



VILLAGE OF PALATINE

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

PLAN COMMISSION AGENDA • DECEMBER 7, 2021

Village Hall - Council Chambers

Regular Meeting

7:00 PM

I. CALL TO ORDER

II. APPROVAL OF MINUTES

1. Plan Commission - Regular Meeting - Nov 16, 2021 7:00 PM

III. PUBLIC HEARING

IV. CASE STAFF STATEMENTS

1. 874-920 N. Quentin Road - Preliminary Planned Development to allow a 2-story, 40-unit apartment building.

V. COMMUNICATIONS

VI. ADJOURNMENT



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PLAN COMMISSION MINUTES • NOVEMBER 16, 2021

Village Hall - Council Chambers

Regular Meeting

7:00 PM

I. CALL TO ORDER

Attendee Name	Title	Status	Arrived
Dennis Dwyer	Chairman	Present	
Patrick Noonan	Plan Commissioner	Present	
Teri Williams	Plan Commissioner	Present	
Eric Friedman	Plan Commissioner	Present	
Rodney Bettenhausen	Plan Commissioner	Present	
Robert Kolososki	Plan Commissioner	Present	
Stephen Fedota	Plan Commissioner	Present	

II. APPROVAL OF MINUTES

- Plan Commission - Regular Meeting - Nov 2, 2021 7:00 PM - **Tabled**

RESULT:	TABLED [UNANIMOUS]
AYES:	Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota

Minutes Acceptance: Minutes of Nov 16, 2021 7:00 PM (Approval of Minutes)

III. PUBLIC HEARING

1. Logistics Property Company - Preliminary Planned Development - Preliminary Plat of Subdivision - 607 E. Algonquin Road; 613 E. Algonquin Road; 623 E. Algonquin Road; and 1825 S. Roselle Road - **Recommended to Approve**

Chairman Dwyer read the notice of public hearing that was published in the Daily Herald on November 1st, 2021 and mailed to the owners of the surrounding properties.

The following petitioner's exhibits were introduced:

1. Project narrative
2. Engineer Plans - Jacob Hefner and Associates - last revised on 10/28/21
3. Traffic Impact Study and 10/25/21 update - Gewalt Hamilton and Associates
4. Storm water management report
5. Site Data Site Plan - 11/01/21
6. Preliminary Plat of Subdivision - Jacob & Hefner Associates - revised on 10/29/21
7. ALTA Survey - Jacob & Hefner Associates - revised on 10/29/21
8. Landscaping Plans - Gary Weber and Associates - dated 10/28/21
9. Architectural plans, rendering, and elevations - Architects Plus - dated 9/22/21
10. Preliminary Planned Development and Subdivision applications and Real Estate Disclosure
11. Objections (Roddell, Kirsten, Lee, O'Reilly, Bentz, Roddell, Horn, Bogozinski, Kraska, McCardle, Lig, Megabuna, Shah, Kirsten, Dan, and Myers)
12. Legal notice
13. Revised site plan dated 11/15/21
14. Objection - Yesenia Baltierres
15. Objection - Karen McHale - 1st Ward Alderman - Rolling Meadows
16. Objection - Phil Strider Robinson
17. Objection - Residents of Town Homes of College Hill

Sworn in Petitioner:

Mark Schuster - Attorney - Bazos, Freeman, Schuster & Pope, LLC Law Firm, representing Logistics Property Co., LLC

Mr. Schuster provides introductions to the team that is present tonight which include:

Wil Freve - Logistics Property Co., LLC - Senior Vice President - Midwest Region

Ryan Blocker - Site Engineer

Daniel Brinkman - Traffic Engineer

John White - Architect

Mr. Schuster explained that they will be presenting a Preliminary Plat of

Subdivision for Lot F and a Preliminary Development Plan for the building, layout, parking and drainage. Mr. Freve is introduced and will provide the presentation.

Mr. Freve provided the background on Logistics Property Co. (will be referred to as "LPC") and explains that their headquarters are located in Chicago. LPC has had 13 industrial projects in the Chicago market and hopes that this location will be their next project. The plan for the site is to build a 368,000 square foot, Class A Warehouse/Light Industry facility. He states that a tenant has not been secured and this is considered a "speculative" project. The design will have the flexibility and ability to accommodate a single tenant or up to four tenants. He explains that LPC constructs what is considered as "Best in Class" projects. The building design intent is to have 36' interior clear height, extra wide column spacing, best in class truck court depths, pavement sections that would provide exclusive concrete pavement versus asphalt, which would stand the test of time, along with ample car and trailer parking and a top of the line roofing system. He also states that the property is adjacent to a MWRD Flood Control Facility and realizes that the proximity to a flood plain may have drainage issues. Their plan would provide oversized storm water detection and would be at least 20% more than code requirements. He states they would target top of the line tenants and hopes that the project would be received favorably by the marketplace.

Mr. Freve presents site plan drawings and explains that there will be car parking on one side and dock parking on the other side of the structure. This would be a benefit as it would allow for the ability to separate car and truck traffic. He explains that the dock parking is planned to face the existing industrial park to the east. He talks about access points to the facility and explains that there is a 360 degree access around the facility which is a benefit for emergency vehicles, loading dock access, and for multi-tenant usage. He explains that there is also a right-in, right-out access point on the eastern side of the property.

Mr. Freve introduces Mr. Daniel Brinkman to discuss the traffic studies.

Daniel Brinkman, Assistant Director of Transportation for Gewalt Hamilton Associates, Inc.

Mr. Brinkman presented the Traffic Impact Study and provides information on how the studies are prepared and the parameters that were used for the conclusions. The study started with traffic counts from September of this year and also presented the traffic impact charts. He explains that a State requirement is to review the build-out and expected traffic outlook 5 years from the building's anticipated completion date. He states that the Algonquin Rd study projects to have a growth rate of approximately $\frac{3}{4}$ % per year between now and 2050. Mr. Brinkman states that in 2019 the vehicle count per day between Roselle & Quentin Rd was 31,000 vehicles and it is anticipated that it will increase to 33,000 by 2028. He provides further information on the project impact, relevant to the anticipated traffic changes. He states that the amount of traffic generated during peak hours from a project like this does not move the needle much or have a significant impact.

Mr. Noonan asks if the traffic study was based on traffic on Algonquin Road between Quentin and Roselle Roads.

Mr. Brinkman confirms that this is correct and also indicates that it is based upon IDOT published information.

Mr. Freve returns to the podium to discuss staff's conditions. He requests that LPC be allowed to revise Condition #7, which states that the landscape plan shall include a minimum 8-foot tall evergreens. He requested a revision to allow the 8' trees along Algonquin Road and 6' trees within the site that is not in public view. He also requests revisions to Condition #8 and would like to submit a revised plan. He explains the revisions and the changes to the screening walls. He explains that the screen walls along with the landscaping would be an additional sound barrier to the proposed project. He states that all other conditions were reviewed and have no additional requests. He is requesting Staff Recommendation for the Preliminary Plat of Subdivision and Preliminary Planned Development.

Mr. Kolososki questions the building design and asks if it could be flipped to allow the docks to face west.

Mr. Freve states that it was considered, but was ultimately ruled out because of conditions stipulated, during the sale of the property. The property purchase was approved by the Archdiocese, the owner of the purchased property and the property adjacent, St. Michaels Cemetery. It was their request to have docks on the eastern side as a courtesy to families that are attending services or visiting loved ones. Therefore, docks facing to the west is not an option.

Mr. Bettenhausen requests clarification of the site traffic study and specifically the access points for truck and car traffic.

Mr. Brinkman states that the intent is to have an eastbound right turn lane and westbound left turn lane which would be provided at the full access. Existing traffic at the full access will have separate left and right turn lanes, under stop sign control.

Mr. Bettenhausen asks if other routes to enter and exit property were considered.

Mr. Freve states that other options are not viable due to the stipulations of the contract.

Mr. Bettenhausen inquires if the hours of operation will be 24/7

Mr. Freve states they would adhere to whatever the Village Code allows.

Mr. Vyverberg clarifies that the Village Code does not have specific hours of operations for the manufacturing facility. He cites the code and conditions. There are not specific hours of limitations for truck driving in the manufacturing district. He also states that once tenants are identified, the village would require a business plan submission and review for compliance.

Staff Statement:

Mr. Vyverberg states that the petitioner has summarized the plans and confirms the property was annexed into the village in September, 2020. He explains about the surrounding properties and explains the surrounding zoning maps and existing properties. He provides information on the proposed building and states the site area is 28.55 acres, 367,696 square feet with 34 proposed truck docks and 22 future docks. There would be 363 parking spots for cars and provides the building height and set back information.

Commissioner Dwyer inquires if the comprehensive plan consistent with the zoning.

Mr. Vyverberg states that he is not sure what the current comprehensive plan is for the residential to the north of the property. The manufacturing uses east of the subject property is in Schaumburg. He does not know what the Schaumburg comprehensive plan shows for that area.

Commissioner Dwyer talks about zoning and how it determines how a property will be developed. He states that properties annexed into the village are generally zoned R-1 by default.

Mr. Vyverberg confirms that information is correct and is zoned R1 as a holding pattern. The Comprehensive Plan is amended later to show the preferred use for the annexed area.

Mr. Vyverberg continues and provides further information on the overall site plan. He explains the parking, sewer, utility, grading, and engineering plans. He talks about the landscaping plans and traffic plans. He reviews the rendering and site elevations, along with a tentative floor plan. The right-of-way setback from the residential properties is reviewed compared to the Weber. The proposed setback with the right-of-way is 210 feet.

Mr. Fedota questions how noise complaints would be handled since the property is straddled between two municipalities.

Mr. Vyverberg responds that complaints would be referred to the 911 emergency system and then routed to the Village of Palatine. Not aware of any cross agreements between villages.

Mr. Fedota and Commissioner Dwyer state there may be confusion as to who would handle the complaints.

Commissioner Dwyer opens the audience for statements and provides a summary of the concerns from emails that have been submitted. He states that the main concerns notes were noise, view from the residences adjacent to property, property values, traffic, changes to zoning, and location of exits.

Residents providing comments:

Ms. Sylvia Folette
2653 College Hill Circle

Ms. Folette states her concerns regarding emission and air quality.

Mr. David Niederhorn
522 E Algonquin Road
Mr. Niederhorn states his concerns regarding traffic and the planned developments impact on the residential area

Ms. Iga Pycinska
522 E Algonquin Rd.
States concerns regarding sound, pollution issues, family environment, landscaping and view.

Mr. Allen Miller
2591 College Hill Circle
States concerns about exit area and light spill.

Ms. Jan Albert
2620 College Hill Circle
States her reservations on the validity of the studies. States plans are speculative since tenants have not been identified. Concerns about the studies that are only looking 5 years out and seems short-sighted.

Mr. Bill Horn
895 Harrison
States he believes this type of business should be located off arterial highways and requests the commission listen to the voice of the people

Ms. Joyce McCardle
522 E Algonquin
States the annexation should not be allowed and also spoke to the traffic issues she believes will incur due to this project

Ms. Colleen O'Reilly
522 E Algonquin Rd.
States her traffic concerns and engine breaking noises.

Ms. Michelle Curran
2641 College Hill Drive
States her concerns regarding hours of operation and traffic

Mr. Nico (Unknown)
3605 College Hill Circle
States his concern regarding noise and requested that the access drives take into account the grading, so as not to have the headlights at the same grade as the residential parking lot across the street.

Ms. Marianne Roddell
522 E Algonquin Rd

States her concerns about the proposed project and the land usage

Mr. Dwyer indicated that many of these have been addressed during the meeting and requested that the petitioner, Mr. Freve, clarify the noise resolutions.

Mr. Freve states that Algonquin Rd is a 5-lane IDOT classified arterial road with a 45 mph speed limit with 31,000 vehicles per day. The chief generator of noise is the traffic that is generated from the project. States the project would increase traffic by 2%, which is not significant. The site plan indicates that the dock plan shows that first dock position is more than 350' feet away from the closest residential building; equivalent to a football field away. The traffic would not be a significant increase. He confirms that the project is warehouse, dry storage and is not a processing or manufacturing plant and the noise generated would be insubstantial.

Commissioner Dwyer requests Mr. Vyverberg address the concerns about the view.

Mr. Vyverberg states that he has viewed the property and explains that the property is not dissimilar to the current adjacent properties in Schaumburg, which are zoned for Planned Manufacturing uses.

Commissioner Dwyer states that the requirements for landscaping and the berm on the west side would provide an impactful solution to the view and noise concerns.

He also talks about property values and states that it is difficult to estimate the property values. He states that this is the job of a licensed appraiser. He addresses the traffic concerns and states that impact on traffic is not a legitimate reason for denying a petition. He also talks about the zoning & comprehensive changes and asks Mr. Vyverberg to clarify.

Mr. Vyverberg states that the property was unincorporated Cook County prior to September 2020. The Archdiocese contacted the village about annexation and access to infrastructure. Per Code, all property is annexed into the Village under an R-1 designation.

The Petitioner, of their own accord, reached a contract agreement to purchase the property from the Archdiocese and approached the Village.

Commissioner Dwyer addresses the concern of the right in and right out access being right across from the condominium building. He states the screen walls would help to mitigate the concern and talks about the possibility of relocation. He request Mr. Freve to clarify or provide any recommendations.

Mr. Freve states that they would work with staff to possibly move the access points to the east but it would need to be evaluated by the traffic study and refers to the traffic engineer, Mr. Brinkman.

Mr. Brinkman provides information about access points and states moving access points have ridged restrictions.

STAFF RECOMMENDATION:

The Subject Property is a vacant and undeveloped portion of the cemetery property. It was previously located in unincorporated Cook County and annexed into the Village of Palatine in September 2020. The owner of the property entered into a contract to sell 28.55-acre property to the Petitioner. Although the Subject Property is vacant and unimproved, it is immediately adjacent (east) to property in Schaumburg, which is zoned for Planned Manufacturing uses. Those uses include several food development and distribution facilities, with associated truck and trailer parking. There is also a self-storage facility and other associated similar uses on the south side of Algonquin Road in Schaumburg. As noted, IL-Route 62 is designated as a Strategic Regional Arterial (SRA) and is also designated as a Class II Truck Route (State designated with at least 11-foot lanes). The Traffic Impact Study was reviewed and its conclusions accepted by the Village Engineer. The anticipated traffic generated from the site will not have any affect upon the Peak Hour operations of the road network in the area. The site plan complies with the bulk standard requirements in the manufacturing district and the engineering plans and Traffic Impact Study have been conditionally accepted by the Village.

As a condition of review, Staff is recommending additional/enhanced landscaping and the inclusion of additional screening along the north/east side of the property.

Therefore, Staff recommends approval of the Preliminary Planned Development, subject to the following conditions:

1. **The Final Engineering Plans shall be revised in a manner acceptable to the Village Engineer, including the following:**
 - a. **All watermain, regardless of pipe material shall have a #10 tracing wire taped or tied to the top of the pipe and a whip end brought to the surface at all valve vaults and fire hydrants.**
 - b. **MWRD/WMO permit - as discharge is shown into an MWRD easement, this shall be clearly identified in the WMO permit and indicated on the plans.**
2. **An Engineer's Estimate of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.**
3. **Uses shall be governed by the Manufacturing district use lists in the Village of Palatine Zoning Ordinance (note - this includes all of the required performance standards). Sign plans shall follow the Manufacturing district sign regulations.**
4. **Review fees in the amount of 1.5% of total project improvement costs shall be submitted in a manner acceptable to the Village Engineer.**
5. **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.

6. 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.
7. 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 to screen the truck activities. All evergreen trees shall be installed at a minimum height of 8 feet on the northern side of the property, adjacent to the residential properties across Algonquin Road.
8. The final landscaping/screening plan along the northern and eastern property lines (proximate to the truck docks) shall be revised in a manner acceptable to the Director of Planning and Zoning, to reduce any noise impact from trucks traffic and headlight sweeps. As part of these revisions, the front yard landscaped area north of the building, should provide an additional berm, to further provide additional landscaping and screening. The use of an additional screening could also be a component of the revisions on the northeast and eastern sides of the property.
9. 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. The use of pole mounted fixtures should also be evaluated on the north side of the property to ensure the appropriate cut-off from any additional light spillage.
10. The Petitioners shall submit a Subdivision Improvement Agreement in a manner acceptable to the Village Attorney.
11. MWRD/WMO, IEPA water permit, and NPDES (National Pollutant Discharge Elimination System) shall be submitted in a manner acceptable to the Village Engineer.
12. The final traffic directional signage plan shall be submitted in a manner acceptable to the Village Engineer.
13. 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.
14. 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.

15. 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.

16. 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 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.

17. 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.

18. All of the loading docks shall utilize a dock seal mounting to the exterior of the building, in a manner acceptable to the Community Development Director. The dock seals would then allow for the trailers to connect and provide interior loading and unloading activities and thereby reduce exterior noises.

19. 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.

Mr. Friedman inquires if the condition regarding lighting on the north side of the building and the use of light poles.

Mr. Vyverberg states that is correct and the condition was to ensure that in addition to light shields it was to ensure there would be no other light spillage to the residential properties.

Mr. Friedman asks if sidewalks are being considered.

Mr. Vyverberg states that the sidewalk was required and were part of the revised submitted plans.

Mr. Bettenhausen inquires if an IDOT permit will be required.

Mr. Vyverberg states the petitioner is aware it is required and application has been submitted.

Mr. Noonan made a motion to close the public hearing.

DISCUSSION:

Mr. Kolososki states his concerns regarding the size of the building.

Chairman Dwyer notes that traffic increase is inevitable.

Mr. Fedota talks about noise concerns and also states that a residential application would probably not be a solution for this parcel.

Mr. Friedman states that based on the zoning that is already in place he feels that continuing the existing use type for this parcel makes sense to him.

Mr. Fedota makes a motion to approve Case #21-83 with 21 conditions

Motion 2nd by Mr. Noonan

Vote taken

Mr. Friedman - Yes

Mr. Fedota - Yes

Mr. Noonan - Yes

Mr. Bettenhausen - No

Mr. Kolososki - No

Ms. Williams - Yes

Chairman Dwyer - Yes

Motion is approved by a vote of 5-2

Mr. Noonan makes a separate motion to suggest that the Petitioner consider removing (1) structural grid, approximately 54 feet, from the north side of the building.

Motion 2nd by Mr. Friedman

Vote taken:
 Mr. Friedman - Yes
 Mr. Fedota - Yes
 Mr. Noonan - Yes
 Mr. Bettenhausen - Yes
 Mr. Kolososki - Yes
 Ms. Williams - Yes
 Chairman Dwyer - Yes
 Motion is approved by a vote of 7-0

Communication:

Mr. Vyverberg states Village Council approved the Final Plan Development for Architects Corner.
 Confirmation will be provided regarding the meeting scheduled for 12/7/21 and states the meeting for 12/21 has been cancelled.
 Introduces Alex Bradshaw - a welcome addition to the Planning & Zoning Department for the Village of Palatine.
 Mr. Friedman made a motion to adjourn; seconded by Mr. Noonan. Unanimously passed.

RESULT:	RECOMMENDED TO APPROVE [UNANIMOUS]
AYES:	Dwyer, Noonan, Williams, Friedman, Bettenhausen, Kolososki, Fedota

Minutes Acceptance: Minutes of Nov 16, 2021 7:00 PM (Approval of Minutes)

IV. COMMUNICATIONS

V. ADJOURNMENT

Minutes Acceptance: Minutes of Nov 16, 2021 7:00 PM (Approval of Minutes)

VILLAGE OF PALATINE
Plan Commission

SCHEDULED 12/07/21 07:00 PM

CASE STAFF STATEMENT (ID # 7261)

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

CASE NUMBER: 21-89

PETITIONER: Andy Dumke, Alliance Development

LOCATION: 874-920 N. Quentin Road

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

ZONING AND LAND USE: Planned Development - vacant property

SURROUNDING CONDITIONS:

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

BACKGROUND:

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

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

Updated Unit Mix

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

Historical Land Uses and Previous Development approvals

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

ANALYSIS:

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

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

- In the revised submission, the Petitioners held a neighborhood meeting on August 25, 2021 to discuss the plan changes. The revised plans reduced the unit count by 18 (31% of previously 58 units) to 40 units, the FAR was lowered to below .5, and further reduced the surface parking from 57 spaces to 38 spaces. Note - there are 56 underground parking stalls between the two buildings, for a total parking count of 94 spaces or 2.35 spaces/unit
- The revised plans also removed the full access to Poplar Street and relies upon one full access onto Quentin Road on the south side of the property. This access point enters and moves around a stormwater detention basin and the proposed fenced play area (40 feet by 30 feet), which is located in between the drive aisle/parking lot and detention basin. The drive terminates into the parking lot and provides a 2-way access to the underground parking.
- The Petitioners submitted a parking and traffic narrative indicating that the proposed housing typically needs 1.5 to 1.6 spaces/unit. Ten surface guest parking spaces are proposed for the 40-units. Further, based upon two recent traffic studies for similar housing examples (Machesney Park, IL and McFarland, WI) produced the following number of trips:

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

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

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

Case Staff Statement (ID # 7261)
Meeting of December 7, 2021

and previously approved memory care use:

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

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

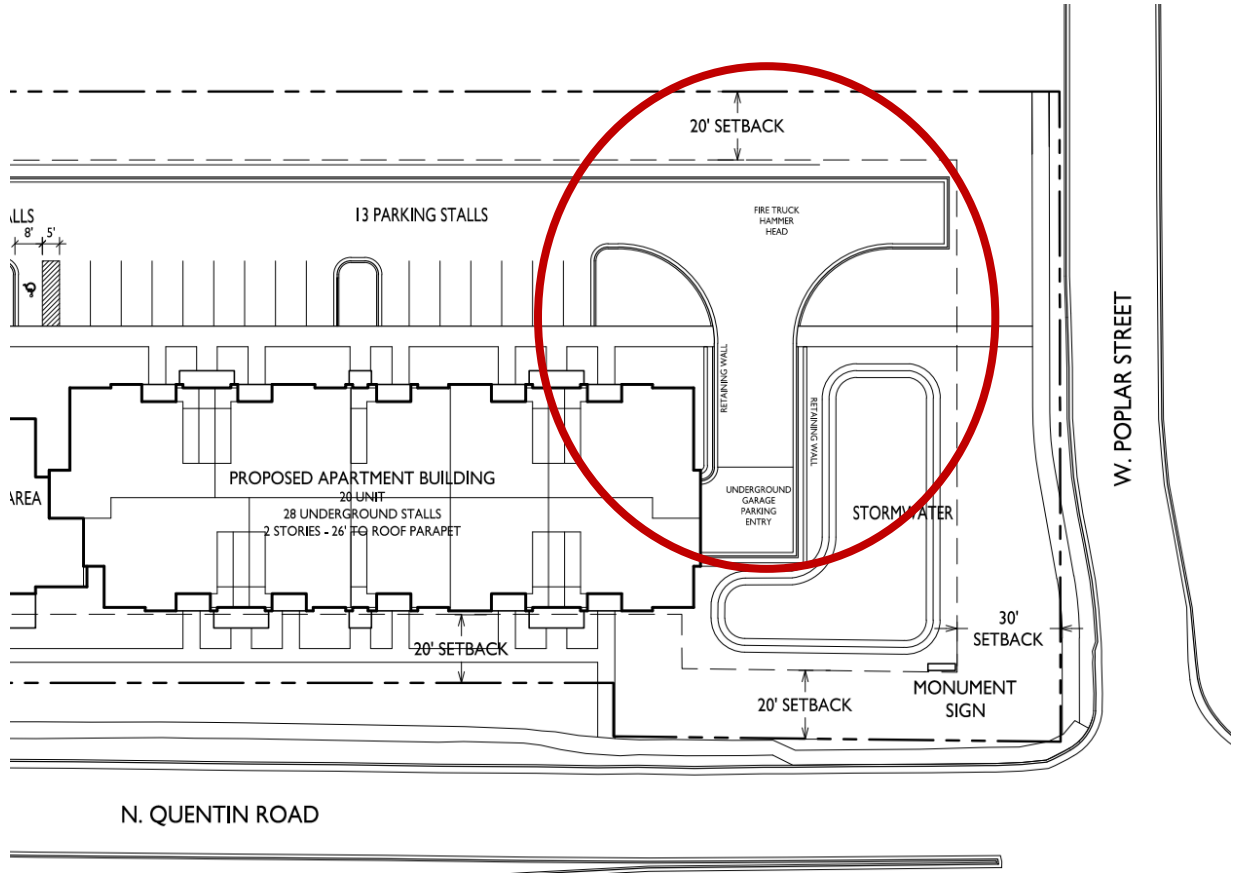
per dwelling unit limitations (Zoning Ordinance). The proposed unit count and mix requires a minimum of 2.49 acres, with the Subject Property containing 2.53 acres. The plans were also revised to provide elevator access to a minimum of 20% (8-units) between the first and second floors.

- The landscaping plans were also revised to provide sections of 8-foot fencing on the west side of the property, with continuous 10-foot evergreens (84 total) to further screen the single-family residential properties to the west.
- The Site Plan contemplates a 1,200 square-foot fenced play area, within 5 feet of the proposed stormwater detention area. Staff questions its placement 3 feet from the eastern curb of the drive aisle to the parking lot.

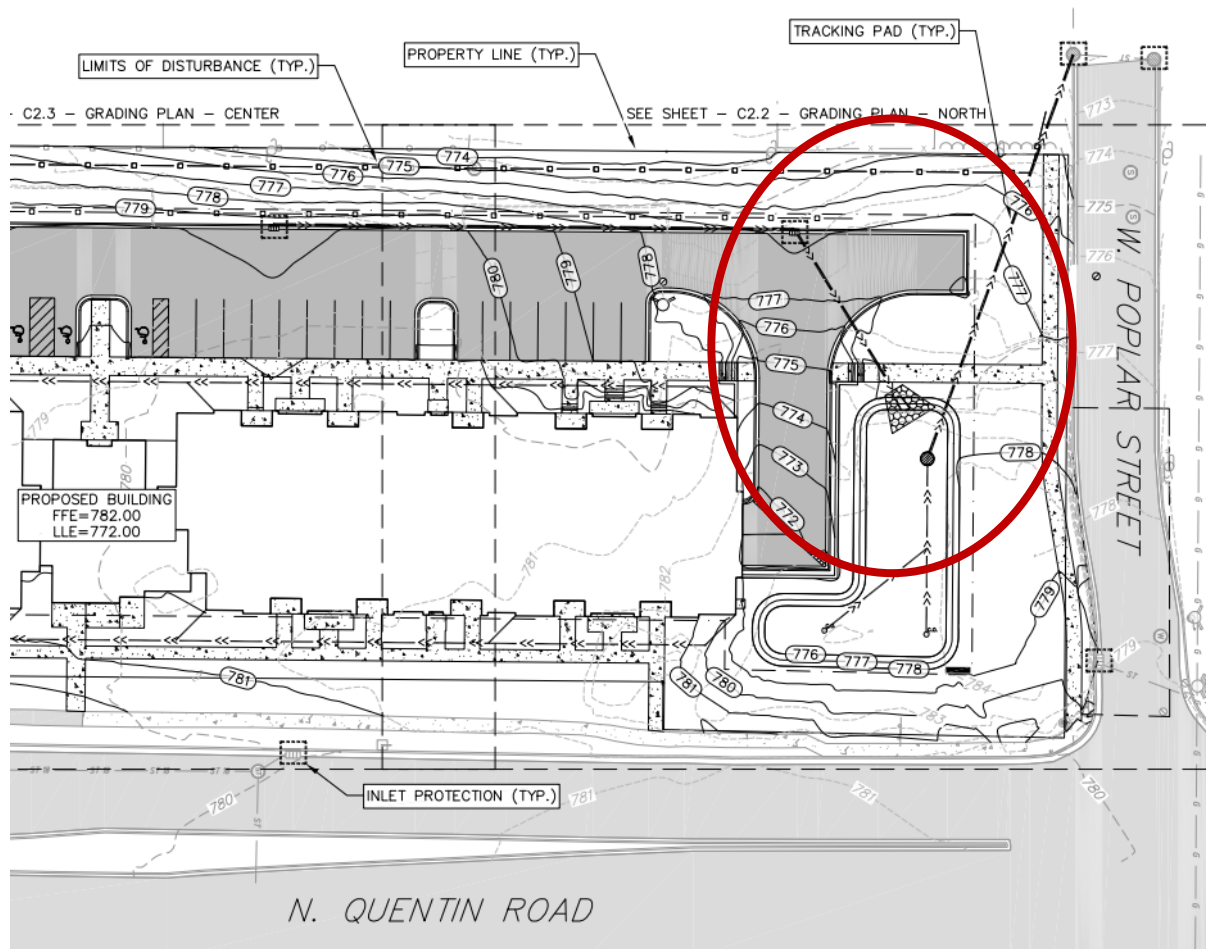
Engineering and Traffic

- The proposed storm sewer connects to existing manholes on the west side of Quentin Road and the southern side of Poplar Street. A Cook County permit would be required.
- Sanitary lines will connect to services on the south side of Poplar Street.
- The water service will connect to existing services on the south side of Poplar Street.
- Quentin Road is under the jurisdiction of the Cook County Highway Department and requires permit approval to access the site. The posted speed limit in this area is 40 miles per hour.
- One access point to the site is planned on the south side of the property. The full access point is approximately 26 feet wide and enters the property heading west, until transitioning around the fenced play area, within the parking lot. The drive then enters a 2-way drive aisle descending into the underground parking areas. There is also a partial hammerhead planned on the north side of the property to allow emergency vehicles to complete the necessary turning movements.
- This full access would have to provide two access lanes to accommodate both left and right turns. Additionally, the 2-way access drive terminates into an emergency access hammerhead. The proposed hammerhead shares entrance drive access to the underground parking; including a 6-foot grade descent into the underground parking area.

Case Staff Statement (ID # 7261)
Meeting of December 7, 2021



Case Staff Statement (ID # 7261)
Meeting of December 7, 2021



- The proposed project will have 94 parking spaces total - 56 underground parking spaces and 38 surface parking spaces. The parking ratio is 2.35 stalls/unit. Multi-family requires 2 space per unit without garages, and 2.25 spaces with garages. A trash enclosure in the parking garage is also included in the plan.
- While it did not include the 920 N. Quentin Road property, the previous memory care Planned Development derived access from two Quentin Road curb cuts. This included a full access on the northern end the development and a one-way exit only on the southern side. The anticipated traffic associated with the memory care use would have been low volume, as the residents would not have vehicle access. The traffic generated would have consisted of employees, service vehicles, and visitors.
- Staff again notes the absence of any public transportation in proximity to the

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

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

SURROUNDING LAND USES:

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

Comprehensive Plan Recommendation

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

SUBJECT AND SURROUNDING DENSITY

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

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

RECOMMENDATION:

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

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

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

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

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

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

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

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

1. The Preliminary Planned Development shall substantially conform to the Engineering Plans prepared by Vierbicher dated 09/27/2021, and the Architectural Plans prepared by Knothe Bruce Architects dated 09/27/2021 last revised 11/24/2021, except as such plans may be revised to comply with all of the accessibility requirements for multi-story buildings and residential facilities, as required within the building codes, and to conform to Village Codes and Ordinances.
2. A Plat of Consolidation/Subdivision shall be submitted in a manner acceptable to the Village Engineer and include all necessary easement language, including a 10-foot easement along the Quentin Road frontage. The plat shall reflect that the property-owner shall be responsible for all utilities on the property including storm water maintenance.
3. The Final Engineering plans and Engineers of Probable Cost shall be submitted in a manner acceptable to the Village Engineer.
4. The Final Landscape Plan shall be submitted in a manner acceptable to the

- Director of Planning and Zoning. The final plantings on the west side of the property should also include additional types of trees and bushes to present a more natural appearance to promote the vibrancy and health of the plantings. This could include the use of understory trees and bushes.
5. An Auto-Turn Exhibit shall be submitted in a manner acceptable to the Fire Marshal.
 6. The required Public Improvement and Planned Development Letters of Credit and other all fees shall be submitted in a manner acceptable to the Director of Planning and Zoning and Village Engineer.
 7. MWRD, Cook County, and NCCSWC permits are required.
 8. In conjunction with the Final Planned Development application process, the Petitioner shall submit a construction management plan and schedule in a manner acceptable to the Village of Palatine.
 9. If deemed necessary by the Village Engineer and in conjunction with the Final Planned Development application process, the Petitioner shall submit a Traffic Impact Study in a manner acceptable to the Village Engineer and Director of Planning and Zoning. The developer should anticipate possible road improvements along Quentin Road, including a deceleration lane along and second access to Quentin Road. The full access point should include two exit lanes to accommodate left and right turns.
 10. A final fencing and screening plan shall be submitted in a manner acceptable to the Director of Planning and Zoning. The final floorplan and site plan for the fenced play area shall be submitted in a manner acceptable to the Director of Planning and Zoning.
 11. The Petitioner shall submit a stormwater management and maintenance plan in a manner acceptable to the Village Engineer.
 12. The playground location will be reconsidered to provide additional separation from the detention basin.
 13. The petitioner shall provide a detailed sign plan for the entire site. Information on the freestanding sign and wayfinding signage for the property shall be provided in the plan.

ATTACHMENTS:

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

Case Staff Statement (ID # 7261)
Meeting of December 7, 2021

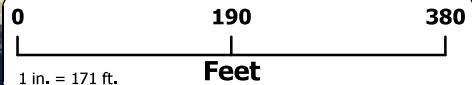
- Wallace email 11-26-21
- DeRosa email
- LWilliamsAffordableHousingLtr
- Public Notice

874-896 N. Quentin Road

VILLAGE OF
PALATINE



Attachment: Aerial Map (874-920 N. Quentin Road - Quentin apartments)



September 28, 2021

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

RE: 874-920 N Quentin Road Site Drawings

Dear Mr. Vyverberg

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

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

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

Updated Unit Mix

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

Density Concerns

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

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

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

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

Impact on Resident Privacy

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

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

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

Impact on Traffic Patterns

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

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

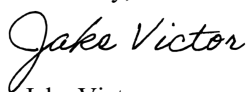
Our team revised our proposal to address many of these concerns.

