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

DECEMBER 14, 2020

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	Present	
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, Fire Chief Scott Andersen, IT Director Larry Schroth, Director of Finance Paul Mehring, Director of Human Resources Pam Jackson and Deputy Police Chief Bill Nord

II. PLEDGE TO THE FLAG – Time: 7:00 PM

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:	Doug Myslinski, District 3 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

1. Village Council & Committee of the Whole - Special Meeting - December 7, 2020 **- Accepted**

2. Village Council & Committee of the Whole - Regular Meeting - December 7, 2020 **- Accepted**

IV. MAYOR'S REPORT

1. As Submitted **-**

   Mayor Schwantz reported upcoming events:

   Weekends through Sunday, December 20
   Palatine Jaycees Christmas Tree Sale
   Palatine Aquatic Center

   Due to the upcoming holidays, Village offices will be closed:
   Thursday, December 24; Friday, December 25 and Friday, January 1.

   The next Village Council Meeting will be Monday, January 4, 2021.

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, Myslinski, Solberg, Kozlowski, Helms

VI. COMMITTEE OF THE WHOLE

A. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 7:01 PM

GREG SOLBERG, CHAIRMAN

1. Consider an Ordinance Granting a Variation for Unit Size to Allow an Existing Condominium Unit (#415) to be Divided Into Two Units Within the Park Towne Condominium Building at 140 W. Wood Street **- Motion Carried by Voice Vote** (Council District: Six)

   Planning & Zoning Director Ben Vyverberg presented the petitioner's request for a variation to allow a multi-family unit to be 362 square feet (minimum required 500 square feet) by converting a 2-bedroom condominium unit into one studio and a 1 bedroom unit in the Park Towne condo building. The 1995 conversion to condominiums included the consolidation of certain 1-bedroom and studio units into 2-bedroom units. The Petitioners are requesting to restore the units back to the original configuration similar to other existing studio units in the building. A 2019 variation approved an identical conversion. Two remaining 2-bedroom units could also request a future conversion. Recent reconfiguration increased parking to 182 spaces. The ZBA voted unanimously to approve and staff concurs.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. Consider an Ordinance Granting Variations for a Fence to be Installed Zero Feet from the Side Yard Abutting a Street Lot Line and Without the Required Landscaping at 203 S. Ashland Avenue **- Motion Failed by Voice Vote** (Council District: Six)

Village Manager Reid Ottesen opened discussion noting that a minimum of 4 Council votes are required to grant this request for a variation for a solid 6-foot fence without landscaping and an additional variation for a 0 setback from the property line.

Planning & Zoning Director Ben Vyverberg presented the petitioner's request for a variation to install 65 feet of 6-foot solid fencing along the side yard abutting Kenilworth with a 0-foot setback (minimum 5 foot setback) without required landscaping. There does not appear to be any solid fencing in the side yards abutting a street in the area. The ZBA voted unanimously to deny the variations for the proposed fence and Staff concurs. Vyverberg referenced the 2019 updated code allowing only decorative, open 4 feet high fencing. A neighbor was granted a variation permitting a fence on the lot line due to mature trees very near the lot line, but the proposed fence was never constructed.

Councilman Helms, referencing the photo of subject property, noted sight-line from drive way would be impacted posing a danger to anyone on the sidewalk, and suggested the change in grade would add additional height to a fence placed 3 to 5 feet from the lot-line.

Councilman Kozlowski repeated that the fence next door was approved 5 years ago, but never constructed. Vyverberg confirmed the variance was justified by the mature trees on the property near the sidewalk.

Councilman Solberg noted a zoning variance is more difficult to achieve than a Special Use; Vyverberg confirmed this property request requires zoning variance.

Petitioners Jaime & Mariela Reyes, 203 S. Ashland, regretted they did not plead their case enough to the ZBA. Tonight they based the appeal on child safety, real estate value, sight line improvement with angled fence, busy corner contributing to dangers in the area, including witnessed drug transactions. No adjacent neighbors objected.

Councilman Solberg stated that the narrow issue is the location of the fence.

Councilman Kozlowski noted the neighbors' 2015 approval was not constructed and the variation is no longer in effect.

Ottesen stated the Village is receiving many requests for fences; the Council and Staff want setback for sidewalk buffer. Technically, the lot line is 1 foot off sidewalk, so a five-foot setback would actually be 6 feet from the sidewalk.

Councilman Solberg noted that a five-foot setback would be visually attractive. Hardship is not proven. There is nothing to prevent you from locating the fence 5 feet from property line.

Reyes stated that there are neighbors wanting the same zero lot line fence.

Councilman Myslinski stated that sight lines are what help police enforcement. We don't want the solid wood fence appearance.

Councilman Helms noted the lack of safety, the ultimate danger of having the fence on the sidewalk and danger for children and pets, offered to make a substitute motion for a 3-foot fence.

Councilman Millar said a 5-foot setback would be better for maintaining grass and landscaping.

RESULT:	**MOTION FAILED BY VOICE VOTE [0 TO 7]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Jim Schwantz, Mayor
NAYS:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

3. Consider an Ordinance Granting a Special Use Amendment and Variations to Permit the Expansion of the Existing McDonald's Restaurant at 1576 N. Rand Road **- Motion Carried by Voice Vote** (Council District: Four)

Planning & Zoning Director Ben Vyverberg presented the petitioner's request for a Special Use Amendment to permit a restaurant expansion; a variation to permit a 36-foot front lot-line set-back (minimum required 40); and a variation to permit 47 parking spaces (minimum required 56) expanding the building from 4,060 square feet to 5,598 square feet, and increasing seating from 97 to 101. The proposed improvements include exterior and interior building modifications, ADA compliance, and site work including a dual drive-thru system and a reduction to 47 parking spaces (required 56). The ZBA voted 7-1 to approve a Special Use Amendment and Variations and Staff concurs.

Councilman Millar asked about the possibility for additional parking from neighboring businesses. Vyverberg stated that possibility has not been sought; drive-thru business is the major business at this time.

Ken Sak, Watermark Engineering, was present.

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

4. As Submitted **-**

   Nothing was submitted.

B. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 7:43 PM

DOUG MYSLINSKI, CHAIRMAN

1. Consider an Ordinance Granting Preliminary Planned Development to Permit the Development of Two Warehouse/Office Buildings on a Single Zoning Lot for the Properties at 200, 300, and 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (former Weber Stephen Facility) **- Motion Carried by Voice Vote** (Council District: Six)

   Village Manager Reid Ottesen opened discussion of the proposal for two buildings on one lot and buffers around the property, noting the setbacks will be increased, overall size of buildings will be decreased, and water management will be improved.

   Planning & Zoning Director Ben Vyverberg presented Midwest Industrial Funds' request for a Preliminary Planned Development to permit a 2-lot manufacturing development for two new warehouse/office buildings on the approximate 25-acre former Weber Stephen property at Sellstrom Drive and Daniels Road**.** The development includes exterior truck docks between the buildings and two passenger vehicle parking lots. The Petitioner will also seek the Village's support for a Cook County 6b classification in conjunction with their request for Final Planned Development approval. Access and exit to the site is from Sellstrom Drive, with two passenger-vehicle parking lots, exterior truck docks located between the two buildings in the interior of the site. As required by Code, the site plan proposes an emergency (Fire or Police) only access on the west side of the property. The building elevation materials are glass and stained pre-cast concrete, with each building accommodating 1-4 tenants. The bulk standard (setbacks, height, and FAR) comply with the Zoning Ordinance requirements for manufacturing zoned properties. In addition to parkway trees, parking lot and island landscaping, the Zoning Ordinance requires a 50-foot buffer area for all manufacturing properties, within 200 feet of any residential land. This applies to the western (along S. Oak Street) and northern (south of the 100-foot railroad right-of-way) portions of the site. The S. Oak Street properties are buffered with a 50-foot wide buffer area utilizing an elevated berm for screening. The buffer area includes a combination of large and ornamental trees, large and dwarf shrubs and ornamental grasses. A 50-foot landscaped berm is also required on the northern property line, as the residential properties along Parallel Street are approximately 102 feet from the northern property line. The 100-foot Chicago

and Northwestern Railway ROW separates the subject property from the residentially zoned area. Vyverberg noted a ten-fold increase in detention basin capacity is planned. Trucks will dock inside the buildings. Proposed landscaping buffer is considerably increased. Plan revisions include an 8-foot solid fence/screening wall in addition to the 8-foot tall evergreens, along the truck dock access drive - approximately 420 linear feet - (further blocking noise and headlights from trucks driving north to access the docks). Also, a similar 8-foot solid fence/screening wall is planned for the eastern passenger vehicle parking lot - approximately 270 feet (preventing headlights from glaring north). The Zoning Ordinance requires perpetual maintenance of buffer areas for the life of the development.

Vyverberg noted residents from the Circle Park condominiums and S. Oak Street (west of the Subject Property) raised storm water concerns at the Plan Commission meeting. The Plan Commission voted 8-0 to approve the requested development, subject to Staff's conditions and Staff concurs.

Councilman Millar complimented the proposal, asked for clarification on specific users and parking on the west side.

Ottesen noted the western portion would be employee parking, not truck traffic.

Rick Kambic, 167 E. Palatine Road, on the west side of the subject property, expressed concern for the condition of the old water culvert under the Union Pacific property and future movement of that water.

Ottesen explained a non-maintained culvert on the north side of the tracks will be addressed by the developers. Vyverberg confirmed that it has been recognized and the residents on the north will be benefiting from the development, cleaning and maintaining the culvert.

Jaime Reyes, petitioner for 203 S. Ashland, asked about the buffer on the north that will not be the full requirement. Vyverberg noted that the petitioner plans 8 foot fencing and landscaping as a buffer that does not meet 50-foot requirement. Ottesen noted the 100 foot railroad right of way provides more than required distance to residential areas. Reyes claimed Amazon did not meet Code. Ottesen corrected him. All codes were met.

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

2. As Submitted **-**

Nothing was submitted.

C. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE – Time: 8:03 PM

SCOTT LAMERAND, CHAIRMAN

1. Consider a Motion Authorizing the Village Manager to Execute an Agreement with Doland Engineering, LLC for Engineering Plan Review and Site Inspection Services **- Approved by Voice Vote**

   Village Manager Reid Ottesen recommended a consulting agreement with Doland Engineering for engineering plan review and site inspection services for 2021, in lieu of in-house part-time staff. Staff recommends authorizing the Village Manager to execute the agreement with Doland Engineering for Engineering Plan Review Services for 2021 in the not-to-exceed amount of $42,900 and Site Inspection Services in the not-to-exceed amount of $19,720.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Mayor
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. As Submitted **-**

   Nothing was submitted.

D. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 8:04 PM

BRAD HELMS, CHAIRMAN

1. Village Fleet Vehicle Purchases:

Motion was to approve Items A. and B.

Public Works Director Matt Barry recommended authorizing the Village Manager to purchase two 2021 Dodge Ram 1500 SSV pickup trucks through the Suburban Purchasing Cooperative from Larry Roesch Chrysler Jeep Dodge in the amount of $60,326 and a total cost (including outfitting) not to exceed $86,981. In addition, Barry recommended authorizing the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract from Currie Motors in the amount of $143,828 and a total cost (including outfitting) not to exceed $232,485.

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

A. Consider a Motion Authorizing the Village Manager to Purchase Two Replacement Fire Administration and Police Command Vehicles **- Approved**

B. Consider a Motion Authorizing the Village Manager to Purchase Four Replacement Police Patrol Vehicles **- Approved**

2. Consider a Motion Authorizing the Village Manager to Purchase Two Mobile Column Lift Sets **- Approved by Voice Vote**

   Public Works Director Matt Barry recommended authorizing the Village Manager to purchase two sets of Stertil-Koni mobile column lifts through the Sourcewell contract from Safetylane Equipment Corporation in the amount of $89,570.28. Staff also recommends the Village Council approve the trade-in of the two sets of existing Stertil-Koni lifts to Safetylane Equipment for a credit of $4,000, for a net purchase price of $85,570.28.

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

3. Consider a Motion Authorizing the Village Manager to Approve Reimbursements to the Palatine Park District for Contractual Grass Mowing Services **- Approved by Voice Vote**

   Public Works Director Matt Barry reported in 2019, the Village worked with the Palatine Park District to coordinate a joint-bid for contractual mowing services. The Park District awarded the contract to Gilio Landscape Contractors of Arlington Heights, Illinois, with renewal options for up to two additional one-year periods. The extension for the 2021 season includes a 1.5% increase in rates with estimated cost for this program from $58,702.22 to $64,991.74. Staff recommends authorizing the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services for the 2021 mowing season.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

4. Consider a Motion to Award a Contract for the 2021 Parkway Tree Trimming Program **- Approved by Voice Vote**

   Public Works Director Matt Barry reported in 2020, the Municipal Partnering Initiative (MPI) solicited bids for parkway tree trimming, tree removals, and stump removals for 2020 - 2022. MPI is a group of local municipalities that coordinates similar projects to benefit from bulk purchasing, and allows municipalities to award contracts in part or in whole. Advanced Tree Care, Incorporated of Lincolnshire, Illinois submitted the most favorable pricing for the 2021 trimming of an estimated 2,350 trees, costing $75,000 which aligns with the amount budgeted. Staff recommends awarding a contract for the 2021 Parkway Tree Trimming Program to Advanced Tree Care, Incorporated.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Doug Myslinski, District 3 Councilman
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

5. As Submitted **-**

   Nothing was submitted.

E. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 8:08 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted **-**

   Nothing was submitted.

F. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 8:08 PM

TIM MILLAR, CHAIRMAN

1. As Submitted **-**

   Nothing was submitted.

VII. RECONVENE THE VILLAGE COUNCIL MEETING – Time: 8:08 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:	Doug Myslinski, District 3 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

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, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

1. Consider an Ordinance Granting a Variation for Unit Size to Allow an Existing Condominium Unit (#415) to be Divided Into Two Units Within the Park Towne Condominium Building at 140 W. Wood Street **- Approved** (Council District: Six)

   Ordinance #O-101-20

2. Consider an Ordinance Granting a Special Use Amendment and Variations to Permit the Expansion of the Existing McDonald's Restaurant at 1576 N. Rand Road **- Approved** (Council District: Four)

   Ordinance #O-102-20

3. Consider an Ordinance Granting Preliminary Planned Development to Permit the Development of Two Warehouse/Office Buildings on a Single Zoning Lot for the Properties at 200, 300, and 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (former Weber Stephen Facility) **- Approved** (Council District: Six)

   Ordinance #O-103-20

4. Consider a Motion Authorizing the Village Manager to Execute an Agreement with Doland Engineering, LLC for Engineering Plan Review and Site Inspection Services **- Approved**

5. Consider a Motion Authorizing the Village Manager to Purchase Two Replacement Fire Administration and Police Command Vehicles **- Approved**

6. Consider a Motion Authorizing the Village Manager to Purchase Four Replacement Police Patrol Vehicles **- Approved**

7. Consider a Motion Authorizing the Village Manager to Purchase Two Mobile Column Lift Sets **- Approved**

8. Consider a Motion Authorizing the Village Manager to Approve Reimbursements to the Palatine Park District for Contractual Grass Mowing Services **- Approved**

9. Consider a Motion to Award a Contract for the 2021 Parkway Tree Trimming Program **- Approved**

10. Consider a Resolution Reducing the Ayreshire Planned Development Security Deposit **- Adopted by Roll Call** (Council District: Three)

    Resolution # R-31-20

IX. REPORTS OF STANDING COMMITTEE

A. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE – Time: 8:09 PM

SCOTT LAMERAND, CHAIRMAN

1. As Submitted **-**

   No Report

B. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 8:09 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. As Submitted **-**

   No Report

C. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 8:09 PM

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted **-**

   No Report

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 8:09 PM

TIM MILLAR, CHAIRMAN

1. As Submitted **-**

   No Report

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 8:09 PM

BRAD HELMS, CHAIRMAN

1. As Submitted **-**

   No Report

F. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 8:09 PM

GREG SOLBERG, CHAIRMAN

1. Consider an Ordinance Granting Variations for a Fence to be Installed Zero Feet from the Side Yard Abutting a Street Lot Line and Without the Required Landscaping at 203 S. Ashland Avenue **- Motion Failed by Roll Call** (Council District: Six)

This item was previously discussed this evening at the Police Policy & Code Services Committee meeting.

RESULT:	**MOTION FAILED BY ROLL CALL [0 TO 6]**
MOVER:	Greg Solberg, District 4 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
NAYS:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. As Submitted **-**

   No Report

X. REPORTS OF THE VILLAGE OFFICERS – Time: 8:10 PM

A. VILLAGE MANAGER – Time: 8:10 PM

1. As Submitted **-**

   No Report

B. VILLAGE CLERK – Time: 8:10 PM

1. As Submitted **-**

   No Report

C. VILLAGE ATTORNEY – Time: 8:10 PM

1. As Submitted **-**

   No Report

XI. CLOSED SESSION AS REQUIRED – Time: 8:11 PM

No closed session reported.

XII. RECOGNITION OF AUDIENCE – Time: 8:11 PM

No one came forward.

XIII.ADJOURNMENT – Time: 8:11 PM

Motion to Adjourn the Village Council and Committee of the Whole Meeting **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

SUBMITTED BY:

Margaret R. Duer
Village Clerk

VILLAGE OF PALATINE

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VILLAGE COUNCIL & COMMITTEE OF THE WHOLE

DECEMBER 7, 2020

Village Hall - Council Chambers **Special Meeting** **6:30 PM**

I. ROLL CALL – Time: 6:30 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	Present	
Greg Solberg	District 4 Councilman	Present	
Kollin Kozlowski	District 5 Councilman	Present	
Brad Helms	District 6 Councilman	Present	

Village Clerk Marg Duer, Village Manager Reid Ottesen, Deputy Village Manager Mike Jacobs and Village Attorney Patrick Brankin

II. REQUEST FOR A CLOSED SESSION

1. Consider a Motion Requesting a Closed Session Pursuant to 5 ILCS 120/2 (c) (1) and (21) **- Approved by Voice Vote**

   Village Manager Reid Ottesen requested a motion to go into Closed Session pursuant to conditions of employment and approval of minutes.

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

III. ADJOURNMENT – TIME: 7:03 PM

Adjourn the Closed Session **- Motion Carried by Voice Vote**

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

SUBMITTED BY:

Margaret R. Duer
Village Clerk

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VILLAGE COUNCIL & COMMITTEE OF THE WHOLE

MINUTES

DECEMBER 7, 2020

Regular Meeting **7:00 PM**

I. ROLL CALL – Time: 7:05 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	Present	
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 Mike Kajawa, Director of Planning & Zoning Ben Vyverberg, Director of Public Works Matt Barry, Fire Chief Scott Andersen, IT Director Larry Schroth, Director of Finance Paul Mehring, Assistant Finance Director Sue Conn, Director of Human Resources Pam Jackson, Police Chief Dave Daigle, Fire Deputy Chiefs Patrick Gratzianna and Scott Mackeben and Firefighter Norm Bemis

II. PLEDGE TO THE FLAG – Time: 7:06 PM

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

III. APPROVAL OF MINUTES – Time: 7:06 PM

1. Village Council & Committee of the Whole - Regular Meeting - November 16, 2020 **- Accepted**

RESULT:	**ACCEPTED [UNANIMOUS]**
MOVER:	Doug Myslinski, District 3 Councilman
SECONDER:	Greg Solberg, District 4 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

IV. MAYOR'S REPORT – Time: 7:07 PM

1. As Submitted **-**

Mayor Schwantz expressed his gratitude for the generosity of the community in giving to the Toys for Tots. Toys are being collected at Village Hall and at the Police Headquarters to be given to children in the Palatine area. Mayor Schwantz noted that, particularly this year, the need is great.

V. RECESS TO THE COMMITTEE OF THE WHOLE – Time: 7:08 PM

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:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

VI. COMMITTEE OF THE WHOLE

A. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 7:09 PM

GREG SOLBERG, CHAIRMAN

1. 1417 N. Rand Road:

Motion was to approve items A. and B.

Village Manager Reid Ottesen presented Adalberto Huerta's request for a Special Use Transfer for a Park Place shopping center restaurant which closed in August 2020. Huerta proposes to operate Islas Veracruz, emphasizing seafood and Mexican dishes for lunch and dinner, in addition to Salsa Street at 1450 N. Rand Road.

Huerta is also applying for a Class D (Restaurant) Liquor License with permitted hours of operation Sunday-Thursday 6 AM to Midnight and Friday & Saturday 6 AM to 1 AM. Staff recommends approval of the Special Use transfer to Islas Veracruz at 1417 N. Rand Road.

Adalberto Huerta, petitioner, stated that in spite of the current circumstances, he believes this is a good opportunity to perfect recipes for the very popular Mexican seafood dishes before opening in early spring.

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

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

A. Consider an Ordinance Transferring Special Use Ordinance #O-24-19 for the Proposed Islas Veracruz Restaurant at 1417 N. Rand Road **- Approved** (Council District: Four)

B. Consider an Ordinance Increasing Class D Liquor Licenses by One for Islas Veracruz, Inc. (d/b/a Islas Veracruz) at 1417 N. Rand Road **- Approved** (Council District: Four)

2. Consider an Ordinance Amending Chapter 12, Section 12-3 Disorderly Conduct of the Village of Palatine Code of Ordinances **- Approved**

Police Chief Dave Daigle recommended amending the Village Code of Ordinances, Chapter 12, Offenses & Miscellaneous Provisions to expand the scope of disorderly conduct to include telephone and electronic harassment allowing issuance of adjudication citations for misdemeanors. This will be especially effective for our school resource officers.

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

3. Consider an Ordinance Amending Chapter 18 - Traffic of the Village of Palatine Code of Ordinances **- Motion Carried by Voice Vote**

Village Manager Reid Ottesen recommends amendments to Chapter 18 - Traffic, Minor Violations to reflect the annual schedule for vehicle stickers be amended to reflect the October time frame as used this year.

Police Chief Dave Daigle explained the proposed revisions to Oversize and Overweight Vehicle Ordinance, minor traffic offenses, oversize/overweight truck ordinance and permit fees.

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

4. As Submitted **-**

Nothing was submitted.

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

B. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 7:12 PM

TIM MILLAR, CHAIRMAN

1. Consider a Resolution Approving the Collective Bargaining Agreement Between the Village of Palatine and Palatine Firefighters, Local No. 4588, International Association of Firefighters, AFL-CIO, CLC, and to Authorize the Mayor and Clerk to Execute **- Adopted by Voice Vote**

   Village Manager Reid Ottesen reported Palatine Firefighters Local No. 4588 provides union representation for Palatine's Fire Department represented employees. The current contract expires December 31, 2020. This successor four-year contract reflects the Village's mid-point wage philosophy, including wage increases for 2021 & 2022 with wage re-openers in 2023 & 2024. Language clarifying a variety of subjects had mutual agreement. Ottesen expressed particular appreciation to Norm Bemis, President of the Fire Union, for his commendable union representation. Staff recommends approval of a resolution authorizing a collective bargaining agreement with Palatine Firefighter's Local No. 4588, International Association of Firefighters, AFL-CIO,CLC.

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Kollin Kozlowski
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

2. As Submitted **-**

   Nothing was submitted.

C. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 7:14 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. 2021 Operating Budget & Capital Investment Plan and Related Approvals:

Motion was to approve Items A. through I. with waiver of first reading.

Village Manager Reid Ottesen explained, as Budget Officer, he is required to submit an annual budget to the Mayor & Village Council. After public discussion, review, and modification, the budget is formally adopted by the Village Council to be the operating plan and financial guide for the Village over the next year (January 1 to December 31, 2021). The Village Manager presented the Proposed CY 2021 Budget to the Mayor and Council at a Special Business, Finance, and Budget Committee Meeting on Saturday, October 31. Follow-up discussions and report-backs were provided at the regular Council meetings on November 2 & 9. On November 16, the required Public Hearing on the Proposed CY 2021 Budget was held. Staff recommends approval of the Proposed CY 2021 Budget. There was no increase in the tax levy. Ottesen noted the elimination of 6 full time and 9 part time employees, stressing the Village's commitment to maintaining high level of performance as expected by the residents.

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

Mayor Schwantz noted that there would have been a $15 million hole to absorb if measures had not been taken. Doing nothing would have ended in a 25% increase in the tax levy. Chicago is borrowing against future revenue. Our Palatine budget is balanced. It is a zero % increase in the levy. We hope other communities, other governments will follow our lead. The last resort is to increase levy. This Council and administration is 100% committed to that. We are down personnel; the chiefs are providing services as expected, but will work to return to full level of employment. Mayor Schwantz thanked all staff for contributing to this extra ordinary budget.

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

A. Consider an Ordinance Adopting the Calendar Year 2021 Annual Budget **- Motion Carried by Voice Vote**

B. Consider the 2020 Tax Levy Ordinance **- Motion Carried by Voice Vote**

C. Consider an Ordinance to Abate 2020 Property Tax Levy **- Motion Carried by Voice Vote**

D. Consider the 2020 Tax Levy Ordinance for Village of Palatine Special Service Area Number Five **- Motion Carried by Voice Vote**

E. Consider a Motion Adopting the 2021 Salary Rates of Compensation for Certain Officers and Employees of the Village, Effective January 1, 2021 **- Motion Carried by Voice Vote**

F. Consider a Motion to Approve the Updated Fee Schedule Supplement to the Village's Code of Ordinances **- Approved by Voice Vote**

G. Consider an Ordinance Amending Chapter 6, Building Codes and Regulations of the Village of Palatine Code of Ordinances **- Motion Carried by Voice Vote**

H. Consider a Resolution Appropriating $2,471,375 of Motor Fuel Tax Funds for the Maintenance of Streets and Highways **- Adopted by Voice Vote**

I. Consider a Resolution Appropriating $695,529.34 of Rebuild Illinois Funds for the Rehabilitation of Rohlwing Road **- Adopted by Voice Vote**

2. Rand/Dundee Center TIF District:

Motion was to approve items A. and B.

Village Manager Reid Ottesen explained the Village established the Rand/Dundee TIF District, which generally encompasses the Home Depot, in

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

1997. TIF Districts have a defined length of 23 years, thus the Rand/Dundee TIF District has reached this milestone and must now be dissolved. In accordance with State statutes, the Village provided notification to all the taxing agencies that this TIF District will be dissolved. Additionally, to protect the Village against "unfunded" tax appeal refunds in future years, approximately $75,000 will be withheld. Staff will monitor tax appeal refund activity over the next 5 - 7 years. Any refund requests from the County will be paid for with these funds.

1. Declaring a surplus of $589,000 to be distributed to other taxing bodies
2. Declaring that the TIF District as retired.

In response to Councilman Kozlowski, the TIF districts have been a benefit to all taxing bodies.

Ottesen noted as part of the TIF District termination process, a final distribution of surplus must be made. As of November 25, 2020, the Finance Department calculated a "surplus" in the Rand/Dundee TIF District of $589,000. Staff is recommending the declaration of surplus for distribution to the affected taxing districts. Upon formal approval, these funds will be sent to Cook County, which will then distribute the funds to the appropriate taxing agencies based on their pro rata share of the total tax rate. After receiving the surplus funds, the County's distribution process is estimated to take approximately 30-60 days. Staff recommends approval of the ordinances.

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Doug Myslinski, District 3 Councilman
SECONDER:	Brad Helms, District 6 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

A. Consider an Ordinance Declaring Surplus Revenue in the Village of Palatine's Rand/Dundee TIF District Special Tax Allocation Fund **- Motion Carried by Voice Vote**

B. Consider an Ordinance Dissolving the Rand/Dundee Tax Increment Financing Redevelopment Project Area of the Village of Palatine, Illinois and Related Matters **- Motion Carried by Voice Vote**

3. Consider a Resolution Amending the Village's Employee Handbook for 2021 **- Adopted by Voice Vote**

   Village Manager Reid Ottesen explained to comply with State, Federal, and local regulations, as well as changing practices, the Employee Handbook update was completed with the adoption of the Village's 2020 budget. Staff recommends approval of the resolution updating the Village of Palatine's Employee Handbook.

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

RESULT:	**ADOPTED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Mayor
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

4. Consider a Motion to Accept a Proposal for Professional Auditing Services from Sikich, LLP **- Approved by Voice Vote**

   Village Manager Reid Ottesen explained that the Village's past 5 year auditing services agreement with Sikich, LLP ended with completion of the CY 2019 audit. Sikich has been instrumental in the Village's successful implementation of recent GASB Standards and in acquiring the GFOA's prestigious Certificate of Achievement in Financial Reporting. Staff requested Sikich, LLP to provide a proposal for an extension of the current agreement for professional auditing services related to fiscal years 2020 through 2024. The fee for 2020 and 2021 has been held constant (no increase) from the 2019 fee ($45,840). The five-year total all-inclusive fee for this proposal is $237,614. Staff recommends accepting Sikich, LLP's proposal for professional auditing services for the years 2020 - 2024.

   Ottesen added that the first 2 years there will be no increase, small increase for last 3 years. Key is having a new field audit team each year for new perspectives.

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

5. As Submitted **-**

   Nothing was submitted.

D. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE – Time: 7:26 PM

SCOTT LAMERAND, CHAIRMAN

1. Consider a Motion Canceling the December 21, 2020 Regular Village Council & Committee of the Whole Meetings and Authorizing the Village Manager to Sign the Warrant List for December 21, 2020 **- Approved by Voice Vote**

   Village Manager Reid Ottesen recommended cancelling the December 21, 2020 Regular Village Council & Committee of the Whole meetings and authorizing the Village Manager to sign the December 21, 2020 warrant.

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

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

2. Consider a Motion to Approve the Village of Palatine's 2021 Regular Meeting Schedule Calendar **- Approved by Voice Vote**

   Village Manager Reid Ottesen, in compliance with the Illinois Open Meetings Act, presented the attached proposed regular meeting schedule for calendar year 2021 noting only one Village Council meeting in July (consistent with the Council's July meeting schedule in recent years). Staff recommends approval of the regular meeting schedule for 2021.

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

3. As Submitted **-**

   Nothing was submitted.

E. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 7:27 PM

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted **-**

   Nothing was submitted.

F. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 7:27 PM

BRAD HELMS, CHAIRMAN

1. As Submitted **-**

   Nothing was submitted.

VII. RECONVENE THE VILLAGE COUNCIL MEETING – Time: 7:27 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:	Doug Myslinski, District 3 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

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:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

1. Consider a Motion to Approve 2020 Warrant #23 **- Approved**

2. Consider an Ordinance Transferring Special Use Ordinance #O-24-19 for the Proposed Islas Veracruz Restaurant at 1417 N. Rand Road **- Approved** (Council District: Four)

   Ordinance # O-89-20

3. Consider an Ordinance Increasing Class D Liquor Licenses by One for Islas Veracruz, Inc. (d/b/a Islas Veracruz) at 1417 N. Rand Road **- Approved** (Council District: Four)

   Ordinance #O-90-20

4. Consider an Ordinance Amending Chapter 12, Section 12-3 Disorderly Conduct of the Village of Palatine Code of Ordinances **- Approved**

   Ordinance #O-91-20

5. Consider an Ordinance Amending Chapter 18 - Traffic of the Village of Palatine Code of Ordinances **- Approved**

   Ordinance #O-92-20

6. Consider a Resolution Approving the Collective Bargaining Agreement Between the Village of Palatine and Palatine Firefighters, Local No. 4588, International Association of Firefighters, AFL-CIO, CLC, and to Authorize the Mayor and Clerk to Execute **- Adopted by Roll Call**

   Resolution #R-26-20

7. Consider a Motion Adopting the 2021 Salary Rates of Compensation for Certain Officers and Employees of the Village, Effective January 1, 2021 **- Approved**

   Ordinance #O-93-20

8. Consider a Motion to Approve the Updated Fee Schedule Supplement to the Village's Code of Ordinances **- Approved**

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

9. Consider an Ordinance Amending Chapter 6, Building Codes and Regulations of the Village of Palatine Code of Ordinances **- Approved**

   Ordinance #O-94-20

10. Consider a Resolution Appropriating $2,471,375 of Motor Fuel Tax Funds for the Maintenance of Streets and Highways **- Adopted by Roll Call**

    Resolution #R-27-20

11. Consider a Resolution Appropriating $695,529.34 of Rebuild Illinois Funds for the Rehabilitation of Rohlwing Road **- Adopted by Roll Call**

    Resolution #R-28-20

12. Consider an Ordinance Declaring Surplus Revenue in the Village of Palatine's Rand/Dundee TIF District Special Tax Allocation Fund **- Approved**

    Ordinance #O-95-20

13. Consider a Resolution Amending the Village's Employee Handbook for 2021 **- Adopted by Roll Call**

    Resolution #R-29-20

14. Consider a Motion to Accept a Proposal for Professional Auditing Services from Sikich, LLP **- Approved**

15. Consider a Motion Canceling the December 21, 2020 Regular Village Council & Committee of the Whole Meetings and Authorizing the Village Manager to Sign the Warrant List for December 21, 2020 **- Approved**

16. Consider a Motion to Approve the Village of Palatine's 2021 Regular Meeting Schedule Calendar **- Approved**

17. Consider a Resolution Reducing the Ayreshire Planned Development Security Deposit **- Adopted by Roll Call** (Council District: Three)

    Resolution #R-30-20

IX. REPORTS OF STANDING COMMITTEE

A. ADMINISTRATION, TECHNOLOGY & COMMUNITY HEALTH COMMITTEE – Time: 7:28 PM

SCOTT LAMERAND, CHAIRMAN

1. As Submitted **-**

   No Report

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

B. BUSINESS FINANCE & BUDGET COMMITTEE – Time: 7:28 PM

KOLLIN KOZLOWSKI, CHAIRMAN

1. Consider the 2020 Tax Levy Ordinance **- Motion Carried by Roll Call**

   Ordinance #O-96-20

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

2. Consider an Ordinance to Abate 2020 Property Tax Levy **- Motion Carried by Roll Call**

   Village Manager Reid Ottesen noted that through these abatements we were able to reduce the property tax levy by about 22% from what it otherwise would have been.

   Ordinance #O-97-20

RESULT:	**MOTION CARRIED BY ROLL CALL [UNANIMOUS]**
MOVER:	Kollin Kozlowski, District 5 Councilman
SECONDER:	Brad Helms, District 6 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

3. Consider the 2020 Tax Levy Ordinance for Village of Palatine Special Service Area Number Five **- Motion Carried by Roll Call**

   Village Manager Reid Ottesen stated this is a special levy for the Woods of Countryside. This was a borrowing for fire suppression and other improvements.

   Ordinance #O-98-20

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

4. Consider an Ordinance Adopting the Calendar Year 2021 Annual Budget **- Motion Carried by Roll Call**

   Ordinance #O-99-20

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

RESULT:	**MOTION CARRIED BY ROLL CALL [UNANIMOUS]**
MOVER:	Kollin Kozlowski, District 5 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

5. Consider an Ordinance Dissolving the Rand/Dundee Tax Increment Financing Redevelopment Project Area of the Village of Palatine, Illinois and Related Matters **- Motion Carried by Roll Call**

   Ordinance #O-100-20

RESULT:	**MOTION CARRIED BY ROLL CALL [UNANIMOUS]**
MOVER:	Kollin Kozlowski, District 5 Councilman
SECONDER:	Tim Millar, District 1 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

6. As Submitted **-**

   No Report

C. COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE – Time: 7:31 PM

DOUG MYSLINSKI, CHAIRMAN

1. As Submitted **-**

   No Report

D. FIRE POLICY & COMMUNITY INFORMATION COMMITTEE – Time: 7:31 PM

TIM MILLAR, CHAIRMAN

1. As Submitted **-**

   No Report

E. INFRASTRUCTURE & ENVIRONMENT COMMITTEE – Time: 7:31 PM

BRAD HELMS, CHAIRMAN

1. As Submitted **-**

   No Report

F. POLICE POLICY & CODE SERVICES COMMITTEE – Time: 7:32 PM

GREG SOLBERG, CHAIRMAN

1. As Submitted **-**

   No Report

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

X. REPORTS OF THE VILLAGE OFFICERS – Time: 7:32 PM

A. VILLAGE MANAGER – Time: 7:32 PM

Village Manager Reid Ottesen thanked architect Matt Bickel from World Architects who is responsible for the adjustments made to the dais allowing for public meetings in person with current safety measures in place.

1. As Submitted **-**

   No Report

B. VILLAGE CLERK – Time: 7:32 PM

1. As Submitted **-**

   No Report

C. VILLAGE ATTORNEY – Time: 7:32 PM

1. As Submitted **-**

   No Report

XI. CLOSED SESSION AS REQUIRED – Time: 7:33 PM

No Closed Session requested.

XII. RECOGNITION OF AUDIENCE – Time: 7:33 PM

No one came forward.

XIII. ADJOURNMENT – Time: 7:33 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, Myslinski, Solberg, Kozlowski, Helms

SUBMITTED BY:

Margaret R. Duer
Village Clerk

Minutes Acceptance: Minutes of Dec 7, 2020 7:00 PM (APPROVAL OF MINUTES)

Consider an Ordinance Granting a Variation for Unit Size to Allow an Existing Condominium Unit (#415) to be Divided Into Two Units Within the Park Towne Condominium Building at 140 W. Wood Street

BACKGROUND:
The Petitioners are proposing to divide a 2-bedroom condominium unit into two units. This would result in a 1-bedroom unit and a studio unit, which would be under the Zoning Ordinance minimum required size of 500 square feet. Therefore, the Petitioners are requesting approval of the following:

> **Variation to allow a multi-family unit to be 362 square feet, instead of the minimum required 500 square feet.**

KEY ISSUES:

- The Subject Property, zoned R-3 Multi-Family Residential, is located within the Park Towne Condominium building. The conversion from apartments to condominiums took place in 1995, which included the consolidation of certain 1-bedroom and studio units into 2-bedroom units. The table below identifies the existing and proposed unit distribution, within Park Towne:

	Existing	**Proposed**
Studio	41 units	**42 units**
1 - Bedroom	51 units	**52 units**
2 - Bedroom	37 units	**36 units**
Total	129 units	**130 units**

- The Petitioners are requesting to restore the units back to the original configuration, with a 1-bedroom unit (644 square feet) and studio unit (362 square feet). However, per Code, there is a minimum of 500 square feet ground floor area per unit in the R-3 District. There are other existing studio units within the building, which are similar in size and do not meet the minimum ground floor area requirement. A recent variation request was approved in 2019 for an identical circumstance. In addition to this request, there are two remaining 2-bedroom units, which could also request conversion back to their previous condition.

- The Petitioners purchased the 2-bedroom unit in 2015 and it is currently vacant. The condominium has been on the market for over a year with significant interest. However, the monthly HOA fees are more than the monthly mortgage thus doubling the cost of the unit.

- The Petitioners have received approval for the proposed conversion from the Park Towne HOA.

- Park Towne recently reconfigured their parking lot. The total number of parking spaces is now 189. In addition to the 2019 request for a condominium

conversion, a variation was approved, reducing the required number of parking spaces from 2 spaces/unit (258) to 1.4 spaces/unit (180). With the increase of one unit, the total number of required parking spaces is 182. Therefore, parking is not an issue. At the time of its construction, the Village Code requirement for multi-family parking was 1.5 spaces/unit or 192 parking spaces.

ALTERNATIVES:

1. Approve the Variation to Permit a Studio Unit to be 362 square feet.
2. Do not approve the Variation to Permit a Studio Unit to be 362 square feet.

RECOMMENDATION:

Public Hearing**:**	ZBA meeting on December 1, 2020.
Residents testifying:	None.
Vote:	The ZBA voted unanimously to approve a Variation to Permit a Studio Unit to be 362 square feet and Staff Concurs.

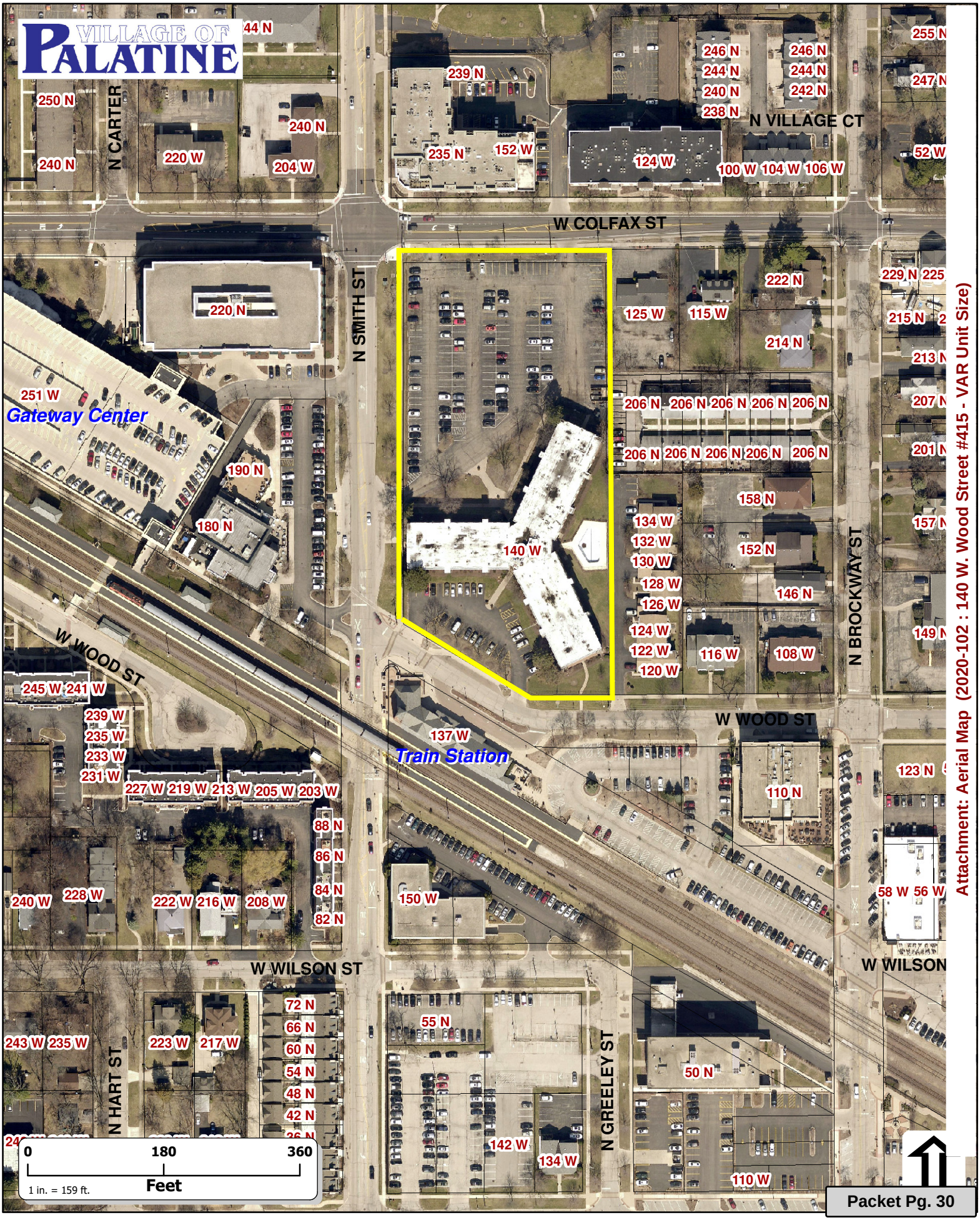
ACTION REQUIRED:
A motion to approve the ordinance granting a Variation to Permit a Studio Unit to be 362 square feet at 140 W. Wood Street Unit 415.

ATTACHMENTS:

- Aerial Map
- VAR ORD 140 W. Wood Street Unit 415
- EXHIBIT - Delineated floorplans
- Plat of Survey
- Application
- Public Notice
- Draft ZBA Minutes 12-1-20

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Brad Helms, District 6 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

140 W. Wood Street, Unit 109



Attachment: Aerial Map (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

ORDINANCE NO. _____

AN ORDINANCE GRANTING A VARIATION
AT 140 W. WOOD STREET

WHEREAS, pursuant to a petition and public hearing on December 1, 2020, of which public notice was given as required by law, the Zoning Board of Appeals of the Village of Palatine, in accordance with the Zoning Ordinance of the Village of Palatine, in such case made and provided, has held such public hearing and reported their findings relative to a request a Variation to allow a multifamily unit to be 362 square feet, instead of the minimum required ground floor area of 500 square feet pursuant to Section 10.07(d)(2) of the Palatine Zoning Ordinance on the following legally described property:

> **Lots 1, 2 and 3 in Block 6 and the West 292.21 feet of Lot 3 in Block 5 in Subdivision of part of the East half of the Southeast quarter of Section 15, Township 42 North Range 10 East of the Third principal Meridian in Cook County, Illinois commonly known as "Park Towne Condominiums"**
>
> **Commonly known as 140 W. Wood Street - Unit #415 (02-15-407-049-0007)**

SECTION 1: Variation to allow a multifamily unit to be 368 square feet, instead of the minimum required ground floor area of 500 square feet, pursuant to Section 10.07(d)(2) of the Palatine Zoning Ordinance is hereby granted, subject to the following condition(s):

1. **The Variation shall substantially conform to the site plan submitted by the Petitioners , except as such plans may be changed to conform to Village codes and Ordinances.**

Attachment: VAR ORD 140 W. Wood Street Unit 415 (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

SECTION 2: **That a copy of the public notice is attached hereto and form a part of this ordinance.**

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 _____, 2020

AYES:_____ NAYS:_____ ABSENT:_____ PASS:_____

APPROVED by me this _____day of _____, 2020

_____
Mayor of the Village of Palatine

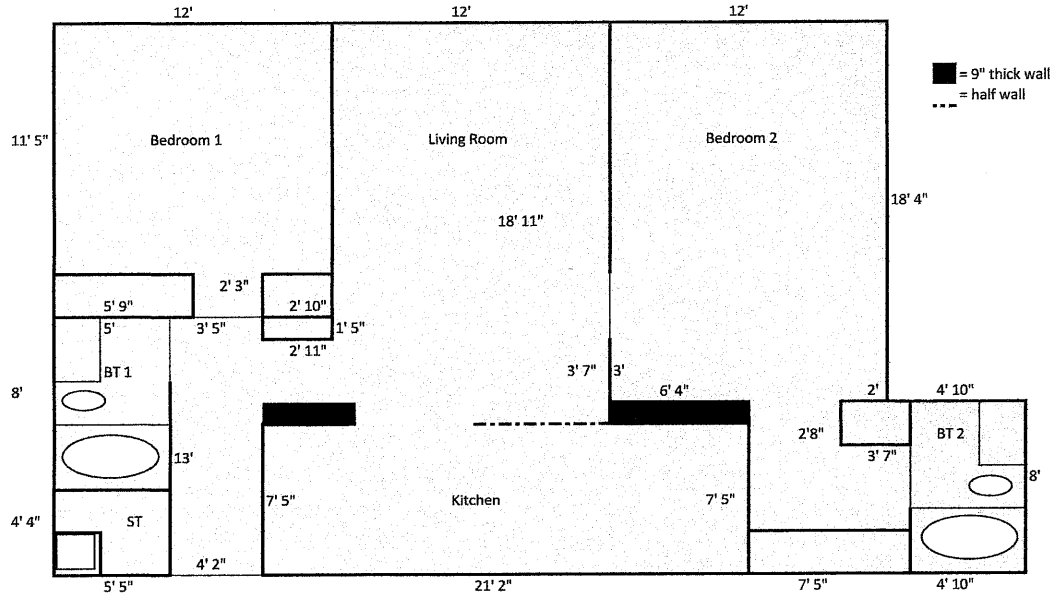
ATTESTED and FILED in the office of the Village Clerk this
_____day of _____, 2020

_____
Village Clerk

Attachment: VAR ORD 140 W. Wood Street Unit 415 (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

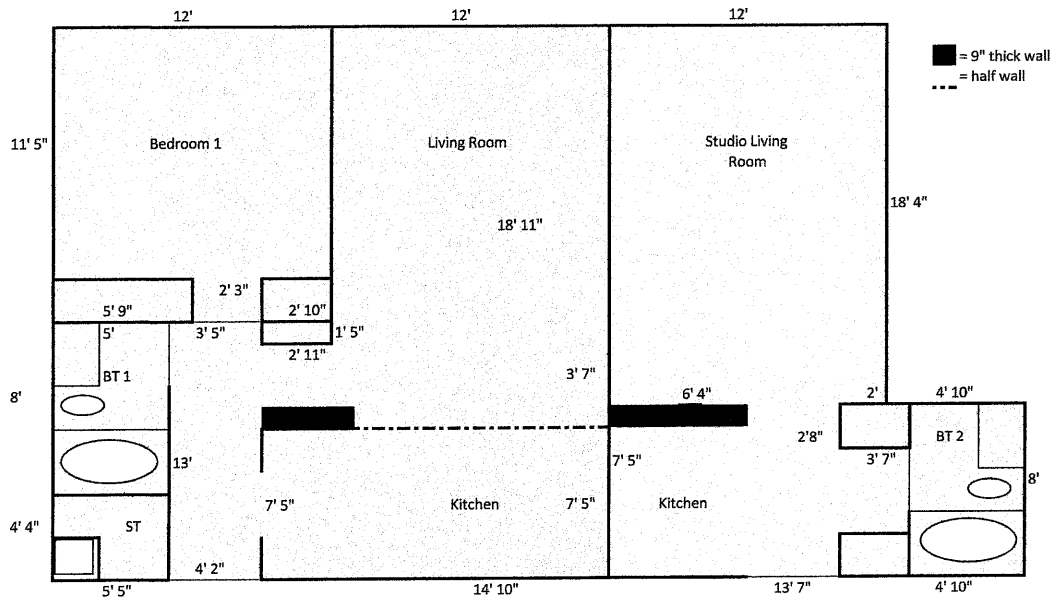
Floor Plan

Current State



Bedroom 1: 12' x 11'	
Bedroom 1 w/ closets: 12' x 13' 8"	164
Living Room: 12' x 18' 11"	227
Bathroom 1 (BT 1): 8' x 5'	49
Storage Room (ST): 4' 4" x 5' 5"	23.5
Foyer: 13' x 4' 2" +	54.2
2' 11" x 4' 2" +	12.2
2' 11" x 1' 5"	4.13
Kitchen: 21' 2" x 7' 5"	157
Bedroom 2: 12 x 18' 4"	220
Closets/Hallway: 7' 5" x 8' 2"	60.6
Bathroom 2 (BT 2): 4' 10" x 8'	38.7
Rough Total	1010

Future State



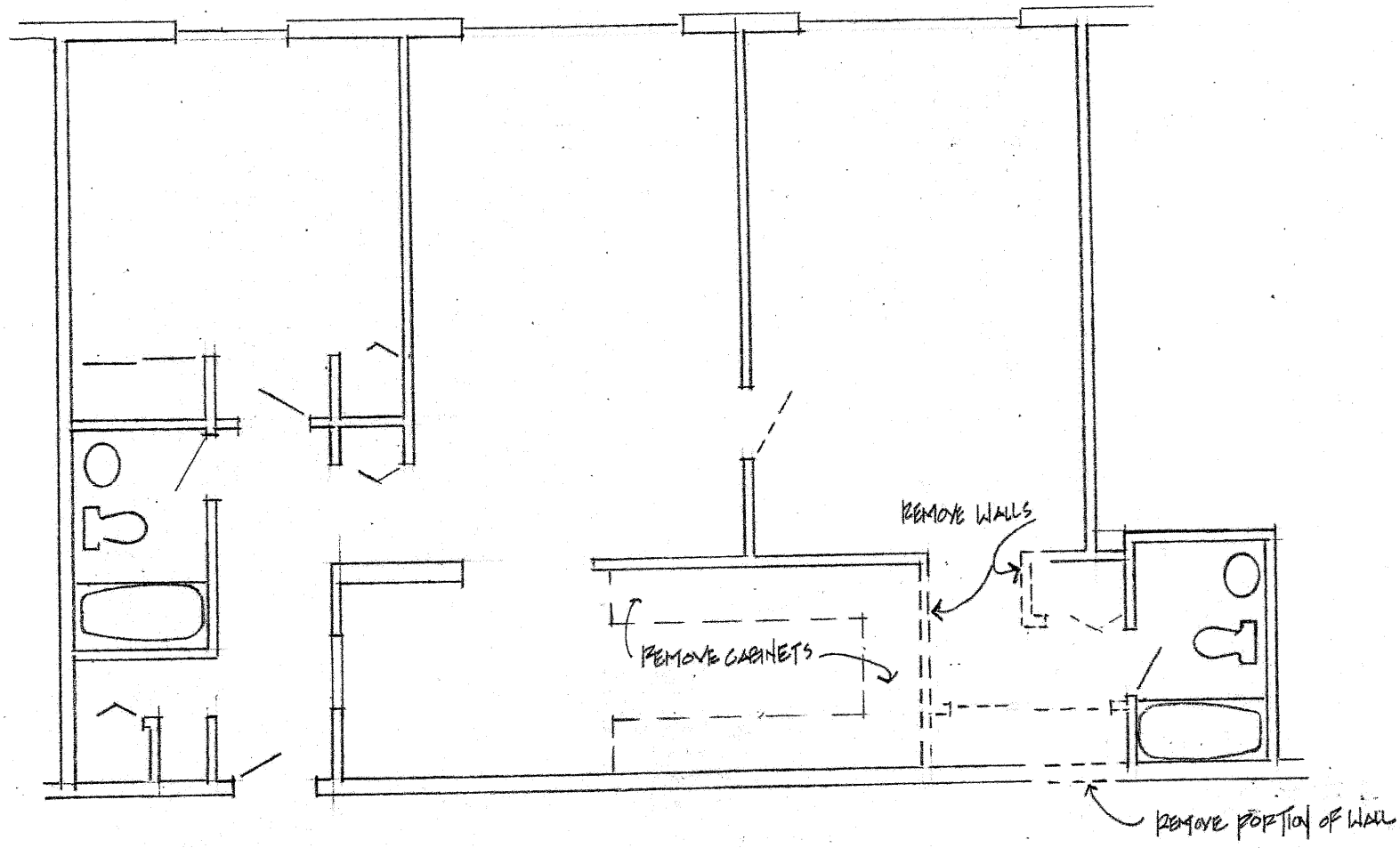
1 Bedroom/1 Bathroom

Bedroom 1: 12' x 11'	
Bedroom 1 w/ closets: 12' x 13' 8"	164
Living Room: 12' x 18' 11"	227
Bathroom 1 (BT 1): 8' x 5'	49
Storage Room (ST): 4' 4" x 5' 5"	23.5
Foyer: 13' x 4' 2" +	54.2
2' 11" x 4' 2" +	12.2
2' 11" x 1' 5"	4.13
Kitchen: 14' 10" x 7' 5"	110
	644

Studio

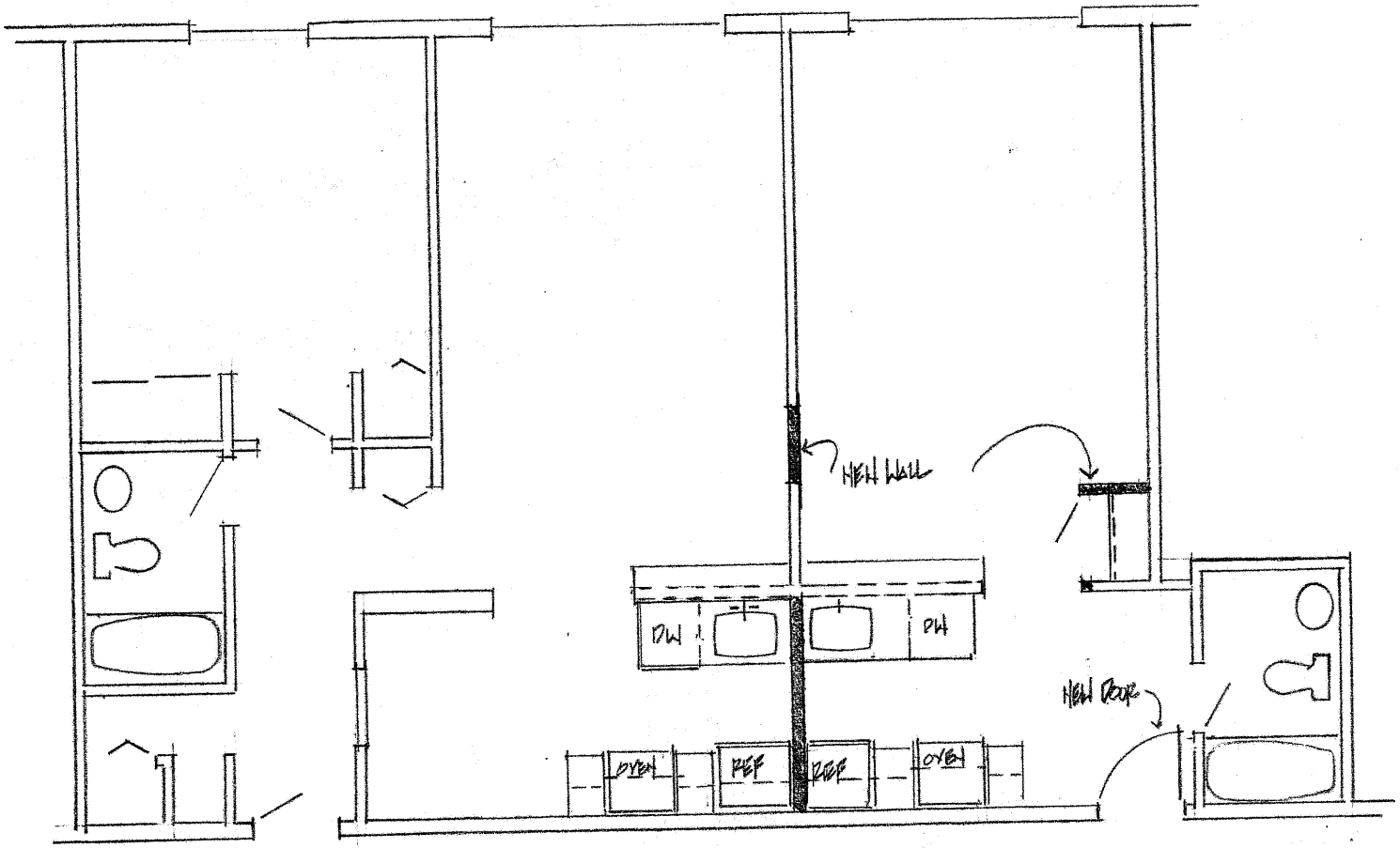
Living room: 12 x 18' 4"	220
Kitchen: 7' 5" x 10"	74.2
Bathroom 2 (BT 2): 4' 10" x 8'	38.7
Hallway/Closets: 3' 7" x 8' 2"	29.3
	362
Rough Total	1006

Attachment: EXHIBIT - Delineated floorplans (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)



DEMOLITION PLAN 1/4" = 1'-0"

Attachment: EXHIBIT - Delineated floorplans (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)



PROPOSED PLAN 1/4"=1'-0"

Attachment: EXHIBIT - Delineated floorplans (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

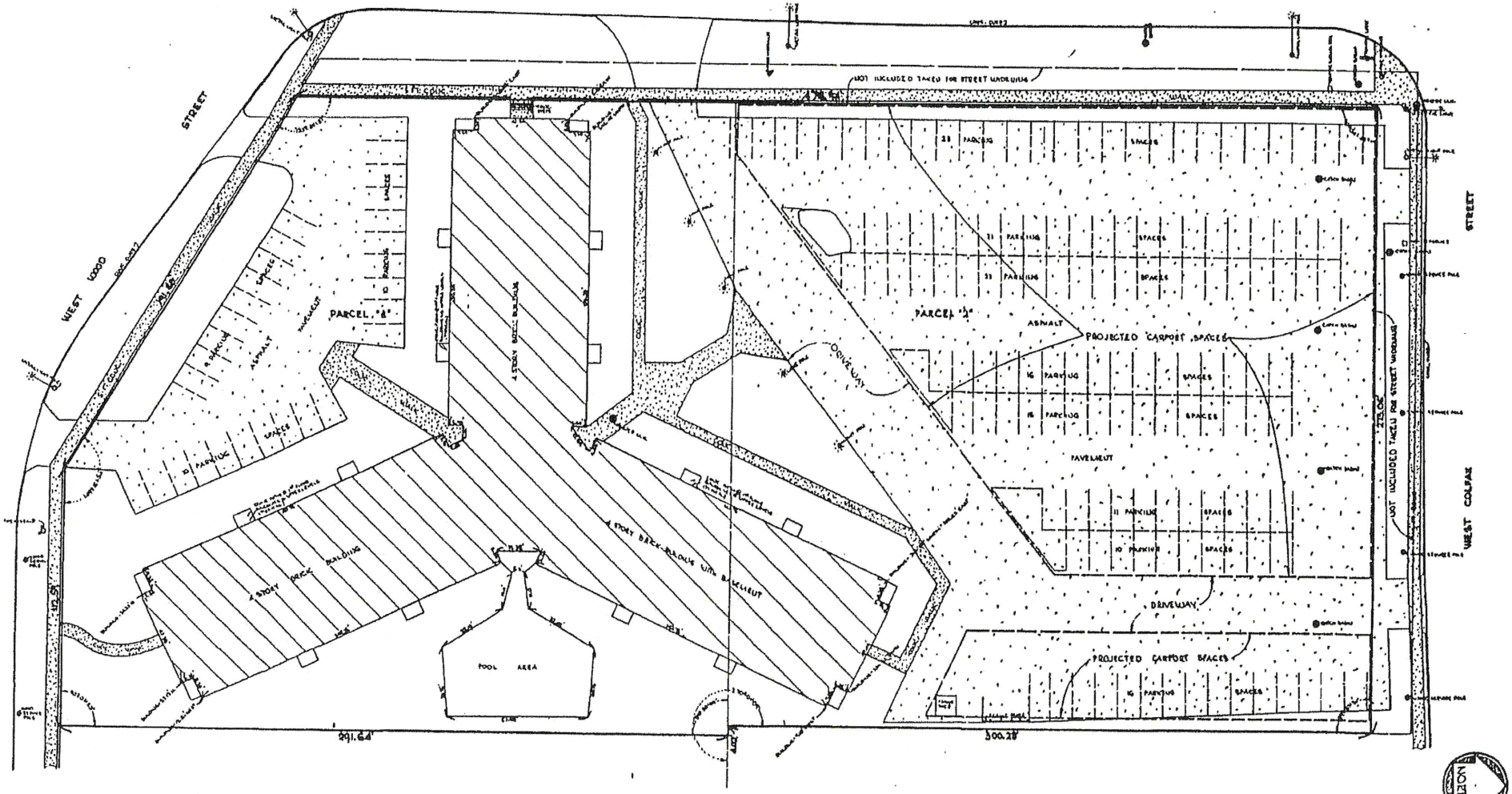
PARCEL 1:
That part of the Southeast quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian, described as follows:
Commencing at the Northwest corner of the Southeast quarter of the Southeast quarter of Section 15 aforesaid; thence North along the centerline of the street, 4 chains 71 links; thence East, 4 chains and 95 links; thence South, 4 chains and 71 links; thence East, 1 chain and 42 links; thence South 5 chains and 71 links to the center of the street; thence West 8 chains and 66 links to the North line of railroad land; thence Northwest along said North 5 chains and 71 links to the center of street; thence North along said center line of street, 3 chains and 53 links, Assessor's Subdivision of the Southeast quarter of said Section 15, and excepting part conveyed by deed dated April 24, 1961 from Lilly Avenue L, Incorporated, to Robert E. Ward and Erna G. Ward, his wife, recorded May 15, 1961, as Document 18611121, in Cook County, Illinois.

PARCEL 2:
That part lying South of the South line of Colfax Street of the North 8 rods of Lot 8, in Block 5, in Assessor's Subdivision of part of the Southeast quarter of Section 15, Township 42 North, Range 10, East of the Third Principal Meridian and other property according to the Plat thereof recorded April 10, 1877 as Document 1216779, all in Cook County, Illinois. Excepting from said Parcels 1 and 2, that part dedicated for public streets by Documents 20395511 and 20395492 in Cook County, Illinois.

140 WEST WOOD STREET
PALATINE, ILLINOIS
ORDER LA 98147

PARK TOWNE CONDOMINIUM

Plat of Survey



ZARKO BERKEREZ AND ASSOCIATES
IN WEST WASHINGTON STREET
CHICAGO, ILLINOIS

Scale: 1 Inch = 20 feet

This is to certify that I have surveyed the above described property, according to the official Records and that the Plat hereon drawn correctly represents said Survey.

Attachment: Plat of Survey (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

140 WEST WOOD STREET
PALATINE, ILLINOIS
ORDER NO. 95247

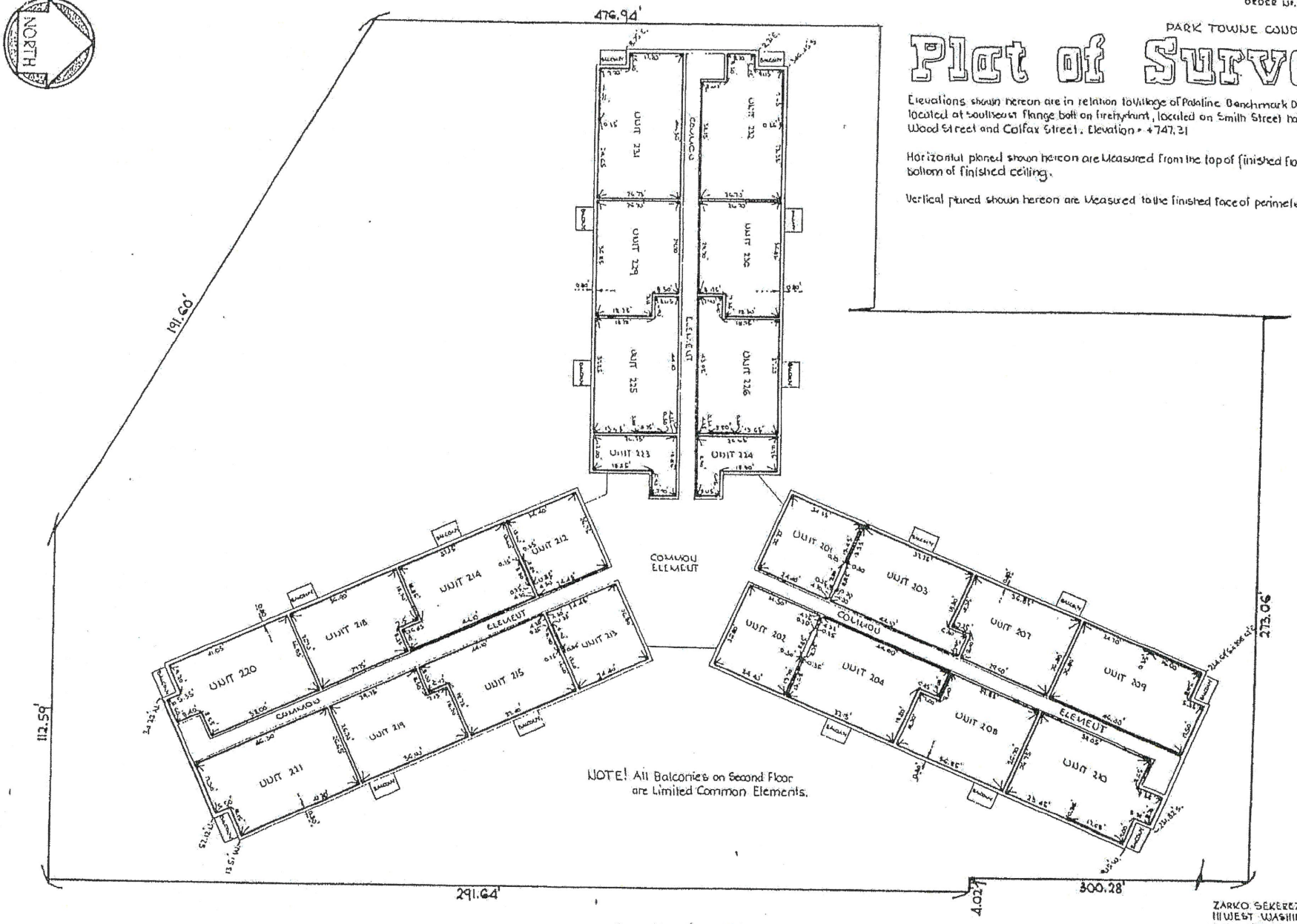
PARK TOWNE CONDOMINIUM

Plat of Survey

Elevations shown hereon are in relation to Village of Palatine Benchmark Datum, located at southeast flange bolt on fire hydrant, located on Smith Street halfway between Wood Street and Colfax Street. Elevation = +747.31

Horizontal plained shown hereon are Measured from the top of finished floor to the bottom of finished ceiling.

Vertical plined shown hereon are Measured to the finished face of perimeter walls.



NOTE! All Balconies on Second Floor are Limited Common Elements.

Upper Elevation = +767.92
Lower Elevation = +759.89
for all Units on Second Floor
SECOND FLOOR

ZARKO, SEKEREZ AND ASSOCIATES
111 WEST WASHINGTON STREET
CHICAGO, ILLINOIS 60602

This is to certify that I have survey the above described property, according to the official Records and that the Plat hereon drawn correctly represents said Survey.

ILLINOIS LAND SURVEYOR #35-2271

Scale: 1 inch = 20 feet
JUNE 1, 1994

EXHIBIT "A" PAGE 4 of 6

Attachment: Plat of Survey (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

PARK TOWNE CONDOMINIUM

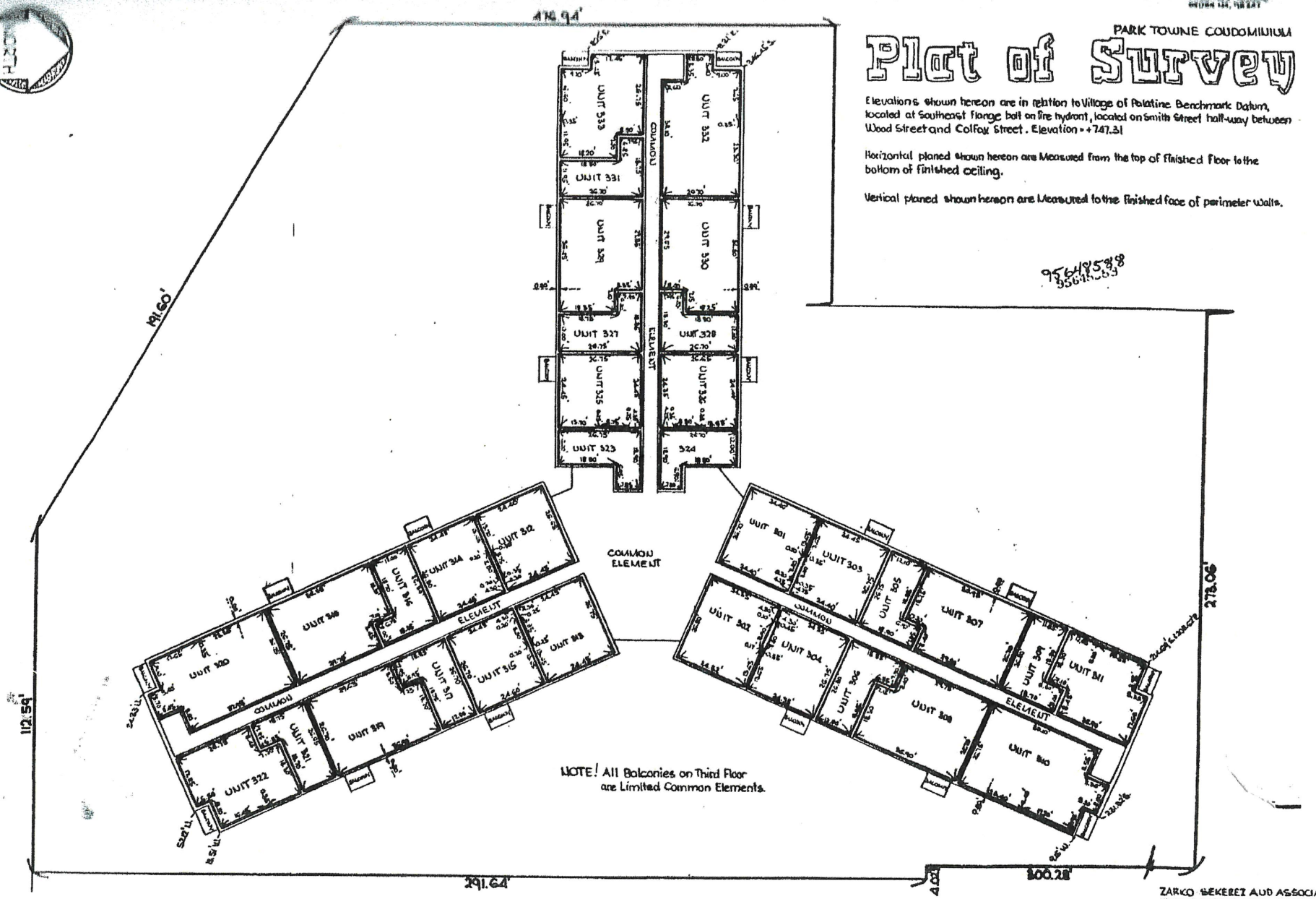
Plat of Survey

Elevations shown hereon are in relation to Village of Palatine Benchmark Datum, located at Southeast flange bolt on fire hydrant, located on Smith Street half-way between Wood Street and Colfax Street. Elevation = +747.31

Horizontal planed shown hereon are Measured from the top of Finished Floor to the bottom of finished ceiling.

Vertical planed shown hereon are Measured to the finished face of perimeter walls.

95641858
95641859



NOTE! All Balconies on Third Floor are Limited Common Elements.

Upper Elevation = +777.02
Lower Elevation = +768.99
for all Units on Third Floor
THIRD FLOOR

ZARKO SEKEREZ AND ASSOCIATES
111 WEST WASHINGTON STREET
CHICAGO, ILLINOIS 60602

This is to certify that I have surveyed the above described property, according to the official Records and that the Plat hereon drawn correctly represents said Survey.

Illinois Land Surveyor No. [illegible]

Scale: 1 inch = 20 feet
June 1, 1994

FIRST AMENDED AND RESTATED EXHIBIT "C" to DECLARATION FOR PARK TOWNE CONDOMINIUM

Attachment: Plat of Survey (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

VILLAGE OF PALATINE

SPECIAL USE & VARIATION APPLICATION

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

Office Use Only		
	Project Planner: KR	Zoning Case #: 20-51
	Filing Fee: $240	Notification Deadline
	ZBA Public Hearing Date	Village Council Date

date received

Background Information

PETITIONER(S): Meaghan Barnick (Sraga), Matthew Sraga

Business Name (if applicable):

Subject Property Address: 140 W Wood St #415, Palatine, IL 60067

AUTHORIZED AGENT (if applicable):

Business Name (if applicable):

Address:

City/State/Zip Code:

Telephone:

Fax:

Email:

Relationship to Petitioner (contractor, architect, etc.):

TYPE OF APPLICATION (check one)

☐ Special Use ☐ Special Use Amendment ☒ Variation

Existing Zoning District	Existing Land Use	Proposed Land Use

Generally describe your request:

Proposing to convert 2 bedroom condo back to original state of two separate units. This would result in a 1 bedroom unit and a studio unit, where the studio would be under the minimum 500 sqft. Requesting variance to allow multifamily unit to be approx 380 sqft instead of minimum required 500 sqft.

Attachment: Application (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

VILLAGE OF PALATINE

VARIATION

Required Materials

- ☐ Filing Fee of $ _____
- ☐ Application Form
- ☐ Plat of Survey (must show all current improvements and be sealed by an Illinois certified surveyor)
- ☐ Site Plan & Floor plan (dimension, location, and setbacks of all existing and proposed buildings) – **one 11x17 copy each, electronic version preferred**
- ☐ Real Estate Interest Disclosure Form (see attached)
- ☐ Proof of Ownership or Lease (e.g. Title Insurance Policy, Deed, or Purchase Contract)

Additional Materials (as required by the Village)

- ☐ Elevation Plan (front, side, and rear elevations of a proposed building), and/or Floor Plan (proposed interior layout) – **one 11x17 copy of each plan, electronic versions preferred**
- ☐ Engineering Plans (must indicate existing conditions, topography, storm water management, tree preservation, utility connections, detention calculations, and a cost estimate)
- ☐ Photographs (e.g. ground-level or aerials)
- ☐ Other materials as deemed necessary by the Village

Petitioner Justification

The Petitioner is required to present specific evidence related to each of the following standards to justify the request (paraphrased from Section 14.03 of the Palatine Zoning Ordinance). Answer the items below and attach a separate sheet if necessary. ***If you are applying for a Special Use only, you do not need to answer these items.***

1. That the property cannot yield a reasonable return if used only under the conditions allowed by the regulations governing the zoning district in which it is located

Unit in its current configuration has been on the market over a year, with lots of interest, however the monthly HOA payment is more than monthly mortgage pmt thus doubling the cost of the unit.

2. That the plight of the owner is due to unique circumstances

HOA has obtained financing for large capital improvements. In order to pay for them, assessments increased 14.9% for 3 years to cover cost of loan. HOA is approaching $700/month, depreciating value of property. Burden mitigated by separating unit, thus cos sqf

3. That the variation, if granted, will not alter the essential character of the locality

No exterior work to be performed. Converting back to original helps to conform to rest of building.

4. In order to supplement the above standards, the Zoning Board of Appeals may also consider the following:
   - a. The particular surroundings, shape, or topographical conditions of the property
   - b. A unique hardship for the property not generally applicable to other properties in the same zoning district
   - c. The request is not based on a desire to make more money out of the property
   - d. The petitioner has not created the alleged hardship for the property
   - e. The request will not be detrimental to the public welfare or other properties in the neighborhood
   - f. The request will not impair the supply of light and air to adjacent properties, substantially increase the danger of fire, endanger the public safety, or substantially diminish or impair neighboring property values

b. No building in vicinity has HOA dues nearly this amount.

c. Request is not to make more money, but to avoid more losses, due to property not selling b/c of A

d. Unit is renovated and updated (New carpet, New kitchen cabinets/counters). Building is old and in need extensive repair, causing high HOA dues.

e. No other owners will be affected.

f. No other owners will be affected. Changes will all be internal to unit. Changes include: moving internal walls to original position.

Attachment: Application (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

PUBLIC NOTICE
A public hearing will be held before the Palatine Zoning Board of Appeals on Tuesday, December 1, 2020 at 7:00 PM, in the Village Council Chambers in the Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:
Variation to allow a multi-family unit to be 362 square feet, instead of the minimum required 500 square feet pursuant to Section 10.07 (d) (2) of the Palatine Zoning Ordinance.
The property is commonly known as 140 W. Wood Street #415 (02-15-407-049-1084).
The Petitioners are proposing to divide an existing 2-bedroom condominium into 2 units - a 1-bedroom unit and a studio unit.
The above petition has been filed by Meaghan Barnick (Sraga) and Matthew Sraga and is available for examination in the office of the Village Clerk, 200 E. Wood Street.
FILE #: 20-51
VILLAGE OF PALATINE
Jan Wood, Chair
Palatine Zoning Board of Appeals
DATED: This 16th day of November, 2020
Published in Daily Herald November 16, 2020 (4554281)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

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 **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomer Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlak Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hol St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

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 of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/16/2020 in said 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 Baltzer
Authorized Agent

Control # 4554281

Attachment: Public Notice (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

2. 140 W. Wood Street #415

Notice was published in the Daily Herald on November 16, 2020 and mailed to the owners of the surrounding properties.

Petitioner's Exhibits:

1. Application for Special Use and Variation
2. Proof of Ownership
3. Plat of Survey
4. Plat of Survey for Unit #415
5. Floor Plans
6. Public Notice

Sworn in staff: Ms. Lyn Bremanis

Sworn in the petitioner: Mr. Matthew Sraga 522 S Dryden Place Arlington Heights, IL

Mr. Sraga explained they have owned the condo for 5 years. He stated they moved to Arlington Heights and the unit has been on the market for 16-18 months with good feedback. He stated the HOA is expensive and has gone up 15% each year to pay for capital improvements. Mr. Sraga stated he is struggling to sell because it is approaching same amount as the mortgage. He explained they are hoping to put the unit back to original state as a studio and 1 bedroom which was original when the building was originally built. He stated this will provide an affordable living area with lower HOA which would be split based on square footage making it more affordable.

Mr. Cavanaugh asked if he spoke to board.
Mr. Sraga answered yes and there are no issues. He spoke to an amendment to the declaration that requires four signatures.

Discussion on HOA putting limits on amount of studios.

Mr. Pirog asked if the other studios are also 362 sq.ft.
Mr. Sraga explained they are the same footprint on each floor.

Ms. Bremanis gave a brief overview. She state parking meets code since the last time this complex went before the board it went through a parking variation that took into account the other converted two bedroom units being reduced back to 2 units. Ms. Bremanis stated Community Services and Fire Prevention reviewed and had no concerns. She went through the slides that include floor plans and existing conditions.

Mr. Cavanaugh asked staff if there are any issues with the unit that came before the board last year.
Ms. Bremanis answered no.

Attachment: Draft ZBA Minutes 12-1-20 (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

STAFF RECOMMENDATION:

In 1995, Park Towne was converted from apartments to privately owned condominiums. At the time, several studio and 1-bedroom units were combined into single 2-bedroom units. The Petitioners are requesting to divide their unit back to its original form. Per Code, multi-family units must be over 500 square feet. The addition of a studio unit should not affect the existing characteristics of the units within the building. Staff also reviewed the proposed request within the circumstances of the existing multi-family residential building, use, and its unit characteristics, as opposed to either a new building or conversion proposal from another use. Therefore, Staff recommends approval of the proposed Variation, subject to the following condition:

1. The Variation shall substantially conform to the floor plans prepared by the Petitioners and submitted on 08/19/20, except as such plans may be changed to conform to Village codes and Ordinances.

There were no further questions. The public hearing was closed.

Mr. Dittrich made a motion to approve subject staff's conditions; seconded by Ms. Roth-Wurster.

DELIBERATIONS:

Mr. Dittrich stated the petitioner has done a nice job meeting the standards. He spoke to the uniqueness being that it formerly was 2 units so just going back to original state. He stated it won't alter essential character since this has been done before. Mr. Dittrich stated the unit has been on market with no movement with a high HOA so this relief is understandable.

Ms. Wood summarized that this request has met the standards and was unanimously approved by a vote of 8-0. This item will tentatively go to Village Council on December 14, 2020.

RESULT:	**RECOMMENDED TO APPROVE [UNANIMOUS]**
MOVER:	James Dittrich, Commissioner
SECONDER:	Cindy Roth-Wurster, Commissioner
AYES:	Larson, Roth-Wurster, Wood, Luszczak, McGinn, Cavanaugh, Dittrich, Pirog

Attachment: Draft ZBA Minutes 12-1-20 (2020-102 : 140 W. Wood Street #415 - VAR Unit Size)

Consider an Ordinance Granting Variations for a Fence to be Installed Zero Feet from the Side Yard Abutting a Street Lot Line and Without the Required Landscaping at 203 S. Ashland Avenue

BACKGROUND:
The Petitioners are proposing to install a 6-foot fence in the side yard abutting a street with a 0-foot setback and without the installation of required landscaping. Therefore, the Petitioners are requesting approval of the following:

> **1) Variation to permit a fence in the side yard abutting a street yard to be set back 0 feet from the side lot line, instead of the minimum required 5 feet; and**
>
> **2) Variation to not install the required landscaping, instead of the required landscaping in between the fence and the lot line abutting a public street.**

KEY ISSUES:

- The Subject Property is zoned R-2 Single-Family Residential. The Petitioners propose to install a 6-foot high solid fence on the side yard abutting a street lot line (E. Kenilworth Ave), without the required landscaping.
- Per code, a fence in the side yard abutting a street must provide a minimum 5-foot setback from the side lot line and install landscape material between the fence and any lot line abutting a public street. Therefore, two Variations are required.
- Approximately 65 feet of fencing is proposed on the side lot line abutting a street along Kenilworth Ave.
- There is an existing 6-foot high wood fence on the property directly east (202 S. Forest Avenue) along the shared rear property line, which encroaches into the required 5-foot setback and terminates near the Kenilworth Avenue lot line.
- In 2015, the property directly east of the Subject Property (202 S. Forest Avenue) applied for similar variations to place a 5-foot fence with a 0-foot setback, without landscaping. In that instance, there was a significant tree line and the minimum required fence placement would have required removal of the trees. The Variations were ultimately approved (with a landscaping plan requirement), but the fence was never installed.
- Since that approval, the Village Council has reviewed text amendments to the Zoning Ordinance for fencing setback requirements, which now allows decorative fences, 4-feet or less in height, to be set back three feet from the side yard abutting a street property line. Landscaping on the street side of the fence is not required; if the fences are, open in style.
- While landscaping exists within the 5-foot side yard abutting a street setback in this neighborhood, there does not appear to be any solid fencing in the side yards abutting a street in the area.

- Since the ZBA meeting, the Petitioner submitted sign-off approvals from five of the surrounding property owners. In addition, the Petitioner submitted a real estate letter indicating an estimate of lost value for the property "…losing close to 375 square feet of useful yard area…" regarding the required 5-foot side yard abutting a street setback for the fence.
- Per the Zoning Ordinance requirements, as this Variation did not receive approval of the ZBA, a favorable vote of 2/3 members of the Village Council is required in order to approve the Petition.

ALTERNATIVES:

1. Approve the Variations for a fence to be located 0 feet off the side lot line without required landscaping.
2. Do not approve the Variations for a fence to be located 0 feet off the side lot line without required landscaping.

RECOMMENDATION:

Public Hearing**:**	ZBA meeting on October 27, 2020
Residents testifying:	None.
Vote:	The ZBA voted unanimously to deny the Variations for a fence to be located 0 feet off the lot line without required landscaping and Staff concurs.

ACTION REQUIRED:

A motion to approve the ordinance granting a Variation for a fence to be located 0 feet off the side lot line without required landscaping at 203 S. Ashland Avenue.

ATTACHMENTS:

- Aerial map
- ORD VAR 203 S Ashland Ave.
- EXHIBIT - Site Plan
- EXHIBIT - Fence Elevation
- Petitioner submitted (12-7-20) sign-off approvals from surrounding properties and picture
- 2012 E Kenilworth Ave (Petitioner submitted) - surrouding properties photo
- 2018 E Kenilworth Ave (Petitioner submitted) - surrounding properties photo
- Rear yard photo - Petitioner submitted
- Reyes Realtor Letter - Petitioner submittal - 12-9-20
- Variation - Fence - Petitioner submitted
- 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property)

- Application
- Public Notice
- ZBA Minutes 10-27-20

RESULT:	**MOTION FAILED BY VOICE VOTE [0 TO 7]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Jim Schwantz, Mayor
NAYS:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

203 S. Ashland Avenue

Attachment: Aerial map (2020-103 : 203 S Ashland Ave - VAR Fence)

ORDINANCE NO. _____

AN ORDINANCE GRANTING A SPECIAL USE
203 S. ASHLAND AVENUE

WHEREAS, pursuant to a petition and public October 27, 2020, of which public notice was given as required by law, the Zoning Board of Appeals of the Village of Palatine, in accordance with the Zoning Ordinance of the Village of Palatine, in such case made and provided, has held such public hearing and reported their findings relative to a request for a Variation to permit a fence to be located with a 0-foot side yard abutting a street setback, instead of the minimum required 5-foot setback, pursuant to Section 6.03 (b)(4)(e) of the Village of Palatine Zoning Ordinance and a Variation to not install landscaping material between the fence and the lot line abutting a public street, pursuant to Section 6.03 (b)(4)(e) of the Village of Palatine Zoning Ordinance, on the following legally described property:

LOT 18 IN BLOCK 16 OF MERRILL'S HOME ADDITION TO PALATINE, A SUBDIVISION IN THE EAST HALF OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

commonly known as 203 S Ashland Ave (PIN# 02-23-214-001)

NOW, THEREFORE, 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 that:

SECTION 1: **Variation to permit a fence to be located with a 0-foot side yard abutting a street setback, instead of the minimum required 5-foot setback, pursuant to Section 6.03 (b)(4)(e) of the Village of Palatine Zoning Ordinance and a Variation to not install landscaping material between the fence and the lot line abutting a public street, pursuant**

Attachment: ORD VAR 203 S Ashland Ave. (2020-103 : 203 S Ashland Ave - VAR Fence)

to Section 6.03 (b)(4)(e) of the Village of Palatine Zoning Ordinance, is hereby granted, subject to the following condition(s):

1. **The Variations for the fence shall substantially conform to the site plan and elevation plan submitted by the Petitioner on 8/6/20, except as such plans may be changed to conform to Village Codes and Ordinances.**

SECTION 2: **That a copy of the public notice is attached hereto and form a part of this ordinance.**

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 _____, 2020

AYES:_____ NAYS:_____ ABSENT:_____ PASS:_____

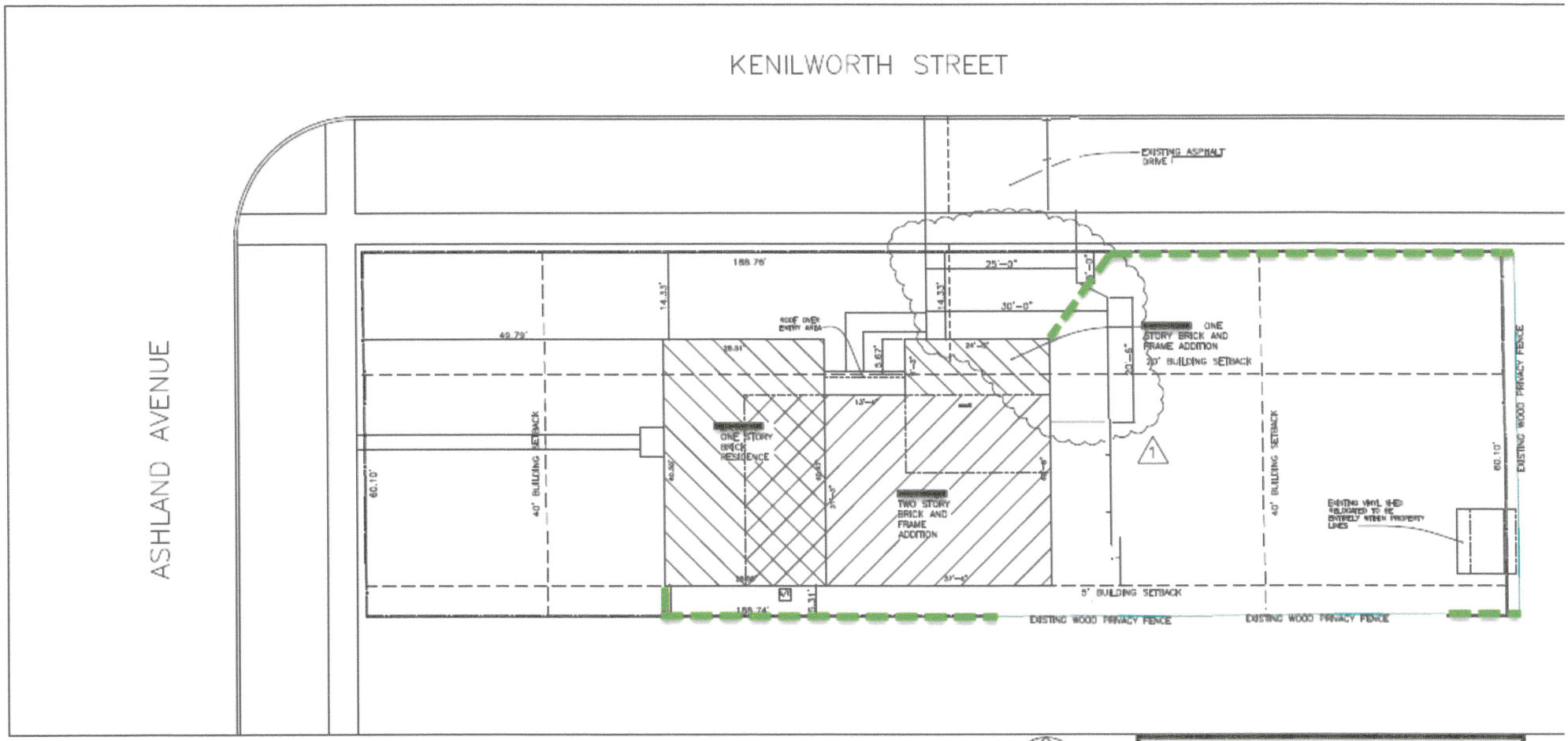
APPROVED by me this _____day of _____, 2020

_____
Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk this
_____day of _____, 2020

_____
Village Clerk

Attachment: ORD VAR 203 S Ashland Ave. (2020-103 : 203 S Ashland Ave - VAR Fence)



SITE PLAN

1" =20'

0 5 10 20

NORTH

Proposed Wood Privacy Fence

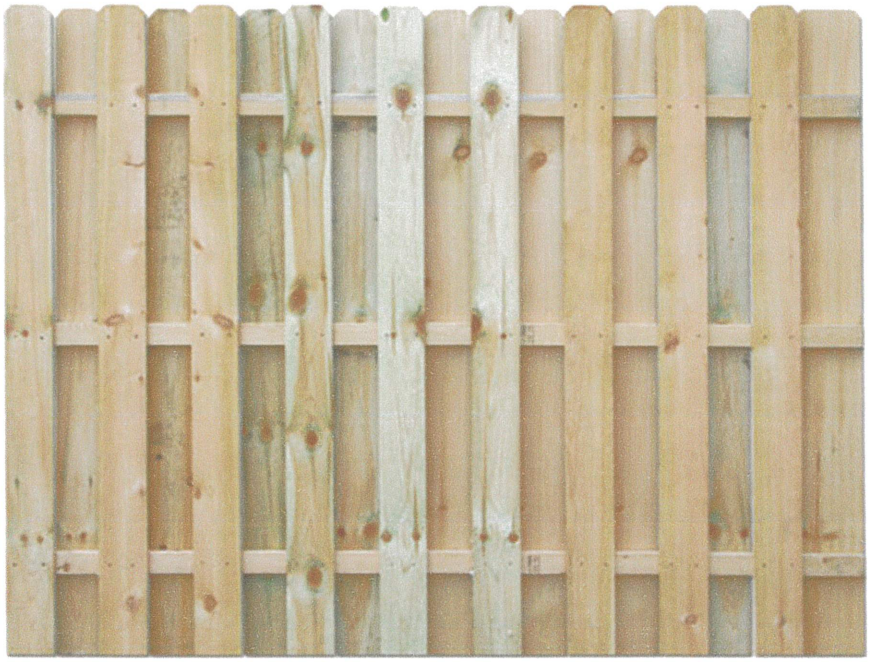
ZONING DISTRICT R-2

LOT AREA	11,343.54 S.F.
ALLOWABLE FAR .40	4,538 S.F.
ALLOWABLE BLDG COVER	3,970.36 S.F.

Attachment: EXHIBIT - Site Plan (2020-103 : 203 S Ashland Ave - VAR Fence)

6′ x 8 Pressure Treated Shadow Box Wood Fence Panel

Model Number: 1731146 | Menards® SKU: 1731146



Attachment: EXHIBIT - Fence Elevation (2020-103 : 203 S Ashland Ave - VAR Fence)

I am in support of our neighbor's, Jaime & Mariela Reyes of 203 S Ashland Ave, proposed fence. The proposed fence would be on the property line along E. Kenilworth Rd and enclose the rear yard.

NAME	ADDRESS	SIGNATURE
Mario Aguirre	202 S Ashland	
Eric Johnson	202 S. Ashland	
[illegible]	532 E. Kenilworth Ave Palatine, IL. 60074	
Bevan Das	532 E. Kenilworth Ave Palatine, IL 60074	
Greg Cima	156 S. Forest Ave.	
Roy Meister	209 S. Ashland	
[illegible]	202 S Forest	

RECEIVED
DEC 07 2020
PLANNING & ZONING DEPARTMENT

Attachment: Petitioner submitted (12-7-20) sign-off approvals from surrounding properties and picture (2020-103 : 203 S Ashland Ave - VAR

Attachment: Petitioner submitted (12-7-20) sign-off approvals from surrounding properties and picture (2020-103 : 203 S Ashland Ave - VAR

Attachment: 2012 E Kenilworth Ave (Petitioner submitted) - surrouding properties photo (2020-103 :

Attachment: 2018 E Kenilworth Ave (Petitioner submitted) - surrounding properties photo (2020-103 :

Attachment: Rear yard photo - Petitioner submitted (2020-103 : 203 S Ashland Ave - VAR Fence)

BROKEROCITY INC.
REAL ESTATE BROKERAGE

12/9/2020

Village of Palatine
To Whom it May concern

As a realtor with 20 years of industry experience I have performed a comparative Market Analysis of the impact fencing the property at 203 S Ashland Ave, Palatine IL 60074 following current Village ordinances pertaining to corner home sites and loosing close to 375 Sq. ft. of useful yard area will be for a future sale of this specific property.

I have estimated between $8,000 to $15,000 of value to be lost on a future transaction due to the impact in perceived value for buyers which will negatively impact the owners of at 203 S Ashland Ave Palatine IL 60074.

The average land value per sq. ft. for this submarket within the Village Palatine is between $23 to $40 per sq. ft. which will negatively impact the homeowners of this property and their future equity.

May any additional information be needed in this file please reach out to our office

Best Regards

Maria P Ruiz
Broker Associate
Brokerocity Inc
www.mariaruizteam.com
Office 815 236 1543

Attachment: Reyes Realtor Letter - Petitioner submittal - 12-9-20 (2020-103 : 203 S Ashland Ave - VAR Fence)

REQUEST:

Variation to permit a setback reduction to allow a fence to be setback 0' from the side yard setback.

The Subject Property is a single-family home located on a corner lot. The Petitioner is proposing to install a fence on the property line on the side yard abutting a street, along E. Kenilworth Road. Therefore, the Petitioner is requesting approval of the following:

1. Variation to permit a fence to be located on the lot line instead of the required 5 foot setback; and
2. Variation not to install landscaping material between the fence and the lot line abutting a public street.

PETITIONER JUSTIFICATION:

To whom it may concern:

There are several reasons for our application for variation, but mainly the following:

1. That the property cannot yield a reasonable return if used only under the conditions allowed by the regulations governing the zoning district in which it is located because:

    a. If the proposed fence were required to meet the five (5) foot setback requirement, removal of some of the existing vegetation and a tree – which is fairly large and mature would be necessary.
    b. The proposed fence would create a safe space for the owner's two dogs and child.
    c. The required setback would eliminate 300 square feet from the fenced area of the corner lot versus what is proposed.

2. That the plight of the owner is due to unique circumstances:

    a. Safety concerns – our property is located 200 feet from the Bel-air Motel. A property with transient guests. Moreover, criminal activity has taken place on the public street where the fence is proposed.
    b. A fence at the required 5 ft setback, due to the change in elevation from the property line would result in a 6 ft fence being approximately 9 ft in height versus 6 ft at grade at the property line.
    c. The intersection of South Ashland Avenue and East Kenilworth Street is highly traveled, with a stop sign only for Kenilworth traffic, and traffic to and from Northwest highway often averages 30-40 mph as it turns off or approaches

Attachment: Variation - Fence - Petitioner submitted (2020-103 : 203 S Ashland Ave - VAR Fence)

Northwest Highway. Traffic traveling at these speeds, vehicles not stopping as required, and the volume of traffic, often over 1,000 vehicles a day pose a unique safety concern for this corner lot.

3. That the variation, if granted, will not alter the essential character of the locality:

   a. The fence height and location will match the fence directly to the east (202 S Forest Ave). 202 S Forest Ave was granted a similar variation June 1st 2015. Ordinance 2015-48. Granting a variation for 203 S Ashland Ave would maintain a consistent look for these adjacent properties.
   b. Constructing the proposed fence at the required 5' setback would require a 5' jog from the adjacent property's fence (202 S Forest Ave) which is set back at 0'. Doing so would provide an inconsistent look and immediately look out of place.
   c. The proposed fence would be consistent with the adjacent properties and their fences and would not negatively impact the neighborhood or adjacent properties. The request is consistent with the setback and character of other homes in the neighborhood and would not negatively impact surrounding homes. In fact, many of the surrounding properties in the neighborhood have existing non-conforming home setbacks.
      i. 156 N Elmwood Ave
   d. The proposed fence would be angled near the driveway to provide ample line of sight when backing a vehicle from the garage. Moreover, the proposed fence is mid-block and not near an intersection.
   e. Although we understand the setback requirements restrict fencing, many surrounding properties have large vegetation, effectively a fence, setback 0' from the property line. Examples of these include:
      i. 532 & 606 E Kenilworth Ave
      ii. 49 S Forest Ave
      iii. 55 S Ashland Ave
      iv. 203 S Greenwood
      v. 157 S Elmwood Ave
   f. Variations have granted special uses to sidewalk and village parkway, 400' West of the property. 432-436E Northwest Hwy has 12 parking spaces between the structure and E Kenilworth Ave, with no public sidewalk.

Thank you for your consideration, we hope that these justifications combined with our desire to improve our home will warrant approval.

Thank you,

Jaime & Mariela Reyes

Attachment: Variation - Fence - Petitioner submitted (2020-103 : 203 S Ashland Ave - VAR Fence)

ORDINANCE NO. 0-51-15

AN ORDINANCE GRANTING VARIATIONS
202 S. FOREST AVENUE (CASE NO. 15-32)

Published in pamphlet form by authority of the
Mayor and Village Council of the Village of Palatine
on June 1, 2015

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

ORDINANCE NO. 0-51-15

AN ORDINANCE GRANTING VARIATIONS
202 S. FOREST AVENUE (CASE NO. 15-32)

WHEREAS, pursuant to a petition and public hearing on May 12, 2015, of which public notice was given as required by law, Zoning Board of Appeals of the Village of Palatine, in accordance with the Zoning Ordinance of the Village of Palatine, in such case made and provided, has held such public hearing and reported their findings relative to a request for a Variation to permit a fence to be located on the lot line instead of the required 5 foot setback pursuant to Section 6.03 (b)(5)(d)(i) of the Palatine Zoning Ordinance and a Variation not to install landscaping material between the fence and the lot line abutting a public street pursuant to Section 6.03 (b)(5)(d)(ii) of the Palatine Zoning Ordinance, on the following legally described property:

Lot 1 in Block 16 in Merrill's Home Addition to Palatine, a subdivision in the East half of Section 23, Township 42 North, Range 10 East of the Third Principal Meridian in Cook County, Illinois

commonly known as 202 S. Forest Avenue (PIN# 02-23-214-013)

NOW, THEREFORE, 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 that:

SECTION 1: A Variation to permit a fence to be located on the lot line instead of the required 5 foot setback pursuant to Section 6.03 (b)(5)(d)(i) of the Palatine Zoning Ordinance and a Variation not to install landscaping material between the fence and the lot line abutting a public street pursuant to Section 6.03 (b)(5)(d)(ii) of the Palatine Zoning Ordinance is hereby granted, subject to the following condition(s):

1. The Variations shall substantially conform to the site plan submitted by Stephanie Pierce, Petitioner, on 04/03/2015, except as such plans may be changed to conform to Village Codes and Ordinances.

2. The site plan shall be submitted in a manner acceptable to the Director of Planning and Zoning to eliminate any line of sight problems between the fence, driveway, and sidewalk.
3. The final landscaping/planting plan shall be submitted in a manner acceptable to the Director of Planning and Zoning and the installed landscaping shall be maintained by the property owner, so as not to overhang or obstruct the sidewalk.

SECTION 2: That a copy of the public notice and the report of the hearing be attached hereto and form a part of this ordinance.

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 1st day of June, 2015

AYES: 6 NAYS: 0 ABSENT: 0 PASS: 0

APPROVED by me this 1st day of June, 2015

Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk this 1st day of June, 2015

Village Clerk

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

III. PUBLIC HEARING

1. 202 S. Forest Avenue **- Recommended to Approve**

Notice was published in the Daily Herald on April 27, 2015, and mailed to owners of surrounding properties.

Petitioner's exhibits:
1 Petition for Variations
2 Real Estate Interest Disclosure
3 Proof of ownership
4 Plat of survey, site plan
5 Fence sample

Staff was sworn in. Ms. Romack gave the background of this request. The Subject Property is a single-family home located on a corner lot. The Petitioner, also the homeowner, is proposing to install a fence on the property line abutting East Kenilworth Avenue. Therefore, the Petitioner is requesting the following:
1. Variation to permit a fence to be located on the lot line instead of the required 5 foot setback
2. Variation not to install landscaping material between the fence and the lot line abutting a public street

SITE ANALYSIS:
- The Subject Property is zoned R-2 Single Family and the lot size is approximately 11,000 square feet.
- Per code, a fence abutting a side yard must maintain a minimum 5 foot setback from the side lot line. Landscaping must also be installed between the fence and lot line when abutting a street.
- The proposed fence would be 5-feet high on all sides except in the rear yard where the fence would be 6-feet high. There is an existing 6-foot high wood fence at the rear of the property that would be removed and replaced.
- The proposed fence would be approximately 301 feet and 88 feet would be along Kenilworth Avenue, which is the section that requires a variation.
- There are several large trees staggered near the property line along East Kenilworth Avenue. The Petitioner has stated they would like to keep the trees on the interior side of the fence.
- The Petitioner has indicated they do not want to install any landscaping between the fence and property line.

DEPARTMENTAL REVIEWS:
Community Services No concerns.
Engineering No concerns.
Environmental Health N/A
Fire Prevention N/A
Public Works N/A
Police N/A

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

STANDARDS FOR A VARIATION: Standards for a Variation are found in Section 14.03 D (1) and (2) of the Zoning Code. Specifically, the Petitioners must show that the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the district in which it is located; that the plight of the owner is due to unique circumstances; and that the variation, if granted, will not alter the essential character of the locality. The Petition for Variation is attached, and the Petitioners have attempted to address the required standards.

The Petitioner, Timothy Pierce of 39 West Algonquin in Des Plaines, brother of the homeowner, was sworn in. The fence is on Kenilworth Avenue and there are many trees, some are 2 feet from the sidewalk, some go 10 feet behind. They plan the fence to go along the sidewalk and they will trim the trees. Mr. Pierce said that adding landscaping on the fairway would be unattractive, it would make a tunnel look. The trees would keep a natural look.

Mr. Coleman asked if the fence were along sidewalk, would the trees grow back and grow through the fence. They will keep the trees trimmed in a neat manner. His sister recently bought the house, they have been working inside, re-finishing the floors, etc. Mr. Coleman asked if the order of their plan would be fence, pines, then sidewalk. If the fence were not on the sidewalk, then the fence would be place so far back that it would eliminate the use of a huge portion of her yard. He added that there are other fences in the neighborhood like this, and that one neighbor's fence now butts against sidewalk.

Ms. Wood asked if the branches would hang over the fence line; Mr. Pierce responded that they can cut them off as needed, to whatever height is needed, they will cooperate. How far back from the sidewalk does owner want to put the fence; the placement is due to tree roots, could kill the trees, so one foot from sidewalk is what they want. He said the trees are staggered, there are 18 of them, which are 2 to 3 feet from sidewalk.

Ms. Wood asked if the fence would be on the lot line; if possible, they would place the fence on the lot line. Ms. Wood asked if the fence was in one foot, then they could add the landscape; no, the landscape would breach the sidewalk. Mr. Pierce said they want to clean up the sidewalk, it will make it easier to better use the sidewalk. This is like a small forest now.

Mr. Larson suggested that the fence be kept within 5 feet, so no relief was needed; Mr. Pierce said there are trees there now that are within 2 feet. Mr. Larson asked if they could trim up the pine tree branches to start higher up and put the fence at 5 feet, behind them; they could not, since some of the trees go up to 10 feet back.

Mr. Friedman asked if there is a straight shot for the fence to be located; no. There is also another tree in the front yard. They checked with the fence installer, who said the fence could not go there.

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

Ms. Wood asked what is the reason for this fence; so the owner's dog can use the yard safely, as well as for privacy from the neighbors.

Ms. Wood asked Staff if the fence could be put on a sidewalk; Ms. Romack said the property line is approximately 1 foot in, the fence can be put on the property line.

Mr. Luszczak asked if it can go one foot in; yes, based on the plat of survey.

Mr. Coleman asked how they planned to end the fence at the driveway; it will be going on an angle, allowing for line of sight. Also there will be a better line of sight with trimming up the trees as there is now. The fence will go along the driveway.

Mr. Christopher asked if it will go to the garage; yes, there is a side driveway/blacktop and the fence would end. He showed where there is parking. There is an existing fence, with a gate, so connecting to that fence.

Ms. Wood asked staff about another house in the area with a similar fence; Ms. Romack said there is one across the street, and she is not aware of a variation for it. Some fences nearby are set back 2 feet.

Mr. Friedman asked if this is across Forest; at 156 South Forest, the fence is butted up. There are a few others on corners in the neighborhood

Mr. Christopher asked Mr. Pierce about the corner; they will install grass so it matches across the way, it will look neat and clean.

Ms. Wood asked Staff about the space of one foot between fence and sidewalk ; Ms. Bremanis said that plants normally don't survive in that one foot space, so generally there is no or dead landscaping. Mr. Pierce said grass will last, a solid line of green.

Ms. Wood asked about the neighborhood as far as trees; there's a lot of trees, which is one of the reasons she chose that location.

Mr. Larson asked about the fence along back half of property; yes, plus a small piece. He showed where the existing fencing is located, the part is connecting to garage. Now it is a small area for a dog; 6-7 feet wide, is a small space. Part of the area is blocked in.

There were no audience comments.

Ms. Romack said that the Subject Property has several trees located near the property line along Kenilworth Avenue that the Petitioner has requested to remain on the interior side of the proposed fence. Staff does not believe that the fence would have a negative impact on the neighborhood. However, Staff has

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

consistently recommended a 5-foot setback with landscaping. Therefore, Staff recommends
action at the discretion of the Zoning Board of Appeals. If the Zoning Board of Appeals recommends approval, Staff would recommend the following conditions:

1. The Variations shall substantially conform to the site plan submitted by Stephanie Pierce, Petitioner, on 04/03/2015, except as such plans may be changed to conform to Village Codes and Ordinances.
2. The site plan shall be submitted in a manner acceptable to the Director of Planning and Zoning.
3. The final landscaping/planting plan shall be submitted in a manner acceptable to the Director of Planning and Zoning and the installed landscaping shall be maintained by the property owner, so as not to overhang or obstruct the sidewalk.

Mr. Larson asked about the plan referenced in condition 1, does that include the cut corner; Ms. Romack stated that the conditions can be revised to include the bevel.

Mr. Friedman asked about reference to landscaping, would that mean no new landscaping. The plan is to address overhanging vegetation. Should "installed" be deleted, or use "existing", to address existing vegetation. Ms. Wood asked if they need a final landscaping plan; Ms. Romack said it would include the trimming of the trees, and ensuring the trees don't become overgrown again. Ms. Wood asked if both variations were approved, would condition 3 read 'landscaping' and not 'installed'; Mr. Friedman agreed.

There were no questions of Staff's recommendation. The public hearing was closed.

DELIBERATIONS:
Mr. Coleman said this is a unique situation, this proposal is best given the situation, thoroughly intending to make it look nicer. It is a lot of fence to have on a roadway. He's in favor. It is unique that this front yard is so long along Kenilworth, it is a reasonable request.

Mr. Friedman spoke to a safety standpoint, saying the proposed fence would not be near an intersection, it's at mid-block.

Mr. Larson spoke to the standards, the standard of unique is met, and this fence will not alter the neighborhood's character.

He questioned if the standard of reasonable rate of return had been met. Ms. Wood said the way trees are, so large with large roots, you could reasonably think there could be a fence in the area for privacy and for the owner's dog. The preexisting trees are a situation, it is reasonable that you'd want a fenced area, the return of enjoyment of that yard for herself and dog.

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

Mr. Christopher said the value of house is high, old trees increase investment. Wood are lush trees, enjoy on the inside. If the fence extends further on Kenilworth he would not favor it, but for this location of yard, in this situation, he is in favor, it warrants approval.

