by: zdre

© Vierbicher Associates, Inc.

779.20
780.00
TC780.90 P780.46
TC780.16 P779.72
TC780.73 P780.29
TC780.68 P780.24
TC781.17 P780.73
TC781.09 P780.65
TC780.50 P780.06
TC780.72 P780.28
SW781.46
SW781.30 P780.80
SW780.86 P780.36
SW781.07
SW781.26
SW781.35
SW781.00
SW780.92
SW781.08
SW781.39
SW781.36
SW780.66
TS781.90 BS781.08 2R@5"
TS781.90 BS781.40 1R@6"
C.O.
PROPOSED BUILDING FFE=782.00 LLE=772.00
SEE SHEET – C2.3 – GRADING PLAN – CENTER –
TS781.90 BS779.19 5R@6.5"
TS781.90 BS779.40 5R@6"
TS781.90 BS779.90 4R@6"
TC778.92 P778.48
TC778.44 P778.00
SW778.48
SW778.92
SW779.09
SW779.27
SW779.65
SW779.80
SW778.42
777.58
777.88
775.33
776.39
775.05
776.11
GRAPHIC SCALE FEET
0 5 10 20

vierbicher
planners | engineers | advisors

Grading Plan - South
Quentin Road Development
Village of Palatine

REVISIONS			
NO.	DATE	REMARKS	

REVISIONS			
NO.	DATE	REMARKS	

DATE 09–27–2021
DRAFTER CLAN
CHECKED JZAM
PROJECT NO. 210032

C2.4

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

27 Sep 2021 - 12:41p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Grading and EC.dwg by: zdre

© Vierbicher Associates, Inc.

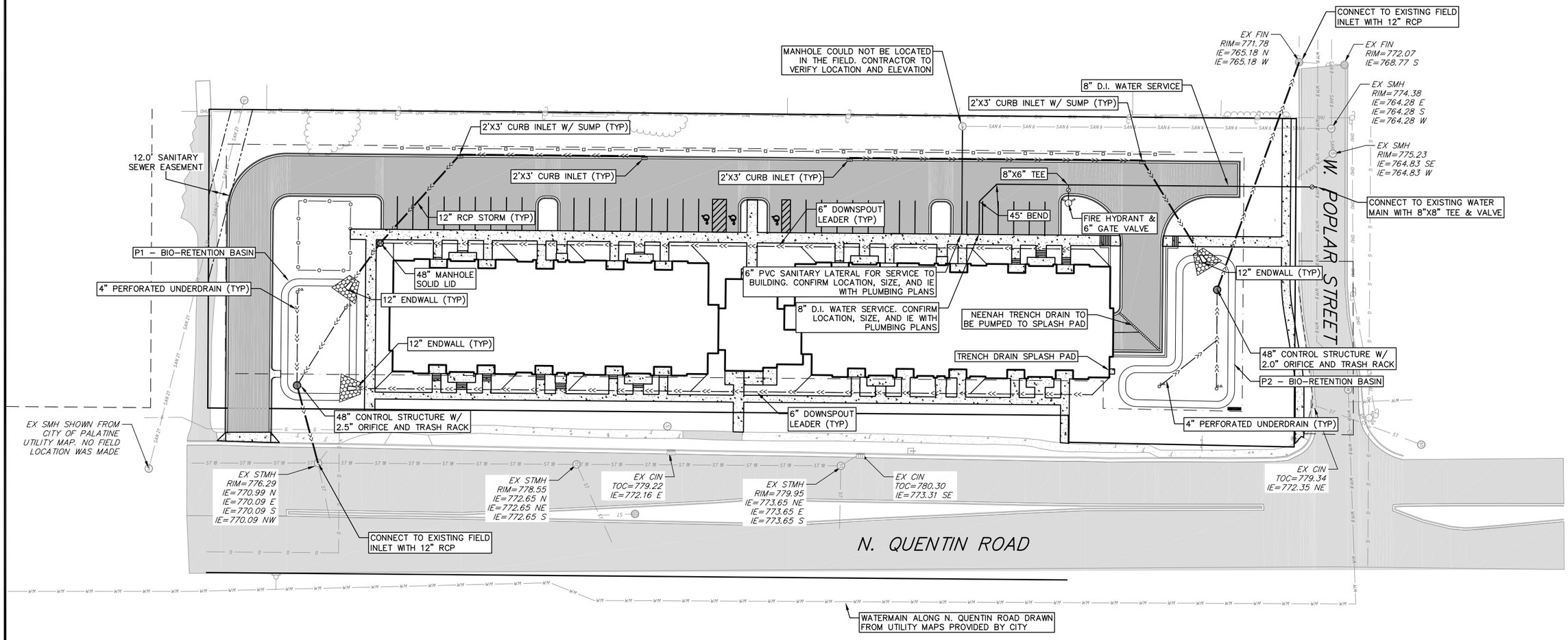
PROPOSED UTILITY LEGEND

- STORM SEWER PIPE
- STORM SEWER ENDWALL
- STORM SEWER CURB INLET
- STORM SEWER CURB INLET W/MANHOLE
- STORM SEWER FIELD INLET
- WATER SERVICE LATERAL PIPE
- FIRE HYDRANT
- WATER VALVE
- PROPOSED PIPE INSULATION
- SANITARY SEWER LATERAL PIPE

ABBREVIATIONS

STMH – STORM MANHOLE
FI – FIELD INLET
CI – CURB INLET
CB – CATCH BASIN
EW – ENDWALL
SMH – SANITARY MANHOLE

GRAPHIC SCALE FEET
0 15 30 60



vierbicher planners | engineers | advisors

Utility Plan
Quentin Road Development
Village of Palatine

REVISIONS NO.	DATE	REMARKS

REVISIONS NO.	DATE	REMARKS

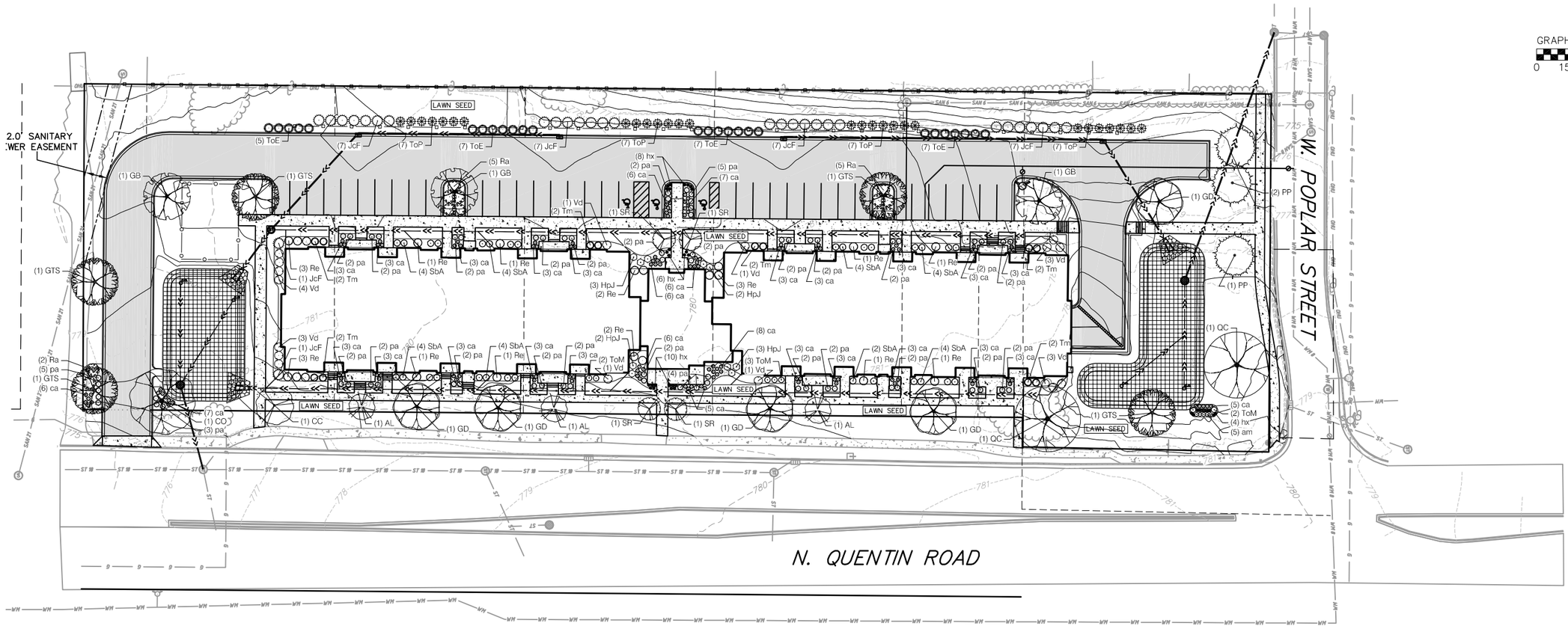
DATE 09–27–2021
DRAFTER CLAN
CHECKED JZAM
PROJECT NO. 210032

C2.1

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

27 Sep 2021 - 12:41p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Site and Utility.dwg by: zdre

©Vierbicher Associates, Inc.



PLANT MATERIAL NOTES:

1. All plantings shall conform to quality requirements as per ANSI Z60.1.
2. All plant material shall be true to the species, variety and size specified, nursery grown in accordance with good horticultural practices, and under climactic conditions similar to those of the project site.
3. Contact Landscape Architect, in writing, to request any plant material substitutions due to availability issues.
4. All plants shall be guaranteed to be in healthy and flourishing condition during the growing season following installation. All plant material shall be guaranteed for one year from the time of installation.

LANDSCAPE MATERIAL NOTES:

1. Contractor shall provide a suitable amended topsoil blend for all planting areas where soil conditions are unsuitable for plant growth. Topsoil shall conform to quality requirements as per Section 625.2(1) of the Standard Specifications for Highway Construction. Provide a minimum of 18" of topsoil in all planting areas and 6" of topsoil in areas to be seeded/sodded.
2. Landscape beds to be mulched with undyed shredded hardwood bark mulch to 3" depth min. and edged with commercial grade aluminum landscape edging, Permaloc CleanLine ¾" x 4" or equal, color black anodized.
3. All trees and/or shrubs planted in lawn areas to be installed with a 5' diameter mulch ring and shovel cut edge. A pre-emergent granular herbicide weed-preventer should be mixed with mulch as well as topically applied to tree ring.

SEEDING AND PLUG PLANTING NOTES:

1. All disturbed areas, unless otherwise noted, to be seeded with IDOT Class 1 (Lawn Mixture) or equivalent, per manufacturer's specified application rates. All seeded areas are to be watered daily to maintain adequate soil moisture for proper germination. After vigorous growth is established, apply ½" water twice weekly until final acceptance.
2. Install Bioretention Plug plantings as 2" x 2" x 4" deep plugs, 15" on center in a triangular grid pattern. Plant species in odd numbered groups of 5-9 plants, distributing each species randomly across planting area for natural appearance.

PLANT SCHEDULE

	BOTANICAL / COMMON NAME	ROOT COND.	SIZE	QTY
EVERGREEN TREES				
PP	Picea pungens / Colorado Spruce	B & B	6` ht.	3
UNDERSTORY TREES				
AL	Amelanchier laevis / Allegheny Serviceberry (multi-stem)	B & B	7` ht.	3
CC	Crataegus crus-galli `Inermis` / Thornless Hawthorn	B & B	2"Cal	1
SR	Syringa reticulata `Ivory Silk` / Ivory Silk Japanese Tree Lilac	B & B	2"Cal	4
DECIDUOUS TREES				
CO	Celtis occidentalis / Common Hackberry	B & B	2.5"Cal	1
GB	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	B & B	2.5"Cal	3
GTS	Gleditsia triacanthos inermis `Shademaster` TM / Shademaster Locust	B & B	2.5"Cal	5
GD	Gymnocladus dioica `Espresso` / Kentucky Coffeetree	B & B	2.5"Cal	5
QC	Quercus robur x macrocarpa `Clemons` TM / Heritage Oak	B & B	2.5"Cal	2
DECIDUOUS SHRUBS				
HpJ	Hydrangea paniculata `Jane` TM / Little Lime Hydrangea	Cont.	5 Gal.	10
Re	Rhododendron x `P.J.M.` / PJM Rhododendron	Cont.	5 Gal.	21
Ra	Rhus aromatica `Gro-Low` / Gro-Low Fragrant Sumac	Cont.	3 Gal.	12
SbA	Spiraea x bumalda `Anthony Waterer` / Anthony Waterer Spiraea	Cont.	3 Gal.	30
Vd	Viburnum dentatum `Little Joe` / Little Joe Viburnum	Cont.	5 Gal.	17
EVERGREEN SHRUBS				
Tm	Taxus x media `Everlow` / Everlow Yew	Cont.	5 Gal.	12
ToM	Thuja occidentalis `Hetz Midget` / Hetz Midget Arborvitae	Cont.	5 Gal.	7
PERENNIALS				
am	Amsonia x `Blue Ice` / Blue Ice Bluestar	Cont.	1 Gal.	5
ca	Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass	Cont.	1 Gal.	122
hx	Hemerocallis x `Stella de Oro` / Stella de Oro Daylily	Cont.	4 In	28
pa	Perovskia atriplicifolia / Russian Sage	Cont.	1 Gal.	65
UPRIGHT EVERGREEN TREES				
JcF	Juniperus chinensis `Fairview` / Fairview Juniper	B & B	10` ht.	30
ToP	Thuja occidentalis 'Pyramidalis' / Pyramidal Arborvitae	B & B	10` ht.	28
ToE	Thuja occidentalis 'Smaragd' / Emerald Arborvitae	B & B	10` ht.	26

BIORETENTION PLANTINGS

BIO-RETENTION PLUGS	6,647 sf
Asclepias incarnata / Swamp Milkweed	415
Carex bicknellii / Prairie Sedge	553
Carex comosa / Bottlebrush Sedge	622
Carex cristatella / Crested Oval Sedge	622
Carex lurida / Lurid Sedge	622
Coreopsis tripteris / Tall Coreopsis	415
Elymus virginicus / Virginia Wild Rye	415
Iris virginica / Blue Flag Iris	415
Liatris spicata / Spike Gayfeather	415
Lobelia cardinalis / Cardinal Flower	415
Panicum virgatum / Switch Grass	622
Rudbeckia triloba / Browneyed Susan	415
Spartina pectinata / Prairie Cordgrass	553
Symphyotrichum novae-angliae / New England Aster	415

NOT FOR CONSTRUCTION

vierbicher planners | engineers | advisors

Landscape Plan
Quentin Road Development
Village of Palatine

REVISIONS			
NO.	DATE	REMARKS	
NO.	DATE	REMARKS	

DATE 09-20-2021
DRAFTER AKAN
CHECKED SVIN/JZAM
PROJECT NO. 210032

L1.0

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

27 Sep 2021 - 12:52p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Landscape.dwg by: akan

Site and Landscape Plan

Palatine, Ill

September 27, 2021

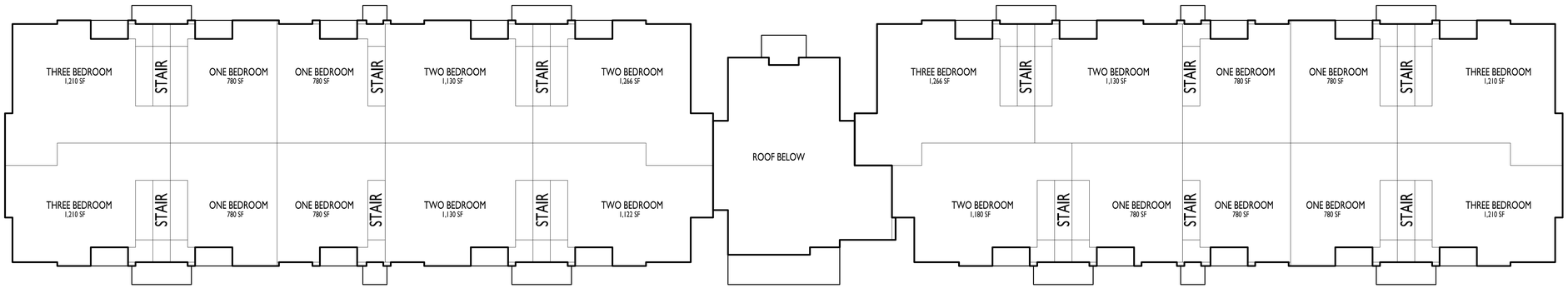
NORTHPOINTE

kba knothe bruce ARCHITECTS

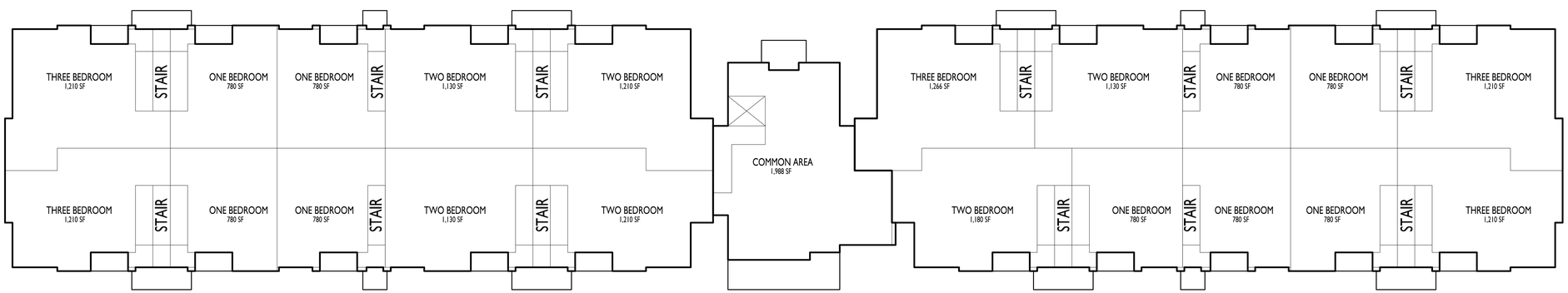
vierbicher planners | engineers | advisors

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Document Path: M:\Northpointe Development\210032_Palatine IL\LandArch\Site Rendering

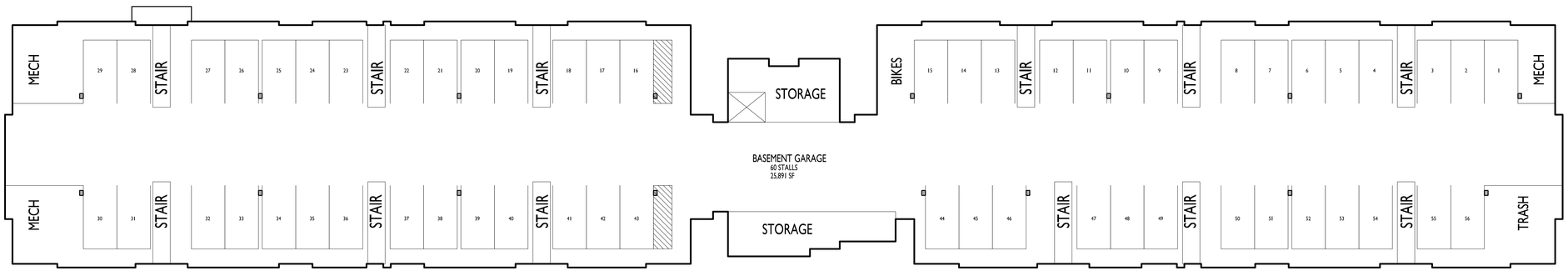


4 A-1.1 SECOND FLOOR PLAN
1/8" = 1'-0"



3 A-1.1 FIRST FLOOR PLAN
1/8" = 1'-0"

18 ONE BEDROOM UNITS
12 TWO BEDROOM UNITS
10 THREE BEDROOM UNITS
40 TOTAL UNITS



2 A-1.1 BASEMENT FLOOR PLAN
1/8" = 1'-0"

1 A-1.1 EXTERIOR ELEVATION
1/8" = 1'-0"

knothe bruce ARCHITECTS
Phone: 608.836.3690
7601 University Ave, Ste 201
Middleton, WI 53562

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Elevation And
Floor Plans

SHEET NUMBER
A-1.1

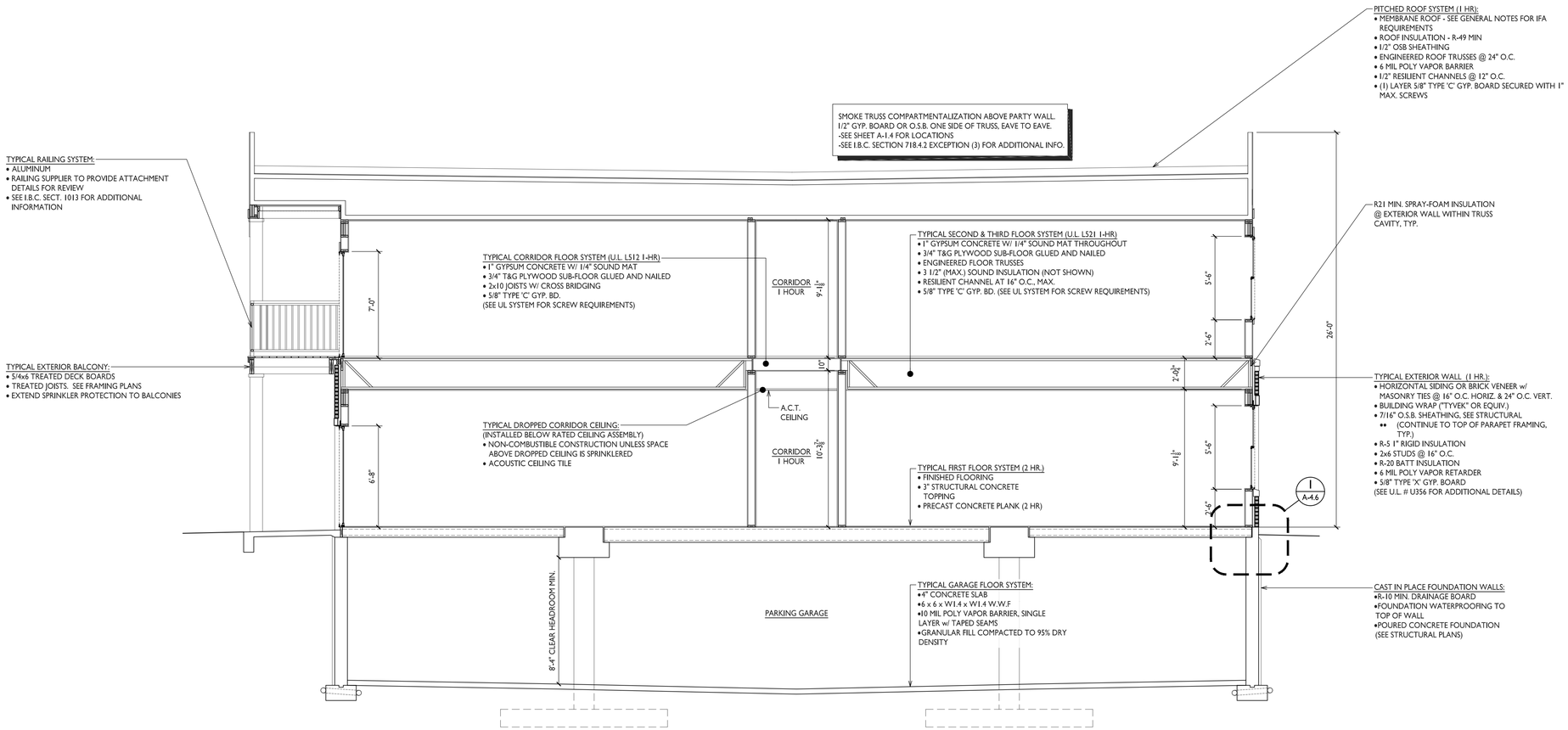
PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

N. Quentin Road - Preliminary Planned Development - 40-unit apartment)
Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920

knothe • bruce
ARCHITECTS
Phone: 608.836.3690
7601 University Ave, Ste 201
Middleton, WI 53562

NORTHPOINTE
DEVELOPMENT CORPORATION



A
A-3.1
BUILDING SECTION
1/4"=1'-0"

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Building Section

SHEET NUMBER
A-3.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

CLOUD CERAMICS
CORONADO GRAY-MODULAR-VELOUR

BRICK VENEER

JAMES HARDIE
GRAY SLATE

1-COMPOSITE SIDING & TRIM

JAMES HARDIE
NAVAJO BEIGE

2-COMPOSITE SIDING & TRIM

JAMES HARDIE
NIGHT GRAY

COMPOSITE PANEL

ROCKCAST
RIESLING

CAST STONE SILLS & BANDS

BLACK

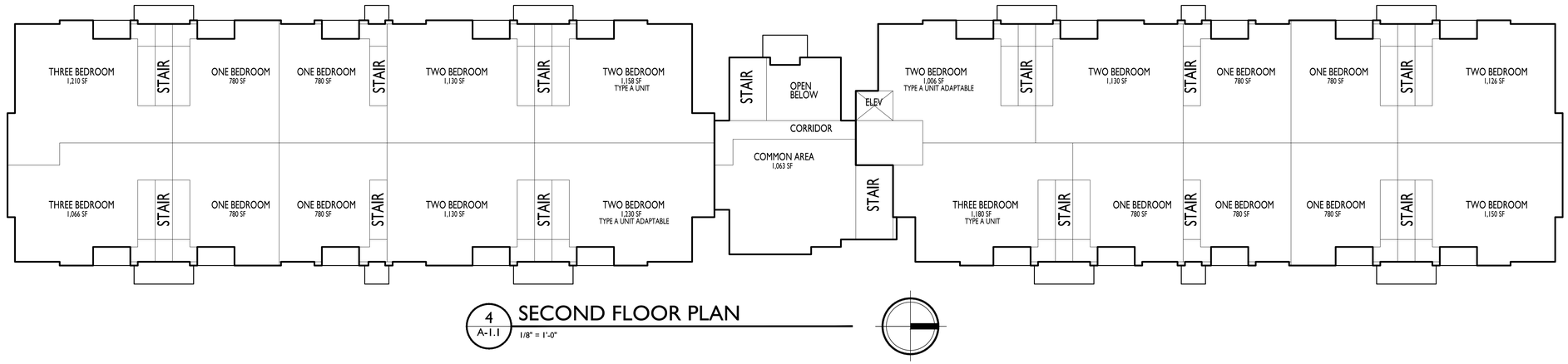
WINDOWS | DOORS
ALUMINUM RAILINGS
ALUMINUM STOREFRONT

NORTHPOINTE
DEVELOPMENT CORPORATION

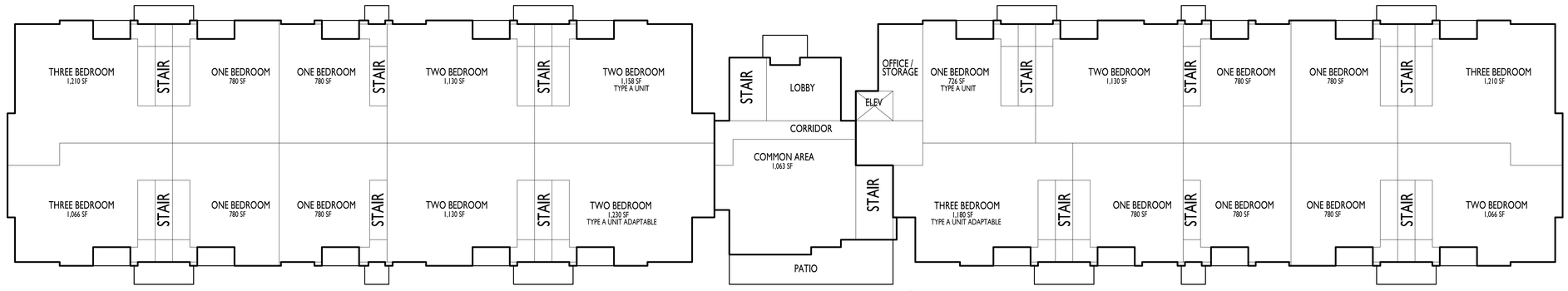
MATERIAL BOARD
NORTHPOINTE DEVELOPMENT
North Quentin Rd
Palatine, IL
September 27, 2021

knothe bruce

Attachment: EXHIBIT - 2021-09-27 COMBINED DRAWINGS (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

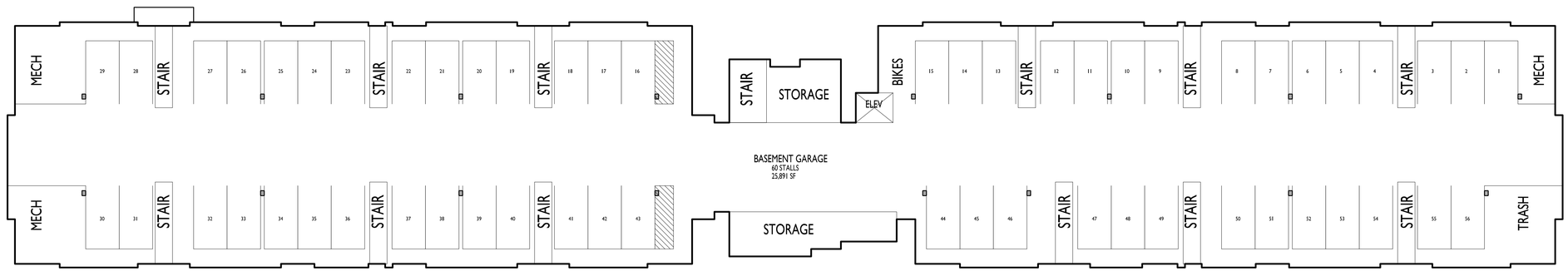


4 A-1.1 SECOND FLOOR PLAN
1/8" = 1'-0"



3 A-1.1 FIRST FLOOR PLAN
1/8" = 1'-0"

19 ONE BEDROOM UNITS
14 TWO BEDROOM UNITS
7 THREE BEDROOM UNITS
40 TOTAL UNITS



2 A-1.1 BASEMENT FLOOR PLAN
1/8" = 1'-0"

1 A-1.1 EXTERIOR ELEVATION
1/8" = 1'-0"

knothe bruce
ARCHITECTS
Phone: 608.836.3690
7601 University Ave, Ste 201
Middleton, WI 53562

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021
Reissued City Submittal - November 24, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Elevation And
Floor Plans

SHEET NUMBER
A-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

Attachment: EXHIBIT - Revised elevation and floorplan 11-24-21 base-A-1.1 (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

NORTHPOINTE
DEVELOPMENT CORPORATION

kba
ARCHITECTS

Attachment: 2021-10-14 - Northpointe Palatine Renders (1) (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-

NORTHPOINTE
DEVELOPMENT CORPORATION

kba
ARCHITECTS

Attachment: 2021-10-14 - Northpointe Palatine Renders (1) (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-

NORTHPOINTE
DEVELOPMENT CORPORATION

kba
ARCHITECTS

Attachment: 2021-10-14 - Northpointe Palatine Renders (1) (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-

NORTHPOINTE
DEVELOPMENT CORPORATION

NORTHPOINTE
DEVELOPMENT CORPORATION

kba
ARCHITECTS

Attachment: 2021-10-14 - Northpointe Palatine Renders (1) (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-

NORTHPOINTE
DEVELOPMENT CORPORATION

kba
ARCHITECTS

NORTHPOINTE
DEVELOPMENT CORPORATION

Quentin Road Apartments – Project Description

Northpointe Development ("Developer") is proposing the new construction of Quentin Road Apartments, a forty-unit Section 42 Low Income Housing Tax Credit ("LIHTC") multi-family rental housing development located on the northwest side of the City of Palatine, Illinois. More specifically, the subject site is located at 920 Quentin Road, Palatine, Illinois, 60067.

Upon completion, the proposed Quentin Road Apartments will consist of the new construction of 2, two-story buildings connected by a community room that will contain forty units of multi-family housing. Units will be marketed towards residents of all ages. Common spaces will also include a playground and fitness room.

The Developer proposes to set aside all units for residents earning 30, 50, 60, or 80 percent or less of the prevailing Cook County Area Median Income ("AMI") using an allocation of Section 42 LIHTCs from the Illinois Housing Development Authority's ("IHDA's") rental housing tax credit program.

The subject site is rectangular in shape, flat in topography, and mainly consists of grass covered land with limited trees lining the edges of the site as well as a small office building to be razed as part of the site redevelopment.

The subject site is located approximately twenty-seven miles northwest of downtown Chicago within the Village of Palatine, IL. The subject site is bordered by North Quentin Road to the east, West Poplar Street to the north, and single-family uses to the west and south. The general area surrounding the subject site is made up primarily of single-family and multi-family residential uses, both rental and owner-occupied. Areas to the south are also made up of a limited amount of commercial development around the intersection of North Quentin Road and West Northwest Highway.

Attachment: Quentin Apartments - Project Description - 9.10.2021 (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Minimum Lot Area:	
Bedroom Type	*SF/Unit*
1 Bedroom & Efficiency	2,100
2 Bedroom	2,400
3 & 4 Bedroom	5,000

Proposed Unit Mix:	
Bedroom Type	*# Units*
Efficiency	0
One-Bedroom	19
Two-Bedroom	14
Three-Bedroom	7
Total Units	40
Minimum Acreage:	2.49
Site Acreage:	2.53

Attachment: Proposed Unit Mix - Density Analysis (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

September 28, 2021

Ben Vyverberg
Village of Palatine Department of Planning and Zoning
200 E. Wood Street
Palatine, IL 60067

RE: 874-920 N Quentin Road Site Drawings

Dear Mr. Vyverberg

Northpointe Development is pleased to re-submit our plans, in response to both staff comments and neighborhood feedback received at Plan Commission and during a neighborhood meeting held on August 25, 2021. Attached you will find both a detailed description of project changes and updated drawings including the site, grading, utility, landscaping, and elevations of the building.

We believe that these changes will address concerns raised by both staff and neighbors, delivering a high-quality development that the Village of Palatine will be proud of.

The following pages include a detailed review of feedback received and revisions made.

Updated Unit Mix

	Initial Unit Mix	**Revised Unit Mix**
One-Bedrooms	24	18
Two-Bedrooms	19	12
Three-Bedroom	15	10
Totals	**58**	**40**

Density Concerns

Staff detailed in their report to Plan Commission that the density initially proposed far exceeded the apartment complex to the north and the other existing multi-family developments in the area. In addition, it was noted that the proposed FAR exceeds the maximum allowed in the multi-family district of .5 FAR and that 3.93 acres would be required to meet the minimum lot area/dwelling unit.

Our team worked to reduce density to the extent possible. Further reductions were limited due to complying with Illinois Housing Development Authority's program requirements.

Our plan makes the following changes to the initial proposal, including:

- Significant reduction in overall density, bringing the initial proposed 58 units down by over 30% to 40 units. This also resulted in a surface stall parking reduction from 57 to 38 stalls. FAR has been reduced to below 0.50.
- Under R-3 Zoning, the initially proposed development would require 3.93 acres to meet the minimum lot area/dwelling unit requirements. The revised proposal is a much better fit on the subject's 2.53 acres and closely aligns with R-3 requirements.

Impact on Resident Privacy

There is a grade difference between the proposed building foundation and the single-family residential to the west. Staff concluded that when combined with the building height of 36 feet, the building being setback approximately 50 feet from the west property line, the view and impact of this building will be substantial. Neighbors expressed this concern loud and clear.

Attachment: Petitioner - Letter + Description of Project Changes (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Our team feels confident that we have identified every opportunity to limit the impact of the proposed development on existing residents. These changes include:

- Revisions to building structure
  - The building has been moved an additional five feet east towards Quentin Road
  - Three-story, 36' structure has been reduced to a two-story 26' tall structure
  - Replacement of pitched roof to a flat roof
  - Balconies on the western portion of the building have been removed
- Revisions to landscaping plan
  - Removal of the retaining wall – although a significant amount of tree line will remain, at request of planning commission, we can add back some amount of retaining wall to save additional trees as outlined in the landscaping plan
  - Installation of an 8-foot fence – relocated to 20' off of the west property line
  - Preservation of trees (as shown in landscaping plan) to the extent allowed with site grading. Over 80 new 10' tall evergreens will be planted along the 8' fencing.
  - Stormwater management system will mitigate adverse impact on surrounding properties likely resulting in an improvement to flooding issues experienced in the immediate area

Impact on Traffic Patterns

A lot of concerns were raised, from both staff and neighbors regarding the potential impact of the proposed development on traffic patterns. Specifically,

- Staff reported that the previously approved memory care/assisted living facility was a more passive use, with limited traffic, whereas the proposed development will generate much more traffic.
- The access onto Poplar Street could potentially create conflicts and impact the existing single-family residential traffic, as the only ingress/egress to Quentin Road for residences on Poplar, Franklin, and Maple is via Poplar Street. Furthermore, Quentin Road has a maximum speed limit of 40 mph. And, a deceleration lane coming from Quentin Road is not a component of the preliminary plans. Per the Planned Development Design Standards, principal vehicular access points shall be designed to promote smooth traffic flow with controlled turning movements and minimum hazards to vehicular, bicycle, and/or pedestrian traffic.
- The development does not provide any substantive guest parking and the one car queuing area from Poplar Street to the underground parking area, has the potential to create access and turning conflicts.

Our team revised our proposal to address many of these concerns.

- Ingress/Egress has been removed from Poplar Street – with one entrance to the site located on Quentin Road and additional site features added to accommodate emergency vehicles. Site access on Quentin Road has been shifted to prevent any residents from driving over the existing median or driving through Franklin for access to the property.
- 10 spaces, over 10%, have been reserved for guest parking only

We are confident that after collaborating with staff and neighbors, the changes incorporated in the new proposal will result in the success of Quentin Apartments. Further, through the revisions outlined above – we are confident that we've taken every step possible to mitigate the impact of the proposed development on existing neighbors.

Please let us know if you have any questions regarding our submission.

Sincerely,

Jake Victor

Jake Victor
Vice President of Development
Northpointe Development Corporation

Attachment: Petitioner - Letter + Description of Project Changes (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

VILLAGE OF PALATINE

PRELIMINARY PLANNED DEVELOPMENT

Department of Planning & Zoning
200 E. Wood Street · Palatine, IL · 60067-5339
Telephone: (847) 359-9047 · Fax (847) 963-6247
www.palatine.il.us

Office Use Only		
	Project Planner	Zoning Case #
	Filing Fee	Notification Deadline
	PC Public Hearing Date	Village Council Date

date received

PLEASE TYPE OR PRINT IN INK:

1. Name of Petitioner(s): Andy Dumke

2. Authorized Agent of Petitioner (if different):

   Name: _____

   Address: _____

   Telephone No. _____ Business No. _____

   Email: _____

   Relationship to Petitioner: _____

3. Property Interest of Petitioner(s): Owner/Developer
   Owner, Lessee, Contract Purchaser, etc.

4. Address of the property for which this application is being filed:

   874-920 Quentin Road

5. All existing land use(s) on the property are:

6. Current zoning of property: PD Size of the property: Approx 2.5 acres

7. Briefly describe the proposed Planned Development with regards to types of uses proposed, number and types of units, development mix, amenities to be provided, etc.:

New construction apartment building will consist of 40 affordable apartment units consisting of one-, two-, and three-bedroom units that will be affordable to individuals and families with a range of income levels from 30% AMI to 80% AMI.

Attachment: Preliminary Planned Development application (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8. Describe any Variations from the Village Ordinances which would be required if the proposed Planned Development ere to be developed as a traditionally zoned project (if any):

9. The attached Checklist of Documents outlines all required submittals before a project may be scheduled for the required public hearing before the Plan Commission. All required documents must be submitted with this Petition.

Attachment: Preliminary Planned Development application (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

10. The petitioner's signature below indicates that the information contained in this application and on any accompanying documents is true and correct to the best of his/her knowledge.

Signature: _____ Date: 11/10/21

State of Illinois

County of Cook

This instrument was acknowledged before me on November 10, 2021 by Andy Dumke.

MEGAN BURNHAM NOTARY PUBLIC STATE OF WISCONSIN

Megan Burnham

Notary Public

(Seal)

Attachment: Preliminary Planned Development application (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

VILLAGE OF PALATINE
Plan Commission

SCHEDULED 12/07/21 07:00 PM

CASE STAFF STATEMENT (ID # 7261)

874-920 N. Quentin Road - Preliminary Planned Development to allow a 2-story, 40-unit apartment building.

CASE NUMBER: 21-89

PETITIONER: Andy Dumke, Alliance Development

LOCATION: 874-920 N. Quentin Road

PROPOSAL: Preliminary Planned Development to permit a 2-story, 40-unit apartment building

ZONING AND LAND USE: Planned Development - vacant property

SURROUNDING CONDITIONS:

North:	Planned Development - The Clayson apartments - across Poplar Street
South:	B-2 General Business - real estate office
East:	Unincorporated Cook County (Lake Park Estates) and R-1 single-family residential (2-lots are incorporated into the Village)
West:	R-1 single-family residential – (minimum required 20,000 square foot lots)

BACKGROUND:

The Petitioner and contract purchaser of the property submitted a revised Petition for a 40-unit, 2-story apartment building, with associated below-ground and surface parking lots.

- The Subject Property is 2.53-acres (110,333 square feet) and consists of 6 vacant lots and 1 lot, with an unoccupied building.
- The revised plan includes 40 apartments, consisting of 19-1-beroom units, 14-2-bedroom units, and 7-3-bedroom units. The initial and subsequent revisions are identified below from the Petitioner's response:

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Updated Unit Mix

	Initial Submission Unit Mix	Second Submission Unit Mix	Revised Unit Mix
One-Bedrooms	24	18	19
Two-Bedrooms	19	12	14
Three-Bedroom	15	10	7
Totals	**58**	**40**	**40**

Historical Land Uses and Previous Development approvals

- 920 N. Quentin Road property *(existing building on the NE corner of the property)* was annexed in 1994 and 874-896 N. Quentin Road were annexed in 2002. These properties historically operated as a single-family home, commercial nursery, and a legal/real estate office. They were initially zoned R-1, due to annexation, and subsequently rezoned to Planned Development in 2002.
- In 2002, the initial commercial Planned Development (Ordinance #O-43-02) identified the commercial uses on the property:
    - Landscaping contractor's yard;
    - Retail landscaping facility; and
    - Professional offices.
- 920 N. Quentin Road was a single-family home and a contractor's office, during the Willow Glen Planned Development (1996) construction. It later functioned as a professional office and has been unoccupied and listed for sale.
- In 2009, the property was rezoned to B-2 General Business district, subject to certain conditions, which was also not activated.
- In 2011, the Subject Property (not including 920 N. Quentin Road) applied for a Planned Development (Ordinance #O-136-11) - institutional use (75-room Alzheimer's/memory care) and associated parking. In 2012, the plan was amended, reducing the room count to 69. The proposed facility was 3 stories and had 58 parking spaces. This Planned Development was also not implemented and the approvals expired.

ANALYSIS:

- The subject property is 2.53 acres. The Petitioners previously applied for an

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

apartment building for the Subject Property in July 2021. The Petition and plans were withdrawn from consideration, subsequent to the Plan Commission recommendation to deny the Petition.

- In the revised submission, the Petitioners held a neighborhood meeting on August 25, 2021 to discuss the plan changes. The revised plans reduced the unit count by 18 (31% of previously 58 units) to 40 units, the FAR was lowered to below .5, and further reduced the surface parking from 57 spaces to 38 spaces. Note - there are 56 underground parking stalls between the two buildings, for a total parking count of 94 spaces or 2.35 spaces/unit
- The revised plans also removed the full access to Poplar Street and relies upon one full access onto Quentin Road on the south side of the property. This access point enters and moves around a stormwater detention basin and the proposed fenced play area (40 feet by 30 feet), which is located in between the drive aisle/parking lot and detention basin. The drive terminates into the parking lot and provides a 2-way access to the underground parking.

- The Petitioners submitted a parking and traffic narrative indicating that the proposed housing typically needs 1.5 to 1.6 spaces/unit. Ten surface guest parking spaces are proposed for the 40-units. Further, based upon two recent traffic studies for similar housing examples (Machesney Park, IL and McFarland, WI) produced the following number of trips:

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Land Use	ITE Code	Dwelling Units	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
Multifamily Housing	220	40	4	15	16	9
Total New Trips			**4**	**15**	**16**	**9**

- The linear layout of the parking lot would also not provide for a directed delivery access and would require vehicles to enter the site and then return to the same Quentin Road access point.

- The table below summarizes the site characteristics and bulk standards for the previously proposed apartment building, and the revised apartment submission,

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

and previously approved memory care use:

	Subject Acreage	**Unit count & memory care rooms**	**Density/ acre**	**Building height**	**Setbacks (Front yard, Side yard abutting a street, Side yard, and Rear Yard)**
Initial application	2.53	58	22.92 units	3 story; 36-feet	F-(Poplar Street) – 64 feet SYAS (Quentin) -25 feet SY – 75 feet RY – 176 feet
Revised application	**2.53**	**40**	**15.8 units**	**2-story; 26 feet**	**Front- (Poplar Street) 104 feet** **Side yard abutting a street (Quentin Road) -20 feet** **Side yard - 85 feet** **Rear yard - 103 feet**
Memory care use	1.96	69	NA	3-story;	**Front- (Poplar Street) 137 feet** **Side yard abutting a street (Quentin Road) -51.3 feet** **Side yard - 85 feet** **Rear yard - 17.9 feet**

- The proposed 20-foot setback is inconsistent with the surrounding setbacks in the area. As noted, the Clayson apartments are set back approximately 28 feet from the Quentin Road property line. This would have complied with the Cook County requirements and provided a comparable corner side yard setback to the R-3 district minimum requirement of 25 feet. The proposed setback is also narrower than the Clayson and would provide the smallest residential corner side yard or functional front yard setback in the block. Additionally, Staff notes that the setback is too narrow for the approximately 410-foot wide building.
- The unit mix was also revised to comply with the minimum required R-3 lot area

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

per dwelling unit limitations (Zoning Ordinance). The proposed unit count and mix requires a minimum of 2.49 acres, with the Subject Property containing 2.53 acres. The plans were also revised to provide elevator access to a minimum of 20% (8-units) between the first and second floors.

- The landscaping plans were also revised to provide sections of 8-foot fencing on the west side of the property, with continuous 10-foot evergreens (84 total to further screen the single-family residential properties to the west.

- The Site Plan contemplates a 1,200 square-foot fenced play area, within 5 feet of the proposed stormwater detention area. Staff questions its placement 3 feet from the eastern curb of the drive aisle to the parking lot.

Engineering and Traffic

- The proposed storm sewer connects to existing manholes on the west side of Quentin Road and the southern side of Poplar Street. A Cook County permit would be required.

- Sanitary lines will connect to services on the south side of Poplar Street.

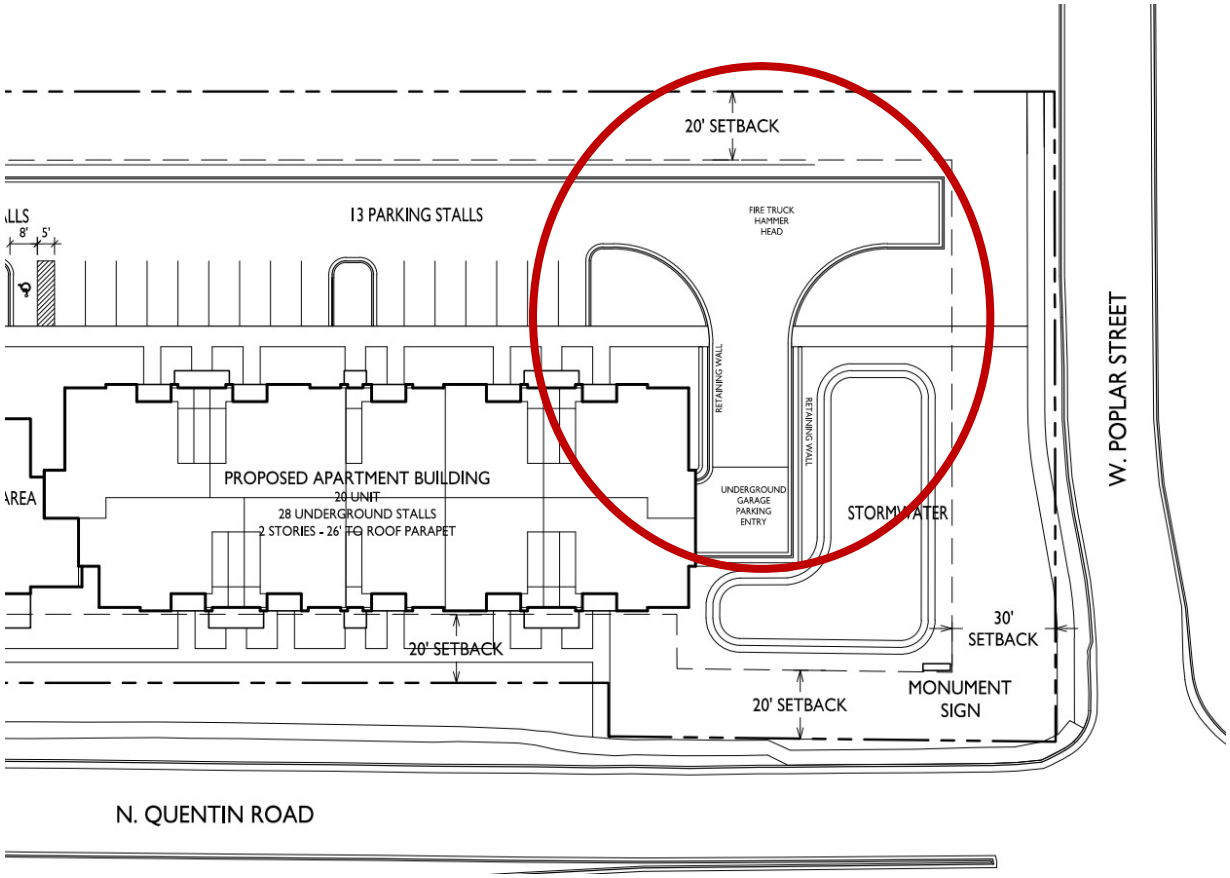
- The water service will connect to existing services on the south side of Poplar Street.

- Quentin Road is under the jurisdiction of the Cook County Highway Department and requires permit approval to access the site. The posted speed limit in this area is 40 miles per hour.

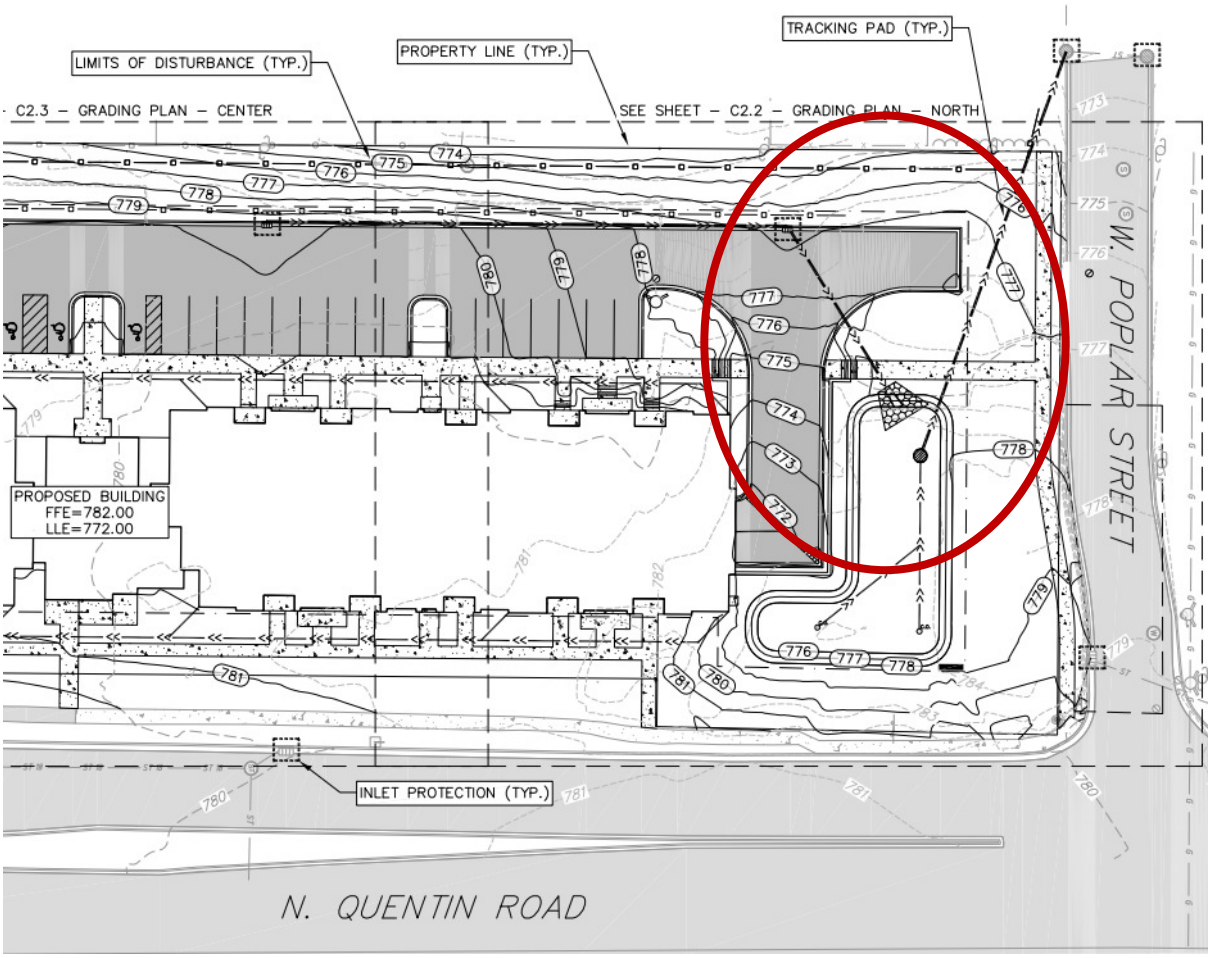
- One access point to the site is planned on the south side of the property. The full access point is approximately 26 feet wide and enters the property heading west, until transitioning around the fenced play area, within the parking lot. The drive then enters a 2-way drive aisle descending into the underground parking areas. There is also a partial hammerhead planned on the north side of the property to allow emergency vehicles to complete the necessary turning movements.

- This full access would have to provide two access lanes to accommodate both left and right turns. Additionally, the 2-way access drive terminates into an emergency access hammerhead. The proposed hammerhead shares entrance drive access to the underground parking; including a 6-foot grade descent into the underground parking area.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)



- The proposed project will have 94 parking spaces total - 56 underground parking spaces and 38 surface parking spaces. The parking ratio is 2.35 stalls/unit. Multi-family requires 2 space per unit without garages, and 2.25 spaces with garages. A trash enclosure in the parking garage is also included in the plan.

- While it did not include the 920 N. Quentin Road property, the previous memory care Planned Development derived access from two Quentin Road curb cuts. This included a full access on the northern end the development and a one-way exit only on the southern side. The anticipated traffic associated with the memory care use would have been low volume, as the residents would not have vehicle access. The traffic generated would have consisted of employees, service vehicles, and visitors.

- Staff again notes the absence of any public transportation in proximity to the

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

development. There are no existing or proposed PACE bus service lines anywhere proximate to the development. The Metra Station is not proximate to the proposed development, at 1.5 miles from the Subject Property.

- Staff also questioned how school bus traffic would enter and exit the site. The Petitioner indicates that school bus traffic would access students from Poplar Street.

SURROUNDING LAND USES:

- The subject site is surrounded by single-family residential properties to the east and west and multi-family properties to the north, across Poplar Street. Now known as the Clayson apartments (constructed in unincorporated Cook County).
- The property south of the Subject Property is zoned B-2 General Business and operates as a real estate office. With the exception of the homes at 897 and 907 N Quentin Road, the properties east of Quentin Road are all in unincorporated Cook County and part of the Lake Park Estates Subdivision.

Comprehensive Plan Recommendation

- The Village of Palatine Future Land Use map identifies business uses for 920 N. Quentin Road and multi-family for 896 N. Quentin Road, as the adjacent properties were approved for the memory care use through Planned Development in 2011. This development was ultimately never developed or implemented and the entitlement approval has lapsed. The future land use categories do not include senior housing or memory care uses, the designation was a reflection of the approved use. This is consistent with the other similar uses in the Village including Greencastle of Palatine, Grand at Twin Lakes, and Solstice Senior Living at Palatine.

SUBJECT AND SURROUNDING DENSITY

- The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density is 15.8 units per acre. Excepting downtown developments (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.
- There are other multi-family developments, located north of Poplar Street and south of Dundee Road, as follows:

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

- The Clayson apartments (north of Poplar Street) were already completed, prior to being annexed from Cook County. Known then as the Deer Grove apartments, the 448-units on 28.4 acres and equates to 15.7 units/acre. This development is a mixture of 2-story and 3-story buildings and includes a swimming pool, walking trails, and various outdoor activity areas. It was annexed into the Village in 1985.
- Northwest of the Subject Property (off of Poplar Street) is the Willow Glen townhouse development. It contains 40 units and is located on 10.56 acres. This provides an overall density of 3.78 units/acre.
- Knollwood is west of Willow Glen (access from Dundee Road) and has 236 units on 24.281 acres, for an overall density of 9.791 units/acre.

RECOMMENDATION:

The Petitioners reduced the overall density and provided additional landscaping and screening for the west side of the property. Additionally, the height of the building was lowered to 2-stories and 26 feet. Staff notes that the Future Land Use and previous approvals for the property contemplated a multi-family memory care use. Also, the proposed is denser than the other multi-family and townhouse uses. As the Clayson apartments were planned, approved, and constructed in Cook County, Staff views that circumstance dissimilar from the proposed.

There is also no access to public transportation, park district, or recreational facilities within the vicinity of the property. The plan indicates one outdoor 1,200 square foot fenced recreation area on the west side of the building. This area is located along the entrance drive to the surface parking lot and further speaks to the constraints of the site plan.

Staff has also raised questions and concerns about snowplowing and adequate snow storage. The Petitioner indicates that snow could be hauled off site, which would have to be further determined to accommodate. The proposed site plan and property dimensions of the Subject Property do not likely allow for onsite plowing. Staff also questions the one access point into the site. A deceleration lane should also be reviewed coming from Quentin Road into the site. As a condition of review, Staff recommends 2 separate access points to accommodate turns onto Quentin Road.

The interior of the building has a 1,988 square foot common area space on the first floor of the area between the buildings, for use by the residents of the 40-units,

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

which the narrative indicates would have a fitness room. The underground parking area provides approximately 221 square feet of storage areas and 60 square feet noted for bike storage. This does not seem sufficient for the additional storage needs for 40 units.

While the elimination of the second access to Poplar Street addressed neighbor and Staff concerns from the initial Petition, the revised site plan and singular access point on the south side of the property create additional access and turning movement concerns with the site plan. Such things as delivery, moving, and maintenance trucks will be forced to use the single shared resident access and traverse through the site, returning through the same sole access point. The site plan could potentially relieve potential congestion and turning conflicts by providing a second access onto Quentin Road.

Staff sees the confluence of the access drive to the underground parking garage, fire department hammerhead, and the singular drive to the surface parking lot, as creating unnecessary traffic conflicts. It also further bespeaks the dimensional limitations of the proposed site and underlying property acreage. As proposed, Staff believes that the site plan does not adequately address or comply with the traffic circulation design standards for Planned Developments.

Ultimately, Staff cannot support the proposed site plan. If the Plan Commission recommends approval, Staff recommends the following conditions:

1. The Preliminary Planned Development shall substantially conform to the Engineering Plans prepared by Vierbicher dated 09/27/2021, and the Architectural Plans prepared by Knothe Bruce Architects dated 09/27/2021 last revised 11/24/2021, except as such plans may be revised to comply with all of the accessibility requirements for multi-story buildings and residential facilities, as required within the building codes, and to conform to Village Codes and Ordinances.

2. A Plat of Consolidation/Subdivision shall be submitted in a manner acceptable to the Village Engineer and include all necessary easement language, including a 10-foot easement along the Quentin Road frontage. The plat shall reflect that the property-owner shall be responsible for all utilities on the property including storm water maintenance.
3. The Final Engineering plans and Engineers of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.

4. The Final Landscape Plan shall be submitted in a manner acceptable to the

Director of Planning and Zoning. The final plantings on the west side of the property should also include additional types of trees and bushes to present a more natural appearance to promote the vibrancy and health of the plantings. This could include the use of understory trees and bushes.

5. An Auto-Turn Exhibit shall be submitted in a manner acceptable to the Fire Marshal.

6. The required Public Improvement and Planned Development Letters of Credit and other all fees shall be submitted in a manner acceptable to the Director of Planning and Zoning and Village Engineer.

7. MWRD, Cook County, and NCCSWC permits are required.

8. In conjunction with the Final Planned Development application process, the Petitioner shall submit a construction management plan and schedule in a manner acceptable to the Village of Palatine.

9. If deemed necessary by the Village Engineer and in conjunction with the Final Planned Development application process, the Petitioner shall submit a Traffic Impact Study in a manner acceptable to the Village Engineer and Director of Planning and Zoning. The developer should anticipate possible road improvements along Quentin Road, including a deceleration lane along and second access to Quentin Road. The full access point should include two exit lanes to accommodate left and right turns.

10. A final fencing and screening plan shall be submitted in a manner acceptable to the Director of Planning and Zoning. The final floorplan and site plan for the fenced play area shall be submitted in a manner acceptable to the Director of Planning and Zoning.

11. The Petitioner shall submit a stormwater management and maintenance plan in a manner acceptable to the Village Engineer.

12. The playground location will be reconsidered to provide additional separation from the detention basin.

13. The petitioner shall provide a detailed sign plan for the entire site. Information on the freestanding sign and wayfinding signage for the property shall be provided in the plan.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

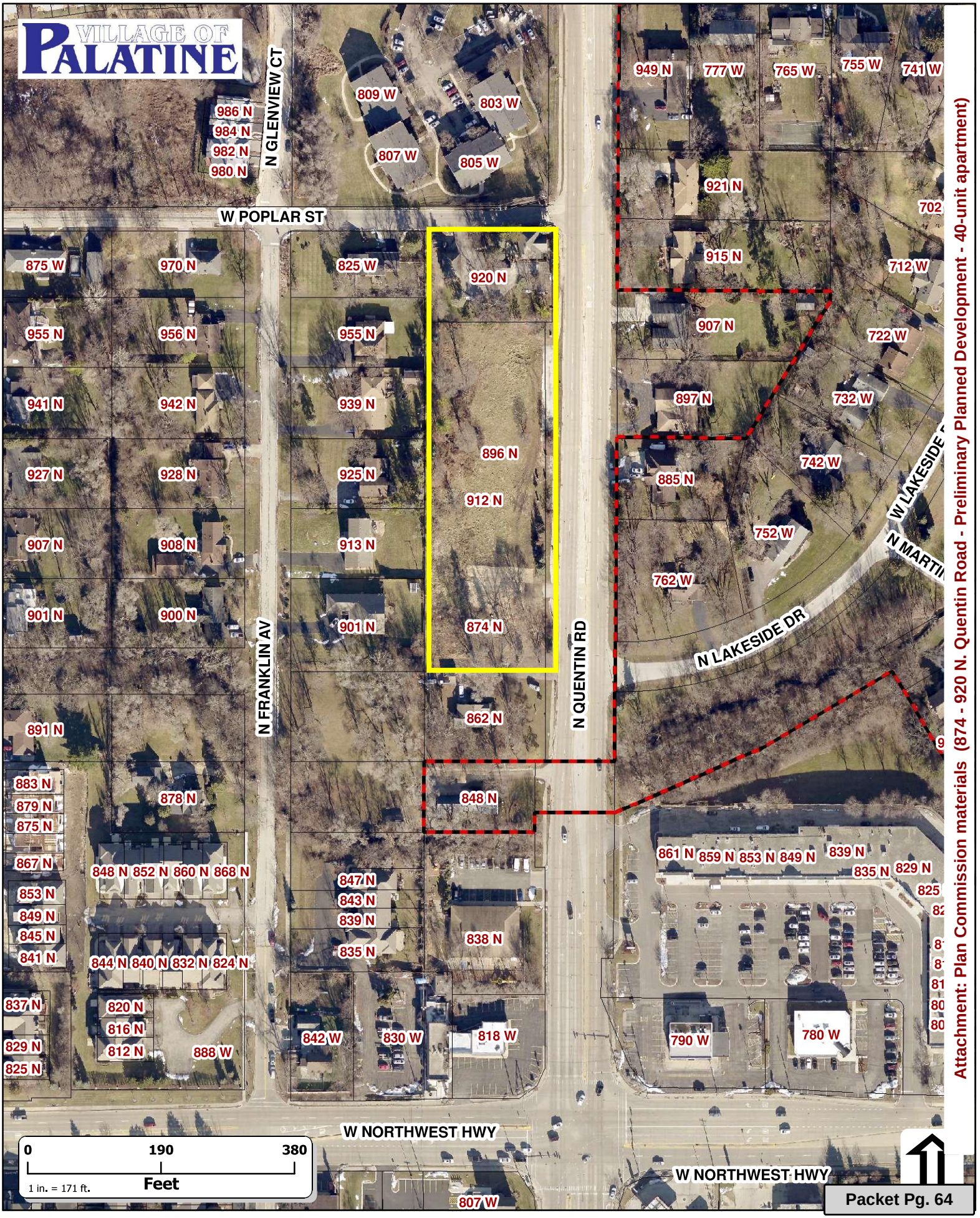
ATTACHMENTS:

- Aerial Map
- Petitioner - Letter + Description of Project Changes
- Petitioner - Palatine Parking and Traffic Narrative
- Petitioner - 2021-09-27 COMBINED DRAWINGS
- Petitioner - Revised elevation and floorplan - 11-24-21 base-A-1.1
- Petitioner - Initally Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1)
- Petitioner - Proposed Unit Mix - Density Analysis
- Petitioner - Quentin Apartments - Project Description - 9.10.2021
- PPD application
- Petitioner - Previously proposed elevations
- Petitioner - Previously proposed - Initial Site Plan
- Site plan and elevation changes
- Diaz email Quentin Road apartments
- Galo email
- Gintowt letter Quentin apartments
- Martin LWV email of support
- Wojdyla email - Quentin Road apartments
- Support Quentin Project - to BV from Cortez
- Paciga email 11-27-21
- Harder email 11-26-21
- Piazza - Palatine Letter Plan Commission RE-Public Notice ID 1295
- Kramer email
- Novak email
- Thompson email
- Erickson email
- Murphy File 21-89 (002)
- Marelli email
- Magoncia email
- Picchiotto email
- Pichhiotti email describing Petition
- Pichhiotti Petition
- Orofino email
- Willow Glen Petition
- ToshikoLinLTR

- Wallace email 11-26-21
- DeRosa email
- LWilliamsAffordableHousingLtr
- Public Notice

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

874-896 N. Quentin Road



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

September 28, 2021

Ben Vyverberg
Village of Palatine Department of Planning and Zoning
200 E. Wood Street
Palatine, IL 60067

RE: 874-920 N Quentin Road Site Drawings

Dear Mr. Vyverberg

Northpointe Development is pleased to re-submit our plans, in response to both staff comments and neighborhood feedback received at Plan Commission and during a neighborhood meeting held on August 25, 2021. Attached you will find both a detailed description of project changes and updated drawings including the site, grading, utility, landscaping, and elevations of the building.

We believe that these changes will address concerns raised by both staff and neighbors, delivering a high-quality development that the Village of Palatine will be proud of.

The following pages include a detailed review of feedback received and revisions made.

Updated Unit Mix

	Initial Unit Mix	**Revised Unit Mix**
One-Bedrooms	24	18
Two-Bedrooms	19	12
Three-Bedroom	15	10
Totals	**58**	**40**

Density Concerns

Staff detailed in their report to Plan Commission that the density initially proposed far exceeded the apartment complex to the north and the other existing multi-family developments in the area. In addition, it was noted that the proposed FAR exceeds the maximum allowed in the multi-family district of .5 FAR and that 3.93 acres would be required to meet the minimum lot area/dwelling unit.

Our team worked to reduce density to the extent possible. Further reductions were limited due to complying with Illinois Housing Development Authority's program requirements.

Our plan makes the following changes to the initial proposal, including:

- Significant reduction in overall density, bringing the initial proposed 58 units down by over 30% to 40 units. This also resulted in a surface stall parking reduction from 57 to 38 stalls. FAR has been reduced to below 0.50.
- Under R-3 Zoning, the initially proposed development would require 3.93 acres to meet the minimum lot area/dwelling unit requirements. The revised proposal is a much better fit on the subject's 2.53 acres and closely aligns with R-3 requirements.

Impact on Resident Privacy

There is a grade difference between the proposed building foundation and the single-family residential to the west. Staff concluded that when combined with the building height of 36 feet, the building being setback approximately 50 feet from the west property line, the view and impact of this building will be substantial. Neighbors expressed this concern loud and clear.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Our team feels confident that we have identified every opportunity to limit the impact of the proposed development on existing residents. These changes include:

- Revisions to building structure
  - The building has been moved an additional five feet east towards Quentin Road
  - Three-story, 36' structure has been reduced to a two-story 26' tall structure
  - Replacement of pitched roof to a flat roof
  - Balconies on the western portion of the building have been removed
- Revisions to landscaping plan
  - Removal of the retaining wall – although a significant amount of tree line will remain, at request of planning commission, we can add back some amount of retaining wall to save additional trees as outlined in the landscaping plan
  - Installation of an 8-foot fence – relocated to 20' off of the west property line
  - Preservation of trees (as shown in landscaping plan) to the extent allowed with site grading. Over 80 new 10' tall evergreens will be planted along the 8' fencing.
  - Stormwater management system will mitigate adverse impact on surrounding properties likely resulting in an improvement to flooding issues experienced in the immediate area

Impact on Traffic Patterns

A lot of concerns were raised, from both staff and neighbors regarding the potential impact of the proposed development on traffic patterns. Specifically,

- Staff reported that the previously approved memory care/assisted living facility was a more passive use, with limited traffic, whereas the proposed development will generate much more traffic.
- The access onto Poplar Street could potentially create conflicts and impact the existing single-family residential traffic, as the only ingress/egress to Quentin Road for residences on Poplar, Franklin, and Maple is via Poplar Street. Furthermore, Quentin Road has a maximum speed limit of 40 mph. And, a deceleration lane coming from Quentin Road is not a component of the preliminary plans. Per the Planned Development Design Standards, principal vehicular access points shall be designed to promote smooth traffic flow with controlled turning movements and minimum hazards to vehicular, bicycle, and/or pedestrian traffic.
- The development does not provide any substantive guest parking and the one car queuing area from Poplar Street to the underground parking area, has the potential to create access and turning conflicts.

Our team revised our proposal to address many of these concerns.

- Ingress/Egress has been removed from Poplar Street – with one entrance to the site located on Quentin Road and additional site features added to accommodate emergency vehicles. Site access on Quentin Road has been shifted to prevent any residents from driving over the existing median or driving through Franklin for access to the property.
- 10 spaces, over 10%, have been reserved for guest parking only

We are confident that after collaborating with staff and neighbors, the changes incorporated in the new proposal will result in the success of Quentin Apartments. Further, through the revisions outlined above – we are confident that we've taken every step possible to mitigate the impact of the proposed development on existing neighbors.

Please let us know if you have any questions regarding our submission.

Sincerely,

Jake Victor

Jake Victor
Vice President of Development
Northpointe Development Corporation

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

NORTHPOINTE
DEVELOPMENT CORPORATION

September 28, 2021

Ben Vyverberg
Village of Palatine Department of Planning and Zoning
200 E Wood Street
Palatine IL 60067

RE: Parking and Traffic Narrative 874-920 N. Quentin Road

Dear Mr. Vyverberg,

Please accept this Parking and Traffic Narrative for our proposed multifamily development. This memo is intended to detail the appropriateness of the amount of parking provided and the number of daily trips generated from our site. Since being established in 2009, Northpointe Development has developed over 1,100 units of housing. Approximately 800 of those units are family workforce like our proposal for N. Quentin Road. Our portfolio is currently over 98% occupied which not only gives us great data on the amount of parking being utilized at our projects but also shows that we offer the proper amount of amenities (including parking), quality housing, and management to keep our properties full and well maintained over the long term.

The housing tax credit program was created in 1987 and has built over 2.3 million units throughout the county. Best practices show that a workforce housing property generally needs a 1.5 or 1.6 ratio on parking spaces to units for residents and visitors. However, we have studied the parking uses of our portfolio and have developed a more detailed formula. This formula calculates resident parking needs based on unit size and tenant income and has been attached for our proposed project. This formula shows that the residents, not including spaces for visitors, will need approximately 53 total parking stalls. Our proposal includes 94 total spaces including 56 underground spaces. At 2.35 spaces per unit our proposal maybe over parked and our total green space could be increased. Also, if the residents are expected to need approximately 53 stalls most of the residents will be parked underneath the building reducing the neighborhood visual impact of the development.