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

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

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

Sincerely,



Jake Victor
Vice President of Development
Northpointe Development Corporation



September 28, 2021

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

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

Dear Mr. Vyverberg,

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

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

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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

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

Sincerely,



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

Housing Tax Credit FAMILY PARKING
Palatine, IL

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Technical Report

Traffic Impact Study Northpointe Development Machesney Park, Illinois

Prepared By:



January 2021

HR Green Job No.: 201649

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Introduction

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

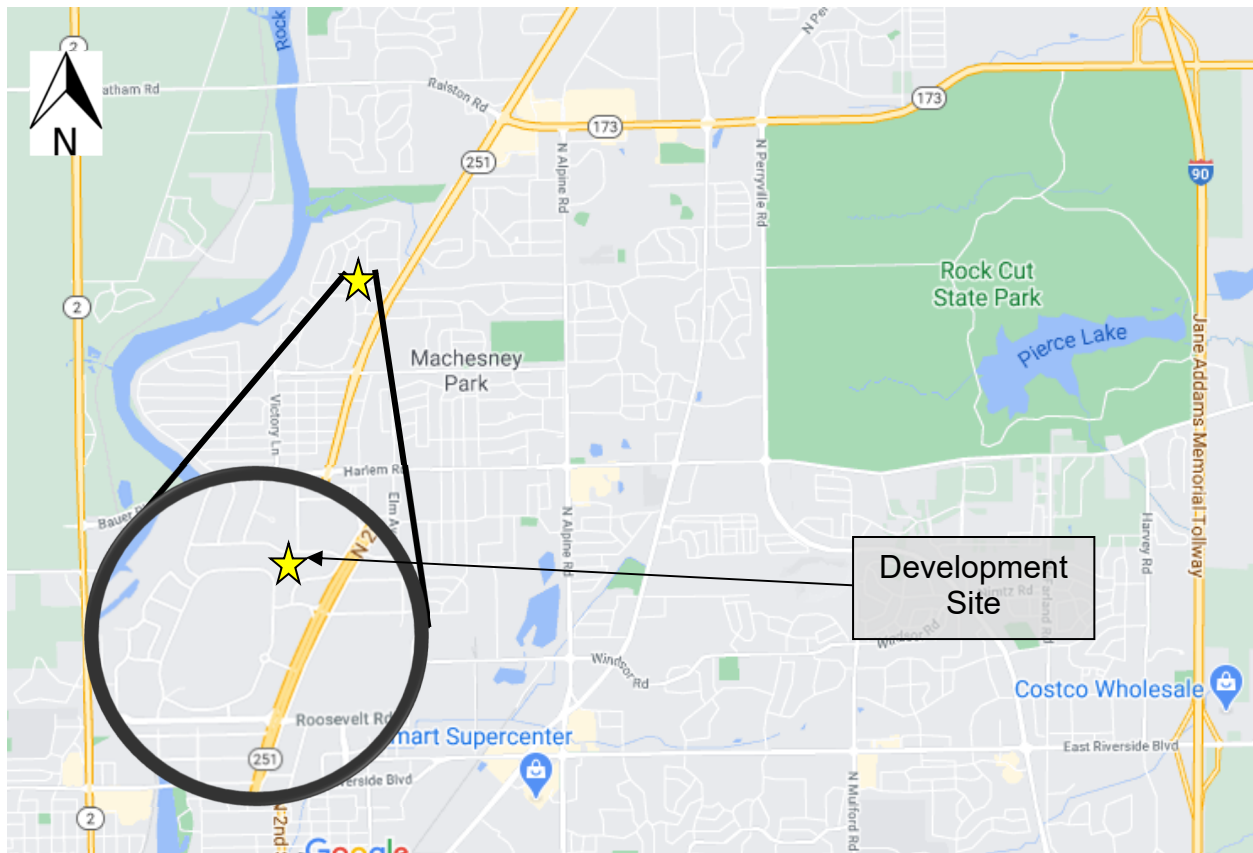


Figure 1 (Project Location)

Existing Conditions

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

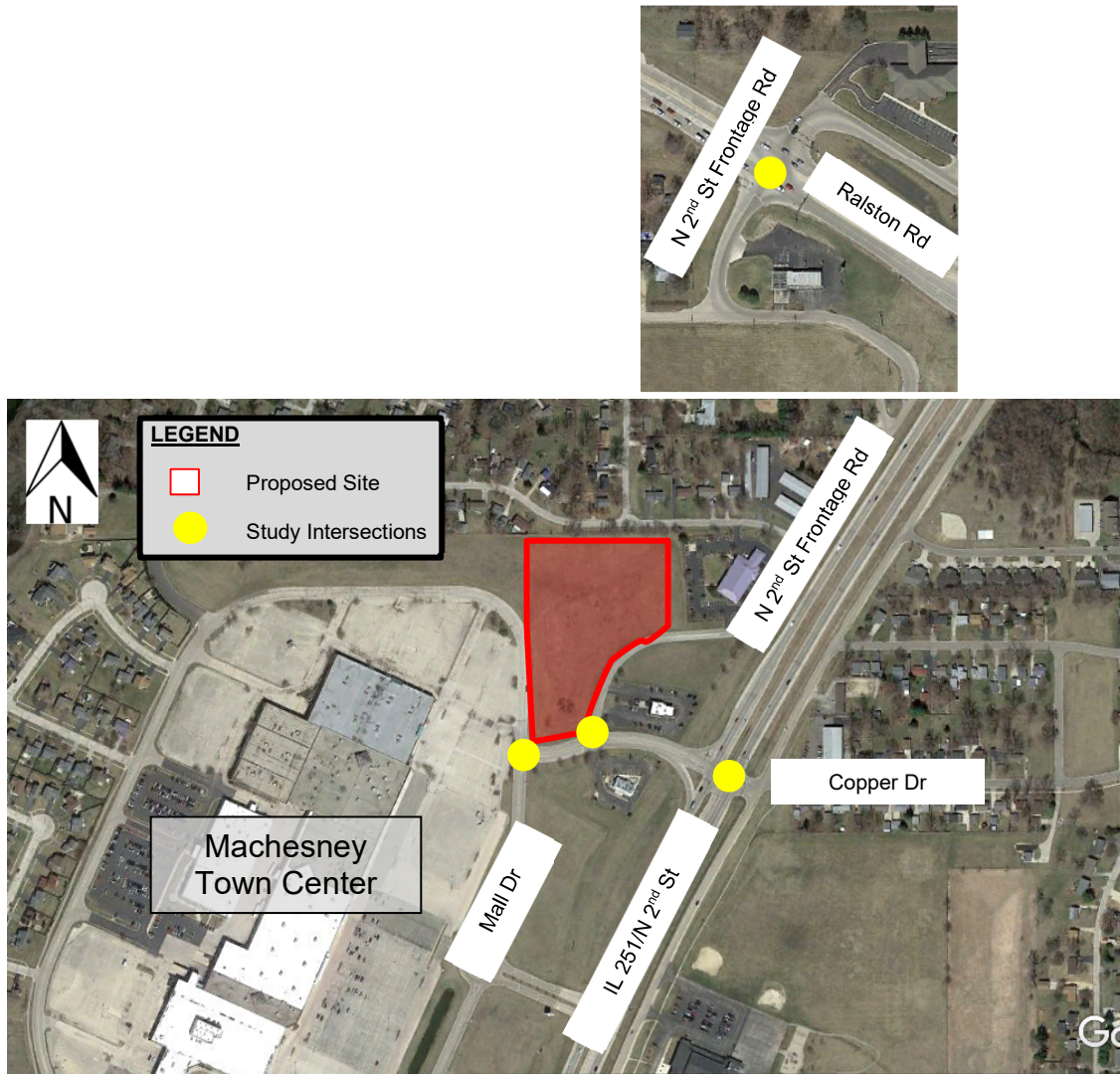


Figure 2 (Study Area)

Existing Street Network

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



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

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

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

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

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



Existing Traffic Volumes

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

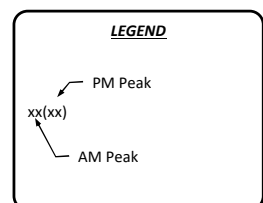
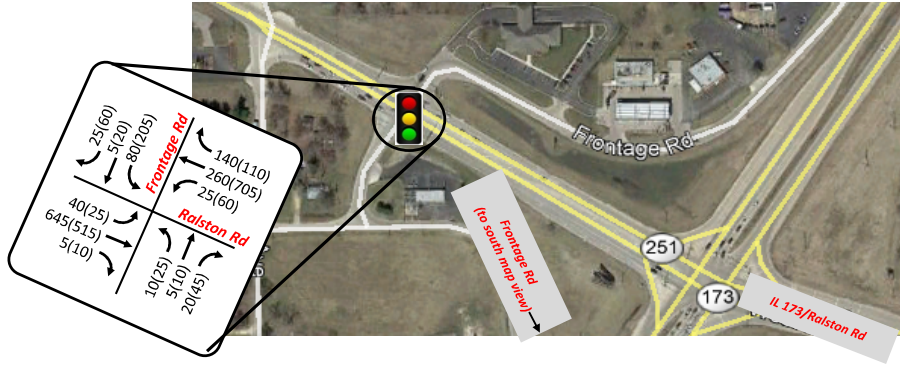
- IL 251/N 2nd Street and Copper Drive
- Copper Drive and Frontage Road
- Copper Drive and Mall Drive
- Frontage Road and Ralston Road

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

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

Table 1 (Volume Adjustment Factors)

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Existing Traffic Operations

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

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

LOS thresholds for stop controlled intersections differ from those with traffic signal control to reflect different driver expectations with respect to delay.

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

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

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

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

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

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



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

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

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

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

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

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

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



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

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

Table 4 (Baseline Conditions for Critical Peak Hour Movements)

Future Conditions

Proposed Redevelopment

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

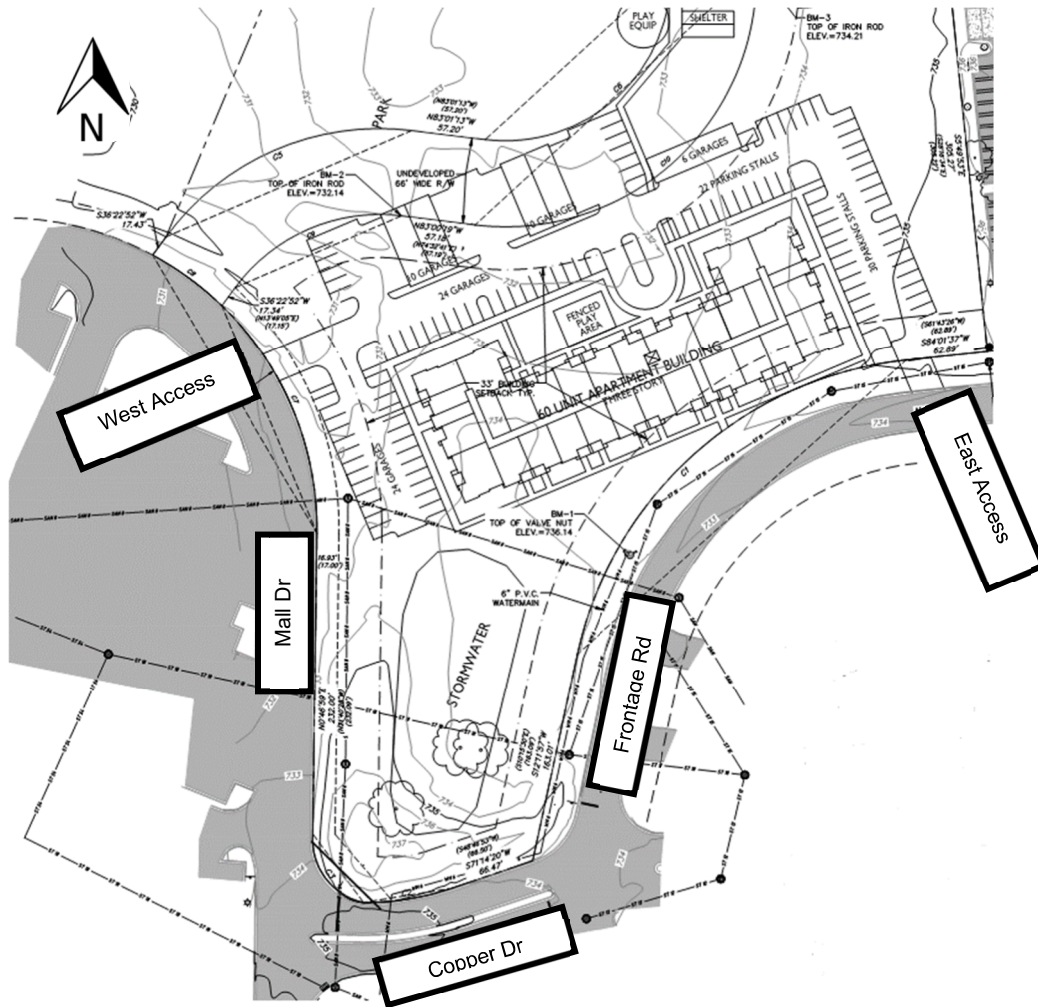


Figure 4 (Proposed Site Plan)

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Traffic Projections

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

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

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

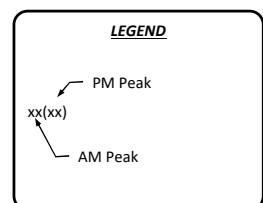
Table 5 (Trip Generation)

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

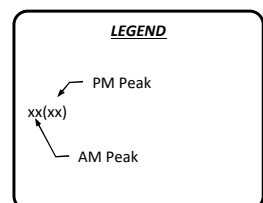
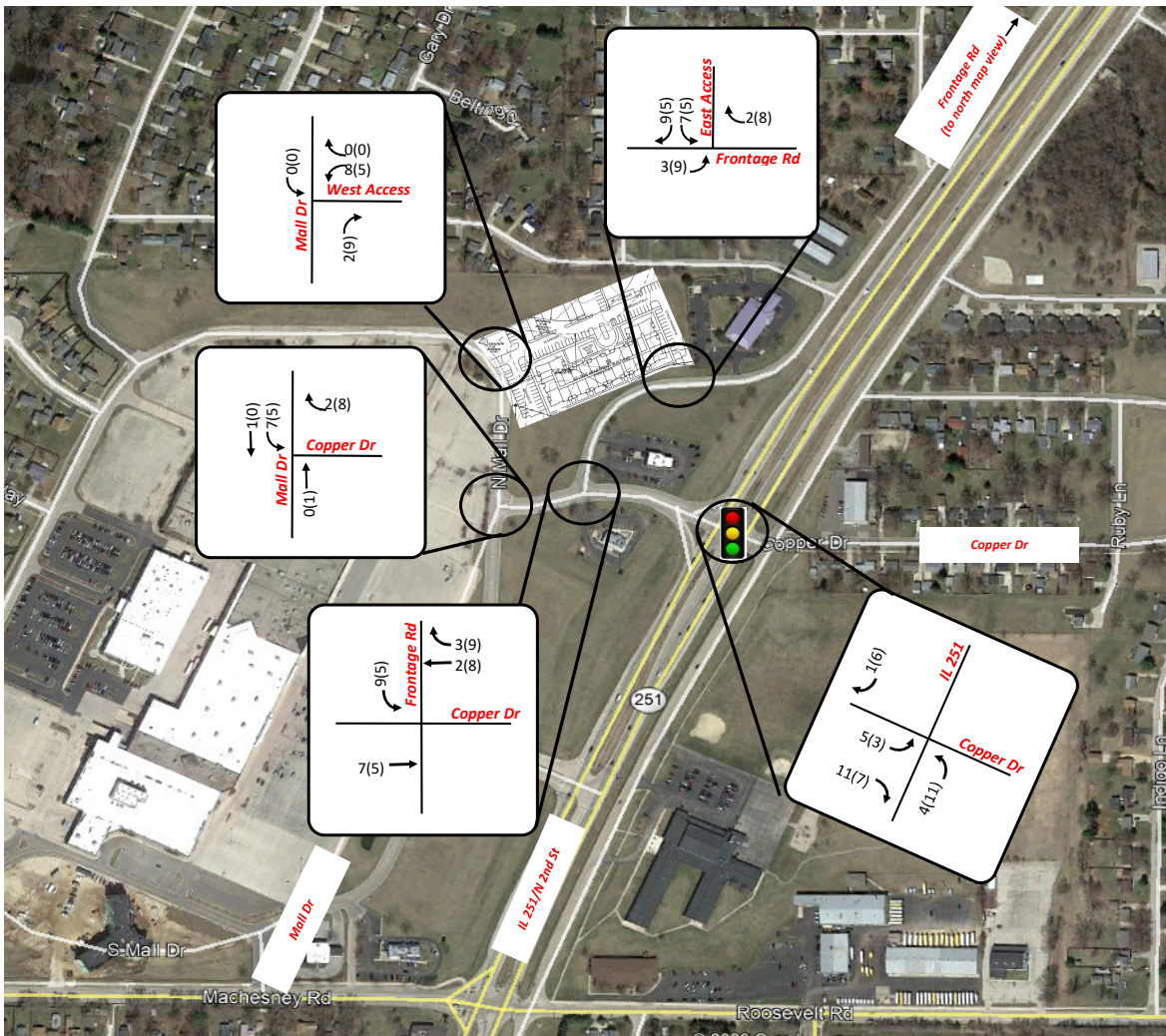
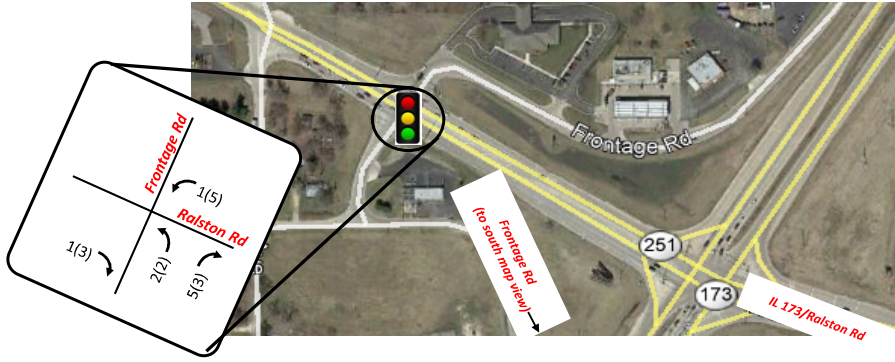
Traffic Distribution and Assignment... Traffic distribution to and from the proposed site typically depends on the actual land use, population centers, employment centers, and major transportation corridors. IL 251 is classified as a principal arterial route and provides good connectivity to the surrounding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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)





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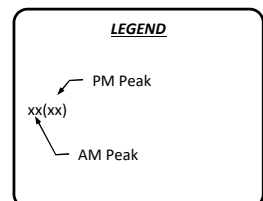
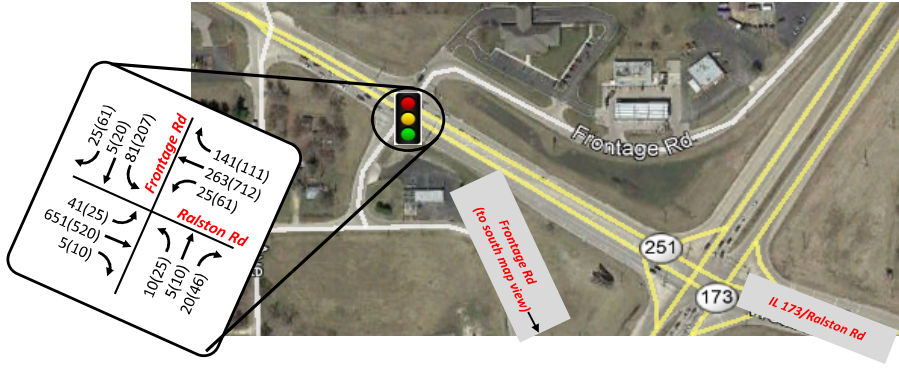
Future Traffic Volumes... It is reasonable to expect the existing background traffic volumes to increase due to area growth factors such as new development, population growth, and more drivers per average household. For the purposes of this traffic engineering study, a 3-year planning horizon was considered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

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

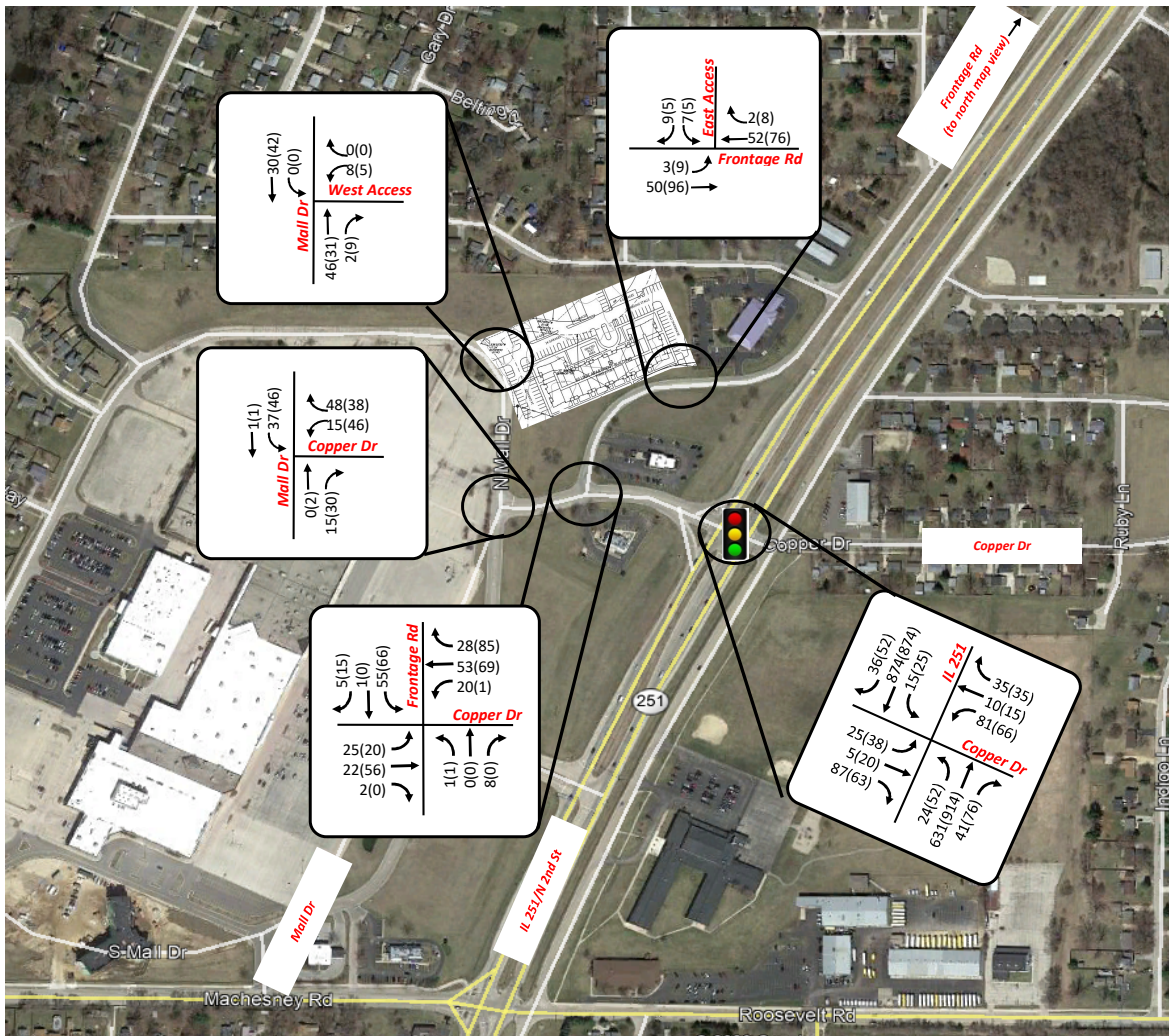
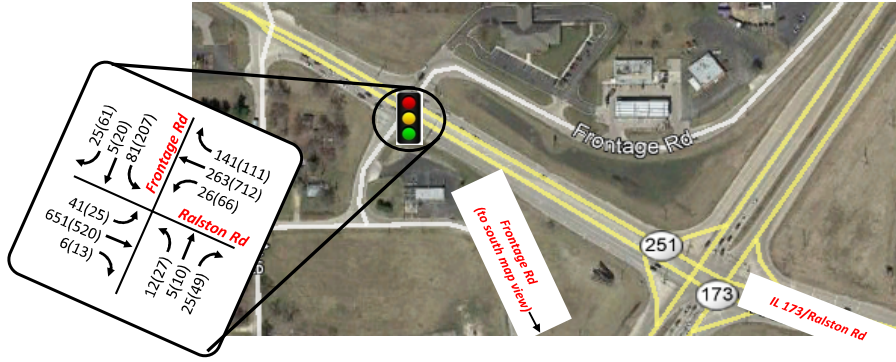
This study will expand on the baseline traffic analysis by reviewing the following traffic volume scenarios during the morning and evening peak traffic hours of commuter traffic:

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





Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)



LEGEND

PM Peak

xx(xx)

AM Peak

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Future Traffic Operations

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

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

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

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

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

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



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

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

Table 6 (Future Conditions for Critical Peak Hour Movements)

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

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

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



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

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

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

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

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



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

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

Table 7 (Future Conditions for Critical Peak Hour Movements)

Summary

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

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

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

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

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

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

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



Appendix A – Traffic Count Data

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

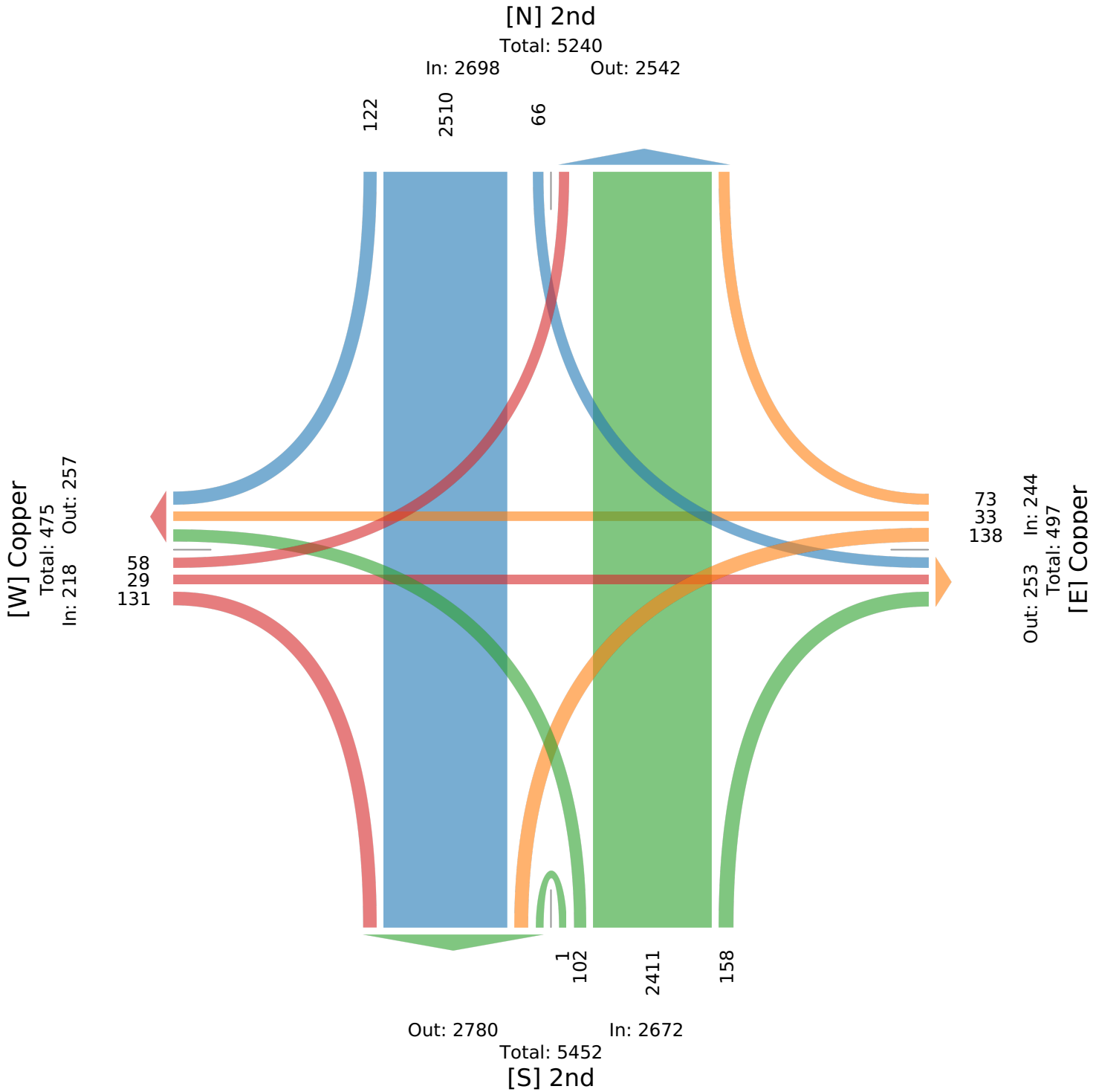
GHA GEWALT HAMILTON ASSOCIATES, INC.
 Provided by: Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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

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

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



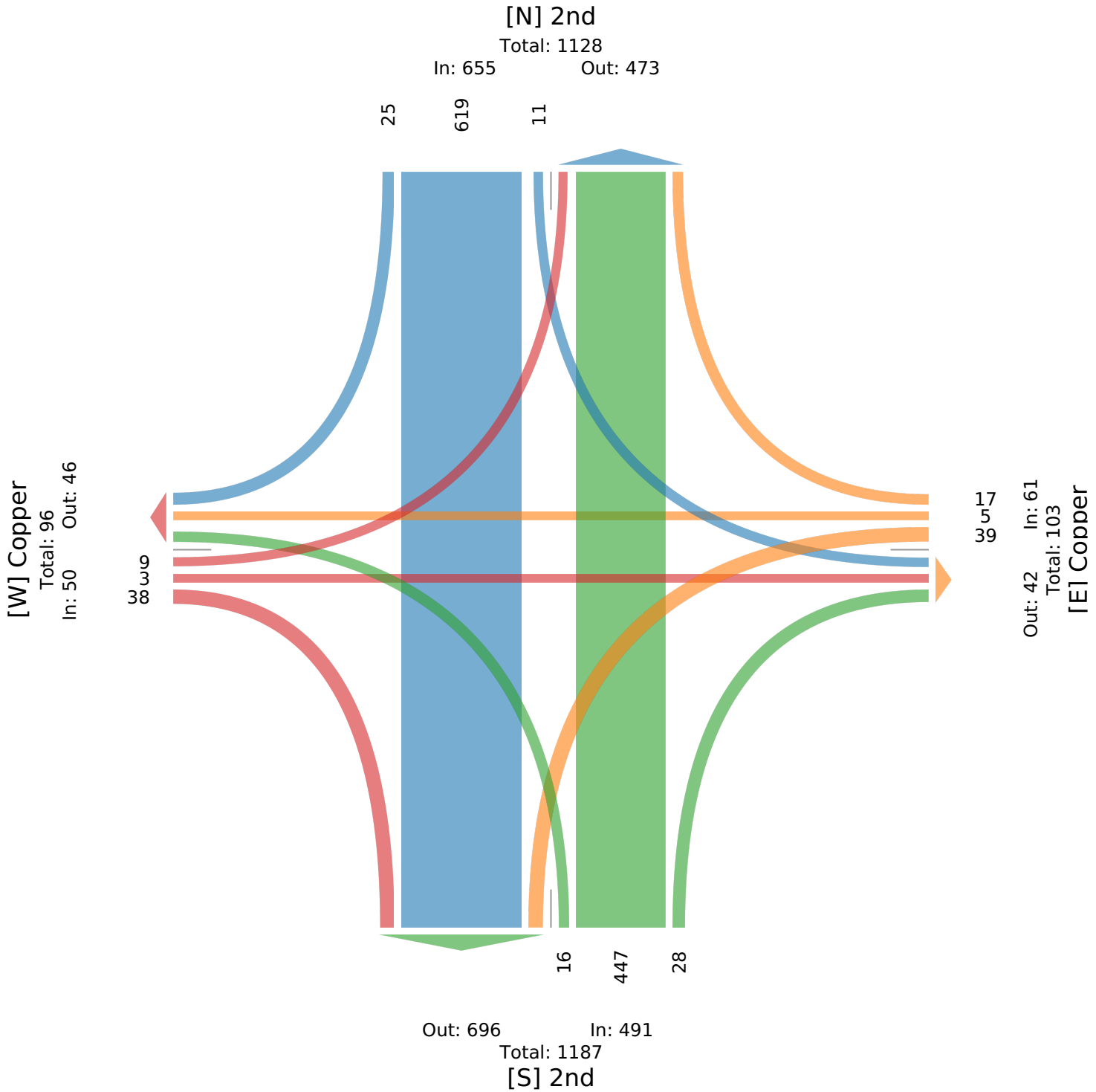
Provided by: Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



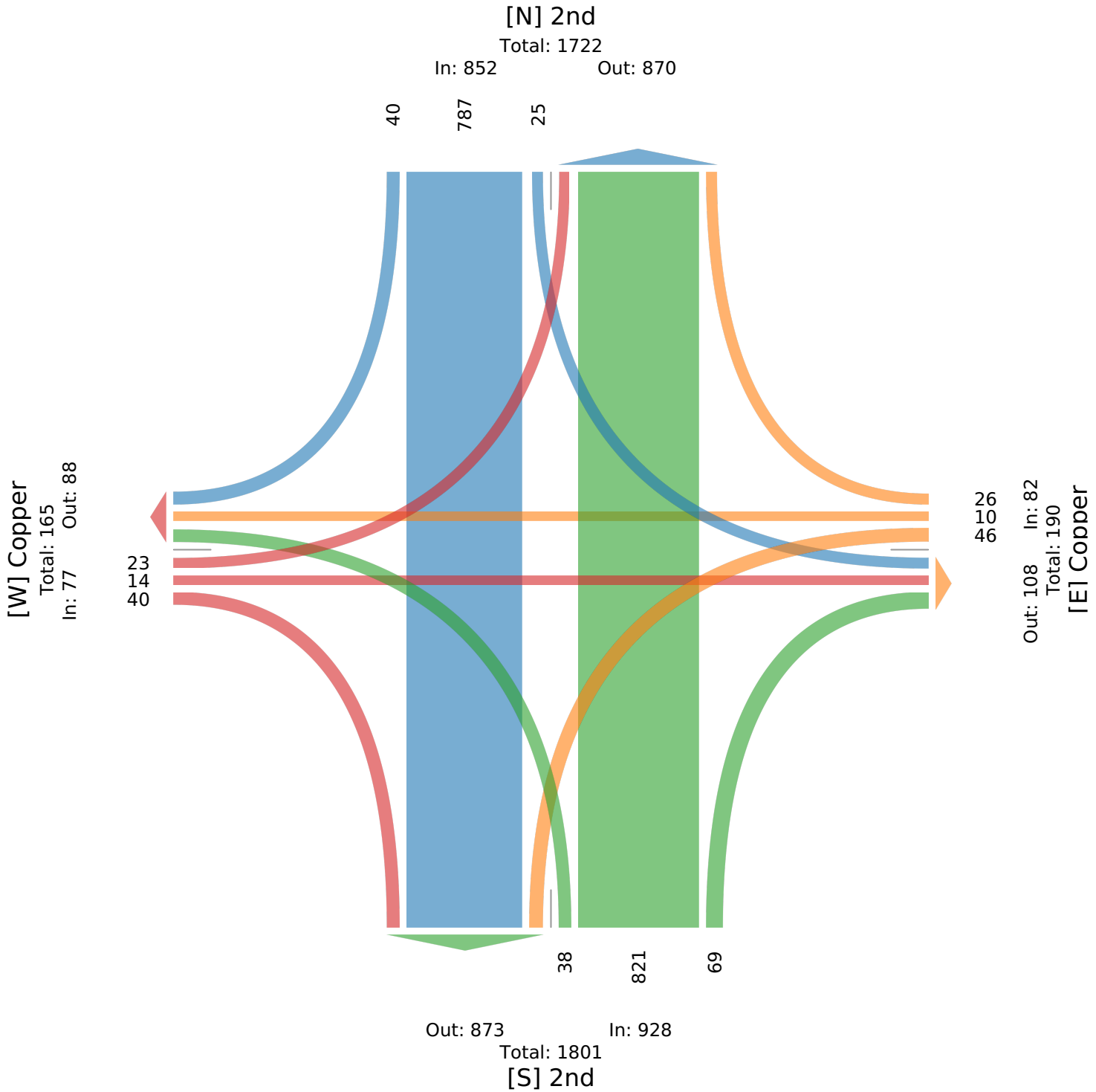
Provided by: Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