Mr. Quinn voted Aye.

Ms. Wood summarized that the request had met the standards, and was approved by a vote of 6 to 1.

This item is tentatively scheduled for the Council meeting on June 1.

RESULT:	**RECOMMENDED TO APPROVE [6 TO 1]**
MOVER:	Rob Coleman, Commissioner
SECONDER:	Jerry Luszczak, Commissioner
AYES:	Christopher, Friedman, Wood, Luszczak, Coleman, Quinn
NAYS:	Larson
ABSENT:	Roth-Wurster, McGinn

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property) (2020-103 : 203 S Ashland Ave - VAR

PUBLIC NOTICE

A public hearing will be held before the Palatine Zoning Board of Appeals on Tuesday, May 12, 2015, at 7:00 PM, in the Police Training Room of the Palatine Police Department, 595 N. Hicks Road, relative to a request for the following:

Variation to permit a fence to be located on the lot line instead of the required 5 foot setback pursuant to Section 6.03 (b)(5)(d)(i) of the Palatine Zoning Ordinance; and,

Variation not to install landscaping material between the fence and the lot line abutting a public street pursuant to Section 6.03 (b)(5)(d)(ii) of the Palatine Zoning Ordinance.

The property is commonly known as 202 S. Forest Avenue (PIN# 02-23-214-013).

The Petitioner is proposing a fence, which requires a Variation.

The above petition has been filed by Stephanie Pierce and is available for examination in the office of the Village Clerk, 150 W. Wilson Street.

FILE #: 15-32
VILLAGE OF PALATINE
Jan Wood, Chair
Palatine Zoning Board of
DATED: This 27th day of April, 2015.
Published in Daily Herald April 27, 2015 (4405549)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

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 **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora

County(ies) of Cook, Kane, Lake, McHenry
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 of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 7150, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published April 27, 2015 in said 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 Raltzman
Authorized Agent

Control # 4405549

7442 North Harlem Avenue
Chicago, Illinois 60648

Ph (312) 775-0551
Fax: (312) 775-7512

ARCHITECTURAL - INDUSTRIAL - LOTS FARMS SUBDIVISIONS - MORTGAGE - CONDOMINIUMS

Jens K. Doe

SURVEY SERVICE, INC.

Registered Land Surveyors

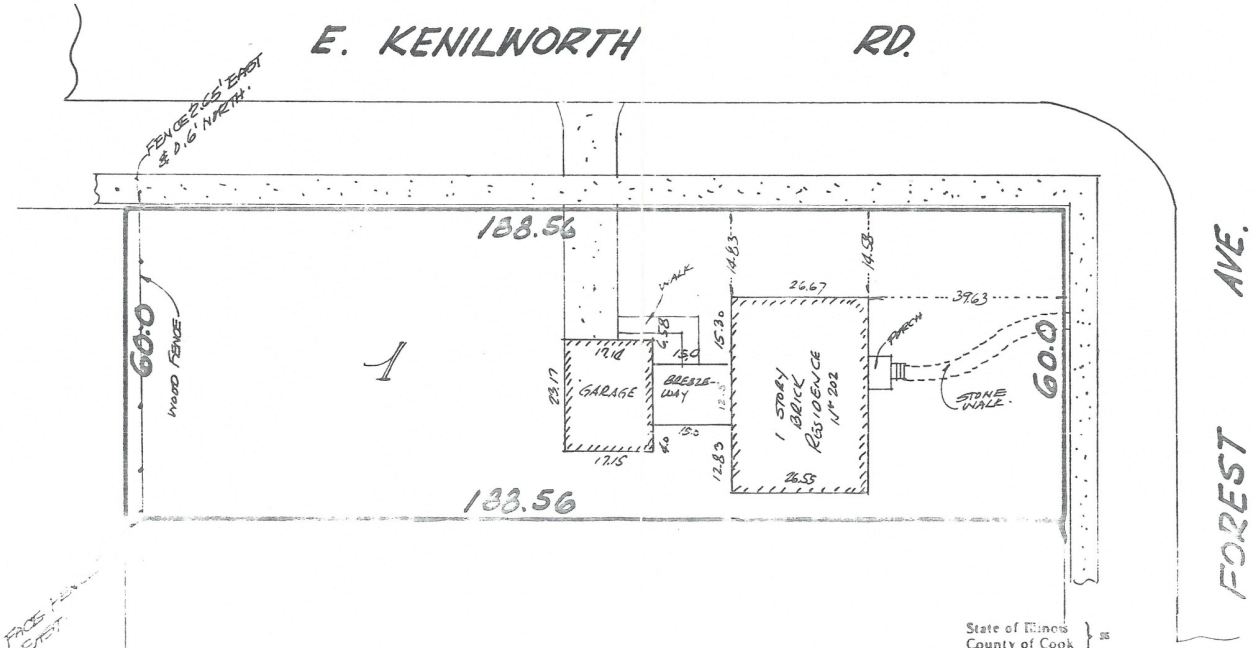
ORDER NO. 72454

Scale – 1 inch = 25 Feet

PLAT OF SURVEY

of

LOT 1 IN BLOCK 16 IN MERRILL'S HOME ADDITION TO PALATINE, A SUBDIVISION IN THE EAST HALF OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



THOMAS J. POPKE ILLINOIS LAND SURVEYOR NO. 1875 CHICAGO, ILLINOIS

NOTE

Dimensions are not to be assumed or scaled.

Description [illegible]

State of Illinois
County of Cook } ss

JENS K. DOE SURVEY SERVICE, INC. does hereby certify that a survey has been made under its direction, by a Registered Illinois Land Surveyor of the property described hereon and that the plat hereon drawn is a correct representation of said survey.

Chicago, Illinois Dated [illegible]

Attachment: 2015 VAR ORD - 202 S. Forest Avenue (unimplemented VAR directly east of subject property)

VILLAGE OF PALATINE

SPECIAL USE & VARIATION APPLICATION

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

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

date received

Background Information

Petitioner(s) Jaime Reyes & Mariela Reyes		**Business Name (if applicable)**
Subject Property Address 203 S Ashland Ave, Palatine, IL 60074		
Authorized Agent (if applicable)	**Business Name (if applicable)**	
Address 203 S Ashland Ave		City/State/Zip Code Palatine, IL 60074
Telephone (224) 805-9393	Fax	Email jaimereyes86@gmail.com
Relationship to Petitioner (contractor, architect, etc.)		
Type of Application (check one) ☐ Special Use ☐ Special Use Amendment ■ Variation		
Existing Zoning District	Existing Land Use R-2 - Single Family	Proposed Land Use R-2 - Single Family

Generally describe your request:
SEE ATTACHED

Attachment: Application (2020-103 : 203 S Ashland Ave - VAR Fence)

PALATINE

VARIATION

Required Materials

- □ Filing Fee of $ _____
- □ Application Form
- □ Plat of Survey (must show all current improvements and be sealed by an Illinois certified surveyor)
- □ Site Plan (dimension, location, and setbacks of all existing and proposed buildings) – **one 11x17 copy, electronic version preferred**
- □ Real Estate Interest Disclosure Form (see attached)
- □ Proof of Ownership or Lease (e.g. Title Insurance Policy, Deed, or Purchase Contract)

Additional Materials (as required by the Village)

- □ Elevation Plan (front, side, and rear elevations of a proposed building), and/or Floor Plan (proposed interior layout) – **one 11x17 copy of each plan, electronic versions preferred**
- □ Engineering Plans (must indicate existing conditions, topography, storm water management, tree preservation, utility connections, detention calculations, and a cost estimate)
- □ Photographs (e.g. ground-level or aerials)
- □ Other materials as deemed necessary by the Village

Petitioner Justification

The Petitioner is required to present specific evidence related to each of the following standards to justify the request (paraphrased from Section 14.03 of the Palatine Zoning Ordinance). Attach a separate sheet if necessary.

1. That the property cannot yield a reasonable return if used only under the conditions allowed by the regulations governing the zoning district in which it is located

   See attached

2. That the plight of the owner is due to unique circumstances

   See attached

3. That the variation, if granted, will not alter the essential character of the locality

   See attached

4. In order to supplement the above standards, the Zoning Board of Appeals may also consider the following:
   a. The particular surroundings, shape, or topographical conditions of the property
   b. A unique hardship for the property not generally applicable to other properties in the same zoning district
   c. The request is not based on a desire to make more money out of the property
   d. The petitioner has not created the alleged hardship for the property
   e. The request will not be detrimental to the public welfare or other properties in the neighborhood
   f. The request will not impair the supply of light and air to adjacent properties, substantially increase the danger of fire, endanger the public safety, or substantially diminish or impair neighboring property values

Attachment: Application (2020-103 : 203 S Ashland Ave - VAR Fence)

REQUEST:

Variation to permit a setback reduction to allow a fence to be setback 0' from the side yard setback.

The Subject Property is a single-family home located on a corner lot. The Petitioner is proposing to install a fence on the property line on the side yard abutting a street, along E. Kenilworth Road. Therefore, the Petitioner is requesting approval of the following:

1. Variation to permit a fence to be located on the lot line instead of the required 5 foot setback; and
2. Variation not to install landscaping material between the fence and the lot line abutting a public street.

PETITIONER JUSTIFICATION:

To whom it may concern:

There are several reasons for our application for variation, but mainly the following:

1. That the property cannot yield a reasonable return if used only under the conditions allowed by the regulations governing the zoning district in which it is located because:

    a. If the proposed fence were required to meet the five (5) foot setback requirement, removal of some of the existing vegetation and a tree – which is fairly large and mature would be necessary.
    b. The proposed fence would create a safe space for the owner's two dogs and child.
    c. The required setback would eliminate 300 square feet from the fenced area of the corner lot versus what is proposed.

2. That the plight of the owner is due to unique circumstances:

    a. Safety concerns – our property is located 200 feet from the Bel-air Motel. A property with transient guests. Moreover, criminal activity has taken place on the public street where the fence is proposed.
    b. A fence at the required 5 ft setback, due to the change in elevation from the property line would result in a 6 ft fence being approximately 9 ft in height versus 6 ft at grade at the property line.
    c. The intersection of South Ashland Avenue and East Kenilworth Street is highly traveled, with a stop sign only for Kenilworth traffic, and traffic to and from Northwest highway often averages 30-40 mph as it turns off or approaches

Attachment: Application (2020-103 : 203 S Ashland Ave - VAR Fence)

Received 2020

Northwest Highway. Traffic traveling at these speeds, vehicles not stopping as required, and the volume of traffic, often over 1,000 vehicles a day pose a unique safety concern for this corner lot.

3. That the variation, if granted, will not alter the essential character of the locality:

   a. The fence height and location will match the fence directly to the east (202 S Forest Ave). 202 S Forest Ave was granted a similar variation June 1st 2015. Ordinance 2015-48. Granting a variation for 203 S Ashland Ave would maintain a consistent look for these adjacent properties.
   b. Constructing the proposed fence at the required 5' setback would require a 5' jog from the adjacent property's fence (202 S Forest Ave) which is set back at 0'. Doing so would provide an inconsistent look and immediately look out of place.
   c. The proposed fence would be consistent with the adjacent properties and their fences and would not negatively impact the neighborhood or adjacent properties. The request is consistent with the setback and character of other homes in the neighborhood and would not negatively impact surrounding homes. In fact, many of the surrounding properties in the neighborhood have existing non-conforming home setbacks.
      i. 156 N Elmwood Ave
   d. The proposed fence would be angled near the driveway to provide ample line of sight when backing a vehicle from the garage. Moreover, the proposed fence is mid-block and not near an intersection.
   e. Although we understand the setback requirements restrict fencing, many surrounding properties have large vegetation, effectively a fence, setback 0' from the property line. Examples of these include:
      i. 532 & 606 E Kenilworth Ave
      ii. 49 S Forest Ave
      iii. 55 S Ashland Ave
      iv. 203 S Greenwood
      v. 157 S Elmwood Ave
   f. Variations have granted special uses to sidewalk and village parkway, 400' West of the property. 432-436E Northwest Hwy has 12 parking spaces between the structure and E Kenilworth Ave, with no public sidewalk.

Thank you for your consideration, we hope that these justifications combined with our desire to improve our home will warrant approval.

Thank you,

Jaime & Mariela Reyes

Attachment: Application (2020-103 : 203 S Ashland Ave - VAR Fence)

PUBLIC NOTICE
A public hearing will be held before the Palatine Zoning Board of Appeals on Tuesday, October 27, 2020 at 7:00 PM, in the Village Council Chambers in the Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:
Variation to permit a fence to be located with a 0 ft. setback instead of the minimum required 5 ft. setback pursuant to Section 6.03 (b)(4)(e) of the Village of Palatine Zoning Ordinance.
Variation not to install landscaping material between the fence and the lot line abutting a public street pursuant to Section 6.03 (b)(4)(e) of the Village of Palatine Zoning Ordinance.
The property is commonly known as 203 S. Ashland Avenue (02-23-214-001).
The Petitioners are proposing to construct a 6-foot solid fence on the side lot line adjacent to E. Kenilworth Avenue without landscaping.
The above petition has been filed by Jaime and Mariela Reyes and is available for examination in the office of the Village Clerk, 200 E. Wood Street.
FILE #: 20-45
VILLAGE OF PALATINE
Jan Wood, Chair
Palatine Zoning Board of Appeals
DATED: This 12th day of October, 2020
Published in Daily Herald October 12, 2020 (4552583)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

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 **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomer Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlak Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Ho St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

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 of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 10/12/2020 in said 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
Authorized Agent

Control # 4552583

III. PUBLIC HEARING

1. 203 S. Ashland Ave. **- Recommend to Deny**

   Notice was published in the Daily Herald on October 12, 2020 and mailed to the owners of the surrounding properties.

   Petitioner's Exhibits:

1. Application for Variation
2. Proof of Ownership
3. Plat of Survey/ Site Plan
4. Fence Elevation
5. Public Notice

Sworn in Staff: Ms. Lyn Bremanis

Sworn in the petitioner: Mr. Jaime Reyes 203 S. Ashland Avenue
Mr. Reyes stated a few years ago they came before the board for variation for setback to build home and are now seeking relief to build a fence. He explained they are seeking the variation because they would lose 300 sqft from their yard if they built to code. He stated due to the grading of the property the elevation of the fence at 0ft setback is actually lower than if setback at 5ft. He stated staff said no homes with 0ft setback though true in Meryl's across Palatine there is a home 4blocks away. He spoke to the neighbor's variation that was granted in 2015. Jaime explained they are trying to better their home and the community. He stated they are not seeking to change the character of the community. Jaime stated the proposed fence will make the community better and improve the value of the home and the surrounding properties.

Mr. McGinn asked why not build to code.
Mr. Reyes explained they are a corner lot with high traffic due to apartments to the east. He stated there is a lot of cut through traffic.

Mr. McGinn asked why not bring back to required setback.
Mr. Reyes restated they lose a lot of square footage.

Ms. Wood asked staff to address the grading comments.
Ms. Bremanis explained after looking at Cook County elevations in our gis10ft back there is a foot differential in grade. She stated the further back the fence is installed it will appear higher than on lot line.

Discussion of existing condition slides and location of fence.

Mr. Pirog pointed out with the slope of the property the last few feet are unusable. He asked if they considered the new code that allows a 4ft. fence 3ft. from the line which given the slope would be almost a 6ft fence.
Mr. Reyes explained they are looking for added security with the Bell Aire hotel

Attachment: ZBA Minutes 10-27-20 (2020-103 : 203 S Ashland Ave - VAR Fence)

that has criminal activity wants more solid and higher fence. He stated he also has dogs.

Ms. Wood clarified they definitely want the 6ft solid board on board fence so the question is location. She clarified the reason to the lot line is to add square footage.
Mr. Reyes spoke to the code and how it relates to the location of his home being on the East West streets.

Mr. Larson asked where is the tree that would need to be removed.
Ms. Bremanis referred to existing condition slide and explained location of fence to tree.

Ms. Bremanis gave a brief overview of request stating the property is zoned R2, which is permitted to have the fence at a 5ft setback. She referred to the elevation slide to show the proposed style of fence. She spoke to the petitioners comments on the fence at 156 N Elmwood with a fence on the lot line. She explained the fence has been in existence for as far back as she can go so when replacing it didn't need relief rather just replaced an existing nonconforming fence. Ms. Bremanis referred to the existing neighbor conditions slide to show the landscaping of neighboring properties. She spoke to the neighbors approved variation explaining since that time Village Council has restated the fencing setback requirements for code amendment which requires landscaping. She stated part of their request is not to have landscaping. She stated Community Services and Engineering have reviewed and have no issues. She referred to the plat/Site plan slide to show location of the proposed fence in green and the fence at code in red. Ms. Bremanis went through the slides to show style and location of fence.

Ms. Wood clarified there are no ordinances for bushes that exceed height.
Ms. Bremanis stated there are no ordinances that address landscaping.

Ms. Roth-Wurster referred to the site plan slide and asked about the angled area.
Mr. Reyes explained this was done to improve the visibility when backing out.

Ms. Roth-Wurster asked staff if reviewed for line of site.
Ms. Bremanis answered yes Engineering reviewed.

Mr. Reyes spoke to the main point when setbacks are set but being mid-block it isn't a concern and are addressing by creating ample line of site. He stated he can't see a reason to take away square footage from a resident.

Ms. Roth-Wurster asked if there are other corner lots in area that have 6ft fence.
Ms. Bremanis stated she did not see any. She stated Mr. Reyes referred that there are a lot with landscaping but no fence, referring to slide.

Mr. Pirog asked if they considered the permitted 4ft decorative fence with the landscaping.

Attachment: ZBA Minutes 10-27-20 (2020-103 : 203 S Ashland Ave - VAR Fence)

Mr. Reyes stated they would prefer to have solid fence with dogs.

Sworn in Ms. Mary Ellen Reyes 203 S. Ashland Avenue
Ms. Reyes stated as a new mother my main concern is there is no park nearby so the added square footage is a main reason.

STAFF RECOMMENDATION:

The Petitioners are requesting to build a 6-foot tall solid fence, 0 feet from the side lot line abutting a street, without the required landscape. Per code, the proposed fence requires a setback of 5-feet in a side yard abutting a street with landscaping. Solid fences in corner side yards are do not appear to be in any required side yards abutting a street in this neighborhood. This fence would be permitted set back 5 feet with landscaping, which would be more consistent to the existing conditions in the neighborhood. The proposed fence may alter the essential character of the neighborhood. In addition, the Village Council has provided additional policy direction regarding the setback and landscaping requirements for 6-foot fences in side yard abutting a street properties. Therefore, Staff recommends denial of the Zoning Board of Appeals. If the ZBA recommends approval, Staff recommends the following conditions:

1. The Variations for the fence shall substantially conform to the site plan and elevation plan submitted by the Petitioner on 8/6/20, except as such plans may be changed to conform to Village Codes and Ordinances.

Mr. Cavanaugh asked about the new guidance from village council.
Ms. Bremanis explained on side yards abutting a street you are allowed an open style 4ft high fence 3ft from lot line without landscaping.

There were no further questions. The public hearing was closed.

Mr. Pirog made a motion to deny; seconded by Ms. Roth-Wurster.

DELIBERATIONS:

Mr. Pirog stated he empathizes with the situation but doesn't see how standards have been met. He stated they can build 5ft back. He pointed out the area they are losing is sloped.

Ms. Roth-Wurster stated there are always issues with corner lots. She stated concessions can be made for open style fence. She stated the standards not been met but conditions are preexisting. Ms. Roth-Wurster pointed out there are not a lot of fences in the area that are 6ft at 0 lot line.

Ms. Wood would like to vote in favor to help the petitioner out. She stated they can put a 6ft fence 5ft back. She stated standards have not been met.

Mr. Larson agreed. He stated he doesn't like the permitted landscaping that

Attachment: ZBA Minutes 10-27-20 (2020-103 : 203 S Ashland Ave - VAR Fence)

hangs over the sidewalk and fences are not but the request does not meet the standards.

Mr. Dittrich stated he would vote to approve but the slope is unique and makes the area almost dead space. He stated it is better served with 5ft setback.

Mr. Cavanaugh agreed with James. He stated he was originally compelled to approve but with the slope of the property the added space is dead space.

Ms. Wood summarized that this request has not met the standards and was unanimously denied by a vote of 7-0. This item will tentatively go to Village Council on December 7, 2020.

RESULT:	**RECOMMEND TO DENY [UNANIMOUS]**
MOVER:	John Pirog, Commissioner
SECONDER:	Cindy Roth-Wurster, Commissioner
AYES:	Larson, Roth-Wurster, Wood, McGinn, Cavanaugh, Dittrich, Pirog
ABSENT:	Luszczak

Attachment: ZBA Minutes 10-27-20 (2020-103 : 203 S Ashland Ave - VAR Fence)

Consider an Ordinance Granting a Special Use Amendment and Variations to Permit the Expansion of the Existing McDonald's Restaurant at 1576 N. Rand Road

BACKGROUND:
The Petitioner is proposing a restaurant expansion for the existing McDonald's, which encroaches into the minimum required front yard setback and reduces the total number of parking spaces. Therefore, the Petitioner is requesting approval of the following:

Special Use Amendment to Ordinance #O-31-94 to permit a restaurant expansion;

Variation to permit an addition to be set back 36 feet from the front lot line, instead of the minimum required 40; and

Variation to permit 47 parking spaces, instead of the minimum required 56 parking spaces.

KEY ISSUES:

- The Subject Property, zoned B-5 General Business, contains a McDonald's restaurant with drive-thru and associated parking. In 1994, the property was annexed into the Village and rezoned to B-5, with a Special Use approval for a restaurant and drive-thru.

- The Petitioner is seeking to remodel the existing McDonald's, which includes an addition on the front of the building set back approximately 36 feet (40 feet is required) and an addition on the rear of the back of the building set back approximately 42 feet (35 feet is required). The building will go from approximately 4,060 square feet to 5,598 square feet.

- The proposed improvements include exterior and interior building modifications (painting, new décor, new seating, and ADA complaint bathrooms) and site work (freezer/cooler addition, Play Place addition, updated drive-thrus, ADA sidewalks, and parking stalls and landscaping).

- The existing restaurant has 97 seats. With the proposed addition, the total number of seats would increase to 101. The hours of operation are 24 hours/day, with 10-12 employees per shift.

- The site currently has 51 parking spaces. With the proposed improvements there would be 47 parking spaces. With the proposed expansion, 56 parking spaces will be required per the 1/100 square feet (most restrictive requirement); therefore, a parking variation is required.

- Per the submitted application, the previous addition and implementation of the dual drive-thru system has allowed McDonald's to accommodate drive-

thru percentages that are approximately 70-75% of sales. Therefore, McDonald's parking demand decreased with the increase in drive-thru usage. The parking lot surrounds the restaurant and the expansion reduces the parking by 4 spaces. The submitted justification further indicates that the proposed reduction of 4 spaces (to 47 total spaces) is more than sufficient to sustain customer parking demand at this location, provided the existing drive-through systems.

ALTERNATIVES:

1. Approve the Special Use Amendment and Variations to Permit the Expansion of an Existing Restaurant.
2. Do not approve the Special Use Amendment and Variations to Permit the Expansion of an Existing Restaurant.

RECOMMENDATION:

Public Hearing**:**	ZBA meeting on December 1, 2020
Residents testifying:	None.
Vote:	The ZBA voted 7-1 to approve a Special Use Amendment and Variations for the Expansion of an Existing Restaurant and Staff Concurs.

ACTION REQUIRED:

A motion to approve the ordinance granting a Special Use Amendment and Variations to Permit an Expansion of an Existing Restaurant at 1576 N. Rand Road.

ATTACHMENTS:

- Aerial Map
- ORD SU VAR 1576 N Rand Rd
- EXHIBIT - Site Plan
- EXHIBIT - Floor Plan
- EXHIBIT - Business Plan
- Plat of Survey
- Floor Plan
- Application
- Public Notice
- Draft ZBA Minutes 12-1-20

RESULT:	**MOTION CARRIED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, District 2 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

1576 N. Rand Road

Attachment: Aerial Map (2020-104 : 1576 N Rand Road - SU Amendment VAR)

ORDINANCE NO. _____

AN ORDINANCE GRANTING A SPECIAL USE AMENDMENT AND VARIATIONS
1576 N. RAND ROAD

WHEREAS, pursuant to a petition and public November 10, 2020, of which public notice was given as required by law, the Zoning Board of Appeals of the Village of Palatine, in accordance with the Zoning Ordinance of the Village of Palatine, in such case made and provided, has held such public hearing and reported their findings relative to a request for a Special Use Amendment to Ordinance #O-31-94 to permit a restaurant expansion, pursuant to Section 14.05 (b) of the Village of Palatine Zoning Ordinance, Variation to permit an addition to be set back 36 feet from the front lot line instead of the minimum required 40 feet pursuant to Section 11.06 (h)(1) of the Village of Palatine Zoning Ordinance and a Variation to permit 47 parking spaces instead of the minimum required 56 parking spaces pursuant to Section 7.03 (b) (1) of the Village of Palatine Zoning Ordinance, on the following legally described property:

> **That part of the North West 1/4 of Section 12, Township 42 North, Range 10, East of the Third Principal Meridian, lying South West of the center line of Rand Road described as follows: Beginning at a point on the center line of Rand Road, 802.20 feet South Easterly from the intersection of said center line with the North line of said North West 1/4; thence South Westerly 250.05 feet on a line making an angle of 89 degrees 25 minutes to the South with the center line of Rand Road; thence South Easterly 197.0 feet on a line parallel with said center line to a point 250.05 feet South Westerly of the center line of Rand Road; thence North Easterly 250.05 feet to the centerline of Rand Road; thence Northwesterly along the center line of Rand Road 197.0 feet to the place of beginning, in Cook County, Illinois**
>
> **Commonly known as 1576 N. Rand Road (02-12-100-032).**

NOW, THEREFORE, 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 that:

Attachment: ORD SU VAR 1576 N Rand Rd (2020-104 : 1576 N Rand Road - SU Amendment VAR)

SECTION 1: **Special Use Amendment to Ordinance O-31-94 to permit a restaurant expansion pursuant to Section 14.05 (b) of the Village of Palatine Zoning Ordinance, Variation to permit an addition to be set back 36 feet from the front lot line, instead of the minimum required 40 feet pursuant to Section 11.06 (h)(1) of the Village of Palatine Zoning Ordinance, and a Variation to permit 47 parking spaces, instead of the minimum required 56 parking spaces pursuant to Section 7.03 (b) (1) of the Village of Palatine Zoning Ordinance, is hereby granted, subject to the following condition(s):**

1. **The Special Use Amendment and Variation shall substantially conform to the business operations submitted by the petitioner dated 9/9/2020, the floor plan prepared by the architect, EIS dated 9/18/20 and site plans prepared by Watermark Engineering dated 10/10/20 attached hereto except as such plans shall be revised to conform to Village Codes and Ordinances.**

SECTION 2: **That a copy of the public notice is attached hereto and form a part of this ordinance.**

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 _____, 2020

AYES:_____ NAYS:_____ ABSENT:_____ PASS:_____

APPROVED by me this _____day of _____, 2020

_____

Mayor of the Village of Palatine

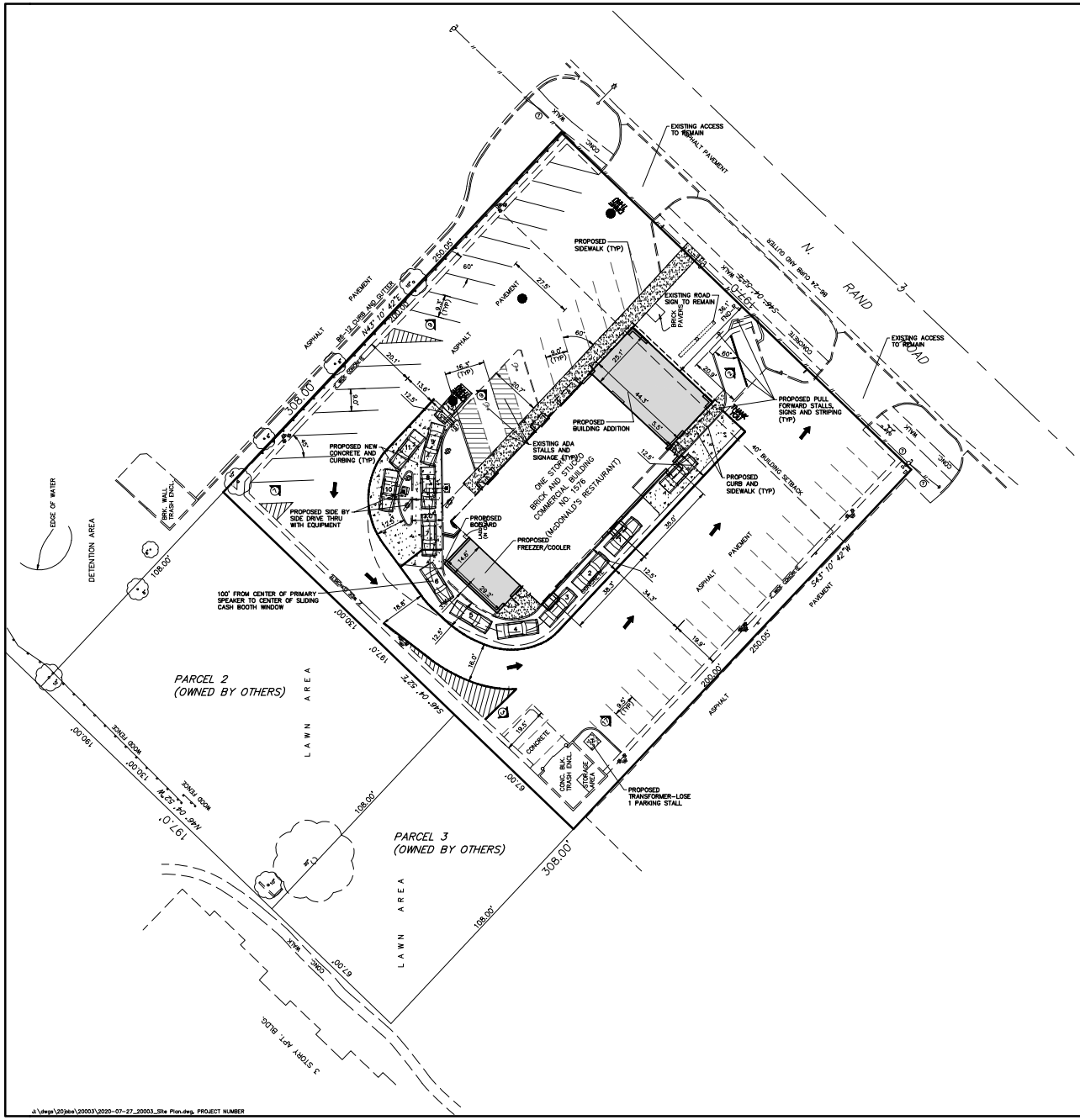
ATTESTED and FILED in the office of the Village Clerk this

_____day of _____, 2020

_____

Village Clerk

Attachment: ORD SU VAR 1576 N Rand Rd (2020-104 : 1576 N Rand Road - SU Amendment VAR)



GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #11-20134-20 DATED 03/30/20) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA

PROPOSED REGULAR SPACES	45
PROPOSED ADA ACCESSIBLE SPACES	2
PROPOSED TOTAL SPACES	47
EXISTING REGULAR SPACES	49
EXISTING ADA ACCESSIBLE SPACES	2
EXISTING TOTAL SPACES	51

REQUIRED SPACES = 1 SPACE/2.5 SEATS OR 1 SPACE/100 S.F., WHICHEVER IS GREATER, THEREFORE 167 SEATS/2.5 = 66.8 OR 67 REQUIRED PARKING STALLS

PROPOSED 47 SPACES < REQUIRED 67 SPACES

SITE DATA

LOT AREA	= 39,396 S.F. (0.90 AC.)
PROPOSED BUILDING AREA	= 5,674 S.F.
PROPOSED BUILDING SEATING	= 167

SITE PLAN NOTES:
1. ALL RADIUS DIMENSIONS ARE TO BACK OF CURB.
2. SEE ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
3. ALL STRIPING TO BE DOUBLE COATED 4" YELLOW PAINT UNLESS OTHERWISE NOTED.
4. WHERE PEDESTRIANS HAVE TO CROSS A TAPERING RAMP OR CURB RAMP THE FACE AND TOP OF CURB ARE TO BE PAINTED USING YELLOW, SLIP RESISTANT PAINT.

20 0 10 20 40 80

SITE PLAN

NO.	REVISIONS	DATE

Prepared

McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523

Prepared

WatSmark Engineering

CHECKED BY: D. OLSON
DESIGN BY: K. SACK
DRAWN BY: K. SACK
DATE: PREPARED 10-2020

1 of

LC #12-

J:\dwgs\20jobs\20003\2020-07-27_20003_Site Plan.dwg, PROJECT NUMBER

Attachment: EXHIBIT - Site Plan (2020-104 : 1576 N Rand Road - SU Amendment VAR)

PLANT LIST

SHADE, ORNAMENTAL AND CONIFEROUS TREES

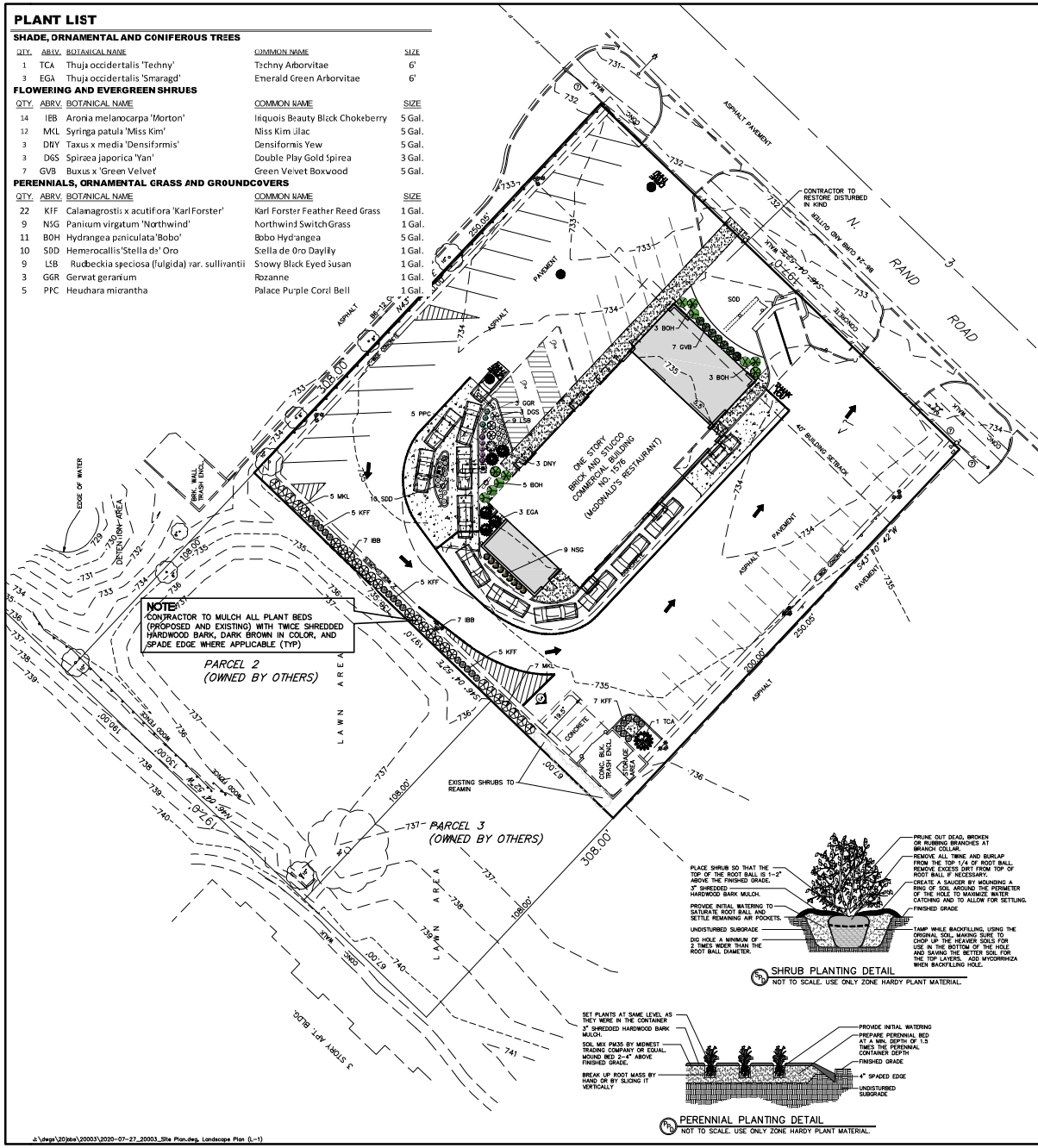
QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
1	TCA	Thuja occidentalis 'Techny'	Techny Arborvitae	6'
3	EGA	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae	6'

FLOWERING AND EVERGREEN SHRUBS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
14	IBB	Aronia melanocarpa 'Morton'	Iriquois Beauty Black Chokeberry	5 Gal.
12	MKL	Syringa patula 'Miss Kim'	Miss Kim Lilac	5 Gal.
3	DNY	Taxus x media 'Densiformis'	Densiformis Yew	5 Gal.
3	DGS	Spiraea japorica 'Yan'	Double Play Gold Spirea	3 Gal.
7	GVB	Buxus x 'Green Velvet'	Green Velvet Boxwood	5 Gal.

PERENNIALS, ORNAMENTAL GRASS AND GROUNDCOVERS

QTY.	ABRV.	BOTANICAL NAME	COMMON NAME	SIZE
22	KFF	Calamagrostis x acutiflora 'Karl Forster'	Karl Forster Feather Reed Grass	1 Gal.
9	NSG	Panicum virgatum 'Northwind'	Northwind Switch Grass	1 Gal.
11	BOH	Hydrangea paniculata 'Bobo'	Bobo Hydrangea	5 Gal.
10	SDD	Hemerocallis 'Stella de' Oro	Stella de Oro Daylily	1 Gal.
9	LSB	Rudbeckia speciosa (fulgida) var. sullivantii	Snowy Black Eyed Susan	1 Gal.
3	GGR	Gerwat geranium	Rozanne	1 Gal.
5	PPC	Heuchara micrantha	Palace Purple Coral Bell	1 Gal.



LANDSCAPE NOTES

1. ALL PLANT MATERIAL SHALL BE HARDY TO THE ZONE IT IS BEING PLANTED IN. ALL TREES AND SHRUBS ARE TO BE BALLED AND BURLAPED UNLESS OTHERWISE NOTED AND SHALL BE GROWN IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE LATEST EDITION OF AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY AMERICANHORT.
2. PLANT SIZES CALLED OUT ON THIS PLAN ARE THE MINIMUM SIZE REQUIRED. PLANTS WHICH FAIL TO MEET THE SIZES LISTED, SHALL BE REJECTED AT THE EXPENSE OF THE CONTRACTOR.
3. CONTRACTOR MUST VERIFY ALL MATERIAL QUANTITIES AS DEPICTED ON THE DRAWING. THE PLANT LIST PROVIDED ON THIS PLAN IS FOR CONVENIENCE ONLY.
4. SUBSTITUTIONS MAY NOT BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT/DESIGNER.
5. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE AGENCIES AND UTILITY LOCATORS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOT BEGIN ANY WORK ON-SITE UNTIL ALL UTILITIES HAVE BEEN LOCATED. CONTRACTOR SHALL OBTAIN "AS-BUILT" PLANS FOR ALL IRRIGATION AND LIGHTING PRIOR TO CONSTRUCTION.
6. CONTRACTOR IS RESPONSIBLE FOR PROTECTING ALL UTILITIES INCLUDING IRRIGATION AND LIGHTING. ALL DAMAGE SHALL BE REPAIRED TO A NEW CONDITION IN ACCORDANCE WITH ALL CODES AT NO COST TO THE OWNER – SEE NOTE 5.
7. ALL UNSUITABLE MATERIAL (CONCRETE, AGGREGATE STONE, CRUSHED ASPHALT, BRICK ETC.) SHALL BE REMOVED, INCLUDING HAUL OFF, PRIOR TO PLANTING AND SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
8. SOIL MIX PM35 BY MIDWEST TRADING COMPANY OR EQUAL SHALL BE ROTOTILLED INTO ALL PERENNIAL AND ANNUAL PLANTING BEDS PRIOR TO THE INSTALLATION OF THE PLANT MATERIAL. A SLOW RELEASE, GRANULAR FERTILIZER SHALL BE APPLIED TO ALL ANNUAL AND PERENNIAL PLANTING BEDS AT THE RECOMMENDED RATE, AND SHALL BE ROTOTILLED IN WITH THE ABOVE SOIL MIXTURE BEFORE THE PLANT MATERIAL IS INSTALLED.
9. CONTRACTOR TO PROVIDE THOROUGH INITIAL WATERING OF ALL PLANTINGS WITHIN 12 HOURS OF INSTALLATION TO ENSURE ALL AIR POCKETS HAVE BEEN REMOVED AROUND ROOT BALL.
10. ALL PLANT BED AREAS ARE TO BE MULCHED WITH 3" OF DOUBLE SHREDDED HARDWOOD MULCH AND SHALL BE SEPARATED WITH A SPADE EDGE ALONG PERIMETERS ADJACENT TO TURF AREAS. FINAL GRADE (AFTER SETTLING) SHALL BE 1" BELOW ADJACENT CURBS.
11. ALL TURF AREAS ARE TO BE A MINIMUM OF A FIVE WAY BLUEGRASS BLEND, UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE FOR WATERING ALL INSTALLED TURF AREAS UNTIL TIME OF KNITTING. IF TURF SEED AND SOD OCCUR ON THE SAME PROJECT, CONTRACTOR SHALL VERIFY AND USE SEED MIXTURES TO MATCH SOD.
12. AREAS TO BE SODDED SHALL BE WITH AN "APPROVED TURFGRASS SOD" OF PREMIUM GRADE. SOD SHALL BE A 5 WAY BLEND OF IMPROVED KENTUCKY BLUEGRASS VARIETIES THAT HAS BEEN GROWN LOCALLY TO THE PROJECT SITE. SOD MUST BE MATURED FOR 2 FULL GROWING SEASONS PRIOR TO HARVEST CUTTING AND BE HEALTHY WITH WELL ESTABLISHED ROOTS. SOD SHALL BE FREE OF DISEASE, INSECTS AND DEBRIS. SOD SHALL BE UNIFORM IN LEAF COLOR, TEXTURE, AND DENSITY. SOD SHALL BE DELIVERED, INSTALLED, AND WATERED WITHIN 24 HOURS OF HARVEST IN WHICH TEMPERATURES DO NOT EXCEED 90 DEGREES (F) NOR LESS THAN 55 DEGREES (F). SOD SHALL BE MACHINE-CUT AT A MINIMUM UNIFORM SOIL THICKNESS (1.5" OF SOD IS DESIRED) BUT SOD THICKNESS SHALL BE A THICKNESS NECESSARY FOR PLANT VIABILITY. SOD SHALL BE LAID IN STAGGERED STRAIGHT LINES, TIGHTLY AGAINST EACH OTHER WITHOUT STRETCHING OR OVERLAPPING. SOD STAKES SHALL USED ON ALL SLOPES 4:1 OR GREATER.
13. CONTRACTOR SHALL REPAIR ALL DISTURBED AREAS (INTENDED OR UNINTENDED) AT A MINIMUM, TO THE ORIGINAL CONDITION UNLESS OTHERWISE NOTED.
14. THE EXISTING PLANT MATERIAL SHOWN ON THIS PLAN IS INTENDED SOLELY TO IDENTIFY THEM AS OBSERVED IN THE FIELD. THIS PLAN DOES NOT MAKE ANY CLAIMS ABOUT THE CONDITION OR SAFETY OF ANY OF THE PLANT MATERIAL DESCRIBED HEREIN OR OBSERVED IN THE FIELD.
15. ALL TRANSPLANTED PLANT MATERIAL MUST BE INSTALLED IMMEDIATELY UPON EXTRACTION FROM IT'S ORIGINAL LOCATION, UNLESS SPECIFIC ARRANGEMENTS HAVE BEEN MADE WITH THE LANDSCAPE ARCHITECT/DESIGNER. SHOULD IT BECOME UNREASONABLE TO TRANSPLANT ANY OF THE PLANT MATERIAL AS DESCRIBED IN THIS PLAN, DUE TO SITE CONSTRAINTS OR OTHERWISE, CONTRACTOR IS RESPONSIBLE FOR CONTACTING LANDSCAPE ARCHITECT/DESIGNER TO MAKE ALTERNATIVE ARRANGEMENTS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE HEALTH AND VIABILITY OF THE PROPOSED PLANT MATERIAL INCLUDING WATERING, PROTECTION FROM PHYSICAL DAMAGE FROM THE TIME PLANT IS SELECTED THROUGH IT'S INSTALLATION.
17. CONTRACTOR IS RESPONSIBLE FOR ALL PLANT MATERIAL REMAINING PLUMB UNTIL THE END OF THE GUARANTEE PERIOD. PLANTS MAY NOT BE STAKED UNLESS APPROVED BY THE LANDSCAPE ARCHITECT/DESIGNER.
18. CONTRACTOR TO GUARANTEE PLANT MATERIAL AND LABOR FOR A MINIMUM OF ONE YEAR FROM THE TIME OF INSTALLATION.
19. THE CONTRACTOR IS RESPONSIBLE FOR BECOMING FAMILIAR WITH AND ABIDING BY THE LANDSCAPE ORDINANCES FOR THE SPECIFIC JURISDICTION IN WHICH THE WORK IS TAKING PLACE.
20. BIDDERS SHALL BE RESPONSIBLE FOR EXAMINING THE SITE, PRIOR TO PREPARING BID, TO BECOME FAMILIAR WITH THE SPECIFIC SITE CONSTRAINTS.
21. ALL EXISTING ON-SITE PLANT MATERIAL NOT EFFECTED BY CONSTRUCTION OR THE PROPOSED LANDSCAPE, SHALL BE BE PROTECTED AS PART OF THIS PLAN. EXISTING LANDSCAPE IN AREAS OF CONSTRUCTION AND PROPOSED LANDSCAPE SHALL BE REMOVED AS PART OF THIS PLAN.
22. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY FOR THE COMPLETION OF ALL THE ITEMS SHOWN ON THE PLANS.
23. IF IRRIGATION IS DEEMED NECESSARY, THE DESIGN AND INSTALLATION OF THE IRRIGATION SYSTEM SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. AN IRRIGATION PLAN ALONG WITH AN AS BUILT OF THE IRRIGATION SYSTEM SHALL BE PREPARED FOR OWNER REVIEW AND APPROVAL. CONTRACTOR SHALL GUARANTEE PERFORMANCE, PARTS, AND LABOR FOR A PERIOD OF 1 YEAR FROM THE DATE OF FINAL APPROVAL.
24. IF EXISTING IRRIGATION IS PRESENT ON SITE, CONTRACTOR SHALL ADJUST, ADD TO, OR SUBTRACT FROM, THE EXISTING IRRIGATION SYSTEM TO ACCOMMODATE ANY PROPOSED ALTERATIONS/ADDITIONS TO THE EXISTING LANDSCAPE. CONTRACTOR SHALL PROVIDE THE OWNER AN AS BUILT OF THE IRRIGATION SYSTEM AND ALL CHANGES TO THE SYSTEM AFFECTED BY THIS PROJECT.
25. PROVIDE TOPSOIL RE-SPREAD PER THE FOLLOWING UNLESS OTHERWISE NOTED:
    A. 4" MINIMUM IN GRASS OR SOD AREAS
    B. 6" MINIMUM IN PLANTING AREAS
    C. 12" MINIMUM IN LANDSCAPE ISLANDS

GENERAL NOTES:
1. THESE PLANS ARE BASED ON THE BOUNDARY AND TOPOGRAPHIC SURVEY (SURVEY PROJECT #11-20134-20 DATED 03/30/20) PREPARED BY: GENTILE AND ASSOCIATES, INC. 550 E. ST. CHARLES PLACE, LOMBARD, ILLINOIS 60148 (630) 916-6262
2. PRIOR TO CONSTRUCTION, CONTRACTOR TO CONTACT THE DESIGN ENGINEER AND ARCHITECT TO VERIFY THAT THEY ARE WORKING FROM THE MOST CURRENT SET OF PLANS AND SPECIFICATIONS.

ON SITE PARKING DATA

PROPOSED REGULAR SPACES	45
PROPOSED ADA ACCESSIBLE SPACES	2
PROPOSED TOTAL SPACES	47
EXISTING REGULAR SPACES	49
EXISTING ADA ACCESSIBLE SPACES	2
EXISTING TOTAL SPACES	51

REQUIRED SPACES = 1 SPACE/2.5 SEATS OR 1 SPACE/100 S.F., WHICHEVER IS GREATER, THEREFORE 167 SEATS/2.5 = 66.8 OR 67 REQUIRED PARKING STALLS

PROPOSED 47 SPACES < REQUIRED 67 SPACES

SITE DATA

LOT AREA	= 39,396 S.F. (0.90 AC.)
PROPOSED BUILDING AREA	= 5,674 S.F.
PROPOSED BUILDING SEATING =	167

SHRUB PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.

PERENNIAL PLANTING DETAIL
NOT TO SCALE. USE ONLY ZONE HARDY PLANT MATERIAL.

Call Before You Dig
JULIE
Simply Call 811

LANDSCAPE PLAN DESIGNED BY
DAN OLSON, ISA CERTIFIED ARBORIST

20 0 10 20 40 80

LANDSCAPE PLAN

NO.	REVISIONS	DATE

Prepared for:
McDonald's
711 Jorie Blvd., 3rd Floor
Oak Brook, IL 60523

Prepared by:
WatSmark Engineering

CHECKED BY: D. OLSON
DESIGN BY: K. SACK
DRAWN BY: K. SACK
DATE: 07/27/2020

L-1

LC #124-

j:\dwgs\20jobs\20003\2020-07-27_20003_Site Plan.dwg, Landscape Plan (L-1)

Attachment: EXHIBIT - Site Plan (2020-104 : 1576 N Rand Road - SU Amendment VAR)

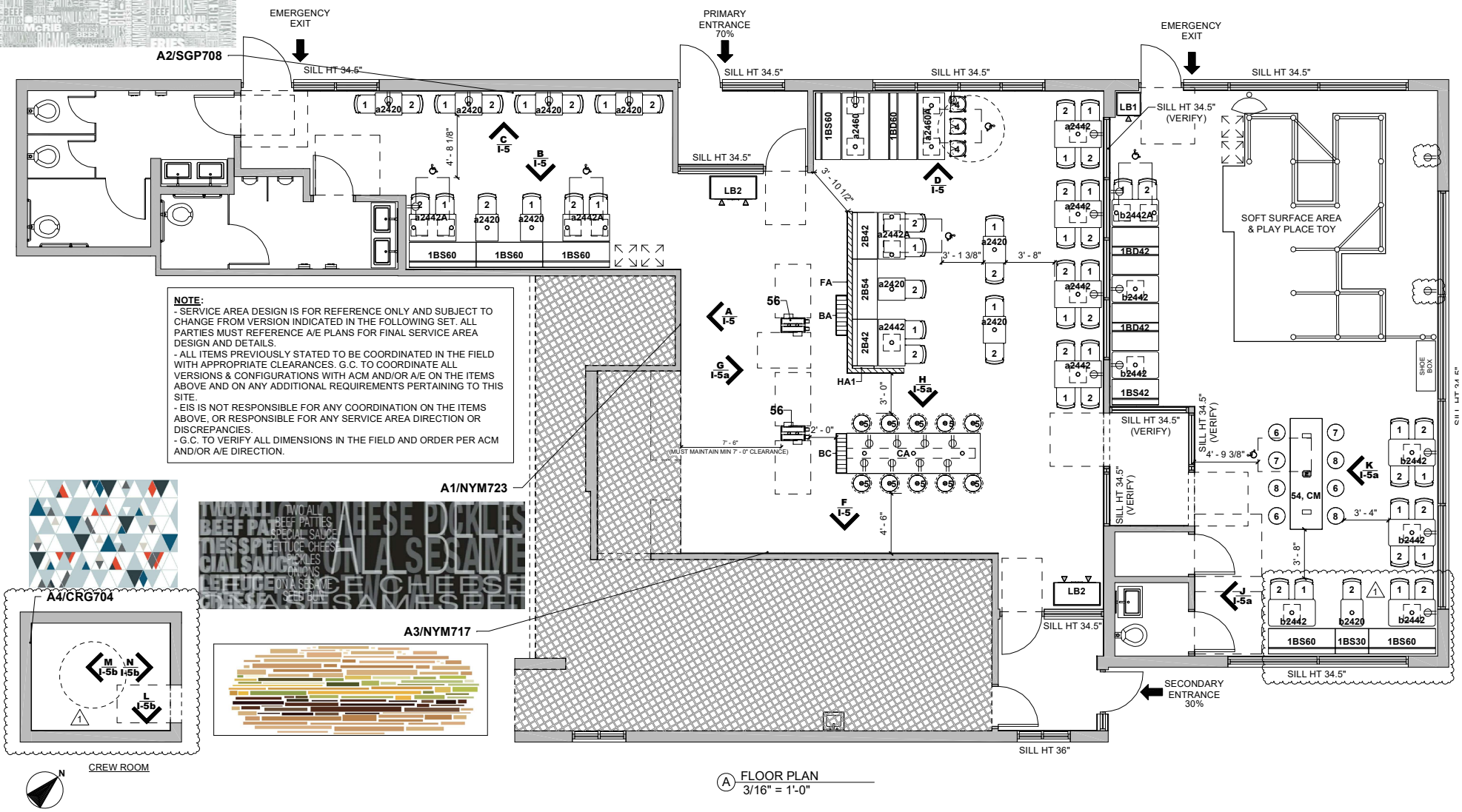
NOTE:
- DUE TO CONSTRUCTION OF THE SEATING STRUCTURES, EIS REQUIRES THAT ALL WINDOW SILLS BE FLUSH WITH THE FINISHED WALL
- THIS DRAWING SET IS PROPRIETARY TO EIS. ANY UNAUTHORIZED USE OR REPRODUCTION IS STRICTLY PROHIBITED.
- EIS WILL NOT BE HELD LIABLE FOR NON-EIS ITEMS THE CUSTOMER PURCHASED AND DO NOT FIT IN THE INTENDED SPACE.

FLOOR PLAN KEY

- EIS HALF WALL/FILLER PANEL
- INDICATES GRAIN DIRECTION
- ELECTRICAL OUTLET
- HIGH CHAIR
- WHEELCHAIR ACCESSIBLE
- ALL ITEMS AND FINISHES PER A/E DRAWINGS
- ELECTRICAL BY G.C.

MAIN DINING SEATING RATIO: 2.5	SEATS:	TABLES:
ONES:	10	10
TWOS:	18	9
THREES:	0	0
FOUR	32	8
FIVES & UP:	12	2
	4 5% W.C. ACCESSIBLE	
PERCENTAGE OF SEATS LOST:	26%	
EXISTING SEAT COUNT:	97	

MAIN DINING SEATING RATIO: 2.4	SEATS:	TABLES:
ONES:	8	8
TWOS:	2	1
THREES:	0	0
FOUR	28	7
FIVES & UP:	0	0
	2 5% W.C. ACCESSIBLE	
PERCENTAGE OF SEATS LOST:	0%	
EXISTING SEAT COUNT:	0	



NOTE:
- SERVICE AREA DESIGN IS FOR REFERENCE ONLY AND SUBJECT TO CHANGE FROM VERSION INDICATED IN THE FOLLOWING SET. ALL PARTIES MUST REFERENCE A/E PLANS FOR FINAL SERVICE AREA DESIGN AND DETAILS.
- ALL ITEMS PREVIOUSLY STATED TO BE COORDINATED IN THE FIELD WITH APPROPRIATE CLEARANCES. G.C. TO COORDINATE ALL VERSIONS & CONFIGURATIONS WITH ACM AND/OR A/E ON THE ITEMS ABOVE AND ON ANY ADDITIONAL REQUIREMENTS PERTAINING TO THIS SITE.
- EIS IS NOT RESPONSIBLE FOR ANY COORDINATION ON THE ITEMS ABOVE, OR RESPONSIBLE FOR ANY SERVICE AREA DIRECTION OR DISCREPANCIES.
- G.C. TO VERIFY ALL DIMENSIONS IN THE FIELD AND ORDER PER ACM AND/OR A/E DIRECTION.

Ⓐ FLOOR PLAN
3/16" = 1'-0"

EIS

1575 N Rand Rd | Palatine, IL | Site ID: 12-0265 | National Number: 3755
RMM: Christopher Nikodem | PM: Bennet Emrich | Design: Rachel Pollex | CAD: DP | Job #: 114428 | Portfolio: Remix A

REV	DATE	BY	DESCRIPTION
	06/30/20	RP	Permit Set Created/Kiosk Review Approval
	07/23/20	RP/KP	Bid Set Created
1	09/18/20	RP	Revision to Bid Set: Playplace, Crew Room

BID SET
NOT FOR CONSTRUCTION

Attachment: EXHIBIT - Floor Plan (2020-104 : 1576 N Rand Road - SU Amendment VAR)

Watermark Engineering RESOURCES

September 9, 2020

Planning and Zoning Department
200 E. Wood Street
Palatine, IL 60067

Re: Project Description
McDonald's-1576 Rand Road
Palatine, IL 60067

Planning and Zoning Department,

The project description below is being submitted as a part of the Special Use Amendment application.

Project Description:

The proposed project seeks to remodel the existing McDonald's restaurant located at 1576 Rand Road. This includes both interior and exterior modifications to the building as well as minor site work. Work to the exterior of the building will include a freezer/cooler addition, McDonald's PlayPlace addition, constructing multiple brand walls, and painting of the existing materials to match. Internally, décor will be refreshed, new seating will be installed, and bathrooms will be updated for ADA compliance. The site work will consist of updating the existing double drive-through to McDonald's current standards and prototypes, ADA sidewalks and parking stalls, and refreshing the landscape.

The hours of operation at this McDonald's location will be open 24 hours seven days a week. The peak times are typically in the lunch hours between 11:00 A.M. to 1:00 P.M. This McDonald's location on any given shift will usually have between 10-12 employees for an approximate total of 36 employees.

Sincerely,

Kenneth Sack

Kenneth Sack
Project Manager
Watermark Engineering Resources

Attachment: EXHIBIT - Business Plan (2020-104 : 1576 N Rand Road - SU Amendment VAR)

BOUNDARY AND TOPOGRAPHIC SURVEY

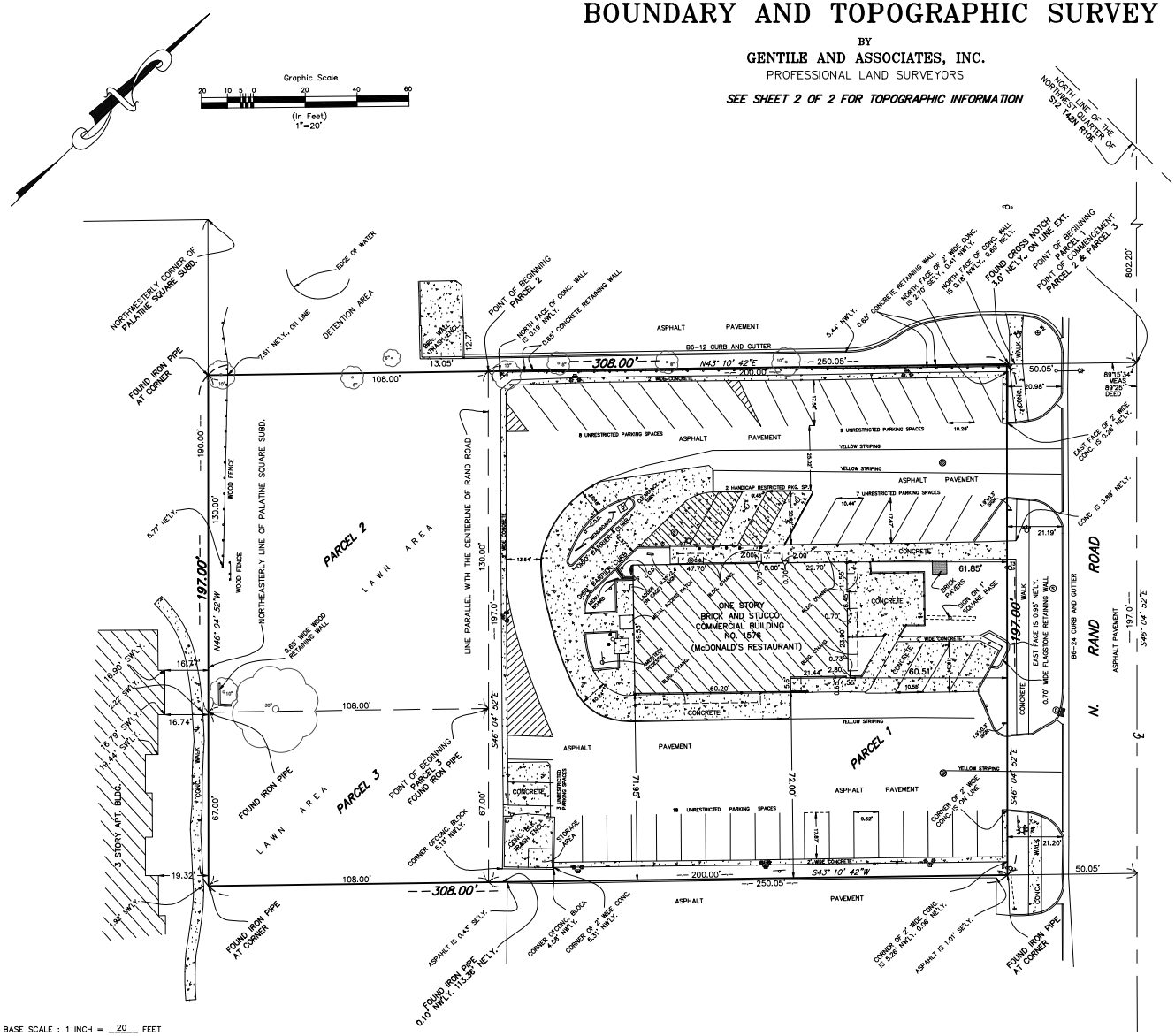
BY

GENTILE AND ASSOCIATES, INC.

PROFESSIONAL LAND SURVEYORS

SEE SHEET 2 OF 2 FOR TOPOGRAPHIC INFORMATION

550 E. ST. CHAR
LOMBARD, ILLINOI
PHONE : (630) 9



PARCEL 1:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 12, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTHWEST OF THE ORIGINAL CENTER LINE OF RAND ROAD DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE ORIGINAL CENTER LINE OF RAND ROAD, 802.20 FEET SOUTHEASTERLY FROM THE INTERSECTION OF SAID ORIGINAL CENTER LINE WITH THE NORTH LINE OF SAID NORTHWEST 1/4, THENCE SOUTHWESTERLY 250.05 FEET ON A LINE MAKING AN AN 89 DEGREES 25 MINUTES TO THE SOUTH WITH THE ORIGINAL CENTERLINE OF RAND ROAD; THENCE SOUTHEASTERLY 197.0 FEET ON A LINE PARALLEL WITH SAID ORIGINAL CENTER LINE TO A POINT 250.05 FEET SOUTHWESTERLY OF THE ORIGINAL CENTER LINE OF RAND ROAD; T NORTHEASTERLY 250.05 FEET TO THE ORIGINAL CENTERLINE OF RAND ROAD; THENCE NORTHWESTERLY ALONG THE ORIGINAL CENTER LINE RAND ROAD 197.0 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

CONTAINING: 39,396.71 Sq Ft (0.90 Ac.)

PARCEL 2:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 12, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTHWEST OF THE ORIGINAL CENTER LINE OF RAND ROAD DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE CENTERLINE OF RAND ROAD, 802.20 FEET SOUTHEASTERLY FROM THE INTERSECTION OF SAID CENTERLIN RAND ROAD WITH THE NORTH LINE OF SAID NORTHWEST QUARTER; THENCE SOUTHWESTERLY ALONG A LINE FORMING AN ANGLE OF (DEED DEGREES, 25 MINUTES, MEASURED ANGLE FROM SOUTHEAST TO SOUTHWEST 89 DEGREES, 15 MINUTES, 34 SECONDS, A DISTANCE OF 250. FEET TO THE POINT OF BEGINNING; THENCE SOUTHEASTERLY 130.00 FEET ON A LINE PARALLEL WITH SAID CENTERLINE OF RAND ROAD; T SOUTHWESTERLY 108.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF PALATINE SQUARE SUBDIVISION DOCUMENT 24058442 SAID P BEING 190.00 FEET SOUTHEASTERLY OF THE NORTHWESTERLY CORNER OF SAID PALATINE SQUARE SUBDIVISION; THENCE NORTHWESTERLY THE AFOREMENTIONED PALATINE SQUARE SUBDIVISION 130.00 FEET TO A POINT; THENCE NORTHEASTERLY 108.00 FEET TO THE POINT OF BEGINNING.

CONTAINING:14,038.83 Sq Ft (0.32 Ac.)

PARCEL 3:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 12, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTHWEST OF THE ORIGINAL CENTER LINE OF RAND ROAD DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE CENTERLINE OF RAND ROAD, 802.20 FEET SOUTHEASTERLY FROM THE INTERSECTION OF SAID CENTERLIN RAND ROAD WITH THE NORTH LINE OF SAID NORTHWEST QUARTER; THENCE SOUTHWESTERLY ALONG A LINE FORMING AN ANGLE OF (DEED DEGREES, 25 MINUTES, MEASURED ANGLE FROM SOUTHEAST TO SOUTHWEST 89 DEGREES, 15 MINUTES, 34 SECONDS, A DISTANCE OF 250. FEET; THENCE SOUTHEASTERLY 130.00 FEET ON A LINE PARALLEL WITH SAID CENTERLINE OF RAND ROAD TO THE POINT OF BEGINNING; T SOUTHWESTERLY 108.00 FEET TO A POINT ON THE NORTHEASTERLY LINE OF PALATINE SQUARE SUBDIVISION, DOCUMENT 24058442, SAID P BEING 190.00 FEET SOUTHEASTERLY OF THE NORTHWESTERLY CORNER OF SAID PALATINE SQUARE SUBDIVISION; THENCE SOUTHEASTERLY THE NORTHEASTERLY LINE OF SAID SUBDIVISION AFORESAID 67.00 FEET TO A POINT; THENCE NORTHEASTERLY 108.00 FEET TO A POINT C LINE PARALLEL WITH THE CENTER LINE OF RAND ROAD, DISTANT 197.00 FEET SOUTHEASTERLY FROM THE AFOREMENTIONED ANGLE LINE; T NORTHWESTERLY ALONG SAID PARALLEL LINE 67.00 FEET TO THE POINT OF BEGINNING.

CONTAINING:7,235.40 Sq Ft (0.17 Ac.)

PROPERTY COMMONLY KNOWN AS: 1576 N. RAND ROAD, PALATINE, ILLINOIS.

LEGEND

- TREE WITH TRUNK DIAM. SIZE
- ELECTRIC METER
- GAS METER
- UTILITY POLE
- UTILITY POLE (NO. OF TRANSFORMERS)
- UTILITY POLE (WITH DROP)
- "GUY" ANCHOR W/ WIRE
- LIGHT POLES
- SIGN POST
- WATER SHUTOFF VALVE WITH 8" CASING
- FIRE HYDRANT
- WATER SERVICE SHUTOFF VALVE
- CLOSED COVER DRAINAGE STRUCTURE
- OPEN COVER DRAINAGE STRUCTURE
- CURB INLET/CATCH BASIN
- SANITARY SEWER MANHOLE
- BOLLARD

SURVEYOR'S NOTES:

THE LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN HEREON ARE BASED ON ABOVE GROUND STRUCTURES, RECORDS PROVIDED SURVEYOR AND FIELD MARKINGS ON SITE. LOCATIONS OF UNDERGROUND UTILITIES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE ANY EXCAVATION BEGINS ALL UTILITY COMPANIES SERVING THE PROPERTY SHOULD BE CONTACTED FOR VERIFICATION OF FIELD LOCATION.

EXCEPT AS SPECIFICALLY STATED OR SHOWN ON THIS PLAT, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY OF THE FOLLOWING WHICH MAY BE APPLICABLE TO THE SUBJECT REAL ESTATE: EASEMENTS OTHER THAN POSSIBLE EASEMENTS WHICH WERE VISIBLE AT THE TIME OF MAKING OF THIS SURVEY; BUILDING SETBACK LINES, RESTRICTIVE COVENANTS; SUBDIVISION RESTRICTIONS; ZONING OR OTHER LAND-USE REGULATIONS, AND ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

STATE OF ILLINOIS S.S.
COUNTY OF DuPAGE

WE, GENTILE AND ASSOCIATES, INC., HEREBY CERTIFY THAT A SUR BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY SHO HEREON FOR THE DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDA REQUIREMENTS FOR A BOUNDARY AND TOPOGRAPHIC SURVEY.

MARCH 30, A.D. 20

BY : Joseph F. Gentile

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2020
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.0028

JOSEPH F. GENTILE 2925 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LOMBARD, IL

BASE SCALE : 1 INCH = 20 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF
ORDERED BY : WATERMARK ENGINEERING RESOURCES
DRAWN BY : VAF
CHECKED BY : JFG
SURVEYED BY : RWG

COMPARE ALL POINTS BEFORE BUILDING BY SAME AND AT ONCE REPORT ANY DIFFERENCE. FOR BUILDING LINE AND OTHER RESTRICTIONS NOT SHOWN HEREON REFER TO YOUR ABSTRACT DEED, CONTRACT AND ZONING ORDINANCE.

ORDER NO. 11-20134-20

SHEET 1 OF 2

LC# 12-0265 (1576 N. RAND ROAD, PALATINE)

Attachment: Plat of Survey (2020-104 : 1576 N Rand Road - SU Amendment VAR)

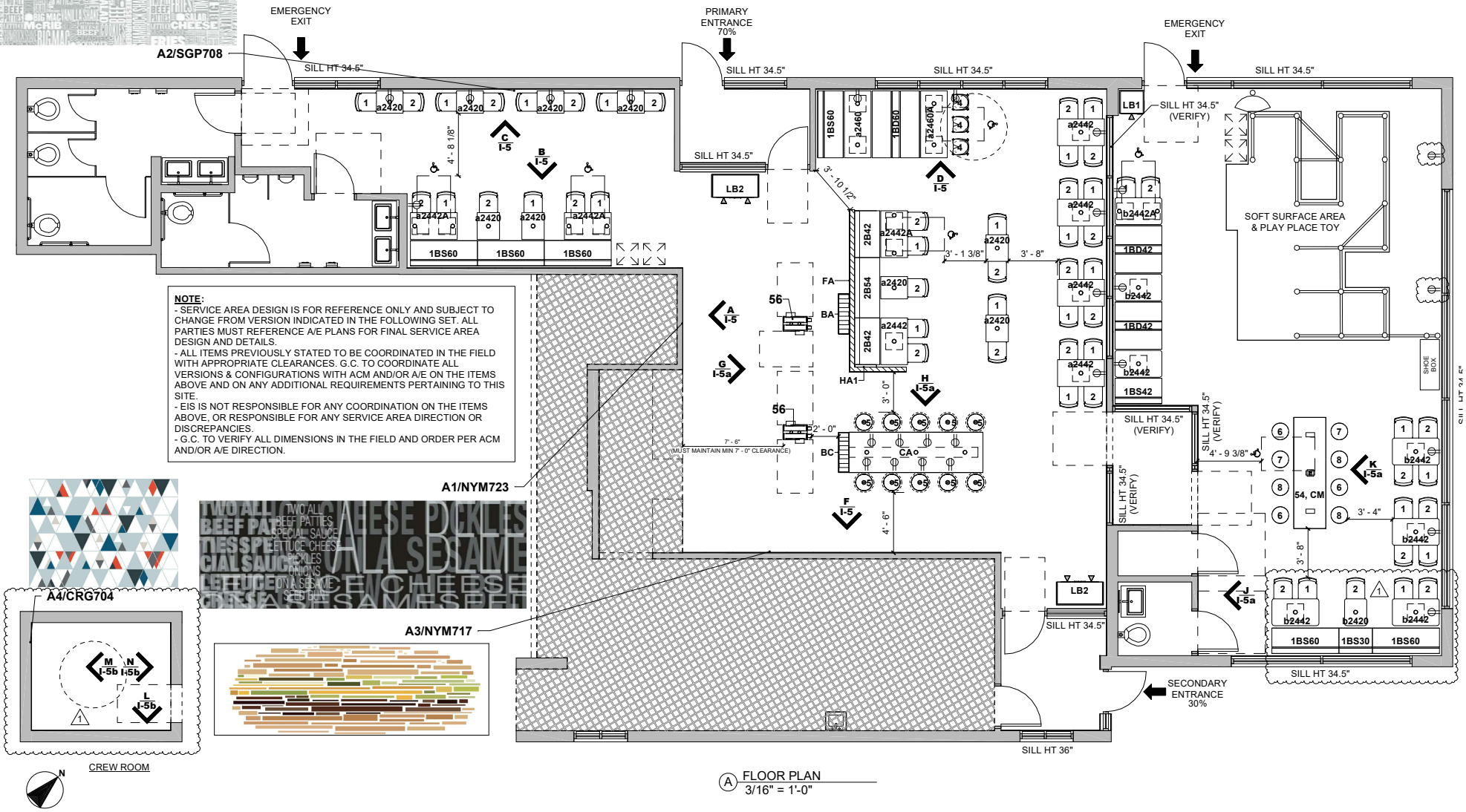
NOTE:
- DUE TO CONSTRUCTION OF THE SEATING STRUCTURES, EIS REQUIRES THAT ALL WINDOW SILLS BE FLUSH WITH THE FINISHED WALL
- THIS DRAWING SET IS PROPRIETARY TO EIS. ANY UNAUTHORIZED USE OR REPRODUCTION IS STRICTLY PROHIBITED.
- EIS WILL NOT BE HELD LIABLE FOR NON-EIS ITEMS THE CUSTOMER PURCHASED AND DO NOT FIT IN THE INTENDED SPACE.

FLOOR PLAN KEY

- EIS HALF WALL/FILLER PANEL
- INDICATES GRAIN DIRECTION
- ELECTRICAL OUTLET
- HIGH CHAIR
- WHEELCHAIR ACCESSIBLE
- ALL ITEMS AND FINISHES PER A/E DRAWINGS
- ELECTRICAL BY G.C.

MAIN DINING SEATING RATIO: 2.5	SEATS:	TABLES:
ONES:	10	10
TWOS:	18	9
THREES:	0	0
FOUR	32	8
FIVES & UP:	12	2
	4 5% W.C. ACCESSIBLE	
PERCENTAGE OF SEATS LOST:	26%	
EXISTING SEAT COUNT:	97	

MAIN DINING SEATING RATIO: 2.4	SEATS:	TABLES:
ONES:	8	8
TWOS:	2	1
THREES:	0	0
FOUR	28	7
FIVES & UP:	0	0
	2 5% W.C. ACCESSIBLE	
PERCENTAGE OF SEATS LOST:	0%	
EXISTING SEAT COUNT:	0	



Ⓐ FLOOR PLAN
3/16" = 1'-0"

Attachment: Floor Plan (2020-104 : 1576 N Rand Road - SU Amendment VAR)

EIS

1575 N Rand Rd | Palatine, IL | Site ID: 12-0265 | National Number: 3755
RMM: Christopher Nikodem | PM: Bennet Emrich | Design: Rachel Pollex | CAD: DP | Job #: 114428 | Portfolio: Remix A

REV	DATE	BY	DESCRIPTION
	06/30/20	RP	Permit Set Created/Kiosk Review Approval
	07/23/20	RP/KP	Bid Set Created
1	09/18/20	RP	Revision to Bid Set: Playplace, Crew Room

BID SET
NOT FOR CONSTRUCTION

VILLAGE OF PALATINE

SPECIAL USE & VARIATION APPLICATION

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

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

date received

Background Information

PETITIONER(S) Joe Minorik	**Business Name (if applicable)** McDonald's
Subject Property Address 1576 North Rand Road	
AUTHORIZED AGENT (if applicable)	**Business Name (if applicable)**
Address	City/State/Zip Code

Telephone	Fax	Email

Relationship to Petitioner (contractor, architect, etc.)

TYPE OF APPLICATION (check one)

☐ Special Use ■ Special Use Amendment ■ Variation Building Setback and Parking Spaces

Existing Zoning District	Existing Land Use	Proposed Land Use
B-5 Highway Business District	McDonald's Restaurant	McDonald's Restaurant

Generally describe your request:

Request special and use to upgrade the existing McDonald's building with a PlayPlace addition and new freezer/cooler. Also request variation for relief for building setback along Rand Road along and parking spaces. Improvements include upgrading the existing double drive-through lane system with a new double drive-through lane system, ADA and site improvements, and update site landscaping accordingly.

Attachment: Application (2020-104 : 1576 N Rand Road - SU Amendment VAR)

PALATINE

SPECIAL USE

Required Materials

- Filing Fee of $ 898.00
- Application Form
- Plat of Survey (must show all current improvements and be sealed by an Illinois certified surveyor)
- Site Plan & Floor plan (dimension, location, and setbacks of all existing and proposed buildings) – **one 11x17 copy each, electronic version preferred**
- Real Estate Interest Disclosure Form (see attached)
- Proof of Ownership or Lease (e.g. Title Insurance Policy, Deed, or Purchase Contract)
- Business Plan (if applicable; including, but not limited to nature of business, hours of operation, number of employees, and menu)

Additional Materials (as required by the Village)

- ☐ Elevation Plan (front, side, and rear elevations of a proposed building), and/or Floor Plan (proposed interior layout) – **one 11x17 copy of each plan, electronic versions preferred**
- ☐ Engineering Plans (must indicate existing conditions, topography, storm water management, tree preservation, utility connections, detention calculations, and a cost estimate)
- ☐ Photographs (e.g. ground-level or aerials)
- ☐ Other materials as deemed necessary by the Village

Petitioner Justification

The Petitioner is required to present specific evidence related to each of the following standards to justify the request (paraphrased from Section 14.05 of the Palatine Zoning Ordinance). Answer the items below and attach a separate sheet if necessary. ***If you are applying for a Variation only, you do not need to answer these items.***

1. The use is deemed necessary for the public convenience at that location

The existing McDonald's has been operating at this location for many years and would like to upgrade, modernize, and become a more efficient business in the community. With the above mentioned, it is McDonald's objective to remain a pillar in the community by providing efficient service as well as provide a valuable family destination for the community for years to come.

2. The use is designed, located, and proposed to be operated that the public health, safety and welfare will be protected

The proposed improvements to the property will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare. The proposed improvements are intended to efficiently and effectively serve customers without sacrificing safety.

3. The use will not cause substantial injury to nearby property values

The proposed improvements represent a significant reinvestment in the property and should not be injurous to the use or enjoyment of other property in the immediate vicinity, nor substantially diminish or impair property values within the neighborhood.

4. With respect to live entertainment uses, the use shall not:
   a. Produce noise levels so great as to constitute an unreasonable interference for persons outside the confines of the establishment
   b. Impose undue health, sanitation or safety burdens on the village
   c. Create excessive demands on the Village of Palatine Police Department
   d. Be of a nature otherwise prohibited by law or village ordinance
5. For fence standards, see Section 14.05 of the Palatine Zoning Ordinance

Duly noted.

Attachment: Application (2020-104 : 1576 N Rand Road - SU Amendment VAR)

VILLAGE OF PALATINE

VARIATION

Required Materials

- ■ Filing Fee of $ 898.00
- □ Application Form
- □ Plat of Survey (must show all current improvements and be sealed by an Illinois certified surveyor)
- □ Site Plan & Floor plan (dimension, location, and setbacks of all existing and proposed buildings) – **one 11x17 copy each, electronic version preferred**
- □ Real Estate Interest Disclosure Form (see attached)
- □ Proof of Ownership or Lease (e.g. Title Insurance Policy, Deed, or Purchase Contract)

Additional Materials (as required by the Village)

- □ Elevation Plan (front, side, and rear elevations of a proposed building), and/or Floor Plan (proposed interior layout) – **one 11x17 copy of each plan, electronic versions preferred**
- □ Engineering Plans (must indicate existing conditions, topography, storm water management, tree preservation, utility connections, detention calculations, and a cost estimate)
- □ Photographs (e.g. ground-level or aerials)
- □ Other materials as deemed necessary by the Village

Petitioner Justification

The Petitioner is required to present specific evidence related to each of the following standards to justify the request (paraphrased from Section 14.03 of the Palatine Zoning Ordinance). Answer the items below and attach a separate sheet if necessary. ***If you are applying for a Special Use only, you do not need to answer these items.***

1. That the property cannot yield a reasonable return if used only under the conditions allowed by the regulations governing the zoning district in which it is located

The most feasible space available and visibility for the PlayPlace addition is in the front of the store along Rand Road. PlayPlace visibility from Rand Road is of utmost importance as it is McDonald's objective to remain a pillar in the community by providing efficient service as well as provide a valuable family destination for the community for years to come. The proposed number of parking spaces with respect to the site modifications and building efficiencies are sufficient to sustain business and customer satisfaction.

2. That the plight of the owner is due to unique circumstances

The plight of the owner is unique in the fact that the size and configuration of the site will not support the nature of the project. The most feasible space available and visibility for the PlayPlace addition is in the front of the store along Rand Road.

3. That the variation, if granted, will not alter the essential character of the locality

The existing McDonald's has been operating at this location for many years and would like to upgrade, modernize, and become a more efficient business in the community. The proposed improvements represent a significant reinvestment and stability in the community and will not impair property values within the neighborhood..

4. In order to supplement the above standards, the Zoning Board of Appeals may also consider the following:
   a. The particular surroundings, shape, or topographical conditions of the property
   b. A unique hardship for the property not generally applicable to other properties in the same zoning district
   c. The request is not based on a desire to make more money out of the property
   d. The petitioner has not created the alleged hardship for the property
   e. The request will not be detrimental to the public welfare or other properties in the neighborhood
   f. The request will not impair the supply of light and air to adjacent properties, substantially increase the danger of fire, endanger the public safety, or substantially diminish or impair neighboring property values

Duly noted.

Attachment: Application (2020-104 : 1576 N Rand Road - SU Amendment VAR)

PUBLIC NOTICE
A public hearing will be held before the Palatine Zoning Board of Appeals on Tuesday, December 1, 2020 at 7:00 PM, in the Village Council Chambers in the Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:
Special Use Amendment to ordinance #O-31-94 to permit a restaurant expansion pursuant to Section 14.05 (b) of the Village of Palatine Zoning Ordinance
Variation to permit an addition to be set back 36 feet from the front lot line instead of the minimum required 40 feet pursuant to Section 11.06 (h)(1) of the Village of Palatine Zoning Ordinance.
Variation to permit 47 parking spaces instead of the minimum required 56 parking spaces pursuant to Section 7.03 (b) (1) of the Village of Palatine Zoning Ordinance.
The property is commonly known as 1576 N. Rand Road (02-12-100-032).
The Petitioners are proposing to build a 1,500 square foot addition onto the existing McDonald's Restaurant.
The above petition has been filed by Joe Minorik, McDonald's USA, LLC and is available for examination in the office of the Village Clerk, 200 E. Wood Street.
FILE #: 20-59
VILLAGE OF PALATINE
Jan Wood, Chair
Palatine Zoning Board of Appeals
DATED: This 16th day of November, 2020
Published in Daily Herald November 16, 2020 (4554285)

CERTIFICATE OF PUBLICATION
Paddock Publications, Inc.

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 **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomery Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlake Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hollow St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette
County(ies) of Cook, Kane, Lake, McHenry
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 of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/16/2020 in said 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 Raltz
Authorized Agent

Control # 4554285

Attachment: Public Notice (2020-104 : 1576 N Rand Road - SU Amendment VAR)

5. 1576 N. Rand Road

Notice was published in the Daily Herald on November 16, 2020 and mailed to the owners of the surrounding properties.

Petitioner's Exhibits:

1. Application for Special Use and Variation
2. Proof of Ownership
3. Plat of Survey
4. Site Plans
5. Elevations
6. Floor Plan
7. Business Plan
8. Public Notice

Sworn in petitioner: Mr. Joe Minorik area construction manager
Kenneth Sak Watermark Engineering

Mr. Minorik explained the proposal includes remodeling the exterior and interior of the facility. He explained they proposed a new play place addition that requires setback relief. He explained they are asking for a variance at 36 ft. instead of the required 40ft. Mr. Minorik stated the drive thru is reconfigured similar to existing. He explained the second variance is for parking relief for 47 stalls instated of 56 to accommodate the play place and the cooler.

Mr. Pirog asked if the main reason they are in front of the board is for the play place or the drive thru.
Ms. Bremanis explained they are adding the play place, which removes the parking spaces requiring the parking variation.

Mr. Sak explained there are only 2 stalls being removed for the play place and 1 at upper left corner. He stated they are moving the transformer and moved a stall to accommodate a new transformer.

Mr. Pirog asked if the play place is fenced in.
Ms. Bremanis explained it is indoor.
Mr. Minorik explained the reason for encroachment is to allow spacing of tables.

Ms. Wood asked if there are changes to the drive thru.
Mr. Minorik explained it will change slightly to accommodate the freezer box.
Ms. Bremanis stated they currently have the 2-lane drive thru and the proposed will meet code.
Mr. Sak stated they will install new menu boards and upgrade equipment in drive thru to keep up with efficiency.

Mr. Dittrich asked if they can provide analytics to show 75% of business is in drive thru.

Attachment: Draft ZBA Minutes 12-1-20 (2020-104 : 1576 N Rand Road - SU Amendment VAR)

Mr. Minorik stated the dining room has been closed since March. He stated they can provide pre-Covid numbers explaining this info is tracked internally.
Mr. Dittrich asked if staff has confirmed numbers.
Ms. Bremanis answered no.

Ms. Wood pointed out adding the play place would add people staying so it may increase parking need.
Ms. Bremanis explained the added square footage only adds 4 seats.

Discussion on the amount of seating and required parking.

Mr. Minorik explained the parking count stating they have 16,000 stores across the country and the last thing they would like to do is short park their own lot. He stated they have a similar location in Hanover Park, which has less parking so is confident that McDonalds believes there is enough parking.

Ms. Wood asked staff if there are any complaints about parking shortage.
Ms. Bremanis answered no.

Mr. Pirog asked if the play place is new or remodeled.
Mr. Minorik answered it is new.

Ms. Bremanis gave a brief overview stating the property is zoned B5 and was annexed into Village in 1994. She referred to the aerial slide to show neighboring properties with similar setbacks. She spoke to the parking explaining they have the more restrictive requirement being 1 per 100sqft instead calculating based on per seat. Ms. Bremanis stated Community Services, Engineering, Environmental Health, and Fire Prevention, have reviewed the plans and had no issues. She went through slides to show proposed elevations and location of cooler. Ms. Bremanis stated they agreed to additional landscaping along back lot line the runs along an empty lot that would be an improvement for the residents that reside there.

STAFF RECOMMENDATION:

The Petitioner is requesting to expand an existing McDonald's to include an addition on the front of the building for both additional seating and a play place that encroaches 4 feet into the required minimum 40-foot front yard setback. The plans also contemplate an addition onto the rear of the building for a walk-in cooler that meets the required rear yard setback. There are other buildings along this section of Rand Road that provide setbacks between 17' and 32'; therefore, this encroachment should not alter the character of the area. Staff also notes that the existing building, parking, and setbacks were established in unincorporated Cook County and subsequently annexed into the Village. The Subject Lot allows minimal areas for expansion.

Additionally, the expansion will remove 4 existing parking spaces and add 4 additional seats to the total seat count. However, the Petitioner has indicated that

Attachment: Draft ZBA Minutes 12-1-20 (2020-104 : 1576 N Rand Road - SU Amendment VAR)

they are typically 75% drive-thru and are confident that 47 parking spaces will sufficiently handle the parking demand. Therefore, Staff recommends approval of the Special Use Amendment and Variations subject to the following condition:

1. The Special Use Amendment and Variations shall substantially conform to the business operations submitted by the Petitioner dated 9/9/2020, the floor plan prepared by the architect, EIS dated 9/18/20, and site plans prepared by Watermark Engineering dated 10/10/20 attached hereto except as such plans shall be revised to conform to Village Codes and Ordinances.

There were no further questions. The public hearing was closed.

Mr. Cavanaugh made a motion to approve subject staff's conditions; seconded by Ms. Roth-Wurster.

DELIBERATIONS:

Mr. Cavanaugh stated the special use and variation are tied together reviewing an old ordinance to allow change in the floor plan. He stated the play place has no issues and is in line with other business along the corridor. He stated he initially had an issue with the parking but the petitioner is a large corporation and has metrix and ability to study. He stated if they are willing to say most of business is drive thru and can afford to lose the parking spots then it is ok. Mr. Cavanaugh stated it meets the standards.

Ms. Roth-Wurster agreed with Mr. Cavanaugh that the standards have been met. She pointed out McDonalds on Northwest Hwy just came thru and gave similar info. She stated the new design will be good for area.

Ms. Wood stated the restaurant has been there for number of years and there have been no issues according to staff. She stated these are nice improvements but the play place gives pause that may increase customer seating. She stated looking at the trend even pre-Covid is more drive thru. Ms. Wood spoke to the standards and stated this will not alter essential character.

Ms. Wood summarized that this request has met the standards and was approved by a vote of 7-1. This item will tentatively go to Village Council on December 14, 2020.

RESULT:	**RECOMMENDED TO APPROVE [7 TO 1]**
MOVER:	Kevin Cavanaugh, Commissioner
SECONDER:	Cindy Roth-Wurster, Commissioner
AYES:	Larson, Roth-Wurster, Wood, Luszczak, McGinn, Cavanaugh, Pirog
NAYS:	Dittrich

Attachment: Draft ZBA Minutes 12-1-20 (2020-104 : 1576 N Rand Road - SU Amendment VAR)

Consider an Ordinance Granting Preliminary Planned Development to Permit the Development of Two Warehouse/Office Buildings on a Single Zoning Lot for the Properties at 200, 300, and 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (former Weber Stephen Facility)

BACKGROUND:

The Petitioners are proposing to redevelop the approximate 25-acre former Weber Stephen property at Sellstrom Drive and Daniels Road into two new warehouse/office buildings. Therefore, the Petitioners are requesting approval of the following:

> **Preliminary Planned Development to permit a 2-lot manufacturing development for two new warehouse/office buildings**

KEY ISSUES:

- The Subject Property (approximately 25-acres) is zoned Manufacturing and was originally subdivided, as part of Arthur T. McIntosh's & CO.'s Palatine light industrial district in 1951 and served as a manufacturing and distribution location for Weber Stephen Products for many years.

- The Petitioner, Midwest Industrial Funds, is a private industrial real estate developer, property owner, and manager in the Chicago Area and is proposing to redevelop the former Weber property with two warehouse/office buildings. The development includes associated exterior truck docks between the buildings and two passenger vehicle parking lots.

- The Petitioner has indicated that will ultimately be seeking the Village's support for their pursuit of a Cook County 6b classification. They have provided attached materials that outline their desire to obtain a 6b classification and its related impact on their proposed redevelopment project. A formal request seeking the Council's approval of a 6b resolution of support would be considered in conjunction with their request for Final Planned Development approval.

Zoning and Site Design:

- In its current configuration, the Subject Property contains 10 parcels and 3 manufacturing buildings. Access to the site comes from Sellstrom Drive, which also exits from and terminates at a signalized intersection at Hicks Road. Weber's previous long-term use of the site included manufacturing, distribution, and a retail component.

- The proposed Site Plan contemplates two office/warehouse buildings, with a north-south orientation on the site. Per Code, any petition for two buildings on one zoning lot requires Planned Development review.

- Per the site plan, there are two passenger vehicle parking lots, west of the western building and east of the eastern building. Exterior truck docks are located in between the two buildings in the interior of the site.

- Access into the site is through a 30-foot access road on the south side of the property and a secondary 25-foot access on the north side of the property. Truck access will only come from the southern access road and the secondary access achieves compliance with the Fire Department's requirement for clear access to all sides of the buildings.

- As required by Code, the site plan contemplates an emergency (Palatine Fire or Police) only access on the west side of the property. This access will be screened, under gated control, and not available for any access or use outside of the instance of an emergency. It is required due to the square footage of the buildings, as indicated Fire Code requirements.

- The following table summarizes the bulk standards of the existing and proposed buildings:

	Existing - former Weber property	**Proposed**
Building square footage and FAR **(proposed)**:	(1) 298,802 (western) (2) 40,439 (northwest) (3) 96,173 (southeast)	**275,388 (west) -** 14.42-acres; 43.8% (70% is maximum) **153,043 (east) -** 10.96-acres; **32.07%**
Number of buildings:	3	**2**
Number of truck docks:	25 total (eastern side of main building - 200 E. Daniels Road)	**32 (+ 10 future) - west 28 – east = 70**
Building height: ****** The proposed building heights comply with the maximum allowed in the M district (4-stories; 60 feet) & maximum abutting SFR (3-stories; 45 feet) - also cannot exceed 1/3 setback to residential property	22 feet - approximately	**West building - 37 feet 3 inches (majority of bldg.) and 40 feet 3 inches - office parapet Eastern - 37 feet to 45 feet 4 inches - office parapet**
Western building setback (west) to Oak Street properties:	62 feet	**122 feet (including a 50-foot buffer yard, with berm)**
Eastern building setback (north) to railroad ROW	20 feet	**66 feet 3 inches**

Total building square footage	435,414 square feet	**428,431 square feet**

Architecture:

- The building elevation materials are glass and stained precast concrete. The plans indicate that each building can accommodate 1-4 tenants. The elevations vary the façade panels along the expanse of the exterior sides of the buildings. The western wall of the existing building is 864 feet along the S. Oak Street elevation and the proposed is approximately 866 feet.

- There are glassed entrances and elevations at the office areas (peripheries) of both buildings and at the mid-building areas of the exterior sides (Oak Street and Sellstrom Drive) of each building.

- The bulk standard (setbacks, height, and FAR) all comply with the Zoning Ordinance requirements for Manufacturing zoned properties.

Landscaping and screening:

- In addition to parkway trees, parking lot and island landscaping, the Zoning Ordinance requires a 50-foot buffer area for all manufacturing properties, within 200 feet of any residential land. This applies to the western (along S. Oak Street) and northern (south of the 100-foot railroad right-of-way) portions of the site

- The S. Oak Street properties are buffered with a 50-foot wide buffer area utilizing an elevated berm for screening. The buffer area includes a combination of installed 8-foot evergreens (60), deciduous shade trees (14), additional ornamental trees, large and dwarf deciduous shrubs and a combination of ornamental grasses.

- A 50-foot landscaped berm is also required on the northern property line, as the residential properties along Parallel Street are approximately 102 feet from the northern property line. The 100-foot Chicago and Northwestern Railway ROW separates the Subject Property from the residentially zoned area.

- Within the ROW, there are numerous mature trees. The existing building (northeastern Weber building) is approximately 20 feet from the property line. In its existing condition, the existing property does not provide a 50-foot buffer area on the north side of the property and is non-conforming and there is a chain link fence with barbed wire on the property line.

- The proposed eastern building will be setback 66 feet from the property line. In lieu of a 50-foot buffer area on the north side of the property, the plans indicate a 14.5-foot (western 890 feet) to 33-foot (eastern 582 feet) buffer area, with 100 8-

foot evergreen trees. The dimensional difference between buffer widths relates to a railroad easement from the Subject Property.

- Additionally, the plans were revised to include an 8-foot solid fence/screening wall in addition to the 8-foot tall evergreens, along the truck dock access drive - approximately 420 linear feet - (this would block the further block the noise and headlights from trucks driving north to access the docks). Also, a similar 8-foot solid fence/screening wall is planned for the eastern passenger vehicle parking lot - approximately 270 feet (this would prevent headlights from glaring north).

- The existing mature trees throughout both sides of the ROW are also maintained and in addition to the proposed landscaping and screening plan. The cross section indicates that the railroad ROW is 4-5 feet higher than the residential properties.

- The Zoning Ordinance requires the perpetual maintenance of this buffer area for the life of the development. This includes maintaining the amount of landscaping within the buffer area and replacing and damaged or dead landscaping.

- The proposed landscaping and screening on the west side of the property comply with the required 50-foot bermed buffer area and nearly double the setback of the existing building to 122 feet.

- The buffer area on the north side of the property increases from the existing conditions to a width of 14.5 feet to 33 feet and includes 8-foot fence along the truck and vehicle traffic areas adjacent to the buffer area. There is also 100-feet of railroad ROW separating the residential properties along E. Parallel Street from the site. Additionally, there is existing mature landscaping with the railroad ROW in addition to the proposed. The expanded buffer area on the north side of the property will greatly increase the existing onsite landscaping. The initial plans indicated an 8-foot screening fence (along the truck and eastern parking lot activity areas). In response to the resident question at the Public Hearing, the Petitioner indicated that the 8-foot fence would be extended another 130-feet to the east. With the landscaping and an extended fencing, it will be an improvement from the existing circumstances.

Engineering:

- The Subject Property is fully developed and an active manufacturing use for many years. Utilities and infrastructure exist throughout the site.

- Within the site, the preliminary engineering plans propose to manage stormwater, through four detention basins. The engineering plans increase the capacity of the detention basin in the northwest corner of the site (Detention Basin “A”) and lower it by approximately 6 feet. Starting at Daniels Road on the west side of the

property, stormwater will be directed north to Basin A and then conveyed east along the northern property line, ultimately discharging south from the site and east to Salt Creek through a 60-inch storm sewer.

- Basin A will also accept stormwater from S. Oak Street and assist with flooding issues in the area. Finally, an existing stone box culvert in the railroad ROW, will be maintained and reconnected to Basin A. This will assist with stormwater constraints upstream and to the north of the railroad ROW.
- South of Daniels Road, the grade and swale will be refined and re-stablished to convey stormwater east to Detention Basin C, ultimately to discharge from the site and reach Salt Creek. Detention Basin B, between the truck docks captures stormwater coming from the building and docks through 12-inch storm sewers and conveys the water through an underdrain, north to the culvert on the north side of the property and exiting the site to Salt Creek.
- The sanitary sewer discharges west from the site and ultimately connects to a 60-inch MWRD interceptor heading south along S. Plum Grove Road.
- The Village Engineer has initially accepted, with conditions of review, the preliminary engineering plans. The proposed stormwater management plans improve the flooding issues in the area and renew the previously existing grades to convey stormwater to Salt Creek.
- The preliminary engineering plans will not only address existing stormwater issues on the subject property, but will also further mitigate and improve off-site flooding and upstream issues in the area.

Traffic Analysis:

- The Subject Property derives its access from Sellstrom Drive (Village ROW), through a signalized intersection at S. Hicks Road, which connects north to Northwest Highway (IDOT ROW) and south to Illinois Avenue (Village ROW).
- KLOA completed a Traffic Impact Study (TIS) as part of the Preliminary Planned Development application.
- Northwest Highway (U.S. Route 14) is a northwest-southeast minor arterial roadway and is identified as a Class II truck route. Its 2017 AADT (annual average daily traffic) volume of 25,200 vehicles west of Hicks Road and 19,000 vehicles east of Hicks Road. Hicks Road (IDOT ROW) is a north-south, major collector roadway, which provides two through lanes in each direction. Hicks Road carries AADT volume of 11,500 vehicles (2018 IDOT).
- E. Helen Road (Village ROW) is a local east-west roadway, with a posted limit of

25 miles per hour. It is designated as a Class III truck route from Oak Street through Hicks Road. It provides truck access to the nine manufacturing zoned properties with frontage and access to E. Helen Road.

- The TIS indicates that the southern access drive will serve both truck and passenger vehicles and the northern access drive will primarily serve passenger vehicles. Further, it anticipates a direction distribution of 25% heading westbound on Northwest Highway, 45% eastbound on Northwest Highway, 20% south on S. Hicks Road, and 10% east on Illinois Avenue.

- The study concludes that there is capacity within the existing roadway system has "…sufficient reserve capacity to accommodate the development-generated traffic…"

- Staff requested a further evaluation for E. Helen Road to include an analysis regarding any impact from the development. The addendum includes this analysis and reviewed potential traffic calming measures along E. Helen Road. Its findings conclude that there would be low volume generation to E. Helen Road and notes that the current truck restrictions west of Oak Street on E. Helen Road prevent truck access from using E. Helen Road. As a condition of the proposed Ordinance, the Final Engineering plans require the submission of a traffic calming design for review and consideration by the Village.

<u>Questions raised at the Plan Commission meeting and Petitioner responses provided:</u>

- There were several resident from the Circle Park condominiums (northwest of the Subject Property – across the railroad ROW) and S. Oak Street (west of the Subject Property) who raised stormwater concerns at the meeting. The Circle Park residents were seeking corrective action for their stormwater management. As Circle Park was developed in the later 1950's, it was constructed without any detention requirements. While it is upstream and tributary (through an unmaintained existing culvert in the railroad ROW), to the detention basin on the Weber property, any stormwater improvements to Circle Park are outside of the required scope of the Subject engineering improvements.

- Staff has been in contact with the Circle Park representatives and is prepared to further discuss their questions and provide some initial technical assistance. This will include a recommendation to engage a civil consultant to review the existing circumstances and potential private solutions for their development.

- Nevertheless, the Petitioner's engineer submitted a supplemental response to the concerns raised at the Plan Commission meeting including the following:

- The existing issues to the culvert in the railroad ROW will be corrected, with the end of the culvert to be repaired and the section leading to the detention pond on the Weber property redone and corrected. This will allow the detention basin to accept water from properties north of the site, including Circle Park.
- The existing detention basin on the Subject Property will be greatly enhanced and its capacity increased tenfold. This will significantly enhance the stormwater circumstances in the area. The new design will also send stormwater to the east and away from Oak Street and will likely correct many of the existing issues experienced along Oak Street.

- There was also a resident at 325 E. Parallel Street that raised noise generation and dock activity concerns at the Public Hearing. In response to those questions, the Petitioner reviewed the circumstances and indicated that the 8-foot fence would be extended approximately 130 feet to the east to provide further screening. Also, the Petitioner revised the project narrative confirmed that the docking systems on the buildings will be substantially enclosed, with the dock seal securing to the building and closely fitting around the trailer when docking. This will allow all loading and unloading to occur from within the buildings.

- A resident along S. Oak Street also questioned about the impact of headlights and noise activities from the western parking lot. The proposed plans indicate both a 50-foot buffer yard placed upon a berm, with the parking lots being 5 feet below the berm and the proposed landscaping (including installed 8-foot evergreens) being placed on top of the berm. The Petitioner also confirmed that the only door access on the west side is the glass door office access to the building.

- The Subject Property is zoned for manufacturing uses and was consistently operating within those requirements, since, at least, the later 1950's. The initial subdivision envisioned its use to involve light industrial uses starting in 1951. The proposed redevelopment of the property conforms to the Future Land Use recommendation for manufacturing use of the property. The proposed site development and architectural plans conform to all of the Manufacturing district requirements and bulk standards.

ALTERNATIVES:

1. Approve the Preliminary Planned Development to allow for two new warehouse/office buildings on the former Weber Property at Sellstrom Drive and Daniels Road.
2. Do not approve the Preliminary Planned Development to allow for two new warehouse/office buildings on the former Weber Property at Sellstrom Drive and

Daniels Road.

RECOMMENDATIONS:

Public Hearing:	Plan Commission – December 8, 2020
Residents testifying:	5 – questions and concerns about off-site stormwater impact, lighting levels, storm water detention improvements, noise and headlight impact from the development. Also, there was expressed support for redevelopment of the properties and the stormwater improvements to the area.
Vote:	The Plan Commission voted 8-0 to approve the requested development, subject to Staff's conditions. Staff concurs with this recommendation, including the proposed extension of the 8-foot fence along the northern property line.

ACTION REQUIRED:
A motion to approve the Preliminary Planned Development to permit the development of two new warehouse/office buildings on one zoning lot at 200 E. Daniels Road, 300 E. Daniels Road, 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive.

ATTACHMENTS:

- Aerial map
- ORD PPD former Weber property Sellstrom - Daniels
- PPD ORD - Legal Description
- Architectural site plan
- Preliminary Site Improvement Plans
- Cross Section Exhibits
- Preliminary architectural elevations
- Preliminary architectural rendering elevation
- Revised preliminary landscaping plans
- Traffic Impact Study
- E Helen Road Traffic Evaluation
- Preliminary Plat of Subdivision
- Preliminary Plat of Subdivision
- ALTA survey
- Plat of Survey
- Preliminary Planned Development application
- Site lighting narrative
- Petitioner justification - northern buffer relief

- Project Narrative.revised.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING
- Screening Response.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION
- Dock Seal Exhibit - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISION MEETING
- Stormwater response.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING
- Pages from 02-STM-MEMO-07012020 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING
- Petitioner - 12-9-20 email to extend northern fence approx 130 feet east
- Objection email
- 6B Request for Former Weber Site - Rev
- 12-08-20 PC Minutes
- Public Notice

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

Village of Palatine GIS Viewer - MIF PI

Attachment: Aerial map (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

ORDINANCE NO. _____

AN ORDINANCE GRANTING
PREMLIMINARY PLANNED DEVELOPMENT APPROVAL FOR
200 E. DANIELS ROAD, 300 E. DANIELS ROAD, 350 E. DANIELS ROAD, 200 S. HICKS ROAD, AND I S. SELLSTRON DRIVE

WHEREAS, upon petition of owners of said property, a Public Hearing was held by the Plan Commission of the Village of Palatine on December 8, 2020 and in accordance with the Zoning Ordinance of the Village of Palatine, in such case made and provided, and said Plan Commission, having made its findings in a report to the Mayor and Village Council of the Village of Palatine regarding a request for a Preliminary Planned Development to permit a 2-lot warehouse/office buildings development :

SEE ATTACHMENT – LEGAL DESCRIPTION:

PIN #: 02-23-114-010, 02-23-114-021, 02-23-114-022, 02-23-114-034, 02-23-114-035, 02-23-114-036, 02-23-114-037, 02-23-114-038, and 02-23-114-039

NOW, THEREFORE, 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 Preliminary Planned Development to permit a 2-lot warehouse/office buildings is hereby granted, subject to the following conditions:**

1. **The development shall substantially conform to the Preliminary Site Improvement Plans prepared by Spaceco Engineering Inc., dated 09/03/2020, last revised 10/22/2020, the Cross Section Exhibit prepared by Spaceco Engineering Inc., dated 10/13/20, the Architectural Site Plan prepared by Harris Architects, Inc. dated 07/07/2020, last revised 10/23/2020, Preliminary Architectural Elevations prepared by Harris Architects, Inc., dated 07/07/2020, last revised on 08/31/2020, the Preliminary Conceptual Architectural Rendering Elevation prepared by Harris Architects, Inc., KLOA Traffic Impact Study (dated June 30,2020), KLOA Helen Road Traffic Evaluation (dated November 30, 2020), revised project narrative and supplemental Plan Commission response information submitted by the Petitioner, and the Preliminary Landscaping Plans prepared by IRG Group, Inc., dated 07/08/2020, last revised on 12/01/20 except as such plans may be revised to conform to Village Codes and Ordinances.**

2. **The Final Engineering Plans and stormwater report, including the televising of the storm sewer, shall be revised in a manner acceptable to the Village Engineer. The revisions shall also include a traffic calming engineering design along E. Helen Road at Oak or Benton Streets and submitted for Village review and consideration.**

3. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**

4. **Uses and all performance standards shall be governed by the Manufacturing district use lists in the Palatine Zoning Ordinance and Village Code. Sign plans shall follow the Manufacturing district sign regulations.**

5. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**

6. **As a component of the Final Planned Development, a Planned Development letter of credit in an amount acceptable to the Village Council shall be submitted in a manner acceptable to the Director of Planning and Zoning.**

7. **A Public Improvement Letter of Credit shall be submitted to insure the completion of all public improvements, as defined within the Village Code, for an amount of 115% of the approved EEOC, along with a cash bond of 10% for the required one-year maintenance period.**

8. **The final landscape plan and screening plans shall be revised in a manner acceptable to the Director of Planning and Zoning and shall include additional landscaping around Detention Basin B to further screen the truck activities in the eastern building.**

9. **The final fencing/screening plan along the northern property line (proximate to the truck docks in the middle of the site and eastern parking lot) shall be revised in an manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks driving north between the buildings and headlight sweeps along the eastern parking lot. The would include the extension of the 8-foot approximately 130 feet east, for the fencing on the north side of the property.**

10. **The final photometric and lighting plan shall be revised in a manner acceptable to the Village Engineer. Light shields shall be required for all lights proximate to residential properties, at the determination of the Village Engineer.**

11. **The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.**

12. **MWRD/WMO, IEPA, and CCDD report, NCS& W permit shall be submitted in a manner acceptable to the Village Engineer.**

13. **The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.**

14. **The Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer and Director of Planning and Zoning. All utilities shall be owned and maintained by the property owner. This shall be noted on the plat, along with the statement that the Village shall have the right, but not the obligation, to enter the site to repair a utility and change the property owner for the repair costs.**

15. **Cross access easements, declarations and a Reciprocal Easement Agreement for the entire property governing the maintenance of access points, stormwater areas and any other common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer as part of the Final Planned Development application process.**

16. **A Plat of Vacation for the portion of Sellstrom Drive adjoined with the Subject Property shall be submitted in a manner acceptable to the Village Engineer. If required, a Plat of Easement Vacation shall be submitted in a manner acceptable to the Village Engineer and Village Attorney, as part of the Final Planned Development application process.**

17. **The monotony code shall apply to all building elevations:**
    Sec. 6-42.1 Exterior Building Design: When rear and side elevations are visible from public streets or neighboring properties, exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.

18. **The final dumpster locations and required screening materials shall be submitted in compliance with Village Code, pursuant to Sec. 6-42.2 Screening: (a)**

    Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screens should be designed to be compatible with the architectural character of the development. Trash screens shall also meet the requirements of Chapter 12 of this code. These screens shall be

Attachment: ORD PPD former Weber property Sellstrom - Daniels (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom

constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors, as part of the Final Planned Development application process. The final locations could also require the submission of a revised auto-turn, in a manner acceptable to the Director of Fire Prevention.

19. All rooftop equipment shall be screened in compliance with Code:
(b) Roof-top equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and acoustically screened on all sides. Design and detail of such screening on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design with the major portions of the building.

20. As part of the Final Planned Development and pursuant to the revised project narrative, the Petitioner shall submit the proposed business and operations' plans (identified tenants) for Staff review for compliance with the manufacturing use list and standards.

<u>SECTION 2:</u> That the petition for preliminary and final planned development, a copy of the public notice, be attached hereto and form a part of this ordinance.

<u>SECTION 3:</u> This ordinance shall be in full force and effect upon passage and approval as provided by law.