To estimate the project's effect on traffic and number of trips we referenced two recent Traffic Studies that have been completed for Northpointe. Both Studies have been attached for your reference. The most recent and most comparable study was completed in January of 2021 for a 64 unit, 3-story multifamily building in Machesney Park, Illinois. That study used the ITE Manual to generate new trips from the property in both Peak AM and PM times. Based on the numbers from that study our project is estimated to produce the following number of trips.

Land Use	ITE Code	Dwelling Units	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
Multifamily Housing	220	40	4	15	16	9
Total New Trips			**4**	**15**	**16**	**9**

The Machesney Park Study showed that the project was going to add a relatively few number of additional trips overall and that they effect of these trips would have on the studied intersections would be minimal. The general location of this site was business commercial area with access to a residential neighborhood. The second study submitted analyzed a two-way stop-controlled intersection in the Village of McFarland, WI and the effects of that control and traffic with the addition of 110 multifamily units and Public Safety Building. This site is in a majority residential area at the intersection of a major and minor street.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

The two-way stop sign was on the minor street and no stop sign on the major street somewhat similar to the corner of W Poplar Road and N Quentin Road. This study showed that the two-way stop was sufficient in both a current and future build scenarios. In our opinion, both of these studies should give the Village comfort that our proposed use will have a relatively low and insignificant impact to traffic and would not add delays are the need for any road modifications or intersection controls.

Please let me know if you have any questions or comments.

Sincerely,

Jake Victor

Jake Victor
Vice President of Development
Northpointe Development Corporation
www.northpointedev.com

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Housing Tax Credit FAMILY PARKING
Palatine, IL

		Stalls Per Unit	Units	Total Needed	
1 Bedroom					
	30%	0.4	7	2.8	
	50%	0.82	8	6.56	
	60%	1	1	1	
	80%	1.09	2	2.18	
2 Bedroom					
	30%	0.8	2	1.6	
	50%	1.58	7	11.06	
	60%	1.8	0	0	
	80%	2	3	6	
3 Bedroom					
	50%	1.53	3	4.59	
	60%	1.6	1	1.6	
	80%	2.5	6	15	
				Stalls Needed	52.39

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Technical Report

Traffic Impact Study

Northpointe Development

Machesney Park, Illinois

Prepared By:

HRGreen

January 2021

HR Green Job No.: 201649

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Introduction

A comprehensive review of a proposed residential development was completed to estimate the traffic impacts of the development on nearby, connecting roadways. The development includes the construction of an apartment building in a currently undeveloped lot west of IL 251. The site is located in Machesney Park, Illinois between N 2nd Street/West Frontage Road and Mall Drive. This technical report will provide brief discussions on the existing conditions of the site and the expected traffic impacts associated with the proposed redevelopment, including: trip generation, traffic assignment and distribution, and traffic analysis.

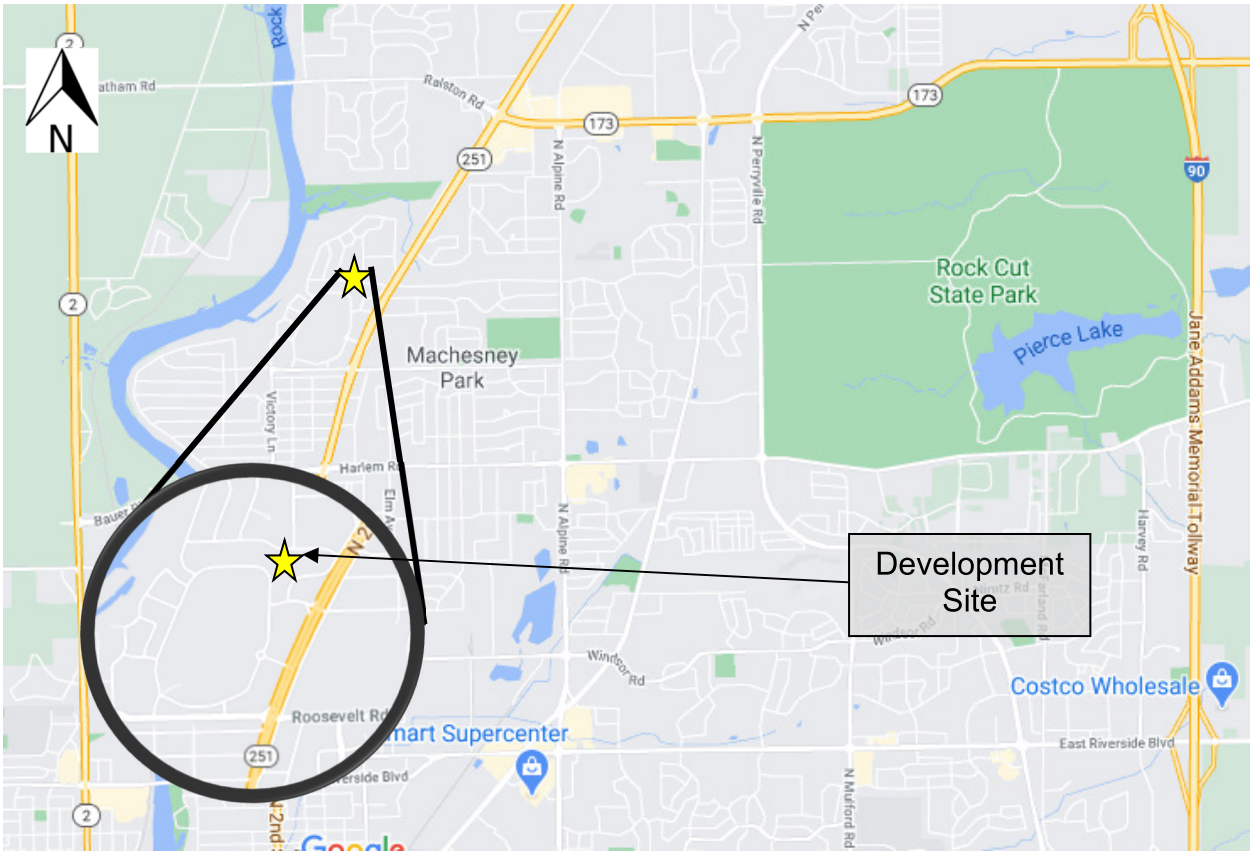
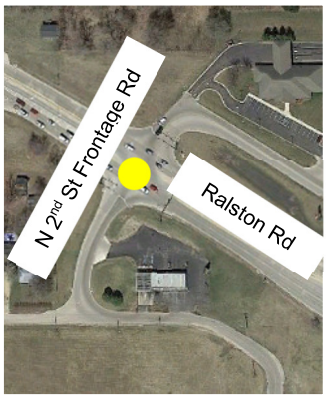


Figure 1 (Project Location)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Existing Conditions

As part of overall site assessment, a description of the street network, existing land use, and traffic characteristics is provided in the following sections.



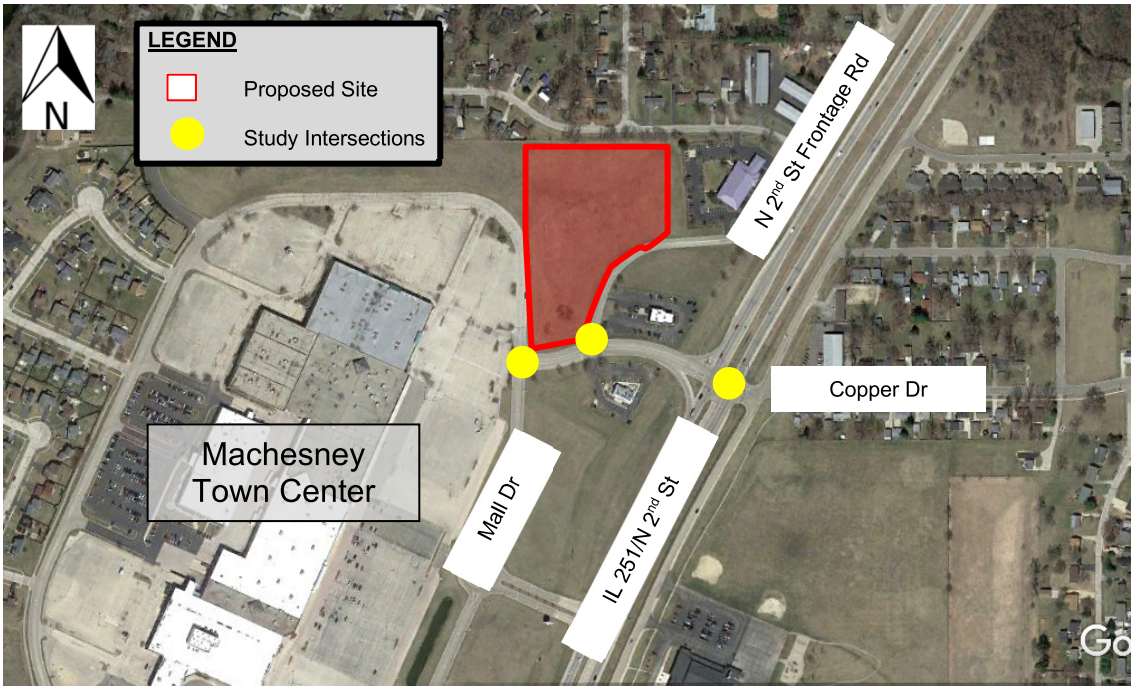


Figure 2 (Study Area)

Existing Street Network

The existing development site is a currently undeveloped lot west of IL 251/N 2nd Street. The site is located northwest of Frontage Road, north of Copper Drive, and east of Mall Drive. Primary access to the development site will be provided via both Mall Drive and Frontage Road. It is anticipated that the majority of site traffic will reach the development site either via the signalized

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

intersection of IL 251 at Copper Drive, or via the signalized intersection of Ralston Road at Frontage Road.

IL 251 is a north/south principal arterial roadway which serves local and regional traffic in Machesney Park. The road provides access to commercial and residential areas throughout Machesney Park, as well as into neighboring communities in the greater Rockford area. The facility is two lanes in each direction, divided by an approximately 50' grass median in the study area. Auxiliary turn lanes are provided at the Copper Drive intersection, including dual left turn lanes in the northbound direction. The posted speed limit on IL 251 is 55 miles per hour.

Copper Drive is an east/west local road, stretching from the residential neighborhood east of IL 251 to Mall Drive. There are two through lanes in each direction in the study area separated by a raised median. A dedicated left turn lane and a dedicated, channelized right turn lane are provided in the eastbound direction at the IL 251 intersection. At the Frontage Road intersection, the westbound direction is free-flowing to prevent queues from backing to the signalized intersection, while the eastbound, northbound, and southbound directions are stop controlled.

Frontage Road is a service road running parallel with IL 251 on its west side. The roadway stretches from Copper Drive north, to Ralston Road/IL 173 and beyond. Frontage Road has a single lane in each direction and serves local traffic wishing to access commercial and residential areas west of IL 251. It is often used by locals as an alternate route to avoid traffic signals along the IL 251 corridor. The speed limit on Frontage Road is 35 mph.

Mall Drive is a local road which serves as a ring road for the Machesney Town Center shopping mall. The roadway has a single lane in each direction with a median turn lane.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Existing Traffic Volumes

Peak hour turning movement counts were collected a sub-consultant on Tuesday December 15, 2020 from 7-9:00 am and 4-6:00 pm for the following intersections:

- IL 251/N 2nd Street and Copper Drive
- Copper Drive and Frontage Road
- Copper Drive and Mall Drive
- Frontage Road and Ralston Road

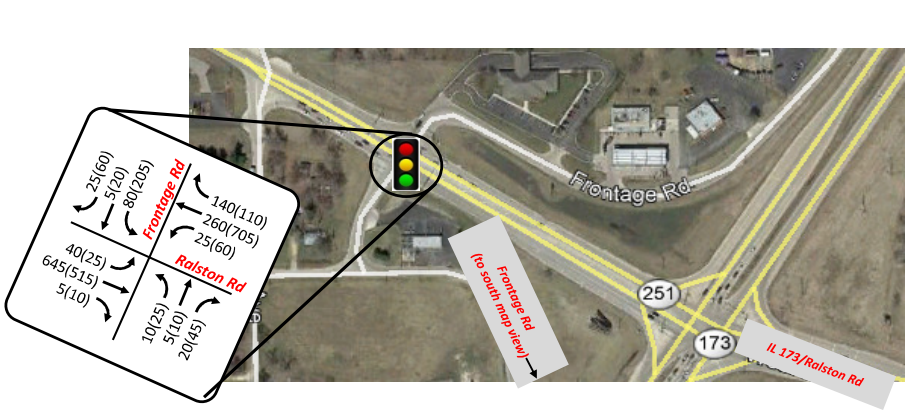
Due to the effects of the COVID-19 pandemic on traffic volumes, the traffic counts were compared to historic traffic volumes and adjusted as necessary to reflect more typical traffic volumes. After comparing with IDOT's historical hourly volumes, adjustment factors were applied to the collected traffic data to increase the turning movement counts to more appropriate volume levels. These factors vary based on roadway and peak hour and are shown in **Table 1**. The factors are generally consistent with other traffic adjustment factors HR Green has used on collected traffic data during the pandemic. The Copper Drive adjustment factors are higher than at other locations, likely because of the commercial land uses surrounding the facility, which have been more greatly affected by the pandemic.

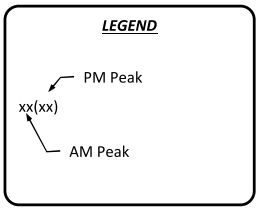
Roadway	*Adjustment Factor (% increase)*	
	AM Peak Hour	*PM Peak Hour*
IL 251	40%	10%
Copper Dr	100%	40%
Frontage Rd	40%	30%
Ralston Rd	40%	10%

Table 1 (Volume Adjustment Factors)

The raw traffic count information is provided in **Appendix A**, and the resulting baseline 2020 peak hour traffic volumes are depicted in **Figure 3**.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)





Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Figure 3

2020 Existing Tr

Existing Traffic Operations

The intersection capacity analysis was completed with Synchro software to measure the effectiveness of the intersections in terms of vehicle delay and expected queuing. Analysis was completed at each of the intersections with existing traffic volumes and lane configurations during morning and evening peak hours of commuter traffic.

Intersection Capacity Analysis… The study intersections were each analyzed to determine how they would operate, known as Level-of-Service (LOS). LOS criteria are outlined in the 6th Edition of the *Highway Capacity Manual (HCM)* for signalized and unsignalized intersections. The *HCM* defines LOS as a measure of the quality of traffic flow. There are six different levels of service for each facility type, each representing a range of operating conditions as indicated by amounts of average delay expected per entering vehicle. Each level of service is designated a letter from "A" to "F", with "A" being the least congested (free flow condition) and "F" being the highest congestion (least desirable condition). LOS thresholds for stop controlled intersections differ from those with traffic signal control to reflect different driver expectations with respect to delay.

*Level of Service (LOS)**	*Average Control Delay (Seconds/vehicle)*	
	Signalized Intersection	*Unsignalized Intersection*
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

* LOS = F when volume to capacity ratio is greater than 1

Table 3 (Level of Service - Highway Capacity Manaual 2010)

Table 3 summarizes the criteria for both signalized and unsignalized intersections, as defined in the *Highway Capacity Manual*. LOS C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

The delay values in this study were computed using Synchro analysis, with the exception of the Copper Drive at Frontage Road intersection. The Copper Drive/Frontage Road intersection, with the non-standard free-flowing westbound traffic and the other three legs under stop control, is not compatible with Synchro analysis methodology. Therefore, the analysis at this intersection was performed by averaging ten simulations in Synchro's microsimulation software package, SimTraffic. The estimated 95th percentile queues reported by Synchro and SimTraffic were also reviewed to identify any operational deficiencies along the corridor in terms of available turn bay storage, or blockage of upstream intersections. It should be noted that the 95th percentile queue calculation represents the worst case scenario, and queues exceeding this value can be expected only five percent of the time.

The intersections of Copper Drive with IL 251, Frontage Road, and Mall Drive, as well as the intersection of Ralston Road with Frontage Road are the locations analyzed as part of the existing and future conditions analysis of this study.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

The baseline timing plans for the traffic signals at the two study intersections were obtained from IDOT. These same baseline timing plans will be used when analyzing additional site traffic to quantitatively measure the difference in intersection performance. The additional site traffic will be discussed in the "Future Conditions" section of this report.

IL 251 and Copper Drive…Traffic operations for this intersection indicate that the intersection is currently operating at an acceptable level. The overall intersection LOS values are LOS B for the AM and PM peak hours. The northbound and southbound left turns reach LOS D and LOS E during the peak hours, as do the Copper Drive left and thru movements. This is typical at intersections with principal arterial routes. Traffic signals are usually timed to provide the most green time to the through movements on the state routes, while the side streets and major route protected left turns are allocated less time.

95th percentile queue lengths were analyzed and are shown to be less than the dedicated storage lengths for all turning movements, except the westbound left/thru lane on Copper Drive. The westbound storage length is constrained by the close spacing of IL 251 and its eastern frontage road, and the queue is likely longer because the left and thru movements are together in a shared lane.

Copper Drive and Frontage Road…Overall traffic operations for this intersection operate at a very good LOS A, with all lanes maintaining LOS A in both peak hours. The simulation indicates that queue lengths are less than 2 vehicles long in each lane.

Copper Drive and Mall Drive…Overall traffic operations, as well as each lane for this intersection operate at a very good LOS A in both peak hours. Queues are again very short at all approaches.

Ralston Road and Frontage Road…Overall traffic operations for this intersection operate at LOS C for the AM peak hour and LOS E for the PM peak hour. All movements operate at LOS D or better during both peak hours, except for the southbound shared lane during the PM peak. This movement is analyzed at LOS F. Traffic count observations of the site showed that the southbound queue during the PM peak hour does not always fully clear each traffic signal cycle, leading to higher delay values and indicating this movement is over capacity. Queues for the dedicated left turn lanes on Ralston Road are well within the lengths of the storage lanes.

The Baseline traffic conditions for the aforementioned intersections during the peak hours are summarized in **Table 4**, with detailed Synchro outputs in **Appendix B.** The delay, LOS, and queuing information are shown for the critical movements at each intersection.

.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Location / Critical Movements	Baseline Conditions 2020 (No Build)					
	AM Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue
IL 251 and Copper Drive						
EB Left	38.1	D	34’	51.7	D	58’
EB Thru	35.4	D	14’	47.4	D	39’
EB Right	5.8	A	21’	4.1	A	12’
WB Left/Thru	50.9	D	107’	62.0	E	110’
WB Right	0.8	A	0’	1.1	A	0’
NB Left	44.5	D	19’	55.2	E	34’
NB Thru	8.9	A	168’	8.7	A	240’
NB Right	0.1	A	0’	1.1	A	12’
SB Left	45.5	D	31’	57.1	E	49’
SB Thru	9.8	A	244’	9.2	A	222’
SB Right	0.1	A	0’	0.1	A	0’
OVERALL	***11.9***	***B***		***12.6***	***B***	
Copper Drive and Frontage Road						
EB Left/Thru	4.4	A	37’	5.0	A	40’
EB Thru/Right	4.9	A	34’	5.5	A	42’
WB Left/Thru	0.9	A	0’	1.0	A	0’
WB Thru/Right	2.9	A	0’	2.8	A	3’
NB Left/ Thru/Right	2.5	A	25’	-	-	-
SB Left/ Thru/Right	4.3	A	35’	4.1	A	39’
OVERALL	**3.4**	**A**		**3.6**	**A**	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Copper Drive and Mall Drive						
WB Left	8	A	2.5’	8.3	A	5’
WB Right	7.1	A	5’	6.8	A	2.5’
NB Thru/Right	6.6	A	2.5’	6.7	A	2.5’
SB Left/Thru	7.6	A	5’	7.6	A	5’
OVERALL	**7.3**	**A**		**7.5**	**A**	
Ralston Road and Frontage Road						
EB Left	14.2	B	29’	27.2	C	34’
EB Thru/Right	25.5	C	216’	40.2	D	260’
WB Left	14.2	B	20’	28.6	C	63’
WB Thru/Right	16.8	B	98’	52.2	D	474’
NB Left/ Thru/Right	21.4	C	32’	51.9	D	103’
SB Left/ Thru/RIght	53.4	D	127’	105.5	F	430’
OVERALL	**24.5**	**C**		**56.0**	**E**	

Table 4 (Baseline Conditions for Critical Peak Hour Movements)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Future Conditions

Proposed Redevelopment

This study considers the proposed construction of a 3-story, 64-residence apartment building. Access to the apartment building will be via driveways from Frontage Road and Mall Drive. The site plan is pictured in **Figure 4**.

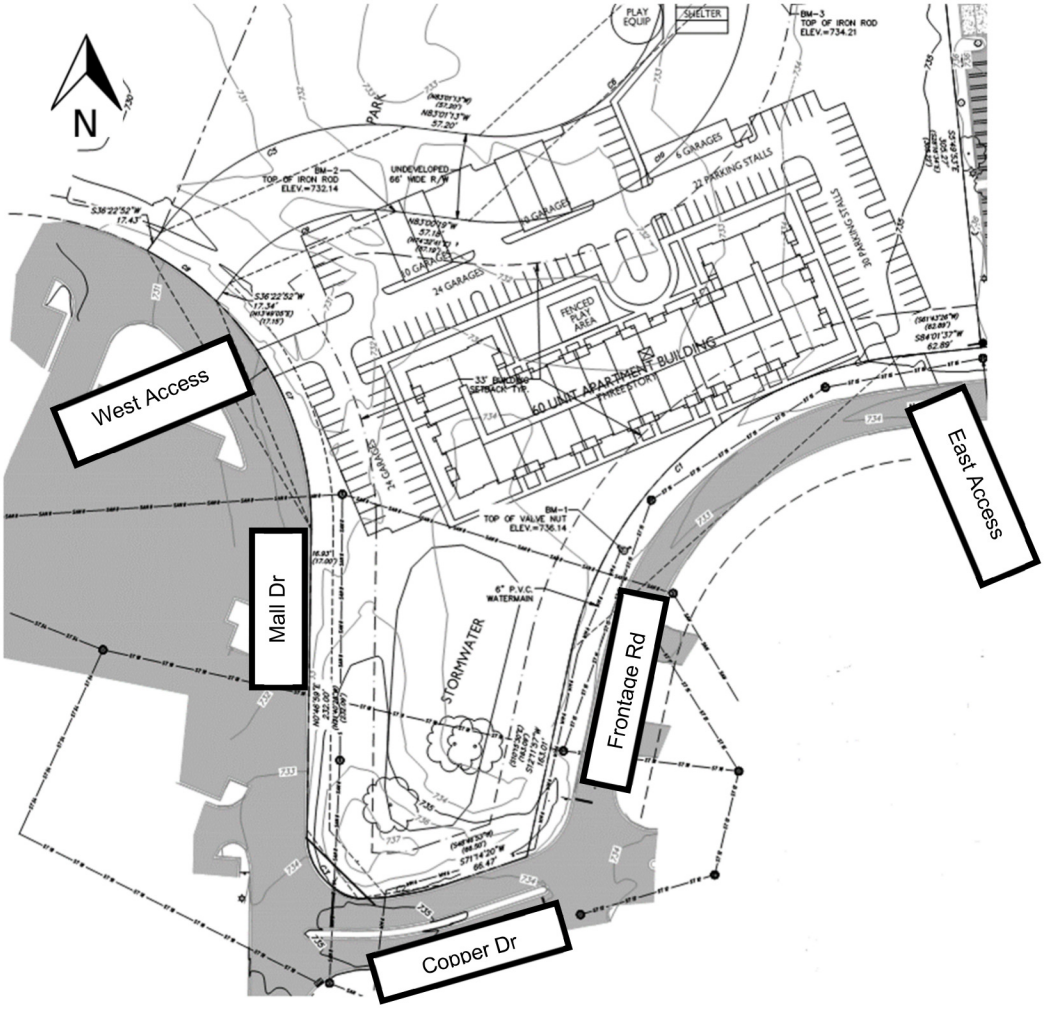


Figure 4 (Proposed Site Plan)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Traffic Projections

2020 Build Year Trip Generation…Additional traffic generated by the proposed development can be estimated by utilizing the 10th edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The tables in the *ITE Trip Generation Manual* estimate the ingress and egress traffic for both morning and evening peak traffic conditions for various types of land uses.

The ITE manual classifies this development under Land Use Code 220 – Multifamily Housing (Low-Rise). Trip generations for the proposed development can be seen in **Table 5**.

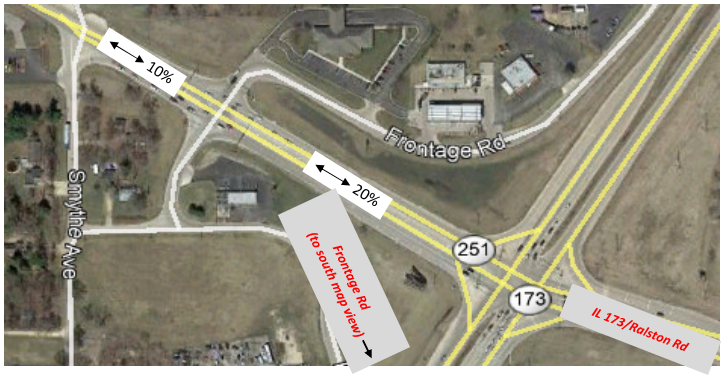
Land Use	ITE Code	Dwelling Units	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
Multifamily Housing (Low-Rise)	220	64	7	24	25	15
TOTAL NEW TRIPS			**7**	**24**	**25**	**15**

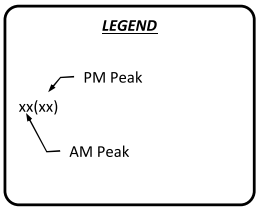
Table 5 (Trip Generation)

No reductions were made to these trip generation estimates, as this type of land use does not experience pass-by trips (vehicles who were already on the roadway to another destination that decide to stop as they pass by the development). Construction of the development is anticipated to be complete in October 2022, with the building fully leased within 3-6 months.

Traffic Distribution and Assignment… Traffic distribution to and from the proposed site typically depends on the actual land use, population centers, employment centers, and major transportation corridors. IL 251 is classified as a principal arterial route and provides good connectivity to the surrounding residential areas and neighboring communities, which will likely attract the majority of trips. Based on local traffic patterns, it is anticipated that a significant number of trips will also utilize Frontage Road, particularly when traveling to and from northeast and northwest of the site along Ralston Road/IL 173. A small amount of traffic was also assigned to and from the southwest via Mall Drive. The assumed directional distribution for the site traffic is shown in **Figure 5** with the resulting site-generated volumes assigned to the street network in **Figure 6**.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

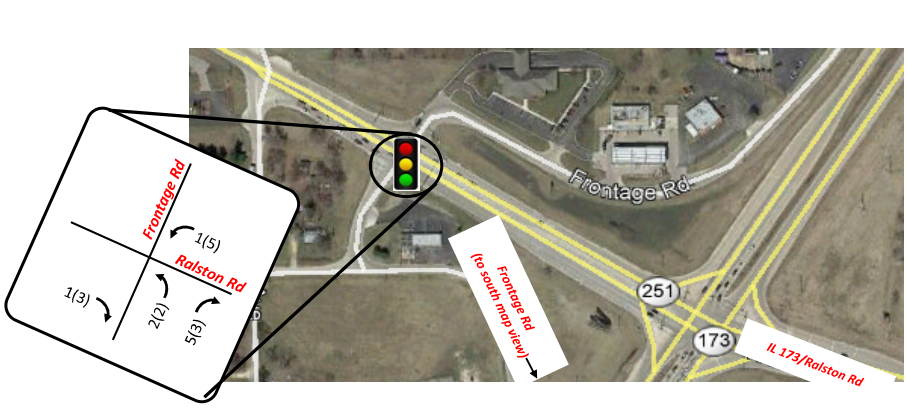


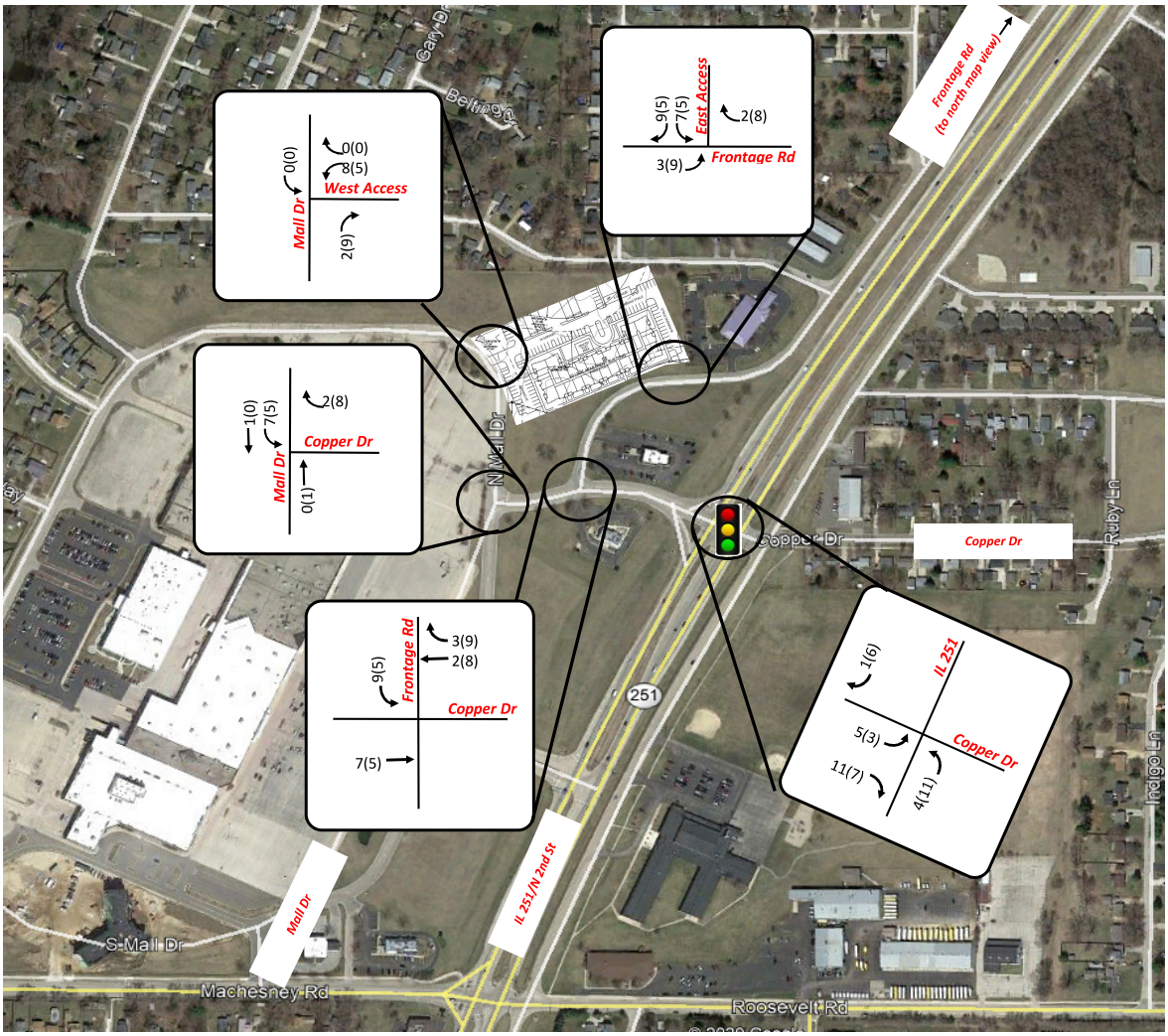


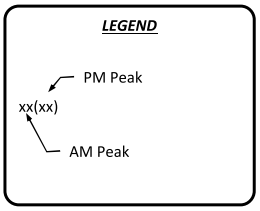
Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Figure 5

Site-Generated Traffi







Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

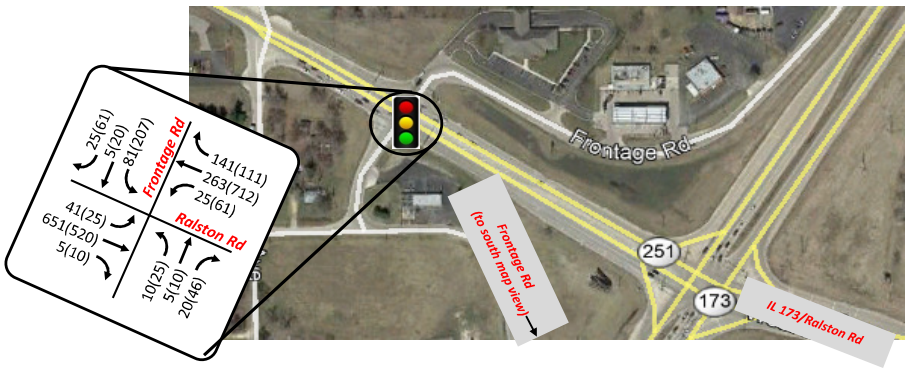
Future Traffic Volumes… It is reasonable to expect the existing background traffic volumes to increase due to area growth factors such as new development, population growth, and more drivers per average household. For the purposes of this traffic engineering study, a 3-year planning horizon was considered based on the anticipated construction schedule and leasing of the development. In addition to the baseline 2020 analysis performed, a 2023 no-build analysis and a 2023 build-out analysis will be completed. The 2023 no-build traffic volumes will account for the background traffic growth not attributed to the studied development.

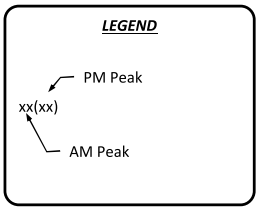
A least-squares analysis of IDOT's historical traffic volumes in the study area indicate that traffic has grown in the study area at a rate of approximately 0.3% annually since 2013. To be conservative, a 1% annual growth rate was assumed for future traffic growth to 2023.

This study will expand on the baseline traffic analysis by reviewing the following traffic volume scenarios during the morning and evening peak traffic hours of commuter traffic:

1. **Future 2023 (No-Build) –** This scenario will consider future traffic volumes without the impact of the proposed site generated trips **(Figure 7).**
2. **Future 2023 (Build) –** This scenario will consider future traffic volumes with the impact of the proposed site generated trips **(Figure 8).**

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

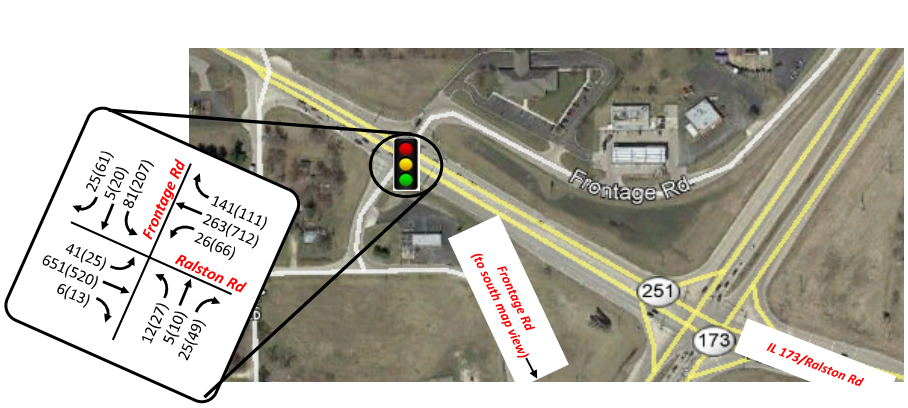


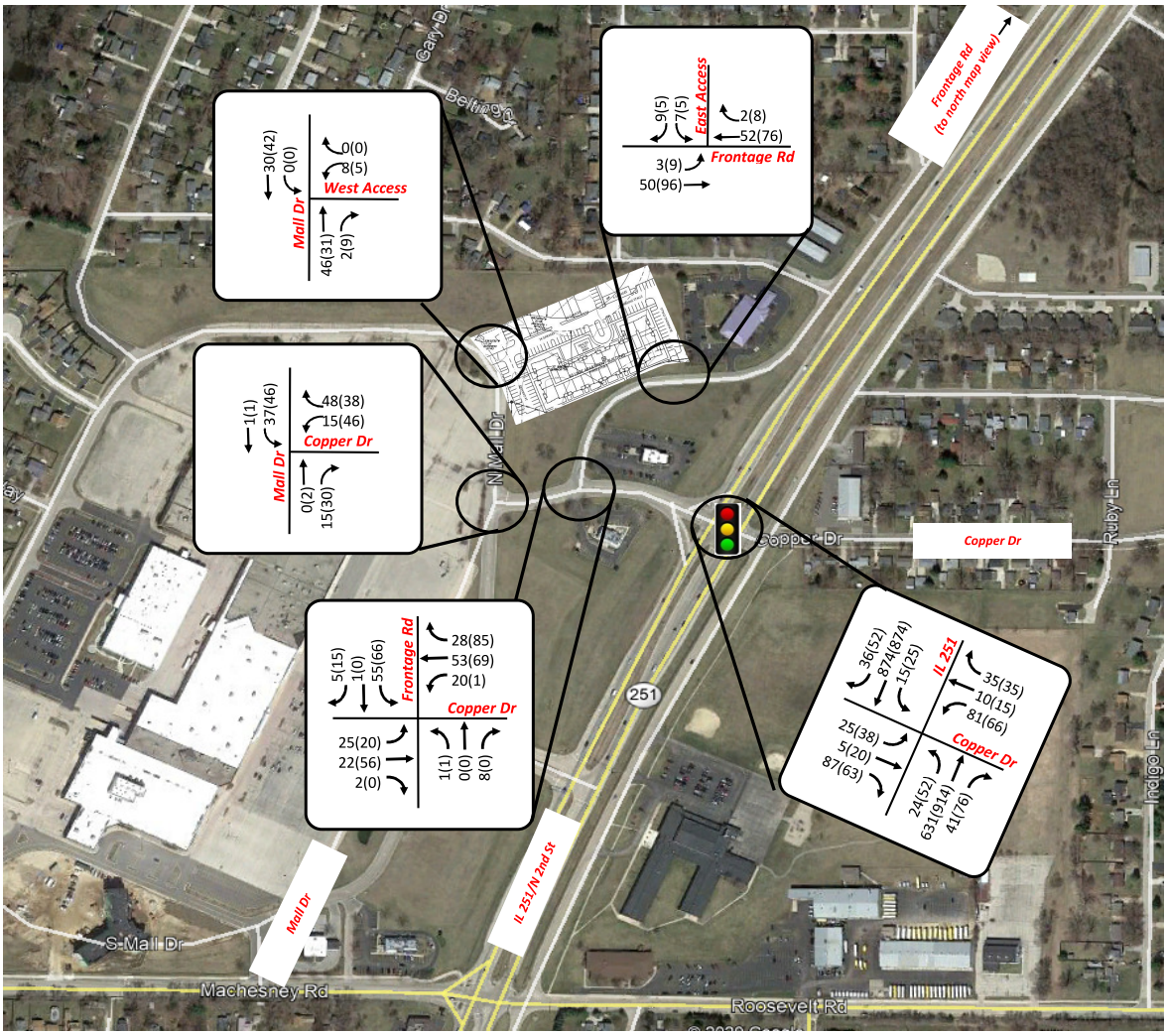


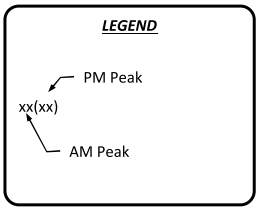
Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Figure 7

2023 No Build Tr







Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Figure 8

2023 Build Tr

Future Traffic Operations

Discussion regarding the existing intersection capacity and queueing analysis was provided in the "Existing Conditions" section of this report. Additional analysis was completed to provide an operational comparison between the baseline traffic conditions, and the baseline conditions with the added site development traffic. The same existing traffic signal timing plans used for the baseline traffic for each peak traffic period were also used for the future No-Build and Build scenarios to measure the quantitative increases in vehicle delay of the intersections with and without proposed site traffic. Similarly, a comparison between the future traffic conditions with and without the impacts of the proposed site development were reviewed.

Future 2023 (No-Build)… Intersection capacity and queueing analysis of this scenario will consider future traffic volumes and baseline lane configurations, without the impact of the proposed site generated trips. The same traffic signal timing information as in the existing analysis was used in this scenario. **Table 6** shows the critical movements at each intersection for the Future, No Build traffic volume scenario.

IL 251 and Copper Drive…Traffic growth between 2020 and 2023 is anticipated to have minimal effects on this intersection. Overall average delay values are within 0.1 second of the 2020 existing analysis. Individual movements are predicted to be similarly close in delay to the existing condition, with queue increases of no more than 5' for any movement.

Copper Drive and Frontage Road…Traffic operations and queues at this intersection are again predicted to be very similar to the 2020 analysis. Slight increases in traffic volume lead to slightly different simulation results, though all movements are anticipated to be within 0.5 seconds and 5 feet of the existing condition.

Copper Drive and Mall Drive…This low volume intersection is expected to be minimally impacted by traffic growth. Delays are predicted to be the same as in the existing condition, with only minor increases to 95th percentile queue lengths. All queue lengths are predicted at less than 10'.

Ralston Road and Frontage Road…Background traffic growth is anticipated to add 0.2 seconds of average delay during the AM peak, and 1.5 seconds during the PM peak, primarily to the westbound thru/right movement and the southbound movement. All level of service grades are unchanged. Queues are predicted to increase by no more than 10 feet for all movements.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Location / Critical Movements	Future Conditions 2023 (No Build)					
	AM Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue
IL 251 and Copper Drive						
EB Left	38.1	D	34’	51.5	D	57’
EB Thru	35.2	D	14’	47.2	D	38’
EB Right	6.0	A	21’	4.2	A	12’
WB Left/Thru	51.1	D	107’	62.0	E	111’
WB Right	0.8	A	0’	1.1	A	0’
NB Left	44.5	D	19’	55.1	E	34’
NB Thru	8.9	A	170’	8.8	A	244’
NB Right	0.1	A	0’	1.2	A	13’
SB Left	45.5	D	31’	57.1	E	49’
SB Thru	9.9	A	247’	9.3	A	223’
SB Right	0.1	A	0’	0.1	A	0’
OVERALL	***11.9***	***B***		***12.7***	***B***	
Copper Drive and Frontage Road						
EB Left/Thru	4.3	A	37’	5.3	A	39’
EB Thru/Right	4.9	A	34’	5.3	A	42’
WB Left/Thru	0.9	A	0’	1.0	A	0’
WB Thru/Right	2.7	A	0’	2.9	A	0’
NB Left/ Thru/Right	2.3	A	26’	3.9	A	8’
SB Left/ Thru/Right	4.4	A	37’	4.3	A	40’
OVERALL	**3.3**	**A**		**3.6**	**A**	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Copper Drive and Mall Drive						
WB Left	8	A	2.5’	8.3	A	5’
WB Right	7.1	A	7.5’	6.8	A	2.5’
NB Thru/Right	6.6	A	2.5’	6.7	A	2.5’
SB Left/Thru	7.6	A	5’	7.6	A	5’
OVERALL	**7.3**	**A**		**7.5**	**A**	
Ralston Road and Frontage Road						
EB Left	14.2	B	29’	27.2	C	34’
EB Thru/Right	25.7	C	218’	40.4	D	262’
WB Left	14.2	B	20’	28.9	C	64’
WB Thru/Right	16.9	B	100’	53.4	D	482’
NB Left/ Thru/Right	21.4	C	32’	51.7	D	103’
SB Left/ Thru/RIght	54.4	D	128’	110.9	F	436’
OVERALL	**24.7**	**C**		**57.5**	**E**	

Table 6 (Future Conditions for Critical Peak Hour Movements)

Future 2023 (Build)… Intersection capacity and queueing analysis of this scenario will consider future traffic volumes, and baseline lane configurations, with the impact of the proposed site generated trips. Similar to the procedures used for the no build traffic analysis, existing timing plans were used with the analysis for the future build scenario to provide a direct comparison to the traffic impacts associated with the proposed development. **Table 7** shows the critical movements at each intersection for the Future, Build scenario.

IL 251 and Copper Drive…The addition of site-generated traffic is predicted to add less than 1 second of overall delay to the intersection. The eastbound right movement is anticipated to increase in delay the most, with approximately 2.3 seconds of added delay in the AM peak hour. All LOS grades are predicted to stay the same. All 95th percentile queues are expected to increase by no more than 10’, and the eastbound, southbound, and northbound queues that will experience increased traffic are expected to remain within the storage lengths provided.

Copper Drive and Frontage Road…Overall intersection delays are predicted to increase by 0.2 second with the addition of development traffic, and delays in individual lanes and movements

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

are predicted to increase by no more than 0.7 second. All movements are expected to maintain grades of LOS A.

Copper Drive and Mall Drive…This low volume intersection is again expected to be minimally impacted by development traffic. Delays are predicted to be within 0.1 of the no build condition, with only minor increases to 95th percentile queue lengths. All queue lengths are predicted at less than 10'.

Frontage Road and East Access…This new access intersection is expected to operate very well. Delays for the minor approach leaving the development are predicted at LOS A, with very minimal queues. Average delays for left-turning traffic from Frontage Road into the development are predicted at less than one second.

Mall Drive and West Access…The West Access intersection is also expected to operate well, with exiting delays of approximately 9 seconds and 95th percentile queues of less than a single vehicle. Significant southbound left-turning traffic into the parking lot from Mall Drive is not anticipated, and did not produce a predicted delay value.

Ralston Road and Frontage Road…Development traffic is anticipated to add up to 4 seconds of delay for individual movements in the PM peak hour. The northbound approach is expected to add approximately 4 seconds of delay, which just places the approach over the 55-second threshold between LOS D and LOS E. The westbound left is likely to add less than 1 second of delay due to development traffic. Due to some quirks of signal actuation associated with a free-running traffic signal, overall intersection delay is actually predicted to decrease while some individual movements increase in delay. This is partially due to the instability of the southbound traffic flow, which was previously noted to be over capacity in the existing condition scenario. However, because this is a fully-actuated signal running in free mode, it is able to allocate green times according to traffic demand, and can respond to increased traffic demand more easily than coordinated signals. Queues are predicted to increase by no more than 10 feet for all movements, and are expected to remain within the queue storage lengths.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Location / Critical Movements	Future Conditions 2023 (Build)					
	AM Peak Hour			PM Peak Hour		
	Delay	LOS	Queue	Delay	LOS	Queue
IL 251 and Copper Drive						
EB Left	38.8	D	39’	52.2	D	61’
EB Thru	35.2	D	14’	47.2	D	38’
EB Right	8.3	A	31’	5.7	A	19’
WB Left/Thru	51.1	D	107’	62.0	E	111’
WB Right	0.8	A	0’	1.1	A	0’
NB Left	44.5	D	21’	55.4	E	41’
NB Thru	8.9	A	170’	8.8	A	244’
NB Right	0.1	A	0’	1.2	A	13’
SB Left	45.5	D	31’	57.1	E	49’
SB Thru	11.3	A	248’	9.5	A	229’
SB Right	0.1	A	0’	0.3	A	2’
OVERALL	***12.8***	***B***		***13.1***	***B***	
Copper Drive and Frontage Road						
EB Left/Thru	4.4	A	37’	5.4	A	39’
EB Thru/Right	5.4	A	38’	5.5	A	43’
WB Left/Thru	0.9	A	0’	1.0	A	0’
WB Thru/Right	2.8	A	2’	3.0	A	3’
NB Left/ Thru/Right	2.4	A	24’	4.6	A	8’
SB Left/ Thru/Right	4.5	A	38’	4.1	A	36’
OVERALL	**3.5**	**A**		**3.7**	**A**	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Copper Drive and Mall Drive						
WB Left	8.1	A	2.5’	8.3	A	5’
WB Right	7.1	A	7.5’	6.9	A	2.5’
NB Thru/Right	6.7	A	2.5’	6.7	A	2.5’
SB Left/Thru	7.7	A	5’	7.6	A	5’
OVERALL	**7.4**	**A**		**7.5**	**A**	
Frontage Road and East Access						
SB Left/Right	8.9	A	1’	9.2	A	1’
EB Left/Thru	0.4	A	0’	0.7	A	1’
Mall Drive and West Access						
WB Left/Right	9.0	A	1’	9.0	A	0’
Ralston Road and Frontage Road						
EB Left	14.2	B	29’	27.2	C	34’
EB Thru/Right	25.7	C	218’	40.5	D	265’
WB Left	14.3	B	21’	29.7	C	69’
WB Thru/Right	16.9	B	100’	53.4	D	482’
NB Left/ Thru/Right	21.0	C	35’	55.7	E	113’
SB Left/ Thru/RIght	52.2	D	127'	106.1	F	433’
OVERALL	**24.5**	**C**		**56.8**	**E**	

Table 7 (Future Conditions for Critical Peak Hour Movements)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Summary

A comprehensive review was completed to estimate the impacts to the adjacent street network associated with the proposed Northpointe development plans. This traffic review consisted of existing traffic data, trip generation and traffic assignment, intersection operation levels-of-service, and expected vehicle queues. Analysis was completed for three volume scenarios: existing (or baseline), future (no build), and future plus site (build). Each scenario was reviewed during the morning and evening peak hours of adjacent street traffic.

The proposed development will be a 64-unit apartment building located in a vacant lot north of Copper Drive, northwest of Frontage Road, and east of Mall Drive. Access to the building will be new access intersections on Frontage Road and Mall Drive.

For the purposes of this traffic engineering study, a three-year planning horizon was considered, consistent with the construction and leasing timeline anticipated by the developer. Baseline 2020 volumes were based on existing traffic volumes, and adjusted up based on historical traffic volumes to account for the drop in traffic volumes caused by the COVID-19 pandemic. Future 2023 traffic volumes were derived from the 2020 baseline volumes, plus normal background traffic growth as predicted by historical growth trends. The 2023 build analysis considered the addition of the development traffic on top of normal background traffic growth.

The development is projected to add a fairly low number of trips to the study intersections, and the increase to delay and LOS at the study intersections is expected to be nominal. The addition of site traffic only adds minimal delay to the study intersections, and the vast majority of movements are expected to remain at the same LOS grade as in the existing and no build analyses. In most cases, delays are only anticipated to increase by less than a second, and in some cases up to 4 seconds for movements that experience added development traffic. Only one movement, the northbound approach of Frontage Road at Ralston Road, is expected to drop a LOS grade from LOS D to LOS E. This is a result of a predicted 4-second increase in delay, which will be automatically mitigated by the traffic signal's free mode setting.

Queuing analysis revealed that there are predicted to be modest increases in the queue lengths between the no build and build traffic scenarios. Most queues are expected to be within 10' of the no build scenario queues.

The new site access intersections are predicted to operate with delays less than 10 seconds for traffic leaving the development, and minimal queueing.

The analysis indicates that the study intersections are likely to have sufficient remaining capacity to accommodate the development. No intersection improvements are anticipated to be necessary based on the findings of this report. However, the Village should monitor the intersections to ensure that efficient operations are maintained as traffic grows throughout the corridor.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Appendix A – Traffic Count Data

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8788 N 2nd St - TMC

Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804972, Location: 42.351203, -89.047817

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

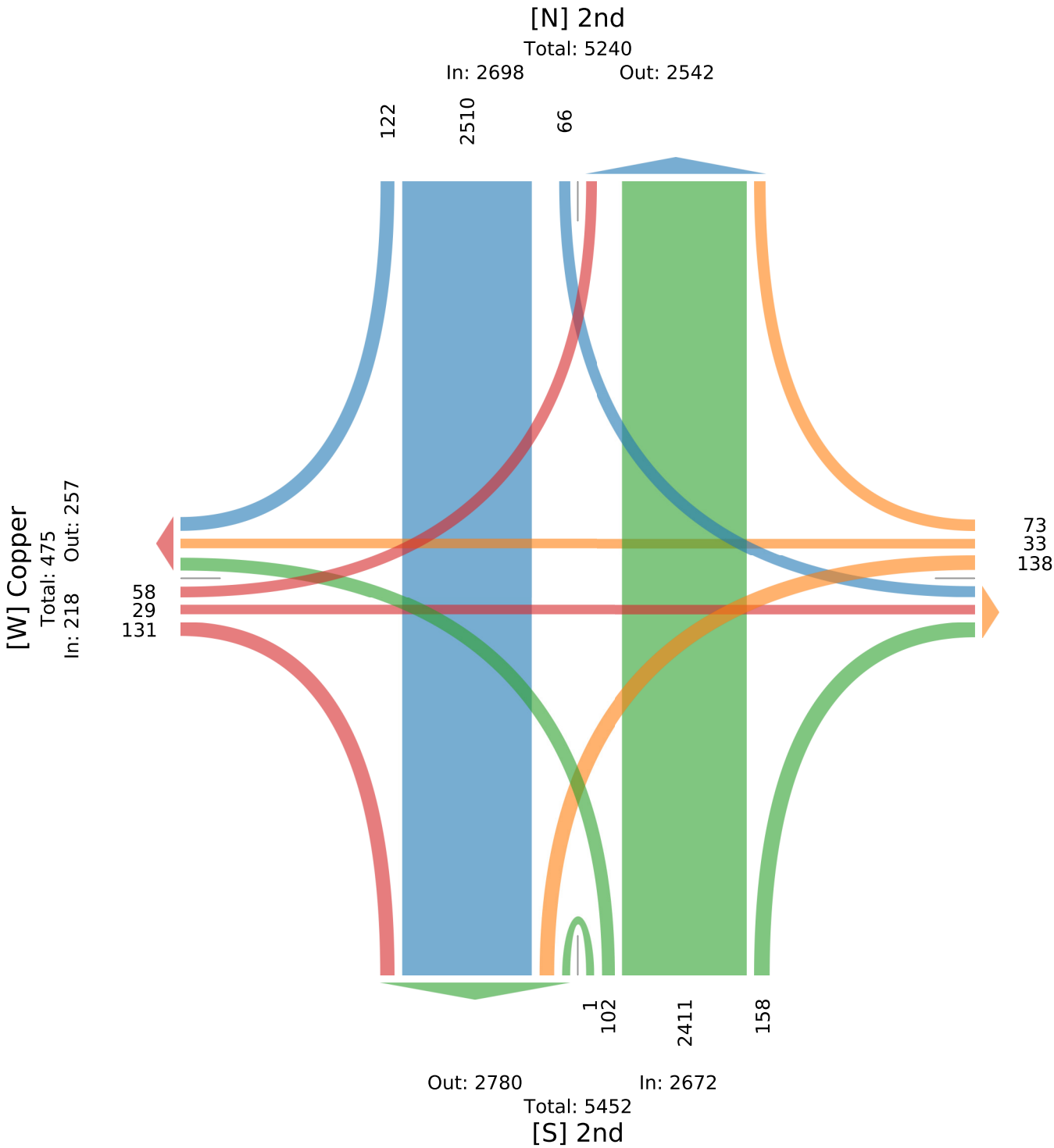
Leg / Direction	Copper Eastbound					Copper Westbound					2nd Northbound					2nd Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 7:00AM	2	0	2	0	**4**	7	0	3	0	**10**	3	83	6	0	**92**	5	130	3	0	**138**	**244**
7:15AM	0	0	11	0	**11**	9	1	5	0	**15**	2	88	8	0	**98**	2	142	3	0	**147**	**271**
7:30AM	2	0	13	0	**15**	11	0	5	0	**16**	6	118	4	0	**128**	3	184	5	0	**192**	**351**
7:45AM	6	2	13	0	**21**	13	3	2	0	**18**	5	137	5	0	**147**	2	174	10	0	**186**	**372**
Hourly Total	10	2	39	0	**51**	40	4	15	0	**59**	16	426	23	0	**465**	12	630	21	0	**663**	**1238**
8:00AM	1	1	1	0	**3**	6	1	5	0	**12**	3	104	11	0	**118**	4	119	7	0	**130**	**263**
8:15AM	0	1	7	0	**8**	8	2	2	0	**12**	3	99	4	0	**106**	2	111	3	0	**116**	**242**
8:30AM	1	2	12	0	**15**	2	2	1	0	**5**	5	94	5	0	**104**	1	97	5	0	**103**	**227**
8:45AM	1	1	6	0	**8**	6	2	2	0	**10**	3	103	5	0	**111**	0	122	7	0	**129**	**258**
Hourly Total	3	5	26	0	**34**	22	7	10	0	**39**	14	400	25	0	**439**	7	449	22	0	**478**	**990**
4:00PM	6	3	8	0	**17**	8	4	4	0	**16**	7	211	11	1	**230**	4	192	7	0	**203**	**466**
4:15PM	5	4	5	0	**14**	13	2	4	0	**19**	6	210	19	0	**235**	7	204	9	0	**220**	**488**
4:30PM	8	2	9	0	**19**	12	4	9	0	**25**	9	184	14	0	**207**	7	210	10	0	**227**	**478**
4:45PM	3	2	11	0	**16**	11	1	8	0	**20**	8	220	18	0	**246**	4	201	11	0	**216**	**498**
Hourly Total	22	11	33	0	**66**	44	11	25	0	**80**	30	825	62	1	**918**	22	807	37	0	**866**	**1930**
5:00PM	7	6	15	0	**28**	10	3	5	0	**18**	15	207	18	0	**240**	7	172	10	0	**189**	**475**
5:15PM	7	3	7	0	**17**	8	2	5	0	**15**	12	219	15	0	**246**	6	178	11	0	**195**	**473**
5:30PM	2	0	6	0	**8**	5	4	6	0	**15**	6	184	8	0	**198**	7	148	9	0	**164**	**385**
5:45PM	7	2	5	0	**14**	9	2	7	0	**18**	9	150	7	0	**166**	5	126	12	0	**143**	**341**
Hourly Total	23	11	33	0	**67**	32	11	23	0	**66**	42	760	48	0	**850**	25	624	42	0	**691**	**1674**
Total	58	29	131	0	**218**	138	33	73	0	**244**	102	2411	158	1	**2672**	66	2510	122	0	**2698**	**5832**
% Approach	26.6%	13.3%	60.1%	0%	**-**	56.6%	13.5%	29.9%	0%	**-**	3.8%	90.2%	5.9%	0%	**-**	2.4%	93.0%	4.5%	0%	**-**	-
% Total	1.0%	0.5%	2.2%	0%	**3.7%**	2.4%	0.6%	1.3%	0%	**4.2%**	1.7%	41.3%	2.7%	0%	**45.8%**	1.1%	43.0%	2.1%	0%	**46.3%**	-
Lights	58	29	129	0	**216**	136	29	73	0	**238**	99	2354	154	1	**2608**	66	2451	120	0	**2637**	5699
% Lights	100%	100%	98.5%	0%	**99.1%**	98.6%	87.9%	100%	0%	**97.5%**	97.1%	97.6%	97.5%	100%	**97.6%**	100%	97.6%	98.4%	0%	**97.7%**	97.7%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	15	0	0	**15**	0	22	1	0	**23**	38
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.6%	0%	0%	**0.6%**	0%	0.9%	0.8%	0%	**0.9%**	0.7%
Buses and Single-Unit Trucks	0	0	2	0	**2**	2	4	0	0	**6**	3	42	4	0	**49**	0	37	1	0	**38**	95
% Buses and Single-Unit Trucks	0%	0%	1.5%	0%	**0.9%**	1.4%	12.1%	0%	0%	**2.5%**	2.9%	1.7%	2.5%	0%	**1.8%**	0%	1.5%	0.8%	0%	**1.4%**	1.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8788 N 2nd St - TMC
Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804972, Location: 42.351203, -89.047817

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8788 N 2nd St - TMC

Tue Dec 15, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804972, Location: 42.351203, -89.047817

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

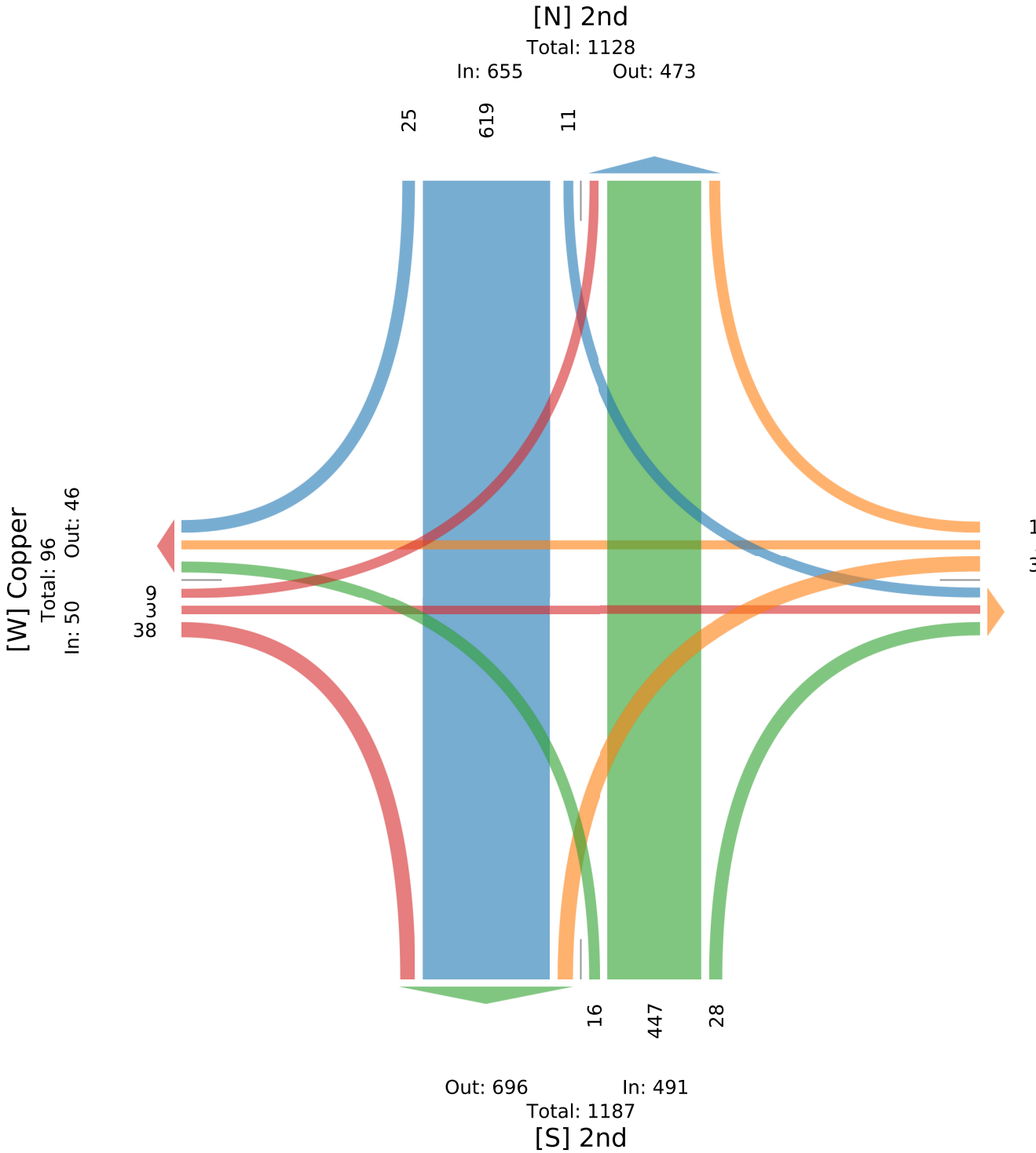
Leg / Direction	Copper Eastbound					Copper Westbound					2nd Northbound					2nd Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 7:15AM	0	0	11	0	**11**	9	1	5	0	**15**	2	88	8	0	**98**	2	142	3	0	**147**	**271**
7:30AM	2	0	13	0	**15**	11	0	5	0	**16**	6	118	4	0	**128**	3	184	5	0	**192**	**351**
7:45AM	6	2	13	0	**21**	13	3	2	0	**18**	5	137	5	0	**147**	2	174	10	0	**186**	**372**
8:00AM	1	1	1	0	**3**	6	1	5	0	**12**	3	104	11	0	**118**	4	119	7	0	**130**	**263**
Total	9	3	38	0	**50**	39	5	17	0	**61**	16	447	28	0	**491**	11	619	25	0	**655**	**1257**
% Approach	18.0%	6.0%	76.0%	0%	-	63.9%	8.2%	27.9%	0%	-	3.3%	91.0%	5.7%	0%	-	1.7%	94.5%	3.8%	0%	-	-
% Total	0.7%	0.2%	3.0%	0%	**4.0%**	3.1%	0.4%	1.4%	0%	**4.9%**	1.3%	35.6%	2.2%	0%	**39.1%**	0.9%	49.2%	2.0%	0%	**52.1%**	-
PHF	0.375	0.375	0.731	-	**0.595**	0.750	0.417	0.850	-	**0.847**	0.667	0.816	0.636	-	**0.835**	0.688	0.841	0.625	-	**0.853**	0.845
Lights	9	3	38	0	**50**	39	4	17	0	**60**	16	423	27	0	**466**	11	600	25	0	**636**	1212
% Lights	100%	100%	100%	0%	**100%**	100%	80.0%	100%	0%	**98.4%**	100%	94.6%	96.4%	0%	**94.9%**	100%	96.9%	100%	0%	**97.1%**	96.4%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	7	0	0	**7**	0	8	0	0	**8**	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	1.6%	0%	0%	**1.4%**	0%	1.3%	0%	0%	**1.2%**	1.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	17	1	0	**18**	0	11	0	0	**11**	30
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	20.0%	0%	0%	**1.6%**	0%	3.8%	3.6%	0%	**3.7%**	0%	1.8%	0%	0%	**1.7%**	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8788 N 2nd St - TMC
Tue Dec 15, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804972, Location: 42.351203, -89.047817

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8788 N 2nd St - TMC

Tue Dec 15, 2020
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804972, Location: 42.351203, -89.047817

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

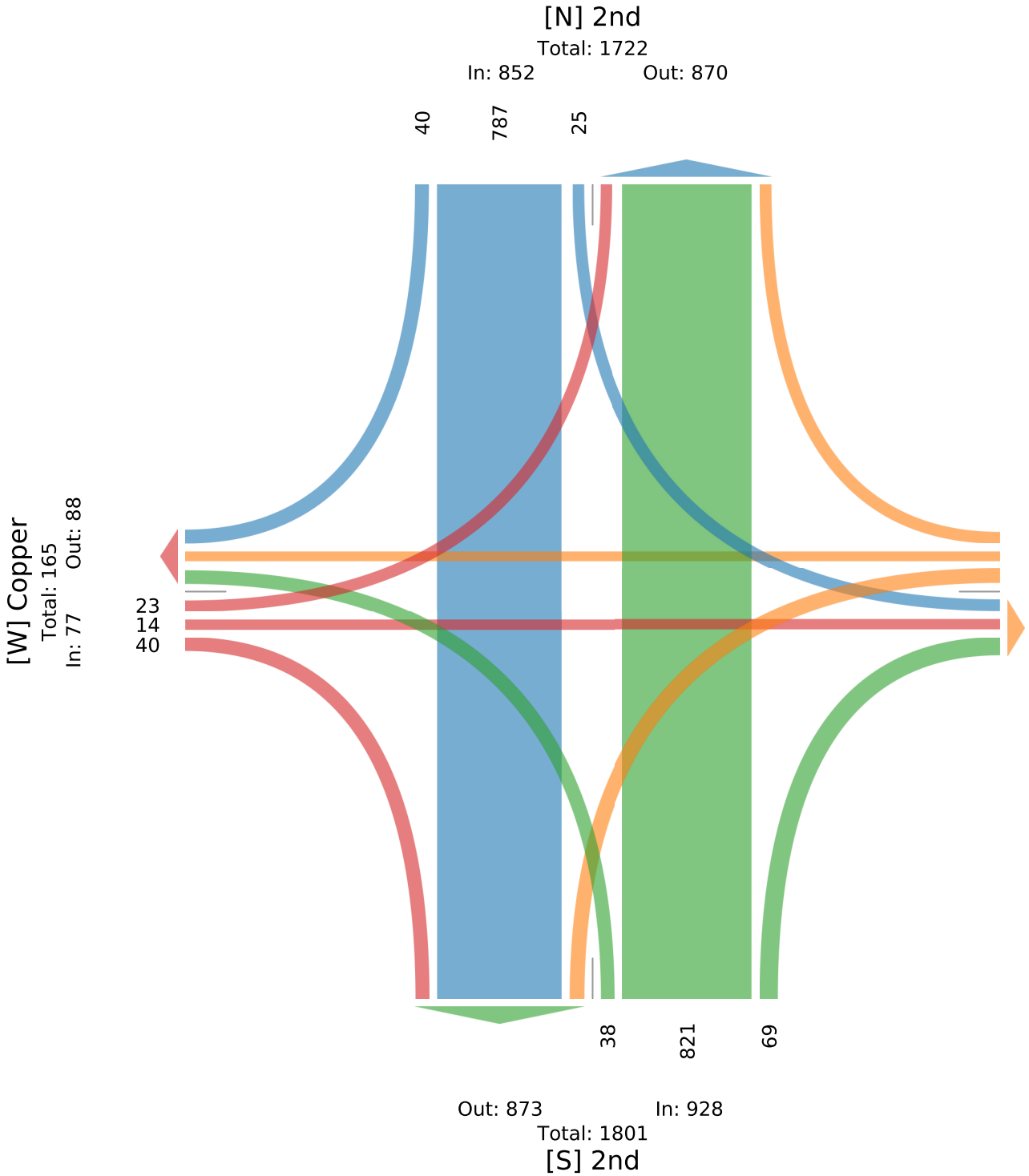
Leg / Direction	Copper Eastbound					Copper Westbound					2nd Northbound					2nd Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 4:15PM	5	4	5	0	**14**	13	2	4	0	**19**	6	210	19	0	**235**	7	204	9	0	**220**	**488**
4:30PM	8	2	9	0	**19**	12	4	9	0	**25**	9	184	14	0	**207**	7	210	10	0	**227**	**478**
4:45PM	3	2	11	0	**16**	11	1	8	0	**20**	8	220	18	0	**246**	4	201	11	0	**216**	**498**
5:00PM	7	6	15	0	**28**	10	3	5	0	**18**	15	207	18	0	**240**	7	172	10	0	**189**	**475**
Total	23	14	40	0	**77**	46	10	26	0	**82**	38	821	69	0	**928**	25	787	40	0	**852**	**1939**
% Approach	29.9%	18.2%	51.9%	0%	-	56.1%	12.2%	31.7%	0%	-	4.1%	88.5%	7.4%	0%	-	2.9%	92.4%	4.7%	0%	-	-
% Total	1.2%	0.7%	2.1%	0%	**4.0%**	2.4%	0.5%	1.3%	0%	**4.2%**	2.0%	42.3%	3.6%	0%	**47.9%**	1.3%	40.6%	2.1%	0%	**43.9%**	-
PHF	0.719	0.583	0.667	-	**0.688**	0.885	0.625	0.722	-	**0.820**	0.633	0.933	0.908	-	**0.943**	0.893	0.937	0.909	-	**0.938**	0.973
Lights	23	14	40	0	**77**	45	9	26	0	**80**	36	814	67	0	**917**	25	777	40	0	**842**	1916
% Lights	100%	100%	100%	0%	**100%**	97.8%	90.0%	100%	0%	**97.6%**	94.7%	99.1%	97.1%	0%	**98.8%**	100%	98.7%	100%	0%	**98.8%**	98.8%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	2	0	0	**2**	0	1	0	0	**1**	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0.2%	0%	0%	**0.2%**	0%	0.1%	0%	0%	**0.1%**	0.2%
Buses and Single-Unit Trucks	0	0	0	0	**0**	1	1	0	0	**2**	2	5	2	0	**9**	0	9	0	0	**9**	20
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	2.2%	10.0%	0%	0%	**2.4%**	5.3%	0.6%	2.9%	0%	**1.0%**	0%	1.1%	0%	0%	**1.1%**	1.0%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8788 N 2nd St - TMC
Tue Dec 15, 2020
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804972, Location: 42.351203, -89.047817

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8638 N 2nd St - TMC

Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804973, Location: 42.35152, -89.049384