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

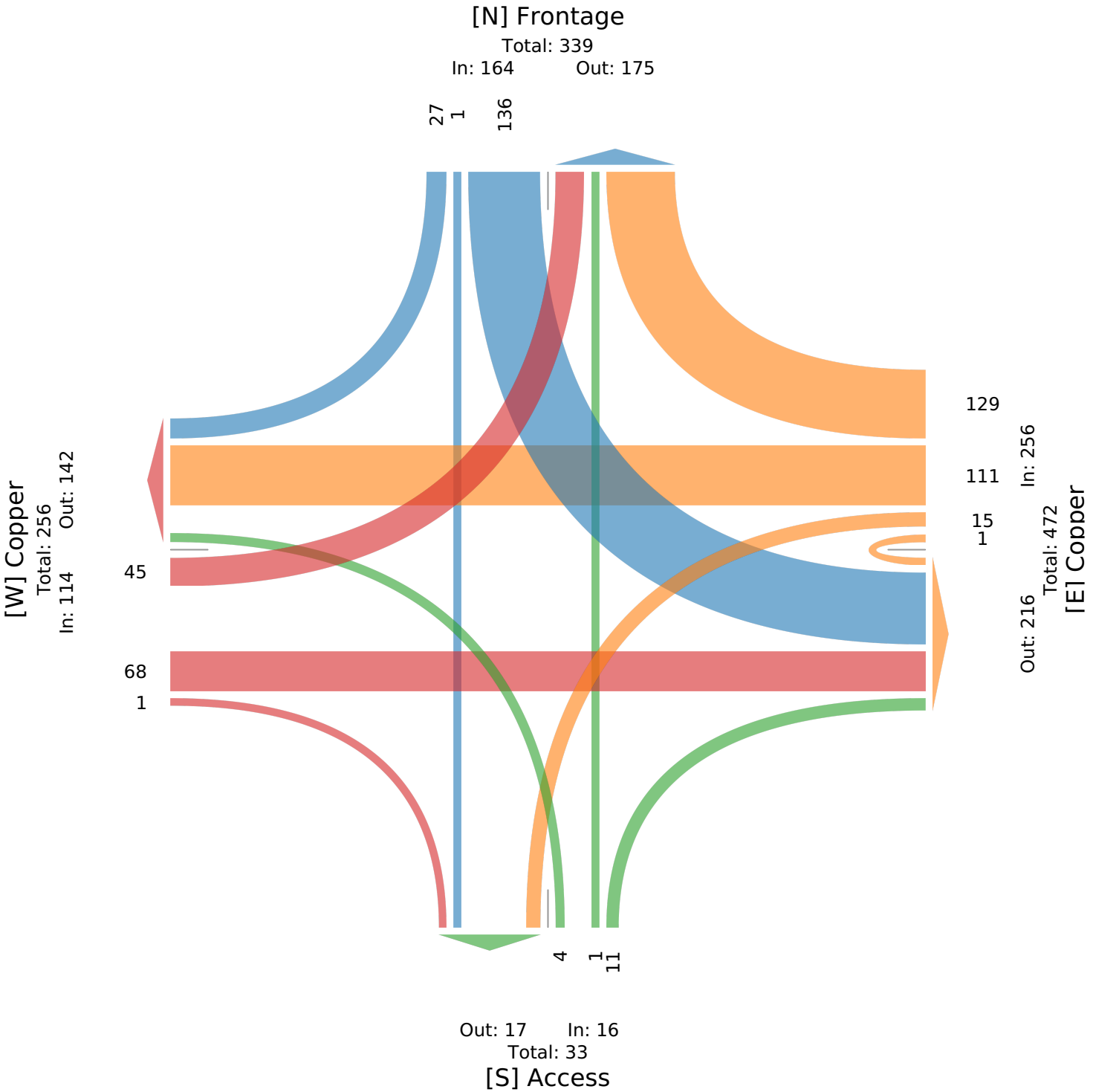
Leg Direction	Copper Eastbound					Copper Westbound					Access Northbound					Frontage Southbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2020-12-15 7:00AM	2	2	0	0	4	2	1	3	0	6	0	0	2	0	2	0	0	0	0	0	12
7:15AM	3	1	0	0	4	0	3	3	0	6	1	0	0	0	1	9	0	0	0	9	20
7:30AM	3	2	0	0	5	3	5	3	0	11	1	0	2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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



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

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

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

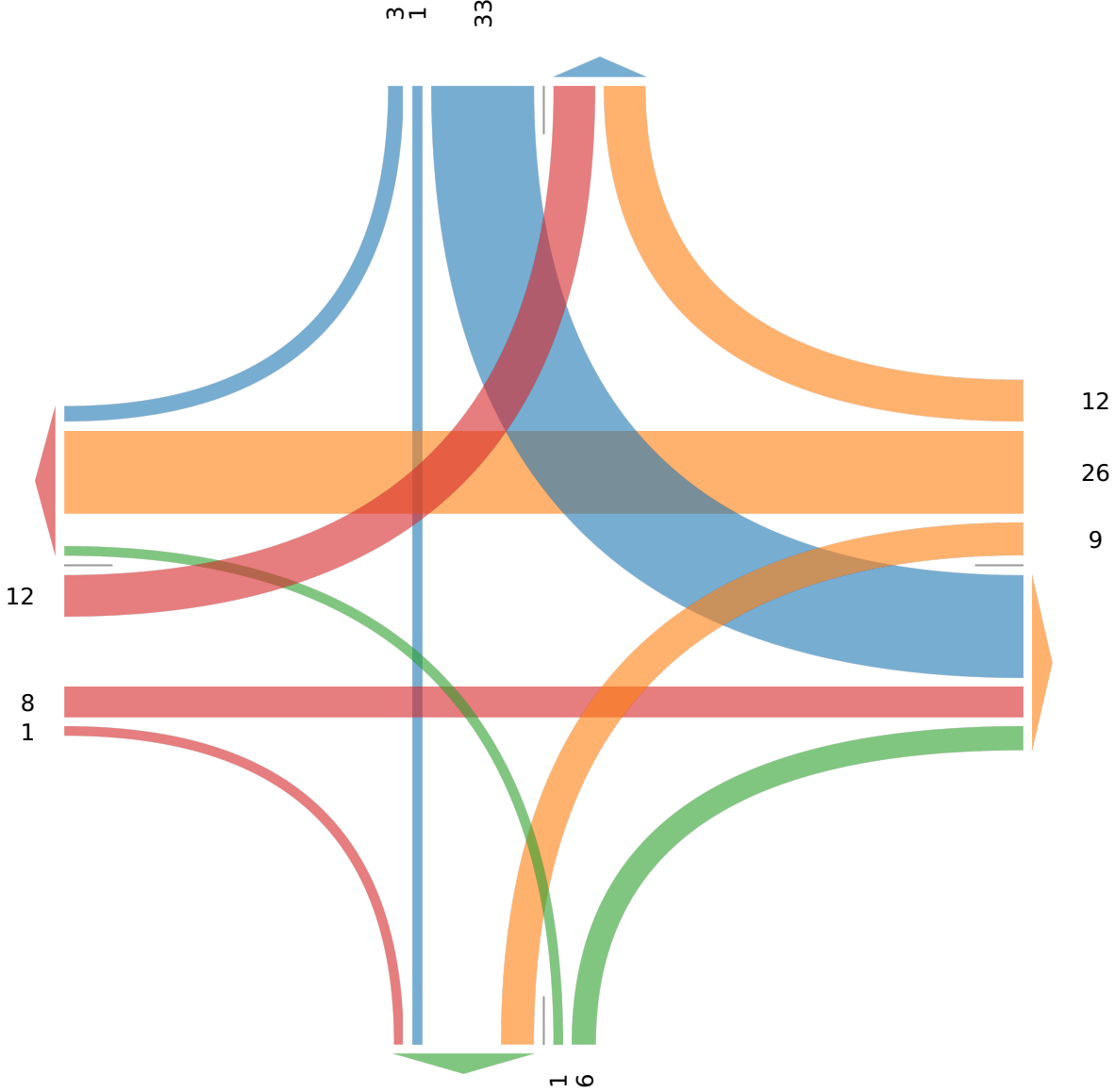
Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

[N] Frontage

Total: 61
 In: 37 Out: 24

[W] Copper
 Total: 51
 In: 21 Out: 30



Out: 11 In: 7
 Total: 18
 [S] Access

Out: 47 In: 47
 Total: 94
 [E] Copper

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



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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

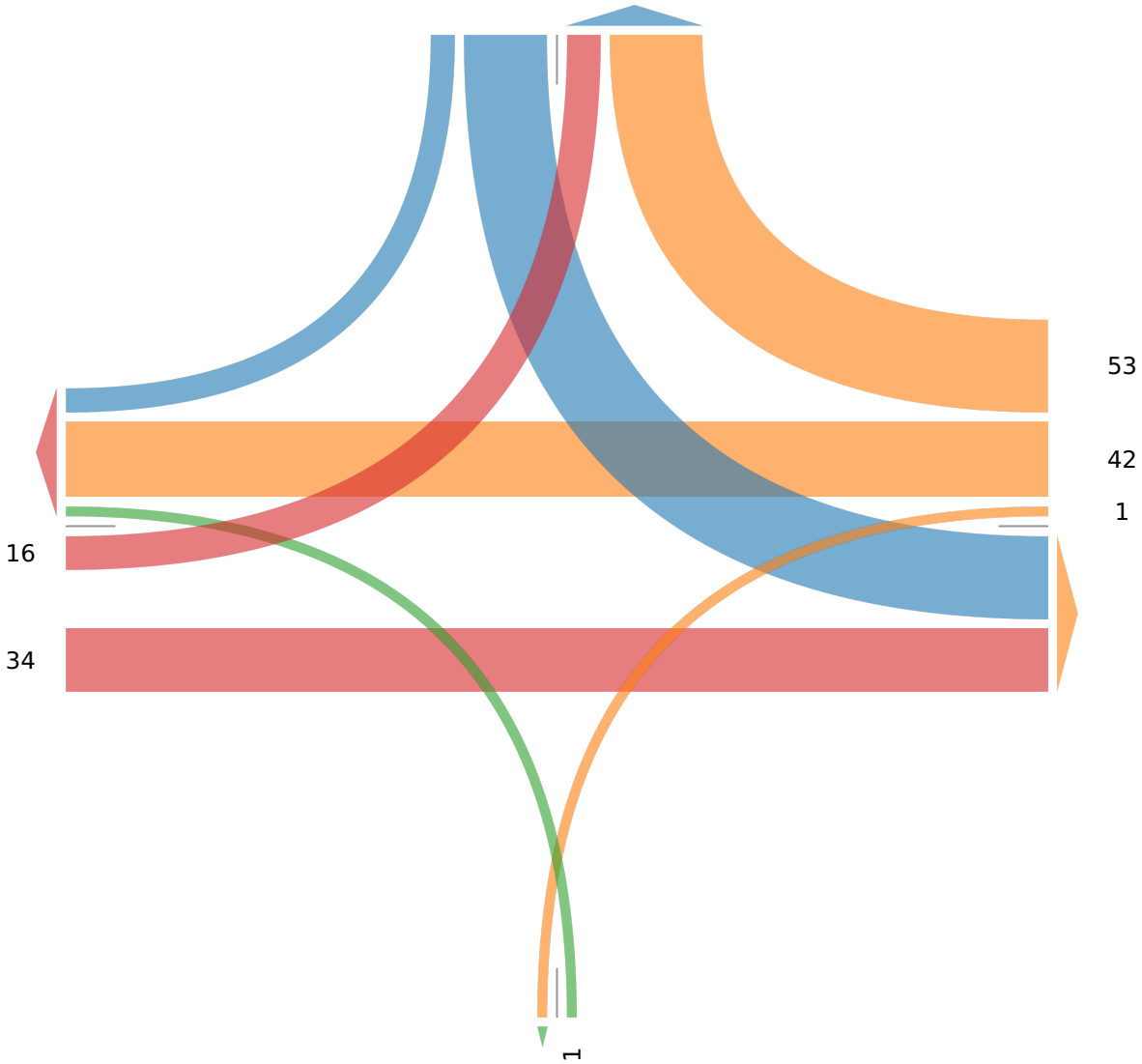
Provided by: Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Frontage

Total: 126
 In: 57 Out: 69

10 47

[W] Copper
 Total: 103
 In: 50 Out: 53



Out: 81 In: 96
 Total: 177

[E] Copper

Out: 1 In: 1
 Total: 2
 [S] Access

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



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

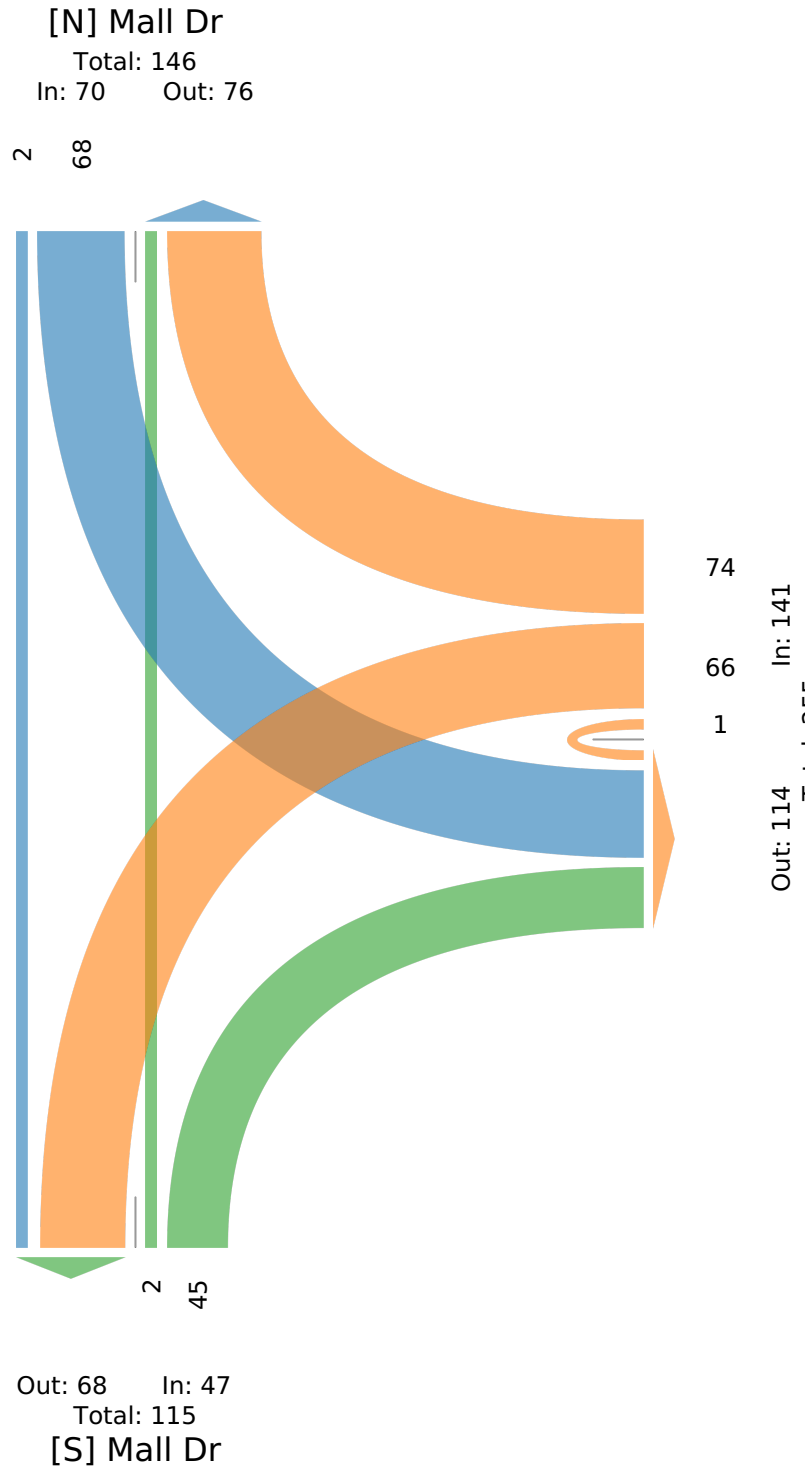
Leg Direction	Copper Westbound				Mall Dr Northbound				Mall Dr Southbound				Int
	L	R	U	App	T	R	U	App	L	T	U	App	
2020-12-15 7:00AM	0	1	0	1	0	2	0	2	2	0	0	2	5
7:15AM	1	3	0	4	0	3	0	3	1	0	0	1	8
7:30AM	1	7	0	8	0	2	0	2	3	0	0	3	13
7:45AM	2	10	0	12	0	2	0	2	6	0	0	6	20
Hourly Total	4	21	0	25	0	9	0	9	12	0	0	12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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)
 IET Copper

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



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

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

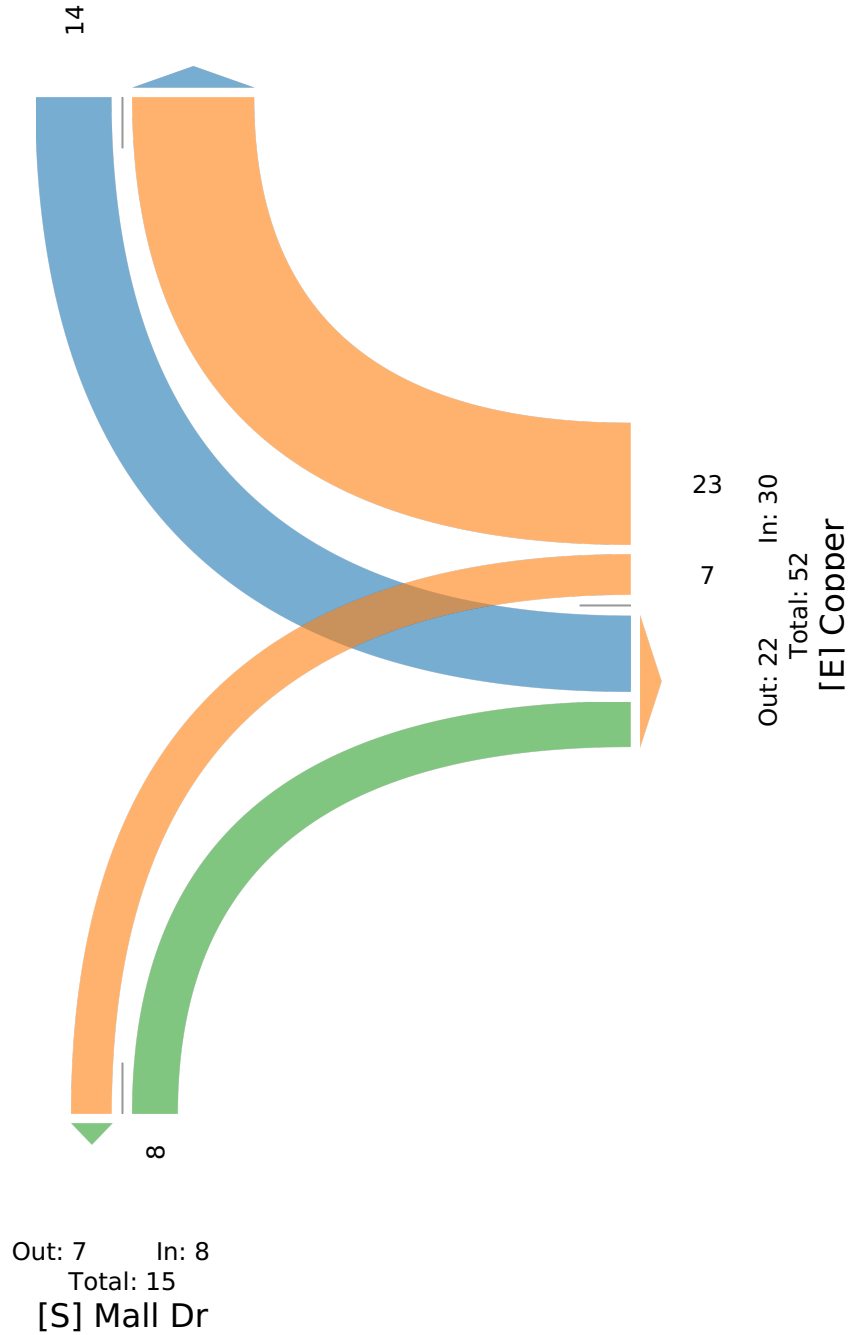
* L: Left, R: Right, T: Thru, U: U-Turn

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

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

[N] Mall Dr
 Total: 37
 In: 14 Out: 23



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



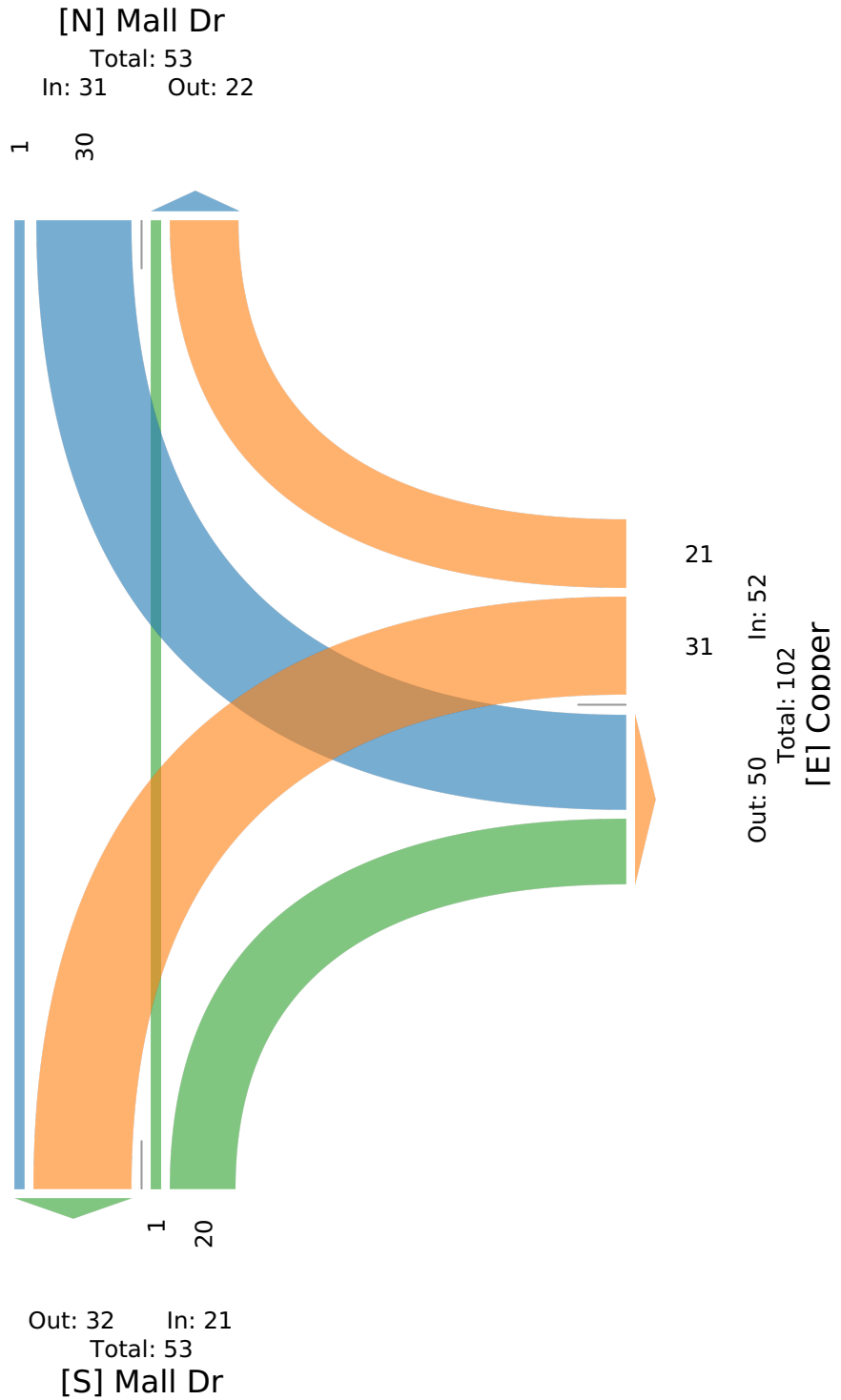
Provided by: Gewalt Hamilton Associates Inc.
 625 Forest Edge Drive, Vernon Hills, IL, 60061, US

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

1020 Ralston Rd - TMC

Tue Dec 15, 2020

Full Length (7 AM-9 AM, 4 PM-6 PM)

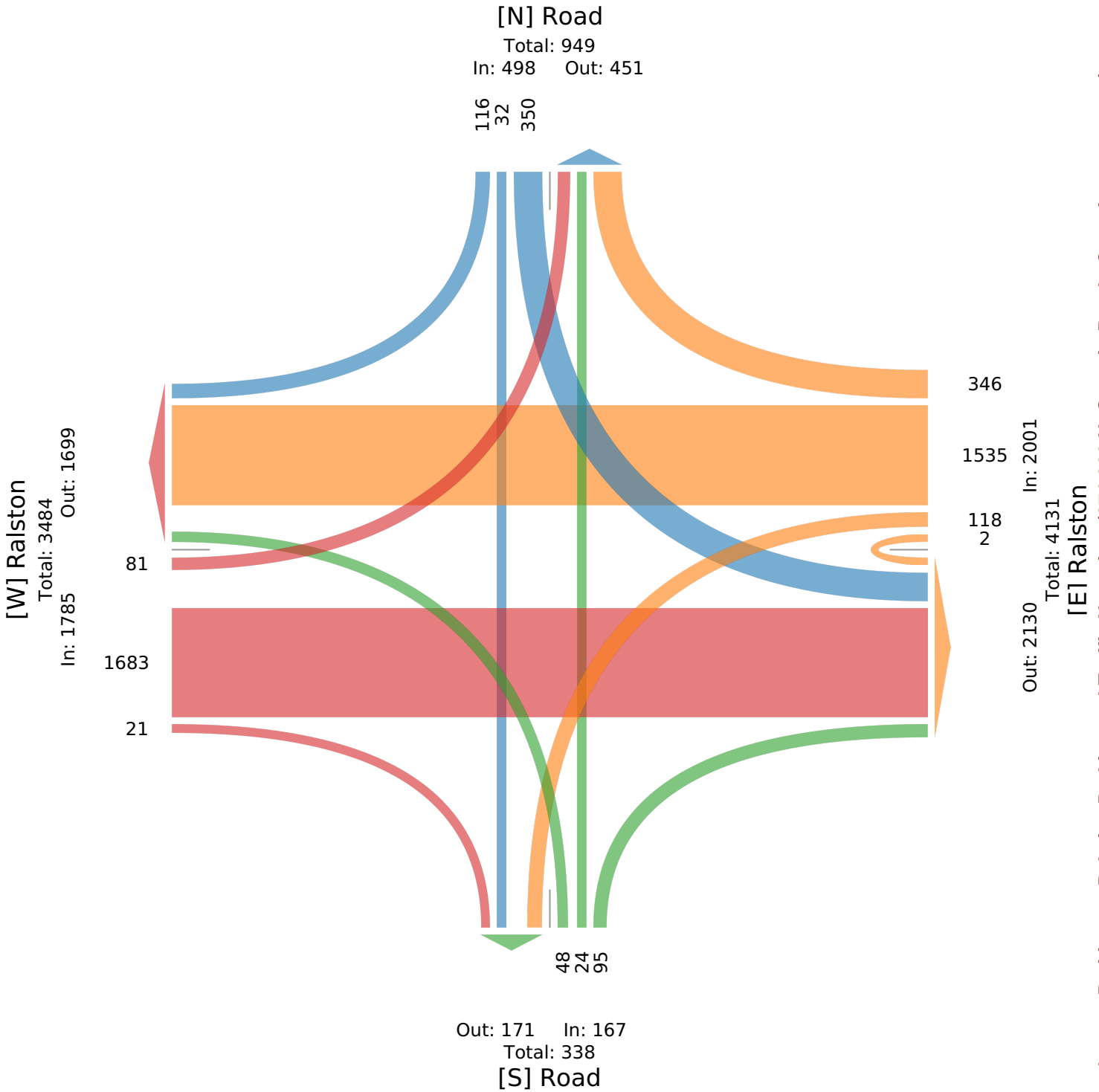
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 804978, Location: 42.367339, -89.037857



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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

1020 Ralston Rd - TMC

Tue Dec 15, 2020

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 804978, Location: 42.367339, -89.037857



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

[N] Road

Total: 211

In: 76 Out: 135

17 3 56

[W] Ralston

Total: 703
Out: 209

In: 494

30 462

2

Out: 24 In: 26
Total: 50

[S] Road

6 5 15

100 186 119

Out: 534 In: 306

Total: 840

[E] Ralston

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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



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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

1020 Ralston Rd - TMC

Tue Dec 15, 2020

PM Peak (4 PM - 5 PM) - Overall Peak Hour

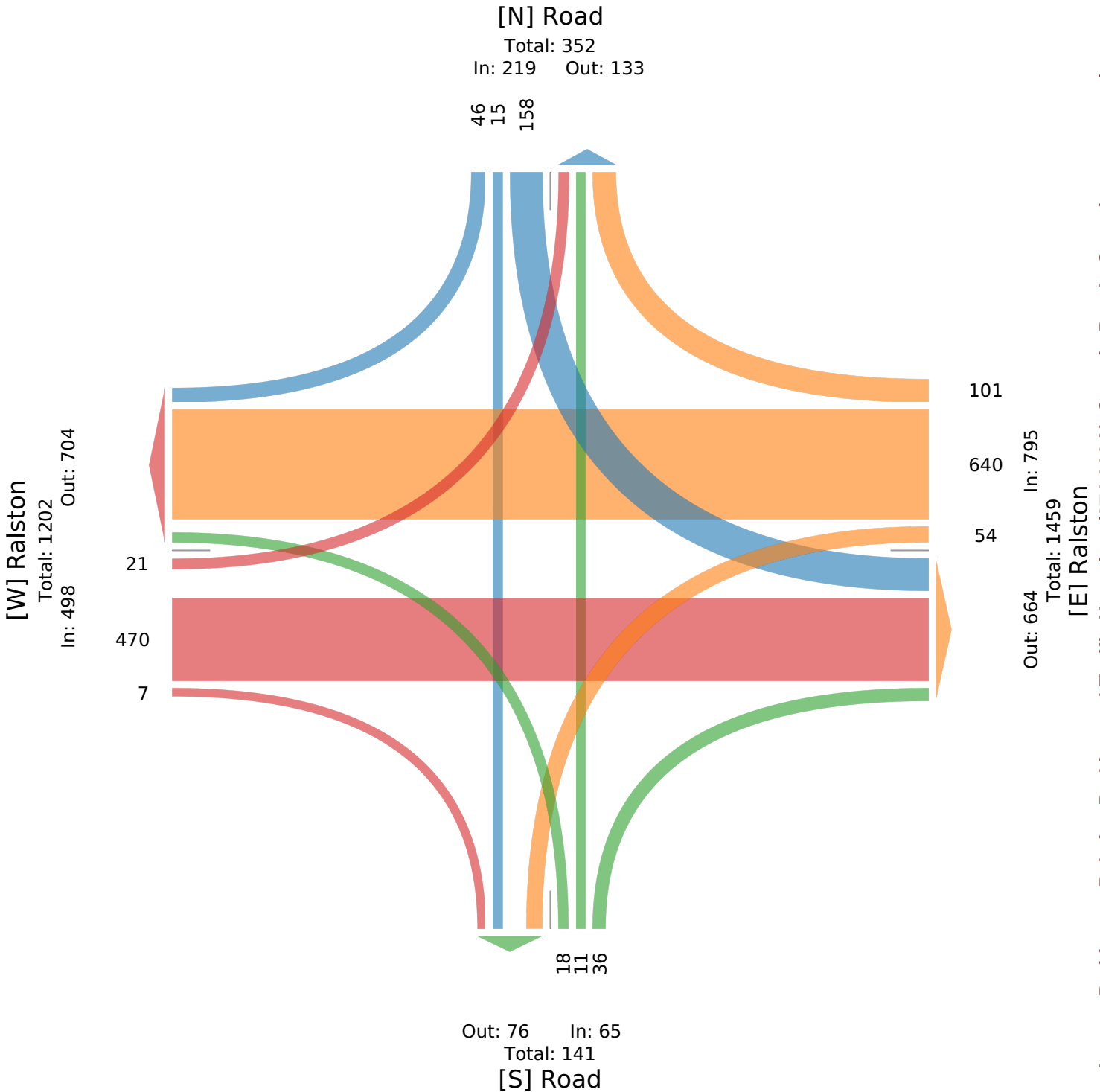
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 804978, Location: 42.367339, -89.037857



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


























Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Appendix B – Synchro Outputs

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/16/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/16/2021

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

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 11.9 Intersection LOS: B

Intersection Capacity Utilization 57.5% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/16/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/16/2021

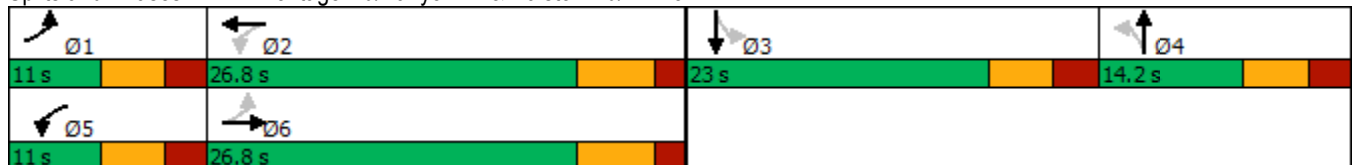


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.0	22.9		23.9	20.8			8.1				17.0
Actuated g/C Ratio	0.35	0.32		0.34	0.29			0.11				0.24
v/c Ratio	0.14	0.68		0.12	0.45			0.22				0.76
Control Delay	14.2	25.5		14.2	16.8			21.4				53.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	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

Intersection Summary

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

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



SimTraffic Performance Report
2020 Existing

AM Peak
01/16/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Queuing and Blocking Report
2020 Existing

AM Peak
01/16/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC
3: Mall Dr & Copper Dr

Timing Plan: AM Peak
01/17/2021

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

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

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

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

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

Timing Plan: PM Peak
01/16/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

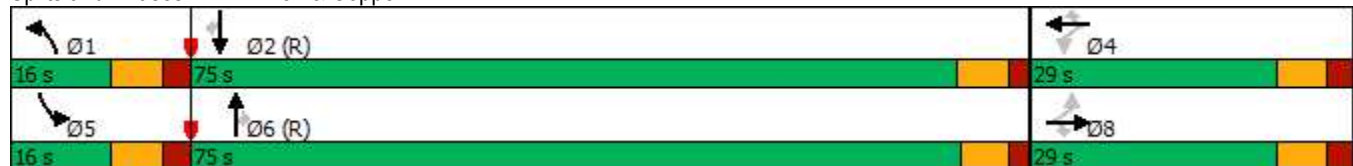
Timing Plan: PM Peak
01/16/2021

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

Intersection Summary

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

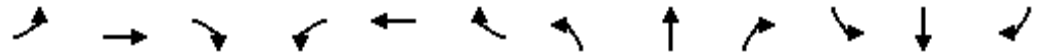
Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
01/16/2021



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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
 01/16/2021

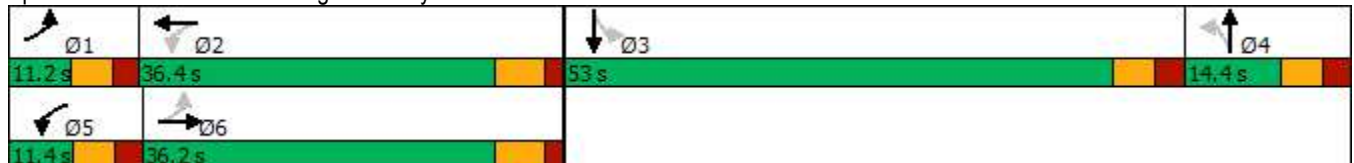


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	34.6	30.2		36.0	32.6			8.3				47.0
Actuated g/C Ratio	0.31	0.27		0.32	0.29			0.07				0.42
v/c Ratio	0.20	0.63		0.32	0.91			0.66				1.08
Control Delay	27.2	40.2		28.6	52.2			51.9				105.5
Queue Delay	0.0	0.0		0.0	0.0			0.0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

Intersection Summary

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

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



SimTraffic Performance Report
2020 Existing

PM Peak
01/16/2021

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

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

Queuing and Blocking Report
2020 Existing

PM Peak
01/16/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC
3: Mall Dr & Copper Dr

Timing Plan: PM Peak
01/17/2021

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/16/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

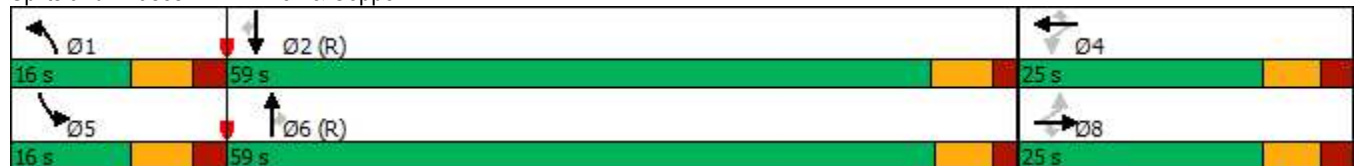
Timing Plan: AM Peak
01/16/2021

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

Intersection Summary

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

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/16/2021

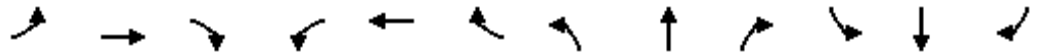


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	651	5	25	263	141	10	5	20	81	5	25
Future Volume (vph)	41	651	5	25	263	141	10	5	20	81	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
 01/16/2021