PASSED: This ____day of _____, 2020

AYES:_____ NAYS:_____ ABSENT:_____ PASS:_____

APPROVED by me this _____day of _____, 2020

_____
Mayor of the Village of Palatine

ATTESTED and FILED in the office of the Village Clerk

this _____day of _____, 2020

_____
Village Clerk

Attachment: ORD PPD former Weber property Sellstrom - Daniels (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom

EXHIBIT A

DESCRIPTION OF LAND

PARCEL 1:

LOTS 1 AND 2 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

EXCEPTING THEREFROM THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407.0 FEET NORTH OF THE SOUTH WEST CORNER THEREOF; THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10.0 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY ON A CURVE CONVEX TO THE NORTH EAST HAVING A RADIUS OF 399.27 FEET AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.0 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE, 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST 316 FEET OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT (HEREINAFTER REFERRED TO AS "INDUSTRIAL DISTRICT"), BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;

ALSO EXCEPTING THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 316 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1 AS A PLACE OF BEGINNING; THENCE NORTH A DISTANCE OF 220 FEET; THENCE WEST A DISTANCE OF 84 FEET; THENCE SOUTH A DISTANCE OF 220 FEET; THENCE EAST A DISTANCE OF 84 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 400 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 220 FEET FOR A PLACE OF BEGINNING; THENCE EAST 84 FEET; THENCE NORTH 60 FEET TO THE NORTH LINE; THENCE NORTHWESTERLY ALONG THE NORTH LINE 90 FEET TO THE WEST LINE; THENCE SOUTH ALONG THE WEST LINE TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407 FEET NORTH OF THE SOUTHWEST CORNER THEREOF, THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWEST ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET, AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MC INTOSH AND CO'S LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PARCEL 2A:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 2 AS CREATED BY THE AGREEMENT RECORDED AS DOCUMENT NUMBER 17679047 FOR THE PURPOSE OF A PRIVATE ROADWAY FOR INGRESS AND EGRESS.

PARCEL 3:

THE EAST 400 FEET OF LOT 1, EXCEPTING THEREFROM THE SOUTH 407.00 FEET THEREOF, IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3A:

GRANT OF EASEMENT DATED JULY 9, 1985 AND RECORDED JULY 9, 1985 AS DOCUMENT 85094933 MADE BY ABERDEEN PROPERTIES, INC. TO CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1985 AND KNOWN AS TRUST NUMBER 1087094 AND INDUSTRIAL MOLDED PRODUCTS CO., INC., FOR ROADWAY PURPOSES BY ALL

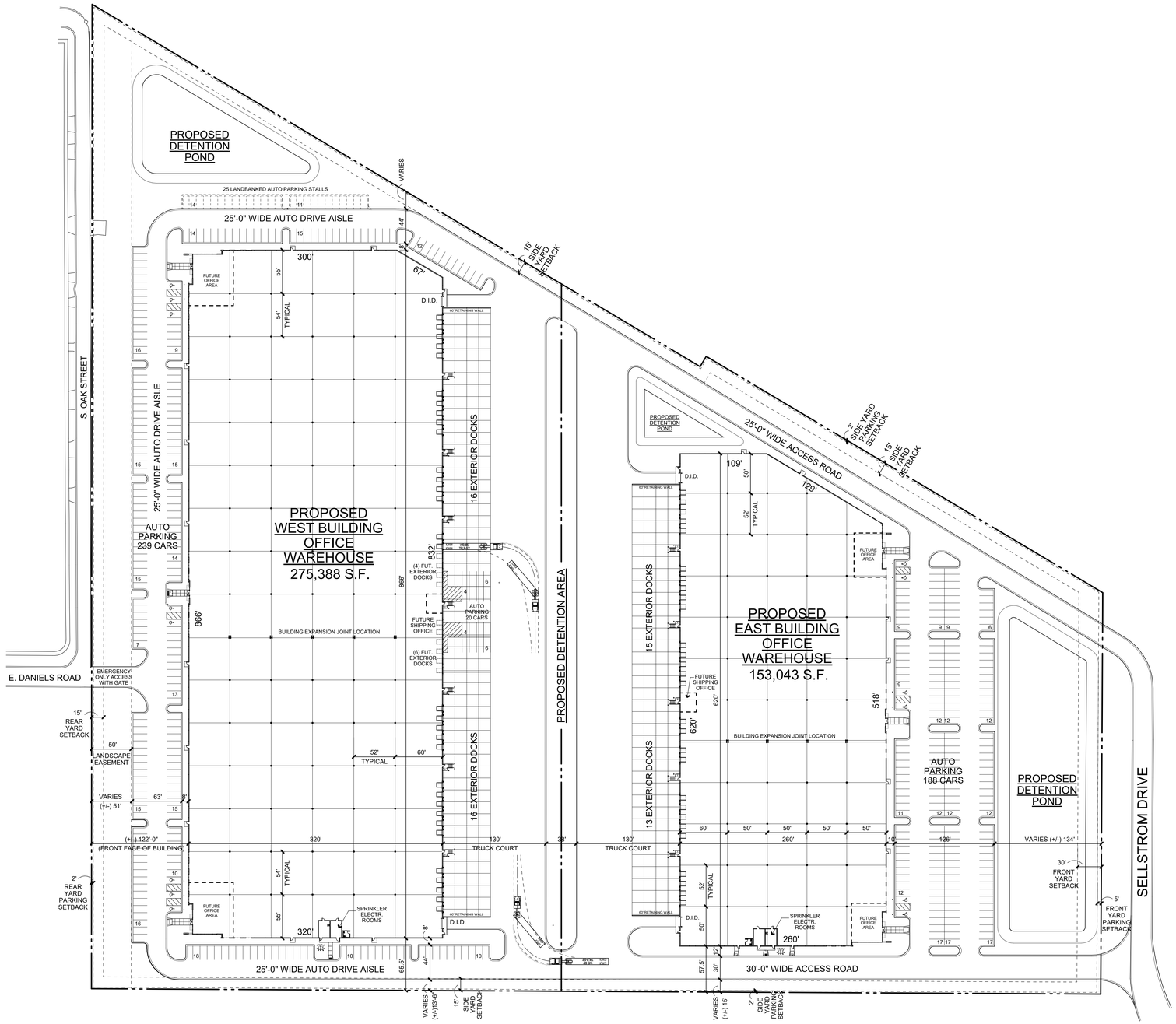
Attachment: PPD ORD - Legal Description (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

FORMS OF VEHICULAR AND PEDESTRIAN TRAFFIC OVER THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON A LINE 407 FEET NORTH OF THE SOUTH LINE OF LOT 1 AND 400 FEET WEST OF THE EAST LINE; THENCE SOUTH A DISTANCE OF 60 FEET TO A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT AFORESAID; THENCE EAST ALONG SAID LAST DESCRIBED LINE A DISTANCE OF 400 FEET; THENCE NORTH 60 FEET TO THE SOUTH EAST CORNER OF PARCEL 1; THENCE WEST ALONG THE SOUTH LINE OF PARCEL 3 A DISTANCE OF 400 FEET TO THE POINT OF BEGINNING.

Attachment: PPD ORD - Legal Description (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)



PROJECT SITE PLAN

SCALE: 1" = 60'-0"

1 / A1.0

NORTH

GENERAL SITE NOTES:

1. SEE CIVIL ENGINEERING DRAWINGS FOR OTHER NOTES AND DETAILS.
2. ALL DIMENSIONS ARE FROM BACK OF CURB OR BUILDING UNLESS NOTED OTHERWISE.
3. SEE CIVL ENGINEERING DRAWINGS FOR EXTENT OF SITE DEMOLITION WORK.
4. EXACT LOCATION OR PLACEMENT OF NEW BLDG. INDICATED ABOVE SHALL BE DETERMINED BY LAND SURVEYOR HIRED BY G.C. AND SHALL COORDINATE & INFORM THE ARCHITECT OF ANY DISCREPANCY PRIOR TO STARTIG WORK.

BUILDING YARD AND PAVEMENT SETBACK REQUIREMENTS

ZONING - "M" LIGHT MANUFACTURING

LIGHT MANUFACTURING YARD SETBACK REQUIREMENTS	
FRONT YARD BUILDING SETBACK	30'-0"
SIDE YARD BUILDING SETBACK	15'-0"
REAR YARD BUILDING SETBACK	15'-0"

LIGHT MANUFACTURING PAVEMENT SETBACK REQUIREMENTS	
FRONT YARD PAVEMENT SETBACK	5'-0"
SIDE YARD PAVEMENT SETBACK	2'-0"
REAR YARD PAVEMENT SETBACK	2'-0"

SITE DATA FOR EAST BUILDING

TOTAL SITE AREA (±25.39 AC.)	±1,105,841 S.F.
EAST SITE AREA (±10.96 AC.)	±477,212 S.F.
PROPOSED DETENTION	TO BE DETERMINED
BUILDING AREA	
PROPOSED OFFICE AREA (2.0%)	3,060 S.F.
PROPOSED WAREHOUSE AREA	149,983 S.F.
TOTAL BUILDING AREA	153,043 S.F.
EXTERIOR DOCKS	
EXTERIOR DOCKS PROVIDED	28 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS
BUILDING HEIGHT	
BUILDING HEIGHT AT EAST DOCKS	37'-0" A.F.F.
BUILDING HEIGHT AT NORTH/SOUTH OFFICE PERIMETER	43'-0" A.F.F.
GENERAL BUILDING HEIGHT AT OFFICE PARAPET	45'-4" A.F.F.
BUILDING INTERIOR CLEAR HEIGHT	32'-0"
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED	70%
FLOOR AREA RATIO (F.A.R.) PROVIDED	32.07%
CAR PARKING REQUIREMENTS	
OFFICE USE REQUIREMENTS	
1 SPACES FOR EACH 300 S.F. (ASSUME 3,060 S.F.)	11 STALLS
MANUFACTURING, WAREHOUSE AND STORAGE USE REQUIREMENTS	
1 SPACE PER 1,000 S.F. WAREHOUSE GROSS FLOOR AREA (ASSUME 149,983 S.F. REMAINING WAREHOUSE AREA)	150 STALLS
TOTAL CAR PARKING REQUIRED	161 STALLS
CAR PARKING PROVIDED (INCLUDES 6 HC STALLS)	188 STALLS

SITE DATA FOR WEST BUILDING

TOTAL SITE AREA (±25.39 AC.)	±1,105,841 S.F.
WEST SITE AREA (±14.43 AC.)	±628,629 S.F.
PROPOSED DETENTION	TO BE DETERMINED
BUILDING AREA	
PROPOSED OFFICE AREA (2.0%)	5,512 S.F.
PROPOSED WAREHOUSE AREA	269,876 S.F.
TOTAL BUILDING AREA	275,388 S.F.
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED	70%
FLOOR AREA RATIO (F.A.R.) PROVIDED	43.8%
EXTERIOR DOCKS	
EXTERIOR DOCKS PROVIDED	32 DOCKS
FUTURE DOCKS PROVIDED	10 DOCKS
TOTLAL POTENTIAL EXTERIOR DOCKS	42 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS
BUILDING HEIGHT	
BUILDING INTERIOR CLEAR HEIGHT	32'-0"
BUILDING HEIGHT AT EAST DOCK WALL	37'-3" A.F.F.
BUILDING HEIGHT AT NORTH/SOUTH OFFICE PARAPET	40'-3" A.F.F.
BUILDING HEIGHT ALONG NORTH/SOUTH ELEVATION	37'-3" A.F.F.

BUILDING HEIGHT ALONG WEST ELEVATION

PER VILLAGE BUILDING HEIGHTS STANDARDS:
EXCEPT FOR CHIMNEYS, VENTS, FLAG POLES OR COMMUNICATION DEVICES, NO PORTION OF ANY BUILDING OR STRUCTURE SHALL HAVE A VERTICAL DIMENSION FROM GROUND LEVEL TO IT'S HIGHEST POINT GREATER THAN (1/3) THE DISTANCE FROM SAID PORTION OF THE BUILDING TO ANY RESIDENTIAL LAND.

THE DISTANCE FROM THE RESIDENTIAL PROPERTY LINE TO THE WEST BUILDING FACADE IS 122'-0". THEREFORE THE MAXIMUM BUILDING HEIGHT ALONG THIS ELEVATION CAN BE (122'-0" x 0.33 = 40'-3")

PROPOSED BUILDING HEIGHT ALONG WEST ELEVATION	
HEIGHT ALONG MAJORITY OF WEST ELEVATION	37'-3" A.F.F.
HEIGHT AT NORTH/SOUTH OFFICE PARAPET	40'-3" A.F.F.
CAR PARKING REQUIREMENTS	
OFFICE USE REQUIREMENTS	
1 SPACES FOR EACH 300 S.F. (ASSUME 5,512 S.F.)	19 STALLS
MANUFACTURING, WAREHOUSE AND STORAGE USE REQUIREMENTS	
1 SPACE PER 1,000 S.F. WAREHOUSE GROSS FLOOR AREA (ASSUME 270,046 S.F. REMAINING WAREHOUSE AREA)	270 STALLS
TOTAL CAR PARKING REQUIRED	289 STALLS
CAR PARKING PROVIDED (INCLUDES 8 HC STALLS)	259 STALLS
LANDBANKED CAR SPACES PROVIDED	25 STALLS
TOTAL CAR PARKING PARKING	284 STALLS

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

HARRIS ARCHITECTS INC.
4601 EMERSON AVENUE, PALATINE, ILLINOIS 60067-7416 847.303.1155
COPYRIGHT ©2019, BY PATRICK C. HARRIS

PROPOSED OFFICE & WAREHOUSE BUILDINGS AT:
PALATINE CORPRATE CENTER
SELLSTROM DRIVE
PALATINE, ILLINOIS

ISSUED FOR VILLAGE DEVELOPMENT REVIEW	07-07-2020
ISSUED FOR PRELIMINARY BIDS	07-10-2020
RE-ISSUED FOR VILLAGE REVIEW	08-25-2020
RE-ISSUED FOR VILLAGE REVIEW	10-23-2020

PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

SHEET NO.
A1.0
2 OF X SHEETS

Attachment: Architectural site plan (2020-105 ; 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)

PRELIMINARY SITE IMPROVEMENT PLANS
for
PALATINE CORPORATE CENTER

PALATINE, ILLINOIS
PROJECT NO:11061

DEVELOPER
MIDWEST INDUSTRIAL FUNDS
1211 W. 22ND STREET, SUITE 410
OAK BROOK, IL. 60523
PH: 630-230-6354

ARCHITECT
HARRIS ARCHITECTS, INC.
4801 EMERSON AVE #210
PALATINE, IL. 60067
PH: 847-624-7755

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:
COUNTY COOK
CITY, TOWNSHIP PALATINE
SEC. & ¼ SEC. NO. T42N, R10E, S23
48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

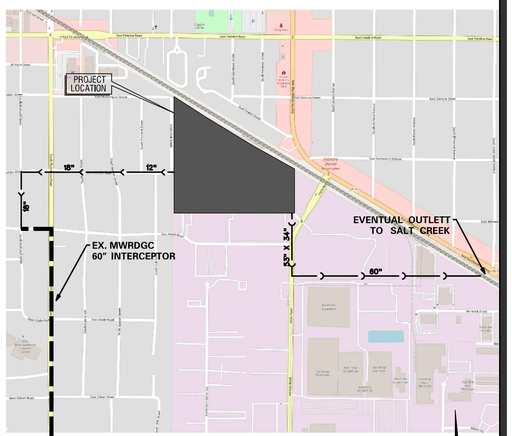
BENCHMARK
ELEVATION:
DESCRIPTION: SEE SHEET GN FOR BENCHMARK INFORMATION

NOTE:
SPACECO, INC. IS TO BE NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO STARTING CONSTRUCTION AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS

INDEX

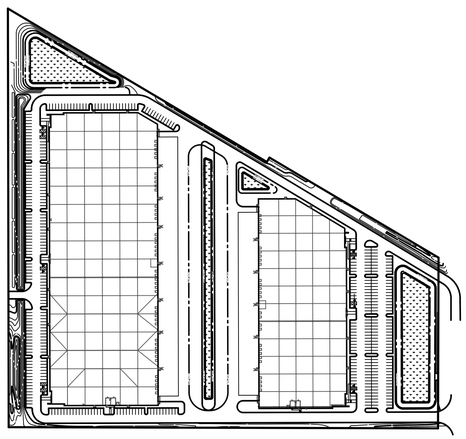
SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	C1	COVER SHEET
2	P-GN	TYPICAL SECTIONS AND GENERAL NOTES
3-4	P-ET1-2	EXISTING CONDITIONS
5	P-OVSP	PRELIMINARY OVERALL SITE PLAN
6	P-GR	PRELIMINARY GRADING PLAN
7	P-UT	PRELIMINARY UTILITY PLAN
8	P-SESC	PRELIMINARY SOIL EROSION AND SEDIMENT CONTROL PLAN

LOCATION MAP
(WITH SEWER MAP)



N.T.S.

KEY MAP



N.T.S.

REVISIONS

ORIGINAL PLAN DATE: JULY 1ST, 2020

#	SHEET #	REMARKS	DATE
1	3,4,5,7	PER VILLAGE COMMENTS	09/03/20
2	ALL	PER VILLAGE COMMENTS	10/22/20

ENGINEER
DANIEL C. STEVENS, P.E.
ILLINOIS REGISTRATION NO.: 062-057634
EXPIRATION DATE: 11/30/2021

PROFESSIONAL DESIGN FIRM NO.: 184-001157
EXPIRATION DATE: 04/30/2021

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE , SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER

10/22/20
DATE

LICENSED PROFESSIONAL ENGINEER DANIEL C. STEVENS NO. 062-057634 ILLINOIS

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

SPACECO INC.

FILENAME: 11061TITLE
DATE: 7/01/20
JOB NO. 11061
SHEET C1
1 OF 8

Attachment: Preliminary Site Improvement Plans (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

GENERAL NOTES

1. REFERENCED CODES

A. ALL PAVEMENT AND STORM SEWER CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (SSRBC), AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS; ADOPTED APRIL 1, 2016 BY ILLINOIS DEPARTMENT OF TRANSPORTATION AND ALL AMENDMENTS THERETO; AND IN ACCORDANCE WITH THE LATEST EDITION OF THE CODE OF THE MUNICIPALITY; EXCEPT AS MODIFIED HEREIN. IN CASE OF CONFLICT, MUNICIPAL CODE SHALL TAKE PRECEDENCE.

B. ALL SANITARY SEWER AND WATERMAIN CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS. PUBLISHED JANUARY 2014, AND IN ACCORDANCE WITH THE CODE OF THE MUNICIPALITY; EXCEPT AS MODIFIED HEREIN OR BY ANY PUBLIC AGENCY PERMITS ISSUED FOR THIS WORK. IN CASE OF CONFLICT, THE MORE RESTRICTIVE PROVISIONS SHALL APPLY.

C. ALL SIDEWALK AND PUBLIC AREAS MUST BE CONSTRUCTED IN ACCORDANCE WITH CURRENT ADA, ILLINOIS HANDICAP ACCESSIBILITY AND ANY APPLICABLE LOCAL ORDINANCES. WHEN CONFLICTS EXIST BETWEEN THE GOVERNING AGENCIES, THE MORE STRINGENT SHALL GOVERN.

D. THE CITED STANDARD SPECIFICATIONS, CODES AND PERMITS, WITH THESE CONSTRUCTION PLANS AND DETAILS, ARE ALL TO BE CONSIDERED PART OF THE CONTRACT. INCIDENTAL ITEMS OR ACCESSORIES NECESSARY TO COMPLETE THIS WORK MAY NOT BE SPECIFICALLY NOTED BUT ARE CONSIDERED A PART OF THIS CONTRACT.

2. UTILITY LOCATIONS

A. THE UTILITY COMPANIES HAVE BEEN CONTACTED IN REFERENCE TO UTILITIES THEY OWN AND OPERATE WITHIN THE LIMITS FOR THIS PROJECT. DATA FROM THESE AGENCIES HAS BEEN INCORPORATED INTO THE PLANS, IT IS, HOWEVER, THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM OR ESTABLISH THE EXISTENCE OF ALL UTILITY FACILITIES AND THEIR EXACT LOCATIONS, AND TO SAFELY SCHEDULE ALL UTILITY RELOCATIONS. FOR ADDITIONAL INFORMATION, THE AGENCIES LISTED ON THIS SHEET MAY BE CONTACTED.

B. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES IN THE FIELD PRIOR TO CONSTRUCTION AND SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. THE ENGINEER DOES NOT WARRANT THE LOCATION OF ANY EXISTING UTILITIES SHOWN ON THE PLAN. THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 800-892-0123 AND THE MUNICIPALITY, FOR UTILITY LOCATIONS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND THE MUNICIPALITY TWENTY-FOUR (24) HOURS PRIOR TO STARTING ANY CONSTRUCTION.

C. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITHIN PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY LINES AND THEIR PROTECTION FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT WITH LOCATIONS OF THE NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

3. UTILITY COORDINATION

A. OWNER SHALL OBTAIN EASEMENTS AND PERMITS NECESSARY TO FACILITATE CONSTRUCTION OF THE PROPOSED UTILITIES. THE CONTRACTOR, HOWEVER, SHALL FURNISH ALL REQUIRED BONDS AND EVIDENCE OF INSURANCE NECESSARY TO SECURE THESE PERMITS.

B. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE NATURE AND STATUS OF ALL UTILITY RELOCATION WORK PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL TAKE APPROPRIATE MEASURES TO ENSURE THAT CONSTRUCTION OPERATIONS DO NOT INTERFERE WITH UTILITY FACILITIES AND RELOCATION WORK. THE SCHEDULE SHOULD REFLECT CONSTRUCTION SEQUENCING WHICH COORDINATES WITH ALL UTILITY RELOCATION WORK. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ORDER OF ITS WORK FROM TIME TO TIME, TO COORDINATE SAME WITH UTILITY RELOCATION WORK, AND SHALL PREPARE REVISED SCHEDULE(S) IN COMPLIANCE THEREWITH AS DIRECTED BY THE OWNER.

C. THE OWNER AND THE ENGINEER SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR AT LEAST 48 HOURS PRIOR TO THE START OF ANY OPERATION REQUIRING COOPERATION WITH OTHERS. AT&T SHALL BE CONTACTED ONE MONTH PRIOR TO START OF CONSTRUCTION IN ITS UTILITY AREAS. ALL OTHER AGENCIES, UNLESS OTHERWISE NOTED, SHALL BE NOTIFIED IN WRITING BY THE CONTRACTOR TEN (10) DAYS PRIOR TO THE START OF ANY SUCH OPERATION.

4. NO PLAN SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THE WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES WITH WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTIONS ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.

5. ALL PROPOSED ELEVATIONS SHOWN ON THE PLANS ARE FINISHED SURFACE ELEVATIONS, UNLESS OTHERWISE SPECIFIED.

6. UPON AWARDING OF THE CONTRACT, AND WHEN REQUIRED BY THE MUNICIPALITY OR OWNER, THE CONTRACTOR SHALL FURNISH A LABOR, MATERIAL AND PERFORMANCE BOND IN THE AMOUNT REQUIRED GUARANTEEING COMPLETION OF THE WORK. THE UNDERWRITER SHALL BE ACCEPTABLE TO THE MUNICIPALITY OR OWNER, AS APPROPRIATE.

7. THE CONTRACTORS SHALL PLAN THEIR WORK BASED ON THEIR OWN BORINGS, EXPLORATIONS AND OBSERVATIONS TO DETERMINE SOIL CONDITIONS AT THE LOCATION OF THE PROPOSED WORK. HOWEVER, IF THE OWNER HAS A SOILS REPORT, THE RESULTS WILL BE AVAILABLE FROM THE OWNER UPON WRITTEN REQUEST.

8. CONTRACTOR SHALL VIDEO TAPE WORK AREA PRIOR TO CONSTRUCTION FOR THE PURPOSE OF DOCUMENTING EXISTING CONDITIONS.

9. COMMENCING CONSTRUCTION

A. THE CONTRACTOR SHALL NOTIFY THE OWNER AND/OR HIS REPRESENTATIVE AND THE AFFECTED GOVERNMENTAL AGENCIES IN WRITING AT LEAST THREE FULL WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY AS NECESSARY, ALL TESTING AGENCIES, EITHER MUNICIPALITY'S OR THE OWNER'S, SUFFICIENTLY IN ADVANCE OF CONSTRUCTION. ALL MATERIAL TESTING SHALL BE THE RESPONSIBILITY AND EXPENSE OF THE CONTRACTOR. THE TESTING AGENCY SHALL MEET THE APPROVAL OF THE OWNER.

B. FAILURE OF CONTRACTOR TO ALLOW PROPER NOTIFICATION TIME WHICH RESULTS IN TESTING COMPANIES TO BE UNABLE TO VISIT SITE AND PERFORM TESTING WILL CAUSE CONTRACTOR TO SUSPEND OPERATION (PERTAINING TO TESTING) UNTIL TESTING AGENCY CAN SCHEDULE TESTING OPERATIONS. COST OF SUSPENSION OF WORK TO BE BORNE BY CONTRACTOR.

10. ALL CONTRACTORS SHALL KEEP ACCESS AVAILABLE AT ALL TIMES FOR ALL TYPES OF TRAFFIC. AT NO TIME SHALL ACCESS BE DENIED TO ADJACENT PROPERTIES.

11. THE CONTRACTOR SHALL PRESERVE ALL CONSTRUCTION STAKES UNTIL THEY ARE NO LONGER NEEDED. ANY STAKES DESTROYED OR DISTURBED BY THE CONTRACTOR PRIOR TO THEIR USE SHALL BE RESET BY THE DEVELOPER'S ENGINEER AT CONTRACTOR'S COST.

12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND NOT NOTED FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS SHOWN ON THE ENGINEERING PLANS OR AS DIRECTED BY THE DEVELOPER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.

13. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC, SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE. HE IS RESPONSIBLE FOR ANY PERMIT REQUIRED FOR SUCH DISPOSAL.

14. ALL FIELD TILE ENCOUNTERED DURING CONSTRUCTION OPERATIONS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM OR SHALL BE RESTORED TO PROPER OPERATING CONDITION. A RECORD OF THE LOCATION OF ALL FIELD TILE OR DRAIN PIPE ENCOUNTERED SHALL BE KEPT BY THE CONTRACTOR AND TURNED OVER TO THE ENGINEER, DEVELOPER OR MUNICIPAL ENGINEER UPON COMPLETION OF THE PROJECT. THE COST OF THIS WORK SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

15. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB.

16. THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.

17. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED OR REMOVED DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS SPECIFICALLY NOTED ON THE PLANS.

18. TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF (SSRBC) ARTICLE 201.05.

19. LIMB PRUNING SHALL BE PERFORMED UNDER THE SUPERVISION OF THE LANDSCAPE ARCHITECT MEETING THE OWNER'S APPROVAL AND SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

20. ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT HIS OWN EXPENSE OFF-SITE.

21. ALL CUTS OVER 1" IN DIAMETER SHALL BE MADE FLUSH WITH THE NEXT LARGE BRANCH. WOUNDS OVER 1" IN DIAMETER SHALL BE PAINTED WITH AN APPROVED TREE PAINT.

22. GENERAL EXCAVATION/UNDERGROUND NOTES

A. SLOPE SIDES OF EXCAVATIONS TO COMPLY WITH CODES AND ORDINANCES HAVING JURISDICTION. SHORE AND BRACE WHERE SLOPING IS NOT POSSIBLE EITHER BECAUSE OF SPACE RESTRICTIONS OR STABILITY OF MATERIAL EXCAVATED. MAINTAIN SIDES AND SLOPES OF EXCAVATIONS IN A SAFE CONDITION UNTIL COMPLETION OF BACKFILLING.

B. PROVIDE MATERIALS FOR SHORING AND BRACING, SUCH AS SHEET PILING, UPRIGHTS, STRINGERS AND CROSS BRACES, IN GOOD SERVICEABLE CONDITION. PROVIDE MINIMUM REQUIREMENTS FOR TRENCH SHORING AND BRACING TO COMPLY WITH CODES AND AUTHORITIES HAVING JURISDICTION. MAINTAIN SHORING AND BRACING IN EXCAVATIONS REGARDLESS OF TIME PERIOD EXCAVATIONS WILL BE OPEN. CARRY DOWN SHORING AND BRACING AS EXCAVATION PROGRESSES IN ACCORDANCE WITH OSHA AND GOVERNING AUTHORITY.

C. PREVENT SURFACE WATER AND SUBSURFACE OR GROUNDWATER FROM FLOWING INTO EXCAVATIONS. REMOVE WATER TO PREVENT SOFTENING OF FOUNDATION BOTTOMS, UNDERCUTTING FOOTINGS, AND SOIL CHANGES DETRIMENTAL TO STABILITY OF SUBGRADES AND FOUNDATIONS. PROVIDE AND MAINTAIN PUMPS, SUMPS, SUCTION AND DISCHARGE LINES AND OTHER DEWATERING SYSTEM COMPONENTS NECESSARY TO CONVEY WATER AWAY FROM EXCAVATIONS. CONVEY WATER REMOVED FROM EXCAVATIONS AND RAINWATER TO COLLECTING OR RUN-OFF AREAS ACCEPTABLE TO AUTHORITIES HAVING JURISDICTION. PROVIDE AND MAINTAIN TEMPORARY DRAINAGE DITCHES AND OTHER DIVERSIONS OUTSIDE EXCAVATION LIMITS FOR EACH STRUCTURE. DO NOT USE TRENCH EXCAVATIONS AS TEMPORARY DRAINAGE DITCHES.

D. IMMEDIATELY REPORT CONDITIONS THAT MAY CAUSE UNSOUND BEARING TO THE OWNER/DEVELOPER BEFORE CONTINUING WORK.

23. FINAL ACCEPTANCE

A. ALL WORK PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF FINAL ACCEPTANCE OF THE PROJECT AND THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ALL DEFECTS IN MATERIALS AND WORKMANSHIP OF WHATEVER NATURE DURING THAT PERIOD. THIS GUARANTEE SHALL BE PROVIDED IN THE FORM OF MAINTENANCE BOND IN THE AMOUNT OF 10% OF THE COST OF IMPROVEMENTS.

B. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE OWNER OR HIS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.

C. NO UNDERGROUND WORK SHALL BE COVERED UNTIL IT HAS BEEN APPROVED BY THE MUNICIPALITY. APPROVAL TO PROCEED MUST BE OBTAINED FROM THE MUNICIPALITY PRIOR TO INSTALLING PAVEMENT BASE, BINDER, SURFACE, AND PRIOR TO PLACING ANY CONCRETE AFTER FORMS HAVE BEEN SET.

D. AT THE CLOSE OF EACH WORKING DAY AND AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES AND FLOW LINES SHALL BE FREE FROM DIRT AND DEBRIS.

24. UNDERGROUND NOTES

A. UNDERGROUND WORK SHALL INCLUDE TRENCHING, INSTALLATION OF PIPE, CASTINGS, STRUCTURES, BACKFILLING OF TRENCHES AND COMPACTION AND TESTING AS SHOWN ON THE CONSTRUCTION PLANS. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.

B. WHERE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER, EXISTING DRAINAGE STRUCTURES AND SYSTEMS SHALL BE CLEANED OF DEBRIS AND PATCHED AS NECESSARY TO ASSURE INTEGRITY OF THE STRUCTURE. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STRUCTURES AND CONTRACT UNIT PRICE PER LINEAL FOOT FOR SYSTEMS WHICH SHALL BE PAYMENT IN FULL FOR CLEANING, PATCHING, REMOVAL AND DISPOSAL OF DEBRIS AND DIRT. DRAINAGE STRUCTURES AND SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR AT HIS EXPENSE. NO PAYMENT WILL BE MADE FOR CLEANING STRUCTURES OR SYSTEMS CONSTRUCTED AS PART OF THIS PROJECT.

C. ANY DEWATERING OF SEWER AND WATER TRENCHES AS WELL AS TEMPORARY SHEETING OR BRACING THAT MAY BE REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL NOT BE CONSIDERED EXTRA WORK UNLESS THERE IS A SPECIFIC LINE ITEM FOR DEWATERING. IN THE EVENT THAT SOFT MATERIALS WITH UNCONFINED COMPRESSIVE STRENGTH LESS THAN 0.5 TSF ARE ENCOUNTERED IN SEWER CONSTRUCTION, THE CONTRACTOR SHALL (UPON APPROVAL OF THE OWNER AND/OR ENGINEER) OVER-EXCAVATE TO A DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE PIPE AND BACKFILL WITH COMPACTED CRUSHED STONE, PROPERLY FORMED TO FIT THE BOTTOM OF THE PIPE.

D. TRENCH BACKFILL WILL BE REQUIRED FOR THE FULL TRENCH DEPTH WITHIN TWO (2) FEET OF PROPOSED OR EXISTING PAVEMENTS, UTILITIES, DRIVEWAYS, AND SIDEWALKS AND EXTENDING A DISTANCE EQUAL TO A 1:1 SLOPE FROM SUBGRADE ELEVATION TO TOP OF PIPE. THE TRENCH BACKFILL SHALL CONSIST OF GRANULAR MATERIAL MEETING IDOT CA-6 GRADATION. THE TRENCH BACKFILL SHALL BE COMPACTED IN ACCORDANCE WITH (SSRBC) SPECIFICATIONS. JETTING WITH WATER SHALL NOT BE PERMITTED. THE COST OF SUCH CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT AND SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS ITEM.

E. THE CONTRACTOR SHALL INSTALL A 4" X 4" X 8' (NOMINAL) POST AT THE TERMINUS OF THE SANITARY, WATER AND STORM SERVICE, SANITARY AND STORM MANHOLES, CATCH BASINS, INLETS AND WATER VAULTS. THE POST SHALL EXTEND 4' ABOVE THE GROUND. THE TOP 12" OF SAID POST SHALL BE PAINTED AS FOLLOWS: SANITARY - RED, WATERMAIN - BLUE, STORM - GREEN.

F. AFTER THE STORM SEWER SYSTEM HAS BEEN CONSTRUCTED, THE CONTRACTOR SHALL PLACE EROSION CONTROL AT REAR YARD INLET LOCATIONS, AND AT OTHER LOCATIONS SELECTED BY THE ENGINEER, TO MINIMIZE THE AMOUNT OF SILTATION WHICH NORMALLY WOULD ENTER THE STORM SEWER SYSTEM.

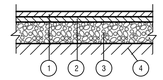
G. HYDRANTS SHALL NOT BE FLUSHED DIRECTLY ON THE ROAD SUBGRADES. WHENEVER POSSIBLE, HOSES SHALL BE USED TO DIRECT THE WATER INTO LOT AREAS OR THE STORM SEWER SYSTEM (IF AVAILABLE). DAMAGE TO THE ROAD SUBGRADE OR LOT GRADING DUE TO EXCESSIVE WATER SATURATION AND/OR EROSION FROM HYDRANT FLUSHING, OR FROM LEAKS IN THE WATER DISTRIBUTION SYSTEM, WILL BE REPAIRED BY THE CONTRACTOR AT HIS COST.

H. ALL TOP OF FRAMES FOR STORM AND SANITARY SEWERS AND VALVE VAULT COVERS ARE TO BE ADJUSTED TO MEET FINAL FINISH GRADE. THIS ADJUSTMENT IS TO BE MADE BY THE SEWER AND WATER CONTRACTOR AND THE COST IS TO BE CONSIDERED INCIDENTAL. THESE ADJUSTMENTS TO FINISHED GRADE WILL NOT ALLEVIATE THE CONTRACTOR FROM ANY ADDITIONAL ADJUSTMENTS AS REQUIRED BY THE MUNICIPALITY UPON FINAL INSPECTION OF THE PROJECT. (FINAL GRADES TO BE DETERMINED BY THE MUNICIPALITY AT THE TIME OF FINAL INSPECTION AND MAY VARY FROM PLAN GRADE.)

I. SLEEVES FOR UTILITY (COMED, TELEPHONE, ETC.) STREET CROSSING, SHALL BE INSTALLED WHERE DIRECTED BY THE OWNER. SLEEVES SHALL BE 6" PVC INSTALLED 36" BELOW THE TOP OF CURB AND EXTEND TWO FEET OUTSIDE THE CURB. TRENCH SHALL BE BACKFILLED WITH COMPACTED GRANULAR MATERIAL.

J. THE CONTRACTOR SHALL VERIFY THE SIZE AND INVERT ELEVATION OF ALL CONNECTIONS TO AVOID ANY CONFLICTS BEFORE STARTING WORK. NOTIFY OWNER OF ANY DISCREPANCIES.

25. IT SHALL BE UNDERSTOOD THAT NEITHER THE MUNICIPALITY, ITS OFFICIALS, CONSULTANTS, NOR ITS EMPLOYEES ARE AGENTS OF OR REPRESENTATIVES OF THE OWNER. NONE-THE-LESS, THE MUNICIPALITY, ITS OFFICIALS AND EMPLOYEES ARE TO BE PROVIDED SAFE ACCESS TO ALL PHASES OF ALL WORK PERFORMED ON THE PROJECT SITE TO MONITOR THE QUALITY OF THE WORK AND ASSURE ITS CONFORMITY WITH THE PLANS AND SPECIFICATIONS. THERE SHALL BE NO PERSONAL LIABILITY UPON ANY OFFICIAL OR EMPLOYEE OF THE MUNICIPALITY ON ACCOUNT OF ACTIONS TAKEN OR NOT TAKEN IN THE COURSE OF THEIR WORK. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN A SAFE ACCESS TO THE WORK FOR INSPECTORS. "SAFE" : MEANING CONDITIONS COMPLYING WITH ALL PROVISIONS OF ALL APPLICABLE AND RECOGNIZED SAFETY STANDARDS, FEDERAL, STATE AND LOCAL. IF ACCESS IS NOT SAFE AND INSPECTIONS CANNOT BE MADE UNDER SAFE CONDITIONS, THE INSPECTOR CAN ORDER CESSATION OF THE WORK SO AFFECTED UNTIL SUCH TIME AS CONTRACTOR PROVIDES SAFE ACCESS.

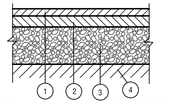


SN= 1.5" x 0.40 = 0.60
2.0" x 0.40 = 0.66
10" x 0.40 = 1.30
2.56

TYPICAL ASPHALT PAVEMENT SECTION

N.T.S.

1. 1.5" BITUMINOUS CONCRETE SURFACE COURSE, HOT-MIX ASPHALT, MIX "D", N50
2. 2.0" BITUMINOUS CONCRETE BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
3. 10" CRUSHED AGGREGATE BASE COURSE, IDOT CA-6
4. COMPACTED AND STABLE SUBGRADE

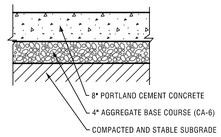


SN= 2.0" x 0.40 = 0.80
3.0" x 0.40 = 0.99
12" x 0.40 = 1.56
3.35

TYPICAL ASPHALT PAVEMENT SECTION
(HEAVY DUTY - TRUCK AREAS)

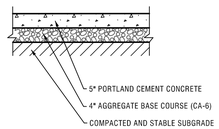
N.T.S.

1. 2.0" BITUMINOUS CONCRETE SURFACE COURSE, HOT-MIX ASPHALTM MIX "D", N50
2. 3.0" BITUMINOUS CONCRETE BINDER COURSE, HOT-MIX ASPHALT, IL-19, N50
3. 12" CRUSHED AGGREGATE BASE COURSE, IDOT CA-6
4. COMPACTED AND STABLE SUBGRADE



TYPICAL CONCRETE PAVEMENT SECTION
LOADING DOCK

N.T.S.



TYPICAL SIDEWALK/PEDESTRIAN PATH SECTION

N.T.S.

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
W 8"	WATER MAIN (WITH SIZE)	8"
	PIPE TRENCH BACKFILL	
G	GAS MAIN	G
T	TELEPHONE LINES	T
E	ELECTRIC LINE	E
X	FENCE	X
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
680	CONTOUR	680
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
XXX.XX	SPOT ELEVATION	XXX.XX
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	OR
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	

ABBREVIATIONS

M = STORM MANHOLE	I = INVERT OR INLET	T/P = TOP OF PIPE
S = SANITARY MANHOLE	TF = TOP OF FOUNDATION	B/P = BOTTOM OF PIPE
CB = CATCH BASIN	GF = GARAGE FLOOR	WM = WATERMAIN
LP = LIGHT POLE	TC = TOP OF CURB	SAN = SANITARY SEWER
VV = VALVE VAULT	TD = TOP OF DEPRESSED CURB	STM = STORM SEWER
E = END SECTION	TW = TOP OF RETAINING WALL	LO = LOOK OUT
FH = FIRE HYDRANT	BW = BOTTOM OF RETAINING WALL	PLO = PARTIAL LOOK OUT
GR = GRADE RING (HYDRANT)	OP = OUTLET OF PIPE	

PERMITS

DESCRIPTION	LOG NO.	PERMIT NO.	DATE ISSUED

BENCHMARK

CONTACT INFORMATION

NO.	DATE	REMARKS

NO.	DATE	REMARKS
2	10/22/20	PER VILLAGE COMMENTS
1		

TYPICAL SECTIONS AND GENERAL NOTES

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

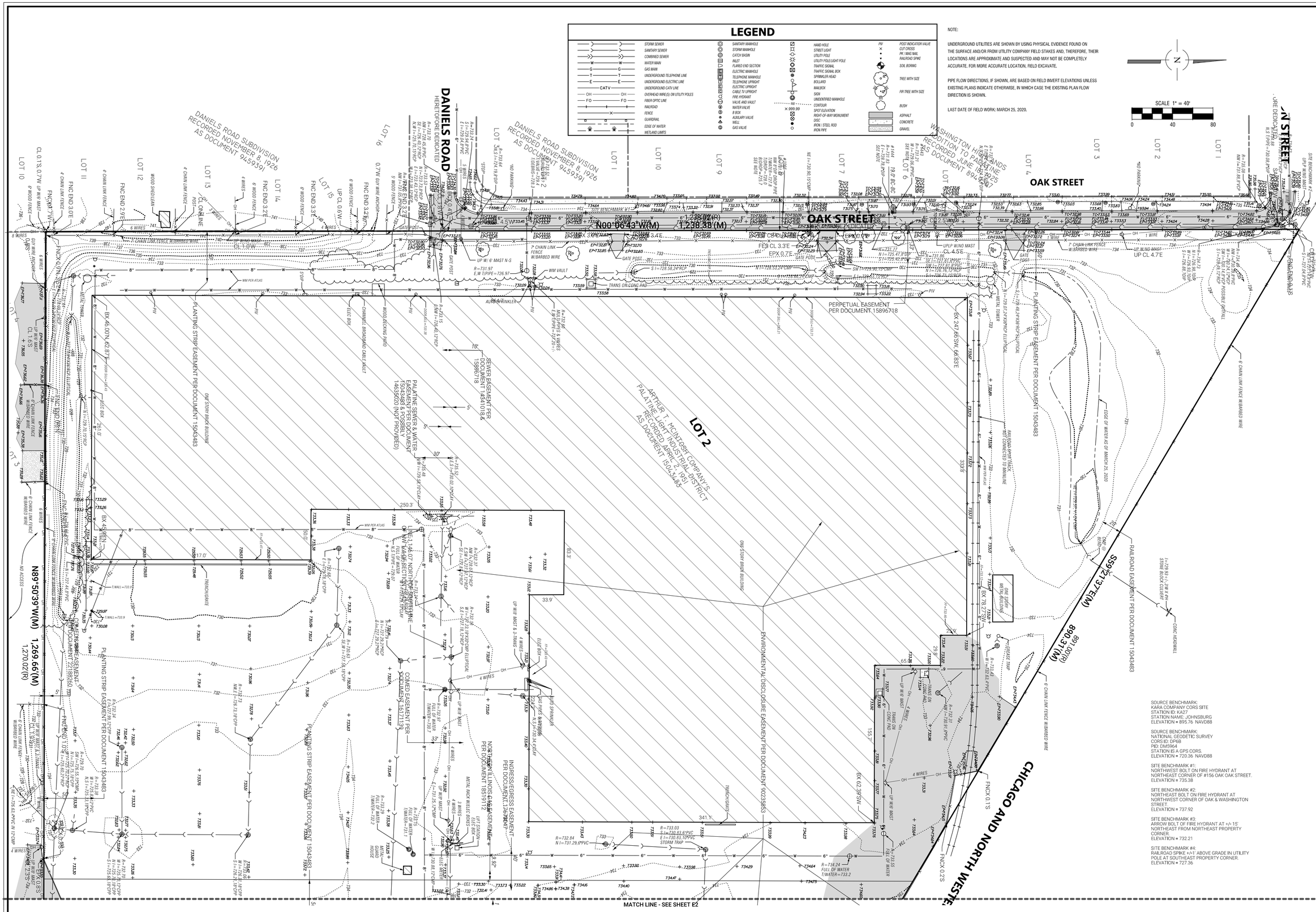
FILENAME: 11061P-GN

DATE: 6/26/20

JOB NO. 11061

SHEET
P-GN
2 OF 8

Attachment: Preliminary Site Improvement Plans (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



NO.	DATE	REMARKS

NO.	DATE	REMARKS
2	10/22/20	PER VILLAGE COMMENTS
1	09/03/20	PER VILLAGE COMMENTS

EXISTING CONDITIONS - 1

HICKS ROAD INDUSTRIAL
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061ET-1

DATE: 07/01/20

JOB NO. 11061

SHEET ET1
3 OF 8

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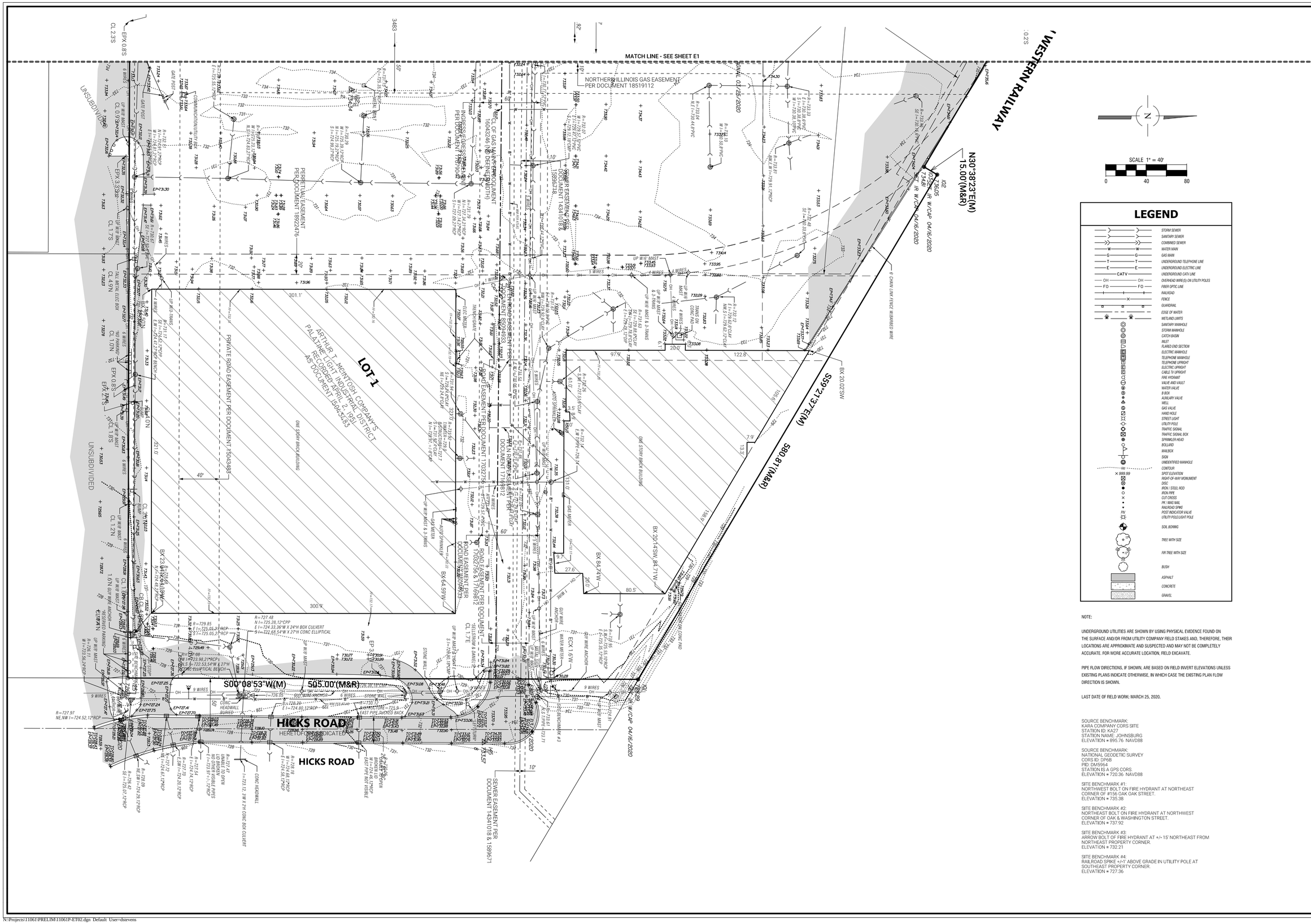
Attachment: Preliminary Site Improvement Plans (2020-105 ; 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



LEGEND

- STORM SEWER
- SANITARY SEWER
- COMBINED SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND CATV LINE
- OVERHEAD WIRE(S) ON UTILITY POLES
- FIBER OPTIC LINE
- RAILROAD
- FENCE
- GUARDRAIL
- EDGE OF WATER
- WETLAND LIMITS
- SANITARY MANHOLE
- STORM MANHOLE
- CATCH BASIN
- INLET
- FLARED END SECTION
- ELECTRIC MANHOLE
- TELEPHONE MANHOLE
- TELEPHONE UPRIGHT
- ELECTRIC UPRIGHT
- CABLE TV UPRIGHT
- FIRE HYDRANT
- VALVE AND VAULT
- WATER VALVE
- B BOX
- AUXILARY VALVE
- WELL
- GAS VALVE
- HAND HOLE
- STREET LIGHT
- UTILITY POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL BOX
- SPRINKLER HEAD
- BOLLARD
- MAILBOX
- SIGN
- UNIDENTIFIED MANHOLE
- 680 CONTOUR
- 999.99 SPOT ELEVATION
- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD
- IRON PIPE
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE
- POST INDICATOR VALVE
- UTILITY POLE/LIGHT POLE
- SOIL BORING
- TREE WITH SIZE
- FIR TREE WITH SIZE
- BUSH
- ASPHALT
- CONCRETE
- GRAVEL

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: MARCH 25, 2020.

SOURCE BENCHMARK:
KARA COMPANY CORS SITE
STATION ID: KA27
STATION NAME: JOHNSBURG
ELEVATION = 895.76 NAVD88

SOURCE BENCHMARK:
NATIONAL GEODETIC SURVEY
CORS ID: DP68
PID: DM5964
STATION IS A GPS CORS.
ELEVATION = 720.36 NAVD88

SITE BENCHMARK #1:
NORTHWEST BOLT ON FIRE HYDRANT AT NORTHEAST CORNER OF #156 OAK OAK STREET.
ELEVATION = 735.38

SITE BENCHMARK #2:
NORTHEAST BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF OAK & WASHINGTON STREET.
ELEVATION = 737.92

SITE BENCHMARK #3:
ARROW BOLT OF FIRE HYDRANT AT +/- 15' NORTHEAST FROM NORTHEAST PROPERTY CORNER.
ELEVATION = 732.21

SITE BENCHMARK #4:
RAILROAD SPIKE +/-1' ABOVE GRADE IN UTILITY POLE AT SOUTHEAST PROPERTY CORNER.
ELEVATION = 727.36

NO.	DATE	REMARKS

NO.	DATE	REMARKS
1	09/03/20	PER VILLAGE COMMENTS

EXISTING CONDITIONS - 2

HICKS ROAD INDUSTRIAL
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061ET-2

DATE: 07/01/20

JOB NO. 11061

SHEET
ET2
4 OF 8

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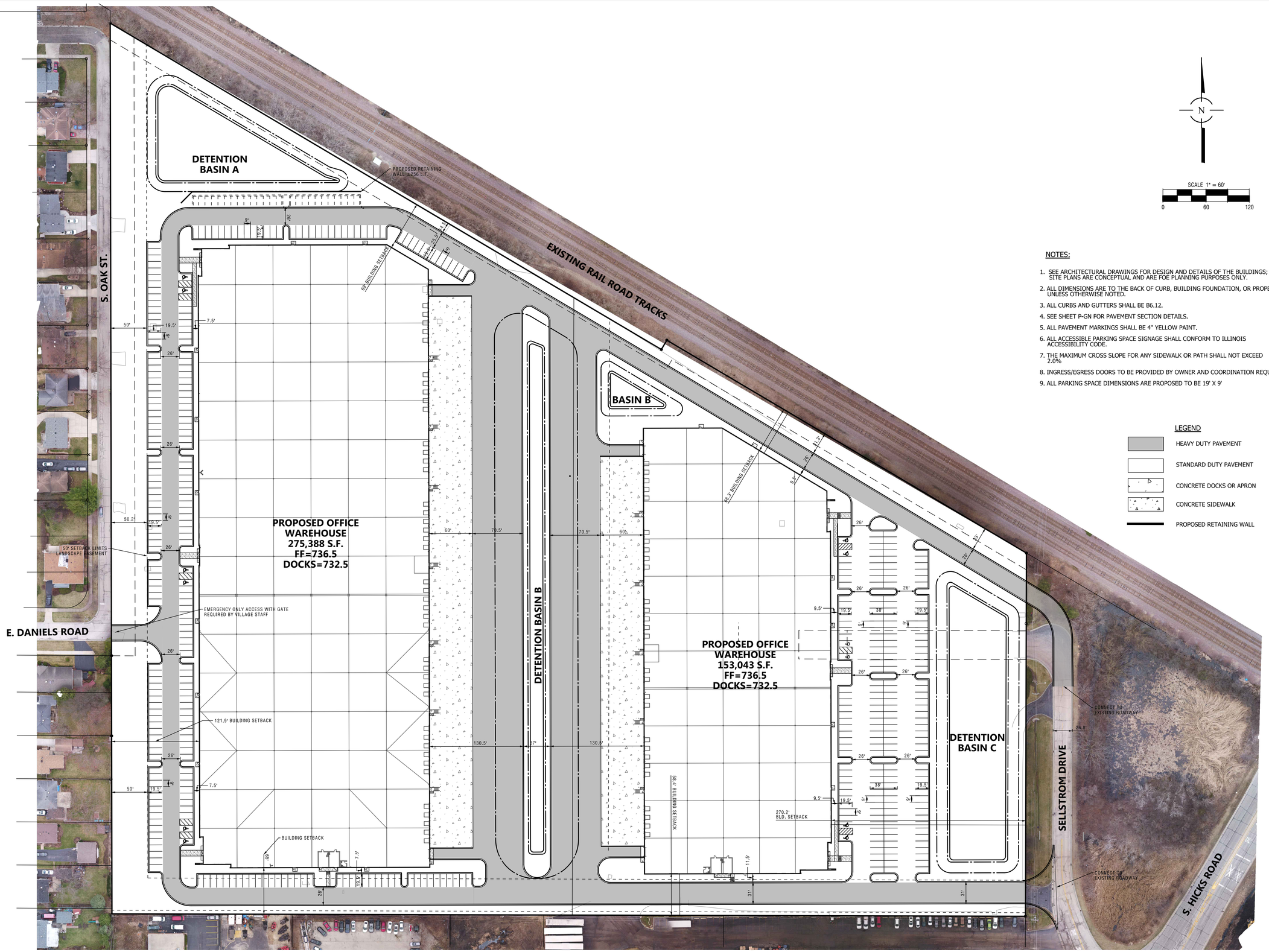
Attachment: Preliminary Site Improvement Plans (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



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SCALE 1" = 60'

0 60 120

NOTES:

1. SEE ARCHITECTURAL DRAWINGS FOR DESIGN AND DETAILS OF THE BUILDINGS; SITE PLANS ARE CONCEPTUAL AND ARE FOE PLANNING PURPOSES ONLY.
2. ALL DIMENSIONS ARE TO THE BACK OF CURB, BUILDING FOUNDATION, OR PROPERTY LINE UNLESS OTHERWISE NOTED.
3. ALL CURBS AND GUTTERS SHALL BE B6.12.
4. SEE SHEET P-GN FOR PAVEMENT SECTION DETAILS.
5. ALL PAVEMENT MARKINGS SHALL BE 4" YELLOW PAINT.
6. ALL ACCESSIBLE PARKING SPACE SIGNAGE SHALL CONFORM TO ILLINOIS ACCESSIBILITY CODE.
7. THE MAXIMUM CROSS SLOPE FOR ANY SIDEWALK OR PATH SHALL NOT EXCEED 2.0%
8. INGRESS/EGRESS DOORS TO BE PROVIDED BY OWNER AND COORDINATION REQUIRED.
9. ALL PARKING SPACE DIMENSIONS ARE PROPOSED TO BE 19' X 9'

LEGEND

- HEAVY DUTY PAVEMENT
- STANDARD DUTY PAVEMENT
- CONCRETE DOCKS OR APRON
- CONCRETE SIDEWALK
- PROPOSED RETAINING WALL

NO.	DATE	REMARKS

NO.	DATE	REMARKS
2	10/22/20	PER VILLAGE COMMENTS
1	09/03/2020	PER VILLAGE COMMENTS

PRELIMINARY OVERALL SITE PLAN

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

SPACECO INC.

FILENAME: 11061P-OVSP

DATE: 6/26/20

JOB NO. 11061

SHEET P-OVSP

5 OF 8

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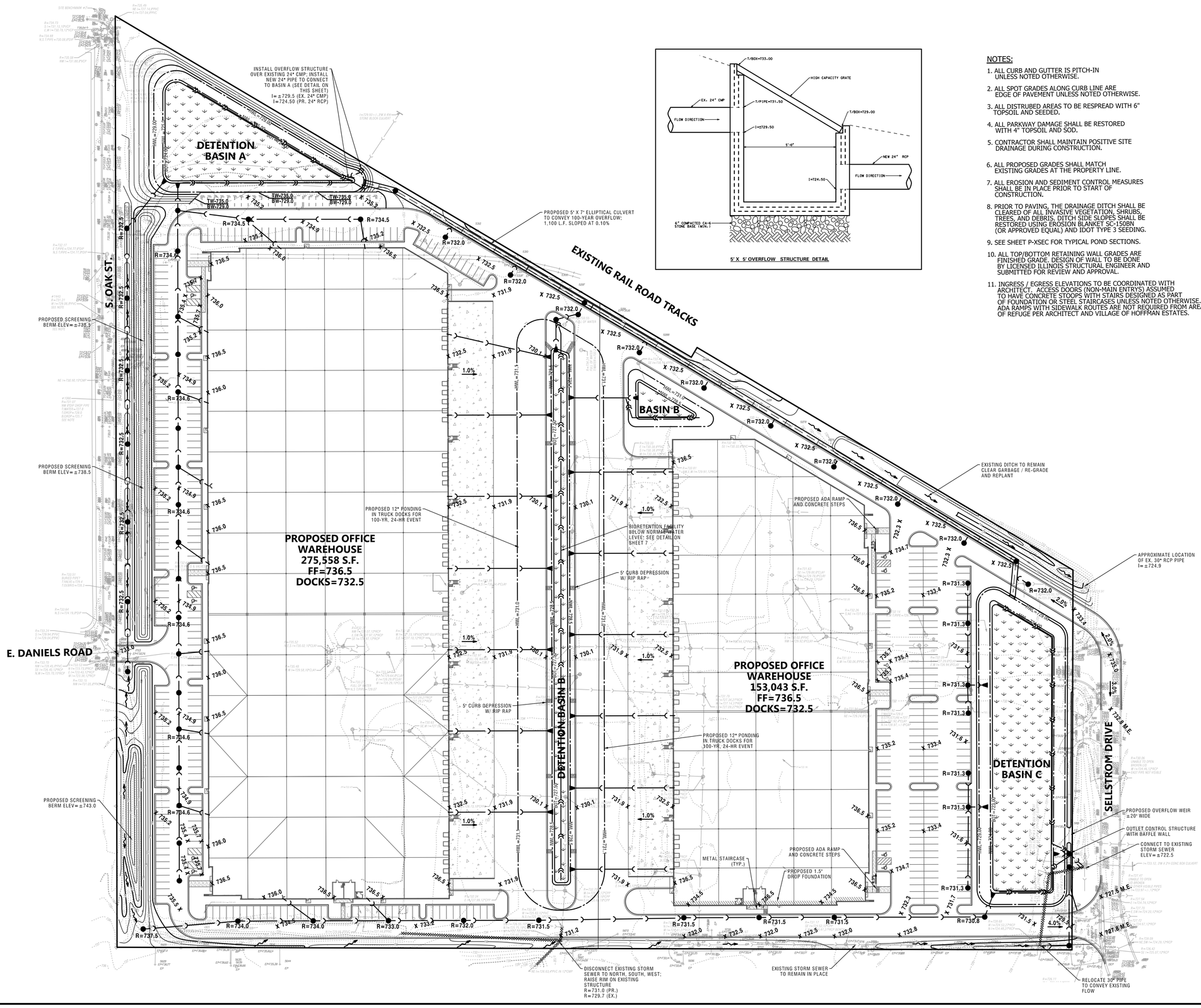
Attachment: Preliminary Site Improvement Plans (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



5' X 5' OVERFLOW STRUCTURE DETAIL

NOTES:

1. ALL CURB AND GUTTER IS PITCH-IN UNLESS NOTED OTHERWISE.
2. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
3. ALL DISTRUBED AREAS TO BE RESPREAD WITH 6" TOPSOIL AND SEEDED.
4. ALL PARKWAY DAMAGE SHALL BE RESTORED WITH 4" TOPSOIL AND SOD.
5. CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
6. ALL PROPOSED GRADES SHALL MATCH EXISTING GRADES AT THE PROPERTY LINE.
7. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
8. PRIOR TO PAVING, THE DRAINAGE DITCH SHALL BE CLEARED OF ALL INVASIVE VEGETATION, SHRUBS, TREES, AND DEBRIS. DITCH SIDE SLOPES SHALL BE RESTORED USING EROSION BLANKET SC-150BN (OR APPROVED EQUAL) AND IDOT TYPE 3 SEEDING.
9. SEE SHEET P-XSEC FOR TYPICAL POND SECTIONS.
10. ALL TOP/BOTTOM RETAINING WALL GRADES ARE FINISHED GRADE. DESIGN OF WALL TO BE DONE BY LICENSED ILLINOIS STRUCTURAL ENGINEER AND SUBMITTED FOR REVIEW AND APPROVAL.
11. INGRESS / EGRESS ELEVATIONS TO BE COORDINATED WITH ARCHITECT. ACCESS DOORS (NON-MAIN ENTRYS) ASSUMED TO HAVE CONCRETE STOOPS WITH STAIRS DESIGNED AS PART OF FOUNDATION OR STEEL STAIRCASES UNLESS NOTED OTHERWISE. ADA RAMPS WITH SIDEWALK ROUTES ARE NOT REQUIRED FROM AREAS OF REFUGE PER ARCHITECT AND VILLAGE OF HOFFMAN ESTATES.

N

SCALE 1" = 60'

0 60 120

LEGEND

F/F	FINISHED FLOOR
~~	LOCAL DRAINAGE
➡	100-YEAR OVERLAND FLOW ROUTE
- - - -	LOCAL DRAINAGE DIVIDE
XX.XX / XX.XX	TOP OF CURB / EDGE OF PAVEMENT

NO.	DATE	REMARKS

NO.	DATE	REMARKS
2	10/22/20	PER VILLAGE COMMENTS
1		

PRELIMINARY GRADING PLAN

PALATINE CORPORATE CENTER

PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061P-OVSP

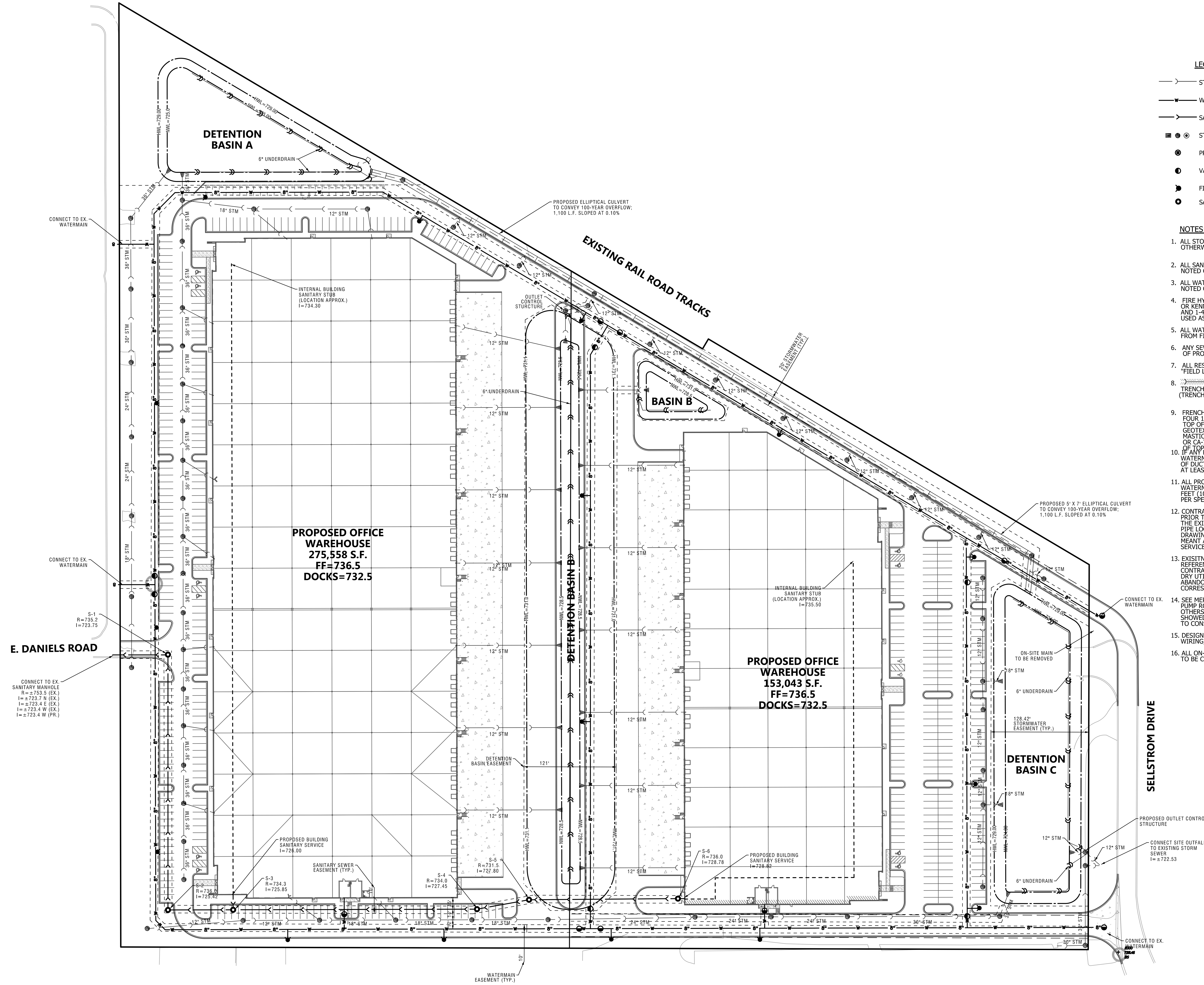
DATE: 6/26/20

JOB NO. 11061

SHEET P-GR

6 OF 8

Attachment: Preliminary Site Improvement Plans (2020-105 ; 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



LEGEND

- STORM SEWER
- WATER MAIN
- SANITARY SEWER
- STORM STRUCTURE
- PRESSURE CONNECTION
- VALVE VAULT
- FIRE HYDRANT
- SANITARY MANHOLE

N

SCALE 1" = 60'
0 60 120

NOTES:

1. ALL STORM SEWERS SHALL BE RCP CL-IV UNLESS NOTED OTHERWISE. ALL STORM SEWER SIZES ARE PRELIMINARY.
2. ALL SANITARY SEWERS SHALL BE PVC SDR 26 UNLESS NOTED OTHERWISE.
3. ALL WATER MAINS SHALL BE D.I.P.-CLASS 52 UNLESS NOTED OTHERWISE.
4. FIRE HYDRANTS TO BE BREAK FLANGE TYPE MUELLER CENTURION OR KENNEDY WITH 5 1/4" VALVE OPENING, 2-2 1/2" HOSE CONNECTIONS AND 1-4 1/2" STEAMER CONNECTION. EAST JORDAN 5BR250 MAY BE USED AS APPROVED EQUAL.
5. ALL WATERMAIN TO BE INSTALLED WITH A MINUMUM 5.5' COVER FROM FINISHED GRADE TO THE TOP OF WATERMAIN.
6. ANY SEWER OR WATERMAIN CONSTRUCTED BELOW OR WITHIN 2' OF PROPOSED PAVEMENT SHALL HAVE TRENCH BACKFILL.
7. ALL RESTRAINED WATER MAIN JOINTS SHALL BE U.S. PIPE "FIELD LOK" GASKET OR APPROVED EQUAL.
8. INDICATES TRENCH BACKFILL REQUIRED. TRENCH BACKFILL REQUIRED UNDER ALL PAVEMENTS. (TRENCH BACKFILL NOT SHOWN TO BE ADDED IN FINAL)
9. FRENCH DRAIN: ALL LOW POINT STRUCTURES ARE TO HAVE FOUR 1" DIAMETER WEEP HOLES PROVIDED 24" BELOW THE TOP OF LID. THE HOLES SHALL BE COVERED WITH A GEOTEXTILE FABRIC CEMENTED IN PLACE WITH BITUMINOUS MASTIC. THE DRAIN SHALL BE BACKFILLED WITH BEDDING OR CA-7 CRUSHED STONE TO TOP OF SUBGRADE OR BOTTOM OF TOPSOIL.
10. IF ANY PROPOSED SANITARY SEWER CROSSES ABOVE A WATERMAIN, SANITARY SEWER SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE OR WM QUALITY PVC (ASTM D-2241) AT LEAST TEN FEET (10') ON EACH SIDE OF CROSSING.
11. ALL PROPOSED STORM SEWER CROSSINGS OVER EXISTING OR PROPOSED WATERMAINS TO INSTALL CASING PIPE ON WATERMAIN FOR AT LEAST TEN FEET (10') ON BOTH SIDES OF WATERMAIN OR INSTALL GASKETED JOINTS PER SPECIFICATION ASTM C-443.
12. CONTRACTOR TO VERIFY LOCATION OF ALL EX. UTILITIES PRIOR TO CONSTRUCTION TO VERIFY ANY CONFLICTS WITH THE EXISTING AND PR. WATERMAIN & SANITARY SEWERS. PIPE LOCATIONS WERE ESTIMATED FROM ORIGINAL DESIGN DRAWINGS AND THE FIELD SURVEY OBSERVATIONS AND IS MEANT AS A GUIDE ONLY. CONTRACTOR TO VERIFY BUILDING SERVICE LOCATION WITH ARCH. PLANS PREPARED BY OTHERS.
13. EXISITNG & PROPOSED DRY UTILITIES ARE SHOWN FOR REFERENCE ONLY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE LOCATION OF EXISTING DRY UTILITIES AND TO COORDINATE THE REMOVAL OR ABANDONMENT OF ALL DRY UTILITIES WITH THEIR CORRESPONDING OWNERS.
14. SEE MEP PLANS FOR ALL REQUIRED IMPROVEMENTS TO THE PUMP ROOM AND INTERNAL FIRE PROTECTION PREPARED BY OTHERS. SERVICE LOCATIONS ARE APPROXIMATE AND SHOWED BE VERIFIED WITH THE MEP DRAWINGS PRIOR TO CONSTRUCTION.
15. DESIGN OF PROPOSED LIGHT POLE TYPES, LOCATIONS, WIRING, AND CIRCUITRY OF LIGHTING WILL BE BY OTHERS.
16. ALL ON-SITE EXISTING OVERHEAD ELECTRICAL RELOCATION TO BE COORDINATED BY CLIENT.

NO.	DATE	REMARKS

NO.	DATE	REMARKS
1	09/03/20	PER VILLAGE COMMENTS
2	10/22/20	PER VILLAGE COMMENTS

PRELIMINARY UTILITY PLAN

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061P-OVSP
DATE: 6/26/20
JOB NO. 11061
SHEET P-UT 7 OF 8

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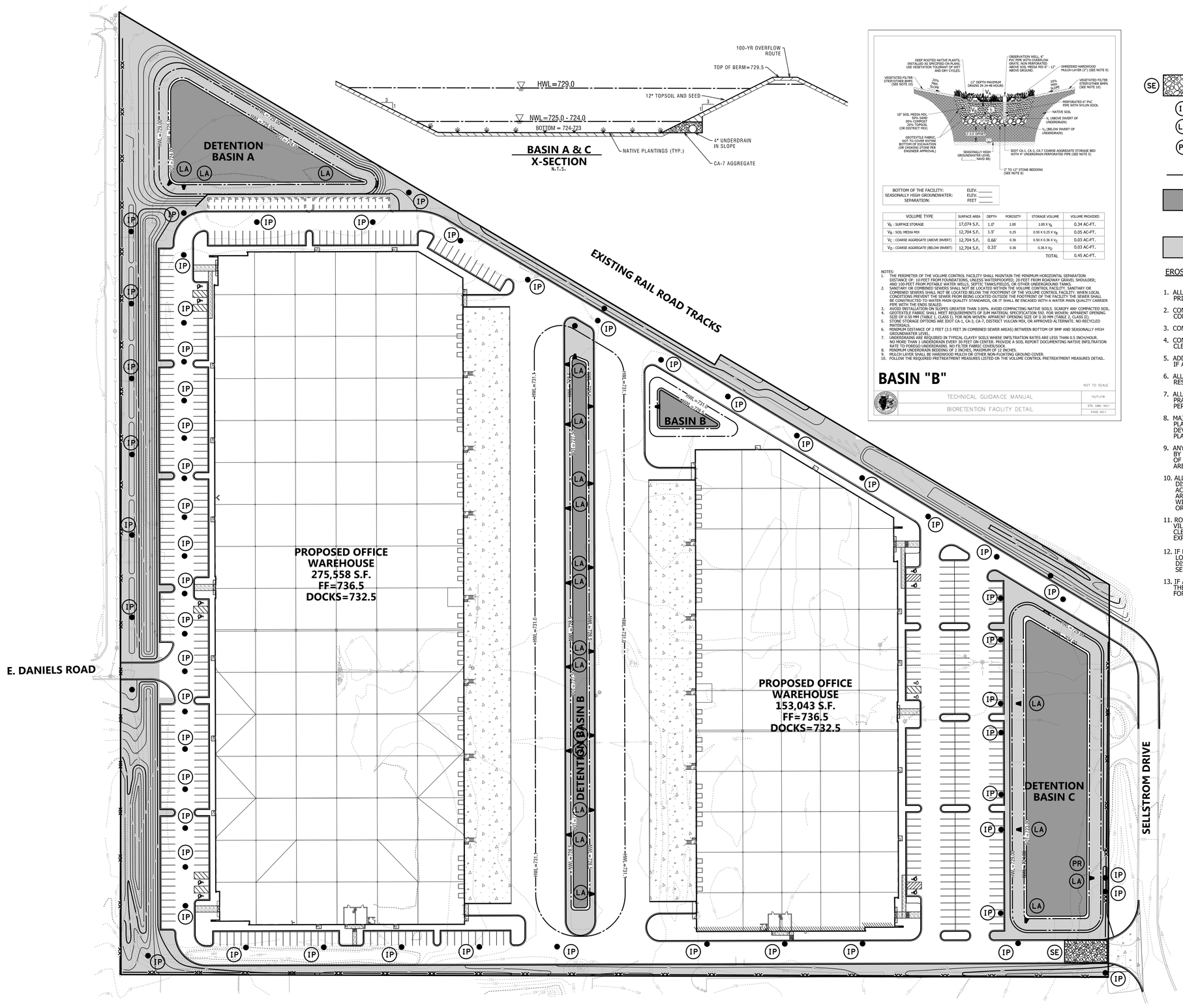

BOTTOM OF THE FACILITY:	ELEV. _____
SEASONALLY HIGH GROUNDWATER:	ELEV. _____
SEPARATION:	FEET _____

VOLUME TYPE	SURFACE AREA	DEPTH	POROSITY	STORAGE VOLUME	VOLUME PROVIDED
V_A : SURFACE STORAGE	17,074 S.F.	1.0'	1.00	1.00 X V_A	0.34 AC-FT.
V_B : SOIL MEDIA MIX	12,704 S.F.	1.5'	0.25	0.50 X 0.25 X V_B	0.05 AC-FT.
V_C : COARSE AGGREGATE (ABOVE INVERT)	12,704 S.F.	0.66'	0.36	0.50 X 0.36 X V_C	0.03 AC-FT.
V_D : COARSE AGGREGATE (BELOW INVERT)	12,704 S.F.	0.33'	0.36	0.36 X V_D	0.03 AC-FT.
				TOTAL	0.45 AC-FT.

NOTES:
1. THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10-FEET FROM FOUNDATIONS, UNLESS WATERPROOFED; 20-FEET FROM ROADWAY GRAVEL SHOULDER; AND 100-FEET FROM POTABLE WATER WELLS, SEPTIC TANKS/FIELDS, OR OTHER UNDERGROUND TANKS.
2. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS MUST NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS PREVENT THE SEWER FROM BEING LOCATED OUTSIDE THE FOOTPRINT OF THE FACILITY THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. AVOID INSTALLATION ON SLOPES GREATER THAN 3.00%. AVOID COMPACTING NATIVE SOILS. SCARIFY ANY COMPACTED SOIL.
4. GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF ILM MATERIAL SPECIFICATION 592. FOR WOVEN: APPARENT OPENING SIZE OF 0.50 MM (TABLE 1, CLASS I). FOR NON WOVEN: APPARENT OPENING SIZE OF 0.30 MM (TABLE 2, CLASS II).
5. STONE STORAGE OPTIONS ARE IDOT CA-1, CA-3, CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
6. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
7. UNDERDRAINS REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. NO MORE THAN 1 UNDERDRAIN EVERY 30 FEET ON CENTER. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS. NO FILTER FABRIC COVER/SOCK.
8. MINIMUM UNDERDRAIN BEDDING OF 2 INCHES, MAXIMUM OF 12 INCHES.
9. MULCH LAYER SHALL BE HARDWOOD MULCH OR OTHER NON-FLOATING GROUND COVER.
10. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.

BASIN "B"

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL — 10/01/98

BIORETENTION FACILITY DETAIL — STD. DWG. NO.1 — PAGE NO.1

SYMBOL LEGEND

- (SE) STABILIZED CONSTRUCTION ENTRANCE
- (IP) INLET PROTECTION
- (LA) LINED APRON WITH SEDIMENT TRAP
- (PR) PERFORATED RISER
- —xx— SILT FENCE
- BMP SURFACE AREA (NATIVE PLANTED BOTTOMS; SEEDING TO BE COORDINATED WITH LANDSCAPE ARCHITECT)
- NATIVE PLANTINGS (SEEDING TO BE COORDINATED WITH LANDSCAPE ARCHITECT)

N

SCALE 1" = 60'

0 60 120

EROSION CONTROL NOTES:

1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.
2. CONTRACTOR SHALL MAINTAIN PROPER SITE DRAINAGE DURING CONSTRUCTION.
3. CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL.
4. CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PUBLIC ROADWAYS CLEAN AND FREE OF DIRT AND DEBRIS AT ALL TIMES.
5. ADDITIONAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED IF A SWPPP INSPECTION OF THE SITE INDICATES A DEFICIENCY.
6. ALL CONSTRUCTION TRAFFIC TO AND FROM THE SITE SHALL BE RESTRICTED TO THE STABILIZED CONSTRUCTION ENTRANCE.
7. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NECESSARY TO PERFORM AS INTENDED.
8. MAJOR AMENDMENTS TO THE SITE DEVELOPMENT AND EROSION CONTROL PLANS SHALL BE SUBMITTED TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT TO BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.
9. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORK DAY AND TRANSPORTED TO A CONTROLLED SEDIMENT AREA.
10. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR RE-DISTURBANCE.
11. ROADWAYS MUST BE KEPT FREE OF MUD, DEBRIS, ETC. AT ALL TIMES IN THE VILLAGE OF HOFFMAN ESTATES. CONTRACTOR IS RESPONSIBLE TO IMMEDIATELY CLEAN ANY MATERIAL TRACKED ONTO THE PUBLIC ROADWAY AT HIS OWN EXPENSE.
12. IF DE-WATERING DEVICES ARE USED DURING CONSTRUCTION, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM SOIL EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.
13. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, THEN SEDIMENT AND EROSION CONTROL MEASURES SHALL BE PROVIDED FOR SUCH A STOCKPILE.

STORMWATER CALCULATIONS

DETENTION SUMMARY

* TOTAL DETENTION REQUIRED = 9.48 AC-FT

TOTAL DETENTION PROVIDED:

DETENTION POND A	= 2.14 AC-FT
DETENTION POND B	= 2.38 AC-FT
DETENTION POND C	= 4.38 AC-FT
PIPE / BOX CULVERT STORAGE	= 0.70 AC-FT
TOTAL DETENTION PROVIDED	= 9.60 AC-FT

* TOTAL DETENTION REQUIRED BASED ON REDUCED CURVE NUMBER NOMOGRAPH CALCULATIONS. SEE PRELIMINARY STORMWATER MEMORANDUM FOR CALCULATIONS.

BMP SUMMARY

* TOTAL BMP REQUIRED = 1.58 AC-FT

TOTAL BMP PROVIDED:

BELOW OUTLET POND A	= 0.41 AC-FT
BELOW OUTLET POND B	= 0.05 AC-FT
BIORETENTION FACILITY POND B	= 0.45 AC-FT
BELOW OUTLET POND C	= 0.68 AC-FT
TOTAL BMP PROVIDED	=1.59 AC-FT

NO.	DATE	REMARKS

NO.	DATE	REMARKS
2	10/22/20	PER VILLAGE COMMENTS
1		

PRELIMINARY SOIL EROSION & SEDIMENT CONTROL PLAN

PALATINE CORPORATE CENTER

PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061P-OVSP

DATE: 6/26/20

JOB NO. 11061

SHEET P-SESC

8 OF 8

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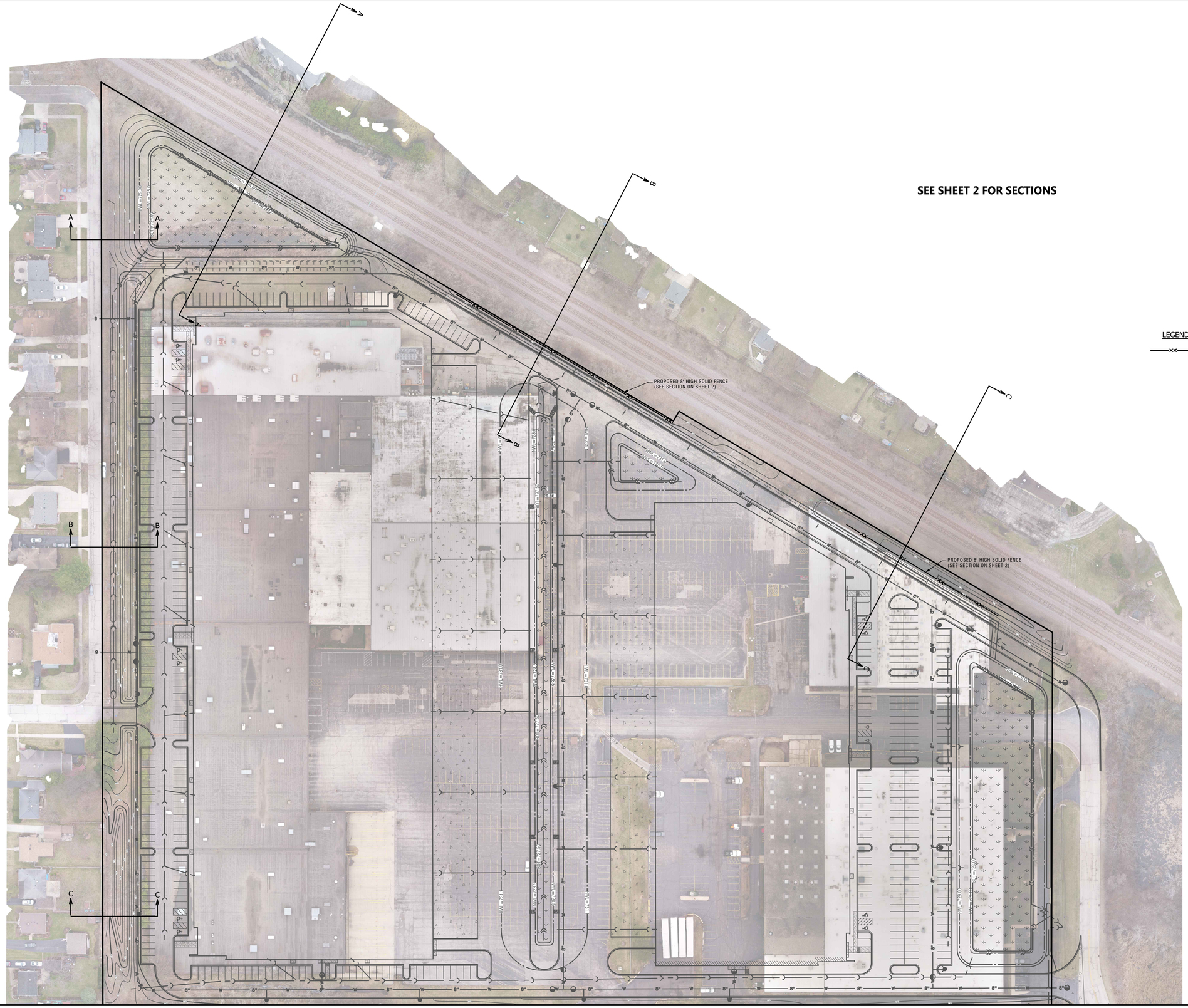
Attachment: Preliminary Site Improvement Plans (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)



NO.	DATE	REMARKS

NO.	DATE	REMARKS

CROSS SECTION EXHIBIT

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
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Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061EXH-XSEC

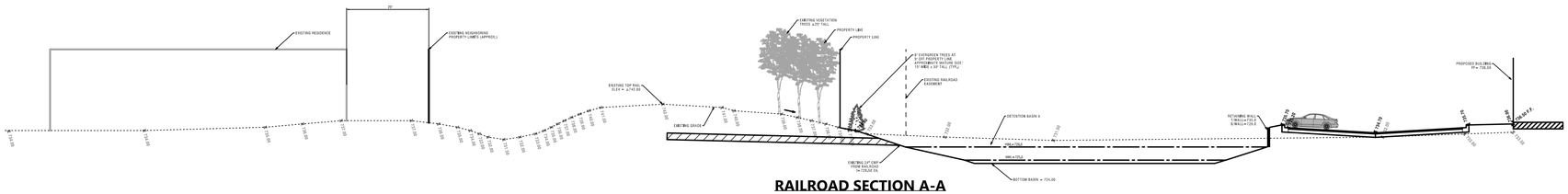
DATE: 10/13/20

JOB NO. 11061

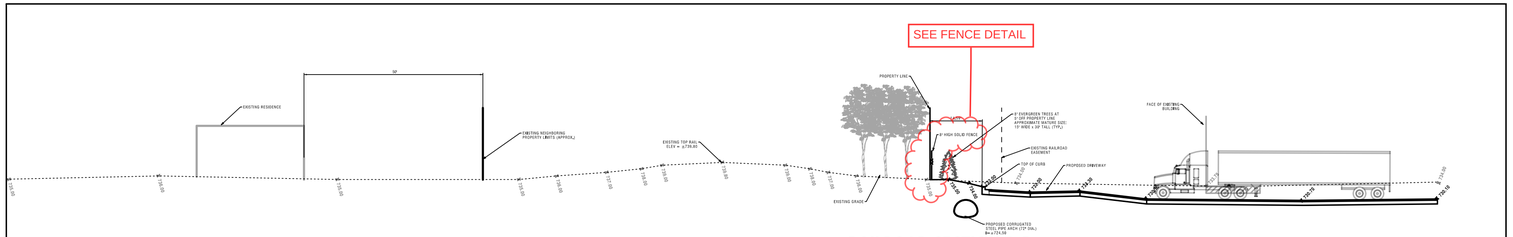
SHEET **EXH**

1 OF 2

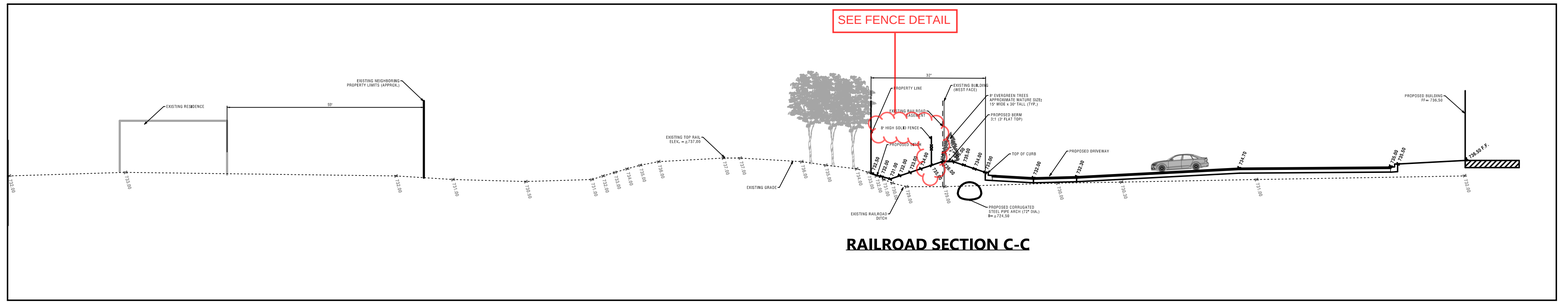
Attachment: Cross Section Exhibits (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)



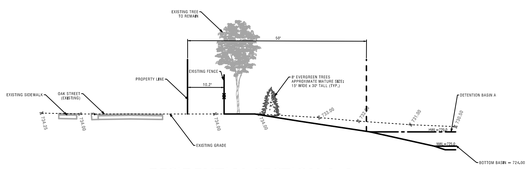
RAILROAD SECTION A-A



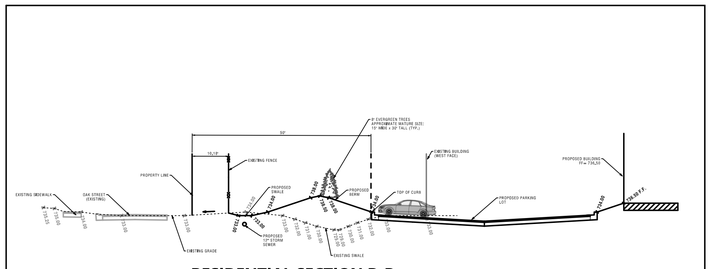
RAILROAD SECTION B-B



RAILROAD SECTION C-C



RESIDENTIAL SECTION A-A



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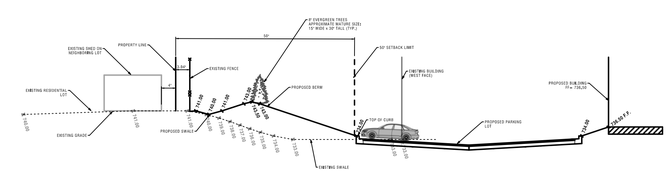

RESIDENTIAL SECTION C-C

NO.	DATE	REMARKS

NO.	DATE	REMARKS

CROSS SECTION EXHIBIT

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
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LAND SURVEYORS
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Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061EXH-XSEC

DATE: 10/13/20

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SHEET EXH
2 OF 2

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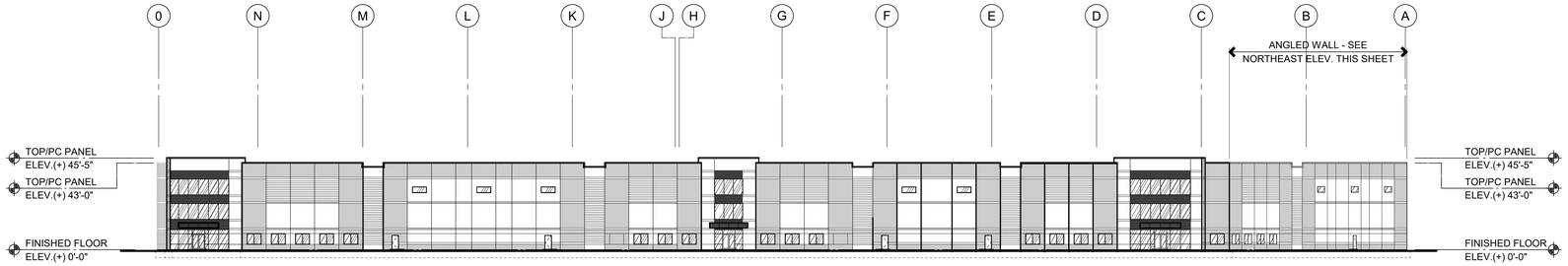
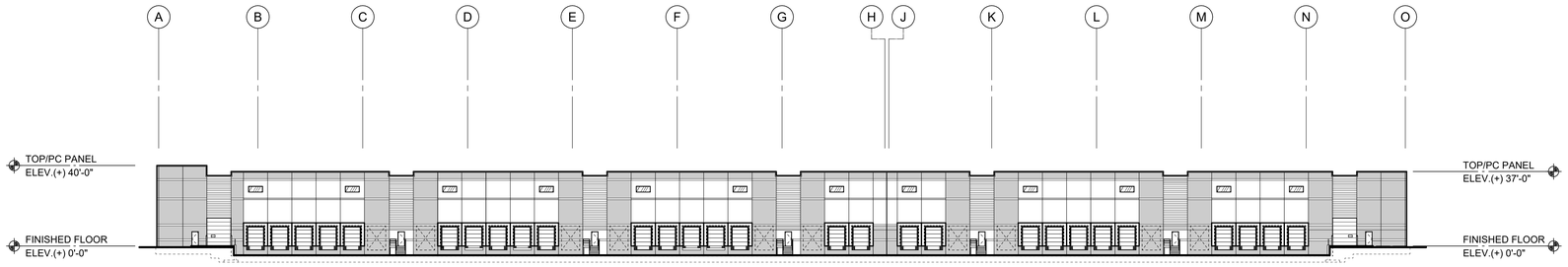


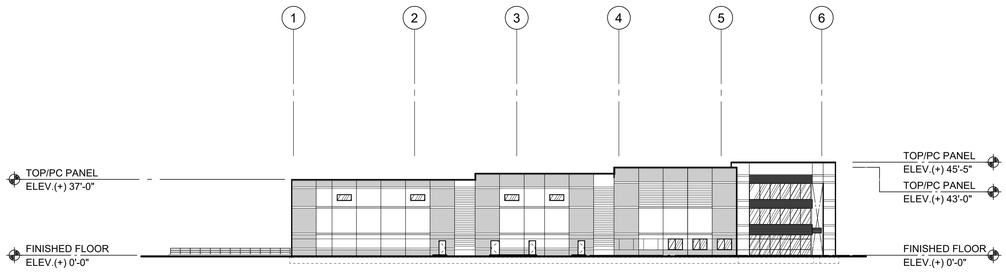
EAST ELEVATION

SCALE: 1" = 30'-0"



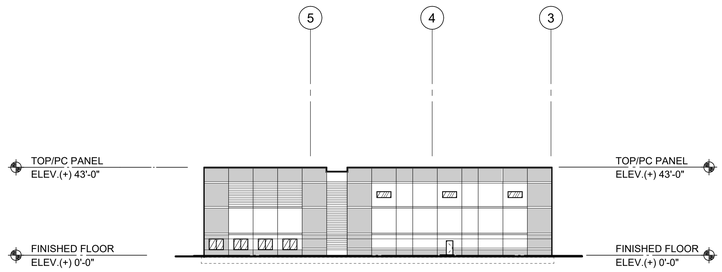
WEST ELEVATION

SCALE: 1" = 30'-0"



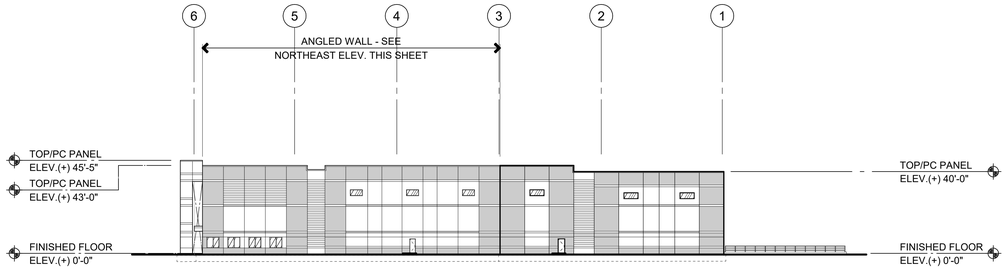
SOUTH ELEVATION

SCALE: 1" = 30'-0"



NORTHEAST ELEVATION

SCALE: 1" = 30'-0"



NORTH ELEVATION

SCALE: 1" = 30'-0"

EAST BUILDING ELEVATIONS

COLOR LEGEND

EXTERIOR PRECAST TO BE COLORED WITH LOXON VERTICAL CONCRETE STAIN BY SHERWIN WILLIAMS. GENER CONTRACTOR TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW.

- SABLE (PLD-6) CUSTOM COLOR
- STAMPED CONCRETE - SW 7655 SHERWIN WILLIAMS
- IRON ORE - (SW 7069) SHERWIN WILLIAMS

METAL COPING (STONE WHITE BY PAC-CLAD)

CURTAINWALL AND ENTRANCE DOOR SYSTEM
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

PUNCHED/CLEARSTORY WINDOWS
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

INSUL. MTL. DOORS/FRAMES
FRAME - INCREDIBLE WHITE - SW7028
DOOR - INCREDIBLE WHITE - SW7028

OVERHEAD DOORS
DRIVE-IN DOORS - PREFINISHED WHITE
DOCK DOORS - PREFINISHED WHITE

PIPE BOLLARDS
SAFETY YELLOW

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

HARRIS ARCHITECTS INC.
4801 EMERSON AVENUE PALATINE, ILLINOIS 60067-7416 847.303.1155
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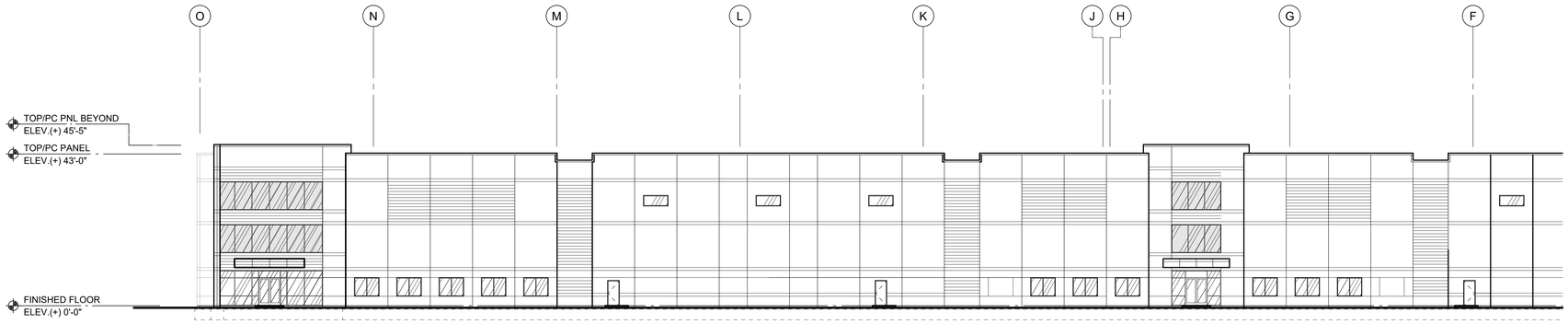
PROPSED OFFICE & WAREHOUSE BUILDINGS AT:
PALATINE CORPRATE CENTER
SELLSTROM DRIVE
PALATINE, ILLINOIS

07-07-2020 ISSUED FOR VILLAGE DEVELOPMENT REVIEW
07-10-2020 ISSUED FOR PRELIMINARY BIDS
08-31-2020 RE-ISSUED FOR VILLAGE REVIEW

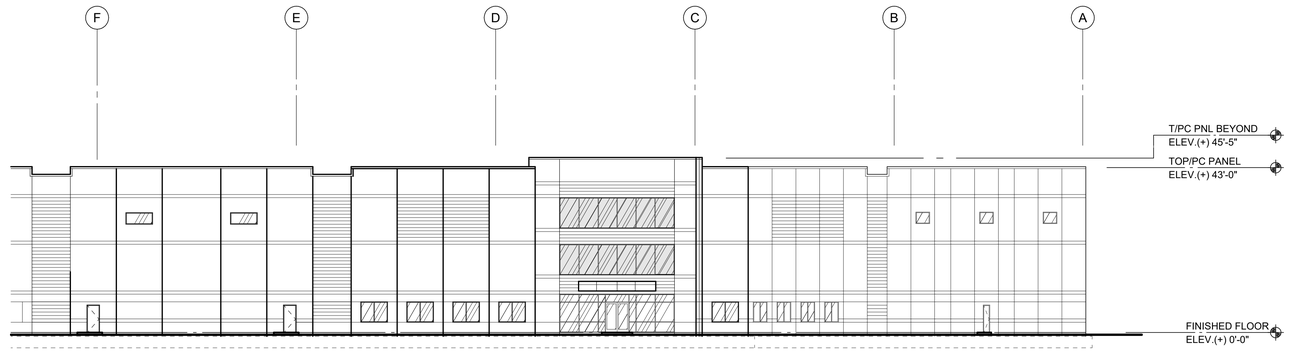
PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

SHEET NO.
A2.0C
X OF X SHEETS

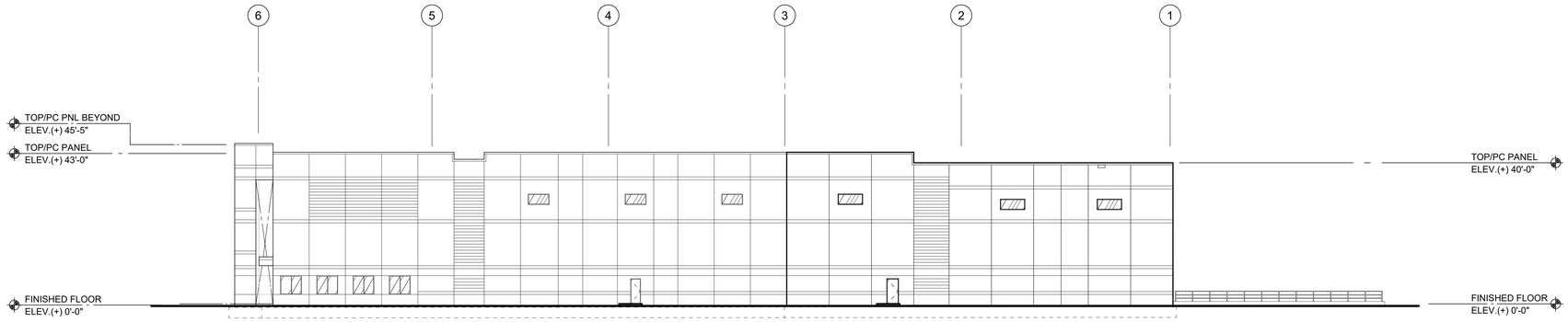
Attachment: Preliminary architectural elevations (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



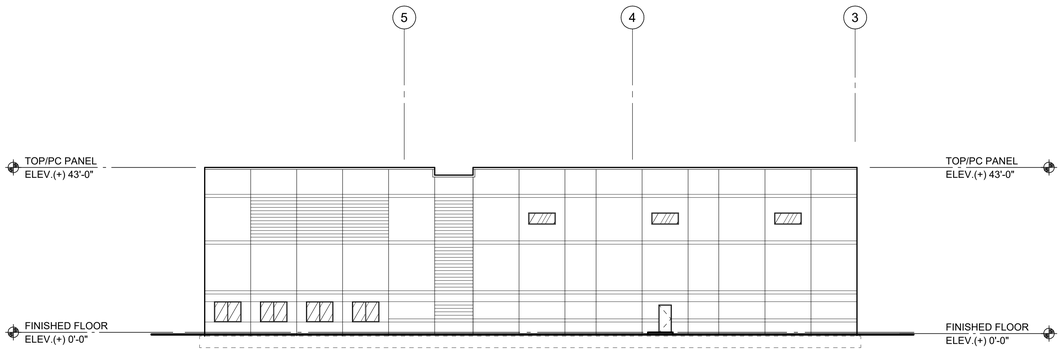
PARTIAL EAST ELEVATION
SCALE: 1/16" = 1'-0"



PARTIAL EAST ELEVATION
SCALE: 1/16" = 1'-0"



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



PARTIAL NORTH ELEVATION
SCALE: 1/16" = 1'-0"

COMPONENTS & CLADDING FACTORED WIND DESIGN WALL PRESSURES (PSF)					
ZONE	EFFECTIVE WIND AREA (SQUARE FEET)				
	10	20	50	100	500
4	+35.3/-38.3	+33.8/-36.8	+31.7/-35.3	+29.9/-31.1	+26.3/-29.3
5	+35.3/-47.3	+33.8/-44.3	+31.7/-39.8	+29.9/-33.8	+26.3/-29.3

NOTE: ZONE 5 APPLIES WITHIN 16'-0" OF CORNERS, ZONE 4 APPLIES ELSEWHERE

EAST BUILDING ELEVATIONS

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

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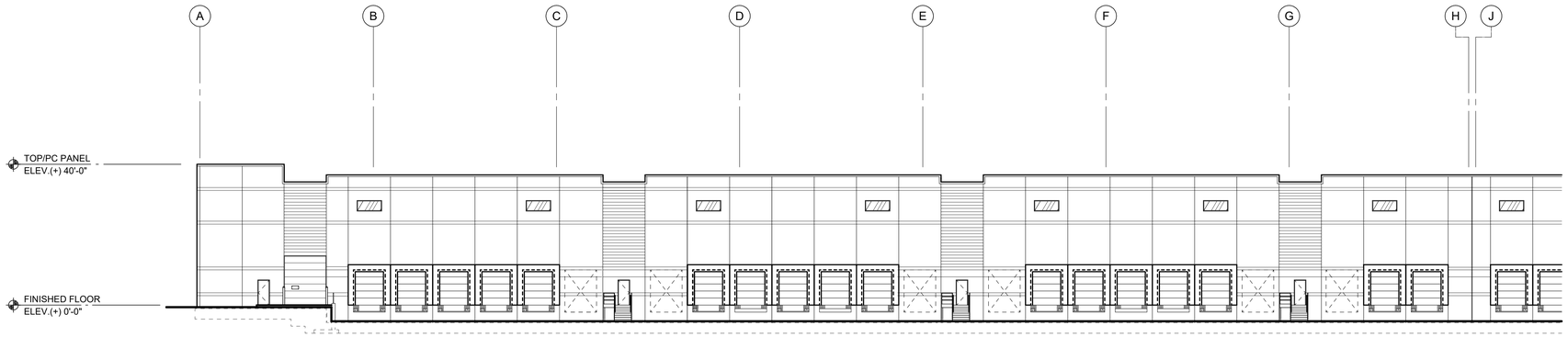
PROPSED OFFICE & WAREHOUSE BUILDINGS AT:
PALATINE CORPRATE CENTER
SELLSTROM DRIVE PALATINE, ILLINOIS

ISSUED FOR VILLAGE DEVELOPMENT REVIEW	07-07-2020
ISSUED FOR PRELIMINARY BIDS	07-10-2020
RE-ISSUED FOR VILLAGE REVIEW	08-31-2020

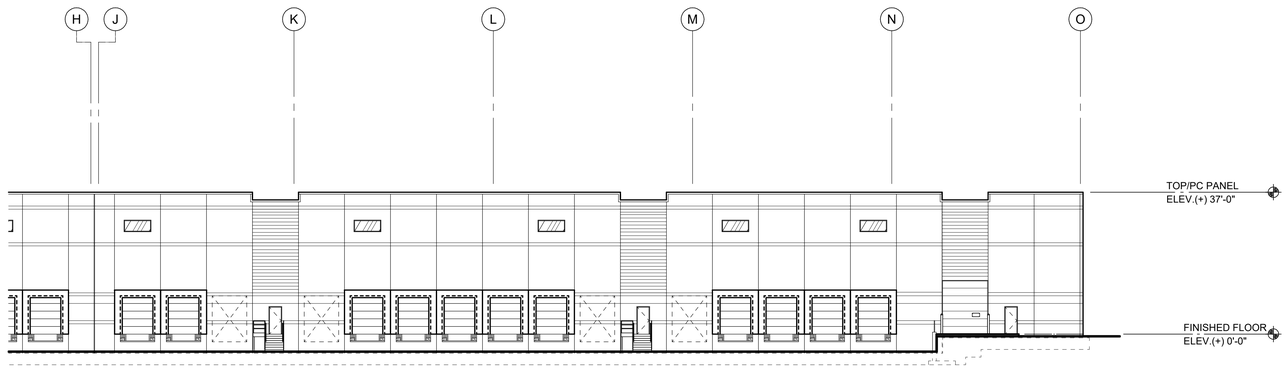
PROJECT NO.
220067
DRAWN BY:
DJK
DATABASE:
220067PLAN.DB

SHEET NO.
A2.1
X OF X SHEETS

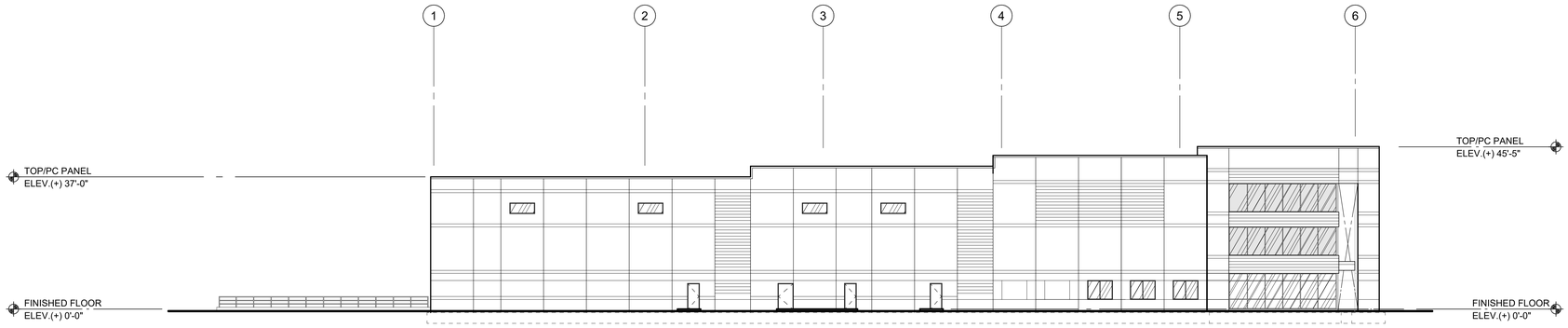
Attachment: Preliminary architectural elevations (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)



PARTIAL WEST ELEVATION
SCALE: 1/16" = 1'-0"



PARTIAL WEST ELEVATION
SCALE: 1/16" = 1'-0"



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

EAST BUILDING ELEVATIONS

COMPONENTS & CLADDING FACTORED WIND DESIGN WALL PRESSURES (PSF)					
ZONE	EFFECTIVE WIND AREA (SQUARE FEET)				
	10	20	50	100	500
4	+35.3/-38.3	+33.8/-36.8	+31.7/-35.3	+29.9/-31.1	+26.3/-29.3
5	+35.3/-47.3	+33.8/-44.3	+31.7/-39.8	+29.9/-33.8	+26.3/-29.3

NOTE: ZONE 5 APPLIES WITHIN 16'-0" OF CORNERS, ZONE 4 APPLIES ELSEWHERE

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

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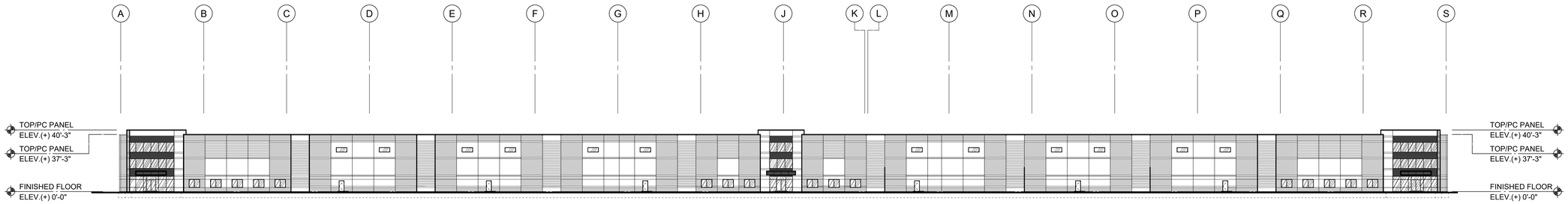
SELLSTROM DRIVE
PALATINE, ILLINOIS

ISSUED FOR VILLAGE DEVELOPMENT REVIEW 07-07-2020
ISSUED FOR PRELIMINARY BIDS 07-10-2020
RE-ISSUED FOR VILLAGE REVIEW 08-31-2020

PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

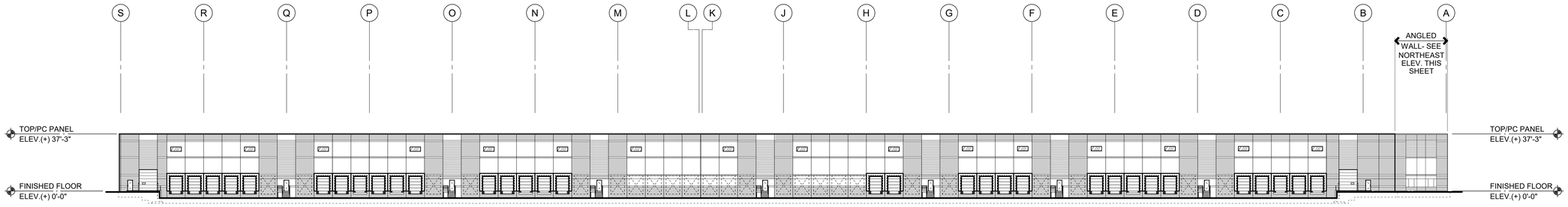
SHEET NO.
A2.2
X OF X SHEETS

Attachment: Preliminary architectural elevations (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)



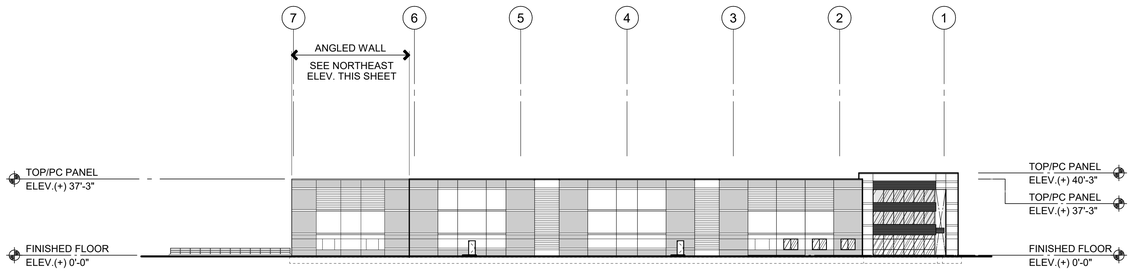
WEST ELEVATION

SCALE: 1" = 30'-0"



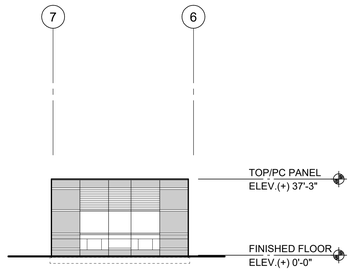
EAST ELEVATION

SCALE: 1" = 30'-0"



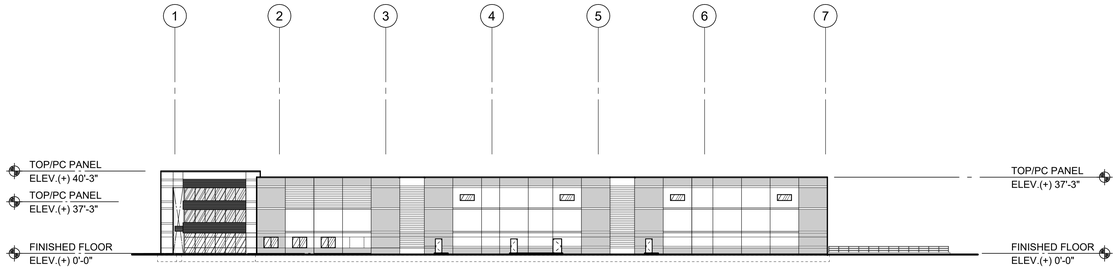
NORTH ELEVATION

SCALE: 1" = 30'-0"



NORTHEAST ELEVATION

SCALE: 1" = 30'-0"



SOUTH ELEVATION

SCALE: 1" = 30'-0"

WEST BUILDING ELEVATIONS

COLOR LEGEND

EXTERIOR PRECAST TO BE COLORED WITH LOXON VERTICAL CONCRETE STAIN BY SHERWIN WILLIAMS. GENER CONTRACTOR TO MATCH SHERWIN WILLIAMS COLORS SELECTED BELOW.