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

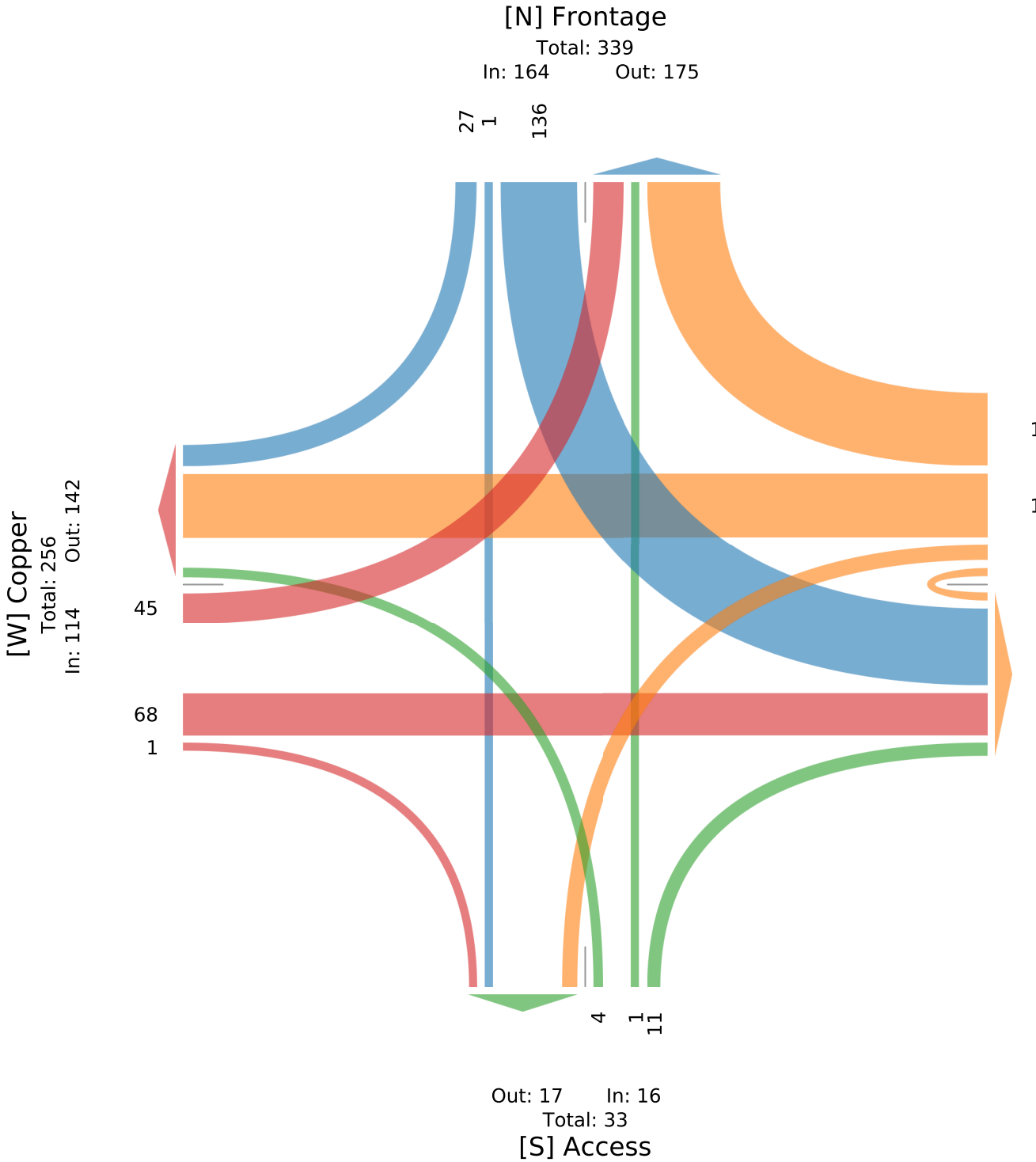
Leg / Direction	Copper Eastbound					Copper Westbound					Access Northbound					Frontage Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 7:00AM	2	2	0	0	**4**	2	1	3	0	**6**	0	0	2	0	**2**	0	0	0	0	**0**	**12**
7:15AM	3	1	0	0	**4**	0	3	3	0	**6**	1	0	0	0	**1**	9	0	0	0	**9**	**20**
7:30AM	3	2	0	0	**5**	3	5	3	0	**11**	1	0	2	0	**3**	11	1	2	0	**14**	**33**
7:45AM	2	5	0	0	**7**	4	12	2	0	**18**	0	0	3	0	**3**	12	0	0	0	**12**	**40**
Hourly Total	10	10	0	0	**20**	9	21	11	0	**41**	2	0	7	0	**9**	32	1	2	0	**35**	**105**
8:00AM	2	1	0	0	**3**	1	6	4	0	**11**	0	0	0	0	**0**	2	0	0	0	**2**	**16**
8:15AM	5	0	1	0	**6**	1	3	3	0	**7**	0	0	1	0	**1**	8	0	1	0	**9**	**23**
8:30AM	0	1	0	0	**1**	1	5	7	0	**13**	0	0	1	0	**1**	13	0	2	0	**15**	**30**
8:45AM	0	3	0	0	**3**	2	3	6	0	**11**	1	1	0	0	**2**	4	0	2	0	**6**	**22**
Hourly Total	7	5	1	0	**13**	5	17	20	0	**42**	1	1	2	0	**4**	27	0	5	0	**32**	**91**
4:00PM	4	8	0	0	**12**	0	7	11	0	**18**	0	0	0	0	**0**	7	0	5	0	**12**	**42**
4:15PM	3	4	0	0	**7**	0	8	7	1	**16**	0	0	2	0	**2**	7	0	2	0	**9**	**34**
4:30PM	6	11	0	0	**17**	0	10	12	0	**22**	0	0	0	0	**0**	9	0	1	0	**10**	**49**
4:45PM	2	4	0	0	**6**	0	9	12	0	**21**	0	0	0	0	**0**	12	0	4	0	**16**	**43**
Hourly Total	15	27	0	0	**42**	0	34	42	1	**77**	0	0	2	0	**2**	35	0	12	0	**47**	**168**
5:00PM	4	10	0	0	**14**	0	13	15	0	**28**	0	0	0	0	**0**	18	0	3	0	**21**	**63**
5:15PM	4	9	0	0	**13**	1	10	14	0	**25**	1	0	0	0	**1**	8	0	2	0	**10**	**49**
5:30PM	3	1	0	0	**4**	0	7	13	0	**20**	0	0	0	0	**0**	7	0	1	0	**8**	**32**
5:45PM	2	6	0	0	**8**	0	9	14	0	**23**	0	0	0	0	**0**	9	0	2	0	**11**	**42**
Hourly Total	13	26	0	0	**39**	1	39	56	0	**96**	1	0	0	0	**1**	42	0	8	0	**50**	**186**
Total	45	68	1	0	**114**	15	111	129	1	**256**	4	1	11	0	**16**	136	1	27	0	**164**	**550**
% Approach	39.5%	59.6%	0.9%	0%	**-**	5.9%	43.4%	50.4%	0.4%	**-**	25.0%	6.3%	68.8%	0%	**-**	82.9%	0.6%	16.5%	0%	**-**	-
% Total	8.2%	12.4%	0.2%	0%	**20.7%**	2.7%	20.2%	23.5%	0.2%	**46.5%**	0.7%	0.2%	2.0%	0%	**2.9%**	24.7%	0.2%	4.9%	0%	**29.8%**	-
Lights	44	67	1	0	**112**	15	106	125	1	**247**	4	1	11	0	**16**	134	1	26	0	**161**	536
% Lights	97.8%	98.5%	100%	0%	**98.2%**	100%	95.5%	96.9%	100%	**96.5%**	100%	100%	100%	0%	**100%**	98.5%	100%	96.3%	0%	**98.2%**	97.5%
Articulated Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0.9%	0%	0%	**0.4%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.2%
Buses and Single-Unit Trucks	1	1	0	0	**2**	0	4	4	0	**8**	0	0	0	0	**0**	2	0	1	0	**3**	13
% Buses and Single-Unit Trucks	2.2%	1.5%	0%	0%	**1.8%**	0%	3.6%	3.1%	0%	**3.1%**	0%	0%	0%	0%	**0%**	1.5%	0%	3.7%	0%	**1.8%**	2.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8638 N 2nd St - TMC
Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804973, Location: 42.35152, -89.049384

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8638 N 2nd St - TMC

Tue Dec 15, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804973, Location: 42.35152, -89.049384

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

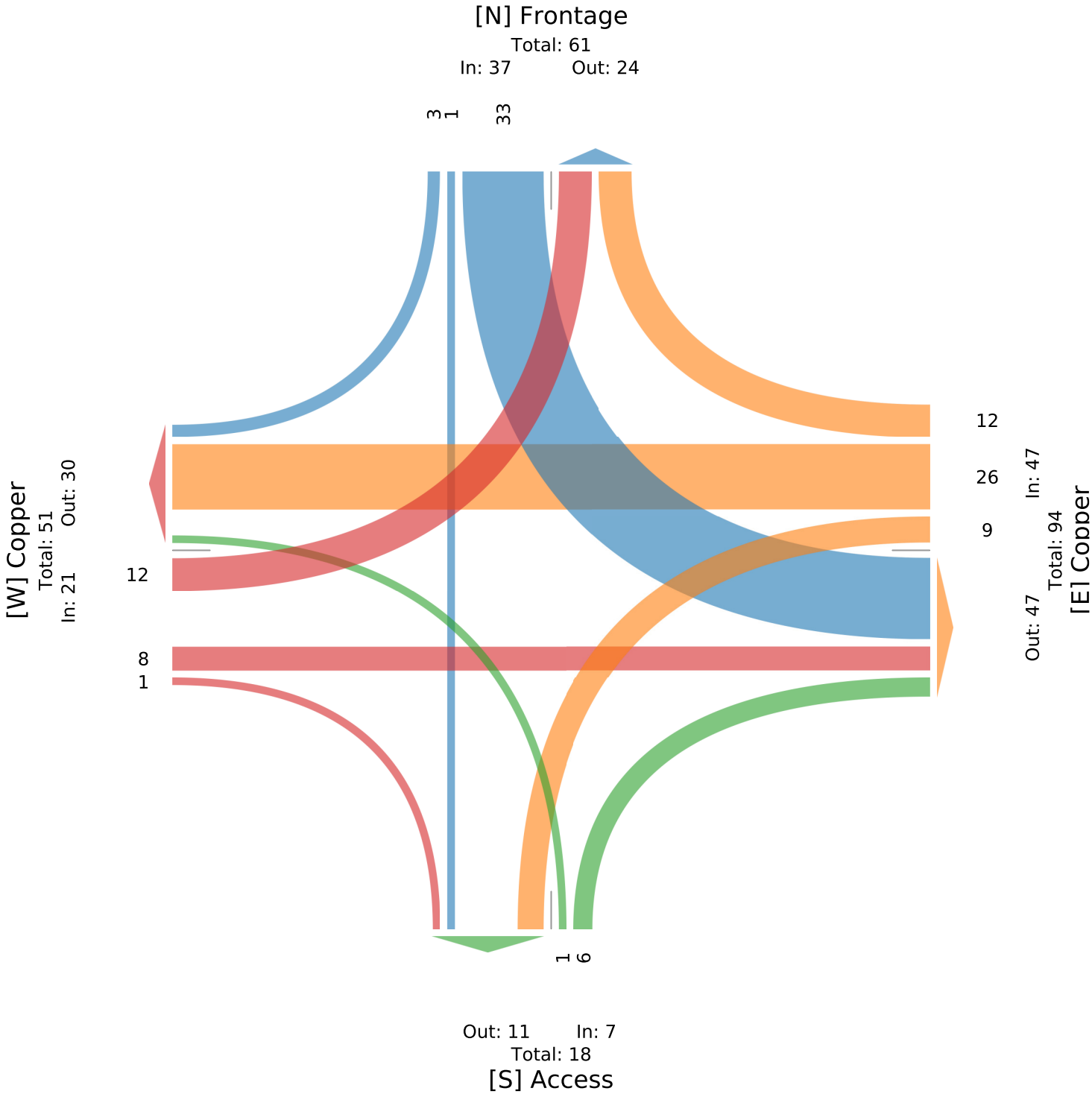
Leg / Direction	Copper Eastbound					Copper Westbound					Access Northbound					Frontage Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 7:30AM	3	2	0	0	**5**	3	5	3	0	**11**	1	0	2	0	**3**	11	1	2	0	**14**	**33**
7:45AM	2	5	0	0	**7**	4	12	2	0	**18**	0	0	3	0	**3**	12	0	0	0	**12**	**40**
8:00AM	2	1	0	0	**3**	1	6	4	0	**11**	0	0	0	0	**0**	2	0	0	0	**2**	**16**
8:15AM	5	0	1	0	**6**	1	3	3	0	**7**	0	0	1	0	**1**	8	0	1	0	**9**	**23**
Total	12	8	1	0	**21**	9	26	12	0	**47**	1	0	6	0	**7**	33	1	3	0	**37**	**112**
% Approach	57.1%	38.1%	4.8%	0%	**-**	19.1%	55.3%	25.5%	0%	**-**	14.3%	0%	85.7%	0%	**-**	89.2%	2.7%	8.1%	0%	**-**	-
% Total	10.7%	7.1%	0.9%	0%	**18.8%**	8.0%	23.2%	10.7%	0%	**42.0%**	0.9%	0%	5.4%	0%	**6.3%**	29.5%	0.9%	2.7%	0%	**33.0%**	-
PHF	0.600	0.400	0.250	-	**0.750**	0.563	0.542	0.750	-	**0.653**	0.250	-	0.500	-	**0.583**	0.688	0.250	0.375	-	**0.661**	0.700
Lights	12	8	1	0	**21**	9	24	12	0	**45**	1	0	6	0	**7**	33	1	3	0	**37**	110
% Lights	100%	100%	100%	0%	**100%**	100%	92.3%	100%	0%	**95.7%**	100%	0%	100%	0%	**100%**	100%	100%	100%	0%	**100%**	98.2%
Articulated Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	3.8%	0%	0%	**2.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.9%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	3.8%	0%	0%	**2.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8638 N 2nd St - TMC
Tue Dec 15, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804973, Location: 42.35152, -89.049384

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8638 N 2nd St - TMC

Tue Dec 15, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804973, Location: 42.35152, -89.049384

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

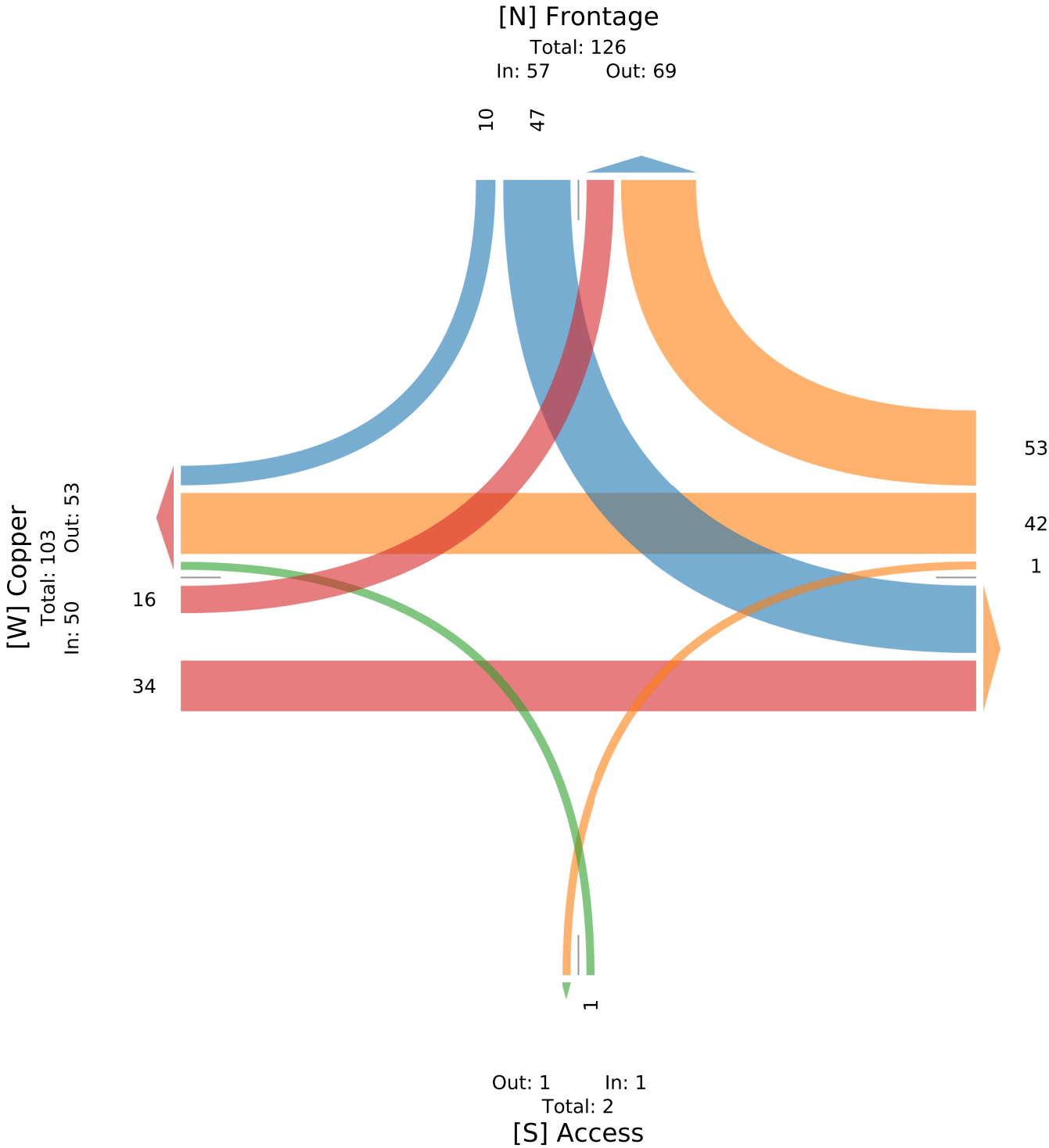
Leg / Direction	Copper Eastbound					Copper Westbound					Access Northbound					Frontage Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 4:30PM	6	11	0	0	**17**	0	10	12	0	**22**	0	0	0	0	**0**	9	0	1	0	**10**	**49**
4:45PM	2	4	0	0	**6**	0	9	12	0	**21**	0	0	0	0	**0**	12	0	4	0	**16**	**43**
5:00PM	4	10	0	0	**14**	0	13	15	0	**28**	0	0	0	0	**0**	18	0	3	0	**21**	**63**
5:15PM	4	9	0	0	**13**	1	10	14	0	**25**	1	0	0	0	**1**	8	0	2	0	**10**	**49**
Total	16	34	0	0	**50**	1	42	53	0	**96**	1	0	0	0	**1**	47	0	10	0	**57**	**204**
% Approach	32.0%	68.0%	0%	0%	-	1.0%	43.8%	55.2%	0%	-	100%	0%	0%	0%	-	82.5%	0%	17.5%	0%	-	-
% Total	7.8%	16.7%	0%	0%	**24.5%**	0.5%	20.6%	26.0%	0%	**47.1%**	0.5%	0%	0%	0%	**0.5%**	23.0%	0%	4.9%	0%	**27.9%**	-
PHF	0.667	0.773	-	-	**0.735**	0.250	0.808	0.883	-	**0.857**	0.250	-	-	-	**0.250**	0.653	-	0.625	-	**0.679**	0.810
Lights	16	34	0	0	**50**	1	41	51	0	**93**	1	0	0	0	**1**	47	0	10	0	**57**	201
% Lights	100%	100%	0%	0%	**100%**	100%	97.6%	96.2%	0%	**96.9%**	100%	0%	0%	0%	**100%**	100%	0%	100%	0%	**100%**	98.5%
Articulated Trucks	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	0	0	0	**0**	0	1	2	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	3
% Buses and Single-Unit Trucks	0%	0%	0%	0%	**0%**	0%	2.4%	3.8%	0%	**3.1%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	1.5%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8638 N 2nd St - TMC
Tue Dec 15, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804973, Location: 42.35152, -89.049384

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8634 N 2nd St - TMC

Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804976, Location: 42.351389, -89.050289

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Copper Westbound				Mall Dr Northbound				Mall Dr Southbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2020-12-15 7:00AM	0	1	0	**1**	0	2	0	**2**	2	0	0	**2**	**5**
7:15AM	1	3	0	**4**	0	3	0	**3**	1	0	0	**1**	**8**
7:30AM	1	7	0	**8**	0	2	0	**2**	3	0	0	**3**	**13**
7:45AM	2	10	0	**12**	0	2	0	**2**	6	0	0	**6**	**20**
Hourly Total	4	21	0	**25**	0	9	0	**9**	12	0	0	**12**	**46**
8:00AM	3	3	0	**6**	0	1	0	**1**	2	0	0	**2**	**9**
8:15AM	1	3	0	**4**	0	3	0	**3**	3	0	0	**3**	**10**
8:30AM	3	4	0	**7**	1	1	0	**2**	0	0	0	**0**	**9**
8:45AM	3	3	0	**6**	0	1	0	**1**	2	0	0	**2**	**9**
Hourly Total	10	13	0	**23**	1	6	0	**7**	7	0	0	**7**	**37**
4:00PM	7	5	1	**13**	0	4	0	**4**	6	0	0	**6**	**23**
4:15PM	7	3	0	**10**	0	3	0	**3**	4	1	0	**5**	**18**
4:30PM	5	5	0	**10**	1	6	0	**7**	11	0	0	**11**	**28**
4:45PM	8	5	0	**13**	0	3	0	**3**	3	0	0	**3**	**19**
Hourly Total	27	18	1	**46**	1	16	0	**17**	24	1	0	**25**	**88**
5:00PM	10	5	0	**15**	0	6	0	**6**	8	0	0	**8**	**29**
5:15PM	8	6	0	**14**	0	5	0	**5**	8	1	0	**9**	**28**
5:30PM	3	5	0	**8**	0	1	0	**1**	3	0	0	**3**	**12**
5:45PM	4	6	0	**10**	0	2	0	**2**	6	0	0	**6**	**18**
Hourly Total	25	22	0	**47**	0	14	0	**14**	25	1	0	**26**	**87**
Total	66	74	1	**141**	2	45	0	**47**	68	2	0	**70**	**258**
% Approach	46.8%	52.5%	0.7%	**-**	4.3%	95.7%	0%	**-**	97.1%	2.9%	0%	**-**	-
% Total	25.6%	28.7%	0.4%	**54.7%**	0.8%	17.4%	0%	**18.2%**	26.4%	0.8%	0%	**27.1%**	-
Lights	66	68	1	**135**	2	45	0	**47**	66	2	0	**68**	250
% Lights	100%	91.9%	100%	**95.7%**	100%	100%	0%	**100%**	97.1%	100%	0%	**97.1%**	96.9%
Articulated Trucks	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1
% Articulated Trucks	0%	1.4%	0%	**0.7%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0.4%
Buses and Single-Unit Trucks	0	5	0	**5**	0	0	0	**0**	2	0	0	**2**	7
% Buses and Single-Unit Trucks	0%	6.8%	0%	**3.5%**	0%	0%	0%	**0%**	2.9%	0%	0%	**2.9%**	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8634 N 2nd St - TMC
Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804976, Location: 42.351389, -89.050289

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8634 N 2nd St - TMC

Tue Dec 15, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804976, Location: 42.351389, -89.050289

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

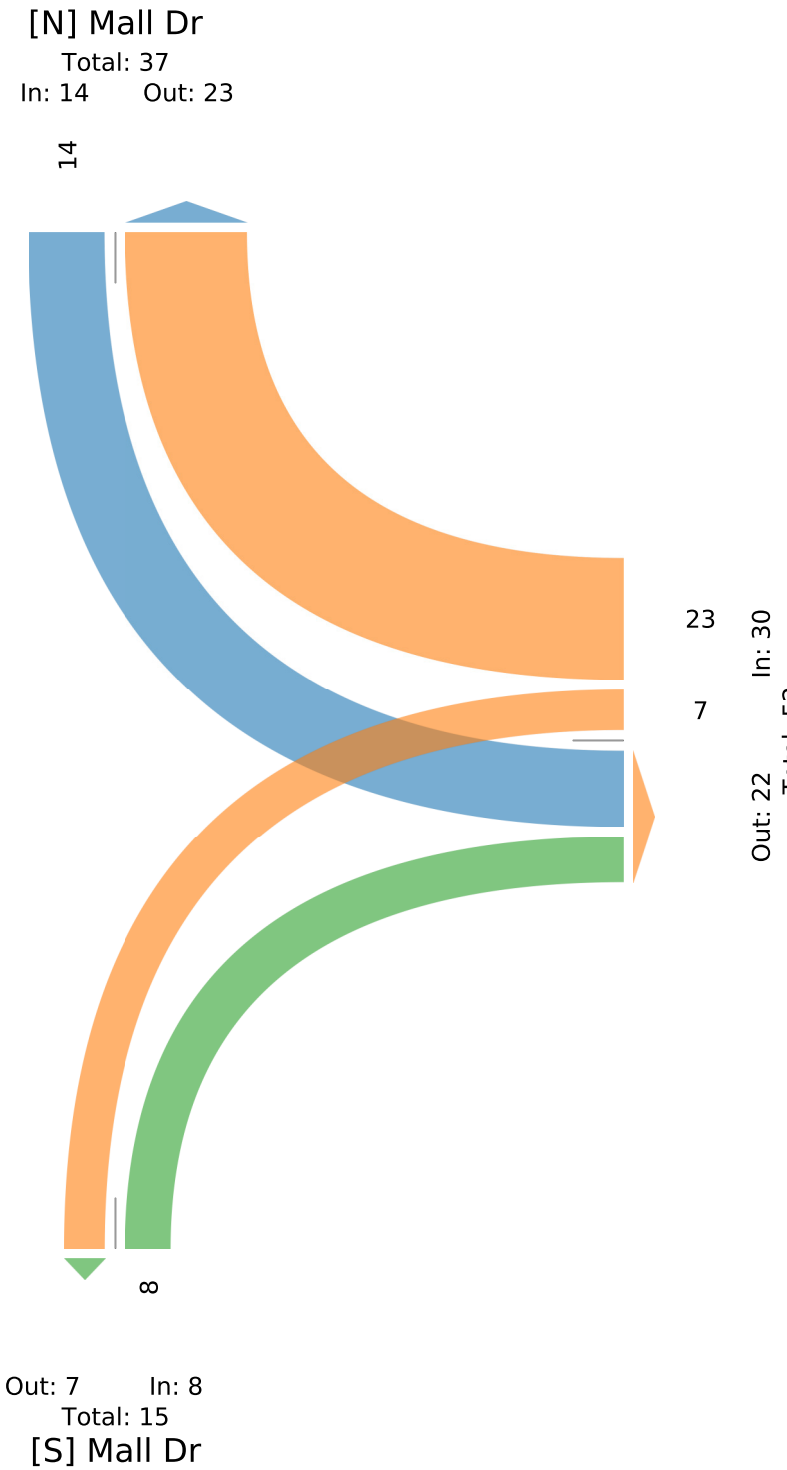
Leg / Direction	Copper Westbound				Mall Dr Northbound				Mall Dr Southbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2020-12-15 7:30AM	1	7	0	**8**	0	2	0	**2**	3	0	0	**3**	**13**
7:45AM	2	10	0	**12**	0	2	0	**2**	6	0	0	**6**	**20**
8:00AM	3	3	0	**6**	0	1	0	**1**	2	0	0	**2**	**9**
8:15AM	1	3	0	**4**	0	3	0	**3**	3	0	0	**3**	**10**
Total	7	23	0	**30**	0	8	0	**8**	14	0	0	**14**	**52**
% Approach	23.3%	76.7%	0%	**-**	0%	100%	0%	**-**	100%	0%	0%	**-**	-
% Total	13.5%	44.2%	0%	**57.7%**	0%	15.4%	0%	**15.4%**	26.9%	0%	0%	**26.9%**	-
PHF	0.583	0.575	-	**0.625**	-	0.667	-	**0.667**	0.583	-	-	**0.583**	0.650
Lights	7	21	0	**28**	0	8	0	**8**	14	0	0	**14**	50
% Lights	100%	91.3%	0%	**93.3%**	0%	100%	0%	**100%**	100%	0%	0%	**100%**	96.2%
Articulated Trucks	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1
% Articulated Trucks	0%	4.3%	0%	**3.3%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	1.9%
Buses and Single-Unit Trucks	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	4.3%	0%	**3.3%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	1.9%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8634 N 2nd St - TMC
Tue Dec 15, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804976, Location: 42.351389, -89.050289

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8634 N 2nd St - TMC

Tue Dec 15, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804976, Location: 42.351389, -89.050289

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg / Direction	Copper Westbound				Mall Dr Northbound				Mall Dr Southbound				
Time	L	R	U	**App**	T	R	U	**App**	L	T	U	**App**	**Int**
2020-12-15 4:30PM	5	5	0	**10**	1	6	0	**7**	11	0	0	**11**	**28**
4:45PM	8	5	0	**13**	0	3	0	**3**	3	0	0	**3**	**19**
5:00PM	10	5	0	**15**	0	6	0	**6**	8	0	0	**8**	**29**
5:15PM	8	6	0	**14**	0	5	0	**5**	8	1	0	**9**	**28**
Total	31	21	0	**52**	1	20	0	**21**	30	1	0	**31**	**104**
% Approach	59.6%	40.4%	0%	**-**	4.8%	95.2%	0%	**-**	96.8%	3.2%	0%	**-**	-
% Total	29.8%	20.2%	0%	**50.0%**	1.0%	19.2%	0%	**20.2%**	28.8%	1.0%	0%	**29.8%**	-
PHF	0.775	0.875	-	**0.867**	0.250	0.833	-	**0.750**	0.682	0.250	-	**0.705**	0.897
Lights	31	20	0	**51**	1	20	0	**21**	30	1	0	**31**	103
% Lights	100%	95.2%	0%	**98.1%**	100%	100%	0%	**100%**	100%	100%	0%	**100%**	99.0%
Articulated Trucks	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0
% Articulated Trucks	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	0%
Buses and Single-Unit Trucks	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	1
% Buses and Single-Unit Trucks	0%	4.8%	0%	**1.9%**	0%	0%	0%	**0%**	0%	0%	0%	**0%**	1.0%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8634 N 2nd St - TMC
Tue Dec 15, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804976, Location: 42.351389, -89.050289

Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

1020 Ralston Rd - TMC

Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804978, Location: 42.367339, -89.037857

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

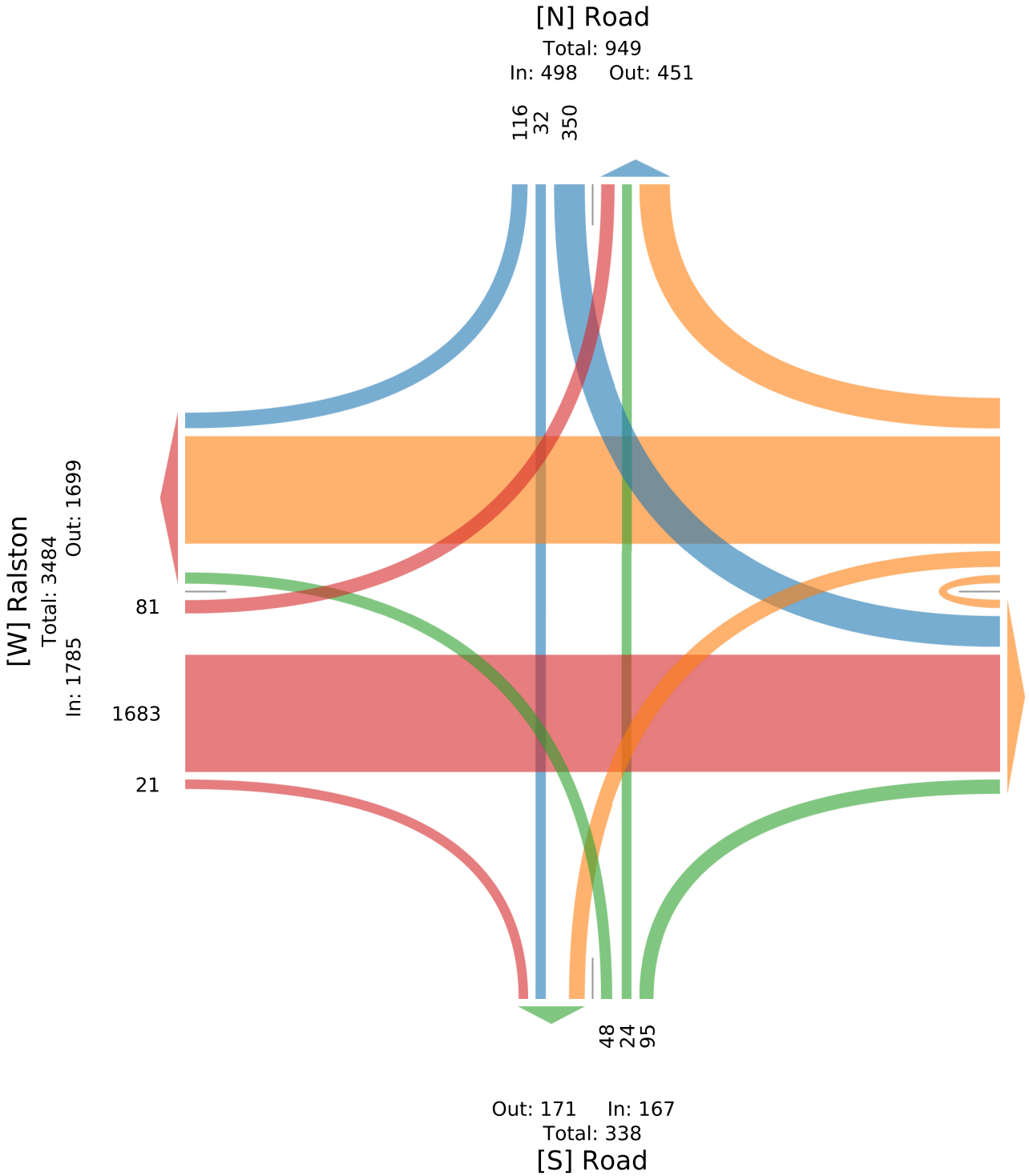
Leg	Ralston					Ralston					Road					Road					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 7:00AM	3	103	1	0	**107**	1	35	18	0	**54**	0	0	3	0	**3**	10	0	2	0	**12**	**176**
7:15AM	12	98	0	0	**110**	6	28	26	1	**61**	1	2	7	0	**10**	11	0	6	0	**17**	**198**
7:30AM	6	141	1	0	**148**	2	51	19	0	**72**	2	1	2	0	**5**	17	1	5	0	**23**	**248**
7:45AM	9	137	1	0	**147**	5	64	37	0	**106**	2	0	1	0	**3**	16	0	3	0	**19**	**275**
Hourly Total	30	479	3	0	**512**	14	178	100	1	**293**	5	3	13	0	**21**	54	1	16	0	**71**	**897**
8:00AM	3	86	0	0	**89**	6	43	18	0	**67**	1	2	5	0	**8**	12	2	3	0	**17**	**181**
8:15AM	4	83	2	0	**89**	2	34	23	0	**59**	2	0	7	0	**9**	12	0	3	0	**15**	**172**
8:30AM	3	98	2	0	**103**	4	48	16	0	**68**	1	1	2	0	**4**	10	1	8	0	**19**	**194**
8:45AM	3	111	2	0	**116**	4	46	14	0	**64**	1	0	4	0	**5**	14	5	1	0	**20**	**205**
Hourly Total	13	378	6	0	**397**	16	171	71	0	**258**	5	3	18	0	**26**	48	8	15	0	**71**	**752**
4:00PM	2	122	3	0	**127**	15	149	25	0	**189**	6	4	9	0	**19**	35	2	12	0	**49**	**384**
4:15PM	7	97	2	0	**106**	7	157	25	0	**189**	2	4	10	0	**16**	36	3	12	0	**51**	**362**
4:30PM	7	139	1	0	**147**	21	168	30	0	**219**	7	2	8	0	**17**	53	3	15	0	**71**	**454**
4:45PM	5	112	1	0	**118**	11	166	21	0	**198**	3	1	9	0	**13**	34	7	7	0	**48**	**377**
Hourly Total	21	470	7	0	**498**	54	640	101	0	**795**	18	11	36	0	**65**	158	15	46	0	**219**	**1577**
5:00PM	5	94	1	0	**100**	11	138	23	0	**172**	7	3	11	0	**21**	46	3	9	0	**58**	**351**
5:15PM	7	110	0	0	**117**	9	152	16	1	**178**	4	3	9	0	**16**	20	3	9	0	**32**	**343**
5:30PM	0	87	3	0	**90**	9	130	19	0	**158**	4	1	5	0	**10**	11	2	10	0	**23**	**281**
5:45PM	5	65	1	0	**71**	5	126	16	0	**147**	5	0	3	0	**8**	13	0	11	0	**24**	**250**
Hourly Total	17	356	5	0	**378**	34	546	74	1	**655**	20	7	28	0	**55**	90	8	39	0	**137**	**1225**
Total	81	1683	21	0	**1785**	118	1535	346	2	**2001**	48	24	95	0	**167**	350	32	116	0	**498**	**4451**
% Approach	4.5%	94.3%	1.2%	0%	-	5.9%	76.7%	17.3%	0.1%	-	28.7%	14.4%	56.9%	0%	-	70.3%	6.4%	23.3%	0%	-	-
% Total	1.8%	37.8%	0.5%	0%	**40.1%**	2.7%	34.5%	7.8%	0%	**45.0%**	1.1%	0.5%	2.1%	0%	**3.8%**	7.9%	0.7%	2.6%	0%	**11.2%**	-
Lights	80	1652	20	0	**1752**	116	1509	329	2	**1956**	48	23	91	0	**162**	326	30	113	0	**469**	4339
% Lights	98.8%	98.2%	95.2%	0%	**98.2%**	98.3%	98.3%	95.1%	100%	**97.8%**	100%	95.8%	95.8%	0%	**97.0%**	93.1%	93.8%	97.4%	0%	**94.2%**	97.5%
Articulated Trucks	0	9	0	0	**9**	0	2	6	0	**8**	0	0	0	0	**0**	5	0	1	0	**6**	23
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	0%	0.1%	1.7%	0%	**0.4%**	0%	0%	0%	0%	**0%**	1.4%	0%	0.9%	0%	**1.2%**	0.5%
Buses and Single-Unit Trucks	1	22	1	0	**24**	2	24	11	0	**37**	0	1	4	0	**5**	19	2	2	0	**23**	89
% Buses and Single-Unit Trucks	1.2%	1.3%	4.8%	0%	**1.3%**	1.7%	1.6%	3.2%	0%	**1.8%**	0%	4.2%	4.2%	0%	**3.0%**	5.4%	6.3%	1.7%	0%	**4.6%**	2.0%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

1020 Ralston Rd - TMC
Tue Dec 15, 2020
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804978, Location: 42.367339, -89.037857

GHA GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

1020 Ralston Rd - TMC

Tue Dec 15, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804978, Location: 42.367339, -89.037857

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

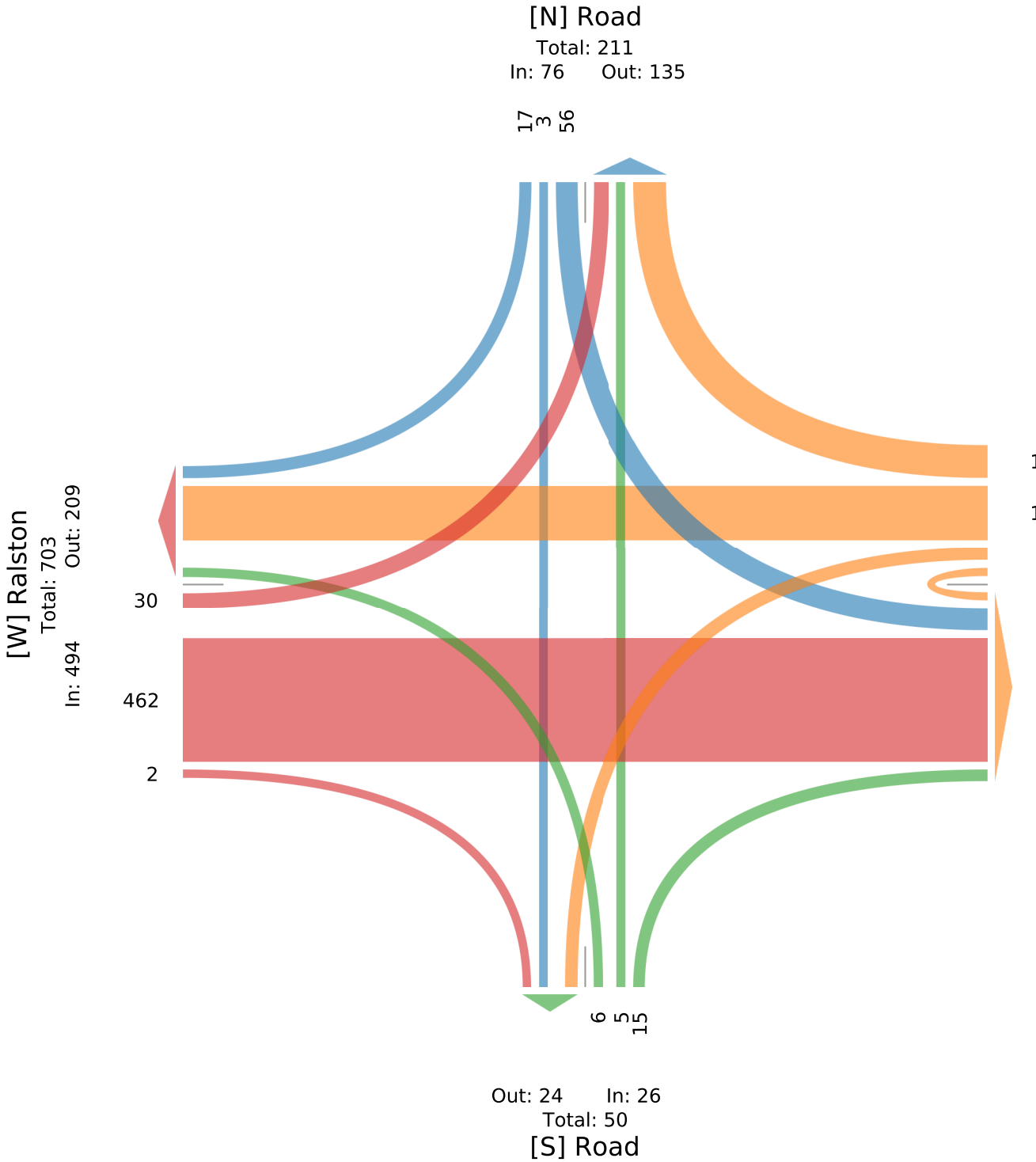
Leg / Direction	Ralston Eastbound					Ralston Westbound					Road Northbound					Road Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 7:15AM	12	98	0	0	**110**	6	28	26	1	**61**	1	2	7	0	**10**	11	0	6	0	**17**	**198**
7:30AM	6	141	1	0	**148**	2	51	19	0	**72**	2	1	2	0	**5**	17	1	5	0	**23**	**248**
7:45AM	9	137	1	0	**147**	5	64	37	0	**106**	2	0	1	0	**3**	16	0	3	0	**19**	**275**
8:00AM	3	86	0	0	**89**	6	43	18	0	**67**	1	2	5	0	**8**	12	2	3	0	**17**	**181**
Total	30	462	2	0	**494**	19	186	100	1	**306**	6	5	15	0	**26**	56	3	17	0	**76**	**902**
% Approach	6.1%	93.5%	0.4%	0%	-	6.2%	60.8%	32.7%	0.3%	-	23.1%	19.2%	57.7%	0%	-	73.7%	3.9%	22.4%	0%	-	-
% Total	3.3%	51.2%	0.2%	0%	**54.8%**	2.1%	20.6%	11.1%	0.1%	**33.9%**	0.7%	0.6%	1.7%	0%	**2.9%**	6.2%	0.3%	1.9%	0%	**8.4%**	-
PHF	0.625	0.819	0.500	-	**0.834**	0.792	0.727	0.676	0.250	**0.722**	0.750	0.625	0.536	-	**0.650**	0.824	0.375	0.708	-	**0.826**	0.820
Lights	30	454	1	0	**485**	19	175	95	1	**290**	6	4	14	0	**24**	52	3	16	0	**71**	870
% Lights	100%	98.3%	50.0%	0%	**98.2%**	100%	94.1%	95.0%	100%	**94.8%**	100%	80.0%	93.3%	0%	**92.3%**	92.9%	100%	94.1%	0%	**93.4%**	96.5%
Articulated Trucks	0	3	0	0	**3**	0	0	4	0	**4**	0	0	0	0	**0**	1	0	0	0	**1**	8
% Articulated Trucks	0%	0.6%	0%	0%	**0.6%**	0%	0%	4.0%	0%	**1.3%**	0%	0%	0%	0%	**0%**	1.8%	0%	0%	0%	**1.3%**	0.9%
Buses and Single-Unit Trucks	0	5	1	0	**6**	0	11	1	0	**12**	0	1	1	0	**2**	3	0	1	0	**4**	24
% Buses and Single-Unit Trucks	0%	1.1%	50.0%	0%	**1.2%**	0%	5.9%	1.0%	0%	**3.9%**	0%	20.0%	6.7%	0%	**7.7%**	5.4%	0%	5.9%	0%	**5.3%**	2.7%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

1020 Ralston Rd - TMC
Tue Dec 15, 2020
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804978, Location: 42.367339, -89.037857

GHA GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

1020 Ralston Rd - TMC

Tue Dec 15, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804978, Location: 42.367339, -89.037857

GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

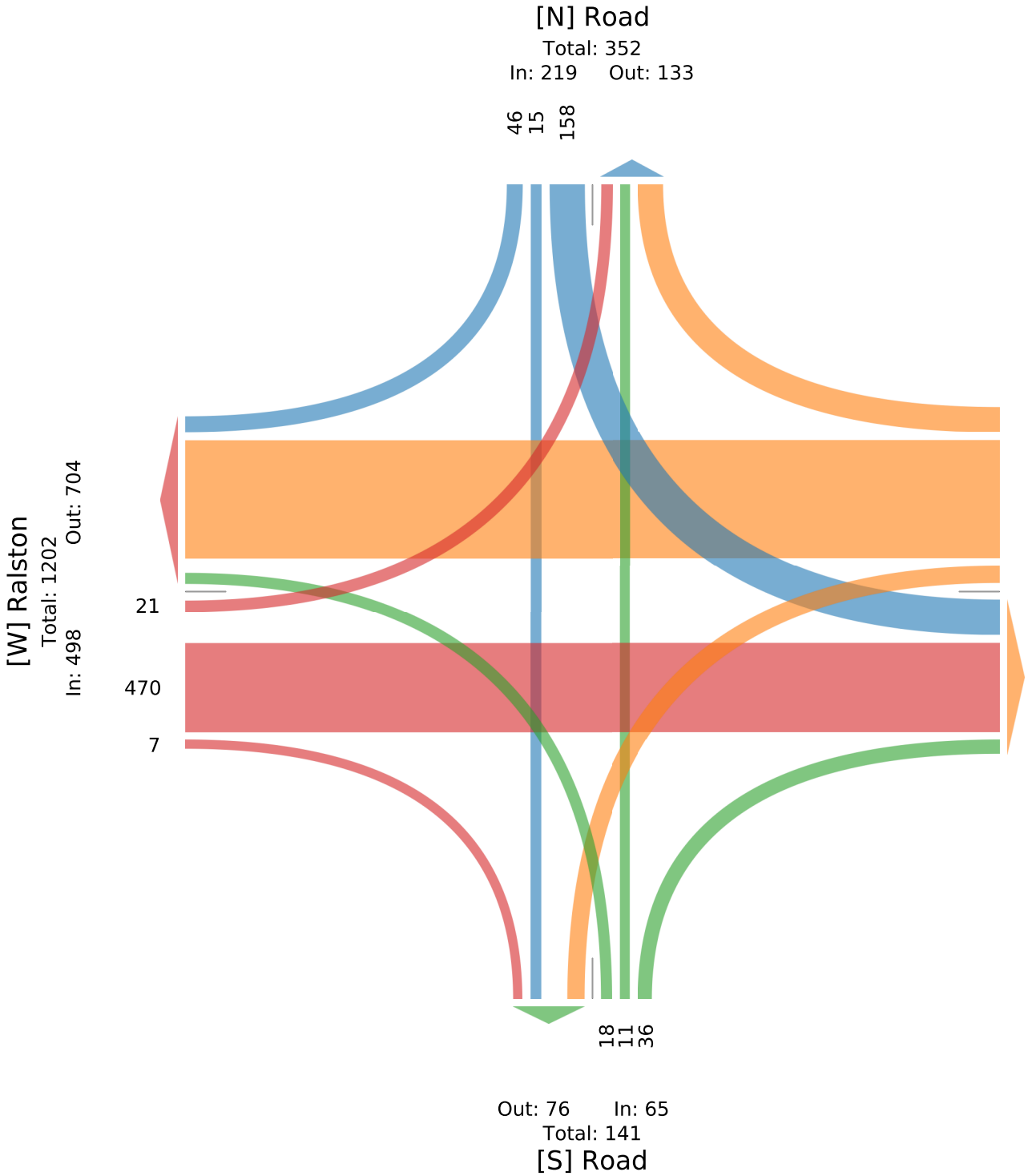
Leg / Direction	Ralston Eastbound					Ralston Westbound					Road Northbound					Road Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2020-12-15 4:00PM	2	122	3	0	**127**	15	149	25	0	**189**	6	4	9	0	**19**	35	2	12	0	**49**	**384**
4:15PM	7	97	2	0	**106**	7	157	25	0	**189**	2	4	10	0	**16**	36	3	12	0	**51**	**362**
4:30PM	7	139	1	0	**147**	21	168	30	0	**219**	7	2	8	0	**17**	53	3	15	0	**71**	**454**
4:45PM	5	112	1	0	**118**	11	166	21	0	**198**	3	1	9	0	**13**	34	7	7	0	**48**	**377**
Total	21	470	7	0	**498**	54	640	101	0	**795**	18	11	36	0	**65**	158	15	46	0	**219**	**1577**
% Approach	4.2%	94.4%	1.4%	0%	-	6.8%	80.5%	12.7%	0%	-	27.7%	16.9%	55.4%	0%	-	72.1%	6.8%	21.0%	0%	-	-
% Total	1.3%	29.8%	0.4%	0%	**31.6%**	3.4%	40.6%	6.4%	0%	**50.4%**	1.1%	0.7%	2.3%	0%	**4.1%**	10.0%	1.0%	2.9%	0%	**13.9%**	-
PHF	0.750	0.845	0.583	-	**0.847**	0.643	0.952	0.842	-	**0.908**	0.643	0.688	0.900	-	**0.855**	0.745	0.536	0.767	-	**0.771**	0.868
Lights	21	462	7	0	**490**	52	637	98	0	**787**	18	11	34	0	**63**	151	15	46	0	**212**	1552
% Lights	100%	98.3%	100%	0%	**98.4%**	96.3%	99.5%	97.0%	0%	**99.0%**	100%	100%	94.4%	0%	**96.9%**	95.6%	100%	100%	0%	**96.8%**	98.4%
Articulated Trucks	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	5
% Articulated Trucks	0%	0.9%	0%	0%	**0.8%**	0%	0%	0%	0%	**0%**	0%	0%	0%	0%	**0%**	0.6%	0%	0%	0%	**0.5%**	0.3%
Buses and Single-Unit Trucks	0	4	0	0	**4**	2	3	3	0	**8**	0	0	2	0	**2**	6	0	0	0	**6**	20
% Buses and Single-Unit Trucks	0%	0.9%	0%	0%	**0.8%**	3.7%	0.5%	3.0%	0%	**1.0%**	0%	0%	5.6%	0%	**3.1%**	3.8%	0%	0%	0%	**2.7%**	1.3%

*L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

1020 Ralston Rd - TMC
Tue Dec 15, 2020
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)
All Movements
ID: 804978, Location: 42.367339, -89.037857

GHA GEWALT HAMILTON ASSOCIATES, INC.
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

LEAST SQUARES WORKSHEET **SEGMENT A1**

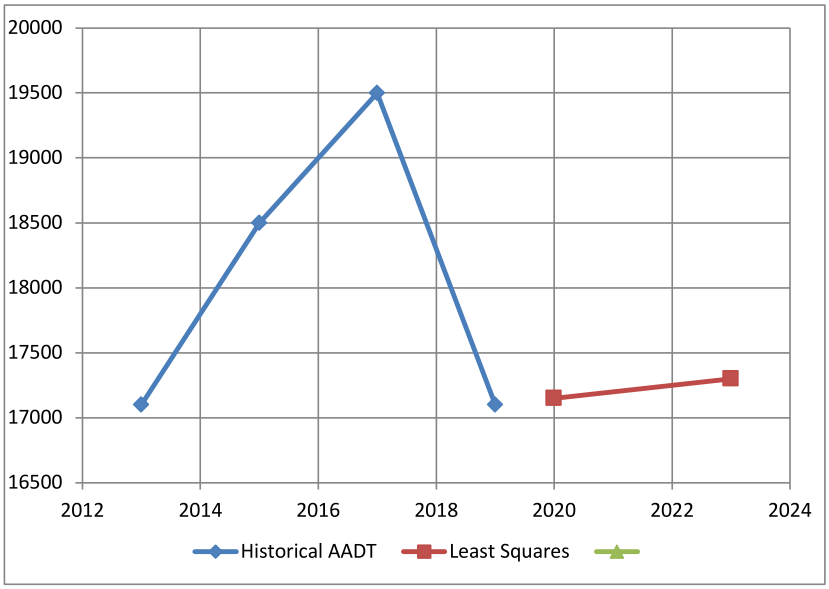
ROUTE: CR **SP#:** **DATE :** 01/18/21

LOCATION: IL 251 **Miles :**

BASE YEAR: 2020 **FORECAST YEAR:** 2023 **Seq #**

# of lanes

COUNTED YEAR	FLOW MAP AADT (SEG A)
2013	17100
2015	18500
2017	19500
2019	17100



LEAST SQUARES BASED FORECASTS:

Year	AADT	Calc	ADT Calc
2019	18200	-1100	17100
2020	18250		17150
2023	18400		17300

Statistics	AADT
R 2	0.01
SLOPE	50.00
INTERCEPT	-82750
N	4

Raw Least Squares Forecasts	
YEAR	AADT
2019	17100
2020	17150
2023	17300

Slope Over Base Year
0.29%

NOTE:

County Adjustment Factors were developed to Apply to Projected AADT. They are based on 1992-2007 VMT, Population, Labor Force, Household, and Employment Data.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Appendix B – Synchro Outputs

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	75	80	10	35	20	625	40	15	865	35
Future Volume (vph)	20	5	75	80	10	35	20	625	40	15	865	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		50	200		325	225		225
Storage Lanes	1		1	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.958		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1820	1615	3502	3539	1615	1805	3574	1615
Flt Permitted	0.689				0.746		0.950			0.950		
Satd. Flow (perm)	1309	1900	1615	0	1417	1615	3502	3539	1615	1805	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			116			120			120
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			617			1232			2051	
Travel Time (s)		10.3			14.0			28.0			46.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	24	6	88	94	12	41	24	735	47	18	1018	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	6	88	0	106	41	24	735	47	18	1018	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.1	26.2	26.2	12.1	26.5	26.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	16.0	59.0	59.0	16.0	59.0	59.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	16.0%	59.0%	59.0%	16.0%	59.0%	59.0%
Maximum Green (s)	18.1	18.1	18.1	18.1	18.1	18.1	8.9	52.8	52.8	8.9	52.5	52.5
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.3	4.3	4.6	4.6	4.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.9	1.9	2.5	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		6.9	6.9	7.1	6.2	6.2	7.1	6.5	6.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.5	13.5	13.5		13.5	13.5	6.7	67.3	67.3	7.1	67.3	67.3
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.14	0.07	0.67	0.67	0.07	0.67	0.67
v/c Ratio	0.14	0.02	0.28		0.55	0.13	0.10	0.31	0.04	0.14	0.42	0.04
Control Delay	38.1	35.4	5.8		50.9	0.8	44.5	8.9	0.1	45.5	9.8	0.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	35.4	5.8		50.9	0.8	44.5	8.9	0.1	45.5	9.8	0.1
LOS	D	D	A		D	A	D	A	A	D	A	A
Approach Delay		13.9			36.9			9.4			10.1	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	14	3	0		64	0	7	68	0	11	107	0
Queue Length 95th (ft)	34	14	21		107	0	19	168	0	31	244	0
Internal Link Dist (ft)		371			537			1152			1971	
Turn Bay Length (ft)			100			50	200		325	225		225
Base Capacity (vph)	236	343	387		256	387	311	2380	1125	160	2404	1125
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.23		0.41	0.11	0.08	0.31	0.04	0.11	0.42	0.04

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 57.5% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: IL 251 & Copper Dr

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	645	5	25	260	140	10	5	20	80	5	25
Future Volume (vph)	40	645	5	25	260	140	10	5	20	80	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.947			0.923			0.970	
Flt Protected	0.950			0.950				0.986			0.965	
Satd. Flow (prot)	1805	3571	0	1805	3371	0	0	1729	0	0	1753	0
Flt Permitted	0.400			0.218				0.857			0.373	
Satd. Flow (perm)	760	3571	0	414	3371	0	0	1503	0	0	678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			132			24			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		543			746			298			237	
Travel Time (s)		10.6			14.5			5.8			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	0%	4%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	49	787	6	30	317	171	12	6	24	98	6	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	793	0	30	488	0	0	42	0	0	134	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			3	
Permitted Phases	6			2			4			3		
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.9	21.1		10.9	21.1		14.1	14.1		14.1	14.1	
Total Split (s)	11.0	26.8		11.0	26.8		14.2	14.2		23.0	23.0	
Total Split (%)	14.7%	35.7%		14.7%	35.7%		18.9%	18.9%		30.7%	30.7%	
Maximum Green (s)	5.1	20.7		5.1	20.7		8.1	8.1		16.9	16.9	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.3	1.8		2.3	1.8		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.9	6.1		5.9	6.1			6.1			6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

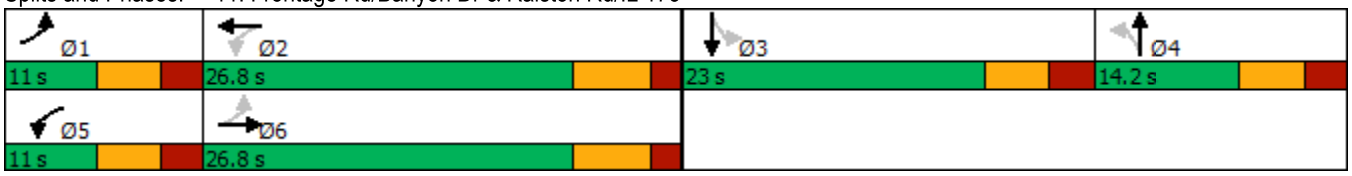
Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.0	22.9		23.9	20.8			8.1			17.0	
Actuated g/C Ratio	0.35	0.32		0.34	0.29			0.11			0.24	
v/c Ratio	0.14	0.68		0.12	0.45			0.22			0.76	
Control Delay	14.2	25.5		14.2	16.8			21.4			53.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	14.2	25.5		14.2	16.8			21.4			53.4	
LOS	B	C		B	B			C			D	
Approach Delay		24.9			16.6			21.4			53.4	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	13	138		8	70			8			51	
Queue Length 95th (ft)	29	216		20	98			32			#127	
Internal Link Dist (ft)		463			666			218			157	
Turn Bay Length (ft)	250			225								
Base Capacity (vph)	345	1158		241	1087			194			176	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.14	0.68		0.12	0.45			0.22			0.76	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 70.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 50.1% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

6: Baking Grounds Access/Frontage Rd & Copper Dr Performance by lane

Lane	EB	EB	WB	WB	NB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.1
Total Del/Veh (s)	4.4	4.9	0.9	2.9	2.5	4.3	3.4

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection: 6: Baking Grounds Access/Frontage Rd & Copper Dr

Movement	EB	EB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	32	30	28	39
Average Queue (ft)	15	11	7	20
95th Queue (ft)	37	34	25	35
Link Distance (ft)	180	180	109	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	45	0	15	30	0
Future Vol, veh/h	15	45	0	15	30	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	23	69	0	23	46	0
Number of Lanes	1	1	1	0	0	1

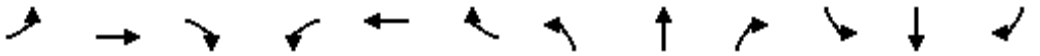
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.3	6.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	100%
Vol Thru, %	0%	0%	0%	0%
Vol Right, %	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	15	45	30
LT Vol	0	15	0	30
Through Vol	0	0	0	0
RT Vol	15	0	45	0
Lane Flow Rate	23	23	69	46
Geometry Grp	2	7	7	2
Degree of Util (X)	0.022	0.033	0.077	0.055
Departure Headway (Hd)	3.494	5.122	3.988	4.278
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1013	699	897	832
Service Time	1.556	2.851	1.718	2.329
HCM Lane V/C Ratio	0.023	0.033	0.077	0.055
HCM Control Delay	6.6	8	7.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: PM Peak
01/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	20	55	65	15	35	40	905	75	25	865	45
Future Volume (vph)	35	20	55	65	15	35	40	905	75	25	865	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		50	200		325	225		225
Storage Lanes	1		1	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.961		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1826	1615	3502	3574	1615	1805	3574	1615
Flt Permitted	0.704				0.751		0.950			0.950		
Satd. Flow (perm)	1338	1900	1615	0	1427	1615	3502	3574	1615	1805	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96			96			100			100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			617			1232			2051	
Travel Time (s)		10.3			14.0			28.0			46.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	36	21	57	67	15	36	41	933	77	26	892	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	21	57	0	82	36	41	933	77	26	892	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.1	26.2	26.2	12.1	26.5	26.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	16.0	75.0	75.0	16.0	75.0	75.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%	24.2%	13.3%	62.5%	62.5%	13.3%	62.5%	62.5%
Maximum Green (s)	22.1	22.1	22.1	22.1	22.1	22.1	8.9	68.8	68.8	8.9	68.5	68.5
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.3	4.3	4.6	4.6	4.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.9	1.9	2.5	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		6.9	6.9	7.1	6.2	6.2	7.1	6.5	6.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

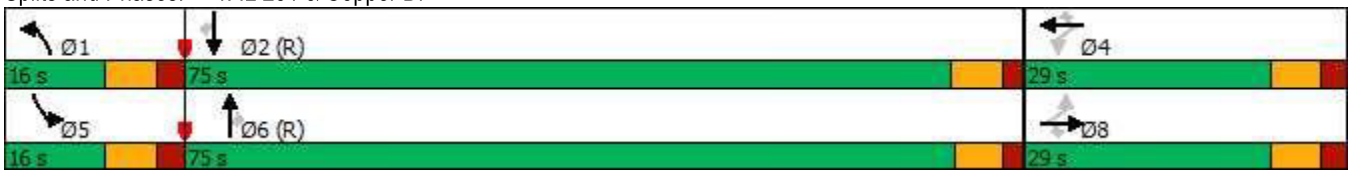
Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.2	13.2	13.2		13.2	13.2	7.3	88.8	88.8	7.8	86.3	86.3
Actuated g/C Ratio	0.11	0.11	0.11		0.11	0.11	0.06	0.74	0.74	0.06	0.72	0.72
v/c Ratio	0.24	0.10	0.22		0.53	0.14	0.19	0.35	0.06	0.22	0.35	0.04
Control Delay	51.7	47.4	4.1		62.0	1.1	55.2	8.7	1.1	57.1	9.2	0.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	47.4	4.1		62.0	1.1	55.2	8.7	1.1	57.1	9.2	0.1
LOS	D	D	A		E	A	E	A	A	E	A	A
Approach Delay		27.1			43.4			9.9			10.1	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	26	15	0		61	0	15	159	0	20	150	0
Queue Length 95th (ft)	58	39	12		110	0	34	240	12	49	222	0
Internal Link Dist (ft)		371			537			1152			1971	
Turn Bay Length (ft)			100			50	200		325	225		225
Base Capacity (vph)	246	349	375		262	375	259	2646	1221	136	2569	1189
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.06	0.15		0.31	0.10	0.16	0.35	0.06	0.19	0.35	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	515	10	60	705	110	25	10	45	205	20	60
Future Volume (vph)	25	515	10	60	705	110	25	10	45	205	20	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.980			0.924			0.972	
Flt Protected	0.950			0.950				0.984			0.965	
Satd. Flow (prot)	1805	3564	0	1805	3538	0	0	1728	0	0	1769	0
Flt Permitted	0.128			0.254				0.772			0.390	
Satd. Flow (perm)	243	3564	0	483	3538	0	0	1355	0	0	715	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			44			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		543			746			298			237	
Travel Time (s)		10.6			14.5			5.8			4.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	29	592	11	69	810	126	29	11	52	236	23	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	603	0	69	936	0	0	92	0	0	328	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			3	
Permitted Phases	6			2			4			3		
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.9	21.1		10.9	21.1		14.1	14.1		14.1	14.1	
Total Split (s)	11.2	36.2		11.4	36.4		14.4	14.4		53.0	53.0	
Total Split (%)	9.7%	31.5%		9.9%	31.7%		12.5%	12.5%		46.1%	46.1%	
Maximum Green (s)	5.3	30.1		5.5	30.3		8.3	8.3		46.9	46.9	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.3	1.8		2.3	1.8		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.9	6.1		5.9	6.1			6.1			6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

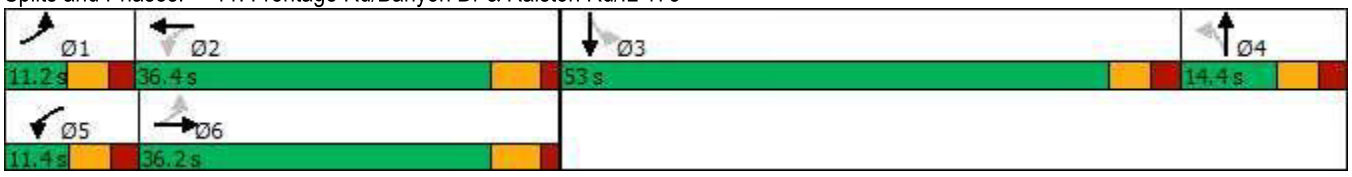
Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	34.6	30.2		36.0	32.6			8.3			47.0	
Actuated g/C Ratio	0.31	0.27		0.32	0.29			0.07			0.42	
v/c Ratio	0.20	0.63		0.32	0.91			0.66			1.08	
Control Delay	27.2	40.2		28.6	52.2			51.9			105.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.2	40.2		28.6	52.2			51.9			105.5	
LOS	C	D		C	D			D			F	
Approach Delay		39.6			50.6			51.9			105.5	
Approach LOS		D			D			D			F	
Queue Length 50th (ft)	14	208		34	360			35			~269	
Queue Length 95th (ft)	34	260		63	#474			#103			#430	
Internal Link Dist (ft)		463			666			218			157	
Turn Bay Length (ft)	250			225								
Base Capacity (vph)	148	955		218	1032			140			305	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.20	0.63		0.32	0.91			0.66			1.08	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 112.8
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 56.0 Intersection LOS: E
Intersection Capacity Utilization 65.0% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

6: Baking Grounds Access/Frontage Rd & Copper Dr Performance by lane

Lane	EB	EB	WB	WB	NB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.1
Total Del/Veh (s)	5.0	5.5	1.0	2.8		4.1	3.6

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection: 6: Baking Grounds Access/Frontage Rd & Copper Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	TR	LTR	LTR
Maximum Queue (ft)	38	30	4	7	47
Average Queue (ft)	18	20	0	0	23
95th Queue (ft)	40	42	3	5	39
Link Distance (ft)	180	180	346	109	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	30	1	30	40	1
Future Vol, veh/h	45	30	1	30	40	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	50	33	1	33	44	1
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.7	6.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	98%
Vol Thru, %	3%	0%	0%	2%
Vol Right, %	97%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	45	30	41
LT Vol	0	45	0	40
Through Vol	1	0	0	1
RT Vol	30	0	30	0
Lane Flow Rate	34	50	33	46
Geometry Grp	2	7	7	2
Degree of Util (X)	0.033	0.071	0.036	0.054
Departure Headway (Hd)	3.495	5.139	3.938	4.264
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1009	697	908	832
Service Time	1.569	2.87	1.669	2.328
HCM Lane V/C Ratio	0.034	0.072	0.036	0.055
HCM Control Delay	6.7	8.3	6.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	5	76	81	10	35	20	631	41	15	874	35
Future Volume (vph)	20	5	76	81	10	35	20	631	41	15	874	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		50	200		325	225		225
Storage Lanes	1		1	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.957		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1818	1615	3502	3539	1615	1805	3574	1615
Flt Permitted	0.688				0.746		0.950			0.950		
Satd. Flow (perm)	1307	1900	1615	0	1417	1615	3502	3539	1615	1805	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			116			120			120
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			617			1232			2051	
Travel Time (s)		10.3			14.0			28.0			46.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	24	6	89	95	12	41	24	742	48	18	1028	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	6	89	0	107	41	24	742	48	18	1028	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.1	26.2	26.2	12.1	26.5	26.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	16.0	59.0	59.0	16.0	59.0	59.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	16.0%	59.0%	59.0%	16.0%	59.0%	59.0%
Maximum Green (s)	18.1	18.1	18.1	18.1	18.1	18.1	8.9	52.8	52.8	8.9	52.5	52.5
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.3	4.3	4.6	4.6	4.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.9	1.9	2.5	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		6.9	6.9	7.1	6.2	6.2	7.1	6.5	6.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

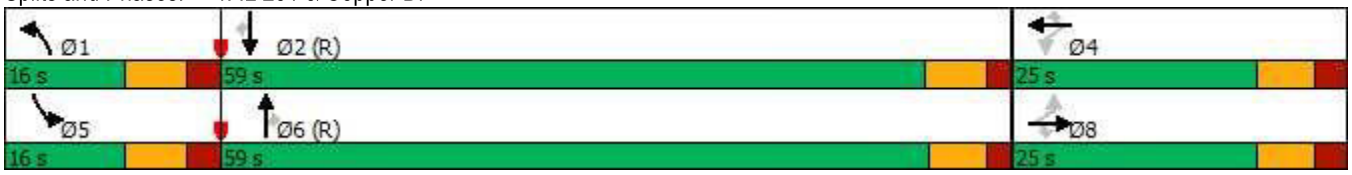
Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.6	13.6	13.6		13.6	13.6	6.7	67.2	67.2	7.1	67.2	67.2
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.14	0.07	0.67	0.67	0.07	0.67	0.67
v/c Ratio	0.14	0.02	0.28		0.56	0.13	0.10	0.31	0.04	0.14	0.43	0.04
Control Delay	38.1	35.2	6.0		51.1	0.8	44.5	8.9	0.1	45.5	9.9	0.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	35.2	6.0		51.1	0.8	44.5	8.9	0.1	45.5	9.9	0.1
LOS	D	D	A		D	A	D	A	A	D	A	A
Approach Delay		13.9			37.1			9.4			10.1	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	14	3	0		65	0	7	70	0	11	108	0
Queue Length 95th (ft)	34	14	21		107	0	19	170	0	31	247	0
Internal Link Dist (ft)		371			537			1152			1971	
Turn Bay Length (ft)			100			50	200		325	225		225
Base Capacity (vph)	236	343	387		256	387	311	2378	1124	160	2403	1125
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.02	0.23		0.42	0.11	0.08	0.31	0.04	0.11	0.43	0.04

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 57.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	651	5	25	263	141	10	5	20	81	5	25
Future Volume (vph)	41	651	5	25	263	141	10	5	20	81	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.948			0.923			0.970	
Flt Protected	0.950			0.950				0.986			0.965	
Satd. Flow (prot)	1805	3571	0	1805	3375	0	0	1729	0	0	1753	0
Flt Permitted	0.396			0.213				0.856			0.372	
Satd. Flow (perm)	752	3571	0	405	3375	0	0	1501	0	0	676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			131			24			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		543			746			298			237	
Travel Time (s)		10.6			14.5			5.8			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	0%	4%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	50	794	6	30	321	172	12	6	24	99	6	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	800	0	30	493	0	0	42	0	0	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			3	
Permitted Phases	6			2			4			3		
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.9	21.1		10.9	21.1		14.1	14.1		14.1	14.1	
Total Split (s)	11.0	26.8		11.0	26.8		14.2	14.2		23.0	23.0	
Total Split (%)	14.7%	35.7%		14.7%	35.7%		18.9%	18.9%		30.7%	30.7%	
Maximum Green (s)	5.1	20.7		5.1	20.7		8.1	8.1		16.9	16.9	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.3	1.8		2.3	1.8		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.9	6.1		5.9	6.1			6.1			6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

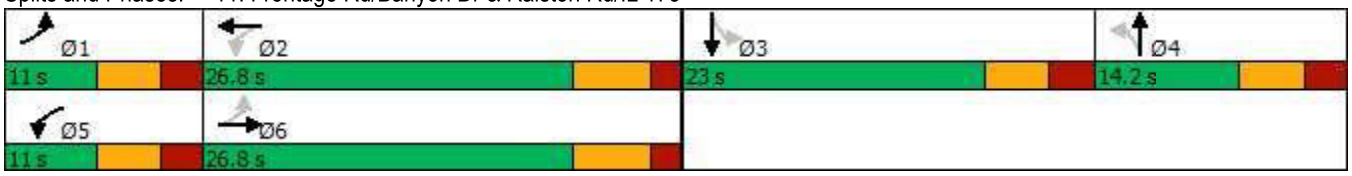
Timing Plan: AM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.0	22.9		23.9	20.8			8.1			17.0	
Actuated g/C Ratio	0.35	0.32		0.34	0.29			0.11			0.24	
v/c Ratio	0.15	0.69		0.13	0.45			0.22			0.77	
Control Delay	14.2	25.7		14.2	16.9			21.4			54.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	14.2	25.7		14.2	16.9			21.4			54.4	
LOS	B	C		B	B			C			D	
Approach Delay		25.0			16.8			21.4			54.4	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	13	140		8	71			8			52	
Queue Length 95th (ft)	29	218		20	100			32			#128	
Internal Link Dist (ft)		463			666			218			157	
Turn Bay Length (ft)	250			225								
Base Capacity (vph)	343	1158		238	1088			194			176	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.69		0.13	0.45			0.22			0.77	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 70.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 24.7 Intersection LOS: C
Intersection Capacity Utilization 50.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