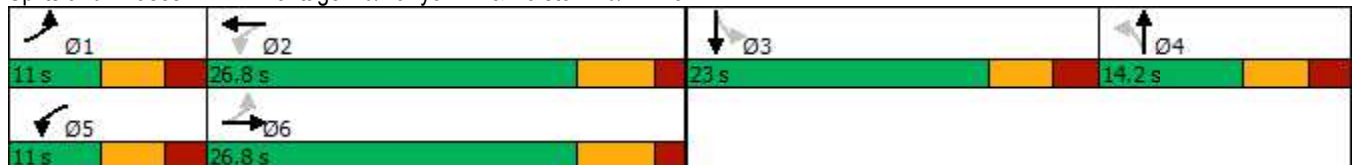


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.0	22.9		23.9	20.8			8.1				17.0
Actuated g/C Ratio	0.35	0.32		0.34	0.29			0.11				0.24
v/c Ratio	0.15	0.69		0.13	0.45			0.22				0.77
Control Delay	14.2	25.7		14.2	16.9			21.4				54.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	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

Intersection Summary

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

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



SimTraffic Performance Report
2023 No Build

AM Peak
01/16/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Queuing and Blocking Report
2023 No Build

AM Peak
01/16/2021

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





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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC
3: Mall Dr & Copper Dr

Timing Plan: AM Peak
01/17/2021

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

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
























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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
01/16/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
01/16/2021

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

Intersection Summary

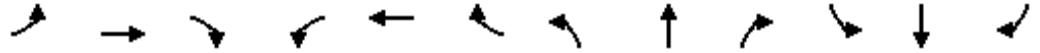
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 12.7 Intersection LOS: B
 Intersection Capacity Utilization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

Splits and Phases: 4: IL 251 & Copper Dr



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

Timing Plan: PM Peak
01/16/2021

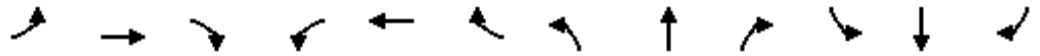


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	520	10	61	712	111	25	10	46	207	20	61
Future Volume (vph)	25	520	10	61	712	111	25	10	46	207	20	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
 01/16/2021

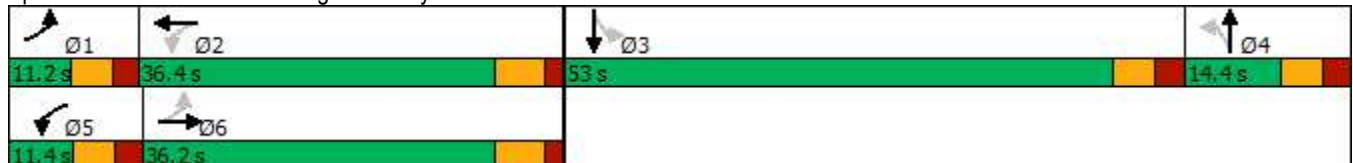


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	34.6	30.2		36.0	32.6			8.3				47.0
Actuated g/C Ratio	0.31	0.27		0.32	0.29			0.07				0.42
v/c Ratio	0.20	0.64		0.32	0.92			0.66				1.09
Control Delay	27.2	40.4		28.9	53.4			51.7				110.9
Queue Delay	0.0	0.0		0.0	0.0			0.0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

Intersection Summary

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

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



SimTraffic Performance Report
2023 No Build

PM Peak
01/16/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Queuing and Blocking Report
2023 No Build

PM Peak
01/16/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC
3: Mall Dr & Copper Dr

Timing Plan: PM Peak
01/17/2021

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/19/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/19/2021

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

Intersection Summary

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

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
01/19/2021

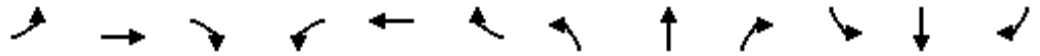


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (vph)	41	651	6	26	263	141	12	5	25	81	5	25
Future Volume (vph)	41	651	6	26	263	141	12	5	25	81	5	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: AM Peak
 01/19/2021

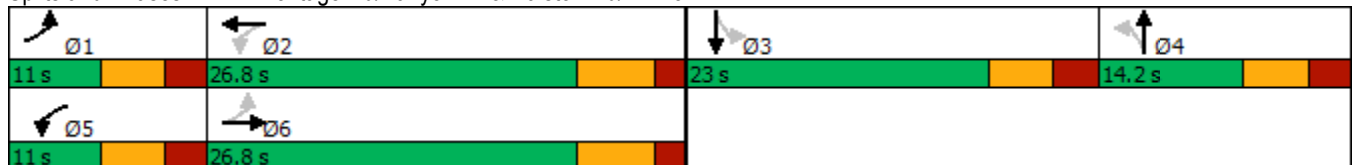


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.0	22.9		23.9	20.8			8.1				17.0
Actuated g/C Ratio	0.35	0.32		0.34	0.29			0.11				0.24
v/c Ratio	0.15	0.69		0.13	0.45			0.26				0.75
Control Delay	14.2	25.7		14.3	16.9			21.0				52.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	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

Intersection Summary

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

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

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

Queuing and Blocking Report
2023 Build

AM Peak
01/19/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC
3: Mall Dr & Copper Dr

Timing Plan: AM Peak
01/17/2021

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

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

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

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

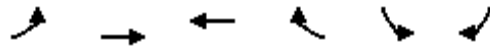
Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM Unsignalized Intersection Capacity Analysis

17: Frontage Rd & East Access

Timing Plan: AM Peak

01/19/2021



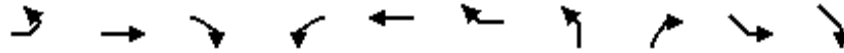
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	3	50	52	2	7	9
Future Volume (Veh/h)	3	50	52	2	7	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	54	57	2	8	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	59				118	58
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	59				118	58
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1545				876	1008
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	57	59	18			
Volume Left	3	0	8			
Volume Right	0	2	10			
cSH	1545	1700	945			
Volume to Capacity	0.00	0.03	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.4	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			15.1%		ICU Level of Service	A
Analysis Period (min)			15			

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM Unsignalized Intersection Capacity Analysis

20: Mall Dr & West Access

Timing Plan: AM Peak
01/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER	
Lane Configurations				↰			↰		↰		
Traffic Volume (veh/h)	0	0	0	8	0	0	46	2	0	30	
Future Volume (Veh/h)	0	0	0	8	0	0	46	2	0	30	
Sign Control	Stop			Stop			Free		Free		
Grade	0%			0%			0%		0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	0	0	9	0	0	50	2	0	33	
Pedestrians											
Lane Width (ft)											
Walking Speed (ft/s)											
Percent Blockage											
Right turn flare (veh)											
Median type							None	None			
Median storage (veh)											
Upstream signal (ft)											
pX, platoon unblocked											
vC, conflicting volume	84	85	33	84	84	51			52		
vC1, stage 1 conf vol											
vC2, stage 2 conf vol											
vCu, unblocked vol	84	85	33	84	84	51			52		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2			4.1		
tC, 2 stage (s)											
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3			2.2		
p0 queue free %	100	100	100	99	100	100			100		
cM capacity (veh/h)	903	805	1041	903	806	1017			1554		
Direction, Lane #	WB 1	NB 1	SE 1								
Volume Total	9	52	33								
Volume Left	9	0	0								
Volume Right	0	2	0								
cSH	903	1700	1554								
Volume to Capacity	0.01	0.03	0.00								
Queue Length 95th (ft)	1	0	0								
Control Delay (s)	9.0	0.0	0.0								
Lane LOS	A										
Approach Delay (s)	9.0	0.0	0.0								
Approach LOS	A										
Intersection Summary											
Average Delay	0.9										
Intersection Capacity Utilization	20.0%			ICU Level of Service				A			
Analysis Period (min)	15										

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
01/19/2021

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

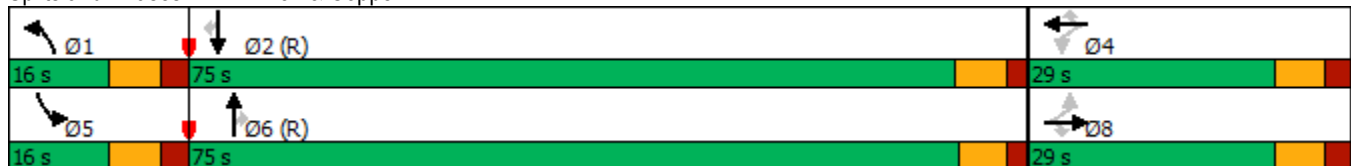
Timing Plan: PM Peak
01/19/2021

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

Intersection Summary

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

Splits and Phases: 4: IL 251 & Copper Dr



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
01/19/2021



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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

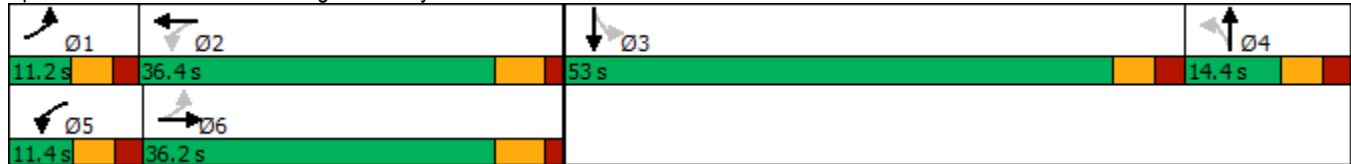
Timing Plan: PM Peak
01/19/2021

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

Intersection Summary

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

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



Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Queuing and Blocking Report
2023 Build

PM Peak
01/19/2021

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC
3: Mall Dr & Copper Dr

Timing Plan: PM Peak
01/19/2021

Intersection

Intersection Delay, s/veh	7.5
Intersection LOS	A

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

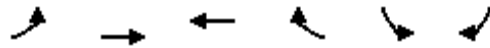
Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	7.7	6.7	7.6
HCM LOS	A	A	A

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

Timing Plan: PM Peak
 01/19/2021



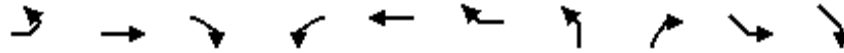
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	9	96	76	8	5	5
Future Volume (Veh/h)	9	96	76	8	5	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	104	83	9	5	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	92				212	88
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	92				212	88
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	99
cM capacity (veh/h)	1503				772	971
Direction, Lane #						
	EB 1	WB 1	SB 1			
Volume Total	114	92	10			
Volume Left	10	0	5			
Volume Right	0	9	5			
cSH	1503	1700	860			
Volume to Capacity	0.01	0.05	0.01			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	0.7	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	0.7	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization		22.2%		ICU Level of Service		A
Analysis Period (min)			15			

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM Unsignalized Intersection Capacity Analysis

20: Mall Dr & West Access

Timing Plan: PM Peak
01/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations				↰			↰		↰	
Traffic Volume (veh/h)	0	0	0	5	0	0	31	9	0	42
Future Volume (Veh/h)	0	0	0	5	0	0	31	9	0	42
Sign Control	Stop			Stop			Free		Free	
Grade	0%			0%			0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	5	0	0	34	10	0	46
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type							None	None		
Median storage (veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	85	90	46	85	85	39			44	
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	85	90	46	85	85	39			44	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2			4.1	
tC, 2 stage (s)										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3			2.2	
p0 queue free %	100	100	100	99	100	100			100	
cM capacity (veh/h)	901	800	1023	901	805	1033			1564	
Direction, Lane #	WB 1	NB 1	SE 1							
Volume Total	5	44	46							
Volume Left	5	0	0							
Volume Right	0	10	0							
cSH	901	1700	1564							
Volume to Capacity	0.01	0.03	0.00							
Queue Length 95th (ft)	0	0	0							
Control Delay (s)	9.0	0.0	0.0							
Lane LOS	A									
Approach Delay (s)	9.0	0.0	0.0							
Approach LOS	A									
Intersection Summary										
Average Delay	0.5									
Intersection Capacity Utilization	20.0%			ICU Level of Service				A		
Analysis Period (min)	15									

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)



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

Project Description:

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

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

Description of Alternatives:

The following intersection control was investigated:

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

Safety Considerations:

Observed Crash History Years: 2015 through 2019

Table with 8 columns: Crash Type, Fatal, Injury A, Injury B, Injury C, KABC, PDO, Total. Rows include Fixed Object, Angle, and Total.

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)



Crash Trends: No crash trends identified in observed crash history

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

Operational Considerations:

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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)



Year: 2030												
Future No-Build Conditions												
AM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	A		A	A		A	B		B	B		B
Delay (s)	7.6		0.0	7.5		0.0	11.6		12.1	12.6		10.0
v/c	0.02		0.00	0.01		0.00	0.05		0.19	0.09		0.07
Queue (ft.)	5		0	0		0	5		20	10		5
Storage (ft.)			100			100	100			100		
PM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	A		A	A		A	B		B	B		B
Delay (s)	7.5		0.0	7.5		0.0	11.7		11.0	11.9		11.1
v/c	0.02		0.00	0.01		0.00	0.04		0.10	0.07		0.12
Queue (ft.)	5		0	0		0	5		10	5		10
Storage (ft.)			100			100	100			100		
Additional Information	As part of the Broadhead Street reconstruction, the WB approach will be reconstructed to provide a through/left-turn lane and an exclusive right-turn lane. This update is reflected in this, and other relevant, future-year alternatives.											

Year: 2030												
Future Build Conditions (AWSC Alternative)												
AM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	B		A	B		A	B		B	B		B
Delay (s)	11.4		8.7	14.2		9.7	10.3		11.5	11.0		10.0
v/c	0.26		0.07	0.47		0.24	0.07		0.28	0.14		0.15
Queue (ft.)	25		5	65		20	5		30	15		15
Storage (ft.)			100			100	100			100		
PM Peak	EB			WB			NB			SB		
	L/T	-	R	L/T	-	R	L	-	T/R	L	-	T/R
# Lanes	1		1	1		1	1		1	1		1
LOS	B		A	B		A	B		B	B		B
Delay (s)	13.9		8.7	13.0		8.7	10.5		10.8	11.5		10.5
v/c	0.45		0.09	0.39		0.08	0.07		0.21	0.20		0.19
Queue (ft.)	60		10	45		10	5		20	20		20
Storage (ft.)			100			100	100			100		
Additional Information	Per guidance in Section 2B.07 of the Manual of Uniform Traffic Control Devices (MUTCD), Year 2030 AM and PM projected peak-hour volumes at this intersection would meet minimum volume thresholds for AWSC consideration to implement. Year 2020 volumes would not meet these thresholds.											

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)



Year: 2030

Future Build Conditions (Traffic Signal Alternative)

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

Year: 2030

Future Build Conditions (Roundabout Alternative)

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)



Other Considerations:

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

Feasibility of Alternatives:

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

Conclusion:

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

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

Attachments:

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Intersection Traffic Volume Report

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



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

Intersection of: **Holscher Road and Broadhead Street**

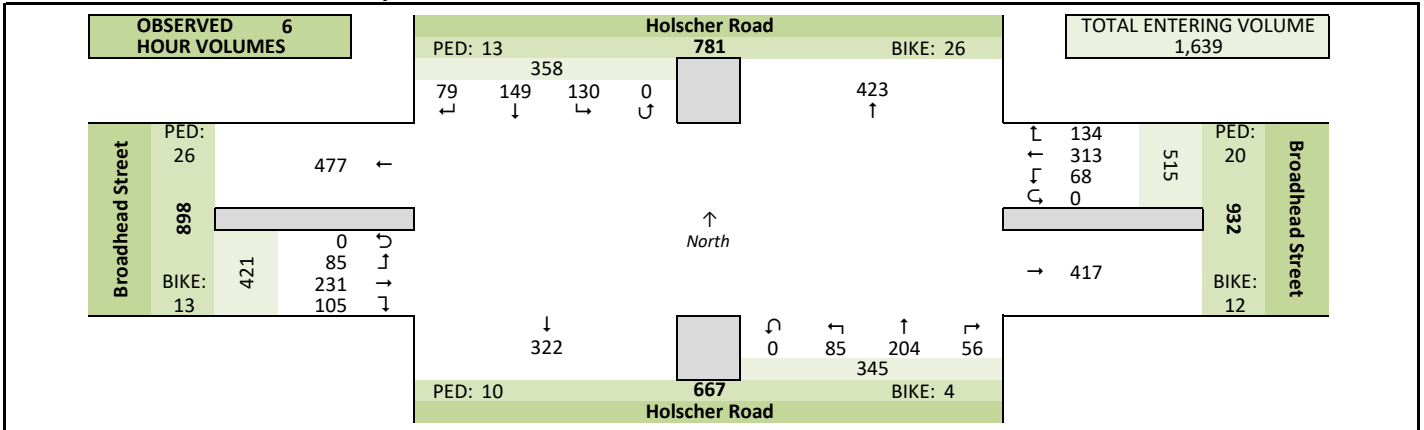
Site Information

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

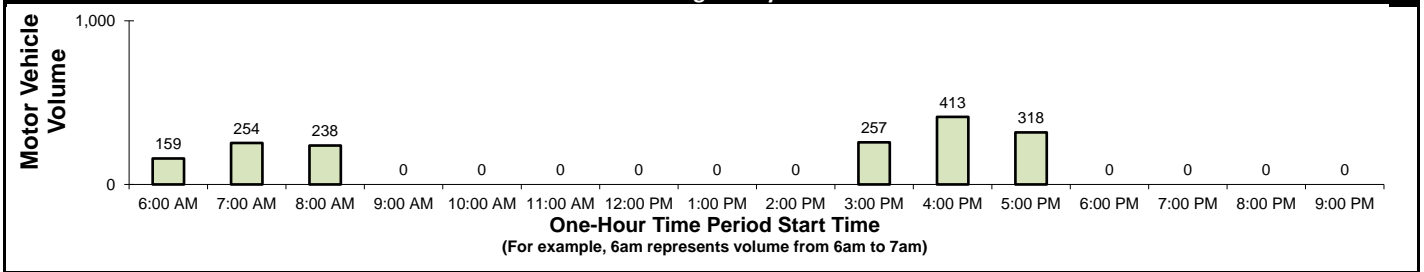
Count Information

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

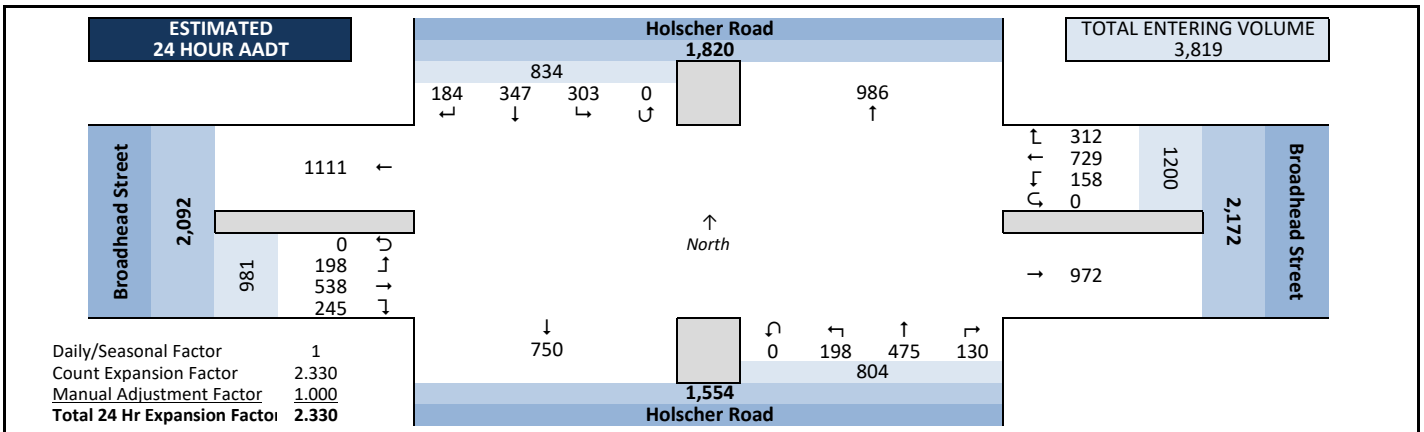
Observed 6 Hour Volume Summary



Total Entering Hourly Volume



Estimated 24 Hour AADT



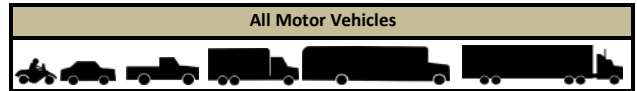
Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Intersection Traffic Volume Report

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

Peak Hour Volume Summary

Holscher Road and Broadhead Street



Peak Hour Volumes, Truck Percentages, and PHFs

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

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

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

Peak Hour Pedestrian and Bicyclist Volumes

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

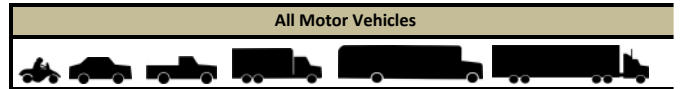
Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Intersection Traffic Volume Report

15-Minute Motor Vehicle Data

Holscher Road and Broadhead Street

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



15-Minute Motor Vehicle Data

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Peak Hour All Vehicle Volume Summary

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

Intersection Traffic Volume Report

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

15-Minute Heavy Vehicle Data

Holscher Road and Broadhead Street



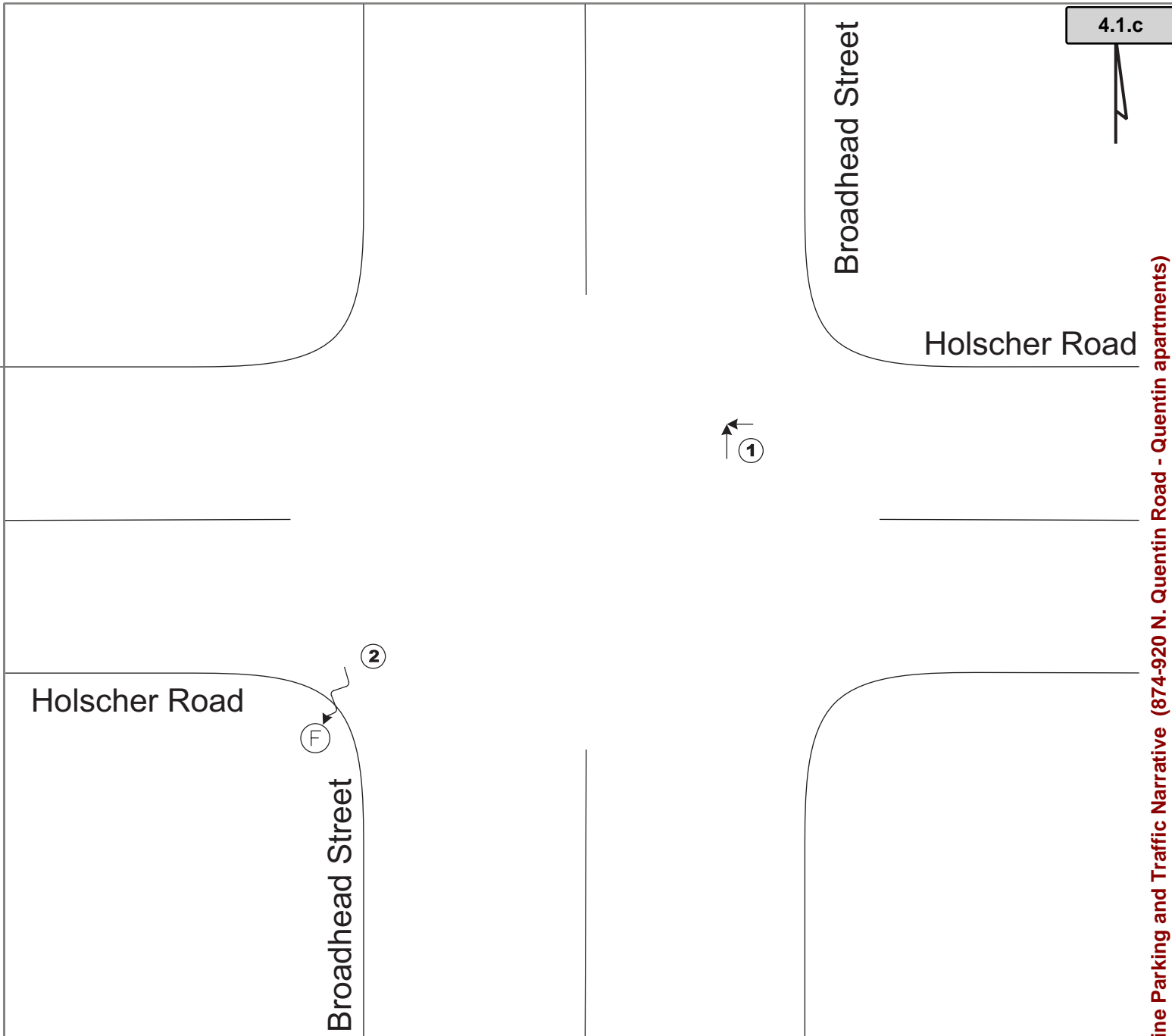
15-Minute Heavy Vehicle Data

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Peak Hour Heavy Vehicle Volume Summary

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



DOCUMENTATION CONVENTION

Ⓝ = CRASH FREQUENCY (2015 - 2019)

CRASH FREQUENCY/SEVERITY

**3
Crashes**

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

LEGEND

- | | | | |
|-------------------|---------------------|-----------------------|------------------|
| → Moving Vehicle | Ⓢ/Ⓨ Stop/Yield Sign | ↗ Angle (Right Angle) | ↔ Head-On |
| ↔ Backing Vehicle | Ⓣ Tree | ↖ Angle (Left Turn) | →+ Rear-End |
| - - - Pedestrian | Ⓤ Utility Pole | ↘ Angle (Right Turn) | ⚡ Out of Control |
| -B→ Bicyclist | ⓕ Fixed Object | ↔ Sideswipe-Same | →+ Overtake |
| ▭ Parked Vehicle | Ⓝ Non-Fixed Object | ↔ Sideswipe-Opposite | ○→ Overturn |

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Figure X.)
**COLLISION DIAGRAM,
 HOLSCHER ROAD & BROADHEAD STREET
 MCFARLAND,** Packet Pg. 141

HCM 6th TWSC

3: Holscher Road (AM) & Broadhead Street

07/21/2020

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	
Traffic Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Future Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	4	4	4
Mvmt Flow	30	56	20	20	98	79	28	95	25	46	23	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	76	0	0	322	333	56	364	314	138
Stage 1	-	-	-	-	-	-	116	116	-	178	178	-
Stage 2	-	-	-	-	-	-	206	217	-	186	136	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.11	6.51	6.21	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.509	4.009	3.309	3.536	4.036	3.336
Pot Cap-1 Maneuver	1399	-	-	1486	-	-	633	589	1013	588	598	905
Stage 1	-	-	-	-	-	-	891	802	-	819	748	-
Stage 2	-	-	-	-	-	-	798	725	-	811	780	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1399	-	-	1486	-	-	575	567	1013	486	576	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	567	-	486	576	-
Stage 1	-	-	-	-	-	-	871	784	-	801	737	-
Stage 2	-	-	-	-	-	-	735	714	-	680	763	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.8			12			11.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	575	624	1399	-	-	1486	-	-	486	734		
HCM Lane V/C Ratio	0.048	0.192	0.021	-	-	0.013	-	-	0.095	0.075		
HCM Control Delay (s)	11.6	12.1	7.6	0	-	7.5	0	-	13.2	10.3		
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B		
HCM 95th %tile Q(veh)	0.1	0.7	0.1	-	-	0	-	-	0.3	0.2		

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th TWSC

8: Holscher Road (PM) & Broadhead Street

07/21/2020

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕		↕	↕	
Traffic Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Future Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	1	1	4	4	4	3	3	3
Mvmt Flow	30	81	46	21	82	26	21	50	19	42	53	25

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

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

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

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th TWSC

3: Holscher Road (AM) & Broadhead Street

07/21/2020

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Future Vol, veh/h	24	45	16	16	78	63	22	76	20	37	18	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	4	4	4
Mvmt Flow	30	56	20	20	98	79	28	95	25	46	23	33
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	177	0	0	76	0	0	322	333	56	324	274	98
Stage 1	-	-	-	-	-	-	116	116	-	138	138	-
Stage 2	-	-	-	-	-	-	206	217	-	186	136	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.11	6.51	6.21	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.14	5.54	-
Follow-up Hdwy	2.218	-	-	2.272	-	-	3.509	4.009	3.309	3.536	4.036	3.336
Pot Cap-1 Maneuver	1399	-	-	1486	-	-	633	589	1013	625	630	953
Stage 1	-	-	-	-	-	-	891	802	-	860	779	-
Stage 2	-	-	-	-	-	-	798	725	-	811	780	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1399	-	-	1486	-	-	577	567	1013	517	607	953
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	567	-	517	607	-
Stage 1	-	-	-	-	-	-	871	784	-	841	767	-
Stage 2	-	-	-	-	-	-	737	714	-	680	763	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0.8			12			11.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	577	624	1399	-	-	1486	-	-	517	773		
HCM Lane V/C Ratio	0.048	0.192	0.021	-	-	0.013	-	-	0.089	0.071		
HCM Control Delay (s)	11.6	12.1	7.6	0	-	7.5	0	-	12.6	10		
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B		
HCM 95th %tile Q(veh)	0.1	0.7	0.1	-	-	0	-	-	0.3	0.2		

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th TWSC

8: Holscher Road (PM) & Broadhead Street

07/21/2020

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔	↔	↔		↔	↔	
Traffic Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Future Vol, veh/h	29	78	44	20	79	25	20	48	18	40	51	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	1	1	4	4	4	3	3	3
Mvmt Flow	30	81	46	21	82	26	21	50	19	42	53	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	127	0	0	317	291	81	323	311	82
Stage 1	-	-	-	-	-	-	141	141	-	124	124	-
Stage 2	-	-	-	-	-	-	176	150	-	199	187	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.14	6.54	6.24	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.536	4.036	3.336	3.527	4.027	3.327
Pot Cap-1 Maneuver	1483	-	-	1465	-	-	632	616	973	628	602	975
Stage 1	-	-	-	-	-	-	857	776	-	878	791	-
Stage 2	-	-	-	-	-	-	821	769	-	801	743	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1465	-	-	557	593	973	560	580	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	593	-	560	580	-
Stage 1	-	-	-	-	-	-	838	759	-	859	779	-
Stage 2	-	-	-	-	-	-	734	757	-	718	727	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			1.2			11.2			11.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	557	664	1483	-	-	1465	-	-	560	666		
HCM Lane V/C Ratio	0.037	0.104	0.02	-	-	0.014	-	-	0.074	0.117		
HCM Control Delay (s)	11.7	11	7.5	0	-	7.5	0	-	11.9	11.1		
HCM Lane LOS	B	B	A	A	-	A	A	-	B	B		
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0	-	-	0.2	0.4		

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

07/21/2020

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Vol, veh/h	40	75	35	45	175	130	30	95	30	55	25	45
Future Vol, veh/h	40	75	35	45	175	130	30	95	30	55	25	45
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	8	8	8	1	1	1	4	4	4
Mvmt Flow	50	94	44	56	219	163	38	119	38	69	31	56
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	10.8	12.5	11.3	10.4
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	35%	0%	20%	0%	100%	0%
Vol Thru, %	0%	76%	65%	0%	80%	0%	0%	36%
Vol Right, %	0%	24%	0%	100%	0%	100%	0%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	125	115	35	220	130	55	70
LT Vol	30	0	40	0	45	0	55	0
Through Vol	0	95	75	0	175	0	0	25
RT Vol	0	30	0	35	0	130	0	45
Lane Flow Rate	38	156	144	44	275	162	69	88
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.073	0.274	0.257	0.067	0.468	0.24	0.136	0.15
Departure Headway (Hd)	7.001	6.322	6.43	5.543	6.121	5.31	7.123	6.157
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	567	558	644	589	674	503	581
Service Time	4.755	4.076	4.184	3.296	3.865	3.053	4.88	3.913
HCM Lane V/C Ratio	0.074	0.275	0.258	0.068	0.467	0.24	0.137	0.151
HCM Control Delay	10.3	11.5	11.4	8.7	14.2	9.7	11	10
HCM Lane LOS	B	B	B	A	B	A	B	A
HCM 95th-tile Q	0.2	1.1	1	0.2	2.5	0.9	0.5	0.5

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th AWSC

8: Holscher Road (PM) & Broadhead Street

07/21/2020

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Vol, veh/h	50	200	60	45	170	50	35	65	50	95	65	40
Future Vol, veh/h	50	200	60	45	170	50	35	65	50	95	65	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	1	1	1	4	4	4	3	3	3
Mvmt Flow	52	208	63	47	177	52	36	68	52	99	68	42
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.9	12.2	10.7	11
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	20%	0%	21%	0%	100%	0%
Vol Thru, %	0%	57%	80%	0%	79%	0%	0%	62%
Vol Right, %	0%	43%	0%	100%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	115	250	60	215	50	95	105
LT Vol	35	0	50	0	45	0	95	0
Through Vol	0	65	200	0	170	0	0	65
RT Vol	0	50	0	60	0	50	0	40
Lane Flow Rate	36	120	260	62	224	52	99	109
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.073	0.211	0.448	0.093	0.389	0.079	0.194	0.19
Departure Headway (Hd)	7.171	6.352	6.196	5.385	6.251	5.435	7.047	6.268
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	498	563	581	663	573	657	508	570
Service Time	4.936	4.117	3.95	3.139	4.007	3.19	4.81	4.03
HCM Lane V/C Ratio	0.072	0.213	0.448	0.094	0.391	0.079	0.195	0.191
HCM Control Delay	10.5	10.8	13.9	8.7	13	8.7	11.5	10.5
HCM Lane LOS	B	B	B	A	B	A	B	B
HCM 95th-tile Q	0.2	0.8	2.3	0.3	1.8	0.3	0.7	0.7

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th Signalized Intersection Summary 3: Holscher Road (AM) & Broadhead Street

07/21/2020



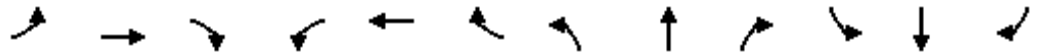
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	40	75	35	45	175	130	30	95	30	55	25	45
Future Volume (veh/h)	40	75	35	45	175	130	30	95	30	55	25	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1781	1781	1781	1885	1885	1885	1841	1841	1841
Adj Flow Rate, veh/h	50	94	44	56	219	162	38	119	38	69	31	56
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	8	8	8	1	1	1	4	4	4
Cap, veh/h	335	449	538	279	503	513	587	306	98	530	131	237
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	294	1322	1585	201	1481	1510	1321	1369	437	1210	588	1062
Grp Volume(v), veh/h	144	0	44	275	0	162	38	0	157	69	0	87
Grp Sat Flow(s),veh/h/ln	1616	0	1585	1682	0	1510	1321	0	1806	1210	0	1650
Q Serve(g_s), s	0.0	0.0	0.4	0.0	0.0	1.6	0.5	0.0	1.5	1.1	0.0	0.9
Cycle Q Clear(g_c), s	1.1	0.0	0.4	2.5	0.0	1.6	1.4	0.0	1.5	2.6	0.0	0.9
Prop In Lane	0.35		1.00	0.20		1.00	1.00		0.24	1.00		0.64
Lane Grp Cap(c), veh/h	784	0	538	782	0	513	587	0	403	530	0	368
V/C Ratio(X)	0.18	0.00	0.08	0.35	0.00	0.32	0.06	0.00	0.39	0.13	0.00	0.24
Avail Cap(c_a), veh/h	3194	0	3195	3494	0	3043	2185	0	2588	1994	0	2363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	4.6	5.3	0.0	5.0	7.1	0.0	6.8	7.9	0.0	6.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.4	0.0	0.0	0.6	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.1	0.8	0.0	0.4	0.2	0.0	0.7	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.0	0.0	4.7	5.6	0.0	5.4	7.2	0.0	7.4	8.0	0.0	6.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		188			437			195				156
Approach Delay, s/veh		4.9			5.5			7.4				7.4
Approach LOS		A			A			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.5		9.1		11.5		9.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		41.5		29.5		41.5		29.5				
Max Q Clear Time (g_c+I1), s		3.1		4.6		4.5		3.5				
Green Ext Time (p_c), s		1.2		0.7		2.5		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th Signalized Intersection Summary

8: Holscher Road (PM) & Broadhead Street

07/21/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	50	200	60	45	170	50	35	65	50	95	65	40
Future Volume (veh/h)	50	200	60	45	170	50	35	65	50	95	65	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1841	1841	1841	1856	1856	1856
Adj Flow Rate, veh/h	52	208	62	47	177	52	36	68	52	99	68	42
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	4	4	4	3	3	3
Cap, veh/h	280	478	494	283	477	498	596	232	177	589	257	159
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.24	0.24	0.24	0.24	0.24	0.24
Sat Flow, veh/h	208	1533	1585	210	1532	1598	1263	968	740	1262	1073	663
Grp Volume(v), veh/h	260	0	62	224	0	52	36	0	120	99	0	110
Grp Sat Flow(s),veh/h/ln	1741	0	1585	1741	0	1598	1263	0	1708	1262	0	1736
Q Serve(g_s), s	0.0	0.0	0.6	0.0	0.0	0.5	0.5	0.0	1.2	1.4	0.0	1.0
Cycle Q Clear(g_c), s	2.2	0.0	0.6	1.9	0.0	0.5	1.5	0.0	1.2	2.5	0.0	1.0
Prop In Lane	0.20		1.00	0.21		1.00	1.00		0.43	1.00		0.38
Lane Grp Cap(c), veh/h	758	0	494	760	0	498	596	0	409	589	0	416
V/C Ratio(X)	0.34	0.00	0.13	0.29	0.00	0.10	0.06	0.00	0.29	0.17	0.00	0.26
Avail Cap(c_a), veh/h	3598	0	3202	3575	0	3227	2215	0	2597	2206	0	2641
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	4.9	5.4	0.0	4.9	6.8	0.0	6.2	7.3	0.0	6.2
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.2	0.6	0.0	0.1	0.1	0.0	0.4	0.4	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.8	0.0	5.1	5.6	0.0	5.0	6.8	0.0	6.6	7.4	0.0	6.5
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		322			276			156			209	
Approach Delay, s/veh		5.6			5.5			6.7			6.9	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.7		9.3		10.7		9.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		40.5		30.5		40.5		30.5				
Max Q Clear Time (g_c+I1), s		4.2		4.5		3.9		3.5				
Green Ext Time (p_c), s		2.0		1.0		1.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			6.1									
HCM 6th LOS			A									

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

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

07/21/2020

Intersection				
Intersection Delay, s/veh	6.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	188	437	195	156
Demand Flow Rate, veh/h	192	472	196	162
Vehicles Circulating, veh/h	164	209	219	335
Vehicles Exiting, veh/h	333	206	137	346
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	8.4	5.0	5.3
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.800	2.800	2.800	2.800
Critical Headway, s	4.200	4.200	4.200	4.200
Entry Flow, veh/h	192	472	196	162
Cap Entry Lane, veh/h	1132	1093	1084	991
Entry HV Adj Factor	0.980	0.927	0.994	0.962
Flow Entry, veh/h	188	437	195	156
Cap Entry, veh/h	1109	1013	1078	953
V/C Ratio	0.170	0.432	0.181	0.164
Control Delay, s/veh	4.8	8.4	5.0	5.3
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	1

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

HCM 6th Roundabout 8: Holscher Road (PM) & Broadhead Street

07/21/2020

Intersection				
Intersection Delay, s/veh	5.8			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	322	276	156	209
Demand Flow Rate, veh/h	328	279	162	215
Vehicles Circulating, veh/h	219	161	367	263
Vehicles Exiting, veh/h	259	368	180	177
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.4	5.5	5.5	5.5
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.800	2.800	2.800	2.800
Critical Headway, s	4.200	4.200	4.200	4.200
Entry Flow, veh/h	328	279	162	215
Cap Entry Lane, veh/h	1084	1134	966	1048
Entry HV Adj Factor	0.981	0.990	0.965	0.972
Flow Entry, veh/h	322	276	156	209
Cap Entry, veh/h	1064	1123	932	1018
V/C Ratio	0.302	0.246	0.168	0.205
Control Delay, s/veh	6.4	5.5	5.5	5.5
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin apartments)

Section 2B.07 Multi-Way Stop Applications

Support:

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in [Section 2B.04](#) also apply to multi-way stop applications.