- SABLE (PLD-6) CUSTOM COLOR
- STAMPED CONCRETE - SW 7655 SHERWIN WILLIAMS
- IRON ORE - (SW 7069) SHERWIN WILLIAMS

METAL COPING (STONE WHITE BY PAC-CLAD)

CURTAINWALL AND ENTRANCE DOOR SYSTEM
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

PUNCHED/CLEARSTORY WINDOWS
FRAMES - CLEAR ANODIZED ALUMINUM
INSUL. GLASS - GREY TINTED

INSUL. MTL. DOORS/FRAMES
FRAME - INCREDIBLE WHITE - SW7028
DOOR - INCREDIBLE WHITE - SW7028

OVERHEAD DOORS
DRIVE-IN DOORS - PREFINISHED WHITE
DOCK DOORS - PREFINISHED WHITE

PIPE BOLLARDS
SAFETY YELLOW

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

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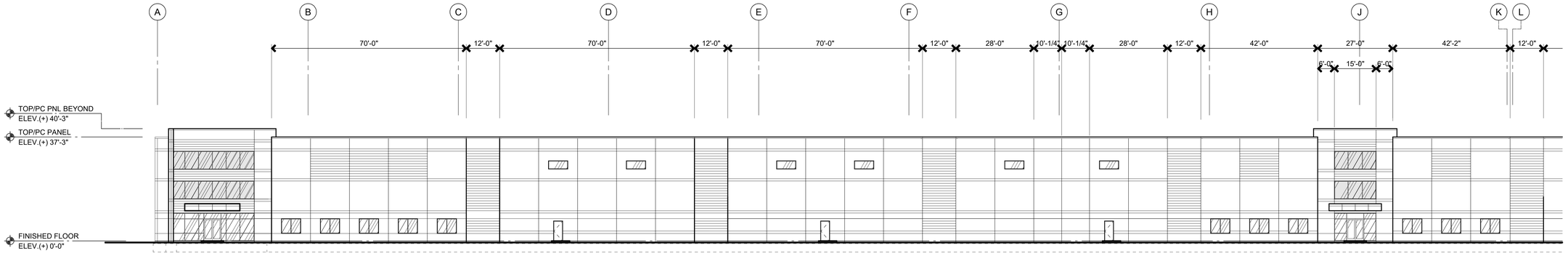
PROPOSED 275,388 S.F. OFFICE/WAREHOUSE WEST BUILDING AT:
PALATINE CORPRATE CENTER
SELLSTROM DRIVE

ISSUED FOR VILLAGE DEVELOPMENT REVIEW 07-07-2020
ISSUED FOR PRELIMINARY REVIEW 07-21-2020
RE-ISSUED FOR VILLAGE REVIEW 08-31-2020

PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

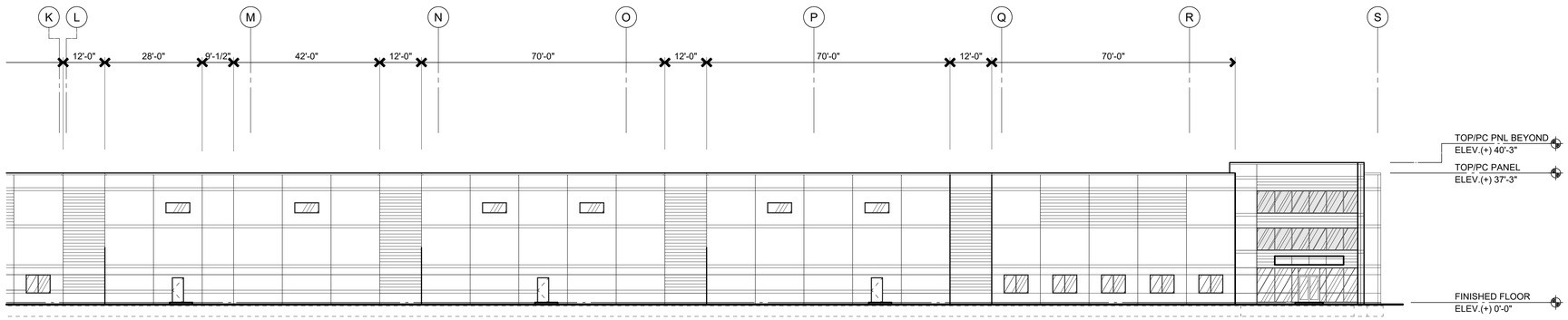
SHEET NO.
A2.0C
X OF X SHEETS

Attachment: Preliminary architectural elevations (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



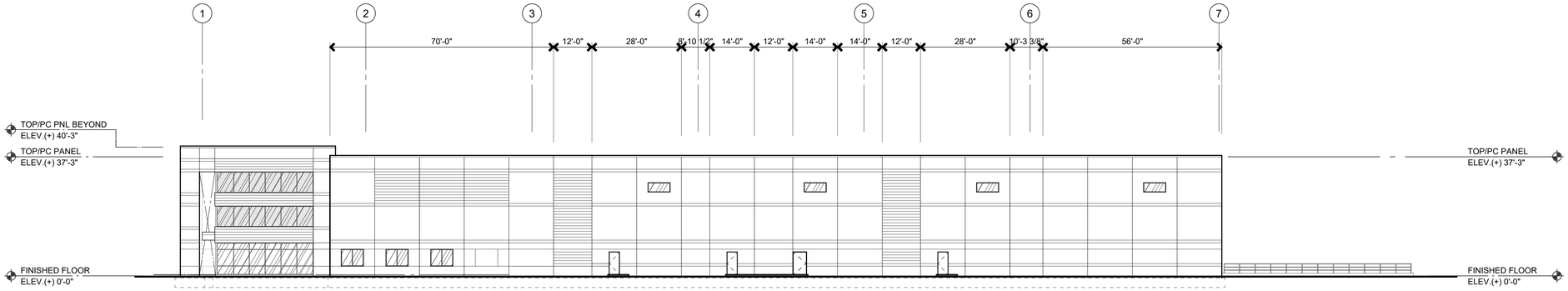
PARTIAL WEST ELEVATION

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



PARTIAL WEST ELEVATION

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



SOUTH ELEVATION

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

WEST BUILDING ELEVATIONS

COMPONENTS & CLADDING FACTORED WIND DESIGN WALL PRESSURES (PSF)					
ZONE	EFFECTIVE WIND AREA (SQUARE FEET)				
	10	20	50	100	500
4	+35.3/-38.3	+33.8/-36.8	+31.7/-35.3	+29.9/-31.1	+26.3/-29.3
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NOTE: ZONE 5 APPLIES WITHIN 16'-0" OF CORNERS, ZONE 4 APPLIES ELSEWHERE

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

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PROPOSED 275,388 S.F. OFFICE/WAREHOUSE WEST BUILDING AT:
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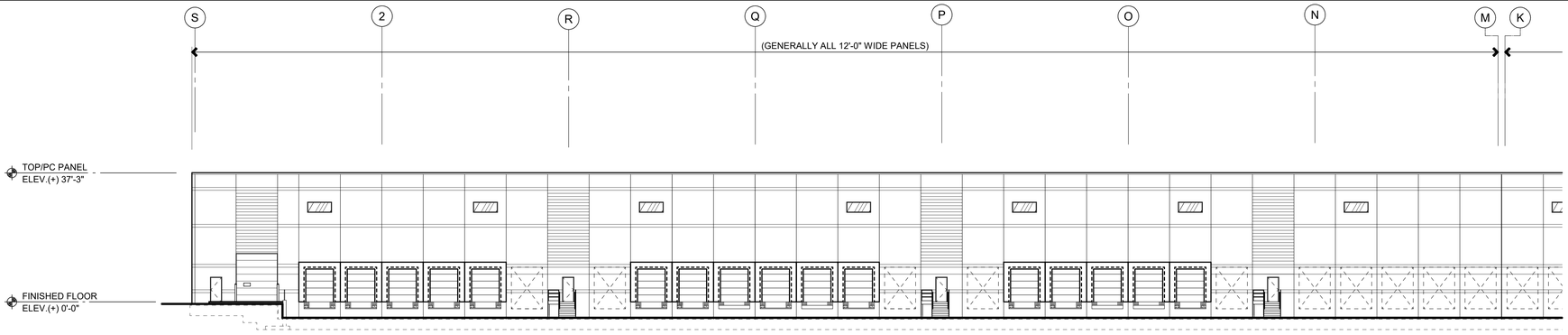
PALATINE, ILLINOIS

ISSUED FOR VILLAGE DEVELOPMENT REVIEW 07-07-2020
RE-ISSUED FOR PRELIMINARY BIDS 07-31-2020
RE-ISSUED FOR VILLAGE REVIEW 08-31-2020

PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

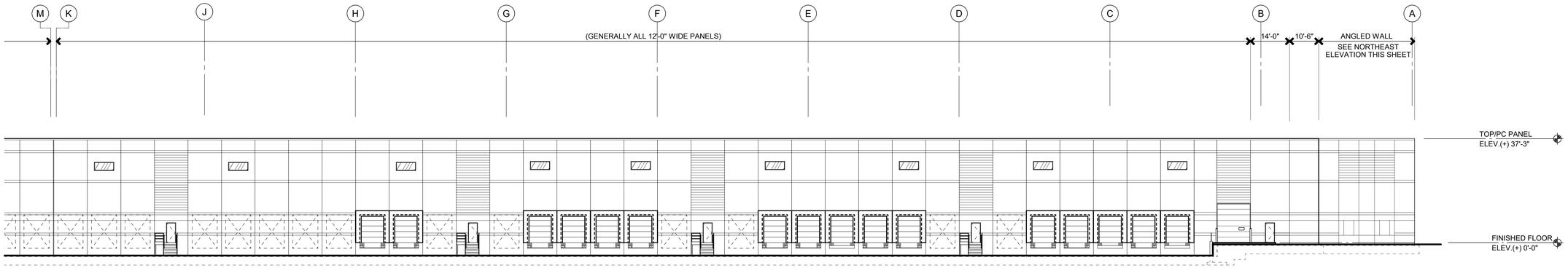
SHEET NO.
A2.1
X OF X SHEETS

Attachment: Preliminary architectural elevations (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)



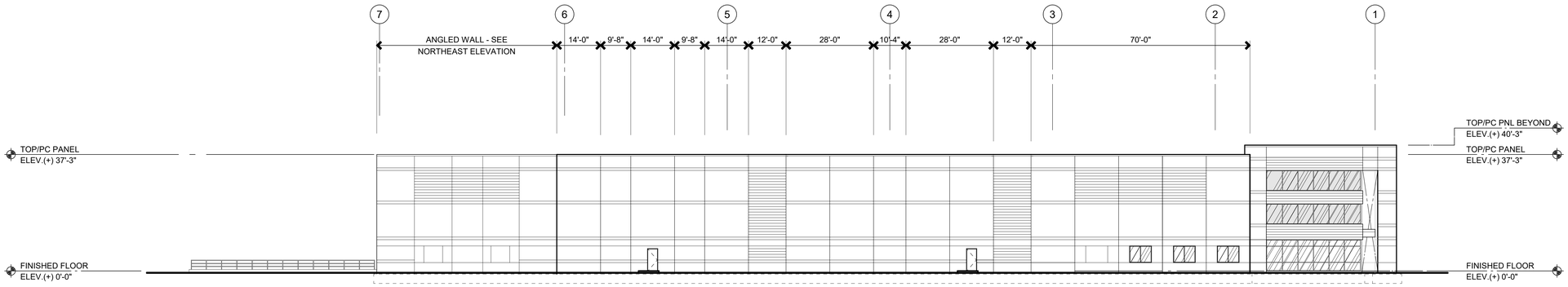
PARTIAL EAST ELEVATION

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



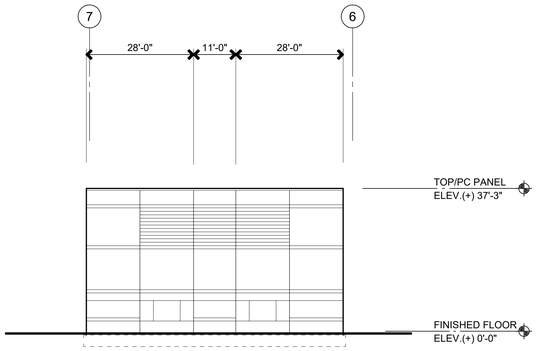
PARTIAL EAST ELEVATION

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



NORTH ELEVATION

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



NORTHEAST ELEVATION

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

WEST BUILDING ELEVATIONS

COMPONENTS & CLADDING FACTORED WIND DESIGN WALL PRESSURES (PSF)					
ZONE	EFFECTIVE WIND AREA (SQUARE FEET)				
	10	20	50	100	500
4	+35.3/-38.3	+33.8/-36.8	+31.7/-35.3	+29.9/-31.1	+26.3/-29.3
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MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

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PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

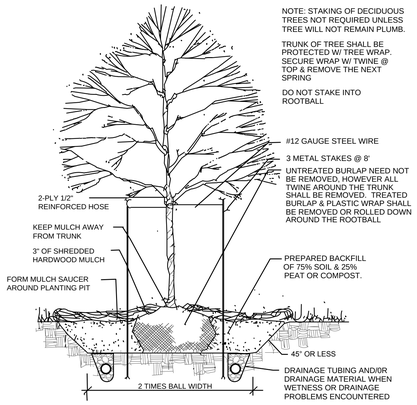
SHEET NO.
A2.2
X OF X SHEETS

Attachment: Preliminary architectural elevations (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)

MIDWEST
INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

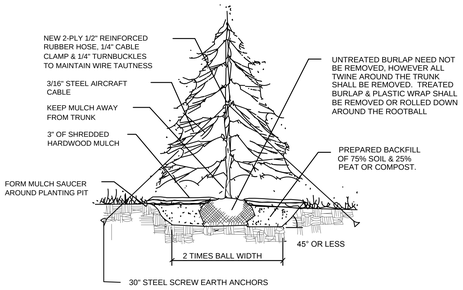
HARRIS ARCHITECTS, INC.
WWW.HARRISARCHITECTS.COM

Attachment: Preliminary architectural rendering elevation (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)



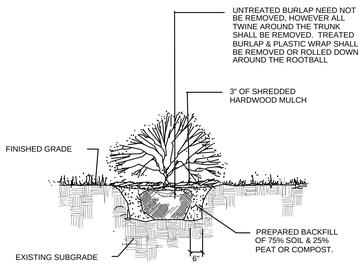
DECIDUOUS TREE

NTS



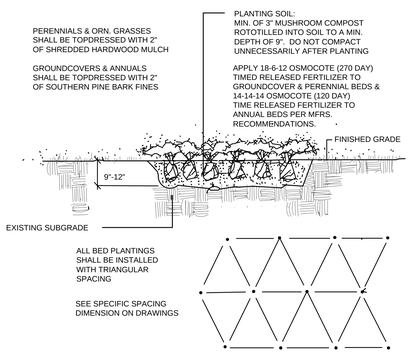
EVERGREEN TREE

NTS



SHRUBS

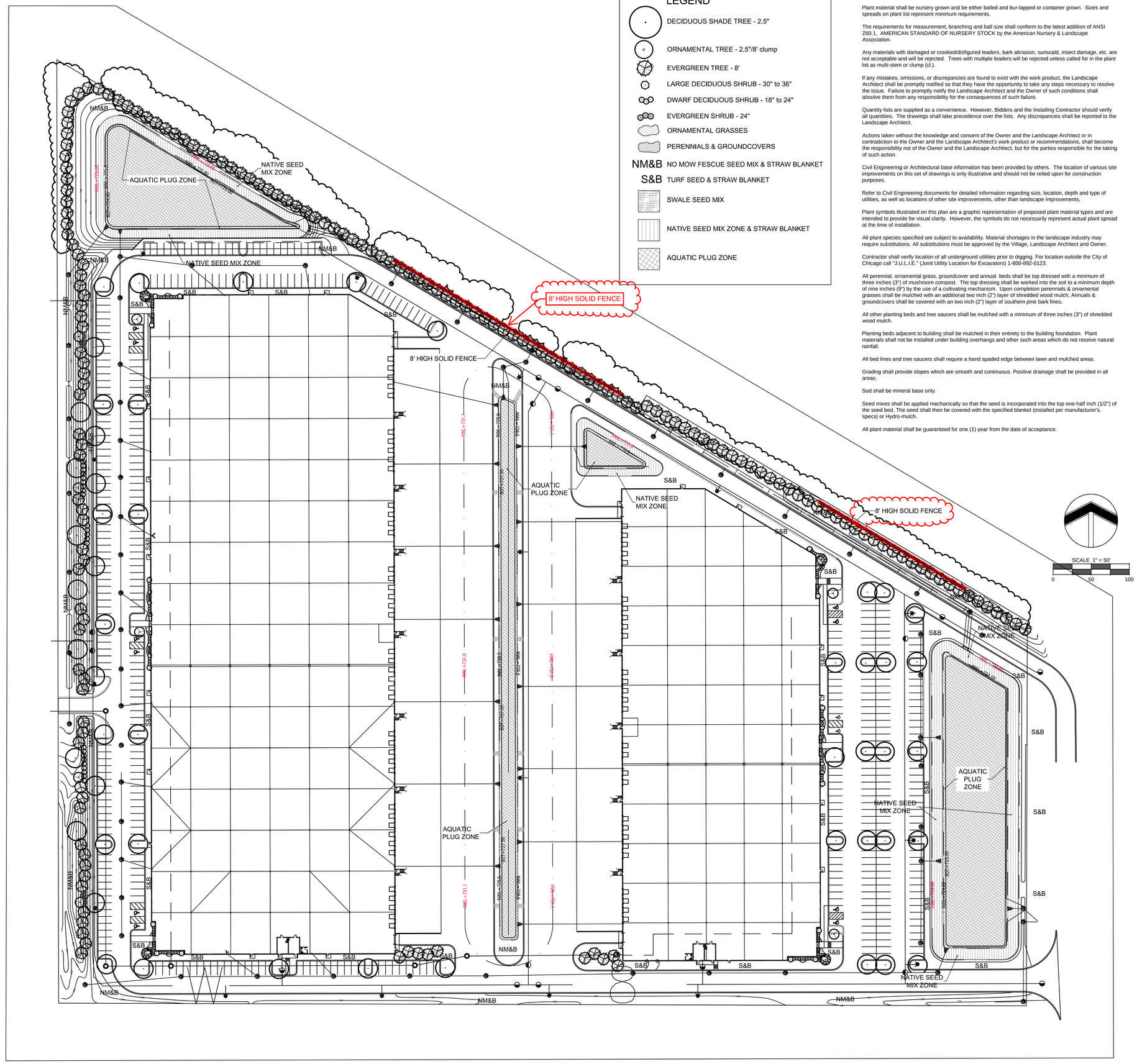
NTS



BED PLANTING DETAIL

(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS)

NTS



LEGEND

- DECIDUOUS SHADE TREE - 2.5"
- ORNAMENTAL TREE - 2.5"/8' clump
- EVERGREEN TREE - 8'
- LARGE DECIDUOUS SHRUB - 30" to 36"
- DWARF DECIDUOUS SHRUB - 18" to 24"
- EVERGREEN SHRUB - 24"
- ORNAMENTAL GRASSES
- PERENNIALS & GROUNDCOVERS
- NM&B NO MOW FESCUE SEED MIX & STRAW BLANKET
- S&B TURF SEED & STRAW BLANKET
- SWALE SEED MIX
- NATIVE SEED MIX ZONE & STRAW BLANKET
- AQUATIC PLUG ZONE

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

Contractor shall verify location of all underground utilities prior to digging. For location outside the City of Chicago call "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123.

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with an two inch (2") layer of southern pine bark fines.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's. specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

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The drawings, specifications, design ideas, and other information contained within as prepared by the Landscape Architect for this project are instruments of the Landscape Architect's service, for use solely with respects to this project and, unless otherwise provided, the Landscape Architect shall be deemed the author of these documents and shall retain all common law, statutory, and other rights, including copyright. This drawing is not to be reproduced without the expressed written consent of IVES/RYAN GROUP, INC.

REVISIONS

2 Added 8' High Solid Fence	12/01/20
1 West & North Buffeyards	10/23/20

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

Attachment: Revised preliminary landscaping plans (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)

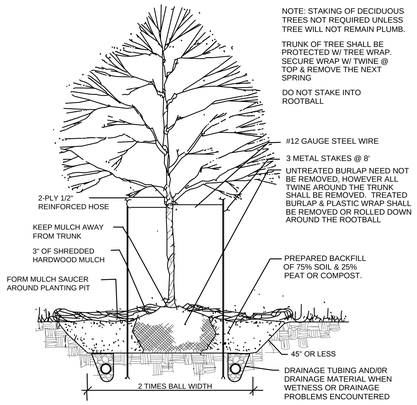
IRG Ives/Ryan Group, Inc.
324 EISENHOWER LANE N.
LOMBARD, IL 60148
PHONE: 630.717.0726
Landscape Architecture
Park & Recreation Design
Site & Community Planning
www.ivesryangroup.com

PRELIMINARY LANDSCAPE PLAN

PROJECT NO.: L920 JOB NO.: 9224A

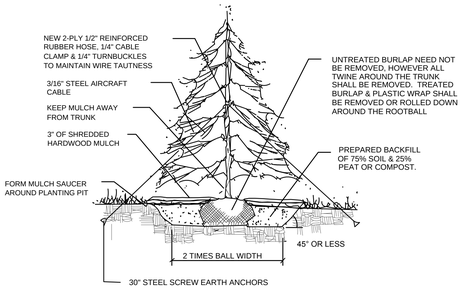
DATE: 07/08/20
SCALE: 1"=50'
PLANNER: RM
DRAWN BY: RM
CHECKED:

SHEET L-1



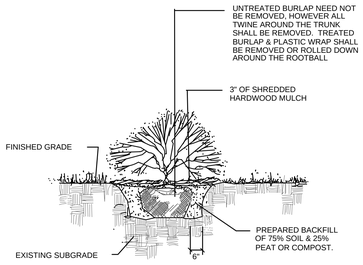
DECIDUOUS TREE

NTS



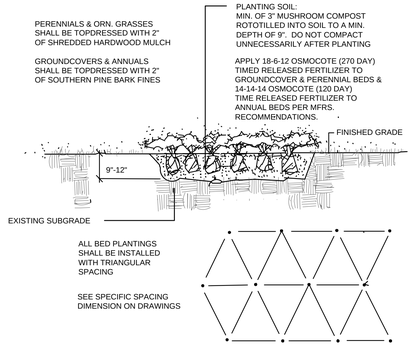
EVERGREEN TREE

NTS



SHRUBS

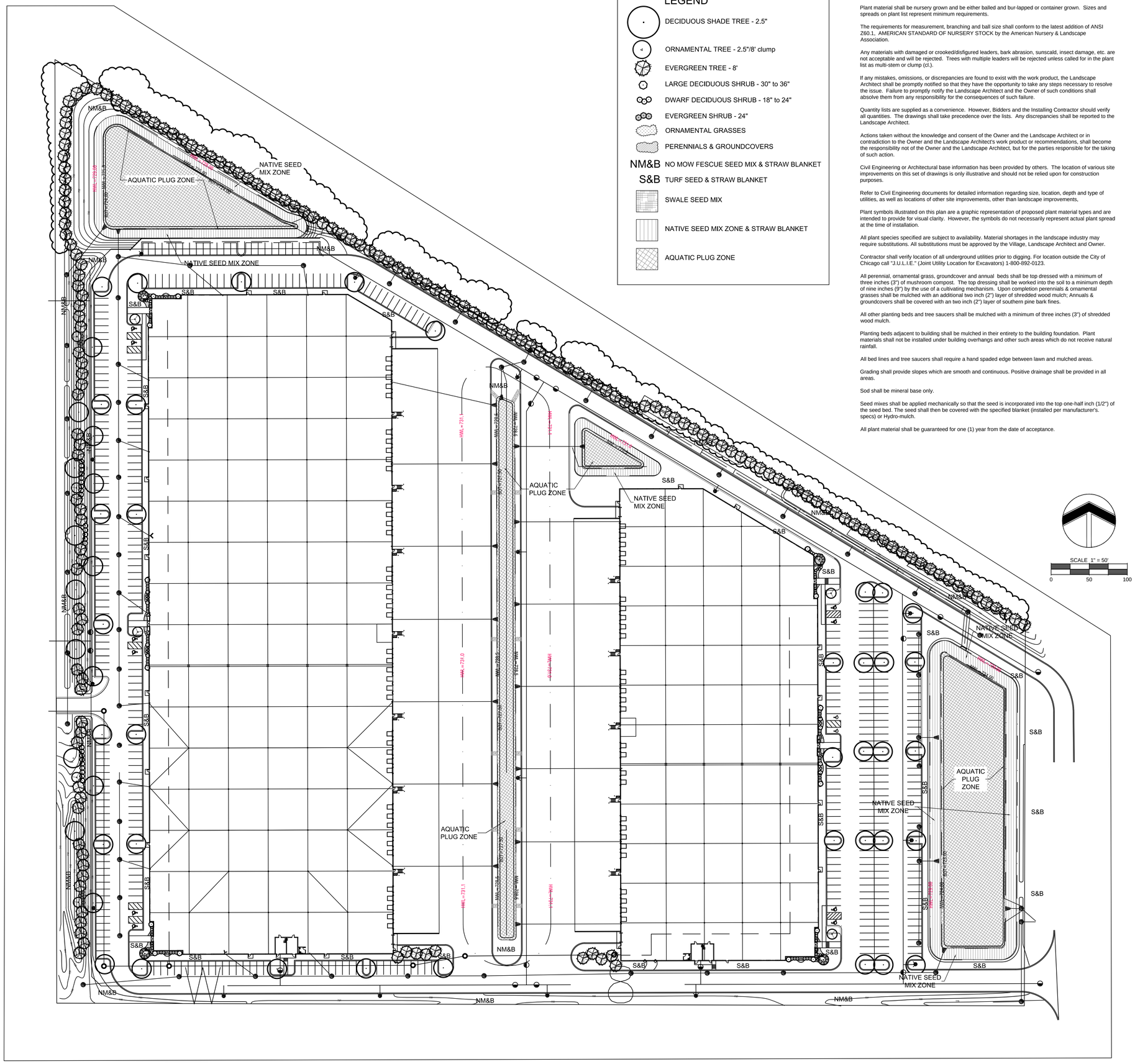
NTS



BED PLANTING DETAIL

(PERENNIALS, ORNAMENTAL GRASSES VINES, GROUNDCOVERS & ANNUALS)

NTS



LEGEND

- DECIDUOUS SHADE TREE - 2.5"
- ORNAMENTAL TREE - 2.5"/8' clump
- EVERGREEN TREE - 8'
- LARGE DECIDUOUS SHRUB - 30" to 36"
- DWARF DECIDUOUS SHRUB - 18" to 24"
- EVERGREEN SHRUB - 24"
- ORNAMENTAL GRASSES
- PERENNIALS & GROUNDCOVERS
- NM&B NO MOW FESCUE SEED MIX & STRAW BLANKET
- S&B TURF SEED & STRAW BLANKET
- SWALE SEED MIX
- NATIVE SEED MIX ZONE & STRAW BLANKET
- AQUATIC PLUG ZONE

GENERAL NOTES:

Plant material shall be nursery grown and be either balled and bur-lapped or container grown. Sizes and spreads on plant list represent minimum requirements.

The requirements for measurement, branching and ball size shall conform to the latest addition of ANSI Z60.1, AMERICAN STANDARD OF NURSERY STOCK by the American Nursery & Landscape Association.

Any materials with damaged or crooked/disfigured leaders, bark abrasion, sunscald, insect damage, etc. are not acceptable and will be rejected. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump (cl.).

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the issue. Failure to promptly notify the Landscape Architect and the Owner of such conditions shall absolve them from any responsibility for the consequences of such failure.

Quantity lists are supplied as a convenience. However, Bidders and the Installing Contractor should verify all quantities. The drawings shall take precedence over the lists. Any discrepancies shall be reported to the Landscape Architect.

Actions taken without the knowledge and consent of the Owner and the Landscape Architect or in contradiction to the Owner and the Landscape Architect's work product or recommendations, shall become the responsibility not of the Owner and the Landscape Architect, but for the parties responsible for the taking of such action.

Civil Engineering or Architectural base information has been provided by others. The location of various site improvements on this set of drawings is only illustrative and should not be relied upon for construction purposes.

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

All plant species specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Village, Landscape Architect and Owner.

Contractor shall verify location of all underground utilities prior to digging. For location outside the City of Chicago call "J.U.L.I.E." (Joint Utility Location for Excavators) 1-800-892-0123.

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with an two inch (2") layer of southern pine bark fines.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

All bed lines and tree saucers shall require a hand spaded edge between lawn and mulched areas.

Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's. specs) or Hydro-mulch.

All plant material shall be guaranteed for one (1) year from the date of acceptance.

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The drawings, specifications, design ideas, and other information contained within as prepared by the Landscape Architect for this project are instruments of the Landscape Architect's service, for use solely with respects to this project and, unless otherwise provided, the Landscape Architect shall be deemed the author of these documents and shall retain all common law, statutory, and other rights, including copyright. This drawing is not to be reproduced without the expressed written consent of IVES/RYAN GROUP, INC.

REVISIONS

1 West & North Buffeyards	10/23/20

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

Attachment: Revised preliminary landscaping plans (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

IRG Ives/Ryan Group, Inc.
324 EISENHOWER LANE N.
LOMBARD, IL 60148
PHONE: 630.717.0726

Landscape Architecture
Park & Recreation Design
Site & Community Planning

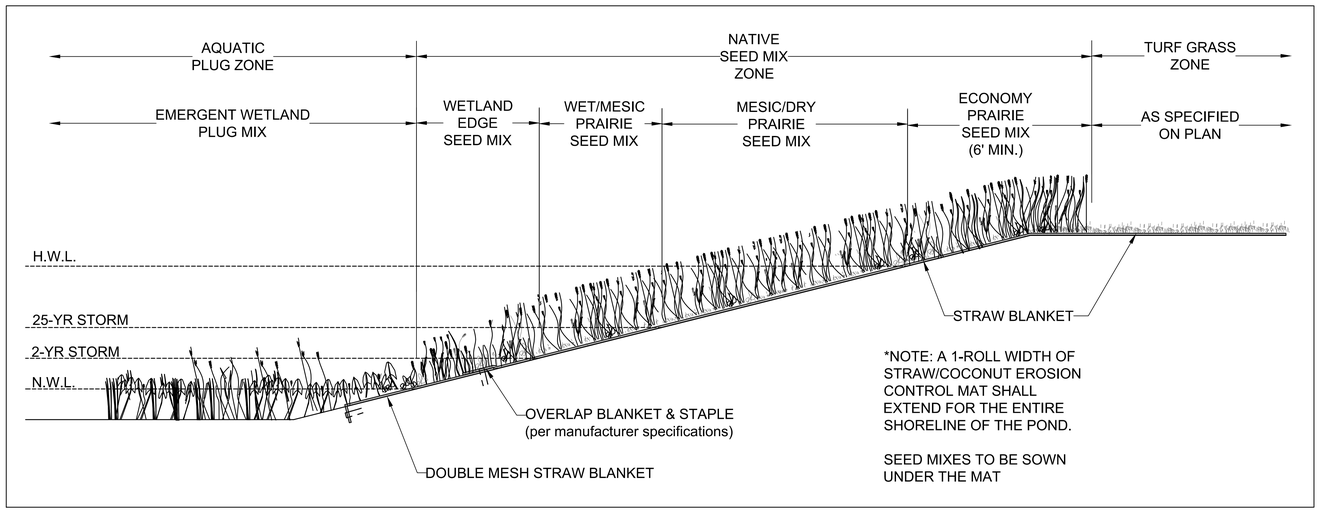
www.ivesryangroup.com

PRELIMINARY LANDSCAPE PLAN

PROJECT NO.:	JOB NO.:
L920	9224A

DATE: 07/08/20
SCALE: 1"=50'
PLANNER: RM
DRAWN BY: RM
CHECKED:

SHEET
L-1



*NOTE: A 1-ROLL WIDTH OF STRAW/COCONUT EROSION CONTROL MAT SHALL EXTEND FOR THE ENTIRE SHORELINE OF THE POND.

SEED MIXES TO BE SOWN UNDER THE MAT

SECTION - TYPICAL NATURALIZED DETENTION BASIN LANDSCAPING (BASIN A & C)

NTS

ECONOMY PRAIRIE SEED MIX

Cardno- Apply at 37.38 PLS pounds per acre

BOTANICAL/ (COMMON) NAME	PLS OZ./Ac
PERMANENT MATRIX:	
Andropogon gerardii (Big Bluestem)	12.00
Bouteloua curtipendula (Side Oats Grama)	16.00
Carex spp. (Prairie Carex Mix)	3.00
Elymus canadensis (Canada Wild Rye)	24.00
Panicum virgatum (Prairie Switch Grass)	2.50
Schizachyrium scoparium (Little Bluestem)	28.00
Sorghastrum nutans (Indian Grass)	12.00
TOTAL	**97.50**
TEMPORARY COVER:	
Avena sativa (Seed Oats)	360.00
Lolium multiflorum (Annual Rye)	100.00
TOTAL	**460.00**
FORBS:	
Asclepias syriaca (Common Milk)	1.00
Asclepias tuberosa (Butterfly Weed)	1.00
Chamaecrista fasciculata (Partridge Pea)	9.00
Coreopsis lanceolata (Sand Coreopsis)	5.00
Echinacea purpurea (Purple Coneflower)	7.50
Heliopsis helianthoides (False Sunflower)	0.25
Lupinus perennis (Wild Lupine)	1.00
Monarda fistulosa (Wild Bergamot)	0.50
Penstemon digitalis (Foxglove Beard Rongue)	1.00
Pycnanthemum virginianum (Common Mountain Mint)	0.50
Ratibida pinnata (Yellow Coneflower)	3.50
Rudbeckia hirta (Black-Eyed Susan	8.00
Solidago speciosa (Showy Goldenrod)	1.00
Symphyatrichum leave (Smooth Blue Aster)	0.50
Symphyatrichum novae-angliae (New England Aster)	0.75
TOTAL	**40.50**

MESIC-DRY PRAIRIE SEED MIX

Cardno - Apply @38.8 PLS pounds per acre

BOTANICAL/ (COMMON) NAME	PLS OZ./Ac
PERMANENT MATRIX:	
Andropogon gerardii (Big Bluestem)	18.00
Bouteloua curtipendula (Side-Oats Grama	8.00
Carex spp (Prairie Sedge Mix)	4.00
Carex lurida (Bottlebrush Sedge)	3.00
Elymus canadensis (Canadian Wild Rye)	24.00
Panicum virgatum (Swtich Grass)	4.00
Schizachyrium scoparium (Little Bluestem)	20.00
Sorghastrum nutans (Indian Grass)	20.00
TOTAL	**101.00**
TEMPORARY COVER:	
Avena sativa (Seed Oats)	360.00
Lolium multiflorum (Annual Rye)	100.00
TOTAL	**460.00**
FORBS:	
Anemone cylindrica (Thimbleweed)	0.50
Asclepias tuberosa (Butterfly Weed)	1.25
Aster laevis (Smooth Blue Aster)	0.75
Aster novae-angliae (New England Aster)	0.25
Aster oolentangiensis (Sky-blue Aster)	0.25
Baptisia bracyeata (Cream Wild Indigo)	0.50
Baptisia lactea (White Wild Indigo)	2.00
Chamaecrista fasciculata (Partridge Pea)	13.00
Coreopsis lanceolata (Sand Coreopsis)	3.50
Coreopsis palmata (Prairie Coreopsis)	0.75
Desmanthus illinoensis (Illinois Sensitive Plant)	1.00
Desmodium illinoense (Illinois Tick Trefoil)	0.50
Echinacea purpurea (Purple Coneflower)	6.50
Eryngium yuccifolium (Rattlesnake Master)	2.00
Lespedeza capitata (Round-Headed Bush Clover)	2.00
Liatris aspera (Rough Blazing Star)	2.00
Liatris pycnostachya (Prairie Blazing Star)	0.50
Lupinus perennis (Wild Lupine"	1.25
Monarda fistulosa (Wild Bergamot)	0.75
Parthenium integrifolium (Wild Quinine)	1.00
Potentilla arguta (Prairie Cinquefoil)	0.50
Pycnanthemum virginianum (Common Mountain Mint)	0.50
Ratibida pinnata (Yellow Coneflower)	3.50
Rudbeckia hirta (Black-Eyed Susan)	5.00
Silphium integrifolium (Rosin Weed)	3.00
Silphium laciniatum (Compass Plant)	2.00
Silphium terebinthinaceum (Prairie Dock)	4.00
Solidago nemoralis (Old-field Goldenrod)	0.25
Solidago rigida (Stiff Goldenrod)	2.00
Solidago speciosa (Showy Goldenrod)	0.50
Veronicastrum virginicum (Culver's Root)	0.25
Ziziz aurea (Golden Alexanders)	0.50
TOTAL	**62.25**

WET-MESIC PRAIRIE SEED MIX

Cardno - Apply @36.88 PLS pounds per acre

BOTANICAL/ (COMMON) NAME	PLS OZ./Ac
PERMANENT MATRIX:	
Andropogon gerardii (Big Bluestem)	20.00
Calamagrostis canadensis (Bluejoint Grass)	1.00
Carex spp (Prairie Sedge Mix)	4.00
Carex lurida (Bottlebrush Sedge)	3.00
Carex vulpinoidea (Brown Fox Sedge)	1.00
Elymus virginicus (Virginia Wild Rye)	24.00
Panicum virgatum (Swtich Grass)	2.00
Scirpus pendulus (Red Bulrush)	0.50
Sorghastrum nutans (Indian Grass)	6.00
Spartna pectinata (Prairie Cord Grass)	3.00
TOTAL	**64.50**
TEMPORARY COVER:	
Avena sativa (Seed Oats)	360.00
Lolium multiflorum (Annual Rye)	100.00
TOTAL	**460.00**
FORBS:	
Asclepias syriaca (Common Milkweed)	2.00
Baptisia lactea (White Wild Indigo)	0.75
Chamaecrista fasciculata (Partridge Pea)	12.00
Coreopsis lanceolata (Sand Coreopsis)	3.50
Coreopsis tripteris (Tall Coreopsis)	3.00
Desmodium illinoense (Illinois Tick Trefoil)	0.50
Echinacea purpurea (Purple Coneflower)	3.50
Eryngium yuccifolium (Rattlesnake Master)	2.00
Helenium autumnale (Sneezeweed)	2.50
Heliathus grosseserratus (Sawtooth Sunflower)	0.50
Lespedeza capitata (Round-Headed Bush Clover)	1.50
Liatris spicata (Marsh Blazing Star)	1.00
Monarda fistulosa (Wild Bergamot)	1.00
Oligoneuron rigidum (Stiff Goldenrod)	1.00
Parthenium integrifolium (Wild Quinine)	1.00
Physostegia virginiana (Obedient Plant)	0.25
Pycnanthemum virginianum (Common Mountain Mint)	1.00
Ratibida pinnata (Yellow Coneflower)	5.00
Rudbeckia hirta (Black-Eyed Susan)	4.00
Rudbeckia laciniata (Wild Golden Glow)	1.00
Rudbeckia subtomentosa (Sweet Black-Eyed Susan)	0.50
Senna hebecarpa (Wild Senna)	2.25
Silphium integrifolium (Rosin Weed)	1.00
Silphium laciniatum (Compass Plant)	2.00
Silphium perfoliatum (Cup Plant)	1.00
Silphium terebinthinaceum (Prairie Dock)	6.00
Solidago juncea (Early Goldenrod)	0.25
Solidago rugosa (Rough Goldenrod)	0.25
Symphystrichum novae-angliae (New England Aster)	0.25
Tradescantia ohiensis (Common Spiderwort)	1.25
Vernonia spp. (Ironweed Mix)	3.00
Veronicastrum virginicum (Culver's Root)	0.25
Ziziz aurea (Golden Alexanders)	0.50
TOTAL	**65.50**

NO MOW FESCUE SEED MIX

Prairie Nursery Westfield, WI

COMMON NAME	PERCENT	GERMINATION
SR5100 Chewings Fescue	23.52%	85%
Sheep Fescue	23.52%	85%
Dawson Red Fescue	11.76%	85%
SR100 Hard Fescue	11.76%	85%
Scaidis Hard Fescue	11.76%	85%
Creeping Red Fescue	11.70%	85%
Annual Ryegrass	3.88%	90%

Seed Rate 5 lbs per 100 sq. ft. or 220 lbs per acre

WETLAND EDGE SEED MIX

Cardno - Apply @ 32.83 PLS pounds per acre

BOTANICAL/ (COMMON) NAME	PLS OZ./Ac
PERMANENT MATRIX:	
Bolboschoenus fluviatilis (River Bulrush)	0.50
Carex comosa (Bristly Sedge)	1.00
Carex cristatella (Crested Oval Sedge)	2.00
Carex frankii (Bristly Cattail Sedge)	6.00
Carex vulpinoidea (Brown Fox Sedge)	3.00
Eleocharis palustris (Great Spike Rush)	0.50
Elymus virginicus (Virginia Wild Rye)	12.00
Glyceria striata (Fowl Manna Grass)	1.00
Juncus effusus (Common Rush)	1.00
Leersia oryzoides (Rice Cut Grass)	0.50
Schoenoplectus americanus (Chairmaker's Rush)	1.00
Schoenoplectus tabernaemontani (Softstem Bulrush)	2.50
Scirpus atrovirens (Dark Green Bulrush)	1.00
Scirpus cyperinus (Wool Grass)	0.75
TOTAL	**32.75**
TEMPORARY COVER:	
Avena sativa (Seed Oats)	360.00
Lolium multiflorum (Annual Rye)	100.00
TOTAL	**460.00**
FORBS:	
Acorus calamus (Sweet Flag)	0.50
Alisma spp. (Water Plantain Mix)	2.00
Asclepias incarnata (Swamp Milkweed)	2.00
Bidens spp. (Bidens Mix)	2.00
Doellingeria umbellata (Flat-Topped Aster	0.25
Eupatorium perfoliatum (Common Boneset)	1.00
Helenium autumnale (Sneezeweed)	2.00
Iris virginica (Blue Flag)	4.00
Lobelia cardinalis (Cardinal Flower)	0.10
Lobelia siphilitica (Great Blue Lobelia)	0.25
Lycopus americanus (Common Water Horehound)	0.25
Mimulus ringens (Monkey Flower)	1.50
Penthorum sedoides (Ditch Stonecrop)	0.50
Polygonum spp. (Pinkweed Mix)	0.50
Rudbeckia laciniata (Wild Golden Glow)	0.75
Sagittaria latifolia (Common Arrowhead)	2.00
Senna hebecarpa (Wild Senna)	2.00
Sparganium eurycarpum (Common Bur Reed)	4.00
Symphytrichum puniceum (Swamp Aster)	1.00
Thalictrum dasycarpum (Purple Meadow Rue)	0.50
Verbena hastata (Blue Venain)	1.50
Verbesina alternifilia (Wingstem)	2.00
Vernonia spp. (Ironweed Mix)	2.00
TOTAL	**32.60**

Emergent Plug Mix (0" to 6" Depth)

Botanical Name	Common Name	%
Calamagrostis canadensis	Blue Joint Grass	1.50
Carex comosa	Bristly Sedge	5.00
Carex lacustris	Common Lake Sedge	2.00
Carex lupulina	Common Hop Sedge	1.50
Carex stricta	Common Tussock Sedge	2.00
Carex trichocarpa	Hairy-fruited Lake Sedge	5.00
Carex vulpinoidea	Brown Fox Sedge	5.50
Juncus effusus	Common Rush	1.00
Leersia oryzoides	Rice Cut Grass	2.00
Schoenoplectus acutus	Hardstem Bulrush	1.00
Schoenoplectus tabernaemontani	Great Bulrush	3.00
Scirpus pungens	Chairmakers Rush	5.00
Scirpus atrovirens	Dark Green Rush	1.00
Scirpus cyperinus	Wool Grass Rush	2.00
	Grass/Sedge/Rush Subtotal	**37.50**
Acornus calamus	Sweet Flag	3.00
Alisma subcordatatum	Mud Plaintain	1.00
Asclepias incarnata	Swamp Milkweed	3.00
Eutrochium maculatum	Spotted Joe Pye Weed	2.00
Hibissus moscheutos	Swamp Rosemallow	3.00
Iris virginica shrevei	Blue Flag	12.00
Lobelia cardinalis	Cardinal Flower	2.00
Lycopus americanus	Waterhorehound	1.50
Lythrum alatum	Winged Loosestrife	2.00
Mimulus ringens	Monkey Flower	3.00
Pontederia cordata	Pickerelweed	2.00
Sagittaria latifolia	Common Arrowhead	13.00
Solidago riddelliii	Riddle's Goldenrod	2.00
Sparganium eurycarpum	Great Bur Reed	13.00
	Wildflower Subtotal	**62.50**
	SEED MIX TOTAL	**100.00**

Deep Emergent Plug Mix (6" to 18" Depth)

Botanical Name	Common Name	Type	%
Carex comosa	Bristly Sedge	Plug	11.50
Schoenoplectus acutus	Hardstem Bulrush	Plug	4.00
Schoenoplectus tabernaemontani	Great Bulrush	Plug	19.50
Scirpus pungens	Chairmakers Rush	Plug	11.50
	Grass/Sedge/Rush Subtotal		**46.50**
Acornus calamus	Sweet Flag	Plug	8.00
Nymphaea odorata	White Water Lily	Bare Root	2.00
Persicaria amphiia	Water Smartweed	Bare Root	4.00
Persicaria coccinea	Scarlet Smartweed	Bare Root	8.00
Pontederia cordata	Pickerelweed	Plug	12.50
Potamogeton nodosus	Long-leaf Pondweed	Bare Root	1.50
Sagittaria latifolia	Common Arrowhead	Plug	5.00
Sparganium eurycarpum	Great Bur Reed	Plug	12.50
	Wildflower Subtotal		**53.50**
	SEED MIX TOTAL		**100.00**

"No-Mow" Maintenance Program

Mowing

"No-Mow" lawns may require occasional mowing during the first two (2) years of establishment to control weeds, especially with lawns that are seeded in spring. Most annual weeds can be controlled by mowing at a heighthof four inches (4") in the first growing season. If biennial weeds such as sweet clover, Queen Anne's Lace, burdock, etc. are a problem in the second year, they should be mowed at four inches (4") just as they begin to flower, usually around mid June. This carefully timed mowing will kill most biennials. A few may survive the mowing, and should be mowed at four inches (4") a second time when they re-bloom later in the season.

Once the "No-Mow" lawn is established there are four (4) basic mowing options "

- No mowing at all
- One late spring mowing, usually in early June when the seedheads appear
- Fall mowing with a mulching mower, es pecially in wooded areas to chop up fallen leaves
- Regular mowing, usually monthly, to maintain a more "cropped" appearance

No Mowing: This will result in a turf whose leaves grow to about six inches (6") in height that will drape over one another to create a low -growing meadow effect. Seedheads about two feet (2') tall will appear in early to mid June, creating a nice meadow effect. The seedheads will typically fall to the ground by late summer, and the lawn will revert to its normal height of about five to six inches.

Late Spring Mowing: Mowing the 'No-Mow' lawn once a year in June when the seedheads appear at a height of four (4) to five (5) inches to remove the seedheads and the turf will re -grow to its normal height.

Fall Mowing: This as a good option for seedlings under or in open woodlands. The fescue grasses usually will not form seadheads when growing in shade, so June mowing is not required to maintain a normal height. However, leaves from deciduous trees must either be raked up and removed, or chopped up with a mulching mower in order to prevent smothering of the turf over winter.

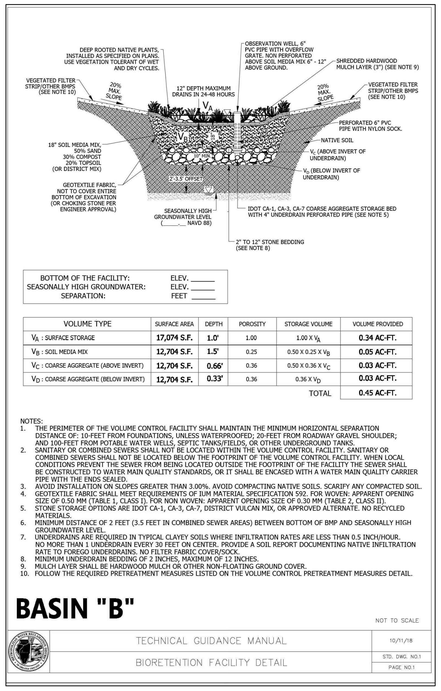
Regular Mowing: For a traditional manicured lawn look, regular mowing can be done every three (3) to four (4) weeks, or when the grass reaches a height of six inches (6"). Most fine fescues do not tolerate close mowing, and should be mowed no lower than 3.5 inches. Never remove more than one third of the total leaf material, or the turf will be damaged. Always cut grass with a sharp mower blade to minimize tearing of the leaves which will cause additional stress to the grass plant.

De-Thatching

Fine fescues tend to develop a thatch layer near the soil surface over time. Thatch is composed of dead grass that does not decompose. It can smother the growth of new grass shoots, reducing the density of the lawn and creating dead spots. The thatch layer also tends to retain moisture at the ground level, which can encourage the growth of fungal diseases. Thatch development is encouraged by high levels of soil Nitrogen, and is more common in rich soils and lawns that are regularly fertilized. If thatch builds up to a point where dead grass is visible and grass begins to thin out, the lawn should be de-thatched.

De-thatching can be accomplished using a mechanical de-thatcher or power rack, or by hand using a de -thatching rake. Set mechanical de -thatchers to a depth where they lift the tha tch without digging up the soil. If the thatch is particularly thick, the de -thatcher will need to be set deeper, and some soil disturbance will likely occur. The thatch should be racked out of the lawn and removed. If open soil is visible following de-thatching, the affected areas should then be over-seeded with "No-Mow" lawn mix.

Timing of de-thatching is very important. Cool season fescue lawns should be de-thatched in mid-spring after the grass has greened up and begun active growth. De-thatching in early spring before the lawn begins to grow tends to encourage weeds.



BOTTOM OF THE FACILITY:	ELEV. _____
SEASONALLY HIGH GROUNDWATER:	ELEV. _____
SEPARATION:	FEET _____

VOLUME TYPE	SURFACE AREA	DEPTH	POROSITY	STORAGE VOLUME	VOLUME PROVIDED
V_A : SURFACE STORAGE	**17,074 S.F.**	**1.0'**	1.00	1.00 X V_A	**0.34 AC-FT.**
V_B : SOIL MEDIA MIX	**12,704 S.F.**	**1.5'**	0.25	0.50 X 0.25 X V_B	**0.05 AC-FT.**
V_C : COARSE AGGREGATE (ABOVE INVERT)	**12,704 S.F.**	**0.66'**	0.36	0.50 X 0.36 X V_C	**0.03 AC-FT.**
V_D : COARSE AGGREGATE (BELOW INVERT)	**12,704 S.F.**	**0.33'**	0.36	0.36 X V_D	**0.03 AC-FT.**
				TOTAL	**0.45 AC-FT.**

NOTES:
1. THE PERIMETER OF THE VOLUME CONTROL FACILITY SHALL MAINTAIN THE MINIMUM HORIZONTAL SEPARATION DISTANCE OF: 10-FEET FROM FOUNDATIONS, UNLESS WATERPROOFED; 20-FEET FROM ROADWAY GRAVEL SHOULDER; AND 100-FEET FROM POTABLE WATER WELLS, SEPTIC TANKS/FIELDS, OR OTHER UNDERGROUND TANKS.
2. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED WITHIN THE VOLUME CONTROL FACILITY. SANITARY OR COMBINED SEWERS SHALL NOT BE LOCATED BELOW THE FOOTPRINT OF THE VOLUME CONTROL FACILITY. WHEN LOCAL CONDITIONS PREVENT THE SEWER FROM BEING LOCATED OUTSIDE THE FOOTPRINT OF THE FACILITY THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN QUALITY STANDARDS, OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
3. AVOID INSTALLATION ON SLOPES GREATER THAN 3.00%. AVOID COMPACTING NATIVE SOILS. SCARIFY ANY COMPACTED SOIL.
4. GEOTEXTILE FABRIC SHALL MEET REQUIREMENTS OF ILM MATERIAL SPECIFICATION 592. FOR WOVEN: APPARENT OPENING SIZE OF 0.50 MM (TABLE 1, CLASS I). FOR NON WOVEN: APPARENT OPENING SIZE OF 0.30 MM (TABLE 2, CLASS II).
5. STONE STORAGE OPTIONS ARE IDOT CA-1, CA-3, CA-7, DISTRICT VULCAN MIX, OR APPROVED ALTERNATE. NO RECYCLED MATERIALS.
6. MINIMUM DISTANCE OF 2 FEET (3.5 FEET IN COMBINED SEWER AREAS) BETWEEN BOTTOM OF BMP AND SEASONALLY HIGH GROUNDWATER LEVEL.
7. UNDERDRAINS ARE REQUIRED IN TYPICAL CLAYEY SOILS WHERE INFILTRATION RATES ARE LESS THAN 0.5 INCH/HOUR. NO MORE THAN 1 UNDERDRAIN EVERY 30 FEET ON CENTER. PROVIDE A SOIL REPORT DOCUMENTING NATIVE INFILTRATION RATE TO FOREGO UNDERDRAINS. NO FILTER FABRIC COVER/SOCK.
8. MINIMUM UNDERDRAIN BEDDING OF 2 INCHES, MAXIMUM OF 12 INCHES.
9. MULCH LAYER SHALL BE HARDWOOD MULCH OR OTHER NON-FLOATING GROUND COVER.
10. FOLLOW THE REQUIRED PRETREATMENT MEASURES LISTED ON THE VOLUME CONTROL PRETREATMENT MEASURES DETAIL.

BASIN "B"

NOT TO SCALE

TECHNICAL GUIDANCE MANUAL — 10/11/18

BIORETENTION FACILITY DETAIL — STD. DWG. NO.1 — PAGE NO.1

THREE-YEAR MANAGEMENT PERIOD ACTIVITIES

1. The work consists of the Contractor conducting routine ecological management activities during the three-year management and monitoring period in the naturalized planting areas as shown on the landscape plan to assist the Contractor in meeting required performance standards.

2. During the first two (2) growing seasons of the three-year period the Contractor shall high-mow the vegetation within the Native Seed Mix Zone several times during the growing season to ensure the vegetation does not exceed eighteen inches (18") in height. A rotary or flail type mower shall be used. During high-mowing, the vegetation shall be cut no lower than 6 to 9 inches so the native seeding are unharmed. Selective weed whipping can also be used if conditions are unfit (i.e., too wet) for a tractor, or if only small isolated areas of vegetation required cutting. In addition, cutting the inflorescence prior to seed set of many biennial species including teasel and sweet clover is an effective control method that can be utilized.

3. The Contractor shall conduct chemical and/or mechanical weed control activities in all of the naturalized seeded areas for a three-year period following planting/seeding. The Contractor shall conduct four annual weed control application periods (total of twelve (12) for the three-year period). The Contractor is responsible to achieve a 95% kill of reed canary grass, purple loosestrife, thistle and common reed and 80% kill of other problematic, nuisance species to successfully complete each of the application periods specified below.

   a. Application Period One (early spring): problematic species such as, but not limited to, reed canary grass, red/white cover, cattails.
   b. Application Period Two (late spring to mid-summer): problematic species such as, but not limited to, reed canary grass, while/yellow sweet cover, cattails, wild carrot, purple loosestrife and common reed.
   c. Application Period Three (mid to late summer): problematic species such as, but not limited to, reed canary grass, ragweed, cattails, purple loosestrife and common reed.
   d. Application Period Four (late summer to early fall): problematic species such as, but not limited to, reed canary grass, red/white cover, common reed.

4. Natural regeneration of cattails in the stormwater management facilities will likely occur following construction. As required by these planting specifications pre-planting weed control will be conducted if any problematic species are present. As for cattails, hand pulling cattails can be conducted when the cattails are small enough to ensure that the entire root is removed. Off-site disposal of cattails will be required. Larger cattails will require herbicide applications. Aggressive cattail control will be required after planting throughout the three-year management period to ensure plant establishment. After planting the hand-wick application method to control cattails shall be required.

5. If permitted, the Contractor shall conduct a prescribed burn in the prairie areas during the third growing season. The Contractor shall obtain all the required burn permits from the Illinois Environmental Protection Agency, City or Village, and local fire protect district and prepare all necessary documents required for the permit including a Burn Plan.

6. If planted, the Contractor shall irrigate all plant plugs as needed to achieve the survivorship requirements.

7. If installed, the Contractor shall remove and dispose of all planting enclosures during the second year of the management period.

8. Payments: The portion of the cost allocated for the three (3) year maintenance program will be released seasonally over the three (3) year period only if the Contractor provides an annual cost breakdown for the three (3) year period. Annual releases under this scenario will be as follows:

Period	*Release Date*
1st (full) growing season	45 days subsequent to receiving the required annual report
2nd growing season	45 days subsequent to receiving the required annual report
3rd growing season	45 days subsequent to performing the required burn

INSPECTION & REPORT

1. The Contractor or Subcontractor responsible for the maintenance shall conduct an annual inspection and written report at the end of each growing season for the duration of the maintenance period to the Owner. The report shall summarize the findings of the inspection with respect to the coverage and development of the permanent plantings including a list of species identified and a program for any required remedial action regarding weed control, erosion, etc. This report shall be submitted to the Owner by December 31st of each year.

2. The naturalized stormwater basins and/or other natural areas installed by the Contractor will be monitored and managed annually for three years by the Contractor to ensure successful plantings. Data collection will be conducted utilizing meander survey methodology. The meander survey will identify species encountered, dominate species within each plant community, and identify areas that require management. Success of the planted areas will be evaluated based on the following performance criteria.

PERFORMANCE CRITERIA

1. Within three (3) months of seed installation, at least 90% of the seeded area, as measured by aerial coverage, shall be vegetated. A minimum 90% vegetative coverage shall be maintained throughout and at the end of the three-year maintenance period for these areas. This standard does not apply to wetland plug areas (if planted).

2. At the end of the second growing season, a minimum of 75% vegetative coverage in the wetland plug area(s) shall be achieved and maintained throughout the end of the three-year maintenance period (if planted).

3. The stormwater management facilities shall not contain any rills greater than four inches (4") deep throughout and at the end of the three-year maintenance period.

4. At the end of the second and third growing seasons, no area greater than 1.0 square meters on slope areas shall be devoid of vegetation.

5. At the end of the second growing season, 30% seed mix presence for the prairie seed mix areas shall be achieved. At the end of the third growing season 50% seed mix presence for the prairie seed mixes shall be achieved.

6. At the end of the third growing season, the top three dominate species based on aerial coverage shall NOT be non-native species, cattail or reed grass

7. Relative coverage (determined by ocular estimation) of cattail shall be less than 10% throughout, and at the end of the three-year maintenance period.

8. Relative coverage (determined by ocular estimation) of common reed, reed canary grass, and loosestrife in aggregate shall be less than 5% throughout, and at the end of the three-year maintenance period.

9. Relative coverage (determined by ocular estimation) of thistle and teasel shall be less than 5% throughout, and at the end of the three-year maintenance period.

10. Plugs (if planted) must achieve 90% survivorship one (1) year from plant installation.

The Contractor shall water plant plugs (if planted) as needed in order to meet the performance criteria. The cost to irrigate is incidental to the contract and shall be included in the Contractor's bid price. The Contractor shall also perform vegetative management for three years following planting as specified under the section "Three-year Monitoring and Reporting Activities' to assist with meeting the Contractor Performance Criteria. If performance criteria are not achieved, Contractor is responsible to conduct additional activities, which may include supplemental seeding, supplemental planting and additional years of vegetation management to rectify areas at no additional cost to the Owner to achieve performance.

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The drawings, specifications, design ideas, and other information contained within as prepared by the Landscape Architect for this project are instruments of the Landscape Architect's service, for use solely with respects to this project and, unless otherwise provided, the Landscape Architect shall be deemed the author of these documents and shall retain all common law, statutory, and other rights, including copyright. This drawing is not to be reproduced without the expressed written consent of IVES/RYAN GROUP, INC.

REVISIONS

1 West & North Buffeyards 10/23/20

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

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Landscape Architecture
Park & Recreation Design
Site & Community Planning
www.ivesryangroup.com

PRELIMINARY LANDSCAPE PLAN

PROJECT NO.: JOB NO.:
L920 9224A

DATE: 07/08/20
SCALE: 1"=50'
PLANNER: RM
DRAWN BY: RM
CHECKED:

SHEET
L-2

Attachment: Revised preliminary landscaping plans (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

Traffic Impact Study
Proposed Warehouse/Distribution Development

Palatine, Illinois

Prepared For:

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

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

June 30, 2020

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed warehouse/distribution development to be located in Palatine, Illinois. The site, which is currently occupied by Weber-Stephen Products, is located on the west side of Hicks Road at Sellstrom Drive. As proposed, the site will be developed with two warehouse/distribution buildings that will include an approximate 275,558 square-foot building and an approximate 153,043 square-foot building for a total of 428,601 square feet of space. Access to the development will be provided via two access drives on Sellstrom Drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

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

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes increased by an ambient area growth factor not attributable to any particular development and the traffic to be generated by the Amazon Last Mile distribution facility to be located immediately east of the site on the east side of Hicks Road at Sellstrom Drive.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the background traffic volumes and the net increase in traffic estimated to be generated by the proposed development.

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

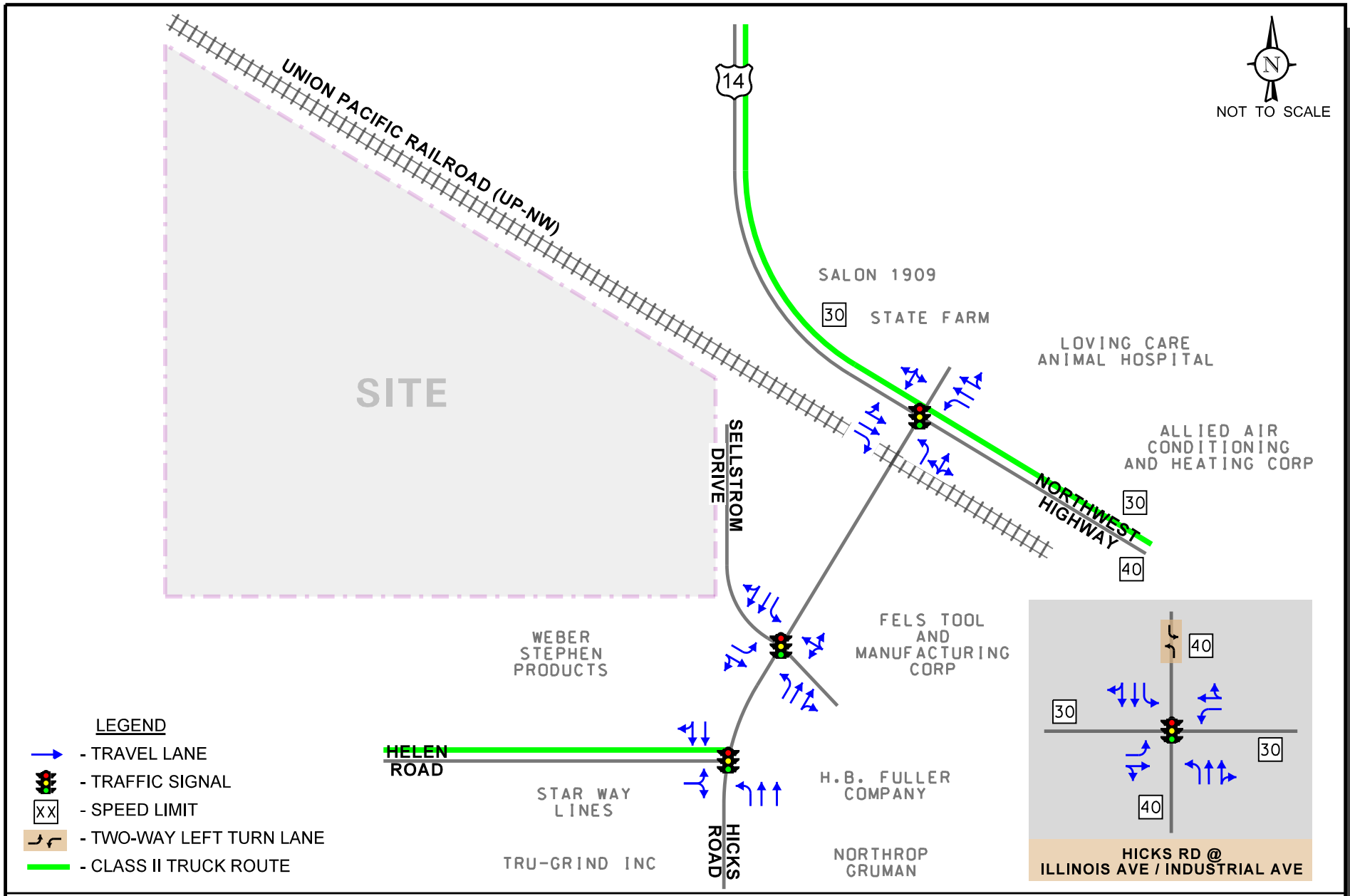
Site Location

The site, which is currently occupied by Weber-Stephen Products, is located on the west side of Hicks Road at Sellstrom Drive. Land uses in the vicinity of the site are primarily residential to the north and industrial to the east, west, and south and include Star Way Lines, Inc. to the south and Weber-Stephen Products to the east and south. It should be noted that the Amazon Last Mile distribution facility is proposed to be located on the east side of Hicks Road at Sellstrom Drive.

Existing Roadway System Characteristics

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

Northwest Highway (U.S. Route 14) is a northwest-southeast, minor arterial roadway that provides two lanes in each direction. At its signalized intersection with Hicks Road, Northwest Highway provides a combined through/left-turn lane, a through lane, and an exclusive right-turn lane on the southeast-bound approach and an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on the northwest-bound approach. Northwest Highway is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is designated as a Class II Truck Route. Within the vicinity of the site, Northwest Highway has a posted speed limit of 30 miles per hour and is not designated as a Strategic Regional Arterial. Northwest Highway carries an AADT volume of 25,200 vehicles west of Hicks Road and 19,000 vehicles east of Hicks Road (IDOT 2017).



Proposed Warehouse Development
Palatine, Illinois

Existing Roadway Characteristics

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

Job No: 20-126

Figure: 3

Hicks Road is a north-south, major collector roadway that in the vicinity of the site provides two through lanes in each direction. South of Helen Road, Hicks Road is generally divided by a two-way left-turn lane. At its signalized intersection with Northwest Highway, Hicks Road provides an exclusive left-turn lane and a combined left-turn/through/right-turn lane on the northbound approach. The north leg of this intersection is an access drive that serves the commercial uses on the north side of Northwest Highway and provides a combined left-turn/through/right-turn lane. At its signalized intersection with Sellstrom Drive, Hicks Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Approximately 75 feet south of Northwest Highway, Hicks Road has an at-grade crossing with Union Pacific Railroad tracks which carry the UP-NW Metra Commuter rail line. The northbound stop bar on Hicks Road at its intersection with Northwest Highway is located south of this crossing to prevent vehicles from stopping on the tracks. At its signalized intersection with Illinois Avenue and Industrial Avenue, Hicks Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Hicks Road is under the jurisdiction of IDOT, carries an AADT volume of 11,500 vehicles (IDOT 2018), and has a posted speed limit of 35 miles per hour north of Helen Road and 40 miles per hour south of Helen Road.

Industrial Avenue is an east-west, major collector roadway that provides one through lane in each direction. At its signalized intersection with Hicks Road, where it forms the east leg of this intersection, Industrial Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on the westbound approach and is aligned opposite Illinois Avenue. Industrial Avenue is under the jurisdiction of the Village of Rolling Meadows, carries an AADT volume of 5,600 vehicles (IDOT 2018), and has a posted speed limit of 30 miles per hour.

Illinois Avenue is an east-west local roadway that provides one through lane in each direction. At its signalized intersection with Hicks Road, where it forms the west leg of this intersection, Illinois Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on the eastbound approach and is aligned opposite Industrial Avenue. Illinois Avenue is under the jurisdiction of the Village of Palatine, has a posted speed limit of 30 miles per hour, and is designated as a Class II Truck Route from Vermont Street to Hicks Road.

Helen Road is an east-west local roadway that extends from Hicks Road to its terminus approximately one mile to the west. At its signalized intersection with Hicks Road, Helen Road provides an exclusive left-turn lane and an exclusive right-turn lane. Helen Road is under the jurisdiction of the Village of Palatine, has a posted speed limit of 25 miles per hour, and is designated as a Class III Truck Route from Oak Street to Hicks Road.

Sellstrom Drive is a north-south local roadway that extends from Hicks Road to its terminus approximately 500 feet to the north. At its signalized intersection with Hicks Road, Sellstrom Drive provides an exclusive left-turn lane and a combined through/right-turn lane. The east leg of this intersection serves the Amazon Last Mile Distribution Facility and the H.B. Fuller/Fel's site and provides a combined left-turn/through/right-turn lane at its intersection with Sellstrom Drive. Sellstrom Drive is under the jurisdiction of the Village of Palatine.

Traffic Signal Interconnect

The intersection of Hicks Road with Northwest Highway is part of a 17-signal interconnect system that extends along Northwest Highway from Baldwin Road 2.5 miles south and then east to Wilke Road. The intersections of Hicks Road with Sellstrom Drive, Helen Road, the Northrop Grumman entrance, and Illinois Avenue/Industrial Avenue are part of a separate interconnect system.

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the following intersections:

- Hicks Road with Northwest Highway
- Hicks Road with Sellstrom Drive
- Hicks Road with Industrial Avenue/Illinois Avenue

The traffic counts were conducted on Wednesday, April 3, 2019 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:30 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:15 A.M. and 8:15 A.M. during the morning peak period and between 4:30 P.M. and 5:30 P.M. during the evening peak period. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the existing peak hour vehicle traffic volumes.

Train Operations

The at-grade train crossing of the UP-NW Metra Rail Line with Hicks Road was observed during the peak periods to determine how often passing trains obstructed traffic movements. It was observed that the at-grade crossing was blocked nine times during the weekday morning peak hour for an average of 61 seconds. Further, it was observed that the at-grade crossing was blocked five times during the weekday evening peak hour for an average of 65 seconds.

Given the proximity of the railroad crossing to the traffic signal at the intersection of Northwest Highway and Hicks Road, the crossing and signal are interconnected. During a train event, a preemptive northbound phase is provided in order to clear any cars that may be stopped on the railroad tracks followed by an eastbound-westbound through green phase on Northwest Highway during which the eastbound right turns and westbound left turns are prohibited.

Crash Analysis

KLOA, Inc. obtained accident data for the most recent available past five years (2013 to 2017) for the intersections of Hicks Road with Northwest Highway, Sellstrom Drive, and Illinois Avenue/Industrial Avenue. A review of the crash data revealed no fatalities were reported at any of the studied intersections during the review period. A summary of the crash data for the intersections is shown in **Tables 1 t**hrough **3.**[1]

[1] **IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.**

Table 1
HICKS ROAD WITH NORTHWEST HIGHWAY - CRASH SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2013	0	0	4	0	1	0	5
2014	0	0	2	1	2	0	5
2015	0	0	5	2	3	0	10
2016	0	0	5	0	1	0	6
2017	0	0	2	0	2	0	4
Total	**0**	**0**	**18**	**3**	**9**	**0**	**30**
Average/Year	**--**	**--**	**3.6**	**<1.0**	**1.8**	**--**	**6.0**

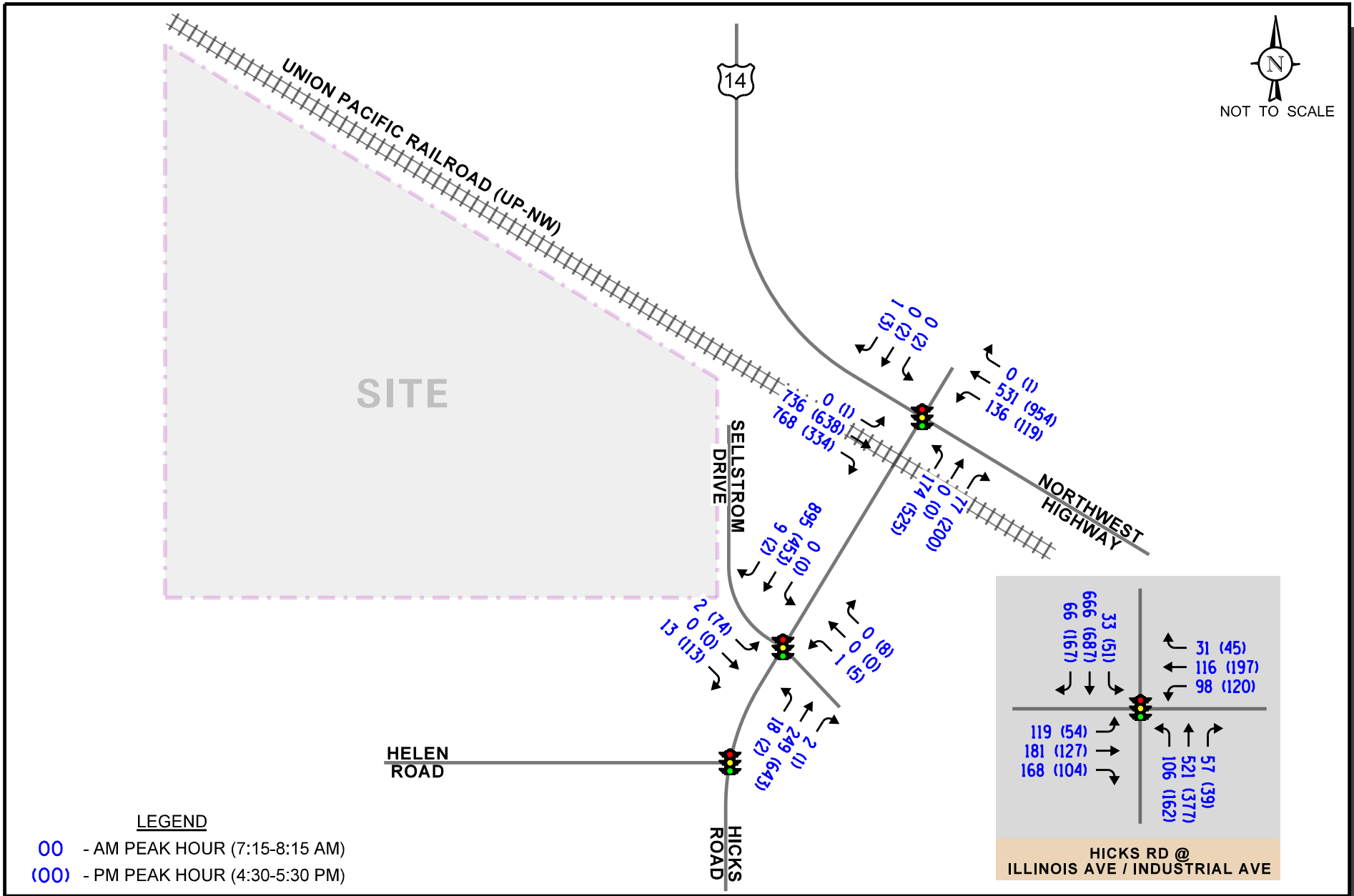
Table 2
HICKS ROAD WITH SELLSTROM DRIVE/ACCESS ROAD - CRASH SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2013	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0
2016	0	1	1	0	0	0	2
2017	0	0	1	0	0	0	1
Total	**0**	**1**	**2**	**0**	**0**	**0**	**3**
Average/Year	**--**	**<1.0**	**<1.0**	**--**	**--**	**--**	**<1.0**

Table 3
HICKS ROAD WITH ILLINOIS AVENUE/INDUSTRIAL AVENUE - CRASH SUMMARY

	Type of Accident Frequency						
Year	**Angle**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2013	1	0	0	0	2	0	3
2014	4	0	2	1	0	0	7
2015	0	1	4	0	0	1	6
2016	1	0	2	0	1	0	4
2017	2	0	3	0	0	0	5
Total	**8**	**1**	**11**	**1**	**3**	**1**	**25**
Average/Year	**1.6**	**<1.0**	**2.2**	**<1.0**	**<1.0**	**<1.0**	**5.0**

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)



Proposed Warehouse Development Palatine, Illinois

Existing Traffic Volumes

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

Job No: 20-126

Figure: 4

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be developed with two warehouse/distribution buildings as summarized below:

- An approximate 275,558 square-foot building that will have approximately 291 parking spaces and 42 exterior docks.
- An approximate 153,043 square-foot building that will have approximately 188 parking spaces and 28 exterior docks.

Overall, both warehouse buildings will provide of a total of 428,601 square feet of space including 8,572 square feet of office, 479 parking spaces, and 70 exterior docks.

Access to the site will be provided via the following two access drives on Sellstrom Drive:

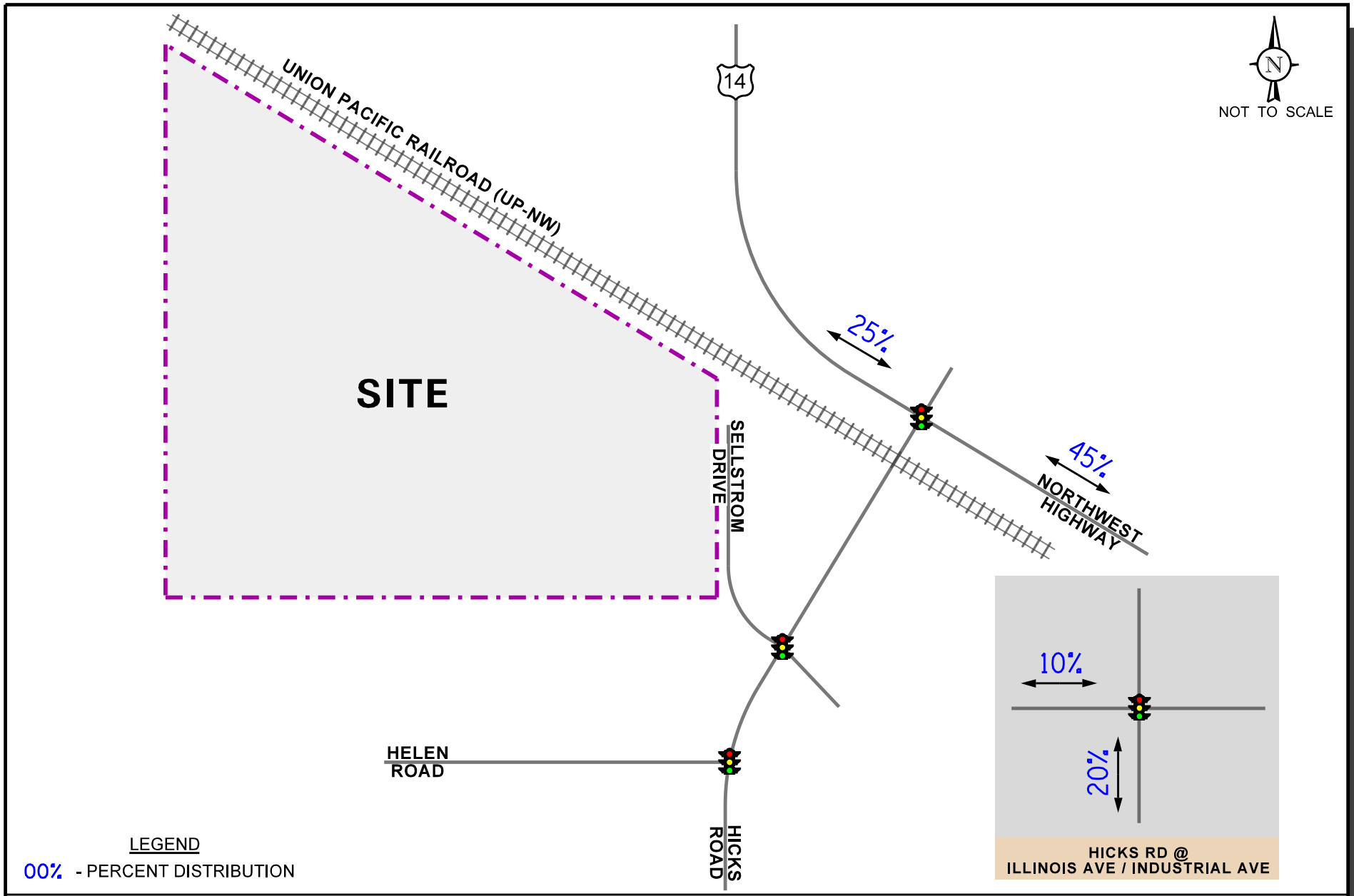
- The southern access drive will be located on the west side of Sellstrom Drive at the south end of the site and will serve both passenger vehicle and truck traffic. This access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control. It should be noted that the access drive will be located just north of an existing access road. However, given the lower volume of traffic on Sellstrom Drive, currently using the existing access road, and projected to use the proposed access drive, the proximity of the access drive to the access road should not pose any operational issues.
- The northern access drive will be located on the west side of Sellstrom Drive at the north end of the site and at the terminus of Sellstrom Drive and will primarily serve passenger vehicle traffic. This access drive will provide one inbound lane and one outbound lane.

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

Directional Distribution

The directions from which traffic generated by the proposed warehouse/distribution development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)



Proposed Warehouse Development Palatine, Illinois

Estimated Directional Distribution

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

Job No: 20-126

Figure: 5

Peak Hour Traffic Volumes

The estimates of traffic to be generated by the development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Land-Use Code 150 (Warehouse) was utilized for the proposed west building of approximately 275,558 square feet in size and the east building of approximately 153,043 square feet in size, totaling 428,601 square feet of space including office and maintenance areas. It should be noted that the site will provide a total of 479 car parking spaces and 70 exterior docks.

Table 4 shows the vehicle trips estimated to be generated by the proposed development during the weekday morning and weekday evening peak hours in addition to the weekday daily volumes. The ITE trip generation summary sheets are included in the Appendix.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	
150	Warehouse (428,601 s.f.)	59	18	77	21	58	79	722

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the development-generated traffic volumes.

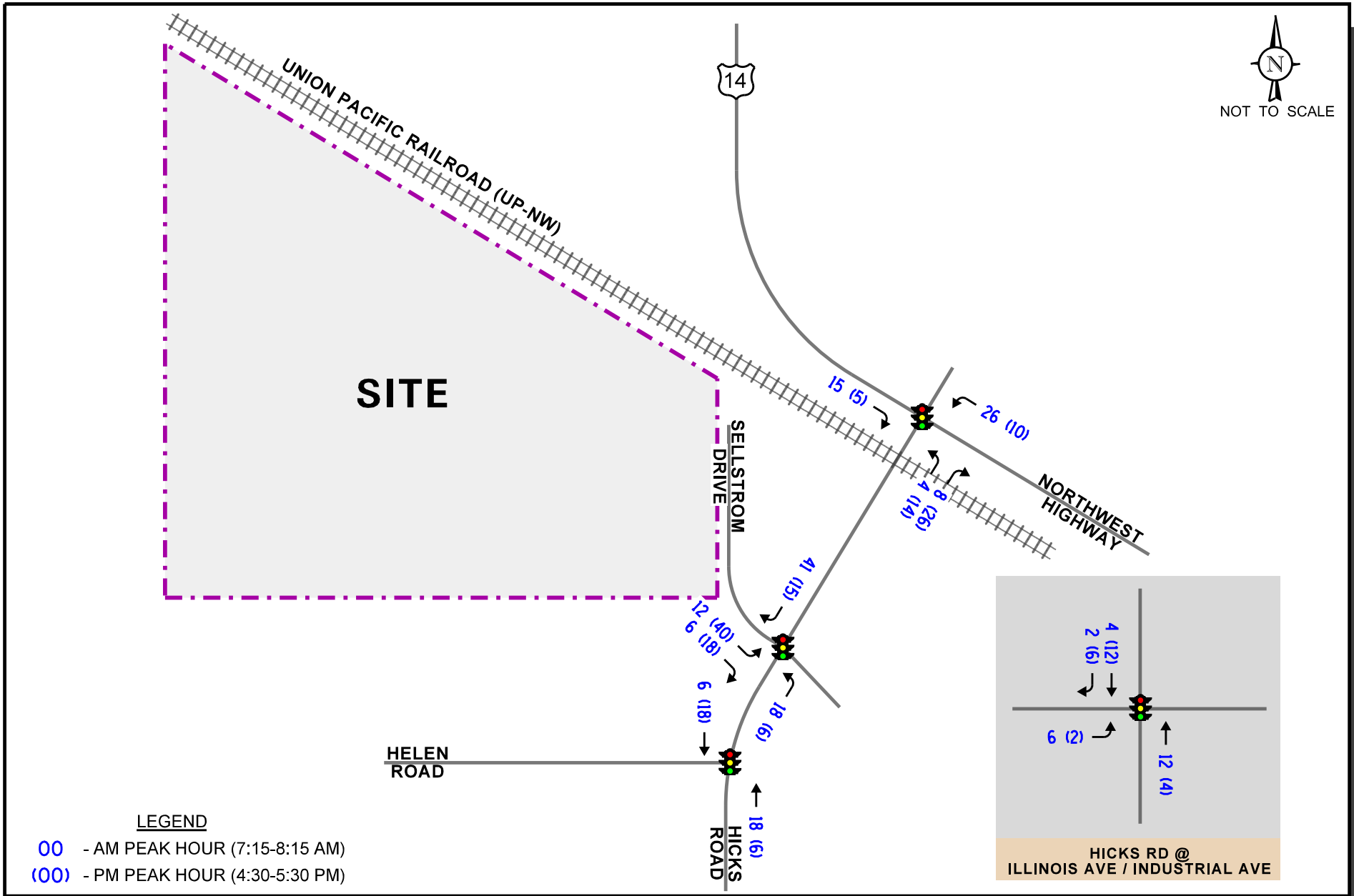
Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.51 percent per year for six years (buildout year plus five years) for a total of 3.1 percent. A copy of the CMAP 2050 projections letter is included in the Appendix. In addition, the traffic to be generated by the Amazon Last Mile Distribution Facility to be located immediately east of the site on the east side of Hicks Road at Sellstrom Drive was included in the background traffic conditions based on the traffic study conducted for the Amazon Last Mile Distribution Facility.

The Year 2025 no-build traffic volumes are illustrated in **Figure 7**.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the Year 2025 no-build traffic volumes to determine the Year 2025 total projected traffic volumes, as shown in **Figure 8**.



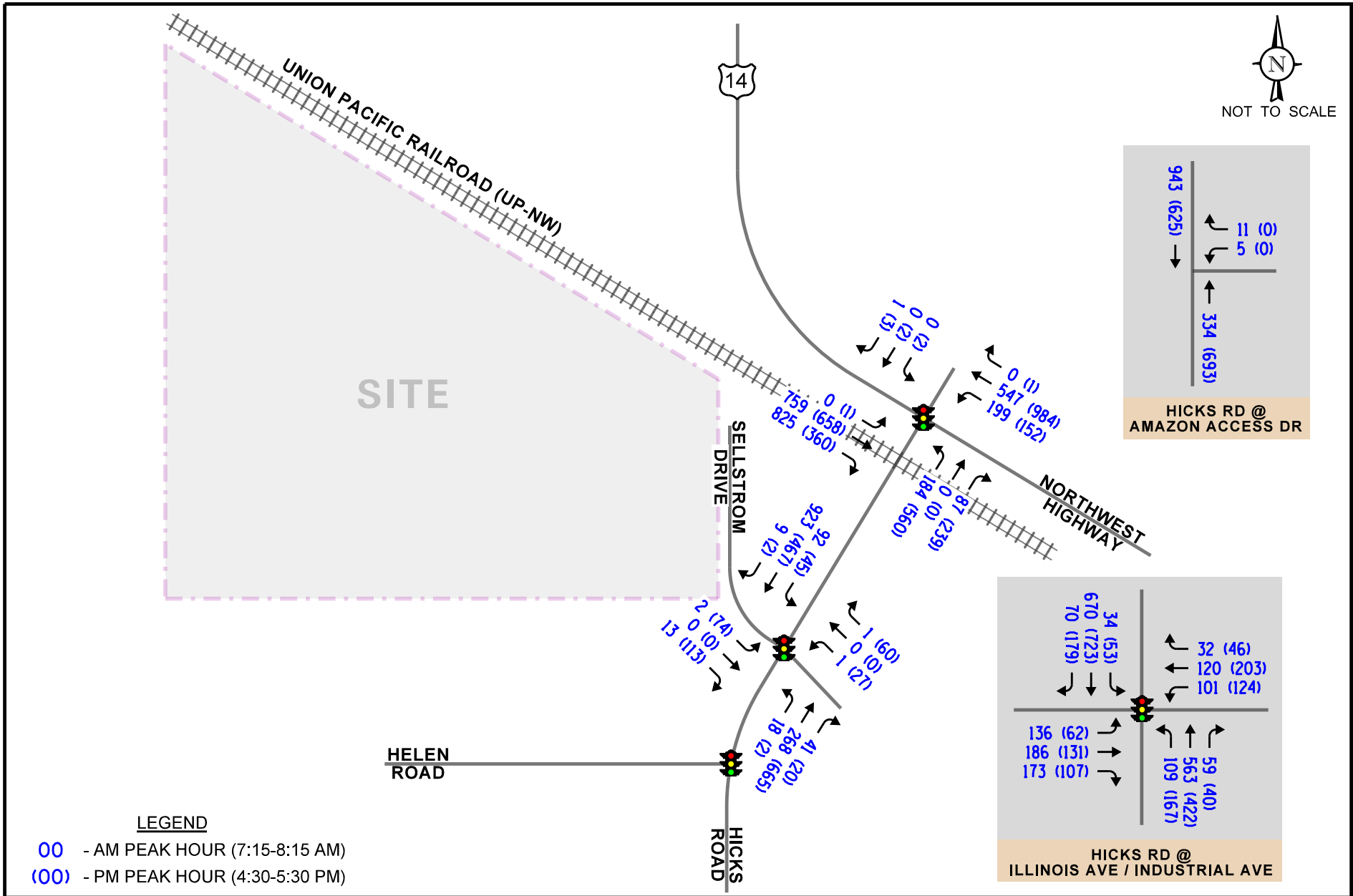
Proposed Warehouse Development Palatine, Illinois

Estimated Site-Generated Traffic Volumes

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

Job No: 20-126

Figure: 6



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:30-5:30 PM)

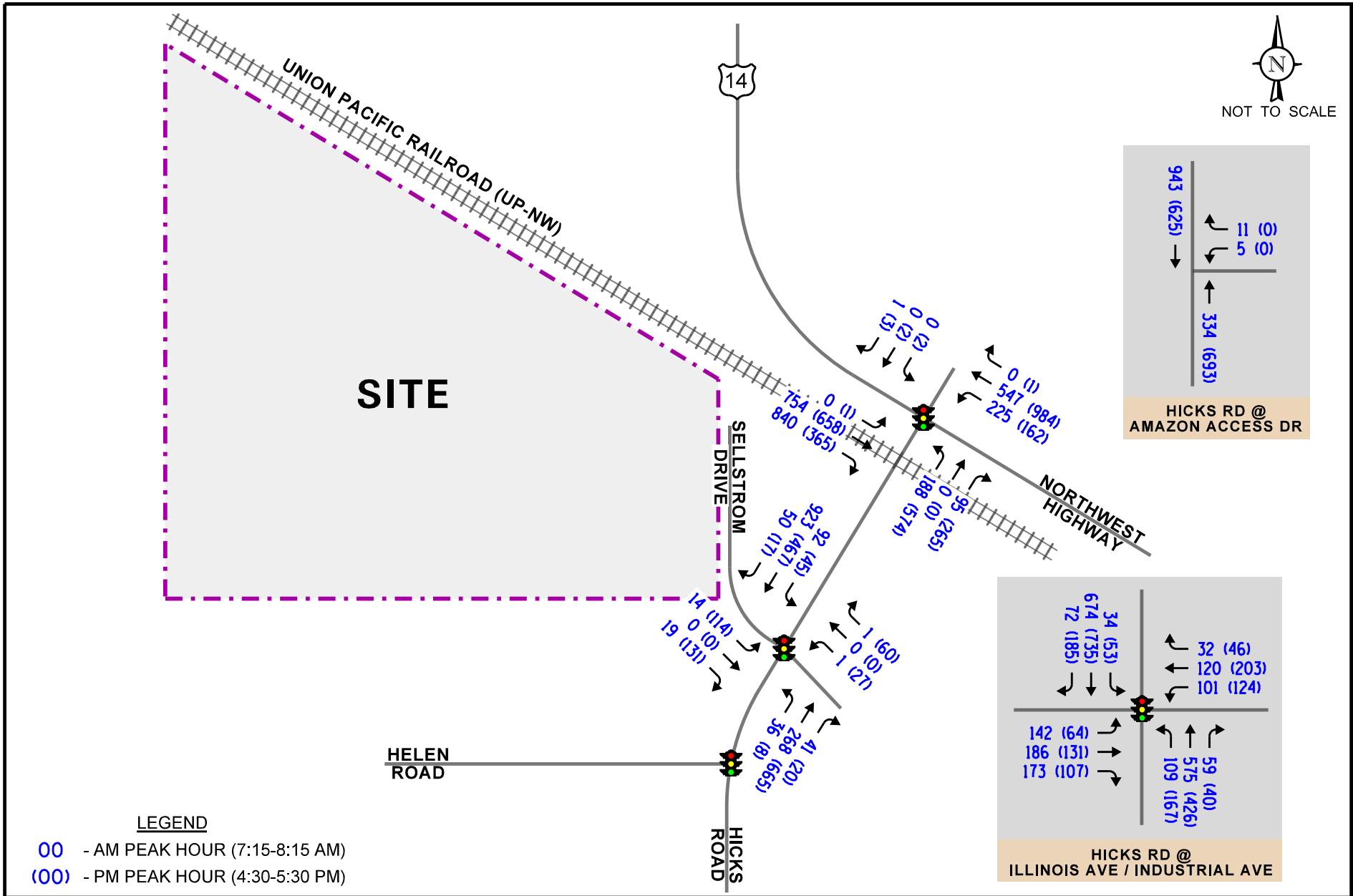
Proposed Warehouse Development Palatine, Illinois

Year 2025 No-Build Traffic Volumes

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

Job No: 20-126

Figure: 7



Proposed Warehouse Development
Palatine, Illinois

Year 2025 Total Projected Traffic Volumes

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

Job No: 20-126

Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2019), Year 2025 no-build, and Year 2025 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2025 no-build, and Year 2025 total projected conditions are presented in **Tables 5** through **8**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Table 5
CAPACITY ANALYSIS RESULTS – HICKS ROAD WITH NORTHWEST HIGHWAY – SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound	Overall
		L/T	R	L	T/R	L	L/T/R	L/T/R	
Year 2019 Existing Traffic Volumes	Weekday Morning Peak Hour	C 21.8	A 7.2	B 12.6	B 12.4	D 42.7	D 42.4	E 58.0	B 16.8
		B – 14.3		B – 12.4		D – 42.6			
	Weekday Evening Peak Hour	C 24.8	A 3.4	B 14.7	B 17.8	E 56.2	E 57.6	E 56.7	C 27.9
		B – 17.5		B – 17.5		E – 56.9			
Year 2025 No-build Traffic Volumes	Weekday Morning Peak Hour	C 25.0	B 10.4	B 17.2	B 13.2	D 42.9	D 42.7	E 58.0	B 19.1
		B – 17.4		B – 14.2		D – 42.8			
	Weekday Evening Peak Hour	C 28.9	A 4.0	B 17.7	C 20.3	D 53.8	E 56.3	E 56.7	C 29.5
		C – 20.1		B – 19.9		E – 55.0			
Year 2025 Projected Traffic Volumes	Weekday Morning Peak Hour	C 26.2	B 11.5	B 19.2	B 13.3	D 42.3	D 42.0	E 58.0	C 20.0
		B – 18.5		B – 15.1		D – 42.2			
	Weekday Evening Peak Hour	C 31.3	A 4.2	B 19.5	C 21.9	D 51.5	D 53.7	E 56.7	C 30.3
		C – 21.6		C – 21.5		D – 52.6			

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

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S,

Table 6
CAPACITY ANALYSIS RESULTS – HICKS DRIVE WITH SELLSTROM DRIVE/ACCESS ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound	Northbound		Southbound		Overall
		L	T/R	L/T/R	L	T/R	L	T/R	
Year 2019 Existing Traffic Volumes	Weekday Morning Peak Hour	C 31.5	C 35.0	C 32.0	A 1.6	A 1.3	--	A 3.1	A 3.2
		C – 34.6			A – 1.4		A – 3.1		
	Weekday Evening Peak Hour	D 39.2	D 46.2	C 30.3	A 2.5	A 4.5	--	A 5.9	B 10.8
		D – 43.4			A – 4.5		A – 5.9		
Year 2025 No-build Traffic Volumes	Weekday Morning Peak Hour	C 31.5	C 35.0	C 32.0	A 1.4	A 3.6	A 1.3	A 3.2	A 3.5
		C – 34.6			A – 3.4		A – 3.0		
	Weekday Evening Peak Hour	D 41.9	D 48.4	D 44.3	A 2.0	A 7.3	A 3.6	A 5.8	B 13.8
		D – 45.8			A – 7.3		A – 5.6		
Year 2025 Projected Traffic Volumes	Weekday Morning Peak Hour	C 32.7	D 35.7	C 31.5	A 2.5	A 5.9	A 2.4	A 6.7	A 6.8
		C – 34.4			A – 5.5		A – 6.3		
	Weekday Evening Peak Hour	E 58.2	D 53.5	D 47.5	A 2.1	A 7.4	A 3.7	A 6.0	B 16.7
		E – 55.7			A – 7.3		A – 5.8		

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

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S,

Table 7
CAPACITY ANALYSIS RESULTS – HICKS ROAD WITH ILLINOIS AVENUE AND INDUSTRIAL AVENUE - SIGNALIZED

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Year 2019 Existing Traffic Volumes	Weekday Morning Peak Hour	B 16.5	D 46.1	B 18.3	C 26.5	B 13.8	B 19.6	A 7.0	C 22.5	C 24.6
		D – 38.6		C – 23.2		B – 18.7		C – 21.8		
	Weekday Evening Peak Hour	B 15.6	D 36.3	B 18.9	C 34.9	C 26.1	B 18.9	B 10.7	C 34.5	C 29.1
		C – 32.3		C – 29.6		C – 20.9		C – 33.2		
Year 2025 No-build Traffic Volumes	Weekday Morning Peak Hour	B 16.9	D 44.6	B 18.5	C 27.9	B 14.3	B 20.5	A 7.0	C 23.0	C 24.8
		D – 37.0		C – 23.9		B – 19.6		C – 22.3		
	Weekday Evening Peak Hour	B 15.8	D 37.2	B 19.1	D 35.9	C 26.4	C 20.4	B 10.7	D 40.2	C 31.9
		C – 32.8		C – 30.3		C – 22.1		D – 38.6		
Year 2025 Projected Traffic Volumes	Weekday Morning Peak Hour	B 17.1	D 44.4	B 18.0	C 27.9	B 14.3	C 20.7	A 5.9	C 21.7	C 24.4
		D – 36.7		C – 24.0		B – 19.7		C – 21.0		
	Weekday Evening Peak Hour	B 15.9	D 37.2	B 19.1	D 36.1	C 26.4	C 20.5	B 10.7	D 42.0	C 32.7
		C – 32.7		C – 30.4		C – 22.1		D – 40.3		

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

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S,

Discussion and Recommendations

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

Hicks Road with Northwest Highway

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) B during the weekday morning peak hour and at LOS C during the weekday evening peak hour. Furthermore, the eastbound and westbound approaches currently operate at LOS B during both peak hours. However, the northbound approach operates at LOS D during the weekday morning peak hour and at LOS E during the weekday evening peak hour and the southbound approach operates at LOS E during both peak hours. The reduced level of service is due primarily to the long cycle length of 130 seconds, the split phase operation of the northbound and southbound approaches, and the allocation of the majority of the green time to Northwest Highway.

Under Year 2025 no-build conditions, this intersection is projected to continue operating at the same level of service during the weekday morning and weekday evening peak hours with increases in delay of approximately two seconds for both peak hours. The eastbound approach is projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour with increases in delay of approximately three seconds during both peak hours. All other approaches are projected to continue to operate at the same levels of service with increases in delay of approximately two seconds or less during both peak hours.

Under Year 2025 total projected conditions, this intersection will operate at LOS C during the weekday morning and evening peak hours with increases in delay of approximately one second over no-build conditions. Furthermore, all approaches are projected to continue to operate at a similar level of service during both peak hours with an increase in delay of approximately two seconds or less compared to no-build conditions. It should be noted that while a large percentage of the traffic generated by the proposed development will access the site by making a westbound left turn at this intersection, the westbound left-turn movement will continue to operate at the same level of service.

Under existing conditions, the northbound approach currently experiences 95th percentile queues of approximately 180 feet during the weekday morning peak hour and approximately 465 feet during the weekday evening peak hour. This confirms field observations conducted by KLOA, Inc. which found that northbound queues at this intersection extended to the intersection of Hicks Road with Sellstrom Drive zero times during the morning peak hour and ten times during the evening peak hour. It should be noted that six of the ten times, northbound traffic extended to the intersection of Hicks Road and Sellstrom Drive between 4:30 P.M. and 4:45 P.M which can be partially attributed to the high volume of Weber-Stephens Products exiting traffic. It should be noted that while these queues do extend to the location of Sellstrom Drive during the evening peak hour, vehicles do not typically block the intersection, allowing vehicles to turn onto Hicks Road. These queues currently clear the intersection of Hicks Road and Sellstrom Drive within one cycle and the intersection of Hicks Road with Northwest Highway within two cycles and are projected to continue to do so.

In addition to the queueing caused by typical traffic patterns, the northbound approach is impacted when the UP-NW at-grade crossing is blocked by a commuter train. As previously indicated, the gates at the railroad crossing are down nine times during the weekday morning peak hour and four times during the weekday evening peak hour. However, given that the gates are down for an average of approximately one minute, northbound traffic is typically able to clear the Northwest Highway intersection within one green cycle during the weekday morning peak hour and one to two cycles during the weekday evening peak hour.

Hicks Road with Sellstrom Drive and the Access Road

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. Furthermore, the northbound and southbound approaches currently operate at LOS A during both peak hours and the westbound approach operates at LOS C during both peak hours. The eastbound approach currently operates at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. As previously mentioned, northbound queues from the intersection of Hicks Road with Northwest Highway extend to and past this intersection during the evening peak hour. However, these queues typically clear the intersection within one cycle and vehicles are typically able to exit even when the northbound queue extends to or past this intersection, as queuing vehicles do not block the intersection.

Under Year 2025 no-build conditions, this intersection is projected to continue operating at the same levels of service during the weekday morning and weekday evening peak hours with increases in delay of approximately one second during the weekday morning peak hour and three seconds during the weekday evening peak hour. The westbound approach is projected to operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour with increases in delay of less than one second and approximately 14 seconds during the weekday morning and weekday evening peak hours, respectively. The increase in delay is primarily due to the increase in traffic associated with the Amazon Last Mile Distribution Facility. All other approaches are projected to continue to operate at the same levels of service during both peak hours.

Under Year 2025 total projected conditions, this intersection is projected to continue operating at the same levels of service during the weekday morning and weekday evening peak hours with increases in delay of three seconds over no-build conditions. The eastbound approach will operate at LOS C during the weekday morning peak hour and LOS E during the weekday evening peak hour with increases in delay of less than one second during the weekday morning peak hour and approximately ten seconds during the weekday evening peak hour. All other approaches will continue to operate at the same acceptable levels of service with increases in delay of approximately three seconds during both peak hours over no-build conditions. In addition, the 95th percentile queues for the northbound left-turn movement are projected to be approximately 57 feet during the weekday morning peak hour (two to three vehicles in length) and 21 feet during the weekday evening peak hour (one vehicle in length) and, as such, will be accommodated by the existing northbound left-turn lane. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Hicks Road with Illinois Avenue and Industrial Avenue

The results of the capacity analysis indicate that the intersection currently operates at LOS C during the weekday morning and evening peak hours. Further, all of the approaches operate at LOS D or better. Under Year 2025 no-build and total conditions, the intersection is projected to continue to operate at the same level of service during both peak hours with increases in delay of less than four seconds. In addition, all of the approaches are projected to continue to operate at LOS D or better. As such, the intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements and/or traffic control modifications are required.

6. Conclusion

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

- Access to the site will be provided via the following two access drives on Sellstrom Drive and its signalized intersection with Hicks Road:
    - The southern access drive will be located on the west side of Sellstrom Drive at the south end of the site and will serve both passenger vehicle and truck traffic. This access drive will provide one inbound lane and one outbound lane with the outbound lane under stop sign control. It should be noted that the access drive will be located just north of an existing access road. However, given the lower volume of traffic on Sellstrom Drive, currently using the existing access road, and projected to use the proposed access drive, the proximity of the access drive to the access road should not pose any operational issues.
    - The northern access drive will be located on the west side of Sellstrom Drive at the north end of the site and at the terminus of Sellstrom Drive and will primarily serve passenger vehicle traffic. This access drive will provide one inbound lane and one outbound lane.
- The two access drives will provide the development with efficient and orderly access with limited impact on Sellstrom Drive.
- The results of the capacity analyses have shown that the existing roadway system has sufficient reserve capacity to accommodate the development-generated traffic and that no roadway improvements and/or traffic control modifications are required.