6: Baking Grounds Access/Frontage Rd & Copper Dr Performance by lane

Lane	EB	EB	WB	WB	NB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.1
Total Del/Veh (s)	4.3	4.9	0.9	2.7	2.3	4.4	3.3

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection: 6: Baking Grounds Access/Frontage Rd & Copper Dr

Movement	EB	EB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	31	30	28	40
Average Queue (ft)	15	11	7	20
95th Queue (ft)	37	34	26	37
Link Distance (ft)	180	180	109	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	46	0	15	30	0
Future Vol, veh/h	15	46	0	15	30	0
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	23	71	0	23	46	0
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.3	6.6	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	100%
Vol Thru, %	0%	0%	0%	0%
Vol Right, %	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	15	46	30
LT Vol	0	15	0	30
Through Vol	0	0	0	0
RT Vol	15	0	46	0
Lane Flow Rate	23	23	71	46
Geometry Grp	2	7	7	2
Degree of Util (X)	0.022	0.033	0.078	0.055
Departure Headway (Hd)	3.496	5.122	3.988	4.28
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1012	699	897	832
Service Time	1.558	2.851	1.718	2.331
HCM Lane V/C Ratio	0.023	0.033	0.079	0.055
HCM Control Delay	6.6	8	7.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	20	56	66	15	35	41	914	76	25	874	46
Future Volume (vph)	35	20	56	66	15	35	41	914	76	25	874	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		50	200		325	225		225
Storage Lanes	1		1	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.961		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1826	1615	3502	3574	1615	1805	3574	1615
Flt Permitted	0.703				0.750		0.950			0.950		
Satd. Flow (perm)	1336	1900	1615	0	1425	1615	3502	3574	1615	1805	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96			96			100			100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			617			1232			2051	
Travel Time (s)		10.3			14.0			28.0			46.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	36	21	58	68	15	36	42	942	78	26	901	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	21	58	0	83	36	42	942	78	26	901	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.1	26.2	26.2	12.1	26.5	26.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	16.0	75.0	75.0	16.0	75.0	75.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%	24.2%	13.3%	62.5%	62.5%	13.3%	62.5%	62.5%
Maximum Green (s)	22.1	22.1	22.1	22.1	22.1	22.1	8.9	68.8	68.8	8.9	68.5	68.5
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.3	4.3	4.6	4.6	4.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.9	1.9	2.5	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		6.9	6.9	7.1	6.2	6.2	7.1	6.5	6.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

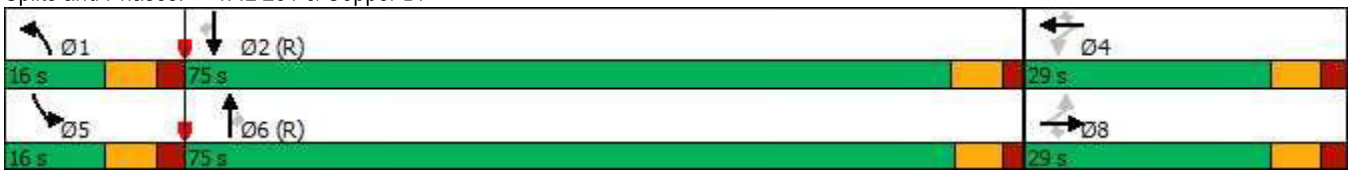
Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.3	13.3	13.3		13.3	13.3	7.4	88.8	88.8	7.8	86.2	86.2
Actuated g/C Ratio	0.11	0.11	0.11		0.11	0.11	0.06	0.74	0.74	0.06	0.72	0.72
v/c Ratio	0.24	0.10	0.22		0.53	0.14	0.20	0.36	0.06	0.22	0.35	0.04
Control Delay	51.5	47.2	4.2		62.0	1.1	55.1	8.8	1.2	57.1	9.3	0.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.5	47.2	4.2		62.0	1.1	55.1	8.8	1.2	57.1	9.3	0.1
LOS	D	D	A		E	A	E	A	A	E	A	A
Approach Delay		26.9			43.6			10.0			10.2	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	26	15	0		62	0	16	162	0	20	152	0
Queue Length 95th (ft)	57	38	12		111	0	34	244	13	49	226	0
Internal Link Dist (ft)		371			537			1152			1971	
Turn Bay Length (ft)			100			50	200		325	225		225
Base Capacity (vph)	246	349	375		262	375	259	2643	1220	136	2566	1187
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.06	0.15		0.32	0.10	0.16	0.36	0.06	0.19	0.35	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	520	10	61	712	111	25	10	46	207	20	61
Future Volume (vph)	25	520	10	61	712	111	25	10	46	207	20	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.980			0.923			0.971	
Flt Protected	0.950			0.950				0.985			0.965	
Satd. Flow (prot)	1805	3564	0	1805	3538	0	0	1727	0	0	1768	0
Flt Permitted	0.128			0.250				0.773			0.387	
Satd. Flow (perm)	243	3564	0	475	3538	0	0	1356	0	0	709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			45			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		543			746			298			237	
Travel Time (s)		10.6			14.5			5.8			4.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	29	598	11	70	818	128	29	11	53	238	23	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	609	0	70	946	0	0	93	0	0	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			3	
Permitted Phases	6			2			4			3		
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.9	21.1		10.9	21.1		14.1	14.1		14.1	14.1	
Total Split (s)	11.2	36.2		11.4	36.4		14.4	14.4		53.0	53.0	
Total Split (%)	9.7%	31.5%		9.9%	31.7%		12.5%	12.5%		46.1%	46.1%	
Maximum Green (s)	5.3	30.1		5.5	30.3		8.3	8.3		46.9	46.9	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.3	1.8		2.3	1.8		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.9	6.1		5.9	6.1			6.1			6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

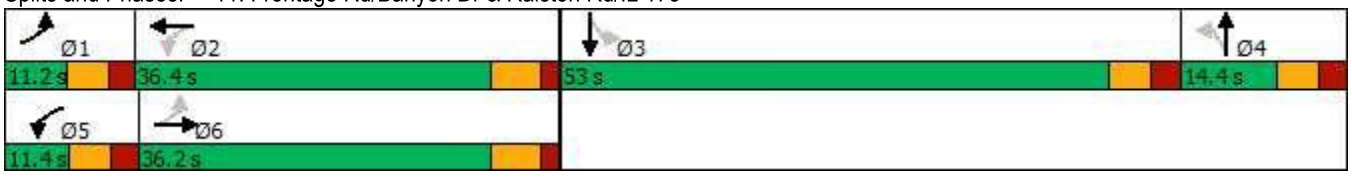
Timing Plan: PM Peak
01/16/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	34.6	30.2		36.0	32.6			8.3			47.0	
Actuated g/C Ratio	0.31	0.27		0.32	0.29			0.07			0.42	
v/c Ratio	0.20	0.64		0.32	0.92			0.66			1.09	
Control Delay	27.2	40.4		28.9	53.4			51.7			110.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.2	40.4		28.9	53.4			51.7			110.9	
LOS	C	D		C	D			D			F	
Approach Delay		39.8			51.7			51.7			110.9	
Approach LOS		D			D			D			F	
Queue Length 50th (ft)	14	211		34	~366			35			~275	
Queue Length 95th (ft)	34	262		64	#482			#103			#436	
Internal Link Dist (ft)		463			666			218			157	
Turn Bay Length (ft)	250			225								
Base Capacity (vph)	148	955		216	1032			141			303	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.20	0.64		0.32	0.92			0.66			1.09	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 112.8
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 57.5 Intersection LOS: E
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

6: Baking Grounds Access/Frontage Rd & Copper Dr Performance by lane

Lane	EB	EB	WB	WB	NB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.1
Total Del/Veh (s)	5.3	5.3	1.0	2.9	3.9	4.3	3.6

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection: 6: Baking Grounds Access/Frontage Rd & Copper Dr

Movement	EB	EB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	33	32	10	51
Average Queue (ft)	18	19	1	23
95th Queue (ft)	39	42	8	40
Link Distance (ft)	180	180	109	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	30	1	30	41	1
Future Vol, veh/h	46	30	1	30	41	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	33	1	33	46	1
Number of Lanes	1	1	1	0	0	1

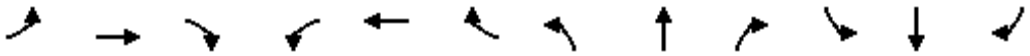
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.7	6.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	98%
Vol Thru, %	3%	0%	0%	2%
Vol Right, %	97%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	46	30	42
LT Vol	0	46	0	41
Through Vol	1	0	0	1
RT Vol	30	0	30	0
Lane Flow Rate	34	51	33	47
Geometry Grp	2	7	7	2
Degree of Util (X)	0.033	0.073	0.036	0.055
Departure Headway (Hd)	3.497	5.141	3.94	4.266
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1008	697	907	832
Service Time	1.574	2.872	1.67	2.332
HCM Lane V/C Ratio	0.034	0.073	0.036	0.056
HCM Control Delay	6.7	8.3	6.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: AM Peak
01/19/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	5	87	81	10	35	24	631	41	15	874	36
Future Volume (vph)	25	5	87	81	10	35	24	631	41	15	874	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		50	200		325	225		225
Storage Lanes	1		1	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.957		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1818	1615	3502	3539	1615	1805	3574	1615
Flt Permitted	0.688				0.746		0.950			0.950		
Satd. Flow (perm)	1307	1900	1615	0	1417	1615	3502	3539	1615	1805	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			116			120			120
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			617			1232			2051	
Travel Time (s)		10.3			14.0			28.0			46.6	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	1%	0%
Adj. Flow (vph)	29	6	102	95	12	41	28	742	48	18	1028	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	6	102	0	107	41	28	742	48	18	1028	42
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.1	26.2	26.2	12.1	26.5	26.5
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	16.0	59.0	59.0	16.0	59.0	59.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	16.0%	59.0%	59.0%	16.0%	59.0%	59.0%
Maximum Green (s)	18.1	18.1	18.1	18.1	18.1	18.1	8.9	52.8	52.8	8.9	52.5	52.5
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.3	4.3	4.6	4.6	4.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.9	1.9	2.5	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		6.9	6.9	7.1	6.2	6.2	7.1	6.5	6.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: AM Peak
01/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.6	13.6	13.6		13.6	13.6	6.8	67.2	67.2	7.1	64.4	64.4
Actuated g/C Ratio	0.14	0.14	0.14		0.14	0.14	0.07	0.67	0.67	0.07	0.64	0.64
v/c Ratio	0.16	0.02	0.32		0.56	0.13	0.12	0.31	0.04	0.14	0.45	0.04
Control Delay	38.8	35.2	8.3		51.1	0.8	44.5	8.9	0.1	45.5	11.3	0.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	35.2	8.3		51.1	0.8	44.5	8.9	0.1	45.5	11.3	0.1
LOS	D	D	A		D	A	D	A	A	D	B	A
Approach Delay		15.9			37.1			9.6			11.5	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	17	3	0		65	0	8	70	0	11	182	0
Queue Length 95th (ft)	39	14	31		107	0	21	170	0	31	248	0
Internal Link Dist (ft)		371			537			1152			1971	
Turn Bay Length (ft)			100			50	200		325	225		225
Base Capacity (vph)	236	343	387		256	387	311	2378	1124	160	2301	1082
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.02	0.26		0.42	0.11	0.09	0.31	0.04	0.11	0.45	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 4: IL 251 & Copper Dr

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

Timing Plan: AM Peak
01/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	651	6	26	263	141	12	5	25	81	5	25
Future Volume (vph)	41	651	6	26	263	141	12	5	25	81	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.948			0.921			0.970	
Flt Protected	0.950			0.950				0.986			0.965	
Satd. Flow (prot)	1805	3571	0	1805	3375	0	0	1725	0	0	1753	0
Flt Permitted	0.396			0.213				0.853			0.380	
Satd. Flow (perm)	752	3571	0	405	3375	0	0	1493	0	0	690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			131			30			18	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		543			746			298			237	
Travel Time (s)		10.6			14.5			5.8			4.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	1%	0%	0%	0%	4%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	50	794	7	32	321	172	15	6	30	99	6	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	801	0	32	493	0	0	51	0	0	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			3	
Permitted Phases	6			2			4			3		
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.9	21.1		10.9	21.1		14.1	14.1		14.1	14.1	
Total Split (s)	11.0	26.8		11.0	26.8		14.2	14.2		23.0	23.0	
Total Split (%)	14.7%	35.7%		14.7%	35.7%		18.9%	18.9%		30.7%	30.7%	
Maximum Green (s)	5.1	20.7		5.1	20.7		8.1	8.1		16.9	16.9	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.3	1.8		2.3	1.8		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.9	6.1		5.9	6.1			6.1			6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	

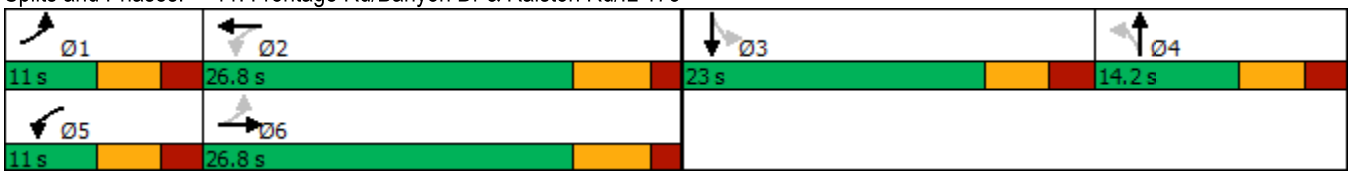
Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.0	22.9		23.9	20.8			8.1			17.0	
Actuated g/C Ratio	0.35	0.32		0.34	0.29			0.11			0.24	
v/c Ratio	0.15	0.69		0.13	0.45			0.26			0.75	
Control Delay	14.2	25.7		14.3	16.9			21.0			52.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	14.2	25.7		14.3	16.9			21.0			52.2	
LOS	B	C		B	B			C			D	
Approach Delay		25.1			16.8			21.0			52.2	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	13	141		8	71			9			52	
Queue Length 95th (ft)	29	218		21	100			35			#127	
Internal Link Dist (ft)		463			666			218			157	
Turn Bay Length (ft)	250			225								
Base Capacity (vph)	343	1158		238	1088			199			179	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.69		0.13	0.45			0.26			0.75	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 70.6
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 50.4% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

6: Baking Grounds Access/Frontage Rd & Copper Dr Performance by lane

Lane	EB	EB	WB	WB	NB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	4.4	5.4	0.9	2.8	2.4	4.5	3.5

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection: 6: Baking Grounds Access/Frontage Rd & Copper Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	TR	LTR	LTR
Maximum Queue (ft)	29	30	2	25	48
Average Queue (ft)	16	14	0	6	20
95th Queue (ft)	37	38	2	24	38
Link Distance (ft)	180	180	346	109	400
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	48	0	15	37	1
Future Vol, veh/h	15	48	0	15	37	1
Peak Hour Factor	0.65	0.65	0.65	0.65	0.65	0.65
Heavy Vehicles, %	0	4	0	0	0	0
Mvmt Flow	23	74	0	23	57	2
Number of Lanes	1	1	1	0	0	1

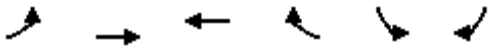
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.3	6.7	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	97%
Vol Thru, %	0%	0%	0%	3%
Vol Right, %	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	15	48	38
LT Vol	0	15	0	37
Through Vol	0	0	0	1
RT Vol	15	0	48	0
Lane Flow Rate	23	23	74	58
Geometry Grp	2	7	7	2
Degree of Util (X)	0.023	0.033	0.082	0.07
Departure Headway (Hd)	3.511	5.143	4.01	4.28
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	1006	695	891	831
Service Time	1.579	2.882	1.748	2.334
HCM Lane V/C Ratio	0.023	0.033	0.083	0.07
HCM Control Delay	6.7	8.1	7.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM Unsignalized Intersection Capacity Analysis
17: Frontage Rd & East Access

Timing Plan: AM Peak
01/19/2021

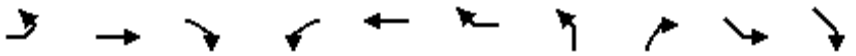


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	50	52	2	7	9
Future Volume (Veh/h)	3	50	52	2	7	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	54	57	2	8	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59				118	58
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59				118	58
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1545				876	1008

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	57	59	18
Volume Left	3	0	8
Volume Right	0	2	10
cSH	1545	1700	945
Volume to Capacity	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.4	0.0	8.9
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	8.9
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Volume (veh/h)	0	0	0	8	0	0	46	2	0	30
Future Volume (Veh/h)	0	0	0	8	0	0	46	2	0	30
Sign Control		Stop			Stop		Free		Free	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	9	0	0	50	2	0	33
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type							None		None	
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	84	85	33	84	84	51			52	
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	84	85	33	84	84	51			52	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2			4.1	
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3			2.2	
p0 queue free %	100	100	100	99	100	100			100	
cM capacity (veh/h)	903	805	1041	903	806	1017			1554	

Direction, Lane #	WB 1	NB 1	SE 1
Volume Total	9	52	33
Volume Left	9	0	0
Volume Right	0	2	0
cSH	903	1700	1554
Volume to Capacity	0.01	0.03	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	9.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		20.0%	ICU Level of Service
Analysis Period (min)		15	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: PM Peak
01/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	20	63	66	15	35	52	914	76	25	874	52
Future Volume (vph)	38	20	63	66	15	35	52	914	76	25	874	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100	0		50	200		325	225		225
Storage Lanes	1		1	0		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950				0.961		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	0	1826	1615	3502	3574	1615	1805	3574	1615
Flt Permitted	0.703				0.750		0.950			0.950		
Satd. Flow (perm)	1336	1900	1615	0	1425	1615	3502	3574	1615	1805	3574	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96			96			100			100
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		451			617			1232			2051	
Travel Time (s)		10.3			14.0			28.0			46.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Adj. Flow (vph)	39	21	65	68	15	36	54	942	78	26	901	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	21	65	0	83	36	54	942	78	26	901	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Detector Phase	8	8	8	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	20.0	20.0	5.0	20.0	20.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	12.1	26.2	26.2	12.1	26.5	26.5
Total Split (s)	29.0	29.0	29.0	29.0	29.0	29.0	16.0	75.0	75.0	16.0	75.0	75.0
Total Split (%)	24.2%	24.2%	24.2%	24.2%	24.2%	24.2%	13.3%	62.5%	62.5%	13.3%	62.5%	62.5%
Maximum Green (s)	22.1	22.1	22.1	22.1	22.1	22.1	8.9	68.8	68.8	8.9	68.5	68.5
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.3	4.3	4.6	4.6	4.6
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.9	1.9	2.5	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9		6.9	6.9	7.1	6.2	6.2	7.1	6.5	6.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	2.0	2.0	3.5	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
4: IL 251 & Copper Dr

Timing Plan: PM Peak
01/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.3	13.3	13.3		13.3	13.3	7.7	88.8	88.8	7.8	85.8	85.8
Actuated g/C Ratio	0.11	0.11	0.11		0.11	0.11	0.06	0.74	0.74	0.06	0.72	0.72
v/c Ratio	0.27	0.10	0.25		0.53	0.14	0.24	0.36	0.06	0.22	0.35	0.05
Control Delay	52.2	47.2	5.7		62.0	1.1	55.4	8.8	1.2	57.1	9.5	0.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.2	47.2	5.7		62.0	1.1	55.4	8.8	1.2	57.1	9.5	0.3
LOS	D	D	A		E	A	E	A	A	E	A	A
Approach Delay		27.2			43.6			10.6			10.3	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	28	15	0		62	0	21	162	0	20	154	0
Queue Length 95th (ft)	61	38	19		111	0	41	244	13	49	229	2
Internal Link Dist (ft)		371			537			1152			1971	
Turn Bay Length (ft)			100			50	200		325	225		225
Base Capacity (vph)	246	349	375		262	375	263	2643	1220	136	2556	1183
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.06	0.17		0.32	0.10	0.21	0.36	0.06	0.19	0.35	0.05

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 58.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: IL 251 & Copper Dr

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

Timing Plan: PM Peak
01/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	520	13	66	712	111	27	10	49	207	20	61
Future Volume (vph)	25	520	13	66	712	111	27	10	49	207	20	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	225		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.980			0.923			0.971	
Flt Protected	0.950			0.950				0.984			0.965	
Satd. Flow (prot)	1805	3561	0	1805	3538	0	0	1726	0	0	1768	0
Flt Permitted	0.128			0.247				0.770			0.392	
Satd. Flow (perm)	243	3561	0	469	3538	0	0	1350	0	0	718	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			15			45			14	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		543			746			298			237	
Travel Time (s)		10.6			14.5			5.8			4.6	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
Adj. Flow (vph)	29	598	15	76	818	128	31	11	56	238	23	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	613	0	76	946	0	0	98	0	0	331	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			3	
Permitted Phases	6			2			4			3		
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	10.9	21.1		10.9	21.1		14.1	14.1		14.1	14.1	
Total Split (s)	11.2	36.2		11.4	36.4		14.4	14.4		53.0	53.0	
Total Split (%)	9.7%	31.5%		9.9%	31.7%		12.5%	12.5%		46.1%	46.1%	
Maximum Green (s)	5.3	30.1		5.5	30.3		8.3	8.3		46.9	46.9	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.6	3.6		3.6	3.6	
All-Red Time (s)	2.3	1.8		2.3	1.8		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.9	6.1		5.9	6.1			6.1			6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Recall Mode	None	Max		None	Max		Max	Max		Max	Max	

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Lanes, Volumes, Timings
11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173

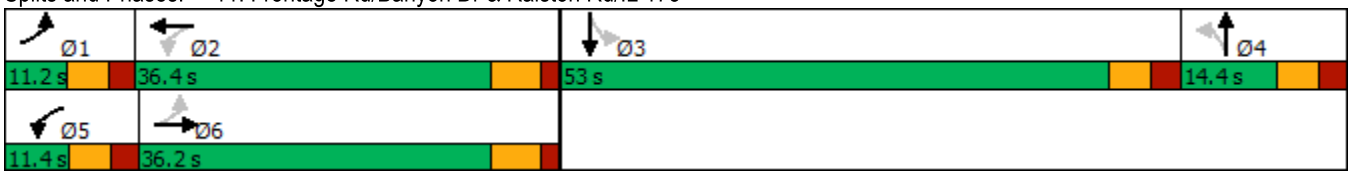
Timing Plan: PM Peak
01/19/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	34.6	30.2		36.0	32.6			8.3			47.0	
Actuated g/C Ratio	0.31	0.27		0.32	0.29			0.07			0.42	
v/c Ratio	0.20	0.64		0.36	0.92			0.70			1.08	
Control Delay	27.2	40.5		29.7	53.4			55.7			106.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	27.2	40.5		29.7	53.4			55.7			106.1	
LOS	C	D		C	D			E			F	
Approach Delay		39.9			51.6			55.7			106.1	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	14	212		37	~366			39			~273	
Queue Length 95th (ft)	34	265		69	#482			#113			#433	
Internal Link Dist (ft)		463			666			218			157	
Turn Bay Length (ft)	250			225								
Base Capacity (vph)	148	954		214	1032			141			307	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.20	0.64		0.36	0.92			0.70			1.08	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 112.8
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 56.8 Intersection LOS: E
Intersection Capacity Utilization 65.4% ICU Level of Service C
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Frontage Rd/Banyon Dr & Ralston Rd/IL 173



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

6: Baking Grounds Access/Frontage Rd & Copper Dr Performance by lane

Lane	EB	EB	WB	WB	NB	SB	All
Movements Served	LT	TR	LT	TR	LTR	LTR	
Denied Del/Veh (s)							0.0
Total Del/Veh (s)	5.4	5.5	1.0	3.0	4.6	4.1	3.7

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection: 6: Baking Grounds Access/Frontage Rd & Copper Dr

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	TR	LTR	LTR
Maximum Queue (ft)	36	30	2	17	41
Average Queue (ft)	19	22	0	1	22
95th Queue (ft)	39	43	3	8	36
Link Distance (ft)	180	180	346	109	400
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	38	2	30	46	1
Future Vol, veh/h	46	38	2	30	46	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	42	2	33	51	1
Number of Lanes	1	1	1	0	0	1

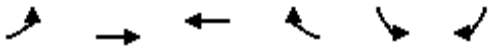
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.7	6.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	98%
Vol Thru, %	6%	0%	0%	2%
Vol Right, %	94%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	46	38	47
LT Vol	0	46	0	46
Through Vol	2	0	0	1
RT Vol	30	0	38	0
Lane Flow Rate	36	51	42	52
Geometry Grp	2	7	7	2
Degree of Util (X)	0.035	0.073	0.046	0.062
Departure Headway (Hd)	3.535	5.153	3.951	4.282
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	996	695	903	828
Service Time	1.616	2.89	1.688	2.352
HCM Lane V/C Ratio	0.036	0.073	0.047	0.063
HCM Control Delay	6.7	8.3	6.9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM Unsignalized Intersection Capacity Analysis
17: Frontage Rd & East Access

Timing Plan: PM Peak
01/19/2021

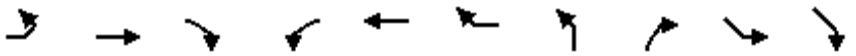


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	96	76	8	5	5
Future Volume (Veh/h)	9	96	76	8	5	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	104	83	9	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92				212	88
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92				212	88
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1503				772	971

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	114	92	10
Volume Left	10	0	5
Volume Right	0	9	5
cSH	1503	1700	860
Volume to Capacity	0.01	0.05	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	0.7	0.0	9.2
Lane LOS	A		A
Approach Delay (s)	0.7	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Traffic Volume (veh/h)	0	0	0	5	0	0	31	9	0	42
Future Volume (Veh/h)	0	0	0	5	0	0	31	9	0	42
Sign Control		Stop			Stop		Free		Free	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	5	0	0	34	10	0	46
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type							None		None	
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	85	90	46	85	85	39			44	
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	85	90	46	85	85	39			44	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2			4.1	
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3			2.2	
p0 queue free %	100	100	100	99	100	100			100	
cM capacity (veh/h)	901	800	1023	901	805	1033			1564	

Direction, Lane #	WB 1	NB 1	SE 1
Volume Total	5	44	46
Volume Left	5	0	0
Volume Right	0	10	0
cSH	901	1700	1564
Volume to Capacity	0.01	0.03	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	20.0%	ICU Level of Service	A
Analysis Period (min)	15		

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

PHASE I: ICE MEMORANDUM

To: Village of McFarland
From: Lee Gibbs, PE, PTOE
Date: 7/23/2020
RE: Traffic Impact Analysis (TIA)
Broadhead Street and Holscher Road
Village of McFarland
Dane County

Project Description:

This intersection is a four-legged intersection located on the periphery of the Village of McFarland. Broadhead Street (also known as County MN and running east-west) serves as the major street and Holscher Road (running north-south) serves as the minor street with all movements from Holscher Road under stop control. Exclusive left-turn lanes are provided on both approaches of Holscher Road and an exclusive right-turn lane is provided on the west leg of Broadhead Street. Bike lanes and sidewalks are provided on the north, south, and west intersection legs while crosswalks are provided on all intersection legs. A multi-use path runs on the north side of the east intersection leg.

Several developments are proposed in the immediate vicinity of the intersection: a residential development of 80 dwelling units, a residential development of 32 units, and a new Village public safety building. These sites, in addition to long-range Village growth east of the study intersection, will increase traffic volumes at this location. This condition, coupled with existing concerns of stop-sign noncompliance on Holscher Road and upcoming reconstruction of Broadhead Street east of Holscher Road, has introduced consideration of evaluating the existing intersection control and to investigate potential intersection control improvements.

Description of Alternatives:

The following intersection control was investigated:

- Two-way stop-control (TWSC) – existing condition
- All-way stop-control (AWSC)
- Traffic signal control
- Roundabout control

Safety Considerations:

Observed Crash History Years: 2015 through 2019

Crash Type	Fatal	Injury A	Injury B	Injury C	KABC	PDO	Total
Fixed Object	0	0	0	0	0	2	2
Angle	0	0	0	1	1	0	1
Total	0	0	0	1	1	2	3

Injury A: crash resulting in incapacitating injury
Injury B: crash resulting in non-incapacitating injury
Injury C: crash resulting in minor injury
KABC: sum of fatal and injury crashes
PDO: property damage only crashes

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Crash Trends: No crash trends identified in observed crash history

Contributing Factors: One PDO crash was alcohol-related; the other PDO crash occurred in a work zone

Operational Considerations:

Peak period (6-9a and 3-6p) intersection turning movement counts were collected at the intersection in July 2020. Due to the COVID-19 pandemic altering traffic patterns, the collected traffic data was adjusted using historical counts in the area to project more representative (i.e. pre COVID-19) traffic conditions. Year 2009 and 2018 traffic counts along County MN (east of the study intersection) were reviewed to generate an average annual growth rate (AAGR) for the roadway. This AAGR was projected to extrapolate Year 2020 traffic volumes at this count site. The extrapolated count data was compared to observed intersection counts at Broadhead / Holscher and intersection volumes were increased to reflect the extrapolated data. Observed turning movement proportions for each intersection approach were used to apply the increase in traffic volumes to each turning movement at the intersection. This process produced the existing-year intersection turning movement volumes used for analysis purposes.

Existing (Year 2020) and future-year (Year 2030) traffic conditions were evaluated. Background growth (2 percent per year), site traffic from adjacent properties, and site traffic from long-range growth areas were included in the future-year conditions. The Highway Capacity Manual (HCM) module of Synchro11 was used to develop measures of effectiveness (MOEs) for all traffic operations analysis scenarios. The results can be found below:

Year: 2020	Existing Conditions (TWSC)											
AM Peak	EB			WB			NB			SB		
	L/T	-	R	-	All	-	L	-	T/R	L	-	T/R
# Lanes	1		1		1		1		1	1		1
LOS	A		A		A		B		B	B		B
Delay (s)	7.6		0.0		7.5		11.6		12.1	13.2		10.3
v/c	0.02		0.00		0.01		0.05		0.19	0.10		0.08
Queue (ft.)	5		0		0		5		20	10		10
Storage (ft.)			100				100			100		
PM Peak	EB			WB			NB			SB		
	L/T	-	R	-	All	-	L	-	T/R	L	-	T/R
# Lanes	1		1		1		1		1	1		1
LOS	A		A		A		B		B	B		B
Delay (s)	7.5		0.0		7.5		11.7		11.0	12.1		11.2
v/c	0.02		0.00		0.01		0.04		0.10	0.08		0.12
Queue (ft.)	5		0		0		5		10	5		10
Storage (ft.)			100				100			100		
Additional Information												

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Future No-Build Conditions

Year: 2030

AM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	A		A	A		A	B		B	B		B
Delay (s)	7.6		0.0	7.5		0.0	11.6		12.1	12.6		10.0
v/c	0.02		0.00	0.01		0.00	0.05		0.19	0.09		0.07
Queue (ft.)	5		0	0		0	5		20	10		5
Storage (ft.)			100			100	100			100		

PM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	A		A	A		A	B		B	B		B
Delay (s)	7.5		0.0	7.5		0.0	11.7		11.0	11.9		11.1
v/c	0.02		0.00	0.01		0.00	0.04		0.10	0.07		0.12
Queue (ft.)	5		0	0		0	5		10	5		10
Storage (ft.)			100			100	100			100		

Additional Information: As part of the Broadhead Street reconstruction, the WB approach will be reconstructed to provide a through/left-turn lane and an exclusive right-turn lane. This update is reflected in this, and other relevant, future-year alternatives.

Future Build Conditions (AWSC Alternative)

Year: 2030

AM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	B		A	B		A	B		B	B		B
Delay (s)	11.4		8.7	14.2		9.7	10.3		11.5	11.0		10.0
v/c	0.26		0.07	0.47		0.24	0.07		0.28	0.14		0.15
Queue (ft.)	25		5	65		20	5		30	15		15
Storage (ft.)			100			100	100			100		

PM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	B		A	B		A	B		B	B		B
Delay (s)	13.9		8.7	13.0		8.7	10.5		10.8	11.5		10.5
v/c	0.45		0.09	0.39		0.08	0.07		0.21	0.20		0.19
Queue (ft.)	60		10	45		10	5		20	20		20
Storage (ft.)			100			100	100			100		

Additional Information: Per guidance in Section 2B.07 of the Manual of Uniform Traffic Control Devices (MUTCD), Year 2030 AM and PM projected peak-hour volumes at this intersection would meet minimum volume thresholds for AWSC consideration to implement. Year 2020 volumes would not meet these thresholds.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Year: 2030	Future Build Conditions (Traffic Signal Alternative)											
AM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	A		A	A		A	A		A	A		A
Delay (s)	5.0		4.7	5.6		5.4	7.2		7.4	8.0		6.9
v/c	0.18		0.08	0.35		0.32	0.06		0.39	0.13		0.24
Queue (ft.)	10		5	20		10	5		20	10		10
Storage (ft.)			100			100	100			100		
PM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	A		A	A		A	A		A	A		A
Delay (s)	5.8		5.1	5.6		5.0	6.8		6.6	7.4		6.5
v/c	0.34		0.13	0.29		0.10	0.06		0.29	0.17		0.26
Queue (ft.)	20		5	15		5	5		10	10		10
Storage (ft.)			100			100	100			100		
Additional Information	Per Section 4C of the MUTCD, Year 2030 AM and PM peak-hour volumes would not meet minimum volume thresholds for traffic signal consideration to implement.											

Year: 2030	Future Build Conditions (Roundabout Alternative)											
AM Peak	EB			WB			NB			SB		
	-	All	-	-	All	-	-	All	-	-	All	-
# Lanes		1			1			1			1	
LOS		A			A			A			A	
Delay (s)		4.8			8.4			5.0			5.3	
v/c		0.17			0.43			0.18			0.16	
Queue (ft.)		25			50			25			25	
Storage (ft.)												
PM Peak	EB			WB			NB			SB		
	-	All	-	-	All	-	-	All	-	-	All	-
# Lanes		1			1			1			1	
LOS		A			A			A			A	
Delay (s)		6.4			5.5			5.5			5.5	
v/c		0.30			0.25			0.17			0.21	
Queue (ft.)		25			25			25			25	
Storage (ft.)												
Additional Information												

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Other Considerations:

A cemetery is located in the northwest quadrant of the intersection. A public safety center – with firehouse – is proposed in the southeast quadrant; it is anticipated that emergency vehicles will exit onto Broadhead Street.

Feasibility of Alternatives:

The TWSC, AWSC, and traffic signal alternatives can be implemented with minimal impacts to the surrounding areas; the roundabout alternative may require right of way acquisition and/or roadway realignment due to sensitive land uses adjacent to the intersection.

Conclusion:

All alternatives maintain adequate (LOS C or better) traffic operations during Year 2030 peak traffic periods. Due to existing land uses, the roundabout alternative may require right of way acquisition and realignment of roadway approaches; therefore, the roundabout alternative should not be considered a feasible alternative for consideration.

Due to the low traffic volumes currently at the intersection, the intersection should maintain TWSC upon reconstruction of the east leg of Broadhead Street. Traffic conditions should be monitored at this intersection as development occurs to determine when AWSC should be implemented (see attachment for volume thresholds for AWSC consideration). It is unlikely that traffic volumes will meet minimum thresholds to warrant traffic signalization; therefore, traffic signal control is not recommended at this time (see attachment for volume thresholds for traffic signal consideration).

Attachments:

Intersection turning movement counts collected in July 2020
Crash Diagram
Intersection Traffic Operations Analysis Worksheets
Section 2B.07 of MUTCD (AWSC volume thresholds)
Section 4C of MUTCD (traffic signal volume thresholds)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection Traffic Volume Report

Count Basics	Version 2013.J4.1		Page 1 of 11
Start Date:	Thursday, July 9, 2020	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Base Information, Observed (6) Hour and Estimated (24) Hour Volume Summaries

Intersection of: Holscher Road and Broadhead Street

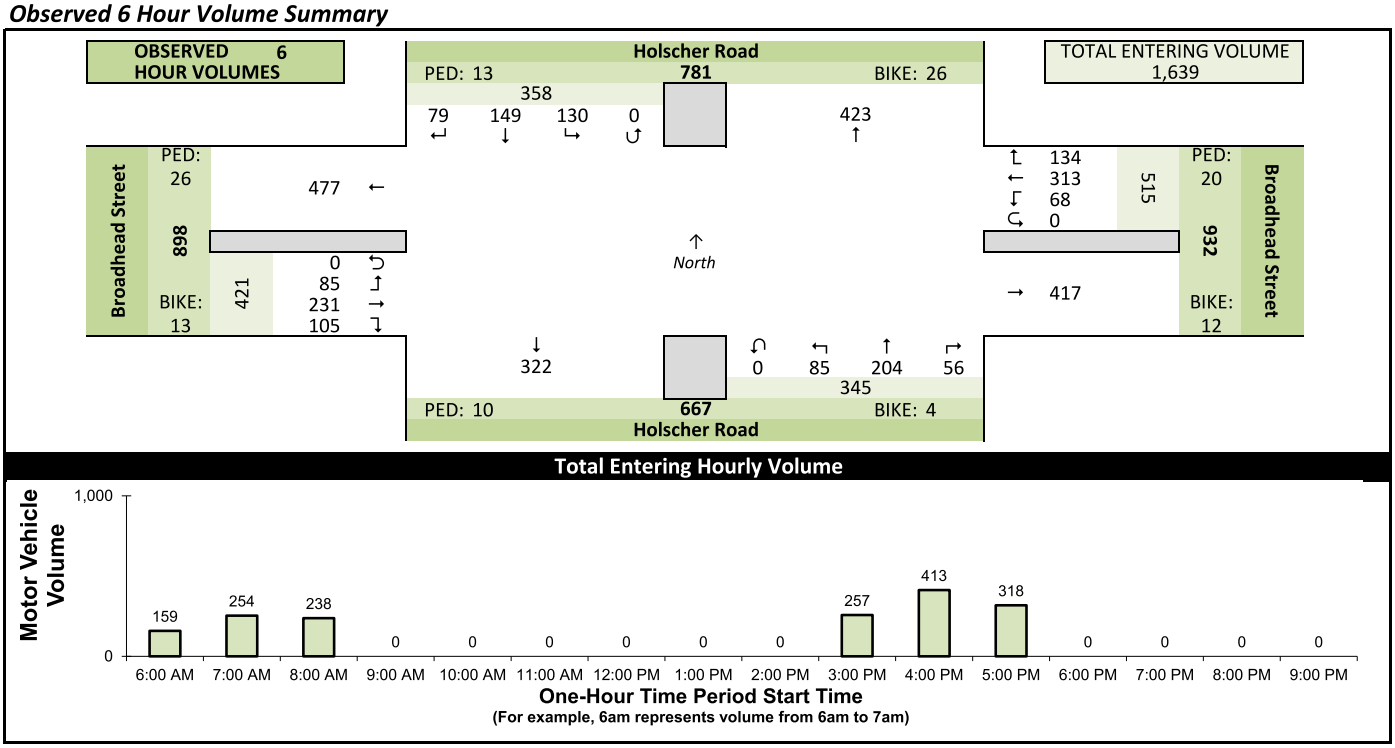
Site Information

Municipality	McFarland		
County	Dane	WisDOT Region	SW-M
Traffic Control	Partial Stop Control		
Roadway Names		North Direction	↑
North Leg	Holscher Road		
East Leg	Broadhead Street		
South Leg	Holscher Road		
West Leg	Broadhead Street		
Special Considerations			
Schools	Not in Session		
Holidays	None		
Special Events	None		
Special Pedestrians Observed			
Pre-school children	None		
Elementry school age children	None		
Visually impaired (white cane/helper dog)	None		
Elderly/disabled (except wheelchairs)	None		
Wheelchairs/electric scooters	None		
Other (describe)	None	None	

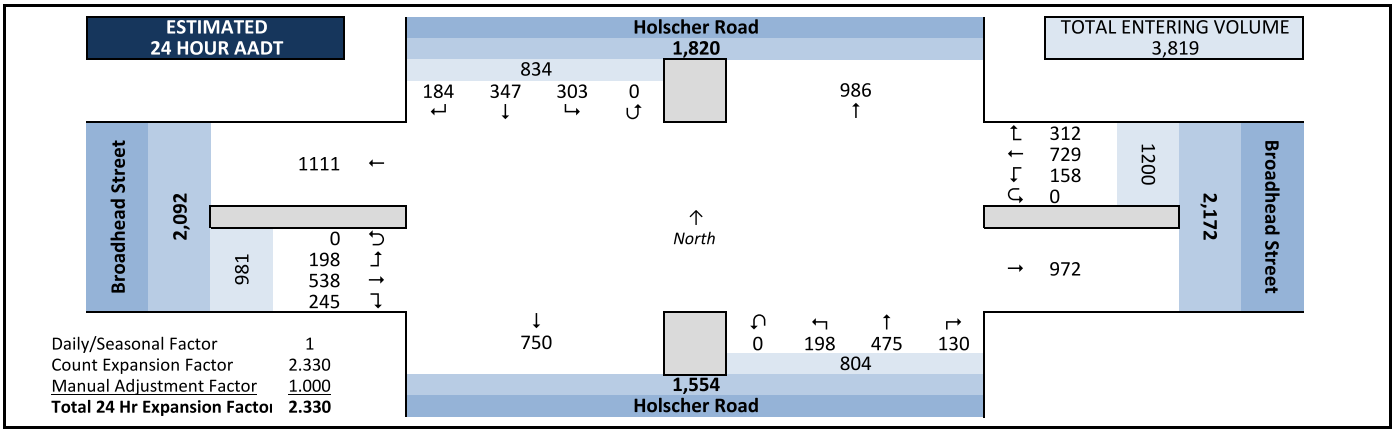
Count Information

Hrs Counted:	6:00 AM-9:00 AM and 3:00 PM-6:00 PM				
1st Day of Count	Thursday, July 9, 2020			Weather	
AM Peak Period	Thursday, July 9, 2020			Clear & Dry	
Midday Peak Period				Clear & Dry	
PM Peak Period	Thursday, July 9, 2020			Clear & Dry	
Calculated Peak Hours					
AM	7:15-8:15am	MD		PM	4:15-5:15pm
Peak Hours Selected for Analysis					
AM	7:15-8:15am	MD		PM	4:15-5:15pm
Daily/Seasonal Adjustment Group					
Count Expansion Group					
Daily/Seasonal Adjustment Factor	1		Count Expansion Factor		2.330
Company Name	SRF Consulting, Inc.			Manual Adj.	1.000
Observers	AM Peak Period				
	Midday Peak Period				
	PM Peak Period				
Comments					

Observed 6 Hour Volume Summary



Estimated 24 Hour AADT



Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection Traffic Volume Report

Count Basics			*Page 3 of 11*
Start Date:	Thursday, July 9, 2020	Weekday	Schools Not in Session
Total Number of Hours Counted: 6		Non-Holiday	No Special Events

Peak Hour Volume Summary

Holscher Road and Broadhead Street

All Motor Vehicles

Peak Hour Volumes, Truck Percentages, and PHFs

Thursday, July 9, 2020		From North					From East					From South					From West					
	AM Peak Hour	Holscher Road					Broadhead Street					Holscher Road					Broadhead Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
AM Peak Hour	7:15 AM	2	4	4	0	10	10	9	1	0	20	4	9	5	0	18	3	6	3	0	12	60
	7:30 AM	4	1	6	0	11	7	21	4	0	32	2	21	2	0	25	3	8	6	0	17	85
	7:45 AM	6	3	8	0	17	5	10	2	0	17	4	6	4	0	14	1	5	2	0	8	56
	8:00 AM	4	3	5	0	12	17	8	3	0	28	2	11	3	0	16	3	9	4	0	16	72
	Peak Hour Volume	16	11	23	0	50	39	48	10	0	97	12	47	14	0	73	10	28	15	0	53	273
	Rounded Hourly Volume	15	10	25	0	50	40	50	10	0	100	10	45	15	0	70	10	30	15	0	55	275
	% Single Unit Trucks	0.0	0.0	8.7	0.0	4.0	15.4	4.2	0.0	0.0	8.2	0.0	2.1	0.0	0.0	1.4	0.0	0.0	6.7	0.0	1.9	4.4
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	8.7	0.0	4.0	15.4	4.2	0.0	0.0	8.2	0.0	2.1	0.0	0.0	1.4	0.0	0.0	6.7	0.0	1.9	4.4
	Peak Hour Factor (PHF)	0.67	0.69	0.72	0.00	0.74	0.57	0.57	0.62	0.00	0.76	0.75	0.56	0.70	0.00	0.73	0.83	0.78	0.62	0.00	0.78	0.80

N/A		From North					From East					From South					From West					
	MD Peak Hour	Holscher Road					Broadhead Street					Holscher Road					Broadhead Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
Midday (MD) Peak Hour	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Peak Hour Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rounded Hourly Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	% Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Peak Hour Factor (PHF)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Thursday, July 9, 2020		From North					From East					From South					From West					
	PM Peak Hour	Holscher Road					Broadhead Street					Holscher Road					Broadhead Street					
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals
PM Peak Hour	4:15 PM	6	11	14	0	31	5	22	5	0	32	4	8	5	0	17	9	14	5	0	28	108
	4:30 PM	4	8	8	0	20	8	21	3	0	32	2	15	6	0	23	9	18	9	0	36	111
	4:45 PM	6	11	10	0	27	3	12	4	0	19	6	11	2	0	19	14	22	4	0	40	105
	5:00 PM	6	16	4	0	26	6	16	6	0	28	4	9	5	0	18	7	15	8	0	30	102
	Peak Hour Volume	22	46	36	0	104	22	71	18	0	111	16	43	18	0	77	39	69	26	0	134	426
	Rounded Hourly Volume	20	45	35	0	100	20	70	20	0	110	15	45	20	0	80	40	70	25	0	135	425
	% Single Unit Trucks	0.0	2.2	5.6	0.0	2.9	0.0	1.4	0.0	0.0	0.9	0.0	2.3	11.1	0.0	3.9	0.0	4.3	0.0	0.0	2.2	2.3
	% Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	% Trucks (Total)	0.0	2.2	5.6	0.0	2.9	0.0	1.4	0.0	0.0	0.9	0.0	2.3	11.1	0.0	3.9	0.0	4.3	0.0	0.0	2.2	2.3
	Peak Hour Factor (PHF)	0.92	0.72	0.64	0.00	0.84	0.69	0.81	0.75	0.00	0.87	0.67	0.72	0.75	0.00	0.84	0.70	0.78	0.72	0.00	0.84	0.96

Peak Hour Pedestrian and Bicyclist Volumes

Pedestrians and Bicyclists		Crossing North Approach			Crossing East Approach			Crossing South Approach			Crossing West Approach			Total Ped & Bike Volume
		Holscher Road			Broadhead Street			Holscher Road			Broadhead Street			
	15-Minute Start Time	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	Pedestrian	Bicyclist	Total	
AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
	7:30 AM	1	3	4	0	0	0	0	0	0	2	2	4	8
	7:45 AM	3	1	4	0	4	4	2	0	2	1	0	1	11
	8:00 AM	1	3	4	0	0	0	0	0	0	3	1	4	8
	Total	5	7	12	0	4	4	2	0	2	6	4	10	28
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	4	4	0	0	0	0	0	0	0	3	3	7
	4:30 PM	0	4	4	0	0	0	0	0	0	1	0	1	5
	4:45 PM	0	1	1	0	2	2	1	0	1	0	0	0	4
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	9	9	0	2	2	1	0	1	1	3	4	16

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Holscher Road and Broadhead Street

Count Basics		*Page 5 of 11*
Start Date: Thursday, July 9, 2020	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

All Motor Vehicles

15-Minute Motor Vehicle Data

	15-Minute Time Period Start Time	From North (Holscher Road)					From East (Broadhead Street)					From South (Holscher Road)					From West (Broadhead Street)					15-Min Totals	Hourly Sum	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total			
AM Peak Period	6:00 AM	0	3	1	0	4	4	8	1	0	13	3	2	2	0	7	1	4	1	0	6	30	159	0.71
	6:15 AM	0	2	3	0	5	5	11	2	0	18	1	9	2	0	12	2	1	2	0	5	40	182	0.81
	6:30 AM	2	1	1	0	4	3	10	0	0	13	0	7	3	0	10	1	3	2	0	6	33	202	0.84
	6:45 AM	1	2	5	0	8	4	12	2	0	18	5	12	4	0	21	2	6	1	0	9	56	254	0.75
	7:00 AM	5	1	5	0	11	6	10	1	0	17	2	9	5	0	16	1	7	1	0	9	53	254	0.75
	7:15 AM	2	4	4	0	10	10	9	1	0	20	4	9	5	0	18	3	6	3	0	12	60	273	0.80
	7:30 AM	4	1	6	0	11	7	21	4	0	32	2	21	2	0	25	3	8	6	0	17	85	264	0.78
	7:45 AM	6	3	8	0	17	5	10	2	0	17	4	6	4	0	14	1	5	2	0	8	56	239	0.83
	8:00 AM	4	3	5	0	12	17	8	3	0	28	2	11	3	0	16	3	9	4	0	16	72	238	0.83
	8:15 AM	2	7	4	0	13	4	10	3	0	17	2	6	2	0	10	2	7	2	0	11	51		
	8:30 AM	2	5	6	0	13	6	12	4	0	22	3	14	5	0	22	2	0	1	0	3	60		
	8:45 AM	2	4	0	0	6	4	11	1	0	16	2	9	3	0	14	5	11	3	0	19	55		
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	3:00 PM	2	5	4	0	11	2	13	0	0	15	1	5	4	0	10	3	8	3	0	14	50	257	0.72
	3:15 PM	1	6	6	0	13	5	10	4	0	19	1	10	3	0	14	5	8	5	0	18	64	296	0.83
	3:30 PM	1	4	5	0	10	2	8	2	0	12	2	4	3	0	9	9	13	1	0	23	54	340	0.79
	3:45 PM	6	11	10	0	27	5	21	5	0	31	1	3	2	0	6	4	19	2	0	25	89	397	0.89
	4:00 PM	3	9	4	0	16	7	18	5	0	30	2	7	6	0	15	5	18	5	0	28	89	413	0.93
	4:15 PM	6	11	14	0	31	5	22	5	0	32	4	8	5	0	17	9	14	5	0	28	108	426	0.96
	4:30 PM	4	8	8	0	20	8	21	3	0	32	2	15	6	0	23	9	18	9	0	36	111	401	0.90
	4:45 PM	6	11	10	0	27	3	12	4	0	19	6	11	2	0	19	14	22	4	0	40	105	348	0.83
	5:00 PM	6	16	4	0	26	6	16	6	0	28	4	9	5	0	18	7	15	8	0	30	102	318	0.78
	5:15 PM	8	11	5	0	24	7	16	6	0	29	1	7	5	0	13	7	9	1	0	17	83		
	5:30 PM	4	7	6	0	17	4	9	0	0	13	1	6	2	0	9	3	10	6	0	19	58		
	5:45 PM	2	14	6	0	22	5	15	4	0	24	1	4	2	0	7	4	10	8	0	22	75		
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Totals		79	149	130	0	358	134	313	68	0	515	56	204	85	0	345	105	231	85	0	421	1639		

Peak Hour All Vehicle Volume Summary

	Hourly Time Period Start Time	From North (Holscher Road)					From East (Broadhead Street)					From South (Holscher Road)					From West (Broadhead Street)					Total Hourly Volume	PHF
		Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total		
AM	7:15 AM	16	11	23	0	50	39	48	10	0	97	12	47	14	0	73	10	28	15	0	53	273	0.80
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	4:15 PM	22	46	36	0	104	22	71	18	0	111	16	43	18	0	77	39	69	26	0	134	426	0.96

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection Traffic Volume Report

Count Basics		*Page 9 of 11*
Start Date: Thursday, July 9, 2020	Weekday	Schools Not in Session
Total Number of Hours Counted: 6	Non-Holiday	No Special Events

15-Minute Heavy Vehicle Data

Heavy Vehicles (Single-Unit Trucks, Buses & Semi-Trucks)

Holscher Road and Broadhead Street

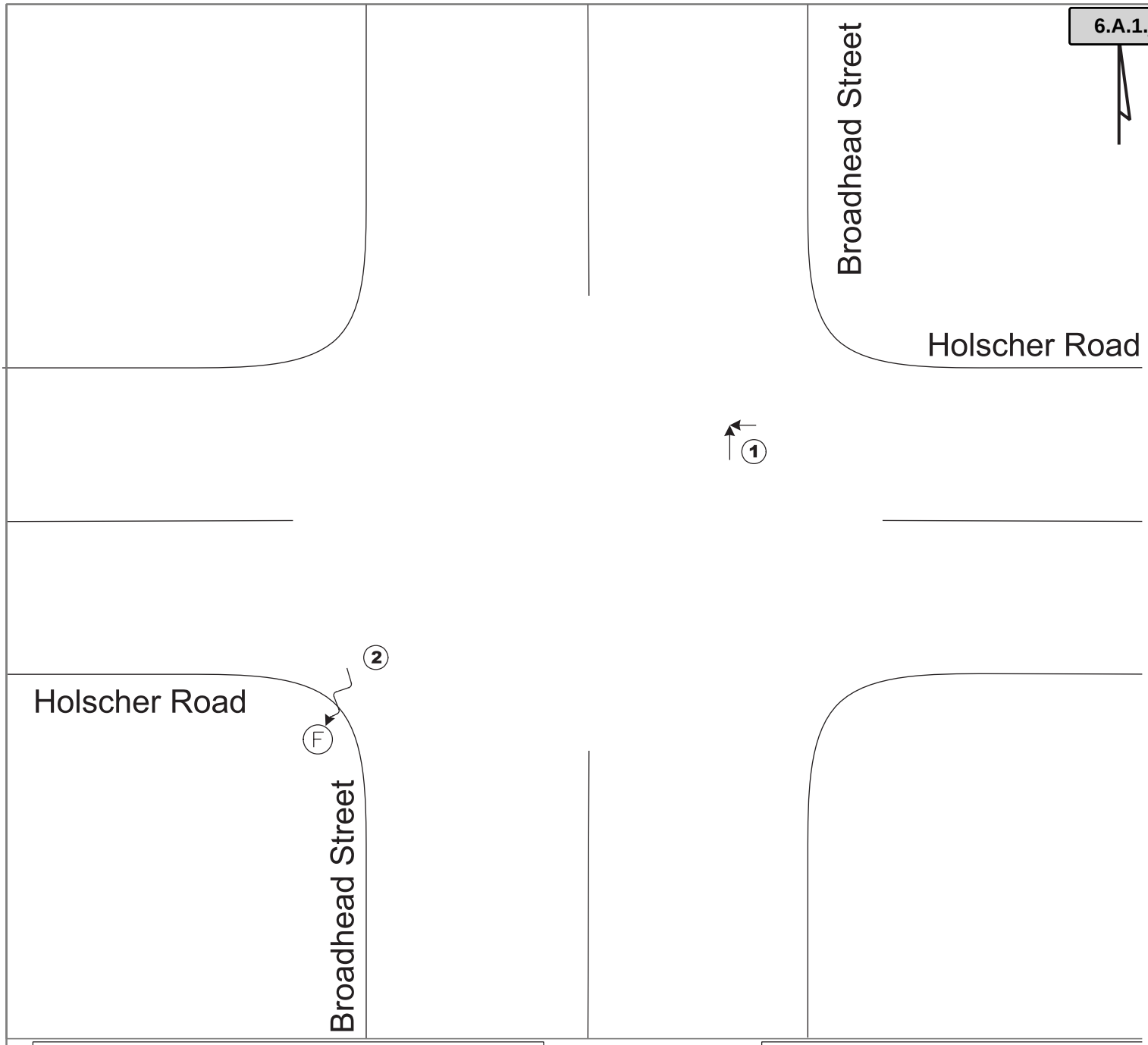
15-Minute Heavy Vehicle Data

15-Minute Time Period		From North (↓) Holscher Road					From East (←) Broadhead Street					From South (↑) Holscher Road					From West (→) Broadhead Street					15-Min	Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Totals	Sum
AM Peak Period	6:00 AM	0	1	0	0	1	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	6	15
	6:15 AM	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3	12
	6:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
	6:45 AM	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5	13
	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	10
	7:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	12
	7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	3	10
	7:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	13
	8:00 AM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	14
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	1	1	0	2	1	1	0	0	2	0	1	0	0	1	1	0	0	0	1	6	
	8:45 AM	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Midday Peak Period	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Peak Period	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	6
	3:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	11
	3:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	10
	4:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	11
	4:15 PM	0	1	1	0	2	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	5	10
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	7
	4:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	7
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2	6
	5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
	5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	5:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals		0	9	8	0	17	11	13	2	0	26	0	4	2	0	6	2	10	1	0	13	62	

Peak Hour Heavy Vehicle Volume Summary

Hourly Time Period		From North (↓) Holscher Road					From East (←) Broadhead Street					From South (↑) Holscher Road					From West (→) Broadhead Street					Total Hourly
	Start Time	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Right	Thru	Left	U-Tn	Total	Volume
AM	7:15 AM	0	0	2	0	2	6	2	0	0	8	0	1	0	0	1	0	0	1	0	1	12
MD	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:15 PM	0	1	2	0	3	0	1	0	0	1	0	1	2	0	3	0	3	0	0	3	10

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)



DOCUMENTATION CONVENTION

(#) = CRASH FREQUENCY (2015 - 2019)

CRASH FREQUENCY/SEVERITY

3 Crashes

0 Fatal Crash (K)
0 Incapacitating (A-level)
0 Non-Incapacitating (B-level)
1 Possible Injury (C-level)
2 Property Damage Only

LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- B Bicyclist
- Parked Vehicle
- S Y Stop/Yield Sign
- T Tree
- U Utility Pole
- F Fixed Object
- N Non-Fixed Object
- Angle (Right Angle)
- Angle (Left Turn)
- Angle (Right Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

Figure X.X
COLLISION DIAGRAM
HOLSCHER ROAD & BROADHEAD STREET
MCFARLAND, WI

Years: 2015- 2019

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th TWSC
3: Holscher Road (AM) & Broadhead Street

07/21/2020

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Future Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	4	4	4
Mvmt Flow	30	56	20	20	98	79	28	95	25	46	23	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	76	0	0	322	333	56	364	314	138
Stage 1	-	-	-	-	-	-	116	116	-	178	178	-
Stage 2	-	-	-	-	-	-	206	217	-	186	136	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.11	6.51	6.21	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.509	4.009	3.309	3.536	4.036	3.336
Pot Cap-1 Maneuver	1399	-	-	1486	-	-	633	589	1013	588	598	905
Stage 1	-	-	-	-	-	-	891	802	-	819	748	-
Stage 2	-	-	-	-	-	-	798	725	-	811	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1486	-	-	575	567	1013	486	576	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	567	-	486	576	-
Stage 1	-	-	-	-	-	-	871	784	-	801	737	-
Stage 2	-	-	-	-	-	-	735	714	-	680	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.8	12	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	575	624	1399	-	-	1486	-	-	486	734
HCM Lane V/C Ratio	0.048	0.192	0.021	-	-	0.013	-	-	0.095	0.075
HCM Control Delay (s)	11.6	12.1	7.6	0	-	7.5	0	-	13.2	10.3
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.1	0.7	0.1	-	-	0	-	-	0.3	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th TWSC
8: Holscher Road (PM) & Broadhead Street 07/21/2020

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Future Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	1	1	4	4	4	3	3	3
Mvmt Flow	30	81	46	21	82	26	21	50	19	42	53	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	127	0	0	317	291	81	336	324	95
Stage 1	-	-	-	-	-	-	141	141	-	137	137	-
Stage 2	-	-	-	-	-	-	176	150	-	199	187	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.14	6.54	6.24	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.536	4.036	3.336	3.527	4.027	3.327
Pot Cap-1 Maneuver	1483	-	-	1465	-	-	632	616	973	616	592	959
Stage 1	-	-	-	-	-	-	857	776	-	864	781	-
Stage 2	-	-	-	-	-	-	821	769	-	801	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1465	-	-	556	593	973	549	570	959
Mov Cap-2 Maneuver	-	-	-	-	-	-	556	593	-	549	570	-
Stage 1	-	-	-	-	-	-	838	759	-	845	769	-
Stage 2	-	-	-	-	-	-	733	757	-	718	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	1.2	11.2	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	556	664	1483	-	-	1465	-	-	549	655
HCM Lane V/C Ratio	0.037	0.104	0.02	-	-	0.014	-	-	0.076	0.119
HCM Control Delay (s)	11.7	11	7.5	0	-	7.5	0	-	12.1	11.2
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0	-	-	0.2	0.4

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th TWSC
3: Holscher Road (AM) & Broadhead Street

07/21/2020

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Future Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	4	4	4
Mvmt Flow	30	56	20	20	98	79	28	95	25	46	23	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	76	0	0	322	333	56	324	274	98
Stage 1	-	-	-	-	-	-	116	116	-	138	138	-
Stage 2	-	-	-	-	-	-	206	217	-	186	136	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.11	6.51	6.21	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.509	4.009	3.309	3.536	4.036	3.336
Pot Cap-1 Maneuver	1399	-	-	1486	-	-	633	589	1013	625	630	953
Stage 1	-	-	-	-	-	-	891	802	-	860	779	-
Stage 2	-	-	-	-	-	-	798	725	-	811	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1399	-	-	1486	-	-	577	567	1013	517	607	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	567	-	517	607	-
Stage 1	-	-	-	-	-	-	871	784	-	841	767	-
Stage 2	-	-	-	-	-	-	737	714	-	680	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0.8	12	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	577	624	1399	-	-	1486	-	-	517	773
HCM Lane V/C Ratio	0.048	0.192	0.021	-	-	0.013	-	-	0.089	0.071
HCM Control Delay (s)	11.6	12.1	7.6	0	-	7.5	0	-	12.6	10
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.1	0.7	0.1	-	-	0	-	-	0.3	0.2

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th TWSC
8: Holscher Road (PM) & Broadhead Street 07/21/2020

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Future Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	1	1	4	4	4	3	3	3
Mvmt Flow	30	81	46	21	82	26	21	50	19	42	53	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	127	0	0	317	291	81	323	311	82
Stage 1	-	-	-	-	-	-	141	141	-	124	124	-
Stage 2	-	-	-	-	-	-	176	150	-	199	187	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.14	6.54	6.24	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.536	4.036	3.336	3.527	4.027	3.327
Pot Cap-1 Maneuver	1483	-	-	1465	-	-	632	616	973	628	602	975
Stage 1	-	-	-	-	-	-	857	776	-	878	791	-
Stage 2	-	-	-	-	-	-	821	769	-	801	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1483	-	-	1465	-	-	557	593	973	560	580	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	593	-	560	580	-
Stage 1	-	-	-	-	-	-	838	759	-	859	779	-
Stage 2	-	-	-	-	-	-	734	757	-	718	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	1.2	11.2	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	557	664	1483	-	-	1465	-	-	560	666
HCM Lane V/C Ratio	0.037	0.104	0.02	-	-	0.014	-	-	0.074	0.117
HCM Control Delay (s)	11.7	11	7.5	0	-	7.5	0	-	11.9	11.1
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0	-	-	0.2	0.4

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th AWSC
3: Holscher Road (AM) & Broadhead Street

07/21/2020

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	75	35	45	175	130	30	95	30	55	25	45
Future Vol, veh/h	40	75	35	45	175	130	30	95	30	55	25	45
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	4	4	4
Mvmt Flow	50	94	44	56	219	163	38	119	38	69	31	56
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.8	12.5	11.3	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	35%	0%	20%	0%	100%	0%
Vol Thru, %	0%	76%	65%	0%	80%	0%	0%	36%
Vol Right, %	0%	24%	0%	100%	0%	100%	0%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	125	115	35	220	130	55	70
LT Vol	30	0	40	0	45	0	55	0
Through Vol	0	95	75	0	175	0	0	25
RT Vol	0	30	0	35	0	130	0	45
Lane Flow Rate	38	156	144	44	275	162	69	88
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.073	0.274	0.257	0.067	0.468	0.24	0.136	0.15
Departure Headway (Hd)	7.001	6.322	6.43	5.543	6.121	5.31	7.123	6.157
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	567	558	644	589	674	503	581
Service Time	4.755	4.076	4.184	3.296	3.865	3.053	4.88	3.913
HCM Lane V/C Ratio	0.074	0.275	0.258	0.068	0.467	0.24	0.137	0.151
HCM Control Delay	10.3	11.5	11.4	8.7	14.2	9.7	11	10
HCM Lane LOS	B	B	B	A	B	A	B	A
HCM 95th-tile Q	0.2	1.1	1	0.2	2.5	0.9	0.5	0.5

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	200	60	45	170	50	35	65	50	95	65	40
Future Vol, veh/h	50	200	60	45	170	50	35	65	50	95	65	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	1	1	1	4	4	4	3	3	3
Mvmt Flow	52	208	63	47	177	52	36	68	52	99	68	42
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

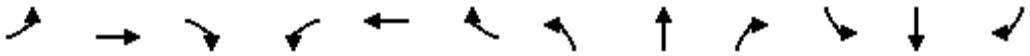
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.9	12.2	10.7	11
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	0%	21%	0%	100%	0%
Vol Thru, %	0%	57%	80%	0%	79%	0%	0%	62%
Vol Right, %	0%	43%	0%	100%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	115	250	60	215	50	95	105
LT Vol	35	0	50	0	45	0	95	0
Through Vol	0	65	200	0	170	0	0	65
RT Vol	0	50	0	60	0	50	0	40
Lane Flow Rate	36	120	260	62	224	52	99	109
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.073	0.211	0.448	0.093	0.389	0.079	0.194	0.19
Departure Headway (Hd)	7.171	6.352	6.196	5.385	6.251	5.435	7.047	6.268
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	498	563	581	663	573	657	508	570
Service Time	4.936	4.117	3.95	3.139	4.007	3.19	4.81	4.03
HCM Lane V/C Ratio	0.072	0.213	0.448	0.094	0.391	0.079	0.195	0.191
HCM Control Delay	10.5	10.8	13.9	8.7	13	8.7	11.5	10.5
HCM Lane LOS	B	B	B	A	B	A	B	B
HCM 95th-tile Q	0.2	0.8	2.3	0.3	1.8	0.3	0.7	0.7

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th Signalized Intersection Summary
3: Holscher Road (AM) & Broadhead Street

07/21/2020

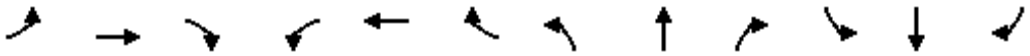


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	75	35	45	175	130	30	95	30	55	25	45
Future Volume (veh/h)	40	75	35	45	175	130	30	95	30	55	25	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1781	1781	1885	1885	1885	1841	1841	1841
Adj Flow Rate, veh/h	50	94	44	56	219	162	38	119	38	69	31	56
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	8	8	8	1	1	1	4	4	4
Cap, veh/h	335	449	538	279	503	513	587	306	98	530	131	237
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	294	1322	1585	201	1481	1510	1321	1369	437	1210	588	1062
Grp Volume(v), veh/h	144	0	44	275	0	162	38	0	157	69	0	87
Grp Sat Flow(s),veh/h/ln	1616	0	1585	1682	0	1510	1321	0	1806	1210	0	1650
Q Serve(g_s), s	0.0	0.0	0.4	0.0	0.0	1.6	0.5	0.0	1.5	1.1	0.0	0.9
Cycle Q Clear(g_c), s	1.1	0.0	0.4	2.5	0.0	1.6	1.4	0.0	1.5	2.6	0.0	0.9
Prop In Lane	0.35		1.00	0.20		1.00	1.00		0.24	1.00		0.64
Lane Grp Cap(c), veh/h	784	0	538	782	0	513	587	0	403	530	0	368
V/C Ratio(X)	0.18	0.00	0.08	0.35	0.00	0.32	0.06	0.00	0.39	0.13	0.00	0.24
Avail Cap(c_a), veh/h	3194	0	3195	3494	0	3043	2185	0	2588	1994	0	2363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	4.6	5.3	0.0	5.0	7.1	0.0	6.8	7.9	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.4	0.0	0.0	0.6	0.1	0.0	0.3
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.1	0.8	0.0	0.4	0.2	0.0	0.7	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.0	0.0	4.7	5.6	0.0	5.4	7.2	0.0	7.4	8.0	0.0	6.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		188			437			195			156	
Approach Delay, s/veh		4.9			5.5			7.4			7.4	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.5		9.1		11.5		9.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		29.5		41.5		29.5				
Max Q Clear Time (g_c+I1), s		3.1		4.6		4.5		3.5				
Green Ext Time (p_c), s		1.2		0.7		2.5		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th Signalized Intersection Summary
8: Holscher Road (PM) & Broadhead Street

07/21/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	200	60	45	170	50	35	65	50	95	65	40
Future Volume (veh/h)	50	200	60	45	170	50	35	65	50	95	65	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	52	208	62	47	177	52	36	68	52	99	68	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	4	4	4	3	3	3
Cap, veh/h	280	478	494	283	477	498	596	232	177	589	257	159
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	208	1533	1585	210	1532	1598	1263	968	740	1262	1073	663
Grp Volume(v), veh/h	260	0	62	224	0	52	36	0	120	99	0	110
Grp Sat Flow(s),veh/h/ln	1741	0	1585	1741	0	1598	1263	0	1708	1262	0	1736
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	0.5	0.5	0.0	1.2	1.4	0.0	1.0
Cycle Q Clear(g_c), s	2.2	0.0	0.6	1.9	0.0	0.5	1.5	0.0	1.2	2.5	0.0	1.0
Prop In Lane	0.20		1.00	0.21		1.00	1.00		0.43	1.00		0.38
Lane Grp Cap(c), veh/h	758	0	494	760	0	498	596	0	409	589	0	416
V/C Ratio(X)	0.34	0.00	0.13	0.29	0.00	0.10	0.06	0.00	0.29	0.17	0.00	0.26
Avail Cap(c_a), veh/h	3598	0	3202	3575	0	3227	2215	0	2597	2206	0	2641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	4.9	5.4	0.0	4.9	6.8	0.0	6.2	7.3	0.0	6.2
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3),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
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.2	0.6	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	0.0	5.1	5.6	0.0	5.0	6.8	0.0	6.6	7.4	0.0	6.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		322			276			156			209	
Approach Delay, s/veh		5.6			5.5			6.7			6.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.7		9.3		10.7		9.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.5		30.5		40.5		30.5				
Max Q Clear Time (g_c+I1), s		4.2		4.5		3.9		3.5				
Green Ext Time (p_c), s		2.0		1.0		1.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

HCM 6th Roundabout
3: Holscher Road (AM) & Broadhead Street

07/21/2020

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	188	437	195	156
Demand Flow Rate, veh/h	192	472	196	162
Vehicles Circulating, veh/h	164	209	219	335
Vehicles Exiting, veh/h	333	206	137	346
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	8.4	5.0	5.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.800	2.800	2.800	2.800
Critical Headway, s	4.200	4.200	4.200	4.200
Entry Flow, veh/h	192	472	196	162
Cap Entry Lane, veh/h	1132	1093	1084	991
Entry HV Adj Factor	0.980	0.927	0.994	0.962
Flow Entry, veh/h	188	437	195	156
Cap Entry, veh/h	1109	1013	1078	953
V/C Ratio	0.170	0.432	0.181	0.164
Control Delay, s/veh	4.8	8.4	5.0	5.3
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	1

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	322	276	156	209
Demand Flow Rate, veh/h	328	279	162	215
Vehicles Circulating, veh/h	219	161	367	263
Vehicles Exiting, veh/h	259	368	180	177
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	5.5	5.5	5.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.800	2.800	2.800	2.800
Critical Headway, s	4.200	4.200	4.200	4.200
Entry Flow, veh/h	328	279	162	215
Cap Entry Lane, veh/h	1084	1134	966	1048
Entry HV Adj Factor	0.981	0.990	0.965	0.972
Flow Entry, veh/h	322	276	156	209
Cap Entry, veh/h	1064	1123	932	1018
V/C Ratio	0.302	0.246	0.168	0.205
Control Delay, s/veh	6.4	5.5	5.5	5.5
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- *A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic contro signal.*
- *B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collision*
- *C. Minimum volumes:*
  1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
  2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 ho with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
  3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- *D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of th intersection.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:
01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in en or crossing the major street.