Guidance:

03 *The decision to install multi-way stop control should be based on an engineering study.*

04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*

- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
- B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
- C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
- D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

05 Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

- 01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- 02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.
- 03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and analysis of the combination of Conditions A and B is not needed.

Standard:

- 04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:
 - A. The vehicles per hour given in both of the 100 percent columns of Condition A in [Table 4C-1](#) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
 - B. The vehicles per hour given in both of the 100 percent columns of Condition B in [Table 4C-1](#) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

		Condition A—Minimum Vehicular Volume							
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

		Condition B—Interruption of Continuous Traffic							
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Option:

- 05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent column [Table 4C-1](#) may be used in place of the 100 percent columns.

Guidance:

- 06 The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to has failed to solve the traffic problems.

Standard:

- 07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:
 - A. The vehicles per hour given in both of the 80 percent columns of Condition A in [Table 4C-1](#) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
 - B. The vehicles per hour given in both of the 80 percent columns of Condition B in [Table 4C-1](#) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 08 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent column [Table 4C-1](#) may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

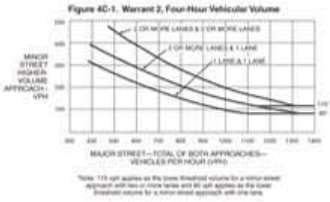
Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

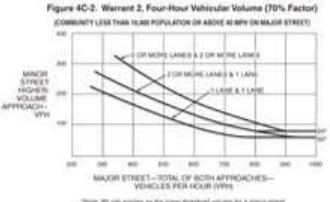
Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume



Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Figure 4C-2 Warrant 2, Four-Hour Vehicular Volume (70% Factor)



Section 4C.04 Warrant 3, Peak Hour

Support:

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering crossing the major street.

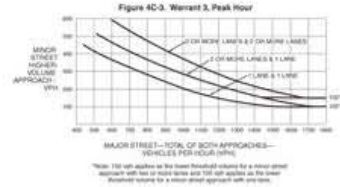
Standard:

02 This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

03 The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and
 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach

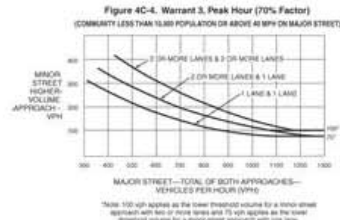
Figure 4C-3 Warrant 3, Peak Hour



Option:

04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.

Figure 4C-4 Warrant 3, Peak Hour (70% Factor)



05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Attachment: Petitioner - Palatine Parking and Traffic Narrative (874-920 N. Quentin Road - Quentin

PALATINE APARTMENTS

40 UNIT APARTMENT BUILDING
NORTH QUENTIN ROAD
PALATINE, IL 60067



knothe • bruce
ARCHITECTS

Phone: 7601 University Ave., Ste 201
608.836.3690 Middleton, WI 53562



ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
**Palatine, IL
Site Concept**

**Northpointe
Development**

N. Quentin Rd
SHEET TITLE
Title Sheet

SHEET NUMBER

T-1.1

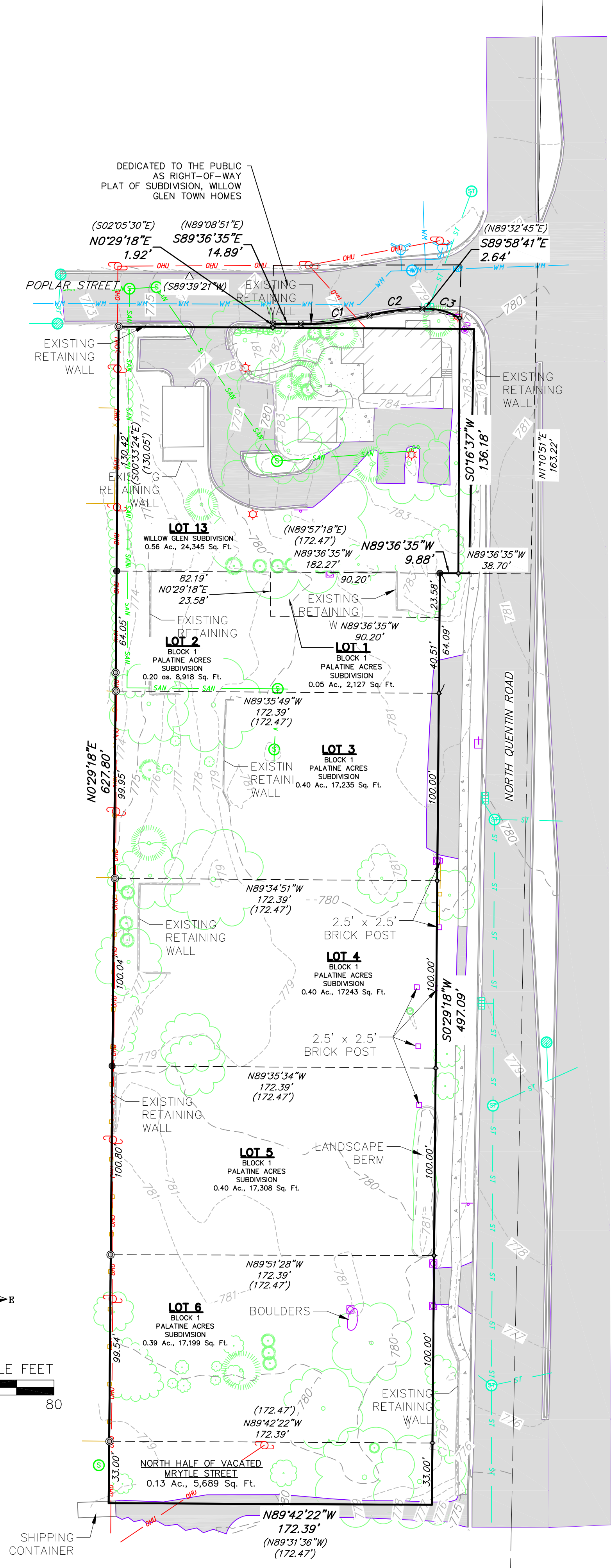
PROJECT NO. **2133**

ABBREVIATIONS	GRAPHIC SYMBOLS	PROJECT INFO	CONTACTS	SHEET INDEX
<p>@ AT A.B. ANCHOR BOLT A/C AIR CONDITIONER ACCESS. ACCESSIBLE ACT ACCUSTICAL CEILING TILE ADJ. ADJACENT ADJ. R. & S. ADJUSTABLE ROD AND SHELF A.F.F. ABOVE FINISH FLOOR AL ALUMINUM ALT. ALTERNATE ALLUM. ALUMINUM APPROX. APPROXIMATE B## BASE CABINET BD. BOARD BIT. BITUMINOUS BLDG. BUILDING BRG. BEARING CAB. CABINET CJ. CONTROL JOINT CLG. CEILING CMU CONCRETE MASONRY UNIT COL. COLUMN COHM. COMMUNICATION CONT. CONTINUOUS CORR. CORRIDOR CPT CARPET CT CERAMIC TILE D DRYER D## DRAWER BASE CABINET D.F. DRINKING FOUNTAIN DIA. DIAMETER DIM. DIMENSION DN. DOWN D.S. DOWN SPOUT D.T. DRAIN TILE DW. DISHWASER EA. EACH ELEC. ELECTRIC ELEV. ELEVATION OR ELEVATOR EJ. EXPANSION JOINT EQ. EQUAL E.W.C. ELECTRIC WATER COOLER EXIST. EXISTING EXP. EXPANSION EXT. EXTERIOR F.E. FIRE EXTINGUISHER FEC. FIRE EXTINGUISHER CABINET F.D. FLOOR DRAIN FIN. FINISHED FLR. FLOOR FNDN. FOUNDATION F.O.C. FACE OF CONCRETE F.O.M. FACE OF MASONRY F.O.S. FACE OF STUD F.R.P. FIBERGLASS REINFORCED PANEL FT. FOOT OR FEET FTG. FOOTING GA. GAUGE G.C. GENERAL CONTRACTOR G.T. GIRDER TRUSS G.W.B. GYPSUM WALL BOARD GYP. GYPSUM H.B. HOSE BIB HCW HOLLOW CORE WOOD HGT. HEIGHT H.M. HOLLOW METAL HORZ. HORIZONTAL HR. HOUR HTG. HEATING HVAC HEATING/VENTILATION/AIR CONDITIONING IBC INTERNATIONAL BUILDING CODE IFC INTERNATIONAL FIRE CODE IMC INTERNATIONAL MECHANICAL CODE INSUL. INSULATION INT. INTERIOR INV. INVERT JT. JOINT LAV. LAVATORY</p> <p>LLH LONG LEG HORIZONTAL LLV LONG LEG VERTICAL LS## LAZY SUSAN LVP LUXURY VINYL PLANK LVT LUXURY VINYL TILE MATL. MATERIAL MAX. MAXIMUM MC. MECHANICAL CABINET MECH. MECHANICAL MFR. MANUFACTURER(S) MH. MANHOLE MIN. MINIMUM M.O. MASONRY OPENING MOD. MODULE M.R. MOISTURE RESISTANT MTL. METAL N.I.C. NOT IN CONTRACT N.T.S. NOT TO SCALE O.C. ON CENTER O.D. OVERFLOW DRAIN O.S.B. ORIENTED STRAND BOARD OPP. OPPOSITE HAND P.C. PRECAST CONCRETE P.D.F. POWER DRIVEN FASTENER PLBG. PLUMBING P.T. PRESSURE TREATED PLWD. PLYWOOD PSF POUNDS PER SQUARE FOOT PSI POUNDS PER SQUARE INCH Q.T. QUARRY TILE ##R NUMBER OF STAIR RISERS R.D. ROOF DRAIN REINF. REINFORCING OR REINFORCED REM. REMOVABLE REQD. REQUIRED R.O. ROUGH OPENING R. & S. ROD AND SHELF SB## SINK BASE CABINET SCW SOLID CORE WOOD SF SQUARE FEET SH. SHELF OR SHELVES SIM. SIMILAR S.M. SHEET METAL SPECS. SPECIFICATIONS SQ. SQUARE STD. STANDARD STL. STEEL STOR. STORAGE S.V. SHEET VINYL FLOORING ##T NUMBER OF STAIR TREADS T&B TOP AND BOTTOM T&G TONGUE AND GROOVE T.B. TOP OF BEAM TBM TRAFFIC BEARING MEMBRANE T.O.A. TOP OF COLUMN T.O.CMU TOP OF CMU T.O.F. TOP OF FOOTING T.O.L. TOP OF LEDGE T.O.P. TOP OF PIER T.O.W. TOP OF WALL THRU. THROUGH TWF THROUGH WALL FLASHING TYP. TYPICAL UNEXC. UNEXCAVATED UNO. UNLESS NOTED OTHERWISE VB## VANITY BASE CABINET VCT VINYL COMPOSITION TILE VERT. VERTICAL VWC VINYL WALL COVERING W. WASHER W## WALL CABINET WC## WALL CORNER CABINET W. WITH WD. WOOD W/D STACKED WASHER / DRYER W.H. WATER HEATER W/O WITHOUT WP WATERPROOF WT WEIGHT W.W.F. WIRE WELDED FABRIC</p>	<p> NORTH ARROW</p> <p> INTERIOR ELEVATIONS</p> <p> DETAIL CALLOUT</p> <p> SECTION CUT</p> <p> EXTERIOR ELEVATION</p> <p> COLUMN REFERENCE GRID</p> <p> WALL TYPE</p> <p> DOOR TAG</p> <p> WINDOW TAG</p> <p> ALUM. / WOOD WINDOW TAG</p> <p> REVISION CLOUD & TAG</p> <p> EXTERIAL FINISH MATERIAL TAG</p>	<p>PROJECT: PALATINE APARTMENTS ADDRESS: N. QUENTIN RD., PALATINE, IL 60067 WORK DESCRIPTION: 2-STORY, 40 UNIT APARTMENT BUILDINGS W/ BASEMENT PARKING</p> <p>APPLICABLE CODES AND STANDARDS: INTERNATIONAL BUILDING CODE (IBC) 2009 ADA 2010, ICC/ANSI A117.1-2009 NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 13 AND 13R</p> <p>BUILDING SUMMARY: RESIDENTIAL, GROUP R-2, VA CONSTRUCTION, WOOD FRAMED STORAGE GROUP S-2, 1 LEVEL BASEMENT PARKING</p> <p>BUILDING HEIGHT & AREAS: R-2 MODIFIED ALLOWABLE HEIGHT (VA) = 4 STORIES BUILDING HEIGHT = 2 STORIES R-2/A MODIFIED ALLOWABLE AREA (VA) = 21,000 SF</p> <p>FLOOR AREAS: BASEMENT FLOOR (R-2) = 25,891 SF COMMON SPACE = 1,988 SF 1ST FLOOR (R-2) = 11,587 + 11,361 SF 2ND FLOOR (R-2) = 11,587 + 11,361 SF TOTAL AREA = 73,775 SF (INCL BASEMENT)</p> <p>FIRE RATINGS: STRUCTURAL FRAME = 1 HR, 2 HR (S-2) EXTERIOR WALLS = 1 HR BEARING WALLS = 1 HR, 2 HR (S-2) FLOOR CONSTRUCTION = 2 HR ABOVE S-2 FLOOR CONSTRUCTION = 1 HR ABOVE R-2 ROOF CONSTRUCTION = 1 HR STAIR ENCLOSURES = 2 HR ELEVATOR SHAFT = 2 HR CORRIDOR WALLS = 1/2 HR MIN. UNIT SEPARATIONS = 1 HR FIRE WALL = 2 HR</p>	<p>ARCHITECT: Knothe & Bruce Architects, LLC 7601 University Avenue, Suite 201 Middleton, WI 53562 Contact: Kevin Burow Phone: (608) 836-3690 E-mail: kburow@knothebruce.com</p> <p>DEVELOPER: Northpointe Development 230 Ohio St., Ste. 200 Oshkosh, WI 54902 Contact: Sean O'Brien Phone: (608) 332-5665</p> <p>CIVIL ENGINEER: Vierbicher Associates, Inc. 999 Fourier Drive, Ste 201 Madison, WI 53717 Contact: Justin Zampardi Phone: (608) 821-5970 E-mail: jzam@vierbicher.com</p> <p>LANDSCAPE DESIGNER: Vierbicher Associates, Inc. 999 Fourier Drive, Ste 201 Madison, WI 53717 Contact: Justin Zampardi Phone: (608) 821-5970 E-mail: jzam@vierbicher.com</p>	<p>T-1.1 TITLE SHEET</p> <p>ARCHITECTURAL</p> <p>SITE</p> <p>PLAT OF SURVEY EXISTING CONDITIONS PLAN SITE PLAN GRADING AND EROSION CONTROL PLAN GRADING PLAN - NORTH GRADING PLAN - CENTER GRADING PLAN - SOUTH UTILITY PLAN</p> <p>L.I.0 LANDSCAPE PLAN SITE AND LANDSCAPE PLAN</p> <p>A-1.1 ELEVATION AND FLOOR PLANS A-3.1 BUILDING SECTION MATERIAL BOARD</p>

Attachment - Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentinn apartments)

PLAT OF SURVEY

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



SURVEYOR'S NOTES

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

TOPOGRAPHIC SYMBOL LEGEND

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

TOPOGRAPHIC LINEWORK LEGEND

- OHV — OHV — EXISTING OVERHEAD CABLE TV
- OHT — OHT — EXISTING OVERHEAD TELEPHONE LINE
- — — EXISTING CHAIN LINK FENCE
- * — * — EXISTING GENERAL FENCE
- □ — □ — EXISTING WOOD FENCE
- G — G — EXISTING GAS LINE
- GUY — GUY — EXISTING GUY LINE
- OHE — OHE — EXISTING OVERHEAD ELECTRIC LINE
- OHU — OHU — EXISTING OVERHEAD GENERAL UTILITIES
- FM — FM — EXISTING SANITARY FORCE MAIN
- SAN — SAN — EXISTING SANITARY SEWER LINE
- ST — ST — EXISTING STORM SEWER LINE
- WH — WH — EXISTING WATER MAIN
- — — EXISTING MAJOR CONTOUR
- 820 — — — EXISTING MINOR CONTOUR



CALL JULIE/ILLINOIS ONE CALL
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 REQUIRES MINIMUM OF 2 BUSINESS DAYS
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AGENCIES:

EMERGENCY — FIRE, RESCUE, AMBULANCE, POLICE
 DIAL 911

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

UTILITIES:

ATT/DISTRIBUTION
 G11629@ATT.COM

COMED
 (630) 576-7094

COMCAST
 Martha Gieras
 martha.gieras@comcast.com
 (224) 229-5862

MCI
 investigations@verizon.com

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

NICOR GAS
 Utility Consultant G03W
 (630) 388-2362

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

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

SURVEY LEGEND

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

SHEET	1 OF 1
PROJECT NO.	210032
CHECKED	mlon/sids
DRAWN	mlon/sids
DATE	1/15/2021

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

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

vierbicher
 planners | engineers | advisors

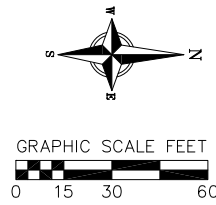
Phone: (800) 261-3898

TOPOGRAPHIC SYMBOL LEGEND

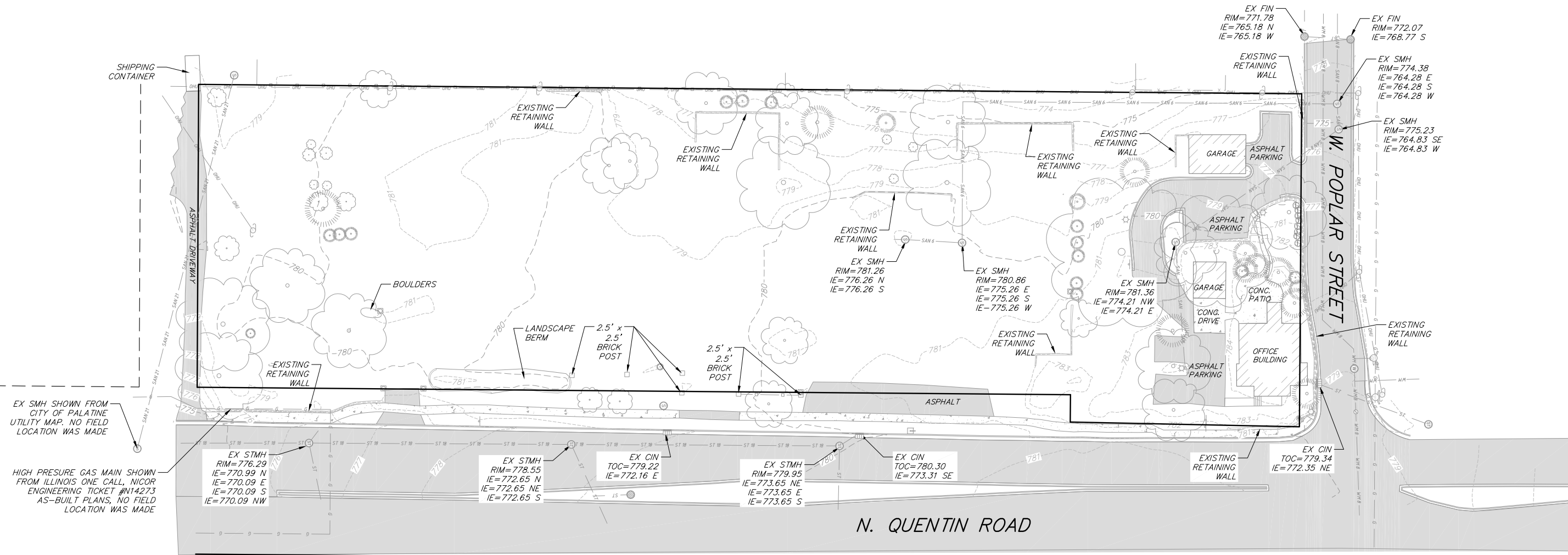
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- EXISTING MAILBOX
- EXISTING POST
- EXISTING SIGN (TYPE NOTED)
- EXISTING CURB INLET
- EXISTING FIELD INLET
- EXISTING STORM MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN VALVE
- EXISTING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

TOPOGRAPHIC LINEWORK LEGEND

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



NO.	DATE	REVISIONS	REMARKS



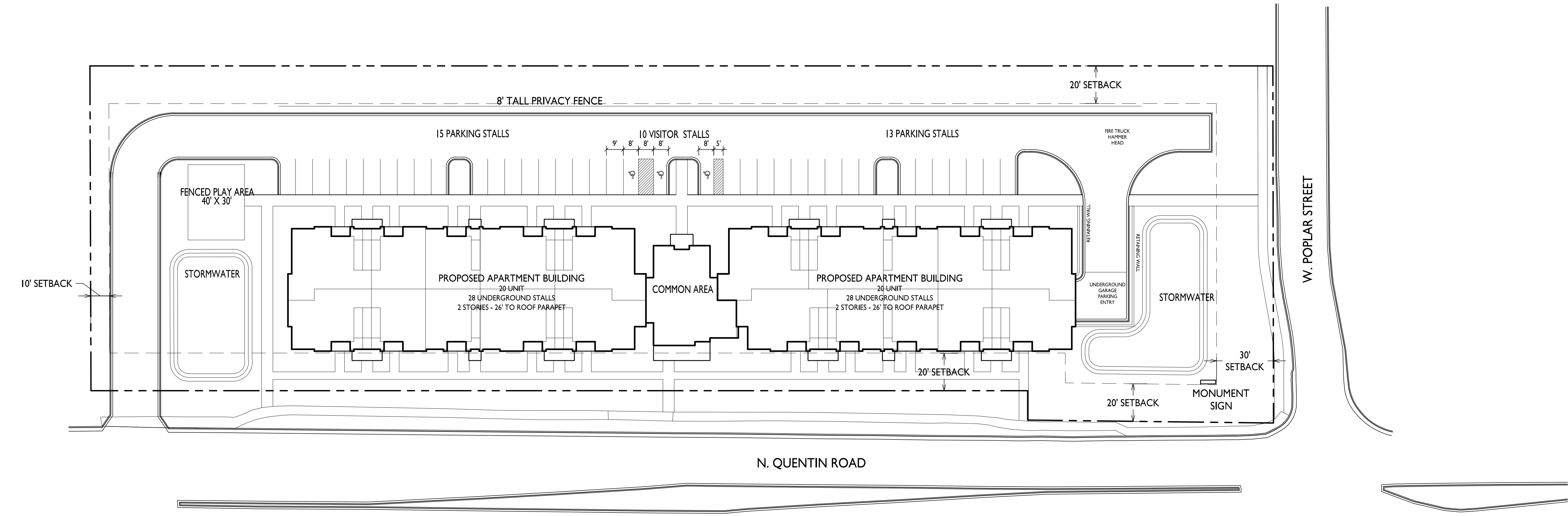
EX SMH SHOWN FROM CITY OF PALATINE UTILITY MAP. NO FIELD LOCATION WAS MADE

HIGH PRESURE GAS MAIN SHOWN FROM ILLINOIS ONE CALL, NICOR ENGINEERING TICKET #N14273 AS-BUILT PLANS, NO FIELD LOCATION WAS MADE



knothe + bruce
ARCHITECTS

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



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

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
**Palatine, IL
Site Concept**

Northpointe
Development

N. Quentin Rd
SHEET TITLE
Site Plan

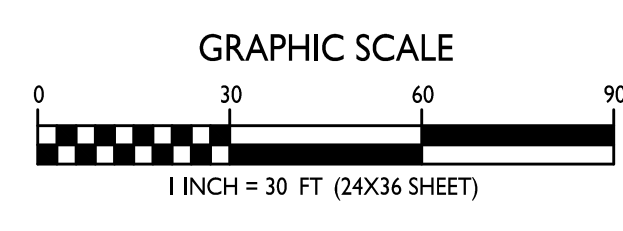
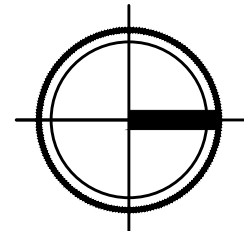
SHEET NUMBER

C-1.1

PROJECT NO. **2133**

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Packet Pg. 159

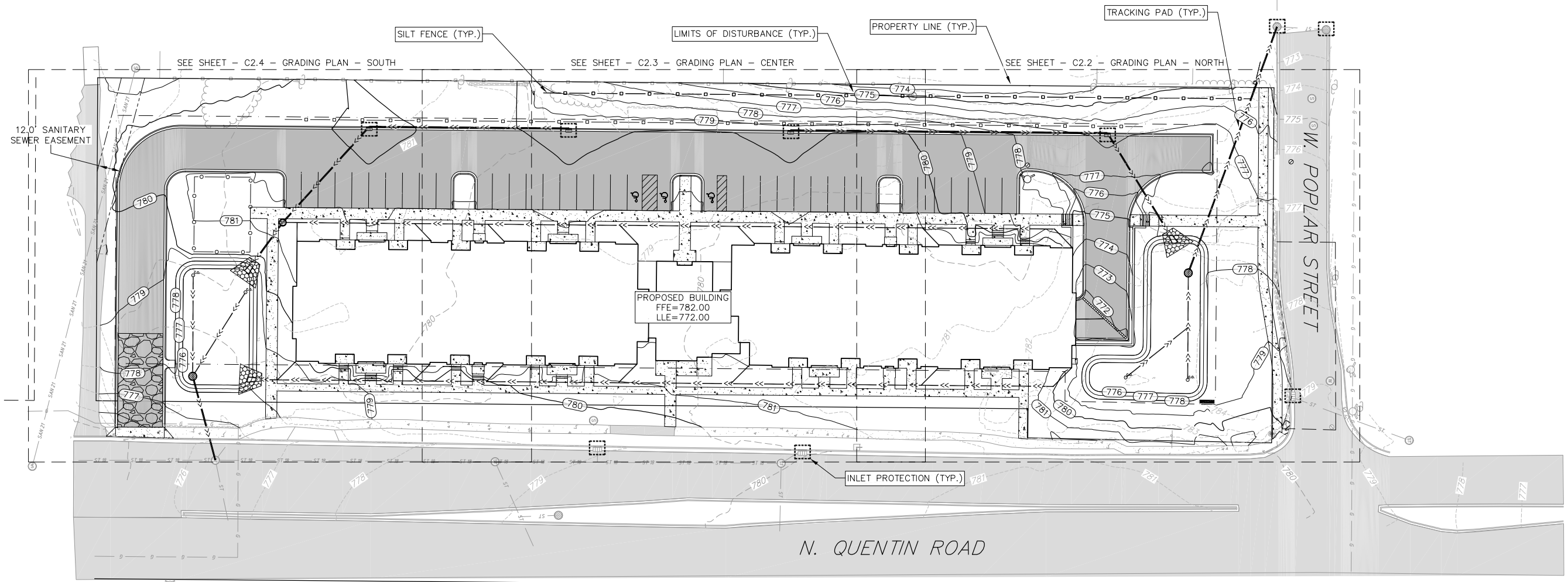
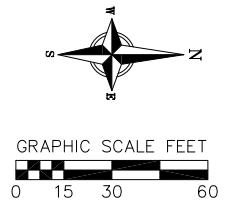
I
C-1.1
SITE PLAN
1" = 30'-0"



Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

GRADING LEGEND

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



Grading and Erosion Control Plan
 Quentin Road Development
 Village of Palatine

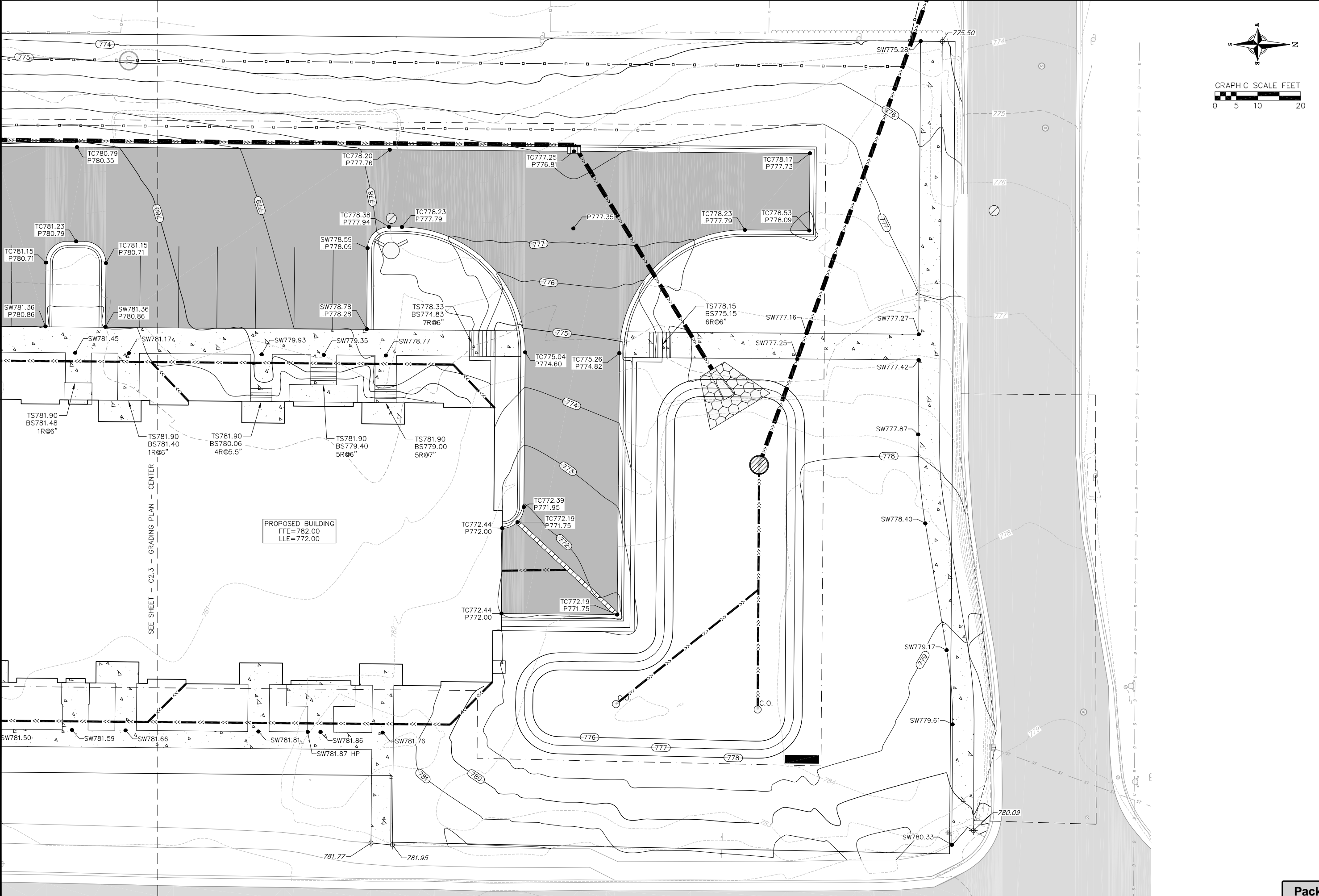
REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