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Appendix

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

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 abowen@kloainc.com

Count Name: S Hicks Rd with E Illinois Ave
Site Code:
Start Date: 04/03/2019
Page No: 1

Turning Movement Data

Start Time	E Illinois Ave Eastbound						Industrial Ave Westbound						S Hicks Rd Northbound						S Hicks Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	3	3	17	0	23	0	4	7	2	0	13	0	20	44	16	0	80	0	3	70	5	0	78	194
6:15 AM	0	11	15	19	0	45	0	6	9	1	0	16	0	25	88	10	0	123	0	4	89	9	0	102	286
6:30 AM	0	23	25	33	0	81	0	14	15	2	0	31	0	27	86	13	0	126	0	6	108	12	0	126	364
6:45 AM	0	19	50	32	0	101	0	4	21	7	0	32	0	41	120	20	0	181	0	12	90	15	0	117	431
Hourly Total	0	56	93	101	0	250	0	28	52	12	0	92	0	113	338	59	0	510	0	25	357	41	0	423	1275
7:00 AM	0	25	39	40	0	104	0	19	16	6	0	41	0	31	117	19	0	167	0	5	145	23	0	173	485
7:15 AM	0	29	40	58	0	127	0	26	23	5	0	54	0	22	153	13	0	188	0	6	143	14	2	163	532
7:30 AM	0	29	44	38	0	111	0	25	31	11	0	67	0	31	127	17	0	175	0	12	183	11	0	206	559
7:45 AM	0	37	56	30	0	123	0	22	32	4	0	58	0	33	124	19	0	176	0	7	166	18	0	191	548
Hourly Total	0	120	179	166	0	465	0	92	102	26	0	220	0	117	521	68	0	706	0	30	637	66	2	733	2124
8:00 AM	0	24	41	42	0	107	0	25	30	11	0	66	0	20	117	8	0	145	0	8	174	23	0	205	523
8:15 AM	0	24	25	50	0	99	0	18	28	6	0	52	0	33	97	13	0	143	0	14	147	21	0	182	476
8:30 AM	0	15	31	47	0	93	0	14	33	4	0	51	0	31	84	11	0	126	0	9	166	16	0	191	461
8:45 AM	0	16	20	47	1	83	0	18	24	8	0	50	0	40	92	8	0	140	0	7	131	20	0	158	431
Hourly Total	0	79	117	186	1	382	0	75	115	29	0	219	0	124	390	40	0	554	0	38	618	80	0	736	1891
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	21	34	45	0	100	0	20	24	6	0	50	0	37	61	13	0	111	0	7	153	18	0	178	439
3:15 PM	0	15	26	44	0	85	0	13	27	3	0	43	0	39	85	5	0	129	0	8	96	21	0	125	382
3:30 PM	0	18	17	38	1	73	0	23	32	9	0	64	0	32	69	10	0	111	0	7	170	26	1	203	451
3:45 PM	0	12	29	28	0	69	0	12	42	4	0	58	0	41	87	11	0	139	0	8	148	24	0	180	446
Hourly Total	0	66	106	155	1	327	0	68	125	22	0	215	0	149	302	39	0	490	0	30	567	89	1	686	1718
4:00 PM	0	16	32	47	0	95	0	16	54	13	0	83	0	53	87	10	0	150	0	12	158	28	0	198	526
4:15 PM	0	10	27	30	0	67	0	19	45	5	0	69	0	44	84	14	0	142	0	7	132	35	0	174	452
4:30 PM	0	11	35	24	0	70	0	38	61	10	0	109	0	32	95	12	0	139	0	13	246	53	0	312	630
4:45 PM	0	16	25	22	0	63	0	23	37	10	0	70	0	42	92	15	0	149	0	12	131	32	0	175	457
Hourly Total	0	53	119	123	0	295	0	96	197	38	0	331	0	171	358	51	0	580	0	44	667	148	0	859	2065
5:00 PM	0	18	25	34	0	77	0	36	48	12	0	96	0	48	107	5	0	160	0	9	163	42	0	214	547
5:15 PM	0	9	42	24	0	75	0	23	51	13	0	87	0	40	83	7	0	130	0	17	147	40	0	204	496
5:30 PM	0	26	27	31	0	84	0	24	67	5	0	96	0	39	92	11	0	142	0	6	148	42	0	196	518
5:45 PM	0	16	34	37	0	87	0	35	67	1	0	103	0	44	98	16	2	158	0	7	121	25	0	153	501
Hourly Total	0	69	128	126	0	323	0	118	233	31	0	382	0	171	380	39	2	590	0	39	579	149	0	767	2062
Grand Total	0	443	742	857	2	2042	0	477	824	158	0	1459	0	845	2289	296	2	3430	0	206	3425	573	3	4204	11135
Approach %	0.0	21.7	36.3	42.0	-	-	0.0	32.7	56.5	10.8	-	-	0.0	24.6	66.7	8.6	-	-	0.0	4.9	81.5	13.6	-	-	-
Total %	0.0	4.0	6.7	7.7	-	18.3	0.0	4.3	7.4	1.4	-	13.1	0.0	7.6	20.6	2.7	-	30.8	0.0	1.9	30.8	5.1	-	37.8	-
Lights	0	410	711	787	-	1908	0	452	767	144	-	1363	0	783	2209	280	-	3272	0	190	3310	545	-	4045	10588
% Lights	-	92.6	95.8	91.8	-	93.4	-	94.8	93.1	91.1	-	93.4	-	92.7	96.5	94.6	-	95.4	-	92.2	96.6	95.1	-	96.2	95.1
Buses	0	5	15	11	-	31	0	2	26	5	-	33	0	16	12	3	-	31	0	10	18	4	-	32	127

% Buses	-	1.1	2.0	1.3	-	1.5	-	0.4	3.2	3.2	-	2.3	-	1.9	0.5	1.0	-	0.9	-	4.9	0.5	0.7	-	0.8	1.1
Single-Unit Trucks	0	16	11	29	-	56	0	17	17	6	-	40	0	13	42	10	-	65	0	4	65	13	-	82	243
% Single-Unit Trucks	-	3.6	1.5	3.4	-	2.7	-	3.6	2.1	3.8	-	2.7	-	1.5	1.8	3.4	-	1.9	-	1.9	1.9	2.3	-	2.0	2.2
Articulated Trucks	0	11	3	29	-	43	0	6	9	3	-	18	0	33	26	3	-	62	0	2	32	10	-	44	167
% Articulated Trucks	-	2.5	0.4	3.4	-	2.1	-	1.3	1.1	1.9	-	1.2	-	3.9	1.1	1.0	-	1.8	-	1.0	0.9	1.7	-	1.0	1.5
Bicycles on Road	0	1	2	1	-	4	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	1	-	1	10
% Bicycles on Road	-	0.2	0.3	0.1	-	0.2	-	0.0	0.6	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.2	-	0.0	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: S Hicks Rd with E Illinois Ave
Site Code:
Start Date: 04/03/2019
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	E Illinois Ave Eastbound						Industrial Ave Westbound						S Hicks Rd Northbound						S Hicks Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	29	40	58	0	127	0	26	23	5	0	54	0	22	153	13	0	188	0	6	143	14	2	163	532
7:30 AM	0	29	44	38	0	111	0	25	31	11	0	67	0	31	127	17	0	175	0	12	183	11	0	206	559
7:45 AM	0	37	56	30	0	123	0	22	32	4	0	58	0	33	124	19	0	176	0	7	166	18	0	191	548
8:00 AM	0	24	41	42	0	107	0	25	30	11	0	66	0	20	117	8	0	145	0	8	174	23	0	205	523
Total	0	119	181	168	0	468	0	98	116	31	0	245	0	106	521	57	0	684	0	33	666	66	2	765	2162
Approach %	0.0	25.4	38.7	35.9	-	-	0.0	40.0	47.3	12.7	-	-	0.0	15.5	76.2	8.3	-	-	0.0	4.3	87.1	8.6	-	-	-
Total %	0.0	5.5	8.4	7.8	-	21.6	0.0	4.5	5.4	1.4	-	11.3	0.0	4.9	24.1	2.6	-	31.6	0.0	1.5	30.8	3.1	-	35.4	-
PHF	0.000	0.804	0.808	0.724	-	0.921	0.000	0.942	0.906	0.705	-	0.914	0.000	0.803	0.851	0.750	-	0.910	0.000	0.688	0.910	0.717	-	0.928	0.967
Lights	0	108	175	149	-	432	0	88	104	24	-	216	0	99	499	55	-	653	0	30	647	65	-	742	2043
% Lights	-	90.8	96.7	88.7	-	92.3	-	89.8	89.7	77.4	-	88.2	-	93.4	95.8	96.5	-	95.5	-	90.9	97.1	98.5	-	97.0	94.5
Buses	0	0	2	3	-	5	0	1	5	2	-	8	0	1	1	0	-	2	0	2	2	1	-	5	20
% Buses	-	0.0	1.1	1.8	-	1.1	-	1.0	4.3	6.5	-	3.3	-	0.9	0.2	0.0	-	0.3	-	6.1	0.3	1.5	-	0.7	0.9
Single-Unit Trucks	0	4	2	10	-	16	0	8	5	3	-	16	0	2	13	0	-	15	0	1	9	0	-	10	57
% Single-Unit Trucks	-	3.4	1.1	6.0	-	3.4	-	8.2	4.3	9.7	-	6.5	-	1.9	2.5	0.0	-	2.2	-	3.0	1.4	0.0	-	1.3	2.6
Articulated Trucks	0	6	2	6	-	14	0	1	1	2	-	4	0	4	8	2	-	14	0	0	8	0	-	8	40
% Articulated Trucks	-	5.0	1.1	3.6	-	3.0	-	1.0	0.9	6.5	-	1.6	-	3.8	1.5	3.5	-	2.0	-	0.0	1.2	0.0	-	1.0	1.9
Bicycles on Road	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.8	0.0	0.0	-	0.2	-	0.0	0.9	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: S Hicks Rd with E Illinois Ave
Site Code:
Start Date: 04/03/2019
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	E Illinois Ave Eastbound						Industrial Ave Westbound						S Hicks Rd Northbound						S Hicks Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	11	35	24	0	70	0	38	61	10	0	109	0	32	95	12	0	139	0	13	246	53	0	312	630
4:45 PM	0	16	25	22	0	63	0	23	37	10	0	70	0	42	92	15	0	149	0	12	131	32	0	175	457
5:00 PM	0	18	25	34	0	77	0	36	48	12	0	96	0	48	107	5	0	160	0	9	163	42	0	214	547
5:15 PM	0	9	42	24	0	75	0	23	51	13	0	87	0	40	83	7	0	130	0	17	147	40	0	204	496
Total	0	54	127	104	0	285	0	120	197	45	0	362	0	162	377	39	0	578	0	51	687	167	0	905	2130
Approach %	0.0	18.9	44.6	36.5	-	-	0.0	33.1	54.4	12.4	-	-	0.0	28.0	65.2	6.7	-	-	0.0	5.6	75.9	18.5	-	-	-
Total %	0.0	2.5	6.0	4.9	-	13.4	0.0	5.6	9.2	2.1	-	17.0	0.0	7.6	17.7	1.8	-	27.1	0.0	2.4	32.3	7.8	-	42.5	-
PHF	0.000	0.750	0.756	0.765	-	0.925	0.000	0.789	0.807	0.865	-	0.830	0.000	0.844	0.881	0.650	-	0.903	0.000	0.750	0.698	0.788	-	0.725	0.845
Lights	0	52	123	95	-	270	0	118	187	42	-	347	0	154	371	38	-	563	0	45	673	161	-	879	2059
% Lights	-	96.3	96.9	91.3	-	94.7	-	98.3	94.9	93.3	-	95.9	-	95.1	98.4	97.4	-	97.4	-	88.2	98.0	96.4	-	97.1	96.7
Buses	0	0	0	0	-	0	0	0	2	1	-	3	0	0	1	1	-	2	0	3	3	0	-	6	11
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	2.2	-	0.8	-	0.0	0.3	2.6	-	0.3	-	5.9	0.4	0.0	-	0.7	0.5
Single-Unit Trucks	0	2	3	5	-	10	0	1	4	2	-	7	0	2	2	0	-	4	0	2	9	3	-	14	35
% Single-Unit Trucks	-	3.7	2.4	4.8	-	3.5	-	0.8	2.0	4.4	-	1.9	-	1.2	0.5	0.0	-	0.7	-	3.9	1.3	1.8	-	1.5	1.6
Articulated Trucks	0	0	1	4	-	5	0	1	2	0	-	3	0	6	3	0	-	9	0	1	2	3	-	6	23
% Articulated Trucks	-	0.0	0.8	3.8	-	1.8	-	0.8	1.0	0.0	-	0.8	-	3.7	0.8	0.0	-	1.6	-	2.0	0.3	1.8	-	0.7	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.0	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: S Hicks Rd with Sellstorm Dr
Site Code:
Start Date: 04/03/2019
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Turning Movement Data

Start Time	Sellstorm Dr Eastbound						Sellstorm Dr Westbound						S Hicks Rd Northbound						S Hicks Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	1	0	3	0	4	0	0	0	0	0	0	0	3	18	0	0	21	0	0	92	3	0	95	120
6:15 AM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	19	0	0	19	0	0	126	2	0	128	151
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	30	0	0	32	1	1	136	3	0	141	174
6:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	4	39	0	0	43	0	1	181	2	0	184	228
Hourly Total	0	4	0	5	0	9	0	1	0	0	0	1	0	9	106	0	0	115	1	2	535	10	0	548	673
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	8	45	0	0	53	0	0	219	7	0	226	280
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	4	81	0	0	85	0	0	178	3	0	181	268
7:30 AM	0	1	0	6	0	7	0	0	0	0	0	0	0	5	59	0	0	64	0	0	229	1	0	230	301
7:45 AM	0	1	0	2	0	3	0	1	0	0	0	1	0	7	63	1	0	71	0	0	232	1	0	233	308
Hourly Total	0	2	0	11	0	13	0	1	0	0	0	1	0	24	248	1	0	273	0	0	858	12	0	870	1157
8:00 AM	0	0	0	3	1	3	0	0	0	0	0	0	0	2	46	1	0	49	0	0	255	4	0	259	311
8:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	2	56	0	0	58	0	0	210	2	0	212	272
8:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	4	38	1	0	43	0	0	210	1	0	211	255
8:45 AM	0	2	0	1	0	3	0	1	0	0	0	1	0	1	63	0	0	64	0	1	186	3	0	190	258
Hourly Total	0	2	0	6	1	8	0	1	0	1	0	2	0	9	203	2	0	214	0	1	861	10	0	872	1096
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	3	0	9	0	12	0	2	0	0	0	2	0	3	90	0	0	93	1	0	114	5	0	120	227
3:15 PM	0	4	0	5	0	9	0	0	0	0	0	0	0	4	107	0	0	111	0	0	79	5	0	84	204
3:30 PM	0	11	0	10	0	21	0	0	1	2	0	3	0	5	137	1	0	143	0	0	106	2	0	108	275
3:45 PM	0	3	0	4	0	7	0	2	0	0	0	2	0	6	131	0	0	137	2	0	106	7	0	115	261
Hourly Total	0	21	0	28	0	49	0	4	1	2	0	7	0	18	465	1	0	484	3	0	405	19	0	427	967
4:00 PM	0	2	0	7	0	9	0	0	0	0	0	0	0	2	143	0	0	145	0	0	97	5	0	102	256
4:15 PM	0	3	0	5	0	8	0	1	0	0	0	1	0	2	116	1	0	119	0	1	111	6	0	118	246
4:30 PM	0	62	0	90	0	152	0	4	0	6	0	10	0	1	153	0	0	154	0	0	113	0	0	113	429
4:45 PM	0	7	0	11	0	18	0	1	0	1	0	2	0	1	145	0	0	146	0	0	100	1	0	101	267
Hourly Total	0	74	0	113	0	187	0	6	0	7	0	13	0	6	557	1	0	564	0	1	421	12	0	434	1198
5:00 PM	0	4	0	9	0	13	0	0	0	0	0	0	0	0	179	1	0	180	0	0	112	0	0	112	305
5:15 PM	0	1	0	3	0	4	0	0	0	1	0	1	0	0	157	0	0	157	0	0	128	1	0	129	291
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	0	0	159	0	0	115	0	0	115	274
5:45 PM	0	0	0	1	1	1	0	0	0	0	0	0	0	1	144	0	0	145	0	0	98	0	0	98	244
Hourly Total	0	5	0	13	1	18	0	0	0	1	0	1	0	1	639	1	0	641	0	0	453	1	0	454	1114
Grand Total	0	108	0	176	2	284	0	13	1	11	0	25	0	67	2218	6	0	2291	4	4	3533	64	0	3605	6205
Approach %	0.0	38.0	0.0	62.0	-	-	0.0	52.0	4.0	44.0	-	-	0.0	2.9	96.8	0.3	-	-	0.1	0.1	98.0	1.8	-	-	-
Total %	0.0	1.7	0.0	2.8	-	4.6	0.0	0.2	0.0	0.2	-	0.4	0.0	1.1	35.7	0.1	-	36.9	0.1	0.1	56.9	1.0	-	58.1	-
Lights	0	104	0	156	-	260	0	9	1	9	-	19	0	47	2140	1	-	2188	4	4	3447	55	-	3510	5977
% Lights	-	96.3	-	88.6	-	91.5	-	69.2	100.0	81.8	-	76.0	-	70.1	96.5	16.7	-	95.5	100.0	100.0	97.6	85.9	-	97.4	96.3
Buses	0	0	0	2	-	2	0	0	0	0	-	0	0	1	12	0	-	13	0	0	16	1	-	17	32

% Buses	-	0.0	-	1.1	-	0.7	-	0.0	0.0	0.0	-	0.0	-	1.5	0.5	0.0	-	0.6	0.0	0.0	0.5	1.6	-	0.5	0.5
Single-Unit Trucks	0	3	0	9	-	12	0	3	0	1	-	4	0	7	47	4	-	58	0	0	45	5	-	50	124
% Single-Unit Trucks	-	2.8	-	5.1	-	4.2	-	23.1	0.0	9.1	-	16.0	-	10.4	2.1	66.7	-	2.5	0.0	0.0	1.3	7.8	-	1.4	2.0
Articulated Trucks	0	1	0	9	-	10	0	1	0	1	-	2	0	12	17	1	-	30	0	0	23	3	-	26	68
% Articulated Trucks	-	0.9	-	5.1	-	3.5	-	7.7	0.0	9.1	-	8.0	-	17.9	0.8	16.7	-	1.3	0.0	0.0	0.7	4.7	-	0.7	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	2	0	-	2	4
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0	0.0	0.1	0.0	-	0.1	0.1
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: S Hicks Rd with Sellstorm Dr
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Start Date: 04/03/2019
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Turning Movement Peak Hour Data (7:15 AM)

Start Time	Sellstorm Dr Eastbound						Sellstorm Dr Westbound						S Hicks Rd Northbound						S Hicks Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	4	81	0	0	85	0	0	178	3	0	181	268
7:30 AM	0	1	0	6	0	7	0	0	0	0	0	0	0	5	59	0	0	64	0	0	229	1	0	230	301
7:45 AM	0	1	0	2	0	3	0	1	0	0	0	1	0	7	63	1	0	71	0	0	232	1	0	233	308
8:00 AM	0	0	0	3	1	3	0	0	0	0	0	0	0	2	46	1	0	49	0	0	255	4	0	259	311
Total	0	2	0	13	1	15	0	1	0	0	0	1	0	18	249	2	0	269	0	0	894	9	0	903	1188
Approach %	0.0	13.3	0.0	86.7	-	-	0.0	100.0	0.0	0.0	-	-	0.0	6.7	92.6	0.7	-	-	0.0	0.0	99.0	1.0	-	-	-
Total %	0.0	0.2	0.0	1.1	-	1.3	0.0	0.1	0.0	0.0	-	0.1	0.0	1.5	21.0	0.2	-	22.6	0.0	0.0	75.3	0.8	-	76.0	-
PHF	0.000	0.500	0.000	0.542	-	0.536	0.000	0.250	0.000	0.000	-	0.250	0.000	0.643	0.769	0.500	-	0.791	0.000	0.000	0.876	0.563	-	0.872	0.955
Lights	0	2	0	5	-	7	0	0	0	0	-	0	0	15	225	0	-	240	0	0	880	6	-	886	1133
% Lights	-	100.0	-	38.5	-	46.7	-	0.0	-	-	-	0.0	-	83.3	90.4	0.0	-	89.2	-	-	98.4	66.7	-	98.1	95.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	3	0	-	3	4
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.4	0.0	-	0.4	-	-	0.3	0.0	-	0.3	0.3
Single-Unit Trucks	0	0	0	3	-	3	0	1	0	0	-	1	0	1	15	2	-	18	0	0	7	2	-	9	31
% Single-Unit Trucks	-	0.0	-	23.1	-	20.0	-	100.0	-	-	-	100.0	-	5.6	6.0	100.0	-	6.7	-	-	0.8	22.2	-	1.0	2.6
Articulated Trucks	0	0	0	5	-	5	0	0	0	0	-	0	0	2	8	0	-	10	0	0	4	1	-	5	20
% Articulated Trucks	-	0.0	-	38.5	-	33.3	-	0.0	-	-	-	0.0	-	11.1	3.2	0.0	-	3.7	-	-	0.4	11.1	-	0.6	1.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	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
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: S Hicks Rd with Sellstorm Dr
Site Code:
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Turning Movement Peak Hour Data (4:30 PM)

Start Time	Sellstorm Dr Eastbound						Sellstorm Dr Westbound						S Hicks Rd Northbound						S Hicks Rd Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	62	0	90	0	152	0	4	0	6	0	10	0	1	153	0	0	154	0	0	113	0	0	113	429
4:45 PM	0	7	0	11	0	18	0	1	0	1	0	2	0	1	145	0	0	146	0	0	100	1	0	101	267
5:00 PM	0	4	0	9	0	13	0	0	0	0	0	0	0	0	179	1	0	180	0	0	112	0	0	112	305
5:15 PM	0	1	0	3	0	4	0	0	0	1	0	1	0	0	157	0	0	157	0	0	128	1	0	129	291
Total	0	74	0	113	0	187	0	5	0	8	0	13	0	2	634	1	0	637	0	0	453	2	0	455	1292
Approach %	0.0	39.6	0.0	60.4	-	-	0.0	38.5	0.0	61.5	-	-	0.0	0.3	99.5	0.2	-	-	0.0	0.0	99.6	0.4	-	-	-
Total %	0.0	5.7	0.0	8.7	-	14.5	0.0	0.4	0.0	0.6	-	1.0	0.0	0.2	49.1	0.1	-	49.3	0.0	0.0	35.1	0.2	-	35.2	-
PHF	0.000	0.298	0.000	0.314	-	0.308	0.000	0.313	0.000	0.333	-	0.325	0.000	0.500	0.885	0.250	-	0.885	0.000	0.000	0.885	0.500	-	0.882	0.753
Lights	0	74	0	111	-	185	0	5	0	7	-	12	0	2	629	0	-	631	0	0	438	2	-	440	1268
% Lights	-	100.0	-	98.2	-	98.9	-	100.0	-	87.5	-	92.3	-	100.0	99.2	0.0	-	99.1	-	-	96.7	100.0	-	96.7	98.1
Buses	0	0	0	2	-	2	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	3
% Buses	-	0.0	-	1.8	-	1.1	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	-	0.2	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	7	0	-	7	11
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.6	0.0	-	0.6	-	-	1.5	0.0	-	1.5	0.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	1	-	1	0	0	7	0	-	7	9
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	12.5	-	7.7	-	0.0	0.0	100.0	-	0.2	-	-	1.5	0.0	-	1.5	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: US 14 with S Hicks Rd
Site Code:
Start Date: 04/03/2019
Page No: 1

Turning Movement Data

Start Time	US 14 Eastbound						US 14 Westbound						S Hicks Rd Northbound						Parking Lot Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	98	90	0	188	0	10	51	0	0	61	0	14	0	3	0	17	0	0	0	0	0	0	266
6:15 AM	0	0	127	113	0	240	0	13	66	0	0	79	0	17	0	6	0	23	0	0	0	0	0	0	342
6:30 AM	0	0	171	121	0	292	0	18	80	0	0	98	0	20	0	9	0	29	0	0	0	0	0	0	419
6:45 AM	0	0	169	150	0	319	0	33	94	0	0	127	0	29	0	9	0	38	0	0	0	0	0	0	484
Hourly Total	0	0	565	474	0	1039	0	74	291	0	0	365	0	80	0	27	0	107	0	0	0	0	0	0	1511
7:00 AM	0	0	169	190	0	359	0	36	98	0	0	134	0	26	0	16	0	42	0	0	0	0	1	0	535
7:15 AM	0	0	176	160	0	336	0	24	110	0	0	134	0	48	0	25	0	73	0	0	0	0	0	0	543
7:30 AM	0	0	229	196	0	425	0	33	132	0	0	165	0	43	0	21	0	64	0	0	0	0	0	0	654
7:45 AM	0	0	174	190	0	364	0	37	156	0	0	193	0	52	0	15	0	67	0	0	0	0	0	0	624
Hourly Total	0	0	748	736	0	1484	0	130	496	0	0	626	0	169	0	77	0	246	0	0	0	0	1	0	2356
8:00 AM	0	0	157	222	0	379	0	42	133	0	0	175	0	30	0	16	0	46	0	0	0	1	0	1	601
8:15 AM	0	1	171	171	0	343	0	34	144	1	0	179	0	37	0	7	0	44	0	0	0	0	0	0	566
8:30 AM	0	0	178	195	0	373	0	21	154	2	0	177	0	38	0	5	0	43	0	0	0	0	0	0	593
8:45 AM	0	3	206	154	0	363	0	35	132	0	0	167	0	41	0	14	0	55	0	0	0	2	0	2	587
Hourly Total	0	4	712	742	0	1458	0	132	563	3	0	698	0	146	0	42	0	188	0	0	0	3	0	3	2347
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	0	147	91	0	238	0	20	203	0	0	223	0	63	0	21	0	84	0	0	0	0	0	0	545
3:15 PM	0	0	121	65	0	186	0	17	193	0	0	210	0	84	2	28	0	114	0	0	0	1	0	1	511
3:30 PM	0	0	130	90	0	220	0	24	250	0	0	274	1	99	0	47	0	147	0	0	1	1	0	2	643
3:45 PM	0	0	139	96	0	235	0	17	255	0	0	272	0	104	1	31	0	136	0	0	0	1	0	1	644
Hourly Total	0	0	537	342	0	879	0	78	901	0	0	979	1	350	3	127	0	481	0	0	1	3	0	4	2343
4:00 PM	0	0	157	72	0	229	0	28	247	0	0	275	0	106	0	32	0	138	0	0	1	2	0	3	645
4:15 PM	0	0	116	84	0	200	0	36	264	2	0	302	0	92	0	26	0	118	0	1	1	1	0	3	623
4:30 PM	0	1	162	95	0	258	0	22	237	1	0	260	0	162	0	62	0	224	0	1	1	2	0	4	746
4:45 PM	0	0	144	76	0	220	0	22	266	0	0	288	0	106	0	45	0	151	0	1	0	1	0	2	661
Hourly Total	0	1	579	327	0	907	0	108	1014	3	0	1125	0	466	0	165	0	631	0	3	3	6	0	12	2675
5:00 PM	0	0	140	61	0	201	0	37	252	0	0	289	0	120	0	47	0	167	0	0	1	0	0	1	658
5:15 PM	0	0	192	88	0	280	0	38	199	0	0	237	2	135	0	46	0	183	0	0	0	0	0	0	700
5:30 PM	0	0	128	90	0	218	0	24	250	0	0	274	0	117	0	36	0	153	0	2	0	1	0	3	648
5:45 PM	0	0	123	79	0	202	0	22	244	0	0	266	0	114	0	33	0	147	0	0	0	1	0	1	616
Hourly Total	0	0	583	318	0	901	0	121	945	0	0	1066	2	486	0	162	0	650	0	2	1	2	0	5	2622
Grand Total	0	5	3724	2939	0	6668	0	643	4210	6	0	4859	3	1697	3	600	0	2303	0	5	5	14	1	24	13854
Approach %	0.0	0.1	55.8	44.1	-	-	0.0	13.2	86.6	0.1	-	-	0.1	73.7	0.1	26.1	-	-	0.0	20.8	20.8	58.3	-	-	-
Total %	0.0	0.0	26.9	21.2	-	48.1	0.0	4.6	30.4	0.0	-	35.1	0.0	12.2	0.0	4.3	-	16.6	0.0	0.0	0.0	0.1	-	0.2	-
Lights	0	5	3597	2865	-	6467	0	621	4058	6	-	4685	3	1636	3	581	-	2223	0	5	5	14	-	24	13399
% Lights	-	100.0	96.6	97.5	-	97.0	-	96.6	96.4	100.0	-	96.4	100.0	96.4	100.0	96.8	-	96.5	-	100.0	100.0	100.0	-	100.0	96.7
Buses	0	0	24	18	-	42	0	1	19	0	-	20	0	10	0	2	-	12	0	0	0	0	-	0	74

% Buses	-	0.0	0.6	0.6	-	0.6	-	0.2	0.5	0.0	-	0.4	0.0	0.6	0.0	0.3	-	0.5	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	60	43	-	103	0	7	88	0	-	95	0	36	0	12	-	48	0	0	0	0	-	0	246
% Single-Unit Trucks	-	0.0	1.6	1.5	-	1.5	-	1.1	2.1	0.0	-	2.0	0.0	2.1	0.0	2.0	-	2.1	-	0.0	0.0	0.0	-	0.0	1.8
Articulated Trucks	0	0	43	13	-	56	0	13	45	0	-	58	0	14	0	4	-	18	0	0	0	0	-	0	132
% Articulated Trucks	-	0.0	1.2	0.4	-	0.8	-	2.0	1.1	0.0	-	1.2	0.0	0.8	0.0	0.7	-	0.8	-	0.0	0.0	0.0	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	1	-	2	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.2	0.0	0.0	-	0.0	0.0	0.1	0.0	0.2	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: US 14 with S Hicks Rd
Site Code:
Start Date: 04/03/2019
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

Start Time	US 14 Eastbound						US 14 Westbound						S Hicks Rd Northbound						Parking Lot Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	176	160	0	336	0	24	110	0	0	134	0	48	0	25	0	73	0	0	0	0	0	0	543
7:30 AM	0	0	229	196	0	425	0	33	132	0	0	165	0	43	0	21	0	64	0	0	0	0	0	0	654
7:45 AM	0	0	174	190	0	364	0	37	156	0	0	193	0	52	0	15	0	67	0	0	0	0	0	0	624
8:00 AM	0	0	157	222	0	379	0	42	133	0	0	175	0	30	0	16	0	46	0	0	0	1	0	1	601
Total	0	0	736	768	0	1504	0	136	531	0	0	667	0	173	0	77	0	250	0	0	0	1	0	1	2422
Approach %	0.0	0.0	48.9	51.1	-	-	0.0	20.4	79.6	0.0	-	-	0.0	69.2	0.0	30.8	-	-	0.0	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	30.4	31.7	-	62.1	0.0	5.6	21.9	0.0	-	27.5	0.0	7.1	0.0	3.2	-	10.3	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.803	0.865	-	0.885	0.000	0.810	0.851	0.000	-	0.864	0.000	0.832	0.000	0.770	-	0.856	0.000	0.000	0.000	0.250	-	0.250	0.926
Lights	0	0	713	757	-	1470	0	130	501	0	-	631	0	151	0	74	-	225	0	0	0	1	-	1	2327
% Lights	-	-	96.9	98.6	-	97.7	-	95.6	94.4	-	-	94.6	-	87.3	-	96.1	-	90.0	-	-	-	100.0	-	100.0	96.1
Buses	0	0	3	3	-	6	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	7
% Buses	-	-	0.4	0.4	-	0.4	-	0.0	0.0	-	-	0.0	-	0.6	-	0.0	-	0.4	-	-	-	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	13	6	-	19	0	3	21	0	-	24	0	14	0	3	-	17	0	0	0	0	-	0	60
% Single-Unit Trucks	-	-	1.8	0.8	-	1.3	-	2.2	4.0	-	-	3.6	-	8.1	-	3.9	-	6.8	-	-	-	0.0	-	0.0	2.5
Articulated Trucks	0	0	7	2	-	9	0	3	9	0	-	12	0	7	0	0	-	7	0	0	0	0	-	0	28
% Articulated Trucks	-	-	1.0	0.3	-	0.6	-	2.2	1.7	-	-	1.8	-	4.0	-	0.0	-	2.8	-	-	-	0.0	-	0.0	1.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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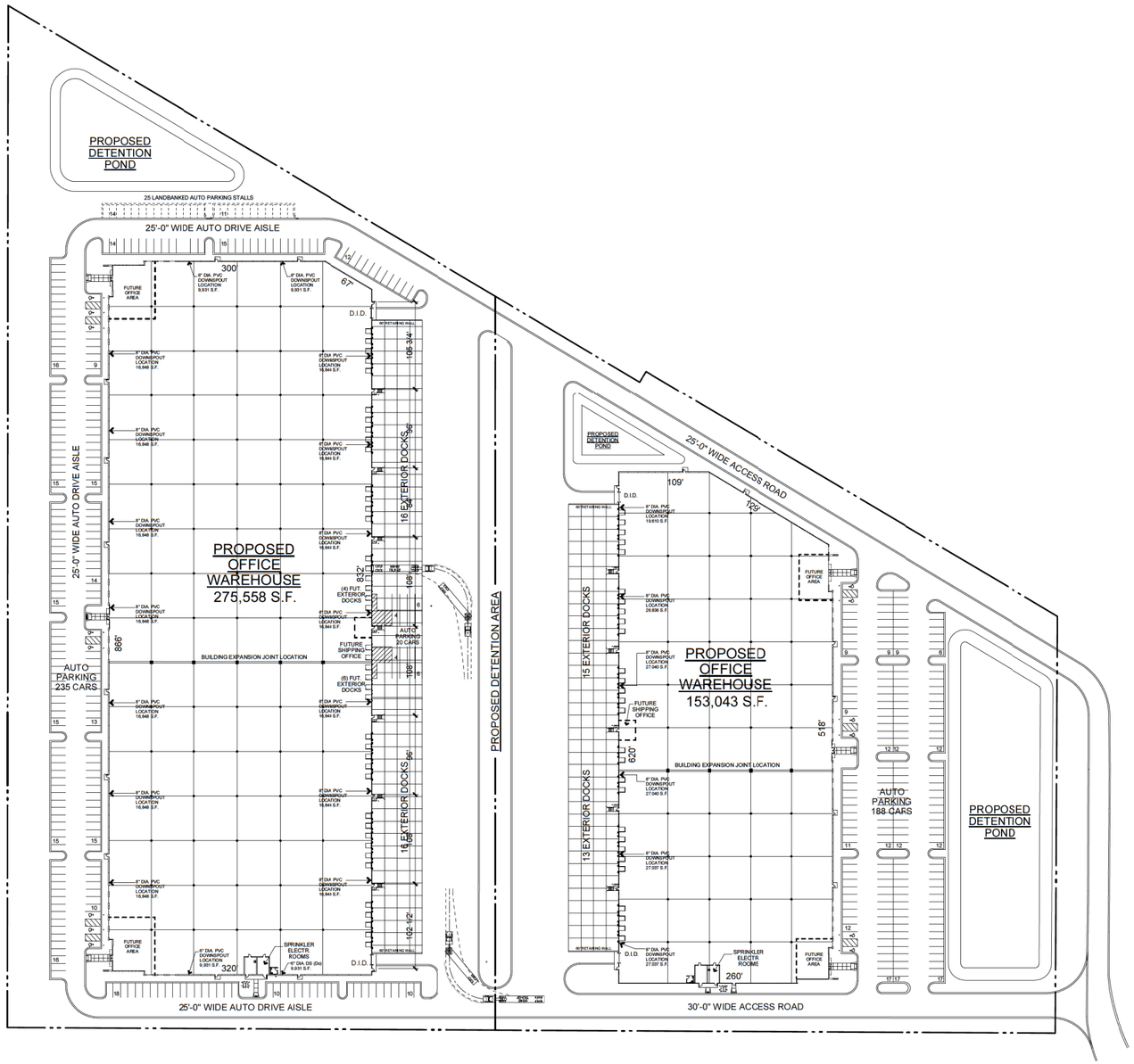
Count Name: US 14 with S Hicks Rd
Site Code:
Start Date: 04/03/2019
Page No: 4

Turning Movement Peak Hour Data (4:30 PM)

Start Time	US 14 Eastbound						US 14 Westbound						S Hicks Rd Northbound						Parking Lot Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	162	95	0	258	0	22	237	1	0	260	0	162	0	62	0	224	0	1	1	2	0	4	746
4:45 PM	0	0	144	76	0	220	0	22	266	0	0	288	0	106	0	45	0	151	0	1	0	1	0	2	661
5:00 PM	0	0	140	61	0	201	0	37	252	0	0	289	0	120	0	47	0	167	0	0	1	0	0	1	658
5:15 PM	0	0	192	88	0	280	0	38	199	0	0	237	2	135	0	46	0	183	0	0	0	0	0	0	700
Total	0	1	638	320	0	959	0	119	954	1	0	1074	2	523	0	200	0	725	0	2	2	3	0	7	2765
Approach %	0.0	0.1	66.5	33.4	-	-	0.0	11.1	88.8	0.1	-	-	0.3	72.1	0.0	27.6	-	-	0.0	28.6	28.6	42.9	-	-	-
Total %	0.0	0.0	23.1	11.6	-	34.7	0.0	4.3	34.5	0.0	-	38.8	0.1	18.9	0.0	7.2	-	26.2	0.0	0.1	0.1	0.1	-	0.3	-
PHF	0.000	0.250	0.831	0.842	-	0.856	0.000	0.783	0.897	0.250	-	0.929	0.250	0.807	0.000	0.806	-	0.809	0.000	0.500	0.500	0.375	-	0.438	0.927
Lights	0	1	619	307	-	927	0	117	940	1	-	1058	2	521	0	195	-	718	0	2	2	3	-	7	2710
% Lights	-	100.0	97.0	95.9	-	96.7	-	98.3	98.5	100.0	-	98.5	100.0	99.6	-	97.5	-	99.0	-	100.0	100.0	100.0	-	100.0	98.0
Buses	0	0	3	2	-	5	0	0	0	0	-	0	0	1	0	1	-	2	0	0	0	0	-	0	7
% Buses	-	0.0	0.5	0.6	-	0.5	-	0.0	0.0	0.0	-	0.0	0.0	0.2	-	0.5	-	0.3	-	0.0	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	7	8	-	15	0	0	9	0	-	9	0	1	0	2	-	3	0	0	0	0	-	0	27
% Single-Unit Trucks	-	0.0	1.1	2.5	-	1.6	-	0.0	0.9	0.0	-	0.8	0.0	0.2	-	1.0	-	0.4	-	0.0	0.0	0.0	-	0.0	1.0
Articulated Trucks	0	0	9	3	-	12	0	2	5	0	-	7	0	0	0	1	-	1	0	0	0	0	-	0	20
% Articulated Trucks	-	0.0	1.4	0.9	-	1.3	-	1.7	0.5	0.0	-	0.7	0.0	0.0	-	0.5	-	0.1	-	0.0	0.0	0.0	-	0.0	0.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.5	-	0.1	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Preliminary Site Plan



PROJECT SITE PLAN

SCALE: 1" = 60'-0"

1 A1.0

NORTH

GENERAL SITE NOTES:

1. SEE CIVIL ENGINEERING DRAWINGS FOR OTHER NOTES AND DETAILS.
2. ALL DIMENSIONS ARE FROM BACK OF CURB OR BUILDING UNLESS NOTED OTHERWISE.
3. SEE CIVIL ENGINEERING DRAWINGS FOR EXTENT OF SITE DEMOLITION WORK.
4. EXACT LOCATION OR PLACEMENT OF NEW BLDG. INDICATED ABOVE SHALL BE DETERMINED BY LAND SURVEYOR HIRED BY G.C. AND SHALL COORDINATE & INFORM THE ARCHITECT OF ANY DISCREPANCY PRIOR TO STARTIG WORK.

BUILDING YARD AND PAVEMENT SETBACK REQUIREMENTS

ZONING - "M" LIGHT MANUFACTURING

LIGHT MANUFACTURING YARD SETBACK REQUIREMENTS	
FRONT YARD BUILDING SETBACK	30'-0"
SIDE YARD BUILDING SETBACK	15'-0"
REAR YARD BUILDING SETBACK	15'-0"

LIGHT MANUFACTURING PAVEMENT SETBACK REQUIREMENTS	
FRONT YARD PAVEMENT SETBACK	5'-0"
SIDE YARD PAVEMENT SETBACK	2'-0"
REAR YARD PAVEMENT SETBACK	2'-0"

SITE DATA FOR EAST BUILDING

TOTAL SITE AREA (±25.39 AC.)	±1,105,841 S.F.
EAST SITE AREA (±10.96 AC.)	±477,212 S.F.
PROPOSED DETENTION	TO BE DETERMINED
BUILDING AREA	
PROPOSED OFFICE AREA (2.0%)	3,060 S.F.
PROPOSED WAREHOUSE AREA	149,983 S.F.
TOTAL BUILDING AREA	153,043 S.F.
EXTERIOR DOCKS	
EXTERIOR DOCKS PROVIDED	28 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS
BUILDING HEIGHT	
GENERAL BUILDING HEIGHT AT PERIMETER	XX'-0" A.F.F.
GENERAL BUILDING HEIGHT AT OFFICE PARAPET	XX'-0" A.F.F.
BUILDING INTERIOR CLEAR HEIGHT	32'-0"
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED	70%
FLOOR AREA RATIO (F.A.R.) PROVIDED	32.07%
CAR PARKING REQUIREMENTS	
OFFICE USE REQUIREMENTS	
1 SPACES FOR EACH 300 S.F. (ASSUME 3,060 S.F.)	11 STALLS
MANUFACTURING, WAREHOUSE AND STORAGE USE REQUIREMENTS	
1 SPACE PER 1,000 S.F. WAREHOUSE GROSS FLOOR AREA (ASSUME 149,983 S.F. REMAINING WAREHOUSE AREA)	150 STALLS
TOTAL CAR PARKING REQUIRED	161 STALLS
CAR PARKING PROVIDED (INCLUDES 6 HC STALLS)	188 STALLS

SITE DATA FOR WEST BUILDING

TOTAL SITE AREA (±25.39 AC.)	±1,105,841 S.F.
WEST SITE AREA (±14.43 AC.)	±628,629 S.F.
PROPOSED DETENTION	TO BE DETERMINED
BUILDING AREA	
PROPOSED OFFICE AREA (2.0%)	5,512 S.F.
PROPOSED WAREHOUSE AREA	270,046 S.F.
TOTAL BUILDING AREA	275,558 S.F.
EXTERIOR DOCKS	
EXTERIOR DOCKS PROVIDED	32 DOCKS
FUTURE DOCKS PROVIDED	10 DOCKS
TOTLAL POTENTIAL EXTERIOR DOCKS	42 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS
BUILDING HEIGHT	
BUILDING HEIGHT AT EAST DOCKS	XX'-X" A.F.F.
BUILDING HEIGHT AT NORTH/SOUTH OFFICE PERIMETER	XX'-0" A.F.F.
GENERAL BUILDING HEIGHT AT OFFICE PARAPET	XX'-X" A.F.F.
BUILDING INTERIOR CLEAR HEIGHT	36'-0"
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED	70%
FLOOR AREA RATIO (F.A.R.) PROVIDED	43.94%
CAR PARKING REQUIREMENTS	
OFFICE USE REQUIREMENTS	
1 SPACES FOR EACH 300 S.F. (ASSUME 5,512 S.F.)	19 STALLS
MANUFACTURING, WAREHOUSE AND STORAGE USE REQUIREMENTS	
1 SPACE PER 1,000 S.F. WAREHOUSE GROSS FLOOR AREA (ASSUME 270,046 S.F. REMAINING WAREHOUSE AREA)	270 STALLS
TOTAL CAR PARKING REQUIRED	289 STALLS
CAR PARKING PROVIDED (INCLUDES 8 HC STALLS)	266 STALLS
LANDBANKED CAR SPACES PROVIDED	25 STALLS
TOTAL CAR PARKING PARKING	291 STALLS

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

HARRIS ARCHITECTS INC.
401 EMERSON AVENUE, PALATINE, ILLINOIS 60067-7416 847.303.1155
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PROPOSED OFFICE & WAREHOUSE BUILDINGS AT:
PALATINE CORPRATE CENTER
HICKS ROAD & NORTHWEST HIGHWAY PALATINE, ILLINOIS

ISSUED FOR OWNER REVIEW	05-08-2020
ISSUED FOR OWNER REVIEW	06-10-2020
ISSUED FOR COUNTY REVIEW	06-15-2020
ISSUED FOR ROOF DRAIN LOCATIONS	06-22-2020

PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

SHEET NO. A1.0

ITE Trip Generation Worksheets

Warehousing
(150)

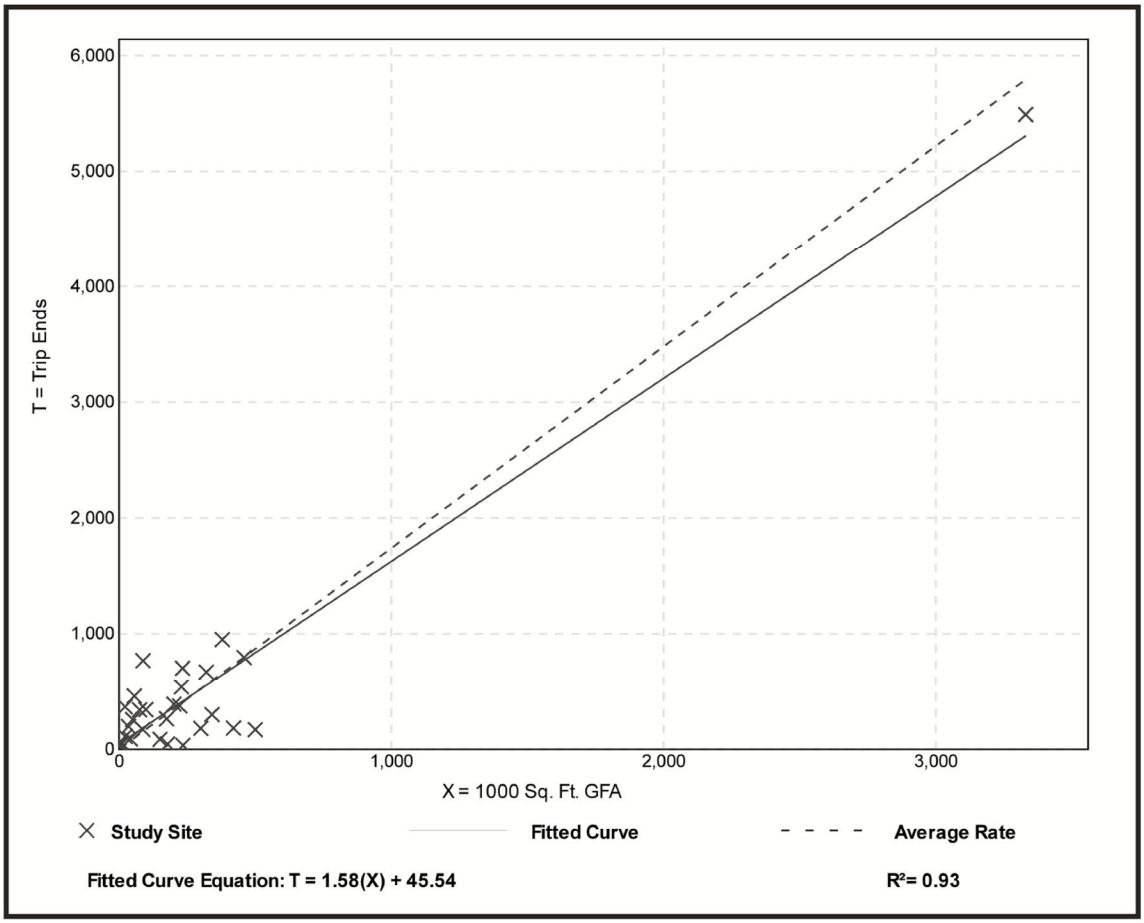
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

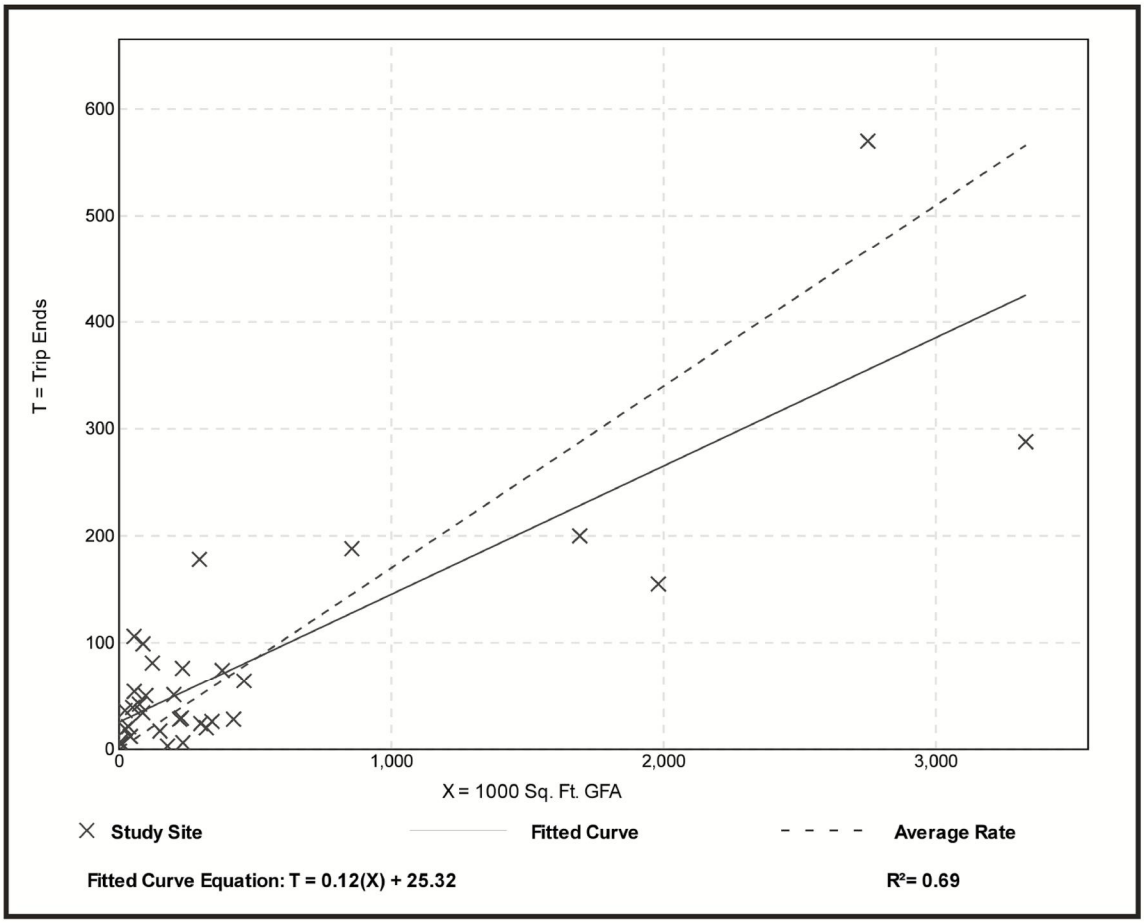
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
1000 Sq. Ft. GFA:	451
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

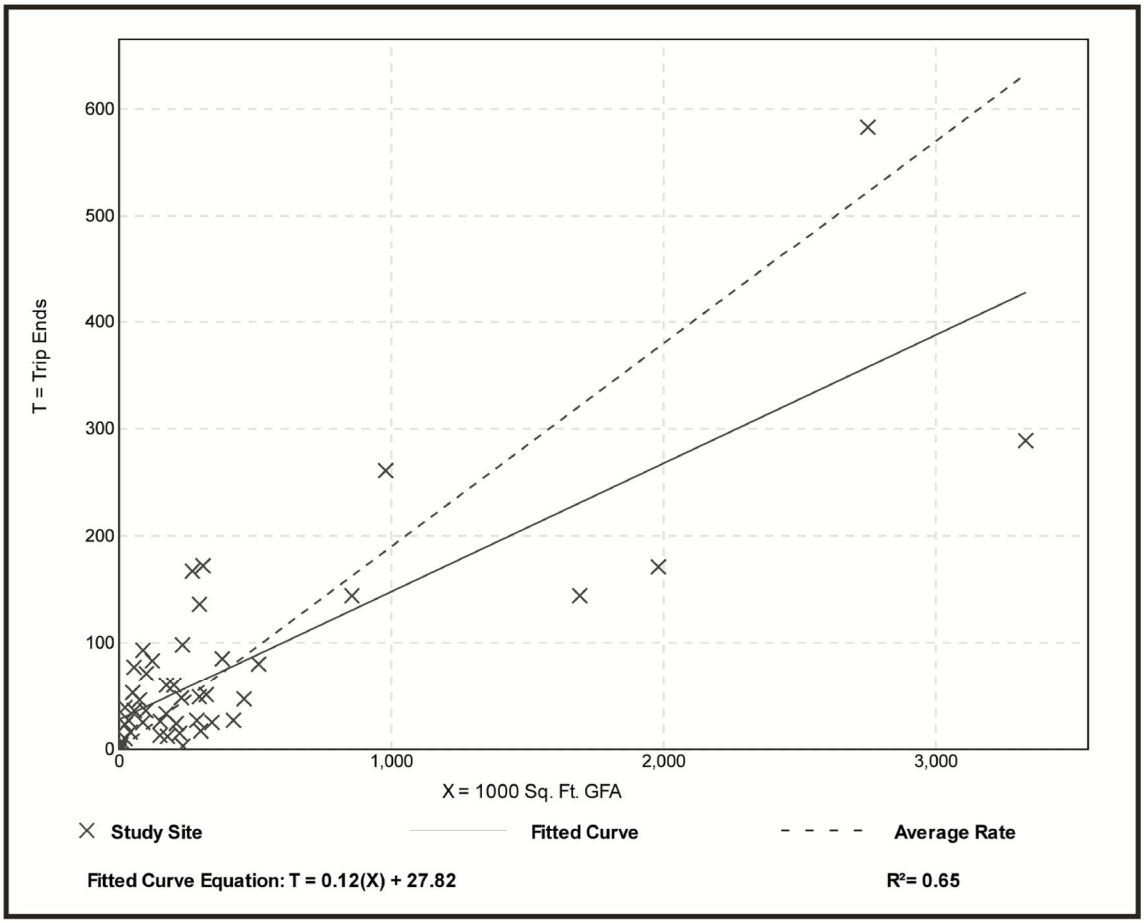
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

May 7, 2019

Andrew Bowen
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: US 14 - Hicks Road - Industrial Avenue
IDOT

Dear Mr. Bowen:

In response to a request made on your behalf and dated May 6, 2019, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
Industrial Ave, at Hicks Rd	5,600	6,600
Central Ave South of 63rd St	11,500	13,600
US 14 west of Hicks Rd	25,300	29,800
63rd St East of Central Ave	19,000	22,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2019 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

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

cc: Quigley (IDOT)
S:\AdminGroups\ResearchAnalysis\2019_ForecastsTraffic\Palatine\ck-74-19\ck-74-19.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0

Unsignalized Intersections	
Level of Service	Average Total Delay (SEC/VEH)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	736	768	136	531	0	174	0	77	0	0	1
Future Volume (vph)	0	736	768	136	531	0	174	0	77	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	160		0	0		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			120			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850					0.904			0.865	
Flt Protected				0.950			0.950	0.982				
Satd. Flow (prot)	0	3505	1599	1736	3406	0	1517	1494	0	0	1644	0
Flt Permitted				0.252			0.950	0.982				
Satd. Flow (perm)	0	3505	1599	460	3406	0	1517	1494	0	0	1644	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		358			1471			611			204	
Travel Time (s)		7.0			28.7			10.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	4%	6%	0%	13%	0%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							25%					
Lane Group Flow (vph)	0	791	826	146	571	0	140	130	0	0	1	0
Turn Type		NA	pm+ov	pm+pt	NA		Split	NA			NA	
Protected Phases		2	8	1	6		8	8			4	
Permitted Phases	2		2	6						4		
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	14.0	6.5	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	58.5	58.5	32.5	23.4	81.9		32.5	32.5		15.6	15.6	
Total Split (%)	45.0%	45.0%	25.0%	18.0%	63.0%		25.0%	25.0%		12.0%	12.0%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		65.7	106.6	81.6	79.1		36.1	36.1			8.0	
Actuated g/C Ratio		0.51	0.82	0.63	0.61		0.28	0.28			0.06	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.45	0.63	0.38	0.28		0.33	0.31			0.01	
Control Delay		21.8	7.2	12.6	12.4		42.7	42.4			58.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		21.8	7.2	12.6	12.4		42.7	42.4			58.0	
LOS		C	A	B	B		D	D			E	
Approach Delay		14.3			12.4			42.6			58.0	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)		221	160	48	114		94	87			1	
Queue Length 95th (ft)		301	308	82	154		178	167			7	
Internal Link Dist (ft)		278			1391			531			124	
Turn Bay Length (ft)			200	160								
Base Capacity (vph)		1770	1314	483	2089		424	418			121	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.45	0.63	0.30	0.27		0.33	0.31			0.01	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22.5 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 83.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 1: Hicks Road/Access Drice & US 14

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	13	1	0	0	18	249	2	0	895	9
Future Volume (vph)	2	0	13	1	0	0	18	249	2	0	895	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	70		0	45		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	80			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.850						0.999			0.999	
Flt Protected	0.950				0.950		0.950					
Satd. Flow (prot)	1805	1003	0	0	902	0	1543	3281	0	1900	3525	0
Flt Permitted							0.280					
Satd. Flow (perm)	1900	1003	0	0	950	0	455	3281	0	1900	3525	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			178			238			611	
Travel Time (s)		12.2			4.0			4.1			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	61%	100%	0%	0%	17%	10%	0%	0%	2%	33%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	14	0	0	1	0	19	261	0	0	941	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.0	18.0		18.0	18.0		13.0	49.0		13.0	49.0	
Total Split (%)	22.5%	22.5%		22.5%	22.5%		16.3%	61.3%		16.3%	61.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	8.5	8.5			8.4		73.3	75.6			70.7	
Actuated g/C Ratio	0.11	0.11			0.10		0.92	0.94			0.88	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

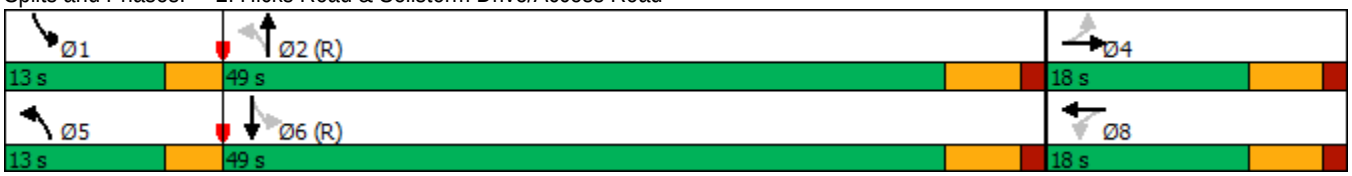
05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.01	0.13			0.01		0.04	0.08			0.30	
Control Delay	31.5	35.0			32.0		1.6	1.3			3.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	
Total Delay	31.5	35.0			32.0		1.6	1.3			3.1	
LOS	C	C			C		A	A			A	
Approach Delay		34.6			32.0			1.4			3.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	1	7			0		1	0			0	
Queue Length 95th (ft)	7	23			5		5	21			160	
Internal Link Dist (ft)		457			98			158			531	
Turn Bay Length (ft)	130						70					
Base Capacity (vph)	285	150			142		546	3101			3114	
Starvation Cap Reductn	0	0			0		0	0			0	
Spillback Cap Reductn	0	0			0		0	0			5	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.01	0.09			0.01		0.03	0.08			0.30	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 3.2 Intersection LOS: A
Intersection Capacity Utilization 41.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Hicks Road & Sellstorm Drive/Access Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Hicks Road & Illinois Avenue/Industrial Avenue

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	181	168	98	116	31	106	521	57	33	666	66
Future Volume (vph)	119	181	168	98	116	31	106	521	57	33	666	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	140		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			170			175			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.928			0.968			0.985			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	1638	0	1641	1627	0	1687	3422	0	1656	3462	0
Flt Permitted	0.653			0.272			0.234			0.403		
Satd. Flow (perm)	1138	1638	0	469	1627	0	416	3422	0	702	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			16			15			13	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		939			1161			690			1966	
Travel Time (s)		18.3			22.6			10.5			29.8	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			1			1						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	3%	11%	10%	10%	23%	7%	4%	3%	9%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	360	0	101	152	0	109	596	0	34	755	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	
Total Split (%)	16.3%	31.3%		16.3%	31.3%		16.3%	36.3%		16.3%	36.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	28.2	18.5		27.7	18.2		41.4	33.5		37.9	30.1	
Actuated g/C Ratio	0.35	0.23		0.35	0.23		0.52	0.42		0.47	0.38	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Hicks Road & Illinois Avenue/Industrial Avenue

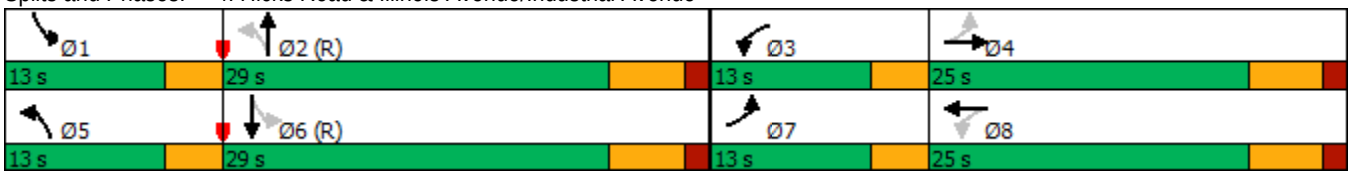
05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.27	0.86		0.36	0.40		0.32	0.41		0.08	0.58	
Control Delay	16.5	46.1		18.3	26.5		13.8	19.6		7.0	22.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	46.1		18.3	26.5		13.8	19.6		7.0	22.5	
LOS	B	D		B	C		B	B		A	C	
Approach Delay		38.6			23.2			18.7			21.8	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	36	143		29	56		29	122		10	193	
Queue Length 95th (ft)	70	#292		59	110		57	177		m10	267	
Internal Link Dist (ft)		859			1081			610			1886	
Turn Bay Length (ft)	155			140			140			140		
Base Capacity (vph)	467	436		304	400		367	1441		466	1310	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.26	0.83		0.33	0.38		0.30	0.41		0.07	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54.5 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Hicks Road & Illinois Avenue/Industrial Avenue



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	638	334	119	954	1	525	0	200	2	2	3
Future Volume (vph)	1	638	334	119	954	1	525	0	200	2	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	160		0	0		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			120			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt			0.850					0.915			0.942	
Flt Protected				0.950			0.950	0.979			0.986	
Satd. Flow (prot)	0	3505	1553	1770	3574	0	1698	1592	0	0	1765	0
Flt Permitted		0.954		0.294			0.950	0.979				
Satd. Flow (perm)	0	3344	1553	548	3574	0	1698	1592	0	0	1790	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		358			1471			611			204	
Travel Time (s)		7.0			28.7			10.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	2%	1%	0%	1%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							29%					
Lane Group Flow (vph)	0	687	359	128	1027	0	401	379	0	0	7	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		Split	NA		Perm	NA	
Protected Phases		2	8	1	6		8	8			4	
Permitted Phases	2		2	6						4		
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	14.0	6.5	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	41.6	41.6	45.5	26.0	67.6		45.5	45.5		16.9	16.9	
Total Split (%)	32.0%	32.0%	35.0%	20.0%	52.0%		35.0%	35.0%		13.0%	13.0%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		63.5	106.1	79.3	76.8		37.8	37.8			9.0	
Actuated g/C Ratio		0.49	0.82	0.61	0.59		0.29	0.29			0.07	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

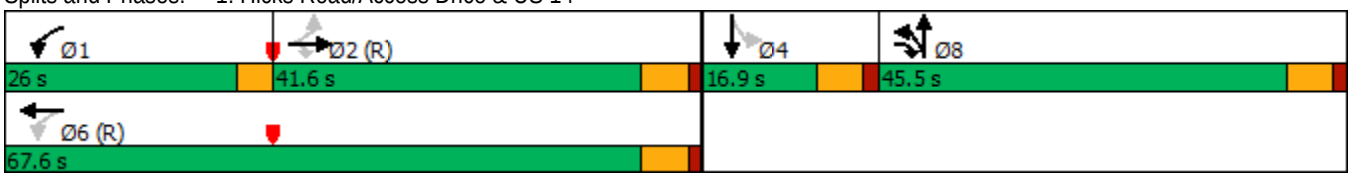
05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.42	0.28	0.30	0.49		0.81	0.82			0.06	
Control Delay		24.8	3.4	14.7	17.8		56.2	57.6			56.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		24.8	3.4	14.7	17.8		56.2	57.6			56.7	
LOS		C	A	B	B		E	E			E	
Approach Delay		17.5			17.5			56.9			56.7	
Approach LOS		B			B			E			E	
Queue Length 50th (ft)		188	42	42	246		320	303			6	
Queue Length 95th (ft)		318	82	95	398		#461	#463			22	
Internal Link Dist (ft)		278			1391			531			124	
Turn Bay Length (ft)			200	160								
Base Capacity (vph)		1634	1303	545	2111		532	499			150	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.42	0.28	0.23	0.49		0.75	0.76			0.05	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22.5 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 27.9 Intersection LOS: C
Intersection Capacity Utilization 86.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Hicks Road/Access Drice & US 14



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	0	113	5	0	8	2	643	1	0	453	2
Future Volume (vph)	74	0	113	5	0	8	2	643	1	0	453	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	70		0	45		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	80			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00				
Frt		0.850			0.917						0.999	
Flt Protected	0.950				0.981		0.950					
Satd. Flow (prot)	1805	1583	0	0	1592	0	1805	3574	0	1900	3468	0
Flt Permitted	0.746				0.857		0.394					
Satd. Flow (perm)	1417	1583	0	0	1391	0	749	3574	0	1900	3468	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			178			238			611	
Travel Time (s)		12.2			4.0			4.1			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	0%	12%	0%	1%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	151	0	0	18	0	3	858	0	0	607	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.0	18.0		18.0	18.0		13.0	49.0		13.0	49.0	
Total Split (%)	22.5%	22.5%		22.5%	22.5%		16.3%	61.3%		16.3%	61.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	11.8	11.8			11.8		58.7	56.2			54.4	
Actuated g/C Ratio	0.15	0.15			0.15		0.73	0.70			0.68	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

05/29/2019

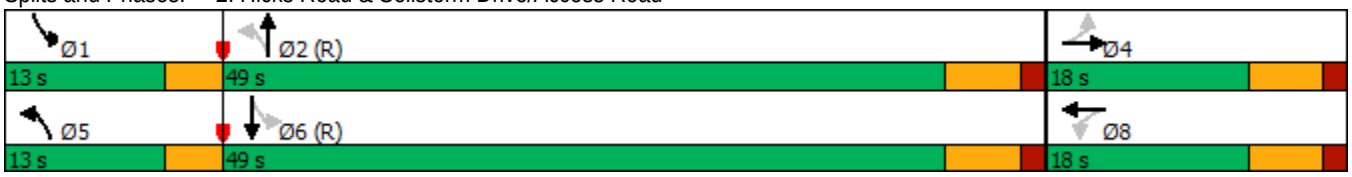
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48	0.65			0.09		0.00	0.34			0.26	
Control Delay	39.2	46.2			30.3		2.5	4.1			5.9	
Queue Delay	0.0	0.0			0.0		0.0	0.4			0.0	
Total Delay	39.2	46.2			30.3		2.5	4.5			5.9	
LOS	D	D			C		A	A			A	
Approach Delay		43.4			30.3			4.5			5.9	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)	44	69			8		1	73			54	
Queue Length 95th (ft)	76	107			22		m1	71			81	
Internal Link Dist (ft)		457			98			158			531	
Turn Bay Length (ft)	130						70					
Base Capacity (vph)	220	246			216		675	2510			2356	
Starvation Cap Reductn	0	0			0		0	1035			0	
Spillback Cap Reductn	0	0			0		0	0			0	
Storage Cap Reductn	0	0			0		0	0			0	
Reduced v/c Ratio	0.45	0.61			0.08		0.00	0.58			0.26	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 10.8 — Intersection LOS: B
Intersection Capacity Utilization 36.9% — ICU Level of Service A
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hicks Road & Sellstorm Drive/Access Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Hicks Road & Illinois Avenue/Industrial Avenue

05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	127	104	120	197	45	162	377	39	51	687	167
Future Volume (vph)	54	127	104	120	197	45	162	377	39	51	687	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	140		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			170			175			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.932			0.972			0.986			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1675	0	1770	1748	0	1719	3486	0	1612	3423	0
Flt Permitted	0.484			0.349			0.132			0.473		
Satd. Flow (perm)	884	1675	0	650	1748	0	239	3486	0	802	3423	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			13			14			37	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		939			1161			690			1966	
Travel Time (s)		18.3			22.6			10.5			29.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						2						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	9%	2%	5%	7%	5%	2%	3%	12%	2%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	271	0	141	285	0	191	490	0	60	1004	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	
Total Split (%)	16.3%	31.3%		16.3%	31.3%		16.3%	36.3%		16.3%	36.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	25.7	15.9		29.0	19.1		41.4	33.0		37.0	27.4	
Actuated g/C Ratio	0.32	0.20		0.36	0.24		0.52	0.41		0.46	0.34	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Hicks Road & Illinois Avenue/Industrial Avenue

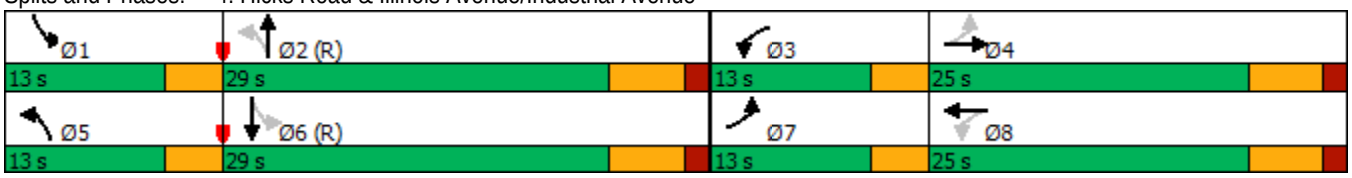
05/29/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.18	0.73		0.39	0.67		0.66	0.34		0.14	0.84	
Control Delay	15.6	36.3		18.9	34.9		26.1	18.9		10.7	34.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.6	36.3		18.9	34.9		26.1	18.9		10.7	34.5	
LOS	B	D		B	C		C	B		B	C	
Approach Delay		32.3			29.6			20.9			33.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	19	103		44	124		50	93		19	256	
Queue Length 95th (ft)	38	165		73	190		#117	136		28	#362	
Internal Link Dist (ft)		859			1081			610			1886	
Turn Bay Length (ft)	155			140			140			140		
Base Capacity (vph)	409	434		370	440		303	1446		491	1195	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.62		0.38	0.65		0.63	0.34		0.12	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54.5 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 29.1 Intersection LOS: C
Intersection Capacity Utilization 69.6% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Hicks Road & Illinois Avenue/Industrial Avenue



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Capacity Analysis Summary Sheets

No-Build Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	759	825	199	547	0	184	0	87	0	0	1
Future Volume (vph)	0	759	825	199	547	0	184	0	87	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	160		0	0		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			120			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850					0.899			0.865	
Flt Protected				0.950			0.950	0.984				
Satd. Flow (prot)	0	3505	1583	1687	3406	0	1517	1474	0	0	1644	0
Flt Permitted				0.227			0.950	0.984				
Satd. Flow (perm)	0	3505	1583	403	3406	0	1517	1474	0	0	1644	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		358			1471			611			204	
Travel Time (s)		7.0			28.7			10.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	7%	6%	0%	13%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							23%					
Lane Group Flow (vph)	0	816	887	214	588	0	152	140	0	0	1	0
Turn Type		NA	pm+ov	pm+pt	NA		Split	NA			NA	
Protected Phases		2	8	1	6		8	8			4	
Permitted Phases	2		2	6						4		
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	14.0	6.5	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	58.5	58.5	32.5	23.4	81.9		32.5	32.5		15.6	15.6	
Total Split (%)	45.0%	45.0%	25.0%	18.0%	63.0%		25.0%	25.0%		12.0%	12.0%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		61.6	103.9	80.2	77.7		37.5	37.5			8.0	
Actuated g/C Ratio		0.47	0.80	0.62	0.60		0.29	0.29			0.06	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

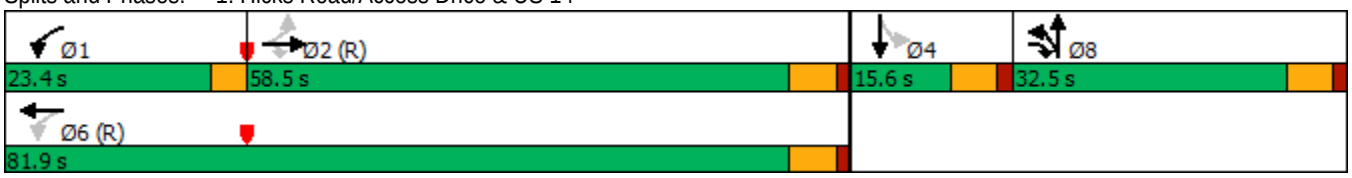
Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.49	0.70	0.58	0.29		0.35	0.33			0.01	
Control Delay		25.0	10.4	17.2	13.2		42.9	42.7			58.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		25.0	10.4	17.2	13.2		42.9	42.7			58.0	
LOS		C	B	B	B		D	D			E	
Approach Delay		17.4			14.2			42.8			58.0	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)		185	201	53	87		118	109			1	
Queue Length 95th (ft)		331	#552	119	160		192	178			7	
Internal Link Dist (ft)		278			1391			531			124	
Turn Bay Length (ft)			200	160								
Base Capacity (vph)		1687	1265	445	2135		437	425			121	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.48	0.70	0.48	0.28		0.35	0.33			0.01	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22.5 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Hicks Road/Access Drice & US 14



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	13	1	0	1	18	268	41	92	923	9
Future Volume (vph)	2	0	13	1	0	1	18	268	41	92	923	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	70		0	45		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	80			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.850			0.932			0.980			0.999	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1805	1003	0	0	864	0	1543	3236	0	1787	3526	0
Flt Permitted							0.295			0.533		
Satd. Flow (perm)	1900	1003	0	0	885	0	479	3236	0	1003	3526	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			178			238			611	
Travel Time (s)		12.2			4.0			4.1			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	61%	100%	0%	100%	17%	10%	5%	1%	2%	33%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	14	0	0	2	0	19	322	0	96	970	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.0	18.0		18.0	18.0		13.0	49.0		13.0	49.0	
Total Split (%)	22.5%	22.5%		22.5%	22.5%		16.3%	61.3%		16.3%	61.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	8.5	8.5			8.4		70.2	64.3		72.2	70.7	
Actuated g/C Ratio	0.11	0.11			0.10		0.88	0.80		0.90	0.88	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

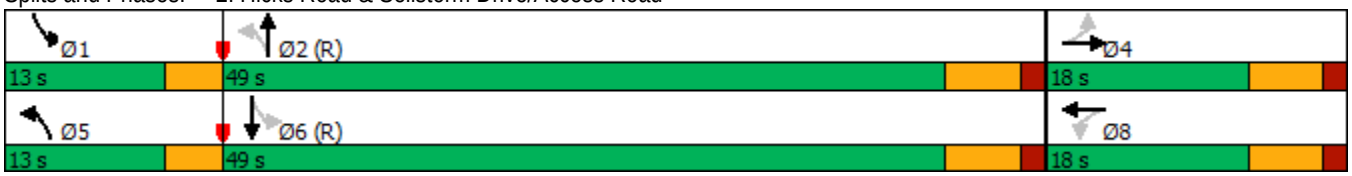
Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.01	0.13			0.02		0.04	0.12		0.10	0.31	
Control Delay	31.5	35.0			32.0		1.4	3.4		1.3	3.2	
Queue Delay	0.0	0.0			0.0		0.0	0.2		0.0	0.0	
Total Delay	31.5	35.0			32.0		1.4	3.6		1.3	3.2	
LOS	C	C			C		A	A		A	A	
Approach Delay		34.6			32.0			3.4			3.0	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	1	7			1		1	14		0	0	
Queue Length 95th (ft)	7	23			7		4	49		19	166	
Internal Link Dist (ft)		457			98			158			531	
Turn Bay Length (ft)	130						70			45		
Base Capacity (vph)	285	150			132		563	2602		1012	3115	
Starvation Cap Reductn	0	0			0		0	1464		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	44	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.01	0.09			0.02		0.03	0.28		0.09	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.31
Intersection Signal Delay: 3.5 Intersection LOS: A
Intersection Capacity Utilization 49.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Hicks Road & Sellstorm Drive/Access Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Illinois Avenue/Industrial Avenue & Hicks Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	186	173	101	120	32	109	563	59	34	670	70
Future Volume (vph)	136	186	173	101	120	32	109	563	59	34	670	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	140		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			170			175			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.928			0.968			0.986			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1638	0	1641	1627	0	1687	3396	0	1656	3462	0
Flt Permitted	0.600			0.295			0.223			0.368		
Satd. Flow (perm)	1056	1638	0	509	1627	0	396	3396	0	641	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			16			14			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		939			1161			690			1966	
Travel Time (s)		18.3			22.6			10.5			29.8	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			1			1						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	11%	10%	10%	23%	7%	5%	3%	9%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	140	370	0	104	157	0	112	641	0	35	763	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	
Total Split (%)	16.3%	31.3%		16.3%	31.3%		16.3%	36.3%		16.3%	36.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	29.2	19.3		27.5	16.9		40.6	32.6		37.0	29.2	
Actuated g/C Ratio	0.36	0.24		0.34	0.21		0.51	0.41		0.46	0.36	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

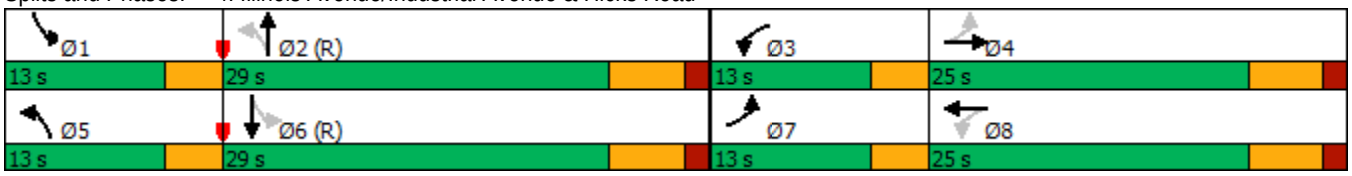
Lanes, Volumes, Timings
4: Illinois Avenue/Industrial Avenue & Hicks Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.31	0.85		0.36	0.44		0.34	0.46		0.09	0.60	
Control Delay	16.9	44.6		18.0	27.9		14.3	20.5		7.0	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.9	44.6		18.0	27.9		14.3	20.5		7.0	23.0	
LOS	B	D		B	C		B	C		A	C	
Approach Delay		37.0			23.9			19.6			22.3	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	42	150		30	59		30	134		11	196	
Queue Length 95th (ft)	78	#305		61	113		58	193		m10	270	
Internal Link Dist (ft)		859			1081			610			1886	
Turn Bay Length (ft)	155			140			140			140		
Base Capacity (vph)	461	439		317	399		355	1392		434	1270	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.84		0.33	0.39		0.32	0.46		0.08	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54.5 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Illinois Avenue/Industrial Avenue & Hicks Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Capacity Analysis Summary Sheets

No-Build Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	658	360	152	984	1	560	0	239	2	2	3
Future Volume (vph)	1	658	360	152	984	1	560	0	239	2	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	160		0	0		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			120			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt			0.850					0.907			0.942	
Flt Protected				0.950			0.950	0.981			0.986	
Satd. Flow (prot)	0	3505	1553	1752	3574	0	1698	1552	0	0	1765	0
Flt Permitted		0.954		0.264			0.950	0.981				
Satd. Flow (perm)	0	3344	1553	487	3574	0	1698	1552	0	0	1790	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		358			1471			611			204	
Travel Time (s)		7.0			28.7			10.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	3%	1%	0%	1%	0%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							26%					
Lane Group Flow (vph)	0	709	387	163	1059	0	445	414	0	0	7	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		Split	NA		Perm	NA	
Protected Phases		2	8	1	6		8	8			4	
Permitted Phases	2		2	6						4		
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	14.0	6.5	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	41.6	41.6	45.5	26.0	67.6		45.5	45.5		16.9	16.9	
Total Split (%)	32.0%	32.0%	35.0%	20.0%	52.0%		35.0%	35.0%		13.0%	13.0%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		58.1	104.5	75.5	73.0		41.6	41.6			9.0	
Actuated g/C Ratio		0.45	0.80	0.58	0.56		0.32	0.32			0.07	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

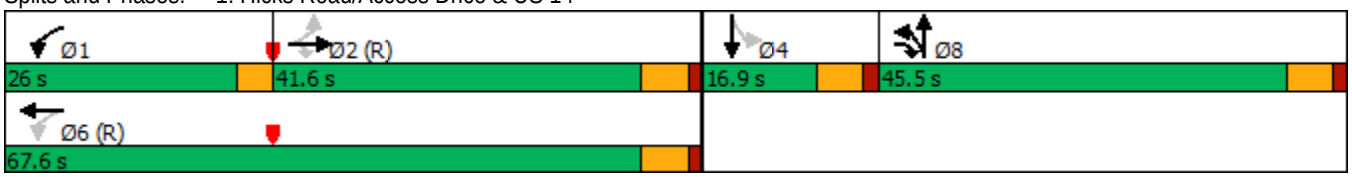
Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.47	0.31	0.41	0.53		0.82	0.83			0.06	
Control Delay		28.9	4.0	17.7	20.3		53.8	56.3			56.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		28.9	4.0	17.7	20.3		53.8	56.3			56.7	
LOS		C	A	B	C		D	E			E	
Approach Delay		20.1			19.9			55.0			56.7	
Approach LOS		C			B			D			E	
Queue Length 50th (ft)		217	52	61	284		345	323			6	
Queue Length 95th (ft)		340	102	120	415		#566	#544			22	
Internal Link Dist (ft)		278			1391			531			124	
Turn Bay Length (ft)			200	160								
Base Capacity (vph)		1494	1263	501	2007		559	511			150	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.47	0.31	0.33	0.53		0.80	0.81			0.05	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22.5 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 29.5 Intersection LOS: C
Intersection Capacity Utilization 89.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Hicks Road/Access Drice & US 14



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	0	113	27	0	60	2	665	20	45	467	2
Future Volume (vph)	74	0	113	27	0	60	2	665	20	45	467	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	70		0	45		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	80			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00				
Frt		0.850			0.907			0.996			0.999	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1583	0	0	1697	0	1805	3559	0	1805	3468	0
Flt Permitted	0.710				0.819		0.414			0.263		
Satd. Flow (perm)	1349	1583	0	0	1411	0	787	3559	0	500	3468	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			178			238			611	
Travel Time (s)		12.2			4.0			4.1			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	151	0	0	116	0	3	914	0	60	626	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.0	18.0		18.0	18.0		13.0	49.0		13.0	49.0	
Total Split (%)	22.5%	22.5%		22.5%	22.5%		16.3%	61.3%		16.3%	61.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	11.4	11.4			11.4		56.4	50.6		58.7	54.8	
Actuated g/C Ratio	0.14	0.14			0.14		0.70	0.63		0.73	0.68	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

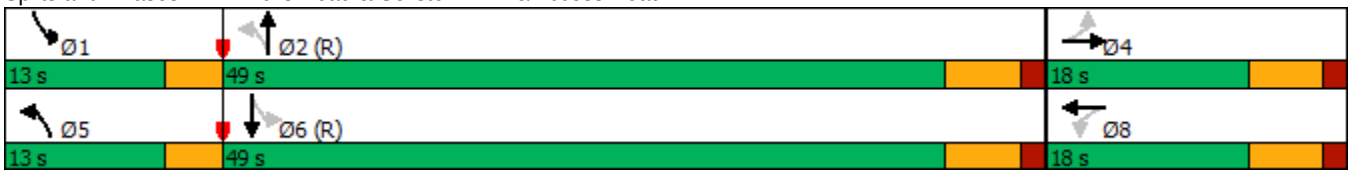
Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.52	0.67			0.58		0.00	0.41		0.13	0.26	
Control Delay	41.9	48.4			44.3		2.0	6.8		3.6	5.8	
Queue Delay	0.0	0.0			0.0		0.0	0.5		0.0	0.0	
Total Delay	41.9	48.4			44.3		2.0	7.3		3.6	5.8	
LOS	D	D			D		A	A		A	A	
Approach Delay		45.8			44.3			7.3			5.6	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	46	72			54		1	88		7	50	
Queue Length 95th (ft)	77	107			87		m1	95		12	83	
Internal Link Dist (ft)		457			98			158			531	
Turn Bay Length (ft)	130						70			45		
Base Capacity (vph)	202	237			211		699	2250		524	2375	
Starvation Cap Reductn	0	0			0		0	818		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.49	0.64			0.55		0.00	0.64		0.11	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 47.5% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Hicks Road & Sellstorm Drive/Access Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Illinois Person/Industrial Avenue & Hicks Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	131	107	124	203	46	167	402	40	53	723	179
Future Volume (vph)	62	131	107	124	203	46	167	402	40	53	723	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	140		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			170			175			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.932			0.972			0.986			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1675	0	1770	1748	0	1719	3487	0	1612	3426	0
Flt Permitted	0.462			0.342			0.136			0.460		
Satd. Flow (perm)	844	1675	0	637	1748	0	246	3487	0	780	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			13			13			38	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		939			1161			690			1966	
Travel Time (s)		18.3			22.6			10.5			29.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						2						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	9%	2%	5%	7%	5%	2%	3%	12%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	280	0	146	293	0	196	520	0	62	1062	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	
Total Split (%)	16.3%	31.3%		16.3%	31.3%		16.3%	36.3%		16.3%	36.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	26.1	16.1		29.1	19.2		41.0	30.8		36.6	27.0	
Actuated g/C Ratio	0.33	0.20		0.36	0.24		0.51	0.38		0.46	0.34	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

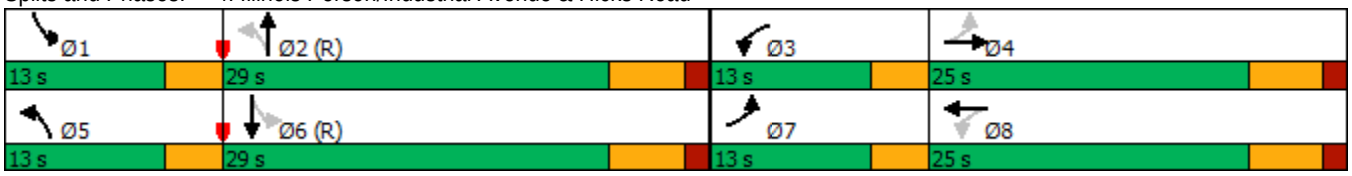
Lanes, Volumes, Timings
4: Illinois Person/Industrial Avenue & Hicks Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.20	0.75		0.41	0.68		0.67	0.39		0.14	0.90	
Control Delay	15.8	37.2		19.1	35.9		26.4	20.4		10.7	40.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.8	37.2		19.1	35.9		26.4	20.4		10.7	40.2	
LOS	B	D		B	D		C	C		B	D	
Approach Delay		32.8			30.3			22.1			38.6	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	22	107		46	127		52	101		20	~304	
Queue Length 95th (ft)	42	171		75	197		#121	146		30	#396	
Internal Link Dist (ft)		859			1081			610			1886	
Turn Bay Length (ft)	155			140			140			140		
Base Capacity (vph)	402	434		367	440		305	1349		478	1180	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.65		0.40	0.67		0.64	0.39		0.13	0.90	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54.5 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 71.9% 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: 4: Illinois Person/Industrial Avenue & Hicks Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Capacity Analysis Summary Sheets

Projected Weekday Morning Peak Hour Conditions

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	754	840	225	547	0	188	0	95	0	0	1
Future Volume (vph)	0	754	840	225	547	0	188	0	95	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	160		0	0		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			120			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850					0.895			0.865	
Flt Protected				0.950			0.950	0.985				
Satd. Flow (prot)	0	3505	1583	1687	3406	0	1517	1472	0	0	1644	0
Flt Permitted				0.223			0.950	0.985				
Satd. Flow (perm)	0	3505	1583	396	3406	0	1517	1472	0	0	1644	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		358			1471			611			204	
Travel Time (s)		7.0			28.7			10.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	7%	6%	0%	13%	0%	6%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							22%					
Lane Group Flow (vph)	0	811	903	242	588	0	158	146	0	0	1	0
Turn Type		NA	pm+ov	pm+pt	NA		Split	NA			NA	
Protected Phases		2	8	1	6		8	8			4	
Permitted Phases	2		2	6						4		
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	14.0	6.5	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	58.5	58.5	32.5	23.4	81.9		32.5	32.5		15.6	15.6	
Total Split (%)	45.0%	45.0%	25.0%	18.0%	63.0%		25.0%	25.0%		12.0%	12.0%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		59.8	102.7	79.6	77.1		38.1	38.1			8.0	
Actuated g/C Ratio		0.46	0.79	0.61	0.59		0.29	0.29			0.06	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

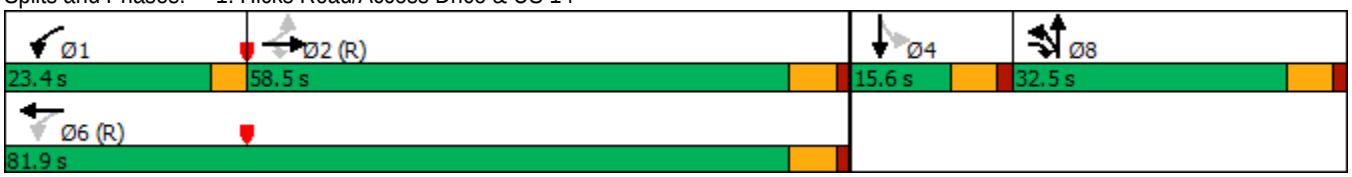
06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.50	0.72	0.64	0.29		0.36	0.34			0.01	
Control Delay		26.2	11.5	19.2	13.3		42.3	42.0			58.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		26.2	11.5	19.2	13.3		42.3	42.0			58.0	
LOS		C	B	B	B		D	D			E	
Approach Delay		18.5			15.1			42.2			58.0	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)		200	228	66	94		121	111			1	
Queue Length 95th (ft)		336	#650	134	160		200	187			7	
Internal Link Dist (ft)		278			1391			531			124	
Turn Bay Length (ft)			200	160								
Base Capacity (vph)		1631	1250	440	2106		444	431			121	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.50	0.72	0.55	0.28		0.36	0.34			0.01	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22.5 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 20.0 Intersection LOS: C
Intersection Capacity Utilization 88.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Hicks Road/Access Drice & US 14



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	0	19	1	0	1	36	268	41	92	923	50
Future Volume (vph)	14	0	19	1	0	1	36	268	41	92	923	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	70		0	45		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	80			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.850			0.932			0.980			0.992	
Flt Protected	0.950				0.976		0.950			0.950		
Satd. Flow (prot)	1805	1003	0	0	864	0	1543	3236	0	1787	3457	0
Flt Permitted	0.757				0.832		0.267			0.542		
Satd. Flow (perm)	1438	1003	0	0	737	0	434	3236	0	1020	3457	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			178			238			611	
Travel Time (s)		12.2			4.0			4.1			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	61%	100%	0%	100%	17%	10%	5%	1%	2%	33%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	20	0	0	2	0	38	322	0	96	1013	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.0	18.0		18.0	18.0		13.0	49.0		13.0	49.0	
Total Split (%)	22.5%	22.5%		22.5%	22.5%		16.3%	61.3%		16.3%	61.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	8.8	8.8			8.8		64.0	57.9		65.6	61.3	
Actuated g/C Ratio	0.11	0.11			0.11		0.80	0.72		0.82	0.77	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

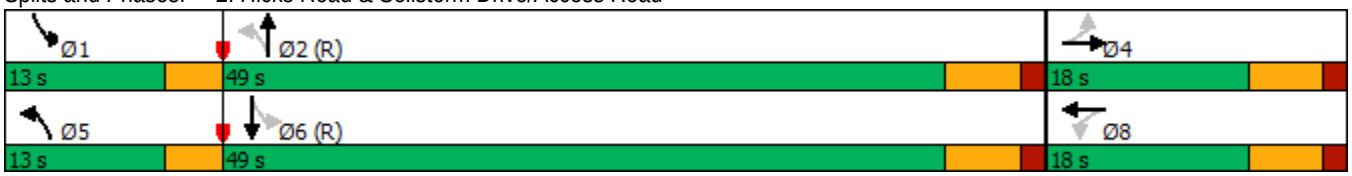
06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.18			0.02		0.09	0.14		0.11	0.38	
Control Delay	32.7	35.7			31.5		2.5	5.8		2.4	6.7	
Queue Delay	0.0	0.0			0.0		0.0	0.1		0.0	0.0	
Total Delay	32.7	35.7			31.5		2.5	5.9		2.4	6.7	
LOS	C	D			C		A	A		A	A	
Approach Delay		34.4			31.5			5.5			6.3	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)	7	9			1		1	32		8	122	
Queue Length 95th (ft)	24	29			7		6	48		21	188	
Internal Link Dist (ft)		457			98			158			531	
Turn Bay Length (ft)	130						70			45		
Base Capacity (vph)	215	150			110		493	2340		946	2649	
Starvation Cap Reductn	0	0			0		0	1142		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.07	0.13			0.02		0.08	0.27		0.10	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 6.8 Intersection LOS: A
Intersection Capacity Utilization 50.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 2: Hicks Road & Sellstorm Drive/Access Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Illinois Avenue/Industrial Avenue & Hicks Road

06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	142	186	173	101	120	32	109	575	59	34	674	72
Future Volume (vph)	142	186	173	101	120	32	109	575	59	34	674	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	140		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			170			175			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.928			0.968			0.986			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	1638	0	1641	1627	0	1687	3396	0	1656	3462	0
Flt Permitted	0.596			0.299			0.220			0.359		
Satd. Flow (perm)	1049	1638	0	516	1627	0	391	3396	0	626	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			16			14			14	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		939			1161			690			1966	
Travel Time (s)		18.3			22.6			10.5			29.8	
Confl. Peds. (#/hr)			2	2								
Confl. Bikes (#/hr)			1			1						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	11%	10%	10%	23%	7%	5%	3%	9%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	370	0	104	157	0	112	654	0	35	769	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	
Total Split (%)	16.3%	31.3%		16.3%	31.3%		16.3%	36.3%		16.3%	36.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	29.3	19.4		27.5	16.8		40.6	32.6		37.0	29.1	
Actuated g/C Ratio	0.37	0.24		0.34	0.21		0.51	0.41		0.46	0.36	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Illinois Avenue/Industrial Avenue & Hicks Road

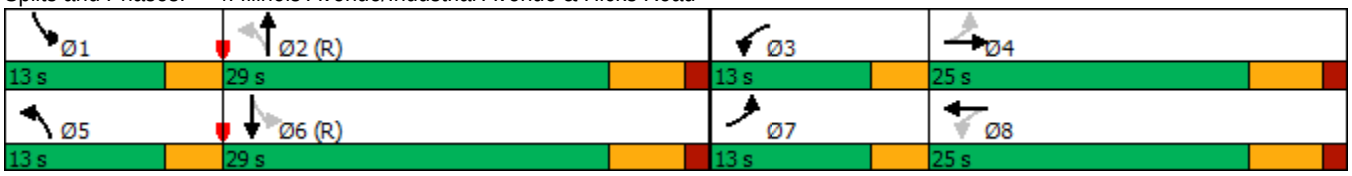
06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.85		0.36	0.44		0.34	0.47		0.09	0.61	
Control Delay	17.1	44.4		18.0	27.9		14.3	20.7		5.9	21.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.1	44.4		18.0	27.9		14.3	20.7		5.9	21.7	
LOS	B	D		B	C		B	C		A	C	
Approach Delay		36.7			24.0			19.7			21.0	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	44	150		30	59		30	138		5	198	
Queue Length 95th (ft)	81	#305		61	113		58	197		m10	273	
Internal Link Dist (ft)		859			1081			610			1886	
Turn Bay Length (ft)	155			140			140			140		
Base Capacity (vph)	460	439		319	398		353	1391		429	1269	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.84		0.33	0.39		0.32	0.47		0.08	0.61	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54.5 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 69.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Illinois Avenue/Industrial Avenue & Hicks Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Capacity Analysis Summary Sheets

Projected Weekday Evening Peak Hour Conditions

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	658	365	162	984	1	574	0	265	2	2	3
Future Volume (vph)	1	658	365	162	984	1	574	0	265	2	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	160		0	0		0	0		0
Storage Lanes	0		1	1		0	1		0	0		0
Taper Length (ft)	25			120			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00							
Frt			0.850					0.901			0.942	
Flt Protected				0.950			0.950	0.983			0.986	
Satd. Flow (prot)	0	3505	1553	1752	3574	0	1698	1543	0	0	1765	0
Flt Permitted		0.954		0.251			0.950	0.983				
Satd. Flow (perm)	0	3344	1553	463	3574	0	1698	1543	0	0	1790	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		358			1471			611			204	
Travel Time (s)		7.0			28.7			10.4			4.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	4%	3%	1%	0%	1%	0%	5%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							24%					
Lane Group Flow (vph)	0	709	392	174	1059	0	469	433	0	0	7	0
Turn Type	Perm	NA	pm+ov	pm+pt	NA		Split	NA		Perm	NA	
Protected Phases		2	8	1	6		8	8			4	
Permitted Phases	2		2	6						4		
Detector Phase	2	2	8	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0	8.0	3.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0	14.0	6.5	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	41.6	41.6	45.5	26.0	67.6		45.5	45.5		16.9	16.9	
Total Split (%)	32.0%	32.0%	35.0%	20.0%	52.0%		35.0%	35.0%		13.0%	13.0%	
Yellow Time (s)	4.5	4.5	4.5	3.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5	1.5	0.0	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.0	6.0	3.5	6.0		6.0	6.0			6.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Min	C-Min	None	None	C-Min		None	None		None	None	
Act Effct Green (s)		54.9	103.8	73.0	70.5		44.1	44.1			9.0	
Actuated g/C Ratio		0.42	0.80	0.56	0.54		0.34	0.34			0.07	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
1: Hicks Road/Access Drice & US 14

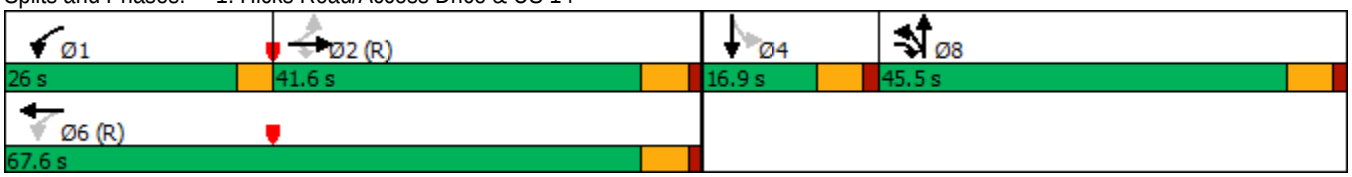
06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.50	0.32	0.46	0.55		0.82	0.83			0.06	
Control Delay		31.3	4.2	19.5	21.9		51.5	53.7			56.7	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay		31.3	4.2	19.5	21.9		51.5	53.7			56.7	
LOS		C	A	B	C		D	D			E	
Approach Delay		21.6			21.5			52.6			56.7	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)		228	56	69	297		360	333			6	
Queue Length 95th (ft)		343	108	127	415		#611	#585			22	
Internal Link Dist (ft)		278			1391			531			124	
Turn Bay Length (ft)			200	160								
Base Capacity (vph)		1412	1247	483	1939		584	531			150	
Starvation Cap Reductn		0	0	0	0		0	0			0	
Spillback Cap Reductn		0	0	0	0		0	0			0	
Storage Cap Reductn		0	0	0	0		0	0			0	
Reduced v/c Ratio		0.50	0.31	0.36	0.55		0.80	0.82			0.05	

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 22.5 (17%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 30.3 Intersection LOS: C
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Hicks Road/Access Drice & US 14



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	0	131	27	0	60	8	665	20	45	467	17
Future Volume (vph)	114	0	131	27	0	60	8	665	20	45	467	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	130		0	0		0	70		0	45		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	80			25			60			85		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00				
Frt		0.850			0.907			0.996			0.995	
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1805	1583	0	0	1697	0	1805	3559	0	1805	3459	0
Flt Permitted	0.711				0.738		0.406			0.262		
Satd. Flow (perm)	1351	1583	0	0	1272	0	771	3559	0	498	3459	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			178			238			611	
Travel Time (s)		12.2			4.0			4.1			10.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	175	0	0	116	0	11	914	0	60	646	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	14.0	14.0		14.0	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	18.0	18.0		18.0	18.0		13.0	49.0		13.0	49.0	
Total Split (%)	22.5%	22.5%		22.5%	22.5%		16.3%	61.3%		16.3%	61.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		3.5	6.0		3.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	11.9	11.9			11.9		56.0	50.0		58.1	54.2	
Actuated g/C Ratio	0.15	0.15			0.15		0.70	0.62		0.73	0.68	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
2: Hicks Road & Sellstorm Drive/Access Road

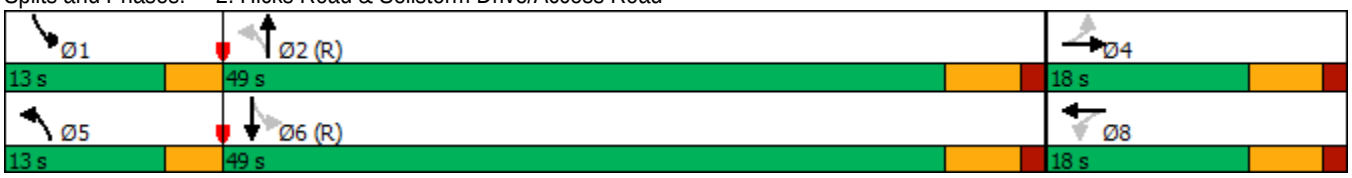
06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.76	0.74			0.61		0.02	0.41		0.13	0.28	
Control Delay	58.2	53.5			47.5		2.1	6.8		3.7	6.0	
Queue Delay	0.0	0.0			0.0		0.0	0.5		0.0	0.0	
Total Delay	58.2	53.5			47.5		2.1	7.4		3.7	6.0	
LOS	E	D			D		A	A		A	A	
Approach Delay		55.7			47.5			7.3			5.8	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	74	85			55		1	86		7	52	
Queue Length 95th (ft)	#121	#125			88		2	95		12	86	
Internal Link Dist (ft)		457			98			158			531	
Turn Bay Length (ft)	130						70			45		
Base Capacity (vph)	207	243			195		683	2226		520	2344	
Starvation Cap Reductn	0	0			0		0	808		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.73	0.72			0.59		0.02	0.64		0.12	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 3 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 55.5% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Hicks Road & Sellstorm Drive/Access Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Illinois Person/Industrial Avenue & Hicks Road

06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	131	107	124	203	46	167	406	40	53	735	185
Future Volume (vph)	64	131	107	124	203	46	167	406	40	53	735	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	155		0	140		0	140		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	180			170			175			185		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00							
Frt		0.932			0.972			0.987			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1675	0	1770	1748	0	1719	3490	0	1612	3426	0
Flt Permitted	0.458			0.343			0.136			0.456		
Satd. Flow (perm)	837	1675	0	639	1748	0	246	3490	0	774	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			13			13			39	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		939			1161			690			1966	
Travel Time (s)		18.3			22.6			10.5			29.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						2						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	3%	9%	2%	5%	7%	5%	2%	3%	12%	2%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	280	0	146	293	0	196	525	0	62	1083	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0		6.5	21.0		6.5	21.0	
Total Split (s)	13.0	25.0		13.0	25.0		13.0	29.0		13.0	29.0	
Total Split (%)	16.3%	31.3%		16.3%	31.3%		16.3%	36.3%		16.3%	36.3%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	0.0	1.5		0.0	1.5		0.0	1.5		0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	26.2	16.1		29.0	19.1		41.0	30.8		36.6	27.0	
Actuated g/C Ratio	0.33	0.20		0.36	0.24		0.51	0.38		0.46	0.34	

Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Lanes, Volumes, Timings
4: Illinois Person/Industrial Avenue & Hicks Road

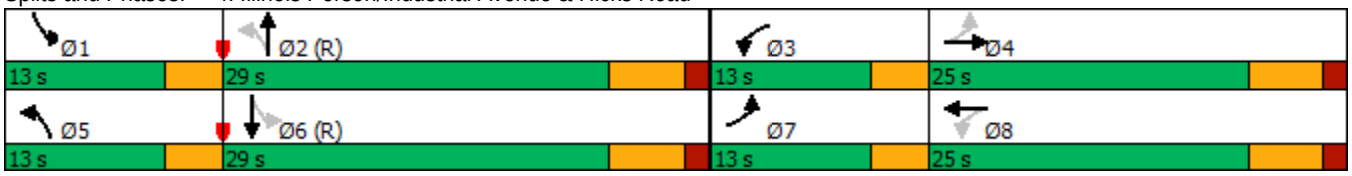
06/30/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.75		0.41	0.69		0.67	0.39		0.14	0.92	
Control Delay	15.9	37.2		19.1	36.1		26.4	20.5		10.7	42.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.9	37.2		19.1	36.1		26.4	20.5		10.7	42.0	
LOS	B	D		B	D		C	C		B	D	
Approach Delay		32.7			30.4			22.1			40.3	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	22	107		46	128		52	103		20	~315	
Queue Length 95th (ft)	43	171		75	197		#121	147		31	#407	
Internal Link Dist (ft)		859			1081			610			1886	
Turn Bay Length (ft)	155			140			140			140		
Base Capacity (vph)	401	434		367	439		305	1351		476	1181	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.65		0.40	0.67		0.64	0.39		0.13	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54.5 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 32.7 Intersection LOS: C
Intersection Capacity Utilization 72.4% 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: 4: Illinois Person/Industrial Avenue & Hicks Road



Attachment: Traffic Impact Study (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 6001
p: 847-518-9990 | f: 847-518-998

Attachment: E Helen Road Traffic Evaluation (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

MEMORANDUM TO: Pat Schaner
Midwest Industrial Funds

FROM: Michael A. Werthmann, PE, PTOE
Principal

DATE: November 30, 2020

SUBJECT: Helen Road Traffic Evaluation
Village of Palatine

Per the request of the Village of Palatine, this memorandum summarizes the findings of an evaluation of the operation of Helen Road between Hicks Road and Plum Grove Road. The evaluation examined the existing daily traffic volumes and average and 85th percentile speeds on Helen Road. In addition, alternative traffic calming measures were developed to help mitigate any existing operational issues along the roadway.

Existing Conditions

Existing Roadway Conditions

Helen Road is an east-west, local road that extends approximately 1.5 miles from Hicks Road to Quentin Road and has an off-set intersection at Cedar Street. It has one lane in each direction with parking generally permitted on both sides of the road between Plum Grove Road and Oak Street and prohibited on both sides of the road between Oak Street and Hicks Road. At its signalized intersection with Hicks Road, Helen Road has an exclusive left-turn lane and an exclusive right-turn lane. At its intersection with Plum Grove Road, both approaches of Helen Road have a shared left-turn/through/right-turn lane that are under stop sign control. Helen Road is under the jurisdiction of the Village of Palatine, has a posted speed limit of 25 miles per hour, and is designated as a Class III Truck Route from Oak Street to Hicks Road. It should be noted that majority of Helen Road extends through residential areas except for the eastern portion of Helen Road that provides direct access to eight manufacturing, industrial, and/or warehouse uses.

Existing Daily Traffic Volumes and Speed Surveys

To determine the existing daily traffic volumes and the travel speeds along Helen Road, the Village of Palatine performed daily traffic counts and speed surveys at the following locations on Helen Road:

- The block between Plum Grove Road and Hale Street
- The block between Hale Street and Benton Street
- The block between Benton Street and Oak Street
- The block east of Oak Street

The daily traffic counts and speed surveys were generally performed on two different days in October 2020. **Table 1** shows the results of the daily traffic counts and speed surveys by direction.

Table 1
HELEN ROAD EXISTING DAILY TRAFFIC VOLUMES AND SPEED SURVEYS

	West of Hale	Hale to Benton	Benton to Oak	East of Oak
Daily Volumes				
Eastbound	709	754/778	774/802	782/845
Westbound	477	885/960	961/975	894/955
Total	**1,186**	**1,639/1,738**	**1,735/1,777**	**1,676/1,800**
Peak Hour Volumes				
Eastbound	26	26/28	26/29	26/35
Westbound	40	36/42	33/45	35/43
Total	**66**	**62/70**	**59/74**	**61/78**
Average Speed				
Eastbound	25	28/29	31/31	30/31
Westbound	27	29/30	28/29	27/30
85th Percentile Speed				
Eastbound	29	33/33	37/38	35/38
Westbound	32	32/33	32/37	32/38

It should be noted that the daily traffic counts/speed studies were performed during the Covid-19 pandemic. As such, the traffic volumes may be lower than normal conditions. The results of the daily traffic counts and speed studies revealed the following:

- According to *Residential Streets*[1], a residential local road has a daily traffic volume of 400 to 1,500 vehicles. Residential collector roads generally have a daily traffic volume that exceed 1,500 vehicles. As such, the daily traffic volumes on Helen Road exceed the residential local road traffic volumes by 139 to 330 vehicles per day. However, it is important to note that, due to the following, Helen Road functions more similar to collector road than a local road:
    - The eastern portion of Helen Road provides direct access to eight commercial and manufacturing uses that generate significantly more traffic than residential uses.

[1] *Residential Streets*, Third Edition, 2001 was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI)

- Helen Road extends for approximately 1.5 miles between Hicks Road to Quentin Road and has access to a north-south major collector road (Hicks Road), a north-south minor arterial road (Plum Grove Road), and a north-south arterial road (Quentin Road). Further, it is the only east-west road that extends between Hicks Road and Cedar Street from Illinois Street on the south to Palatine Road on the north. In addition, it is under traffic signal control at its intersection with Hicks Road.

- The peak hour volumes on the road range from 59 to 74 vehicles per hour, which is low considering that each of the commuter morning and the evening peak hour volumes typically account for eight to 12 percent of the daily traffic volumes.

- The average speeds on Helen Road ranged between 25 to 31 mph, which is up to six mph over the 25-mph posted speed limit. Further, the 85th percentile speeds ranged between 29 and 38 mph, which is nine to 13 mph over the posted speed limit.

As such, it can be seen that the traffic volumes on Helen Road are generally appropriate or reasonable given the land uses along Helen Road and the function it serves within the existing roadway system. However, both the average speeds and the 85th percentile speeds are higher than the posted 25-mph speed limit.