03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied analysis of the combination of Conditions A and B is not needed.

Standard:
04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112
Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Option:
05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent column Table 4C-1 may be used in place of the 100 percent columns.

Guidance:
06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to has failed to solve the traffic problems.*

Standard:
07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:
08 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent column Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

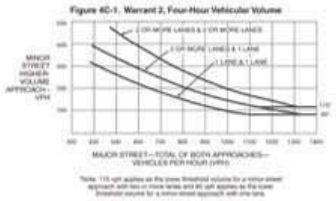
Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 **The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable cur Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.**

Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume



Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Q

Se n 4C.04 Warrant 3, Peak Hour

Support:

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when enterin crossing the major street.

Standard:

02 **This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.**

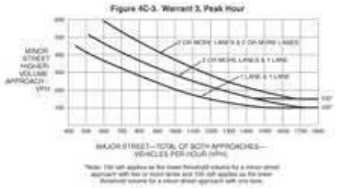
03 **The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:**

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. **The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a lane approach or 5 vehicle-hours for a two-lane approach; and**
2. **The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two m lanes; and**
3. **The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections four or more approaches.**

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street app (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach

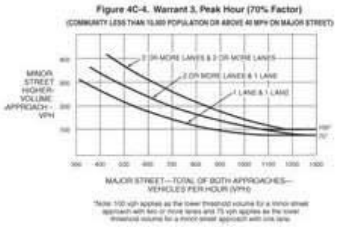
Figure 4C-3 Warrant 3, Peak Hour



Option:

04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)



05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume cri of this warrant are not met.

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Q

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

PALATINE APARTMENTS

40 UNIT APARTMENT BUILDING
NORTH QUENTIN ROAD
PALATINE, IL 60067

ABBREVIATIONS

@	AT
A.B.	ANCHOR BOLT
A/C	AIR CONDITIONER
ACCESS.	ACCESSIBLE
ACT	ACOUSTICAL CEILING TILE
ADJ.	ADJACENT
ADJ. R. & S.	ADJUSTABLE ROD AND SHELF
A.F.F.	ABOVE FINISH FLOOR
AL.	ALUMINUM
ALT.	ALTERNATE
ALUM.	ALUMINUM
APPROX.	APPROXIMATE
B##	BASE CABINET
BD.	BOARD
BIT.	BITUMINOUS
BLDG.	BUILDING
BRG.	BEARING
CAB.	CABINET
CJ	CONTROL JOINT
CLG.	CEILING
CMU	CONCRETE MASONRY UNIT
COL.	COLUMN
COMN.	COMMUNICATION
CONT.	CONTINUOUS
CORR.	CORRIDOR
CPT	CARPET
CT	CERAMIC TILE
D	DRYER
DB##	DRAWER BASE CABINET
D.F.	DRINKING FOUNTAIN
DIA.	DIAMETER
DIM.	DIMENSION
DN	DOWN
D.S.	DOWN SPOUT
D.T.	DRAIN TILE
DW	DISHWASER
EA.	EACH
ELEC.	ELECTRIC
ELEV.	ELEVATION OR ELEVATOR
EJ	EXPANSION JOINT
EQ.	EQUAL
E.W.C.	ELECTRIC WATER COOLER
EXIST.	EXISTING
EXP.	EXPANSION
EXT.	EXTERIOR
F.E.	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
F.D.	FLOOR DRAIN
FIN.	FINISHED
FLR.	FLOOR
FNDN.	FOUNDATION
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
F.R.P.	FIBERGLASS REINFORCED PANEL
FT.	FOOT OR FEET
FTG.	FOOTING
GA.	GAUGE
G.C.	GENERAL CONTRACTOR
G.T.	GIRDER TRUSS
G.W.B.	GYPSUM WALL BOARD
GYP.	GYPSUM
H.B.	HOSE BIB
HCW	HOLLOW CORE WOOD
HGT.	HEIGHT
H.M.	HOLLOW METAL
HORZ.	HORIZONTAL
HR.	HOUR
HTG.	HEATING
HVAC	HEATING/VENTILATION/AIR CONDITIONING
IBC	INTERNATIONAL BUILDING CODE
IFC	INTERNATIONAL FIRE CODE
IMC	INTERNATIONAL MECHANICAL CODE
INSUL.	INSULATION
INT.	INTERIOR
INV.	INVERT
JT.	JOINT
LAV.	LAVATORY
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LS##	LAZY SUSAN
LVP	LUXURY VINYL PLANK
LVT	LUXURY VINYL TILE
MATL.	MATERIAL
MAX.	MAXIMUM
MC	MEDICINE CABINET
MECH.	MECHANICAL
MFR.	MANUFACTURER(S)
MH.	MANHOLE
MIN.	MINIMUM
M.O.	MASONRY OPENING
MOD.	MODULE
M.R.	MOISTURE RESISTANT
MTL.	METAL
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
O.D.	OVERFLOW DRAIN
O.S.B.	ORIENTED STRAND BOARD
OPP.	OPPOSITE HAND
P.C.	PRECAST CONCRETE
P.D.F.	POWER DRIVEN FASTENER
PLBG.	PLUMBING
P.T.	PRESSURE TREATED
PLWD.	PLYWOOD
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
Q.T.	QUARRY TILE
#HR	NUMBER OF STAIR RISERS
R.D.	ROOF DRAIN
REINF.	REINFORCING OR REINFORCED
REM.	REMOVABLE
REQ'D.	REQUIRED
R.O.	ROUGH OPENING
R. & S.	ROD AND SHELF
SB##	SINK BASE CABINET
SCW	SOLID CORE WOOD
SF	SQUARE FEET
SH.	SHELF OR SHELVES
SIM.	SIMILAR
S.M.	SHEET METAL
SPECS.	SPECIFICATIONS
SQ.	SQUARE
STD.	STANDARD
STL.	STEEL
STOR.	STORAGE
S.V.	SHEET VINYL FLOORING
##T	NUMBER OF STAIR TREADS
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
T.B.	TOP OF BEAM
TBM	TRAFFIC BEARING MEMBRANE
T.O.A.	TOP OF COLUMN
T.O.CMU	TOP OF CMU
T.O.F.	TOP OF FOOTING
T.O.L.	TOP OF LEDGE
T.O.P.	TOP OF PIER
T.O.W.	TOP OF WALL
THRU.	THROUGH
TWF	THROUGH WALL FLASHING
TYP.	TYPICAL
UNEXC.	UNEXCAVATED
U.N.O.	UNLESS NOTED OTHERWISE
VB##	VANITY BASE CABINET
VCT	VINYL COMPOSITION TILE
VERT.	VERTICAL
VWC	VINYL WALL COVERING
W	WASHER
W##	WALL CABINET
WCC##	WALL CORNER CABINET
W/	WITH
WD.	WOOD
W/D	STACKED WASHER / DRYER
W.H.	WATER HEATER
W/O	WITHOUT
WP	WATERPROOF
WT	WEIGHT
W.W.F.	WIRE WELDED FABRIC

GRAPHIC SYMBOLS

NORTH ARROW

INTERIOR ELEVATIONS

DETAIL CALLOUT

SECTION CUT

EXTERIOR ELEVATION

COLUMN REFERENCE GRID

WALL TYPE

DOOR TAG

WINDOW TAG

ALUM. / WOOD WINDOW TAG

REVISION CLOUD & TAG

EXTERIAL FINISH MATERIAL TAG

PROJECT INFO

PROJECT: PALATINE APARTMENTS
ADDRESS: N. QUENTIN RD., PALATINE, IL 60067
WORK DESCRIPTION: 2-STORY, 40 UNIT APARTMENT BUILDINGS W/ BASEMENT PARKING

APPLICABLE CODES AND STANDARDS:
INTERNATIONAL BUILDING CODE (IBC) 2009
ADA 2010, ICC/ANSI A117.1-2009
NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 13 AND 13R

BUILDING SUMMARY:
RESIDENTIAL, GROUP R-2, VA CONSTRUCTION, WOOD FRAMED
STORAGE GROUP S-2, 1 LEVEL BASEMENT PARKING

BUILDING HEIGHT & AREAS:

R-2 MODIFIED ALLOWABLE HEIGHT (VA) =	4 STORIES
BUILDING HEIGHT =	2 STORIES
R-2/A MODIFIED ALLOWABLE AREA (VA) =	21,000 SF

FLOOR AREAS:

BASEMENT FLOOR (R-2) =	25,89 1SF
COMMON SPACE =	1,988 SF
1ST FLOOR (R-2) =	11,587 + 11,361 SF
2ND FLOOR (R-2) =	11,587 + 11,361 SF
TOTAL AREA:	73,775 SF

(INCL. BASEMENT)

FIRE RATINGS:

STRUCTURAL FRAME =	1 HR, 2 HR (5-2)
EXTERIOR WALLS =	1 HR
BEARING WALLS =	1 HR, 2 HR (5-2)
FLOOR CONSTRUCTION =	2 HR ABOVE 5-2
FLOOR CONSTRUCTION =	1 HR ABOVE R-2
ROOF CONSTRUCTION =	1 HR
STAIR ENCLOSURES =	2 HR
ELEVATOR SHAFT =	2 HR
CORRIDOR WALLS =	1/2 HR MIN.
UNIT SEPARATIONS =	1 HR
FIRE WALL =	2 HR

CONTACTS

ARCHITECT:
Knothe & Bruce Architects, LLC
7601 University Avenue, Suite 201
Middleton, WI 53562
Contact: Kevin Burow
Phone: (608) 836-3690
E-mail: kburow@knothebruce.com

DEVELOPER:
Northpointe Development
230 Ohio St., Ste. 200
Oshkosh, WI 54902
Contact: Sean O'Brien
Phone: (608) 332-5665

CIVIL ENGINEER:
Vierbicher Associates, Inc.
999 Fourier Drive, Ste 201
Madison, WI 53717
Contact: Justin Zampardi
Phone: (608) 821-5970
E-mail: jzam@vierbicher.com

LANDSCAPE DESIGNER:
Vierbicher Associates, Inc.
999 Fourier Drive, Ste 201
Madison, WI 53717
Contact: Justin Zampardi
Phone: (608) 821-5970
E-mail: jzam@vierbicher.com

SHEET INDEX

T-1.1 TITLE SHEET

SITE
PLAT OF SURVEY
C-0.1 EXISTING CONDITIONS PLAN
C-1.1 SITE PLAN
C-2.1 GRADING AND EROSION CONTROL PLAN
C-2.2 GRADING PLAN - NORTH
C-2.3 GRADING PLAN - CENTER
C-2.4 GRADING PLAN - SOUTH
C-3.1 UTILITY PLAN

L1.0 LANDSCAPE PLAN
SITE AND LANDSCAPE PLAN

ARCHITECTURAL
A-1.1 ELEVATION AND FLOOR PLANS
A-3.1 BUILDING SECTION

MATERIAL BOARD

knothe bruce ARCHITECTS
7601 University Ave, Ste 201
(608) 836-3690 Middleton, WI 53562

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe Development

N. Quentin Rd

SHEET TITLE
Title Sheet

SHEET NUMBER
T-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

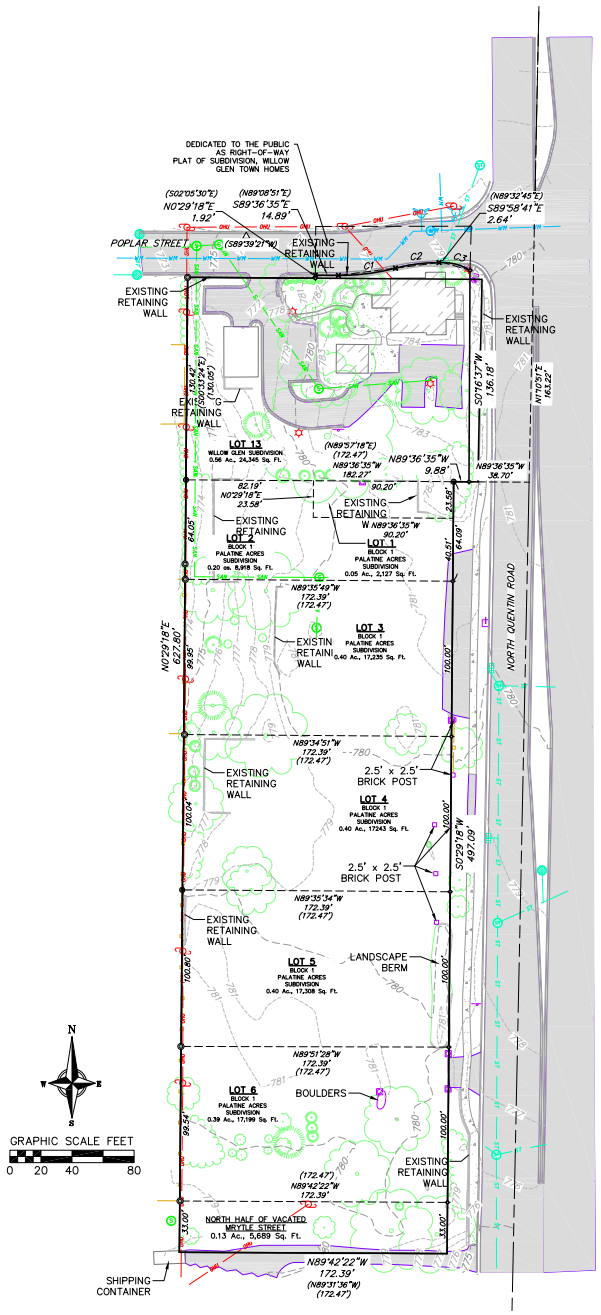
Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

19 Jan 2021 - 4:40p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Plat of Survey.dwg by: mlon

©Vierbicher Associates, Inc.

PLAT OF SURVEY

LOTS 1, 2, 3, 4, 5, 6 ALONG WITH THE NORTH HALF OF VACATED MRYTLE STREET (LYING SOUTH OF AND ADJACENT TO SAID LOT 6) OF BLOCK 1 IN FRANK E. MERRILL AND COMPANY'S PALATINE ACRES, AND ALONG WITH LOT 13 OF WILLOW GLEN SUBDIVISION, ALL IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY ILLINOIS



SURVEYOR'S NOTES

1. This horizontal datum for this existing conditions survey is referenced to the Illinois State Plane Coordinate System, East Zone (NAD83/91). The vertical datum is referenced to NAVD88 (GEOID 2011).
2. No locate by Illinois One Call was made prior to the field work for this survey.

TOPOGRAPHIC SYMBOL LEGEND

- EXISTING BOLLARD
- EXISTING FLAG POLE
- EXISTING MAILBOX
- EXISTING POST
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING CURB STOP
- EXISTING WELL
- EXISTING WATER MANHOLE
- EXISTING GAS VALVE
- EXISTING GAS METER
- EXISTING AIR CONDITIONING PEDESTAL
- EXISTING DOWN GUY
- EXISTING TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING GUY POLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING SHRUB
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING OVERHEAD CABLE TV
- EXISTING OVERHEAD TELEPHONE LINE
- EXISTING CHAIN LINK FENCE
- EXISTING GENERAL FENCE
- EXISTING WOOD FENCE
- EXISTING GAS LINE
- EXISTING GUY LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING OVERHEAD GENERAL UTILITIES
- EXISTING SANITARY FORCE MAIN
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- EXISTING WATER MAIN
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

CALL JULIE/ILLINOIS ONE CALL
811 OR (800)892-0123
TOLL FREE
TELEFAX: (800)741-5597
IL STATUTE 220 ILCS 50/2.9
REQUIRES MINIMUM OF 2 BUSINESS DAYS
NOTICE BEFORE YOU EXCAVATE.

AGENCIES:

EMERGENCY – FIRE, RESCUE, AMBULANCE, POLICE
DIAL 911

VILLAGE OF PALATINE
George Ruppert
(847) 202-6963
grupert@palatine.il.us

UTILITIES:

ATT/DISTRIBUTION
G11629@ATT.COM

COMED
(630) 576-7094

COMCAST
Martha Gieras
martha_gieras@comcast.com
(224) 229-5862

MCI
investigations@verizonicom

METROPOLITAN WAT REC DIST CHI
Hanif Munshi
(312)751-3184
munshih@mwrd.org
Joe Schuessler
(312) 751-3236
schuessler@mwrd.ord

NICOR GAS
Utility Consultant G03W
(630) 388-2362

Curve Table							
Curve #	Arc Len.	Radius	Delta	Ch. Len.	Ch. Dir.	Tangent In	Tangent Out
C1	37.08'	140.00'	15°10'28"	36.97'	N82°48'43"E	S89°36'03"E	N75°13'29"E
C2	28.41'	110.00'	14°47'50"	28.33'	N82°37'24"E	N75°13'29"E	S89°58'41"E
C3	18.25'	32.49'	32°10'43"	18.01'	S73°53'19"E	S89°58'41"E	S57°47'58"E

Record Curve Table							
Curve #	Arc Len.	Radius	Delta	Ch. Len.	Ch. Dir.	Tangent In	Tangent Out
C1	37.08'	140.00'	15°10'24"	36.97'	N82°24'48"E	N89°08'51"E	-----
C2	28.41'	110.00'	14°47'55"	28.33'	N82°24'48"E	-----	N89°32'45"E
C3	18.25'	32.49'	32°10'43"	18.01'	S73°53'19"E	N89°32'45"E	-----

SURVEY LEGEND

- FOUND 1" ø IRON PIPE
- FOUND 3/4" ø IRON ROD
- FOUND 5/8" ø IRON ROD
- SET CHISELED "X"
- SET 5/8" ø IRON ROD
- COMPUTED POSITION, NOT MONUMENTED

SHEET	PROJECT NO.	CHECKED	DRAWN	DATE
1 OF 1	210032	sds	mlon/jwils	1/15/2021

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

Plat of Survey

Lot 13 of Willow Glen, Part of Lot 2 plus,Lots 3-6 of Palatine Acres and N 1/2 Vac. St. Southeast Quarter of the Southeast Quarter of Section 9, T42N, R10E, 3rd PM
City of Palatine, Cook County, Illinois

vierbicher
planners | engineers | advisors
Phone: (800) 261-3898

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

© Vierbicher Associates, Inc.

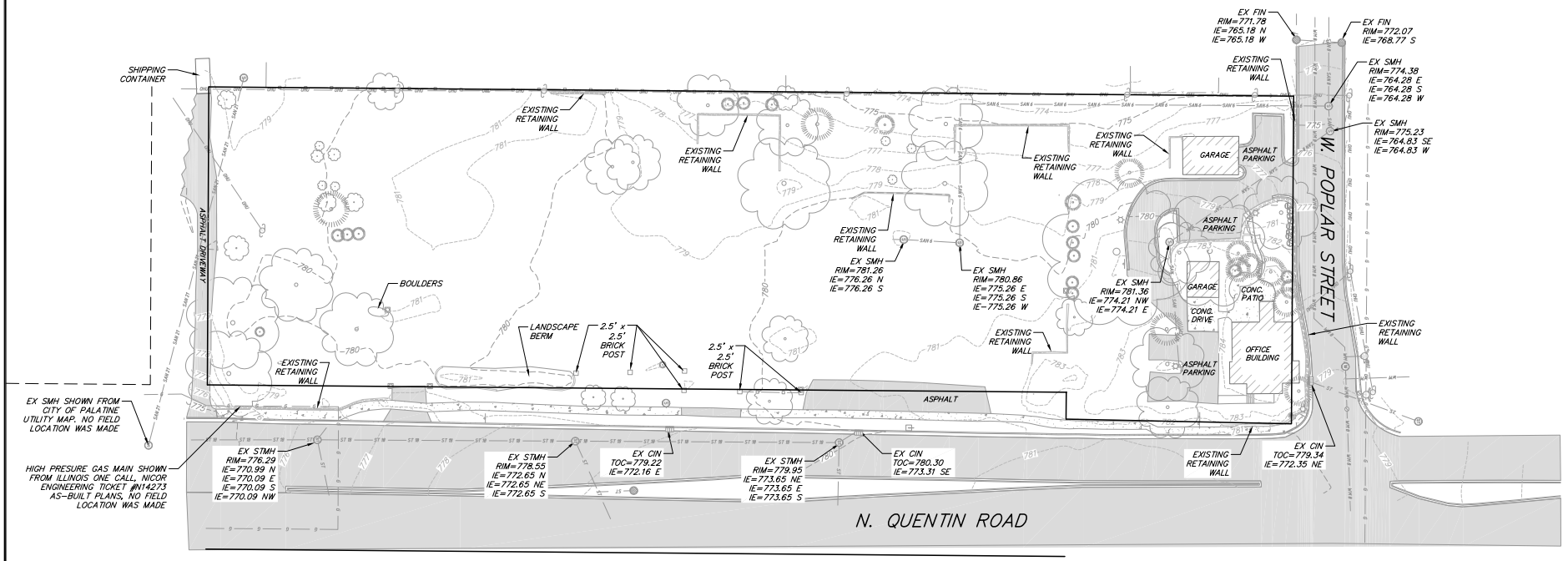
TOPOGRAPHIC SYMBOL LEGEND

- EXISTING FLAG POLE
- EXISTING MAILBOX
- EXISTING POST
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING WATER MANHOLE
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- EXISTING SHRUB
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

TOPOGRAPHIC LINEWORK LEGEND

- EXISTING RETAINING WALL
- EXISTING WIRE FENCE
- EXISTING WOOD FENCE
- EXISTING OVERHEAD GENERAL UTILITIES
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING EDGE OF TREES
- EXISTING WATER MAIN (SIZE NOTED)
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR

GRAPHIC SCALE FEET
0 15 30 60



27 Sep 2021 - 12:40p M:\Northpointe Development\210032_Palatine\L\CADD\210032_Existing Conditions.dwg by: zdre

vierbicher
planners | engineers | advisors

Existing Conditions Plan
Quentin Road Development
Village of Palatine

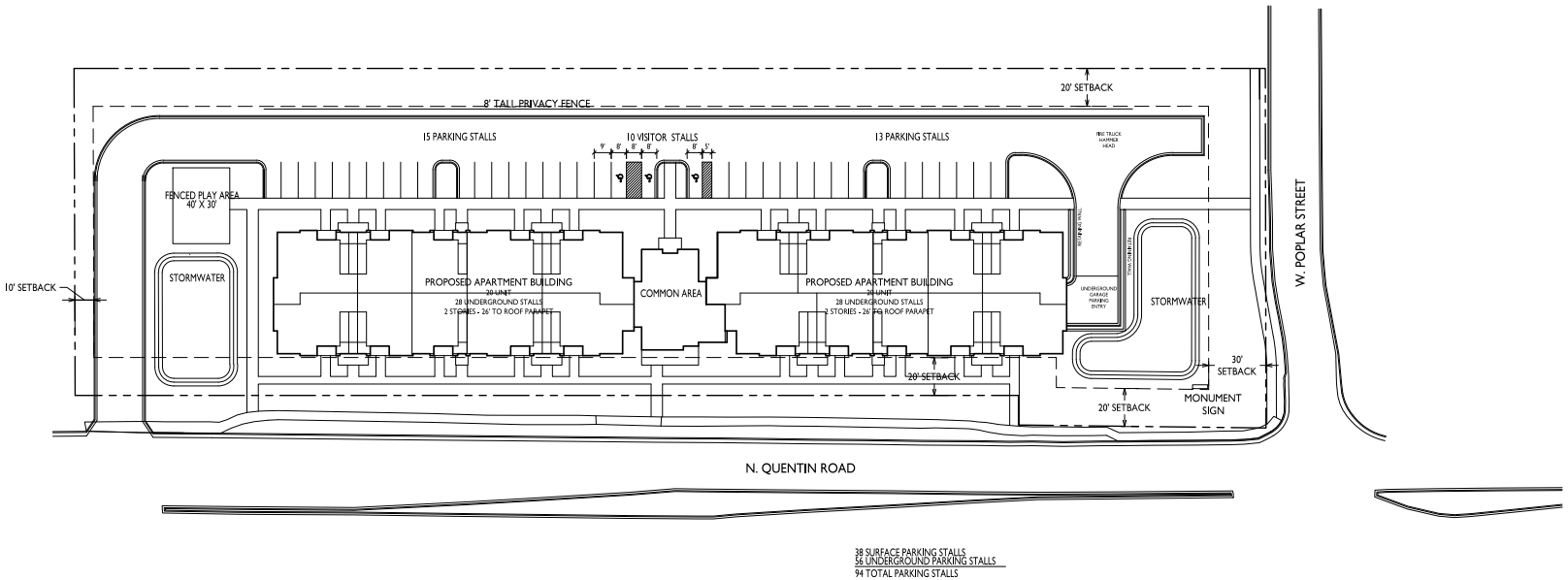
REVISIONS

NO.	DATE	REMARKS

DATE 09-27-2021
DRAFTER MLON
CHECKED JZAM
PROJECT NO. 210032

C0.1

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)



38 SURFACE PARKING STALLS
56 UNDERGROUND PARKING STALLS
94 TOTAL PARKING STALLS

1 C-1.1 SITE PLAN
1" = 30'-0"

GRAPHIC SCALE
0 30 60 90
1 INCH = 30 FT (24X36 SHEET)

knothe bruce ARCHITECTS

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Site Plan

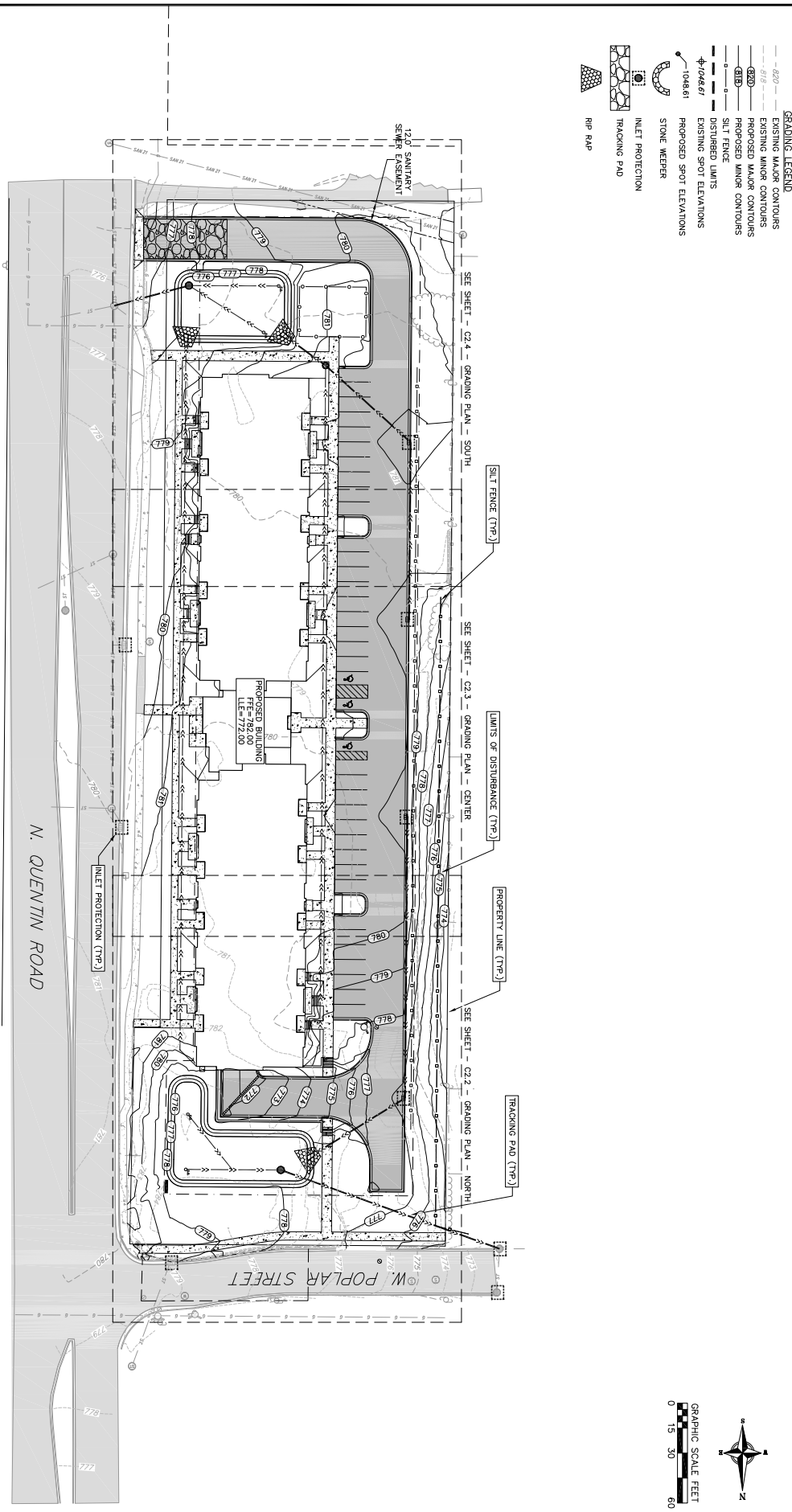
SHEET NUMBER
C-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

27 Sep 2021 - 12:40p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Grading and EC.dwg by: zdre
©Vierbicher Associates, Inc.



REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

PROJECT NO. 210032
CHECKED JZAN
DRAWN CLAN
DATE 09-27-2021

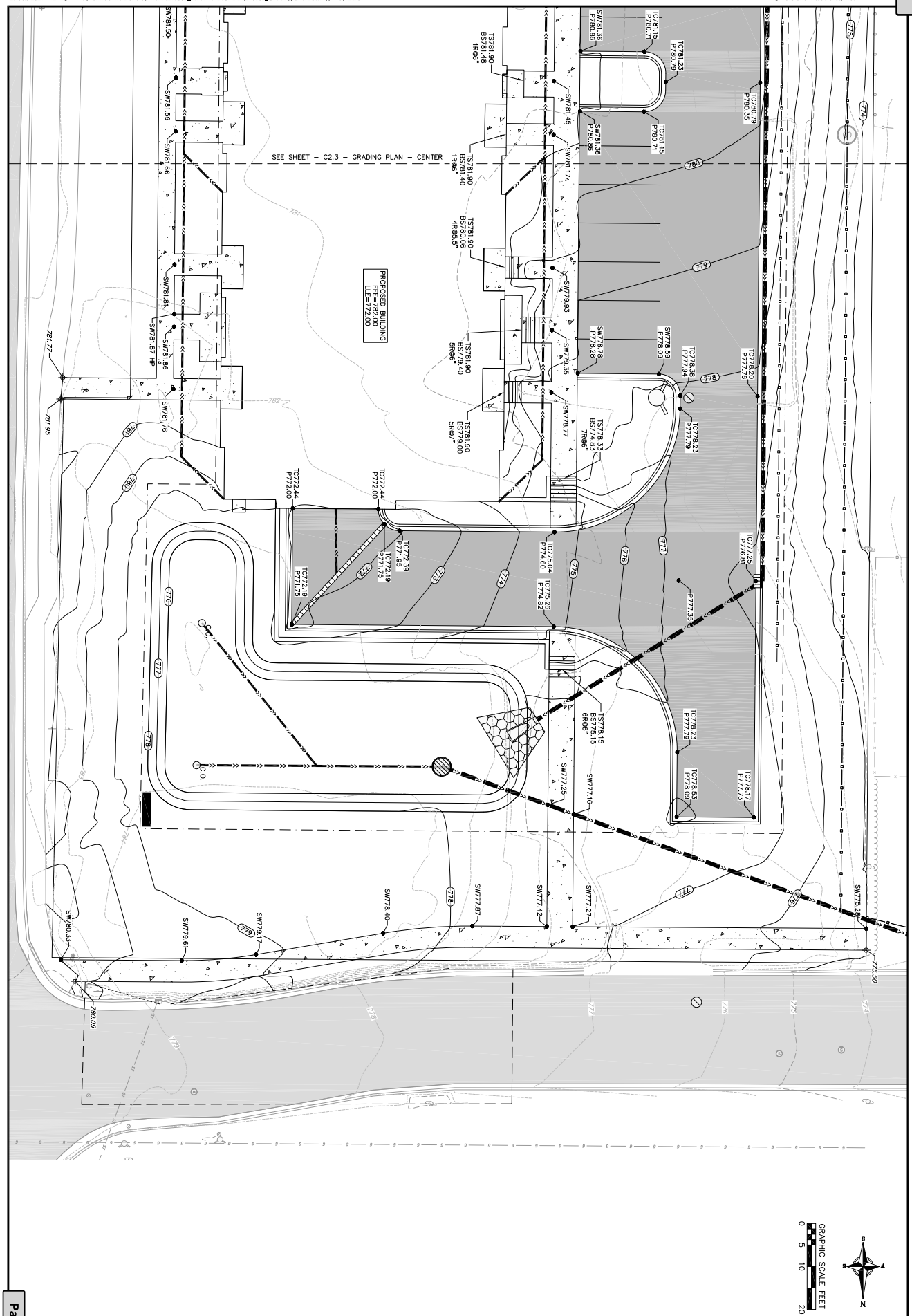
Grading and Erosion Control Plan

Quentin Road Development
Village of Palatine

vierbicher
planners | engineers | advisors

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)
Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

27 Sep 2021 - 12:41p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Grading and EC.dwg by: zdre ©Vierbicher Associates, Inc.



Grading Plan - North

Quentin Road Development
Village of Palatine

vierbicher
planners | engineers | advisors

PROJECT NO.	210032
CHECKED	JZM
DRAWN	CLM
DATE	09-27-2021

REVISIONS NO.	DATE	REMARKS	REVISIONS NO.	DATE	REMARKS

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

27 Sep 2021 - 12:43p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Grading and EC.dwg by: zdre ©Vierbicher Associates, Inc.

Grading Plan - Center

Quentin Road Development
Village of Palatine

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

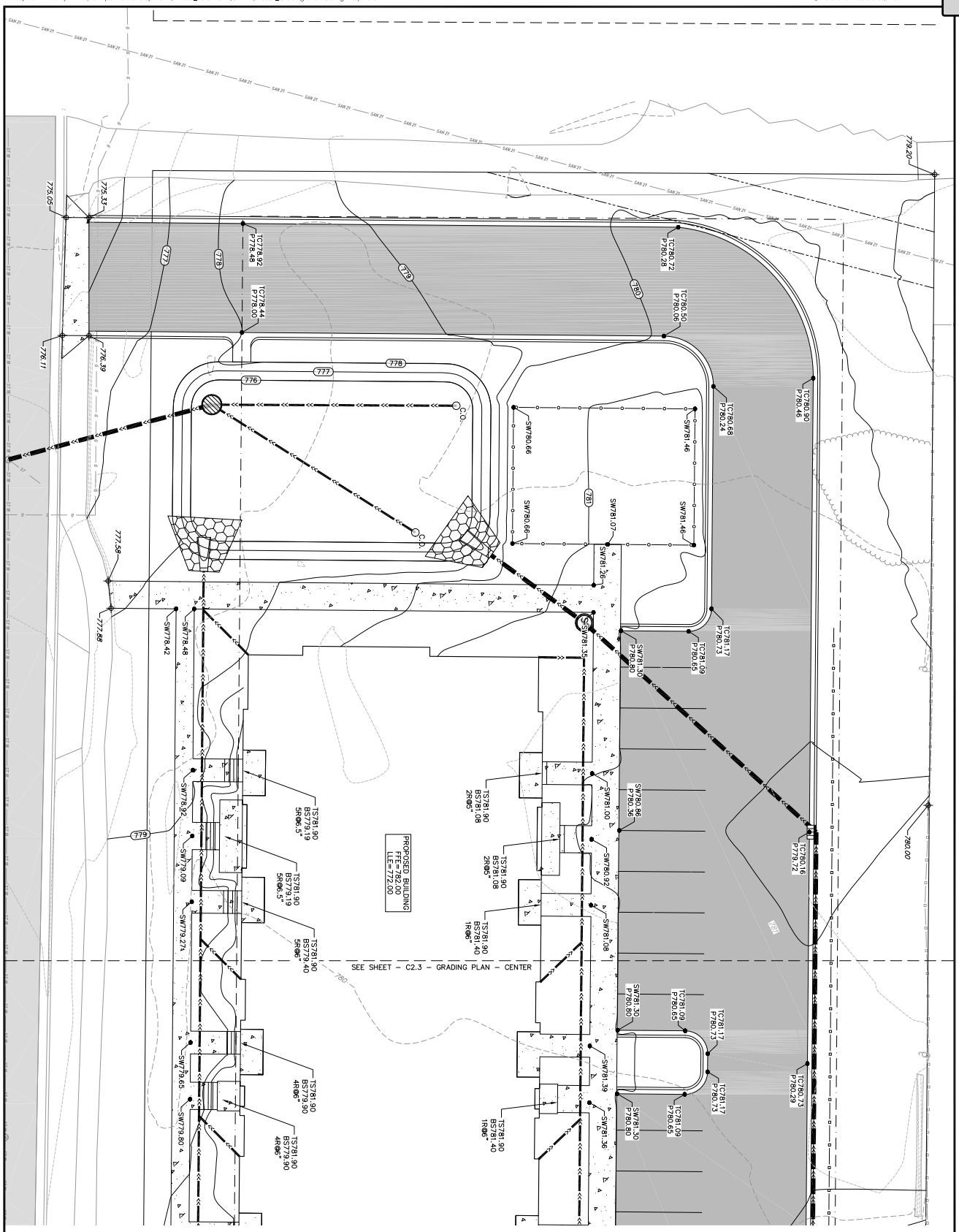
PROJECT NO. 210032
CHECKED JAM
DRAWN CLAN
DATE 09-27-2021

vierbicher
planners | engineers | advisors

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

27 Sep 2021 - 12:41p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Grading and EC.dwg by: zdre ©Vierbicher Associates, Inc.



Grading Plan - South

Quentin Road Development
Village of Palatine

vierbicher
planners | engineers | advisors

PROJECT NO. 210032
DRAWN ZDR
CHECKED JAM
DRAFTER GLM
DATE 09-27-2021

REVISIONS

NO.	DATE	REMARKS

REVISIONS

NO.	DATE	REMARKS

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

©Vierbicher Associates, Inc.

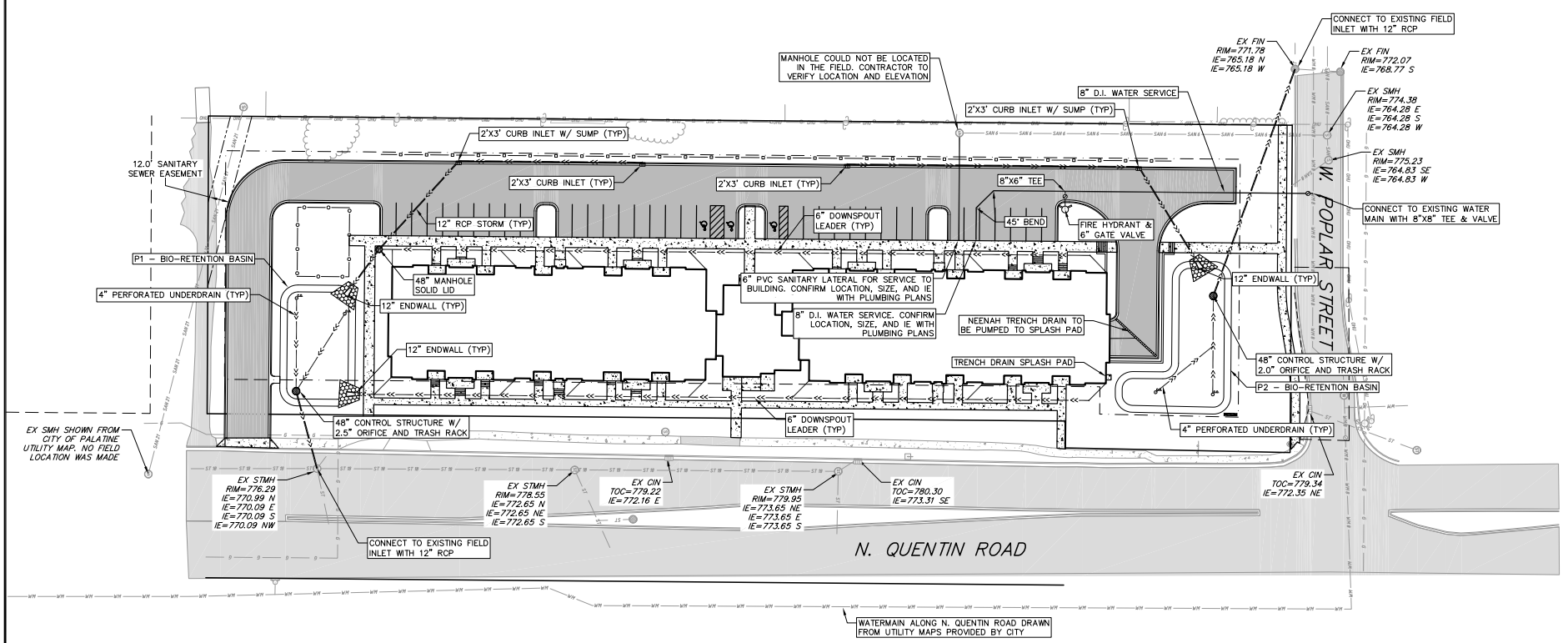
PROPOSED UTILITY LEGEND

- STORM SEWER PIPE
- STORM SEWER ENDWALL
- STORM SEWER CURB INLET
- STORM SEWER CURB INLET W/MANHOLE
- STORM SEWER FIELD INLET
- WATER SERVICE LATERAL PIPE
- FIRE HYDRANT
- WATER VALVE
- PROPOSED PIPE INSULATION
- SANITARY SEWER LATERAL PIPE

ABBREVIATIONS

STMH – STORM MANHOLE
FI – FIELD INLET
CI – CURB INLET
CB – CATCH BASIN
EW – ENDWALL
SMH – SANITARY MANHOLE

GRAPHIC SCALE FEET
0 15 30 60



vierbicher planners | engineers | advisors

Utility Plan
Quentin Road Development
Village of Palatine

REVISIONS			
NO.	DATE	REMARKS	

REVISIONS			
NO.	DATE	REMARKS	

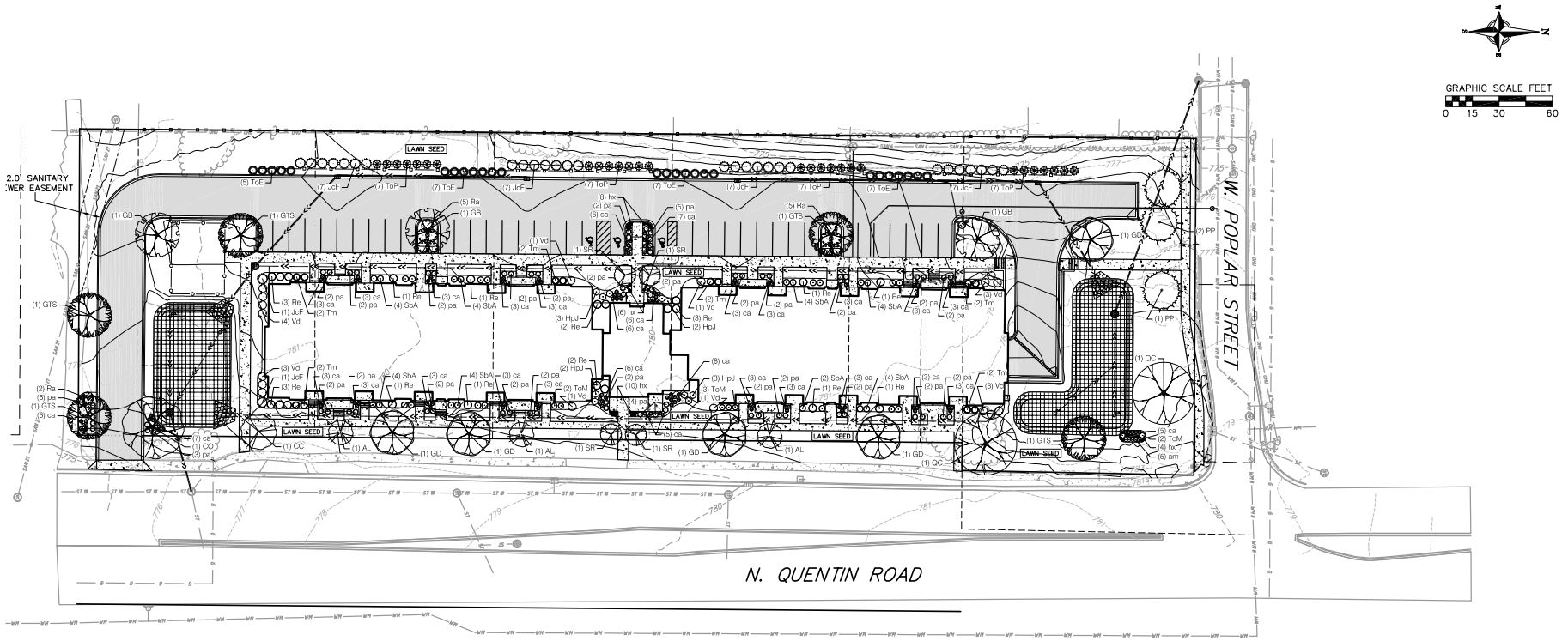
DATE 09-27-2021
DRAFTER CLAN
CHECKED JZAM
PROJECT NO. 210032

C2.1

27 Sep 2021 - 12:41p M:\Northpointe Development\210032_Palatine\L\CADD\210032_Site and Utility.dwg by: zdre

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

©Vierbicher Associates, Inc.



PLANT MATERIAL NOTES:

1. All plantings shall conform to quality requirements as per ANSI Z60.1.
2. All plant material shall be true to the species, variety and size specified, nursery grown in accordance with good horticultural practices, and under climactic conditions similar to those of the project site.
3. Contact Landscape Architect, in writing, to request any plant material substitutions due to availability issues.
4. All plants shall be guaranteed to be in healthy and flourishing condition during the growing season following installation. All plant material shall be guaranteed for one year from the time of installation.

LANDSCAPE MATERIAL NOTES:

1. Contractor shall provide a suitable amended topsoil blend for all planting areas where soil conditions are unsuitable for plant growth. Topsoil shall conform to quality requirements as per Section 625.2(1) of the Standard Specifications for Highway Construction. Provide a minimum of 18" of topsoil in all planting areas and 6" of topsoil in areas to be seeded/sodded.
2. Landscape beds to be mulched with undyed shredded hardwood bark mulch to 3" depth min. and edged with commercial grade aluminum landscape edging, Permaloc CleanLine $\frac{3}{16}$" x 4" or equal, color black anodized.
3. All trees and/or shrubs planted in lawn areas to be installed with a 5' diameter mulch ring and shovel cut edge. A pre-emergent granular herbicide weed-preventer should be mixed with mulch as well as topically applied to tree ring.

SEEDING AND PLUG PLANTING NOTES:

1. All disturbed areas, unless otherwise noted, to be seeded with IDOT Class 1 (Lawn Mixture) or equivalent, per manufacturer's specified application rates. All seeded areas are to be watered daily to maintain adequate soil moisture for proper germination. After vigorous growth is established, apply ½" water twice weekly until final acceptance.
2. Install Bioretention Plug plantings as 2" x 2" x 4" deep plugs, 15" on center in a triangular grid pattern. Plant species in odd numbered groups of 5-9 plants, distributing each species randomly across planting area for natural appearance.

PLANT SCHEDULE

EVERGREEN TREES	BOTANICAL / COMMON NAME	ROOT COND.	SIZE	QTY
PP	Picea pungens / Colorado Spruce	B & B	6` ht.	3
UNDERSTORY TREES	**BOTANICAL / COMMON NAME**	**ROOT COND.**	**SIZE**	**QTY**
AL	Amelanchier laevis / Allegheny Serviceberry (multi-stem)	B & B	7` ht.	3
CC	Crataegus crus-galli `Inermis` / Thornless Hawthorn	B & B	2"Cal	1
SR	Syringa reticulata `Ivory Silk` / Ivory Silk Japanese Tree Lilac	B & B	2"Cal	4
DECIDUOUS TREES	**BOTANICAL / COMMON NAME**	**ROOT COND.**	**SIZE**	**QTY**
CD	Celtis occidentalis / Common Hackberry	B & B	2.5"Cal	1
GB	Ginkgo biloba `Autumn Gold` TM / Maidenhair Tree	B & B	2.5"Cal	3
GTS	Gleditsia triacanthos inermis `Shademaster` TM / Shademaster Locust	B & B	2.5"Cal	5
GD	Gymnocladus dioica `Espresso` / Kentucky Coffeetree	B & B	2.5"Cal	5
QC	Quercus robur x macrocarpa `Clemons` TM / Heritage Oak	B & B	2.5"Cal	2
DECIDUOUS SHRUBS	**BOTANICAL / COMMON NAME**	**ROOT COND.**	**SIZE**	**QTY**
HpJ	Hydrangea paniculata `Jane` TM / Little Lime Hydrangea	Cont.	5 Gal.	10
Re	Rhododendron x `P.J.M.` / PJM Rhododendron	Cont.	5 Gal.	21
Ra	Rhus aromatica `Gro-Low` / Gro-Low Fragrant Sumac	Cont.	3 Gal.	12
SbA	Spiraea x bumalda `Anthony Waterer` / Anthony Waterer Spiraea	Cont.	3 Gal.	30
Vd	Viburnum dentatum `Little Joe` / Little Joe Viburnum	Cont.	5 Gal.	17
EVERGREEN SHRUBS	**BOTANICAL / COMMON NAME**	**ROOT COND.**	**SIZE**	**QTY**
Tm	Taxus x media `Everlow` / Everlow Yew	Cont.	5 Gal.	12
ToM	Thuja occidentalis `Hetz Midget` / Hetz Midget Arborvitae	Cont.	5 Gal.	7
PERENNIALS	**BOTANICAL / COMMON NAME**	**ROOT COND.**	**SIZE**	**QTY**
am	Amsonia x `Blue Ice` / Blue Ice Bluestar	Cont.	1 Gal.	5
ca	Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass	Cont.	1 Gal.	122
hx	Hemerocallis x `Stella de Oro` / Stella de Oro Daylily	Cont.	4 In	28
pa	Perovskia atriplicifolia / Russian Sage	Cont.	1 Gal.	65
UPRIGHT EVERGREEN TREES	**BOTANICAL / COMMON NAME**	**ROOT COND.**	**SIZE**	**QTY**
JcF	Juniperus chinensis `Fairview` / Fairview Juniper	B & B	10` ht.	30
ToP	Thuja occidentalis 'Pyramidalis' / Pyramidal Arborvitae	B & B	10` ht.	28
ToE	Thuja occidentalis 'Smaragd' / Emerald Arborvitae	B & B	10` ht.	26

BIORETENTION PLANTINGS

BIO-RETENTION PLUGS	6,647 sf
Asclepias incarnata / Swamp Milkweed	415
Carex bicknellii / Prairie Sedge	553
Carex comosa / Bottlebrush Sedge	622
Carex cristatella / Crested Oval Sedge	622
Carex lurida / Lurid Sedge	622
Coreopsis tripteris / Tall Coreopsis	415
Elymus virginicus / Virginia Wild Rye	415
Iris virginica / Blue Flag Iris	415
Liatris spicata / Spike Gayfeather	415
Lobelia cardinalis / Cardinal Flower	415
Panicum virgatum / Switch Grass	622
Rudbeckia triloba / Browneyed Susan	415
Spartina pectinata / Prairie Cordgrass	553
Symphyotrichum novae-angliae / New England Aster	415

NOT FOR CONSTRUCTION

vierbicher planners | engineers | advisors

Landscape Plan
Quentin Road Development
Village of Palatine

REVISIONS NO.	DATE	REMARKS
REVISIONS NO.	DATE	REMARKS

DATE 09-20-2021
DRAFTER AKAN
CHECKED SVIN/JZAM
PROJECT NO. 210032

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

27 Sep 2021 - 12:52p M:\Northpointe Development\210032_Palatine IL\CADD\210032_Landscape.dwg by: akan

NORTHPOINTE

Site and Landscape Plan

Palatine, Ill

September 27, 2021

0 20 40 80 Feet

N

Fenced Play Area

Stormwater

Proposed Apartment Building

Common Area

Proposed Apartment Building

Stormwater

N Quentin Road

Monument Sign

8' Tall Privacy Fence and Evergreen Screening

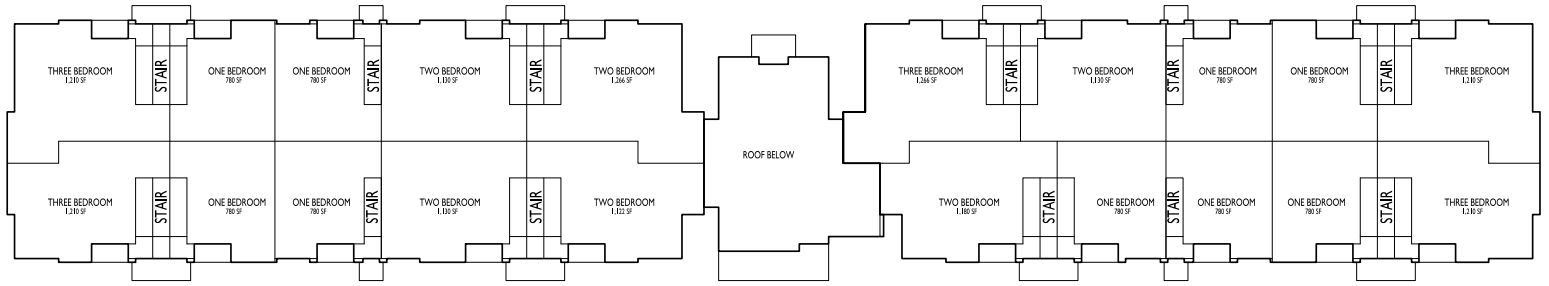
W Dundee Road

kbz kratthe bruce zeeb

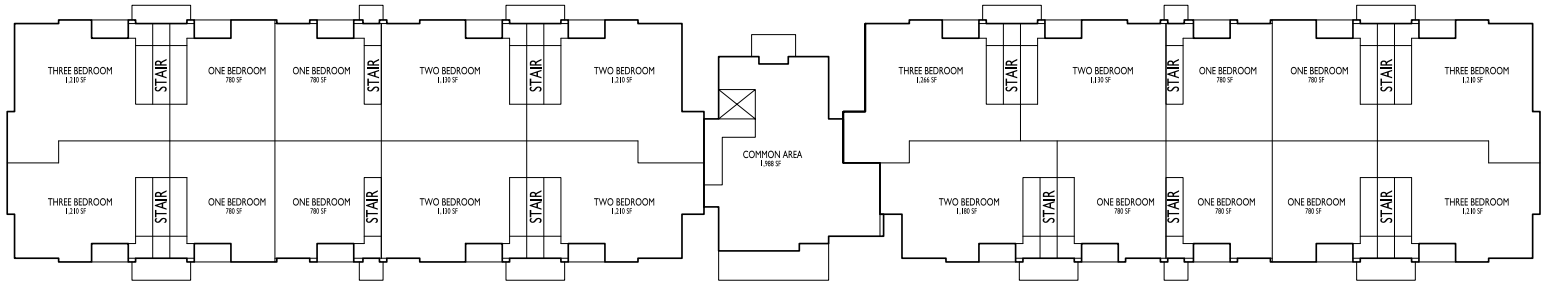
vierbicher planners | engineers | advisors

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

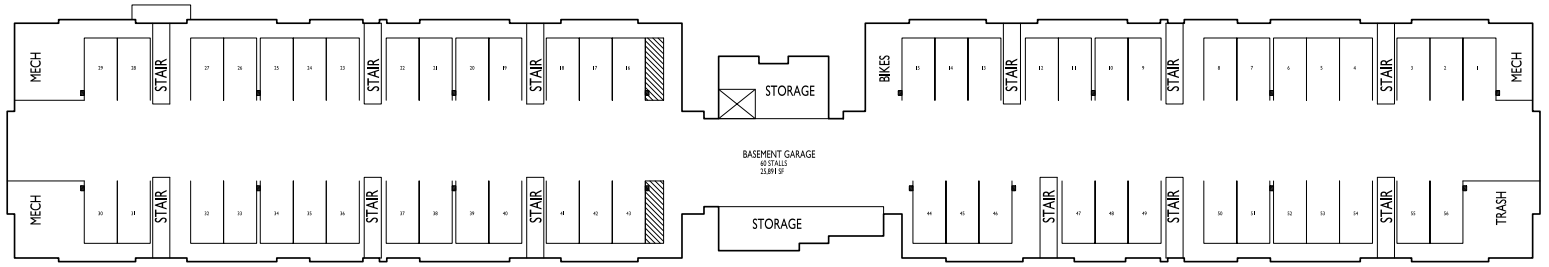


4 A-1.1 SECOND FLOOR PLAN
1/8" = 1'-0"



3 A-1.1 FIRST FLOOR PLAN
1/8" = 1'-0"

18 ONE BEDROOM UNITS
12 TWO BEDROOM UNITS
10 THREE BEDROOM UNITS
40 TOTAL UNITS



2 A-1.1 BASEMENT FLOOR PLAN
1/8" = 1'-0"

1 A-1.1 EXTERIOR ELEVATION
1/8" = 1'-0"

knothe bruce ARCHITECTS

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

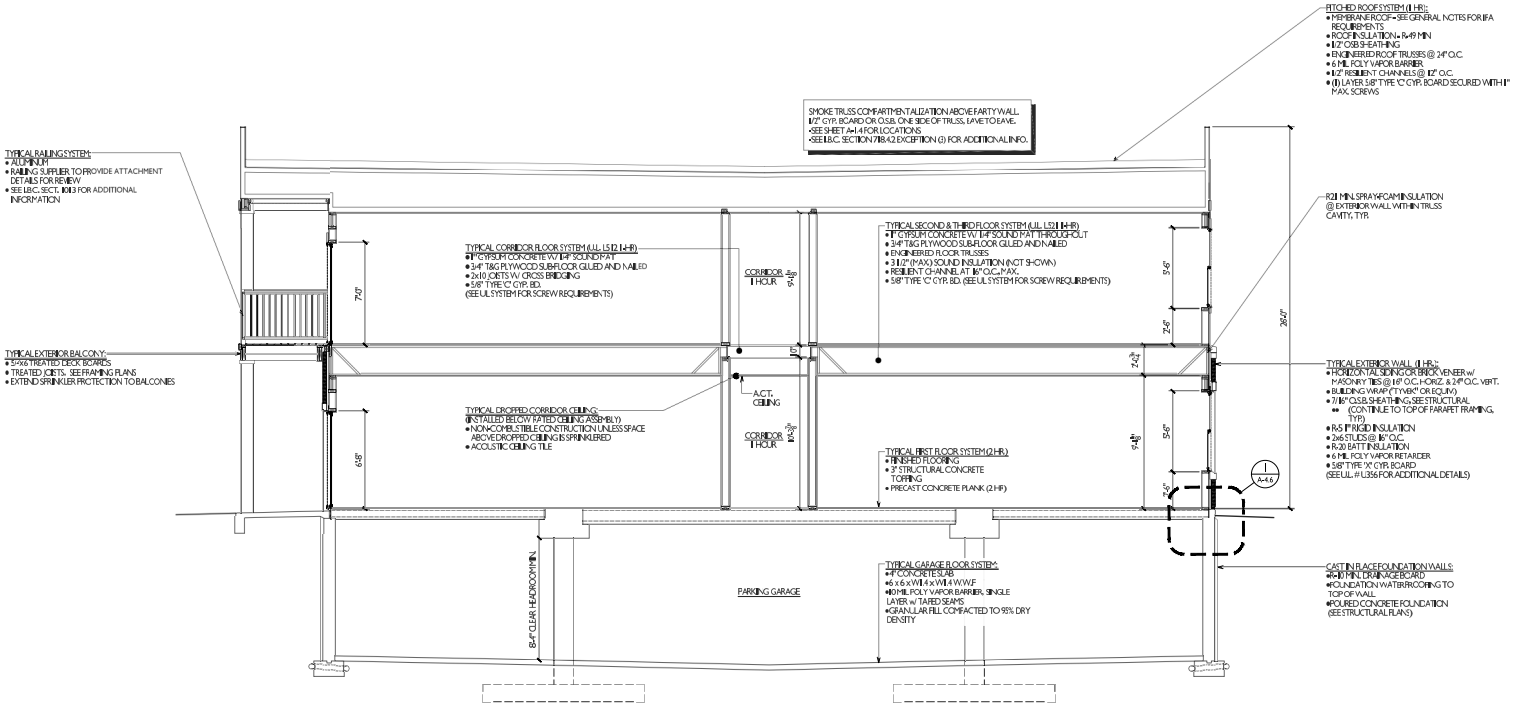
SHEET TITLE
Elevation And
Floor Plans

SHEET NUMBER
A-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)



A A-3.1 BUILDING SECTION
1/4"=1'-0"

knothe bruce ARCHITECTS

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Building Section

SHEET NUMBER
A-3.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

NORTHPOINTE
DEVELOPMENT CORPORATION

BRICK VENEER

CLOUD CERAMICS
CORONADO GRAY-MODULAR-VELOUR

1-COMPOSITE SIDING & TRIM

JAMES HARDIE
GRAY SLATE

2-COMPOSITE SIDING & TRIM

JAMES HARDIE
NAVAJO BEIGE

COMPOSITE PANEL

JAMES HARDIE
NIGHT GRAY

CAST STONE SILLS & BANDS

ROCKCAST
RIESLING

WINDOWS | DOORS
ALUMINUM RAILINGS
ALUMINUM STOREFRONT

BLACK

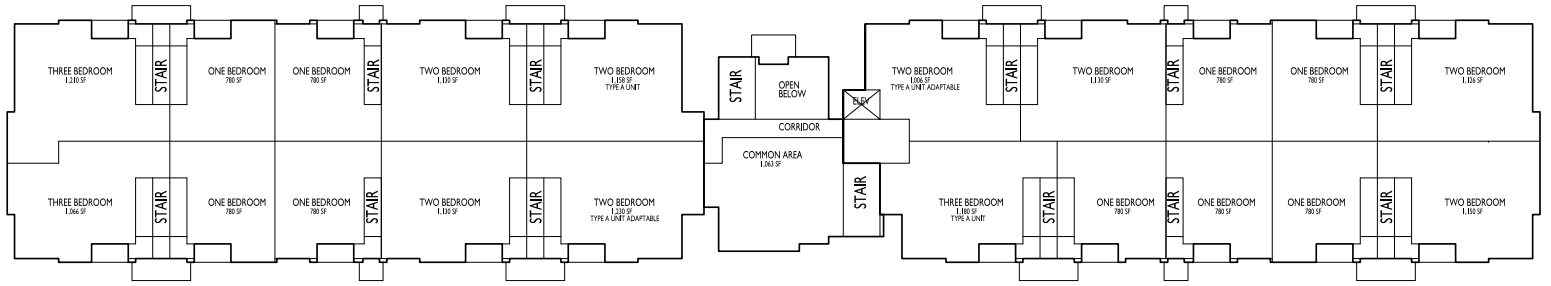
MATERIAL BOARD

NORTHPOINTE DEVELOPMENT

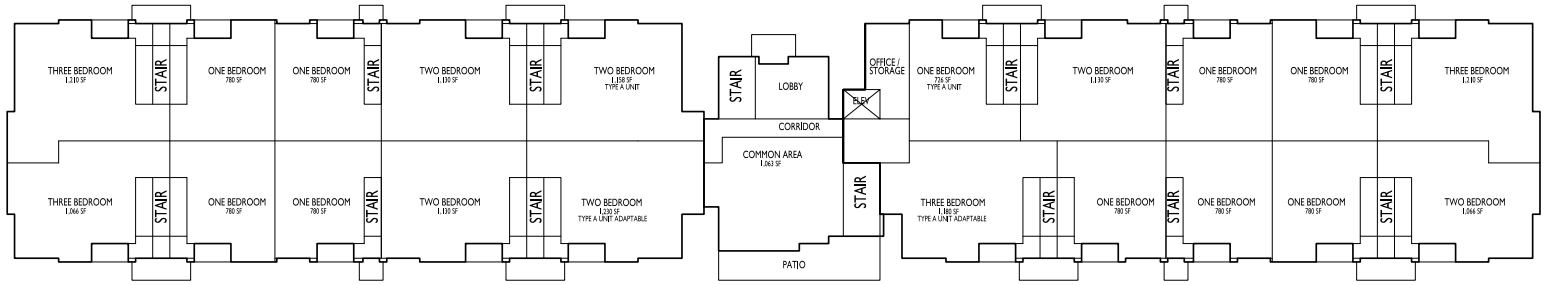
North Quentin Rd
Palatine, IL
September 27, 2021

knothe bruce

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

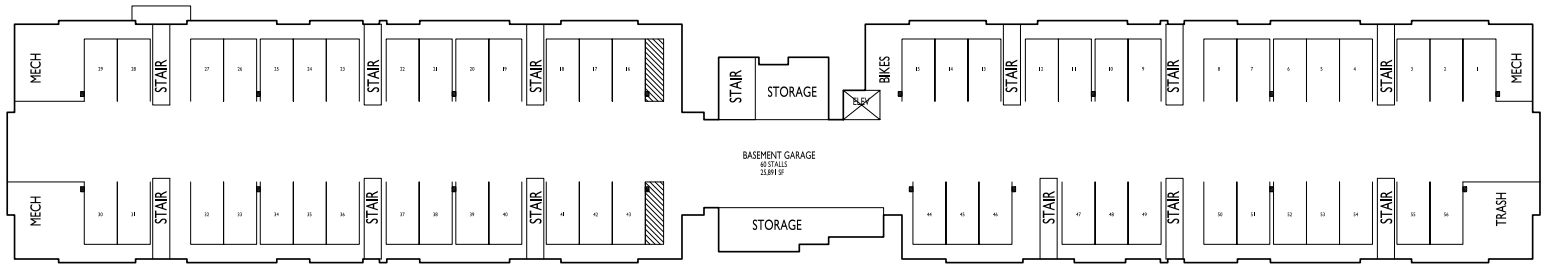


4 A-1.1 SECOND FLOOR PLAN
1/8" = 1'-0"



3 A-1.1 FIRST FLOOR PLAN
1/8" = 1'-0"

19 ONE BEDROOM UNITS
14 TWO BEDROOM UNITS
7 THREE BEDROOM UNITS
40 TOTAL UNITS



2 A-1.1 BASEMENT FLOOR PLAN
1/8" = 1'-0"

1 A-1.1 EXTERIOR ELEVATION
1/8" = 1'-0"

knothe bruce ARCHITECTS

NORTHPOINTE DEVELOPMENT CORPORATION

ISSUED
Reissued City Submittal - September 27, 2021
Reissued City Submittal - November 24, 2021

PROJECT TITLE
Palatine, IL
Site Concept

Northpointe
Development

N. Quentin Rd

SHEET TITLE
Elevation And
Floor Plans

SHEET NUMBER
A-1.1

PROJECT NO. 2133

© Knothe & Bruce Architects, LLC

Attachment: Petitioner - Revised elevation and floorplan - 11-24-21 base-A-1.1 (874-920 N. Quentin Road - Quentin apartments)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Attachment: Petitioner - Initally Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.

NORTHPOINTE
DEVELOPMENT CORPORATION

NORTHPOINTE
DEVELOPMENT CORPORATION

NORTHPOINTE
DEVELOPMENT CORPORATION

Attachment: Petitioner - Initally Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.

4.1.f

NORTHPOINTE
DEVELOPMENT CORPORATION

NORTHPOINTE
DEVELOPMENT CORPORATION

Minimum Lot Area:	
Bedroom Type	*SF/Unit*
1 Bedroom & Efficiency	2,100
2 Bedroom	2,400
3 & 4 Bedroom	5,000

Proposed Unit Mix:	
Bedroom Type	*# Units*
Efficiency	0
One-Bedroom	19
Two-Bedroom	14
Three-Bedroom	7
Total Units	40
Minimum Acreage:	2.49
Site Acreage:	2.53

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Quentin Road Apartments – Project Description

Northpointe Development ("Developer") is proposing the new construction of Quentin Road Apartments, a forty-unit Section 42 Low Income Housing Tax Credit ("LIHTC") multi-family rental housing development located on the northwest side of the City of Palatine, Illinois. More specifically, the subject site is located at 920 Quentin Road, Palatine, Illinois, 60067.

Upon completion, the proposed Quentin Road Apartments will consist of the new construction of 2, two-story buildings connected by a community room that will contain forty units of multi-family housing. Units will be marketed towards residents of all ages. Common spaces will also include a playground and fitness room.

The Developer proposes to set aside all units for residents earning 30, 50, 60, or 80 percent or less of the prevailing Cook County Area Median Income ("AMI") using an allocation of Section 42 LIHTCs from the Illinois Housing Development Authority's ("IHDA's") rental housing tax credit program.

The subject site is rectangular in shape, flat in topography, and mainly consists of grass covered land with limited trees lining the edges of the site as well as a small office building to be razed as part of the site redevelopment.

The subject site is located approximately twenty-seven miles northwest of downtown Chicago within the Village of Palatine, IL. The subject site is bordered by North Quentin Road to the east, West Poplar Street to the north, and single-family uses to the west and south. The general area surrounding the subject site is made up primarily of single-family and multi-family residential uses, both rental and owner-occupied. Areas to the south are also made up of a limited amount of commercial development around the intersection of North Quentin Road and West Northwest Highway.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

VILLAGE OF PALATINE

PRELIMINARY PLANNED DEVELOPMENT

Department of Planning & Zoning
200 E. Wood Street · Palatine, IL · 60067-5339
Telephone: (847) 359-9047 · Fax (847) 963-6247
www.palatine.il.us

Office Use Only		
	Project Planner	Zoning Case #
	Filing Fee	Notification Deadline
	PC Public Hearing Date	Village Council Date

date received

PLEASE TYPE OR PRINT IN INK:

1. Name of Petitioner(s): Andy Dumke

2. Authorized Agent of Petitioner (if different):

   Name: _____

   Address: _____

   Telephone No. _____ Business No. _____

   Email: _____

   Relationship to Petitioner: _____

3. Property Interest of Petitioner(s): Owner/Developer
   Owner, Lessee, Contract Purchaser, etc.

4. Address of the property for which this application is being filed:

   874-920 Quentin Road

5. All existing land use(s) on the property are:

6. Current zoning of property: PD Size of the property: Approx 2.5 acres

7. Briefly describe the proposed Planned Development with regards to types of uses proposed, number and types of units, development mix, amenities to be provided, etc.:

New construction apartment building will consist of 40 affordable apartment units consisting of one-, two-, and three-bedroom units that will be affordable to individuals and families with a range of income levels from 30% AMI to 80% AMI.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

8. Describe any Variations from the Village Ordinances which would be required if the proposed Planned Development ere to be developed as a traditionally zoned project (if any):

9. The attached Checklist of Documents outlines all required submittals before a project may be scheduled for the required public hearing before the Plan Commission. All required documents must be submitted with this Petition.

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

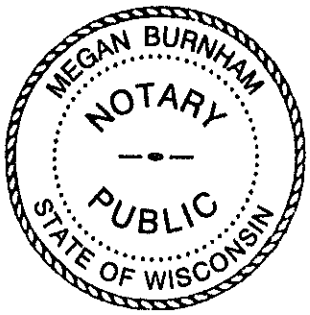
10. The petitioner's signature below indicates that the information contained in this application and on any accompanying documents is true and correct to the best of his/her knowledge.

Signature: _____ Date: 11/10/21

State of Illinois

County of Cook

This instrument was acknowledged before me on November 10, 2021 by Andy Dumke.



Megan Burnham

Notary Public

(Seal)

Attachment: Plan Commission materials (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Ben Vyverberg

Subject: FW: Quentin Apartments Development

From: Samuel Dixon <>
Sent: Thursday, December 16, 2021 7:42 PM
To: Brad Helms <BHelms@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Reid Ottesen <ROttesen@palatine.il.us>
Subject: Quentin Apartments Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good evening,

I am a current Palatine resident living in the Deer Run community. I am urging the Palatine Village Board to approve the Quentin Apartments Development. 874-920 Quentin has been an eye sore in the community for over 10 years. The development is attractive and will serve the community well. Given the commercial properties on the corner of NW Hwy and Quentin and the Clayson Apartments directly to the north, the two-story, forty unit building is quite appropriate for that location. It also provides affordable housing that the Palatine community desperately needs.

Please support the Quentin Apartments Development, and I hope you have a Merry Christmas.

Regards,

--
Sam Dixon

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

PETITIONER'S EXHIBIT

12

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road

From: Patricia Diaz <>
Sent: Tuesday, October 19, 2021 10:55 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: 874-920 N Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverber,

I am a resident of Palatine. I am writing to you today to express my support for the economically inclusive housing development proposed by Northpoint
Development located at 874-920 N Quentin Road, Palatine, IL.

Economically inclusive housing is vital to the stability of Palatine. The lack of reasonably priced housing negatively impacts Seniors, the Disabled, Blue Collar workers, recent college graduates, and minimum wage employees, as well as others. As a senior citizen, I too am impacted. Zoning discrimination is alive and well if not on the rise.