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

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

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

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4.1.d

vierbicher
 planners | engineers | advisors
 SINCE 1981

Grading Plan - North
 Quentin Road Development
 Village of Palatine

REVISIONS		REVISIONS	
NO.	DATE	NO.	DATE

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

Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

REVISIONS	NO.	DATE	REMARKS

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

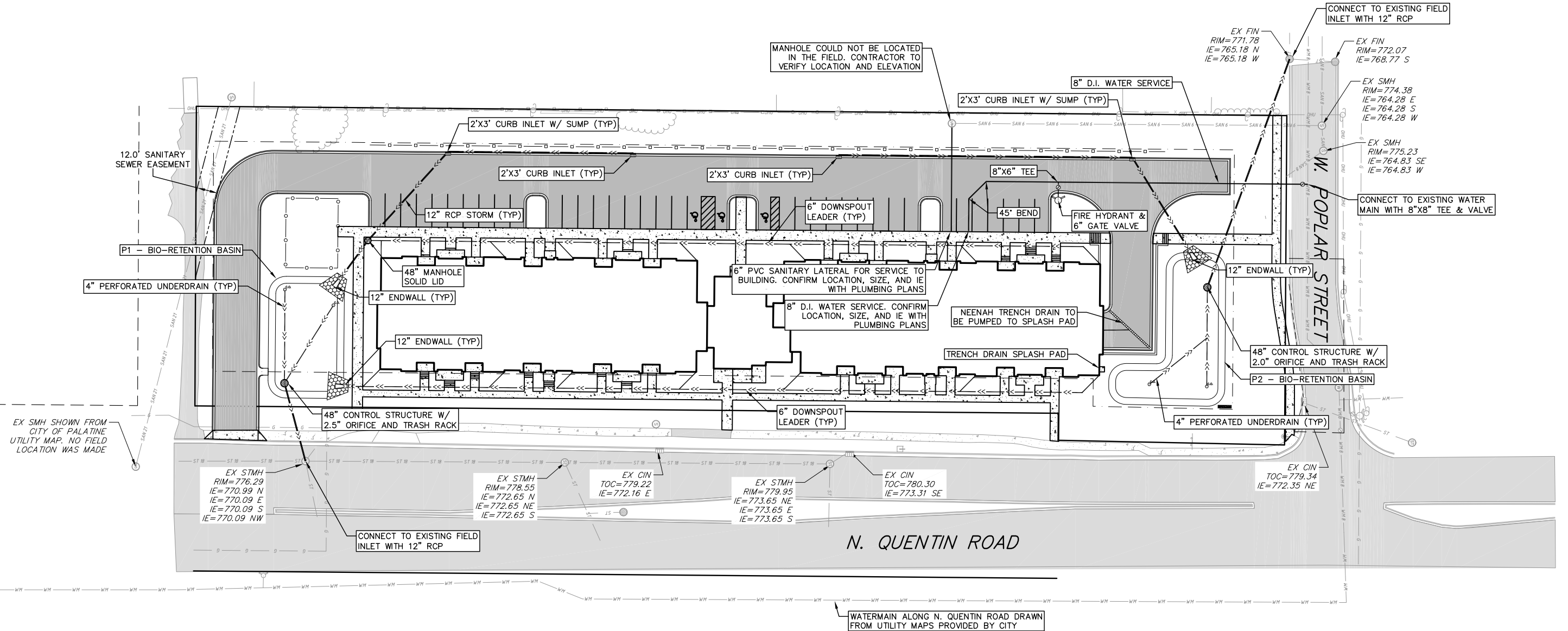
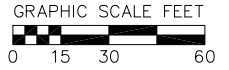
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PROPOSED UTILITY LEGEND

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

ABBREVIATIONS

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



EX SMH SHOWN FROM CITY OF PALATINE UTILITY MAP. NO FIELD LOCATION WAS MADE

MANHOLE COULD NOT BE LOCATED IN THE FIELD. CONTRACTOR TO VERIFY LOCATION AND ELEVATION

WATERMAIN ALONG N. QUENTIN ROAD DRAWN FROM UTILITY MAPS PROVIDED BY CITY

EX STMH
RIM=776.29
IE=770.99 N
IE=770.09 E
IE=770.09 S
IE=770.09 NW

EX STMH
RIM=778.55
IE=772.65 N
IE=772.65 NE
IE=772.65 S

EX CIN
TOC=779.22
IE=772.16 E

EX STMH
RIM=779.95
IE=773.65 NE
IE=773.65 E
IE=773.65 S

EX CIN
TOC=780.30
IE=773.31 SE

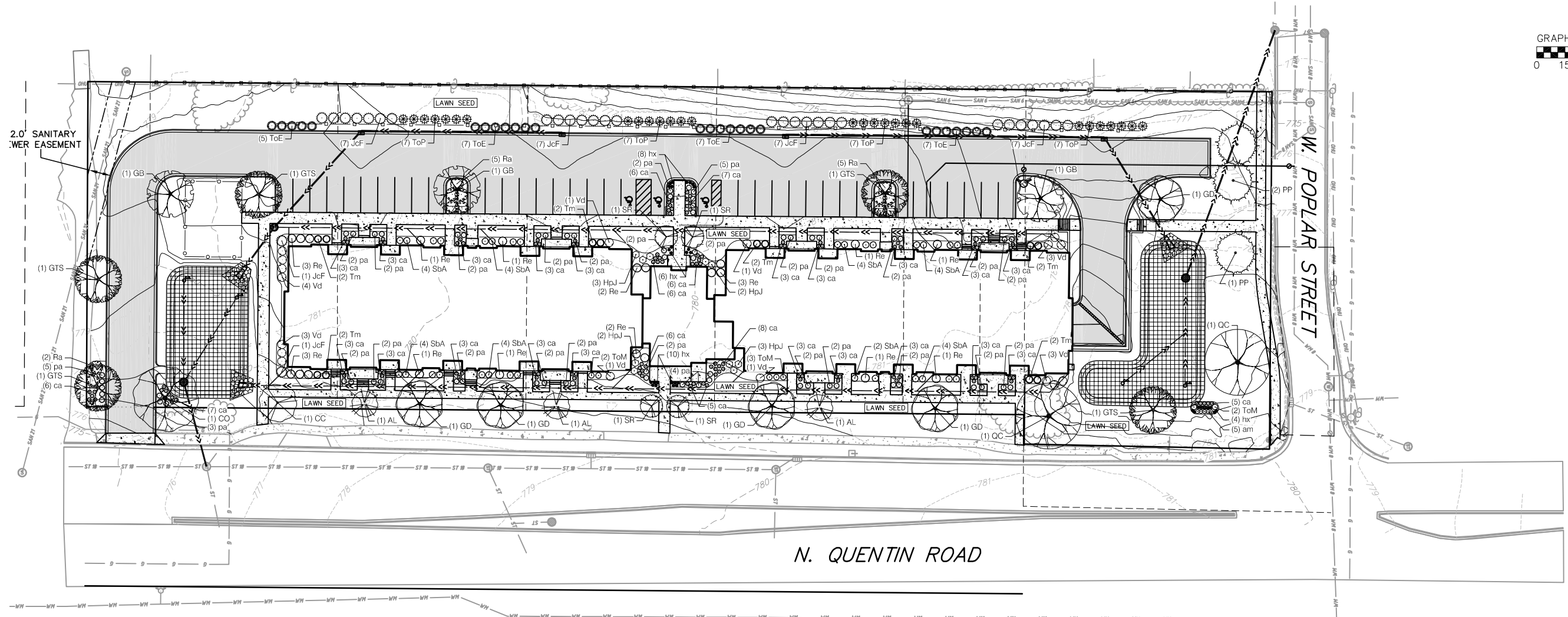
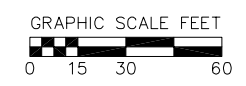
EX CIN
TOC=779.34
IE=772.35 NE

EX FIN
RIM=771.78
IE=765.18 N
IE=765.18 W

EX FIN
RIM=772.07
IE=768.77 S

EX SMH
RIM=774.38
IE=764.28 E
IE=764.28 S
IE=764.28 W

EX SMH
RIM=775.23
IE=764.83 SE
IE=764.83 W



PLANT MATERIAL NOTES:

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

LANDSCAPE MATERIAL NOTES:

1. Contractor shall provide a suitable amended topsoil blend for all planting areas where soil conditions are unsuitable for plant growth. Topsoil shall conform to quality requirements as per Section 625.2(1) of the Standard Specifications for Highway Construction. Provide a minimum of 18" of topsoil in all planting areas and 6" of topsoil in areas to be seeded/sodded.
2. Landscape beds to be mulched with undyed shredded hardwood bark mulch to 3" depth min. and edged with commercial grade aluminum landscape edging, Permaloc CleanLine 3/8" x 4" or equal, color black anodized.
3. All trees and/or shrubs planted in lawn areas to be installed with a 5' diameter mulch ring and shovel cut edge. A pre-emergent granular herbicide weed-preventer should be mixed with mulch as well as topically applied to tree ring.

SEEDING AND PLUG PLANTING NOTES:

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

PLANT SCHEDULE

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

BIORETENTION PLANTINGS

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

NOT FOR CONSTRUCTION



Attachment: Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)

Document Path: M:\Northpointe Development\210032_Palatine IL_LandArch\Site Rendering



Site and Landscape Plan
Palatine, Ill
September 27, 2021

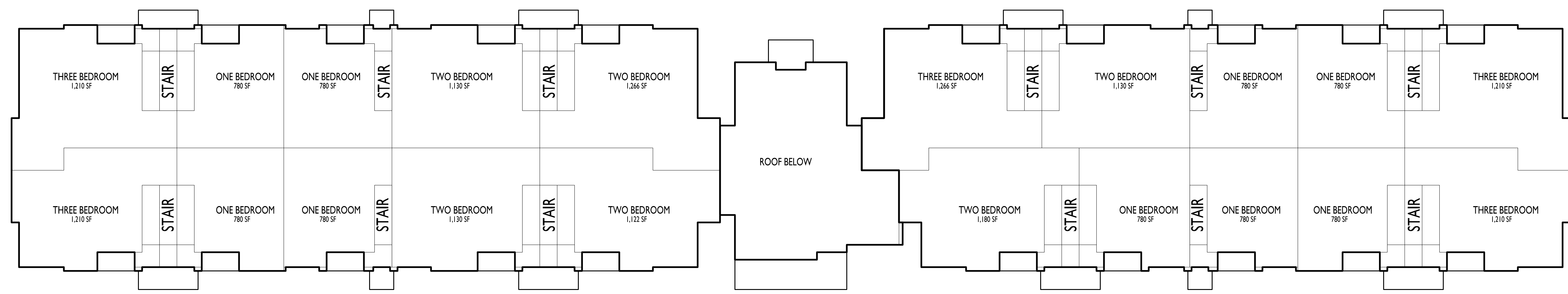


vierbicher
planners | engineers | advisors

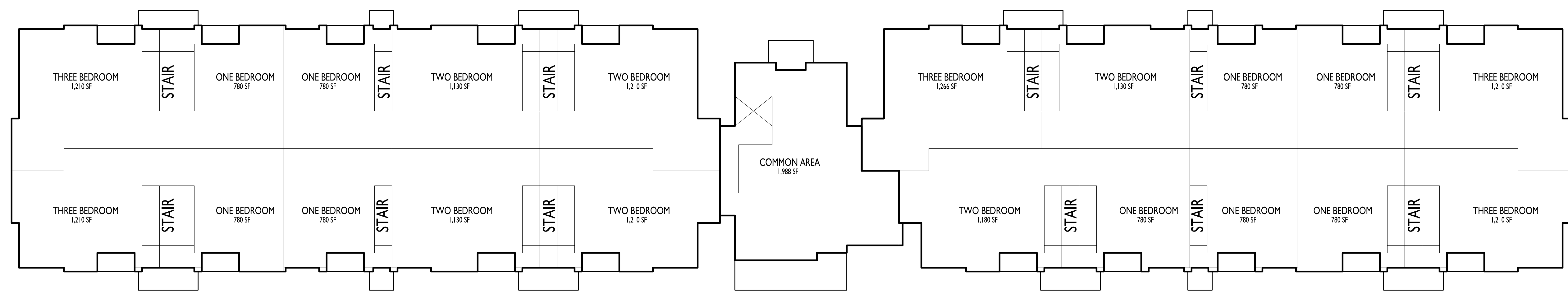
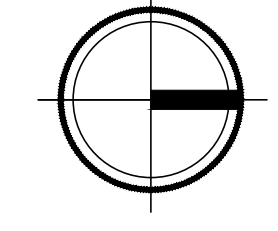




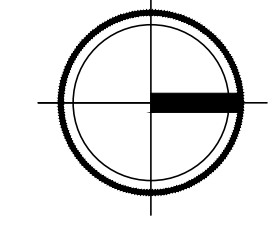
knothe + bruce
ARCHITECTS
Phone: 7601 University Ave, Ste 201
608.836.3690 Middleton, WI 53562



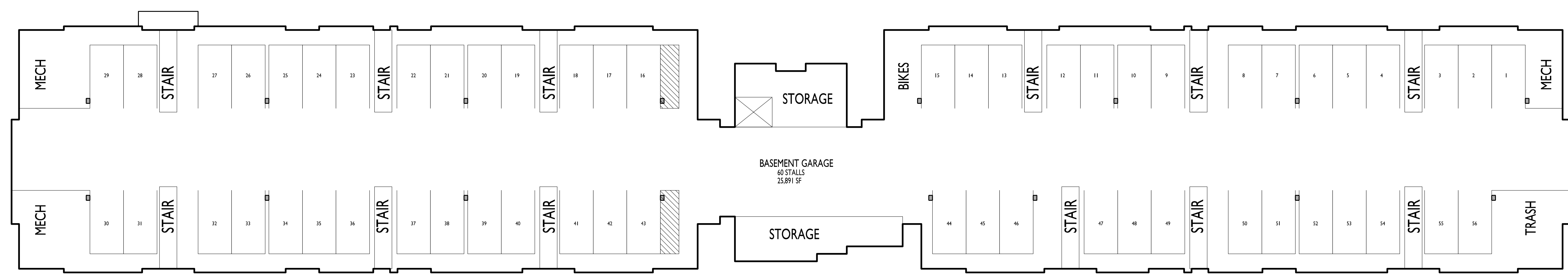
4 SECOND FLOOR PLAN
A-1.1 1/8" = 1'-0"



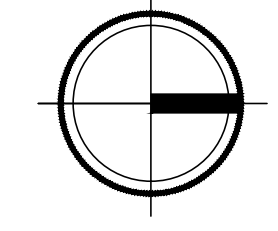
3 FIRST FLOOR PLAN
A-1.1 1/8" = 1'-0"



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



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



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

ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
**Palatine, IL
Site Concept**

Northpointe
Development

N. Quentin Rd
SHEET TITLE
**Elevation And
Floor Plans**

SHEET NUMBER

A-1.1

PROJECT NO. **2133**
© Knothe & Bruce Architects, LLC

Attachment - Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)



knothe + bruce
ARCHITECTS

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



ISSUED
Reissued City Submittal - September 27, 2021

PROJECT TITLE
**Palatine, IL
Site Concept**

**Northpointe
Development**

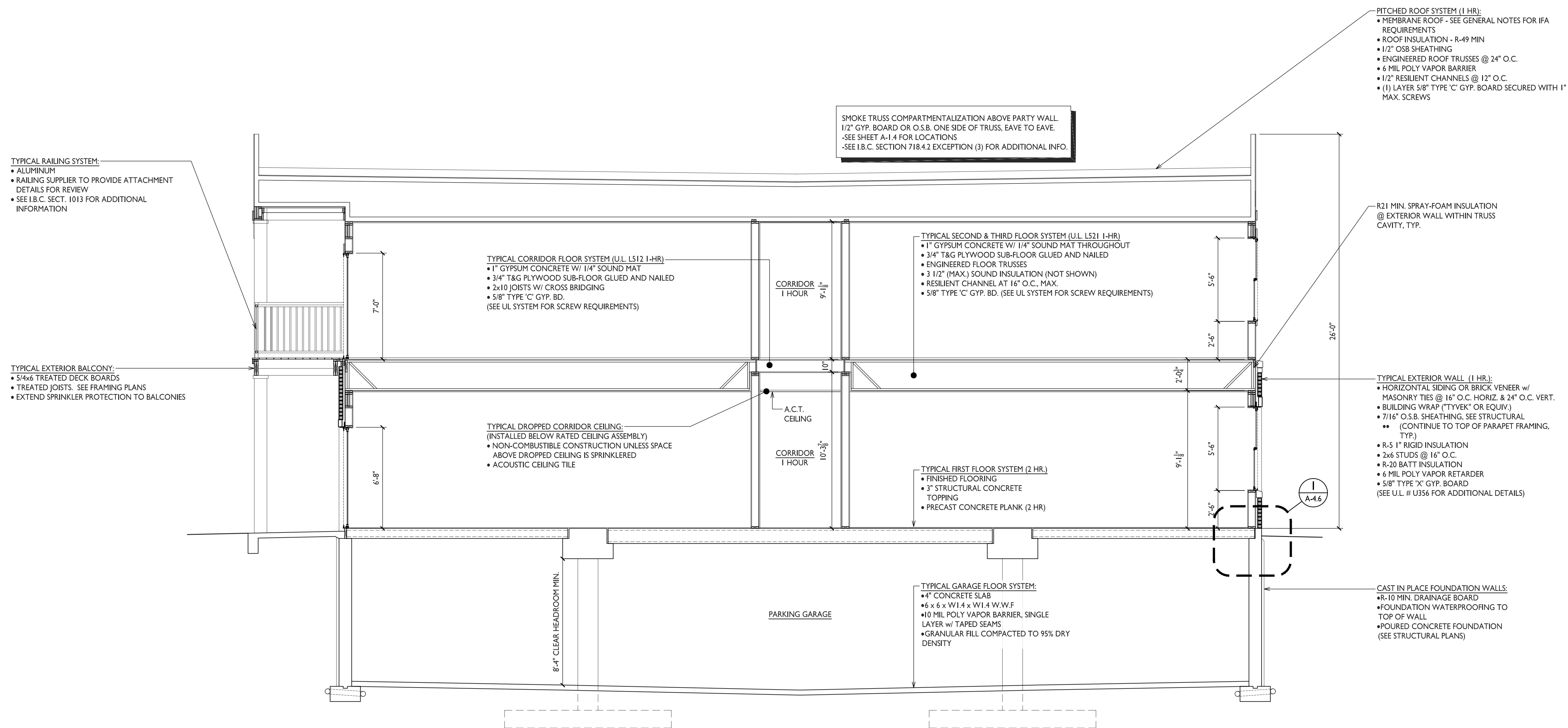
N. Quentin Rd
SHEET TITLE
Building Section

SHEET NUMBER

A-3.1

PROJECT NO. **2133**

© Knothe & Bruce Architects, LLC



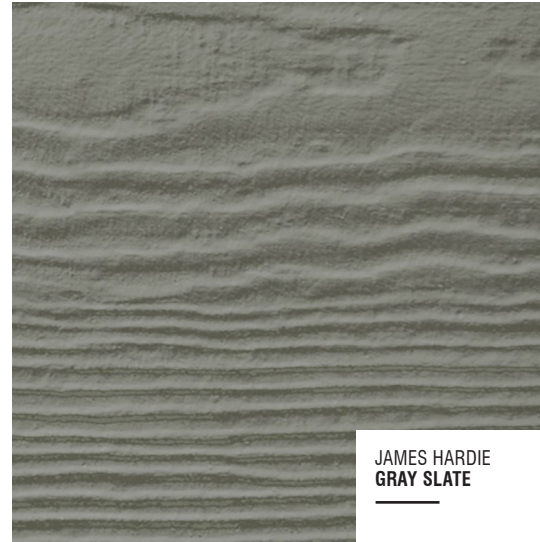
A BUILDING SECTION
A-3.1 1/4"=1'-0"

Attachment - Petitioner - 2021-09-27 COMBINED DRAWINGS (874-920 N. Quentin Road - Quentin apartments)



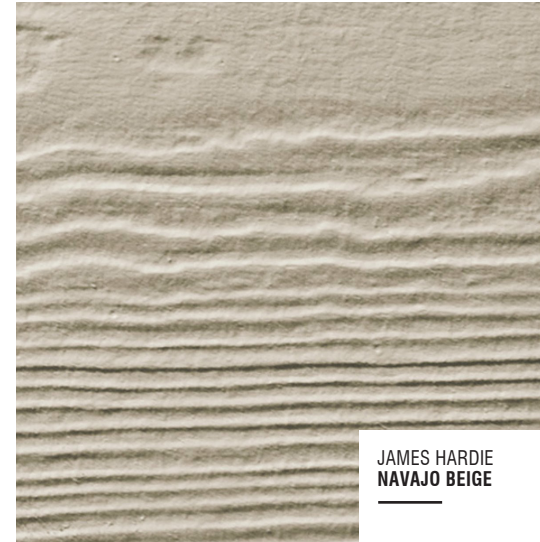
CLOUD CERAMICS
CORONADO GRAY-MODULAR-VELOUR

BRICK VENEER



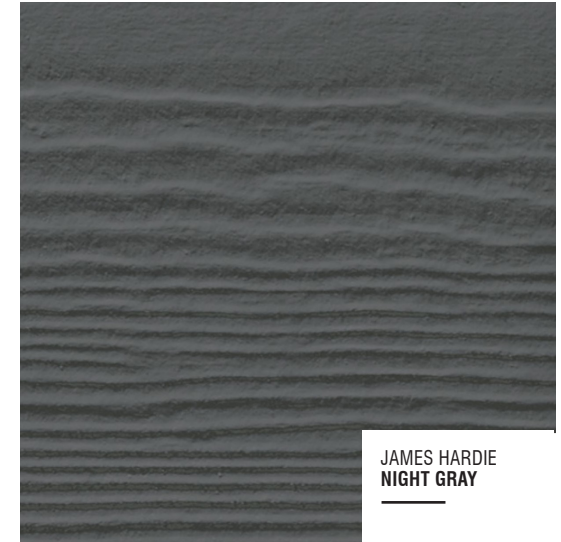
JAMES HARDIE
GRAY SLATE

1-COMPOSITE SIDING & TRIM



JAMES HARDIE
NAVAJO BEIGE

2-COMPOSITE SIDING & TRIM



JAMES HARDIE
NIGHT GRAY

COMPOSITE PANEL



ROCKCAST
RIESLING

CAST STONE SILLS & BANDS



BLACK

**WINDOWS | DOORS
ALUMINUM RAILINGS
ALUMINUM STOREFRONT**



MATERIAL BOARD
NORTHPOINTE DEVELOPMENT

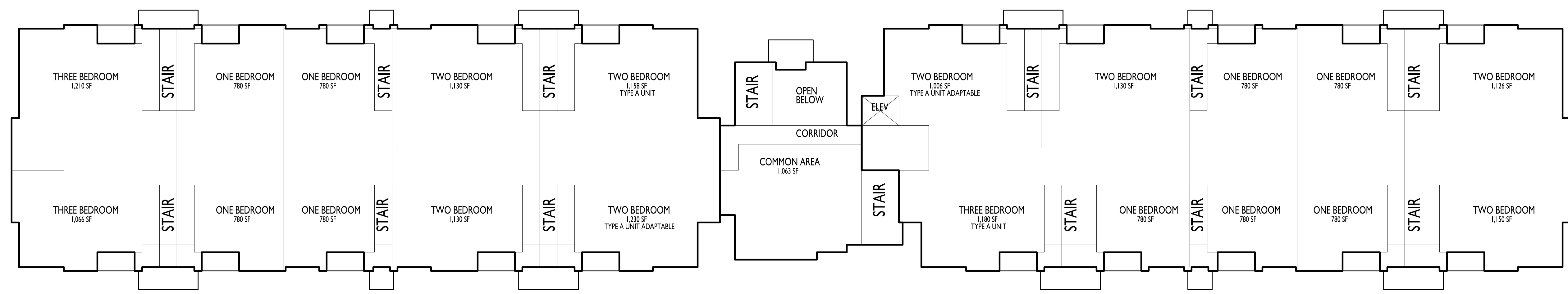
North Quentin Rd
Palatine, IL
September 27, 2021



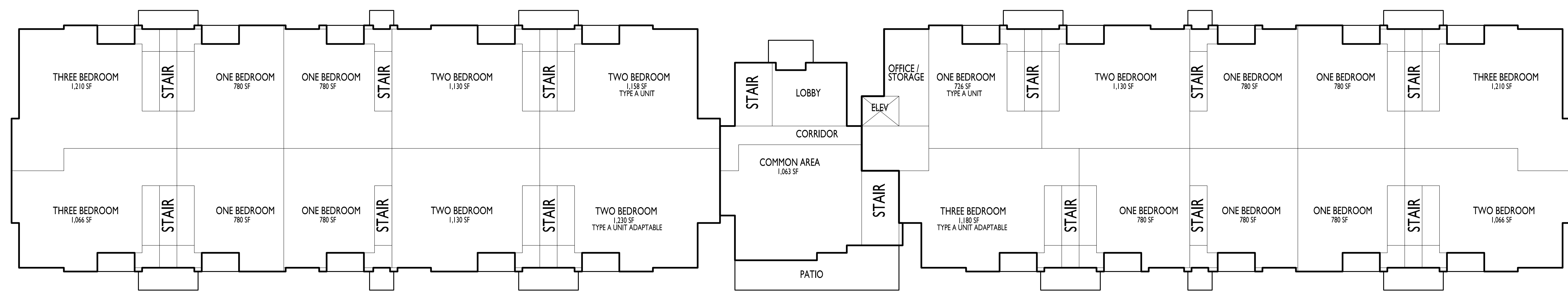
knothe | bruce
Packet Pg. 169



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

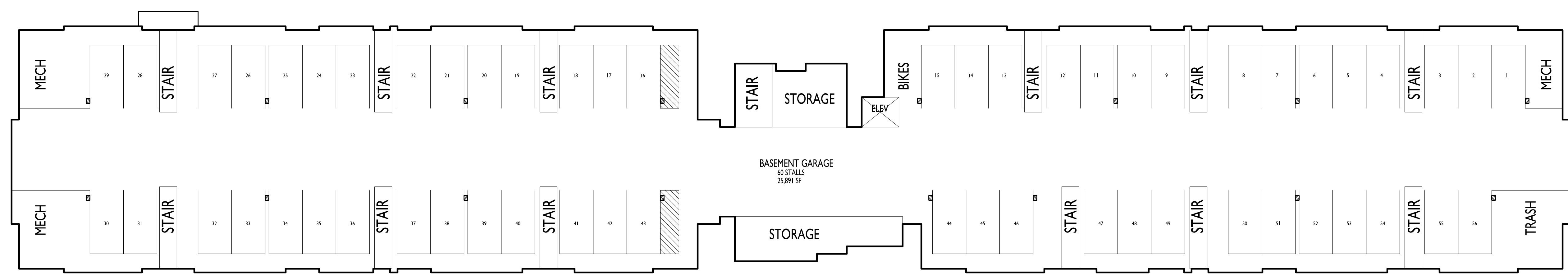


4 SECOND FLOOR PLAN
A-1.1 1/8" = 1'-0"



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

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



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



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

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

PROJECT TITLE
**Palatine, IL
Site Concept**

Northpointe
Development

N. Quentin Rd
SHEET TITLE
**Elevation And
Floor Plans**

SHEET NUMBER

A-1.1

PROJECT NO. **2133**
© Knothe & Bruce Architects, LLC
Packet Pg. 170

Attachment: Petitioner - Revised elevation and floorplan - 11-24-21 base-A-1.1 (874-920 N. Quentin Road - Quentin apartments)



Attachment: Petitioner - Initially Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.



Attachment: Petitioner - Initially Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.



Attachment: Petitioner - Initially Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.



Attachment: Petitioner - Initially Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.





Attachment: Petitioner - Initially Revised rendering 2nd submission - 2021-10-14 - Northpointe Palatine Renders (1) (874-920 N.



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

<u>Proposed Unit Mix:</u>	
<i>Bedroom Type</i>	<i># Units</i>
Efficiency	0
One-Bedroom	19
Two-Bedroom	14
Three-Bedroom	7
<hr/>	
Total Units	40
<hr/>	
<i>Minimum Acreage:</i>	2.49
<i>Site Acreage:</i>	2.53

Quentin Road Apartments – Project Description

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

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

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

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

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



PRELIMINARY PLANNED DEVELOPMENT

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

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

date received

PLEASE TYPE OR PRINT IN INK:

1. Name of Petitioner(s): Andy Dumke

2. Authorized Agent of Petitioner (if different):
 Name: _____
 Address: _____
 Telephone No. _____ Business No. _____
 Email: _____
 Relationship to Petitioner: _____

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

4. Address of the property for which this application is being filed:
874-920 Quentin Road

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

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

7. Briefly describe the proposed Planned Development with regards to types of uses proposed, number and types of units, development mix, amenities to be provided, etc.:
New construction apartment building will consist of 40 affordable apartment units consisting of one-, two-, and three-bedroom units that will be affordable to individuals and families with a range of income levels from 30% AMI to 80% AMI.

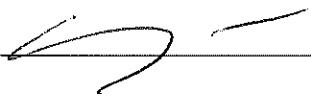
Attachment: PPD application (874-920 N. Quentin Road - Quentin apartments)

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

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

Attachment: PPD application (874-920 N. Quentin Road - Quentin apartments)

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

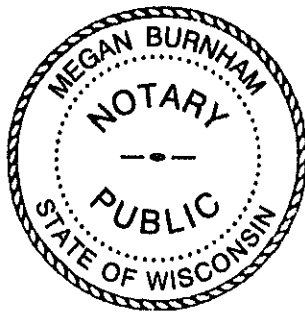
Signature: 

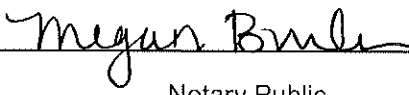
Date: 11/10/21

State of Illinois
County of Cook

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

(Seal)




Notary Public

Attachment: PPD application (874-920 N. Quentin Road - Quentin apartments)



Northpointe Development
Palatine - N Quentin Rd. km

Attachment: Petitioner - Previously proposed elevations (874-920 N. Quentin Road - Quentin apartments)



Northpointe Development
Palatine - N Quentin Rd.

Attachment: Petitioner - Previously proposed elevations (874-920 N. Quentin Road - Quentin apartments)



Northpointe Development
Palatine - N Quentin Rd. kn



Attachment: Petitioner - Previously proposed elevations (874-920 N. Quentin Road - Quentin apartments)



Northpointe Development
Palatine - N Quentin Rd. km

Attachment: Petitioner - Previously proposed elevations (874-920 N. Quentin Road - Quentin apartments)



Northpointe Development
Palatine - N Quentin Rd. km

Attachment: Petitioner - Previously proposed elevations (874-920 N. Quentin Road - Quentin apartments)



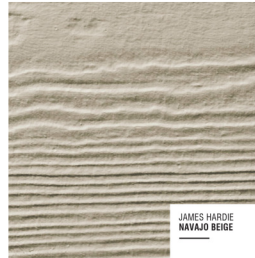
BRICK VENEER

CLOUD CERAMICS
CORONADO GRAY-MODULAR-VELOUR



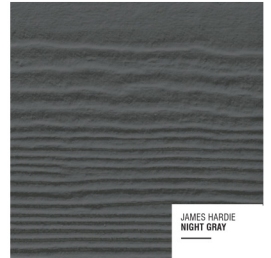
1-COMPOSITE SIDING & TRIM

JAMES HARDIE
GRAY SLATE



2-COMPOSITE SIDING & TRIM

JAMES HARDIE
NAVAJO BEIGE



COMPOSITE PANEL

JAMES HARDIE
NIGHT GRAY



CAST STONE SILLS & BANDS

ROCKCAST
RIESLING



BLACK

WINDOWS | DOORS
ALUMINUM RAILINGS
ALUMINUM STOREFRONT

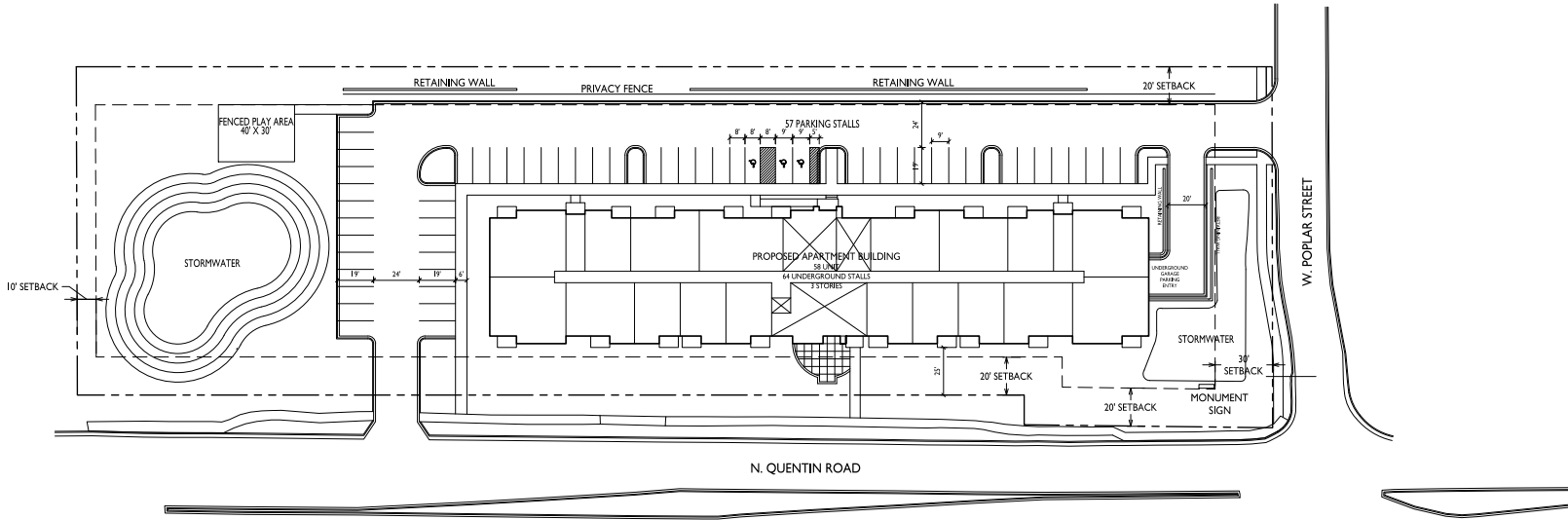
MATERIAL BOARD
NORTHPOINTE DEVELOPMENT
North Quentin Rd
Palatine, IL
April 13, 2021





SITE DEVELOPMENT DATA:

DENSITIES	
LOT AREA	110,383 S.F. / 2.53 ACRES
DWELLING UNITS	58 UNITS
LOT AREA / D.U.	1,902 S.F./UNIT
DENSITY	22.9 UNITS/ACRE
GROSS RESIDENTIAL FLOOR AREA 48,502 S.F. (NOT INCL. BASEMENT)	
IMPERVIOUS SURFACE	57,193 S.F. (52%)
LANDSCAPED SURFACE	53,140 S.F. (48%)
BUILDING HEIGHT 3 STORIES	
DWELLING UNIT MIX:	
ONE BED	24
TWO BED	19
THREE BED	15
TOTAL	58 UNITS
VEHICLE PARKING:	
UNDERGROUND GARAGE SURFACE	64
TOTAL	171 VEHICLE STALLS
PARKING RATIO	2.1 STALLS/UNIT



ISSUED
 Issued for City Submittal - Januar
 Revised City Submittal - February
 Revised for City Submittal - Apr

PROJECT TITLE
 Palatine, IL
 Site Concept

Northpointe
 Developmen

N. Quentin Rd
 SHEET TITLE
 Site Plan

SHEET NUMBER

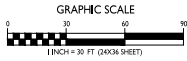
C-I.

PROJECT NO.