Alternative Traffic Calming Measures

Per the request of the Village of Palatine, KLOA, Inc. examined potential traffic calming measures that can be implemented to address any issues along Helen Road. Given that the travel speeds as opposed to the traffic volumes is the primary issue, the proposed traffic calming measures focused on those that have the greatest impact on travel speeds. However, it is important to note that the traffic calming measures are effective in reducing traffic volumes. The following summarizes and **Figure 1** illustrates some of the alternative traffic calming measures for Helen Road:

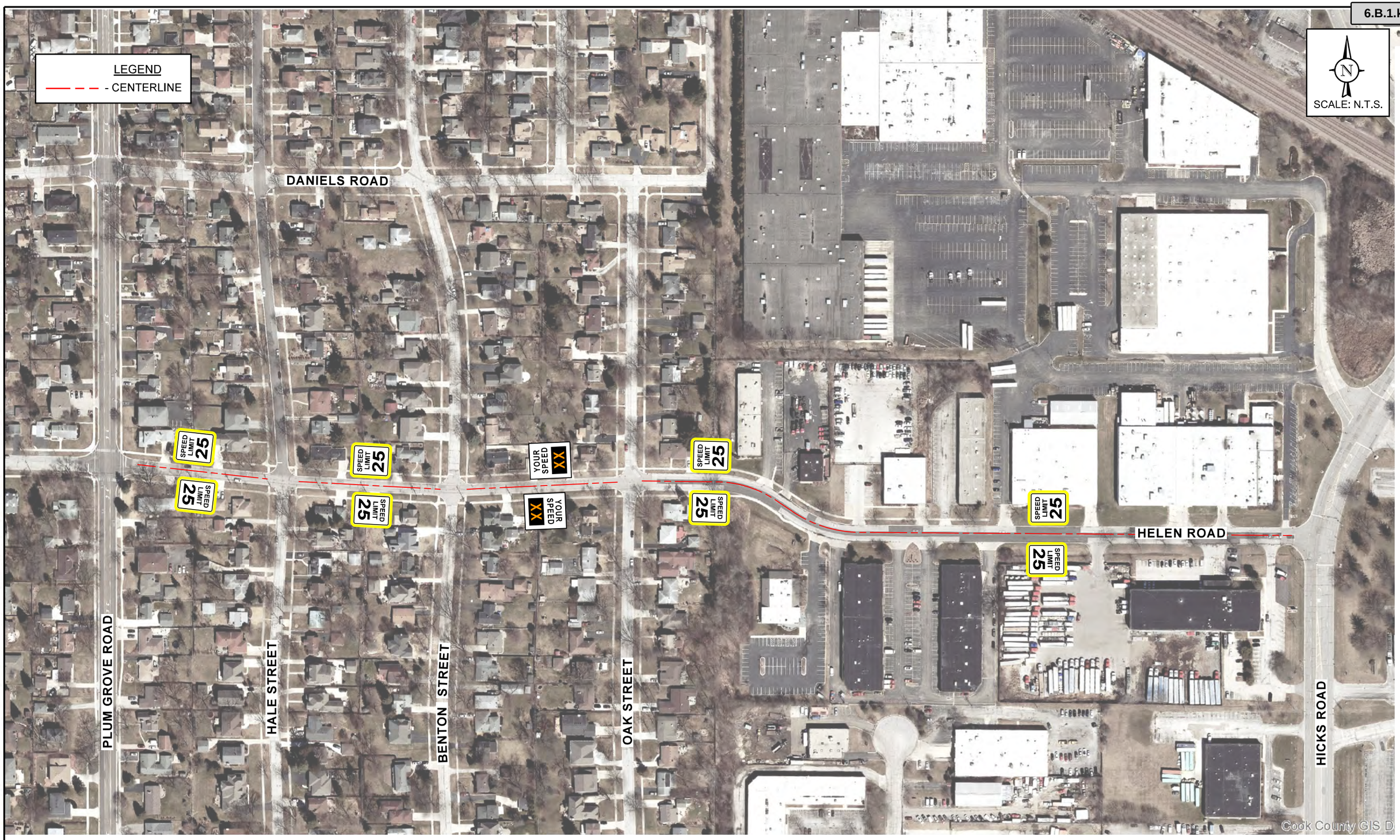
- Install a skipped dash centerline on Helen Road between Plum Grove Road and Hicks Road which reduces the width of the lanes, making drivers feel more restricted and inducing lower travel speeds.

- Install larger speed limit signs and/or yellow bordered speed limit sign on each of the blocks between Plum Grove Road and Hicks Road except the block between Benton Street and Oak Street to notify and remind drivers of the legal speed limit.

- Install radar speed detection signs facing each direction on the block between Benton Street and Hale Street which will visually show motorists how fast they are traveling.

- Implement targeted speed enforcement along Helen Road to enforce the existing speed limits which can include police patrols and police patrol decoys.

- Install speed limit pavement markings on Helen Road which are numerals applied in the traffic lane to remind drivers of the regulatory speed limit.



PROPOSED WAREHOUSE DEVELOPMENT
PALATINE, ILLINOIS

HELEN ROAD ALTERNATIVE TRAFFIC CALMING MEASURES

DRAWN: MD CHECKED: MW
DATE: 11-21-20 REV:
PROJECT # 20-126
FIGURE: A

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

Impact of Warehouse/Distribution Development on Helen Road

Due to the following, it is anticipated that proposed warehouse/distribution development to be located on the west side of Hicks Road north of Helen Road will generate a low volume of traffic on Helen Road, which will minimize is impact on the operation of the road:

- The warehouse/distribution development will not have direct access to Helen Road. Access will only be provided via the signalized intersection on Hicks Road located north of Helen Road.

- Given the truck restrictions on Helen Road west of Oak Street, no truck traffic will be using Helen Road. Only passenger vehicle traffic generated by the warehouse/distribution development is permitted to use Helen Road.

It is important to note that the subject site is currently zoned Manufacturing (M) and has previously contained and is permitted by right to contain various manufacturing, industrial, and warehouse type uses that had in the past or could in the future generate a similar, if not higher, traffic volume than the proposed development. In addition, Hicks Road and Helen Road contain a number of manufacturing, industrial, and/or warehouse uses with eight buildings having direct access to Helen Road. As such, the impact of the subject warehouse/distribution development on Helen Road will be similar, if not, less than (1) the existing uses that previously occupied the subject site, (2) a number of uses that are permitted on the subject site under the current zoning, and (3) the other similar type of uses located along Hicks Road and Helen Road.

PRELIMINARY PLAT OF
PALATINE SUBDIVISION

BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23,
TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN.

P.I.N.:
02-23-114-010
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02-23-114-036
02-23-114-037
02-23-114-038
02-23-114-039

LEGEND

- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD (IR)
- IRON PIPE (IP)
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE
- SUBDIVISION LIMITS

SCALE 1" = 60'

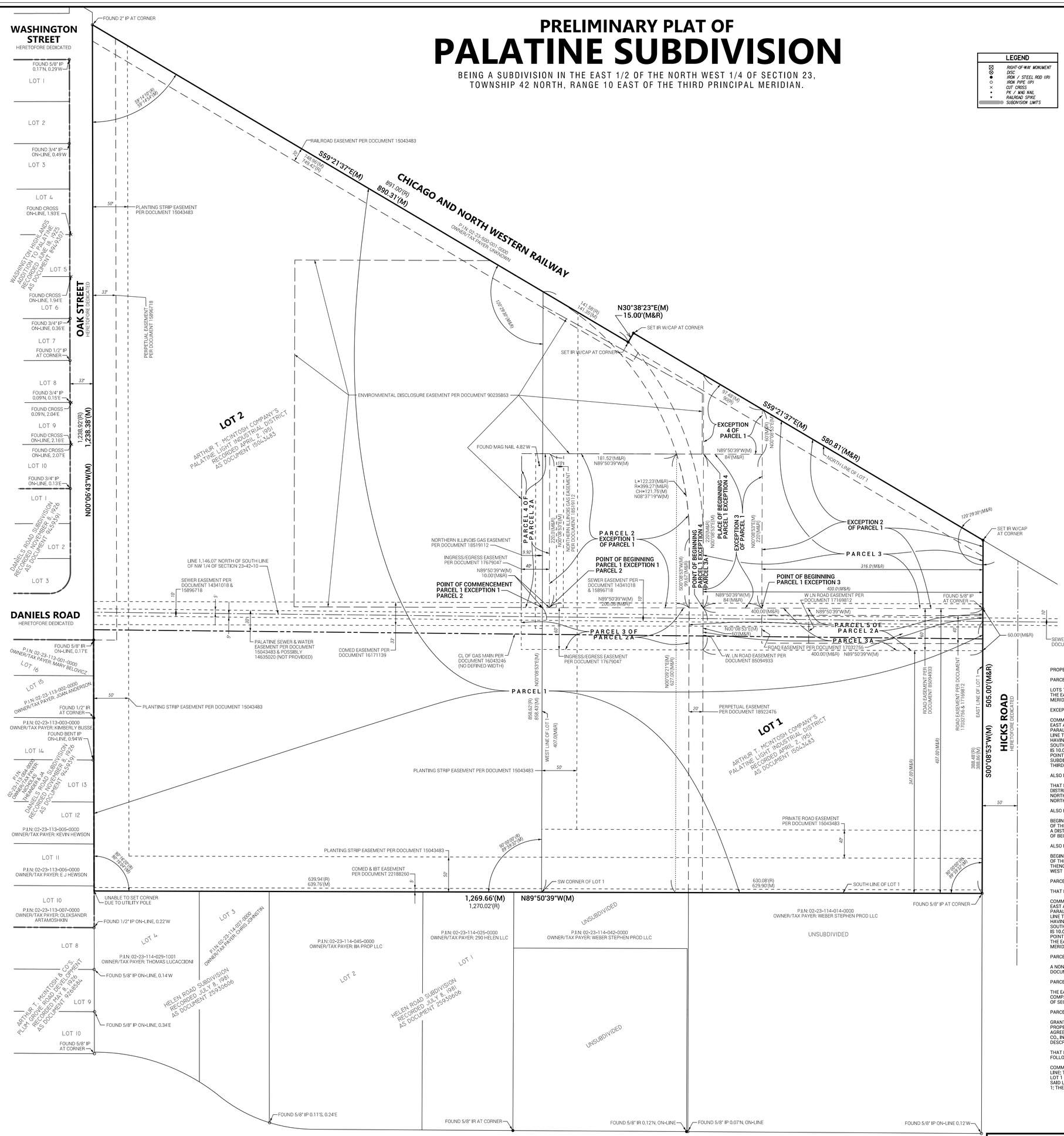
0 60 120

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE
MEASURED UNLESS OTHERWISE NOTED.

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD
= SUBDIVISION LIMITS

NOTE:
ALL UNDERLYING EXISITING EASMENTS TO BE
ABORGATED/VACATED BY SEPARATE DOCUMENT



PROPERTY DESCRIPTION:

PARCEL 1:

LOTS 1 AND 2 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

EXCEPTING THEREFROM THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407.0 FEET NORTH OF THE SOUTH WEST CORNER THEREOF; THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10.0 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY ON A CURVE CONVEX TO THE NORTH EAST HAVING A RADIUS OF 399.27 FEET AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.0 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE, 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST 316 FEET OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT (HEREINAFTER REFERRED TO AS "INDUSTRIAL DISTRICT"), BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;

ALSO EXCEPTING THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 316 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1 AS A PLACE OF BEGINNING; THENCE NORTH A DISTANCE OF 220 FEET; THENCE WEST A DISTANCE OF 84 FEET; THENCE SOUTH A DISTANCE OF 220 FEET; THENCE EAST A DISTANCE OF 84 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 400 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 220 FEET FOR A PLACE OF BEGINNING; THENCE EAST 84 FEET; THENCE NORTH 60 FEET TO THE NORTH LINE; THENCE NORTHWESTERLY ALONG THE NORTH LINE 90 FEET TO THE WEST LINE; THENCE SOUTH ALONG THE WEST LINE TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407 FEET NORTH OF THE SOUTHWEST CORNER THEREOF, THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWEST ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET, AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MC INTOSH AND CO'S LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PARCEL 2A:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 2 AS CREATED BY THE AGREEMENT RECORDED AS DOCUMENT NUMBER 17679047 FOR THE PURPOSE OF A PRIVATE ROADWAY FOR INGRESS AND EGRESS.

PARCEL 3:

THE EAST 400 FEET OF LOT 1, EXCEPTING THEREFROM THE SOUTH 407.00 FEET THEREOF, IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3A:

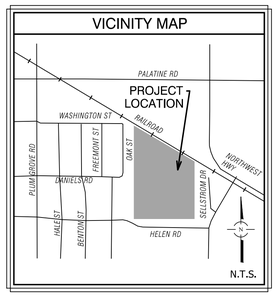
GRANT OF EASEMENT DATED JULY 9, 1985 AND RECORDED JULY 9, 1985 AS DOCUMENT 85094933 MADE BY ABERDEEN PROPERTIES, INC. TO CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1985 AND KNOWN AS TRUST NUMBER 1087094 AND INDUSTRIAL MOLDED PRODUCTS CO., INC., FOR ROADWAY PURPOSES BY ALL FORMS OF VEHICULAR AND PEDESTRIAN TRAFFIC OVER THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON A LINE 407 FEET NORTH OF THE SOUTH LINE OF LOT 1 AND 400 FEET WEST OF THE EAST LINE; THENCE SOUTH A DISTANCE OF 60 FEET TO A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT AFORESAID; THENCE EAST ALONG SAID LAST DESCRIBED LINE A DISTANCE OF 400 FEET; THENCE NORTH 60 FEET TO THE SOUTH EAST CORNER OF PARCEL 1; THENCE WEST ALONG THE SOUTH LINE OF PARCEL 3 A DISTANCE OF 400 FEET TO THE POINT OF BEGINNING.

EXISTING BOUNDARY INFORMATION

VICINITY MAP



PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
1301 W. 22ND STREET, SUITE 711
OAK BROOK, IL 60523

FOR REVIEW PURPOSES ONLY

REVISIONS:
10/27/2020

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 07/10/2020
JOB NO: 11061
FILENAME: 11061PREPLAT-01
SHEET 1 OF 2

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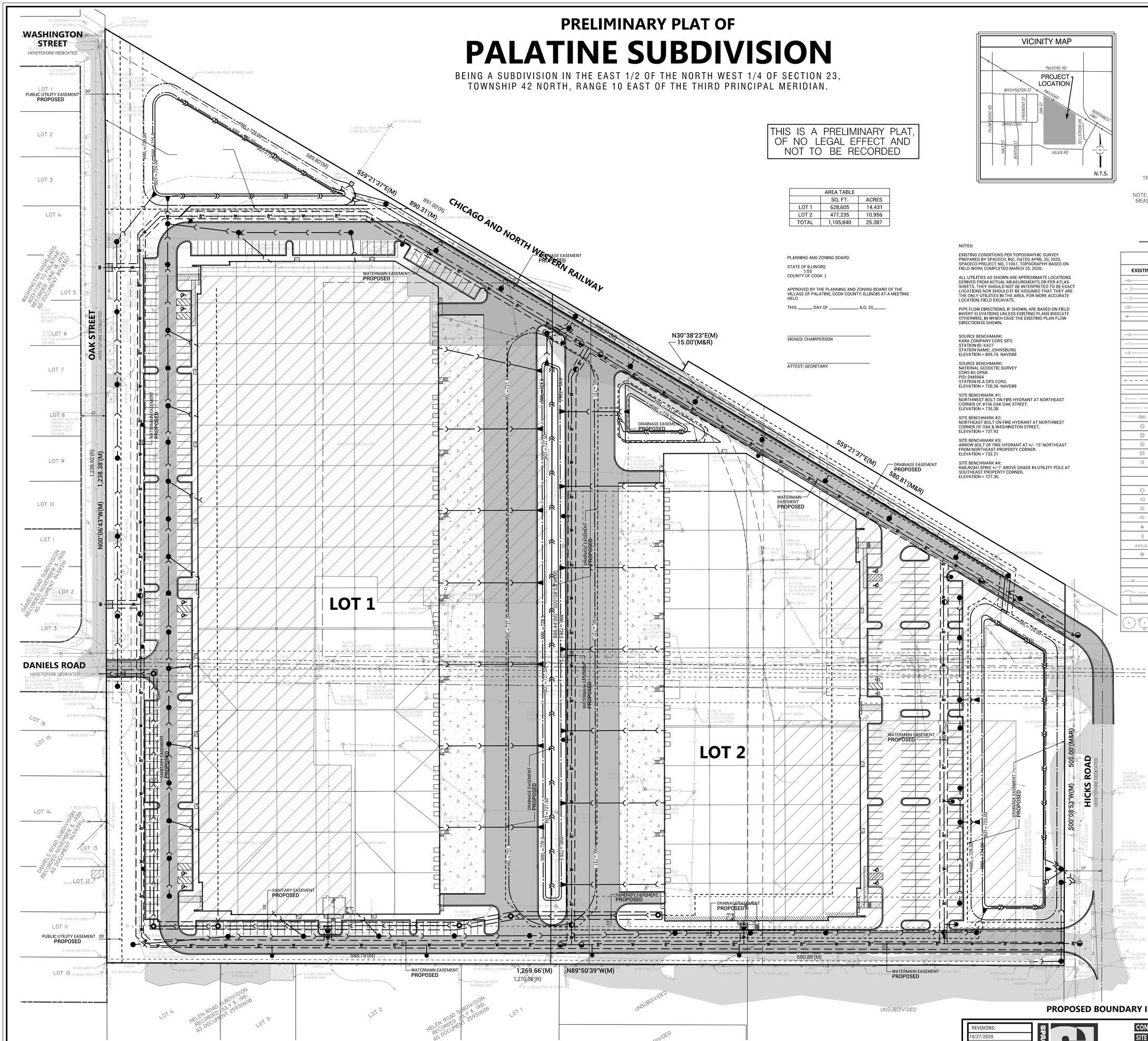
Attachment: Preliminary Plat of Subdivision (2020-105 : 200, 300, 350 E. Daniels Road, & 1 S. Sellstrom Drive)

PRELIMINARY PLAT OF
PALATINE SUBDIVISION

BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23,
TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN.

THIS IS A PRELIMINARY PLAT, OF NO LEGAL EFFECT AND NOT TO BE RECORDED



VICINITY MAP

N

SCALE 1" = 50'

0 50 100

P.I.N.:
02-23-114-010
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02-23-114-035
02-23-114-036
02-23-114-037
02-23-114-038
02-23-114-039

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE MEASURED UNLESS OTHERWISE NOTED.

AREA TABLE		
	SQ. FT.	ACRES
LOT 1	628,605	14.431
LOT 2	477,235	10.956
TOTAL	1,105,840	25.387

PLANNING AND ZONING BOARD

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

APPROVED BY THE PLANNING AND ZONING BOARD OF THE VILLAGE OF PALATINE, COOK COUNTY, ILLINOIS AT A MEETING HELD

THIS _____ DAY OF _____, A.D. 20_____.

SIGNED: CHAIRPERSON

ATTEST: SECRETARY

NOTES:

EXISTING CONDITIONS PER TOPOGRAPHIC SURVEY PREPARED BY SPACECO, INC. DATED APRIL 20, 2020, SPACECO PROJECT NO. 11061. TOPOGRAPHY BASED ON FIELD WORK COMPLETED MARCH 25, 2020.

ALL UTILITIES AS SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS OR PER ATLAS SHEETS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATIONS NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THE AREA. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

SOURCE BENCHMARK:
KARA COMPANY CORS SITE
STATION ID: KA27
STATION NAME: JOHNSBURG
ELEVATION = 895.76 NAVD88

SOURCE BENCHMARK:
NATIONAL GEODETIC SURVEY
CORS ID: DP6B
PID: DM5964
STATION IS A GPS CORS.
ELEVATION = 720.36 NAVD88

SITE BENCHMARK #1:
NORTHWEST BOLT ON FIRE HYDRANT AT NORTHEAST CORNER OF #156 OAK OAK STREET.
ELEVATION = 735.38

SITE BENCHMARK #2:
NORTHEAST BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF OAK & WASHINGTON STREET.
ELEVATION = 737.92

SITE BENCHMARK #3:
ARROW BOLT OF FIRE HYDRANT AT +/- 15' NORTHEAST FROM NORTHEAST PROPERTY CORNER.
ELEVATION = 732.21

SITE BENCHMARK #4:
RAILROAD SPIKE +/-1' ABOVE GRADE IN UTILITY POLE AT SOUTHEAST PROPERTY CORNER.
ELEVATION = 727.36

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD
= SUBDIVISION LIMITS

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
	WATER MAIN (WITH SIZE)	
	PIPE TRENCH BACKFILL	
	GAS MAIN	
	TELEPHONE LINES	
	ELECTRIC LINE	
	FENCE	
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
680	CONTOUR	680
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
XXX.XX	SPOT ELEVATION	XXX.XX
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	OR
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	

PROPOSED BOUNDARY INFORMATION & CERTIFICATES

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
1301 W. 22ND STREET, SUITE 711
OAK BROOK, IL 60523

FOR REVIEW PURPOSES ONLY

REVISIONS:
10/27/2020

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
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DATE:	07/10/2020
JOB NO:	11061
FILENAME:	11061PREPLAT-01
SHEET	2 OF 2

N:\Projects\11061\SURVEY\11061PREPLAT-01.dgn SHEET 2 User=jchristoph

Attachment: Preliminary Plat of Subdivision (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

PRELIMINARY PLAT OF
PALATINE SUBDIVISION

BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23,
TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN.

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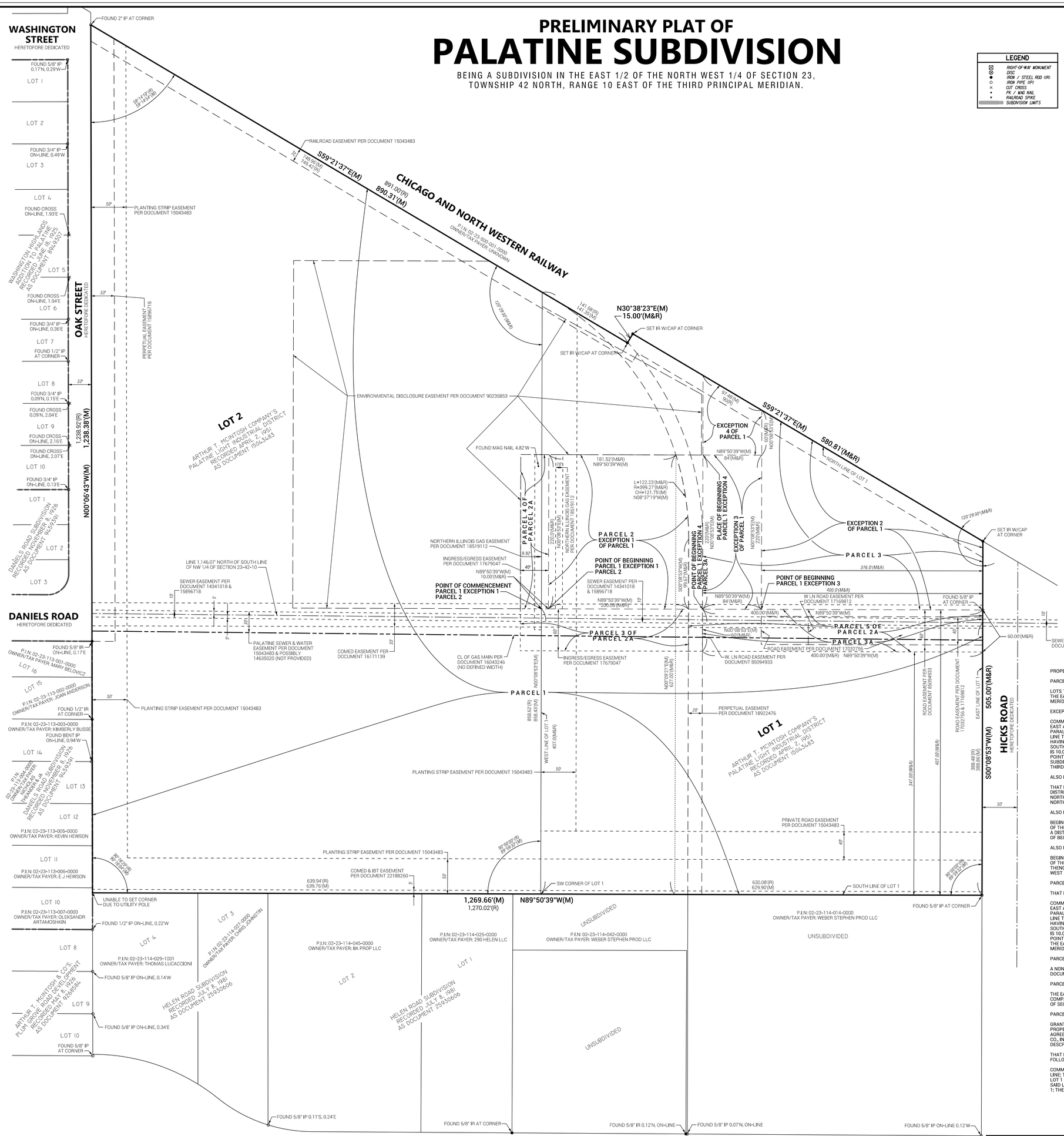

LEGEND

- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD (IR)
- IRON PIPE (IP)
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE
- SUBDIVISION LIMITS

N

SCALE 1" = 60'
0 60 120

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE MEASURED UNLESS OTHERWISE NOTED.

IR = IRON ROD
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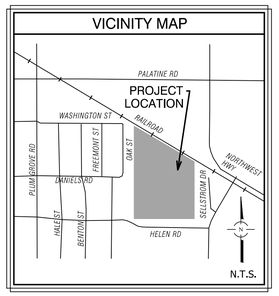
= SUBDIVISION LIMITS

NOTE:
ALL UNDERLYING EXISITING EASMENTS TO BE ABORGATED/VACATED BY SEPARATE DOCUMENT

VICINITY MAP



PROPERTY DESCRIPTION:

PARCEL 1:

LOTS 1 AND 2 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

EXCEPTING THEREFROM THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407.0 FEET NORTH OF THE SOUTH WEST CORNER THEREOF; THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10.0 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY ON A CURVE CONVEX TO THE NORTH EAST HAVING A RADIUS OF 399.27 FEET AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.0 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE, 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST 316 FEET OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT (HEREINAFTER REFERRED TO AS "INDUSTRIAL DISTRICT"), BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;

ALSO EXCEPTING THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 316 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1 AS A PLACE OF BEGINNING; THENCE NORTH A DISTANCE OF 220 FEET; THENCE WEST A DISTANCE OF 84 FEET; THENCE SOUTH A DISTANCE OF 220 FEET; THENCE EAST A DISTANCE OF 84 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 400 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 220 FEET FOR A PLACE OF BEGINNING; THENCE EAST 84 FEET; THENCE NORTH 60 FEET TO THE NORTH LINE; THENCE NORTHWESTERLY ALONG THE NORTH LINE 90 FEET TO THE WEST LINE; THENCE SOUTH ALONG THE WEST LINE TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407 FEET NORTH OF THE SOUTHWEST CORNER THEREOF, THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWEST ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET, AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MC INTOSH AND CO'S LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PARCEL 2A:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 2 AS CREATED BY THE AGREEMENT RECORDED AS DOCUMENT NUMBER 17679047 FOR THE PURPOSE OF A PRIVATE ROADWAY FOR INGRESS AND EGRESS.

PARCEL 3:

THE EAST 400 FEET OF LOT 1, EXCEPTING THEREFROM THE SOUTH 407.00 FEET THEREOF, IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3A:

GRANT OF EASEMENT DATED JULY 9, 1985 AND RECORDED JULY 9, 1985 AS DOCUMENT 85094933 MADE BY ABERDEEN PROPERTIES, INC. TO CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1985 AND KNOWN AS TRUST NUMBER 1087094 AND INDUSTRIAL MOLDED PRODUCTS CO., INC., FOR ROADWAY PURPOSES BY ALL FORMS OF VEHICULAR AND PEDESTRIAN TRAFFIC OVER THE FOLLOWING DESCRIBED PROPERTY:

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COMMENCING AT A POINT ON A LINE 407 FEET NORTH OF THE SOUTH LINE OF LOT 1 AND 400 FEET WEST OF THE EAST LINE; THENCE SOUTH A DISTANCE OF 60 FEET TO A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT AFORESAID; THENCE EAST ALONG SAID LAST DESCRIBED LINE A DISTANCE OF 400 FEET; THENCE NORTH 60 FEET TO THE SOUTH EAST CORNER OF PARCEL 1; THENCE WEST ALONG THE SOUTH LINE OF PARCEL 3 A DISTANCE OF 400 FEET TO THE POINT OF BEGINNING.

EXISTING BOUNDARY INFORMATION

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
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SHEET 1 OF 2

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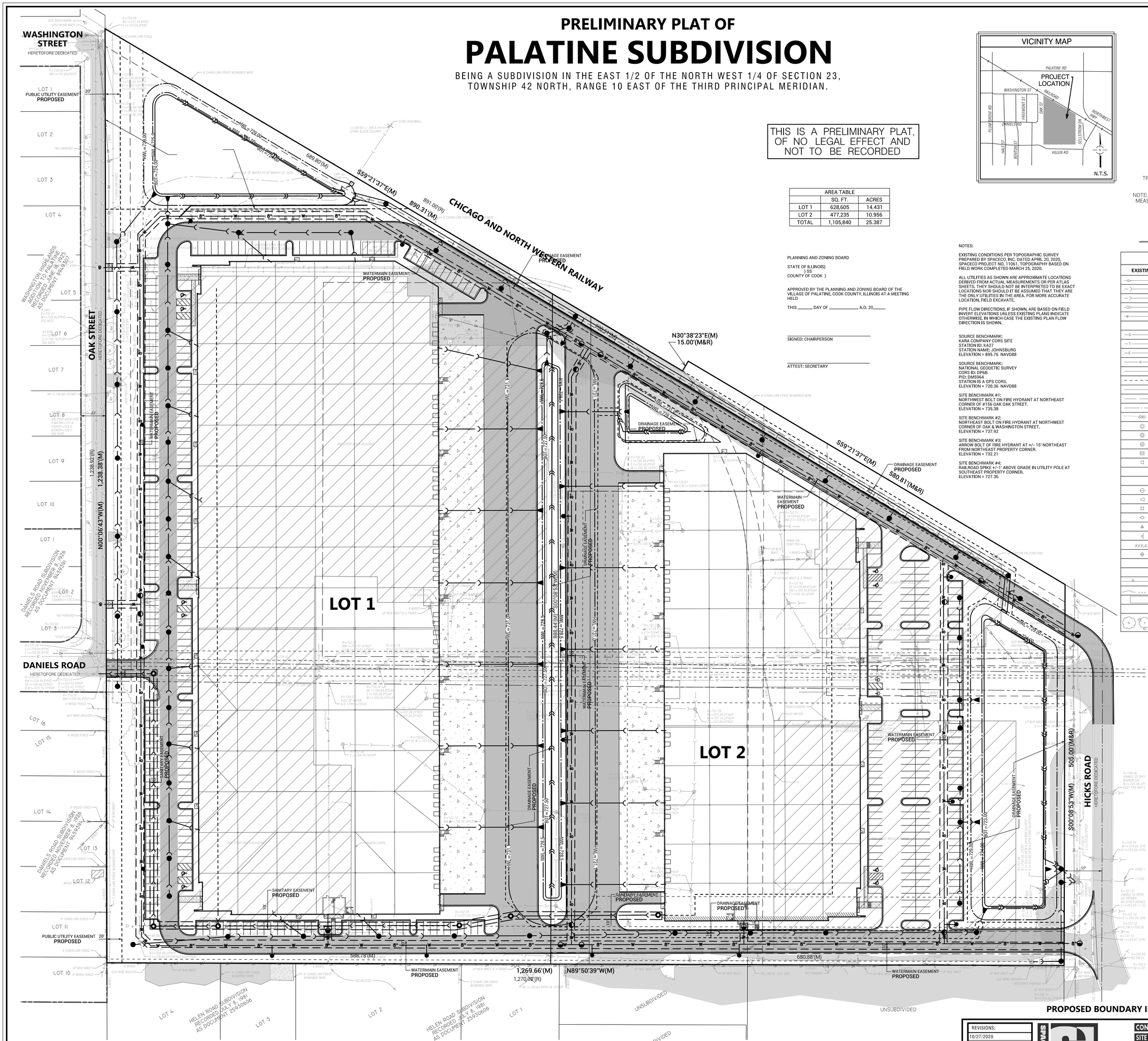

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N

SCALE 1" = 50'
0 50 100

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE MEASURED UNLESS OTHERWISE NOTED.

AREA TABLE		
	SQ. FT.	ACRES
LOT 1	628,605	14.431
LOT 2	477,235	10.956
TOTAL	1,105,840	25.387

PLANNING AND ZONING BOARD

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

APPROVED BY THE PLANNING AND ZONING BOARD OF THE VILLAGE OF PALATINE, COOK COUNTY, ILLINOIS AT A MEETING HELD

THIS _____ DAY OF _____, A.D. 20_____.

SIGNED: CHAIRPERSON

ATTEST: SECRETARY

NOTES:

EXISTING CONDITIONS PER TOPOGRAPHIC SURVEY PREPARED BY SPACECO, INC. DATED APRIL 20, 2020. SPACECO PROJECT NO. 11061. TOPOGRAPHY BASED ON FIELD WORK COMPLETED MARCH 25, 2020.

ALL UTILITIES AS SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS OR PER ATLAS SHEETS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATIONS NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THE AREA. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

SOURCE BENCHMARK:
KARA COMPANY CORS SITE
STATION ID: KA27
STATION NAME: JOHNSBURG
ELEVATION = 895.76 NAVD88

SOURCE BENCHMARK:
NATIONAL GEODETIC SURVEY
CORS ID: DP6B
PID: DM5964
STATION IS A GPS CORS.
ELEVATION = 720.36 NAVD88

SITE BENCHMARK #1:
NORTHWEST BOLT ON FIRE HYDRANT AT NORTHEAST CORNER OF #156 OAK OAK STREET.
ELEVATION = 735.38

SITE BENCHMARK #2:
NORTHEAST BOLT ON FIRE HYDRANT AT NORTHWEST CORNER OF OAK & WASHINGTON STREET.
ELEVATION = 737.92

SITE BENCHMARK #3:
ARROW BOLT OF FIRE HYDRANT AT +/- 15' NORTHEAST FROM NORTHEAST PROPERTY CORNER.
ELEVATION = 732.21

SITE BENCHMARK #4:
RAILROAD SPIKE +/-1' ABOVE GRADE IN UTILITY POLE AT SOUTHEAST PROPERTY CORNER.
ELEVATION = 727.36

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD
= SUBDIVISION LIMITS

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	DRAIN TILE	
	STORM SEWER	
	SANITARY SEWER	
	SANITARY TRUNK SEWER	
	WATER MAIN (WITH SIZE)	
	PIPE TRENCH BACKFILL	
	GAS MAIN	
	TELEPHONE LINES	
	ELECTRIC LINE	
	FENCE	
	RIGHT-OF-WAY	
	EASEMENT	
	PROPERTY LINE	
	SETBACK LINE	
	CENTERLINE	
680	CONTOUR	680
	SANITARY MANHOLE	
	STORM MANHOLE	
	CATCH BASIN	
	INLET	
	FIRE HYDRANT	
	PRESSURE CONNECTION	
	PIPE REDUCER	
	VALVE AND VAULT, VALVE	
	FLARED END SECTION	
	STREET LIGHT	
	UTILITY POLE	
	CONTROL POINT	
	SIGN	
XXXXX	SPOT ELEVATION	XXX.XX
	SOIL BORING	
	OVERLAND FLOW ROUTE	
	DRAINAGE SLOPE	OR
	GUARDRAIL	
	WATER'S EDGE	
	CONCRETE	
	REVERSE PITCH CURB	
	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	

PROPOSED BOUNDARY INFORMATION & CERTIFICATES

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
1301 W. 22ND STREET, SUITE 711
OAK BROOK, IL 60523

FOR REVIEW PURPOSES ONLY

REVISIONS:
10/27/2020

SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 07/10/2020
JOB NO: 11061
FILENAME: 11061PREPLAT-01
SHEET 2 OF 2

N:\Projects\11061\SURVEY\11061PREPLAT-01.dgn SHEET 2 User=jchristoph

Attachment: Preliminary Plat of Subdivision (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

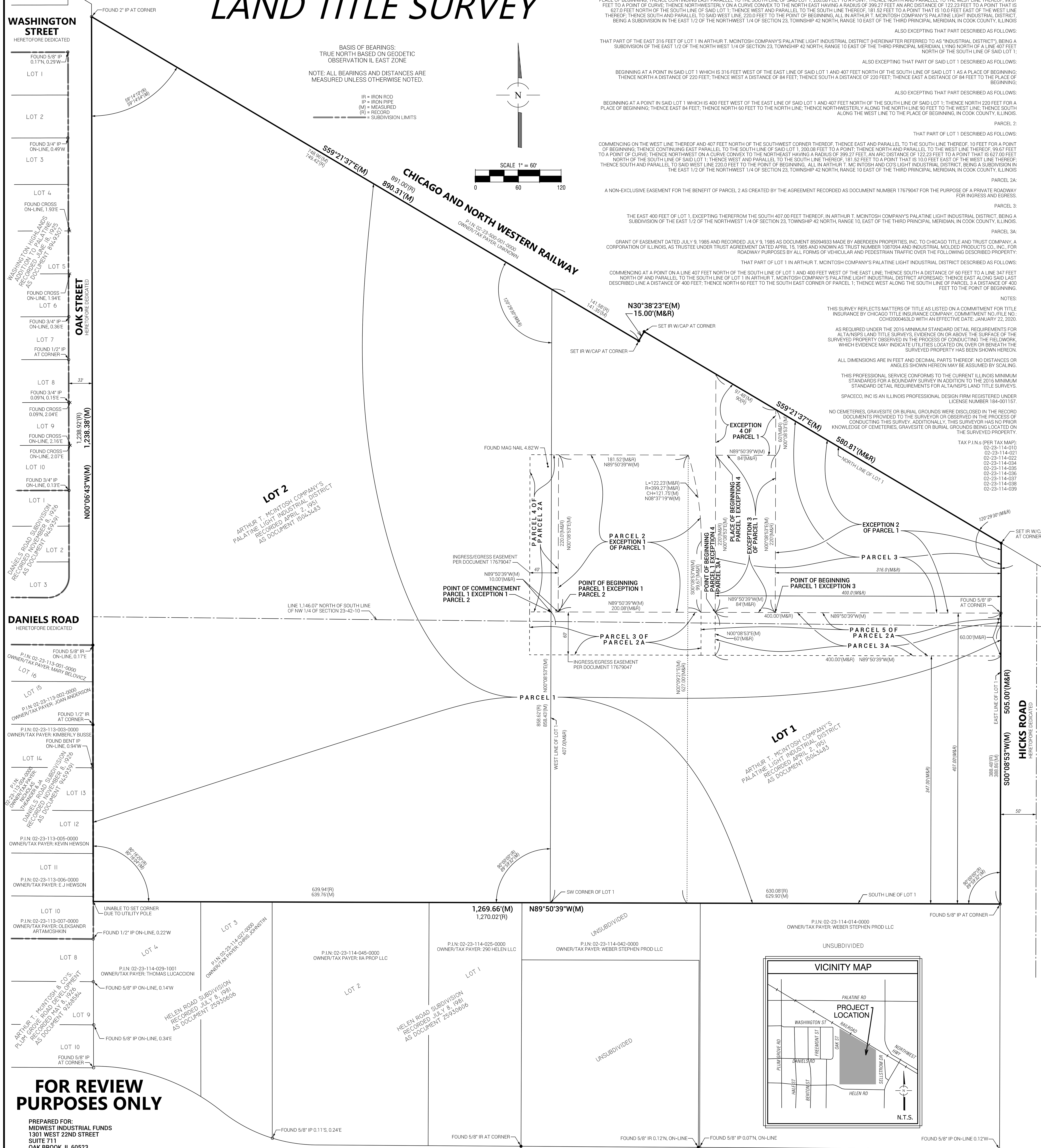
A.L.T.A. / N.S.P.S. LAND TITLE SURVEY

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE MEASURED UNLESS OTHERWISE NOTED.

IR = IRON ROD
IP = IRON PIPE
(M) = MEASURED
(R) = RECORD
= SUBDIVISION LIMITS

SCALE 1" = 60'



PARCEL 1:

LOTS 1 AND 2 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

EXCEPTING THEREFROM THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407.0 FEET NORTH OF THE SOUTH WEST CORNER THEREOF; THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10.0 FEET FOR A PLACE OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY ON A CURVE CONVEX TO THE NORTH EAST HAVING A RADIUS OF 399.27 FEET AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.0 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE, 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

THAT PART OF THE EAST 316 FEET OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT (HEREINAFTER REFERRED TO AS "INDUSTRIAL DISTRICT"), BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTH WEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;

ALSO EXCEPTING THAT PART OF SAID LOT 1 DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 316 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1 AS A PLACE OF BEGINNING; THENCE NORTH A DISTANCE OF 220 FEET; THENCE WEST A DISTANCE OF 84 FEET; THENCE SOUTH A DISTANCE OF 220 FEET; THENCE EAST A DISTANCE OF 84 FEET TO THE PLACE OF BEGINNING;

ALSO EXCEPTING THAT PART DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 400 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 220 FEET FOR A PLACE OF BEGINNING; THENCE EAST 84 FEET; THENCE NORTH 60 FEET TO THE NORTH LINE; THENCE NORTHWESTERLY ALONG THE NORTH LINE 90 FEET TO THE WEST LINE; THENCE SOUTH ALONG THE WEST LINE TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:

COMMENCING ON THE WEST LINE THEREOF AND 407 FEET NORTH OF THE SOUTHWEST CORNER THEREOF, THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10 FEET FOR A POINT OF BEGINNING; THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE; THENCE NORTHWEST ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET, AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF; THENCE SOUTH AND PARALLEL TO SAID WEST LINE 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MC INTOSH AND CO'S LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

PARCEL 2A:

A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 2 AS CREATED BY THE AGREEMENT RECORDED AS DOCUMENT NUMBER 17679047 FOR THE PURPOSE OF A PRIVATE ROADWAY FOR INGRESS AND EGRESS.

PARCEL 3:

THE EAST 400 FEET OF LOT 1, EXCEPTING THEREFROM THE SOUTH 407.00 FEET THEREOF, IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3A:

GRANT OF EASEMENT DATED JULY 9, 1985 AND RECORDED JULY 9, 1985 AS DOCUMENT 85094933 MADE BY ABERDEEN PROPERTIES, INC. TO CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1985 AND KNOWN AS TRUST NUMBER 1087094 AND INDUSTRIAL MOLDED PRODUCTS CO., INC., FOR ROADWAY PURPOSES BY ALL FORMS OF VEHICULAR AND PEDESTRIAN TRAFFIC OVER THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON A LINE 407 FEET NORTH OF THE SOUTH LINE OF LOT 1 AND 400 FEET WEST OF THE EAST LINE; THENCE SOUTH A DISTANCE OF 60 FEET TO A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT AFORESAID; THENCE EAST ALONG SAID LAST DESCRIBED LINE A DISTANCE OF 400 FEET; THENCE NORTH 60 FEET TO THE SOUTH EAST CORNER OF PARCEL 1; THENCE WEST ALONG THE SOUTH LINE OF PARCEL 3 A DISTANCE OF 400 FEET TO THE POINT OF BEGINNING.

NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO./FILE NO.: CCHI2000463LD WITH AN EFFECTIVE DATE: JANUARY 22, 2020.

AS REQUIRED UNDER THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, EVIDENCE ON OR ABOVE THE SURFACE OF THE SURVEYED PROPERTY OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK, WHICH EVIDENCE MAY INDICATE UTILITIES LOCATED ON, OVER OR BENEATH THE SURVEYED PROPERTY HAS BEEN SHOWN HEREON.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF. NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY IN ADDITION TO THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS.

SPACECO, INC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM REGISTERED UNDER LICENSE NUMBER 184-001157.

NO CEMETERIES, GRAVESITE OR BURIAL GROUNDS WERE DISCLOSED IN THE RECORD DOCUMENTS PROVIDED TO THE SURVEYOR OR OBSERVED IN THE PROCESS OF CONDUCTING THIS SURVEY. ADDITIONALLY, THIS SURVEYOR HAS NO PRIOR KNOWLEDGE OF CEMETERIES, GRAVESITE OR BURIAL GROUNDS BEING LOCATED ON THE SURVEYED PROPERTY.

TAX P.I.N.s (PER TAX MAP):
02-23-114-010
02-23-114-021
02-23-114-022
02-23-114-034
02-23-114-035
02-23-114-036
02-23-114-037
02-23-114-038
02-23-114-039

NOTES (CONTINUED):

MONUMENTS WERE FOUND/SET AT THE PARCEL CORNERS AS SHOWN. (TABLE A ITEM 1)

ADDRESS:
200 EAST DANIELS ROAD
PALATINE, IL 60067
(TABLE A ITEM 2)

BASED UPON A REVIEW OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 17031C0181J MAP WITH AN EFFECTIVE DATE/MAP REVISED OF AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES IN ZONE X (UNSHADED) AREA OF MINIMAL FLOOD HAZARD AS IDENTIFIED BY SAID F.I.R.M. MAP. (TABLE A ITEM 3)

PROPERTY SURVEYED CONTAINS 1,105,840 SQUARE FEET, OR 25.387 ACRES, MORE OR LESS. (TABLE A ITEM 4)

SUBSTANTIAL FEATURES ARE SHOWN HEREON. (TABLE A ITEM 8)

NAME OF THE ADJOINERS SHOWN HEREON ARE CURRENT OWNERS AND/OR TAXPAYERS AS LISTED ON THE COOK COUNTY ASSESSOR'S WEBSITE ACCESSED ON APRIL 14, 2020. (TABLE A ITEM 13)

THE DISTANCE TO THE NEAREST INTERSECTION IS APPROXIMATELY 350 FEET SOUTH ON HICK ROAD TO HELLEN ROAD ON THE EAST. THE PROPERTY IS ALSO LOCATED AT THE INTERSECTION OF OAK STREET AND WASHINGTON STREET AND OAK STREET AND DANIELS ROAD ON THE WEST. (TABLE A ITEM 14)

AERIAL PHOTOGRAPHY PRODUCED BY SPACECO, INC. ON MARCH 26, 2020 UTILIZING POST-PROCESSED IMAGES AND ILLINOIS STATE PLANE COORDINATES VIA GNSS REAL TIME NETWORK (REILNET) AND EXCEEDS RECOMMENDED ACCURACIES FOR FEATURE & TOPOGRAPHIC SITE PLANS & SPECS PER FEDERAL GEOGRAPHIC DATA COMMITTEE (FGDC TABLE A-3).

NOTES FROM TITLE COMMITMENT:

A 19. TERMS, PROVISIONS AND CONDITIONS CONTAINED IN GRANT OF EASEMENT AND AGREEMENT RECORDED JULY 9, 1985 AS DOCUMENT 85094933 MADE BY AND BETWEEN ABERDEEN PROPERTIES, INC., CHICAGO TITLE AND TRUST COMPANY, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1985 AND KNOWN AS TRUST NUMBER 1087094 AND INDUSTRIAL MOLDED PRODUCTS COMPANY INC. FOR ROADWAY PURPOSES BY ALL FORMS OF VEHICULAR AND PEDESTRIAN TRAFFIC.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

B 20. NOTE: THE FOLLOWING ITEM, WHILE APPEARING ON THIS COMMITMENT/POLICY, IS PROVIDED SOLELY FOR YOUR INFORMATION. THE FOLLOWING ENVIRONMENTAL DISCLOSURE DOCUMENT(S) FOR TRANSFER OF REAL PROPERTY APPEAR OF RECORD WHICH INCLUDE A DESCRIPTION OF THE LAND INSURED OR A PART THEREOF: DOCUMENT NUMBER: 90235853 DATE OF RECORDING: MAY 21, 1990
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

C 21. RIGHTS OF THE VILLAGE OF PALATINE AS DISCLOSED BY GRANT DATED APRIL 26, 1948 AND RECORDED JUNE 21, 1948 AS DOCUMENT 14341018 TO ESTABLISH, INSTALL, MAINTAIN, REPAIR AND REPLACE A SEWER MAIN OR MAINS CONNECTED WITH THE SEWER SYSTEM OF THE VILLAGE FOR STORM WATER DRAINAGE, SANITARY SEWERAGE OR BOTH, UNDER THE SURFACE OF THE GROUND, ON AND ACROSS A STRIP OF LAND 10 FEET IN WIDTH ACROSS THE EAST 1/2 OF THE NORTHWEST 1/4; ALSO CONTAINED IN DEED RECORDED AS DOCUMENT 15896718.
(PARCELS 1 AND 3)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON. DOCUMENT 14635020 DESCRIBED WITHIN DOCUMENT 15896718 NOT PROVIDED TO THIS SURVEYOR.)

D 22. 30 FOOT EASEMENT FOR THE VILLAGE OF PALATINE FOR SEWER AND WATER SAID EASEMENT BEING 5 FEET NORTH OF AND 25 FEET SOUTH OF A LINE 1146.07 FEET NORTH OF THE SOUTH LINE OF THE NORTHWEST 1/4, AS DISCLOSED BY DOCUMENT 14635020 AND ALSO CONTAINED IN DEED RECORDED AS DOCUMENT 15896718 FROM ARTHUR T. MC INTOSH AND COMPANY TO ABERDEEN PROPERTIES, INC., A CORPORATION OF ILLINOIS, AND AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT 15043483.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

E 23. A PERPETUAL EASEMENT IN, OVER AND UPON THAT PART OF THE WEST 33 FEET OF LOT 2 IN ARTHUR T. MC INTOSH AND COMPANY'S LIGHT INDUSTRIAL DISTRICT LYING NORTH OF THE SOUTH LINE OF DANIELS ROAD AS EXTENDED EASTERLY FOR THE USE AND BENEFIT OF THE VILLAGE OF PALATINE AND THE PUBLIC FOR STREET, ROAD AND HIGHWAY PURPOSES; ALSO CONTAINED IN DOCUMENT 15896718 RECORDED MAY 4, 1954 FROM ARTHUR T. MC INTOSH AND COMPANY TO ABERDEEN PROPERTIES, INC.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

F 24. COVENANTS, CONDITIONS AND RESTRICTIONS AS ESTABLISHED BY DEED FROM ARTHUR T. MC INTOSH AND COMPANY TO ABERDEEN PROPERTIES, INC. DATED APRIL 28, 1954 AND RECORDED MAY 4, 1954 AS DOCUMENT 15896718 RELATING TO HEIGHT, PARKING FACILITIES AND APPROVAL OF BUILDING PLANS AND SPECIFICATIONS OF BUILDINGS TO BE ERECTED ON THE LAND.
NOTE: SAID INSTRUMENT CONTAINS NO PROVISION FOR A FORFEITURE OF OR REVERSION OF TITLE IN CASE OF BREACH OF CONDITION
(AFFECTS ALL)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY BUT IS NOT A PLOTTABLE ITEM.)

G 25. EASEMENT IN, UPON, UNDER AND ALONG THE NORTH 33 FEET OF THE SOUTH 413.92 FEET OF THE LAND TO INSTALL AND MAINTAIN ALL EQUIPMENT FOR THE PURPOSE OF SERVING THE LAND AND OTHER PROPERTY WITH TELEPHONE AND ELECTRIC SERVICE, AS CREATED BY GRANT TO THE COMMONWEALTH EDISON COMPANY AND THE ILLINOIS BELL TELEPHONE COMPANY RECORDED MARCH 10, 1955 AS DOCUMENT 16171139.
(AFFECTS ALL)
(SURVEYORS NOTE: THIS EXCEPTION APPEARS TO AFFECT THE SURVEYED PROPERTY AND IS SHOWN HEREON FROM THE ABOVE DESCRIPTION, DOCUMENT NOT PROVIDED TO THIS SURVEYOR.)

H 26. EASEMENT OVER THE EAST 10 FEET OF THE WEST 20 FEET OF THE FOLLOWING DESCRIBED PROPERTY: BEGINNING ON THE WEST LINE THEREOF AND 377.0 FEET NORTH OF THE SOUTHWEST CORNER THEREOF; THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF 210.08 FEET; THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF 129.67 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.0 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1; THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF 191.52 FEET TO THE WEST LINE OF SAID LOT 1; THENCE SOUTH ALONG THE WEST LINE OF SAID LOT 1, 250 FEET TO THE POINT OF BEGINNING; ALSO THE EAST 9.92 FEET OF THE NORTH 250.0 FEET OF THE SOUTH 627.0 FEET OF LOT 2 TO NORTHERN ILLINOIS GAS COMPANY TO LAY, MAINTAIN, OPERATE, RENEW AND REMOVE A GAS MAIN AND FACILITIES TOGETHER WITH RIGHT OF ACCESS CREATED BY GRANT DATED MAY 24, 1962 AND RECORDED JUNE 28, 1962 AS DOCUMENT 18519112.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

I 27. RIGHT AND EASEMENT TO USE FOR ROADWAY PURPOSES FOR OWNERS AND OCCUPANTS OF LOTS 1 AND 2 IN PALATINE LIGHT INDUSTRIAL DISTRICT SUBDIVISION, THE PRIVATE ROADWAY LOCATED ON A STRIP OF LAND 40 FEET IN WIDTH LYING IMMEDIATELY SOUTH OF AND ADJOINING THAT PART OF THE EAST 316 FEET OF LOT 1, LYING NORTH OF A LINE 397 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1 IN PALATINE LIGHT INDUSTRIAL DISTRICT AS CONTAINED IN DEED IN TRUST RECORDED OCTOBER 8, 1957 AS DOCUMENT 17032756 FROM ABERDEEN PROPERTIES INC., A CORPORATION OF ILLINOIS TO CHICAGO NATIONAL BANK, AS TRUSTEE UNDER TRUST AGREEMENT DATED SEPTEMBER 27, 1957 AND KNOWN AS TRUST NUMBER 14962, PROVIDED THE GRANTEE SHALL NOT CAUSE OR PERMIT THE PARKING OF TRUCKS, VEHICLES OR OTHER CONVEYANCES UPON SAID PRIVATE ROADWAY SO AS TO CAUSE UNREASONABLE BLOCKAGE OR INTERFERENCE WITH THE USE THEREOF AND ALSO CONTAINED IN DEED IN TRUST FROM SAME GRANTOR AND GRANTEE DATED FEBRUARY 28, 1958 AND RECORDED APRIL 1, 1958 AS DOCUMENT 17169812 OF THAT PART OF PRIVATE ROADWAY LOCATED IMMEDIATELY NORTH OF AND ADJOINING THE EAST 248.83 FEET OF THE SOUTH 357 FEET OF LOT 1 IN PALATINE LIGHT INDUSTRIAL DISTRICT.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION APPEARS TO AFFECT THE SURVEYED PROPERTY AND IS SHOWN HEREON FROM DOCUMENT 17032756. DOCUMENT 17169812 NOT PROVIDED TO THIS SURVEYOR, SHOWN HEREON PER THE ABOVE DESCRIPTION.)

J 28. EASEMENT FOR THE RIGHT TO LAY, MAINTAIN, OPERATE, RENEW AND REMOVE A GAS MAIN AND OTHER NECESSARY GAS FACILITIES, DATED OCTOBER 4, 1954 AND RECORDED OCTOBER 14, 1954 AS DOCUMENT 16043246 FROM ABERDEEN PROPERTIES, INC., A CORPORATION OF ILLINOIS TO NORTHERN ILLINOIS GAS COMPANY, A CORPORATION OF ILLINOIS; THE LOCATION OF SAID MAIN IS AS FOLLOWS: 25 FEET SOUTH OF AND PARALLEL WITH A LINE 1146.07 FEET NORTH OF THE SOUTH LINE OF THE NORTHWEST 1/4 OF SECTION 23, AS SHOWN BY BROKEN LINE ON THE PLAT OF SAID SUBDIVISION RECORDED AS DOCUMENT 15043483.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION APPEARS TO AFFECT THE SURVEYED PROPERTY AND IS SHOWN HEREON FROM THE ABOVE DESCRIPTION, DOCUMENT NOT PROVIDED TO THIS SURVEYOR.)

K 29. EASEMENT OVER THE SOUTH 5 FEET OF THE LAND FOR THE PURPOSE OF INSTALLING AND MAINTAINING ALL EQUIPMENT NECESSARY FOR THE PURPOSE OF SERVING THE SUBDIVISION AND OTHER PROPERTY WITH TELEPHONE AND ELECTRIC SERVICE, TOGETHER WITH RIGHT TO OVERHANG AERIAL SERVICE WIRES TOGETHER WITH RIGHT OF ACCESS THERETO, AS GRANTED TO THE ILLINOIS BELL TELEPHONE COMPANY AND THE COMMONWEALTH EDISON COMPANY AND RECORDED AS DOCUMENT 22188260.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

L 30. PRIVATE ROADWAY AND THE COVENANTS AND CONDITIONS THEREIN CONTAINED DISCLOSED BY GRANT OF EASEMENT RECORDED OCTOBER 7, 1959 AS DOCUMENT 17679047 BETWEEN ABERDEEN PROPERTIES INC., AND FIRST NATIONAL BANK OF SKOKIE AS TRUSTEE UNDER TRUST AGREEMENT DATED JULY 10, 1959 AND KNOWN AS TRUST NUMBER 5132 OVER THE FOLLOWING PARTS OF LOTS 1 AND 2 IN PALATINE LIGHT INDUSTRIAL DISTRICT SUBDIVISION AFORESAID:

THAT PORTION OF LOTS 1 AND 2 CONSISTING OF A STRIP OF LAND 60 FEET IN WIDTH EXTENDING FROM THE EAST LINE OF PARCEL 2 AS DESCRIBED IN DOCUMENT 17679047 TO HICKS ROAD IN PALATINE, ILLINOIS, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF PARCEL 2; THENCE EAST A DISTANCE OF 420 FEET ALONG A LINE 407 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN PALATINE LIGHT INDUSTRIAL DISTRICT AFORESAID TO THE EAST LINE OF SAID LOT 1; THENCE SOUTH A DISTANCE OF 60 FEET ALONG THE EAST LINE OF SAID LOT 1; THENCE WEST A DISTANCE OF 420 FEET ALONG A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF SAID LOT 1 TO THE SOUTHEAST CORNER OF PARCEL 3 (AS DESCRIBED IN SAID DOCUMENT 17679047); THENCE NORTH A DISTANCE OF 60 FEET ALONG THE EAST LINE OF PARCEL 3 TO THE POINT OF BEGINNING;

AND OVER THE FOLLOWING DESCRIBED REAL ESTATE DESIGNATED AS PARCEL 3 OF DOCUMENT 17679047: THAT PORTION OF LOTS 1 AND 2 IN PALATINE LIGHT INDUSTRIAL DISTRICT SUBDIVISION AFORESAID CONSISTING OF A STRIP OF LAND 60 FEET IN WIDTH LYING DIRECTLY SOUTH OF AND ADJACENT TO PARCEL 2 OF DOCUMENT 17679047 AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF PARCEL 2; THENCE WEST A DISTANCE OF 40 FEET; THENCE SOUTH A DISTANCE OF 60 FEET TO A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN SUBDIVISION AFORESAID; THENCE EAST ALONG SAID LAST DESCRIBED LINE A DISTANCE OF 240.908 FEET; THENCE NORTH 60 FEET TO THE SOUTHEAST CORNER OF PARCEL 2; THENCE WEST ALONG THE SOUTH LINE OF PARCEL 2 A DISTANCE OF 200.08 FEET TO THE POINT OF BEGINNING;

AND OVER AND ACROSS THE FOLLOWING DESCRIBED REAL ESTATE DESIGNATED AS PARCEL 4 OF DOCUMENT 17679047: THAT PORTION OF LOTS 1 AND 2 IN PALATINE LIGHT INDUSTRIAL DISTRICT SUBDIVISION AFORESAID CONSISTING OF A STRIP OF LAND 40 FEET IN WIDTH LYING DIRECTLY WEST OF AND ADJACENT TO PARCEL 2 OF DOCUMENT 17679047 AND DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF PARCEL 2; THENCE WEST A DISTANCE OF AND PARALLEL TO THE WEST LINE OF PARCEL 2 TO THE NORTHWEST CORNER OF PARCEL 3; THENCE EAST A DISTANCE OF 40 FEET ALONG THE NORTH LINE OF PARCEL 3 TO THE SOUTHWEST CORNER OF PARCEL 2; THENCE NORTH A DISTANCE OF 220 FEET ALONG THE WEST LINE OF PARCEL 2 TO THE POINT OF BEGINNING.

SAID PRIVATE ROADWAY FOR THE USE AND BENEFIT OF ALL OF THE OWNERS AND OCCUPANTS OF LOTS 1 AND 2 IN PALATINE LIGHT DISTRICT SUBDIVISION AFORESAID.
(PARCELS 1, 2,)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

M 31. RIGHT OF WAY FOR RAILROAD SWITCH AND SPUR TRACK AS DISCLOSED BY SURVEY MADE BY CHICAGO GUARANTEE SURVEY COMPANY DATED MAY 13, 1992 AS NO. 9204006.
(PARCEL 1)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND THE VISIBLE TRACKS ARE SHOWN HEREON.)

N 32. RIGHT OF WAY FOR DRAINAGE TILES, DITCHES, FEEDERS AND LATERALS AS DISCLOSED BY SURVEY AFORESAID.
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS BUT IS NOT A PLOTTABLE ITEM.)

O 33. ENCROACHMENT OF ONE STORY BRICK BUILDING OVER THE FOLLOWING EASEMENTS FOR A DISTANCE OF ABOUT 211 FEET AS DISCLOSED BY SURVEY AFORESAID:

A) 33 FOOT EASEMENT PER DOCUMENT 16171139
1) TO THE COMMONWEALTH EDISON COMPANY
2) TO THE ILLINOIS BELL TELEPHONE COMPANY

B) 30 FOOT EASEMENT TO VILLAGE OF PALATINE PER PLAT DOCUMENT 15043483;
1) FOR WATER MAIN
2) FOR SANITARY SEWER

C) EASEMENT TO NORTHERN ILLINOIS GAS COMPANY PER DOCUMENT 16043246.
(PARCEL 1)

R 34. RIGHTS OF THE VILLAGE OF PALATINE AS DISCLOSED BY GRANT DATED APRIL 26, 1948 AND RECORDED JUNE 21, 1968 AS DOCUMENT 14341018 TO ESTABLISH, INSTALL, MAINTAIN, REPAIR, AND REPLACE A SEWER MAIN OR MAINS CONNECTED WITH THE SEWER SYSTEM OF THE VILLAGE FOR STORM WATER DRAINAGE SANITARY SEWERAGE OR BOTH, UNDER THE SURFACE OF THE GROUND, ON AND ACROSS A STRIP OF LAND 10 FEET IN WIDTH ACROSS THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 23 AFORESAID, AND ALSO CONTAINED IN THE DEED RECORDED AS DOCUMENT 15896718. NOTE: INSTRUMENT RECORDED AS DOCUMENT 18922476 DETERMINING THE COURSE OF THE AFORESAID EASEMENT UPON, AND ACROSS A 20 FOOT STRIP OF LAND EAST OF AND ADJOINING THE EAST AND EASTERLY LINE OF THE LAND.
(PARCEL 2)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

S 35. (A) TERMS, PROVISIONS, AND CONDITIONS RELATING TO THE EASEMENT DESCRIBED AS PARCEL 2A AND PARCEL 3A CONTAINED IN THE INSTRUMENT CREATING SAID EASEMENT. (B) RIGHTS OF THE ADJOINING OWNER OR OWNERS TO THE CONCURRENT USE OF SAID EASEMENT. (SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEY PROPERTY, PARCELS 2A AND 3A ARE SHOWN HEREON.)

T 36. ENCROACHMENT OF THE BUILDING LOCATED MAINLY ON THE LAND ONTO THE 50 FOOT PLANTING STRIP EASEMENT AS SHOWN ON PLAT OF SURVEY PREPARED BY MICHAEL J. EMMERT SURVEYS, DATED AUGUST 5, 2004.
(PARCEL 2)

U 37. POSSIBLE UTILITY EASEMENT ALONG THE EASTERN LOT LINE SUGGESTED BY THE PRESENCE OF OVERHEAD UTILITY WIRES RUNNING ALONG THE EASTERN LOT LINE AS SHOWN ON THE SURVEY PREPARED BY MICHAEL J. EMMERT SURVEYS, INC. DATED AUGUST 5, 2004 (PARCEL 2)

V 38. A 20 FOOT EASEMENT FOR C.& N.W. RY, OVER THE NORTHERLY LINE OF THE LAND AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT 15043483.
(PARCEL 3)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS SHOWN HEREON.)

W 39. NOTE: THE FOLLOWING ITEM, WHILE APPEARING ON THIS COMMITMENT/POLICY, IS PROVIDED SOLELY FOR YOUR INFORMATION. THE FOLLOWING ENVIRONMENTAL DISCLOSURE DOCUMENT(S) FOR TRANSFER OF REAL PROPERTY APPEAR OF RECORD WHICH INCLUDE A DESCRIPTION OF THE LAND INSURED OR A PART THEREOF: DOCUMENT NUMBER: 0020167019 DATE OF RECORDING: FEBRUARY 8, 2002
(PARCEL 3)
(SURVEYORS NOTE: THIS EXCEPTION AFFECTS THE SURVEYED PROPERTY AND IS THE SAME AS PARCEL 2 EXCEPTION 2.)

X 40. EASEMENTS, COVENANTS, CONDITIONS AND RESTRICTIONS CONTAINED IN THE DECLARATION OF RESTRICTIONS AND EASEMENTS RECORDED AS DOCUMENT 14635020 AND ANY AMENDMENTS THERETO, RELATING TO, AMONG OTHER MATTERS, HEIGHT, PARKING FACILITIES AND APPROVAL OF BUILDING PLANS AND SPECIFICATIONS OF BUILDINGS TO BE ERECTED ON THE LAND AND ALSO RELATING TO EASEMENTS.
(PARCEL 3)
(SURVEYORS NOTE: THIS EXCEPTION DOCUMENT NOT PROVIDED TO THIS SURVEYOR.)

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

TO: CHICAGO TITLE INSURANCE COMPANY
AND TO: ABERDEEN PROPERTIES LLC, AS TO PARCEL 1
AND TO: WEBER-STEPHEN PROUCTS LLC, A DELAWARE LIMITED LIABILITY COMPANY AS TO PARCELS 2 & 3

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 13, 14 & 15 OF TABLE "A" THEREOF. THE FIELDWORK WAS COMPLETED ON MARCH 25, 2020.

GIVEN UNDER MY HAND AND SEAL THIS ____ DAY OF ________, 2020 IN ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S. No. 035-2841
LICENSE EXPIRES: 11-30-2020
blounsbury@spacecoinc.com

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

FOR REVIEW PURPOSES ONLY

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
1301 WEST 22ND STREET
SUITE 711
OAK BROOK, IL 60523

REVISIONS:

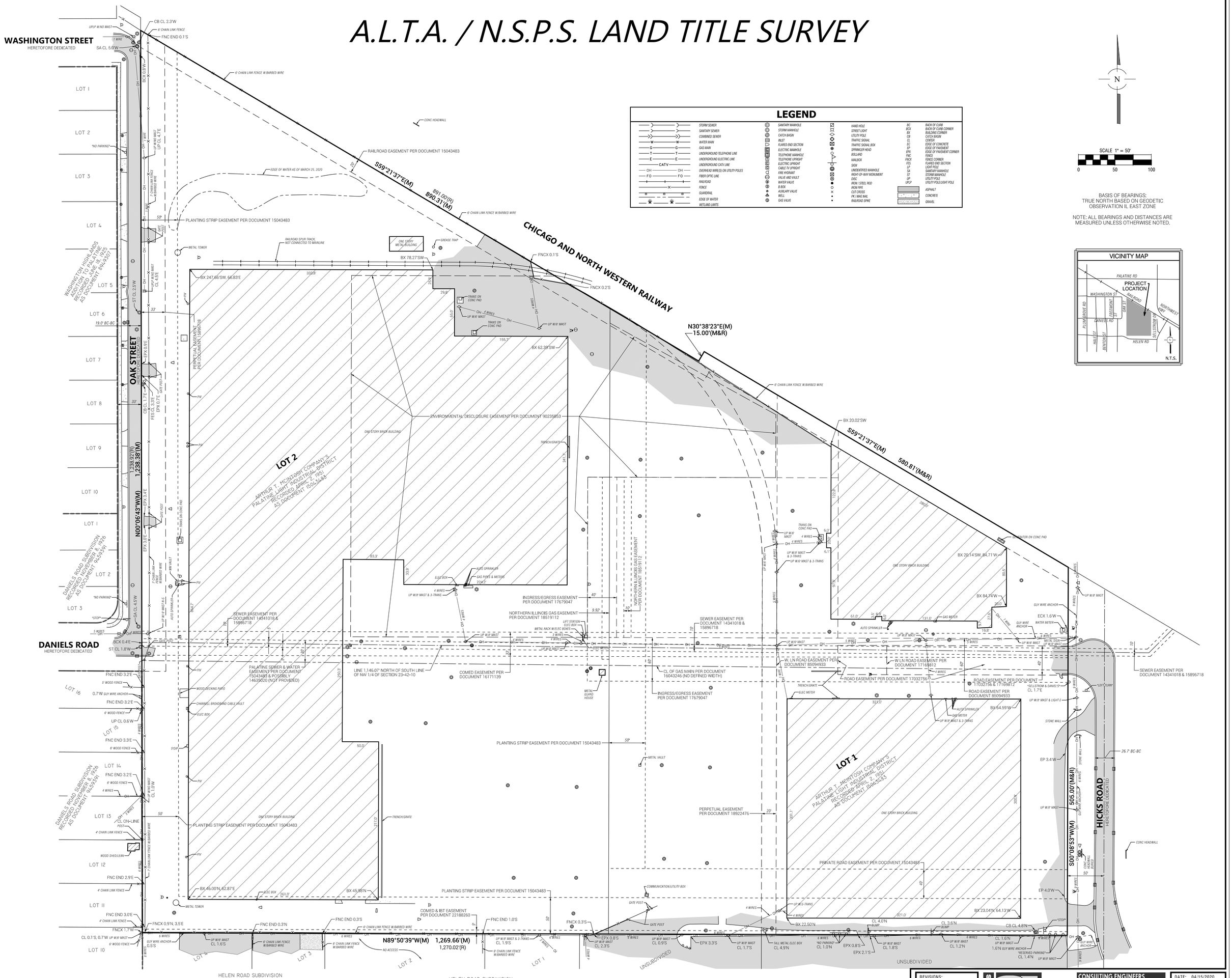
SPACECO INC.
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 04/15/2020
JOB NO: 11061
FILENAME: 11061ALTA-01
SHEET 1 OF 3

N:\Projects\11061\SURVEY\11061ALTA-01.dgn Default User=cduarte

Attachment: ALTA survey (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

A.L.T.A. / N.S.P.S. LAND TITLE SURVEY



LEGEND

STORM SEWER	SANITARY MANHOLE	HAND HOLE	BC	BACK OF CURB
SANITARY SEWER	STORM MANHOLE	STREET LIGHT	BCX	BACK OF CURB CORNER
COMBINED SEWER	CATCH BASIN	UTILITY POLE	BX	BUILDING CORNER
WATER MAIN	INLET	TRAFFIC SIGNAL	CB	CATCH BASIN
GAS MAIN	FLARED END SECTION	TRAFFIC SIGNAL BOX	CL	CENTER
ELECTRIC MANHOLE	ELECTRIC MANHOLE	SPRINKLER HEAD	EC	EDGE OF CONCRETE
UNDERGROUND TELEPHONE LINE	TELEPHONE MANHOLE	BOLLARD	EP	EDGE OF PAVEMENT
UNDERGROUND ELECTRIC LINE	TELEPHONE UPRIGHT	MAILBOX	EPX	EDGE OF PAVEMENT CORNER
UNDERGROUND CATV LINE	ELECTRIC UPRIGHT	SIGN	FNC	FENCE
OVERHEAD WIRE(S) ON UTILITY POLES	FIRE HYDRANT	UNIDENTIFIED MANHOLE	FNCX	FENCE CORNER
FIBER OPTIC LINE	VALVE AND VAULT	RIGHT-OF-WAY MONUMENT	FES	FLARED END SECTION
RAILROAD	WATER VALVE	DISC	LP	LIGHT POLE
FENCE	B BOX	IRON / STEEL ROD	SA	SANITARY MANHOLE
GUARDRAIL	AUXILARY VALVE	IRON PIPE	ST	STORM MANHOLE
EDGE OF WATER	WELL	CUT CROSS	UP	UTILITY POLE
WETLAND LIMITS	GAS VALVE	PK / MAG NAIL	UPLP	UTILITY POLE/LIGHT POLE
		RAILROAD SPIKE		ASPHALT
				CONCRETE
				GRAVEL

SCALE 1" = 50'

0 50 100

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE MEASURED UNLESS OTHERWISE NOTED.

VICINITY MAP

PROJECT LOCATION

N.T.S.

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
1301 WEST 22ND STREET
SUITE 711
OAK BROOK, IL 60523

REVISIONS:

SPACECO INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

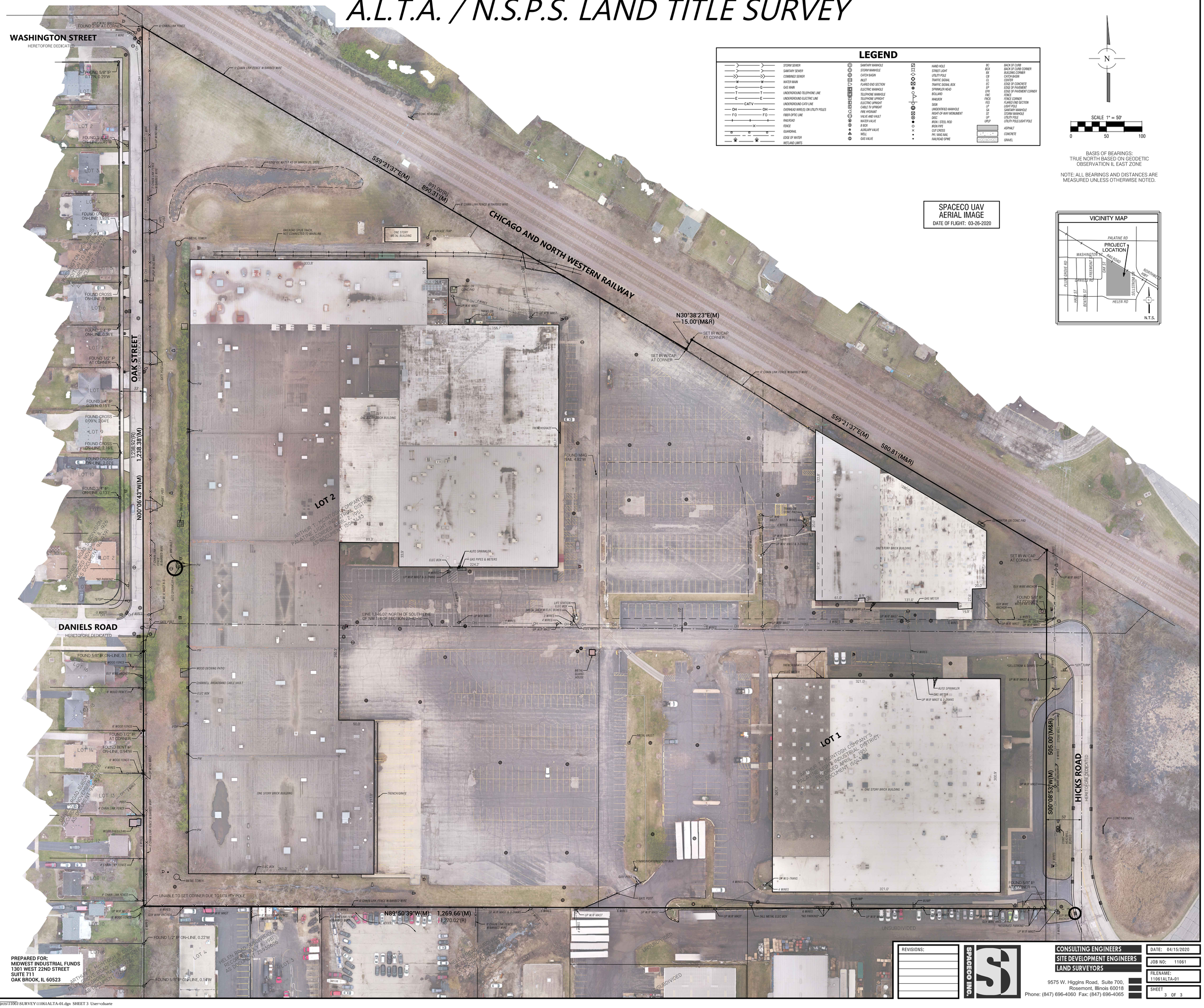
DATE: 04/15/2020
JOB NO: 11061
FILENAME: 11061ALTA-01
SHEET 2 OF 3

FOR REVIEW PURPOSES ONLY

N:\Projects\11061\SURVEY\11061ALTA-01.dgn SHEET 2 User=cduarte

Attachment: ALTA survey (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

A.L.T.A. / N.S.P.S. LAND TITLE SURVEY



LEGEND

STORM SEWER	SANITARY MANHOLE	HAND HOLE	BC	BACK OF CURB
SANITARY SEWER	STORM MANHOLE	STREET LIGHT	BCX	BACK OF CURB CORNER
COMBINED SEWER	CATCH BASIN	UTILITY POLE	BX	BUILDING CORNER
WATER MAIN	INLET	TRAFFIC SIGNAL	CB	CATCH BASIN
GAS MAIN	FLARED END SECTION	TRAFFIC SIGNAL BOX	CL	CENTER
UNDERGROUND TELEPHONE LINE	ELECTRIC MANHOLE	SPRINKLER HEAD	EC	EDGE OF CONCRETE
UNDERGROUND ELECTRIC LINE	TELEPHONE MANHOLE	BOLLARD	EP	EDGE OF PAVEMENT
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OVERHEAD WIRE(S) ON UTILITY POLES	ELECTRIC UPRIGHT	SIGN	FNC	FENCE
FIBER OPTIC LINE	CABLE TV UPRIGHT	UNIDENTIFIED MANHOLE	FNCK	FENCE CORNER
RAILROAD	FIRE HYDRANT	RIGHT-OF-WAY MONUMENT	FES	FLARED END SECTION
FENCE	VALVE AND VAULT	DISC	LP	LIGHT POLE
GUARDRAIL	WATER VALVE	IRON / STEEL ROD	SA	SANITARY MANHOLE
EDGE OF WATER	B BOX	IRON PIPE	ST	STORM MANHOLE
WETLAND LIMITS	AUXILARY VALVE	CUT CROSS	UP	UTILITY POLE
	WELL	PK / MAG NAIL	UPLP	UTILITY POLE/LIGHT POLE
	GAS VALVE	RAILROAD SPIKE		ASPHALT
				CONCRETE
				GRAVEL

N

SCALE 1" = 50'

0 50 100

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

NOTE: ALL BEARINGS AND DISTANCES ARE MEASURED UNLESS OTHERWISE NOTED.

SPACECO UAV AERIAL IMAGE
DATE OF FLIGHT: 03-26-2020

VICINITY MAP

PREPARED FOR:
MIDWEST INDUSTRIAL FUNDS
1301 WEST 22ND STREET
SUITE 711
OAK BROOK, IL 60523

REVISIONS:

SPACECO INC.

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
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9575 W. Higgins Road, Suite 700,
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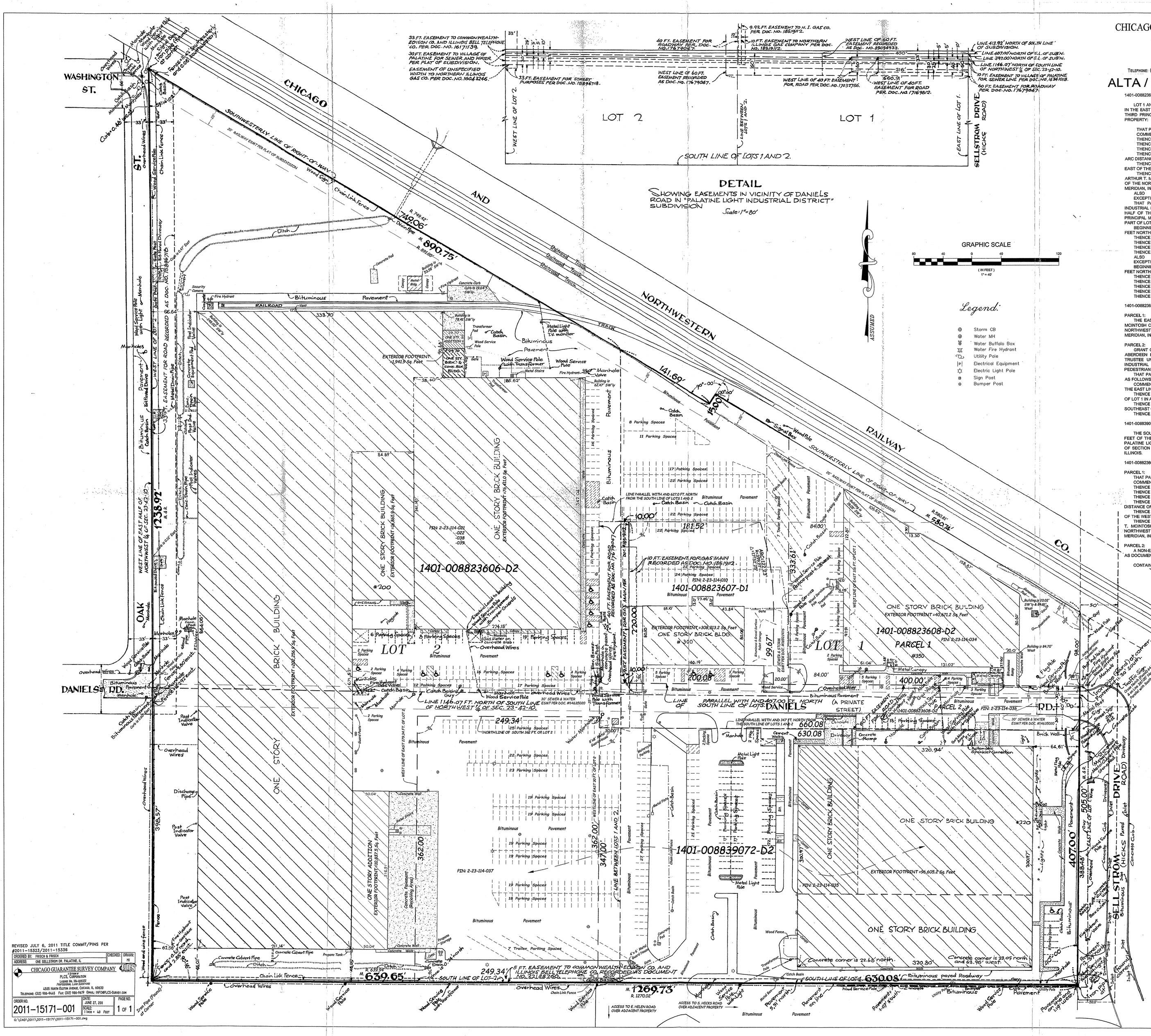
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE:	04/15/2020
JOB NO:	11061
FILENAME:	11061ALTA-01
SHEET	3 OF 3

N:\Projects\11061\SURVEY\11061ALTA-01.dgn SHEET 3 User=cduarte

Attachment: ALTA survey (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)



CHICAGO GUARANTEE SURVEY COMPANY

A Division of
PLCS Corporation
License No. 184-00532

Professional Land Surveyors

4505 North Elston Avenue, Chicago, IL 60630
Telephone: (312) 986-9445 Fax: (312) 986-9679 Email: INFO@PLCS-Survey.com

ALTA / ACSM Land Title Survey

1401-008823606-D2:

LOT 1 AND 2 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUDIVISION IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PROPERTY:

THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:
COMMENCING ON THE WEST LINE THEREOF AND 407.0 FEET NORTH OF THE SOUTHWEST CORNER THEREOF;
THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10.0 FEET FOR APLACE OF BEGINNING;
THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT;
THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF, 99.67 FEET TO A POINT OF CURVE;
THENCE NORTHWESTERLY ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET, AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.0 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;
THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF;
THENCE SOUTH AND PARALLEL TO SAID WEST LINE, 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUDIVISION IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.
ALSO
EXCEPTING THAT PART DESCRIBED AS FOLLOWS:
THAT PART OF THE EAST 316 FEET OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT (HEREINAFTER REFERRED TO AS "INDUSRIAL DISTRICT"), BEING A SUDIVISION IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF A LINE 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1, ALSO: THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 316 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1 AS A PLACE OF BEGINNING;
THENCE NORTH A DISTANCE OF 220 FEET;
THENCE WEST A DISTANCE OF 84 FEET;
THENCE SOUTH A DISTANCE OF 220 FEET;
THENCE EAST A DISTANCE OF 84 FEET TO THE PLACE OF BEGINNING.
ALSO
EXCEPTING THAT PART DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT IN SAID LOT 1 WHICH IS 400 FEET WEST OF THE EAST LINE OF SAID LOT 1 AND 407 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;
THENCE NORTH 220 FEET FOR A PLACE OF BEGINNING;
THENCE EAST 84 FEET;
THENCE NORTH 60 FEET TO THE NORTH LINE;
THENCE NORTHWESTERLY ALONG THE NORTH LINE 90 FEET TO THE WEST LINE;
THENCE SOUTH ALONG THE WEST LINE TO THE PLACE OF BEGINNING, IN COOK COUNTY, ILLINOIS.

1401-008823608 D2:

PARCEL 1:
THE EAST 400 FEET OF LOT 1 EXCEPTING THEREFROM THE SOUTH 407.00 FEET THEREOF IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
GRANT OF EASEMENT DATED JULY 9, 1985 AND RECORDED JULY 9, 1985 AS DOCUMENT 85094933 MADE BY ABERDEEN PROPERTIES, INC. TO CHICAGO TITLE AND TRUST COMPANY, A CORPORATION OF ILLINOIS, AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 15, 1985 AND KNOWN AS TRUST NUMBER 1087094 AND INDUSTRIAL MOLDED PRODUCTS CO., INC. FOR ROADWAY PURPOSES BY ALL FORMS OF VEHICULAR AND PEDESTRIAN TRAFFIC OVER THE FOLLOWING DESCRIBED PROPERTY:
THAT PART OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON A LINE 407 FEET NORTH OF THE SOUTH LINE OF LOT 1 AND 400 FEET WEST OF THE EAST LINE;
THENCE SOUTH A DISTANCE OF 60 FEET TO A LINE 347 FEET NORTH OF AND PARALLEL TO THE SOUTH LINE OF LOT 1 IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT AFORESAID;
THENCE EAST ALONG SAID LAST DESCRIBED LINE A DISTANCE OF 400 FEET; THENCE NORTH 60 FEET TO THE SOUTHEAST CORNER OF PARCEL 1;
THENCE WEST ALONG THE SOUTH LINE OF PARCEL 1 A DISTANCE OF 400 FEET TO THE POINT OF BEGINNING.

1401-008839072 D2:

THE SOUTH 347 FEET OF LOT 1, THE EAST 30 FEET OF THE SOUTH 347 FEET OF LOT 2, AND THE SOUTH 362 FEET OF THE WES 249.34 FEET OF THE EAST 279.34 FEET OF LOT 2, ALL IN ARTHUR T. MCINTOSH COMPANY'S PALATINE LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

1401-008823607 D1:

PARCEL 1:
THAT PART OF LOT 1 DESCRIBED AS FOLLOWS:
COMMENCING ON THE WEST LINE THEREOF AND 407 FEET NORTH OF THE SOUTHWEST CORNER THEREOF;
THENCE EAST AND PARALLEL TO THE SOUTH LINE THEREOF, 10 FEET FOR A POINT OF BEGINNING;
THENCE CONTINUING EAST PARALLEL TO THE SOUTH LINE OF SAID LOT 1, 200.08 FEET TO A POINT;
THENCE NORTH AND PARALLEL TO THE WEST LINE THEREOF 99.67 FEET TO A POINT OF CURVE;
THENCE NORTHWEST ON A CURVE CONVEX TO THE NORTHEAST HAVING A RADIUS OF 399.27 FEET, AN ARC DISTANCE OF 122.23 FEET TO A POINT THAT IS 627.00 FEET NORTH OF THE SOUTH LINE OF SAID LOT 1;
THENCE WEST AND PARALLEL TO THE SOUTH LINE THEREOF, 181.52 FEET TO A POINT THAT IS 10.0 FEET EAST OF THE WEST LINE THEREOF;
THENCE SOUTH AND PARALLEL TO SAID WEST LINE 220.0 FEET TO THE POINT OF BEGINNING, ALL IN ARTHUR T. MCINTOSH COMPANY'S LIGHT INDUSTRIAL DISTRICT, BEING A SUBDIVISION IN THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 23, TOWNSHIP 42 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
A NON-EXCLUSIVE EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY THE AGREEMENT RECORDED AS DOCUMENT NUMBER 17679047 FOR THE PURPOSE OF A PRIVATE ROADWAY FOR INGRESS AND EGRESS.

CONTAINING, IN THE AGGREGATE, 1,106,276 SQUARE FEET (25.3966 ACRES) OF LAND, MORE OR LESS.

SURVEY NOTES:

Note R. & M. denotes Record and Measured distances respectively.

Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

Easements shown hereon per previous Chicago Guarantee Survey Company Order No. 9204006, Dated May 13, 1992. For easements, building lines and other restrictions not shown on survey plat, refer to your abstract, deed, contract, title policy and local building line regulations.

NO dimensions shall be assumed by scale measurement upon this plat.

Monumentation or witness points were not set at the clients request.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

COPYRIGHT CHICAGO GUARANTEE SURVEY COMPANY 2011 "All Rights Reserved"

FLOOD NOTE:

PROPERTY APPEARS IN "OTHER AREAS" ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, PER FLOOD INSURANCE RATE MAP COOK COUNTY, ILLINOIS, MAP NO. 17031C0181J, EFFECTIVE DATE AUGUST 19, 2008.

SURVEY NOTE:
This Survey was prepared based on CHICAGO TITLE INSURANCE COMPANY Title Commitments 1401-008823606-D2, 1401-008823607-D1, 1401-008823608-D2, 1401-008839072-D2 Effective Date: DECEMBER 17, 2010 as to matters of record.

Surveyor's license expires November 30, 2012.

RECEIVED
MAR 26 2013
INSPECTION SERVICE

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7(a), 7(b)(1), 8, 9, and 11(a) of Table A thereof.

The field work was completed on JUNE 9, 2011.

Date of Plat July 7, 2011

By: Robert G. Biedermann

Professional Illinois Land Surveyor No. 2802.

ROBERT G. BIEDERMANN
2802
PROFESSIONAL LAND SURVEYOR
STATE OF ILLINOIS
CHICAGO, ILLINOIS

REVISED JULY 6, 2011 TITLE COMMIT/PINS PER #2011-15323/2011-15336

ORDERED BY: FRISCH & FRISCH	CHECKED:	DRAWN: MB
ADDRESS: ONE SELLSTROM DR. PALATINE, IL		

CHICAGO GUARANTEE SURVEY COMPANY
A Division of PLCS, Corporation
License No. 184-00532
Professional Land Surveyors
4505 North Elston Avenue, Chicago, IL 60630
Telephone: (312) 986-9445 Fax: (312) 986-9679 Email: INFO@PLCS-Survey.com

ORDER NO.	DATE	PAGE NO.
2011-15171-001	JUNE 27, 2011	1 OF 1
	SCALE: 1 inch = 40 FEET	

G:\CAD\2011\2011-15171\2011-15171-001.dwg

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

CONTACT INFORMATION WORKSHEET

PETITIONER(S)	**Business Name (If applicable)**
Midwest Industrial Funds	
Address	City/State/Zip Code
1211 W 22nd St, Suite 410	Oak Brook, IL 60523
Telephone	Fax
630-230-6354	
Email	
PSchaner@midwestindustrialFunds.com	
Subject Property Address	
1 Sellstrom Drive / 200 E Daniels Road / 350 East Daniels Road	
AUTHORIZED AGENT (if applicable)	**Business Name (if applicable)**
Address	City/State/Zip Code
Telephone	Fax
Email	

I swear that the information contained herein and in any accompanying documents is accurate to the best of my knowledge.

Pat Schaner, Director of Development — 6/18/20

Signature — Date

RECEIVED
JUN 24 2020
PLANNING & ECONOMIC DEVELOPMENT

Attachment: Preliminary Planned Development application (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Attachment: Preliminary Planned Development application (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

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): Midwest Industrial Funds
2. Authorized Agent of Petitioner (if different):

   Name: _____

   Address: _____

   Telephone No. _____ Business No. _____

   Email: _____

   Relationship to Petitioner: _____
3. Property Interest of Petitioner(s): Contract Purchaser
   Owner, Lessee, Contract Purchaser, etc
4. Address of the property for which this application is being filed:
   1 Sellstrom Drive / 200 E Daniels Road / 350 E Daniels Road
5. All existing land use(s) on the property are Industrial/Warehousing
6. Current zoning of property: M2 Size of the property: 25.39 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.:
   The existing 3 building manufacturing/warehousing complex is proposed to be demolished. The Petitioner proposes to construct two industrial/light manufacturing/warehousing buildings. The buildings are to be constructed of glass and precast concrete. Each building can accommodate one to four Tenants per building. Truck loading will be contained in the center of the development.

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):

None.

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.

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: Pat Sullivan Date: 6/8/20

State of Illinois

County of Cook

This instrument was acknowledged before me on June 18, 2020 by

_____

Christine Stoeckig

Notary Public

(Seal)

CHRISTINE STOECKIG
Official Seal
Notary Public - State of Illinois
My Commission Expires May 16, 2022

Attachment: Preliminary Planned Development application (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Midwest Industrial Funds
Site Lighting Narrative

The site lighting will consist mainly of building mounted LED lights. Included with this narrative is a cut sheet showing a typical building mounted light fixture. The fixtures will be positioned on all four exterior walls of each building and will be positioned in a manner that will allow sufficient lighting of car parking, truck courts and driveways. The design will mounted so that light levels at all property lines will be zero to not adversely affect any neighboring properties. We anticipate providing a complete lighting photometric plan for the Final Approval process.

MIDWEST
INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

December 8, 2020

Ben Vyverberg – Director of Planning and Zoning
Village of Palatine

Re: Palatine Corporate Center (Former Weber-Stephens Property)
50' landscape buffer along north

Ben:

Midwest Industrial Funds ("MIF") is excited to be presenting the redevelopment of the former Weber Stephens site located at Sellstrom and Daniels per the proposed Plat of Subdivision, to the Village of Palatine for preliminary plan approval. The total site as depicted on the proposed Plat of Subdivision consists of 25.3 acres. In conjunction with this Planned Development we are requesting a variance for relief on the required 50 foot landscape buffer required for the project along the north property line, abutting the railroad tracks. Village code requires a 50 foot landscape buffer for this zoning district due to its property lines along the west and the north (parallel to the existing rail tracks) being within 200 feet of residential districts. MIF has provided the required 50 foot landscaping buffer along the western property line due to immediate proximity to the residential along the west. The existing railroad tracks, along the north, provide a natural buffer to the existing residential to the north of the railroad tracks. In addition, most of the proposed stormwater facilities on-site are along the north. There is currently an existing storm pipe that extends underneath the railroad tracks, which conveys water from the north to the south onto this property which passes through the site. To provide a 50 foot landscape buffer on the north would cause significant financial hardship for the development due to having to relocate the stormwater pipe and the proposed storm detention and access road to the south and therefore significantly shrinking the proposed building footprints. The existing buildings that were constructed many years ago did not provide for a 50 foot landscape buffer to the north. We have provided 15 feet from the northwest corner of the site to the midpoint of the north property, where the property line jogs slightly. To the east of the property line jog, the buffer then becomes 30 feet. Through discussions with Staff we have improved the proposed conditions along the north property. First, we have provided a slight berm to help screen. Second, we have provided significantly more landscaping to help screen/buffer the north property line. Third, based upon Staff recommendations we are providing an 8' solid fence at the top of berm to provide additional screening. With these adjustments, the existing grades of the railroad tracks and the natural buffer the rail tracks provide, we feel that variance for the 50 foot landscape buffer is warranted.

Sincerely,

Midwest Industrial Funds Inc.

Pat Schaner

Pat Schaner
Director of Development

1211 W. 22nd Street, Suite 410, Oak Brook, IL 60523
www.MidwestIndustrialFunds.com

Attachment: Petitioner justification - northern buffer relief (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

MIDWEST
INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

~~December 2, 2020~~
December 9, 2020 - Update

Ben Vyverberg – Director of Planning and Zoning
Village of Palatine

Re: Palatine Corporate Center (Former Weber-Stephens Property)
Project Narrative

Ben:

Midwest Industrial Funds ("MIF") is excited to be presenting the redevelopment of the former Weber Stephens site located at Sellstrom and Daniels per the proposed Plat of Subdivision, to the Village of Palatine for preliminary plan approval. The total site as depicted on the proposed Plat of Subdivision consists of 25.3 acres.

The plan is to demolish the three existing, obsolete industrial buildings on site and construct new modern industrial buildings that are in demand in the market. The overall site will consist of two industrial lots. The overall property will be governed by a Reciprocal Easement Agreement (REA) document that will be forthcoming. Among other things the proposed REA document will set forth the easements for shared services (access roads, storm detention, signage etc.) for the benefit of each proposed lot as depicted on the submitted materials. The preliminary stormwater design has been provided showing three detention areas, a northwest pond, a center truck court area and an eastern detention area will be constructed to accommodate the stormwater needs of both proposed lots. The new stormwater design is a much better design than what currently exists on the site. First, given new/updated stormwater standards, the design will store significantly more stormwater and provide better means of conveyance than what currently occurs. Second, our stormwater design directs water away from the residential areas. Therefore, correcting many of the problems currently experienced by residents to the west along Oak Street and also residents to the north of the railroad tracks.

Two industrial buildings will be developed on a speculative basis by MIF per the proposed site plan included with the submittal. The two buildings total approximately 428,000 square feet and are each designed with maximum flexibility to accommodate one to four tenants, ranging in size from 40,000 square feet to 275,000 square feet. The buildings will be high image and feature exterior materials including precast concrete panels and glass office entrances. In addition, each building has ample car parking, three office entrances and truck loading. Special care has been taken during the design phase to ensure that all truck operations occur between the buildings away from the residential areas so noise will not be an issue. In addition, additional design features including berms, additional landscaping and fencing, have been provided as part of the design to help with screening of onsite car and truck lights, noise and sights for the residential areas to the west and north of proposed development. The loading docks on new industrial buildings are designed to be a substantially enclosed system. All loading and un-loading of trucks happen from the interior of the building. The exterior of the loading dock will have a dock seal secured to the exterior of the building (please see the included exhibit). The dock seal is a three sided, heavy duty cushion designed to closely fit around the exterior of the trailer as its positioned at a dock position. The dock seal will provide a level of weather protection for the operation of loading/un-loading trucks but also contain noise.

The new development will be marketed to a wide range of potential users including, but not limited to distribution, manufacturing, light assembly and corporate headquarters. The project will have a positive impact on the Palatine Community by bringing in many quality jobs that have been lost over a number of years due to the obsoletion of the existing buildings. The ability to provide state of the art buildings will positively affect the tax base of the property over time without negatively impacting community services (school system, utility services, etc). The project is well located for transportation both private and public transportation options,

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www.MidwestIndustrialFunds.com

Attachment: Project Narrative.revised.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300,

including close proximity to two Metra stations and bus routes. In addition, the project's location to the downtown Palatine area, including many food and entertainment options will be a definite plus for employers looking to locate in the area.

Midwest Industrial Funds is one of the largest, privately owned, industrial real estate owners, developers and managers in the Chicago area. We currently have three similar development projects going in Hodgkins, West Chicago and Joliet. In addition, we also own and manage approximately 40 existing buildings with over 90 Tenants.

Sincerely,

Midwest Industrial Funds Inc.

Pat Schaner
Director of Development

MIDWEST
INDUSTRIAL FUNDS

Attachment: Project Narrative.revised.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300,

12/9/20

Response to resident concerns regarding screening along north:

In response to a resident concern regarding screening along the north property line and site lines/views to backyards along Parallel Street. We have reviewed the proposed pavement and finish floor elevations as proposed per sheet P-OVSP of the Spaceco Engineering Preliminary Engineering drawings dated 10/22/20, which propose a interior finish floor elevation of 736.5 and dock pavement elevation of 732.5 providing the necessary 4 feet differential for loading/unloading of standard trailers. We have also reviewed the proposed conditions along the north property line per the Cross Section Exhibit Railroad Section B-B on page 2 of 2, prepared by Spaceco Engineering. Per this Railroad Cross Section B-B the proposed grades near the north property line will be 735 or 1.5 feet below the proposed finish floor. However based upon staff recommendations, a solid 8' high fence has been added as part of the requirements in addition to the proposed landscaping. Given the proposed grade of 735 near the north property line and the addition of a solid 8 foot fence would then make the top of fence at 743. An average 6 foot tall person standing within the building would make their elevation at 742.5 or .5 feet lower than the top of fence elevation. We feel that the addition of the solid fence in the proposed locations will provide adequate screening of view into the backyards from the proposed industrial development.

Dock Seal Exhibit

Figure 1 – showing typical dock seal mounted to exterior of building at each dock location

Attachment: Dock Seal Exhibit - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISION MEETING (2020-105 : 200, 300, 350 E. Daniels

Figure 2 – showing typical dock seal with truck trailer in position.

Existing Stormwater system design:

Existing Conditions:

- Storm culvert under railroad conveys stormwater from north of railroad tracks through the site. Currently the Weber-Stephens end section is not in good shape. The end section that leads into the existing on-site detention is very overgrown and does not allow for the proper conveyance of stormwater from the north. Please see the attached photos of the existing conditions.
- A small detention area at the northwest corner of the Weber-Stephens site holds stormwater for a period of time. This detention area grossly underperforms compared to todays standards and codes. The area is very overgrown, does not hold much capacity of water and does not effectively move the water out of the system. Essentially this detention area in its existing condition is likely contributing to issues on the north side of the railroad tracks as water is unable to properly flow through the existing culvert and therefore likely backing up stormwater to the north. Please see the attached photos of the existing conditions.
- A drainage ditch and storm piping exists along the west and south of the site to convey stormwater to an existing storm connection at the south end of the site. The ditch is very inadequate to handle the existing stormwater volumes and is in poor condition. Per the included photos it can be seen that water sits in the ditch versus being conveyed through the system. This problem further contributes to the problems in the area with water having problems getting through the system. Due to the existing conditions stormwater is likely backing up to the north of the railroad tracks and then further spilling off site, likely onto Oak Street, since the water has difficulty moving through the system. Please see the attached photos.

Benefits of new stormwater design:

- Issues with railroad culvert onto the site will be corrected (end of culvert to be repaired, section leading into pond will be re-done). These corrections should allow the water to better flow from the north through the culvert.
- Site detention system designed to handle significantly more stormwater than design standards from 50+ years ago. Per Spaceco preliminary designs this equates to approximately 10 times more stormwater storage capacity. Todays stormwater designs are to handle a 100 year event with approximately 8.57 inches of rain over a 24 hour period. The northwest detention area (Dention Basin A)will be significantly deeper than what exists today to allow for better stormwater handling and storage. The e
- New design sends stormwater to the east and away from Oak Street residential area. This design likely corrects the issues experienced along Oak Street.

Exhibit A – Existing Stormwater Photos (taken 12/9/20)

Existing Weber-Stephens side of railroad culvert.

Attachment: Stormwater response.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300, 350 E.

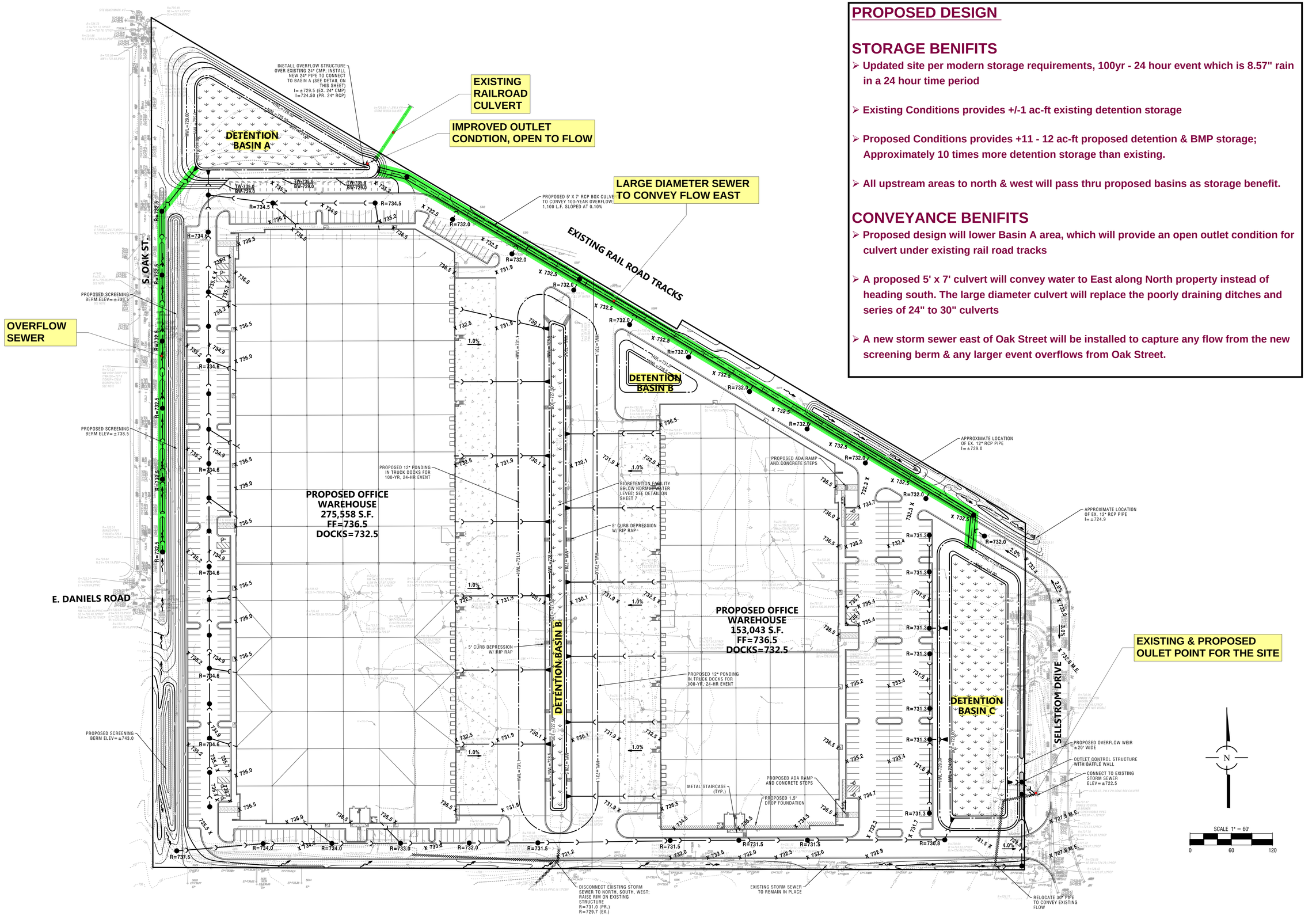
Existing storm pipe inlet into detention area.

Attachment: Stormwater response.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300, 350 E.

Existing storm detention area. Very overgrown causing water conveyance issues.

Attachment: Stormwater response.120920 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300, 350 E.

Western portion of storm ditch. In very disrepair and water sits versus being conveyed.



PROPOSED DESIGN

STORAGE BENIFITS

- Updated site per modern storage requirements, 100yr - 24 hour event which is 8.57" rain in a 24 hour time period
- Existing Conditions provides +/-1 ac-ft existing detention storage
- Proposed Conditions provides +11 - 12 ac-ft proposed detention & BMP storage; Approximately 10 times more detention storage than existing.
- All upstream areas to north & west will pass thru proposed basins as storage benefit.

CONVEYANCE BENIFITS

- Proposed design will lower Basin A area, which will provide an open outlet condition for culvert under existing rail road tracks
- A proposed 5' x 7' culvert will convey water to East along North property instead of heading south. The large diameter culvert will replace the poorly draining ditches and series of 24" to 30" culverts
- A new storm sewer east of Oak Street will be installed to capture any flow from the new screening berm & any larger event overflows from Oak Street.

NO.	DATE	REMARKS

NO.	DATE	REMARKS

PRELIMINARY PROPOSED DRAINAGE PLAN

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061P-OVSP

DATE: 6/26/20

JOB NO. 11061

SHEET P-GR
5 OF 7

Attachment: Pages from 02-STM-MEMO-07012020 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

NO.	DATE	REMARKS

NO.	DATE	REMARKS

OFF-SITE DRAINAGE EXHIBIT

PALATINE CORPORATE CENTER
PALATINE, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
SPACECO INC.

FILENAME: 11061PDP-OFF-SITE

DATE: 6/26/20

JOB NO. 11061

SHEET
PDP-OFF
1 OF 1

N:\Projects\11061\EXHIBITS\11061-EXH-OFF-SITE-FLOW.dgn Default User=bmcgovern

Attachment: Pages from 02-STM-MEMO-07012020 - PETITIONER SUBMITTED RESPONSE TO PLAN COMMISSION MEETING (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Ben Vyverberg

From: Pat Schaner <pschaner@midwestindustrialfunds.com>
Sent: Wednesday, December 9, 2020 4:32 PM
To: Ben Vyverberg
Subject: Weber stephens

Ben

I took a look at the plan. While I am not overly happy to keep giving on things that I feel we have gone above and beyond with the site. I am agreeable to extend the fencing from the center truck court to the east +\~130 feet. I am hopeful this gets it done and we can move forward. Please confirm that we are good and will be on the agenda for Monday 12/14.

Thanks

Sent from my iPhone

Ben Vyverberg

Subject: FW: Public Hearing of the Weber Property December 8th

From: Nicholas Kuzmiak
Sent: Thursday, December 3, 2020 1:31 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Public Hearing of the Weber Property December 8th

Ben,

I reside at 120 S Oak St and have concerns that I would like to see if they can be addressed with the village and developers. We experience severe flooding on this entire 100 Block of South Oak. This is due to drainage issues from all the footprints of factory buildings which floods the properties here on S Oak street. This includes the backyards, frontyards and street. As this will be redeveloped is there going to be a storm water retention pond or something done to help rectify the issue?

The buildings do not allow for proper water drainage which is obviously contributing to the flooding issue. This is especially prevalent during the Spring and Summer with the heavy rains.

I think a stipulation could be worked with the developer to contribute to some sort of resolution. For example there is the huge open area at the NE corner of this property along the railroad tracks.

--
Nick Kuzmiak

Ben Vyverberg

Subject: FW: Old Weber Grill building

From: Lynn Nash
Sent: Saturday, December 5, 2020 11:47 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Old Weber Grill building

Hi. I was told earlier that a packet of some sort with more information would be available online before the Tuesday, Dec. 8th meeting. I went online to the Palatine site but have not been able to find it. Would you be able to direct me as to where I can find it?

My home is at 156 S. Oak…directly behind the current building. I, of course, have many concerns.

1. Extreme drop in my home's value.
2. The noise that will come with the destruction, construction, and the noise associated with distribution buildings. If you ever want to hear that, take a walk down south oak that backs to another distribution plant…loud constant noise. This is not good for anyone's ears but we have small children in the neighborhood and I do not want their ears affected.
3. Air quality affected by the emissions of trucks associated with a distribution center.
4. I do not know the dimensions of the buildings proposed but if higher than what Weber is, that would limit the sunlight on our properties…affect our grass, heat, etc.
5. The aesthetics…

Please consider other possibilities. I am so very concerned.
Thanks much!
Lynn Nash

MIDWEST
INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

December 2, 2020

Ben Vyverberg – Director of Planning and Zoning
Village of Palatine

Re: Palatine Corporate Center (Former Weber-Stephens Property)
Project Narrative

Ben:

Midwest Industrial Funds ("MIF") is excited to be presenting the redevelopment of the former Weber Stephens site located at Sellstrom and Daniels per the proposed Plat of Subdivision, to the Village of Palatine for preliminary plan approval. The total site as depicted on the proposed Plat of Subdivision consists of 25.3 acres.

The plan is to demolish the three existing, obsolete industrial buildings on site and construct new modern industrial buildings that are in demand in the market. The overall site will consist of two industrial lots. The overall property will be governed by a Reciprocal Easement Agreement (REA) document that will be forthcoming. Among other things the proposed REA document will set forth the easements for shared services (access roads, storm detention, signage etc.) for the benefit of each proposed lot as depicted on the submitted materials. The preliminary stormwater design has been provided showing three detention areas, a northwest pond, a center truck court area and an eastern detention area will be constructed to accommodate the stormwater needs of both proposed lots. The new stormwater design is a much better design than what currently exists on the site. First, given new/updated stormwater standards, the design will store significantly more stormwater and provide better means of conveyance than what currently occurs. Second, our stormwater design directs water away from the residential areas. Therefore, correcting many of the problems currently experienced by residents to the west along Oak Street and also residents to the north of the railroad tracks.