Having attended the last public meeting regarding this proposal, I was appalled by the exclusionary and hostile attitudes I encountered. Apparently, Palatine
likes to keep moderate income workers behind the counter and cash registers, and in their bars/restaurants, but not include working class people as neighbors. I was disgusted. The suggestion that reasonably priced housing will bring in crime was particularly abhorrent. Palatine has been accused of mis-managing the construction of numerous clustered apartment complexes in the North East Section of the township. I have read many, many complaints from citizens of Palatine who fear Palatine will again make the mistakes of the past and then do nothing to correct it. Such as, pressure on the owners of those complexes to keep them up etc. There is so much blight in Palatine, as well as vacant buildings you need to be doing something about it. But instead you engage a firm to propose
the widening of Palatine Road. Get the priorities in order. It's people, unless you plan to round up all of us old, disabled and less fortunate citizens and throw
us out of town. Because that is exactly what you are doing. The citizens have lost trust in the township to do the plan properly, and therefore they blankedly oppose reasonably priced housing developments.

I have talked to my Palatine neighbors who are also negatively affected by the lack of reasonably priced housing. Fully employed individuals earning $50,000/yr
are living with family members because they are unable to locate an affordable, safe place to live in Palatine. We don't need another gas station, 7-11, pizza parlor or hair salon. We need reasonably priced housing.

Thank you for your time.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Sincerely,

Patricia Diaz
322 N Brockway St
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Approve Affordable Housing Project on Quentin

From: Jim Schwantz <JSchwantz@palatine.il.us>
Sent: Saturday, October 16, 2021 9:11 AM
To: Maria Galo - Ben Vyverberg <BVyverberg@palatine.il.us>; Michael Jacobs <MJacobs@palatine.il.us>
Subject: Re: Approve Affordable Housing Project on Quentin

Maria,

Thank you for your email. I have copied staff on this response so that they can keep make this part of the official record

JS

On Oct 15, 2021 9:52 PM, Maria Galo <wrote:

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mayor Jim Schwantz,

Please approve the proposed affordable housing development at 874-920 N. Quentin Road. Years ago, an older neighbor of mine lost his home. A development like this would have helped him live his older years in dignity. I am speaking up now, for his memory, and for other residents like him.

I've lived on Cedar Street since 1996. Steve was a long-time neighbor who grew up in the house where he lived. In middle age he had moved back home to care for his mother. After she died, he worked as a delivery driver for many years, but a heart attack caused him to lose his job. Despite working many jobs after his recovery, he could not maintain the level of income he needed, and he had to sell his home. I ran into him just before he moved, and he told me he needed to move out in three weeks, but he had no idea where to go. This was a heartbreaking situation. Palatine should have affordable housing for people like my neighbor Steve.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

I attended the July 20 Plan Commission hearing where a previous Quentin Road affordable housing plan was rejected amid a great deal of negative opinion from people living near the project. Northpointe Development has submitted a new plan to the Village that addresses the objections. The developers cut the number of units by 30 percent to 40 units of mixed income housing. The property now will have 10 three-bedroom units, 12 two-bedroom units, and 18 one-bedroom units, among many other changes in response to the July feedback.

The higher number of one-bedroom units tells me that they expect these units to be used for seniors. Local seniors, like my former neighbor Steve, need this type of housing. Please approve this project. Palatine residents should have the security of knowing they have the option of staying in Palatine even if their fortunes change for the worse.

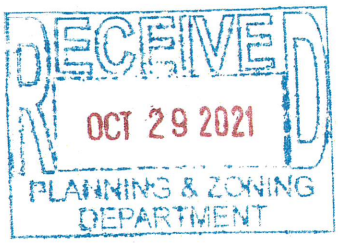
Sincerely,

--

--
Maria Galo
she/her/hers
cell:

"You must do the things you think you cannot do."
--Eleanor Roosevelt

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit



Mr. Ben Vyverberg
Director of Planning and Zoning
200 E. Wood St
Palatine, IL 60067

Dear Mr. Vyverberg,

I am writing to ask you to vote in favor of the proposed affordable housing development at 874-920 N. Quentin Rd.

This housing plan is greatly needed in our community for many reasons. I have seen, through a close friend's experience with needing an affordable place to live, what a difference this has made in his life for his independent living. Palatine has been my home for 45 years and I see the need for opening up opportunities in our community for housing accommodations for those of lesser means who sincerely want to better their quality of life.

Thank you for your service to our Palatine Village and for your consideration of this important issue.

Sincerely,

Venus Gintowt

Venus Gintowt
1317 Virginia Drive
Palatine, IL 60074

October 27, 2021

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

October 18, 2021

Mr. Ben Vyverberg
Director of Planning and Zoning
Palatine Village Hall
200 E Wood Street
Palatine, IL 60067

Re: Support for Northpointe Development proposed affordable housing in Palatine

Mr. Vyverberg:

I am writing to you to voice my general support of affordable housing developments in our community, and specifically in support of the one planned for 874-920 N Quentin Road in Palatine.

Restaurants and retail businesses in the northwest suburbs are increasingly finding it difficult to attract and retain employees. Part of the problem is related to low wages and the lack of benefits: But an even larger issue is the lack of affordable housing in this area. The cost of housing has increased exponentially over the years, while wages have remained largely stagnant.

If we want to fill available entry-level jobs in our community, we must be able to provide those workers with an affordable place to live. It is not realistic to expect that someone making $18 per hour ($2,500 per month, full time, before taxes) will be able to afford the current average rent of $1,200/month per person in this community. And for those workers with families, the financial realities are even more dire.

Please assess the value of this project on facts and research, which show the value that local affordable housing will bring to our community.

Sincerely,

Lisa R Williams

Lisa R. Williams
19 S Linden Ave, Palatine IL
[redacted]

Cc: Mr. Brad Helms, District 6 Illinois Representative
Mr. Reed Ottesen, Palatine Village Manager
Mr. Jim Schwantz, Palatine Village Mayor

Ben Vyverberg

Subject: FW: Affordable housing

From: Vicki Martin
Sent: Monday, October 25, 2021 11:32 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Affordable housing

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverberg,

For many years, you and your predecessors have given generously of your time and talent to make Palatine a wonderful place to live. Our city is beautiful and safe. The schools and parks make Palatine a mecca for families. We have easy access to transportation, plenty of shopping alternatives, and an array of community activities that give us much to be proud of.

Unfortunately, due to many factors, including decisions made in the past, Palatine is also lacking in housing that many of our neighbors can afford. Think of the people you know—your children who are recent graduates, or have an entry level job. Consider your parents who are now on a fixed income. What about your sister who is recently divorced and has been out of the work force for years while raising her three kids-all of whom attend Palatine Schools? All of these people, and many others like them who have lived for years in Palatine all are struggling to remain here in our village due to the high price of housing. Rent and property taxes have all increased in recent years, while many wages have not.

The rule of thumb has always been that your rent or mortgage should not exceed one third of your income. Rents and home prices in our area have far exceeded that guideline for many people, forcing members of our community to struggle to remain here and still make ends meet. These people work at our schools, our grocery stores, hospitals and many institutions that serve all of us every day.

As Co-Presidents of the League of Women Voters of the Palatine Area, we urge you to approve the revised plan for Northpointe Development's mixed income development on Quentin Road. This would not only be helpful for contributing members of our community; it would be one more reason to be proud of the Village of Palatine.

Sincerely,
Vicki Martin and Kim Inman
Co Presidents, League of Women Voters of the Palatine Area

Vicki Martin

Co-President

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Mixed-Income Development

From: Cindy Wojdyla
Sent: Tuesday, November 2, 2021 12:07 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: Mixed-Income Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good Morning!
I am writing to show my support for the proposed affordable housing development at 874-920 N Quentin Road. I understand the new proposal also addresses all of the other design recommendations made by the Village.

We have lived in Palatine for almost 30 years, we raised our three children, all attending Palatine schools and thriving. We welcome the opportunity to provide affordable housing to all!

In support! :)
Cynthia Wojdyla
112 E. Garden Ave.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

October 21, 2021

Ben Vyverberg, Director of Planning and Zoning
200 E Wood St
Palatine, IL 60067

Dear Mr. Vyverberg,

I am writing to request your support for the recently resubmitted affordable housing project for Quentin Road in Palatine.

The Quentin Road development proposed by Northpointe is good for Palatine residents. You are undoubted aware that some 30% of working and fixed-income Palatine residents struggle with the cost of housing, spending 30% or more of their incomes to keep a roof over their heads. The moderate size of the development along with the wide range of family incomes it targets should make it a model for future projects in Palatine. And, the project stands to help so many more residents than those who have voiced opposition to it.

You will recall that the Department of Planning and Zoning recommended against the original proposal because of density and other design issues. As a result, the Plan Commission voted the project down during their July 20th meeting.

Prior to resubmitting its recently revised proposal, Northpointe Development coordinated two meetings with neighbors (one in person and one on Zoom), both of which I attended out of interest in the project. Despite some continued opposition, neighbors voiced a number of very strong, practical solutions that would address their concerns. To my knowledge, Northpointe has accommodated nearly every recommendation. For example, they reduced the proposed density of the development by 30% to 40 units, reduced the building from 3 to 2 stories, and removed balconies from the rear of the building. They are also agreeing to add 80+ trees along the fenced property line – all to create the separation and privacy the neighborhood residents sought.

The new proposal also addresses other design recommendations made by the Village.

I am aware that the original project was met with strong opposition from many of the nearby neighbors. Some of their objections were valid, others were simply based on unfounded notions about affordable housing. Valid objections are fixable, and have been fixed in the new proposal. The unfounded objections should have no impact on the Village's decision.

I ask for your approval of the Quentin Road project.

Respectfully,

Kathy Cortez
141 S Fremont St Palatine, IL 60067

cc: Palatine Plan Commission; Greg Solberg, Councilman

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road Property

From: ANNETTE PACIGA <>
Sent: Saturday, November 27, 2021 1:10 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: 874-920 N. Quentin Road Property

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

We would like to state our objection to the proposal to build a 40 or 45 unit apartment building on this property.

The revised proposal submitted by the developer still does not adequately address several major issues related to this project including, but not limited to density, parking, traffic and safety.

These issues were extensively discussed at the last building commission meeting. The revised proposal does not significantly impact these issues despite a small reduction in the number of units and possibly changing from a 3 story structure to a 2 story one. The land is not large enough to incorporate the needs of this number of units/occupants. There is not adequate green space and safe entrance/egress from the property.

We attended the presentation at the planning meeting and, although the developer provided information relative to parking for residents (which barely meets the minimal standards), visitor parking presents additional challenges for the community and the residents. There will be a significant need for visitor parking on a regular basis. This need will increase significantly during celebratory events (birthdays, graduations, BBQs, holidays, etc.). Where will these vehicles park? I doubt the retailers in the shopping area on the other side of Quentin will welcome non-customers in their lot. Additionally, there is a significant safety issue if visitors do use that lot and need to cross busy Quentin Rd., especially at night and with children.
Traffic and speed limit on Quentin Ave was also discussed at the last commission meeting. These are very real issues that have not been adequately addressed. The speed limit on Quentin is often exceeded and the parking entrance/egress on Poplar will cause significant back ups on Quentin as both community and apartment residents use Poplar Street to get to their homes. It will be difficult (and unsafe) to make a left turn on to Quentin from Poplar with increased traffic turning into Poplar from both directions on Quentin. Increased vehicular traffic from the complex will significantly impact traffic on Franklin and Maple as drivers seek to avoid the traffic back up and traffic lights on Quentin to access Northwest Highway.

John and Annette Paciga
867 N Maple Ave
Palatine, Il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Preliminary Planned Development: 874-920 N. Quentin Rd

From: LORENE HARDER <l>
Sent: Friday, November 26, 2021 12:47 PM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Re: Preliminary Planned Development: 874-920 N. Quentin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good morning Ben, Jim and Tim,
My name is Lorene Harder and I live at 872 N. Maple Ave, Palatine.

I am writing as my husband Jim and I are concerned about the Preliminary Planned Development to construct a new 2-story 40 unit apartment building at 874-920 N. Quentin Road in Palatine. We are very much against this proposal.

Poplar Street is a very quiet side street and I am VERY concerned about the additional traffic it will bring to our neighborhood. Basically, I feel it will change the nice quite neighborhood we had when we initially purchased our townhouse due to the added traffic. Additionally, the density of 40 units on a plot of land that is most likely 2 acres or less is not a good thing for the neighborhood.

I'd appreciate if you would consider our concerns and reject this proposal.

If you need any additional information from me, please let me know.

Thank you all very much, I appreciate your consideration. Take care.

Lorene and Jim Harder
872 N. Maple Ave

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

November 27, 2021

Mr. Dennis Dwyer and Mr. Ben Vyverberg
Village of Palatine Plan Commission

RE: Public Notice ID 1295

Mr. Dwyer, Mr. Vyverberg and Plan Commission Members:

We live at 856 N Maple Ave and have lived here for nearly seven (7) years. We purchased this home because of the low population density and the low volume of traffic on Maple Ave. We have 3 grandsons that live with us along with their dad. Because of the low volume of traffic on Maple Ave, our grandsons have been able to play safely along the sidewalks and up and down the street.

We are strongly opposed to the Planned Development of the 2-story, 40-unit apartment building on the 874-920 N. Quentin Road property. This development will greatly increase the traffic along W Poplar St. onto Maple Ave. because residents of the apartment will use Maple Ave as a short-cut to Northwest Highway, both coming and going from the apartments. Over the years we have owned two properties, located in other cities, where city officials have dis-regarded the concerns of local residents and approved developments that turned a once quite, low volume streets into busy unsafe streets and caused property values to fall.

We urge you not to approve this apartment development at 874-920 Quentin Road.

Thank you for listening to our concerns.

Sincerely,

Tom Piazza
Melody Piazza
David Piazza
856 Maple Ave
Palatine, IL
[redacted]

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Opposition to Planned Development for 874-920 N Quentin Rd

From: Ken Kramer <>
Sent: Monday, November 29, 2021 9:35 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: Opposition to Planned Development for 874-920 N Quentin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Gentlemen,

I am writing to record my strong opposition to the proposed plan for this property. I have lived in Palatine since 1969 when Quentin Rd was a two lane country road. Now it is a route 53 by-pass which is enough of a problem for those of us that live on Quentin and now have to put with the possibility of another multi-unit over populated piece of property. My, wife, son and daughter in law along with three granddaughters live 24 hrs a day with the extreme amount of noise generated by a 430 unit apartment complex directly across the street from our home. Starting a 5AM most mornings the steady stream of cars leaving the southern exit of the complex we live across from begins. Many of the vehicles have illegally modified or faulty exhaust systems that are so loud the whole household is awakened by them, including my 2 year old granddaughter who's room along with mine are on Quentin road. I have complained to police department and was told there is nothing "we"can do about it by Sgt Bratcher several years ago. He suggested that I sit in front yard and get license plate numbers of vehicles…really? The police can't have a patrol car sit out in front of the complex on Bayer or Poplar St and listen for loud vehicles? I have seen patrol cars skiing in he exit checking for Palaine vehicle stickers, so why can't the police spend a couple hours a week doing the same for noisy, illegal autos?
Over a week ago I took a picture of one particularly loud Honda Accord along with the exhaust pipe hanging out the rear and the license plate; I have yet to receive a response to my email to the area commander to my email. Could it be because the vehicle is not registered to an address across the street? If so, go find he vehicle in the complex and ticket it for no village vehicle license at least
Now add in 3 garbage pickups a week that usually take place between 6-6:15 Am with a dumpster directly across the street from our bedrooms. I have complained to village about that and was told, there's nothing "we" can do about it because apparently it is lawful to wake residents at 6am banging dumpsters around to empty them. Many times the driver has shake and bounce the LARGE dumpster creating the sound like someone banging on the side with 16 lb sledge hammer with all their might. This includes Saturday mornings. Often times these dumpsters are overflowing and garbage consistently blows out the uncovered dumpsters into my yard. I have repeatedly filed complaints with the village about all to no avail other than a short resolution enacted by the property manager until the heat blows over and the pattern repeats
Then there is steady of stream of cars going in and out all day and night. I have lived in this home for 21 years and when you see the same car going in and repeatedly on the same day one can assume it has something to do with drug dealing.
Then there's 4th of July when the fireworks start 3 days ahead of the holiday until 2am in the morning sometimes. One time we had fireworks land on the roof of our home and a car parked in our driveway, which we called the police and complex manager about that pleasant issue that thankfully did end with our house or

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

car catching fire. Add in the numerous police and fire calls at all hours especially during the summer and we live in the noisiest neighborhood in Palatine that will only be made worse with 40 more units, 90 more cars, and 100 more people on the opposite corner of my home. My family will essentially be living between 1500-2000 people on what will be the noisiest, busiest 300 ft strip of roadway in what is supposed to be a neighborhood of single family residences. Adding 40 units to 6 "lots" that now would be 6 homes is simply not in keeping with the character of the neighborhood. We all pay some of the highest property taxes in Palatine and we have the least desirable location due to constant noise created by an already overused roadway. Adding another apartment complex to this area will only further destroy our already poor quality of life in he once quiet neighborhood on Quentin Rd. We all understand the property owner wants to sell his property and capitalize on his investment, but that will not and should not be at the expensive of quality of life to the surrounding neighbors.
60 years ago that property was unincorporated on the outskirts of town on rarely traveled country road. That is no longer the case with this neighborhood of highly taxed and residential neighborhood. We all take risk investing sometimes they pay off more often hey don't and it NOT the responsibility of the village or its residents on Quentin Rd to bail the property owner out. We all know he village needs revenue but this development is not the best answer for that need or the needs of the residents on Quentin Rd. All of us respectfully ask that you carefully consider how your decision will affect our lives and rule against this development.

Respectfully

Ken Kramer
949 N Quentin rd

--
Ken Kramer

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road Development 874-920 N. Quentin Rd

From: John R Novak <>
Sent: Tuesday, November 30, 2021 11:05 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: Quentin Road Development 874-920 N. Quentin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Gentlemen:

I am writing on behalf of the Dagan Park Estates Townhome Association, 24 homes bounded on the east by Franklin, the west by Maple, located between Poplar and Northwest Highway. We are happy to see that the developer (Northpointe) listened to the Plan Commission members, the Department of Planning and Zoning staff, and the community owners and members. Coming back with a modified plan is encouraging. However, there are still elements in the proposed plan that do not address Village, community, resident and neighborhood concerns.

We are happy to see that the developer is:

- Reducing the number of units to 40 and the height of the building from 3 to 2 stories.
- Reducing the number of parking spots from 120 to 80.
- Reducing the density from 22.9 units per acre to 16 units per acre.

However, the developer ignores and in no way addresses the additional concerns as follows:

- Exceeds the Village's historic density standard of units per acre. Though the density is reduced from 22.9 units per acre to 16 units per acre (40 units), this is still twice the density of the Village average of 7 to 8 units per acre. Just because there are other older exceptions within the Village, where density is closer to this number (Clayson at 15.7), this should not automatically mean that 16 units per acre is now the standard, and automatically acceptable. Starting from the "exception" is not the proper nor logical way to approach this. Start with the Village historic average of 7 to 8 units per acre and then work with the Village and community to determine the appetite for an exception to this starting point.
- Does not address the increased traffic issues on Franklin, Maple, Poplar and Quentin that this development will bring.
- Does not address a "slow down" lane on Quentin, a 40 mph road, where most traffic generally exceeds this speed in the 5 - 10 mph range.
- Does not address the ambulatory impact to community members walking in the neighborhood, along Franklin, Maple, Poplar and Quentin, many portions of which lack sidewalks. The new development will add additional pedestrian traffic and needs.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Does not address the lack of nearby basic services for the proposed development, especially for potential residents without access to transportation. This lack of basic services includes: no grocery stores, no banks, no public amenities (parks, library, etc.) and most importantly, lack of public transportation.
- Does not address the increase in light and noise pollution such a development would bring to the neighborhood.

It appears that the developer listened to those points they wanted to hear, and ignored those they cannot or are unwilling to address. If the developer is truly interested in a plan that would more closely meet all party's needs, there should be a true listening and planning group, comprised of the owners included in the original group, as well as other nearby owners and community members and leaders, with the goal of coming up with a plan that addresses significantly more points than the current plan addresses.

Sincerely

John R. Novak

Board President, Dagan Park Estates Townhome Association

Virus-free. www.avast.com

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874 - 920 N Quentin Rd Development

From: Stephen Thompson <>
Sent: Tuesday, November 30, 2021 12:06 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: 874 - 920 N Quentin Rd Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

My. Vyverberg,

We are writing to express my strong concern and opposition to the proposed development on 874-920 N Quentin Road.

Having been a resident of this community for some time now, the concerns previously voiced regarding the prior proposal for this same development, still remain - mainly those of density and traffic.

Stephen and Terri Thompson
874 W Goodrich Pl
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Preliminary Planned Development to permit a 2-Story, 40-unit apartment building - 874-920 N. Quintin Road

From: John <>
Sent: Wednesday, December 1, 2021 12:09 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: Preliminary Planned Development to permit a 2-Story, 40-unit apartment building - 874-920 N. Quintin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Village of Palatine Planning Commission Members,

We own a home on Franklin Avenue, north of Northwest Hwy. We are opposed to the proposed Northpointe development known as 874-920 N. Quintin Road. The reasons for this opposition are as follows:

1. Exceeds the village historic density standard of 7 to 8 units per acre. The proposed development of 40 units is more than twice the historic village standard.

2. Increases traffic on Franklin, Popular, Maple and Quentin. The residents that have homes on Franklin Ave will experience noise pollution problems 24 X 7.

3. Creates a high risk of traffic accidents on Quentin because of the hill crests just south of Popular Street. Vehicles traveling at north on Quentin will not slow down and they will have trouble seeing vehicles leaving or entering the facility. This accident risk will increase during poor weather conditions.

4. No assurance that the 40 units will not have more occupants than the units are designed to accommodate.

The property **should not** be rezoned for this proposed developer. There are many other sites that are better suited for this type of development which are closer to basic services such as grocery stores, health care, public transportation.

John and Cher Erickson

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg
Director
Village of Palatine
200 W Wood Street
Palatine, IL 60067

1 December 2021

Dear Mr. Vyverberg:

We are writing to express our great concern with the current proposal to develop 920/874 N. Quentin, as a two-story, multifamily residential development with 40 units. We have visited the Village in order to view the plan under consideration.

The homes on Franklin and Maple, including our own, are in a small section of longstanding single-family properties on large, near half-acre lots, with a rural and private feel. We strongly oppose the proposed development plan, which would negatively impact our property and the neighborhood.

Negative impact on our property

- **Density**: the proposed development, with a minimal 20-foot setback, would be up to 7 times the resident and household density of some 13 residents and six households that reside in the single-family properties that face it, including our own.
- **Privacy**: the proposed 2-story building would have a significantly taller elevation due to an underground parking garage and its location uphill from our property to the east of our home with multiple apartments facing our backyards and our balcony from our master bedroom. The development would remove the well-established trees on the parcel which currently provide a wall of green behind our home. No privacy fence nor evergreen screening could restore the privacy we will lose for our home and our backyard due to the size and elevation of this building on an already elevated parcel.
- **Noise**: the proposed building will have 38 surface parking stalls and 56 underground. All of the vehicles parked underground and the majority of the vehicles using the surface parking, including visitors, will be entering and exiting the complex directly behind our home at all hours, activating/deactivating car alarms as they come and go. The traffic of 94 vehicles and presence of approximately 100 residents and their visitors would guarantee noise, activity, and disturbance emanating from this large development that would be entirely disproportionate to the neighborhood and six single-family homes behind it.
- **Light Pollution**: the proposed building will require lighting in the surface parking lot; in the winter, this will mean continual light pollution as there is nothing to stop these lights from shining directly into our home and backyard.
- **Character of our home**: we purchased a home on a large, near half-acre lot. A highly-visible "downtown" apartment building, large surface parking lot, and access road behind our home will alter the character of our lot. The size and height of this apartment building have no place behind single family homes.

Negative effects on our neighborhood

- **Pedestrian and Vehicle Traffic:** We currently share our streets with the townhome developments to our north and south, and their residents add to the pedestrian traffic on our street, as Quentin and NW Highway are not pedestrian friendly. There are no sidewalks in our neighborhood. This development would result in up to 90 additional vehicles using Franklin and Maple as a thruway and would make both existing and additional pedestrian use of the neighborhood unsafe. It would further complicate and cause safety concerns for resident vehicles exiting the area, with Poplar an already-hazardous exit north onto Quentin, as is the exit from Franklin east onto NW Highway.
- **Character of the Neighborhood**: The apartment building itself has no place backing to a single-family area on large half acre lots. The land, previously home to a garden nursery, would be covered in its near entirety by the building and surface parking. The plan includes little landscaping or green space. This development, as currently conceived, is too big, and belongs in a downtown area of Palatine.

We urge the Village to reject this proposal. Its approval would undisputedly result in the loss of our quality of life, privacy, and use of our home.

We look forward to supporting the Village's approval of a significantly scaled-back project, ideally one for the senior population. Any project selected should respect the density, size, and elevation of this development with regard to the surrounding housing, the greenery and character of the neighborhood, and the limitations of its infrastructure. It should also demonstrate much more clearly the developer's commitment to and professional pride in being allowed the opportunity to partner with the Village and its residents to build property within our community.

Sincerely,

Sarah Murphy and Schalk van der Walt
925 N Franklin Ave
Palatine, IL 60067

CC Ben Vyverberg, Head of Zoning at Village of Palatine; Jim Schwantz, Mayor; Tim Millar, District 1 Councilmember; Scott Lamerand, District 2 Councilmember; Doug Myslinski, District 3 Councilmember; Greg Solberg, District 4 Councilmember; Kollin Kozlowski, District 5 Councilmember; Brad Helms, District 6 Councilmember

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road Planned Development

From: <>
Sent: Wednesday, December 1, 2021 5:14 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: 874-920 N. Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To: J Schwantz, T. Miller, B Vyverberg

From: Joseph Marelli

RE: 874-920 N. Quentin Road Planned Development

Good day all

I am writing regarding the above subject development. I want to go on record of being against this development. While I commend the investor group for wanting to support a low income housing option in the community, given my past experience with housing of this nature I have to come forward against the project in this location.

Kind regards,

Joe Marelli
Glenview Ct.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 58 Unit Planned Housing Development at Poplar and Quinten

From: Magoncia <>
Sent: Wednesday, December 1, 2021 6:10 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: Katie Rivard <KRivard@palatine.il.us>; bvyverbery@palatine.il.us; jschawntz@palatine.il.us; tmiller@palatine.il.us; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; abetterpalatine@gmail.com
Subject: Re: 58 Unit Planned Housing Development at Poplar and Quinten

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Download Attachment
Available until Dec 31, 2021

Board members I am writing on belay of my husband and my self, Larry and Christine Magoncia. I, Christine is the treasure of the Erin's Glen Townhome Association. I am also writing on behalf of our association. First I am sending this letter individually because I have included the adjacent creek and the proposed project. I also have included a practical example of the traffic issues the some 90 cars this project will exacerbate.

1. The video of the creek shows during a rain event how high and fast the water flows. These videos are taken off Franklin Ave properly then off Quentin in between Kinder Kate and the Nutrition center. I hope all of you see the reality we live daily. We hope the creek stays shallow and no one falls in because it is hidden from them street.

2. The second picture is at the cross walk at Quentin and northwest hwy. Just one snap shop shows you how cars stop in the crosswalk. I am an epileptic with a service dog. When we walk we are very visible and I still have almost been hit by drivers rushing to make free right turns.

Last meeting it was stated most residents would have cars, I would certainly expect that given the amount of parking allowed. Adding traffic to this intersection will make even more dangerous for pedestrians like me whom have no choice but to walk. Not to mention the cars exiting north on Quentin will create confused and erratic driving. Do all the traffic studies you want. I walk in all directions and all ready see near misses from Popular.

Finally, please keep in mind while a complex is noble, however, is it to put it i our neighborhood? This plan commission was formed to respect both the environment of Palatine and respect its citizens objection's when they believe the actions of their commissions are misguided.

Click to Download
Video.MOV
0 bytes

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Click to Download

Video_1.MOV
0 bytes

Thank you for time.
Christine Magoncia
Sent from my iPhone

On Jul 14, 2021, at 4:26 PM, Christine Magoncia <magoncia@comcast.net> wrote:

Council Members and Palatine Residents:

My name is Christine Magoncia. I am the Treasurer of
ERIN'S GLEN TOWN HOME ASSOCIATION; I have been asked to speak for our association. We are collectively AGAINST the planned housing unit of 58 units at the corner of Poplar and Quentin.

was malled to death as well as the possible permanent injuries she might have.

Finally, this planned development will do nothing for improving our neighborhood, traffic, local economy or shops

Thank you for considering our position.
Erins Glen Townhome Association
Christine Magoncia

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road Planned Development

From: Julie <>
Sent: Wednesday, December 1, 2021 8:00 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: 874-920 N Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Plan Commission and Village Council Members:

My husband and I are opposed to the planned development on Quentin Road. We feel the 2 story, 40 unit apartment building is too big for the space and have density concerns. Currently, there are 6 single family homes on the same acreage of land behind the development. For every one home you are adding 6 families. Putting a large, high density building next to homes on half acre lots does not match the rural aesthetics of the neighborhood and looks like patchwork.

Additionally, we have traffic and safety concerns for the entire neighborhood with the increased foot traffic in our neighborhood and Quentin road traffic for 90 cars. Franklin and Maple Ave are already cut through streets, this will create additional cut through traffic. Both of these streets are on steep inclines more prone to accidents and we do not have sidewalks.

We live directly behind the planned development and spend a majority of our time in the rooms that face our backyard with our windows blinds open. We are avid gardeners, spend a lot of time in our yard and our kids are outside daily to burn off energy.

Additionally, we are concerned about the following that impact our quality of life:

- This development is 10 ft+ higher elevation than our home and a 2 story building with a parking garage will allow all levels of residents to see into our backyard through their windows and for us to see them. A 6 ft fence will provide no privacy to the upper levels of such a large structure and any trees will take 20 years or more to get to a size where any additional privacy will be available.
- The parking lot will be 20 feet from our property line. **20 FEET.** We have noise concerns such as car alarms, vehicles entering and exiting, car music, illegal fireworks and late night parties affecting our quality of sleep and enjoyment in our yards. We have a neighbor who leaves for work at 6am and when they start their pick-up truck in the morning it wakes us, even with a white noise machine on in our bedroom. Imagine the noise impact of 90 vehicles in your backyard throughout the day.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Light pollution will be increased. The building lights, car headlights, stairwells and parking lot lights face our yard. We will be directly impacted and we will no longer be able to use our telescope for stargazing with our children on our own property.
- Air pollution and gas emission with so many cars will affect the air quality in our yard. We spend our mornings in the garden before going to work and after work we take the kids outside and we love to have our windows open for fresh air.
- We are on well water and are concerned about the construction contamination, and lack of green space impacting our well quality and quantity.

The developer shared with us and our neighbors that they knew this development would impact the 6 homes we live in the most and we would not be happy, and that seemed to be okay from their perspective. Please put yourself in our shoes. How would that make you feel?

Lastly, the developer did reach out to the homes closest to the development for input. We want to make it very clear, as we did with them, that we **do not support this development for all the reasons already listed**. We specifically stated the development should be aligned with the recent ranch townhome development on Hicks Road by Walgreens, where a similar acreage had only 12 townhomes built and the distance between the property building were significantly greater than 20 ft. That is the only density we would support. They asked for input under the worst case scenario where the village would approve this despite our concerns. It is an awful situation to feel like you have to provide input for something you are firmly against.

Thank you for your time.

Regards,

Julie & Mitch Picchiotti

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Public Hearings: 874-920 N. Quentin Road - File No. 21-89

From: Marcus Orofino <>
Sent: Wednesday, December 1, 2021 10:00 PM
To: Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: Michael Jacobs <MJacobs@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; >
Subject: Public Hearings: 874-920 N. Quentin Road - File No. 21-89

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Tim and Ben,

We are emailing you regarding the Public Hearings: 874-920 N. Quentin Road - File No. 21-89 on Tuesday December 7th at 7PM.

Our understanding of the proposal is that a two-story 40-unit apartment complex with an underground parking garage is proposed to be built directly behind our home. Adding a 40-unit apartment would increase the population of the neighborhood in a very concentrated way. We've been in our home at 913 Franklin Avenue since January 2018 and have enjoyed it and the neighborhood quite a lot. We've tried our best to beautify the neighborhood as well as create a good home for our future family. When we purchased a home next to a vacant lot, we realized that there would be construction and a structure erected at some point. However, given the size of the lot we never imagined that an apartment complex with so many units would be proposed.

When we met with the developer, we expressed our concerns; some of which were addressed, however we strongly discouraged the proposed number of units for this site because of concerns of overcrowding. The density of this proposed development is 15.81 units/acre, which exceeds that of other apartment complexes in the area:

The Clayson - 15.70 units/acre
Knollwood - 9.79 units/acre
Willow Glen - 3.78 units/acre

This is the first home that we have owned and we're just beginning to get situated with life and this is calling into question the implications this could have on our future. We have concerns with the population density increase, changes to the dynamics of the neighborhood, impacts it could have to traffic patterns, increased potential for crime due to so many individuals in a small area, light pollution, a loss of privacy, and potential impacts to our home value which could put significant financial strain our ability to sell the home in the future. We plan to make all these concerns known during the hearing, but we wanted to share some of our thoughts with you leading up to the hearing given time seems to move so fast these days. Thank you for hearing our concerns, your time, and your consideration. If you have any questions, we would be more than happy to talk with you on the phone and we would greatly appreciate any support/perspective you have on this matter.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Thank you,
Grace and Marcus Orofino

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Willow Glen Homeowners Association
980 - 1054 N. Glenview Ct.

December 1, 2021

Ben Vyverberg, Director of Planning and Zoning
Village of Palatine
200 E Wood Street
Palatine, IL 60067

RE: Proposed Development 896 - 920 N Quentin Road

Dear Mr. Vyverberg:

On behalf of the Willow Glen Homeowners Association, a 40-unit townhouse community located on N. Glenview Ct., I am writing you to express the Association's disfavor of the proposed development planned for 896 - 920 N Quentin Road.

At issue:

Increased traffic on Franklin, Maple and Poplar:

We already have an overabundance of traffic due to the car cutting through Maple and Franklin streets to avoid the traffic light at Northwest Highway and Quentin.

As the entrance and exit of the parking garage for the new development will be off Poplar, it will add to the congestion in this area. In addition, with the proximity of the exit to Quentin, it will create chaos in trying to get out onto Quentin Road.

Neighborhood Continuity

This high-density project does not fit into the surrounding neighborhood and would better-suited amongst like buildings.

Homeowners who back-up to the planned development sure didn't expect to have their privacy infringed upon by a multi-unit building overlooking their property.

Property Values

As our area has not recovered from the last market downturn, this will add to the the negative impact on the surrounding property values.

Willow Glen has experienced the effects from low-income housing for 15+ years from the former owners of the Clayton Apartments and we do not wish to repeat those issues again.

A better use of this land can be optimal for the neighborhood and the Village of Palatine by approving a development utilizing a 1-story structures such as a medical building or independent business.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Willow Glen continues its opposition to this project.

Sincerely,

Willow Glen Board

Distribution: Katie Rivard
Jim Schwantz
Tim Millar

abetterpalatine@gmail.com

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Village of Palatine
200 E Wood St
Palatine, IL 60067

December 1, 2021

Dear Mr. Vyverberg,

I am a long time resident of 901 N Franklin Ave. I am against the proposed development on 874-920 N Quentin, which will have a devastating impact on my ability to enjoy my home of over 30 years for the rest of my life.

Among my biggest concerns are the high density of the 40-unit apartment building proposed, the noise, traffic and activity, and the large number of residents. Both pedestrian and vehicle traffic in the area will be impacted, and will make it more difficult for me to run errands.

I am unable to attend the public hearing on December 7th due to my health – I turned 90 earlier this year. I urge the Plan Commission to reject this proposal.

Sincerely,

Toshiko Lin
901 N Franklin Ave
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Planned development to a 2 story 40 unit apartment on Quentin Road.

From: Kathy Wallace <>
Sent: Friday, November 26, 2021 4:06 PM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: re: Planned development to a 2 story 40 unit apartment on Quentin Road.

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I live on Poplar ST and I think this is a bad idea to put up and apartment building there. I have called the police at least 3x re: traffic driving so fast they ended up in the ditch on Poplar St. People cut through here to miss light at Northwest Hwy and Quentin. They speed through. We have a very nice neighbor hood and don't think adding at least 40 cars to the area is a good idea. The traffic is bad enough without more traffic especially during rush hour. I have difficulty returning from work onto Poplar ST because of traffic

.

In higher income areas low income housing causes the price of our houses to drop.
The houses on Franklin that would back up the building would be difficult for those houses the lighting, flooding and we are on wells. That definitely would affect the function of our wells.

It can increase neighbor hood crime we very seldom see Police on our street because it is a very safe neighborhood. We help each other as needed. .

It definitly affects health. Low income housing has negative effects on health outcomes. Exposure to hazards increase in respiratory illness and other diseases especially with Covid issues, influenza RSV etc., There are burdens that cut corners on spending in health care and nutrition.

Low income housing also affects educational achievement. Poorer scores on reading and math tests and many HS drop outs in low income housing.

It can also affect dependence on public service dependence and could eventually increase our taxes.

I do not need anyone else with pets walking their animals in my yard. We don't have sidewalks, walkways or lights so many animals use my yard and kill my grass especially from the Clayson apartments.. Don't need anymore animals in the area ruining my yard.

I feel there are better places to place this building and it is not on Quentin and Poplar St.. .

I am definitely not in favor of building this affordable housing in this area.

Kathy Wallace
875 W Poplar St

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Northpointe Development Proposal for Affordable Housing in Palatine

On Dec 2, 2021 4:31 PM, Frank De Rosa wrote:
Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To: Mr. Jim Schwantz
Mayor, Village of Palatine

Village of Palatine Plan Commission
200 E. Wood Street
Palatine, IL 60067

From: Frank and Maureen De Rosa
456 South Abbey Hill Lane
Palatine, IL 60067

Date: December 2, 2021

The purpose of this letter is to express our support for the Northpointe Development affordable housing proposal to be constructed along Quentin Road southwest of Poplar Street. The Northpointe Development proposal was originally presented last July. In response to a number of concerns raised by village officials and residents, Northpointe Development has made significant revisions that strengthen their proposal and express respect for the concerns of neighbors and community. The new plan reduces the building from three to two stories, and from 58 to 40 units. The structure is moved east, closer to Quentin Road and farther from existing homes. The clubhouse is relocated and the plan for balconies facing west is removed. The landscaping plan includes tall trees on its western perimeter. Traffic concerns are addressed, including the elimination of a Poplar Street entrance. According to Northpointe Development, the new plan conforms with Palatine's multi-family district standards.

We are long-time Palatine residents. We are grateful that Palatine has been such a wonderful place to raise our family. We like the idea that a new group of neighbors, many of whom are employed in Palatine, could find an affordable place to live and could enjoy our community just as our family has.

We are convinced that the Northpointe Development proposal, which would provide affordable housing for people and families of varying incomes in low density settings, is an excellent example of the kinds of ventures that Palatine should consider. Such a development could only enhance an already great place to live and work.

Frank and Maureen De Rosa
456 Abbey Hill Lane
Palatine

Sent from my iPad

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

PETITIONER'S EXHIBIT
14

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road

-----Original Message-----
From: Erica <>
Sent: Sunday, November 28, 2021 4:16 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: 874-920 N Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Gentlemen and the Village of Palatine Plan Commission,

I am a tax-paying homeowner residing at 1064 W Sutton Court in Palatine. I am writing to express my opposition to the proposed development of a 40-unit apartment building at 874-920 N. Quentin Road. My concern is that this will create more traffic and more trouble for the neighborhood and would not benefit the area in any way. This has already been opposed earlier this year and hope that the decision will remain upheld.

Sincerely,
Erica Eisner

Sent from my iPhone

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Prelim. Devel. 874-920 N Quentin

-----Original Message-----
From: Michael Vendafreddo <>
Sent: Tuesday, November 30, 2021 3:49 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Prelim. Devel. 874-920 N Quentin

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I am OPPOSED to the development plan proposed for the above property. We already have extremely congested traffic in our area, and this development would put it over the top. Also, the population within a mile radius of this area is already extremely dense. The "normal" neighborhood is rapidly slipping away. Please don't make it worse. Thank you.

Michael "Mick" Vendafreddo
762 N Franklin Ave

Sent from my iPhone

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road Development

From: Greg O'Brien <>
Sent: Tuesday, December 7, 2021 9:18 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; jschwartz@palatine.il.us; Tim Millar <TMillar@palatine.il.us>
Subject: Quentin Road Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

We are writing to you to register our objections to the proposed development at Quentin Road and Poplar Avenue property. Our apologies for the late written submission. We had planned on presenting our objections in person at this evening's meeting, but will be unable to attend due to illness.

Our objections to this project are the same as we had registered the first time this development was proposed. The density of this development is far too high for the surrounding community. We realize that there are other multi-unit developments in the surrounding community, but they have far less density and more open space than the current proposal.

In addition, there are serious public safety corners for any resident of that development with children. They are separated from the nearest park by an eight-lane intersection, with multiple left-hand turn lanes and a higher posted speed limit. It is an accident waiting to happen.

It is our hope that you reject this proposal.

Thank you for the opportunity to register our opinions on this matter.

Sincerely,

Greg & Brenda O'Brien
736 N. Franklin Ave

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road Development Proposal

From: Pamela olander <>
Sent: Monday, December 6, 2021 7:47 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Cc: Jim Schwantz <JSchwantz@palatine.il.us>
Subject: Quentin Road Development Proposal

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Gentlemen,

This is for the purpose of bringing to your attention my concern regarding the proposed development on the west side of Quentin Road in Palatine between Northwest Hwy and Dundee Rd.

My primary concerns are as follows:

1) **The traffic congestion which already exists on Quentin Rd. will be exacerbated by the increase in vehicles entering and exiting the development.**

   Currently, there are kids who cross in the middle of the road and also ride their bikes especially after dark. It is very difficult to see them, and obviously very, very dangerous. The foot traffic will also increase as a result of the development and will contribute to a risky situation.

2) The occupant density is more than double the standard townhouse densities in the village. I don't know how this could be justified or permitted by the village. It means that the occupants will need resources which are not readily accessible, eg public transportation, shopping, and other essential services.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Thank you very much for your consideration of this matter. I believe it's important to recognize the impact of such a development on the residents already in the vicinity. Introducing more is not fair to us and certainly will have a negative impact on our quality of life. This is not a good spot for this development.

Sincerely,

Pamela Olander & Joshua Kalfus
921 N. Martin Drive
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Follow-up: Alliance/Northpointe Revision: 874-920 N Quentin Rd., Palatine, Il. 60067

From: Harris, Nannette <>
Sent: Tuesday, November 30, 2021 3:00 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Follow-up: Alliance/Northpointe Revision: 874-920 N Quentin Rd., Palatine, Il. 60067

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good afternoon Ben,
Hope that you had a wonderful Thanksgiving. I understand the required staff reviews were completed and the developers proposal has moved forward. I advised the neighborhood on the way home from my chemotherapy of the "zoning sign's" on the parcel of land. We were disappointed that we the neighborhood were not notified directly to prepare for our case but never the less we will be ready on December 7th, 2021 with representation and community support.

Please note, that the neighborhood has followed all proper procedure and guidelines required by the Village of Palatine and I do have to say the timing is brilliant on the developer's behalf with the revision presented during the holiday season.

To reiterated as a longtime resident, 24 years residing at 825 W. Poplar Street, Palatine I Nannette Harris oppose this development at 874-920 N. Quentin Rd., Palatine, Il.

Density, Density and Density! Traffic, Traffic and Traffic! Congestion and Noise! Congestion and Noise! Congestion and Noise!

Number of units per acre appear to be in violation of the Village code.

At 40 units, the proposal development would match the density and have even greater visibility than the nearby Clayson Apartments (15.7 units/acre, on elevated land which both faces and backs to single family homes. Totaling 31.4 units/acre thus way over the 40 unit threshold? Can you help us to understand why this would even be entertained? **No benefit to Palatine just the aftermath with density, traffic and noise and no "Tax Credit" to Illinois but to Wisconsin.**

I would like to take this a step further for we are all troubled by the numbers we are uncovering. There are 7 low income housing apartment communities offering **602 affordable** apartments for rent in Palatine, Illinois. The primary source of development funding is **the Low-Income Housing Tax Credit (LIHTC)**, a federal tax credit administered by state agencies. Most affordable housing that gets built receives an allocation of tax credits. In our/"this" case WISCONSIN NOT ILLINOIS!

Let's take a look at "Affordable Housing" in the following surrounding suburbs of Palatine:

Palatine 7 Seven

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Inverness 0 Zero
Barrington 2 Two
Rolling Meadows 2 Two
Kildeer 0 Zero
Buffalo Grove 0 Zero
Wheeling 1 One

Sincerely,

Nannette & Neighborhood (Quentin, Poplar, Franklin & Maple)
District 15 and 211 Dept of Transportation (Upset about the underground parking causing injury and possible death) They have no underground parking ramps on any of their routes where by which children/students have to cross to get to the bus stop.

Affirmative letters and more petition signatures to follow to present at time of hearing, December 7th, 2021.

Thank you Ben for your time and we will connect December 7th. Have a pleasant day!

Nannette Harris
825 W Poplar Street
Palatine, Il. 60067

"Please save our neighborhood"!

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Income/Rent Limits

From: Kathleen Bolger <>
Sent: Monday, December 6, 2021 11:07 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Fwd: Income/Rent Limits

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Ben,

I appreciate your help last week, and wondered if you'd have the rental information - but I thought it might not hurt to ask. I received the rent and income structure from Jake Victor at Northpointe (see forwarded email. The rents are listed in the first table and the income per tier is listed in the 2nd.). Jake gave me the following allocation of units per income:

30% AMI	9 units
50% AMI	15 units
60% AMI	2 units
80% AMI	14 units

It would seem this housing is not in the realm of "affordable" for impoverished people but is instead housing for working people like me. I'm a social worker. Social work salaries in this area range from about $38,000 at my agency to about $65,000 for a top hospital position - and these are essential jobs that require masters degrees. This housing would suit the employees at the township, the vast majority of whom (except supervisors) would fall into this income range, as would full time employees of the Amazon warehouse. Given that this land has already been planned for multi-family housing, I'd hope that the planning commission decides to prioritize the Northpointe project, which reduces housing insecurity for working people, over another market-rate property.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Question: I live in unincorporated Palatine. Would I be able to speak at the meeting tomorrow? Alternatively, if I officially emailed my comments, would they be considered by the planning commission?

Best regards,

Kathleen

---------- Forwarded message ---------
From: **Jake Victor** <jake@northpointedev.com>
Date: Fri, Dec 3, 2021 at 4:39 PM
Subject: Income/Rent Limits
To: kabbolger@gmail.com <kabbolger@gmail.com>

Cook	Regular		
	1 Bedroom	2 Bedrooms	3 Bedrooms
80%	$1,398	$1,677	$1,938
60%	$1,049	$1,258	$1,454
50%	$874	$1,048	$1,211
30%	$524	$629	$727

	Cook		Regular					
	1 Person	2 People	3 People	4 People	5 People	6 People	7 People	8 People
80%	$52,200	$59,650	$67,100	$74,550	$80,550	$86,500	$92,450	$98,450
60%	$39,180	$44,760	$50,340	$55,920	$60,420	$64,920	$69,360	$73,860
50%	$32,650	$37,300	$41,950	$46,600	$50,350	$54,100	$57,800	$61,550
30%	$19,590	$22,380	$25,170	$27,960	$30,210	$32,460	$34,680	$36,930

Jake Victor
Vice President of Development
Cell (773) 617-8178

Jake@northpointedev.com

Northpointedev.com

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road apartments

From: Linda Waycie < >
Sent: Sunday, December 5, 2021 2:31 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Quentin Road apartments

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Mr. Vyverberg,
I am writing in support of the Quentin Road Apartments. I notice that there are business related stores nearby this development that hire workers. Small to large local businesses have hiring signs out. Local businesses are looking for workers. Many of these jobs are low income with people working retail, restaurants, grocery stores, assisted-living facilities, schools, etc. Palatine can help small businesses by providing nearby housing for those workers!

The land in question is already zoned multi-family residential. It seems natural to welcome Northpointe Development to put up a quality building for a wide range of families that have a range of income.

Many people say they don't want "those people" near where they are living. They fear them. They say they will bring crime to the area. That is a huge generalization of low-income families who are impacted a lot harder by higher gas prices, higher rent, higher living costs. Many of the people who will live here are not low income at all! They are young professionals just graduating from college who need an affordable place to live as they begin their careers. My daughter was one of those young professionals a number of years ago. She graduated from Harper Community College, had a job paying $14.00 an hour and was looking for an apartment. She had a very difficult time finding something she could afford. She looked in Palatine, Wheeling, Mt. Prospect and Des Plaines. She finally found an old horse farm in Arlington Heights that had turned some of the out buildings into apartments. The situation has not changed. Affordable housing is still hard to find.

Please show Palatine that you are a "Read Hometown" for everyone of income levels. Your support and a vote of YES is greatly appreciated for people like my daughter and many others.
Linda Waycie

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Letter regarding development proposal on Quentin road between Poplar and NW Highway

From: Troy Heinritz <>
Sent: Monday, December 6, 2021 9:02 AM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Letter regarding development proposal on Quentin road between Poplar and NW Highway

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mayor Schwantz, Councilman and members of the Planning Commission,

Greetings from one of the over 300 neighbors in the area of Quentin road and Northwest Highway that are against the latest proposal to develop a multi family apartment complex on the currently mostly vacant parcel along Quentin road. The neighborhood today already has a large multi family residence option with the Clayson apartments and building another in the location suggested would be an eyesore for the homes that are both across the street and further lower the value of the homes both on Franklin, Maple, Willow Glenn and the Lake Park Estates community. A development that was more in line with the esthetics of the neighborhood like single family townhomes or row homes would be more appropriate for the neighborhood.

The largest concerns the neighborhood are as follows:

-
-
- Density - The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density is
- 15.8 units per acre or more than **double**
- the typical multi-family and townhouse densities in the Village. Excepting downtown developments
- (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.
-
-
- Traffic - there are 94
- parking spaces (56 underground and 38 surface) proposed at this development, adding to traffic on an already busy street. Potential cut through traffic and increase foot traffic on Franklin and Maple Ave where there are no sidewalks.
-
-
-

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Access to essential services - There is no current public transportation option at Quentin and NW Highway.
- The grocery store, park district, and other recreational facilities are not near the vicinity of the property for residents and children would have to cross busy roads to access these facilities if they so choose to travel the 2 miles to get there.
-
-

We as the neighborhood feel strongly that a multi family development as proposed would not be in the best interest of the current neighbors, nor the future neighbors that would move into the facility. We strongly encourage this development be voted down and a new proposal that includes single family townhome or row home options be presented to the village.

Thanks for your time today.

Troy Heinritz
Resident
1043 N. Glenview Ct. Palatine.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road Development Update

From: Kristyne Schmidt <>
Sent: Sunday, December 5, 2021 8:07 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Quentin Road Development Update

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Plan Commissioner

As a resident in the Lakeview Estates Community we are against the building of a new apartment complex. We already have a large apartment complex off of Quinten Road. In addition,

- Density - The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density
- is 15.8 units per acre or more than **double**
- the typical multi-family and townhouse densities in the Village. Excepting downtown
- developments (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.
- Traffic - there are 94 parking spaces (56 underground and 38 surface) proposed at this development,
- adding to traffic on an already busy street. Potential cut through traffic and increase foot traffic on Franklin and Maple Ave where there are no sidewalks.
- Access to essential services - There is no access to the grocery store, public transportation,
- park district, or recreational facilities within the vicinity of the property for residents.

Thank you
Krissy McMahon

Sent from my iPhone

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Palatine Planning Commission

From: Kathleen Morkert <>
Sent: Monday, December 6, 2021 1:44 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Palatine Planning Commission

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverbeg,
I am writing in support of the revised Quentin Road Northpointe Project. Please share this email with the Planning Commission members.

We need housing in Palatine for people who work here and provide services for residents. This project will provide that opportunity.

Thank you.
Kathleen Morkert
410 W. Mahogany Ct., #306
Palatine 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Planned Development of Apartments on Quentin Rd. 12/7/21 Meeting

From: Diane Konieczny <>
Sent: Saturday, December 4, 2021 4:29 PM
To: Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: Planned Development of Apartments on Quentin Rd. 12/7/21 Meeting

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

December 4, 2021

To whom it may concern:

I have lived at 930 N. Maple Ave. for over 48 years. My three children, husband, and I have fond memories of our home and neighborhood. It has always been a nice, quiet location, but in the last five years, the traffic has become more unsafe and frequent each year. Cars are now cutting through the streets of Poplar, Maple, and Franklin to avoid the traffic lights at Northwest Highway and Quentin, especially during the morning and afternoon rush hour. Cars are driving at speeds way beyond the speed limit for any neighborhood, and pay no regard to residents on the street walking, nor the children playing near and on the street.

Maple Avenue does not have sidewalks at the end of the street, so children waiting on the road for the school bus are also at risk. I walk my dog and granddaughter every day, and there have been several times where cars have not moved over in the road to avoid us as they were speeding by. Several neighbors have even gotten to the point of yelling at the cars to slow down, but the requests are ignored. In the winter with snow, the road is even more unsafe as it is more narrow. Many times I have had to move quickly into the snow piles from the plow with my dog to avoid cars flying by us. Over the last few years, there have been at least 3 cars towed out of the ditch by the intersection of Maple and Poplar due to speeding around the curve.

As you can see, our street, including Poplar and Franklin, have become very unsafe. My husband and I, along with the residents of Maple Avenue, do not want the 40 unit apartment building added to our neighborhood. The added congestion of traffic on Quentin from the apartments not only can cause accidents, but it will most likely increase the amount of cars cutting through our street.

There is also a bus stop on the corner of Quentin and Poplar, so additional traffic in this area will cause more back ups and frustration to those drivers who are always "in a rush" (hence why they cut through our neighborhood). As a retired Palatine bus driver for 24 years, I have seen the number of stop arm violations increase as well, including at intersections like Polar and Quentin, where cars pull out in front of the bus to avoid getting stuck behind it.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

My husband and I love our home and our neighborhood, but we do NOT love this proposal. We, along with all of the residents of Maple Ave., anticipate a rise in even more unsafe driving and frequency of traffic if the apartment building proposal is approved. A better location for this construction, where traffic is minimal and the entrances/exits of the building are strategically placed, would be a better option. I appreciate you taking the time to read this request and consider our safety and overall satisfaction with our neighborhood.

With regards,

Diane Konieczny
930 N. Maple Ave.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Resident letter against the 874-920 Quentin rd development

-----Original Message-----
From: Melissa Bixby >
Sent: Saturday, December 4, 2021 12:59 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: Resident letter against the 874-920 Quentin rd development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Re: 874-920 N Quentin Road Development

While we support affordable housing in our community, we do have concerns that the proposed location for this development is not appropriate for the residents of the proposed development or the current residents of this neighborhood area. To begin, it offers no convenient access to essential services or businesses within the village. For example, the library is almost 2 miles away, or approximately a 44 minute walk from the proposed location for this development. The nearest grocery store is over one mile from the proposed location or about a 30 minute walk. There is no public transportation available to either the aforementioned services from the proposed location. In fact, If residents of this proposed development wanted to get to the Palatine Village Hall, it would take them approximately 49 minutes to get there on foot, and since there is no public transportation from the proposed location, their options are very limited.
The train station is approximately 1.3 miles away, and about a 38 minute walk from the proposed development. We feel that there are better options for this type of development, in the village of Palatine, that could be located closer to the essential services and businesses that these residents would need to utilize in their community. We must keep in mind that not everyone has access to a vehicle, and often depend heavily on public transportation or walking.

We also have traffic and safety concerns. As residents, for over 15 years, in the neighborhood directly behind the proposed development location, we have personally witnessed horrific traffic accidents that occurred at the intersection of Quentin and Northwest Hwy. It is a heavily trafficked intersection, and the only street (N Franklin Ave or W Poplar Ave) that people would use to enter or exit the proposed development would be doing this just one block west or north of this already heavily trafficked intersection. In addition, N Franklin Ave and W Poplar Ave have no sidewalks, thus the residents of this neighborhood have no choice but to walk in the street, which definitely proposes a safety issue for residents, including children riding their bikes or walking to the school bus stop, with the increased traffic now using these residential streets to enter or exit the proposed development.

This proposed development is a wonderful idea for Palatine, but we feel the proposed location is not appropriate for a development of this size as it creates safety concerns and it isn't conveniently located for residents to utilize all the wonderful services and businesses that Palatine offers it's community members.
Please consider a different type of development for this location and consider other locations within Palatine to build the proposed affordable housing development.

Thank you.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

KC and Melissa Bixby
917 N Coolidge Ave

Melissa Bixby

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Planned Development 874 - 920 N Quentin Road

From: Larry Schleich <>
Sent: Monday, December 6, 2021 9:10 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Planned Development 874 - 920 N Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

This email is to inform you that my wife and I are totally opposed to the Planned Development for 874 - 920 N Quentin Road. We have been residents of Palatine for 21 years in the near by Sutton Park Townhomes and feel that the location for this proposed development is far too small and if approved would not only increase congestion in the area but also have potential negative impact on nearby home values.

We are both disappointed and surprised that the Village leadership is even considering this matter.

If this is the approach that the Village intends to adopt going forward then we will need to seriously consider if we want to remain in Palatine.

Thank you

Larry & Sandra Schleich

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road Development Update

From: Kristyne Schmidt <>
Sent: Sunday, December 5, 2021 8:07 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Quentin Road Development Update

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Plan Commissioner

As a resident in the Lakeview Estates Community we are against the building of a new apartment complex. We already have a large apartment complex off of Quinten Road. In addition,

- Density - The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density
- is 15.8 units per acre or more than **double**
- the typical multi-family and townhouse densities in the Village. Excepting downtown
- developments (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.
- Traffic - there are 94 parking spaces (56 underground and 38 surface) proposed at this development,
- adding to traffic on an already busy street. Potential cut through traffic and increase foot traffic on Franklin and Maple Ave where there are no sidewalks.
- Access to essential services - There is no access to the grocery store, public transportation,
- park district, or recreational facilities within the vicinity of the property for residents.

Thank you
Krissy McMahon

Sent from my iPhone

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road Planned Development

-----Original Message-----
From:
Sent: Sunday, December 5, 2021 6:04 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: Millan Edgar
Subject: 874-920 N Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverberg,

The purpose of this email is to state we are against the current proposal of the 40 unit apartment complex proposed development. We have been residents of 910 N Maple Ave here in Palatine for 10 years this Jan 2022 and have concerns this Proposed Development will pose.

First traffic and noise. Currently Maple Ave and Franklin St are used as cross streets for vehicles wanting to avoid the left turn light at Quentin and NWHwy. This proposed development will increase traffic flow on these streets to get to Quentin to turn right into the proposed development. The noise and speeding of many cars in our neighborhood is a safety issue for our children and pets. Not having an entrance to this proposed development on Popular St was the right decision, though it is simply not true that this decision will resolve increased traffic, noise, and speeding through our neighborhood.

Second the privacy fence and trees will do nothing to mitigate the noise or vehicle emissions of a Development of this size. The proposed development will still be higher and NOT provide privacy for the homes that back up to it. As a note, many of us in the neighborhood have privacy fences and trees though can still hear our neighbors when outside. Now multiple the noise and increased pollution of vehicle emissions by 40+ cars.

Lastly, My husband and and I are not opposed to low affordable housing, as we are already adjacent to low affordable apartment complexes. We would ask why the Developer who does not live here would be best to state what is best for our community? I would like to reference the development by Walgreens on Hicks Road , where there was a partnership and 12 townhomes were built to align with the neighborhood esthetic and improved green space between residences. I would ask is The Developer unable to provide a smaller scale low income affordable housing proposal that would serve the needs of the current and new community or simply does The Developer not want to?

We urge to reject this new and revised development proposal.

Thank you.

Holly and Edgar Millan
910 N Maple Ave
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road apartments

From: Linda Waycie <>
Sent: Sunday, December 5, 2021 2:31 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Quentin Road apartments

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi Mr. Vyverberg,
I am writing in support of the Quentin Road Apartments. I notice that there are business related stores nearby this development that hire workers. Small to large local businesses have hiring signs out. Local businesses are looking for workers. Many of these jobs are low income with people working retail, restaurants, grocery stores, assisted-living facilities, schools, etc. Palatine can help small businesses by providing nearby housing for those workers!

The land in question is already zoned multi-family residential. It seems natural to welcome Northpointe Development to put up a quality building for a wide range of families that have a range of income.

Many people say they don't want "those people" near where they are living. They fear them. They say they will bring crime to the area. That is a huge generalization of low-income families who are impacted a lot harder by higher gas prices, higher rent, higher living costs. Many of the people who will live here are not low income at all! They are young professionals just graduating from college who need an affordable place to live as they begin their careers. My daughter was one of those young professionals a number of years ago. She graduated from Harper Community College, had a job paying $14.00 an hour and was looking for an apartment. She had a very difficult time finding something she could afford. She looked in Palatine, Wheeling, Mt. Prospect and Des Plaines. She finally found an old horse farm in Arlington Heights that had turned some of the out buildings into apartments. The situation has not changed. Affordable housing is still hard to find.

Please show Palatine that you are a "Read Hometown" for everyone of income levels. Your support and a vote of YES is greatly appreciated for people like my daughter and many others.
Linda Waycie

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Letter regarding development proposal on Quentin road between Poplar and NW Highway

From: Troy Heinritz <>
Sent: Monday, December 6, 2021 9:02 AM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Letter regarding development proposal on Quentin road between Poplar and NW Highway

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mayor Schwantz, Councilman and members of the Planning Commission,

Greetings from one of the over 300 neighbors in the area of Quentin road and Northwest Highway that are against the latest proposal to develop a multi family apartment complex on the currently mostly vacant parcel along Quentin road. The neighborhood today already has a large multi family residence option with the Clayson apartments and building another in the location suggested would be an eyesore for the homes that are both across the street and further lower the value of the homes both on Franklin, Maple, Willow Glenn and the Lake Park Estates community. A development that was more in line with the esthetics of the neighborhood like single family townhomes or row homes would be more appropriate for the neighborhood.

The largest concerns the neighborhood are as follows:

-
-
- Density - The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density is
- 15.8 units per acre or more than **double**
- the typical multi-family and townhouse densities in the Village. Excepting downtown developments
- (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.
-
-
- Traffic - there are 94
- parking spaces (56 underground and 38 surface) proposed at this development, adding to traffic on an already busy street. Potential cut through traffic and increase foot traffic on Franklin and Maple Ave where there are no sidewalks.
-
-
-

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Access to essential services - There is no current public transportation option at Quentin and NW Highway.
- The grocery store, park district, and other recreational facilities are not near the vicinity of the property for residents and children would have to cross busy roads to access these facilities if they so choose to travel the 2 miles to get there.
-
-

We as the neighborhood feel strongly that a multi family development as proposed would not be in the best interest of the current neighbors, nor the future neighbors that would move into the facility. We strongly encourage this development be voted down and a new proposal that includes single family townhome or row home options be presented to the village.

Thanks for your time today.

Troy Heinritz
Resident
1043 N. Glenview Ct. Palatine.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin and Poplar Street Development

From: Lois Phillips <>
Sent: Sunday, December 5, 2021 8:38 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Quentin and Poplar Street Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I am writing as a resident of Palatine who is in favor of this project as there is a need for affordable housing for many people who work in Palatine but cannot afford to buy or rent housing here.

It seems that the developer has worked with the neighbors' concerns and has addressed them thoughtfully.

Thank you for listening to your constituents. Please vote in favor of this development.

Lois K Phillips
342 W Center Rd
Palatine, IL 60074

Primitive societies live by the Rule of Might, and the strong prevail.
Advanced societies live by the Rule of Law, and the privileged prevail.
Enlightened societies live by the Rule of Love, and everyone is lifted higher.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

In 2006, my business partner and I purchased a property in Palatine after my business partner was assured verbally by a member of Planning and Zoning that we could build a 16-unit condo building with underground parking. After purchasing the property and hiring a design-build team, we met with the Village and was told that a 16-unit building was too dense for a property of this size, which is 28,800 square feet. Note that the lot size for the Quentin Rd. proposal is approximately 98,010 square feet.

We then, after repeated roadblocks, decided to place the property back on the market. A buyer-developer was interested in putting 10 townhomes on the property but was told by Planning and Zoning that this too was too dense, so he compromised on 6 units.

In September 2007, the proposal came in front of the Planning Commission and, although 20 nearby residents opposed the project, it was passed with a 5-2 vote. But in October 2007, the project came for a vote before the Village board, with again 20 residents petitioning against it, and it was voted down by the Village 7-0 due to density.

In 2008, we went in front of the Village board and received a preliminary approval to market the property for 3 single-family homes on a PUD, but we were unable to find a buyer. Finally, after 15 years, the property was sold for the value of the home only, not for the land. The property was purchased in 2006 for $450,000 and was sold as a short sale for $175,000.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

By my calculations, based on the restrictions that were placed on us over the years for our own property, the Quentin Rd. proposal's density should be no more than 10 single-family homes or 10 townhomes.

I live in Lake Park Estates, a subdivision directly across the street from the Quentin Rd. proposal. This type of density would have a negative impact on our subdivision. If this were to pass, I would be looking into possible litigation against the Village due to unequal treatment.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Resident letter against the 874-920 Quentin rd development

-----Original Message-----
From: Melissa Bixby <>
Sent: Saturday, December 4, 2021 12:59 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: Resident letter against the 874-920 Quentin rd development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT
Re: 874-920 N Quentin Road Development

While we support affordable housing in our community, we do have concerns that the proposed location for this development is not appropriate for the residents of the proposed development or the current residents of this neighborhood area. To begin, it offers no convenient access to essential services or businesses within the village. For example, the library is almost 2 miles away, or approximately a 44 minute walk from the proposed location for this development. The nearest grocery store is over one mile from the proposed location or about a 30 minute walk. There is no public transportation available to either the aforementioned services from the proposed location. In fact, If residents of this proposed development wanted to get to the Palatine Village Hall, it would take them approximately 49 minutes to get there on foot, and since there is no public transportation from the proposed location, their options are very limited.
The train station is approximately 1.3 miles away, and about a 38 minute walk from the proposed development. We feel that there are better options for this type of development, in the village of Palatine, that could be located closer to the essential services and businesses that these residents would need to utilize in their community. We must keep in mind that not everyone has access to a vehicle, and often depend heavily on public transportation or walking.

We also have traffic and safety concerns. As residents, for over 15 years, in the neighborhood directly behind the proposed development location, we have personally witnessed horrific traffic accidents that occurred at the intersection of Quentin and Northwest Hwy. It is a heavily trafficked intersection, and the only street (N Franklin Ave or W Poplar Ave) that people would use to enter or exit the proposed development would be doing this just one block west or north of this already heavily trafficked intersection. In addition, N Franklin Ave and W Poplar Ave have no sidewalks, thus the residents of this neighborhood have no choice but to walk in the street, which definitely proposes a safety issue for residents, including children riding their bikes or walking to the school bus stop, with the increased traffic now using these residential streets to enter or exit the proposed development.

This proposed development is a wonderful idea for Palatine, but we feel the proposed location is not appropriate for a development of this size as it creates safety concerns and it isn't conveniently located for residents to utilize all the wonderful services and businesses that Palatine offers it's community members.
Please consider a different type of development for this location and consider other locations within Palatine to build the proposed affordable housing development.

Thank you.

KC and Melissa Bixby
917 N Coolidge Ave

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Support of Affordable Housing File #21-89

From: Gayle Banakis <>
Sent: Friday, December 3, 2021 3:10 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Reid Ottesen <ROttesen@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: Support of Affordable Housing File #21-89

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To: Palatine Council Members and Members of the Planning Commision
From: Gayle Banakis, 1237 W Crooked Willow Ln, Palatine, IL 60067
Re: Support for Affordable Housing File # 21-89

Email requested to be read into the minutes of the December 7, 2021 Planning Commision

Thank you for the open and transparent meetings regarding the Preliminary Planned Development to permit a 2-story, 40 Unit apartment building on the property commonly known as 874-920 N. Quentin Road.

I attended a previous meeting where this board provided an opportunity for residents to voice their opinions in a respectful and civil environment. Thank you for your willingness to serve on this board and for your attention to how this project fts into Palatine's Consolidated Action Plan.
Village of Palatine Consolidated Action Plan 2021-2024
Excerpts from Consolidated Action Plan.
"The Village of Palatine had approximately 26,240 households according to the HUD-provided 2011-15 CHAS data. Of these households,

- ***9,540 had a household income within the low- to moderate-income range.***
- *.low- and moderate-income households are more likely than other households to experience at least one housing problem.*
- *Of the 9,540 low- and moderate income households, 6,690 had at least one housing problem.*

Alleviation of cost burden is the strongest housing need in the Village of Palatine. *"*

This project will directly address the alleviation of cost burden in housing.

It is heartening to see the developer has taken input from the community and this board and is submitting a revised proposal,
The new proposal addresses concerns of height, density and privacy.

- Reduced density by 30% to 40 proposed units
- Reduced height to 2 story, from previous 3 story
- Removed balconies from rear of building

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Added 80 trees along fence line to enhance separation and privacy from current neighborhood residents

I ask that the commission consider the goals of Palatine's Consolidated Action Plan and how this project addresses moderate income housing needs/
Please vote to approve the development.

Sincerely,

Gayle W. Banakis
1237 W. Crooked Willow Lane
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Northpointe Development at 874-920 North Quentin Road

From: William McLenahan <>
Sent: Monday, January 3, 2022 12:24 PM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: abetterpalatine@gmail.com
Subject: Northpointe Development at 874-920 North Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

January 3, 2022

To: The Honorable Mayor of the Village of Palatine, Council Members, and the Director of Planning and Zoning

Re: Northpointe Development at 874-920 North Quentin Road

My wife and I reside at the Dagan Park Estates Townhomes and I am a licensed architect by profession. The following summarizes the primary concerns that we have regarding the above-referenced development. At the end are listed additional personal questions and comments that further support our recommendation to **OPPOSE** the development on Quentin Avenue as currently proposed and would like our email to be part of the public record.

The proposed parking layout and driveways for 94 vehicles, both on-grade and in-basement, impose unresolved issues, including snow removal, emergency/maintenance/delivery access with limited turn arounds, tight 2-way traffic lanes, a potentially congested one-point of egress and ingress on Quentin Road, and life safety/security/drainage/mechanical ventilation issues, which are included in the list below. Some were also noted in Palatine's Case Staff Statement's Recommendations.

Currently, the inflation rate is at its highest level in nearly forty years, This has to be a major factor affecting the project's estimated labor and construction costs. This financial crisis also affects the priorities of any tenant regarding the ability to pay rent and to include food, medicine/medical supplies, fuel, insurance, transportation costs, and other necessities into their monthly budget. What is the game plan for delinquent rent and/or turnover due to Covid-19 quarantines? Is there an eviction plan for defaulting tenants?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Is the developer able to guarantee to the Village anywhere near the success of a 100% occupancy as an "affordable housing apartment complex" or expect a profitable return on investment? With the current economy and its rate of inflation, this is highly doubtful. Each council member has the responsibility of protecting the Palatine residents—with public safety and fiscal responsibility as proclaimed in the Mayor's State of the Village presentation. This project appears to do neither.

As an architect, I understand the purpose of affordable housing units. But, based on many of my personal questions and comments, Northpointe Development has NOT taken every step possible to mitigate the negative impact of the proposed development, not only on the existing neighbors but also its future tenants.

Please vote "**NO**" on this project and retain the integrity and confidence of the community as intended to best benefit its neighbors and long-time residents that chose Palatine as a neighborly, prosperous, and safe community. As summarized on the Village's website, "All in all, the Village of Palatine is committed to providing the best to its citizens by improving upon an already superior built environment."

Respectfully submitted,

William McLenahan, AIA
Sharon E. McLenahan
848 N. Franklin Avenue
Palatine, IL

PERSONAL QUESTIONS AND COMMENTS REGARDING THE PROPOSED NORTHPOINTE DEVELOPMENT

[Reference: $20.4 million proposed project, which was allocated $15 million in low-income housing tax credits by the Illinois Housing Development Authority. This is planned as a two-story, 40-unit building on 2.5 acres.
(https://www.dailyherald.com/business/20211201/developer-trying-again-for-affordable-housing-in-palatine)]

- Where are the funds for this project being held and who would be responsible for overseeing and approving the disbursement of construction payment requests?

- What is the total estimated project cost (including management fees, architectural & engineering fees, land cost, demolition of existing structures and clearing of land, new building construction - $/SF, site improvements and landscaping, building permits, new utilities, sidewalks, curbs and paving, etc.)? How much is being subsidized and financed, and by whom? Who will be bidding all of the construction work, and how will it be bid and contracts awarded? Who will be acting as the construction manager?