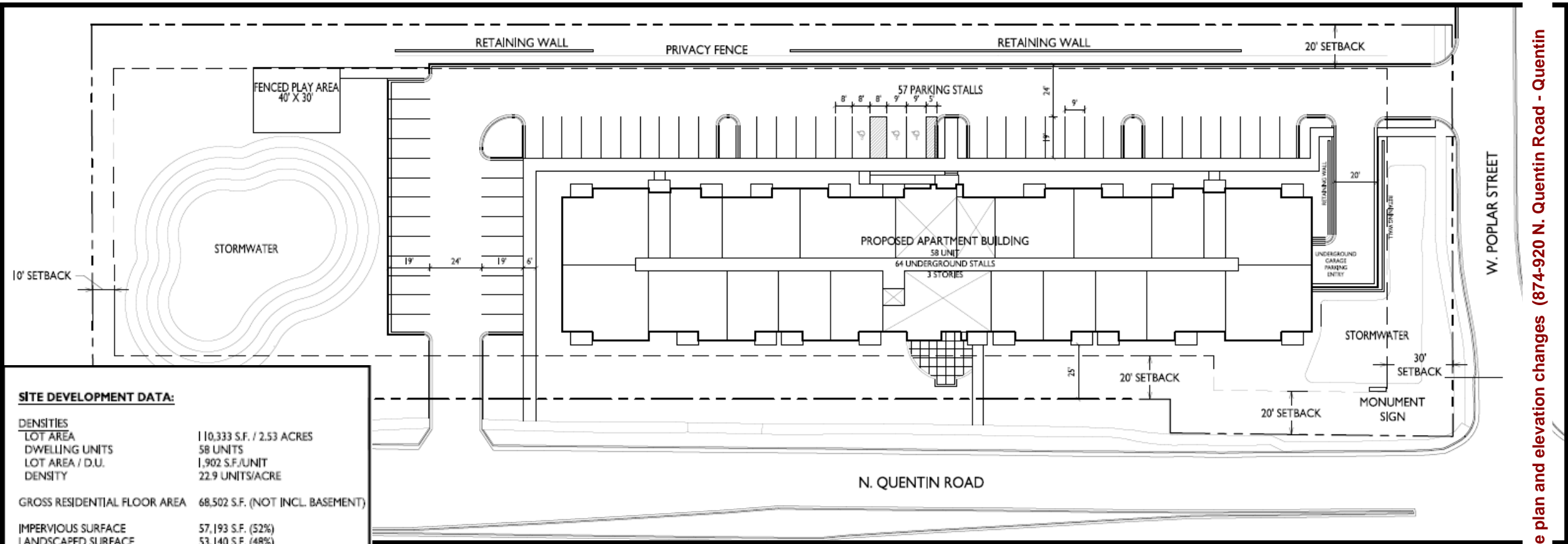
© Knothe & Bruce Architects

Attachment: Petitioner - Previously proposed - Initial Site Plan (874-920 N. Quentin Road - Quentin

1 SITE PLAN
 C-I.1 1" = 30'-0"



Previous Site Plan - 874-920 N. Quentin Road



SITE DEVELOPMENT DATA:

DENSITIES	
LOT AREA	110,333 S.F. / 2.53 ACRES
DWELLING UNITS	58 UNITS
LOT AREA / D.U.	1,902 S.F./UNIT
DENSITY	22.9 UNITS/ACRE
GROSS RESIDENTIAL FLOOR AREA 68,502 S.F. (NOT INCL. BASEMENT)	
IMPERVIOUS SURFACE	57,193 S.F. (52%)
LANDSCAPED SURFACE	53,140 S.F. (48%)
BUILDING HEIGHT	3 STORIES
DWELLING UNIT MIX:	
ONE BED	24
TWO BED	19
THREE BED	15
TOTAL	58 UNITS
VEHICLE PARKING:	
UNDERGROUND GARAGE	64
SURFACE	57
TOTAL	121 VEHICLE STALLS
PARKING RATIO	2.1 STALLS/UNIT

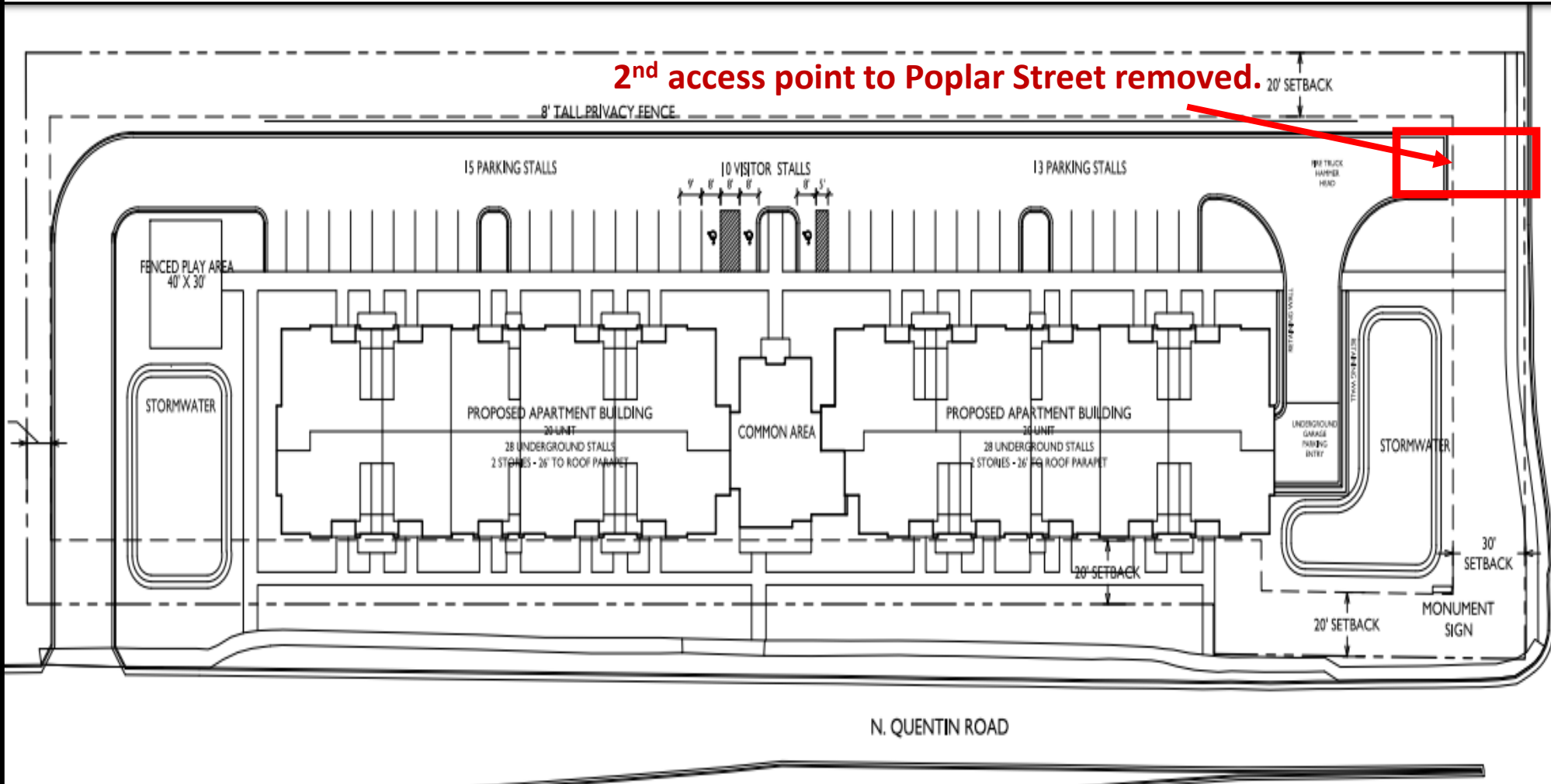
Proposed FAR = .62

R-3 Max. FAR = .5

Attachment: Site plan and elevation changes (874-920 N. Quentin Road - Quentin

Revised Site Plan - 874-920 N. Quentin Road

- Revisions - Quentin Road apartments
- Unit count reduced from 58 to 40.
- Poplar Street access eliminated.
- Building height reduced from 3-story 36-foot tall to 2-story 26-foot tall building.
- Parking count reduced from 131 to 96 parking spaces.
- 8-foot privacy fence & 84 -10-foot Arbor Vitae added to west side (adjacent to Franklin Street homes)



Attachment: Site plan and elevation changes (874-920 N. Quentin Road - Quentin

Previous Elevations - 874-920 N. Quentin Road



3-story – 36-foot building

Northpointe Development
Palatine - N Quentin Rd.



Attachment: Site plan and elevation changes (874-920 N. Quentin Road - Quentin

Revised Elevations - 874-920 N. Quentin Road

4.1.1



- 2-story – 26-foot tall building



Attachment: Site plan and elevation changes (874-920 N. Quentin Road - Quentin

Ben Vyverberg**Subject:** FW: 874-920 N Quentin Road

From: Patricia Diaz <>
Sent: Tuesday, October 19, 2021 10:55 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: 874-920 N Quentin Road

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverber,

I am a resident of Palatine. I am writing to you today to express my support for the economically inclusive housing development proposed by Northpoint Development located at 874-920 N Quentin Road, Palatine, IL.

Economically inclusive housing is vital to the stability of Palatine. The lack of reasonably priced housing negatively impacts Seniors, the Disabled, Blue Collar workers, recent college graduates, and minimum wage employees, as well as others. As a senior citizen, I too am impacted. Zoning discrimination is alive and well if not on the rise.

Having attended the last public meeting regarding this proposal, I was appalled by the exclusionary and hostile attitudes I encountered. Apparently, Palatine likes to keep moderate income workers behind the counter and cash registers, and in their bars/restaurants, but not include working class people as neighbors. I was disgusted. The suggestion that reasonably priced housing will bring in crime was particularly abhorrent. Palatine has been accused of mis-managing the construction of numerous clustered apartment complexes in the North East Section of the township. I have read many, many complaints from citizens of Palatine who fear Palatine will again make the mistakes of the past and then do nothing to correct it. Such as, pressure on the owners of those complexes to keep them up etc. There is so much blight in Palatine, as well as vacant buildings you need to be doing something about it. But instead you engage a firm to propose the widening of Palatine Road. Get the priorities in order. It's people, unless you plan to round up all of us old, disabled and less fortunate citizens and throw us out of town. Because that is exactly what you are doing. The citizens have lost trust in the township to do the plan properly, and therefore they blankedly oppose reasonably priced housing developments.

I have talked to my Palatine neighbors who are also negatively affected by the lack of reasonably priced housing. Fully employed individuals earning \$50,000/yr are living with family members because they are unable to locate an affordable, safe place to live in Palatine. We don't need another gas station, 7-11, pizza parlor or hair salon. We need reasonably priced housing.

Thank you for your time.

Sincerely,

Patricia Diaz
322 N Brockway St
Palatine, IL 60067

Attachment: Diaz email Quentin Road apartments (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: Approve Affordable Housing Project on Quentin**From:** Jim Schwantz <JSchwantz@palatine.il.us>**Sent:** Saturday, October 16, 2021 9:11 AM**To:** Maria Galo - Ben Vyverberg <BVyverberg@palatine.il.us>; Michael Jacobs <MJacobs@palatine.il.us>**Subject:** Re: Approve Affordable Housing Project on Quentin

Maria,

Thank you for your email. I have copied staff on this response so that they can keep make this part of the official record

JS

On Oct 15, 2021 9:52 PM, Maria Galo <wrote:

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mayor Jim Schwantz,

Please approve the proposed affordable housing development at 874-920 N. Quentin Road. Years ago, an older neighbor of mine lost his home. A development like this would have helped him live his older years in dignity. I am speaking up now, for his memory, and for other residents like him.

I've lived on Cedar Street since 1996. Steve was a long-time neighbor who grew up in the house where he lived. In middle age he had moved back home to care for his mother. After she died, he worked as a delivery driver for many years, but a heart attack caused him to lose his job. Despite working many jobs after his recovery, he could not maintain the level of income he needed, and he had to sell his home. I ran into him just before he moved, and he told me he needed to move out in three weeks, but he had no idea where to go. This was a heartbreaking situation. Palatine should have affordable housing for people like my neighbor Steve.

I attended the July 20 Plan Commission hearing where a previous Quentin Road affordable housing plan was rejected amid a great deal of negative opinion from people living near the project. Northpointe Development has submitted a new plan to the Village that addresses the objections. The developers cut the number of units by 30 percent to 40 units of mixed income housing. The property now will have 10 three-bedroom units, 12 two-bedroom units, and 18 one-bedroom units, among many other changes in response to the July feedback.

The higher number of one-bedroom units tells me that they expect these units to be used for seniors. Local seniors, like my former neighbor Steve, need this type of housing. Please approve this project. Palatine residents should have the security of knowing they have the option of staying in Palatine even if their fortunes change for the worse.

Sincerely,

--

--

Maria Galo
she/her/hers
cell:

"You must do the things you think you cannot do."

--Eleanor Roosevelt



Mr. Ben Vyverberg
Director of Planning and Zoning
200 E. Wood St
Palatine, IL 60067

Dear Mr. Vyverberg,

I am writing to ask you to vote in favor of the proposed affordable housing development at 874-920 N. Quentin Rd.

This housing plan is greatly needed in our community for many reasons. I have seen, through a close friend's experience with needing an affordable place to live, what a difference this has made in his life for his independent living. Palatine has been my home for 45 years and I see the need for opening up opportunities in our community for housing accommodations for those of lesser means who sincerely want to better their quality of life.

Thank you for your service to our Palatine Village and for your consideration of this important issue.

Sincerely,

Venus Gintowt

Venus Gintowt
1317 Virginia Drive
Palatine, IL 60074

October 27, 2021

Ben Vyverberg

Subject: FW: Affordable housing

From: Vicki Martin
Sent: Monday, October 25, 2021 11:32 AM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: Affordable housing

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Dear Mr. Vyverberg,

For many years, you and your predecessors have given generously of your time and talent to make Palatine a wonderful place to live. Our city is beautiful and safe. The schools and parks make Palatine a mecca for families. We have easy access to transportation, plenty of shopping alternatives, and an array of community activities that give us much to be proud of.

Unfortunately, due to many factors, including decisions made in the past, Palatine is also lacking in housing that many of our neighbors can afford. Think of the people you know—your children who are recent graduates, or have an entry level job. Consider your parents who are now on a fixed income. What about your sister who is recently divorced and has been out of the work force for years while raising her three kids—all of whom attend Palatine Schools? All of these people, and many others like them who have lived for years in Palatine all are struggling to remain here in our village due to the high price of housing. Rent and property taxes have all increased in recent years, while many wages have not.

The rule of thumb has always been that your rent or mortgage should not exceed one third of your income. Rents and home prices in our area have far exceeded that guideline for many people, forcing members of our community to struggle to remain here and still make ends meet. These people work at our schools, our grocery stores, hospitals and many institutions that serve all of us every day.

As Co-Presidents of the League of Women Voters of the Palatine Area, we urge you to approve the revised plan for Northpointe Development's mixed income development on Quentin Road. This would not only be helpful for contributing members of our community; it would be one more reason to be proud of the Village of Palatine.

Sincerely,
Vicki Martin and Kim Inman
Co Presidents, League of Women Voters of the Palatine Area

Vicki Martin

Co-President

Attachment: Martin LWV email of support (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: Mixed-Income Development

From: Cindy Wojdyla

Sent: Tuesday, November 2, 2021 12:07 PM

To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>

Subject: Mixed-Income Development

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Good Morning!

I am writing to show my support for the proposed affordable housing development at 874-920 N Quentin Road. I understand the new proposal also addresses all of the other design recommendations made by the Village.

We have lived in Palatine for almost 30 years, we raised our three children, all attending Palatine schools and thriving. We welcome the opportunity to provide affordable housing to all!

In support! :)

Cynthia Wojdyla

112 E. Garden Ave.

Attachment: Wojdyla email - Quentin Road apartments (874-920 N. Quentin Road - Quentin apartments)

October 21, 2021

Ben Vyverberg, Director of Planning and Zoning
200 E Wood St
Palatine, IL 60067

Dear Mr. Vyverberg,

I am writing to request your support for the recently resubmitted affordable housing project for Quentin Road in Palatine.

The Quentin Road development proposed by Northpointe is good for Palatine residents. You are undoubtedly aware that some 30% of working and fixed-income Palatine residents struggle with the cost of housing, spending 30% or more of their incomes to keep a roof over their heads. The moderate size of the development along with the wide range of family incomes it targets should make it a model for future projects in Palatine. And, the project stands to help so many more residents than those who have voiced opposition to it.

You will recall that the Department of Planning and Zoning recommended against the original proposal because of density and other design issues. As a result, the Plan Commission voted the project down during their July 20th meeting.

Prior to resubmitting its recently revised proposal, Northpointe Development coordinated two meetings with neighbors (one in person and one on Zoom), both of which I attended out of interest in the project. Despite some continued opposition, neighbors voiced a number of very strong, practical solutions that would address their concerns. To my knowledge, Northpointe has accommodated nearly every recommendation. For example, they reduced the proposed density of the development by 30% to 40 units, reduced the building from 3 to 2 stories, and removed balconies from the rear of the building. They are also agreeing to add 80+ trees along the fenced property line – all to create the separation and privacy the neighborhood residents sought.

The new proposal also addresses other design recommendations made by the Village.

I am aware that the original project was met with strong opposition from many of the nearby neighbors. Some of their objections were valid, others were simply based on unfounded notions about affordable housing. Valid objections are fixable, and have been fixed in the new proposal. The unfounded objections should have no impact on the Village's decision.

I ask for your approval of the Quentin Road project.

Respectfully,

Kathy Cortez
141 S Fremont St Palatine, IL 60067

cc: Palatine Plan Commission; Greg Solberg, Councilman

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road Property**From:** ANNETTE PACIGA <>**Sent:** Saturday, November 27, 2021 1:10 PM**To:** Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>**Subject:** 874-920 N. Quentin Road Property

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We would like to state our objection to the proposal to build a 40 or 45 unit apartment building on this property.

The revised proposal submitted by the developer still does not adequately address several major issues related to this project including, but not limited to density, parking, traffic and safety.

These issues were extensively discussed at the last building commission meeting. The revised proposal does not significantly impact these issues despite a small reduction in the number of units and possibly changing from a 3 story structure to a 2 story one. The land is not large enough to incorporate the needs of this number of units/occupants. There is not adequate green space and safe entrance/egress from the property.

We attended the presentation at the planning meeting and, although the developer provided information relative to parking for residents (which barely meets the minimal standards), visitor parking presents additional challenges for the community and the residents. There will be a significant need for visitor parking on a regular basis. This need will increase significantly during celebratory events (birthdays, graduations, BBQs, holidays, etc.). Where will these vehicles park? I doubt the retailers in the shopping area on the other side of Quentin will welcome non-customers in their lot. Additionally, there is a significant safety issue if visitors do use that lot and need to cross busy Quentin Rd., especially at night and with children.

Traffic and speed limit on Quentin Ave was also discussed at the last commission meeting. These are very real issues that have not been adequately addressed. The speed limit on Quentin is often exceeded and the parking entrance/egress on Poplar will cause significant back ups on Quentin as both community and apartment residents use Poplar Street to get to their homes. It will be difficult (and unsafe) to make a left turn on to Quentin from Poplar with increased traffic turning into Poplar from both directions on Quentin. Increased vehicular traffic from the complex will significantly impact traffic on Franklin and Maple as drivers seek to avoid the traffic back up and traffic lights on Quentin to access Northwest Highway.

John and Annette Paciga
867 N Maple Ave
Palatine, IL 60067

Attachment: Paciga email 11-27-21 (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: Preliminary Planned Development: 874-920 N. Quentin Rd

From: LORENE HARDER <I>

Sent: Friday, November 26, 2021 12:47 PM

To: Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>

Subject: Re: Preliminary Planned Development: 874-920 N. Quentin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Good morning Ben, Jim and Tim,
My name is Lorene Harder and I live at 872 N. Maple Ave, Palatine.

I am writing as my husband Jim and I are concerned about the Preliminary Planned Development to construct a new 2-story 40 unit apartment building at 874-920 N. Quentin Road in Palatine. We are very much against this proposal.

Poplar Street is a very quiet side street and I am VERY concerned about the additional traffic it will bring to our neighborhood. Basically, I feel it will change the nice quiet neighborhood we had when we initially purchased our townhouse due to the added traffic. Additionally, the density of 40 units on a plot of land that is most likely 2 acres or less is not a good thing for the neighborhood.

I'd appreciate if you would consider our concerns and reject this proposal.

If you need any additional information from me, please let me know.

Thank you all very much, I appreciate your consideration. Take care.

Lorene and Jim Harder
872 N. Maple Ave

Attachment: Harder email 11-26-21 (874-920 N. Quentin Road - Quentin apartments)

November 27, 2021

Mr. Dennis Dwyer and Mr. Ben Vyverberg
Village of Palatine Plan Commission

RE: Public Notice ID 1295

Mr. Dwyer, Mr. Vyverberg and Plan Commission Members:

We live at 856 N Maple Ave and have lived here for nearly seven (7) years. We purchased this home because of the low population density and the low volume of traffic on Maple Ave. We have 3 grandsons that live with us along with their dad. Because of the low volume of traffic on Maple Ave, our grandsons have been able to play safely along the sidewalks and up and down the street.

We are strongly opposed to the Planned Development of the 2-story, 40-unit apartment building on the 874-920 N. Quentin Road property. This development will greatly increase the traffic along W Poplar St. onto Maple Ave. because residents of the apartment will use Maple Ave as a short-cut to Northwest Highway, both coming and going from the apartments. Over the years we have owned two properties, located in other cities, where city officials have dis-regarded the concerns of local residents and approved developments that turned a once quite, low volume streets into busy unsafe streets and caused property values to fall.

We urge you not to approve this apartment development at 874-920 Quentin Road.

Thank you for listening to our concerns.

Sincerely,



Tom Piazza
Melody Piazza
David Piazza
856 Maple Ave
Palatine, IL
[REDACTED]

Ben Vyverberg**Subject:** FW: Opposition to Planned Development for 874-920 N Quentin Rd**From:** Ken Kramer <>**Sent:** Monday, November 29, 2021 9:35 PM**To:** Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>**Subject:** Opposition to Planned Development for 874-920 N Quentin Rd

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Gentlemen,

I am writing to record my strong opposition to the proposed plan for this property. I have lived in Palatine since 1969 when Quentin Rd was a two lane country road. Now it is a route 53 by-pass which is enough of a problem for those of us that live on Quentin and now have to put with the possibility of another multi-unit over populated piece of property. My, wife, son and daughter in law along with three granddaughters live 24 hrs a day with the extreme amount of noise generated by a 430 unit apartment complex directly across the street from our home. Starting a 5AM most mornings the steady stream of cars leaving the southern exit of the complex we live across from begins. Many of the vehicles have illegally modified or faulty exhaust systems that are so loud the whole household is awakened by them, including my 2 year old granddaughter who's room along with mine are on Quentin road. I have complained to police department and was told there is nothing "we" can do about it by Sgt Bratcher several years ago. He suggested that I sit in front yard and get license plate numbers of vehicles...really? The police can't have a patrol car sit out in front of the complex on Bayer or Poplar St and listen for loud vehicles? I have seen patrol cars skiing in he exit checking for Palaine vehicle stickers, so why can't the police spend a couple hours a week doing the same for noisy, illegal autos?

Over a week ago I took a picture of one particularly loud Honda Accord along with the exhaust pipe hanging out the rear and the license plate; I have yet to receive a response to my email to the area commander to my email. Could it be because the vehicle is not registered to an address across the street? If so, go find he vehicle in the complex and ticket it for no village vehicle license at least

Now add in 3 garbage pickups a week that usually take place between 6-6:15 Am with a dumpster directly across the street from our bedrooms. I have complained to village about that and was told, there's nothing "we" can do about it because apparently it is lawful to wake residents at 6am banging dumpsters around to empty them. Many times the driver has shake and bounce the LARGE dumpster creating the sound like someone banging on the side with 16 lb sledge hammer with all their might. This includes Saturday mornings. Often times these dumpsters are overflowing and garbage consistently blows out the uncovered dumpsters into my yard. I have repeatedly filed complaints with the village about all to no avail other than a short resolution enacted by the property manager until the heat blows over and the pattern repeats

Then there is steady of stream of cars going in and out all day and night. I have lived in this home for 21 years and when you see the same car going in and repeatedly on the same day one can assume it has something to do with drug dealing.

Then there's 4th of July when the fireworks start 3 days ahead of the holiday until 2am in the morning sometimes. One time we had fireworks land on the roof of our home and a car parked in our driveway, which we called the police and complex manager about that pleasant issue that thankfully did end with our house or

Attachment: Kramer email (874-920 N. Quentin Road - Quentin apartments)

car catching fire. Add in the numerous police and fire calls at all hours especially during the summer and we live in the noisiest neighborhood in Palatine that will only be made worse with 40 more units, 90 more cars, and 100 more people on the opposite corner of my home. My family will essentially be living between 1500-2000 people on what will be the noisiest, busiest 300 ft strip of roadway in what is supposed to be a neighborhood of single family residences. Adding 40 units to 6 "lots" that now would be 6 homes is simply not in keeping with the character of the neighborhood. We all pay some of the highest property taxes in Palatine and we have the least desirable location due to constant noise created by an already overused roadway. Adding another apartment complex to this area will only further destroy our already poor quality of life in the once quiet neighborhood on Quentin Rd. We all understand the property owner wants to sell his property and capitalize on his investment, but that will not and should not be at the expense of quality of life to the surrounding neighbors.

60 years ago that property was unincorporated on the outskirts of town on rarely traveled country road. That is no longer the case with this neighborhood of highly taxed and residential neighborhood. We all take risk investing sometimes they pay off more often they don't and it NOT the responsibility of the village or its residents on Quentin Rd to bail the property owner out. We all know the village needs revenue but this development is not the best answer for that need or the needs of the residents on Quentin Rd. All of us respectfully ask that you carefully consider how your decision will affect our lives and rule against this development.

Respectfully

Ken Kramer
949 N Quentin rd

--

Ken Kramer

Attachment: Kramer email (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: Quentin Road Development 874-920 N. Quentin Rd

From: John R Novak <>

Sent: Tuesday, November 30, 2021 11:05 AM

To: Ben Vyverberg <BVyverberg@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>

Subject: Quentin Road Development 874-920 N. Quentin Rd

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Gentlemen:

I am writing on behalf of the Dagan Park Estates Townhome Association, 24 homes bounded on the east by Franklin, the west by Maple, located between Poplar and Northwest Highway. We are happy to see that the developer (Northpointe) listened to the Plan Commission members, the Department of Planning and Zoning staff, and the community owners and members. Coming back with a modified plan is encouraging. However, there are still elements in the proposed plan that do not address Village, community, resident and neighborhood concerns.

We are happy to see that the developer is:

- Reducing the number of units to 40 and the height of the building from 3 to 2 stories.
- Reducing the number of parking spots from 120 to 80.
- Reducing the density from 22.9 units per acre to 16 units per acre.

However, the developer ignores and in no way addresses the additional concerns as follows:

- Exceeds the Village's historic density standard of units per acre. Though the density is reduced from 22.9 units per acre to 16 units per acre (40 units), this is still twice the density of the Village average of 7 to 8 units per acre. Just because there are other older exceptions within the Village, where density is closer to this number (Clayson at 15.7), this should not automatically mean that 16 units per acre is now the standard, and automatically acceptable. Starting from the "exception" is not the proper nor logical way to approach this. Start with the Village historic average of 7 to 8 units per acre and then work with the Village and community to determine the appetite for an exception to this starting point.
- Does not address the increased traffic issues on Franklin, Maple, Poplar and Quentin that this development will bring.
- Does not address a "slow down" lane on Quentin, a 40 mph road, where most traffic generally exceeds this speed in the 5 - 10 mph range.
- Does not address the ambulatory impact to community members walking in the neighborhood, along Franklin, Maple, Poplar and Quentin, many portions of which lack sidewalks. The new development will add additional pedestrian traffic and needs.

Attachment: Novak email (874-920 N. Quentin Road - Quentin apartments)

- Does not address the lack of nearby basic services for the proposed development, especially for potential residents without access to transportation. This lack of basic services includes: no grocery stores, no banks, no public amenities (parks, library, etc.) and most importantly, lack of public transportation.
- Does not address the increase in light and noise pollution such a development would bring to the neighborhood.

It appears that the developer listened to those points they wanted to hear, and ignored those they cannot or are unwilling to address. If the developer is truly interested in a plan that would more closely meet all party's needs, there should be a true listening and planning group, comprised of the owners included in the original group, as well as other nearby owners and community members and leaders, with the goal of coming up with a plan that addresses significantly more points than the current plan addresses.

Sincerely

John R. Novak

Board President, Dagan Park Estates Townhome Association



Virus-free. www.avast.com

Ben Vyverberg

Subject: FW: 874 - 920 N Quentin Rd Development

From: Stephen Thompson <>
Sent: Tuesday, November 30, 2021 12:06 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>
Subject: 874 - 920 N Quentin Rd Development

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My. Vyverberg,

We are writing to express my strong concern and opposition to the proposed development on 874-920 N Quentin Road.

Having been a resident of this community for some time now, the concerns previously voiced regarding the prior proposal for this same development, still remain - mainly those of density and traffic.

Stephen and Terri Thompson
874 W Goodrich Pl
Palatine, IL 60067

Attachment: Thompson email (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: Preliminary Planned Development to permit a 2-Story, 40-unit apartment building - 874-920 N. Quintin Road

From: John <>

Sent: Wednesday, December 1, 2021 12:09 PM

To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>

Subject: Preliminary Planned Development to permit a 2-Story, 40-unit apartment building - 874-920 N. Quintin Road

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Village of Palatine Planning Commission Members,

We own a home on Franklin Avenue, north of Northwest Hwy. We are opposed to the proposed Northpointe development known as 874-920 N. Quintin Road. The reasons for this opposition are as follows:

1. Exceeds the village historic density standard of 7 to 8 units per acre. The proposed development of 40 units is more than twice the historic village standard.
2. Increases traffic on Franklin, Popular, Maple and Quentin. The residents that have homes on Franklin Ave will experience noise pollution problems 24 X 7.
3. Creates a high risk of traffic accidents on Quentin because of the hill crests just south of Popular Street. Vehicles traveling at north on Quentin will not slow down and they will have trouble seeing vehicles leaving or entering the facility. This accident risk will increase during poor weather conditions.
4. No assurance that the 40 units will not have more occupants than the units are designed to accommodate.

The property **should not** be rezoned for this proposed developer. There are many other sites that are better suited for this type of development which are closer to basic services such as grocery stores, health care, public transportation.

John and Cher Erickson

Attachment: Erickson email (874-920 N. Quintin Road - Quentin apartments)

Ben Vyverberg
 Director
 Village of Palatine
 200 W Wood Street
 Palatine, IL 60067

1 December 2021

Dear Mr. Vyverberg:

We are writing to express our great concern with the current proposal to develop 920/874 N. Quentin, as a two-story, multifamily residential development with 40 units. We have visited the Village in order to view the plan under consideration.

The homes on Franklin and Maple, including our own, are in a small section of longstanding single-family properties on large, near half-acre lots, with a rural and private feel. We strongly oppose the proposed development plan, which would negatively impact our property and the neighborhood.

Negative impact on our property

- **Density:** the proposed development, with a minimal 20-foot setback, would be up to 7 times the resident and household density of some 13 residents and six households that reside in the single-family properties that face it, including our own.
- **Privacy:** the proposed 2-story building would have a significantly taller elevation due to an underground parking garage and its location uphill from our property to the east of our home with multiple apartments facing our backyards and our balcony from our master bedroom. The development would remove the well-established trees on the parcel which currently provide a wall of green behind our home. No privacy fence nor evergreen screening could restore the privacy we will lose for our home and our backyard due to the size and elevation of this building on an already elevated parcel.
- **Noise:** the proposed building will have 38 surface parking stalls and 56 underground. All of the vehicles parked underground and the majority of the vehicles using the surface parking, including visitors, will be entering and exiting the complex directly behind our home at all hours, activating/deactivating car alarms as they come and go. The traffic of 94 vehicles and presence of approximately 100 residents and their visitors would guarantee noise, activity, and disturbance emanating from this large development that would be entirely disproportionate to the neighborhood and six single-family homes behind it.
- **Light Pollution:** the proposed building will require lighting in the surface parking lot; in the winter, this will mean continual light pollution as there is nothing to stop these lights from shining directly into our home and backyard.
- **Character of our home:** we purchased a home on a large, near half-acre lot. A highly-visible “downtown” apartment building, large surface parking lot, and access road behind our home will alter the character of our lot. The size and height of this apartment building have no place behind single family homes.

Negative effects on our neighborhood

- **Pedestrian and Vehicle Traffic:** We currently share our streets with the townhome developments to our north and south, and their residents add to the pedestrian traffic on our street, as Quentin and NW Highway are not pedestrian friendly. There are no sidewalks in our neighborhood. This development would result in up to 90 additional vehicles using Franklin and Maple as a thruway and would make both existing and additional pedestrian use of the neighborhood unsafe. It would further complicate and cause safety concerns for resident vehicles exiting the area, with Poplar an already-hazardous exit north onto Quentin, as is the exit from Franklin east onto NW Highway.
- **Character of the Neighborhood:** The apartment building itself has no place backing to a single-family area on large half acre lots. The land, previously home to a garden nursery, would be covered in its near entirety by the building and surface parking. The plan includes little landscaping or green space. This development, as currently conceived, is too big, and belongs in a downtown area of Palatine.

We urge the Village to reject this proposal. Its approval would undisputedly result in the loss of our quality of life, privacy, and use of our home.

We look forward to supporting the Village's approval of a significantly scaled-back project, ideally one for the senior population. Any project selected should respect the density, size, and elevation of this development with regard to the surrounding housing, the greenery and character of the neighborhood, and the limitations of its infrastructure. It should also demonstrate much more clearly the developer's commitment to and professional pride in being allowed the opportunity to partner with the Village and its residents to build property within our community.

Sincerely,

Sarah Murphy and Schalk van der Walt
925 N Franklin Ave
Palatine, IL 60067

CC Ben Vyverberg, Head of Zoning at Village of Palatine; Jim Schwantz, Mayor; Tim Millar, District 1 Councilmember; Scott Lamerand, District 2 Councilmember; Doug Myslinski, District 3 Councilmember; Greg Solberg, District 4 Councilmember; Kollin Kozlowski, District 5 Councilmember; Brad Helms, District 6 Councilmember

Ben Vyverberg

Subject: FW: 874-920 N. Quentin Road Planned Development

From: <>

Sent: Wednesday, December 1, 2021 5:14 PM

To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>

Subject: 874-920 N. Quentin Road Planned Development

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To: J Schwantz, T. Miller, B Vyverberg

From: Joseph Marelli

RE: 874-920 N. Quentin Road Planned Development

Good day all

I am writing regarding the above subject development. I want to go on record of being against this development. While I commend the investor group for wanting to support a low income housing option in the community, given my past experience with housing of this nature I have to come forward against the project in this location.

Kind regards,

Joe Marelli
Glenview Ct.

Attachment: Marelli email (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg**Subject:** FW: 58 Unit Planned Housing Development at Poplar and Quinten**From:** Magoncia <>**Sent:** Wednesday, December 1, 2021 6:10 PM**To:** Ben Vyverberg <BVyverberg@palatine.il.us>**Cc:** Katie Rivard <KRivard@palatine.il.us>; bvyverbery@palatine.il.us; jschawntz@palatine.il.us; tmiller@palatine.il.us; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; abetterpalatine@gmail.com**Subject:** Re: 58 Unit Planned Housing Development at Poplar and Quinten

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Available until Dec 31, 2021

Board members I am writing on belay of my husband and my self, Larry and Christine Magoncia. I, Christine is the treasure of the Erin's Glen Townhome Association. I am also writing on behalf of our association. First I am sending this letter individually because I have included the adjacent creek and the proposed project. I also have included a practical example of the traffic issues the some 90 cars this project will exacerbate.

1. The video of the creek shows during a rain event how high and fast the water flows. These videos are taken off Franklin Ave properly then off Quentin in between Kinder Kate and the Nutrition center. I hope all of you see the reality we live daily. We hope the creek stays shallow and no one falls in because it is hidden from them street.

2. The second picture is at the cross walk at Quentin and northwest hwy. Just one snap shop shows you how cars stop in the crosswalk. I am an epileptic with a service dog. When we walk we are very visible and I still have almost been hit by drivers rushing to make free right turns.

Last meeting it was stated most residents would have cars, I would certainly expect that given the amount of parking allowed. Adding traffic to this intersection will make even more dangerous for pedestrians like me whom have no choice but to walk. Not to mention the cars exiting north on Quentin will create confused and erratic driving. Do all the traffic studies you want. I walk in all directions and all ready see near misses from Popular.

Finally, please keep in mind while a complex is noble, however, is it to put it i our neighborhood? This plan commission was formed to respect both the environment of Palatine and respect its citizens objection's when they believe the actions of their commissions are misguided.