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The new development will be marketed to a wide range of potential users including, but not limited to distribution, manufacturing, light assembly and corporate headquarters. The project will have a positive impact on the Palatine Community by bringing in many quality jobs that have been lost over a number of years due to the obsoletion of the existing buildings. The ability to provide state of the art buildings will positively affect the tax base of the property over time without negatively impacting community services (school system, utility services, etc). The project is well located for transportation both private and public transportation options, including close proximity to two Metra stations and bus routes. In addition, the project's location to the downtown Palatine area, including many food and entertainment options will be a definite plus for employers looking to locate in the area.

1211 W. 22nd Street, Suite 410, Oak Brook, IL 60523
www.MidwestIndustrialFunds.com

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Midwest Industrial Funds is one of the largest, privately owned, industrial real estate owners, developers and managers in the Chicago area. We currently have three similar development projects going in Hodgkins, West Chicago and Joliet. In addition, we also own and manage approximately 40 existing buildings with over 90 Tenants.

Sincerely,

Midwest Industrial Funds Inc.

Pat Schaner
Director of Development

MIDWEST
INDUSTRIAL FUNDS

THE LAW OFFICES OF
LISTON & TSANTILIS
A PROFESSIONAL CORPORATION

33 NORTH LASALLE STREET, 28TH FLOOR CHICAGO, ILLINOIS 60602
BRIAN P. LISTON (312) 580-1594 PETER TSANTILIS (312) 604-3808 FACSIMILE (312) 580-1592

December 10, 2020

VIA EMAIL
Michael W. Jacobs
Village of Palatine
200 E. Wood Street
Palatine, IL, 60067

RE: Class 6b Resolution Request
Midwest Industrial Funds, Inc.
200-350 E. Daniels Road and 1 Sellstrom Drive
Palatine, IL 60067
PINs: 02-23-114-010-/021/-022/-034/-035/-036/-037/-038/-039

Dear Michael,

Midwest Industrial Funds, Inc. or its assignee ("The Applicant") is the contract purchaser of the subject property located at 200-350 E. Daniels Road and 200 S. Hicks Road (PINs: 02-23-114-010-/021/-022/-034/-035/-036/-037/-038/-039). The Applicant is requesting a resolution supporting and consenting to a Class 6b Incentive for the Subject Property based on New Construction & Substantial Rehabilitation.

The Subject Property currently consists of three separate vacant buildings and associated lots. The property located 200 Daniels Road (PINs 02-23-114-021/-022) consists of 301,082 square foot industrial building sited on approximately 601,159 square feet of land. The property located at 350 E. Daniels Road (02-23-114-010/-034/-036/-038/-039) consist of a 41,051 square foot industrial building site on approximately 191,617 square feet of land. The property located at 1 Sellstrom Drive (also known as 200 E. Daniels) consists of 96,000 industrial building sited on approximately 319,185 square feet of land. The property was last occupied by Webster-Stephens Products, halted manufacturing in December of 2018 and totally vacated the property by December of 2019.

The Applicant plans to purchase the Subject Property for approximately $14,000,000 and spend over $26,000,000 in costs to construct two new industrial buildings totaling approximately 436,342 square feet. Building #1 to the West will consist of 275,558 square foot building, including 5,512 square feet of office space. The building will include 36' clear ceilings, 42 exterior dock doors, 2 overhead drive in doors and 291 car parking stalls, including 8 handicap spots. Building #2 to the East will consist of 153,043 square foot building, including 3,060 square feet of office space. The building will include 32' clear ceilings, 28 exterior dock doors, 2 overhead drive in doors and 188 car parking stalls, including 6 handicap spots

The construction of the new industrial facilities are expected to create approximately 75-100 temporary construction jobs, each of which will meet the prevailing wage for construction/maintenance work. The Applicant does not currently have a proposed user, however the Applicant plans to lease the property to an industrial user who will create and/or bring upwards of 250 to the Village of Palatine.

After the acquisition and completion of the facility, the Subject Property is projected to have a market value of approximately $40,000,000, which would generate an estimated $15,486,584 in total taxes over the life of the Class 6b Tax Incentive (or approximately $1,147,154 per year). At the current 2020

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

market value of $14,722,078, the property would generate approximately $12,666,372 over the next 12 years (or $1,055,531 per year). Without the incentive, the property would continue to stay vacant and receive total vacancy relief, generating an estimated $7,077,280 over the next 12 years (or approximately $589,773 per year). Therefore, the property as developed with a 6b will generate approximately **$2,820,212** more in tax revenue than it would as it currently sits, and **$8,409,305** more in tax revenue than if the property received total vacancy relief.

Without the relief granted by the incentive, the Applicant will at a significant disadvantage compared with surrounding industrial buildings in Cook County with a 6b, and industrial buildings in the nearby collar counties, which are not subject to the Cook County tax burden. The Applicant has determined that without the incentive it will not purchase and develop the land, leaving the existing buildings vacant and unused.

In addition to increased property tax revenues, occupation at the subject will significantly benefit Palatine's community. As stated, significant construction will be required and the Applicant plans to include local businesses in the request for qualification process, with the hopes of doing business with local providers. The eventual occupant's employees will frequent Village restaurants, gas stations, stores and more. The occupant will also attract both new customers who will also frequent nearby establishments. According to the attached employee economic impact chart, an estimated 250 time full time employees are estimated to spend approximately **$1,059,375 per year** in the Village on gas, entertainment, groceries, etc. Including the increased property tax revenue from the new development and the economic impact of the potential employees, this project has the potential to create over $15,000,000 in additional Village revenue over the next 12 years.

Based on the foregoing, the Applicant requests that Village of Palatine review its Class 6B request and approve a Resolution supporting and consenting to a Class 6B Incentive for the Subject Property based New Construction and Substantial Rehabilitation. Should you need any additional documentation or have any questions or concerns, do not hesitate to contact me at (312) 604-3898.

Regards,

Mark Rogers

COOK COUNTY ASSESSOR
FRITZ KAEGI

COOK COUNTY ASSESSOR'S OFFICE
118 NORTH CLARK STREET, CHICAGO, IL 60602
PHONE: 312.443.7550 FAX: 312.603.6584
WWW.COOKCOUNTYASSESSOR.COM

CLASS 6B
ELIGIBILITY APPLICATION

Carefully review the Class 6B Eligibility Bulletin before completing this Application. For assistance, please contact the Assessor's Office, Development Incentives Department (312) 603-7529. This application, ***a filing fee of $500.00***, and supporting documentation *(except drawings and surveys)* must be filed as follows:

This application must be filed **PRIOR TO** the commencement of New Construction or **PRIOR TO** the commencement of Substantial Rehabilitation Activities or **PRIOR TO** the commencement of Reoccupation of Abandoned Property.

Applicant Information

Name: Midwest Industrial Funds, Inc. or its assignee Telephone: (630) 230-6383

Address: 1211 W 22nd St, Suite 410

City: Oak Brook State: IL Zip Code: 60523

Contact Person (if different than the Applicant)

Name: Jack Horrigan Telephone: (630) 230-6383

Address: 1211 W 22nd St, Suite 410

City: Oak Brook State: IL Zip Code: 60523

Email: jhorrigan@midwestindustrialfunds.com

Property Description (per PIN)

If you are applying for more than three different PINs, please submit the additional PIN information in an attachment.

Street Address: (1) 200-350 E. Daniels

Permanent Real Estate Index Number: 02-23-114-010-/021/-022/-034

(2) 200 S. Hicks Road

Permanent Real Estate Index Number: 02-23-114-035/-036/-037/-038/-039

(3) _____

Permanent Real Estate Index Number: _____

City: Palatine State: IL Zip Code: 60067

Township: Palatine Existing Class: 580 & 593

Attach legal description, site dimensions and square footage and building dimensions and square footage.

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Identification of Person Having an Interest in the Property

Attach a complete list of all owners, developers, occupants and other interested parties *(including all beneficial owners of a land trust)* identified by names and addresses, and the nature and extent of their interest.

Industrial Use

Attach a detail description of the precise nature and extent of the intended use of the subject property, specifying in the case of the multiple uses the relative percentages of each use.

Include copies of materials, which explain the occupant's business, including corporate letterhead, brochures, advertising material, leases, photographs, etc.

Nature of Development

Indicate nature of proposed development by checking the appropriate space:

[X] New Construction **(Read and Complete Section A)**

[X] Substantial Rehabilitation **(Read and Complete Section A)**
Incentive only applied to the market value attributable to the rehabilitation

[ ] Occupation of Abandoned Property - No Special Circumstance
(Read and Complete Section B)

[ ] Occupation of Abandoned Property - With Special Circumstance
(Read and Complete Section C)

[ ] Occupation of Abandoned Property - **(TEERM Supplemental Application)**
(Read and Complete Section C)

SECTION A (NEW CONSTRUCTION/SUBSTANTIAL REHABILITATION)

If the proposed development consists of *New Construction* or *Substantial Rehabilitation*, provide the following information:

Estimated date of construction commencement *(excluding demolition, if any)*: ASAP

Estimated date of construction completion: Q2 2021

Attach copies of the following:

1. Specific description of the proposed *New Construction* or *Substantial Rehabilitation*
2. Current Plat of Survey for subject property
3. 1st floor plan or schematic drawings
4. Building permits, wrecking permits and occupancy permits *(including date of issuance)*
5. Complete description of the cost and extent of the *Substantial Rehabilitation* or *New Construction (including such items as contracts, itemized statements of all direct and indirect costs, contractor's affidavits, etc)*

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

SECTION B (ABANDONED PROPERTY WITH NO SPECIAL CIRCUMSTANCE)

If the proposed development consists of the reoccupation of abandoned property, purchased for value, complete (1) and (2) below:

1. Was the subject property vacant and unused for at least 24 continuous months prior to the purchase for value?

   [ ] YES [ ] NO

   When and by whom was the subject property last occupied prior to the purchase for value?

   _____

   _____

   Attach copies of the following documents:

   (a) Sworn statements from person having personal knowledge attesting to the fact and the duration of vacancy and abandonment

   (b) Information *(such as statements of utility companies)* which demonstrate that the property was vacant and unused and indicate duration of such vacancy

2. Application must be made to the Assessor prior to occupation:

   Estimated date of reoccupation: _____
   Date of Purchase: _____
   Name of purchaser: _____
   Name of seller: _____
   Relationship of purchaser to seller: _____

   Attach copies of the following documents:

   (a) Sale Contract
   (b) Closing Statement
   (c) Recorded Deed
   (d) Assignment of Beneficial Interest
   (e) Real Estate Transfer Declaration

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

SECTION C (SPECIAL CIRCUMSTANCES)

If the applicant is seeking special circumstances to establish that the property was abandoned for purposes of the Incentive where there was a **purchase for value**, but the period of ***abandonment prior to purchase was less than 24 months***, complete section (1).

If the applicant is seeking special circumstances to establish that the property was abandoned for purposes of the Incentive where there was **no purchase for value**, but the period of **abandonment prior to the application 24 continuous months or greater**, complete section (2).

If the applicant is seeking special circumstances to establish that the property was abandoned for purposes of the Incentive where there was **no purchase for value**, but the period of **abandonment prior to the application was greater than 12 continuous months and less than 24 continuous month**, complete section (2) and the **TEERM Supplemental Application**.

1. How long was the period of abandonment prior to the purchase for value? _____

   When and by whom was the subject property last occupied prior to the purchase for value?

   _____

   _____

   Attach copies of the following documents:

   (a) Sworn statements from persons having personal knowledge attesting to the fact and the duration of the vacancy and abandonment

   (b) Information *(such as statements of utility companies)* which demonstrate that the property was vacant and unused and indicate duration of vacancy

   (c) Include the finding of special circumstances supporting "abandonment" as determined by the municipality, or the County Board, if located in an unincorporated area. *Also include the ordinance or resolution from the Board of Commissioners of Cook County stating its approval for less than 24-month abandonment period.*

   Application must be made to the Assessor prior to the commencement of reoccupation of the abandoned property.

   Estimated date of Reoccupation: _____
   Date of purchase: _____
   Name of purchaser: _____
   Name of seller: _____
   Relationship of purchaser to seller: _____

   Attach copies of the following documents:

   (a) Sale Contract
   (b) Closing Statement
   (c) Recorded Deed
   (d) Assignment of Beneficial Interest
   (e) Real Estate Transfer Declaration

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

2. How long has the subject property been unused?

   [ ] 24 or greater continuous months *(Eligible for Special Circumstance)*

   [ ] 12 continuous months but less than 24 continuous months *(Eligible for Special Circumstance under TEERM)* - **Complete TEERM Supplemental Application**

   [ ] Less than 12 continuous months *(Not Eligible for Special Circumstance)*

When and by whom was the subject property last occupied prior to the filing of this application?

_____

_____

Attach copies of the following documents:

(a) Sworn statements from persons having personal knowledge attesting to the fact and the duration of the vacancy and abandonment

(b) Information *(such as statements of utility companies)* which demonstrate that the property was vacant and unused and indicate duration of vacancy

(c) Include the finding of special circumstances supporting "abandonment" as determined by the municipality, or the County Board, if located in an unincorporated area. Also include the ordinance or resolution from the Board of Commissioners of Cook County stating its approval for lack of a purchase for value.

Application must be made to Assessor prior to the commencement of reoccupation of the abandoned property.

Estimated date of reoccupation: _____

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

TEERM SUPPLEMENTAL APPLICATION

(This form will ONLY be utilized for applicants who specifically elect for TEERM)

This supplemental eligibility application is for properties that have been abandoned (due to special circumstances) for at least 12 continuous months and less than 24 continuous months with no purchase taking place.

*Under the **TEERM** Program, qualifying industrial real estate would be eligible for the Class 6B level of assessment from the date of substantial re-occupancy of the abandoned property. Properties receiving Class 6B will be assessed at 10% of market value for the first 10 years, 15% in the 11th year and 20% in the 12th year. **The terms of this program are Not Renewable.***

I _____ applicant/representative hereby specifically elect to submit this **Supplemental Application** for the **TEERM** program.

Further affiant sayeth not.

_____	_____
Agent's Signature	Agent's Name & Title
_____	_____
Agent's Mailing Address	Agent's Telephone Number
_____	_____
Applicant's Name	Applicant's Mailing Address
_____	
Applicant's e-mail address	

Subscribed and sworn before me this _____ day of _____, 20 _____

_____

Signature of Notary Public

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

EMPLOYMENT OPPORTUNITIES

How many construction jobs will be created as a result of this development? 75-100

How many new permanent full-time and part-time employees do you now employ in Cook County?

Full-time: 0 Part-time: 0

How many new permanent full-time jobs will be created as a result of this proposed development?

TBD

How many new permanent full-time jobs will be created as a result of this proposed development?

TBD

LOCAL APPROVAL

A certified copy of a resolution or ordinance from the municipality in which the real estate is located *(or the County Board, if the real estate is located in an unincorporated area)* should accompany this Application. *The ordinance or resolution must expressly state that the municipality supports and consents to this Class 6B Application and that it finds Class 6B necessary for development to occur on the subject property.* If a resolution is unavailable at the time the application is filed, a letter from the municipality or the County Board, as the case may be, stating that a resolution or ordinance supporting the incentive has been requested may be filed with this application instead. If the applicant is seeking to apply based on the reoccupation of abandoned property and will be seeking a finding of "special circumstances" from the municipality, in addition to obtaining a letter from the municipality confirming that a resolution or ordinance supporting the incentive has been requested, the applicant must file a letter from the County Board confirming that a resolution validating a municipal finding of special circumstances has been requested. If, at a later date, the municipality or the County Board denies the applicant's request for a resolution or ordinance, the applicant will be deemed ineligible for the Class 6B incentive, whether or not construction has begun. In all circumstances, the resolution must be submitted by the time the applicant files an "Incentive Appeal".

I, the undersigned, certify that I have read this Application and that the statements set forth in this Application and in the attachments hereto are true and correct, except as those matters stated to be on information and belief and as to such matters the undersigned certifies that he/she believes the same to be true.

Signature

8/13/2020
Date

Jack Horrigan
Print Name

Agent
Title

02/10/ 2020

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

EDS AFFIDAVIT

I, Jack Horrigan as agent for Midwest Industrial Funds, Inc., or its assignee (the "Applicant") does hereby certify that it would attest to the following facts as required by Sections 74-46 and 74-62 through 74-73 of the Cook County Code if called to testify:

1. That I am a duly authorized agent for Applicant, who is the contract purchaser of the property located at located at 200-350 E. Daniels Road & 200 S Hicks Road, Palatine, IL 60067 (PINs: 02-23-114-010-/021/-022/-034/-035/-036/-037/-038/-039) (the "Subject Property").

2. Midwest Industrial Funds, Inc. owns multiple properties in Cook County, but the eventual title holder will not own any other property in Cook County.

3. Applicant's ownership is as follows:

   TBD

4. To my knowledge and after reviewing the Applicant's records, Applicant is not delinquent in the payment of any property taxes administered by Cook County or by a local municipality.

Further Affiant Sayeth Not

Date: 8/13/2020

Subscribed and sworn before me
This 13 day of August, 2020

Stephanie N. Martinez
Signature of Notary Public

STEPHANIE N. MARTINEZ
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
December 08, 2021

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

confidential
Jed Degnan
Gmail.com
Dec 05, 2019 14:41

Property Overview

Offering Summary	
Building Address:	200 S Daniels, 350 S Daniels, 1 Sellstrom Drive
Total Building Sizes:	441,475 SF
Total Acreage:	1,147,032 SF | 26.33 acres
Zoning:	M - Manufacturing
Access:	Signalized entrance at Hicks Road

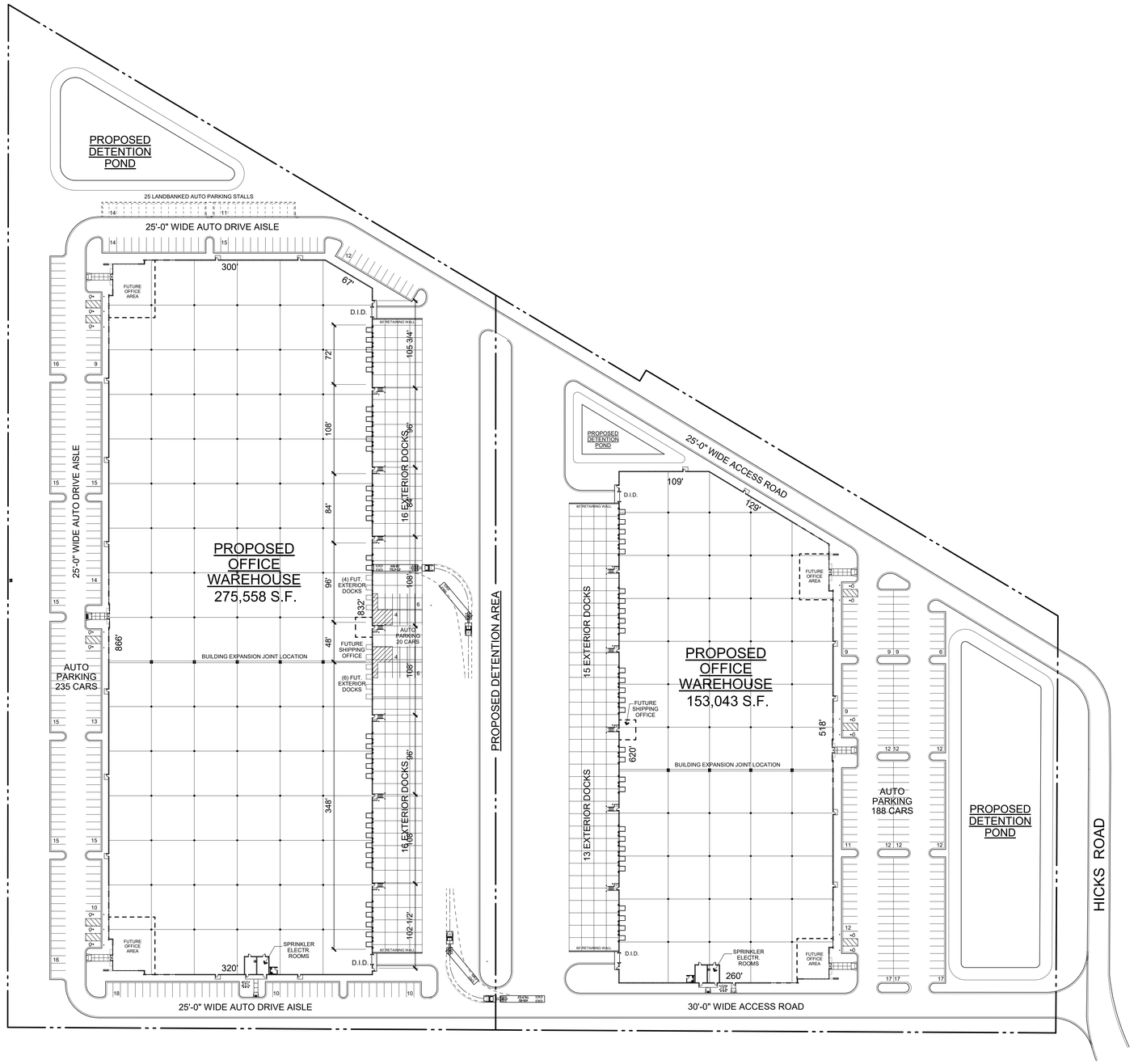
350 E Daniels Road	
Building Size (SF):	41,051
Building Age:	1960/1980
Clear Height:	11'-0" to 20'-0"
Loading:	2 exterior TLD / 1 GLD
Real Estate Taxes:	$78,224 (2017)

200 E Daniels Road	
Building Size (SF):	301,082
Building Age:	1980
Clear Height:	18'-0"
Loading:	29 TLD
Real Estate Taxes:	$539,309 (2017)

1 Sellstrom Drive	
Building Size (SF):	96,000
Building Age:	1970
Clear Height:	10'-0" to 12'-0"
Loading:	3 TLD
Real Estate Taxes:	$152,223 (2017)

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S.

confidential
Jed Degnan
Gmail.com
Dec 05, 2019 14:41



BUILDING YARD AND PAVEMENT SETBACK REQUIREMENTS

ZONING - "M" LIGHT MANUFACTURING

LIGHT MANUFACTURING YARD SETBACK REQUIREMENTS	
FRONT YARD BUILDING SETBACK	30'-0"
SIDE YARD BUILDING SETBACK	15'-0"
REAR YARD BUILDING SETBACK	15'-0"

LIGHT MANUFACTURING PAVEMENT SETBACK REQUIREMENTS	
FRONT YARD PAVEMENT SETBACK	5'-0"
SIDE YARD PAVEMENT SETBACK	2'-0"
REAR YARD PAVEMENT SETBACK	2'-0"

SITE DATA FOR EAST BUILDING

TOTAL SITE AREA (±25.39 AC.)	±1,105,841 S.F.
EAST SITE AREA (±10.96 AC.)	±477,212 S.F.
PROPOSED DETENTION	TO BE DETERMINED
BUILDING AREA	
PROPOSED OFFICE AREA (2.0%)	3,060 S.F.
PROPOSED WAREHOUSE AREA	149,983 S.F.
TOTAL BUILDING AREA	153,043 S.F.
EXTERIOR DOCKS	
EXTERIOR DOCKS PROVIDED	28 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS
BUILDING HEIGHT	
GENERAL BUILDING HEIGHT AT PERIMETER	39'-0" A.F.F.
GENERAL BUILDING HEIGHT AT OFFICE PARAPET	42'-0" A.F.F.
BUILDING INTERIOR CLEAR HEIGHT	32'-0"
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED	70%
FLOOR AREA RATIO (F.A.R.) PROVIDED	32.07%
CAR PARKING REQUIREMENTS	
OFFICE USE REQUIREMENTS	
1 SPACES FOR EACH 300 S.F. (ASSUME 3,060 S.F.)	11 STALLS
MANUFACTURING, WAREHOUSE AND STORAGE USE REQUIREMENTS	
1 SPACE PER 1,000 S.F. WAREHOUSE GROSS FLOOR AREA (ASSUME 149,983 S.F. REMAINING WAREHOUSE AREA)	150 STALLS
TOTAL CAR PARKING REQUIRED	161 STALLS
CAR PARKING PROVIDED (INCLUDES 6 HC STALLS)	188 STALLS

SITE DATA FOR WEST BUILDING

TOTAL SITE AREA (±25.39 AC.)	±1,105,841 S.F.
WEST SITE AREA (±14.43 AC.)	±628,629 S.F.
PROPOSED DETENTION	TO BE DETERMINED
BUILDING AREA	
PROPOSED OFFICE AREA (2.0%)	5,512 S.F.
PROPOSED WAREHOUSE AREA	270,046 S.F.
TOTAL BUILDING AREA	275,558 S.F.
EXTERIOR DOCKS	
EXTERIOR DOCKS PROVIDED	32 DOCKS
FUTURE DOCKS PROVIDED	10 DOCKS
TOTLAL POTENTIAL EXTERIOR DOCKS	42 DOCKS
DRIVE IN OVERHEAD DOORS	2 DOORS
BUILDING HEIGHT	
BUILDING HEIGHT AT EAST DOCKS	41'-6" A.F.F.
BUILDING HEIGHT AT NORTH/SOUTH OFFICE PERIMETER	43'-0" A.F.F.
GENERAL BUILDING HEIGHT AT OFFICE PARAPET	45'-5" A.F.F.
BUILDING INTERIOR CLEAR HEIGHT	36'-0"
MAXIMUM FLOOR AREA RATIO (F.A.R.) ALLOWED	70%
FLOOR AREA RATIO (F.A.R.) PROVIDED	43.94%
CAR PARKING REQUIREMENTS	
OFFICE USE REQUIREMENTS	
1 SPACES FOR EACH 300 S.F. (ASSUME 5,512 S.F.)	19 STALLS
MANUFACTURING, WAREHOUSE AND STORAGE USE REQUIREMENTS	
1 SPACE PER 1,000 S.F. WAREHOUSE GROSS FLOOR AREA (ASSUME 270,046 S.F. REMAINING WAREHOUSE AREA)	270 STALLS
TOTAL CAR PARKING REQUIRED	289 STALLS
CAR PARKING PROVIDED (INCLUDES 8 HC STALLS)	266 STALLS
LANDBANKED CAR SPACES PROVIDED	25 STALLS
TOTAL CAR PARKING PARKING	291 STALLS

PROJECT SITE PLAN

SCALE: 1" = 60'-0"

1 / A1.0

NORTH

GENERAL SITE NOTES:

1. SEE CIVIL ENGINEERING DRAWINGS FOR OTHER NOTES AND DETAILS.
2. ALL DIMENSIONS ARE FROM BACK OF CURB OR BUILDING UNLESS NOTED OTHERWISE.
3. SEE CIVL ENGINEERING DRAWINGS FOR EXTENT OF SITE DEMOLITION WORK.
4. EXACT LOCATION OR PLACEMENT OF NEW BLDG. INDICATED ABOVE SHALL BE DETERMINED BY LAND SURVEYOR HIRED BY G.C. AND SHALL COORDINATE & INFORM THE ARCHITECT OF ANY DISCREPANCY PRIOR TO STARTIG WORK.

MIDWEST INDUSTRIAL FUNDS
REAL ESTATE INVESTMENT & DEVELOPMENT

HARRIS ARCHITECTS INC.
4601 EMERSON AVENUE PALATINE, ILLINOIS 60067-7416 847.303.1155
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PROPOSED OFFICE & WAREHOUSE BUILDINGS AT:
PALATINE CORPRATE CENTER
HICKS ROAD & NORTHWEST HIGHWAY PALATINE, ILLINOIS

06-08-2020 ISSUED FOR OWNER REVIEW
06-10-2020 ISSUED FOR OWNER REVIEW
06-16-2020 ISSUED FOR CONSULTANT USE

PROJECT NO. 220067
DRAWN BY: DJK
DATABASE: 220067PLAN.DB

SHEET NO.
A1.0
2 OF X SHEETS

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S. Sellstrom Drive)

12 Year Tax Estimates

200-350 Daniels & 1 Sellstrom
Palatine, Illinois 60067
(PIN: 02-23-114-010-/021/-022/-034/-035/-036/-037/-038/-039)

Estimated Taxes Based on:
Estimated Taxes at a projected $40,000,000 Market Value
Compared to
Estimated Taxes based on the 2020 Cook County Market Value ($14,722,078), Full Vacancy and No 6b

				Estimated Taxes at a projected $40,000,000 Market Value				Estimated Taxes based on the 2020 Cook County Market Value ($14,722,078), Full Vacancy and No 6b				Estimated Taxes based on the 2020 Cook County Market Value ($14,722,078), Full Vacancy and No 6b			
Tax Year	2019 Tax Rate	2019 Multiplier	Estimated Effective Tax Rate*	Estimated Taxes at a projected $40,000,000 Market Value	Assessment Level with a Class 6b**	Estimated Assessed Value With a Class 6b	Estimated Tax With a Class 6b	Estimated Taxes based on the 2020 Cook County Market Value ($14,722,078), Full Vacancy and No 6b	Assessment Level With NO Class 6b	Estimated Assessed Value Without a Class 6b	Estimated Taxes at Full Vacancy Without a Class 6b	Estimated Taxes based on the 2020 Cook County Market Value ($14,722,078), Full Vacancy and No 6b	Assessment Level with a Class 6b**	Estimated Assessed Value With a Class 6b	Estimated Tax With a Class 6b
2020	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2021	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2022	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2023	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2024	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2025	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2026	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2027	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2028	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2029	9.835%	2.9160	28.679%	$40,000,000	10%	$4,000,000	**$1,147,154**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2030	9.835%	2.9160	28.679%	$40,000,000	15%	$6,000,000	**$1,720,732**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
2031	9.835%	2.9160	28.679%	$40,000,000	20%	$8,000,000	**$2,294,309**	$8,225,896	25%	$2,056,474	**$589,773**	$14,722,078	25%	$3,680,520	**$1,055,531**
				Total Estimated Taxes (2020 to 2031)			**$15,486,584**	**Total Estimated Taxes (2020 to 2031)**			**$7,077,280**	**Total Estimated Taxes (2020 to 2031)**			**$12,666,372**

Property Tax Revenue Generated from the Property's Class 6b Tax Incentive (Current):	**$2,820,212**

Property Tax Revenue Generated from the Property's Class 6b Tax Incentive (Assuming Vacancy):	**$8,409,305**

Notes:

* The 2019 Effective Tax Rate was used. It does not take into account any increases or decreases in the Effective Tax Rate between 2020 and 2031.

**The above is based on the assumption that the Class 6b Tax Incentive for the subject property will be granted in 2020 and activated in 2021

***A 20% occupancy factor was applied to the 2019 Final Building Assessed Value, which was then added to the 2020Assessor Certified Land Assessed Value to create a revised 2020Assessed Value with Total Vacancy Reduction. The revised 2020 Assessed Value with Total Vacancy Reduction was then multiplied by 4 tocreate the "Estimated Market Value Based on the 2020 Cook County Assessed Value at Full Vacancy, No Improvements and no 6b"

The above estimates are speculative, and should be treated as such.

Attachment: 6B Request for Former Weber Site - Rev (2020-105 : 200, 300, 350 E. Daniels Road, 200 S.

Employee Economic Impact

Purchase	Emp.	%	Exp./Week	Weeks	Total
Lunch	250	55%	$55	50	$378,125
Grocery	250	30%	$50	50	$187,500
Consumer Goods	250	25%	$35	50	$109,375
Entertainment	250	15%	$55	50	$103,125
Auto-Gas	250	75%	$30	50	$281,250
TOTAL					**$1,059,375**

III. PUBLIC HEARING

1. 200 E. Daniels Road, 300 E. Daniels Road, 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (former Weber-Stephen property)

   Chairman Dwyer read the notice of public hearing that was published in the Daily Herald on November 23, 2020 and mailed to the owners of the surrounding properties.

   The following petitioner's exhibits were introduced:

1. Public Notice
2. Petition for Hearing
3. Proof of Ownership
4. Architectural Site Plan
5. Preliminary Site Improvement Plans
6. Cross Section Exhibit
7. Preliminary Architectural Elevation East
8. Preliminary Architectural Elevation West
9. Preliminary Concept Architectural Rendering Elevation
10. Revised Preliminary Landscape Plans
11. Traffic Impact Study dated 6/30/20
12. Traffic Evaluation
13. Preliminary Plat of Subdivision
14. ALTA Survey
15. Project Narrative fated 12/2/20
16. Site Lighting Narrative
17. 50-foot buffer relief justification (north side of site)

Sworn in petitioner: Patrick Schaner - Midwest Industrial Funds, Dan Stevens - Spaceco Engineering, Michael Worthman - KLOA, Steve Trapp - Jones Lang Lasalle

Mr. Schaner stated the site is 25.3 acres and currently has 3 buildings. He stated the plan is to demolish the existing buildings, which are functionally obsolete for today's market and consolidate through plat of subdivision into 2 lots. He spoke to the storm water system being grossly inadequate explaining they will redevelop to today's standards. Mr. Schaner referred to the site plan slide to show storm water features they have planned explaining the plan is to take all storm water from the residents to the west.

Mr. Hansen asked where the detention areas are located.
Mr. Schaner used the pointer to show the drainage features on the site plan. He stated the site would have a reciprocal easement agreement between the sites that would handle storm water, storm water system, access, and a single point of signage along Sellstrom Drive. He explained the plan to build the 2 buildings on a specular basis since they have no users at this time. Mr. Schaner stated they have been marketing and have had some exciting action but no one has stepped

Attachment: 12-08-20 PC Minutes (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

up quite yet. He spoke to the site layout with adequate parking and a centralized truck court. He spoke to the size of the 2 buildings and the location of the docks, which was designed to shield residents to the west from truck activity. He stated each building would be designed as a 32 ft. clear building constructed of precast panels and glass at the entrance. Mr. Schaner further explained each building would have 3 office entrances setup to be flexible for users on the market. He stated they are trying to design with maximum flexibility. He referred to slide to show rendering of proposed building pointing out the office entrance explaining they would be 40 ft. high and would drop toward the interior, which would be 37 ft. in the middle. Mr. Schaner stated this would give screening for rooftop units. He spoke to the difference in traffic - if a distribution user moved in, there would be more truck traffic, less vehicle traffic, and a light assembly operation would be lighter truck traffic, more employee traffic and heavier office use. He spoke to site lighting explaining the design has zero light levels at property lines, and LED wall packs on buildings with shields so light is not thrown far but rather more concentrated on the parking lot.

Mr. Hansen asked how the planned detention compares to what is there now.
Mr. Schaner explained they are developing to today's standards. He stated recently a lot of counties have adopted new storm water ordinances that require them to design to heavier rainfalls. He explained they are handling more on-site, holding it for a longer period and reducing it at a rate.

Mr. Stevens spoke to volume specifics explaining there is currently approximately an acre of storage and they are installing 10-11 acre ft.

Mr. Friedman asked if the storm water plan relies on drainage way along the tracks
Mr. Stevens answered no explaining they are installing a 5' x 7' culvert that will convey water to connect the four basins. He stated it currently goes through culverts along south and west side unrestricted and does not convey the water well. Mr. Stevens stated it is a substantial improvement to have to add this conveyance system.

Mr. Friedman asked if there is any concern on impact with the south driveway pointing out it lines up with the neighboring main drive.
Mr. Schaner explained the location of drive is moving slightly. He explained along the south property line there are utilities and a storm sewer. He pointed out there is 15 ft. of grass area between the 2 drives. Mr. Schaner stated the new drive will be more substantial with the existing being one-way and the new drive will be two-way truck traffic.
Mr. Worthman explained the existing drive only serves 1-2 buildings so traffic is low. He stated there would be good site lines so everyone can see. He pointed out the development will have multiple access points so not everyone uses same one. Mr. Worthman stated the volumes will be low and it will be low speeds.

Mr. Friedman asked if there is a reason to not to restrict to one-way to not conflict with neighboring property usage.

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Mr. Schaner explained the traffic studies take into account the worst-case scenario.

Mr. Friedman pointed put the west building is tight on parking per requirements based on the assumption of office space. He asked if there is flexibility or will it limit the users.

Mr. Schaner stated it can be a limiting factor but from experience, explaining they own 40 buildings around Chicago, they are comfortable with the parking count. Mr. Schaner stated as users come along and may have a heavier employee car parking need, they do not need the current number of truck docks so the dock area can be striped to meet the parking needs.

Mr. Bettenhausen asked if the existing chain-link fence on the west property line would be removed.
Mr. Schaner answered yes.

Mr. Fedota asked about shielding and berming on the west side.
Mr. Schaner explained per discussions with Staff, the Zoning Code states a 50 ft. landscaping buffer is required when abutting residential. He stated they have provided to the west and are seeking a variance to the north, which the railroad tracks create a natural buffer. Mr. Schaner stated per conversations with Staff, they have increased the landscaping to the north along with a solid screen fence particularly between the buildings and along the eastern building where the parking lot is located to prevent car lights to the north. He stated on the west side there will be a 50 ft. landscaping buffer with a minor swale that will collect storm water from the berm and convey it to the detention pond so they are not dumping. He referred to landscape plan slide to show location of buffer areas.

Mr. Bettenhausen asked if the solid fence length is sufficient to block the vehicle lights.
Mr. Schaner stated they feel it is sufficient, explaining the truck activity will be more towards the outside of the truck port. He stated there is 130 ft. from back of building to curb.

Mr. Fedota stated the high water mark on the center of detention basin is approximately a third of the way to the west or east building. He asked how long it would take the basin to empty to provide the full space in the truck bay.
Mr. Stevens explained with the release rate, generally a detention basin needs to empty in 4 days otherwise, the plants in bottom have a hard time. He stated they would expect water on surface for maximum of a day after 8.6 inches of rain.

Sworn in staff: Mr. Ben Vyverberg, Ms. Katie Rivard, and Mr. George Ruppert

Mr. Vyverberg went through slides and gave a brief overview of the property.

BACKGROUND:

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- The Subject Property (approximately 25-acres) is zoned Manufacturing and was incorporated into the Village in 1869. It was subdivided, as part of Arthur T. McIntosh's & CO.'s Palatine light industrial district in 1951.
- Manufacturing business and uses have consistently operated at the property and for many years, it served as a manufacturing and distribution location for Weber Stephen Products.
- The property owner marketed the land for sale and the Petitioner executed a contract to purchase the property in early 2020.
- The Petitioner - Midwest Industrial Funds - is a private industrial real estate developer, property owner, and manager in the Chicago Area and is proposing to redevelop the former Weber property with two office/warehouse buildings. The development includes associated exterior truck docks between the buildings and two passenger parking lots.

ANALYSIS:

Zoning and Site Design:

- The Subject Property is zoned Manufacturing and, in its current configuration contains 10 parcels and 3 manufacturing buildings. Access to the site comes from S. Sellstrom Drive, which also exits from and terminates at a signalized intersection at S. Hicks Road. Weber's previous long-term use of the site included manufacturing, distribution, and a retail component.
- The proposed Site Plan contemplates two office warehouse buildings, with a north-south orientation upon the site. Per Code, any petition for two buildings on one zoning lot requires Planned Development review.
- There are passenger parking lots on the west of the western building and east of the eastern building. Exterior truck docks are located in between the two buildings in the middle of the site.
- Access into the site is through a 30-foot access road on the south side of the property and a secondary 25-foot access on the north side of the property. Truck access will only come from the southern access road and the secondary access achieves compliance with the Fire Department's requirement for clear access to all sides of the buildings.
- As required by Code, the site plan contemplates an emergency (Palatine Fire or Police) only access on the west side of the property. This access will be screened, under gated control, and not available for any access or use outside of the instance of an emergency. It is required due to the square footage of the buildings, as indicated Fire Code requirements.
- The following table summarizes the bulk standards of the existing and proposed buildings:

Architecture:

- The building elevation materials are glass and stained precast concrete. The plans indicate that each building can accommodate 1-4 tenants. The elevations vary the façade panels along the expanse of the exterior sides of the buildings. The western wall of the existing building is 864 feet along the S. Oak Street elevation and the proposed is approximately 866 feet.

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- There are glassed entrances and elevations at the office areas (peripheries) of both buildings and at the mid-building areas of the exterior sides (Oak Street and Sellstrom Drive) of each building.
- The proposed height and FAR comply with the Zoning Ordinance requirements for Manufacturing zoned properties.

  Landscaping and screening:
- In addition to parkway trees, parking lot and island landscaping, the Zoning Ordinance requires a 50-foot buffer area for all manufacturing properties that area within 200 feet of any residential land.
- The Manufacturing district requires a 50-foot buffer area on the west and north sides of the property. The S. Oak Street properties are buffered with a 50-foot wide buffer area utilizing an elevated berm for screening. The buffer area includes a combination of installed 8-foot evergreens (60), deciduous shade trees (14), additional ornamental trees, large and dwarf deciduous shrubs and a combination of ornamental grasses.
- A 50-foot landscaped berm is also required on the northern property line, as the residential properties along Parallel Street are approximately 102 feet from the northern property line. The 100-foot Chicago and Northwestern Railway ROW separates the Subject Property from the residentially zoned area.
- Within the ROW, there are numerous mature trees. The existing building (northeastern Weber building) is approximately 20 feet from the property line. In its existing condition, the existing property does not provide a 50-foot buffer area on the north side of the property and is non-conforming and there is a chain link fence with barbed wire on the property line.
- The proposed eastern building will be setback 66 feet from the property line. In lieu of a 50-foot buffer area on the north side of the property, the plans indicate a 14.5-foot (western 890 feet) to 33-foot (eastern 582 feet) buffer area, with 100 8-foot evergreen trees. The dimensional difference between buffer widths relates to a railroad easement from the Subject Property.

  Additionally, the plans were revised to include an 8-foot solid fence/screening wall in addition to the 8-foot tall evergreens, along the truck dock access drive - approximately 420 linear feet - (this would block the further block the noise and headlights from trucks driving north to access the docks). Also, a similar 8-foot solid fence/screening wall is planned for the eastern passenger vehicle parking lot - approximately 270 feet (this would further prevent headlight sweeps from glaring north).
- The existing mature trees throughout both sides of the ROW are also maintained and in addition to the proposed landscaping and screening plan. The cross section indicates that the railroad ROW is 4-5 feet higher than the residential properties.
- The Zoning Ordinance requires the perpetual maintenance of this buffer area for the life of the development. This includes maintaining the amount of landscaping within the buffer area and replacing and damaged or dead landscaping.

  Engineering:
- The Subject Property is fully developed and an active manufacturing use for

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many years. Utilities and infrastructure exist throughout the site

- Within the site, the preliminary engineering plans propose to manage stormwater, through four detention basins. The site generally grades from southwest to southeast, then east, and south to north, then east. The engineering plans increase the capacity of the detention basin in the northwest corner of the site (Detention Basin "A") and lower it by approximately 6 feet. Starting at Mr. Stevensiels
  Road on the west side of the property, stormwater will be directed north to Basin A and then conveyed east along the northern property line, ultimately discharging south from the site and east to Salt Creek through a 60-inch storm sewer.
- Basin A will also accept stormwater from S. Oak Street and assist with flooding issues in the area. Finally, an existing stone box culvert in the railroad ROW, will be maintained and reconnected to Basin A. This will assist with stormwater constraints upstream and to the north of the railroad ROW.
- South of Mr. Stevensiels Road, the grade and swale will be refined and re-established to convey stormwater east to Detention Basin C, ultimately to discharge from the site and reach Salt Creek. Detention Basin B, between the truck docks captures
  stormwater coming from the building and docks through 12-inch storm sewers and conveys the water through an underdrain, north to the culvert on the north side of the property and exiting the site to Salt Creek.
- The sanitary sewer discharges west from the site and ultimately connects to a 60-inch MWRD interceptor heading south along S. Plum Grove Road.
- The Village Engineer has initially accepted, with conditions of review, the preliminary engineering plans. The proposed stormwater management plans improve the flooding issues in the area and renew the previously existing grades to convey stormwater to Salt Creek.

Traffic Analysis:

- The Subject Property derives its access from Sellstrom Drive (Village ROW), through a signalized intersection at S. Hicks Road, which connects north to Northwest Highway (IDOT ROW) and south to Illinois Avenue (Village ROW).
- KLOA completed a Traffic Impact Study as part of the Preliminary Planned Development application.
- Northwest Highway (U.S. Route 14) is a northwest-southeast minor arterial roadway and is identified as a Class II truck route. Its 2017 AADT (annual average daily traffic) volume of 25,200 vehicles west of Hicks Road and 19,000 vehicles east of Hicks Road. Hicks Road (IDOT ROW) is a north-south, major collector roadway, which provides two through lanes in each direction. Hicks
  Road carries AADT volume of 11,500 vehicles (2018 IDOT). E. Helen Road (Village ROW) is a local east-west roadway, with a posted limit of 25 miles per hour. It is designated as a Class III truck route from Oak Street through Hicks Road. It provides truck access to the nine manufacturing zoned properties with frontage and access to E. Helen Road.
- The TIS indicates that the southern access drive will serve both truck and passenger vehicles and the northern access drive will primarily serve passenger vehicles. Further, it anticipates a direction distribution of 25% heading westbound

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on Northwest Highway, 45% eastbound on Northwest Highway, 20% south on S. Hicks Road, and 10% east on Illinois Avenue.

- The study concludes that there is capacity within the existing roadway system has "…sufficient reserve capacity to accommodate the development-generated traffic…"
- Staff requested a further evaluation for E. Helen Road to include an analysis regarding any impact from the development. The addendum includes this analysis and reviewed potential traffic calming measures along E. Helen Road. Its findings conclude that there would be low volume generation to E. Helen Road and notes that the current truck restrictions west of Oak Street on E. Helen Road prevent truck access from using E. Helen Road.
- Finally, it notes that the current property has no direct access to E. Helen Road and the current site has functioned as a manufacturing property approximately 60 years and the proposed development, which could have produced similar, if not higher traffic count than the proposed.

Mr. Bettenhausen referred to the emergency access on the west side, asking if a fire truck can make the turn pointing out the curb.
Mr. Vyverberg explained this is a requirement that came through the review and the Fire Marshal determined the auto-turn was sufficient.

Chairman Dwyer stated there are two emails from neighbors. He summarized the first email being about drainage and flooding concerns. Chairman Dwyer stated the proposed development would increase the storm water detention. Chairman Dwyer asked if the plans have been reviewed by the Village Engineer and found in compliance with all the new requirements.
Mr. Vyverberg answered yes.

Chairman Dwyer summarized the second email that expresses concern with noise of construction and building activity, truck pollution, building blocking sunlight and aesthetics of petition. He pointed out the property is zoned manufacturing which allows for someone to come in and build one building that is in compliance with zoning and would not need to come before the board. He stated this is a good development for the property.

Sworn in John Pirog - 144 S. Oak Street
Mr. Pirog stated he has multiple concerns. He stated they had issues with Weber leaving their doors along Oak Street open and they could hear the noise of machinery. He stated they need a guarantee the doors will remain closed. He stated they are worried with more people and a bigger building, and thinks this [western parking lot] should not be a congregation area or place to have lunch. Mr. Pirog stated it would be good if these would be fire doors and kept closed.
Mr. Schaner understands concern and explained there are no doors on the west side other than the office entrances.

Mr. Pirog asked about the parking lot along Oak Street, and how they will stop the headlights from shining on their properties. He stated they have to assume the worst if its operations are 24/7. He asked if it is possible to have a solid

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barrier along Oak Street.
Mr. Schaner stated there would be a 50 ft. landscape buffer with a 4-4.5 ft. berm and then trees and evergreen on top of that. He referred to the cross section slide.

Mr. Pirog pointed out most homes are raised ranches that are above the existing fencing. He spoke to the current landscaping, which from November to April is see-through with the leaves gone. He stated he doesn't want the lights coming in at midnight. Mr. Pirog stated he has concern with drainage. He spoke to the current water flow direction and issues that will only get worse due to the added cement. He stated since most of the retention is to the north and east they are missing key spot where most water is.

Discussion on current water flow and flooding.

Mr. Stevens explained they designed the west property line stating they cannot solve anything from the street but anything that comes through their property they are providing conveyance mechanisms to ensure it hits a ditch and goes to their basins.

Mr. Pirog asked Staff if it is a Public Works issue if they are only responsible for water off their property.
Mr. Ruppert explained the Weber site was developed before storm water management requirements existed. He stated what is on site now is poor at best. He stated from an engineering perspective, the proposed drainage for this site will improve not only Oak Street but Washington Street drainage by redirecting all their runoff into pond which will open up what Oak Street is intended to do. He stated they are also adding the new storm sewer on the west side to pick up the ditch drainage from Oak Street.

Discussion on how the water is directed to the basin.

Mr. Ruppert stated this is a win-win for the Village and surrounding properties.

Mr. Pirog expressed concern with added cement.
Mr. Ruppert explained the new requirements are per MWRD, which is still subject their approval any rain that falls onto their site has to be retained on site.

Mr. Pirog asked if they would be responsible for the sewer openings on Washington Street and Oak Street.
Mr. Ruppert stated the right-of-way is Village responsibility. He explained they are responsible for their proposal. Mr. Ruppert pointed out the Village had no rights to enforce storm water management on Weber due to the age of the site, but with the new development the Village will gain rights to enforce maintenance to ensure it is functioning properly.

Mr. Pirog asked if the Village could look at the storm sewer since now the leaves fall and block it.

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Mr. Ruppert stated he can put them on a maintenance list.

Mr. Pirog stated his concerns are real and can dramatically affect the property values.

Mr. Friedman asked Mr. Pirog if he thought the referenced open pipe/culvert was a storm release that went into Weber property.
Mr. Pirog answered yes. He stated he came to Village Council when his property flooded and Palatine assisted in installing an overflow pipe, which helps except in times of excessive rain, which can send water backwards.

Mr. Friedman asked if a prior improvement was made that put a burden on a parcel does that need to be carried by the new developer.
Mr. Ruppert answered yes but pointed out the installation of the new storm sewer will accomplish.

Mr. Pirog asked if the culvert be removed.
Mr. Ruppert stated he is unsure but would assume it will all be cleaned out.

Chairman Dwyer spoke to the impervious surface concern stating it looks like Weber is completely paved. He asked if there will be an increase.
Mr. Stevens stated he does not have the storm report, but it will be close to what is there now. He explained the Code assumes it is all grass currently so still have to provide the required detention per MWRD.

Mr. Fedota clarified the basin at the northwest corner will be 6 ft. deeper than current
Mr. Stevens answered yes.

Discussion on the culvert along the tracks.

Sworn in Tony Simbalo representing Circle Park
Mr. Simbalo stated his concern is with flooding. He explained his area is approximately 7 ft. down compared to the properties to the east and west. He stated it sounds like the Petitioner has it covered but is looking for assurance that the floodwaters will be taken care of. Mr. Simbalo stated the improvements sound good.
Mr. Stevens explained the culvert along tracks is buried into the ground so they will excavate and open the culvert, which will increase the water flow.

Mr. Simbalo asked if Metra is supposed to maintain that area.
Chairman Dwyer stated no it is Union Pacific Railroad.

Mr. Simbalo stated it is not being maintained. He asked if they need to take up this issue with the rail road.
Mr. Ruppert explained it would be a requirement for developer to maintain the culvert once he uncovers it.

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Chairman Dwyer asked the Petitioner when they plan to start construction.
Mr. Schaner explained possibly the spring. He stated they hope to start demo in February. Mr. Schaner stated they can start regrading and vertical construction in May and be complete by December 2021.

Chairman Dwyer asked if this is subject upon tenants.
Mr. Schaner answered no stating the development plan is to build on a specular basis without tenants.

Sworn in Rick Kambic - 167 E. Palatine Road
Mr. Kambic stated he has spoken to Staff about his concerns and they have been very helpful. He stated he just wants to get his concern on record. He expressed concern with the storm water on their side of the tracks, which actually has nothing to do with the hearing. Mr. Kambic asked if their side ever got improved would it mesh with the petition.
Chairman Dwyer explained if it is not their property it cannot be part of the development.

Mr. Kambic stated he wants it on the radar for Staff.
Chairman Dwyer explained the same requirements would be applied to any other new developments in the area.

Mr. Kambic expressed concern with the area that is Union Pacific property not being maintained. He stated if the property is not maintained to allow water flow, the new drainage system will not do any good. He agreed with Mr. Pirog that it looks like concrete fortress and thinks there should be conditions on hours and locations of machinery to control noise. Mr. Kambic stated since the business being done is unknown would be nice to set perimeters for conditions of use.
Chairman Dwyer stated the property is zoned manufacturing can operate 24/7.

Mr. Kambic spoke to the Variance.
Chairman Dwyer explained it is a small Variance requested. He pointed out more has been added than is required.

Sworn in Jason Goike 119 E. Washington Street
Mr. Goike stated it is a great use and redevelopment of an abandoned site. He stated the storm water improvements will do wonders for the area.

Sworn in Barry Levitus 325 E. Parallel Street
Mr. Levitus stated it is nice to have the property developed. He asked how old the current buildings are.
Mr. Schaner stated they were built around the late 50's or early 60's.

Mr. Levitus asked about asbestos abatement.
Mr. Schaner explained in order to demolish they will have to abate and get permits from IEPA and Cook County, which both require studies to be done.

Mr. Levitus asked how they will protect the neighborhoods from debris and dust.

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Mr. Schaner explained the demo company are good at what they do. He stated if it is windy, they will spray with water.

Mr. Levitus asked about traffic direction.
Mr. Schaner explained most truck traffic will come off Hicks Road heading north on Sellstrom Drive. He stated the first drive on the south of the property would be used by trucks to access the truck ports.

Mr. Levitus asked if they will be exiting north.
Mr. Schaner answered no. He explained the north drive is more for relief from car traffic. He stated the majority of trucks would use the south drive.

Mr. Levitus expressed concern with noise. He stated he will be right across from the docks. He stated, in the past, he has had people on the docks talking to him in his yard. Mr. Levitus stated he thinks the fence is not high enough and does not want to wait for the proposed evergreens to mature in 6-10 years. He stated he thinks the fence should be 10 ft. to prevent dock employees from seeing into their yard.

Chairman Dwyer asked if the fence on a berm.
Mr. Schaner stated there is a slight berm. He referred to the cross section slide to show elevation.

Mr. Levitus stated his concern is with the loading docks and when the doors are left open. He stated he wants to have more of a buffer.
Chairman Dwyer pointed out the loading docks are facing east and west not north.

Discussion on location of docks to his property.

STAFF RECOMMENDATION:
The Subject Property is zoned for manufacturing uses and was consistently operating within those requirements, since, at least, the later 1950's. The initial subdivision envisioned its use to involve light industrial uses starting in 1951. The proposed redevelopment of the property conforms to the Future Land Use recommendation for manufacturing use of the property. The proposed site development and architectural plans conform to all of the Manufacturing district requirements and bulk standards.

The preliminary engineering plans will not only address existing stormwater issues on the subject property, the proposed improvements will further mitigate and improved off- site flooding and upstream issues in the area.

The proposed landscaping and screening on the west side of the property comply with the required 50-foot bermed buffer area and nearly double the setback of the existing building to 122 feet.

The buffer area on the north side of the property increases from the existing

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conditions
to a width of 14.5 feet to 33 feet and includes 8-foot fence along the truck and vehicle traffic areas adjacent to the buffer area. There is also 100-feet of railroad ROW separating the residential properties along E. Parallel Street from the site. Additionally, there is existing mature landscaping with the railroad ROW in addition to the proposed.
The expanded buffer area on the north side of the property will greatly increase the existing onsite landscaping. With the Petitioners adding an 8-foot screening fence/wall along the truck and passenger vehicle activity areas and the landscaping/screening will be an improvement from the existing circumstances. Also, the 100-foot separation by the railroad ROW and existing mature landscaping within the ROW buttress the proposed additional screening.

Therefore, Staff recommends approval of the Preliminary Planned Development, subject to the following conditions:

1. **The development shall substantially conform to the Preliminary Site Improvement Plans prepared by Spaceco Engineering Inc., dated 09/03/2020, last revised 10/22/2020, the Cross Section Exhibit prepared by Spaceco Engineering Inc., dated 10/13/20, the Architectural Site Plan prepared by Harris Architects, Inc. dated 07/07/2020, last revised 10/23/2020, Preliminary Architectural Elevations prepared by Harris Architects, Inc., dated 07/07/2020, last revised on 08/31/2020, the Preliminary Conceptual Architectural Rendering Elevation prepared by Harris Architects, Inc., and the Preliminary Landscaping Plans prepared by IRG Group, Inc., dated 07/08/2020, last revised on 12/01/20 except as such plans may be revised to conform to Village Codes and Ordinances.**
2. **The Final Engineering Plans and stormwater report, including the televising of the storm sewer, shall be revised in a manner acceptable to the Village Engineer. The revisions shall also include a traffic calming engineering design along E. Helen Road at Oak or Benton Streets and submitted for Village review and consideration.**
3. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**
4. **Uses and all performance standards shall be governed by the Manufacturing district use lists in the Palatine Zoning Ordinance and Village Code. Sign plans shall follow the Manufacturing district sign regulations.**
5. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**
6. **As a component of the Final Planned Development, a Planned Development letter of credit in an amount acceptable to the Village Council shall be submitted in a manner acceptable to the Director of Planning and Zoning.**
7. **A Public Improvement Letter of Credit shall be submitted to insure the completion of all public improvements, as defined within the Village Code, for an amount of 115% of the approved EEOC, along with a cash bond of 10% for the required one-year maintenance period.**
8. **The final landscape plan and screening plans shall be revised in a manner acceptable to the Director of Planning and Zoning and shall include**

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additional landscaping around Detention Basin B to further screen the truck activities in the eastern building.

9. The final fencing/screening plan along the northern property line proximate to the truck docks in the middle of the site and eastern parking lot) shall be revised in an manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks driving north between the buildings and headlight sweeps along the eastern parking lot.
10. The final photometric and lighting plan shall be revised in a manner acceptable to the Village Engineer. Light shields shall be required for all lights proximate to residential properties, at the determination of the Village Engineer.
11. The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.
12. MWRD/WMO, IEPA, and CCDD report, NCS& W permit shall be submitted in a manner acceptable to the Village Engineer.
13. The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.
14. The Plat of Subdivision shall be revised in a manner acceptable to the Village Engineer and Director of Planning and Zoning. All utilities shall be owned and maintained by the property owner. This shall be noted on the plat, along with the statement that the Village shall have the right, but not the obligation, to enter the site to repair a utility and change the property owner for the repair costs.
15. Cross access easements, declarations and a Reciprocal Easement Agreement for the entire property governing the maintenance of access points, stormwater areas and any other common areas shall be submitted in a manner acceptable to the Village Attorney and Village Engineer as part of the Final Planned Development application process.
16. A Plat of Vacation for the portion of Sellstrom Drive adjoined with the Subject Property shall be submitted in a manner acceptable to the Village Engineer. If required, a Plat of Easement Vacation shall be submitted in a manner acceptable to the Village Engineer and Village Attorney, as part of the Final Planned Development application process.
17. The monotony code shall apply to all building elevations: *Sec. 6-42.1 Exterior Building Design: When rear and side elevations are visible from public streets or neighboring properties, exterior building design and detail on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design.*
18. The final dumpster locations and required screening materials shall be submitted in compliance with Village Code, pursuant to Sec. 6-42.2 Screening: (a)Trash containers and outdoor storage areas shall be screened from public streets, pedestrian areas, and neighboring properties. The screens should be designed to be compatible with the architectural character of the development. Trash screens shall also meet the requirements of Chapter 12 of this code. These screens shall be constructed of durable materials similar to those of the building and shall have solid (opaque) walls and doors, as part of the Final Planned

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Development application process. The final locations could also require the submission of a revised auto-turn, in a manner acceptable to the Director of Fire Prevention.

19. **All rooftop equipment shall be screened in compliance with Code:** ***(b) Roof-top equipment screening: 1. New Construction. All mechanical equipment and other similar devices located on any roof shall be visually and be coordinated with regard to color, types of materials, number of materials, architectural form, and detailing to achieve harmony and continuity of design with the major portions of the building.***
20. ***As part of the Final Planned Development and pursuant to the project narrative, the Petitioner shall submit the proposed business and operations' plans (identified tenants) for Staff review for compliance with the manufacturing use list and standards. acoustically screened on all sides. Design and detail of such screening on all elevations shall***

Mr. Hansen asked the Petitioner if they can and will meet all of staffs 'conditions
Mr. Schaner answered yes.

Mr. Fedota asked about signage and if there are plans for west elevation.
Mr. Schaner explained they are proposing a monument sign along Sellstrom Dr. He stated they have had tenants in the past wanting building mounted signage. He pointed out it would not be visible so it would most likely to be on the dock side not the office side
Mr. Vyverberg explained it is prohibited to have signage that faces residential property per code

Mr. Fedota pointed out in Spaceco's preliminary grading plan note 11 says Village of Hoffman. He asked if that is a typo.
Mr. Schaner answered yes.

Mr. Hansen made a motion to close the public hearing; seconded by Mr. Noonan. The motion was unanimously approved.

DISCUSSION:
Chairman Dwyer addressed the concern of the height of the fence pointing out condition #9 addresses it.
Mr. Noonan agreed.

Chairman Dwyer addressed the concern of the buffer on north side not being 50 ft. He stated, with the railroad tracks being 100 ft. wide, it accomplishes the separation between residential and development so no there is no concern.
Mr. Noonan agreed.

Mr. Friedman asked for clarification on this being a preliminary hearing does the Petitioner have to come back for final review.
Chairman Dwyer explained they would for final to verify all conditions have been met.

Attachment: 12-08-20 PC Minutes (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

Mr. Noonan made a motion to approve subject to the staff's 20 conditions seconded by Mr. Fedota.
The motion was unanimously approved.

Chairman Dwyer summarized that this request has met the standards and was unanimously approved by a vote of 8-0. This item will tentatively go to the Community and Economic Development Committee of the Village Council on December 14, 2020

RESULT:	**RECOMMENDED TO APPROVE [UNANIMOUS]**
MOVER:	Patrick Noonan, Plan Commissioner
SECONDER:	Stephen Fedota, Plan Commissioner
AYES:	Hansen, Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota
ABSENT:	Robins

Attachment: 12-08-20 PC Minutes (2020-105 : 200, 300, 350 E. Daniels Road, 200 S. Hicks Road, & 1 S, Sellstrom Drive)

PUBLIC NOTICE
A public hearing will be held before the Village of Palatine Plan Commission on Tuesday, December 8, 2020 at 7 PM, relative to a request for the following:
Preliminary Planned Development to permit two warehouse distribution buildings (approximately 275,388 square feet and 153,043 square feet) and associated office uses on one zoning lot.
The property is commonly known as 200 E. Daniels Road, 300 E. Daniels Road, 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (PIN #s – 02-23-114-010, 02-23-114-021, 02-23-114-022, 02-23-114-034, 02-23-114-035, 02-23-114-036, & 02-23-114-037).
The Petitioner is requesting to redevelop the existing property and construct two new warehouse/distribution buildings, with associated parking and loading docks between the buildings. The property was previously occupied and operated by the Weber-Stephen Products Corporation.
The above petition was filed by Pat Schaner of Midwest Industrial Funds Real Estate Investment & Development and is available for examination in the office of the Village Clerk 200 E. Wood Street.
FILE #: 20-40
VILLAGE OF PALATINE
Dennis Dwyer, Chair
Palatine Plan Commission
DATED: This 19th day of November 2020.
Published in Daily Herald November 23, 2020 (4554728)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

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 **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin,Antioch,Arlington Heights,Aurora,North Aurora,Bannockburn, Barrington,Barrington Hills,Lake Barrington,North Barrington,South Barrington,Bartlett,Batavia,Buffalo Grove,Burlington,Campton Hills, Carpentersville,Cary,Crystal Lake,Deerfield,Deer Park,Des Plaines,Elburn, East Dundee,Elgin,South Elgin,Elk Grove Village,Fox Lake, Fox River Grove,Franklin Park,Geneva,Gilberts,Glenview,Grayslake, Green Oaks,Gurnee,Hainesville,Hampshire,Hanover Park,Hawthorn Woods, Highland Park,Highwood,Hoffman Estates,Huntley,Inverness,Island Lake, Kildeer,Lake Bluff,Lake Forest,Lake in the Hills,Lake Villa,Lake Zurich, Libertyville,Lincolnshire,Lindenhurst,Long Grove,Melrose Park,Montgomery Morton Grove,Mt.Prospect,Mundelein,Niles,Northbrook,Northfield,Northlake Palatine,Park Ridge,Prospect Heights,River Grove,Riverwoods, Rolling Meadows,Rosemont,Round Lake,Round Lake Beach, Round Lake Heights,Round Lake Park,Schaumburg,Schiller Park,Sleepy Hol St. Charles,Streamwood,Sugar Grove,Third Lake,Tower Lakes,Vernon Hills, Volo,Wadsworth,Wauconda,Waukegan,West Dundee,Wheeling,Wildwood, Wilmette

County(ies) of Cook, Kane, Lake, McHenry

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 of general circulation throughout said Village(s), County(ies) and State.

I further certify that the DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/23/2020 in said 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 Baltzer
Authorized Agent

Control # 4554728

Consider a Motion Authorizing the Village Manager to Execute an Agreement with Doland Engineering, LLC for Engineering Plan Review and Site Inspection Services

BACKGROUND:
For several years, engineering plan review associated with building permit and planning and zoning applications has been completed with part time staff. In 2021, in lieu of in-house part-time staff, a consulting relationship is recommended to complete these tasks.

Additionally, we have hired a consultant annually to complete site development inspections typically associated with subdivision activity and recommend that service delivery model continue for 2021.

KEY ISSUES:

- The scope of services for the plan review aspect, which is a new service delivery approach for 2021, includes engineering permit, planning and zoning review services related to site engineering and site development for residential, commercial and industrial properties within the Village of Palatine.

- The agreement for plan review services calls for a professional engineer to be on-site at the Village Hall two days per week for approximately 5.5 hours per week performing plan review, amounting to an estimated 286 man-hours annually. It additionally provides an ability for assistance relating to site observation in severe weather incidents or should demand exceed capacity of in house staff.

- The scope for the field inspections includes 37 different types of inspections with associated costs therein. These services would be provided upon request from the Village and based upon scheduling needs of associated developments.

ALTERNATIVES:

1. Authorize the Village Manager to execute the agreements with Doland Engineering for Engineering Plan Review and Site Inspection Services.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to execute the agreement with Doland Engineering for Engineering Plan Review Services for 2021 in the not-to-exceed amount of $42,900 and Site Inspection Services in the not-to-exceed amount of $19,720.

BUDGET IMPACT:
Funding is incorporated in the 2021 Public Works Operating Budget to accommodate these services.

ACTION REQUIRED:
Motion to authorize the Village Manager to execute the agreement with Doland

Engineering of Palatine, Illinois for Engineering Plan Review Services for 2021 in the not-to-exceed amount of $42,900 and Site Inspection Services in the not-to-exceed amount of $19,720.

ATTACHMENTS:

- Engineering Plan Review Services
- Site Inspection Services

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Jim Schwantz, Mayor
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

PROFESSIONAL ENGINEERING SERVICES AGREEMENT

FOR

ENGINEERING PLAN REVIEW SERVICES & EMERGENCY RESPONSE SERVICES

BETWEEN

THE VILLAGE OF PALATINE (VILLAGE)

AND

DOLAND ENGINERING, LLC (ENGINEER)

November 6, 2020

The purpose of this Agreement is to establish a budget for and provide for professional engineering services consisting of engineering permit, planning and zoning review services.

The authorized representatives of the Village to direct, order or request services by the Engineer shall be the Mayor, Village Administrator, Village Public Works Director and Village Engineer. The Engineer's authorized representative shall be a principal of Doland Engineering, LLC.

SCOPE OF BASIC SERVICES

Task 1: ENGINEERING PLAN REVIEW SERVICES:

We will provide a Licensed Professional Engineer to be assigned to plan reviews. These plan reviews will be related to site engineering and site development standards for residential, commercial and industrial properties throughout the Village of Palatine. The reviews are understood to be related to property owner permit submittals related to site improvements and alterations to existing improvements. The plan review items that are anticipated include (but are not limited to) the following:

Addition to SFR	Commercial bldg	Hydrant replacement	Spot survey	Concrete report
New SFR	Garage addition	Culvert repair	Topo	Street resurfacing
New MFR	Commercial asiterations	Downspout extensions	Final topo	Street repair
Commercial demo	Exterior ramp	Fire hydrant repair	Soils reports	Sidewalk in FP
Alterations to comm. bldg	In ground pool	B-box repair	Contractor's certification	Parking lot repairs
Group home addition	Interior drain tile	Exterior drain tile	As-builts	Pavement repair
New window well	Sump to storm sewer	Fire hydrant replacement	PUD resubmittal	Mailbox replacement
Resubmittal	Sewer repair	Storm line	Variation	Parking lot repair
Concrete replacement	Watermain repair	Catch basin repair	Minor Site Eng review	Sidewalk replacement
New commercial bldg	Foundation drainage	Irrigation system	Major Site Eng review	Service walk
SFR remodel	Water service repair	Sump & downspout ext.	Variation	Driveway replacement
Commercial remodel	Storm sewer repairs	Foundation drainage	Revised subdivision plans	Landscape certification
Playground	Private storm sewer app.	Sewer hookup	Preliminary PUD	Curb cut
Fence	Sump pump extension	Drainage study	Review subdivision plans	Site lighting
Patio	New sewer service	Drainage system	Intergovenmental agreement	Median island in IDOR ROW
Driveway	Hydrant replacement	Backcheck valve	Engineering report	Public sidewalk
Deck	Drainage study	Sump pump to dry well	Drainage history	Bike path relocation
			Testing report	Parking lot reconstruction

This work will be performed on an as-needed basis in a timely manner to accommodate the Village's permit review schedule. We anticipate that our engineer will be provided with accommodations of a desk and associated office materials to perform the plan

reviews at the Palatine Village Hall. We anticipate that the engineer will be on-site for plan reviews for portions of two days per week with an average of 5.5 hours per week for this plan review service. We further recognize that there are variations in the permit volume both seasonally and yearly and that our engineers will need to adjust the frequency and duration of our time at the Palatine Village Hall to accommodate the permit reviews as they become available.

We will bill for our services on a monthly basis in the manner noted above for the review tasks. Our monthly invoice will be provided to you two weeks prior to the monthly board meeting and is payable within 30 days. The hourly rate for a professional engineer to perform the plan reviews is $150.00/hr. As estimated by the Village Engineer, we anticipate being on-site for a total of 5.5 hours per week on average. Those hours are anticipated to be split between two days per week to accommodate timely reviews for permittees. At an average of 5.5 hours per week over a 52-week year, the total anticipated man-hours on-site would tally to 286 hours. At the prescribed hourly rate, this totals to an estimated cost for 2021 of $42,900 for this agreement. Invoices to be submitted according to the manner defined above in the engineering tasks.

TASK 2 - SPECIAL PROJECTS (EMERGENCY RESPONSE SERVICES):

On subsequent special projects authorized by the Village, such as routine (or emergency) site observation incidents, we will provide our services on an hourly basis billed to you monthly at the hourly rates as specified on the attached Schedule of Charges for Professional Services with a specified budget amount. The work associated with Task 2 would most likely be related to the Village desiring to have a site visit performed on a time sensitive timeframe. One such incident would be to obtain site observations of a sensitive drainage area within hours of a heavy rainfall event to obtain verification of flood levels and assist residents with identification of drainage patterns and issues during a rainfall event. This type of site observation can be performed on an on-call basis where the Public Works Director or Village Engineer calls upon Doland Engineering staff to provide site observation services to react to a need for Village representation in a condition that is of high value to support the Public Works Department. For the sake of cost forecasting, we would recommend a forecast of 12 calls per year for such incidents to allow for up to one per month. We will presume that that such an incident will necessitate approximately 3 hours of time on the day of occurrence and perhaps 1 additional hour for sketching diagrams, making a permanent observation record and communicating with Village staff. This leads to a per incident time anticipation of 4 hours for 12 events which totals to 48 hours over the course of one year. At the prescribed hourly rate, this totals to an estimated cost for 2021 of $7,200 for this agreement. Invoices to be submitted according to the manner defined above in the engineering tasks.

We will bill for our services on a monthly basis in the manner noted above for each Task. Our monthly invoice will be provided to you two weeks prior to the monthly board meeting and is payable within 30 days. This agreement is to commence on the

acceptance date as determined by the Village of Palatine.

If this meets with your approval, please sign both copies and return one to us.

Very truly yours,

Desiree D. Doland, P.E.
C.E.O.

PROFESSIONAL ENGINEERING SERVICES AGREEMENT FOR ANNUAL ENGINEERING CONTRACT

ACCEPTED FOR THE VILLAGE OF PALATINE

BY: _____

TITLE: _____

DATE: _____

Attachment: Engineering Plan Review Services (Engineering Plan Review & Site Inspection Services)

DOLAND
ENGINEERING, LLC

November 9, 2020

Mr. Matthew Barry
Director of Public Works
Village of Palatine
200 E. Wood Street
Palatine, Illinois 60067

RE: 2021 Site Inspection Services

When we began the work of assisting your office in the inspection of site-related construction work on Village of Palatine site permits, we did so based upon some assumptions of time that would be involved with the various inspection items. As you may recall, adjustments were made going into 2020 to refine the scope according to the actual inspection experienced in 2019. We continued to monitor the inspections that were requested and the scope involved and we believe that the work items detailed on the following pages are consistent with the inspection calls that we have been receiving, and therefore no change to the contract language or scope is necessary going into 2021.

There are 37 separate site-related inspection items for which we have been providing inspection services and for the inspections within 2020, the allocated timeframe has been found to be accurate on average. The table on the following page identifies the following

- Each of the 37 inspection items
- The time allocation allowable for each inspection
- Total tallied anticipated fee based upon the 2020 projections

Thank you for the opportunity to serve you in this capacity. For further coordination efforts, please feel free to call me.

Sincerely,

Desiree D. Doland, P.E.

334 EAST COLFAX STREET, SUITE C, PALATINE, ILLINOIS 60067
847.991.5088 • FAX 847.934.3427 • WWW.DOLANDENGINEERING.COM

Based upon the anticipated number of inspections for 2021, the hours per inspection and the applicable hourly fee, the following is our forecast of the cost for our inspection services for 2021:

Anticipated Fee Schedule for 2021 Engineering Inspections

Inspection Item No.	Inspection Item Description	Estimated 2021 Total Inspection Time	Estimated 2021 per-Inspection Fee ($125/hr Rate)	Anticipated No. of Inspections in 2021	Estimated Total 2021 Fee (Based upon anticipated volume)
1100	Pre-Construction Meeting	1	$125	2	$250
1101	Erosion Control Maintenance	0.5	$63	5	$313
1102	Traffic Control & Prot Maint	0.5	$63	1	$63
1201	Silt Fence	0.5	$63	7	$438
1202	Construction Fencing	0.5	$63	6	$375
1203	Tree Protection	0.5	$63	1	$63
1301	Storm Sewer	1	$125	22	$2,750
1302	Sewer Conn to Existing	0.5	$63	5	$313
1303	Sanitary Sewer Main	1	$125	18	$2,250
1304	Sewer Service Tap	0.5	$63	3	$188
1306	Water Main Conn to Existing	1	$125	5	$625
1307	Water Main	1	$125	9	$1,125
1308	Wtr Main Pressure / Chlor Test	2.5	$313	6	$1,875
1309	Water Service Tap	0.5	$63	5	$313
1401	Curb Pre-Pour	0.5	$63	12	$750
1402	Curb Final	0.5	$63	4	$250
1403	Subgrade Proof Roll	1	$125	7	$875
1404	Aggregate Base Proof Roll	1	$125	7	$875
1405	Binder Course	1	$125	12	$1,500
1406	Surface Course	0.5	$63	6	$375
1407	Sidewalk Pre-Pour	0.5	$63	11	$688
1408	Sidewalk Final	0.5	$63	3	$188
1501	Rough Grade (common areas)	0.5	$63	1	$63
1502	Final Grade - Subdivision	0.5	$63	4	$250
1503	Light Pole Base	0.5	$63	1	$63
1504	Light Pole Wiring	0.5	$63	1	$63
1505	Light Pole Final	0.5	$63	1	$63
1506	Parkway Tree Layout	0.5	$63	2	$125
1507	Parkway Tree Install	0.5	$63	3	$188
1601	Subdivision Monument	0.5	$63	2	$125
1602	Lot Corner	0.5	$63	3	$188
1604	Landscape Cert. Letter	0.5	$63	1	$63
1605	As-Builts	0.5	$63	6	$375
1606	Subdiv Punchlist 1-yr Maint	1.25	$156	3	$469
1607	Subdiv Punchlist 1-yr Final	1	$125	5	$625
1608	Volume Control	0.5	$63	2	$125
1609	MWRD Inspection	0.5	$63	8	$500
				Totals	$19,719

Consider a Motion Authorizing the Village Manager to Purchase Two Replacement Fire Administration and Police Command Vehicles

BACKGROUND:
As part of the Capital Vehicle Replacement Budget for 2021, the Village Council appropriated $40,000 in funds for the replacement of one Deputy Fire Chief vehicle. The vehicle is recommended for replacement after an inspection, evaluation, and life-cycle cost analysis.

The vehicle, T-440, is a 2016 Ford Explorer with 36,000 miles. As part of the vehicle replacement schedule, it is scheduled to be handed-down to the Fire Prevention Division for an additional seven years of service.

In addition, Staff has proposed to replace the current 2018 Ford Expedition police command vehicle with a 2021 Dodge Ram 1500 SSV pickup truck.

KEY ISSUES:

- The Ford Police Interceptor Utility Hybrid was proposed for patrol vehicles because of the significant fuel savings they will offer for a vehicle that spends most of its time driving and idling. The administration vehicles are predominantly transportation vehicles and do not spend most of their time driving or idling. Therefore, the fuel savings from purchasing a hybrid vehicle would be considerably less.
- Staff reviewed the non-hybrid vehicle choices through existing joint-purchase contracts, which include the Ford Interceptor, the Dodge Durango, the Ford F-150 and the Dodge Ram 1500 pickup.
- Based on pickup truck cost comparisons, the Dodge Ram 1500 SSV is the lower cost over the Ford F-150, and both pickups are less than the Ford Interceptor. The Northwest Municipal Conference's Suburban Purchasing Cooperative (SPC) has awarded a contract for the 2021 Dodge Ram 1500 Police SSV through Larry Roesch Chrysler Jeep Dodge of Elmhurst, Illinois.
- There are currently five Dodge Ram 1500 pickups in the Village fleet utilized by administration personnel.
- The total purchase cost for the Deputy Fire Chief vehicle is $30,467, which includes various options. The remaining funds of $9,533 will be used for outfitting costs to transfer radios and purchase sirens and emergency lighting.
- The total purchase cost for the police command vehicle is $29,859, which includes various options. Outfitting costs are projected at $9,500, leaving an overall surplus of $7,622.

ALTERNATIVES:

1. Authorize the Village Manager to purchase two 2021 Dodge Ram 1500 SSV pickup trucks through the Suburban Purchasing Cooperative Contract.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to purchase two 2021 Dodge Ram

1500 SSV pickup trucks through the Suburban Purchasing Cooperative Contract #202 from Larry Roesch Chrysler Jeep Dodge in the amount of $60,326 and a total cost (including outfitting) not to exceed $86,981.

BUDGET IMPACT:
Funds in the amount of $40,000 have been appropriated in the Capital Vehicle Replacement Budget for the Deputy Fire Chief vehicle. Funds in the amount of $46,981 have been appropriated for the police command vehicle.

ACTION REQUIRED:
Motion to authorize the Village Manager to purchase two 2021 Dodge Ram 1500 SSV pickup trucks through the Suburban Purchasing Cooperative Contract #202 from Larry Roesch Chrysler Jeep Dodge of Elmhurst, Illinois in the amount of $60,326 and outfitting for a total cost not to exceed $86,981.

ATTACHMENTS:

- Capital Budget Pages
- Purchase Memorandum
- 2021 Dodge Ram 1500 SSV Order Sheet-Deputy Fire Chief
- 2021 Dodge Ram 1500 SSV Order Sheet-Police Commander

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Capital

2021 *thru* 2025

Village of Palatine, IL

Department	44-Fire
Contact	Scott Andersen
Type	Equipment
Useful Life	10 years
Category	Vehicles & Equipment

Project #	VE 0001
Project Name	Fire Dept Vehicle Replacements

Account # 401-44-75-6070 625

Description

CY 2021 - T340 2006 International Ambulance w/Wheel Coach Body Replaced with Ford F550 with Braun Body $ 287,390
- T440 2016 Ford Explorer Deputy Chief Replaced with Dodge Ram Pickup 40,000

Justification

This program provides the planned replacement of necessary Fire Department vehicles in order to prevent obsolescence, maintain the functionality of the Department, and enhance operational efficiency

Prior	Expenditures	2021	2022	2023	2024	2025	Total
681,000	Equipment	327,390	69,725	2,606,205	741,445	284,850	4,029,615
Total	Total	**327,390**	**69,725**	**2,606,205**	**741,445**	**284,850**	**4,029,615**

Prior	Funding Sources	2021	2022	2023	2024	2025	Total
681,000	Capital Equipment - 401	327,390	69,725	2,606,205	741,445	284,850	4,029,615
Total	Total	**327,390**	**69,725**	**2,606,205**	**741,445**	**284,850**	**4,029,615**

Capital

2021 *thru* 2025

Village of Palatine, IL

Department	52-Public Works
Contact	Matt Dusckett
Type	Equipment
Useful Life	10 years
Category	Vehicles & Equipment

Project #	VE 0005
Project Name	Police Dept Vehicle Replacements

Account # 401-42-75-6070 625

Description

CY 2021 Replacements

$ 44,561 - T402 2013 Ford Explorer (Replace w/Explorer Hybrid) Police Asst Existing to Auction ← White P.A.

46,981 - T442 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to Auction

46,981 - T443 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to auction

46,981 - T444 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to auction

← Black Patrol

46,981 - T445 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to auction ← Dodge Pickup command

Justification

This program provides the planned replacement of necessary Police vehicles in order to prevent obsolescence, maintain the functionality of the Department, and enhance operational efficiency.

Prior	Expenditures	2021	2022	2023	2024	2025	Total
293,995	Equipment	232,485	82,430	440,935	123,620	518,295	1,397,765
Total	Total	**232,485**	**82,430**	**440,935**	**123,620**	**518,295**	**1,397,765**

Prior	Funding Sources	2021	2022	2023	2024	2025	Total
293,995	Capital Equipment - 401	232,485	82,430	440,935	123,620	518,295	1,397,765
Total	Total	**232,485**	**82,430**	**440,935**	**123,620**	**518,295**	**1,397,765**

VILLAGE OF PALATINE

Department of Public Works
148 West Illinois Avenue
Palatine, IL 60067
847-705-5200

MEMORANDUM

To: Matt Barry, Director of Public Works

From: Matt Dusckett, Fleet Services Coordinator

Date: December 9, 2020

Subject: Replacement of FD Administration and Police Command Vehicles

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Issue: As part of the Capital Vehicle Replacement Budget for CY 2021, the Village Council has appropriated $40,000 in funds for the replacement of one deputy fire chief vehicle.

The vehicle to be replaced is: T-440 (2016 Ford Explorer with 36,000 miles). This current vehicle is scheduled to be handed-down to the Fire Prevention Division for an additional 7-years of service.

In addition, Staff has proposed to replace the current 2018 Ford Expedition command vehicle with a 2021 Dodge Ram 1500 SSV as detailed under a separate 2021 police vehicle replacement memorandum.

Analysis: The Ford Police Interceptor Utility Hybrid was proposed for patrol vehicles because of the significant fuel savings they will offer for a vehicle that spends most of its time driving and idling. The administration vehicles are predominately transportation vehicles and do not spend most of their time driving or idling. Therefore the fuel savings from purchasing a hybrid vehicle would be considerably less.

Staff reviewed the non-hybrid vehicle choices through existing joint-purchase contracts which include the Ford Interceptor, the Dodge Durango, the Ford F-150, and the Dodge Ram 1500 pickup.

Based on pickup truck cost comparisons, the Dodge Ram 1500 SSV is the lower cost over the Ford F-150, and both pickups are less than the Ford Interceptor. The Northwest Municipal Conference Suburban Purchasing Cooperative (SPC) has a contract for the Dodge Ram 1500 Police SSV through Larry Roesch Chrysler Jeep Dodge of Elmhurst, Illinois.

There are currently five Dodge Ram 1500 pickups in the village fleet utilized by administration personnel.

I have detailed the purchase pricing on the following page:

2021 Dodge Ram 1500 SSV – (Deputy Fire Chief)	**Roesch SPC Contract**
(Base price)	**$26,961.00**
Options:	
Anti-spin rear differential	$ 456.00
LT265/70R17E (all terrain tires)	$ 231.00
Cloth front bench/vinyl rear seat	$ 41.00
Carpet floor covering	$ 101.00
RamBox Cargo Management	$ 1,192.00
Rear window defroster	$ 180.00
Remote start/security alarm	$ 364.00
Delmonico Red Pearl Coat Paint	$ N/C
Chrome Appearance Group	$ 640.00
Front License Plate Bracket	$ N/C
License and Title	$ 301.00
GRAND TOTAL	**$30,467.00**

Color - Delmonico Red Pearl Coat

2021 Dodge Ram 1500 SSV – (Police Command)	**Roesch SPC Contract**
(Base price)	**$26,961.00**
Options:	
Anti-spin rear differential	$ 456.00
Cloth front / vinyl rear seat – no console	$ N/C
RamBox Cargo Management	$ 1,192.00
Rear window defroster	$ 180.00
Remote start/security alarm	$ 364.00
Diamond Black Crystal Paint	$ N/C
Tri-fold Tonneau Cover	$ 548.00
Front License Plate Bracket	$ N/C
Municipal Police License and Title	$ 158.00
GRAND TOTAL	**$29,859.00**

Color – Diamond Black Crystal

The total purchase cost for the deputy fire chief truck is $30,467, and budgeted funds are $40,000 leaving a balance of $9,533. The remaining balance will be used for outfitting the vehicle with sirens, emergency lighting, and to transfer radios. Budgeted funds for the police commander truck are $46,981 which leaves a surplus of $17,122. Outfitting costs are projected at $9,500 to reassign the Expedition and outfit this pickup truck, leaving an overall surplus of $7,622.

Recommendation: Staff recommends that the Village Council approve the purchase of two (2) 2021 Dodge Ram 1500 SSV pickup trucks through the Northwest Municipal Conference Suburban Purchasing Cooperative Contract # 202, from Larry Roesch Chrysler Jeep Dodge, 200 W. Grand Ave. Elmhurst, IL 60126, in the total amount of $60,326.00.

I have attached a copy of the Capital Budget "Project VE 0001 and VE 0005" pages, and the Roesch SPC Contract # 202 order sheets for these vehicles.

Attachments: Capital Budget "Project VE 0001 and VE 0005" Pages
Roesch Ram 1500 SSV Pickup SPC Order Sheets

Deputy Fire Chief - Color: Delmonico Red Pearl Coat

2021 RAM 1500 CREW CAB SSV 4X4

CONTRACT #202

ROESCH TRUCK CENTER
200 W. GRAND AVE
ELMHURST, IL 60126

CONTACT:
MICHAEL HILMERS
MIKEHILMERS@ROESCHTRUCKS.COM
630-247-5383

Roesch
CHRYSLER DODGE
JEEP RAM

SPC
SUBURBAN PURCHASING
COOPERATIVE

SUBURBAN PURCHASING COOPERATIVE (SPC) RFP #202

2021 DODGE RAM 1500 SSV CREW CAB 4X4

DEALER AGREES TO FURNISH PRICE/TOTAL BID AS SPECIFIED WITH ALL STANDARD EQUIPMENT ATTACHED WITH NO DELETIONS

$26,961.00

(BASE UNIT)

DESTINATION & MANUFACTURER DELIVERY CHARGES INCLUDED

WARRANTY INFO

3 YEAR / 36,000 MILE LIMITED "BUMPER TO BUMPER"
5 YEAR 60,000 MILE LIMITED POWERTRAIN

FREE DELIVERY WITHIN 50 MILES OF ELMHURST, IL

2021 1500 DS SPECIAL SERVICE VEHICLE

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)	**DS6T98**
"CLASSIC" BADGE (MSV)	X
115V AUXILIARY POWER OUTLET (JKV)	X
120 MPH PRIMARY SPEEDOMETER (JCB) ***- CERTIFIED***	X
12V AUXILIARY POWER OUTLET (JJJ)	X
17" STEEL SPARE WHEEL (W1A)	X
17X7.0 STEEL WHEELS (WFP)	X
215MM FRONT AXLE (DJG)	X
220 AMP ALTERNATOR (BAJ)	X
235MM REAR AXLE (DRN)	X
26 GALLON FUEL TANK (NFW)	X
2 ADDITIONAL KEY FOBS (XCH)	X
2ND ROW IN FLOOR STORAGE BINS (CB9)	X
3.21 REAR AXLE RATIO (DMC)	X
4-SPOKE STEERING WHEEL (SCF)	X
4X4 BADGE (MUS)	X
5.0" TOUCHSCREEN DISPLAY (RFU)	X
50 STATE EMISSIONS (NAS)	X
6 SPEAKERS (RCG)	X
730 AMP MAINTENANCE FREE BATTERY (BCN)	X
7 PIN WIRING HARNESS (XFK)	X
ADVANCED MULTISTAGE FRONT AIR BAGS (CG3)	X
AIR CONDITIONING (HAA)	X
ANTI-LOCK 4-WHEEL DISC BRAKES (BRT)	X
AUDIO JACK INPUT FOR MOBILE DEVICES (RSU)	X
AUTOMATIC HEADLAMPS (LMG)	X
BASE DOOR TRIM PANEL (CTL)	X
BLACK DOOR HANDLES (MNA)	X
BLACK EXTERIOR MIRRORS (LE4)	X
BLACK FRONT BUMPER (MB1)	X
BLACK GRILLE (MFF)	X
BLACK REAR BUMPER (MBN)	X
BLACK VINYL FLOOR COVERING (CKJ)	X
BODY COLOR FUEL FILLER DOOR (XJ8)	X
BUCKET SEATS (CAC)	X
CARGO AND CHMSL LAMP (LPE)	X
CENTER CONSOLE PARTS MODULE (X8S)	X
CENTER HUB (WMJ)	X
CLASS IV RECEIVER HITCH (XFH)	X
CLOTH FRONT/VINYL REAR SEATS (*D5) ***- NO CENTER CONSOLE***	X
CLUSTER 3.5" TFT B&W DISPLAY (JAE)	X
CONVENTIONAL DIFFERENTIAL FRT AXLE (DS7)	X
CONVENTIONAL DIFFERENTIAL REAR AXLE (DS8)	X
DASH LINER INSULATION (HGB)	X
DELETE FRONT LICENSE PLATE BRACKET (MD8)	X
DOOR PARTS MODULE (X82)	X
DOOR TRIM PANEL MODULE (X8J)	X
DRIVER/PASSENGER ASSIST HANDLES (CSP)	X
DUAL NOTE ELECTRIC HORNS (JJB)	X
ELEC SHIFT-ON-THE-FLY P/TIME T/CASE (DH9)	X
ELECTRONICALLY CONTROLLED THROTTLE (NHN)	X
ELECTRONIC SHIFT (XXU)	X
ELECTRONIC STABILITY CONTROL (BNB)	X
ENGINE - 5.7L V8 HEMI MDS VVT ENGINE (EZH)	X
ENGINE OIL HEAT EXCHANGER (NHE)	X
EXTERIOR MIRRORS W/HEATING ELEMENT (NHJ)	X
FIXED LONG MAST ANTENNA (RDD)	X
FLOOR TUNNEL INSULATION (HGF)	X

2021 1500 DS SPECIAL SERVICE VEHICLE

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)	**DS6T98**
FRONT BUMPER SIGHT SHIELDS (MXC)	X
FRONT END PARTS MODULE (X83)	X
FRONT HEAVY DUTY SHOCK ABSORBERS (SFB)	X
FRONT HEIGHT ADJUST SHOULDER BELTS (CGD)	X
FRONT PASSENGER SEAT BELT ALERT (LAX)	X
FRONT STABILIZER BAR (SHA)	X
FRONT WHEEL SPATS (MEN)	X
FULL SIZE SPARE TIRE (TBB)	X
GPS ANTENNA INPUT (JLP)	X
GVW RATING - 6800# (Z6D)	X
HALOGEN QUAD HEADLAMPS (LME)	X
HEAVY DUTY ENGINE COOLING (NMC)	X
HEAVY DUTY TRANSMISSION OIL COOLER (NHD)	X
HEMI BADGE (MW5)	X
INCANDESCENT TAILLAMPS (LA6)	X
INSTRUMENT PANEL BLACK BEZEL (JBF)	X
INSTRUMENT PANEL PARTS MODULE (X81)	X
INTEGRATED VOICE COMMAND W/BLUETOOTH (XRB)	X
LOCKING TAILGATE (XJJ)	X
MEDIA HUB (USB, AUX) (RS6)	X
MOLDED-IN-BLACK UPPER FASCIA (MCL)	X
MONOTONE PAINT (APA)	X
MOPAR SPRAY IN BEDLINER (XMF)	X
NEXT GENERATION ENGINE CONTROLLER (NZD)	X
NON ADJUSTABLE PEDALS (XA8)	X
P265/70R17 BSW ALL SEASON TIRES (TTM)	X
PARKVIEW REAR BACK-UP CAMERA (XAC)	X
PICKUP BOX (XBS)	X
POWER 10-WAY DRIVER SEAT (JRT)	X
POWER ACCESSORY DELAY (JKY)	X
POWER HEATED MIRRORS, FOLD-AWAY (GT6)	X
POWER LOCKS (JPB)	X
POWER LUMBAR ADJUST (JPW)	X
POWER RACK AND PINION STEERING (SBA)	X
PWR FRONT WINDOWS, 1-TOUCH,UP & DOWN (JP3)	X
R1234YF A/C REFRIGERANT (XFC)	X
RAM'S HEAD BADGE (MGA)	X
REAR DOME LAMP (LCH)	X
REAR FIXED WINDOW (GJD)	X
REAR FOLDING SEAT (CFM)	X
REAR HEAVY DUTY SHOCK ABSORBERS (SGB)	X
REAR STABILIZER BAR (SHF)	X
REAR UNDERSEAT COMPARTMENT STORAGE (CUE)	X
REAR VIEW DAY/NIGHT MIRROR (GNA)	X
REAR WHEEL SPATS (MPP)	X
REAR WHEEL WELL LINERS (MHL)	X
REMOTE KEYLESS ENTRY WITH ALL-SECURE (GXM)	X
REMOTE USB PORT - CHARGE ONLY (RS3)	X
REMOTE USB PORT (RSX)	X
ROTARY SHIFTER-BLACK (C1G)	X
SEAT PARTS MODULE (X8Z)	X
SENTRY KEY THEFT DETERRENT SYSTEM (GXX)	X
SPECIAL SERVICE GROUP (AHB)	X
SPEED CONTROL (NHM)	X
SUPP. SIDE CURTAIN FRT/RR AIR BAGS (CJ2)	X
SUPPLEMENTAL FRT SEAT SIDE AIR BAGS (CJ1)	X
SUPPLEMENTAL SIDE AIR BAGS (CGS)	X

2021 1500 DS SPECIAL SERVICE VEHICLE

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)	**DS6T98**
TEMPERATURE & COMPASS GAUGE (JFJ)	X
TILT STEERING COLUMN (SUA)	X
TINTED GLASS WINDOWS (GAC)	X
TINTED WINDSHIELD GLASS (GBB)	X
TIP START (XBN)	X
TIRE & WHEEL PARTS MODULE (X88)	X
TIRE CARRIER WINCH (TBM)	X
TIRE PRESSURE MONITORING DISPLAY (XGM)	X
TRAILER TOW W/4-PIN CONNECTOR WIRING (XFU)	X
TRANSMISSION - 8-SPD AUTO 8HP70 TRANS (BUY) (DFD)	X
UCONNECT 3 WITH 5" DISPLAY (UAA)	X
UPFITTER ELECTRONIC MODULE (VSIM) (XXS)	X
VAR INTERMITTENT WINDSHIELD WIPERS (JHA)	X
VEHICLE INFORMATION CENTER (LAZ)	X

2021MY RAM 1500 SSV CREW CAB 4X4 $26,961.00

INTERIOR OPTIONS

	D5X8	Cloth Front / Vinyl Rear Seats Cloth front bucket seats (no center console) Vinyl rear seats	$0.00
X	D7X8	Cloth Front Bench / Vinyl Rear Seat Cloth front 40/20/40 split bench / vinyl seats	$41.00

EXTERIOR COLOR OPTIONS

	PSC	Bright White	$0.00
	PW7	Billet Silver Metallic Clear Coat	$0.00
X	PRV	Delmonico Red Pearl Coat	$0.00
	PXJ	Diamond Black Crystal	$0.00
	PR4	Flame Red	$0.00
	PBJ	Hydro Blue Pearl Coat	$0.00
	PFP	Olive Green Pearl Coat	$0.00
	PAR	Maximum Steel Mettalic Clear Coat	$0.00
	PPX	Patroit Blue Pearl Coat	$0.00
	PUW	Walnut Brown Mettallic Clear Coat	$0.00
		Low Volume Special Paint Options Available Upon Request	$415.00

ADDITIONAL OPTIONS

	DMH	3.92 REAR AXLE RATIO	$88.00
	NFX	32 GALLON FUEL TANK	$409.00
X	DSA	ANTI-SPIN DIFFERENTIAL REAR AXLE	$456.00
X	AED	CHROME APPEARANCE GROUP 17X7.0 ALUMINUM WHEELS BRIGHT FRONT BUMPER BRIGHT GRILLE BRIGHT REAR BUMPER GVW RATING - 6900#	$640.00

	XM9	DELETE SPRAY BEDLINER	($184.00)
	NHK	ENGINE BLOCK HEATER	$88.00
X	MDA	FRONT LICENSE PLATE BRACKET	$0.00
	XJC	LOCKING LUG NUTS	$56.00
X	TTB	LT265/70R17E BSW ALL TERRIAN TIRES INCLUDES FULL SIZE SPARE	$231.00
	XAP	POWER ADJUSTABLE PEDALS	$115.00
X	XB9	RAMBOX CARGO MANAGEMENT SYSTEM 4 ADJUSTABLE CARGO TIE-DOWN HOOKS BED CARGO DIVIDER/EXTENDER LED BED LIGHTING REMOTE KEYLESS ENTRY WITH ALL-SECURE	$1,192.00
	RFQ	RAM TELEMATICS 1 YEAR TELEMATICS SERVICE	$736.00
	X9S	RAM TELEMATICS 3 YEAR SUBSCRIPTION	$884.00
	X9T	RAM TELEMATICS 5 YEAR SUBSCRIPTION	$1,767.00
	XHC	TRAILER BRAKE CONTROL	$272.00
	CS7	TRI-FOLD TONNEAU COVER	$548.00
X	CKE	CARPET FLOOR COVERING	$101.00
	LM1	DAYTIME RUNNING HEADLAMPS	$36.00
	XF8	DELETE CLASS IV RECEIVER HITCH	($51.00)
	GPG	BLACK POWER TRAILER TOW MIRRORS BLACK EXTERIOR MIRRORS EXT. MIRRORS WITH SUPPLEMENTAL SIGNALS EXTERIOR MIRRORS COURTSEY LAMPS EXTERIOR MIRRORS WITH HEATING ELEMENT TRAILER TOW MIRRORS	$165.00
	ADB	PROTECTION GROUP FRONT SUSPENSION SKID PLATE TOW HOOKS TRANSFER CASE SKID PLATE SHIELD	$364.00
X	GFA	REAR WINDOW DEFROSTER	$180.00

X	AJB	REMOTE START & SECURITY ALARM GROUP REMOTE START SYSTEM SECURITY ALARM	$364.00
	RSD	SIRIUSXM SATELLITE RADIO FOR MORE INFO, CALL 800-643-2112 SIRIUSXM RADIO SERVICE	$180.00
		LICENSE & TITLE OPTIONS	
	MLPT	MUNICIPAL LICENSE PLATES & TITLE	$158.00
	MPLPT	MUNICIPAL POLICE PLATES & TITLE	$158.00
X	BPT	CIVILIAN LICENSE PLATES ("B") & TITLE	$301.00
		ADDITIONAL DELIVERY OPTIONS	
	D1	DELIVERY FEE: 50-100 MILES	$70.00
	D2	DELIVERY FEE: 100-200 MILES	$150.00

VEHICLE SUBTOTAL: **$30,467.00**

PURCHASE ORDER INFORMATION

UNIT QUANTITY

1 (One)

TOTAL PURCHASE ORDER AMOUNT

$30,467.00

PURCHASE ORDER NUMBER

Attachment: 2021 Dodge Ram 1500 SSV Order Sheet-Deputy Fire Chief (Purchase Fire Administration and Police Command Vehicles)

Agency Name & Address

Village of Palatine

200 E Wood Street

Palatine, IL 60067

Contact Name

Matt Dusckett

Contact Phone Number

847-202-6976

Contact Email Address

mdusckett@palatine.il.us

Agency Tax Exempt #

E-9998-1424-07

Delivery Address

Palatine Public Works

148 W Illinois Ave Palatine, Il 60067

Police Commander - Color: Diamond Black Crystal

2021 RAM 1500 CREW CAB SSV 4X4

CONTRACT #202

ROESCH TRUCK CENTER
200 W. GRAND AVE
ELMHURST, IL 60126

CONTACT:
MICHAEL HILMERS
MIKEHILMERS@ROESCHTRUCKS.COM
630-247-5383

Roesch
CHRYSLER DODGE
JEEP RAM

SPC
SUBURBAN PURCHASING
COOPERATIVE

SUBURBAN PURCHASING COOPERATIVE (SPC) RFP #202

2021 DODGE RAM 1500 SSV CREW CAB 4X4

DEALER AGREES TO FURNISH PRICE/TOTAL BID AS SPECIFIED WITH ALL STANDARD EQUIPMENT ATTACHED WITH NO DELETIONS

$26,961.00

(BASE UNIT)

DESTINATION & MANUFACTURER DELIVERY CHARGES INCLUDED

WARRANTY INFO

3 YEAR / 36,000 MILE LIMITED "BUMPER TO BUMPER"
5 YEAR 60,000 MILE LIMITED POWERTRAIN

FREE DELIVERY WITHIN 50 MILES OF ELMHURST, IL

2021 1500 DS SPECIAL SERVICE VEHICLE

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)	**DS6T98**
"CLASSIC" BADGE (MSV)	X
115V AUXILIARY POWER OUTLET (JKV)	X
120 MPH PRIMARY SPEEDOMETER (JCB) ***- CERTIFIED***	X
12V AUXILIARY POWER OUTLET (JJJ)	X
17" STEEL SPARE WHEEL (W1A)	X
17X7.0 STEEL WHEELS (WFP)	X
215MM FRONT AXLE (DJG)	X
220 AMP ALTERNATOR (BAJ)	X
235MM REAR AXLE (DRN)	X
26 GALLON FUEL TANK (NFW)	X
2 ADDITIONAL KEY FOBS (XCH)	X
2ND ROW IN FLOOR STORAGE BINS (CB9)	X
3.21 REAR AXLE RATIO (DMC)	X
4-SPOKE STEERING WHEEL (SCF)	X
4X4 BADGE (MUS)	X
5.0" TOUCHSCREEN DISPLAY (RFU)	X
50 STATE EMISSIONS (NAS)	X
6 SPEAKERS (RCG)	X
730 AMP MAINTENANCE FREE BATTERY (BCN)	X
7 PIN WIRING HARNESS (XFK)	X
ADVANCED MULTISTAGE FRONT AIR BAGS (CG3)	X
AIR CONDITIONING (HAA)	X
ANTI-LOCK 4-WHEEL DISC BRAKES (BRT)	X
AUDIO JACK INPUT FOR MOBILE DEVICES (RSU)	X
AUTOMATIC HEADLAMPS (LMG)	X
BASE DOOR TRIM PANEL (CTL)	X
BLACK DOOR HANDLES (MNA)	X
BLACK EXTERIOR MIRRORS (LE4)	X
BLACK FRONT BUMPER (MB1)	X
BLACK GRILLE (MFF)	X
BLACK REAR BUMPER (MBN)	X
BLACK VINYL FLOOR COVERING (CKJ)	X
BODY COLOR FUEL FILLER DOOR (XJ8)	X
BUCKET SEATS (CAC)	X
CARGO AND CHMSL LAMP (LPE)	X
CENTER CONSOLE PARTS MODULE (X8S)	X
CENTER HUB (WMJ)	X
CLASS IV RECEIVER HITCH (XFH)	X
CLOTH FRONT/VINYL REAR SEATS (*D5) ***- NO CENTER CONSOLE***	X
CLUSTER 3.5" TFT B&W DISPLAY (JAE)	X
CONVENTIONAL DIFFERENTIAL FRT AXLE (DS7)	X
CONVENTIONAL DIFFERENTIAL REAR AXLE (DS8)	X
DASH LINER INSULATION (HGB)	X
DELETE FRONT LICENSE PLATE BRACKET (MD8)	X
DOOR PARTS MODULE (X82)	X
DOOR TRIM PANEL MODULE (X8J)	X
DRIVER/PASSENGER ASSIST HANDLES (CSP)	X
DUAL NOTE ELECTRIC HORNS (JJB)	X
ELEC SHIFT-ON-THE-FLY P/TIME T/CASE (DH9)	X
ELECTRONICALLY CONTROLLED THROTTLE (NHN)	X
ELECTRONIC SHIFT (XXU)	X
ELECTRONIC STABILITY CONTROL (BNB)	X
ENGINE - 5.7L V8 HEMI MDS VVT ENGINE (EZH)	X
ENGINE OIL HEAT EXCHANGER (NHE)	X
EXTERIOR MIRRORS W/HEATING ELEMENT (NHJ)	X
FIXED LONG MAST ANTENNA (RDD)	X
FLOOR TUNNEL INSULATION (HGF)	X

2021 1500 DS SPECIAL SERVICE VEHICLE

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)	**DS6T98**
FRONT BUMPER SIGHT SHIELDS (MXC)	X
FRONT END PARTS MODULE (X83)	X
FRONT HEAVY DUTY SHOCK ABSORBERS (SFB)	X
FRONT HEIGHT ADJUST SHOULDER BELTS (CGD)	X
FRONT PASSENGER SEAT BELT ALERT (LAX)	X
FRONT STABILIZER BAR (SHA)	X
FRONT WHEEL SPATS (MEN)	X
FULL SIZE SPARE TIRE (TBB)	X
GPS ANTENNA INPUT (JLP)	X
GVW RATING - 6800# (Z6D)	X
HALOGEN QUAD HEADLAMPS (LME)	X
HEAVY DUTY ENGINE COOLING (NMC)	X
HEAVY DUTY TRANSMISSION OIL COOLER (NHD)	X
HEMI BADGE (MW5)	X
INCANDESCENT TAILLAMPS (LA6)	X
INSTRUMENT PANEL BLACK BEZEL (JBF)	X
INSTRUMENT PANEL PARTS MODULE (X81)	X
INTEGRATED VOICE COMMAND W/BLUETOOTH (XRB)	X
LOCKING TAILGATE (XJJ)	X
MEDIA HUB (USB, AUX) (RS6)	X
MOLDED-IN-BLACK UPPER FASCIA (MCL)	X
MONOTONE PAINT (APA)	X
MOPAR SPRAY IN BEDLINER (XMF)	X
NEXT GENERATION ENGINE CONTROLLER (NZD)	X
NON ADJUSTABLE PEDALS (XA8)	X
P265/70R17 BSW ALL SEASON TIRES (TTM)	X
PARKVIEW REAR BACK-UP CAMERA (XAC)	X
PICKUP BOX (XBS)	X
POWER 10-WAY DRIVER SEAT (JRT)	X
POWER ACCESSORY DELAY (JKY)	X
POWER HEATED MIRRORS, FOLD-AWAY (GT6)	X
POWER LOCKS (JPB)	X
POWER LUMBAR ADJUST (JPW)	X
POWER RACK AND PINION STEERING (SBA)	X
PWR FRONT WINDOWS, 1-TOUCH,UP & DOWN (JP3)	X
R1234YF A/C REFRIGERANT (XFC)	X
RAM'S HEAD BADGE (MGA)	X
REAR DOME LAMP (LCH)	X
REAR FIXED WINDOW (GJD)	X
REAR FOLDING SEAT (CFM)	X
REAR HEAVY DUTY SHOCK ABSORBERS (SGB)	X
REAR STABILIZER BAR (SHF)	X
REAR UNDERSEAT COMPARTMENT STORAGE (CUE)	X
REAR VIEW DAY/NIGHT MIRROR (GNA)	X
REAR WHEEL SPATS (MPP)	X
REAR WHEEL WELL LINERS (MHL)	X
REMOTE KEYLESS ENTRY WITH ALL-SECURE (GXM)	X
REMOTE USB PORT - CHARGE ONLY (RS3)	X
REMOTE USB PORT (RSX)	X
ROTARY SHIFTER-BLACK (C1G)	X
SEAT PARTS MODULE (X8Z)	X
SENTRY KEY THEFT DETERRENT SYSTEM (GXX)	X
SPECIAL SERVICE GROUP (AHB)	X
SPEED CONTROL (NHM)	X
SUPP. SIDE CURTAIN FRT/RR AIR BAGS (CJ2)	X
SUPPLEMENTAL FRT SEAT SIDE AIR BAGS (CJ1)	X
SUPPLEMENTAL SIDE AIR BAGS (CGS)	X

2021 1500 DS SPECIAL SERVICE VEHICLE

STANDARD EQUIPMENT (UNLESS REPLACED BY OPTIONAL EQUIPMENT)	**DS6T98**
TEMPERATURE & COMPASS GAUGE (JFJ)	X
TILT STEERING COLUMN (SUA)	X
TINTED GLASS WINDOWS (GAC)	X
TINTED WINDSHIELD GLASS (GBB)	X
TIP START (XBN)	X
TIRE & WHEEL PARTS MODULE (X88)	X
TIRE CARRIER WINCH (TBM)	X
TIRE PRESSURE MONITORING DISPLAY (XGM)	X
TRAILER TOW W/4-PIN CONNECTOR WIRING (XFU)	X
TRANSMISSION - 8-SPD AUTO 8HP70 TRANS (BUY) (DFD)	X
UCONNECT 3 WITH 5" DISPLAY (UAA)	X
UPFITTER ELECTRONIC MODULE (VSIM) (XXS)	X
VAR INTERMITTENT WINDSHIELD WIPERS (JHA)	X
VEHICLE INFORMATION CENTER (LAZ)	X

2021MY RAM 1500 SSV CREW CAB 4X4 $26,961.00

INTERIOR OPTIONS

X	D5X8	Cloth Front / Vinyl Rear Seats Cloth front bucket seats (no center console) Vinyl rear seats	$0.00
	D7X8	Cloth Front Bench / Vinyl Rear Seat Cloth front 40/20/40 split bench / vinyl seats	$41.00

EXTERIOR COLOR OPTIONS

	PSC	Bright White	$0.00
	PW7	Billet Silver Metallic Clear Coat	$0.00
	PRV	Delmonico Red Pearl Coat	$0.00
X	PXJ	Diamond Black Crystal	$0.00
	PR4	Flame Red	$0.00
	PBJ	Hydro Blue Pearl Coat	$0.00
	PFP	Olive Green Pearl Coat	$0.00
	PAR	Maximum Steel Mettalic Clear Coat	$0.00
	PPX	Patroit Blue Pearl Coat	$0.00
	PUW	Walnut Brown Mettallic Clear Coat	$0.00
		Low Volume Special Paint Options Available Upon Request	$415.00

ADDITIONAL OPTIONS

	DMH	3.92 REAR AXLE RATIO	$88.00
	NFX	32 GALLON FUEL TANK	$409.00
X	DSA	ANTI-SPIN DIFFERENTIAL REAR AXLE	$456.00
	AED	CHROME APPEARANCE GROUP 17X7.0 ALUMINUM WHEELS BRIGHT FRONT BUMPER BRIGHT GRILLE BRIGHT REAR BUMPER GVW RATING - 6900#	$640.00

	XM9	DELETE SPRAY BEDLINER	($184.00)
	NHK	ENGINE BLOCK HEATER	$88.00
X	MDA	FRONT LICENSE PLATE BRACKET	$0.00
	XJC	LOCKING LUG NUTS	$56.00
	TTB	LT265/70R17E BSW ALL TERRIAN TIRES INCLUDES FULL SIZE SPARE	$231.00
	XAP	POWER ADJUSTABLE PEDALS	$115.00
X	XB9	RAMBOX CARGO MANAGEMENT SYSTEM 4 ADJUSTABLE CARGO TIE-DOWN HOOKS BED CARGO DIVIDER/EXTENDER LED BED LIGHTING REMOTE KEYLESS ENTRY WITH ALL-SECURE	$1,192.00
	RFQ	RAM TELEMATICS 1 YEAR TELEMATICS SERVICE	$736.00
	X9S	RAM TELEMATICS 3 YEAR SUBSCRIPTION	$884.00
	X9T	RAM TELEMATICS 5 YEAR SUBSCRIPTION	$1,767.00
	XHC	TRAILER BRAKE CONTROL	$272.00
X	CS7	TRI-FOLD TONNEAU COVER	$548.00
	CKE	CARPET FLOOR COVERING	$101.00
	LM1	DAYTIME RUNNING HEADLAMPS	$36.00
	XF8	DELETE CLASS IV RECEIVER HITCH	($51.00)
	GPG	BLACK POWER TRAILER TOW MIRRORS BLACK EXTERIOR MIRRORS EXT. MIRRORS WITH SUPPLEMENTAL SIGNALS EXTERIOR MIRRORS COURTSEY LAMPS EXTERIOR MIRRORS WITH HEATING ELEMENT TRAILER TOW MIRRORS	$165.00
	ADB	PROTECTION GROUP FRONT SUSPENSION SKID PLATE TOW HOOKS TRANSFER CASE SKID PLATE SHIELD	$364.00
X	GFA	REAR WINDOW DEFROSTER	$180.00

X	AJB	REMOTE START & SECURITY ALARM GROUP REMOTE START SYSTEM SECURITY ALARM	$364.00
	RSD	SIRIUSXM SATELLITE RADIO FOR MORE INFO, CALL 800-643-2112 SIRIUSXM RADIO SERVICE	$180.00
		LICENSE & TITLE OPTIONS	
	MLPT	MUNICIPAL LICENSE PLATES & TITLE	$158.00
X	MPLPT	MUNICIPAL POLICE PLATES & TITLE	$158.00
	BPT	CIVILIAN LICENSE PLATES ("B") & TITLE	$301.00
		ADDITIONAL DELIVERY OPTIONS	
	D1	DELIVERY FEE: 50-100 MILES	$70.00
	D2	DELIVERY FEE: 100-200 MILES	$150.00

VEHICLE SUBTOTAL: **$29,859.00**

PURCHASE ORDER INFORMATION

UNIT QUANTITY

1 (One)

TOTAL PURCHASE ORDER AMOUNT

$29,859.00

PURCHASE ORDER NUMBER

Agency Name & Address

Village of Palatine

200 E Wood Street

Palatine, IL 60067

Contact Name

Matt Dusckett

Contact Phone Number

847-202-6976

Contact Email Address

mdusckett@palatine.il.us

Agency Tax Exempt #

E-9998-1424-07

Delivery Address

Palatine Public Works

148 W Illinois Ave Palatine, Il 60067

Consider a Motion Authorizing the Village Manager to Purchase Four Replacement Police Patrol Vehicles

BACKGROUND:
As part of the Capital Vehicle Replacement Budget for 2021, the Village Council appropriated $232,485 in funds for the replacement of four patrol squads and a police assistant squad. These vehicles are recommended for replacement or reassignment after an inspection, evaluation, and life-cycle cost analysis.