- What is the contingency in the budget for project cost overruns, considering the current rate of inflation and availability of construction materials?

- What is the proposed overall construction duration including the delivery of the necessary design development and construction document phases of

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

architectural/engineering/structural design reviews and their approvals required for permitting? Include the necessary time for demolition permits, fencing, demolition and clearing of land, and relocated/new utilities work. Weather conditions are obviously an unknown factor.

- Please provide the respective architectural floor plans of each unit (one-, two- and three-bedroom) including the number of bathrooms and exits.

- List the included tenants' amenities (Energy Star appliances, laundry (?), HVAC, floor finishes (carpet, ceramic tile, wood, vinyl), soundproofing, security, Internet, etc.). Since these will be rental units, the developer/landlord has control, not the tenant. What is the intended quality level of construction and what might be included as 'design concepts for durability'?

- What are the qualifications (or limitations) of residency per unit including the number of families and pet restrictions?

- Other than the "Fenced Play Area", where are other off-site children's activities (playgrounds, parks) and pet-friendly areas located or designated? Quentin Road is a relatively high-traffic area. The site plan indicates a 30' x 40' fenced play area adjacent to stormwater retention. Although fenced, is this appropriate and safe? Who controls and supervises the play area?

- What is the marketing plan for rental properties and tenant interview/screening process? Will there be a local real estate agent?

- What is the anticipated initial rent per unit type? Rental rates have also recently increased due to inflation, which may be detrimental to intended occupancies. How will subsidies be managed and enforced, and by whom?

- Provide a projected annual budget including forecasted rental income (best- and worse-case scenarios); operating, administrative, and land maintenance expenses; liability insurance, and real estate taxes.

- How is the property planned to be managed? Who would be responsible for repairs and maintenance? Will there be an available full-time or on-site property manager? Will this person be housed in one of the units?

- It was stated that "[t]he linear layout of the parking lot would also not provide for a directed delivery access and would require vehicles to enter the site and then return to the same Quentin Road access point." How then would outside deliveries and mail be handled? Will mailboxes be stacked along Quentin Road?

- There is only one "trash area" shown at the north end of the basement garage level. How would trash be managed, dumpsters accessed by tenants and waste management pick-up, and pick-up trucks maneuver and not block vehicular traffic?

- Do the driveway turning radii and proposed hammerhead accommodate fire department and ambulance vehicles? What if a fire occurs in the basement parking? A

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

new fire hydrant is proposed at the north end of the grade-level parking. The nearest fire hydrants to service the east side appear to be a pair located at the northwest corner of Poplar and Quentin. Has this site plan been reviewed by the Village of Palatine Fire Chief or Fire Marshall?

- Is this project LEED (Leadership in Energy and Environmental Design) certified (U.S. Green Building Council)?

- Is this an all-electric complex? Where is the proposed location of the main ComEd power feed and what is the size of the transformer(s)? What about cable, fiber, and copper wire communications?

- Will the existing overhead utilities be relocated underground?

- Are utilities (electric, [gas?], waste, Internet, etc.), included in the base rent? Will utilities be metered separately per unit? Are the rising costs of utilities due to inflation being factored into the building's operating expense and/or tenants' budgets?

- There is a nearby creek. Has the level of the underground water table been investigated? A note indicating that the "trench drain (at the base of the basement garage entrance) is to be pumped to splash pad" suggests that the basement garage floor elevation could be susceptible to flooding. Will there be backup pumps and/or an emergency generator to avoid flooding in the garage (*e.g.,* 100-year, 24-hour rainfall)?

- How is the current elevated grade and retaining wall at the corner of Poplar and Quentin resolved? It was noted that the retaining wall would be removed. A stormwater retention basin is shown adjacent to that area. How does that work? How effectively deep would the retention basin be?

- How is security addressed in the basement garage and/or Common Area? What is the purpose of the Common Area? The petitioner's narrative indicated it would have a fitness room. Is this amenity included in the base rent for all tenants' use? Who would control, furnish and maintain this feature?

- The proposed location is near forest preserves and remote from shopping centers. Where would the residents conveniently shop and how would they get there?

- Repeating Staff's comments, will private bus or public transportation be provided, and at what or whose cost? What about school buses on Popular and child safety on Quentin? Will a bus shelter be required and where would it be located?

- Explain the stairs that are required between the sidewalks on the west (at the ramp to the garage entrance) that join the sidewalk at Poplar. Wouldn't sidewalk accessibility be a problem?

- Are the rental units and basement parking fully sprinklered per code? Is it a 'wet' or 'dry' system? What if a gasoline or an EV (electric vehicle) fire were to occur in the basement?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- How would the tenant and visitor parking be regulated and/or screened? Will each of the tenant parking stalls be assigned? How would violators be penalized? Given the limited driveway widths, how would disabled vehicles be towed? In some apartment communities, a parking app is used to control parking. Who would manage the system, and adjudicate tenants' complaints?

- Three 'persons with disabilities parking spaces are provided at grade. Are the residences, access, and parking ADA (Americans with Disabilities Act) compliant? Will there be a premium in rent for assigned underground parking?

- Will an overhead door be provided at the entrance to the basement garage? How will access into and out of the garage be managed and secured? How is emergency exiting from the basement accomplished?

- As the stair corridors between the basement garage and the upper floor levels will require fire doors, what security and safety measures will be provided? What kind of lighting is proposed and will emergency lighting be provided in the garage, stairs and corridors?

- What are the depths of the parking stalls in the basement parking (as well as the on-grade parking) and do they conveniently allow for two-way traffic in the driveways, especially in the event of an emergency?

- What are the restrictions for vehicle types/sizes in the basement garage? Is the driveway width and turning radius into the basement level garage entrance adequate for two-way traffic including maintenance repair trucks for servicing the mechanical rooms?

- In the basement garage below the Common Area, the driving lanes narrow due to the storage areas. Two structural columns in the basement on the east side, and north and south of the storage, are vulnerable to impact damage. How are the basement columns protected?

- How are the basement garage mechanical areas serviced? Where would service vehicles park?

- Describe the basement garage mechanical exhaust system, carbon monoxide detection, and emergency backup.

- There is an elevator shown north of the Common Area (Sheet A-1.1, Reissued November 24, 2021) that services the basement to the second floor. Who monitors its safety, and is it on emergency backup power?

- Where is exterior site lighting proposed—what types, what levels of illumination, and how are they controlled?

- The front entrances of the apartment units are on the east and west elevations. Are tenants required to walk all the way around the building or go through the "Common Area" to access the sidewalk on Quentin or the parking lot on the west?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Has the developer requested any variances to the current Village of Palatine or International Code Council codes?

- The landscaping plan was enhanced to include a minimum height of 10-foot trees to better shield neighbors. The building structure is 2-stories (26 feet to the roof parapet). 10-foot trees are approximately one-story in height. The proposed fence is 8 feet high (Note: Village code limits fence heights to 6-feet). That's not much of a shield from a second-floor perspective, nor by the neighbors.

- Considering the vast landscaping, what is the plan for annual maintenance? Where would the lawn maintenance vehicles park—on Quentin Road? Will there be a lawn sprinkler irrigation system?

- The Petitioner indicates that snow could be hauled off-site, which would have to be further determined to accommodate. This could basically paralyze traffic flow within the development.

- The garage floor slab is noted as 4-inches. 4-inches is standard for residential or for one- or two-light cars or trucks. Isn't a 6-inch slab more appropriate for a garage with this amount of traffic and use?

- The monument sign is shown to be located at Popular and not at the entrance to the site/parking. Isn't that confusing?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

LWV LEAGUE OF WOMEN VOTERS® OF THE PALATINE AREA

October 25, 2021

Dear Mr.Dwyer,

For many years, you and your predecessors have given generously of your time and talent to make Palatine a wonderful place to live. Our city is beautiful and safe. The schools and parks make Palatine a mecca for families. We have easy access to transportation, plenty of shopping alternatives, and an array of community activities that give us much to be proud of.

Unfortunately, due to many factors, including decisions made in the past, Palatine is also lacking in housing that many of our neighbors can afford. Think of the people you know—your children who are recent graduates, or have an entry level job. Consider your parents who are now on a fixed income. What about your sister who is recently divorced and has been out of the work force for years while raising her three kids-all of whom attend Palatine Schools? All of these people, and many others like them who have lived for years in Palatine all are struggling to remain here in our village due to the high price of housing. Rent and property taxes have all increased in recent years, while many wages have not.

The rule of thumb has always been that your rent or mortgage should not exceed one third of your income. Rents and home prices in our area have far exceeded that guideline for many people, forcing members of our community to struggle to remain here and still make ends meet. These people work at our schools, our grocery stores, hospitals and many institutions that serve all of us every day.

As Co-Presidents of the League of Women Voters of the Palatine Area, we urge you to approve the revised plan for Northpointe Development's mixed income development on Quentin Road. This would not only be helpful for contributing members of our community; it would be one more reason to be proud of the Village of Palatine.

Sincerely,

Vicki Martin and Kim Inman

Co Presidents, League of Women Voters of the Palatine Area

P.O. Box 35, Palatine, IL 60078 LWVPalatineArea@gmail.com LWVPalatineArea.org

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road Property

From: ANNETTE PACIGA <>
Sent: Saturday, November 27, 2021 1:10 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: 874-920 N. Quentin Road Property

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

We would like to state our objection to the proposal to build a 40 or 45 unit apartment building on this property.

The revised proposal submitted by the developer still does not adequately address several major issues related to this project including, but not limited to density, parking, traffic and safety.

These issues were extensively discussed at the last building commission meeting. The revised proposal does not significantly impact these issues despite a small reduction in the number of units and possibly changing from a 3 story structure to a 2 story one. The land is not large enough to incorporate the needs of this number of units/occupants. There is not adequate green space and safe entrance/egress from the property.

We attended the presentation at the planning meeting and, although the developer provided information relative to parking for residents (which barely meets the minimal standards), visitor parking presents additional challenges for the community and the residents. There will be a significant need for visitor parking on a regular basis. This need will increase significantly during celebratory events (birthdays, graduations, BBQs, holidays, etc.). Where will these vehicles park? I doubt the retailers in the shopping area on the other side of Quentin will welcome non-customers in their lot. Additionally, there is a significant safety issue if visitors do use that lot and need to cross busy Quentin Rd., especially at night and with children.

Traffic and speed limit on Quentin Ave was also discussed at the last commission meeting. These are very real issues that have not been adequately addressed. The speed limit on Quentin is often exceeded and the parking entrance/egress on Poplar will cause significant back ups on Quentin as both community and apartment residents use Poplar Street to get to their homes. It will be difficult (and unsafe) to make a left turn on to Quentin from Poplar with increased traffic turning into Poplar from both directions on Quentin. Increased vehicular traffic from the complex will significantly impact traffic on Franklin and Maple as drivers seek to avoid the traffic back up and traffic lights on Quentin to access Northwest Highway.

John and Annette Paciga
867 N Maple Ave
Palatine, Il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

South of Northwest Highway. Because there are no sidewalks, children can be seen playing hockey in the street and at the edge of their driveways. As vehicles travel west on Poplar and go into Maple Ave, there is very limited visibility. This poor visibility puts those children at risk and is a major traffic and safety concern.

Safety/Parking - The items reflected in my email have not been adequately addressed by the revised proposal. Crossing Quentin Avenue from the parking lot of the strip mall is very dangerous since the speed limit is often exceeded and the surround area is not well lit - I am concerned for the safety of all people who will park illegally because there is not adequate parking at the development for special occasions.

We strongly urge the VOP Council to reject this development. It will have a negative impact on the quality of life of the area residents and presents considerable liability issues relative to safety based on traffic and parking.

Sincerely,

Annette and John Paciga
867 N Maple Ave
Palatine, Il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Mayor Jim Schwantz
Village Council Members
Village of Palatine
200 E. Wood St.
Palatine, IL 60067

SUBJECT :
My opposition to proposed development at 874-920 N. Quentin Rd

January 10, 2022

Dear Mayor Schwantz and Village Council Members,

I am a Palatine resident in Lake Park Estates; I live on Quentin Road directly across the street from the proposed 2-story, 40-unit housing project. I am strongly opposed to the project as presented to the Plan Commission in December. Even though some changes have been made from the previous proposal, I still feel that this development would include far too many living units for the size of the lot, that the dimensions of the building are too large for the site, that serious traffic safety issues would be created, that there is inadequate greenspace and site amenities, and that the development would be out of character with the surrounding residential areas.

My husband and I moved here in 1992; we especially liked the large lots in the area with many trees and the fact that there was a semi-rural atmosphere in our neighborhood. In spite of much of our neighborhood being in unincorporated Cook County, we annexed our lot individually to Palatine shortly after we moved in because we wanted to be able to utilize what we expected to be excellent Village services. So far, for the most part, we have not been disappointed.

Unlike the previously proposed Senior citizen facility, I believe that most future residents of this project would need a car. This is not a so-called "compact neighborhood" in which people can readily walk to essential services such as transportation, grocery stores, etc. All these additional cars would create many safety issues on Quentin Rd, in my opinion.

I am disappointed that, though this project has been discussed for many months and numerous area residents have expressed concerns about traffic, the developer has in my opinion not presented any believable traffic studies. (The studies submitted to the Plan Commission were for other areas, including one in Wisconsin.) I can tell you first-hand that the traffic on Quentin Road often exceeds the posted 40 MPH speed limit. It is not unusual for a vehicle slowing to make a turn to be nearly rear-ended by cars behind them. (In fact, that is exactly happened to me when I was taking my daughter to school one day shortly after we had left our driveway;

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

fortunately no one was injured when a rapidly-approaching car slid into us.) The roadway also changes grade in this area and it is not always possible to see approaching cars until they are quite close.

Additionally, the existing sidewalk on Quentin Road currently runs directly adjacent to the roadway at the north and south end of the property in question. Especially in winter, when County plows have created a ridge of snow on the road edge and the sidewalk, this is already a safety issue for pedestrians. I know from first-hand experience that there are times when pedestrians have to avoid these walks entirely, or step into the street to get around these areas. I urge that any development of this property include a reconfiguration of the public sidewalks to correct this issue.

As far as project density, I would like to comment on a statement made at the December Plan Commission meeting that this project's density should be accepted because it is close to that of the Clayson property to the north. To that I would say that, just because Cook County allowed it doesn't mean that Palatine should, when it is inferior to the density of most of the surrounding properties. Since when does the Village of Palatine lower their standards to what Cook County does?

In summary, I urge the Mayor and Village Council to reject this project. It is not compatible with the surrounding area, and does not maintain the existing residential character, which I understand are goals of the Village's Comprehensive Plan. Thank you for taking time to consider the opinions of the residents who will be most impacted by the future development of this property.

Sandy Clark
907 N. Quentin Road
Palatine, IL 60067

C. Ben Vyverberg
Mike Jacobs
Abetterpalatine@gmail.com

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Vote Yes for workforce/affordable housing in Palatine

From: Jim Schwantz <JSchwantz@palatine.il.us>
Sent: Wednesday, January 12, 2022 11:59 AM
To: Joyce Slavik <>
Cc: Scott Lamerand <SLamerand@palatine.il.us>; Michael Jacobs <MJacobs@palatine.il.us>; Hadley SkeffingtonVos <HSkeffingtonVos@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Re: Vote Yes for workforce/affordable housing in Palatine

Joyce,

I am in receipt of your email. I have copied in Ben Vyverberg who will make this part of the official record.

On Jan 10, 2022 8:31 PM, Joyce Slavik <>wrote:
Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mayor Schwantz and Councilman Lamerand,
I have lived in Palatine for many years and I support workforce/affordable housing in Palatine. I know there is an upcoming vote regarding the property at Quentin and NW Highway.

Our fixed income seniors, CNAs, daycare workers, EMTs, social workers, and others are cost burdened by paying market rates for an apartment. This means they're currently stuck paying 40, 50, or even 60% of their income for housing. This leaves very little on the table to be spent in the community. Workforce housing provides these Palatine residents with another option – a high-end apartment that is priced substantially below market and affordable.

This new building would not only be an attractive asset for our community, but it would bring in construction money as its being built.

Please vote Yes for workforce/affordable housing in Palatine!

Thank you,
Joyce Slavik

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road Development
Attachments: 874-920 N. Quentin Road Property.rtf

From: ANNETTE PACIGA <>
Sent: Tuesday, January 11, 2022 6:38 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Cc: abetterpalatine@gmail.com
Subject: Quentin Road Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Attached is a copy of an email we sent to the planning commission prior to the second public hearing on this development.

Our opinion on the development has not changed since I wrote this email. We opposed this development on Quentin Road despite the minor modifications presented to the Planning Commission. The items in our email are still valid after reviewing the revised proposal and attending the second hearing.

There are still, in our opinion, four major issues that have not been adequately addressed by the developer in the revised proposal:

Density
Traffic
Safety
Parking

This email does not replace our concerns originally submitted. However, we would like to add the following additional comments:

Density is a major issue - this development, even at its reduced size, does not "fit" on the proposed site. A member of the planning commission (or perhaps it was the commission's staff) succinctly summarized the density issue at the initial hearing by stating that placing this development on the proposed land was like trying to fit a size 10 foot into a size 6 shoe. The revised plan still doesn't fit the shoe - the minimal changes are now like fitting an 8 1/2 or 9 size foot into a size 6 shoe.

Traffic - As stated in our email, entrance to and from Poplar will be a nightmare and is a potential problem spot for auto accidents. As we were reflecting more on the traffic flow, we are even more concerned about residents of the building using Maple Avenue as a bypass to Northwest Highway. There are many young children in the townhouses and single family homes on Maple

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

South of Northwest Highway. Because there are no sidewalks, children can be seen playing hockey in the street and at the edge of their driveways. As vehicles travel west on Poplar and go into Maple Ave, there is very limited visibility. This poor visibility puts those children at risk and is a major traffic and safety concern.

Safety/Parking - The items reflected in my email have not been adequately addressed by the revised proposal. Crossing Quentin Avenue from the parking lot of the strip mall is very dangerous since the speed limit is often exceeded and the surround area is not well lit - I am concerned for the safety of all people who will park illegally because there is not adequate parking at the development for special occasions.

We strongly urge the VOP Council to reject this development. It will have a negative impact on the quality of life of the area residents and presents considerable liability issues relative to safety based on traffic and parking.

Sincerely,

Annette and John Paciga
867 N Maple Ave
Palatine, Il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road Property

From: ANNETTE PACIGA <>
Sent: Saturday, November 27, 2021 1:10 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: 874-920 N. Quentin Road Property

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

We would like to state our objection to the proposal to build a 40 or 45 unit apartment building on this property.

The revised proposal submitted by the developer still does not adequately address several major issues related to this project including, but not limited to density, parking, traffic and safety.

These issues were extensively discussed at the last building commission meeting. The revised proposal does not significantly impact these issues despite a small reduction in the number of units and possibly changing from a 3 story structure to a 2 story one. The land is not large enough to incorporate the needs of this number of units/occupants. There is not adequate green space and safe entrance/egress from the property.

We attended the presentation at the planning meeting and, although the developer provided information relative to parking for residents (which barely meets the minimal standards), visitor parking presents additional challenges for the community and the residents. There will be a significant need for visitor parking on a regular basis. This need will increase significantly during celebratory events (birthdays, graduations, BBQs, holidays, etc.). Where will these vehicles park? I doubt the retailers in the shopping area on the other side of Quentin will welcome non-customers in their lot. Additionally, there is a significant safety issue if visitors do use that lot and need to cross busy Quentin Rd., especially at night and with children.

Traffic and speed limit on Quentin Ave was also discussed at the last commission meeting. These are very real issues that have not been adequately addressed. The speed limit on Quentin is often exceeded and the parking entrance/egress on Poplar will cause significant back ups on Quentin as both community and apartment residents use Poplar Street to get to their homes. It will be difficult (and unsafe) to make a left turn on to Quentin from Poplar with increased traffic turning into Poplar from both directions on Quentin. Increased vehicular traffic from the complex will significantly impact traffic on Franklin and Maple as drivers seek to avoid the traffic back up and traffic lights on Quentin to access Northwest Highway.

John and Annette Paciga
867 N Maple Ave
Palatine, Il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: APPROVE the Quentin Rd. mixed income project, 1/17/22

From: keith>
Sent: Wednesday, January 12, 2022 11:51 AM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Reid Ottesen <ROttesen@palatine.il.us>
Subject: APPROVE the Quentin Rd. mixed income project, 1/17/22

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Palatine Mayor Schwantz, Village Council, and Staff:

RE: Mixed income development at 874-920 Quentin Rd.
Village Council meeting on Monday, 1/17/22

Please approve the above captioned development project on Quentin Rd. It is in the best interest of our community to have available housing for the workforce that earns well below the area median income. To cite just a few examples of those workers would include: health care staff, EMT's, social workers, paramedics, substitute teachers, teacher aides, nursing assistants, special education aids, laboratory technicians, elder care employees, and park district recreational staff. In other words, these are hard working neighbors that are not criminals or trying to live in any subsidized housing. But rather they are hard working individuals that have proven their worth time and time again to the functioning of community services, especially during this COVID pandemic.

All three of our adult children are employed in the professions listed above and they are not able to locate any housing in our area. The chronic shortage of available housing for this working group is stunning. We can begin to address this housing condition right now by approving of this project.

Thank you for your attention to this matter.

Sincerely,
Keith Moens

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Support for Quentin Road Multi-family Housing Proposal

From: Kathy Cortez <>
Sent: Monday, January 10, 2022 10:08 PM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: Michael Jacobs <MJacobs@palatine.il.us>; Hadley SkeffingtonVos <HSkeffingtonVos@palatine.il.us>
Subject: Support for Quentin Road Multi-family Housing Proposal

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

This letter is to voice my support for the Mulit-family housing project being proposed for Quentin Road. My support is based on the following:

- The lots in question have been vacant, ugly and unproductive for many years, and this project is the first development proposed for the location in many years.
- Neighbors point to traffic concerns as a reason for looking unfavorably at the project; however, the traffic study submitted to the village by the developer last week suggests that any traffic resulting from the 40 proposed units would be immaterial if not irrelevant. It also suggests that the limited traffic entering and exiting the property would make adding deceleration lanes unnecessary. I hope you'll take the opportunity to review the traffic report prior to Monday's meeting and draw your own conclusion.
- The other concern cited by neighbors and village staff is the project's density and its fit with the surrounding area. I hope we can all agree that the restaurants and retail establishments along with single- and multi- family residences leave lots of room for the type of development that is suitable for this location. As for density, the proposed density of the development is nearly identical to the other multifamily housing nearby at The Clayson. (and it is significantly less dense than Spruce Village, the other LIHTC housing in Palatine).
- In short, the proposed development is a suitable use of this underutilized land. There are no other substantive concerns that should result in voting against the development.

Finally, I cannot ignore the fact that the proposed development would increase the number of affordable units available to Palatine residents. Despite the fact that Palatine already has a healthy share of affordable housing, some 30% of our residents remain housing cost burdened, paying more than 30% of family incomes on housing costs. The development is a great way to turn an unproductive eyesore into something attractive and valuable to the community.

Please vote YES.

Respectfully,
Kathy Cortez
Palatine Resident

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 920/896 N Quentin Avenue Concerns

From: Jeffery Buchholtz <>
Sent: Monday, January 10, 2022 8:43 PM
To: Katie Rivard <KRivard@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; abetterpalatine@gmail.com
Subject: 920/896 N Quentin Avenue Concerns

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Greetings Palatine Leadership,

My simple point is this, Palatine does not require any more affordable housing that would go to Palatine High School. I understand their is federal dollars attached to this latest effort (12M), but you accept this deal at the expense of my property values.

My property values peaked in 2007, yet my taxes have continued to rise for the most part. There is a reason for it, putting subsidized housing in my back yard is unjust. Similar homes on Crescent Ave by the same builder (DIOR) sell for a 100K more than my house (Zillow) and they even pay less property taxes than I do.

So my simple "Ask" is you do not allow for this type of high density housing to continue to lower property values, increase congestion and to stop the generational of my neighborhood.

Thank you for all that you do.

Regards,

Jeff Buchholtz
1229 N. Lakeview Ct.
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N Quentin Rd Planned Development

From: Carolyn Gralewski <>
Sent: Monday, January 10, 2022 4:29 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; abetterpalatine@gmail.com
Subject: 874-920 N Quentin Rd Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

*I live at 883 N Maple Ave, near the site and I am opposed to the development. My concerns are **the exceptional density**, traffic concerns on Quentin road, and possible increased cut through traffic in the neighborhood.. I would support a development that was in line with the average density of 7-8 units per acre to match the existing density of the neighborhood, but this proposal is too big and I urge the Council to reject it. Thank you.*
Carolyn Gralewski

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

December 14, 2021

Dear Mr. Vyverberg and Palatine Planning Commission Members,

I have been reflecting on much of the discussion that followed my appearance before the Planning Commission hearing last week regarding the Quentin Road Apartment development. Some of the discussions diverted into an unintended direction, and I feel the need to follow up with this letter.

For the record, and as you know, Mr. Vyverberg, I have never met you or any of your staff. I cannot speak the personal biases of anyone in the Planning and Development Department, as I would have no way of knowing if anyone had biases or what those biases might be. This is why I attempted to be careful about accusing any individual of intentional personal bias.

Accusations and name-calling have no place in civil discourse and engaging is such activities does nothing to further my objectives. To my knowledge, the Planning and Development Department acted with integrity in drafting its recommendation.

I stand by my comments that the final report did not provide a balanced view of the project (i.e., it contained biases) for all the reasons I already stated at the meeting so I will not repeat them here. I also stand by my comments that village ordinances are in serious need of updating with respect to promoting an increase in the supply of affordable housing. I can certainly understand if the Planning and Development Department were to, as a matter of practice, skew its findings and recommendations in favor of existing village ordinances and to avoid submitting perspectives that are inconsistent with those ordinances. While I may disagree with such an approach, that is not to say that any individual involved in creating the report acted in bad faith.

I genuinely appreciated the generous allotment of time allocated to me at the meeting. My intention was to round out the discussion with a more current, relevant look at housing and zoning as it is being implemented in other towns and as it applies to housing affordability so that the Planning Commission had the benefit of that perspective during its deliberations. Clearly, I did not feel it was fair to rely solely on the staff's report. Whether you voted in favor of or in opposition to the Quentin Road project, I thank you for actively listening.

I plan to address many parties in the village on the general topics of exclusionary / inclusionary zoning, solutions for improving the supply of affordable homes, and other related topics, and I look forward to those discussions with you.

Respectfully,

Kathy Cortez

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

From: Tony Cinquegrani <>
Sent: Saturday, January 8, 2022 2:49 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Cc: Julie <>
Subject: Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

On Jan 8, 2022, at 2:24 PM, wrote:

Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

In 2006, my business partner and I purchased a property in Palatine after my business partner was assured verbally by a member of Planning and Zoning that we could build a 16-unit condo building with underground parking. After purchasing the property and hiring a design-build team, we met with the Village and was told that a 16-unit building was too dense for a property of this size, which is 28,800 square feet. Note that the lot size for the Quentin Rd. proposal is approximately 98,010 square feet.

We then, after repeated roadblocks, decided to place the property back on the market. A buyer-developer was interested in putting 10 townhomes on the property but was told by Planning and Zoning that this too was too dense, so he compromised on 6 units.

In September 2007, the proposal came in front of the Planning Commission and, although 20 nearby residents opposed the project, it was passed with a 5-2 vote. But in October 2007, the project came for a vote before the Village board, with again 20 residents petitioning against it, and it was voted down by the Village 7-0 due to density.

In 2008, we went in front of the Village board and received a preliminary approval to market the property for 3 single-family homes on a PUD, but we were unable to find a buyer. Finally, after 15 years, the property was sold for the value of the home only, not for the land. The property was purchased in 2006 for $450,000 and was sold as a short sale for $175,000.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

By my calculations, based on the restrictions that were placed on us over the years for our own property, the Quentin Rd. proposal's density should be no more than 10 single-family homes or 10 townhomes.

I live in Lake Park Estates, a subdivision directly across the street from the Quentin Rd. proposal. This type of density would have a negative impact on our subdivision. If this were to pass, I would be looking into possible litigation against the Village due to unequal treatment.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920- N. Quentin Road Planned Development

From: LORENE HARDER <>
Sent: Monday, January 10, 2022 2:52 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; abetterpalatine@gmail.com
Subject: 874-920- N. Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good afternoon Palatine Village Council,

My name is Lorene Harder and I live at 872 N. Maple Ave, Palatine. I am writing as my husband Jim, my mother-in-law Clare and I are concerned about the Preliminary Planned Development to construct a new 2-story 40 unit apartment building at 874-920 N. Quentin Road in Palatine. I live two blocks over from the proposed planned development.

We are opposed to the development. My concerns are the exceptional density given the **narrow depth of the lot, traffic concerns on Quentin road, and especially the increased cut through traffic in the neighborhood. I would support a development that was in line with the average density of 7-8 units per acre to match the existing density of the neighborhood, but this proposal is too big and I urge the Council to reject it.**

If you need any additional information from me, please let me know.

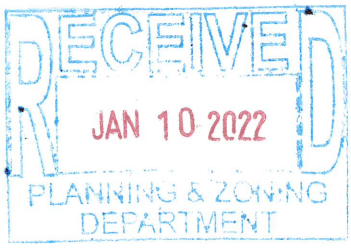
Thank you all very much, I appreciate your consideration. Take care.

Lorene and Jim Harder

872 N. Maple Ave

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Sandra Brown
948 North Maple Avenue
Palatine, IL 60067



Village Council
Village of Palatine
200 E Wood St
Palatine, IL 60067

January 9, 2022

Dear Mayor Schwantz and Council Members:

I have lived on Maple Avenue for the **last 46 years**. I am absolutely **against** the 40-unit apartment building development proposed at 874-920 Quentin Road, and am asking for you to vote down a proposal that is simply too large for our community of single family homes.

This location on Quentin is **not acceptable because it backs directly to single family homes**. The density and size of the building are both far too great for the homeowners on Franklin. Even on the west side of Franklin, they will see this development above and looming behind every single home from north to south because it is on an elevated hilltop from their homes. It will change the character of the neighborhood and look like a warehouse. Given that many of the homes directly it are lower, and on wells, those living on Franklin have good reason to be worried about flooding and the problems the development may bring to their water supply.

Maple and Franklin both experience cut through traffic between Quentin and Northwest Highway. Our homes sit on large lots, and we do not have sidewalks in the area. Local residents on Franklin and Maple, and homeowners in the townhomes on Glenview Court, frequently walk these two blocks with their kids and dogs, and must share the roadway with both local traffic and speeding cars that cut through. Increasing local traffic with so many more cars on this lot is a bad idea. Furthermore, many additional cars will be drawn to cut through this neighborhood to Northwest Highway when the entrance to this development causes even more congestion as cars near Quentin heading south.

Over my many years on Maple, I raised my family in a quiet and beautiful neighborhood. We should be able to sell our homes in good time to others who can enjoy this area. **A large apartment building should not be built here to the terrible detriment of the existing homeowners.**

Please vote "no".

Sincerely,

Sandra L Brown

Sandra Brown
948 North Maple Avenue
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 15M to Cook County, Builder Brings Tax Credit Home to Wisconsin, Palatine gets the SHAFT!

From: Harris, Nannette <>
Sent: Sunday, January 9, 2022 1:04 PM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; info@senatoranngillespie.org; Repmorrison54@gmail.com; contact@staterepwalker53.com; Scott.Britton@cookcountyil.gov; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: 15M to Cook County, Builder Brings Tax Credit Home to Wisconsin, Palatine gets the SHAFT!

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

January 8, 2022

Quentin Apartment Building: (PINs#: 02-09-405-008-000, 02-09-405-010-000, 02-09-405-011-000, 02-09-405-012-000, 02-09-405-013-000, 02-09-405-015-000, 02-09-405-016-000)
874-920 N. Quentin Rd., Palatine, Il. 60067
The Petitioner: Any Dumke, Alliance Development, Oshkosh Wisconsin

Dear Palatine Mayor, Village Council Members & Elected Officials,

I am a 25 year resident of 825 W. Poplar Street, Palatine, Il. 60067. I reside directly behind the "preliminary planned apartment development complex" on the corner of Poplar Street and Franklin Avenue in Palatine, Il. 60067.

I strongly oppose the petitioner's proposal for the parcel of land at 874-920 N. Quentin Road.

On December 7th, 2021 Northpointe/Alliance based in Oshkosh Wisconsin looking for a tax credit, submitted a new proposal to the village for a 40-unit apartment building with 94 underground and surface parking spaces on the parcel of land at 874-920 N. Quentin Road, formerly Mia's Nursery.

I realize the Village Council on **Monday, January 17th, 2022** could vote and give Preliminary Permission to go ahead with plans for the 40-unit/36-unit apartment building with 94 underground and surface parking spaces that has not been fully vetted by the plan commission. Help me to understand how can the Village Council Members speak to a plan no one has seen or reviewed?

How many times can Northpointe/Alliance return with the "final" plans; in the meantime builders start planning the ground work and moving earth setting the foundation for the development. Palatine is giving builders a "back door" to the approval process. This process needs to stop and Palatine should lead as an example. The drawings by the developer, Northpointe/Alliance have been before the Plan Commission twice and there are still changes that need to be made per the Commission Board.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

This just reinforces residents claims this project is "TOO DENSE" FOR THIS PARCEL OF LAND! Cook County/Village gave the same "back door" approval to the warehouse project near Algonquin and Hoffman Estates Road to build a warehouse. This approval process subverts citizens objections which have been heralded loud and clear since the very first introduction of this apartment building complex in Palatine.

We as a neighborhood believe in affordable housing, especially with the difficult times we are in. **However, just because there is a piece of land does not mean it is the right place to build an apartment complex**

The residents of Palatine "are not" powerless and their voice must be heard. We are a Home Rule Community so our Board/Council Members have all the power to stop the building of this apartment complex. We implore the Village Council to vote "NO". Do not be misguided by the "Opposition" for Palatine currently supports (7) seven "Affordable Housing Complexes" picking up the slack for surrounding counties and villages that are not supportive nor would possibly entertain the thought of Affordable Housing in "their" neighborhood!

Neighborhood Key Concerns:

- **The 40-unit apartment building proposed** would mean approximately **100 residents (based on IHDA estimate of 2.5 residents/unit)** and **up to 136 residents** of this development **(**based on Keating Memo HUD guidelines and 2 persons/bedroom). The development includes 19 one-bedroom units, 14 two-bedroom units, and 7 three-bedroom units. These units may house up to 56 kids (2 kids x 14 bedrooms from 2 bedrooms and 2 kids x 2 bedrooms x 7 bedrooms from 3 bedrooms).
- **Density of the development proposed** (15.8 units/acre) is entirely out of proportion with the surrounding neighborhood of single family homes and townhouses. The developer points to the presence of the highest density development in the area, Clayson Apartments, (density of 15.7 units/acre) to justify this, but ignores that the **Clayson was developed under Cook County, not Palatine zoning** (it was incorporated into the Village after it was built) and that the property both faces and backs to single family homes. For the six adjacent single family homes directly behind it to the west, the developer is proposing putting **7 times as many households** as reside in the six single family homes. Even if the developer reduces the units to 36, as may be required in order to accommodate a second access point, **the density remains double (14.2 units/acre)** the average multifamily density in the village, outside of the downtown area.
- **The physical dimension of the building** is completely disproportionate to the neighborhood and to the single family homes adjacent to it. The building would look like a warehouse, about seven times as wide as one of the single family homes behind it) and it would be on a hill from the homes directly behind it. It would create a visual wall for the homes behind it on Franklin Ave and would be easily seen behind all of the homes on Franklin by the homes on the west side of the street.
- **The developer is proposing parking spaces for 94 cars on this small lot**: 58 in underground parking and 36 surface parking stalls. An access road into the underground garage and surface parking behind the building would be 20 feet from the homes and backyards of the single family homes behind it. Surface parking means that there would be light pollution for the backyards and homes directly behind it as well as the noise (car alarms going on and off, cars driving on an access road directly behind the homes) and air pollution.
- **The character of the immediate neighborhood would be altered by this development.** This housing is incompatible with the existing community, which consists of longstanding single-family homes on large, near half-acre lots, townhomes, and a townhouse development backing to a large nature area (Willow Glen).
- **The development will exacerbate traffic and pedestrian and vehicle safety**:

1. **Traffic Issues**
    - Currently, there is one access point proposed on Quentin but this is a preliminary plan. The developer has indicated they would add a second access point on Quentin.
    - There will need to be a deceleration lane from Quentin – this is already a very busy street, and cars turning left will experience great difficulty turning left across lanes close to the light.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- This will undoubtedly increase already-existing cut through traffic through Franklin and Maple as people try to avoid the intersection of Quentin and NW Highway.

2. **Pedestrian Safety Issues**
   - There are no sidewalks on the east side of Quentin and sidewalks on the west side of Quentin are very close to the street, and are often covered in the winter when snow is cleared.
   - There are no sidewalks on Franklin and Maple where there is already cut through traffic between Quentin and NW Highway. Current residents on Franklin and Maple and the Willow Glen townhomes already share a small two block area for pedestrian purposes; the community does not believe the cut through traffic should be made worse for residents by the addition of a high density development.
   - It is already dangerous to cross Quentin and would be dangerous for pedestrians – and especially kids – to cross Quentin with no stoplight to get to the recreation area on the east side of Quentin – there is no recreation area available on the west side without crossing NW Highway or Quentin.
   - Residents of the development who would need to walk to public transportation or a grocery store have poor pedestrian access on busy Quentin and NW Highway – there are no public bus lines near the development – and by foot the train is 1.6 miles away and Euro Fresh 1.1 miles.
   - Buses may need to access 30-50 kids from the development on Poplar – which is already a difficult, narrow street, which goes downhill, with cars turning in quickly from Quentin.
3. **Stormwater management and run off issues are a real concern given that the developer would cover the bulk of the lot with impermeable surfaces – the huge building and surface parking.**
   - This lot is elevated so covering to a huge extent would create runoff issues to the surrounding properties to the west, which are lower.
   - The development may impact Salt Creek that runs under Quentin and worsen overbank flooding.

Please note that our Petition rejecting the plan development currently stands at over 380 signatures from Owners of Single Family Homes, Six (6) Townhome Associations i.e. Willow Glen HOA, Erie Glen HOA, Dagan HOA, Lake Park Estates HOA, Sutton HOA, Lakeside Estates HOA and 11 Business i.e. Brandt's of Palatine, A Closer Bond, Jorie Weight Loss, Mr. A's Liquor's, Salon Lorenne, Studio Pilates, Daisy Malt Shoppe & Ice Cream Cakes, Tin Seng Chop Sue, Oak Alley Saloon to name a few coupled with letters to the Village all within the immediate area "rejecting the planned development" due to its "density" and "impact" on the surrounding area. All agreed a suitable and compatible housing development of any kind, including affordable housing, would respect the limitations of the lot and align with multifamily densities currently in the village, equaling 7-8 units per acre – not double that as proposed.

State Senator, State Representative's, County Board Commissioner, District Council Member's and our Mayor of Palatine please "VOTE "NO" TO THIS PROJECT due to its high density and impact on the immediate surrounding area of Single Family Homes, Townhomes and Small Businesses.

Thank you for your consideration.

Warmest Regards,

Nannette M. Harris
Director of Sales & Operations **(but most of all proud single mother of three daughter's raised on my own at 825 W Poplar St. in Palatine)**

T-MOBILE FOR BUSINESS

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Proposed Development known as 874-920 N. Quentin Road

From: John <>
Sent: Sunday, January 9, 2022 12:19 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Cc: abetterpalatine@gmail.com
Subject: Proposed Development known as 874-920 N. Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Village of Palatine Council Members,

We own a home on Franklin Avenue, north of Northwest Hwy. We are opposed to the proposed Northpointe Development known as 874-920 N. Quentin Road. The reasons for this opposition are as follows:

1. Creates a high risk of traffic accidents on Quentin because the hill crests just south of Poplar Street. Vehicles traveling south on Quentin will not slow down, and they will have trouble seeing vehicles leaving or entering the facility. This accident risk will increase even more during poor weather conditions.

2. Increases traffic on Franklin, Poplar, Maple and Quentin. The residents that have homes on Franklin Ave. will experience noise pollution problems 24 X 7.

3. Exceeds the village historic density standard of 7 to 8 units per acre. The proposed development of 40 units is more than twice the historic village standard.

4. No assurance that the 40 units will not have more occupants than the units are designed to accommodate.

5. Palatine Council and Planning Commission members should listen to the opposition of the long-term residents of Palatine that live near this proposed development, not the individuals or organizations that will not be adversely impacted and do not live anywhere near 874-920 N. Quentin Road.

Therefore, the property **should not** be rezoned for this proposed developer. There are many other sites that are better suited for this type of development which are closer to basic services such as grocery stores, health care, and public transportation.

John and Cher Erickson

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N quentin road planned development - oppose

From: Jessica Pluda <>
Sent: Sunday, January 9, 2022 8:03 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Subject: 874-920 N quentin road planned development - oppose

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

My name is Jessica Pluda, my address is 1200 N Oakridge ct., I live about 2 blocks down Quentin from the site and I am opposed to the development. My concerns are ***the exceptional density*** *given the narrow depth of the lot, traffic concerns on Quentin road, increased cut through traffic in the neighborhood, and the pressure it will cause on our education system (hiring, space need, etc). I would support a development that was in line with the average density of 7-8 units per acre to match the existing density of the neighborhood, but this proposal is too big and I urge the Council to reject it. Thank you.*
Jessica

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

From: Tony Cinquegrani <>
Sent: Saturday, January 8, 2022 2:49 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Cc: Julie <julie@jessolution.com>
Subject: Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

On Jan 8, 2022, at 2:24 PM, kimvander@aol.com wrote:

Density Issue Relating to Quentin Rd. Development Proposal (40-unit project proposed for 2.25 acres)

In 2006, my business partner and I purchased a property in Palatine after my business partner was assured verbally by a member of Planning and Zoning that we could build a 16-unit condo building with underground parking. After purchasing the property and hiring a design-build team, we met with the Village and was told that a 16-unit building was too dense for a property of this size, which is 28,800 square feet. Note that the lot size for the Quentin Rd. proposal is approximately 98,010 square feet.

We then, after repeated roadblocks, decided to place the property back on the market. A buyer-developer was interested in putting 10 townhomes on the property but was told by Planning and Zoning that this too was too dense, so he compromised on 6 units.

In September 2007, the proposal came in front of the Planning Commission and, although 20 nearby residents opposed the project, it was passed with a 5-2 vote. But in October 2007, the project came for a vote before the Village board, with again 20 residents petitioning against it, and it was voted down by the Village 7-0 due to density.

In 2008, we went in front of the Village board and received a preliminary approval to market the property for 3 single-family homes on a PUD, but we were unable to find a buyer. Finally, after 15 years, the property was sold for the value of the home only, not for the land. The property was purchased in 2006 for $450,000 and was sold as a short sale for $175,000.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Rd Project

From: RICH TYACK <>
Sent: Wednesday, January 5, 2022 7:49 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Cc: abetterpalatine@gmail.com
Subject: Quentin Rd Project

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Gentlemen: I am on the HOA board of Lake Park Estates, and I am sending this email not on behalf of the LPE Association, however I do speak on behalf of many of our homeowners.

Although this project seems to be an acceptable use for this location, our concerns are the density and ingress/egress. Quentin Road has several blind spots due to the rolling terrain, and this thoroughfare is also known for speeding which creates a dangerous situation in it's current state. The density is already high considering the adjacent apartments as well as several residential streets that spill onto Quentin Road. My appeal relates more to safety rather than the proposed use.

I hope you reconsider the density of the project for the sake of the existing residents that will be affected.

Thanks for all you do!

Regards,

Rich Tyack

Vice President/Incoming President
Lake Park Estates HOA

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Proposed Quentin Apartments

From: SUE GEEGAN <>
Sent: Wednesday, January 5, 2022 12:50 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Proposed Quentin Apartments

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Ben,
I am urging the Palatine Village Board to approve the Quentin Apartments Development. 874-920 Quentin has been an eye sore in the community for over 10 years. The development is attractive and will serve the community well. Given the commercial properties on the corner of NW Hwy and Quentin and the Clayson Apartments directly to the north, the two-story, forty unit building is quite appropriate for that location. It also provides affordable housing that the Palatine community desperately needs.

Thank you for your consideration,
Sue Geegan
Palatine Resident

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: N. Quentin Rd. apartment building

From: Linda Waycie <>
Sent: Tuesday, January 4, 2022 1:27 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Reid Ottesen <ROttesen@palatine.il.us>
Cc: Jim Schwantz <JSchwantz@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>
Subject: N. Quentin Rd. apartment building

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverberg, Mr. Ottesen, Mayor Schwantz and Councilmen,

I support the mixed use development apartment building at 874-920 N. Quentin Rd. I'd like to share with you my personal story. My daughter finished 2 years of college at Harper, got a job making $14.00 an hour at a business in Riverwoods. She next tried to find an apartment. This was very hard to do because she could only afford an apartment with rent around $600-$700. She eventually found an apartment in Arlington Heights after looking in all the surrounding communities. Hundreds of young adults are graduating from Harper College, getting their first job and need to find an affordable place to live.

The developer has met all concerns regarding the building such as removing balconies, and adding 80 plus trees to strengthen the privacy of the current home owners nearby. The good news is that this new building will bring in property tax income to the village because now the land is bringing in zero income.

Please vote YES for this project. It will provide a home for special populations such as veterans, seniors, young adults and those who just don't have jobs that provide them with enough income to live in market rate apartments. Palatine can be home to a population who have incomes at all levels.

Sincerely,
Linda Waycie

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Northpointe Development at 874-920 North Quentin Road

From: William McLenahan <>
Sent: Monday, January 3, 2022 12:24 PM
To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>
Cc: abetterpalatine@gmail.com
Subject: Northpointe Development at 874-920 North Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

January 3, 2022

To: The Honorable Mayor of the Village of Palatine, Council Members, and the Director of Planning and Zoning

Re: Northpointe Development at 874-920 North Quentin Road

My wife and I reside at the Dagan Park Estates Townhomes and I am a licensed architect by profession. The following summarizes the primary concerns that we have regarding the above-referenced development. At the end are listed additional personal questions and comments that further support our recommendation to **OPPOSE** the development on Quentin Avenue as currently proposed and would like our email to be part of the public record.

The proposed parking layout and driveways for 94 vehicles, both on-grade and in-basement, impose unresolved issues, including snow removal, emergency/maintenance/delivery access with limited turn arounds, tight 2-way traffic lanes, a potentially congested one-point of egress and ingress on Quentin Road, and life safety/security/drainage/mechanical ventilation issues, which are included in the list below. Some were also noted in Palatine's Case Staff Statement's Recommendations.

Currently, the inflation rate is at its highest level in nearly forty years, This has to be a major factor affecting the project's estimated labor and construction costs. This financial crisis also affects the priorities of any tenant regarding the ability to pay rent and to include food, medicine/medical supplies, fuel, insurance, transportation costs, and other necessities into their monthly budget. What is the game plan for delinquent rent and/or turnover due to Covid-19 quarantines? Is there an eviction plan for defaulting tenants?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Is the developer able to guarantee to the Village anywhere near the success of a 100% occupancy as an "affordable housing apartment complex" or expect a profitable return on investment? With the current economy and its rate of inflation, this is highly doubtful. Each council member has the responsibility of protecting the Palatine residents—with public safety and fiscal responsibility as proclaimed in the Mayor's State of the Village presentation. This project appears to do neither.

As an architect, I understand the purpose of affordable housing units. But, based on many of my personal questions and comments, Northpointe Development has NOT taken every step possible to mitigate the negative impact of the proposed development, not only on the existing neighbors but also its future tenants.

Please vote "**NO**" on this project and retain the integrity and confidence of the community as intended to best benefit its neighbors and long-time residents that chose Palatine as a neighborly, prosperous, and safe community. As summarized on the Village's website, "All in all, the Village of Palatine is committed to providing the best to its citizens by improving upon an already superior built environment."

Respectfully submitted,

William McLenahan, AIA
Sharon E. McLenahan
848 N. Franklin Avenue
Palatine, IL

PERSONAL QUESTIONS AND COMMENTS REGARDING THE PROPOSED NORTHPOINTE DEVELOPMENT

[Reference: $20.4 million proposed project, which was allocated $15 million in low-income housing tax credits by the Illinois Housing Development Authority. This is planned as a two-story, 40-unit building on 2.5 acres. (https://www.dailyherald.com/business/20211201/developer-trying-again-for-affordable-housing-in-palatine)]

- Where are the funds for this project being held and who would be responsible for overseeing and approving the disbursement of construction payment requests?

- What is the total estimated project cost (including management fees, architectural & engineering fees, land cost, demolition of existing structures and clearing of land, new building construction - $/SF, site improvements and landscaping, building permits, new utilities, sidewalks, curbs and paving, etc.)? How much is being subsidized and financed, and by whom? Who will be bidding all of the construction work, and how will it be bid and contracts awarded? Who will be acting as the construction manager?

- What is the contingency in the budget for project cost overruns, considering the current rate of inflation and availability of construction materials?

- What is the proposed overall construction duration including the delivery of the necessary design development and construction document phases of

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

architectural/engineering/structural design reviews and their approvals required for permitting? Include the necessary time for demolition permits, fencing, demolition and clearing of land, and relocated/new utilities work. Weather conditions are obviously an unknown factor.

- Please provide the respective architectural floor plans of each unit (one-, two- and three-bedroom) including the number of bathrooms and exits.

- List the included tenants' amenities (Energy Star appliances, laundry (?), HVAC, floor finishes (carpet, ceramic tile, wood, vinyl), soundproofing, security, Internet, etc.). Since these will be rental units, the developer/landlord has control, not the tenant. What is the intended quality level of construction and what might be included as 'design concepts for durability'?

- What are the qualifications (or limitations) of residency per unit including the number of families and pet restrictions?

- Other than the "Fenced Play Area", where are other off-site children's activities (playgrounds, parks) and pet-friendly areas located or designated? Quentin Road is a relatively high-traffic area. The site plan indicates a 30' x 40' fenced play area adjacent to stormwater retention. Although fenced, is this appropriate and safe? Who controls and supervises the play area?

- What is the marketing plan for rental properties and tenant interview/screening process? Will there be a local real estate agent?

- What is the anticipated initial rent per unit type? Rental rates have also recently increased due to inflation, which may be detrimental to intended occupancies. How will subsidies be managed and enforced, and by whom?

- Provide a projected annual budget including forecasted rental income (best- and worse-case scenarios); operating, administrative, and land maintenance expenses; liability insurance, and real estate taxes.

- How is the property planned to be managed? Who would be responsible for repairs and maintenance? Will there be an available full-time or on-site property manager? Will this person be housed in one of the units?

- It was stated that "[t]he linear layout of the parking lot would also not provide for a directed delivery access and would require vehicles to enter the site and then return to the same Quentin Road access point." How then would outside deliveries and mail be handled? Will mailboxes be stacked along Quentin Road?

- There is only one "trash area" shown at the north end of the basement garage level. How would trash be managed, dumpsters accessed by tenants and waste management pick-up, and pick-up trucks maneuver and not block vehicular traffic?

- Do the driveway turning radii and proposed hammerhead accommodate fire department and ambulance vehicles? What if a fire occurs in the basement parking? A

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

new fire hydrant is proposed at the north end of the grade-level parking. The nearest fire hydrants to service the east side appear to be a pair located at the northwest corner of Poplar and Quentin. Has this site plan been reviewed by the Village of Palatine Fire Chief or Fire Marshall?

- Is this project LEED (Leadership in Energy and Environmental Design) certified (U.S. Green Building Council)?

- Is this an all-electric complex? Where is the proposed location of the main ComEd power feed and what is the size of the transformer(s)? What about cable, fiber, and copper wire communications?

- Will the existing overhead utilities be relocated underground?

- Are utilities (electric, [gas?], waste, Internet, etc.), included in the base rent? Will utilities be metered separately per unit? Are the rising costs of utilities due to inflation being factored into the building's operating expense and/or tenants' budgets?

- There is a nearby creek. Has the level of the underground water table been investigated? A note indicating that the "trench drain (at the base of the basement garage entrance) is to be pumped to splash pad" suggests that the basement garage floor elevation could be susceptible to flooding. Will there be backup pumps and/or an emergency generator to avoid flooding in the garage (*e.g.,* 100-year, 24-hour rainfall)?

- How is the current elevated grade and retaining wall at the corner of Poplar and Quentin resolved? It was noted that the retaining wall would be removed. A stormwater retention basin is shown adjacent to that area. How does that work? How effectively deep would the retention basin be?

- How is security addressed in the basement garage and/or Common Area? What is the purpose of the Common Area? The petitioner's narrative indicated it would have a fitness room. Is this amenity included in the base rent for all tenants' use? Who would control, furnish and maintain this feature?

- The proposed location is near forest preserves and remote from shopping centers. Where would the residents conveniently shop and how would they get there?

- Repeating Staff's comments, will private bus or public transportation be provided, and at what or whose cost? What about school buses on Popular and child safety on Quentin? Will a bus shelter be required and where would it be located?

- Explain the stairs that are required between the sidewalks on the west (at the ramp to the garage entrance) that join the sidewalk at Poplar. Wouldn't sidewalk accessibility be a problem?

- Are the rental units and basement parking fully sprinklered per code? Is it a 'wet' or 'dry' system? What if a gasoline or an EV (electric vehicle) fire were to occur in the basement?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- How would the tenant and visitor parking be regulated and/or screened? Will each of the tenant parking stalls be assigned? How would violators be penalized? Given the limited driveway widths, how would disabled vehicles be towed? In some apartment communities, a parking app is used to control parking. Who would manage the system, and adjudicate tenants' complaints?

- Three 'persons with disabilities parking spaces are provided at grade. Are the residences, access, and parking ADA (Americans with Disabilities Act) compliant? Will there be a premium in rent for assigned underground parking?

- Will an overhead door be provided at the entrance to the basement garage? How will access into and out of the garage be managed and secured? How is emergency exiting from the basement accomplished?

- As the stair corridors between the basement garage and the upper floor levels will require fire doors, what security and safety measures will be provided? What kind of lighting is proposed and will emergency lighting be provided in the garage, stairs and corridors?

- What are the depths of the parking stalls in the basement parking (as well as the on-grade parking) and do they conveniently allow for two-way traffic in the driveways, especially in the event of an emergency?

- What are the restrictions for vehicle types/sizes in the basement garage? Is the driveway width and turning radius into the basement level garage entrance adequate for two-way traffic including maintenance repair trucks for servicing the mechanical rooms?

- In the basement garage below the Common Area, the driving lanes narrow due to the storage areas. Two structural columns in the basement on the east side, and north and south of the storage, are vulnerable to impact damage. How are the basement columns protected?

- How are the basement garage mechanical areas serviced? Where would service vehicles park?

- Describe the basement garage mechanical exhaust system, carbon monoxide detection, and emergency backup.

- There is an elevator shown north of the Common Area (Sheet A-1.1, Reissued November 24, 2021) that services the basement to the second floor. Who monitors its safety, and is it on emergency backup power?

- Where is exterior site lighting proposed—what types, what levels of illumination, and how are they controlled?

- The front entrances of the apartment units are on the east and west elevations. Are tenants required to walk all the way around the building or go through the "Common Area" to access the sidewalk on Quentin or the parking lot on the west?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

- Has the developer requested any variances to the current Village of Palatine or International Code Council codes?

- The landscaping plan was enhanced to include a minimum height of 10-foot trees to better shield neighbors. The building structure is 2-stories (26 feet to the roof parapet). 10-foot trees are approximately one-story in height. The proposed fence is 8 feet high (Note: Village code limits fence heights to 6-feet). That's not much of a shield from a second-floor perspective, nor by the neighbors.

- Considering the vast landscaping, what is the plan for annual maintenance? Where would the lawn maintenance vehicles park—on Quentin Road? Will there be a lawn sprinkler irrigation system?

- The Petitioner indicates that snow could be hauled off-site, which would have to be further determined to accommodate. This could basically paralyze traffic flow within the development.

- The garage floor slab is noted as 4-inches. 4-inches is standard for residential or for one- or two-light cars or trucks. Isn't a 6-inch slab more appropriate for a garage with this amount of traffic and use?

- The monument sign is shown to be located at Popular and not at the entrance to the site/parking. Isn't that confusing?

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920- N. Quentin Road Planned Development

From: Larry Schleich <>
Sent: Monday, January 3, 2022 9:21 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; abetterpalatine@gmail.com
Subject: 874-920- N. Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I'm Sandra Schleich and I live 3 blocks from the Quentin Road Development site in the Sutton Park Place III Townhomes, on Chesterfield Ct. I am opposed to the development because of the number of units proposed for the size of the property. Additionally I'm concerned with the impact to Quentin Road traffic as well as increased traffic through the surrounding neighborhood streets. I would support the development if the density was in line with the average density of units per acre of the surrounding neighborhood. The proposal is for a unit density that far exceeds that of the neighborhood and I urge the Council to reject it.

Thank you

Sandra Schleich

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920- N. Quentin Road Planned Development

From: Larry Schleich <>
Sent: Sunday, January 2, 2022 8:02 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; abetterpalatine@gmail.com
Subject: 874-920- N. Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I'm Larry Schleich and I live 3 blocks from the Quentin Road Development site in the Sutton Park Place III Townhomes, on Chesterfield Ct. I am opposed to the development because of the number of units proposed for the size of the property. Additionally I'm concerned with the impact to Quentin Road traffic as well as increased traffic through the surrounding neighborhood streets. I would support the development if the density was in line with the average density of units per acre of the surrounding neighborhood. The proposal is for a unit density that far exceeds that of the neighborhood and I urge the Council to reject it.

Thank you

Larry Schleich

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

December 14, 2021

Dear Mr. Vyverberg and Palatine Planning Commission Members,

I have been reflecting on much of the discussion that followed my appearance before the Planning Commission hearing last week regarding the Quentin Road Apartment development. Some of the discussions diverted into an unintended direction, and I feel the need to follow up with this letter.

For the record, and as you know, Mr. Vyverberg, I have never met you or any of your staff. I cannot speak the personal biases of anyone in the Planning and Development Department, as I would have no way of knowing if anyone had biases or what those biases might be. This is why I attempted to be careful about accusing any individual of intentional personal bias.

Accusations and name-calling have no place in civil discourse and engaging is such activities does nothing to further my objectives. To my knowledge, the Planning and Development Department acted with integrity in drafting its recommendation.

I stand by my comments that the final report did not provide a balanced view of the project (i.e., it contained biases) for all the reasons I already stated at the meeting so I will not repeat them here. I also stand by my comments that village ordinances are in serious need of updating with respect to promoting an increase in the supply of affordable housing. I can certainly understand if the Planning and Development Department were to, as a matter of practice, skew its findings and recommendations in favor of existing village ordinances and to avoid submitting perspectives that are inconsistent with those ordinances. While I may disagree with such an approach, that is not to say that any individual involved in creating the report acted in bad faith.

I genuinely appreciated the generous allotment of time allocated to me at the meeting. My intention was to round out the discussion with a more current, relevant look at housing and zoning as it is being implemented in other towns and as it applies to housing affordability so that the Planning Commission had the benefit of that perspective during its deliberations. Clearly, I did not feel it was fair to rely solely on the staff's report. Whether you voted in favor of or in opposition to the Quentin Road project, I thank you for actively listening.

I plan to address many parties in the village on the general topics of exclusionary / inclusionary zoning, solutions for improving the supply of affordable homes, and other related topics, and I look forward to those discussions with you.

Respectfully,

Kathy Cortez

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 North Quentin Road Proposal

On Dec 28, 2021 3:02 PM, VITO PONCE <> wrote:

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

The Village of Palatine should not approve this proposal. PLEASE VOTE NO!

We live 4 blocks west of the proposed development. We are concerned about the following:

The building would be too large for the parcel, not enough green space.

Too much traffic would be created on an already busy Quentin Road. You downsized the size of building but it will still be too many cars, encouraging accidents, etc.

Not a good area for walking to businesses and stores unless you want the residents to start hanging out at the bars.

We already are surrounded by low income housing at Birchwood on Sterling, Clayson and Inverleith. We don't need another development in this area!!

We don't want the shady activity (shootings, robberies/thefts, gang activity, etc.) present in northeast Palatine to come down to our part of town!!

Enough for this part of Palatine! Are you trying to kill our property values?!

Birchwood has already made me regret moving where we did with its demise in conditions and lack of management to keep up the property and the quality of people they rent to.

And ruin the image and great impression of Palatine? Stop this before it is ruined for good!

I have lived here all my life, over 55 years, and we should not allow this!!
Why can't you just put a smaller townhouse development there to match the others in the area? Perhaps like the ones built by walgreens on hicks road?
I really feel sorry for the people who live just to the west who will lose sunshine/daylight and have to deal with the cars, people, noise, trash, and all other effects of the building proposal.
Please do the right thing and reject this proposal once and for all! Send them packing down the road or find a different site for them along the Rand Road corridor!!
PLEASE VOTE NO TO QUENTIN ROAD!!!!
Thanks.
Connie Ponce
885 North Cove
Palatine IL. 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road

From: Jim Schwantz <JSchwantz@palatine.il.us>
Sent: Tuesday, December 28, 2021 3:44 PM
To: James Schmidt <>
Cc: abetterpalatine@gmail.com; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Re: 874-920 N Quentin Road

James,

Thank you for your email

I have copied in Ben Vyverberg from planning and Zoning and he will make your email part of the official record.

Have a great day

JS

On Dec 28, 2021 3:40 PM, James Schmidt <> wrote:

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

High Density is unacceptable- too many units on a small lot

Too many vehicles entering/exiting this small lot. The proposal includes 94 parking spaces

Will cause additional dangerous cut thru traffic on Franklin and Maple between NW Highway and Quentin Road.

Unreasonable amount of noise and light pollution

Poor Pedestrian access in the area with lack of sidewalks on Quentin/ surrounding area. This will pose additional safety issues to an already busy street.

I urge the council to REJECT this proposal

James Schmidt
881 N. Cove dr.
Palatine, Il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road

From: Jim Schwantz <JSchwantz@palatine.il.us>
Sent: Tuesday, December 28, 2021 3:40 PM
To: stephanie Schmidt <>
Cc: abetterpalatine@gmail.com; Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Re: 874-920 N. Quentin Road

Thank you for your email

I have copied in Ben Vyverberg from planning and Zoning and he will make your email part of the official record.

Have a great day

JS

On Dec 28, 2021 3:31 PM, stephanie Schmidt<> wrote:

> **Caution:** This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Opposition to the Quentin Apartment Proposal

High Density is unacceptable- Too many units on a small lot.

Too many vehicles entering/exiting this small lot. The proposal includes 94 parking spaces.

Will cause addition dangerous cut thru traffic on Franklin and Maple between NW Hwy and Quentin

Unreasonable amount of noise and light pollution

Poor pedestrian access in the area. Lack of sidewalks on Quentin/surrounding area will pose additional safety issues to an already busy street

I respectfully urge the council to reject this proposal.

Stephanie Schmidt
881 N. Cove Dr.
Palatine, Il

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Road apts

From: Trisha Rich<>
Sent: Thursday, December 23, 2021 11:37 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Reid Ottesen <ROttesen@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>
Subject: Quentin Road apts

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Councilman and Mayor,

I am asking you to support the Quentin Apartments at your upcoming January meeting. I believe it's a good use of this land. We need to allow for people of various income levels, races, backgrounds, ages, education to live here in Palatine. It will only make us stronger as a community.

Sincerely,

Patricia Rich

Palatine, IL 60074

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920- N. Quentin Road Planned Development

From: John R Novak <>
Sent: Tuesday, December 21, 2021 9:06 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Cc: abetterpalatine@gmail.com
Subject: 874-920- N. Quentin Road Planned Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Mayor Schwantz, Honorable Council Members and Village Staff:

I'm writing in regards to the proposed Northpointe development on North Quentin Road, the proposed housing complex of 40 units and 94 parking spaces, and am doing so on behalf of the Dagan Park Homeowners Association, 24 homes bounded on the south by Northwest Hwy, the east by Franklin Avenue and the west by Maple Avenue, with the creek being the northern boundary.

Our objections to date have been along the lines of: the proposed development not "fitting" where it is intended to be built. While "fit" most certainly includes the fact that the acreage available is inadequate for the size of the proposal, "fit" also goes far beyond the physical limitations of the site. To wit:

- The VOP historical average and standard is to allow 7 to 8 units per acre. Applying this standard to the 2.53 acres available, indicates that the maximum size of this development should not exceed 20 units. The current proposal calls for 40 units, clearly beyond this well set precedent.
- Have potentially 94 additional vehicles, poses numerous obstacles and concerns. The ingress and egress to/from this property is Quentin Road, a 40 mph county road, ill equipped to support such a large number of vehicles in such tight confines. There is no "slow-down" lane included in the plan, increasing the level of concern for possible vehicular accidents and injuries to motorists and pedestrians alike. Again, the "fit" is off.
- Speaking of pedestrians, this area in the VOP is not well suited to pedestrian traffic, and yet numerous residents use Maple, Franklin and Poplar for dog walking, strolls, exercise, and so forth, and need to use these streets to do so, since sidewalks are not prevalent. The additional population that this proposed development will add, further compounds this problem, not to mention the issues with the increase in traffic on these three streets that will come with the addition of this development. Once again, "fit" seems to be off.
- There are few to no community services in this area, such as grocery stores, banks, doctor offices, libraries, public parks, etc., and the area lacks public transportation. The lack of these types of services further proves the ill "fit" for this proposal.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

The VOP Department of Planning and Zoning raised numerous, logical concerns in their study and conclusions presented to the VOP Plan Commission on Tuesday, 12/7/21, which either need to be addressed prior to approval, or should be additional reasons as to why this proposal either needs to be denied or significantly modified to "fit" the area. These include:

- Site ingress and egress, especially given the narrow drives that will be utilized, and which will need to support not only the above mentioned 94 potential vehicles, but deliveries, school buses, ambulances, fire engines, and the like. Once again, per the VOP's own Department, the site is a poor "fit" for the proposed development.
- Single point of ingress/egress. All traffic will be utilizing one entry/exit point. The backup of traffic, especially during periods of high traffic, provide yet additional credence to the ill "fitting" nature of this site.
- The proposed setback for the property is inconsistent with surrounding setbacks and is too narrow for the proposed 410-foot wide building. Poor "fit" is key here.
- The site includes a 1,200 square foot fenced play area, within 5 feet of the proposed stormwater retention area and within 3 feet from the eastern curb of the drive aisle to the parking lot. This clearly is fraught with danger to the children that would utilize the play area, and continues to feed the ill "fit" narrative.
- Snow removal in such tight spaces will prove near impossible, with the petitioner indicating that snow would need to be hauled off site. During periods of heavy snow, and the ensuing plowing and hauling activities, how will this heavy equipment be able to complete the necessary plowing/hauling, and yet allow resident vehicles, delivery vehicles, school buses, emergency vehicles, and the like to simultaneously utilize the narrow, limited drives? These vehicles simply will not "fit" at the same time.
- The underground parking will include 221 square feet of storage and an additional 60 square feet for bicycle storage. Quoting directly from the VOP's Department of Planning and Zoning Case Staff Statement: "this does not seem sufficient for the additional storage needs for 40 units." A further quote states: " it also further bespeaks the dimensional limitations of the proposed site and underlying property acreage." It is clear as day, that even the experts in the VOP's own Department of Planning and Zoning know that the "fit" is off.

If the developer altruistically wants to build such a development, then a "deep-dive" planning meeting, with the developer, the VOP, the impacted residents, and the broader community should be formed. This working group could then explore opportunities for the site under discussion, or for alternate sites with the purpose of finding adequate acreage within the VOP to support a 40 unit/94 vehicle residential housing development, that overcomes most, if not all, of the significant obstacles that come with this proposed site.

Thank you for you time and allowing the Dagan Park community to weigh in on this important topic.

John R. Novak
Board President, Dagan Park Estates Homeowners Association

Virus-free. www.avast.com

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Quentin Apartments Development

From: Samuel Dixon <>
Sent: Thursday, December 16, 2021 7:42 PM
To: Brad Helms <BHelms@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Reid Ottesen <ROttesen@palatine.il.us>
Subject: Quentin Apartments Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good evening,

I am a current Palatine resident living in the Deer Run community. I am urging the Palatine Village Board to approve the Quentin Apartments Development. 874-920 Quentin has been an eye sore in the community for over 10 years. The development is attractive and will serve the community well. Given the commercial properties on the corner of NW Hwy and Quentin and the Clayson Apartments directly to the north, the two-story, forty unit building is quite appropriate for that location. It also provides affordable housing that the Palatine community desperately needs.

Please support the Quentin Apartments Development, and I hope you have a Merry Christmas.

Regards,

--
Sam Dixon

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Paul LoPiccolo
892. W. Goodrich Pl.
Palatine, IL 60067

December 20, 2021

The Palatine Village Council
200 E. Wood Street
Palatine, IL 60067

I am **against** the low-income apartment complex planned for 2.5 acres at 874-920 N. Quentin Road. Northpointe Development Corporation from Wisconsin withdrew their plan for a three-story 58 unit building on August 9 due to neighbors' widespread opposition and got the thumbs-down from the Palatine plan commission on July 20. It was such a heinous idea that the village staff also recommended denial. The concerns are density, noise, light pollution, increased traffic, lack of deceleration lane on Quentin Road, and changing the neighborhood's character.

This new attack on our community calls for a two-story, 40-unit building. This is still an apartment complex that is only an 18-unit difference from the original design. The issues for that area are still going to remain being density, noise and light pollution, increased traffic, lack of deceleration lane on Quentin Road, and changing the character of the neighborhood. These issues have not been addressed. It also exceeds the village historic density standard of 7 to 8 units per acre. The proposed development of 40 units is more than twice the historic village standard.

I live three blocks west of this location in the Sutton Park Place neighborhood and association. Our homes are filled with retirees, families, and people that have been in this area for quite some time. During the mornings we already see congestion on Quentin and Northwest Hwy, and I do not want a low-income apartment building coming into my area clogging the traffic further, and reducing the value of my home.

Looking through the petitioner's data is detailing a study in Machesney Park, IL that is not similar to the situation located at 874-920 N. Quentin Rd. The location they cited is much more rural and located on a mall drive, not a large busy artery of the city. They also cite a corner in a small suburb of Madison at Holscher Rd & Broadhead St in McFarland Wisconsin. I suggest that they pay to have a traffic study done at the corner of Northwest Hwy and Quentin to give a better and more accurate narrative of the impact of this new unit on our cities' local traffic for them to even be allowed to move forward.

The single entrance and exit closer to Northwest Hwy. is only going to frustrate the tenants and make traffic more difficult for the entrance and exit of the building. I don't see a single entrance on other low-rent apartments in the area. This single entrance design makes it more dangerous for community services, such as the fire department, police department, and ambulances in cases of emergency.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Since Northpointe Development Corporation of Wisconsin has already decided against a second entrance on Poplar St. to appease the community from their first attempt in August. It just seems to be a poor location and an unsafe design, where the developer is trying to squeeze too much into such a small location. Once this plan gets approval, they will most likely alter the design to open a second Poplar entrance against the local community's wishes.

After thoroughly reviewing all the community responses to the planning committee's meeting, it shows that the people least affected by this project and who live the farthest from it are in support of it. If you look at the voluminous replies from both individuals and associations in the area that would be directly affected by this project you would recognize that we do not want this project in our backyards.

I am **against** the building of this structure.

Sincerely,
Paul LoPiccolo
Homeowner of
892. W. Goodrich Pl.
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Proposed development on 874 - 920 N Quentin Road

From: Stephen Thompson <>
Sent: Monday, December 20, 2021 8:57 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; abetterpalatine@gmail.com
Subject: Proposed development on 874 - 920 N Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

We are writing to express our concerns and strong opposition to the proposed development under consideration at 874-920 N Quentin Road.

Having been a resident of this community for some time now, the concerns previously voiced regarding the prior proposal for this same development, still remain - mainly those of the extreme density of the number of units, and the increased cut-through traffic that would be created through our residential area. The current proposal is still too large and considerably more than the existing density of the neighborhood and we urge the Council to reject it in its current state.

Stephen and Terri Thompson
874 W Goodrich Pl
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road Development

From: Melissa <>
Sent: Tuesday, December 21, 2021 2:10 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>
Subject: Re: 874-920 N Quentin Road Development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

12/21/2021
Re: 874-920 N Quentin Road Development

While we support affordable housing in our community, we do have concerns that the proposed location for this development is not appropriate for the residents of the proposed development or the current residents of this neighborhood area. To begin, it offers no convenient access to essential services or businesses within the village. For example, the library is almost 2 miles away, or approximately a 44 minute walk from the proposed location for this development. The nearest grocery store is over one mile from the proposed location or about a 30 minute walk, possibly even longer depending on what the weather is that day and how much they are carrying. There is no public transportation available to either the aforementioned services from the proposed location. In fact, If residents of this proposed development wanted to get to the Palatine Village Hall, it would take them approximately 49 minutes to get there on foot, and since there is no public transportation from the proposed location, their options are very limited. The train station is approximately 1.3 miles away, and about a 38 minute walk from the proposed development. We feel that there are better options for this type of development, in the village of Palatine, that could be located closer to the essential services and businesses that these residents would need to utilize in their community. We must keep in mind that not everyone has access to a vehicle, and often depend heavily on public transportation or walking.