[Click to Download](#)Video.MOV
0 bytes

Attachment: Magoncia email (874-920 N. Quentin Road - Quentin apartments)

[Click to Download](#)Video_1.MOV
0 bytes

Thank you for time.
Christine Magoncia
Sent from my iPhone

On Jul 14, 2021, at 4:26 PM, Christine Magoncia <magoncia@comcast.net> wrote:

Council Members and Palatine Residents:

My name is Christine Magoncia. I am the Treasurer of ERIN'S GLEN TOWN HOME ASSOCIATION; I have been asked to speak for our association. We are collectively AGAINST the planned housing unit of 58 units at the corner of Poplar and Quentin.

was malled to death as well as the possible permanent injuries she might have.

Finally, this planned development will do nothing for improving our neighborhood, traffic, local economy or shops

Thank you for considering our position.
Erins Glen Townhome Association
Christine Magoncia

Attachment: Magoncia email (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road Planned Development

From: Julie <>

Sent: Wednesday, December 1, 2021 8:00 PM

To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>

Subject: 874-920 N Quentin Road Planned Development

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Plan Commission and Village Council Members:

My husband and I are opposed to the planned development on Quentin Road. We feel the 2 story, 40 unit apartment building is too big for the space and have density concerns. Currently, there are 6 single family homes on the same acreage of land behind the development. For every one home you are adding 6 families. Putting a large, high density building next to homes on half acre lots does not match the rural aesthetics of the neighborhood and looks like patchwork.

Additionally, we have traffic and safety concerns for the entire neighborhood with the increased foot traffic in our neighborhood and Quentin road traffic for 90 cars. Franklin and Maple Ave are already cut through streets, this will create additional cut through traffic. Both of these streets are on steep inclines more prone to accidents and we do not have sidewalks.

We live directly behind the planned development and spend a majority of our time in the rooms that face our backyard with our windows blinds open. We are avid gardeners, spend a lot of time in our yard and our kids are outside daily to burn off energy.

Additionally, we are concerned about the following that impact our quality of life:

- This development is 10 ft+ higher elevation than our home and a 2 story building with a parking garage will allow all levels of residents to see into our backyard through their windows and for us to see them. A 6 ft fence will provide no privacy to the upper levels of such a large structure and any trees will take 20 years or more to get to a size where any additional privacy will be available.
- The parking lot will be 20 feet from our property line. **20 FEET.** We have noise concerns such as car alarms, vehicles entering and exiting, car music, illegal fireworks and late night parties affecting our quality of sleep and enjoyment in our yards. We have a neighbor who leaves for work at 6am and when they start their pick-up truck in the morning it wakes us, even with a white noise machine on in our bedroom. Imagine the noise impact of 90 vehicles in your backyard throughout the day.

Attachment: Picchiotto email (874-920 N. Quentin Road - Quentin apartments)

- Light pollution will be increased. The building lights, car headlights, stairwells and parking lot lights face our yard. We will be directly impacted and we will no longer be able to use our telescope for stargazing with our children on our own property.
- Air pollution and gas emission with so many cars will affect the air quality in our yard. We spend our mornings in the garden before going to work and after work we take the kids outside and we love to have our windows open for fresh air.
- We are on well water and are concerned about the construction contamination, and lack of green space impacting our well quality and quantity.

The developer shared with us and our neighbors that they knew this development would impact the 6 homes we live in the most and we would not be happy, and that seemed to be okay from their perspective. Please put yourself in our shoes. How would that make you feel?

Lastly, the developer did reach out to the homes closest to the development for input. We want to make it very clear, as we did with them, that we **do not support this development for all the reasons already listed**. We specifically stated the development should be aligned with the recent ranch townhome development on Hicks Road by Walgreens, where a similar acreage had only 12 townhomes built and the distance between the property building were significantly greater than 20 ft. That is the only density we would support. They asked for input under the worst case scenario where the village would approve this despite our concerns. It is an awful situation to feel like you have to provide input for something you are firmly against.

Thank you for your time.

Regards,

Julie & Mitch Picchiotti

Ben Vyverberg

Subject: FW: 874-920 N Quentin Road Development - Petition
Attachments: Petition 874-920 N. Quentin Road Planned Development to 12.1.21.pdf; sigs 1dec21 again.PNG

From: Julie <>
Sent: Wednesday, December 1, 2021 8:22 PM
To: Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>
Subject: 874-920 N Quentin Road Development - Petition

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

To All,

I have the attached petition that to date 229 of our neighbors have signed against the current planned development on Quentin Road. Additionally, I have included a map so you can visually see the support against this development in our local community. My neighbors and I would like these included in the record. Given the time of the year with the holidays and cold weather we had to do our petitioning electronically. We provided a clean copy for your reference. If you prefer to have the full excel petition export we are happy to provide it upon request.

The petition numbers continue to grow and we plan to submit the additional signatures at the Plan Commission meeting. As a reference, the last time this developer submitted plans for this location we had 180 signatures that were sent in advance and an additional 100 were submitted the night of the Plan Commission meeting.

Last July, when the same developer submitted similar plans for a 59 unit building we connected with all the HOA presidents and obtained contact information for our community members. It made reaching everyone easier this time around. We are encouraged by the support the community has shown against this development and hope the Plan Commission and Council will listen to our concerns and vote against the development.

Thank you,

Julie Picchiotti

Attachment: Pichhiotti email describing Petition (874-920 N. Quentin Road - Quentin apartments)

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
1	Danielle McCready	1057 N Quentin Road, Palatine, IL
2	Jill Dreyer	722 W Lakeside Dr, Palatine, IL
3	Dan Suwinski	1152 N Perry Dr, Palatine, IL
4	Cathy Umlauf-Schulz	882 N Martin Dr Palatine
5	Susan Reindl	653 W. Lakeside Dr., Palatine, IL
6	Alexandra Vikartofsky	910 N Martin Dr, Palatine, IL
7	Tom Chambers	765 W Bayer Dr. Palatine, IL 60067
8	Jeanne Szewczyk	972 N Martin Drive, Palatine, IL
9	Jason Dreyer	722 W Lakeside Drive, Palatine, IL
10	Nate Hess	988 N Martin Dr., Palatine, IL
11	Anna Hess	988 N Martin Dr., Palatine, IL
12	Belle Pery	1142 N Perry Drive, Palatine, IL
13	Heidi Flatebo	646 W LAKESIDE DR, Palatine IL 60067
14	Sue Blair	1033 N. Quentin Rd., Palatine, IL
15	Sandra Clark	907 N. Quentin Rd., Palatine, IL
16	John Novak	852 North Franklin Avenue, Palatine, IL
17	LOUIE GATZIOLIS	845 N MAPLE AVE PALATINE, IL
18	Andrew golletz	648 W Bayer Dr, Palatine, IL
19	Christine Magoncia	835 N. Franklin St., Palatine, IL
20	Claire Langell	871 N Maple Ave Palatine IL 60067
21	Peter pasek	847 n Franklin palatine IL 60067
22	Holly Millan	910 N Maple Ave, Palatine, IL
23	Edgar Millan	910 N Maple Ave, Palatine, IL
24	Debra Gutman	928 N Franklin Ave, Palatine, IL
25	Melissa Bixby	917 N Coolidge Ave, Palatine, IL
26	Pamela Olander	921 N. Martin Drive, Palatine, IL
27	Joshua Kalfus	921 N. Martin Drive, Palatine, IL
28	Ryan Gallagher	752 W Lakesdie Dr., Palatine, IL
29	Vincent Di Cristofano	1201 N Lakeview Drive, Palatine, IL
30	Frank Sullivan	1223 N. Lakeview Ct, Palatine, IL
31	Rachel Groenwald	852 Martin Drive, Palatine, IL
32	Vicki Bowman	1119 N Perry Drive, Palatine, IL 60067
33	robert stoltz	1305 N Laguna Ct, Palatine, IL
34	pamela stoltz	1305 N Laguna Ct, Palatine, IL
35	Alyssa Alden	662 W Bayer Dr, Palatine, IL
36	Troy Heinritz	1043 N. Glenview Ct. Palatine
37	Karen DeSalvo	942 N. Maple Ave., Palatine
38	David Di Cristofano	900 N. Maple Avenue Palatine IL 60067
39	Aaron Del Mar	1165 n Lakeside, Palatine, IL

Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
40	Betty Del Mar	890 N Maple, Palatine, IL
41	Patricia kudla	852 N maple ave, Palatine, IL
42	Mike Carpenter	1028 N. Glenview Ct. Palatine, IL 60067
43	Mary Carpenter	1028 N. Glenview Ct. Palatine, IL 60067
44	Paul DeSalvo	942 N Maple Ave Palatine, IL 60067
45	Annette Paciga	867 N Maple Ave, Palatine, IL
46	John Paciga	867 N Maple Ave, Palatine, IL
47	Patricia A Fluhler	816 N Franklin Avenue, Palatine, IL
48	James Fluhler	816 N Franklin Ave, Palatine, IL
49	Julie Jesso	939 N Franklin Ave Palatine IL 60067
50	Mitchell Picchiotti	939 N Franklin Ave Palatine IL 60067
51	Schalk van der Walt	925 N Franklin Ave, Palatine, IL
52	Sarah Murphy	925 N Franklin Ave, Palatine, IL
53	Carl Gutman	928 n Franklin ave, Palatine, IL
54	Marcus Orofino	913 N Franklin Ave, Palatine, IL
55	Grace Orofino	913 N Franklin Ave, Palatine, IL
56	Danielle Crisp	1039 N Glenview Ct Palatine, IL 60067
57	Guoxing Chai	1048 N Glenview Ct, Palatine IL
58	Jim Marthaler	884 W Goodrich Pl, Palatine, IL
59	Evelyn Marathaler	884 W Goodrich Pl, Palatine, IL
60	chunlei yang	20287 n Ela Rd deer park il
61	Gina Bekeleski	906 , South boardwalk Court, Palatine, IL
62	Nick Bekeleski	906 , South boardwalk Court, Palatine, IL
63	Joseph Marelli	1034 N Glenview Ct, Palatine, IL
64	Marzena Nowak	1034 N Glenview Ct, Palatine, IL
65	Ron and Amanda Klezek	1010 N. Glenview Court, Palatine, IL
66	William McLenahan	848 N. Franklin Ave., Palatine, IL
67	Sharon E. McLenahan	848 N. Franklin Ave., Palatine, IL
68	Kaitlyn Sprenzel	900 N Maple Ave, Palatine, IL
69	Rita Ginocchio	1126 M. Lakeside Drive, Palatine, IL
70	Stephen Fahrner	1114 N. Lakeside Drive, Palatine, IL
71	Mike Gyetvay	1038 N. Glenview Ct., Palatine, IL
72	Mark Paulsen	1112 N Lakeside Dr, Palatine, IL
73	Kindra Hayes	1109 N Perry Dr, Palatine, IL
74	CAROLYN dalton	762 LAKESIDE drive, Palatine, IL
75	Carol Buck	680 W Lakeside dr, Palatine, IL
76	Noreen Fahrner	1114 Lakeside Dr. Palatine
77	Brenda Golletz	648 W Bayer Dr, Palatine, IL
78	Pamela Nolan	728 West Northwest Highway, Palatine, IL

Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
79	Karen Smusz	1143 N. Perry, Palatine, IL
80	Mark Smusz	1143 N. Perry, Palatine, IL
81	Katerina Smusz-Moore	1143 N. Perry, Palatine, IL
82	Josef Mikulcik	885 N. Quentin Rd., Palatine, IL
83	Adriana Vankova	885 N. Quentin Rd., Palatine, IL
84	Brigita Mikulcikova	885 N. Quentin Rd., Palatine, IL
85	Robert Allen	732 W Lakeside Dr Palatine IL 60067
86	matthew hayes	1109 n perry dr, Palatine, IL
87	Christine Hickey	734 W. Bayer Dr., Palatine, IL
88	Natalie Nisivaco	1185 N Lakeside Drive Palatine IL 60067
89	Joseph V Nisivaco	1185 N Lakeside Drive Palatine IL 60067
90	Carolyn Alexander	895 N Martin Drive, Palatine 60067
91	Christopher Bonk	1052 N Glenview Ct Palatine
92	James Blair	1033 north Quentin rd, Palatine, IL
93	Hitoshi Saito	984 N Glenview Ct, Palatine, IL
94	Mayumi Saito	984 N Glenview Ct, Palatine, IL
95	Ken Saito	984 N Glenview Ct, Palatine, IL
96	Thomas Schulz	882 N Martin Drive, Palatine, IL 60067
97	Marcela oneal	1006 n glenview court palatine il 60067
98	Raphael Imhof	1042 n glenview ct, Palatine, IL
99	Kelsey Paulsen	1112 N Lakeside Dr, Palatine, IL
100	Jacqueline Chiang	864 N Franklin Ave, Palatine, IL
101	Laurie Booth	868 N. Franklin Avenue, Palatine, IL
102	Jamie L. Booth	868 N. Franklin Avenue, Palatine, IL
103	Denise Green	1013 west elm street, Palatine, IL
104	Lorene Harder	872 N. Maple Ave, Palatine, IL 60067
105	James Harder	872 N. Maple Ave, Palatine, IL 60067
106	Jenn Demos	981 N Cove Dr, Palatine, IL
107	Katy Garchie	891 N Maple Avenue Palatine,IL 60067
108	Robert Cantarutti	828 N Franklin Ave, Palatine, IL 60067
109	James Johnson	626 N Quentin Road, Palatine IL 60067
110	Justine Samuels	825 N Maple Ave, Palatine, IL
111	Joseph Origer	825 N Maple Ave, Palatine, IL
112	Rachel Brad	1053 N Glenview Ct, Palatine, IL
113	Andrew Brad	1053 N Glenview Ct, Palatine, IL
114	Lynn S Ishizuka	1125 n. Quentin Rd., Palatine, IL
115	Tom Piazza and Melody Piazza	856 N Maple Ave, Palatine, IL 60067
116	Max Simampo	1018 N Glenview Ct Palatine IL 60067
117	Seung Julia Choi	853 N. Maple, Palatine, IL

Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
118	Michelle Velmont	775 W Peder Ln, Palatine, IL
119	Barbara Davis	617 N Deer Run Dr, Palatine, IL
120	Mike Velmont	775 W Peder Ln, Palatine, IL
121	Robert Lettecci	998 North Glenview Court Palatine, 60067
122	Sally Lettecci	998 N Glenview Ct, Palatine, IL
123	Laura Wilen	1052 N Glenview Ct, Palatine, IL
124	Nannette Harris	825 W Poplar Street, Palatine, IL
125	Julia Harris	825 W Poplar Street, Palatine, IL
126	Imelda Sondak-Simampo	1018 N Glenview Ct, Palatine, IL 60067
127	Michael Krainski	872 N Coolidge Avenue, Palatine, IL
128	Nancy Trujillo	895 W Goodrich Place, Palatine IL. 60067
129	Vernon Alexander	895 N. Martin Dr., Palatine, IL
130	Sarah Kramer	545 West Kenilworth Ave, Palatine, IL
131	Kenneth M Kramer	545 W Kenilworth Ave, Palatine, IL, 60067
132	Kim Vander Steen	841 N. Martin Dr., Palatine
133	Joseph Kramer	949 Quentin Rd, Palatine IL 60067
134	Natalia Kramer	949 Quentin Rd, Palatine IL 60067
135	Kenneth M Kramer	949 N Quentin Rd Palatine IL
136	Nancy Kramer	949 N QUENTIN RD, Palatine, IL
137	Caleb Bennett	901 N MAPLE AVE, Palatine, IL
138	Karen schell	732 n Franklin ave, Palatine, IL
139	Thomas Schell	732 n Franklin ave, Palatine, IL
140	Maggie Schell	732 n franklin ave, Palatine, IL
141	Daniel Kent	724 N. Franklin Ave., Palatine, IL
142	Thomas Graning	1008 N Glenview Ct, Palatine, IL
143	Carolyn Gralewski	883 N Maple Ave, Palatine, IL
144	Charles Fisher III	727 N Franklin Ave, Palatine, IL
145	Thomas R. Klaus	697 N Mart Ct., Palatine, IL
146	Karen A. Klaus	697 N Mart Ct., Palatine, IL
147	Jacqueline Perno	1044 W Sutton Ct, Palatine, IL
148	Denise Morin	710 W. Bayer Drive, Palatine
149	John Erickson	860 N Franklin Ave, Palatine, IL
150	Cheryl Erickson	860 N Franklin Ave, Palatine, IL
151	Steve Breese	716 N Franklin Ave, Palatine, IL 60067
152	Ed Stacy	1044 N. Glenview Court, Palatine, IL 60067
153	Elizabeth Skibinski	1037 N. Glenview Ct, Palatine, IL
154	Connie Ponce	885 North Cove Drive, Palatine, IL
155	Stephanie Schmidt	881 N cove dr, Palatine, IL
156	Michael Garchie	891 N Maple Ave, Palatine, IL

Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
157	Michael Vendafreddo	762 N Franklin Ave, Palatine, IL
158	Lori Vendafreddo	762 N Franklin Ave, Palatine, IL
159	Jessica Brown	907 north maple avenue, Palatine, IL
160	Tim Allyn	878 N. Franklin Ave, Palatine, IL
161	Judeanne Caputo	956 N. Franklin Avenue, Palatine, IL
162	Joshua Langell	871 N Maple Ave, Palatine, IL
163	Tina leiss	840 n Franklin Palatine, IL
164	Mucia A Burke	879 N maple ave, Palatine, il
165	Tracey Cantarutti	828 N Franklin Ave. Palatine
166	Stephen Thompson	874 W Goodrich Pl, Palatine, IL
167	Beth Long	1061 W Myrtle Street, Palatine, IL
168	Peter Meyer	844 N. Franklin Ave., Palatine, IL
169	Carol Collins	846 N Maple Ave, Palatine, IL
170	Kathy Wallace	875 W Poplar St, Palatine, IL
171	Barb Zailyk	1019 W Sutton Ct, Palatine, IL
172	Terri Thompson	874 W Goodrich Pl, Palatine, IL
173	Vito Ponce	885 north cove drive, Palatine, IL
174	Cerisa Roulston	1223 N. Lakeview CT, Palatine, IL
175	Sana Shaikh	1250 n Lakeview dr, Palatine, IL
176	Carol Morris	1255 N. Sterling Avenue, Unit 112, Palatine
177	Jesse Villarreal	915 n Palos ave, Palatine, IL
178	Rosa Villarreal	915 n Palos ave, Palatine, IL
179	Cristal Gonzalez	923 N Palos Ave, Palatine, IL
180	Anthony Cinquegrani	841N Martin Drive Palatine IL 60067
181	David Piazza	856 N Maple Ave, Palatine, IL 60067
182	Mucia Marie Burke	879 N Maple Ave, Palatine, IL
183	Judy Aleksiak	1022 N Glenview Ct, Palatine, IL
184	Krissy McMahan	1222 Lakeview Dr Palatine
185	Patricia Sowder	1238 N Rosewood Ct Palatine, IL
186	Emily Gallagher	752 W Lakeside Dr, Palatine, IL
187	Clare Harder	872 N. Maple Ave, Palatine, IL 60067
188	Michael P Merchut	1269 N Lakeview Drive, Palatine, IL
189	Sam G Haddad	1232 N. Rosewood Court, Palatine, IL
190	Barbara Black	755 West Bayer, Palatine, IL
191	Joseph Murphy	1275 N Lakeview Drive, Palatine, Illinois 60067
192	Andrew Lysaker	1241 N Lakeview Dr, Palatine, IL
193	Palak Desai	1209 N. Lakeview Dr. Palatine
194	Sarah Roche	1218 N Lakeview drive, Palatine, IL
195	Jeff & Rebecca Buchholtz	1229 N. Lakeview Ct, Palatine, IL

Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

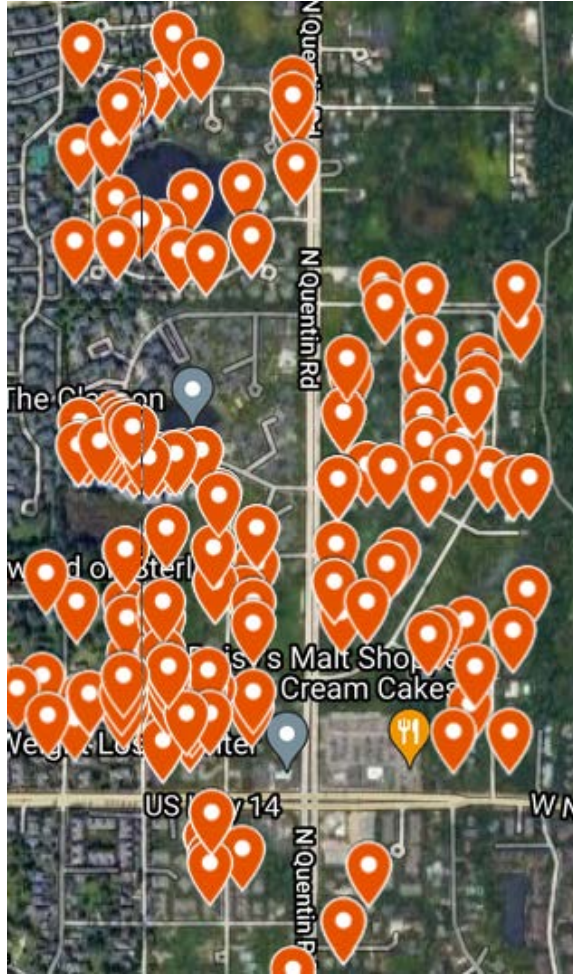
Petition: 874-920 N. Quentin Road Planned Development

We the undersigned are against the 40-unit apartment building on the parcel 874/920 N. Quentin as proposed by the petitioner Alliance/Northpointe Development. We call on the village to reject the planned development due to its density and impact on the surrounding area. We are requesting the opportunity to be involved in additional dialogue with the Village of Palatine to determine an appropriate use plan which is more aligned with the existing characteristics of the neighborhood.

	Resident Name	Resident Street Address
196	Scott Matzke	1307 N Laguna Ct, Palatine, IL
197	Niraj Desai	1209 N Lakeview Dr, Palatine, IL 60067
198	Susan McBride	1127 N Perry Dr, Palatine, IL
199	Tricia McGinn	1309 N. Laguna Ct, Palatine, IL
200	Rodney Sowder	1238 North Rosewood Court, Palatine, IL 60067
201	Jeffrey McMahon	1222 North Lakeview Drive Palatine IL 60067
202	Michael Roche	1218 N Lakeview, Palatine, IL
203	Judith Y Gaston	982 N Glenview Court, Palatine, IL
204	Sarah Wippman	1276 N Lakeview Drive, Palatine, IL
205	Robert Wippman	1276 N Lakeview Drive, Palatine, IL
206	Nithya Stephen	1263 N Lakeview Dr , Palatine
207	William Ravikumar	1263 N Lakeview Dr, Palatine
208	Paul Buck	680 w lakeside dr, Palatine, IL
209	Tina Di Cristofano	1201 N. Lakeview Dr. Palatine, IL 60068
210	Anthony Di Cristofano	1201 N. Lakeview Dr., Palatine, IL 60067,
211	Neil Soni	1031 n Glenview Ct, Palatine, IL
212	Nicole Soni	1031 N Glenview Ct, Palatine, IL
213	Don Kronberg	1233 N. Lakeview Drive, Palatine
214	Suzanne Terranova	1251 N Lakeview Drive Palatine IL 60067
215	Ross Shrestha	1259 n lakeview dr, Palatine, IL
216	Toshiko Lin	901 N Franklin Ave, Palatine, IL
217	Meghan Haddad	1232 N Rosewood Ct, Palatine, IL
218	Lois Kurowski	920 N. Sterling Ave, Palatine, IL
219	Judy Dann	1266 Forest View Circle, Palatine, IL
220	Chad Bobbit	1160 N Old Bridge, Palatine, IL
221	Mark Gallegos	1277 N Lakeview Dr, Palatine, IL 60067
222	Jaclyn Castellanet	1307 N Laguna Ct., Palatine, IL
223	Deepika Syal	1210 N Oakridge Ct, Palatine, IL
224	Narinder K Syal	1210 N Oakridge Ct, Palatine, IL
225	SAVITRI MEHTA	1210 N OAKRIDGE CT, Palatine, IL
226	YASH SYAL	1210 N OAKRIDGE CT, Palatine, IL
227	Min Sun	1205 N. Lakeview Drive, Palatine, IL 60067
228	Liang Tang	1205 N. Lakeview Drive, Palatine, IL 60067
229	Freddie Tang	1205 N. Lakeview Drive, Palatine, IL 60067

Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

Petition Map of Households in the
Immediate Neighborhood Opposed to
the Proposed Quentin Ave Development
(as of December 1, 2021)



Attachment: Pichhiotti Petition (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg**Subject:** FW: Public Hearings: 874-920 N. Quentin Road - File No. 21-89**From:** Marcus Orofino <>**Sent:** Wednesday, December 1, 2021 10:00 PM**To:** Tim Millar <TMillar@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>**Cc:** Michael Jacobs <MJacobs@palatine.il.us>; Jim Schwantz <JSchwantz@palatine.il.us>; Scott Lamerand <SLamerand@palatine.il.us>; Doug Myslinski <dmyslinski@palatine.il.us>; Greg Solberg <GSolberg@palatine.il.us>; Kollin Kozlowski <KKozlowski@palatine.il.us>; Brad Helms <BHelms@palatine.il.us>; >**Subject:** Public Hearings: 874-920 N. Quentin Road - File No. 21-89

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

Tim and Ben,

We are emailing you regarding the Public Hearings: 874-920 N. Quentin Road - File No. 21-89 on Tuesday December 7th at 7PM.

Our understanding of the proposal is that a two-story 40-unit apartment complex with an underground parking garage is proposed to be built directly behind our home. Adding a 40-unit apartment would increase the population of the neighborhood in a very concentrated way. We've been in our home at 913 Franklin Avenue since January 2018 and have enjoyed it and the neighborhood quite a lot. We've tried our best to beautify the neighborhood as well as create a good home for our future family. When we purchased a home next to a vacant lot, we realized that there would be construction and a structure erected at some point. However, given the size of the lot we never imagined that an apartment complex with so many units would be proposed.

When we met with the developer, we expressed our concerns; some of which were addressed, however we strongly discouraged the proposed number of units for this site because of concerns of overcrowding. The density of this proposed development is 15.81 units/acre, which exceeds that of other apartment complexes in the area:

The Clayson - 15.70 units/acre

Knollwood - 9.79 units/acre

Willow Glen - 3.78 units/acre

This is the first home that we have owned and we're just beginning to get situated with life and this is calling into question the implications this could have on our future. We have concerns with the population density increase, changes to the dynamics of the neighborhood, impacts it could have to traffic patterns, increased potential for crime due to so many individuals in a small area, light pollution, a loss of privacy, and potential impacts to our home value which could put significant financial strain our ability to sell the home in the future. We plan to make all these concerns known during the hearing, but we wanted to share some of our thoughts with you leading up to the hearing given time seems to move so fast these days. Thank you for hearing our concerns, your time, and your consideration. If you have any questions, we would be more than happy to talk with you on the phone and we would greatly appreciate any support/perspective you have on this matter.

Thank you,
Grace and Marcus Orofino

Attachment: Orofino email (874-920 N. Quentin Road - Quentin apartments)

Willow Glen Homeowners Association 980 - 1054 N. Glenview Ct.

December 1, 2021

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

RE: Proposed Development 896 - 920 N Quentin Road

Dear Mr. Vyverberg:

On behalf of the Willow Glen Homeowners Association, a 40-unit townhouse community located on N. Glenview Ct., I am writing you to express the Association's disfavor of the proposed development planned for 896 - 920 N Quentin Road.

At issue:

Increased traffic on Franklin, Maple and Poplar:

We already have an overabundance of traffic due to the car cutting through Maple and Franklin streets to avoid the traffic light at Northwest Highway and Quentin.

As the entrance and exit of the parking garage for the new development will be off Poplar, it will add to the congestion in this area. In addition, with the proximity of the exit to Quentin, it will create chaos in trying to get out onto Quentin Road.

Neighborhood Continuity

This high-density project does not fit into the surrounding neighborhood and would better-suited amongst like buildings.

Homeowners who back-up to the planned development sure didn't expect to have their privacy infringed upon by a multi-unit building overlooking their property.

Property Values

As our area has not recovered from the last market downturn, this will add to the the negative impact on the surrounding property values.

Willow Glen has experienced the effects from low-income housing for 15+ years from the former owners of the Clayton Apartments and we do not wish to repeat those issues again.

A better use of this land can be optimal for the neighborhood and the Village of Palatine by approving a development utilizing a 1-story structures such as a medical building or independent business.

Willow Glen continues its opposition to this project.

Sincerely,

Willow Glen Board

Distribution: Katie Rivard
Jim Schwantz
Tim Millar

abetterpalatine@gmail.com

Village of Palatine
200 E Wood St
Palatine, IL 60067

December 1, 2021

Dear Mr. Vyverberg,

I am a long time resident of 901 N Franklin Ave. I am against the proposed development on 874-920 N Quentin, which will have a devastating impact on my ability to enjoy my home of over 30 years for the rest of my life.

Among my biggest concerns are the high density of the 40-unit apartment building proposed, the noise, traffic and activity, and the large number of residents. Both pedestrian and vehicle traffic in the area will be impacted, and will make it more difficult for me to run errands.

I am unable to attend the public hearing on December 7th due to my health – I turned 90 earlier this year. I urge the Plan Commission to reject this proposal.

Sincerely,



Toshiko Lin
901 N Franklin Ave
Palatine, IL 60067



Ben Vyverberg

Subject: FW: Planned development to a 2 story 40 unit apartment on Quentin Road.

From: Kathy Wallace <>

Sent: Friday, November 26, 2021 4:06 PM

To: Jim Schwantz <JSchwantz@palatine.il.us>; Ben Vyverberg <BVyverberg@palatine.il.us>; Tim Millar <TMillar@palatine.il.us>

Subject: re: Planned development to a 2 story 40 unit apartment on Quentin Road.

Caution: This is an external email, Please take care when clicking links or opening attachments. When in doubt, please talk with the sender or check with VOP IT

I live on Poplar ST and I think this is a bad idea to put up and apartment building there. I have called the police at least 3x re: traffic driving so fast they ended up in the ditch on Poplar St. People cut through here to miss light at Northwest Hwy and Quentin. They speed through. We have a very nice neighbor hood and don't think adding at least 40 cars to the area is a good idea. The traffic is bad enough without more traffic especially during rush hour. I have difficulty returning from work onto Poplar ST because of traffic

In higher income areas low income housing causes the price of our houses to drop. The houses on Franklin that would back up the building would be difficult for those houses the lighting, flooding and we are on wells. That definitely would affect the function of our wells.

It can increase neighbor hood crime we very seldom see Police on our street because it is a very safe neighborhood. We help each other as needed. .

It definitely affects health. Low income housing has negative effects on health outcomes. Exposure to hazards increase in respiratory illness and other diseases especially with Covid issues, influenza RSV etc., There are burdens that cut corners on spending in health care and nutrition.

Low income housing also affects educational achievement. Poorer scores on reading and math tests and many HS drop outs in low income housing.

It can also affect dependence on public service dependence and could eventually increase our taxes.

I do not need anyone else with pets walking their animals in my yard. We don't have sidewalks, walkways or lights so many animals use my yard and kill my grass especially from the Clayson apartments.. Don't need anymore animals in the area ruining my yard.

I feel there are better places to place this building and it is not on Quentin and Poplar St.. .

I am definitely not in favor of building this affordable housing in this area.

Kathy Wallace
875 W Poplar St

Attachment: Wallace email 11-26-21 (874-920 N. Quentin Road - Quentin apartments)

Ben Vyverberg

Subject: FW: Northpointe Development Proposal for Affordable Housing in Palatine

On Dec 2, 2021 4:31 PM, Frank De Rosa wrote:

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To: Mr. Jim Schwantz
Mayor, Village of PalatineVillage of Palatine Plan Commission
200 E. Wood Street
Palatine, IL 60067**From:** Frank and Maureen De Rosa
456 South Abbey Hill Lane
Palatine, IL 60067**Date:** December 2, 2021

The purpose of this letter is to express our support for the Northpointe Development affordable housing proposal to be constructed along Quentin Road southwest of Poplar Street. The Northpointe Development proposal was originally presented last July. In response to a number of concerns raised by village officials and residents, Northpointe Development has made significant revisions that strengthen their proposal and express respect for the concerns of neighbors and community. The new plan reduces the building from three to two stories, and from 58 to 40 units. The structure is moved east, closer to Quentin Road and farther from existing homes. The clubhouse is relocated and the plan for balconies facing west is removed. The landscaping plan includes tall trees on its western perimeter. Traffic concerns are addressed, including the elimination of a Poplar Street entrance. According to Northpointe Development, the new plan conforms with Palatine's multi-family district standards.

We are long-time Palatine residents. We are grateful that Palatine has been such a wonderful place to raise our family. We like the idea that a new group of neighbors, many of whom are employed in Palatine, could find an affordable place to live and could enjoy our community just as our family has.

We are convinced that the Northpointe Development proposal, which would provide affordable housing for people and families of varying incomes in low density settings, is an excellent example of the kinds of ventures that Palatine should consider. Such a development could only enhance an already great place to live and work.

Frank and Maureen De Rosa
456 Abbey Hill Lane
Palatine

Sent from my iPad

Attachment: DeRosa email (874-920 N. Quentin Road - Quentin apartments)

October 18, 2021

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

Re: Support for Northpointe Development proposed affordable housing in Palatine

Mr. Vyverberg:

I am writing to you to voice my general support of affordable housing developments in our community, and specifically in support of the one planned for 874-920 N Quentin Road in Palatine.

Restaurants and retail businesses in the northwest suburbs are increasingly finding it difficult to attract and retain employees. Part of the problem is related to low wages and the lack of benefits: But an even larger issue is the lack of affordable housing in this area. The cost of housing has increased exponentially over the years, while wages have remained largely stagnant.

If we want to fill available entry-level jobs in our community, we must be able to provide those workers with an affordable place to live. It is not realistic to expect that someone making \$18 per hour (\$2,500 per month, full time, before taxes) will be able to afford the current average rent of \$1,200/month per person in this community. And for those workers with families, the financial realities are even more dire.

Please assess the value of this project on facts and research, which show the value that local affordable housing will bring to our community.

Sincerely,



Lisa R. Williams
 19 S Linden Ave, Palatine IL
 [REDACTED]

Cc: Mr. Brad Helms, District 6 Illinois Representative
 Mr. Reed Ottesen, Palatine Village Manager
 Mr. Jim Schwantz, Palatine Village Mayor

PUBLIC NOTICE
 A Public Hearing will be held before the Village of Palatine Plan Commission on Tuesday, December 7, 2021 at 7 PM, in the Village Council Chambers at Palatine Village Hall, 200 E. Wood Street, relative to a request for the following:
1. Preliminary Planned Development to permit a 2-story, 40-unit apartment building.
 The property is commonly known as 874-920 N. Quentin Road (PINs #: 02-09-405-008-0000, 02-09-405-010-0000, 02-09-405-011-0000, 02-09-405-012-0000, 02-09-405-013-0000, 02-09-405-015-0000, 02-09-405-016-0000)
 The Petitioner is requesting Preliminary Planned Development approval to construct a new 2-story, 40-unit apartment building at the Subject Property located at the southwest corner of Quentin Road and Poplar Street.
 The above petition has been filed by Andy Dumke, Alliance Development, and is available for examination in the office of the Village Clerk at 200 E. Wood Street.
 FILE #: 21-89
 VILLAGE OF PALATINE
 Dennis Dwyer, Chair
 Palatine Plan Commission
 DATED: This 22nd day of November of 2021
 Published in Daily Herald
 November 22, 2021 (4573835)

CERTIFICATE OF PUBLICATION
Paddock Publications, Inc.

Northwest Suburbs
Daily Herald

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 and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is general circulation throughout said Village(s), County(ies) and State.

I further certify that the Northwest Suburbs DAILY HERALD is a newspaper as defined in "an Act to revise the law in relation to notice as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 11/22/2021 in said Northwest Suburbs DAILY HERALD.

IN WITNESS WHEREOF, the undersigned, the said PADDOCK PUBLICATIONS, Inc., has caused this certificate to be signed by, their authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
 DAILY HERALD NEWSPAPERS

BY *Doula Baltz*
 Designee of the Publisher and Officer of the Daily Herald

Control # 4573835

Attachment: Public Notice (874-920 N. Quentin Road - Quentin apartments)

rec. 11/29/21