After a review of the current patrol commander 2018 Ford Expedition's reliability, Staff recommends the purchase of three Ford Hybrid Interceptors for patrol use and one Hybrid Interceptor for police assistant use.

The remaining patrol vehicle is recommended to be a Dodge Ram pickup truck that will become the new patrol commander, while a 2020 Hybrid Interceptor that was recently placed into service for patrol supervisor's use will be reassigned to patrol use. Under this scenario, there will be no additions to the fleet.

The commander Expedition has been out of service over 50 days thus far this year at the Ford dealer for repairs to the transmission, suspension and cooling system. This vehicle is the most important in the patrol fleet, and must be reliable to avoid lengthy downtime due to repairs. The Expedition will become a supervisor vehicle, replacing the current 2020 Hybrid Interceptor. It is less critical if a supervisor vehicle is down for repairs because there are two of them.

The three patrol squads (T-442, T-443 and T-444) are all 2016 Ford Interceptor Pursuit Utilities with 117,000, 127,000 and 139,000, miles, respectively. They will be replaced with 2021 Ford Police Interceptor Utility Hybrids. The hybrid pursuit model is a new design that is estimated to save up to $3,200 per year in gas costs. The battery hybrid system allows the vehicles to remain at a scene for up to eight hours with emergency lights activated, without having to idle the engine. These vehicles will be sold at auction.

The police assistant squad, T-402, a 2013 Ford Explorer with 24,000 miles, will also be replaced with a 2021 Ford Police Interceptor Utility Hybrid to take advantage of the fuel savings.

KEY ISSUES:
- The Northwest Municipal Conference Suburban Purchasing Cooperative (SPC) has awarded contract #152 for the Ford Police Interceptor Utility Hybrid through Currie Motors Fleet of Frankfort, Illinois.
- Local governments are permitted to purchase vehicles through these joint-purchase bids and take advantage of the purchasing power and attractive pricing.
- The total cost for all four 2021 Ford Police Interceptor Utility Hybrids is $143,828. This includes various options for each of the vehicles. The remaining funds of $88,657 will be used for purchasing the Dodge Ram SSV pickup and for outfitting costs to transfer or purchase radios, sirens, cameras, laptops, emergency lighting, prisoner partitions, etc. on all four vehicles.
- Some of the equipment such as radios, light bars and laptops will transfer, but others such as prisoner partitions, center consoles, and laptop docks will need to

be purchased new because of the vehicle redesign.

ALTERNATIVES:

1. Authorize the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract #152 from Currie Motors in the amount of $143,828 and a total cost (including outfitting) not to exceed $232,485.

BUDGET IMPACT:
Funds in the amount of $232,485 have been appropriated in the Capital Vehicle Replacement Budget for these purchases.

ACTION REQUIRED:
Motion to authorize the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract #152 from Currie Motors Fleet of Frankfort, Illinois in the amount of $143,828 and outfitting for a total cost not to exceed $232,485.

ATTACHMENTS:

- 2021 Ford Police Interceptor Utility Hybrids Purchase Memorandum
- 2021 Ford Interceptors Patrol Order Sheet
- 2021 Ford Interceptor Police Assistant Order Sheet
- Capital Budget Page

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

VILLAGE OF PALATINE

Department of Public Works
148 West Illinois Avenue
Palatine, IL 60067
847-705-5200

MEMORANDUM

To: Matt Barry, Director of Public Works

From: Matt Dusckett, Fleet Services Coordinator

Date: December 9, 2020

Subject: Replacement of Four Police Vehicles

Issue: As part of the Capital Vehicle Replacement Budget for CY 2021, the Village Council has appropriated $232,485 in funds for the replacement of four patrol squads and a police assistant squad. The vehicles are recommended for replacement or reassignment after an inspection, evaluation, and life-cycle cost analysis.

After a review of the current patrol commander 2018 Ford Expedition's reliability, Staff recommends the purchase of three Ford Hybrid Interceptors for patrol use, and one Hybrid Interceptor for police assistant use.

The remaining patrol Interceptor is recommended to be a Dodge Ram pickup truck that will become the new patrol commander, while a 2020 Hybrid Interceptor that was recently placed into service for patrol supervisor's use will be reassigned to patrol use. Under this scenario, there will be no additions to the fleet.

The commander Expedition has been out of service over 50 days thus far this year at the Ford dealer for repairs to the transmission, suspension, and cooling system. This vehicle is the most important in the patrol fleet, and must be reliable to avoid lengthy down-time due to repairs. The Expedition will become a supervisor vehicle replacing the current 2020 Hybrid Interceptor. It is less critical if a supervisor vehicle is down for repairs because there are two of them.

As part of the vehicle replacement schedule:

- The three patrol squads, T-442, T-443, and T444, are all 2016 Ford Explorer Pursuit Utilities with 117,000, 127,000, and 139,000, miles respectively. They will be replaced with 2021 Ford Interceptor Pursuit Utility Hybrids. The hybrid pursuit model is a new design that is estimated to save up to $3,200 per year in gas costs. The battery hybrid system allows the vehicle to remain at a scene for up to eight hours with emergency lights activated, without having to idle the engine. These vehicles will be sold at auction.

- The police assistant squad, T-402, (a 2013 Ford Explorer with 124,000 miles) will also be replaced with a 2021 Ford Interceptor Pursuit Utility Hybrid to take advantage of the fuel savings.

Analysis: The Northwest Municipal Conference Suburban Purchasing Cooperative (SPC) has awarded a contract (#152) for the Ford Police Interceptor Utility Hybrid through Currie Motors Fleet of Frankfort, Illinois.

Local governments are permitted to purchase vehicles through these joint-purchase bids, and take advantage of the purchasing power and attractive pricing. I have detailed the purchase pricing on the following page.

Attachment: 2021 Ford Police Interceptor Utility Hybrids Purchase Memorandum [Revision 1] (Purchase Police Patrol Vehicles)

NWMC (SPC) CONTRACT # 152 – CURRIE MOTORS FLEET

FOUR (4) 2021 FORD POLICE INTERCEPTOR UTILITY HYBRID –

2021 Ford Police Interceptor Utility Hybrid (Base Price)		$35,259.00
Options:		
Dark car feature (43D)		$ 24.00
Driver's side spot light prep kit (51P)		$ 132.00
Pre-wire grill lamp, siren, speaker (60A)		$ 47.00
Rear View Camera (87R)		$ N/C
Global lock/unlock feature (disables auto-lock on rear hatch) (18D)		$ 24.00
Radio suppression straps (60R)		$ 94.00
License and Title (Municipal Police Plates)		$ 203.00
Police wire harness kit – front/rear (67V)		$ 174.00
TOTAL		**$35,957.00**
	X4 Units	**$143,828.00**

Exterior color – Agate Black - (Three Units)
Exterior color – Oxford White - (One Unit)

The budgeted funds for this purchase are $232,485, and the remaining funds will be used for purchasing the Dodge Ram SSV pickup and for outfitting costs to transfer or purchase radios, sirens, cameras, laptops, emergency lighting, prisoner partitions, etc. on all four vehicles.

Some of the equipment such as radios, light bars, and laptops will transfer, but others such as prisoner partitions, center consoles and laptop docks will need to be purchased new because of the vehicle redesign.

Recommendation: Staff recommends that the Village Council approve the purchase of four (4) 2021 Ford Police Interceptor Utilities through the Suburban Purchasing Cooperative Contract #152 from Currie Motors Fleet, 9423 W. Lincoln Hwy., Frankfort, IL 60423, in the total amount of $143,828.00.

I have attached a copy of the Capital Budget "Project VE 0005" page, as well as the Currie Motors Fleet Contract completed order form for these vehicles.

Attachments: Capital Budget "Project VE 0005" Page
Currie Motors Fleet SPC Contract # 152 Order Forms

Attachment: 2021 Ford Police Interceptor Utility Hybrids Purchase Memorandum [Revision 1] (Purchase Police Patrol Vehicles)

Three (3) Units Black in Color

SPC
SUBURBAN PURCHASING
COOPERATIVE

2021 Ford Utility Police Interceptor AWD Hybrid
Contract #152

Currie Motors Commercial Center

Your Full Line Municipal Dealer

"Nice People to do Business With"

HYBRID MOTOR STANDARD
MARK OPTION 99B FOR GASOLINE MOTOR

ORDER CUT OFF APRIL 2021
PRODUCTION BEGINS SEPTEMBER 2020

SPC
SUBURBAN PURCHASING
COOPERATIVE

2021 Ford Utility Police Interceptor AWD Hybrid
Contract #152
$35,259

MECHANICAL
3.3L Police-Calibrated V6 Direct-Injection Hybrid Engine System
– Standard (Hybrid technology is optimal for performance and long days spent idling on the job)
● AWD Drivetrain – Standard for enhanced handling precision and
unsurpassed traction on wet or dry surfaces
Transmission – 10-speed automatic, police calibrated for maximum acceleration and faster closing speeds
Lithium-Ion Battery Pack
Brakes – Police calibrated high-performance regenerative braking system
● 4-Wheel heavy-duty disc w/heavy-duty front and rear calipers
● Brake Rotors – large mass for high thermal capacity and calipers
with large swept area.
● Electric Power-Assist Steering (EPAS) – Heavy-Duty
DC/DC converter – 220-Amp (in lieu of alternator)
H7 AGM Battery (Standard; 800 CCA/80-amp)
● Cooling System – Heavy-duty, large high volume radiator, Engine
oil cooler and transmission oil cooler
● Engine Idle Hour Meter
● Engine Hour Meter
● Powertrain mounts – Heavy-Duty
50-State Emissions System
INTERIOR/COMFORT
● Cargo Area – Spacious area for police equipment; Lithium-Ion
Battery Pack does not intrude into the cargo area
●Cargo Hooks
●Climate Control – Dual-Zone Electronic Automatic Temperature Control (DEATC)
●Door-Locks — Power — Rear-Door Handles and Locks Operable ●Fixed Pedals (Driver Dead Pedal)
●Floor – Flooring – Heavy-Duty Thermoplastic Elastomer
●Glove Box – Locking/non-illuminated
●Grab Handles – (1 – Front-passenger side, 2-Rear)
●Liftgate Release Switch located in overhead console (45 second timeout feature)
●Lighting — Overhead Console — Red/White Task Lighting in
●Overhead Console — 3rd row overhead map light
●Mirror – Day/night Rear View
●Particulate Air Filter
●Powerpoints – (1) First Row
●Rear-window Defrost
●Scuff Plates – Front & Rear
●Speed (Cruise) Control
●Speedometer – Calibrated (includes digital readout)
●Steering Wheel – Manual / Tilt, Urethane wheel finish w/Silver Painted Bezels with Speed Controls and 4-user configurable latching switches
●Sun visors, color-keyed, non-illuminated

INTERIOR/COMFORT (CONTINUED)
●Seats — 1st Row Police Grade Cloth Trim, Dual Front Buckets with reduced bolsters — 1st Row – Driver 6-way Power track (fore/aft. Up/down, tilt with manual recline, 2-way manual lumbar) — 1st Row – Passenger 2-way manual track (fore/aft. with manual recline) — Built-in steel intrusion plates in both driver/passenger seatbacks — 2nd Row Vinyl, 35/30/35 Split Bench Seat (manual fold-flat, no tumble) – fixed seat track
●Universal Top Tray – Center of I/P for mounting aftermarket equipment
●Windows, Power, 1-touch Up/Down Front Driver/Passenger-Side with disable feature
EXTERIOR
●Antenna, Roof-mounted Cladding – Lower bodyside cladding MIC ●Door Handles – Black (MIC)
●Exhaust True Dual (down-turned)
●Front-Door-Lock Cylinders (Front Driver / Passenger / Liftgate)
●Glass – 2nd Row, Rear Quarter and Liftgate Privacy Glass
●Grille – Black (MIC)
●Headlamps – Automatic, LED Low-and-High-Beam Note: Includes Front Headlamp / Police Interceptor Housing (with LED wig-wag feature) — Pre-drilled hole for side marker police use, does not include LED strobe, but includes LED wig-wag functionality (eliminates need to drill housing assemblies and provides LED wig-wag feature) — Pre-molded side warning LED holes with standard sealed capability (does not include LED installed lights)
●Liftgate – Manual 1-Piece – Fixed Glass w/Door-Lock Cylinder ●Mirrors – Black Caps (MIC), Power Electric Remote, Manual Folding with Integrated Spotter (integrated blind spot mirrors not included when equipped with BLIS®)
●Spare – Full size 18” Tire w/TPMS
●Spoiler – Painted Black Tailgate Handle – (MIC)
●Tail lamps – LED
●Tires – 255/60R18 A/S BSW
●Wheel-Lip Molding – Black (MIC)
●Wheels – 18” x 8.0 painted black steel with wheel hub cover
●Windshield – Acoustic Laminated
POLICE UPFIT FRIENDLY
● Consistent 11-inch space between driver and passenger seats
for aftermarket consoles (9-inch center console mounting plate)
● Console mounting plate
● Dash pass-thru opening for aftermarket wiring
● Headliner – Easy to service
● Two (2) 50 amp battery ground circuits – power distribution
junction block (repositioned behind 2nd row seat floorboard).

SAFETY/SECURITY HIGHLIGHTS
● 75-mph Rear-impact Crash Tested
Note: The full-size spare tire secured in the factory location is necessary to achieve police-rated 75-mph rear impact crash-test performance attributes
● AdvanceTrac® w/RSC® (Roll Stability Control™) police tuned
gyroscopic sensors work seamlessly with the ABS
● Rear Video Camera with Washer (standard)
●Airbags, dual-stage driver & front-passenger, side seat, passenger-side knee, Roll Curtain Airbags and Safety Canopy®
●Anti-Lock Brakes (ABS) with Traction Control Brakes – Police calibrated high-performance regenerative braking system
●Belt-Minder® (Front Driver / Passenger)
●Child-Safety Locks (capped)
●Individual Tire Pressure Monitoring System (TPMS)
●LATCH (Lower Anchors and Tethers for Children) system on rear outboard seat locations
●Seat Belts, Pretensioner/Energy-Management System w/adjustable height in 1st Row
●SOS Post-Crash Alert System™
WARRANTY
● 3 Year / 36,000 Miles Bumper / Bumper
● 8 Year / 100,000 Miles Hybrid Unique Components

FUNCTIONAL
●Audio — AM/FM / MP3 Capable / Clock / 4-speakers — Bluetooth® interface — 4.2" Color LCD Screen Center-Stack "Smart Display" Note: Standard radio does not include USB Port or Aux. Audio Input ●Jack; Aux. Audio Input Jack requires SYNC 3®
●Easy Fuel® Capless Fuel-Filler
●Ford Telematics™ – Includes Ford Modem and complimentary 2- year trial subscription
●Front door tether straps (driver/passenger)
●Power pigtail harness
●Recovery Hooks; two in front and trailer bar in rear
●Simple Fleet Key (w/o microchip, easy to replace; 4-keys)
●Two-way radio pre-wire
●Two (2) 50 amp battery ground circuits – power distribution junction block (behind 2nd row passenger seat floorboard)
●Wipers – Front Speed-Sensitive Intermittent; Rear Dual Speed Wiper
POWERTRAIN CARE EXTENDED SERVICE PLAN
● 5-year/100,000-mile Powertrain CARE Extended Service Plan
(zero deductible) – Standard

☐ **99B**	**3.3L V-6 TIVCT Gasoline Motor**	**-$3,165**
☐ 99C	3.0 V-6 Eco-Boost Engine	$743
☐ 41H	Engine Block Heater	$85
☐ 19K	H8 AGM Battery (900 CCA/92 AMP)	$103
☑ 43D	Dark Car Feature—Courtesy Lights Inoperative	$24
☐ 942	Daytime Running Lights	$42
☐ 17T	Dome Lamp Red/White Cargo Area	$47
☐ 51R	Spot Light Drivers Side LED Bulb—Unity	$371
☐ 51T	Spot Light Drivers Side LED Bulb—Whelen	$394
☐ 51S	Spot Light Dual LED Bulbs—Unity	$582
☐ 51V	Spot Light Dual LED Bulbs—Whelen	$625
☑ 51P	Spot Lamp Prep Kit—Driver Side **(does not include housing & bulb)**	$132
☐ 51W	Spot Lamp Prep Kit—Dual Side **(does not include housing & bulb)**	$264
☐ 21L	Front Auxiliary Light Red/Blue	$517
☑ 60A	Prewiring Grille Lamp, Siren, Speaker	$47
☐ 63B	Side Marker LED—Red/Blue—requires option 60A	$273
☐ 63L	Rear Quarter Glass Side Marker Lights—Red/Blue	$541
☑ 87R	Rearview Camera—Includes Electrochromic Rearview Mirror **(replaces standard camera in center stack area)**	N/C
☐ 19V	Rear Camera-On-Demand	$217
☐ 76P	Pre-Collison Assist w/ Pedestrian Detection **(N/A w/ 96W)**	$136
☐ 68B	Police Perimeter Alert	$641
☐ 68G	Rear Door Handles Inoperable/Locks Inoperable	$71
☐ 52P	Hidden Door Lock Plunger w/ Rear Door Handles Inoperable	$150
☐ 16C	1st & 2nd Row Carpet Floor Covering **(includes mats)**	$118
☑ 18D	Global Lock/Unlock **(Disables Auto Lock on Rear Hatch)**	$24
☐ 87P	Power Passenger Seat (8-Way) w/ manual recline/lumbar	$306
☐ 85D	Front Console Plate Delete	N/C
☐ 85R	Rear Console Plate	$42
☐ 90D	Ballistic Door Panels—Level III Driver Front Only	$1,506
☐ 90E	Ballistic Door Panels—Level III Driver/Passenger Front	$3,012
☐ 90F	Ballistic Door Panels—Level IV Driver Front Only	$2,294
☐ 90G	Ballistic Door Panels—Level IV Driver/Passenger Front	$4,588
☐ 96W	Front Interior Windshield Warning Lights	$1,087
☐ 96T	Rear Spoiler Traffic Light **(requires 60A)**	$1,405
☐ 55B	BLIS Blind Spot Monitoring **(includes manual heated mirrors)**	$512
☐ 52T	Class III Trailer Tow Light Wiring Package	$76
☐ 549	Mirrors—Heated Side view	$56

☐ 593	Perimeter Anti-Theft Alarm—**(Requires Keyless 55F)**	$112
☐ 55F	Keyless Entry—4 Fobs	$320
☐ 43A	Rear Auxiliary Lights	$371
☐ 47E	12.1" Screen	$2,580
☐ 61B	OBD-II Split Connector	$52
☐ 68E	Noise Suppression Kit	$183
☐ 76D	Deflector Plate	$315

☐ 76R	Reverse Sensing	$261
☐	Keyed Alike Code_____**Please Specify Current Keyed Alike Code**	$47
☐ 65L	18" 5 Spoke Full Face Wheel Covers w/ Metal Clips	$56
☐ 64E	18" Painted Aluminum Wheels	$451
☐ 17A	Aux Air Conditioning	$573
☐ 16D	Badge Delete	N/C
☐ 63V	Cargo Storage Vault—(lockable/ideal for contraband/small arms)	$230
☑ 60R	Noise Suppression Bonds (Ground Straps)	$94
☐ 18X	100 Watt Siren/Speaker (includes bracket & pigtail)	$296
☐ 47A	Engine Idle Control	$385
☐	Rustproofing **(Sound shield N/A)**	$395
☐	4 Corner LED Strobes (aftermarket using 86T)	$895
☐	CD-ROM Service Manual	$325
☐	**Delivery Greater than 50 Miles of Dealership**	$150
☑	License & Title—Municipal___Municipal Police_☑_	$203
☐	License & Title—Passenger Plates	$221
☐	Dealership Handled License Plate Transfer	$95
☐	Manufacturer's Statement of Origin (MSO) / **Customer completes their own license & title work for the municipality.**	N/C

☐	ESP Extended Warranty Extra Care 5 Year/100,000 Miles	$1,940
☐	ESP Extended Warranty Base Care 3 Year/100,000 Miles	$1,710
☐	ESP Extended Warranty Powertrain 6 Year/100,000 Miles	$1,795
☐	ESP Extended Warranty Base Care 6 Year/100,000 Miles	$1,850

☑ 67V	**Police Wire Harness Connector Kit**—Front/Rear **Front—**2 male 4-pin connectors for siren, 5 female 4-pin connectors for lighting/siren/speaker, 4-pin IP connector for speakers, 4-pin IP connector for siren controller connectivity, 8- pin sealed connector, & 14-pin IP connector **Rear—** 2 male 4-pin connectors for siren, 5 female 4-pin connectors for lighting/siren/speaker, 4-pin IP connector for speakers, 4-pin IP connector for siren controller connectivity, 8-pin sealed connector, & 14-pin IP connector	$174
☐ 66A	**Front Headlamp Lighting Solution**—Includes Base LED low beam/halogen high beam w/ wig-wag function, 2 white LED side warning lights, wiring, LED lights included, controller **not** included **(N/A w/ 67H)** Recommend using 67G or 67U	$850
☐ 65U	**Police Interior Upgrade Package**—1st & 2nd row carpet floor covering, rear cloth seats, center floor console less shifter—include console. Deletes standard console mounting plate. SYNC 3 (Enhanced Voice Recognition Communications and Entertainment System), 4.2 Color LCD Screen Center Stack, Applink, & 911 Assist **(N/A w/ 67G, 67H, 67U)**	$367

☐ 66C	**Rear Lighting Solution**—Includes two backlit flashing LED lights (mounted to inside lift gate glass), two lift gate flashing LED lights **(N/A w/ 67H**	$428
☐ 66B	**Tail Lamp Lighting Solution—**Recommend using Ultimate Wiring Package (67U). Includes LED lights plus (2) rear integrated hemispheric light head white LED side warning lights in tail lamps. LED lights only. Wiring and controller not included.	$405
☐ 86T	**Tail lamp Housing Only**—Includes pre-existing holes with standard twist lock sealed capability, does **not** include LED lights **(N/A w/ 66B, 67H)**	$58
☐ 67U	**Ultimate Wiring Package**—Includes rear console mounting plate (85R)—contours through 2nd row, channel for wiring, pre-wiring for grille LED lights, siren & speaker, wiring harness I/P to rear (overlay), 2 light cables—supports up to 6 LED lights (engine compartment/grille), 2 50 amp battery & ground circuits in RH rear quarter, 1 10 amp siren/speaker circuit engine cargo area, rear hatch/cargo area wiring—supports up to 6 rear LED lights **(N/A w/ 65U, 67G, 67H)**	$526
☐ 67H	**Ready for the Road—All-in Complete Package—Includes Police Interceptor Packages 66A, 66B, 66C plus—** • Whelen Cencom Light Controller • Whelen Concom Relay Center/Siren Amp w/ Traffic Advisor • Light Controller/Relay Cencom Wiring • Grille LED Lights • 100 Watt Siren/Speaker • 9 I/O Digital Serial Cable (console to cargo) • Hidden Door Lock Plunger & Read Door Handles Inoperable • Rear Console Mounting Plate **(N/A w/ 66A, 66B, 66C, 67G, 67U, 65U)**	$3,415

☐ BU	Medium Brown Metallic	N/C
☐ E3	Arizona Beige Metallic Clear coat	N/C
☐ E4	Vermillion Red	N/C
☐ FT	Blue Metallic	N/C
☐ HG	Smokestone Metallic	N/C
☐ J1	Kodiak Brown Metallic	N/C
☐ JL	Dark Toreador Red Metallic	N/C
☐ JS	Iconic Silver Metallic	N/C
☐ M7	Carbonized Gray	N/C
☐ LK	Dark Blue	N/C
☐ LM	Royal Blue	N/C
☐ LN	Light Blue Metallic	N/C
☐ TN	Silver Grey Metallic	N/C
☐ UJ	Sterling Grey Metallic	N/C
☑ UM	Agate Black	N/C
☐ YG	Medium Titanium Metallic	N/C
☐ YZ	Oxford White	N/C

☑	Charcoal Black w/ Vinyl Rear	N/C
☐	Charcoal Black w/ Cloth Rear	$58

SPC
SUBURBAN PURCHASING
COOPERATIVE

Please complete the following in its entirety.

Title Information:	VILLAGE OF PALATINE
	200 E WOOD STREET
	PALATINE, IL 60067
Contact Name:	Matt Dusckett
Phone Number:	847-202-6976
Purchase Order Number:	
Ford FIN Code:	QD629
Tax Exempt Number:	E-9998-1424
Total Number of Units:	3
Total Dollar Amount:	$107,871
Delivery Address:	148 W ILLINOIS AVE
	PALATINE, IL 60067

Orders require an original signed purchase order & tax exempt letter.
Scheduled Orders Cannot be canceled

Currie Motors Commercial Center
10125 W. Laraway Road
Frankfort, IL 60423
(815) 464-9200
Kristen De La Riva fleetcurrie@gmail.com
Tom Sullivan curriefleet@gmail.com

One (1) Unit White in Color

SPC
SUBURBAN PURCHASING
COOPERATIVE

2021 Ford Utility Police Interceptor AWD Hybrid
Contract #152

Currie Motors Commercial Center

Your Full Line Municipal Dealer

"Nice People to do Business With"

HYBRID MOTOR STANDARD
MARK OPTION 99B FOR GASOLINE MOTOR

ORDER CUT OFF APRIL 2021
PRODUCTION BEGINS SEPTEMBER 2020

SPC
SUBURBAN PURCHASING
COOPERATIVE

2021 Ford Utility Police Interceptor AWD Hybrid
Contract #152
$35,259

MECHANICAL
3.3L Police-Calibrated V6 Direct-Injection Hybrid Engine System
– Standard (Hybrid technology is optimal for performance and long days spent idling on the job)
● AWD Drivetrain – Standard for enhanced handling precision and
unsurpassed traction on wet or dry surfaces
Transmission – 10-speed automatic, police calibrated for maximum acceleration and faster closing speeds
Lithium-Ion Battery Pack
Brakes – Police calibrated high-performance regenerative braking system
● 4-Wheel heavy-duty disc w/heavy-duty front and rear calipers
● Brake Rotors – large mass for high thermal capacity and calipers
with large swept area.
● Electric Power-Assist Steering (EPAS) – Heavy-Duty
DC/DC converter – 220-Amp (in lieu of alternator)
H7 AGM Battery (Standard; 800 CCA/80-amp)
● Cooling System – Heavy-duty, large high volume radiator, Engine
oil cooler and transmission oil cooler
● Engine Idle Hour Meter
● Engine Hour Meter
● Powertrain mounts – Heavy-Duty
50-State Emissions System
INTERIOR/COMFORT
● Cargo Area – Spacious area for police equipment; Lithium-Ion
Battery Pack does not intrude into the cargo area
●Cargo Hooks
●Climate Control – Dual-Zone Electronic Automatic Temperature Control (DEATC)
●Door-Locks — Power — Rear-Door Handles and Locks Operable ●Fixed Pedals (Driver Dead Pedal)
●Floor – Flooring – Heavy-Duty Thermoplastic Elastomer
●Glove Box – Locking/non-illuminated
●Grab Handles – (1 – Front-passenger side, 2-Rear)
●Liftgate Release Switch located in overhead console (45 second timeout feature)
●Lighting — Overhead Console — Red/White Task Lighting in
●Overhead Console — 3rd row overhead map light
●Mirror – Day/night Rear View
●Particulate Air Filter
●Powerpoints – (1) First Row
●Rear-window Defrost
●Scuff Plates – Front & Rear
●Speed (Cruise) Control
●Speedometer – Calibrated (includes digital readout)
●Steering Wheel – Manual / Tilt, Urethane wheel finish w/Silver Painted Bezels with Speed Controls and 4-user configurable latching switches
●Sun visors, color-keyed, non-illuminated

INTERIOR/COMFORT (CONTINUED)
●Seats — 1st Row Police Grade Cloth Trim, Dual Front Buckets with reduced bolsters — 1st Row – Driver 6-way Power track (fore/aft. Up/down, tilt with manual recline, 2-way manual lumbar) — 1st Row – Passenger 2-way manual track (fore/aft. with manual recline) — Built-in steel intrusion plates in both driver/passenger seatbacks — 2nd Row Vinyl, 35/30/35 Split Bench Seat (manual fold-flat, no tumble) – fixed seat track
●Universal Top Tray – Center of I/P for mounting aftermarket equipment
●Windows, Power, 1-touch Up/Down Front Driver/Passenger-Side with disable feature
EXTERIOR
●Antenna, Roof-mounted Cladding – Lower bodyside cladding MIC ●Door Handles – Black (MIC)
●Exhaust True Dual (down-turned)
●Front-Door-Lock Cylinders (Front Driver / Passenger / Liftgate)
●Glass – 2nd Row, Rear Quarter and Liftgate Privacy Glass
●Grille – Black (MIC)
●Headlamps – Automatic, LED Low-and-High-Beam Note: Includes Front Headlamp / Police Interceptor Housing (with LED wig-wag feature) — Pre-drilled hole for side marker police use, does not include LED strobe, but includes LED wig-wag functionality (eliminates need to drill housing assemblies and provides LED wig-wag feature) — Pre-molded side warning LED holes with standard sealed capability (does not include LED installed lights)
●Liftgate – Manual 1-Piece – Fixed Glass w/Door-Lock Cylinder ●Mirrors – Black Caps (MIC), Power Electric Remote, Manual Folding with Integrated Spotter (integrated blind spot mirrors not included when equipped with BLIS®)
●Spare – Full size 18” Tire w/TPMS
●Spoiler – Painted Black Tailgate Handle – (MIC)
●Tail lamps – LED
●Tires – 255/60R18 A/S BSW
●Wheel-Lip Molding – Black (MIC)
●Wheels – 18” x 8.0 painted black steel with wheel hub cover
●Windshield – Acoustic Laminated
POLICE UPFIT FRIENDLY
● Consistent 11-inch space between driver and passenger seats
for aftermarket consoles (9-inch center console mounting plate)
● Console mounting plate
● Dash pass-thru opening for aftermarket wiring
● Headliner – Easy to service
● Two (2) 50 amp battery ground circuits – power distribution
junction block (repositioned behind 2nd row seat floorboard).

SAFETY/SECURITY HIGHLIGHTS
● 75-mph Rear-impact Crash Tested
Note: The full-size spare tire secured in the factory location is necessary to achieve police-rated 75-mph rear impact crash-test performance attributes
● AdvanceTrac® w/RSC® (Roll Stability Control™) police tuned
gyroscopic sensors work seamlessly with the ABS
● Rear Video Camera with Washer (standard)
●Airbags, dual-stage driver & front-passenger, side seat, passenger-side knee, Roll Curtain Airbags and Safety Canopy®
●Anti-Lock Brakes (ABS) with Traction Control Brakes – Police calibrated high-performance regenerative braking system
●Belt-Minder® (Front Driver / Passenger)
●Child-Safety Locks (capped)
●Individual Tire Pressure Monitoring System (TPMS)
●LATCH (Lower Anchors and Tethers for Children) system on rear outboard seat locations
●Seat Belts, Pretensioner/Energy-Management System w/adjustable height in 1st Row
●SOS Post-Crash Alert System™
WARRANTY
● 3 Year / 36,000 Miles Bumper / Bumper
● 8 Year / 100,000 Miles Hybrid Unique Components

FUNCTIONAL
●Audio — AM/FM / MP3 Capable / Clock / 4-speakers — Bluetooth® interface — 4.2" Color LCD Screen Center-Stack "Smart Display" Note: Standard radio does not include USB Port or Aux. Audio Input ●Jack; Aux. Audio Input Jack requires SYNC 3®
●Easy Fuel® Capless Fuel-Filler
●Ford Telematics™ – Includes Ford Modem and complimentary 2- year trial subscription
●Front door tether straps (driver/passenger)
●Power pigtail harness
●Recovery Hooks; two in front and trailer bar in rear
●Simple Fleet Key (w/o microchip, easy to replace; 4-keys)
●Two-way radio pre-wire
●Two (2) 50 amp battery ground circuits – power distribution junction block (behind 2nd row passenger seat floorboard)
●Wipers – Front Speed-Sensitive Intermittent; Rear Dual Speed Wiper
POWERTRAIN CARE EXTENDED SERVICE PLAN
● 5-year/100,000-mile Powertrain CARE Extended Service Plan
(zero deductible) – Standard

☐ **99B**	**3.3L V-6 TIVCT Gasoline Motor**	**-$3,165**
☐ 99C	3.0 V-6 Eco-Boost Engine	$743
☐ 41H	Engine Block Heater	$85
☐ 19K	H8 AGM Battery (900 CCA/92 AMP)	$103
☑ 43D	Dark Car Feature—Courtesy Lights Inoperative	$24
☐ 942	Daytime Running Lights	$42
☐ 17T	Dome Lamp Red/White Cargo Area	$47
☐ 51R	Spot Light Drivers Side LED Bulb—Unity	$371
☐ 51T	Spot Light Drivers Side LED Bulb—Whelen	$394
☐ 51S	Spot Light Dual LED Bulbs—Unity	$582
☐ 51V	Spot Light Dual LED Bulbs—Whelen	$625
☑ 51P	Spot Lamp Prep Kit—Driver Side **(does not include housing & bulb)**	$132
☐ 51W	Spot Lamp Prep Kit—Dual Side **(does not include housing & bulb)**	$264
☐ 21L	Front Auxiliary Light Red/Blue	$517
☑ 60A	Prewiring Grille Lamp, Siren, Speaker	$47
☐ 63B	Side Marker LED—Red/Blue—requires option 60A	$273
☐ 63L	Rear Quarter Glass Side Marker Lights—Red/Blue	$541
☑ 87R	Rearview Camera—Includes Electrochromic Rearview Mirror **(replaces standard camera in center stack area)**	N/C
☐ 19V	Rear Camera-On-Demand	$217
☐ 76P	Pre-Collison Assist w/ Pedestrian Detection **(N/A w/ 96W)**	$136
☐ 68B	Police Perimeter Alert	$641
☐ 68G	Rear Door Handles Inoperable/Locks Inoperable	$71
☐ 52P	Hidden Door Lock Plunger w/ Rear Door Handles Inoperable	$150
☐ 16C	1st & 2nd Row Carpet Floor Covering **(includes mats)**	$118
☑ 18D	Global Lock/Unlock **(Disables Auto Lock on Rear Hatch)**	$24
☐ 87P	Power Passenger Seat (8-Way) w/ manual recline/lumbar	$306
☐ 85D	Front Console Plate Delete	N/C
☐ 85R	Rear Console Plate	$42
☐ 90D	Ballistic Door Panels—Level III Driver Front Only	$1,506
☐ 90E	Ballistic Door Panels—Level III Driver/Passenger Front	$3,012
☐ 90F	Ballistic Door Panels—Level IV Driver Front Only	$2,294
☐ 90G	Ballistic Door Panels—Level IV Driver/Passenger Front	$4,588
☐ 96W	Front Interior Windshield Warning Lights	$1,087
☐ 96T	Rear Spoiler Traffic Light **(requires 60A)**	$1,405
☐ 55B	BLIS Blind Spot Monitoring **(includes manual heated mirrors)**	$512
☐ 52T	Class III Trailer Tow Light Wiring Package	$76
☐ 549	Mirrors—Heated Side view	$56

☐ 593	Perimeter Anti-Theft Alarm—**(Requires Keyless 55F)**	$112
☐ 55F	Keyless Entry—4 Fobs	$320
☐ 43A	Rear Auxiliary Lights	$371
☐ 47E	12.1" Screen	$2,580
☐ 61B	OBD-II Split Connector	$52
☐ 68E	Noise Suppression Kit	$183
☐ 76D	Deflector Plate	$315

☐ 76R	Reverse Sensing	$261
☐	Keyed Alike Code_____**Please Specify Current Keyed Alike Code**	$47
☐ 65L	18" 5 Spoke Full Face Wheel Covers w/ Metal Clips	$56
☐ 64E	18" Painted Aluminum Wheels	$451
☐ 17A	Aux Air Conditioning	$573
☐ 16D	Badge Delete	N/C
☐ 63V	Cargo Storage Vault—(lockable/ideal for contraband/small arms)	$230
☑ 60R	Noise Suppression Bonds (Ground Straps)	$94
☐ 18X	100 Watt Siren/Speaker (includes bracket & pigtail)	$296
☐ 47A	Engine Idle Control	$385
☐	Rustproofing **(Sound shield N/A)**	$395
☐	4 Corner LED Strobes (aftermarket using 86T)	$895
☐	CD-ROM Service Manual	$325
☐	**Delivery Greater than 50 Miles of Dealership**	$150
☑	License & Title—Municipal___Municipal Police_☑_	$203
☐	License & Title—Passenger Plates	$221
☐	Dealership Handled License Plate Transfer	$95
☐	Manufacturer's Statement of Origin (MSO) / **Customer completes their own license & title work for the municipality.**	N/C

☐	ESP Extended Warranty Extra Care 5 Year/100,000 Miles	$1,940
☐	ESP Extended Warranty Base Care 3 Year/100,000 Miles	$1,710
☐	ESP Extended Warranty Powertrain 6 Year/100,000 Miles	$1,795
☐	ESP Extended Warranty Base Care 6 Year/100,000 Miles	$1,850

☑ 67V	**Police Wire Harness Connector Kit**—Front/Rear **Front—**2 male 4-pin connectors for siren, 5 female 4-pin connectors for lighting/siren/speaker, 4-pin IP connector for speakers, 4-pin IP connector for siren controller connectivity, 8- pin sealed connector, & 14-pin IP connector **Rear—** 2 male 4-pin connectors for siren, 5 female 4-pin connectors for lighting/siren/speaker, 4-pin IP connector for speakers, 4-pin IP connector for siren controller connectivity, 8-pin sealed connector, & 14-pin IP connector	$174
☐ 66A	**Front Headlamp Lighting Solution**—Includes Base LED low beam/halogen high beam w/ wig-wag function, 2 white LED side warning lights, wiring, LED lights included, controller **not** included **(N/A w/ 67H)** Recommend using 67G or 67U	$850
☐ 65U	**Police Interior Upgrade Package**—1st & 2nd row carpet floor covering, rear cloth seats, center floor console less shifter—include console. Deletes standard console mounting plate. SYNC 3 (Enhanced Voice Recognition Communications and Entertainment System), 4.2 Color LCD Screen Center Stack, Applink, & 911 Assist **(N/A w/ 67G, 67H, 67U)**	$367

☐ 66C	**Rear Lighting Solution**—Includes two backlit flashing LED lights (mounted to inside lift gate glass), two lift gate flashing LED lights **(N/A w/ 67H**	$428
☐ 66B	**Tail Lamp Lighting Solution—**Recommend using Ultimate Wiring Package (67U). Includes LED lights plus (2) rear integrated hemispheric light head white LED side warning lights in tail lamps. LED lights only. Wiring and controller not included.	$405
☐ 86T	**Tail lamp Housing Only**—Includes pre-existing holes with standard twist lock sealed capability, does **not** include LED lights **(N/A w/ 66B, 67H)**	$58
☐ 67U	**Ultimate Wiring Package**—Includes rear console mounting plate (85R)—contours through 2nd row, channel for wiring, pre-wiring for grille LED lights, siren & speaker, wiring harness I/P to rear (overlay), 2 light cables—supports up to 6 LED lights (engine compartment/grille), 2 50 amp battery & ground circuits in RH rear quarter, 1 10 amp siren/speaker circuit engine cargo area, rear hatch/cargo area wiring—supports up to 6 rear LED lights **(N/A w/ 65U, 67G, 67H)**	$526
☐ 67H	**Ready for the Road—All-in Complete Package—Includes Police Interceptor Packages 66A, 66B, 66C plus—** • Whelen Cencom Light Controller • Whelen Concom Relay Center/Siren Amp w/ Traffic Advisor • Light Controller/Relay Cencom Wiring • Grille LED Lights • 100 Watt Siren/Speaker • 9 I/O Digital Serial Cable (console to cargo) • Hidden Door Lock Plunger & Read Door Handles Inoperable • Rear Console Mounting Plate **(N/A w/ 66A, 66B, 66C, 67G, 67U, 65U)**	$3,415

☐ BU	Medium Brown Metallic	N/C
☐ E3	Arizona Beige Metallic Clear coat	N/C
☐ E4	Vermillion Red	N/C
☐ FT	Blue Metallic	N/C
☐ HG	Smokestone Metallic	N/C
☐ J1	Kodiak Brown Metallic	N/C
☐ JL	Dark Toreador Red Metallic	N/C
☐ JS	Iconic Silver Metallic	N/C
☐ M7	Carbonized Gray	N/C
☐ LK	Dark Blue	N/C
☐ LM	Royal Blue	N/C
☐ LN	Light Blue Metallic	N/C
☐ TN	Silver Grey Metallic	N/C
☐ UJ	Sterling Grey Metallic	N/C
☐ UM	Agate Black	N/C
☐ YG	Medium Titanium Metallic	N/C
☑ YZ	Oxford White	N/C

☑	Charcoal Black w/ Vinyl Rear	N/C
☐	Charcoal Black w/ Cloth Rear	$58

SPC
SUBURBAN PURCHASING
COOPERATIVE

Please complete the following in its entirety.

Title Information:	VILLAGE OF PALATINE
	200 E WOOD STREET
	PALATINE, IL 60067
Contact Name:	Matt Dusckett
Phone Number:	847-202-6976
Purchase Order Number:	
Ford FIN Code:	QD629
Tax Exempt Number:	E-9998-1424
Total Number of Units:	1
Total Dollar Amount:	$35,957
Delivery Address:	148 W ILLINOIS AVE
	PALATINE, IL 60067

Orders require an original signed purchase order & tax exempt letter.
Scheduled Orders Cannot be canceled

Currie Motors Commercial Center
10125 W. Laraway Road
Frankfort, IL 60423
(815) 464-9200
Kristen De La Riva fleetcurrie@gmail.com
Tom Sullivan curriefleet@gmail.com

Capital

2021 *thru* 2025

Village of Palatine, IL

Department	52-Public Works
Contact	Matt Dusckett
Type	Equipment
Useful Life	10 years
Category	Vehicles & Equipment

Project #	VE 0005
Project Name	Police Dept Vehicle Replacements

Account # 401-42-75-6070 625

Description

CY 2021 Replacements

$ 44,561 - T402 2013 Ford Explorer (Replace w/Explorer Hybrid) Police Asst Existing to Auction ← White P.A.

46,981 - T442 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to Auction

46,981 - T443 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to auction

46,981 - T444 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to auction

46,981 - T445 2016 Ford Explorer (Repl w/Explorer Hybrid) Patrol Existing to auction

← Black Patrol

← Dodge Pickup command

Justification

This program provides the planned replacement of necessary Police vehicles in order to prevent obsolescence, maintain the functionality of the Department, and enhance operational efficiency.

Prior	Expenditures	2021	2022	2023	2024	2025	Total
293,995	Equipment	232,485	82,430	440,935	123,620	518,295	1,397,765
Total	Total	**232,485**	**82,430**	**440,935**	**123,620**	**518,295**	**1,397,765**

Prior	Funding Sources	2021	2022	2023	2024	2025	Total
293,995	Capital Equipment - 401	232,485	82,430	440,935	123,620	518,295	1,397,765
Total	Total	**232,485**	**82,430**	**440,935**	**123,620**	**518,295**	**1,397,765**

Consider a Motion Authorizing the Village Manager to Purchase Two Mobile Column Lift Sets

BACKGROUND:
As part of the Capital Equipment Replacement Budget for 2021, the Village Council has appropriated $85,240 in funds for the replacement of a mobile column lift sets E-115 and E-122. These lifts are used daily to raise trucks up and allow mechanics to work on the underside of trucks. They are sold in sets of four lifts, one for each wheel position of a two-axle truck.

KEY ISSUES:

- The existing mobile column lifts are over 21 years old, are becoming obsolete, and have older safety technology. They have also become prone to rusting over the years from use during winter snow operations. They passed annual inspection/certification this year, but the inspector mentioned that the rusting may prohibit them from passing again unless repaired.
- The lifts are typically sold in groups of four, but can be linked together into groups of up to twenty if needed for trucks with many axles. The current fleet of Village trucks includes some fire and dump trucks with three axles, which require six of these lifts to be linked together.
- They are considered “mobile” in that they can be moved and set up in any location, including outdoors. The Fleet Team has researched replacement lifts and determined that a unit manufactured by Stertil-Koni will provide the best features at the least cost. The existing lifts are Stertil-Koni and have performed well over the years.
- There is a Sourcewell joint-purchase contract for these lifts. Staff requested a quote from the closest distributor, Safetylane Equipment Corporation of Bloomington, Indiana. The total cost is $85,570.28, which includes the trade-in of the existing units. The liability of sending them to auction and someone having a mishap is not worth the risk.

ALTERNATIVES:

1. Authorize the Village Manager to purchase two sets of Stertil-Koni lifts through the Sourcewell contract.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to purchase two sets of Stertil-Koni mobile column lifts through the Sourcewell contract from Safetylane Equipment Corporation in the amount of $89,570.28. Staff also recommends the Village Council approve the trade-in of the two sets of existing Stertil-Koni lifts to Safetylane Equipment for a credit of $4,000, for a net purchase price of $85,570.28.

BUDGET IMPACT:
Funds in the amount of $85,240 have been appropriated in the 2021 Capital Equipment Replacement Budget to accommodate this purchase. The shortfall of $330.28 will be offset by savings on other vehicle and equipment purchases in 2021.

ACTION REQUIRED:
Motion to authorize the Village Manager to purchase two sets of Stertil-Koni mobile column lifts through the Sourcewell contract from Safetylane Equipment Corporation of Bloomington, Indiana in the amount of $89,570.28 and authorize the trade-in of the two sets of existing Stertil-Koni lifts to Safetylane Equipment for a credit of $4,000, for a net purchase price of $85,570.28.

ATTACHMENTS:

- Purchase Memorandum
- Capital Budget Page
- Safetylane Equipment Quote

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

VILLAGE OF PALATINE

Department of Public Works
148 West Illinois Avenue
Palatine, IL 60067
847-705-5200

MEMORANDUM

To: Matt Barry, Director of Public Works

From: Matt Dusckett, Fleet Services Coordinator

Date: December 4, 2020

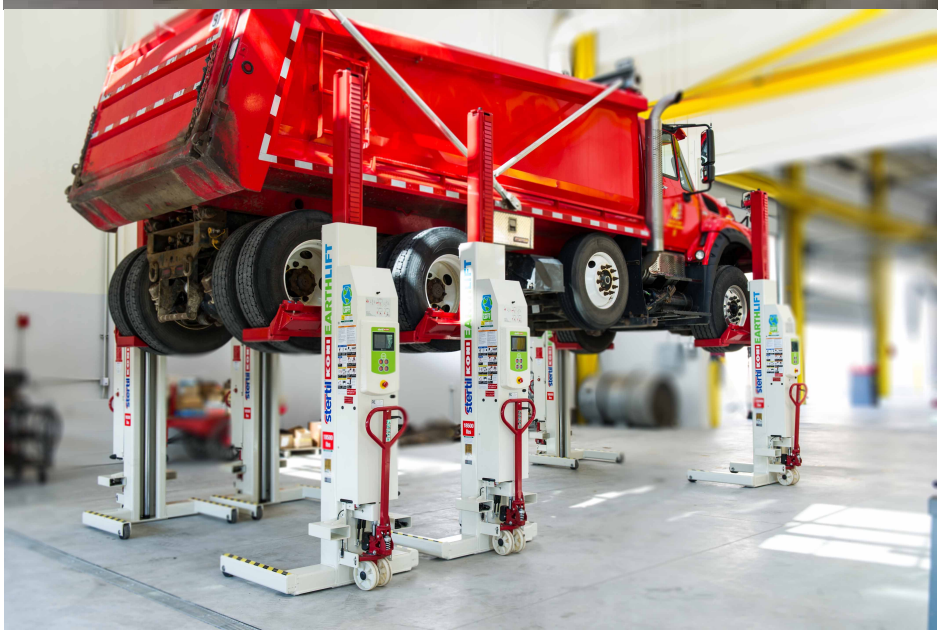
Subject: Purchase of Heavy Duty Mobile Column Lift Sets

Issue: As part of the Capital Equipment Replacement Program for CY 2021, the Village Council has appropriated $85,240 in funds for the purchase of replacement mobile column lift sets E-115 and E-122. These lifts are used daily to raise trucks up and allow mechanics to work on the underside of trucks. They are sold in sets of four lifts, one for each wheel position of a two-axle truck.

Analysis: The existing mobile column lifts are over 21-years old and are becoming obsolete and have older safety technology. They have also become prone to rusting over the years from use during winter snow operations. They passed the annual inspection/certification this year, but the inspector did mention that the rusting may prohibit him from passing them again unless it is repaired.

The lifts are typically sold in groups of four, but can be linked together into groups of up to twenty if needed for trucks with many axles. The current fleet of Village trucks includes some fire and dump trucks with three axles, which require six of these lifts to be linked together. I have included a few pictures below to show how they can be utilized:

Attachment: Purchase Memorandum (Purchase Two Mobile Column Lift Sets)



They are considered "mobile" in that they can be moved and set up in any location including outdoors. The fleet team has researched replacement lifts and has determined that a unit manufactured by Stertil-Koni will provide the best features at the least cost. The existing lifts are Stertil-Koni and have performed well over the years.

There is a current Sourcewell joint-purchase contract for these lifts. I have obtained contract pricing from our closest distributor, Safetylane Equipment Corporation of Bloomington, Indiana. The pricing includes the trade-in of the existing units because the liability of sending them to auction and someone having a mishap is not worth the risk.

Recommendation: Staff recommends the Village purchase two sets of (4) ST-1085-2FWA mobile column lifts from Safetylane Equipment Corporation, 335 S Lincoln St. Bloomington, IN 47401, at a cost of $85,570.28. Budgeted funds are $85,240 which will leave a shortfall of $330.28. That difference will be made up from savings on other capital purchase funds.

Attachments: VE004 2021 Public Works Equipment Replacement Worksheet
Safetylane Equipment Corporation Sourcewell Contract Proposal

Capital

2021 *thru* 2025

Village of Palatine, IL

Department 52-Public Works
Contact Matt Dusckett
Type Equipment
Useful Life 10 years
Category Vehicles & Equipment

Project # **VE 0004**
Project Name **Public Works Equipment Replacements**

Account # 401-52-75-6070 625

Description

CY 2021 Replacements
$ 55,000 - G011 1996 Fire Station 85 Emergency Generator (Replace with same)
42,620 - E115 2000 Mobile Column Lift (Replace with same)
42,620 - E122 2001 Mobile Column Lift (Replace with same)

Justification

This program provides the planned replacement of necessary Public Works operating equipment in order to prevent obsolescence, maintain the functionality of the Department, and enhance operational efficiency.

Prior	Expenditures	2021	2022	2023	2024	2025	Total
440,860	Equipment	140,240	156,325	196,950	14,260	597,820	1,105,595
Total	Total	140,240	156,325	196,950	14,260	597,820	1,105,595

Prior	Funding Sources	2021	2022	2023	2024	2025	Total
440,860	Capital Equipment - 401	140,240	156,325	196,950	14,260	597,820	1,105,595
Total	Total	140,240	156,325	196,950	14,260	597,820	1,105,595

Attachment: Capital Budget Page (Purchase Two Mobile Column Lift Sets)

SAFETYLANE EQUIPMENT CORPORATION
335 S Lincoln St
Bloomington, IN 47401
In Illinois: Mike Roberts
Office: 224-500-2307
mikeroberts@usalift.com

12/4/2020

Matt Dusckett
Palatine Dept of Public Works
148 Illinois
Palatine, IL 60067

SOURCEWELL PURCHASING COOPERATIVE

WIRELESS MOBILE LIFT

Stertil-Koni, made in Streator Illinois

MODEL	DESCRIPTION	UNIT	QTY	PRICE
ST1085-2FWA	WIRELESS Battery Lift, Set of 4 - 74,000 lbs capacity, 24VDC, control box on every column. Adjustable forks.	44,265.14	2	88,530.28
Freight				1,040.00
Installation	Set-up, Performance Test, Operation/Maintenance Training		Included	
Trade Allowance	Exchange value for 8 used Stertil-Koni columns			-4,000.00
			TOTAL	85,570.28

TERMS Net due on invoice with approved credit.
Subject to Sales tax unless Tax Exempt

DELIVERY Normally in stock. If not, 30-45 days ARO.

Note: Offer is valid for 30 days.

Accepted: date

Peter Haralovich, President
USALIFT.com

Consider a Motion Authorizing the Village Manager to Approve Reimbursements to the Palatine Park District for Contractual Grass Mowing Services

BACKGROUND:
Over the years, the Village has identified 41 locations (approximately 51 acres) where regular grass mowing is required. Many of these locations are within residential neighborhoods or along major thoroughfares serving Palatine. The Village worked with the Palatine Park District in 2019 to coordinate a joint-bid for contractual mowing services. The Park District awarded the contract to Gilio Landscape Contractors of Arlington Heights, Illinois, with renewal options for up to two additional one-year periods. The Village Manager was given the ability to approve reimbursements to the Park District for the Village's areas.

KEY ISSUES:
- Gilio Landscape Contractors has agreed to an extension for the 2021 season with a 1.5% increase in rates.
- The 2020 season was the first one-year renewal period of the contract. This would be the second one-year renewal.
- In past years, the effort made by Gilio Landscape Contractors was outstanding, in that few, if any, real complaints were received from the public.
- The estimated cost for this program is $58,702.22 to $64,991.74.

ALTERNATIVES:

1. Authorize the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services for the 2021 mowing season.

BUDGET IMPACT:
Funds in the amount of $65,000 have been appropriated in the Public Works Operating Budget to accommodate these services.

ACTION REQUIRED:
Motion to authorize the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services for the 2021 mowing season.

ATTACHMENTS:

- Gilio Contract Renewal Letter

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Tim Millar, District 1 Councilman
SECONDER:	Doug Myslinski, District 3 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Gilio

Landscape Contractors
3008 N. Schoenbeck Road
Arlington Heights, Illinois 60004
(847)541-5353
Gerry@giliolandscape.com

Corey Zak
Horticulture Foreman
Palatine Park District
148 W. Illinois Ave.
Palatine, IL 60067

December 2, 2020

Re: Contract extension for 2021:

Cory

We would be agreeable to the contract extension for 2021 as per the 2019 contract documents.

Our proposal per 2019 contract under optional renewal terms for the third term is:

Item 1 (Parks) 1.5%
Item 2)Schools/church) 1.5%
Item 3 (Trails bi-weekly) 2.5%
Item 4 (Village of Palatine) 1.5%

2021 Totals:

Item 1 (Parks)	$55,134.80 X 1.5%(827.01) =	$55,961.80
Item 2 (Schools/church)	$45,472.00 X 1.5%(682.00) =	$46,154.00
Item 3 (trails bi-weekly)	$10,619.00 X 2.5%(265.00) =	$10,884.00
Item 4 (Village of Palatine)	$57,834.70 X 1.5%(867.52)=	$58,702.22
	$169,060.50	**$171,702.02**

Thank you.

Sincerely,

Gerald J. Gilio
Gilio Landscape Contractors

Attachment: Gilio Contract Renewal Letter (Palatine Park District Grass Mowing Services Reimbursements)

Consider a Motion to Award a Contract for the 2021 Parkway Tree Trimming Program

BACKGROUND:
In 2020, the Municipal Partnering Initiative (MPI) solicited bids for parkway tree trimming, tree removals, and stump removals for 2020 - 2022. MPI is a group of local municipalities that have coordinated similar projects to benefit from bulk purchasing, the sharing of best practices, and the sharing of workloads. The MPI bid allowed municipalities to award contracts in part or in whole. Advanced Tree Care, Incorporated of Lincolnshire, Illinois submitted the most favorable pricing for the tree trimming category and has offered the same pricing and terms secured by MPI to the Village for our 2021 trimming.

The areas targeted for trimming in 2021 are roughly from: Lake Cook Road south to Dundee Road and Hicks Road east to Route 53; the Barrington Woods and Brentwood subdivisions; and Dundee Road south to Northwest Highway/Colfax Street and Northwest Highway east to Quentin Road.

KEY ISSUES:
- An estimated 2,350 trees will be trimmed during 2021.
- Based on the estimated quantities of trees by size, the cost will be $75,000 for the 2021 area. This aligns with the amount budgeted while stopping short of using any of the amount on the Department "Hold List".
- Work performed by Advanced Tree Care during the 2020 season was satisfactory.

ALTERNATIVES:

1. Award the contract for the 2021 Parkway Tree Trimming Program to Advanced Tree Care.
2. Refer back to Staff with comments.

RECOMMENDATION:
It is recommended that the contract for the 2021 Parkway Tree Trimming Program be awarded to Advanced Tree Care, Incorporated.

BUDGET IMPACT:
Funds have been appropriated in the 2021 Public Works Operating budget to accommodate this work.

ACTION REQUIRED:
Motion to award a contract for the 2021 Parkway Tree Trimming Program to Advanced Tree Care, Incorporated of Lincolnshire, Illinois.

ATTACHMENTS:

- Advanced Tree Care Proposal
- Cost Estimate
- 2021 Tree Trimming Area Map

RESULT:	**APPROVED BY VOICE VOTE [UNANIMOUS]**
MOVER:	Doug Myslinski, District 3 Councilman
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Schwantz, Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

ADVANCED TREECARE ADVANCED LAWNCARE

PROPOSAL

600 Industrial Dr.
Lincolnshire, IL 60069
Phone # (847) 587-8500
Fax # (847) 973-9484

Date: November 27, 2020
Estimate # 27004
office@advanced-treecare.com
www.advanced-treecare.com

Name / Address	Job Location / Email
Village of Palatine 148 W Illinois Ave Palatine, IL 60067 Customer number : 954697	Village of Palatine 148 W Illinois Ave Palatine, IL 60067 Work: 847-705-5200 Email: jmalik@palatine.il.us

#	Item	Description	Cost
1		**Municipal Partnering Initiative (MPI)** Contract Extension 2021 season: For your consideration: Advanced Tree Care would like to extend the current tree MPI trimming contract to the village of Palatine for the 2021 season. All aspects of the current contract will be extended to the Village of Palatine pertaining to Class 2 parkway tree trimming & Emergency hourly rates pertaining to the Village of Glenview in their bid #RFB 219034 for our 2021 Parkway Tree Trimming Program. Article 9 " Joint Purchasing/Purchasing Extension" of their Terms and Conditions extends the services to other municipalities through the Governmental Joint Purchase Act. Officers of Advanced Tree Excluded from conducting on site physical tree trimming work outside of Supervising project.	
		TOTAL	**$0.00**

ACCEPTENCE OF PROPOSAL- The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment within 10 days of satisfactory completion.

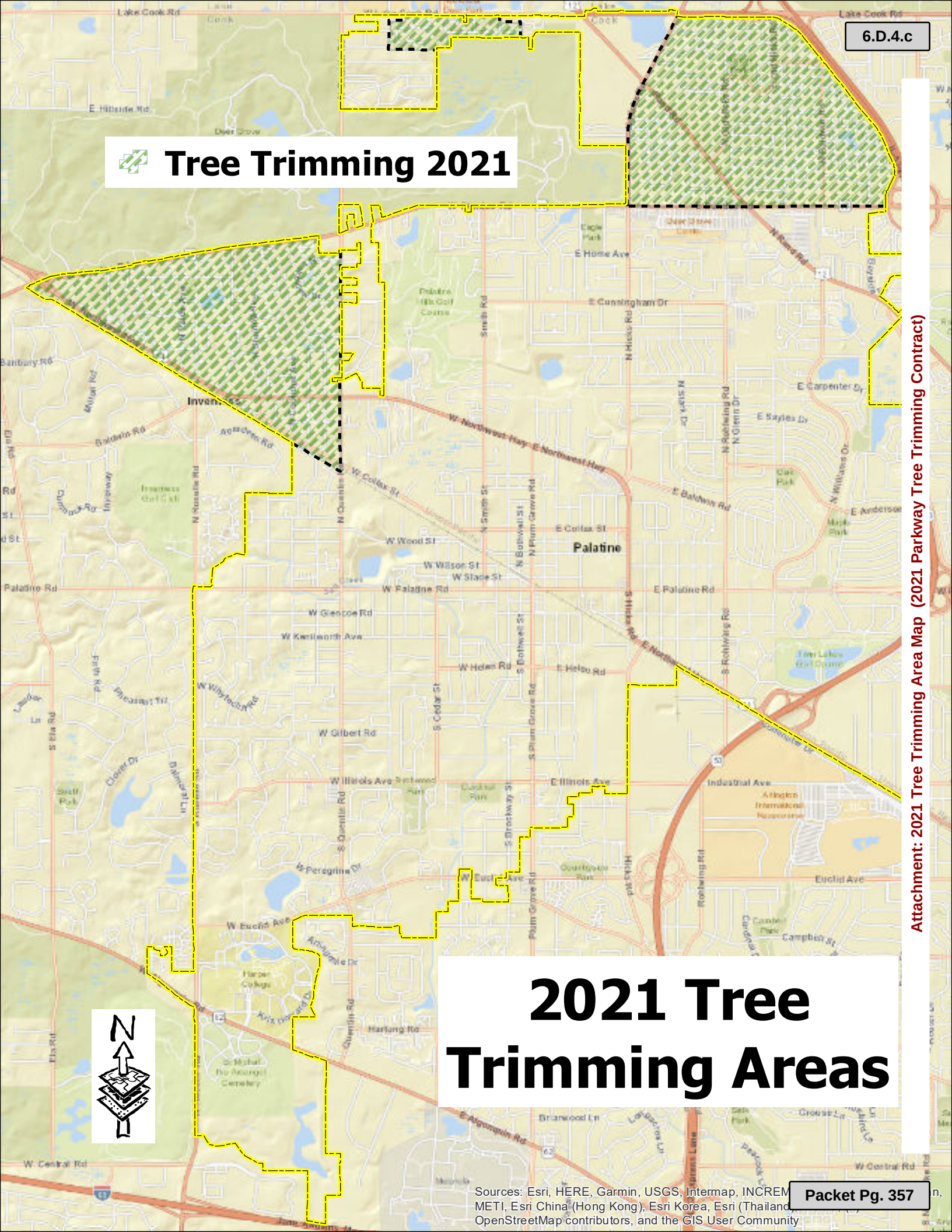
Arborist Signature X Mike Bramucci **Customer Signature X** _____ **Date of Acceptence** _____

Trimming: Pruning of trees & shrubs will be in accordance with the ANSI A300 Standards of pruning as listed by the International Society of Arboriculture.
Wound Dressing: Current research shows that there is no beneficial effect from tree paint, and in some cases it is actually detrimental.
Tree Removal: Trees will be cut as low as possible. Additional charges may be necessary for unseen concrete or metal in the tree, in which case the owner will be notified.
Stump Removal: Grinding of stump to below ground level. Stump hole will be back filled with stump chips and excess chips left on site, unless otherwise stated. These chips are an excellent landscape mulch. Removal of stump chips are generally the same cost as grinding the stump.
Debris Removal: All logs and brush from pruning or removal operations will be hauled from site and area will be completely raked. Stump grindings are excluded.
Permits: When necessary, will be responsibilty of customer unless otherwise agreed too.
Terms: Items billed as completed. Check,Credit within 10 days of completion unless otherwise agreed in writing. 2.5% daily service charge on unpaid overdue accounts.
Cancelation: A written request to cancel must be recieved. Cancellation of work not received before crew arrival will be subject to our current minimun charge of $200.
Insurance: Our workers are fully covered by workman's compensation. Advanced Tree Care also carries personal injury and property damage liability. A certificate of insurance will be sent upon request.

Attachment: Advanced Tree Care Proposal (2021 Parkway Tree Trimming Contract)

Village of Palatine
2021 Parkway Tree Trimming Program Cost Estimate

Tree Diameter (DBH) Classes	Estimated # of Trees	Estimated Total Diameter (in inches)	Unit Price per inch	Extended Annual Total
1-7"	1066	3929	$ 2.10	$ 8,250.90
8-15"	586	6478	$ 2.50	$ 16,195.00
15"+	695	17408	$ 2.90	$ 50,483.20
Total Trees	2347		Total Cost	$ 74,929.10



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREM n, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), OpenStreetMap contributors, and the GIS User Community

Attachment: 2021 Tree Trimming Area Map (2021 Parkway Tree Trimming Contract)

Consider an Ordinance Granting a Variation for Unit Size to Allow an Existing Condominium Unit (#415) to be Divided Into Two Units Within the Park Towne Condominium Building at 140 W. Wood Street

BACKGROUND:
The Petitioners are proposing to divide a 2-bedroom condominium unit into two units. This would result in a 1-bedroom unit and a studio unit, which would be under the Zoning Ordinance minimum required size of 500 square feet. Therefore, the Petitioners are requesting approval of the following:

> **Variation to allow a multi-family unit to be 362 square feet, instead of the minimum required 500 square feet.**

KEY ISSUES:

- The Subject Property, zoned R-3 Multi-Family Residential, is located within the Park Towne Condominium building. The conversion from apartments to condominiums took place in 1995, which included the consolidation of certain 1-bedroom and studio units into 2-bedroom units. The table below identifies the existing and proposed unit distribution, within Park Towne:

	Existing	**Proposed**
Studio	41 units	**42 units**
1 - Bedroom	51 units	**52 units**
2 - Bedroom	37 units	**36 units**
Total	129 units	**130 units**

- The Petitioners are requesting to restore the units back to the original configuration, with a 1-bedroom unit (644 square feet) and studio unit (362 square feet). However, per Code, there is a minimum of 500 square feet ground floor area per unit in the R-3 District. There are other existing studio units within the building, which are similar in size and do not meet the minimum ground floor area requirement. A recent variation request was approved in 2019 for an identical circumstance. In addition to this request, there are two remaining 2-bedroom units, which could also request conversion back to their previous condition.

- The Petitioners purchased the 2-bedroom unit in 2015 and it is currently vacant. The condominium has been on the market for over a year with significant interest. However, the monthly HOA fees are more than the monthly mortgage thus doubling the cost of the unit.

- The Petitioners have received approval for the proposed conversion from the Park Towne HOA.

- Park Towne recently reconfigured their parking lot. The total number of parking spaces is now 189. In addition to the 2019 request for a condominium

conversion, a variation was approved, reducing the required number of parking spaces from 2 spaces/unit (258) to 1.4 spaces/unit (180). With the increase of one unit, the total number of required parking spaces is 182. Therefore, parking is not an issue. At the time of its construction, the Village Code requirement for multi-family parking was 1.5 spaces/unit or 192 parking spaces.

ALTERNATIVES:

1. Approve the Variation to Permit a Studio Unit to be 362 square feet.
2. Do not approve the Variation to Permit a Studio Unit to be 362 square feet.

RECOMMENDATION:

Public Hearing**:**	ZBA meeting on December 1, 2020.
Residents testifying:	None.
Vote:	The ZBA voted unanimously to approve a Variation to Permit a Studio Unit to be 362 square feet and Staff Concurs.

ACTION REQUIRED:
A motion to approve the ordinance granting a Variation to Permit a Studio Unit to be 362 square feet at 140 W. Wood Street Unit 415.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider an Ordinance Granting a Special Use Amendment and Variations to Permit the Expansion of the Existing McDonald's Restaurant at 1576 N. Rand Road

BACKGROUND:
The Petitioner is proposing a restaurant expansion for the existing McDonald's, which encroaches into the minimum required front yard setback and reduces the total number of parking spaces. Therefore, the Petitioner is requesting approval of the following:

Special Use Amendment to Ordinance #O-31-94 to permit a restaurant expansion;

Variation to permit an addition to be set back 36 feet from the front lot line, instead of the minimum required 40; and

Variation to permit 47 parking spaces, instead of the minimum required 56 parking spaces.

KEY ISSUES:

- The Subject Property, zoned B-5 General Business, contains a McDonald's restaurant with drive-thru and associated parking. In 1994, the property was annexed into the Village and rezoned to B-5, with a Special Use approval for a restaurant and drive-thru.

- The Petitioner is seeking to remodel the existing McDonald's, which includes an addition on the front of the building set back approximately 36 feet (40 feet is required) and an addition on the rear of the back of the building set back approximately 42 feet (35 feet is required). The building will go from approximately 4,060 square feet to 5,598 square feet.

- The proposed improvements include exterior and interior building modifications (painting, new décor, new seating, and ADA complaint bathrooms) and site work (freezer/cooler addition, Play Place addition, updated drive-thrus, ADA sidewalks, and parking stalls and landscaping).

- The existing restaurant has 97 seats. With the proposed addition, the total number of seats would increase to 101. The hours of operation are 24 hours/day, with 10-12 employees per shift.

- The site currently has 51 parking spaces. With the proposed improvements there would be 47 parking spaces. With the proposed expansion, 56 parking spaces will be required per the 1/100 square feet (most restrictive requirement); therefore, a parking variation is required.

- Per the submitted application, the previous addition and implementation of the dual drive-thru system has allowed McDonald's to accommodate drive-

thru percentages that are approximately 70-75% of sales. Therefore, McDonald's parking demand decreased with the increase in drive-thru usage. The parking lot surrounds the restaurant and the expansion reduces the parking by 4 spaces. The submitted justification further indicates that the proposed reduction of 4 spaces (to 47 total spaces) is more than sufficient to sustain customer parking demand at this location, provided the existing drive-through systems.

ALTERNATIVES:

1. Approve the Special Use Amendment and Variations to Permit the Expansion of an Existing Restaurant.
2. Do not approve the Special Use Amendment and Variations to Permit the Expansion of an Existing Restaurant.

RECOMMENDATION:

Public Hearing**:**	ZBA meeting on December 1, 2020
Residents testifying:	None.
Vote:	The ZBA voted 7-1 to approve a Special Use Amendment and Variations for the Expansion of an Existing Restaurant and Staff Concurs.

ACTION REQUIRED:

A motion to approve the ordinance granting a Special Use Amendment and Variations to Permit an Expansion of an Existing Restaurant at 1576 N. Rand Road.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider an Ordinance Granting Preliminary Planned Development to Permit the Development of Two Warehouse/Office Buildings on a Single Zoning Lot for the Properties at 200, 300, and 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive (former Weber Stephen Facility)

BACKGROUND:

The Petitioners are proposing to redevelop the approximate 25-acre former Weber Stephen property at Sellstrom Drive and Daniels Road into two new warehouse/office buildings. Therefore, the Petitioners are requesting approval of the following:

> **Preliminary Planned Development to permit a 2-lot manufacturing development for two new warehouse/office buildings**

KEY ISSUES:

- The Subject Property (approximately 25-acres) is zoned Manufacturing and was originally subdivided, as part of Arthur T. McIntosh's & CO.'s Palatine light industrial district in 1951 and served as a manufacturing and distribution location for Weber Stephen Products for many years.

- The Petitioner, Midwest Industrial Funds, is a private industrial real estate developer, property owner, and manager in the Chicago Area and is proposing to redevelop the former Weber property with two warehouse/office buildings. The development includes associated exterior truck docks between the buildings and two passenger vehicle parking lots.

- The Petitioner has indicated that will ultimately be seeking the Village's support for their pursuit of a Cook County 6b classification. They have provided attached materials that outline their desire to obtain a 6b classification and its related impact on their proposed redevelopment project. A formal request seeking the Council's approval of a 6b resolution of support would be considered in conjunction with their request for Final Planned Development approval.

Zoning and Site Design:

- In its current configuration, the Subject Property contains 10 parcels and 3 manufacturing buildings. Access to the site comes from Sellstrom Drive, which also exits from and terminates at a signalized intersection at Hicks Road. Weber's previous long-term use of the site included manufacturing, distribution, and a retail component.

- The proposed Site Plan contemplates two office/warehouse buildings, with a north-south orientation on the site. Per Code, any petition for two buildings on one zoning lot requires Planned Development review.

- Per the site plan, there are two passenger vehicle parking lots, west of the western building and east of the eastern building. Exterior truck docks are located in between the two buildings in the interior of the site.

- Access into the site is through a 30-foot access road on the south side of the property and a secondary 25-foot access on the north side of the property. Truck access will only come from the southern access road and the secondary access achieves compliance with the Fire Department's requirement for clear access to all sides of the buildings.

- As required by Code, the site plan contemplates an emergency (Palatine Fire or Police) only access on the west side of the property. This access will be screened, under gated control, and not available for any access or use outside of the instance of an emergency. It is required due to the square footage of the buildings, as indicated Fire Code requirements.

- The following table summarizes the bulk standards of the existing and proposed buildings:

	Existing - former Weber property	**Proposed**
Building square footage and FAR **(proposed)**:	(1) 298,802 (western) (2) 40,439 (northwest) (3) 96,173 (southeast)	**275,388 (west) -** 14.42-acres; 43.8% (70% is maximum) **153,043 (east) -** 10.96-acres; **32.07%**
Number of buildings:	3	**2**
Number of truck docks:	25 total (eastern side of main building - 200 E. Daniels Road)	**32 (+ 10 future) - west 28 – east = 70**
Building height: ****** The proposed building heights comply with the maximum allowed in the M district (4-stories; 60 feet) & maximum abutting SFR (3-stories; 45 feet) - also cannot exceed 1/3 setback to residential property	22 feet - approximately	**West building - 37 feet 3 inches (majority of bldg.) and 40 feet 3 inches - office parapet Eastern - 37 feet to 45 feet 4 inches - office parapet**
Western building setback (west) to Oak Street properties:	62 feet	**122 feet (including a 50-foot buffer yard, with berm)**
Eastern building setback (north) to railroad ROW	20 feet	**66 feet 3 inches**

Total building square footage	435,414 square feet	**428,431 square feet**

Architecture:

- The building elevation materials are glass and stained precast concrete. The plans indicate that each building can accommodate 1-4 tenants. The elevations vary the façade panels along the expanse of the exterior sides of the buildings. The western wall of the existing building is 864 feet along the S. Oak Street elevation and the proposed is approximately 866 feet.

- There are glassed entrances and elevations at the office areas (peripheries) of both buildings and at the mid-building areas of the exterior sides (Oak Street and Sellstrom Drive) of each building.

- The bulk standard (setbacks, height, and FAR) all comply with the Zoning Ordinance requirements for Manufacturing zoned properties.

Landscaping and screening:

- In addition to parkway trees, parking lot and island landscaping, the Zoning Ordinance requires a 50-foot buffer area for all manufacturing properties, within 200 feet of any residential land. This applies to the western (along S. Oak Street) and northern (south of the 100-foot railroad right-of-way) portions of the site

- The S. Oak Street properties are buffered with a 50-foot wide buffer area utilizing an elevated berm for screening. The buffer area includes a combination of installed 8-foot evergreens (60), deciduous shade trees (14), additional ornamental trees, large and dwarf deciduous shrubs and a combination of ornamental grasses.

- A 50-foot landscaped berm is also required on the northern property line, as the residential properties along Parallel Street are approximately 102 feet from the northern property line. The 100-foot Chicago and Northwestern Railway ROW separates the Subject Property from the residentially zoned area.

- Within the ROW, there are numerous mature trees. The existing building (northeastern Weber building) is approximately 20 feet from the property line. In its existing condition, the existing property does not provide a 50-foot buffer area on the north side of the property and is non-conforming and there is a chain link fence with barbed wire on the property line.

- The proposed eastern building will be setback 66 feet from the property line. In lieu of a 50-foot buffer area on the north side of the property, the plans indicate a 14.5-foot (western 890 feet) to 33-foot (eastern 582 feet) buffer area, with 100 8-

foot evergreen trees. The dimensional difference between buffer widths relates to a railroad easement from the Subject Property.

- Additionally, the plans were revised to include an 8-foot solid fence/screening wall in addition to the 8-foot tall evergreens, along the truck dock access drive - approximately 420 linear feet - (this would block the further block the noise and headlights from trucks driving north to access the docks). Also, a similar 8-foot solid fence/screening wall is planned for the eastern passenger vehicle parking lot - approximately 270 feet (this would prevent headlights from glaring north).

- The existing mature trees throughout both sides of the ROW are also maintained and in addition to the proposed landscaping and screening plan. The cross section indicates that the railroad ROW is 4-5 feet higher than the residential properties.

- The Zoning Ordinance requires the perpetual maintenance of this buffer area for the life of the development. This includes maintaining the amount of landscaping within the buffer area and replacing and damaged or dead landscaping.

- The proposed landscaping and screening on the west side of the property comply with the required 50-foot bermed buffer area and nearly double the setback of the existing building to 122 feet.

- The buffer area on the north side of the property increases from the existing conditions to a width of 14.5 feet to 33 feet and includes 8-foot fence along the truck and vehicle traffic areas adjacent to the buffer area. There is also 100-feet of railroad ROW separating the residential properties along E. Parallel Street from the site. Additionally, there is existing mature landscaping with the railroad ROW in addition to the proposed. The expanded buffer area on the north side of the property will greatly increase the existing onsite landscaping. The initial plans indicated an 8-foot screening fence (along the truck and eastern parking lot activity areas). In response to the resident question at the Public Hearing, the Petitioner indicated that the 8-foot fence would be extended another 130-feet to the east. With the landscaping and an extended fencing, it will be an improvement from the existing circumstances.

Engineering:

- The Subject Property is fully developed and an active manufacturing use for many years. Utilities and infrastructure exist throughout the site.

- Within the site, the preliminary engineering plans propose to manage stormwater, through four detention basins. The engineering plans increase the capacity of the detention basin in the northwest corner of the site (Detention Basin “A”) and lower it by approximately 6 feet. Starting at Daniels Road on the west side of the

property, stormwater will be directed north to Basin A and then conveyed east along the northern property line, ultimately discharging south from the site and east to Salt Creek through a 60-inch storm sewer.

- Basin A will also accept stormwater from S. Oak Street and assist with flooding issues in the area. Finally, an existing stone box culvert in the railroad ROW, will be maintained and reconnected to Basin A. This will assist with stormwater constraints upstream and to the north of the railroad ROW.
- South of Daniels Road, the grade and swale will be refined and re-stablished to convey stormwater east to Detention Basin C, ultimately to discharge from the site and reach Salt Creek. Detention Basin B, between the truck docks captures stormwater coming from the building and docks through 12-inch storm sewers and conveys the water through an underdrain, north to the culvert on the north side of the property and exiting the site to Salt Creek.
- The sanitary sewer discharges west from the site and ultimately connects to a 60-inch MWRD interceptor heading south along S. Plum Grove Road.
- The Village Engineer has initially accepted, with conditions of review, the preliminary engineering plans. The proposed stormwater management plans improve the flooding issues in the area and renew the previously existing grades to convey stormwater to Salt Creek.
- The preliminary engineering plans will not only address existing stormwater issues on the subject property, but will also further mitigate and improve off-site flooding and upstream issues in the area.

Traffic Analysis:

- The Subject Property derives its access from Sellstrom Drive (Village ROW), through a signalized intersection at S. Hicks Road, which connects north to Northwest Highway (IDOT ROW) and south to Illinois Avenue (Village ROW).
- KLOA completed a Traffic Impact Study (TIS) as part of the Preliminary Planned Development application.
- Northwest Highway (U.S. Route 14) is a northwest-southeast minor arterial roadway and is identified as a Class II truck route. Its 2017 AADT (annual average daily traffic) volume of 25,200 vehicles west of Hicks Road and 19,000 vehicles east of Hicks Road. Hicks Road (IDOT ROW) is a north-south, major collector roadway, which provides two through lanes in each direction. Hicks Road carries AADT volume of 11,500 vehicles (2018 IDOT).
- E. Helen Road (Village ROW) is a local east-west roadway, with a posted limit of

25 miles per hour. It is designated as a Class III truck route from Oak Street through Hicks Road. It provides truck access to the nine manufacturing zoned properties with frontage and access to E. Helen Road.

- The TIS indicates that the southern access drive will serve both truck and passenger vehicles and the northern access drive will primarily serve passenger vehicles. Further, it anticipates a direction distribution of 25% heading westbound on Northwest Highway, 45% eastbound on Northwest Highway, 20% south on S. Hicks Road, and 10% east on Illinois Avenue.

- The study concludes that there is capacity within the existing roadway system has "…sufficient reserve capacity to accommodate the development-generated traffic…"

- Staff requested a further evaluation for E. Helen Road to include an analysis regarding any impact from the development. The addendum includes this analysis and reviewed potential traffic calming measures along E. Helen Road. Its findings conclude that there would be low volume generation to E. Helen Road and notes that the current truck restrictions west of Oak Street on E. Helen Road prevent truck access from using E. Helen Road. As a condition of the proposed Ordinance, the Final Engineering plans require the submission of a traffic calming design for review and consideration by the Village.

<u>Questions raised at the Plan Commission meeting and Petitioner responses provided:</u>

- There were several resident from the Circle Park condominiums (northwest of the Subject Property – across the railroad ROW) and S. Oak Street (west of the Subject Property) who raised stormwater concerns at the meeting. The Circle Park residents were seeking corrective action for their stormwater management. As Circle Park was developed in the later 1950's, it was constructed without any detention requirements. While it is upstream and tributary (through an unmaintained existing culvert in the railroad ROW), to the detention basin on the Weber property, any stormwater improvements to Circle Park are outside of the required scope of the Subject engineering improvements.

- Staff has been in contact with the Circle Park representatives and is prepared to further discuss their questions and provide some initial technical assistance. This will include a recommendation to engage a civil consultant to review the existing circumstances and potential private solutions for their development.

- Nevertheless, the Petitioner's engineer submitted a supplemental response to the concerns raised at the Plan Commission meeting including the following:

- The existing issues to the culvert in the railroad ROW will be corrected, with the end of the culvert to be repaired and the section leading to the detention pond on the Weber property redone and corrected. This will allow the detention basin to accept water from properties north of the site, including Circle Park.
- The existing detention basin on the Subject Property will be greatly enhanced and its capacity increased tenfold. This will significantly enhance the stormwater circumstances in the area. The new design will also send stormwater to the east and away from Oak Street and will likely correct many of the existing issues experienced along Oak Street.

- There was also a resident at 325 E. Parallel Street that raised noise generation and dock activity concerns at the Public Hearing. In response to those questions, the Petitioner reviewed the circumstances and indicated that the 8-foot fence would be extended approximately 130 feet to the east to provide further screening. Also, the Petitioner revised the project narrative confirmed that the docking systems on the buildings will be substantially enclosed, with the dock seal securing to the building and closely fitting around the trailer when docking. This will allow all loading and unloading to occur from within the buildings.

- A resident along S. Oak Street also questioned about the impact of headlights and noise activities from the western parking lot. The proposed plans indicate both a 50-foot buffer yard placed upon a berm, with the parking lots being 5 feet below the berm and the proposed landscaping (including installed 8-foot evergreens) being placed on top of the berm. The Petitioner also confirmed that the only door access on the west side is the glass door office access to the building.

- The Subject Property is zoned for manufacturing uses and was consistently operating within those requirements, since, at least, the later 1950's. The initial subdivision envisioned its use to involve light industrial uses starting in 1951. The proposed redevelopment of the property conforms to the Future Land Use recommendation for manufacturing use of the property. The proposed site development and architectural plans conform to all of the Manufacturing district requirements and bulk standards.

ALTERNATIVES:

1. Approve the Preliminary Planned Development to allow for two new warehouse/office buildings on the former Weber Property at Sellstrom Drive and Daniels Road.
2. Do not approve the Preliminary Planned Development to allow for two new warehouse/office buildings on the former Weber Property at Sellstrom Drive and

Daniels Road.

RECOMMENDATIONS:

Public Hearing:	Plan Commission – December 8, 2020
Residents testifying:	5 – questions and concerns about off-site stormwater impact, lighting levels, storm water detention improvements, noise and headlight impact from the development. Also, there was expressed support for redevelopment of the properties and the stormwater improvements to the area.
Vote:	The Plan Commission voted 8-0 to approve the requested development, subject to Staff's conditions. Staff concurs with this recommendation, including the proposed extension of the 8-foot fence along the northern property line.

ACTION REQUIRED:
A motion to approve the Preliminary Planned Development to permit the development of two new warehouse/office buildings on one zoning lot at 200 E. Daniels Road, 300 E. Daniels Road, 350 E. Daniels Road, 200 S. Hicks Road, and 1 S. Sellstrom Drive.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Motion Authorizing the Village Manager to Execute an Agreement with Doland Engineering, LLC for Engineering Plan Review and Site Inspection Services

BACKGROUND:
For several years, engineering plan review associated with building permit and planning and zoning applications has been completed with part time staff. In 2021, in lieu of in-house part-time staff, a consulting relationship is recommended to complete these tasks.

Additionally, we have hired a consultant annually to complete site development inspections typically associated with subdivision activity and recommend that service delivery model continue for 2021.

KEY ISSUES:

- The scope of services for the plan review aspect, which is a new service delivery approach for 2021, includes engineering permit, planning and zoning review services related to site engineering and site development for residential, commercial and industrial properties within the Village of Palatine.

- The agreement for plan review services calls for a professional engineer to be on-site at the Village Hall two days per week for approximately 5.5 hours per week performing plan review, amounting to an estimated 286 man-hours annually. It additionally provides an ability for assistance relating to site observation in severe weather incidents or should demand exceed capacity of in house staff.

- The scope for the field inspections includes 37 different types of inspections with associated costs therein. These services would be provided upon request from the Village and based upon scheduling needs of associated developments.

ALTERNATIVES:

1. Authorize the Village Manager to execute the agreements with Doland Engineering for Engineering Plan Review and Site Inspection Services.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to execute the agreement with Doland Engineering for Engineering Plan Review Services for 2021 in the not-to-exceed amount of $42,900 and Site Inspection Services in the not-to-exceed amount of $19,720.

BUDGET IMPACT:
Funding is incorporated in the 2021 Public Works Operating Budget to accommodate these services.

ACTION REQUIRED:
Motion to authorize the Village Manager to execute the agreement with Doland

Engineering of Palatine, Illinois for Engineering Plan Review Services for 2021 in the not-to-exceed amount of $42,900 and Site Inspection Services in the not-to-exceed amount of $19,720.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Motion Authorizing the Village Manager to Purchase Two Replacement Fire Administration and Police Command Vehicles

BACKGROUND:
As part of the Capital Vehicle Replacement Budget for 2021, the Village Council appropriated $40,000 in funds for the replacement of one Deputy Fire Chief vehicle. The vehicle is recommended for replacement after an inspection, evaluation, and life-cycle cost analysis.

The vehicle, T-440, is a 2016 Ford Explorer with 36,000 miles. As part of the vehicle replacement schedule, it is scheduled to be handed-down to the Fire Prevention Division for an additional seven years of service.

In addition, Staff has proposed to replace the current 2018 Ford Expedition police command vehicle with a 2021 Dodge Ram 1500 SSV pickup truck.

KEY ISSUES:

- The Ford Police Interceptor Utility Hybrid was proposed for patrol vehicles because of the significant fuel savings they will offer for a vehicle that spends most of its time driving and idling. The administration vehicles are predominantly transportation vehicles and do not spend most of their time driving or idling. Therefore, the fuel savings from purchasing a hybrid vehicle would be considerably less.
- Staff reviewed the non-hybrid vehicle choices through existing joint-purchase contracts, which include the Ford Interceptor, the Dodge Durango, the Ford F-150 and the Dodge Ram 1500 pickup.
- Based on pickup truck cost comparisons, the Dodge Ram 1500 SSV is the lower cost over the Ford F-150, and both pickups are less than the Ford Interceptor. The Northwest Municipal Conference's Suburban Purchasing Cooperative (SPC) has awarded a contract for the 2021 Dodge Ram 1500 Police SSV through Larry Roesch Chrysler Jeep Dodge of Elmhurst, Illinois.
- There are currently five Dodge Ram 1500 pickups in the Village fleet utilized by administration personnel.
- The total purchase cost for the Deputy Fire Chief vehicle is $30,467, which includes various options. The remaining funds of $9,533 will be used for outfitting costs to transfer radios and purchase sirens and emergency lighting.
- The total purchase cost for the police command vehicle is $29,859, which includes various options. Outfitting costs are projected at $9,500, leaving an overall surplus of $7,622.

ALTERNATIVES:

1. Authorize the Village Manager to purchase two 2021 Dodge Ram 1500 SSV pickup trucks through the Suburban Purchasing Cooperative Contract.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to purchase two 2021 Dodge Ram

1500 SSV pickup trucks through the Suburban Purchasing Cooperative Contract #202 from Larry Roesch Chrysler Jeep Dodge in the amount of $60,326 and a total cost (including outfitting) not to exceed $86,981.

BUDGET IMPACT:
Funds in the amount of $40,000 have been appropriated in the Capital Vehicle Replacement Budget for the Deputy Fire Chief vehicle. Funds in the amount of $46,981 have been appropriated for the police command vehicle.

ACTION REQUIRED:
Motion to authorize the Village Manager to purchase two 2021 Dodge Ram 1500 SSV pickup trucks through the Suburban Purchasing Cooperative Contract #202 from Larry Roesch Chrysler Jeep Dodge of Elmhurst, Illinois in the amount of $60,326 and outfitting for a total cost not to exceed $86,981.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Motion Authorizing the Village Manager to Purchase Four Replacement Police Patrol Vehicles

BACKGROUND:
As part of the Capital Vehicle Replacement Budget for 2021, the Village Council appropriated $232,485 in funds for the replacement of four patrol squads and a police assistant squad. These vehicles are recommended for replacement or reassignment after an inspection, evaluation, and life-cycle cost analysis.

After a review of the current patrol commander 2018 Ford Expedition's reliability, Staff recommends the purchase of three Ford Hybrid Interceptors for patrol use and one Hybrid Interceptor for police assistant use.

The remaining patrol vehicle is recommended to be a Dodge Ram pickup truck that will become the new patrol commander, while a 2020 Hybrid Interceptor that was recently placed into service for patrol supervisor's use will be reassigned to patrol use. Under this scenario, there will be no additions to the fleet.

The commander Expedition has been out of service over 50 days thus far this year at the Ford dealer for repairs to the transmission, suspension and cooling system. This vehicle is the most important in the patrol fleet, and must be reliable to avoid lengthy downtime due to repairs. The Expedition will become a supervisor vehicle, replacing the current 2020 Hybrid Interceptor. It is less critical if a supervisor vehicle is down for repairs because there are two of them.

The three patrol squads (T-442, T-443 and T-444) are all 2016 Ford Interceptor Pursuit Utilities with 117,000, 127,000 and 139,000, miles, respectively. They will be replaced with 2021 Ford Police Interceptor Utility Hybrids. The hybrid pursuit model is a new design that is estimated to save up to $3,200 per year in gas costs. The battery hybrid system allows the vehicles to remain at a scene for up to eight hours with emergency lights activated, without having to idle the engine. These vehicles will be sold at auction.

The police assistant squad, T-402, a 2013 Ford Explorer with 24,000 miles, will also be replaced with a 2021 Ford Police Interceptor Utility Hybrid to take advantage of the fuel savings.

KEY ISSUES:
- The Northwest Municipal Conference Suburban Purchasing Cooperative (SPC) has awarded contract #152 for the Ford Police Interceptor Utility Hybrid through Currie Motors Fleet of Frankfort, Illinois.
- Local governments are permitted to purchase vehicles through these joint-purchase bids and take advantage of the purchasing power and attractive pricing.
- The total cost for all four 2021 Ford Police Interceptor Utility Hybrids is $143,828. This includes various options for each of the vehicles. The remaining funds of $88,657 will be used for purchasing the Dodge Ram SSV pickup and for outfitting costs to transfer or purchase radios, sirens, cameras, laptops, emergency lighting, prisoner partitions, etc. on all four vehicles.
- Some of the equipment such as radios, light bars and laptops will transfer, but others such as prisoner partitions, center consoles, and laptop docks will need to

be purchased new because of the vehicle redesign.

ALTERNATIVES:

1. Authorize the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract #152 from Currie Motors in the amount of $143,828 and a total cost (including outfitting) not to exceed $232,485.

BUDGET IMPACT:
Funds in the amount of $232,485 have been appropriated in the Capital Vehicle Replacement Budget for these purchases.

ACTION REQUIRED:
Motion to authorize the Village Manager to purchase four 2021 Ford Police Interceptor Utility Hybrids through the Suburban Purchasing Cooperative Contract #152 from Currie Motors Fleet of Frankfort, Illinois in the amount of $143,828 and outfitting for a total cost not to exceed $232,485.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Motion Authorizing the Village Manager to Purchase Two Mobile Column Lift Sets

BACKGROUND:
As part of the Capital Equipment Replacement Budget for 2021, the Village Council has appropriated $85,240 in funds for the replacement of a mobile column lift sets E-115 and E-122. These lifts are used daily to raise trucks up and allow mechanics to work on the underside of trucks. They are sold in sets of four lifts, one for each wheel position of a two-axle truck.

KEY ISSUES:

- The existing mobile column lifts are over 21 years old, are becoming obsolete, and have older safety technology. They have also become prone to rusting over the years from use during winter snow operations. They passed annual inspection/certification this year, but the inspector mentioned that the rusting may prohibit them from passing again unless repaired.
- The lifts are typically sold in groups of four, but can be linked together into groups of up to twenty if needed for trucks with many axles. The current fleet of Village trucks includes some fire and dump trucks with three axles, which require six of these lifts to be linked together.
- They are considered “mobile” in that they can be moved and set up in any location, including outdoors. The Fleet Team has researched replacement lifts and determined that a unit manufactured by Stertil-Koni will provide the best features at the least cost. The existing lifts are Stertil-Koni and have performed well over the years.
- There is a Sourcewell joint-purchase contract for these lifts. Staff requested a quote from the closest distributor, Safetylane Equipment Corporation of Bloomington, Indiana. The total cost is $85,570.28, which includes the trade-in of the existing units. The liability of sending them to auction and someone having a mishap is not worth the risk.

ALTERNATIVES:

1. Authorize the Village Manager to purchase two sets of Stertil-Koni lifts through the Sourcewell contract.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to purchase two sets of Stertil-Koni mobile column lifts through the Sourcewell contract from Safetylane Equipment Corporation in the amount of $89,570.28. Staff also recommends the Village Council approve the trade-in of the two sets of existing Stertil-Koni lifts to Safetylane Equipment for a credit of $4,000, for a net purchase price of $85,570.28.

BUDGET IMPACT:
Funds in the amount of $85,240 have been appropriated in the 2021 Capital Equipment Replacement Budget to accommodate this purchase. The shortfall of $330.28 will be offset by savings on other vehicle and equipment purchases in 2021.

ACTION REQUIRED:
Motion to authorize the Village Manager to purchase two sets of Stertil-Koni mobile column lifts through the Sourcewell contract from Safetylane Equipment Corporation of Bloomington, Indiana in the amount of $89,570.28 and authorize the trade-in of the two sets of existing Stertil-Koni lifts to Safetylane Equipment for a credit of $4,000, for a net purchase price of $85,570.28.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Motion Authorizing the Village Manager to Approve Reimbursements to the Palatine Park District for Contractual Grass Mowing Services

BACKGROUND:
Over the years, the Village has identified 41 locations (approximately 51 acres) where regular grass mowing is required. Many of these locations are within residential neighborhoods or along major thoroughfares serving Palatine. The Village worked with the Palatine Park District in 2019 to coordinate a joint-bid for contractual mowing services. The Park District awarded the contract to Gilio Landscape Contractors of Arlington Heights, Illinois, with renewal options for up to two additional one-year periods. The Village Manager was given the ability to approve reimbursements to the Park District for the Village's areas.

KEY ISSUES:
- Gilio Landscape Contractors has agreed to an extension for the 2021 season with a 1.5% increase in rates.
- The 2020 season was the first one-year renewal period of the contract. This would be the second one-year renewal.
- In past years, the effort made by Gilio Landscape Contractors was outstanding, in that few, if any, real complaints were received from the public.
- The estimated cost for this program is $58,702.22 to $64,991.74.

ALTERNATIVES:

1. Authorize the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services.
2. Refer back to Staff with comments.

RECOMMENDATION:
Staff recommends authorizing the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services for the 2021 mowing season.

BUDGET IMPACT:
Funds in the amount of $65,000 have been appropriated in the Public Works Operating Budget to accommodate these services.

ACTION REQUIRED:
Motion to authorize the Village Manager to approve reimbursements to the Palatine Park District for Contractual Grass Mowing Services for the 2021 mowing season.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Motion to Award a Contract for the 2021 Parkway Tree Trimming Program

BACKGROUND:
In 2020, the Municipal Partnering Initiative (MPI) solicited bids for parkway tree trimming, tree removals, and stump removals for 2020 - 2022. MPI is a group of local municipalities that have coordinated similar projects to benefit from bulk purchasing, the sharing of best practices, and the sharing of workloads. The MPI bid allowed municipalities to award contracts in part or in whole. Advanced Tree Care, Incorporated of Lincolnshire, Illinois submitted the most favorable pricing for the tree trimming category and has offered the same pricing and terms secured by MPI to the Village for our 2021 trimming.

The areas targeted for trimming in 2021 are roughly from: Lake Cook Road south to Dundee Road and Hicks Road east to Route 53; the Barrington Woods and Brentwood subdivisions; and Dundee Road south to Northwest Highway/Colfax Street and Northwest Highway east to Quentin Road.

KEY ISSUES:
- An estimated 2,350 trees will be trimmed during 2021.
- Based on the estimated quantities of trees by size, the cost will be $75,000 for the 2021 area. This aligns with the amount budgeted while stopping short of using any of the amount on the Department "Hold List".
- Work performed by Advanced Tree Care during the 2020 season was satisfactory.

ALTERNATIVES:

1. Award the contract for the 2021 Parkway Tree Trimming Program to Advanced Tree Care.
2. Refer back to Staff with comments.

RECOMMENDATION:
It is recommended that the contract for the 2021 Parkway Tree Trimming Program be awarded to Advanced Tree Care, Incorporated.

BUDGET IMPACT:
Funds have been appropriated in the 2021 Public Works Operating budget to accommodate this work.

ACTION REQUIRED:
Motion to award a contract for the 2021 Parkway Tree Trimming Program to Advanced Tree Care, Incorporated of Lincolnshire, Illinois.

RESULT:	**APPROVED BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Consider a Resolution Reducing the Ayreshire Planned Development Security Deposit

BACKGROUND:

On June 13, 2019, the Village accepted a $120,000 Planned Development Security Deposit in support of the completion of the twelve residential units in the Ayreshire Subdivision. The letter of credit was reduced by $50,000 on December 7, to reflect the five complete units. The sixth unit has now received a Certificate of Occupancy. The Developer is requesting a Security Deposit reduction for the additional completed unit. Therefore, the Petitioner is seeking approval of the following:

Authorization to reduce the Ayreshire Subdivision Planned Development Security Deposit by $10,000.

- The remaining Ayreshire Subdivision Planned Development Security Deposit would be $60,000 and cover the remaining six units through the issuance of Certificates of Occupancy.

ALTERNATIVES:

1. Authorize the reduction of $10,000 of the Planned Development Security Deposit.
2. Do not authorize the reduction of $10,000 of the Planned Development Security Deposit.

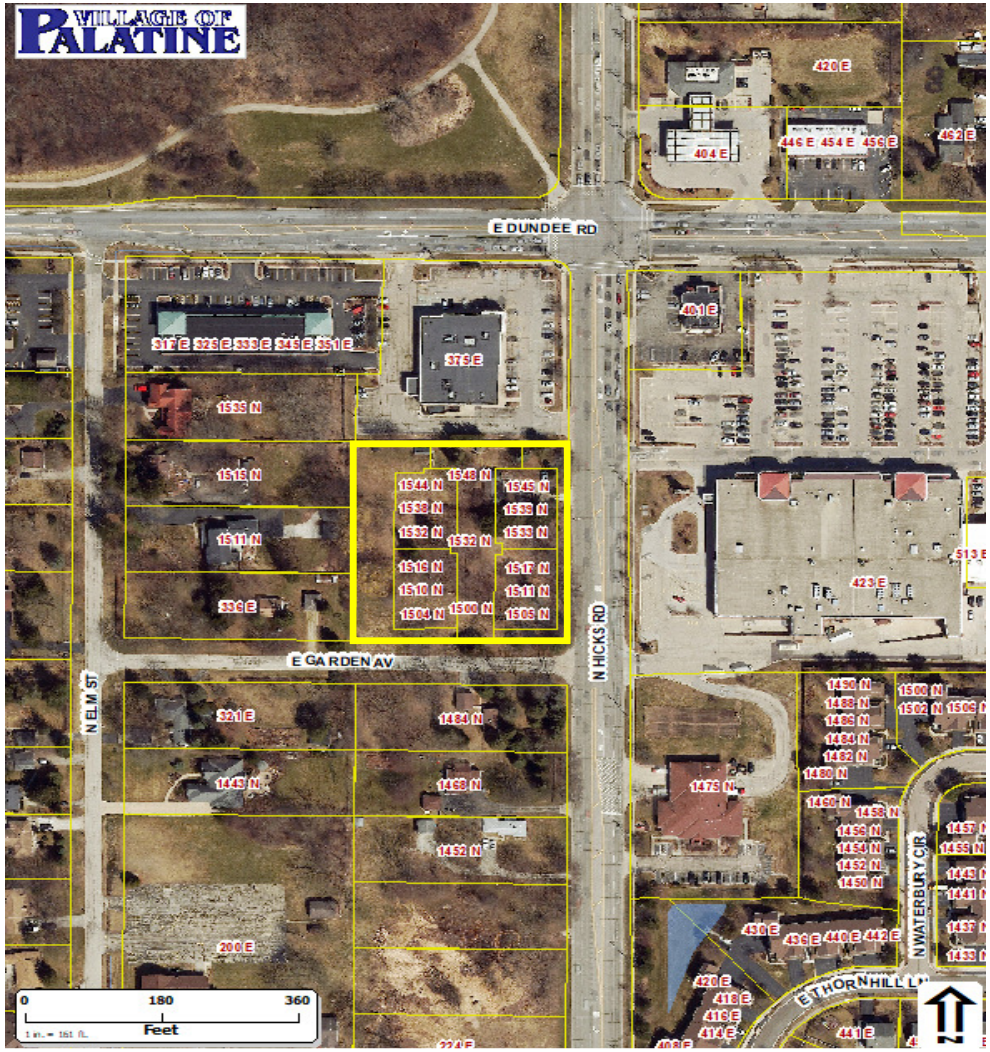
RECOMMENDATION:
Staff recommends reducing the Ayreshire Subdivision Planned Development Security Deposit by $10,000.

ATTACHMENTS:

- Ayreshire Subdivision - Aerial map
- RES Ayreshire Planned Development LOC Reduction

RESULT:	**ADOPTED BY ROLL CALL BY CONSENT VOTE [UNANIMOUS]**
MOVER:	Scott Lamerand, Greg Solberg
SECONDER:	Kollin Kozlowski, District 5 Councilman
AYES:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms

Ayreshire Subdivision – Security Deposit Reduction



RESOLUTION NO. _____

RESOLUTION AUTHORIZING A REDUCTION OF SECURITY FOR THE AYRESHIRE PLANNED DEVELOPMENT PURSUANT TO THE VILLAGE OF PALATINE MUNICIPAL CODE, APPENDIX A, ZONING ORDINANCE, SECTION 13.07

WHEREAS, on the 13th day of June, 2019, KF Walter Inc. for good and valuable consideration for the completion of twelve residential units in the Ayreshire Subdivision; and

WHEREAS, pursuant to Section 13.07 of Appendix A of the Palatine Municipal Code, an owner or developer of a planned development is required to deposit certain security or evidence thereof with the Village of Palatine to guarantee the installation of such planned development improvements; and

WHEREAS, in the matter of the Ayreshire Subdivision located at the northwest corner of Hicks Road and Garden Avenue, a letter of credit - #1288 (Signature Bank), in the amount of $120,000 was deposited with the Village of Palatine on the 13th day of June, 2019 to ensure the completion of the planned development; which was subsequently reduced to $70,000 on December 7, 2020; and

WHEREAS, KF Walter Inc. has made application for a reduction of the letter of credit in the amount of $ 10,000 ($10,000/unit), as one additional unit (six total) of the twelve residential units have received certificates of occupancy; and

Attachment: RES Ayreshire Planned Development LOC Reduction (Ayreshire - PD Security Deposit Reduction (CA))

WHEREAS, certificates of occupancy were issued for one additional residential units (six total).

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Village of Palatine that:

<u>SECTION 1:</u> Approval pursuant to the Palatine Municipal Code, Appendix B Section 13.07 be and is hereby granted for the completion of one additional residential unit, having a value of $10,000.

<u>SECTION 2</u>: The letter of credit is hereby reduced to $60,000 to ensure the completion of the remaining six residential units.

PASSED: This _____ day of _____, 2020.

AYES:_____ NAYS:_____ABSENT:_____PASS:_____

_____
Mayor

ATTESTED and FILED in the Office
of the Village Clerk this _____
day of _____, 2020.

_____
Village Clerk

Attachment: RES Ayreshire Planned Development LOC Reduction (Ayreshire - PD Security Deposit Reduction (CA))

Consider an Ordinance Granting Variations for a Fence to be Installed Zero Feet from the Side Yard Abutting a Street Lot Line and Without the Required Landscaping at 203 S. Ashland Avenue

BACKGROUND:
The Petitioners are proposing to install a 6-foot fence in the side yard abutting a street with a 0-foot setback and without the installation of required landscaping. Therefore, the Petitioners are requesting approval of the following:

> **1) Variation to permit a fence in the side yard abutting a street yard to be set back 0 feet from the side lot line, instead of the minimum required 5 feet; and**
>
> **2) Variation to not install the required landscaping, instead of the required landscaping in between the fence and the lot line abutting a public street.**

KEY ISSUES:

- The Subject Property is zoned R-2 Single-Family Residential. The Petitioners propose to install a 6-foot high solid fence on the side yard abutting a street lot line (E. Kenilworth Ave), without the required landscaping.
- Per code, a fence in the side yard abutting a street must provide a minimum 5-foot setback from the side lot line and install landscape material between the fence and any lot line abutting a public street. Therefore, two Variations are required.
- Approximately 65 feet of fencing is proposed on the side lot line abutting a street along Kenilworth Ave.
- There is an existing 6-foot high wood fence on the property directly east (202 S. Forest Avenue) along the shared rear property line, which encroaches into the required 5-foot setback and terminates near the Kenilworth Avenue lot line.
- In 2015, the property directly east of the Subject Property (202 S. Forest Avenue) applied for similar variations to place a 5-foot fence with a 0-foot setback, without landscaping. In that instance, there was a significant tree line and the minimum required fence placement would have required removal of the trees. The Variations were ultimately approved (with a landscaping plan requirement), but the fence was never installed.
- Since that approval, the Village Council has reviewed text amendments to the Zoning Ordinance for fencing setback requirements, which now allows decorative fences, 4-feet or less in height, to be set back three feet from the side yard abutting a street property line. Landscaping on the street side of the fence is not required; if the fences are, open in style.
- While landscaping exists within the 5-foot side yard abutting a street setback in this neighborhood, there does not appear to be any solid fencing in the side yards abutting a street in the area.

- Since the ZBA meeting, the Petitioner submitted sign-off approvals from five of the surrounding property owners. In addition, the Petitioner submitted a real estate letter indicating an estimate of lost value for the property "…losing close to 375 square feet of useful yard area…" regarding the required 5-foot side yard abutting a street setback for the fence.
- Per the Zoning Ordinance requirements, as this Variation did not receive approval of the ZBA, a favorable vote of 2/3 members of the Village Council is required in order to approve the Petition.

ALTERNATIVES:

1. Approve the Variations for a fence to be located 0 feet off the side lot line without required landscaping.
2. Do not approve the Variations for a fence to be located 0 feet off the side lot line without required landscaping.

RECOMMENDATION:

Public Hearing**:**	ZBA meeting on October 27, 2020
Residents testifying:	None.
Vote:	The ZBA voted unanimously to deny the Variations for a fence to be located 0 feet off the lot line without required landscaping and Staff concurs.

ACTION REQUIRED:

A motion to approve the ordinance granting a Variation for a fence to be located 0 feet off the side lot line without required landscaping at 203 S. Ashland Avenue.

RESULT:	**MOTION FAILED BY ROLL CALL [0 TO 6]**
MOVER:	Greg Solberg, District 4 Councilman
SECONDER:	Scott Lamerand, District 2 Councilman
NAYS:	Millar, Lamerand, Myslinski, Solberg, Kozlowski, Helms