We also have traffic and safety concerns. As residents, for over 15 years, in the neighborhood directly behind the proposed development location, we have personally witnessed horrific traffic accidents that occurred at the intersection of Quentin and Northwest Hwy. It is a heavily trafficked intersection, and the only street (N Franklin Ave or W Poplar Ave) that people would use to enter or exit the proposed development would be doing this just one block west or north of this already heavily trafficked intersection. In addition, N Franklin Ave and W Poplar Ave have no sidewalks, thus the residents of this neighborhood have no choice but to walk in the street, which definitely proposes a safety issue for residents, including children riding their bikes or walking to the school bus stop, with the increased traffic now using these residential streets to enter or exit the proposed development.

This proposed development is a wonderful idea for Palatine, but we feel the proposed location is not appropriate for a development of this size as it creates safety concerns and it isn't conveniently located for residents to utilize all the wonderful services and businesses that Palatine offers it's community members.
Please consider a different type of development for this location and consider other locations within Palatine to build the proposed affordable housing development.

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Thank you.

KC and Melissa Bixby
917 N Coolidge Ave

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Against low income housing palatine development

-----Original Message-----
From: josephoriger (null) <>
Sent: Wednesday, January 12, 2022 5:53 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Against low income housing palatine development

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Ben Vyverberg,

There are some serious concerns within our Palatine Community that live in close proximity to where this apartment complex is being proposed for low income housing. For starters, the Clayson is right next door and is a very large apartment complex already and another on colfax and Quentin. The density in this part of palatine is already heightened dramatically in the past 10 years. I thought this was already declined this past summer for good reason?
I am a homeowner on maple and NW hgwy (basically Quentin and NW hgwy) and have lived in this area for 20 years. A massive overhaul of road safety for kids, busses, and family community would need a massive overhaul. Streets like poplar, maple, Coolidge, and Franklin would become very dangerous for children due to density and traffic.
Squeezing another complex in between all this housing doesn't make any sense. Especially considering a half mile away, there is so much housing/condos in downtown palatine (ex groves of palatine) that are VACANT. I lived in the groves for 15 years when that 4 building 7 story massive complex was built and sold it for half of what I paid, before moving in the summit townhomes where I live now. There are over 300 units at the groves and countless other subdivisions there and they can't give them away and rent them out.
To squeeze another complex in between the clayson and Williams reserve apartments would ruin one of the nicest parts of palatine and change it's character.

As one of our leaders in Palatine, please vote this down!

Thank you and very Best Regards,

Joe Origer
825 N. Maple Ave.
Palatine, IL. 60067

Sent from my iPhone

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Ben Vyverberg

Subject: FW: Please no 40 unit development on Quentin Road

-----Original Message-----
From: Stephen Fahrner <>
Sent: Wednesday, January 12, 2022 9:56 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Please no 40 unit development on Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hi,

I'm a nearby homeowner of the proposed 40 unit development on Quentin Road. This development would be bad for our neighborhood by creating unwanted density. A much smaller development would be preferred.

Please vote against this proposal. Nearby residents don't want it.

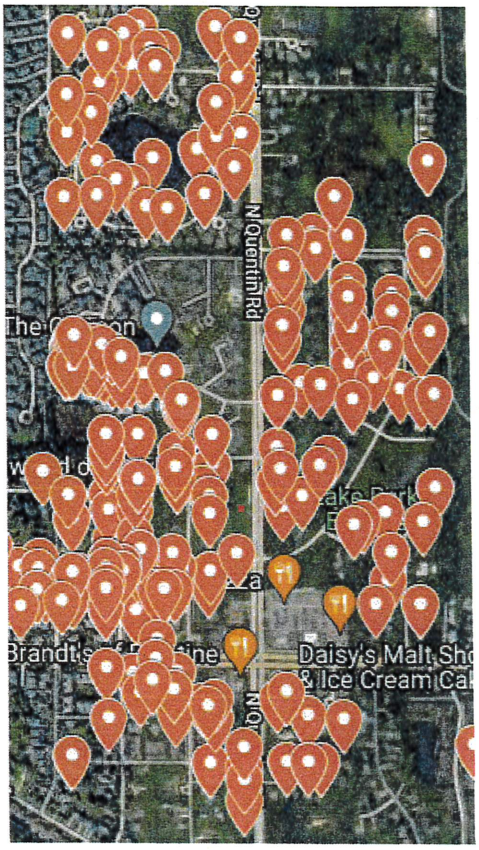
Regards,

Stephen Fahrner
1114 N. Lakeside Drive
Palatine, IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition Map of Households in the Immediate Neighborhood Opposed to the Proposed Quentin Ave Development

(as of December 7, 2021)



Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
1	Danielle McCready	1057 N Quentin Road, Palatine, IL
2	Jill Dreyer	722 W Lakeside Dr, Palatine, IL
3	Dan Suwinski	1152 N Perry Dr, Palatine, IL
4	Cathy Umlauf-Schulz	882 N Martin Dr, Palatine, IL
5	Susan Reindl	653 W. Lakeside Dr., Palatine, IL
6	Alexandra Vikartofsky	910 N Martin Dr, Palatine, IL
7	Tom Chambers	765 W Bayer Dr. Palatine, IL 60067
8	Jeanne Szewczyk	972 N Martin Drive, Palatine, IL
9	Jason Dreyer	722 W Lakeside Drive, Palatine, IL
10	Nate Hess	988 N Martin Dr., Palatine, IL
11	Anna Hess	988 N Martin Dr., Palatine, IL
12	Belle Pery	1142 N Perry Drive, Palatine, IL
13	Heidi Flatebo	646 W LAKESIDE DR, Palatine IL 60067
14	Sue Blair	1033 N. Quentin Rd., Palatine, IL
15	Sandra Clark	907 N. Quentin Rd., Palatine, IL
16	John Novak	852 North Franklin Avenue, Palatine, IL
17	LOUIE GATZIOLIS	845 N MAPLE AVE PALATINE, IL
18	Christine Magoncia	835 N. Franklin St., Palatine, IL
19	Claire Langell	871 N Maple Ave Palatine IL 60067
20	Peter Pasek	847 N Franklin Palatine IL 60067
21	Holly Millan	910 N Maple Ave, Palatine, IL
22	Edgar Millan	910 N Maple Ave, Palatine, IL
23	Debra Gutman	928 N Franklin Ave, Palatine, IL
24	Melissa Bixby	917 N Coolidge Ave, Palatine, IL
25	Pamela Olander	921 N. Martin Drive, Palatine, IL
26	Joshua Kalfus	921 N. Martin Drive, Palatine, IL
27	Ryan Gallagher	752 W Lakesdie Dr., Palatine, IL
28	Vincent Di Cristofano	1201 N Lakeview Drive, Palatine, IL
29	Frank Sullivan	1223 N. Lakeview Ct, Palatine, IL
30	Rachel Groenwald	852 Martin Drive, Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
31	Vicki Bowman	1119 N Perry Drive, Palatine, IL 60067
32	Robert Stoltz	1305 N Laguna Ct, Palatine, IL
33	Pamela Stoltz	1305 N Laguna Ct, Palatine, IL
34	Alyssa Alden	662 W Bayer Dr, Palatine, IL
35	Troy Heinritz	1043 N. Glenview Ct. Palatine
36	David Di Cristofano	900 N. Maple Avenue Palatine IL 60067
37	Aaron Del Mar	1165 N Lakeside, Palatine, IL
38	Betty Del Mar	890 N Maple, Palatine, IL
39	Patricia Kudla	852 N Maple Ave, Palatine, IL
40	Mike Carpenter	1028 N. Glenview Ct. Palatine, IL 60067
41	Mary Carpenter	1028 N. Glenview Ct. Palatine, IL 60067
42	Annette Paciga	867 N Maple Ave, Palatine, IL
43	John Paciga	867 N Maple Ave, Palatine, IL
44	Patricia A Fluhler	816 N Franklin Avenue, Palatine, IL
45	James Fluhler	816 N Franklin Ave, Palatine, IL
46	Julie Jesso	939 N Franklin Ave Palatine IL 60067
47	Mitchell Picchiotti	939 N Franklin Ave Palatine IL 60067
48	Schalk van der Walt	925 N Franklin Ave, Palatine, IL
49	Sarah Murphy	925 N Franklin Ave, Palatine, IL
50	Carl Gutman	928 n Franklin ave, Palatine, IL
51	Marcus Orofino	913 N Franklin Ave, Palatine, IL
52	Grace Orofino	913 N Franklin Ave, Palatine, IL
53	Guoxing Chai	1048 N Glenview Ct, Palatine IL
54	Chunlei Yang	20287 N Ela Rd Deer Park IL
55	Gina Bekeleski	906 South Boardwalk Court, Palatine, IL
56	Nick Bekeleski	906 South Boardwalk Court, Palatine, IL
57	Joseph Marelli	1034 N Glenview Ct, Palatine, IL
58	Marzena Nowak	1034 N Glenview Ct, Palatine, IL
59	Ron Klezek	1010 N. Glenview Court, Palatine, IL
60	Amanda Klezek	1010 N. Glenview Court, Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
61	William McLenahan	848 N. Franklin Ave., Palatine, IL
62	Sharon E. McLenahan	848 N. Franklin Ave., Palatine, IL
63	Kaitlyn Sprenzel	900 N Maple Ave, Palatine, IL
64	Rita Ginocchio	1126 N. Lakeside Drive, Palatine, IL
65	Stephen Fahrner	1114 N. Lakeside Drive, Palatine, IL
66	Mike Gyetvay	1038 N. Glenview Ct., Palatine, IL
67	Mark Paulsen	1112 N Lakeside Dr, Palatine, IL
68	Kindra Hayes	1109 N Perry Dr, Palatine, IL
69	Carolyn Dalton	762 LAKESIDE drive, Palatine, IL
70	Carol Buck	680 W Lakeside Dr, Palatine, IL
71	Brenda Golletz	648 W Bayer Dr, Palatine, IL
72	Pamela Nolan	728 West Northwest Highway, Palatine, IL
73	Karen Smusz	1143 N. Perry, Palatine, IL
74	Mark Smusz	1143 N. Perry, Palatine, IL
75	Katerina Smusz-Moore	1143 N. Perry, Palatine, IL
76	Josef Mikulcik	885 N. Quentin Rd., Palatine, IL
77	Adriana Vankova	885 N. Quentin Rd., Palatine, IL
78	Brigita Mikulcikova	885 N. Quentin Rd., Palatine, IL
79	Robert Allen	732 W Lakeside Dr Palatine IL 60067
80	Matthew Hayes	1109 N Perry Dr, Palatine, IL
81	Christine Hickey	734 W. Bayer Dr., Palatine, IL
82	Natalie Nisivaco	1185 N Lakeside Drive Palatine IL 60067
83	Joseph V Nisivaco	1185 N Lakeside Drive Palatine IL 60067
84	Christopher Bonk	1052 N Glenview Ct Palatine, IL
85	James Blair	1033 North Quentin Rd, Palatine, IL
86	Hitoshi Saito	984 N Glenview Ct, Palatine, IL
87	Mayumi Saito	984 N Glenview Ct, Palatine, IL
88	Ken Saito	984 N Glenview Ct, Palatine, IL
89	Thomas Schulz	882 N Martin Drive, Palatine, IL 60067
90	Marcela Oneal	1006 N Glenview Court Palatine il 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
91	Raphael Imhof	1042 N Glenview Ct, Palatine, IL
92	Kelsey Paulsen	1112 N Lakeside Dr, Palatine, IL
93	Jacqueline Chiang	864 N Franklin Ave, Palatine, IL
94	Laurie Booth	868 N. Franklin Avenue, Palatine, IL
95	Jamie L. Booth	868 N. Franklin Avenue, Palatine, IL
96	Denise Green	1013 West Elm Street, Palatine, IL
97	Lorene Harder	872 N. Maple Ave, Palatine, IL 60067
98	James Harder	872 N. Maple Ave, Palatine, IL 60067
99	Jenn Demos	981 N Cove Dr, Palatine, IL
100	Katy Garchie	891 N Maple Avenue Palatine,IL 60067
101	Robert Cantarutti	828 N Franklin Ave, Palatine, IL 60067
102	James Johnson	626 N Quentin Road, Palatine IL 60067
103	Justine Samuels	825 N Maple Ave, Palatine, IL
104	Joseph Origer	825 N Maple Ave, Palatine, IL
105	Rachel Brad	1053 N Glenview Ct, Palatine, IL
106	Andrew Brad	1053 N Glenview Ct, Palatine, IL
107	Lynn S Ishizuka	1125 N. Quentin Rd., Palatine, IL
108	Tom Piazza	856 N Maple Ave, Palatine, IL 60067
109	Max Simampo	1018 N Glenview Ct Palatine IL 60067
110	Seung Julia Choi	853 N. Maple, Palatine, IL
111	Michelle Velmont	775 W Peder Ln, Palatine, IL
112	Barbara Davis	617 N Deer Run Dr, Palatine, IL
113	Mike Velmont	775 W Peder Ln, Palatine, IL
114	Robert Lettecci	998 North Glenview Court Palatine, 60067
115	Sally Lettecci	998 N Glenview Ct, Palatine, IL
116	Laura Wilen	1052 N Glenview Ct, Palatine, IL
117	Nannette Harris	825 W Poplar Street, Palatine, IL
118	Julia Harris	825 W Poplar Street, Palatine, IL
119	Imelda Sondak-Simampo	1018 N Glenview Ct, Palatine, IL 60067
120	Michael Krainski	872 N Coolidge Avenue, Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
121	Nancy Trujillo	895 W Goodrich Place, Palatine Il. 60067
122	Vernon Alexander	895 N. Martin Dr., Palatine, IL
123	Sarah Kramer	545 West Kenilworth Ave, Palatine, IL
124	Kim Vander Steen	841 N. Martin Dr., Palatine
125	Joseph Kramer	949 Quentin Rd, Palatine IL 60067
126	Natalia Kramer	949 Quentin Rd, Palatine IL 60067
127	Kenneth M Kramer	949 N Quentin Rd Palatine IL
128	Nancy Kramer	949 N QUENTIN RD, Palatine, IL
129	Caleb Bennett	901 N MAPLE AVE, Palatine, IL
130	Karen Schell	732 N Franklin Ave, Palatine, IL
131	Thomas Schell	732 N Franklin Ave, Palatine, IL
132	Maggie Schell	732 N Franklin Ave, Palatine, IL
133	Daniel Kent	724 N. Franklin Ave., Palatine, IL
134	Thomas Graning	1008 N Glenview Ct, Palatine, IL
135	Carolyn Gralewski	883 N Maple Ave, Palatine, IL
136	Charles Fisher III	727 N Franklin Ave, Palatine, IL
137	Thomas R. Klaus	697 N Mart Ct., Palatine, IL
138	Karen A. Klaus	697 N Mart Ct., Palatine, IL
139	Jacqueline Perno	1044 W Sutton Ct, Palatine, IL
140	Denise Morin	710 W. Bayer Drive, Palatine
141	John Erickson	860 N Franklin Ave, Palatine, IL
142	Cheryl Erickson	860 N Franklin Ave, Palatine, IL
143	Steve Breese	716 N Franklin Ave, Palatine, IL 60067
144	Ed Stacy	1044 N. Glenview Court, Palatine, IL 60067
145	Elizabeth Skibinski	1037 N. Glenview Ct, Palatine, IL
146	Connie Ponce	885 North Cove Drive, Palatine, IL
147	Stephanie Schmidt	881 N Cove Dr, Palatine, IL
148	Michael Garchie	891 N Maple Ave, Palatine, IL
149	Michael Vendafreddo	762 N Franklin Ave, Palatine, IL
150	Lori Vendafreddo	762 N Franklin Ave, Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
151	Jessica Brown	907 North Maple Avenue, Palatine, IL
152	Tim Allyn	878 N. Franklin Ave, Palatine, IL
153	Judeanne Caputo	956 N. Franklin Avenue, Palatine, IL
154	Joshua Langell	871 N Maple Ave, Palatine, IL
155	Tina Leiss	840 N Franklin Palatine, IL
156	Mucia A Burke	879 N Maple Ave, Palatine, il
157	Tracey Cantarutti	828 N Franklin Ave. Palatine
158	Stephen Thompson	874 W Goodrich Pl, Palatine, IL
159	Beth Long	1061 W Myrtle Street, Palatine, IL
160	Peter Meyer	844 N. Franklin Ave., Palatine, IL
161	Carol Collins	846 N Maple Ave, Palatine, IL
162	Kathy Wallace	875 W Poplar St, Palatine, IL
163	Barb Zailyk	1019 W Sutton Ct, Palatine, IL
164	Terri Thompson	874 W Goodrich Pl, Palatine, IL
165	Vito Ponce	885 North Cove Drive, Palatine, IL
166	Cerisa Roulston	1223 N. Lakeview CT, Palatine, IL
167	Sana Shaikh	1250 N Lakeview Dr, Palatine, IL
168	Carol Morris	1255 N. Sterling Avenue, Unit 112, Palatine
169	Jesse Villarreal	915 N Palos Ave, Palatine, IL
170	Rosa Villarreal	915 N Palos Ave, Palatine, IL
171	Cristal Gonzalez	923 N Palos Ave, Palatine, IL
172	Anthony Cinquegrani	841 N Martin Drive Palatine IL 60067
173	David Piazza	856 N Maple Ave, Palatine, IL 60067
174	Mucia Marie Burke	879 N Maple Ave, Palatine, IL
175	Judy Aleksiak	1022 N Glenview Ct, Palatine, IL
176	Krissy McMahon	1222 Lakeview Dr Palatine
177	Patricia Sowder	1238 N Rosewood Ct Palatine, IL
178	Emily Gallagher	752 W Lakeside Dr, Palatine, IL
179	Clare Harder	872 N. Maple Ave, Palatine, IL 60067
180	Michael P Merchut	1269 N Lakeview Drive, Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
181	Sam G Haddad	1232 N. Rosewood Court, Palatine, IL
182	Barbara Black	755 West Bayer, Palatine, IL
183	Joseph Murphy	1275 N Lakeview Drive, Palatine, Illinois 60067
184	Andrew Lysaker	1241 N Lakeview Dr, Palatine, IL
185	Palak Desai	1209 N. Lakeview Dr. Palatine
186	Sarah Roche	1218 N Lakeview Drive, Palatine, IL
187	Jeff Buchholtz	1229 N. Lakeview Ct, Palatine, IL
188	Rebecca Buchholtz	1229 N. Lakeview Ct, Palatine, IL
189	Scott Matzke	1307 N Laguna Ct, Palatine, IL
190	Niraj Desai	1209 N Lakeview Dr, Palatine, IL 60067
191	Susan McBride	1127 N Perry Dr, Palatine, IL
192	Tricia McGinn	1309 N. Laguna Ct, Palatine, IL
193	Rodney Sowder	1238 North Rosewood Court, Palatine, IL 60067
194	Jeffrey McMahon	1222 North Lakeview Drive Palatine IL 60067
195	Michael Roche	1218 N Lakeview, Palatine, IL
196	Judith Y Gaston	982 N Glenview Court, Palatine, IL
197	Sarah Wippman	1276 N Lakeview Drive, Palatine, IL
198	Robert Wippman	1276 N Lakeview Drive, Palatine, IL
199	Nithya Stephen	1263 N Lakeview Dr , Palatine
200	William Ravikumar	1263 N Lakeview Dr, Palatine
201	Paul Buck	680 W Lakeside Dr, Palatine, IL
202	Tina Di Cristofano	1201 N. Lakeview Dr. Palatine, IL 60068
203	Anthony Di Cristofano	1201 N. Lakeview Dr., Palatine, IL 60067,
204	Neil Soni	1031 N Glenview Ct, Palatine, IL
205	Nicole Soni	1031 N Glenview Ct, Palatine, IL
206	Don Kronberg	1233 N. Lakeview Drive, Palatine
207	Suzanne Terranova	1251 N Lakeview Drive Palatine IL 60067
208	Ross Shrestha	1259 N Lakeview Dr, Palatine, IL
209	Toshiko Lin	901 N Franklin Ave, Palatine, IL
210	Meghan Haddad	1232 N Rosewood Ct, Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
211	Lois Kurowski	920 N. Sterling Ave, Palatine, IL
212	Judy Dann	1266 Forest View Circle, Palatine, IL
213	Chad Bobbit	1160 N Old Bridge, Palatine, IL
214	Mark Gallegos	1277 N Lakeview Dr, Palatine, IL 60067
215	Jaclyn Castellanet	1307 N Laguna Ct., Palatine, IL
216	Deepika Syal	1210 N Oakridge Ct, Palatine, IL
217	Narinder K Syal	1210 N Oakridge Ct, Palatine, IL
218	SAVITRI MEHTA	1210 N OAKRIDGE CT, Palatine, IL
219	YASH SYAL	1210 N OAKRIDGE CT, Palatine, IL
220	Min Sun	1205 N. Lakeview Drive, Palatine, IL 60067
221	Liang Tang	1205 N. Lakeview Drive, Palatine, IL 60067
222	Freddie Tang	1205 N. Lakeview Drive, Palatine, IL 60067
223	Melody Piazza	856 N. Maple Ave., Palatine, IL
224	James M Blair	1301 N. Laguna Ct., Palatine, IL
225	Donna Blair	1301 N. Laguna Ct. Palatine, IL
226	Roseann Bretzmann	679 N Walden, Palatine, IL
227	Luying Li	708 N Mart Ct palatine, il 60067
228	Pratima Jagarlamudi	1272 N Forest View Circle, Palatine, IL
229	Anna Murphy	1275 N Lakeview Drive Palatine Illinois
230	Andrew Golletz	648 W Bayer Dr, Palatine
231	Judith Stasch	1143 N. Quentin Road, Palatine, IL
232	Christopher M Bowman	1119 N Perry Dr palatine IL 60067
233	Noreen Fahrner	1114 Lakeside Dr., Palatine, IL
234	Susan Austin	1101 N Lakeside Dr Palatine ,Il
235	JoAnn Standridge	1109 N. Lakeside Dr. Palatine, IL 60067
236	Rocco Terranova	1251 N Lakeview Drive Palatine IL 60067
237	Sabrina Ali	887 W Goodrich Pl, Palatine, IL
238	Carney Claunch III	1248 N Lakeview Drive Palatine, IL 60067
239	Paul Smith	1111 N Perry Dr, Palatine IL 60067
240	Holly Smith	1111 N Perry Dr, Palatine IL 60067

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
241	Colleen Meyers	1254 N. Lakeview Drive Palatine IL
242	Jeremiah Bruns	440 N Easy St, Palatine, IL
243	Lisa Bohn	1100 N Lakeside, Palatine, IL
244	Dennis Rickey	1260 N Forest View Circle Palatine, IL
245	Rhonda Rickey	1260 N Forest View Circle Palatine, IL
246	Larry Gust	836 N Franklin Ave, Palatine, IL
247	Yong H Cho	1051 N Glenview CT Palatine, IL 60067
248	Cyndi Mirczuk	1279 Shoreside Ct, Palatine, IL
249	Mark Mirczuk	1279 Shoreside Ct, Palatine, IL
250	Amanda Mirczuk	1279 Shoreside Ct, Palatine, IL
251	Allison Mirczuk	1279 Shoreside Ct, Palatine, IL
252	Larry Schleich	928 W Chesterfield Ct, Palatine, IL
253	Sandra Schleich	928 W Chesterfield Ct, Palatine, IL
254	Ilysha Evans	732 W Lakeside drive palatine, IL 60067
255	Edward Magnus	917 W Andover Ct., Palatine, IL
256	Joe Lance	901 West Andover Court, Palatine, IL
257	Dorothy Lance	901 West Andover Court, Palatine, IL
258	Theresa Gerber	710 W Echo Ln Palatine, Il 60067
259	James Gerber	710 W Echo Ln Palatine, Il 60067
260	Thomas Paar	1292 North Lakeview Drive, Palatine, IL
261	Therese Paar	1292 North Lakeview Drive, Palatine, IL
262	Mike Czekanski	1308 N Lakeview Dr, Palatine, IL
263	Liz Czekanski	1308 N Lakeview Dr, Palatine, IL
264	Joel Young	1040 N. Glenview Ct Palatine, IL
265	Denise Pomella	739 W. Peder lane, Palatine, IL
266	Ricky Pomella	739 W. Peder Lane, Palatine, IL
267	Nick Pomella	739 W. Peder Lane, Palatine, IL
268	Glen Eirich	751 W Peder Ln, Palatine, IL
269	Susan Eirich	751 W Peder Ln, Palatine, IL
270	Miro Poulik	659 N. Franklin Ave. Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
271	Michaela Lacinova	659 N. Franklin Ave. Palatine, IL
272	Donald F. Konieczny	930 N. Maple Ave., Palatine, IL
273	Diane M. Konieczny	930 N. Maple Ave., Palatine, IL
274	John Wrzesinski	652 N Quentin, Palatine, IL
275	Frank Sacketti	756 N Maple Avenue Palatine Illinois
276	Linda Sacketti	756 N Maple Ave Palatine IL 60067
277	James Pilafas	716 N Mart Ct, Palatine, IL
278	Susan Pilafas	716 N Mart Ct, Palatine, IL
279	Anna Hnytka	695 N Aurelia Ct, Palatine, IL
280	Dan Hannon	720 N Maple Avenue, Palatine, IL
281	LM Collins	846 N Maple Avenue, Palatine, IL
282	Kathy Raby	630 W Echo Ln, Palatine IL 60067
283	Philip Raby	630 W Echo Ln, Palatine IL 60067
284	Sean Raby	630 W Echo Ln, Palatine IL 60067
285	June Becker	1175 N. Lakeside Dr. Palatine, IL 60067
286	Roy Becker	1175 N Lakeside Dr, Palatine, IL
287	Kenneth Bixby	917 N Coolidge Ave, Palatine, IL
288	Clark Smaha	1047 N Glenview Ct, Palatine, IL
289	Greg Standridge	1109 N Lakeside Dr, Palatine, IL 60067
290	Scott Davis	701 N Coolidge Ave, Palatine, IL
291	Karen Davis	701 N Coolidge Ave, Palatine, IL
292	Norval Nelson	848 N. Quentin Road, Palatine, IL
293	Taylor Madaffari	1047 W Sutton Ct, Palatine, IL
294	Jessica Pluda	1200 Oakridge, Palatine, IL
295	Greg O'Brien	736 N. Franklin Ave, Palatine, IL
296	Brenda O'Brien	736 N. Franklin Ave, Palatine, IL
297	Gene Coppi	986 N Glenview Ct, Palatine, IL
298	Gene Vrane	921 W Chesterfield Ct, Palatine, IL
299	John Hammond	898 W Chesterfield Ct. Palatine, IL 60067
300	Paul LoPiccolo	892 W. Goodrich Pl., Palatine, IL

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address	Signature
16	Kay Najarian	899 N. Coolidge Ave	Kay
17	Mike Najarian	899 N. Coolidge Ave	Mike Najarian
18	Lisa Najarian	899N. Coolidge Ave	Lisa Naj
19	Ben Hartnett	1042 W Elm St.	B
20	GINA HARTNETT	1042 W ELM ST	G Hartnett
21	Gary Meehan	942 N. Franklin	Gary Meehan
22	James Strickroth	942 N. FRANKLIN	
23	Emily McMillan	334 W Birch	
24	Jim Martinez	884 W. Gaskell	
25	Sheila Haskp	1157 N Quentin Rd	Sheila Haskp
26	Ivan Krautchenko	1043 N Quentin Rd	
27	Karen Odishoo	898 N. Quentin	Karen Odishoo
28	Cinthia Navarro	842 N. MAPLE	C.B. Navarro
29			
30			

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address	Signature
31	Rafael Salazar	822 Maple DR	
32	Mayra Salazar	822 Maple Av	
33	RAFAEL SALAZAR SR	822 MAPLE AVE	
34	Darrell Bloom	853 Maple Ave	
35	Carolyn Grabarski	882 Maple Ave	
36	JIM HARDER	872 N. MAPLE	
37	LORENE HARDER	872 N. MAPLE	
38	CLAIRE HARDER	872 N MAPLE	
39	Cathy Garcia	860 N Maple	
40	Dale Edens	860 N. Maple	
41	Peter Marcopulos	860 N. Maple	
42	Zachary Marcopulos	860 N Maple	
43	Karen DeSalvo	942 N. Maple	
44	Paul DeSalvo	942 N. Maple	
45	SANDRA J. BROWN	948 N. MAPLE	
H/O	TRACY CIHOPPI	948 N. MAPLE	

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address	Signature
46	Nancy J. Crull	716 Hammond Ct.	Nancy J. Crull
47	Danielle Crisp	1039 N Glenview	Danielle Crisp
48	[illegible]	1040 N. Glenview	[illegible]
49	[illegible]	1054 N. Cornell Ct	[illegible]
50	Eugene Petrungaro	1054 N. Cornell Ct.	Eugene Petrungaro
51	Julie Braden-Boyer	330 Wood St	Julie Braden-Boyer
52	[illegible]	[illegible]	[illegible]
53	[illegible]	[illegible]	[illegible]
54	Raghu Kamepalli	739 N FRANKLIN	[illegible]
55	MARY CROWLEY	816 W ALVA	Mary P. Crowley
56	Robert Peshka	676 N Quentin	[illegible]
57	Guadalupe Schoff	640 N Quentin	[illegible]
58	Keith Weir	1185 Quentin	[illegible]
59	[illegible]	917 Coolidge	[illegible]
60	[illegible] SAFE PICTURES	1123 PORTAGE	[illegible]

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

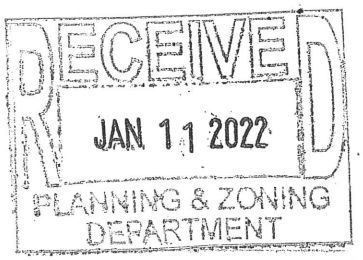
	Resident Name	Resident Street Address	Signature
61	Stephanie Durbin	1050 N Glenview Courts	Stephanie Durbin
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address	Signature
76	Kamleen Kapoor	829 N Maple Ave	
77	Don Albanese	841 N. Maple Ave	
78	Suzanne Albanese	841 N. Maple Ave	
79	Viktoriya Silkina	927 N. Maple Ave	
80	Irina Silkina	927 N. Maple Ave	
81	Konstantin Silkin	927 N. Maple Ave	
82	Jeanne Caputo	956 N. Franklin	
83	Anthony Caputo	956 N. Franklin	
84	Robert M. Caputo	956 N. Franklin	
85	Michael Kosik	880 W Goodrich Pl	
86	Mary Jarecki	880 W Goodrich	
87	Janet Century	1024 Sutton Ct. Palatine	
88	Howard Rothstein	"	
89	Lori Bialk	1023 W Sutton Ct Palatine	
90	Rob Bialk	"	

January 8, 2022



Village of Palatine
Village Councilman
Mr. Mayor

RE: Public Notice ID 1295

Council Persons and Mayor:

We live at 856 N Maple Ave and have lived here for nearly seven (7) years. We purchased this home because of the low population density and the low volume of traffic on Maple Ave. We have 3 grandsons that live with us along with their dad. Because of the low volume of traffic on Maple Ave, our grandsons have been able to play safely along the sidewalks and up and down the street.

We are strongly opposed to the Planned Development of the 2-story, 40-unit apartment building on the 874-920 N. Quentin Road property. This development will greatly increase the traffic along W Poplar St. onto Maple Ave. because residents of the apartment will use Maple Ave as a short-cut to Northwest Highway, both coming and going from the apartments. Over the years we have owned two properties, located in other cities, where city officials have dis-regarded the concerns of local residents and approved developments that turned a once quite, low volume streets into busy unsafe streets and caused property values to fall.

We urge you not to approve this apartment development at 874-920 Quentin Road.

Thank you for listening to our concerns.

Sincerely,

Tom Piazza
Melody Piazza
David Piazza
856 Maple Ave
Palatine, IL
[redacted]

Attachment: Public Review Comments 874-920 N. Quentin Road (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

VILLAGE OF PALATINE

VILLAGE HALL - COUNCIL CHAMBERS 200 E. WOOD STREET
PALATINE, IL 60067-5339 – (847) 359-9050
http://www.palatine.il.us

PLAN COMMISSION

MINUTES ● DECEMBER 7, 2021

Village Hall - Council Chambers | **Regular Meeting** | **7:00 PM**

I. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Dennis Dwyer	Chairman	Present	
Patrick Noonan	Plan Commissioner	Present	
Teri Williams	Plan Commissioner	Present	
Eric Friedman	Plan Commissioner	Present	
Rodney Bettenhausen	Plan Commissioner	Present	
Robert Kolososki	Plan Commissioner	Absent	
Stephen Fedota	Plan Commissioner	Present	

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Nov 16, 2021 7:00 PM **- Accepted as Amended**

RESULT:	**ACCEPTED AS AMENDED [UNANIMOUS]**
MOVER:	Patrick Noonan, Plan Commissioner
SECONDER:	Rodney Bettenhausen, Plan Commissioner
AYES:	Dwyer, Noonan, Williams, Friedman, Bettenhausen
ABSENT:	Kolososki, Fedota

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

III. PUBLIC HEARING

IV. CASE STAFF STATEMENTS

1. 874-920 N. Quentin Road - Preliminary Planned Development to allow a 2-story, 40-unit apartment building. **- No Recommendation**

Chairman Dwyer read the notice of public hearing that was published in the Daily Herald on November 22nd, 2021 and mailed to the owners of the surrounding properties.

The following petitioner's exhibits were introduced:

1. Letter & Description of Project Changes
2. Palatine Parking & Traffic Narrative
3. 9-27-21 Combined Drawing
4. Revised Elevation & Floor Plan 11-24-21
5. Initially Revised Rendering 2nd Submission
6. Proposed Unit Mix - Density Analysis
7. Quentin Apartments - Project Description
8. PPD Application
9. Previously Proposed Elevations
10. Previously Proposed - Initial Site Plan
11. Site Plan & Elevation Changes
12. Resident Email Documents 12 thru 36
13. Public Notice
14. Additional Resident Emails not in Packet
15. Updated Petition and Map of households in the immediate neighborhood opposed to development - submitted to Plan Commission as of 12/07/21.

Sworn in Petitioners: Jake Victor with Northpoint Development and Andy Dumke of Alliance Development.

Mr. Victor presents the site plan and explains that over the last 6 months revisions have been made to incorporate the feedback they received from the neighbors, staff, and the Plan Commission. He provides information on the revisions and a summary of the concerns that have been addressed, which includes changes to the parking, removing the entrance on Poplar Street, reducing the structure from three stories to two stories with a flat roof, instead of a pitched roof, landscaping improvements and installing an 8-foot fence. The changes also include removing balconies facing the single family homes and removing the retaining walls.

Mr. Victor presents the new proposal and 3-D animation. He states it would be a high-end development and finishes for the units and community room and provides details regarding the units available in the complex. He states that the three bedroom option has been reduced significantly to address the concerns

from the surrounding neighbors regarding the number of children that this development could potentially attract. He summarized the reductions and characteristics of the units in the revised plan. He indicated that the site plan remains overparked. The plan also removed the trees within the 20-foot setback and maintained some that are existing, based upon neighbor feedback and reviewed the animation presentation of the building. Mr. Victor indicated that traffic was raised as a concern, their plan projects 15 vehicles during the peak traffic hour. This is a green building, with significant investment in stormwater controls. Tenant storage and patios would also be included. The density is comparable to the Clayson development, approved in unincorporated Cook County, but adjacent to the site. Mr. Victor states that they would consider adding a second entrance from Quentin Road and reducing the number of units from 40 units to 36 unit, as part of a condition of review. He also notes that this would create more room between the detention pond and the playground and the road. He states that the detention pond is a dry basin. Mr. Victor addresses the concern regarding the 20-foot setback off Quentin Road and states they would be willing to provide further setback, if necessary. Mr. Victor believes the density is appropriate for the site and the R-3 Zoning is being met. Their plan also address tenant storage and a snow removal plan. He noted that not many other properties on Quentin Road have deceleration lanes. Mr. Victor provides information on the tax incentive program. He explains that The State of Illinois is providing a $15 million investment for this site and it would be providing needed housing for the Palatine work force. He explains that tenants would have to pass background checks, have stable income, and prove to be good tenants. They have also secured $1 million from the Federal Home Loan bank of Chicago. He provides typical income information and the expected rates for the rental units.

Mr. Dumke states that the Illinois State Agency identified Palatine as a community with a high demand for affordable work force housing. The area is typical of where apartment complexes like this would be built, based upon their review of the area.

Mr. Bettenhausen asks about the staff recommendation for a 2nd entrance off Quentin Road, because the site looks very tight.

Mr. Dumke states it would be closer to Poplar Street with a right in and a right out. He explains that they would probably have to shrink the building to the 36 units in order to achieve this request which would also adjust the density of the project.

Mr. Bettenhausen asks if they would consider reducing the capacity of the building.

Mr. Dumke states the state agency has made considerable accommodations and feels that any more reductions in units could affect their funding and the economics of the site.

Mr. Victor adds that they had to compete for the tax credit and have pushed the State in this process.

Mr. Dumke confirms that almost 50% of the units are one bedroom and notes that this change also minimizes the density.

STAFF SUMMARY AND RECOMMENDATION:

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Mr. Vyverberg provides the staff statement and explains the subject property is 2.53 acres and addresses the revised changes. He presents the revised site plans and confirms that engineering plans were reviewed by the village engineer and accepted, with some conditions. He also confirms that the infrastructure is existing and in place around the Subject Property. Stormwater detention is provided on the north and south sides of the site. He states that revised plans have not been submitted to the village or reviewed by Staff for any changes to the number of entrances to the site or any reduction in units. He noted that a singular full access off Quentin Road is a concern for staff. He confirms the landscaping changes that have been submitted. Mr. Vyverberg addresses the proposed parking spaces, Quentin Road site access, and concerns with the singular full access.

He spoke about accessibility, with the plans being amended to include elevator access to 20% of the units, as required by Code. This would include a 2nd story on the common area. The surrounding density and dimensional information is also reviewed. Staff sees the Clayson development as a different standard, as it was developed in unincorporated Cook County and annexed into the Village. He noted concerns about the confluence of the emergency turnaround, two-way driveway access to the underground parking, and the existing parking lot drive aisle. He spoke about the landscaping plan changes, including an 8-foot fence, and the installation of 10-foot evergreen trees along the western side of the property. The provided parking is 2.53 spaces per unit, where the typical townhouse development provides between 4 and 4.5 spaces/unit. Staff remains concerned about the traffic constraints. In response to a Plan Commission question, Staff noted a carryover density information did not reflect the current 15.81, as it should have.

Mr. Friedman questions the access to information on the Clayson development to determine bedrooms per acre at that development. Mr. Vyverberg indicates that states that the information for this property was processed and developed in unincorporated Cook County, prior to annexation into the village of Palatine in the early 90's. The bedroom count and unit information wasn't included with the annexation materials that Staff reviewed.

Mr. Dwyer requested that Staff provide the recommendation for the proposal.

Mr. Vyverberg summarized that the Petitioners reduced the overall density and provided additional landscaping and screening for the west side of the property. Additionally, the height of the building was lowered to 2-stories and 26 feet. Staff notes that the Future Land Use and previous approvals for the property contemplated a multi-family memory care use and is consistent with the designation for both Greencastle and the Grand. Also, the proposed is denser than the other multi-family and townhouse uses. As the Clayson apartments were planned, approved, and constructed in Cook County, Staff views that circumstance dissimilar from the proposed.

There is also no access to public transportation, park district facilities, or recreational facilities, within a vicinity of the property. The plan indicates one

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

outdoor 1,200 square foot fenced recreation area on the west side of the building. This area is located along the entrance drive to the surface parking lot and further speaks to the constraints of the site plan, as it is straddled by the drive aisle and parking lot.

Staff also raised questions and concerns about snowplowing and adequate snow storage. The Petitioner indicates that snow could be hauled off site, which would have to be further determined to accommodate. The proposed site plan and property dimensions of the Subject Property do not likely allow for onsite plowing.

Staff also questions the one access point into the site. A deceleration lane should also be reviewed coming from Quentin Road into the site. As a condition of review, Staff recommends 2 separate access points to accommodate turns onto Quentin Road. The elimination of the Poplar Street access may have addressed previous resident and Staff concerns about the access and traffic, but the single access point raises additional questions and access and turning movement concerns within the site plan. Such things as deliveries, maintenance, moving trips will be forced to use the single access point, which is also shared by the residents. The dual access plan and reduced unit count referenced at tonight's meeting, were also not submitted for Staff review.

The interior of the building has a 1,988 square foot common area space on the first floor of the area between the buildings, for use by the residents of the 40-units, which the narrative indicates would have a fitness room. The underground parking area provides approximately 221 square feet of storage areas and 60 square feet noted for bike storage. This does not seem sufficient for the additional storage needs for 40 units.

While the elimination of the second access to Poplar Street addressed neighbor and Staff concerns from the initial Petition, the revised site plan and singular access point on the south side of the property create additional access and turning movement concerns with the site plan. The site plan could potentially relieve potential congestion and turning conflicts by providing a second access onto Quentin Road.

Staff sees the confluence of the access drive to the underground parking garage, fire department emergency hammerhead turnaround, and the singular drive to the surface parking lot, as creating unnecessary traffic conflicts. It also further bespeaks the dimensional limitations of the proposed site and underlying property acreage. As proposed, Staff believes that the site plan does not adequately address or comply with the traffic circulation design standards for Planned Developments.

Ultimately, Staff cannot support the proposed site plan. If the Plan Commission recommends approval, Staff recommends the following conditions:

1. The Preliminary Planned Development shall substantially conform to the Engineering Plans prepared by Vierbicher dated 09/27/2021, and the Architectural Plans prepared by Knothe Bruce Architects dated 09/27/2021 last

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

revised 11/24/2021, except as such plans may be revised to comply with all of the accessibility requirements for multi-story buildings and residential facilities, as required within the building codes, and to conform to Village Codes and Ordinances.

2. A Plat of Consolidation/Subdivision shall be submitted in a manner acceptable to the Village Engineer and include all necessary easement language, including a 10-foot easement along the Quentin Road frontage. The plat shall reflect that the property-owner shall be responsible for all utilities on the property including storm water maintenance.
3. The Final Engineering plans and Engineers of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.
4. The Final Landscape Plan shall be submitted in a manner acceptable to the Director of Planning and Zoning. The final plantings on the west side of the property should also include additional types of trees and bushes to present a more natural appearance to promote the vibrancy and health of the plantings. This could include the use of understory trees and bushes.
5. An Auto-Turn Exhibit shall be submitted in a manner acceptable to the Fire Marshal.
6. The required Public Improvement and Planned Development Letters of Credit and other all fees shall be submitted in a manner acceptable to the Director of Planning and Zoning and Village Engineer.
7. MWRD, Cook County, and NCCSWC permits are required.
8. In conjunction with the Final Planned Development application process, the Petitioner shall submit a construction management plan and schedule in a manner acceptable to the Village of Palatine.
9. If deemed necessary by the Village Engineer and in conjunction with the Final Planned Development application process, the Petitioner shall submit a Traffic Impact Study in a manner acceptable to the Village Engineer and Director of Planning and Zoning. The developer should anticipate possible road improvements along Quentin Road, including a deceleration lane along and second access to Quentin Road. The full access point should include two exit lanes to accommodate left and right turns.
10. A final fencing and screening plan shall be submitted in a manner acceptable to the Director of Planning and Zoning. The final floorplan and site plan for the fenced play area shall be submitted in a manner acceptable to the Director of Planning and Zoning.
11. The Petitioner shall submit a stormwater management and maintenance plan in a manner acceptable to the Village Engineer.
12. The playground location will be reconsidered to provide additional separation from the detention basin.
13. The petitioner shall provide a detailed sign plan for the entire site. Information on the freestanding sign and wayfinding signage for the property shall be provided in the plan.

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

Chairman Dwyer addresses the petitioner and asks Mr. Dumpke if plan commission recommends approval, would he abide by the conditions that staff has noted.
Mr. Dumke states that there is one concern regarding the deceleration lane and states all other conditions would be accommodated.
Chairman Dwyer opens floor to the audience and explains that they've heard staff recommendations and asks them not to be redundant. He states that all emails have been read and would like the conversation to not be repetitive.
Mr. Noonan discloses his in-laws are in the audience and states that he can be unbiased and will vote.
Sworn in Mr. Robert Lettecci - 998 N Glenview Court - States he received a registered letter from the Village of Palatine but post marked in Osh Kosh, WI. Mr. Vyverberg explained that the letter is drafted by Staff and sent the petitioner for mailing to the required properties. It is the responsible of the petitioner to send out. The petitioner resides in Osh Kos, WI.
Mr. Lettecci states his concerns for 94 parking spaces, 56 underground and 38 surface. His opinion is that it is too many vehicles for this area. He also noted another property on Northwest Highway that is vacant and approximately 2 acres.
Sworn in Julie Jesso - 939 N Franklin Avenue. Ms. Jesso lives behind development and explains she spent the last 2 weeks meeting with neighbors and has accumulated over 360 signatures opposing the planned development. The developer scaled back the proposal, but the main concerns are density, increased traffic, and quality of life. The meeting with developer didn't address the number of units. She urged the plan commission to reject the current proposal. It is not the right development for the neighborhood, as it is too many units. The neighborhood never felt or indicated the revisions were adequate to address the density concerns. The impact to the single-family homes behind the proposed development cannot be addressed with landscaping or screening, as the property is too dense and not in line with the other Village densities.

Sworn in Kathy Cortez - 141 S Fremont Street.
Ms. Cortez states she attended the last meeting and would like to address how affordable housing could be accommodated for this site. She believes that people don't understand how bad it is. She spoke to her belief that there is a lot of noise and biases in the Staff report. She spoke to the proximity of the Clayson and how it is in the neighborhood and should be considered such. She speaks to the antiquated zoning practices that do not allow affordable housing in the village and affordability issues, which disallow the possibility to create affordable housing in the Village. She requests the commissioners vote to approve the plan.
Mr. Robert Lettecci inquired as to how far away Ms. Cortez lives from the development.
Sworn in Maria Galo - 117 N Cedar Street.
Has lived in the neighborhood since 1996. She talks about the changes that have taken place in her neighborhood since she moved there. She states that there

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

have been a variety of housing projects in the neighborhood and the changes have been positive, with the surrounding development and infrastructure improvements. She is confident the developer is working to make this a better place. Urges plan commission to recommend the proposed plan.
Sworn in Nathaniel Groh - 1480 N. Benton Avenue.
Advocates for the development and would like to see it happen. He talks about his own upbringing by a single mom and believes the affordable housing is a benefit to those in need. He states this development can give hope to the young factory workers in Palatine. He would like the Plan Commission to approve the proposal.
Sworn in Marcus Orofino - 913 N Franklin Ave.
He addresses the fair housing in the area. He states they are not against affordable housing, but is saying no to the dynamics associated to this project. Noted that the Clayson is a large and sprawling property and not comparable to the site proposed for this development. He states that the property is not the right size property for this project. He appreciates the efforts to reduce the size, but the development is still twice the density.
Sworn in Lori Grainawi - 227 S Vail Avenue - Arlington Heights, IL.
Resident of Arlington Heights - lives less than a mile from an affordable housing project in Arlington Heights. She used to live in unincorporated Cook County on Echo Lane, across the street. She is co-president of a housing task force and worked with the Village of Palatine on the Spruce Village apartment complex, which is for disabled residents and is also an affordable housing project. She invites anyone from the Village to visit the site and states it's a beautiful project.
Village Attorney Brankin interjects that the Commission's job and focus is upon land usage and the policy discussions are not relevant not a discussion about affordable housing, for everyone here and for the record. This is a discussion about land use.
Chairman Dwyer addresses Ms. Grainawi and states this discussion is for land use.
Mr. Brankin indicates that it is inappropriate to make accusations about biases. Staff has prepared a professional report and recommendations, based upon the land use factors and provided testimony related to the land use factors before you.

Sworn in Kathleen Bolger - 320 E Tall Trees Lane.
Lives in unincorporated palatine. States that the previous land use for a memory care facility was not a concern for the neighbors at the time, but the proposed project is being opposed.

Mr. Vyverberg addresses the previous approved land use and explains it was approved for the memory care facility, but never implemented.
Mr. Friedman inquired about the conditions related to the access points.

Discussion about the Cook County Highway Department.
Mr. Noonan made a motion to close the public hearing. Mr. Fedota

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

seconded. Motion approved.

DISCUSSION:

Discussion about a 36-unit development, with a 2nd access off Quentin.
Mr. Brankin indicates that the 2nd access and unit count reduction has not been presented or applied for by the developer or submitted for Staff review. That plan is not before the Plan Commission, nor has been evaluated by Staff. These changes would then have to be evaluated through a process.
Discussion about the scope of review.
Mr. Dwyer comments about conditions.
Mr. Vyverberg reads condition #9 from the staff recommendations for clarification that addresses the access points.
Mr. Brankin clarified that the developer is welcome to submit a plan reflective of those changes, but this is not what was submitted or is before the plan commission.
Mr. Fedota commented that the unit reduction and 2nd access point make sense. Lot density and frontage were previous concerns discussed.
Mr. Friedman spoke to density, land use, and affordable housing and their respective linkages.
Mr. Bettenhausen clarified that no one denies the need for affordable housing, but that does not mean that it should be located on any vacant property available. The resident deserve a safe quality development, including the neighboring residents.
Mr. Noonan makes a motion to deny.
Mr. Brankin recommended that the motion should be in the affirmative
Mr. Noonan made a motion to approve with the 13 Staff condition. Seconded by Ms. Williams.

Communication:

LPC Development on Algonquin will go before Village Council on Monday 12/13/21
Meeting anticipated for the first Tuesday in January, 2022

RESULT:	**NO RECOMMENDATION [3 TO 3]**
AYES:	Dwyer, Friedman, Fedota
NAYS:	Noonan, Williams, Bettenhausen
ABSENT:	Kolososki

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

V. COMMUNICATIONS

VI. ADJOURNMENT

Attachment: December 7, 2020 Plan Commission minutes DRAFT (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit

PUBLIC NOTICE
A Public Hearing will be held before the Village of Palatine Plan Commission on Tuesday, December 7, 2021 at 7 PM, in the Village Council Chambers at Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:
1. Preliminary Planned Development to permit a 2-story, 40-unit apartment building.
The property is commonly known as 874-920 N. Quentin Road (PINs #: 02-09-405-008-0000, 02-09-405-010-0000, 02-09-405-011-0000, 02-09-405-012-0000, 02-09-405-013-0000, 02-09-405-015-0000, 02-09-405-016-0000)
The Petitioner is requesting Preliminary Planned Development approval to construct a new 2-story, 40-unit apartment building at the Subject Property located at the southwest corner of Quentin Road and Poplar Street.
The above petition has been filed by Andy Dumke, Alliance Development, and is available for examination in the office of the Village Clerk at 200 E. Wood Street.
FILE #: 21-89
VILLAGE OF PALATINE
Dennis Dwyer, Chair
Palatine Plan Commission
DATED: This 22nd day of November of 2021
Published in Daily Herald November 22, 2021 (4573835)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of: Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates, Inverness, Melrose Park, Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg, Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook
and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is general circulation throughout said Village(s), County(ies) and State.

I further certify that the Northwest Suburbs DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notice as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/22/2021
in said Northwest Suburbs DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Paula Raetzman
Designee of the Publisher and Officer of the Daily Herald

Control # 4573835

Attachment: Public Notice (874 - 920 N. Quentin Road - Preliminary Planned Development - 40-unit apartment)

Rec. 11/29/21

Consider a Motion to Accept Perpetual Storm Sewer Easements at 165 E. Timberlane Drive and 171 E. Timberlane Drive

BACKGROUND:
As part of the recently completed 2021 Drainage Improvements Project, the storm sewer improvements over the subject properties will require permanent easements to be granted by two of the benefiting homes.

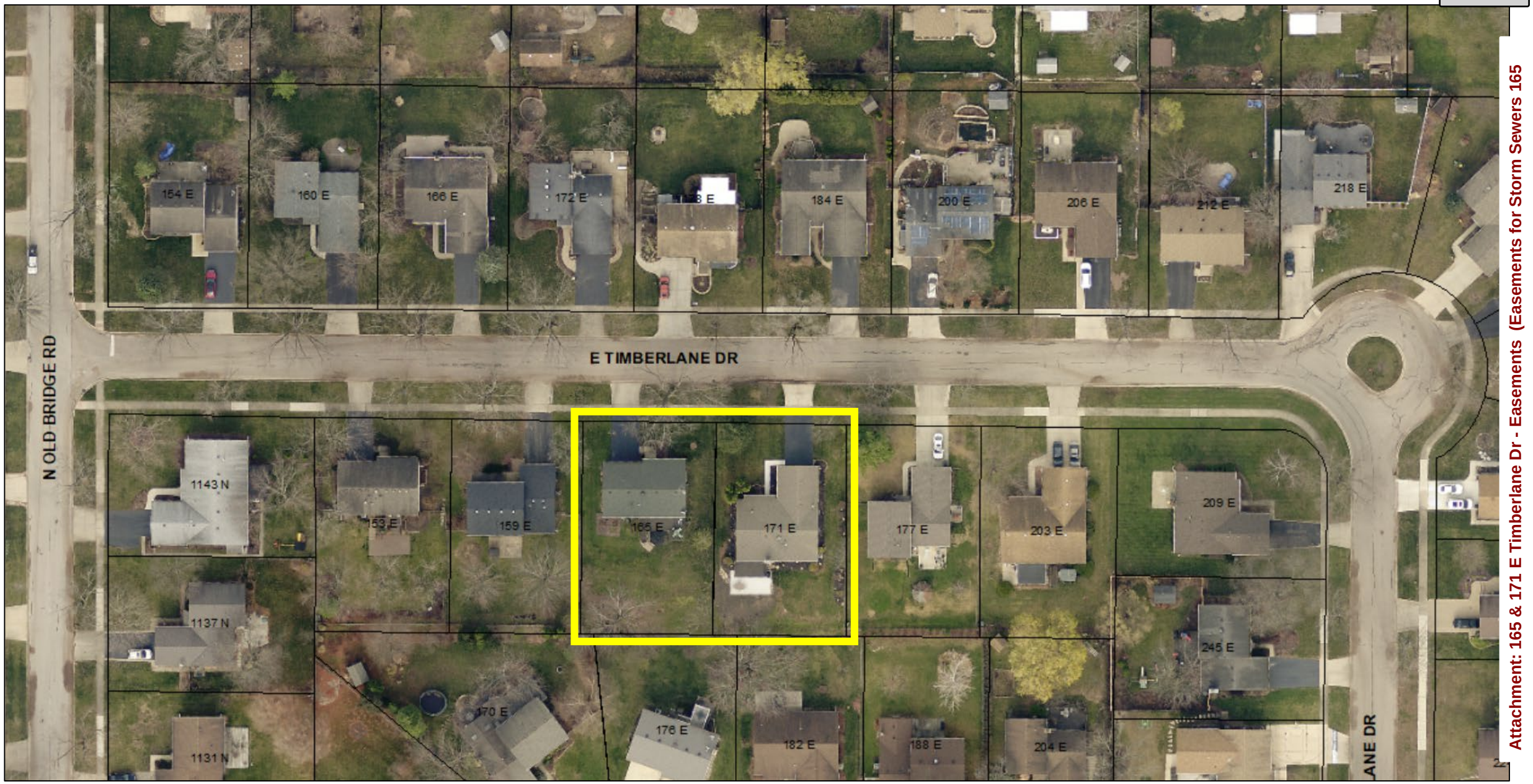
KEY ISSUES:
- Permanent easement agreements have been fully executed for 165 E. Timberlane Drive (PIN 02-11-116-044-0000) and 171 E. Timberlane Drive (PIN 02-11-116-043-0000).
- Public utility easements are required by the Village of Palatine in order to accept ownership of the sewer mains.
- The easements are necessary to allow for any future maintenance or repair of the storm sewers.

ALTERNATIVES:
1. Accept the easements.
2. Do not accept the easements.

RECOMMENDATION:
Staff recommends acceptance of the perpetual easements at 165 E. Timberlane Drive and 171 E. Timberlane Drive.

ACTION REQUIRED:
Motion to accept a grant of perpetual easements at 165 E. Timberlane Drive and 171 E. Timberlane Drive.

ATTACHMENTS:
- 165 & 171 E Timberlane Dr - Easements
- 165 E. Timberlane Drive Grant of Easement
- 171 E. Timberlane Drive Grant of Easement



Attachment: 165 & 171 E Timberlane Dr - Easements (Easements for Storm Sewers 165

GRANT OF EASEMENT

The Grantor (s)

NAME: Robert M Wagner and Dawn M Wagner

ADDRESS: 165 E Timberlane Drive, Palatine, IL 60067

of Palatine, Cook County, Illinois, for and in consideration of Ten ($10.00) Dollars, in hand paid, and other good and valuable consideration, HEREBY GRANT AND CONVEY unto the Grantee, the VILLAGE OF PALATINE, a municipal corporation of Cook County, Illinois, its successors and assigns, a perpetual easement for the installation, construction, use, repair, and maintenance of a Public Storm Sewer, over, and across the east 5 feet of described real estate situated in the County of Cook and the State of Illinois;

> Lot 87 in Pepper Tree Farms Unit 3, a Subdivision in the Southeast ¼ of the Northwest ¼ of Section 11, Township 42 North, Range 10 East of the Third Principal Meridian, recorded June 25, 1969 as Document 20883078, in Cook County, Illinois.

PIN: 02-11-116-044-0000

The VILLAGE OF PALATINE agrees, at its expense, to reasonably restore the premises to their conditions as existed prior.

Attachment: 165 E. Timberlane Drive Grant of Easement (Easements for Storm Sewers 165 and 171 East Timberlane Drive (CA))

IN WITNESS WHEREOF, said Grantor (s) have caused their name (s) to be signed to these presents, this 26 day of July, 2021.

Robert A. Wagner

Dawn Wagner

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, THE UNDERSIGNED, A Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that

Robert Wagner

Dawn Wagner

Personally known to me to be the same person (s) whose name (s) is (are) subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that __he__ signed, sealed, and delivered the said instrument as _____ free and voluntary act, for the uses and purposes therein set forth.

GIVEN under my hand and official seal, this 26 day of July, 2021.

Jennifer Bliss
Notary Public

My commission expires February 9, 2025

OFFICIAL SEAL
JENNIFER BLISS
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 2/9/2025

Attachment: 165 E. Timberlane Drive Grant of Easement (Easements for Storm Sewers 165 and 171 East Timberlane Drive (CA))

GRANT OF EASEMENT

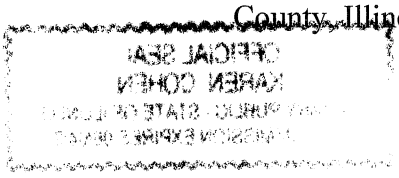
The Grantor (s)

NAME: Tyler Kostecki and Caitlyn J Kostecki

ADDRESS: 171 E Timberlane Drive, Palatine, IL 60067

of Palatine, Cook County, Illinois, for and in consideration of Ten ($10.00) Dollars, in hand paid, and other good and valuable consideration, HEREBY GRANT AND CONVEY unto the Grantee, the VILLAGE OF PALATINE, a municipal corporation of Cook County, Illinois, its successors and assigns, a perpetual easement for the installation, construction, use, repair, and maintenance of a Public Storm Sewer, over, and across the west 5 feet of described real estate situated in the County of Cook and the State of Illinois;

Lot 86 in Pepper Tree Farms Unit 3, a Subdivision in the Southeast ¼ of the Northwest ¼ of Section 11, Township 42 North, Range 10 East of the Third Principal Meridian, recorded June 25, 1969 as Document 20883078, in Cook County, Illinois.



PIN: 02-11-116-043-0000

The VILLAGE OF PALATINE agrees, at its expense, to reasonably restore the premises to their conditions as existed prior.

Attachment: 171 E. Timberlane Drive Grant of Easement (Easements for Storm Sewers 165 and 171 East Timberlane Drive (CA))

IN WITNESS WHEREOF, said Grantor (s) have caused their name (s) to be signed to these presents, this 8th day of February, 2021.

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, THE UNDERSIGNED, A Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that

_____

_____

Personally known to me to be the same person (s) whose name (s) is (are) subscribed to the foregoing instrument, appeared before me this day in person, and acknowledged that __he__ signed, sealed, and delivered the said instrument as _____ free and voluntary act, for the uses and purposes therein set forth.

OFFICIAL SEAL
KAREN COHEN
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:06/04/23

GIVEN under my hand and official seal, this 8 day of Feb, 2021.

Karen Cohen
Notary Public

My commission expires 6/4/2023, 20___.

Attachment: 171 E. Timberlane Drive Grant of Easement (Easements for Storm Sewers 165 and 171 East Timberlane Drive (CA))

Consider an Ordinance Decreasing the Number of Class D Liquor Licenses by One for Chipotle Mexican Grill, 781 E. Dundee Road

BACKGROUND: The State Liquor License for Chipotle Mexican Grill's expired on December 31, 2021. The State Liquor License must be in full force and effect in order to hold a Palatine Liquor License. The corporation has chosen not to have a liquor license at this location, but will continue to operate the restaurant.

KEY ISSUES: It is appropriate to remove their Class D liquor license from the Code. An ordinance has been prepared reducing the number of Class D liquor licenses by one.

ALTERNATIVES:

1. Approve the ordinance.
2. Do not approve the ordinance.

RECOMMENDATION: Staff recommends approval of the ordinance.

BUDGET IMPACT: Class D liquor license annual fee of $3,854.

ACTION REQUIRED: Motion to approve the ordinance decreasing the number of Class D liquor licenses by one.

ATTACHMENTS:

- ORD Decrease Class D Liq Lic-Chipotle Mexican Grill
- Request to Cancel Liq Lic - Chipotle Mexican Grill

ORDINANCE NO._____

AN ORDINANCE DECREASING THE NUMBER OF CLASS D LIQUOR LICENSES PURSUANT TO CHAPTER 3, SECTION 3-37 OF THE VILLAGE OF PALATINE CODE OF ORDINANCES FOR CHIPOTLE MEXICAN GRILL LOCATED AT 781 E. DUNDEE ROAD

BE IT ORDAINED, by the Mayor and Village Council of the Village of Palatine, Cook County, Illinois, acting in the exercise of their home rule power:

SECTION 1: That the number of Class D (Restaurant) Liquor Licenses shall decrease by one from twenty-five (25) to twenty-four (24), for Chipotle Mexican Grill, at 781 E. Dundee Road.

SECTION 2: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3: That this ordinance shall be in full force and effect from and after its passage and approval as provided by law.

PASSED this _____day of _____, 2022

AYES: _____ NAYS:_____ ABSENT: ____ PASS:_____

APPROVED by me this _____day of _____, 2022

_____
Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk this _____day of _____, 2022

_____
Village Clerk

Attachment: ORD Decrease Class D Liq Lic-Chipotle Mexican Grill (Ordinance Decreasing Number of Class D Liquor Licenses-Chipotle (CA))

From: Darrell Cumbow
To: Doris Sadik
Subject: RE: Village of Palatine - Chipotle Mexican Grill #2466
Date: Thursday, January 6, 2022 8:15:30 AM

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Hello,

Thank you for reaching out regarding the liquor license. We have made the decision to no longer sell alcohol at this location and will not be renewing the State License and forfeiting the local license.

Please let me know what additional steps we need to do to complete this.

Thank you,

Darrell Cumbow | Licensing Coordinator

Chipotle Mexican Grill
Office: 500 Neil Ave, Suite 400, Columbus, OH 43215
Mailing: PO Box 182566 Columbus, OH 43218
Direct Phone: 380.222.7178

From: Doris Sadik <DSadik@palatine.il.us>
Sent: Wednesday, January 5, 2022 4:53 PM
To: Licensing <Licensing@chipotle.com>
Subject: [EXTERNAL] Village of Palatine - Chipotle Mexican Grill #2466

This email is to inform you that your State of IL liquor license has expired as of December 31, 2021. Your State liquor license must be in full force and effect in order to hold a Palatine liquor license. I spoke to a representative at the State of IL Liquor Commission and their records indicate that payment is needed for 2 years, that notices from the State have been sent, but no renewal attempt by Chipotle Mexican Grill has been made.

Failure to bring your establishment into compliance could result in a hearing before the Palatine Liquor Control Commission.

Please contact me if you have any questions.

Doris Sadik
Deputy Clerk | Customer Service Supervisor
Village of Palatine | 200 E. Wood Street
Palatine, IL 60067
P. 847-359-9020 | F. 847-359-9094
Email: dsadik@palatine.il.us

Note: This message is not from Chipotle. Always use caution when clicking on email attachments or links. Never enter your username, password, or any other confidential information into external email links.

Consider an Ordinance Decreasing the Number of Class D Liquor Licenses by One for Heng Wing Restaurant, 121 W. Palatine Road

BACKGROUND: On December 13, 2021, Village Council approved a Special Use Transfer for Ken Situ and Cai Ying Cai Ruan, new owners of the Heng Wing Restaurant (121 W. Palatine Road). The State Liquor License for Heng Wing expired on December 31, 2021. The owners have elected not to apply for a Liquor License at this time, therefore it is appropriate to reduce the number of Class D Liquor Licenses.

KEY ISSUES: It is appropriate to remove their Class D liquor license from the Code. An ordinance has been prepared reducing the number of Class D liquor licenses by one.

ALTERNATIVES:

1. Approve the ordinance.
2. Do not approve the ordinance.

RECOMMENDATION: Staff recommends approval of the ordinance.

BUDGET IMPACT: Class D liquor license annual fee of $3,854.

ACTION REQUIRED: Motion to approve the ordinance decreasing the number of Class D liquor licenses by one.

ATTACHMENTS:

- ORD Decrease Class D Liq Lic-Heng Wing Restaurant

ORDINANCE NO._____

AN ORDINANCE DECREASING THE NUMBER OF CLASS D LIQUOR LICENSES PURSUANT TO CHAPTER 3, SECTION 3-37 OF THE VILLAGE OF PALATINE CODE OF ORDINANCES FOR HENG WING RESTAURANT AT 121 W. PALATINE ROAD

BE IT ORDAINED, by the Mayor and Village Council of the Village of Palatine, Cook County, Illinois, acting in the exercise of their home rule power:

SECTION 1: That the number of Class D (Restaurant) Liquor Licenses shall decrease by one from twenty-four (24) to twenty-three (23), for Heng Wing Restaurant, 121 W. Palatine Road.

SECTION 2: That all ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 3: That this ordinance shall be in full force and effect from and after its passage and approval as provided by law.

PASSED this _____day of _____, 2022

AYES: _____ NAYS:_____ ABSENT: ____ PASS:_____

APPROVED by me this _____day of _____, 2022

_____
Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk this _____day of _____, 2022

_____
Village Clerk

Attachment: ORD Decrease Class D Liq Lic-Heng Wing Restaurant (Ordinance Decreasing Number of Class D Liquor Licenses-Heng Wing

Consider a Motion to Approve a Preliminary Planned Development to Allow a Two-Story, Forty-Unit Apartment Building at 874-920 N. Quentin Road

BACKGROUND:
The Petitioner is seeking Preliminary Planned Development approval for a 2-story, 40-unit apartment building, with associated below-grade and surface parking areas, and related improvements on the properties located at 874 – 920 N. Quentin Road. The Petitioner had previously sought Preliminary Planned Development approval for a 3-story, 58-unit apartment building on the same property. That proposal was ultimately withdrawn prior to Village Council review and the Petitioner subsequently submitted their revised application for review. Therefore, the Petitioners are requesting approval of the following:

Preliminary Planned Development to permit a 2-story, 40-unit apartment building at 874-920 N. Quentin Road

KEY ISSUES:

- The Subject Property is 2.53-acres and zoned Planned Development.
- The Petitioner's proposed 40-unit plan results in an FAR to below 0.5. The surface parking was reduced from 57 spaces to 38 spaces when compared to their previous 58-unit development proposal. With the proposed 56 underground parking stalls, a total parking count of 94 spaces (2.35 spaces/unit) is proposed.
- The revised proposal eliminates the Poplar Street access and includes one full access onto Quentin Road. This requires traffic to navigate around a stormwater detention basin and a proposed fenced play area (1,200 square feet), located between the drive aisle, parking lot, and detention basin. Its location bespeaks the size constraints for the proposed development. The drive terminates into the parking lot, emergency vehicle turnaround, and 2-way access to the underground parking (with a 6-foot grade descent). Staff sees this design as creating traffic and turning conflicts. Quentin Road is under the jurisdiction of the Cook County Highway Department and the posted speed limit in this area is 40 miles per hour.
- The linear layout of the parking lot would also not provide for a direct delivery access and would require delivery, maintenance, and resident vehicles to enter the site and return to the same Quentin Road access point.
- The proposed 20-foot setback front yard setback (Quentin Road) is inconsistent with the surrounding setbacks in the area. For comparison, the Clayson apartments are set back approximately 28 feet from the Quentin Road property line. This would have complied with the Cook County requirements and exceeded the R-3 district minimum requirement of 25 feet. The proposed front yard setback would provide the smallest residential corner side yard or functional front yard setback in the block. Additionally, Staff notes that the setback is too

narrow for the approximately 410-foot long building.

- The proposed unit count and mix requires a minimum of 2.49 acres of lot area, with the Subject Property containing 2.53 acres. The plans were also revised to provide elevator access to a minimum of 20% (8-units) between the first and second floors.

- The landscaping plans provide an 8-foot tall fence on the west side of the property, with continuous 10-foot evergreens (84 total to further screen the single-family residential properties to the west).

- The previous memory care Planned Development derived access from two Quentin Road curb cuts. This included a full access on the northern end the development and a one-way exit only on the southern side. The traffic associated with the memory care use would have been low volume, as the residents would not have their own vehicles. The traffic generated would have consisted of employees, service vehicles, and visitors.

- Staff notes the absence of any public transportation in proximity to the development. There are no existing or proposed PACE bus service lines anywhere proximate to the development and the nearest Metra station is roughly 1.5 miles away.

- The Village of Palatine Future Land Use map identifies business uses for 920 N. Quentin Road and multi-family uses for the remainder of the site, as the adjacent properties were approved for the memory care use in 2011. This development was ultimately never developed or implemented and the entitlement approval has lapsed. As the future land use categories do not include senior housing or memory care uses, the designation was a reflection of the approved use. This is consistent with the other similar uses in the Village including Greencastle of Palatine, Grand at Twin Lakes, and Solstice Senior Living at Palatine.

- The Subject Property is 2.53 acres. With 40 proposed units, the overall gross density is 15.8 units per acre. Excepting downtown developments (TOD area) and Spruce Village along Rand Road, the typical multi-family and townhouse densities in the Village range between 7-8 units per acre.

- The proposal is denser than the other multi-family and townhouse uses in the area, including the Clayson, Knollwood, and Willow Glen. As the Clayson apartments were approved, and constructed in Cook County, Staff views that circumstance dissimilar from the proposed. The overall site is 24.8 acres.

- Staff has also raised questions and concerns about snowplowing and adequate snow storage. The Petitioner indicates that snow could be hauled off site, which would have to be further determined to accommodate. The proposed site plan

would not reasonably allow for onsite plowing. A Quentin Road deceleration lane and second access point should also be reviewed.

- The underground parking area provides approximately 221 square feet of storage areas and 60 square feet noted for bike storage. This does not seem sufficient for the additional storage needs for 40 units.

- The Petitioner submitted a revised site plan reducing the unit count to 36 units (40 units is the current application) on December 30th. A Traffic Impact Statement for the 40-unit site plan was submitted on January 7th. Neither of these items were components of the current application or the Public Hearing. These items have not been reviewed by Staff and the Petitioner was advised that it would be appropriate to withdrawal the current application and apply for another Preliminary Planned Development, if they wish to pursue the revised 36-unit proposal.

ALTERNATIVES:

1. Approve the motion for Preliminary Planned Development.

2. Do not approve the motion for Preliminary Planned Development.

RECOMMENDATION:

Public Hearing:	December 7, 2021
Residents testifying:	Eight: Comments included concerns related to density and increased traffic, and support for affordable housing.
Vote:	The Plan Commission voted 3-3 to recommend approval of the Preliminary Planned Development. Therefore, this comes to the Village Council without a recommendation from the Plan Commission. Staff recommends not to support the proposed site plan, due to traffic circulation, turning movement conflicts, and density concerns.

ACTION REQUIRED:

A motion to approve the Preliminary Planned Development, with the proposed conditions.